
SECTION 16 PLANNING APPLICATION

**PROPOSED TEMPORARY CONTAINER VEHICLE PARK AND OPEN STORAGE OF
CONSTRUCTION MATERIAL AND MACHINERY WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS
IN “GOVERNMENT, INSTITUTION OR COMMUNITY” ZONE AND AREA SHOWN AS ‘ROAD’,**

**LOTS 2543 RP (PART), 2544 RP, 2545 (PART),
2546 (PART), 2547 (PART), 2548 (PART) AND 2549 RP IN D.D. 104,
NGAU TAM MEI, YUEN LONG, NEW TERRITORIES**

PLANNING STATEMENT

Applicant

Southern Sea Investment Limited

Consultancy Team

R-riches Planning Limited

FILE CONTROL

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REVISION NO. : 1.0

APPLICANT : Southern Sea Investment Limited

TYPE OF APPLICATION : S.16 Planning Application

PROPOSED USE : Proposed Temporary Container Vehicle Park and Open Storage of Construction Materials and Machinery with Ancillary Facilities

SITE LOCATION : Lots 2543 RP (Part), 2544 RP, 2545 (Part), 2546 (Part), 2547 (Part), 2548 (Part) and 2549 RP in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories

AMENDMENT RECORD

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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) (the Ordinance) to use *Various Lots in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Container Vehicle Park and Open Storage of Construction Material and Machinery with Ancillary Facilities for a Period of 3 Years**' (the proposed development).
- The Site falls within an area zoned "Government, Institution or Community" ("G/IC") and an area shown as 'Road' on the Draft Ngau Tam Mei Outline Zoning Plan (OZP) No. S/YL-NTM/15. The Site occupies an area of 4,929 m² (about). 2 single-storey structures are proposed for storage of construction material and machinery, site office and washroom with total gross floor area (GFA) of 432 m² (about). The remaining area is reserved for open storage of construction material and machinery, container vehicle park, vehicle parking and loading/unloading (L/UL) spaces, and vehicle circulation area.
- The Site is accessible from Sam Tam Road via a local access. The operation hours of the proposed development are Monday to Saturday from 07:00 to 19:00. No operation on Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - the premises of the affected business operator (the Original Premises/affected business premises) is affected by Government's land resumption for the development of the San Tin Technopole;
 - the applicant has spent effort in identifying suitable sites for relocation;
 - the applied uses are the same as those in the affected business premises;
 - the applicant has spent effort in compliance with conditions under the previous planning permission;
 - the proposed development is considered not incompatible with surrounding land uses; and
 - the proposed development is only on a temporary basis, approval of the planning application will not frustrate the long-term planning intention of the "G/IC" zone.
- Details of development parameters are as follows:

Site area	4,929 m ² (about)
Covered area	432 m ² (about)
Uncovered area	4,497 m ² (about)
Plot ratio	0.088 (about)
Site coverage	8.8% (about)
No. of structure	2
Total GFA	432 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	432 m ² (about)
Building height	4.5 m (about)
No. of storey	1

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牛潭尾丈量約份第 104 約多個地段的規劃申請，於上述地點作「**擬議臨時貨櫃車停車場及露天存放建築材料和機械連附屬設施（為期 3 年）**」（擬議發展）。
- 申請地點所在的地區在《牛潭尾分區計劃大綱草圖編號 S/YL-NTM/15》上劃為「政府、機構或社區」地帶及顯示為「道路」。申請地盤面積為 4,929 平方米（約）。申請地點將設有 2 座單層構築物作存放建築材料和機械、辦公室及洗手間用途，構築物的總樓面面積合共為 432 平方米（約），其餘地方將預留作貨櫃車停車場、露天存放建築材料和機械、車輛停泊和上／落貨位及車輛流轉空間。
- 申請地點可從新潭路經一條地區道路前往。擬議發展的作業時間為星期一至六上午七時至下午七時，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政府的「新田科技城」收地發展影響；
 - 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；
 - 申請人曾經致力履行先前規劃許可的附帶條件；
 - 擬議發展與周邊地方的用途並非不協調；及
 - 擬議發展只屬臨時性質，批出規劃許可不會影響「政府、機構或社區」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：	4,929 平方米（約）
上蓋總面積：	432 平方米（約）
露天地方面積：	4,497 平方米（約）
地積比率：	0.088（約）
上蓋覆蓋率：	8.8%（約）
樓宇數目：	2 座
總樓面面積	432 平方米（約）
住用總樓面面積：	不適用
非住用總樓面面積：	432 平方米（約）
構築物高度：	4.5 米（約）
構築物層數：	1 層

