
SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY WAREHOUSE (EXCLUDING DANGEROUS GOODS
GODOWN) WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND
AND POND FOR A PERIOD OF 3 YEARS IN
“OTHER SPECIFIED USES” ANNOTATED “COMPREHENSIVE DEVELOPMENT TO
INCLUDE WETLAND RESTORATION AREA 1” ZONE**

VARIOUS LOTS IN D.D. 104, NAM SANG WAI, YUEN LONG, NEW TERRITORIES

PLANNING STATEMENT

Applicant

Sunny International Investment Limited

Consultancy Team

Tai Wah Development Consultants Limited

July 2026
Version 1.0

FILE CONTROL

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REVISION NO. : *1.0*

APPLICANT : *Sunny International Investment Limited*

TYPE OF APPLICATION : *S.16 Planning Application*

PROPOSED USE : *Proposed Temporary Warehouse (excl. D.G.G.) with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years*

SITE LOCATION : *Various Lots in D.D. 104, Nam Sang Wai, Yuen Long, New Territories*

AMENDMENT RECORD

REVISION NO.	DESCRIPTION	APPROVED BY (Date)	PREPARED BY (Date)
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EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *Various Lots in D.D. 104, Nam Sang Wai, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Warehouse (excluding Dangerous Goods Godown (excl. D.G.G.)) with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years**' (the proposed development).
- The Site falls within an area zoned "Other Specified Uses" Annotated "Comprehensive Development to Include Wetland Restoration Area 1" ("OU(CDWR1)") on the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/12. The Site occupies an area of 17,701 m² (about). Three temporary structures are proposed at the Site for warehouse (excl. D.G.G.) with ancillary site office and washroom, meter room and guard room with total gross floor area (GFA) of 18,432 m² (about). The remaining area is reserved for vehicle parking, loading/unloading (L/UL) and circulation area.
- The Site is accessible from Kam Pok Road East via Kam Pok Road and a local access. The operation hours of the proposed development are Monday to Saturday from 08:00 to 19:00. No operation on Sunday and public holidays.
- Justifications for the proposed development are as follows:
 - the applicant's business premises (the Original Premises) is affected by Government's land resumption for the development of the Northern Link (NOL) Main Line;
 - the applicant has spent effort in identifying suitable sites for relocation;
 - the applied use is the same as the Original Premises;
 - no significant adverse impact is anticipated from the proposed development; and
 - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "REC" zone.
- Details of development parameters are as follows:

Site area	17,701 m ² (about)
Covered area	9,225 m ² (about)
Uncovered area	8,476 m ² (about)
Plot ratio	1.04 (about)
Site coverage	52% (about)
No. of structure	3
Total GFA	18,432 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	18,432 m ² (about)
Building height	3.5 m - 15 m (about)
No. of storey	1 - 2

行政摘要（內文如與英文版本有任何差異，應以英文版本為準）

- 申請人現根據《城市規劃條例》（第 131 章）第 16 條，向城市規劃委員會提交有關新界元朗南生圍丈量約份第 104 約多個地段的規劃申請，於上述地段作「擬議臨時貨倉（危險品倉庫除外）連附屬設施及相關填土及填塘工程（為期 3 年）」（擬議發展）。
- 申請地點所在的地區在《南生圍分區計劃大綱核准圖編號 S/YL-NSW/12》上劃為「其他指定用途（綜合發展包括濕地修復區 1）」地帶。申請地盤的面積為 17,701 平方米（約）。申請地點將設 3 座臨時構築物作貨倉（危險品倉庫除外）連附屬辦公室及洗手間、電錶房及守衛室，總樓面面積合共為 18,432 平方米（約）。申請地點的其餘地方將預留作車輛停泊、上落貨位及流轉空間。
- 申請地點可從錦壘路東經錦壘路和一條地區道路前往。擬議發展的作業時間為星期一至六上午八時至下午七時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 在地經營者原來的經營處所受到北環線主線工程收地影響；
 - 申請人曾經致力尋找合適的搬遷地點；
 - 申請用途與受影響的經營處所用途一致；
 - 擬議發展不會對周邊地區帶來重大負面影響；及
 - 擬議發展只屬臨時性質，批出規劃許可不會影響「其他指定用途（綜合發展包括濕地修復區 1）」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	17,701 平方米（約）
上蓋總面積：	9,225 平方米（約）
露天地方面積：	8,476 平方米（約）
地積比率：	1.04（約）
上蓋覆蓋率：	52%（約）
樓宇數目：	3 座
總樓面面積	18,432 平方米（約）
住用總樓面面積：	不適用
非住用總樓面面積：	18,432 平方米（約）
構築物高度：	3.5 米 - 15 米（約）
構築物層數：	1 層 - 2 層