1. INTRODUCTION

Background

- 1.1 **R-riches Planning Limited** has been commissioned by **Southern Sea Investment Limited**¹ (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 2543 RP (Part), 2544 RP, 2545 (Part), 2546 (Part), 2547 (Part), 2548 (Part) and 2549 RP in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories* (the Site) (**Plans 1 to 3**).
- 1.2 The applicant intends to use the Site for '**Proposed Temporary Container Vehicle Park and Open Storage of Construction Material and Machinery with Ancillary Facilities for a Period of 3 Years**' (the proposed development). The Site falls within an area zoned "Government, Institution or Community" ("G/IC") and an area shown as 'Road' on the Draft Ngau Tam Mei Outline Zoning Plan (OZP) No. S/YL-NTM/15 (**Plan 2**)². According to the Notes of the OZP, the applied uses are not Column 1 nor 2 uses within the "G/IC" zone, which require planning permission from the Board.
- 1.3 In support of the proposal, a set of indicative development plans/drawings (**Plans 1 to 8**) and supplementary information, including the details of the Original Premises (**Appendix I**), accepted run-in/out and drainage proposals under the previous application No. A/YL-NTM/478 (**Appendices II and III**) and the latest fire service installations (FSIs) proposal (**Appendix IV**), are provided with this Planning Statement. Other assessments to mitigate the potential adverse impacts will be submitted, if required, at a later stage for the consideration of relevant government bureau/ departments and members of the Board.

¹ **Southern Sea Investment Limited**, the applicant, was commissioned by **Chun Sing Engineering Company Limited**, the affected business operator, to facilitate the relocation of the Original Premises. Details of the Original Premises are provided at **Appendix I**.

² The Site fell within an area zoned "Residential (Group D)" ("R(D)") on the then approved Ngau Tam Mei OZP No. S/YL-NTM/14. On 31.10.2025, the draft Ngau Tam Mei OZP No. S/YL-NTM/15 was exhibited, on which the Site now falls within an area partly zoned "G/IC" and partly shown as 'Road'.

2. JUSTIFICATIONS

To facilitate the relocation of the Original Premises affected by the San Tin Technopole

- 2.1 The current application intends to facilitate the relocation of the Original Premises in San Tin (i.e. formerly Lot 769 RP (Part) in D.D. 99) due to land resumption and to pave way for the development of the San Tin Technopole (**Plans 4 and 5**). The Original Premises, which has been occupied by the applied uses since the early 1990s, currently falls within an area zoned "Other Specified Uses" annotated "Innovation and Technology" ("OU(I&T)") on the Draft San Tin Technopole OZP No. S/STT/1 (**Plan 4**).
- 2.2 With reference to the implementation programme, the Original Premises falls within the land resumption limit for the Phase 1 Development of the San Tin Technopole (**Plan 5**). As the land where the Original Premises is located will be developed for innovation and technology-related uses upon completion of the San Tin Technopole, the concerned land was reverted to the Government under G.N. 1322 in August 2024. Therefore, the applicant desperately needs to identify a suitable site for the relocation of the affected business operator in order to continue the business operation, and minimise the impact on the implementation programme of government development projects.
- 2.3 In October 2024, a S.16 planning application No. A/YL-NTM/478 for open storage of construction materials and machinery with ancillary facilities and associated filling of pond was submitted by the same applicant and approved by the Board to facilitate the relocation of the Original Premises. Nonetheless, considering the business nature of the affected business operator, the Original Premises had also served as a container vehicle park for parking of the affected business operator's fleet for delivery of construction materials and machinery. As such, the current application is submitted to reflect the actual operational need of the affected business operator, which is crucial for the smooth relocation of the entire affected business.

Applicant's effort in identifying suitable site for relocation

- 2.4 Ahead of the submission of the previous application No. A/YL-NTM/478, the applicant has spent effort to relocate the Original 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. The Site was identified for relocation after a lengthy site searching process as it is relatively flat and easily accessible from San Tam Road via a local access.