1. INTRODUCTION

Background

- 1.1 **Tai Wah Development Consultants Limited** has been commissioned by **Sunny International Investment Limited**¹ (the applicant) to make submission on its behalf to the Board under S.16 of the Ordinance in respect to *Lots 3722 S.C ss.3 (Part), 3722 S.C ss.4 (Part), 3722 S.C ss.5 RP (Part), 3722 S.C RP (Part), 3722 S.E (Part), 3722 S.F, 3722 S.G RP, 3722 S.H RP and 3722 RP (Part) in D.D. 104, Nam Sang Wai, Yuen Long, New Territories (Plans 1 to 3).*
- 1.2 The applicant intends to use the Site for '**Proposed Temporary Warehouse (excl. D.G.G.) with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years**'. The Site falls within an area zoned "OU(CDWRA1)" on the Approved Nam Sang Wai OZP No. S/YL-NSW/12 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "OU(CDWRA1)" zone, which requires planning permission from the Board.
- 1.3 In support of the application, a set of indicative development plans and drawings, details of the affected business are provided with this Planning Statement (**Appendix I** and **Plans 1 to 10**). Other assessments will be submitted, if deemed to be required, at a later stage for the consideration of relevant government bureaux/departments and members of the Board.

¹ **Sunny International Investment Limited**, the applicant, was commissioned by **Ytad Warehousing Logistics Co. Limited**, the affected business operator, to facilitate the relocation of the Original Premises. Details of the Original Premises are provided at **Appendix I**.

2. JUSTIFICATIONS

Facilitating the relocation of the Original Premises affected by the NOL Main Line

- 2.1 The current application intends to facilitate the relocation of the Original Premises of the applicant in Ngau Tam Mei, i.e. formerly various lots in D.D. 104 and adjoining GL, due to land resumption and to pave way for the construction of the NOL Main Line. The Original Premises currently falls within an area zoned "Open Space" ("O"), "Residential (Group A)2" ("R(A)2"), "Other Specified Uses" annotated "Railway Station and Depot with Commercial and Residential Development and Public Open Space" ("OU(RSD with CRD and POS)"), and an area shown as 'Road' on the Approved Ngau Tam Mei OZP No. S/YL-NTM/16 (**Appendix I; Plans 4 and 5**).
- 2.2 With reference to the implementation programme, the Original Premises has fallen within the land resumption limit for the NOL Main Line (**Plan 5**). Given that the Original Premises was resumed and reverted to the Government in July 2025, the applicant desperately needs to identify a suitable site for the relocation of the affected business in order to continue the business operation.

Applicant's effort in identifying suitable site for relocation

- 2.3 While the applicant has spent effort to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership, accessibility or the site area being too small (**Appendix II and Plan 7**). After a lengthy site search process, a site in Lin Ma Hang was identified and the S.16 planning application (No. A/NE-TKLN/86) to facilitate the relocation was approved by the Board in September 2024. However, due to unforeseen land availability issues, the Lin Ma Hang site is no longer viable for relocation. Subsequently, the Site has been selected as the replacement site, taking into account its flat topography and direct vehicular accessibility. (**Plan 1**).

Applied use is the same as the Original Premises

- 2.4 The proposed development involves the operation of a warehouse (excl. D.G.G.) with ancillary facilities to support the daily operation of the proposed development. Details of the difference between the Original Premises and the Site are shown at **Table 1** below:

Table 1 – Difference between the Original Premises and the Site

	<u>Original Premises</u> (a)	<u>The Site</u> (b)	<u>Difference</u> (b) - (a)
Site Area	13,651 m ²	17,701 m ²	+4,050 m ² ; +30%
GFA	15,412 m ²	18,432 m ²	+3,020 m ² ; +20%

- 2.5 Although the site area and GFA of the Site are relatively larger comparing to that of the Original Premises, a significant portion of the Site, i.e. 8,476 m² (about 48% of the Site), is uncovered and designated for parking and manoeuvring of vehicles, so as to support the daily operation of the proposed development. According to the affected

business operator, the Original Premises lacks adequate circulation space, resulting in prolonged waiting time for L/UL activities. Therefore, a substantial amount of circulation space is reserved in order to increase the overall efficiency of the proposed development, as well as to minimise the potential adverse traffic impact to the surrounding road network.