Same applied uses as those in the Original Premises

- 2.5 The proposed development involves the operation of container vehicle park and open storage of construction material and machinery with ancillary facilities to support the daily operation of the Site. The applied uses are the same as those in the Original Premises. The site area

(i.e. about 4,929 m², -10%) and GFA (i.e. about 432 m², -10%) are also similar to the Original Premises. Details of the Original Premises are shown at **Table 1** below.

Table 1 - Differences between the Original Premises and the Site

	Original Premises (a)	The Site (b)	Difference (b) – (a)
Site area	5,496 m ²	4,929 m ²	-567 m ² , -10%
GFA	480 m ²	432 m ²	-48 m ² , -10%

- 2.6 A significant portion of the Site (i.e. 4,497 m²; 91.2%) is uncovered and designated for container vehicle park, open storage, vehicle L/UL and parking spaces and circulation area, in order to support the daily operation of the Site. According to the applicant, the Original Premises in San Tin lack adequate circulation space, resulting in prolonged waiting times for L/UL activities of goods. Therefore, a substantial amount of circulation space is reserved at the Site so as to increase the Site's overall efficiency, as well as to minimise the potential adverse traffic impacts to the surrounding road networks.

Applicant's effort in compliance with conditions under the previous permission

- 2.7 The applicant has spent effort in complying most of the planning conditions under the previous application No. A/YL-NTM/478. Details are shown at **Table 2** below:

Table 2 –Planning conditions under previous application No. A/YL-NTM/478

Planning conditions		Compliance
(a)	The submission of a drainage proposal	25.09.2025
(b)	The implementation of the drainage proposal	Not yet complied with
(d)	The provision of fire extinguisher(s)	28.10.2024
(e)	The submission of an FSIs proposal	27.03.2025
(f)	The implementation of the FSIs proposal	Not yet complied with
(g)	The submission of a run-in/out proposal	25.07.2025
(h)	The implementation of the run-in/out proposal	Not yet complied with

- 2.8 The run-in/out proposal submitted by the applicant was accepted by the Commissioner for Transport (C for T) and the Director of Highways (D of Hy) in July 2025 (**Appendix II**). The applicant submitted an Excavation Permit (XP) application to D of Hy in December 2025 so as to implement the run-in/out proposal. The applicant has obtained the XP in April 2026 and will launch relevant works and submit photographic records of the run-in/out for the consideration of relevant authorities.
- 2.9 The drainage proposal submitted by the applicant was accepted by the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) in September 2025 (**Appendix III**). The applicant is currently seeking quotations from drainage contractors for the implementation works of the drainage facilities. Upon obtaining relevant planning

permission from the Board, the applicant will launch the implementation works and submit photographic records of the drainage facilities for the consideration of CE/MN, DSD.

- 2.10 The fire extinguishers installed by the applicant and the FSIs proposal submitted by the applicant were accepted by the Director of Fire Services (D of FS) in October 2024 and March 2025 respectively. In view of the latest *"Fire Safety Requirements for Temporary Storage and Structures under Planning Application, Short Term Tenancy & Short Term Waiver"* of the Fire Services Department, the applicant has submitted an updated FSIs proposal to enhance fire safety of the proposed development (**Appendix IV**). Upon obtaining relevant planning permission from the Board, the applicant will launch the construction works of the structures and install the necessary FSIs therewithin. Certificate of Fire Service Installation and Equipment (FS251) will be submitted for the consideration of D of FS.

Approval of the application would not frustrate the long-term planning intention of the "G/IC" zone

- 2.11 Although the Site falls within area zoned "G/IC" on the Draft Ngau Tam Mei OZP No. S/YL-NTM/15, there is no known long-term development plan to be executed for government, institution or community use at the Site. Therefore, the approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "G/IC" zone and would better utilise deserted land in the New Territories.
- 2.12 There is no approved planning application for 'Container Vehicle Park' and 'Open Storage' uses within the "G/IC" zone on the OZP. Meanwhile, a planning application No. A/YL-NTM/483 for proposed temporary warehouse with ancillary open storage was approved within the "Residential (Group A)" and "Open Space" zones on the same OZP³.
- 2.13 Despite the fact that the proposed development is not in line with planning intention of the "G/IC" 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 "G/IC" zone.