- 2.6 The Site is also in close proximity to San Tin Highway and New Territories Circular Road, which helps facilitate the efficient movement of goods. The increase in site area also offers an excellent opportunity to enhance the operational efficiency by providing additional space for the storage, bulk breaking, and packaging of goods. It also better utilises land resources in the New Territories and provides opportunities to support the overall supply chain.

Not frustrating the long-term planning intention of the "OU(CDWRA1)" zone

- 2.7 Although the Site falls within area zoned as "OU(CDWRA1)" on the Approved Nam Sang Wai OZP No. S/YL-NSW/12, the Site is currently vacant with no known long-term planned development. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "OU(CDWRA1)" zone and would better utilise deserted land in the New Territories.
- 2.8 Despite the fact that the proposed development is not in line with the planning intention of the "OU(CDWRA1)" zone, the special background of the application should be considered on its individual merit, of which the approval of the current application would not set an undesirable precedent for the "OU(CDWRA1)" zone.

The proposed development is not incompatible with surrounding land use

- 2.9 The applied use is considered not incompatible with surrounding area dominated by clusters of brownfield operations such as warehouse, logistics centre, open storage etc. The proposed development is therefore considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will also make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimise potential adverse impacts arising from the proposed development.

3. SITE CONTEXT

Site location

- 3.1 The Site is located at approximately 50 m south of Kam Pok Road; 1.5 km west of San Tin Highway; 7.6 km south of Lok Ma Chau Border Control Point (BCP); 16.6 km southwest of Man Kam To BCP; and 2.8 km southwest of the Original Premises in Ngau Tam Mei.

Accessibility

- 3.2 The Site is accessible from Kam Pok Road East via Kam Pok Road and a local access (**Plan 1**).

Existing site condition

- 3.3 The Site is currently vacant. It is generally flat, and covered by vegetation and partially of soiled ground (**Plans 1, 3 and 7**).

Surrounding area

- 3.4 The Site and its surrounding areas are of rural character mainly comprising temporary structures, open storage yards, vacant land and tree clusters.
- 3.5 To its immediate north is Pok Wai Road West. To its further north across Pok Wai Road West are sites occupied by temporary structures for logistics centres, warehouse, workshop and some open storage yards.
- 3.6 To its immediate east are clusters of trees and Pok Wai Road. To its further east across Pok Wai Road are clusters of trees, Pok Wai Tsuen, San Tam Road and San Tin Highway.
- 3.7 To its immediate south are clusters of trees and some open storage yards. To its further south are sites some open storage yards, The Construction Sector Imported Labour Quarters and some ponds.
- 3.8 To its immediate west are land covered by vegetation and sites occupied by temporary structures for warehouse and workshop and some open storage yards. To its further west are Pok Wai Road West and some ponds.

4. PLANNING CONTEXT

Zoning

- 4.1 The Site falls within an area zoned "OU(CDWRA1)" on the Approved Nam Sang Wai OZP No. S/YL-NSW/12 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "OU(CDWRA1)" zone, which requires planning permission from the Board.

Planning intention

- 4.2 The planning intention of the "OU(CDWRA1)" zone is *to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include wetland restoration area. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Any new building should be located farthest away from Deep Bay.*

Filling of Land and Pond Restrictions

- 4.3 According to the Remarks of the "OU(CDWRA1)" zone, *any **filling of land/pond** or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or development always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.*

Previous Application

- 4.4 There is no previously approved application within the Site.

Similar applications

- 4.5 Several similar applications (Nos. A/YL-NSW/337, 341, 342, 343, 344, 345 and 346) for 'Warehouse' use were approved by the Board on a temporary basis for a period of 3 years within the adjoining "OU(CDWRA)" zone on the OZP in the past 5 years. Hence, the approval of the current application is in line with the previous decisions of the Board and would not set an undesirable precedent.

Land status

- 4.6 The Site comprises 9 private lots, i.e. *Lots 3722 S.C ss.3 (Part), 3722 S.C ss.4 (Part), 3722 S.C ss.5 RP (Part), 3722 S.C RP (Part), 3722 S.E (Part), 3722 S.F, 3722 S.G RP, 3722 S.H RP and 3722 RP (Part) in D.D. 104*, with private land area of 17,701 m² (about) of Old Schedule Lot held under Block Government Lease (**Plan 3**).
- 4.7 Noting that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit application for Short Term Waiver to the

Lands Department to make way for the erection of the proposed structures after planning permission has been granted from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development details

- 5.1 The Site consists of an area of 17,701 m² (about). Details of the development parameters are shown at **Table 2** below:

Table 2 – Development parameters

Site area	17,701 m ² (about)
Covered area	9,225 m ² (about)
Uncovered area	8,476 m ² (about)
Plot ratio	1.04 (about)
Site coverage	52% (about)
No. of structure	3
Total GFA	18,432 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	18,432 m ² (about)
Building height	3.5 m - 15 m (about)
No. of storey	1 - 2

- 5.2 Three temporary structures are proposed at the Site for warehouse (excl. D.G.G.) with ancillary site office and washroom, meter room and guard room with total GFA of 18,432 m² (about). The remaining open area is reserved for vehicle parking, L/UL and circulation spaces (**Plan 8**). Details of the proposed structures are shown at **Table 3** below:

Table 3 – Details of the proposed structures

Structure	Uses	Covered Area	GFA	Building Height
B1	Warehouse (excl. D.G.G.), site office and washroom	5,122 m ² (about)	10,244 m ² (about)	15 m (about) (2-storey)
B2		4,085 m ² (about)	8,170 m ² (about)	
B3	Meter room and guard room	18 m ² (about)	18 m ² (about)	3.5 m (about) (1-storey)
Total		9,225 m² (about)	18,432 m² (about)	-

Filling of land and pond

- 5.3 Historical aerial photo revealed that a portion of the Site comprised a pond during the early-1990s (**Plan 9**). The applicant intends to apply for pond filling to regularize the already filled pond (i.e. not more than 0.5 m in depth) to level the Site to the level of +4.1 mPD (about). Subsequently, the entire Site is proposed to be hard-paved with

concrete of not more than 0.5 m in depth to provide a relatively flat and solid surface for site formation of structures, vehicle parking, L/UL and circulation space. Upon completion of the filling, the site level of the entire site will be increased to +4.6 mPD (**Plan 9**). The hard-paving is considered necessary and has been kept to a minimum to meet the operational need of the proposed development. No further filling of land beyond the approved scheme will be carried out by the applicant. Upon expiry of the planning permission, the applicant will reinstate the Site into an amenity area.

Operation mode

- 5.4 The proposed development involves the operation of a warehouse (excl. D.G.G.) with ancillary facilities including office and washroom to support the daily operation of the proposed development. The warehouse is proposed for storage of miscellaneous items including but not limited to packaged food and beverage, apparel, footwear, electronic goods, etc. The operation hours of the proposed development are Monday to Saturday from 08:00 to 19:00. There is no operation on Sunday and public holidays. No dangerous goods will be allowed to be stored within the proposed development.
- 5.5 It is estimated that the Site would be able to accommodate not more than 15 nos. of staff. The site offices are intended to provide indoor workspace for administrative staff to support the daily operation of the proposed development. As no shopfront is proposed at the Site, visitor is not anticipated.

Minimal traffic impact

- 5.6 The Site is accessible from Kam Pok Road East via Kam Pok Road and a local access (**Plan 1**). A 12 m-wide (about) vehicular ingress and egress is proposed at the northwestern periphery of the Site. A total of 20 parking and L/UL spaces will be provided at the Site (**Plan 8**). The parking spaces are reserved solely for staff use. Container vehicles (CV) and light goods vehicles (LGV) will be deployed for the transportation of materials into and out of the Site. Details of the parking and L/UL provision are shown at **Table 4** below:

Table 4 – Provision of the parking and L/UL spaces

Types of parking space	No. of space
Parking spaces for private car (PC) - 2.5 m (W) x 5 m (L)	8
Types of L/UL space	No. of space
L/UL spaces for LGV - 3.5 m (W) x 7 m (L)	6
L/UL spaces for CV - 3.5 m (W) x 16 m (L)	6