The proposed development is not incompatible with surrounding land uses

- 2.14 The surrounding areas of the Site are considered to be in semi-rural character comprising open storage yards, warehouse, public vehicle park approved under planning application No. A/YL-NTM/469, transitional housing approved under planning application No. A/YL-NTM/470 and vacant/unused land. The proposed development is therefore considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will make effort in complying with relevant planning conditions in relation to fire services and drainage aspects, so as to minimise the potential adverse impacts that would have arisen from the proposed development.

³ The application site of planning application No. A/YL-NTM/483 fell within the then "R(D)" zone on the then approved Ngau Tam Mei OZP No. S/YL-NTM/14.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located approximately 20 m east of San Tam Road; 5.5 km north of Yuen Long MTR Station; 5.6 km southwest of Lok Ma Chau BCP; 14.9 km southwest of Man Kam To BCP; 25.2 km southwest of Heung Yuen Wai BCP; and 2.4 km south of the Original Premises in San Tin.

Accessibility

- 3.2 The Site is accessible from San Tam Road via a local access (**Plan 1**).

Existing site condition

- 3.3 The Site is currently operated as an open storage yard with planning permission under planning application No. A/YL-NTM/478. The Site is generally flat and hard-paved.

Surrounding area

- 3.4 The Site is mainly surrounded by vacant land, woodland, ponds, public roads and temporary structures (**Plans 1 and 3**).
- 3.5 To its immediate north is grassland intermixed with ponds and woodland. To its further north is an existing drainage channel, across which are some temporary structures for warehouse and domestic uses.
- 3.6 To its immediate east is grassland intermixed with ponds and woodland. To its further east is the site of an approved transitional housing under planning application No. A/YL-NTM/470.
- 3.7 To its immediate south are sites occupied by temporary structures for logistics warehouse uses and open storage yards. To its further south are clusters of village houses and an open storage of construction machinery.
- 3.8 To its immediate west are land covered by vegetation and woodland. To its further west is San Tin Highway, across which are some temporary structures for open storage use.

4. PLANNING CONTEXT

Zoning

- 4.1 The Site falls within an area zoned "G/IC" and an area shown as 'Road' on the Draft Ngau Tam Mei OZP No. S/YL-NTM/15 (**Plan 2**)⁴. According to the Notes of the OZP, the applied uses are not Column 1 nor 2 uses within the "G/IC" zone, which require planning permission from the Board.

Planning intention

- 4.2 The planning intention of the "G/IC" zone is *primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.*

Previous application

- 4.3 The Site is subject of a previous planning application No. A/YL-NTM/478 submitted by the same applicant for proposed temporary open storage of construction materials and machinery with ancillary facilities and associated filling of pond, which was approved by the Board in 2024 on a temporary basis for a period of 3 years.

Similar application

- 4.4 There is no approved planning application for 'Container Vehicle Park' and 'Open Storage' uses within the "G/IC" zone on the OZP. Meanwhile, an application No. A/YL-NTM/483 for proposed temporary warehouse with ancillary open storage was approved within the "Residential (Group A)" and "Open Space" zones on the same OZP⁵.

Town Planning Board Guidelines (TPB PG-No.) 13G

- 4.5 *The Site falls within Category 3 areas (Plan 6), which are those outside Category 1, 2 and 4 areas. Within these areas, "existing" and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic*

⁴ The Site fell within an area zoned "R(D)" on the then approved Ngau Tam Mei OZP No. S/YL-NTM/14. On 31.10.2025, the draft Ngau Tam Mei OZP No. S/YL-NTM/15 was exhibited, on which the Site now falls within an area partly zoned "G/IC" and partly shown as 'Road'.

⁵ The application site of planning application No. A/YL-NTM/483 fell within the same "R(D)" zone on the then approved Ngau Tam Mei OZP No. S/YL-NTM/14.

consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, a planning permission could be granted on a temporary basis up to a maximum period of 3 years.

- 4.6 Given that the applicant had demonstrated with genuine efforts for compliance with various planning conditions under the previous application that the proposed development would not generate significant adverse impacts on the surrounding areas, and the current application is on site with previous planning permission, approval of the current application is therefore considered in line with TPB PG-No. 13G and shall not set an undesirable precedent within the Category 3 areas. Besides, the current application should be considered on its individual merits in connection with the special background of the affected business operator, of whom the Original Premises has been resumed by the Government to facilitate the development of the San Tin Technopole.

Land status

- 4.7 The Site falls entirely on private lots, i.e. *Lots 2543 RP (Part), 2544 RP, 2545 (Part), 2546 (Part), 2547 (Part), 2548 (Part) and 2549 RP in D.D. 104*, with total land area of 4,929 m² (about) of Old Schedule Lots held under Block Government Lease (**Plan 3**).
- 4.8 Given that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit application for Short Term Waiver (STW), if needed, to the District Lands Officer/Yuen Long, Lands Department to make way for the erection of the proposed structures. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development details

- 5.1 The Site consists of an area of 4,929 m² (about). Details of the development parameters are shown at **Table 3** below.

Table 3 - Development parameters

Site area	4,929 m ² (about)
Covered area	432 m ² (about)
Uncovered area	4,497 m ² (about)
Plot ratio	0.088 (about)
Site coverage	8.8% (about)
No. of structure	2
Total GFA	432 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	432 m ² (about)
Building height	4.5 m (about)
No. of storey	1

- 5.2 A total of 2 single-storey structures are proposed at the Site for storage of construction material and machinery, site office and washroom with total GFA of 432 m² (about), the remaining open area is reserved for open storage of construction material and machinery, vehicle parking and L/UL spaces and circulation area (**Plan 7**). Details of structures are shown at **Table 4** below.

Table 4 - Details of the proposed structures

Structures	Uses	Covered Area	GFA	Building Height
B1	Storage of construction material and machinery	216 m ²	216 m ²	4.5 m (1-storey)
B2	Site office and washroom	216 m ²	216 m ²	
Total		432 m² (about)	432 m² (about)	-

Operation mode

- 5.3 The Site will be used as container vehicle park for the affected business operator's fleet and open storage of construction material (*e.g. metal beams, brick, tiles etc.*) and machinery (*e.g. mobile cranes etc.*). The operation hours of the proposed development are Monday to Saturday from 07:00 to 19:00. There is no operation on Sunday and public holidays.

- 5.4 It is estimated that the Site would be able to accommodate not more than 8 staff. The ancillary facilities (*i.e. site office and washroom*) are intended to provide indoor workspace for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

Minimal traffic impact

- 5.5 The Site is accessible from San Tam Road via a local access (**Plan 1**). A 11 m-wide run-in/ out with sufficient sightline is proposed at San Tam Road by the applicant for easy circulation of vehicle (**Plans 7 and 8**). A total of 11 parking and L/UL spaces are provided at the Site. Details of the parking and L/UL spaces are provided at **Table 5** below.

Table 5 - Provisions of the parking and L/UL spaces

Type of parking space	No. of space
Parking Space for Private Cars (PC) - 2.5 m (W) X 5 m (L)	4
Parking Space for Container Vehicles (CV) - 3.5 m (W) X 16 m (L)	5
Type of L/UL space	No. of space
L/UL Space for Light Goods Vehicle (LGV) - 3.5 m (W) X 7 m (L)	1
L/UL Space for CV - 3.5 m (W) X 16 m (L)	1

- 5.6 Sufficient space is provided for vehicle to manoeuvre smoothly within the Site to ensure that no vehicle will queue back to or reverse onto/from the Site to the public road. Furthermore, staff will be deployed to station at the ingress/egress to direct incoming/outgoing vehicles to enhance road and pedestrian safety. The breakdown of the estimated trip generation and attraction of the proposed development are provided at **Table 6** below.