- 5.7 CV and LGV will be deployed for the transportation of materials into and out of the Site, which will only be conducted beyond peak hours (i.e. between 10:00 and 17:00). Staff will be deployed to station at the ingress/ egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian and road safety. Sufficient

space is provided for vehicles to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plan 10**). The breakdown of the estimated trip generation/attraction are provided at **Table 5** below:

Table 5 – Estimated trip generation/attraction

Time period	Estimated trip generation/attraction						
	PC		LGV		CV		2-way total
	In	Out	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	4	0	0	0	0	0	4
Trips at <u>PM peak</u> per hour (17:00 – 18:00)	0	4	0	0	0	0	4
Average trips per hour (10:00 – 17:00)	0	0	1	1	1	1	4

- 5.8 As the proposed development is solely for 'warehouse' use, minimal vehicular trips would be generated. Therefore, adverse traffic impact to the surrounding road network should not be anticipated.

Minimal environmental impact

- 5.9 No dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities, and storage of dangerous and dusty goods will be allowed at any time during the approval period of the planning permission.
- 5.10 The applicant will strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/ pollution control ordinances, i.e. *Water Pollution Control Ordinance*, *Air Pollution Control Ordinance*, *Noise Control Ordinance* etc. at all times during the approval period of the planning permission.
- 5.11 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rain season, to ensure that these facilities are always operational.
- 5.12 During the operation of the proposed development, the major source of wastewater will be sewage from the washrooms generated by staff. The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system within the Site. 2.5 m-high (about) solid metal fencing will be erected along

the site boundary to minimise the noise nuisance to the surroundings. It will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit. In addition, maintenance will be conducted on a regular basis.

Minimal landscape impact

- 5.13 The Site is covered with overgrown grass. Given that the majority of the Site is expected to be disturbed by the proposed filling of land and pond, which is essential for the erection of structures and provision of vehicle parking, L/UL and circulation space. As such, it is not proposed to retain any of the existing vegetation at the Site.

Minimal drainage impact

- 5.14 The applicant will submit a drainage proposal to mitigate potential drainage impact generated from the proposed development after planning permission has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by the Drainage Authority.

Fire safety aspect

- 5.15 The applicant will submit a fire service installations (FSIs) proposal for the consideration of the Director of Fire Services (D of FS) to enhance fire safety of the proposed development after planning permission has been granted from the Board. Upon receiving relevant approval for STW from the LandsD for erection of the proposed structures, the applicant will implement the accepted FSIs proposal at the Site and submit the valid Certificate of Fire Service Installation and Equipment (FS 251) for the consideration of the D of FS.

6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of the Original Premises of the applicant, which is affected by the land resumption for the NOL Main Line. Whilst the applicant has attempted to relocate the Original Premises to a number of alternative sites across the New Territories, those sites were considered not suitable or impracticable (**Appendix II** and **Plan 6**). Since the applied use is the same as that of the Original Premises, approval of the current application could facilitate relocation due to land resumption, thereby minimise the impact on the implementation programme of the NOL Main Line.
- 6.2 Despite the proposed development is not in line with the long-term planning intention of the "OU(CDWRA1)" zone, the Site and its surroundings are currently without any known plan for comprehensive development. Hence, approval of the application on a temporary basis for a period of 3 years would not frustrate the long-term planning intention of the "OU(CDWRA1)" zone and better utilise deserted land in the New Territories.
- 6.4 The Site is surrounded by sites occupied by temporary structures for logistics centres, warehouse, open storage yards and vacant land; the proposed development is considered not incompatible with the surrounding areas (**Plans 1, 3 and 7**). In connection with the special background of the affected business operators, approval of the current application would not set an undesirable precedent within the "OU(CDWRA1)" zone, and should be considered on its own merits.
- 6.5 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided (e.g. submission of drainage and FSI proposals etc.) to mitigate any adverse impact that would have arisen from the proposed development upon obtaining relevant planning permission from the Board. The applicant will also strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' and relevant Practice Notes and guidelines issued by EPD to minimise all possible environmental impacts on nearby sensitive receivers.
- 6.6 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years**'.

Tai Wah Development Consultants Limited
July 2026