Table 6 – Estimated trip generation and attraction

Time Period	Trip Generation and Attraction						
	PC		LGV		CV		2-Way Total
	In	Out	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (07:00 – 08:00)	4	0	0	0	0	0	4
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	4	0	0	0	0	4
Average trips per hour (08:00 – 18:00)	0	0	1	1	2	2	6

- 5.7 As the number of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

- 5.8 After obtaining the planning permission for the previous application, the applicant submitted an XP application to D of Hy in December 2025 so as to implement the run-in/out proposal accepted by C for T and D of Hy on 23.06.2025 under planning condition (g) of the previous application (**Appendix II**). The applicant has obtained the XP from D of Hy in April 2026, and has started the implementation work of the proposed run-in/out in June 2026. With the implementation, slight encroachment into the opposite lane would be foreseeable during vehicle turning from the Site to Sam Tam Road southbound. It is envisaged that the time required for the encroachment would be very short.

Minimal environmental impact

- 5.9 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) to minimise the 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.
- 5.10 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/23* 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 rainstorm, to ensure that these facilities are always operational.
- 5.11 During the operation of the proposed development, the major source of wastewater will be sewage from toilets generated by staff. The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. Licensed collectors will be employed by the applicant to collect and dispose of sewage regularly, and the location of portable toilets are located away from the watercourse in the vicinity.
- 5.12 2.5 m high solid metal fencing will be erected along the site boundary to minimise environmental nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

Minimal landscape impact

- 5.13 No old and valuable tree or protected species has been identified at the Site. The Site is currently hard-paved with concrete.

Minimal drainage impact

- 5.14 Under the previous application No. A/YL-NTM/478, the applicant submitted a drainage proposal to mitigate the potential drainage impact that would have generated from the proposed development, and it was accepted by CE/MN, DSD on 25.09.2025 under planning condition (a) of the previous application (**Appendix III**). Due to fiscal issues, the applicant has secured a revised quotation with lower cost, which has led to the delayed implementation. The applicant has recently sought a quotation from drainage contractors for the implementation works of the drainage facilities. Upon obtaining the planning permission of the current application, the applicant will carry out the implementation works and submit relevant photographic records for the consideration of CE/MN, DSD.

Fire safety aspect

- 5.15 The applicant has submitted an updated FSIs proposal to enhance fire safety of the proposed development (**Appendix IV**). Upon acceptance by D of FS and after obtaining the planning permission of the current application, the applicant will implement the accepted FSIs proposal for the proposed development and submit FS251 for the consideration of D of FS.

6. CONCLUSION

- 6.1 The current application intends to facilitate the relocation of the affected business of an existing operator in San Tin, which will be affected by the development of the San Tin Technopole. Whilst the applicant attempted to relocate their premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable while the applicant was preparing for the submission of the previous application No. A/YL-NTM/478. Since the applied uses are the same as those in 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 San Tin Technopole.
- 6.2 Although planning permission had previously been granted under the previous application No. A/YL-NTM/478, considering the business nature of the affected business operator, the Original Premises had also served as a container vehicle park for parking of the affected business operator's own fleet for the delivery of construction materials and machinery. As such, the current application is submitted to reflect the actual operational need of the affected business operator, which is crucial for the smooth relocation of the entire affected business.
- 6.3 Despite the proposed development is not in line with the long-term planning intention of the "G/IC" zone, there is no known long-term development plan to be executed for government, institution or community use at the Site. Hence, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "G/IC" zone and better utilise deserted land in the New Territories.
- 6.4 The Site is surrounded by open storage yards, warehouse, public vehicle park, transitional housing and vacant/unused land, and is closely connected to nearby public road network; the proposed development is therefore considered not incompatible with the surrounding areas. Despite the fact that the Site falls within Category 3 areas under *TPB PG-No. 13G*, genuine efforts for compliance with various planning conditions was made under the previous application that the proposed development would not generate significant adverse impacts on the surrounding areas, and the current application is on site with previous permission, approval of the current application is in line with *TPB PG-No. 13G* and shall not set an undesirable precedent within the Category 3 areas. In connection with the special background of the affected business operator to facilitate the development of the San Tin Technopole, approval of the current application would not set an undesirable precedent within the "G/IC" zone and Category 3 areas, 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 such as the accepted drainage proposal under the previous application and the revised FSIs proposal, are provided to alleviate any adverse impact that would have arisen from the proposed development. The applicant will also strictly follow the *'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open*

Storage Sites' and other relevant Practice Notes and Guidelines issued by the 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 Container Vehicle Park and Open Storage of Construction Material and Machinery with Ancillary Facilities for a Period of 3 Years**'.

R-riches Planning Limited

July 2026