

**Similar Applications for Temporary Warehouse
within/partly within the same “Agriculture” zone in the vicinity of the Application Site**

Approved Applications

	Application No.	Uses / Developments	Date of Consideration
1	A/NE-MKT/34	Proposed Temporary Warehouse for Storage of Construction Materials for a Period of Three Years and Associated Filling of Land	20.9.2024 (revoked on 20.9.2025)
2	A/NE-MKT/35	Proposed Temporary Warehouse (Timber and Other Associated Materials) for a Period of Three Years and Associated Filling of Land	19.7.2024 (revoked on 19.4.2026)
3	A/NE-MKT/37	Proposed Temporary Warehouse for Storage of Food Provisions for a Period of Three Years and Associated Filling of Land	10.1.2025
4	A/NE-MKT/39	Proposed Temporary Warehouse for Storage of Construction Materials for a Period of Three Years and Associated Filling of Land	24.1.2025
5	A/NE-MKT/40 ²	Proposed Temporary Warehouse for Storage of Construction Materials and Furniture for a Period of Three Years and Associated Filling of Land	2.5.2025 (revoked on 2.5.2026)
6	A/NE-MKT/46	Proposed Temporary Warehouse for Storage of Construction Materials for a Period of Three Years	18.7.2025
7	A/NE-MKT/55	Proposed Temporary Warehouse (Cold Store for Iced Poultry) and Shop and Services (Fresh Provision Shop) and Associated Filling of Land for a Period of Three Years	8.5.2026
8	A/NE-MKT/56 ¹	Proposed Temporary Warehouse for Storage of Car Parts and Associated Filling of Land for a Period of Three Years	6.2.2026
9	A/NE-MKT/57 ²	Proposed Temporary Warehouse (Excluding Dangerous Goods Godown) and Associated Filling of Land for a Period of Three Years	26.6.2026
10	A/NE-MKT/61	Proposed Temporary Warehouse (Storage of Construction Materials) and Associated Filling of Land for a Period of Three Years	8.5.2026
11	A/NE-MKT/62 ³	Proposed Temporary Warehouse (Storage of Construction Materials) for a Period of Three Years	5.6.2026

Rejected Applications

	Application No.	Uses / Developments	Date of Consideration	Rejection Reasons
1	A/NE-MKT/25 ¹	Temporary Open Storage and Warehouse for Construction Materials for a Period of Three Years and Filling of Land	11.9.2023	R1-R3

	Application No.	Uses / Developments	Date of Consideration	Rejection Reasons
2	A/NE-MKT/26	Proposed Temporary Warehouse for Storage of Electronic Products and Open Storage of Packaging Tools for a Period of Three Years and Associated Filling of Land	1.12.2023 (on review)	R1-R2
3	A/NE-MKT/29 ³	Proposed Temporary Warehouse for Storage of Engineering Tools and Equipment for a Period of Three Years	10.11.2023	R1-R2
4	A/NE-MKT/31	Proposed Temporary Logistics Warehouse (Excluding Dangerous Goods) and Ancillary Office for a Period of Three Years and Filling of Land	27.10.2023	R1-R3

Rejection Reasons

- R1 The proposed/applied use was not in line with the planning intention of the “Agriculture” zone, which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission to merit a departure from such planning intention, even on a temporary basis.
- R2 The applicant failed to demonstrate in the submission that the proposed/applied use would not cause adverse traffic, environmental, drainage, landscape and/or slope safety impacts on the surrounding areas.
- R3 The proposed use did not comply with the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance in that no previous approval had been granted to the site and there were adverse departmental comments and local objections.

Remarks

- ¹ Application Nos. A/NE-MKT/25 and A/NE-MKT/56 largely involved the same site.
- ² Application Nos. A/NE-MKT/40 and A/NE-MKT/57 largely involved the same site.
- ³ Application Nos. A/NE-MKT/29 and A/NE-MKT/62 largely involved the same site.

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- no objection to the application;
- the application site (the Site) comprises Old Schedule Agricultural Lots under the Block Government Lease which contain the restriction that no structures are allowed to be erected without the prior approval of the Government. The proposed ingress/egress of the Site is required to pass through Government Land (GL) but no right of access via GL is granted to the Site;
- his advisory comments on the application are at **Appendix IV**.

2. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- no objection to the application from public drainage perspective;
- should the application be approved, conditions should be included to request the applicant to submit and implement a revised drainage proposal for the Site to ensure that it will not cause adverse drainage impact to the adjacent area, and the implemented drainage facilities at the Site shall be maintained at all times during the planning approval period; and
- her advisory comments on the application are at **Appendix IV**.

3. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no in-principle objection to the application subject to fire service installation and water supplies for firefighting being provided to his satisfaction; and
- his advisory comments on the application are at **Appendix IV**.

4. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- no adverse comment on the application from landscape planning perspective;
- based on the aerial photo taken in 2026, the Site is located in an area of rural inland plain landscape character comprising vegetated areas, tree clusters, temporary structures, village houses and warehouses. The proposed use is considered not entirely incompatible with the surrounding environment;

- with reference to site photos taken on 12.6.2026 and site visit on 22.6.2026, the Site was mainly covered with undesirable species (i.e. *Leucaena leucocephala* 銀合歡). One fruit tree (i.e. *Dimocarpus longan* 龍眼) was found but was confirmed as a common tree species;
- in view of the above, significant adverse landscape impact arising from the proposed use is not anticipated; and
- her advisory comments on the application are at **Appendix IV**.

5. **Traffic**

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- no adverse comment on the application from highway maintenance perspective;
- should the application be approved, conditions should be included to request the applicant to submit and construct the proposed vehicular run-in/run-out to the Site in accordance with the prevailing HyD standard drawings (i.e. H5133, H5134 and H5135); and
- his advisory comments on the application are at **Appendix IV**.

6. **Other Departments**

The following Government departments have no objection to/no comment on the application:

- (a) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);
- (b) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (d) Commissioner of Police (C of P);
- (e) Project Manager (North), CEDD (PM(N), CEDD); and
- (f) District Officer (North), Home Affairs Department (DO(N), HAD).

Recommended Advisory Clauses

- (a) to resolve any land issues relating to the development with the concerned owner(s) of the application site (the Site);
- (b) failure to reinstate the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorized development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;
- (c) to note the comments of the Director of Environmental Protection (DEP) that the applicant should observe the requirements of the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’; implement relevant mitigation measures listed in the Recommended Pollution Control Clauses for Construction Contracts (https://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc.html) during land filling; and if toilets are proposed, to provide suitable sewage treatment facilities as required under Professional Persons Environmental Consultative Committee Practice Note (ProPECC PN) 1/23 ‘Drainage Plans subject to Comment by the Environmental Protection Department’ and are duly certified by an Authorised Person (AP) or employ licensed waste collector to regularly collect and properly dispose of the sewage collected in the proposed toilet;
- (d) to note the comments of the Commissioner for Transport (C for T) that the Site is connected to the Lin Ma Hang Road via a section of a local access which is not managed by the Transport Department. The land status of the local access road should be checked with the District Lands officer/North of Lands Department (DLO/N, LandsD). Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant parties/authorities accordingly. Sufficient manoeuvring space shall be provided within the Site. No vehicle is allowed to queue back to or reserve onto/from public road at any time during the planning approval period;
- (e) to note the comments of DLO/N, LandsD that:
 - (i) the land owner(s) shall apply to his office for a Short Term Waiver (STW) to permit the structure to be erected within the private lots concerned. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be on whole lot basis and subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate to be imposed by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered; and
 - (ii) the lot owner(s) should comply with all the land filling requirements imposed by relevant government departments. Government Land (GL) should not be disturbed unless with prior approval;
- (f) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
 - (i) there are existing rising mains in the vicinity of the Site. All the proposed works in the vicinity of the rising mains should not create any adverse impacts, both during and after construction;
 - (ii) the Site is located in an area where no public sewerage connection is available; and

(iii) the applicant should be reminded of the following general requirements in the drainage proposal:

- surface channel with grating covers should be provided along the site boundary;
- a drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided;
- the cover levels of proposed channels should be flush with the existing adjoining ground level;
- a catchpit with covers should be provided where there is a change of direction of the channel/drain. The details of the catchpit with covers shall be provided;
- catchpits with sand trap shall be provided at the outlets of the proposed drainage system. The details of the catchpit with sand trap should be provided;
- the applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the Site. He/she should also ensure that the flow from the Site will not overload the existing drainage system;
- where walls are erected or kerbs are laid along the site boundary, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary;
- all existing flow paths as well as the run-off falling onto and passing through the Site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the Site any time during or after the works;
- the proposed drainage works, whether within or outside the Site, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at his/her own expense;
- for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N, LandsD and/or relevant private lot owners;
- the applicant should make good all the adjacent affected areas upon the completion of the drainage works;
- the applicant shall allow all time free access for the Government and its agent to conduct site inspection on his/her completed drainage works;
- the applicant and the successive lot owners shall allow connections from the adjacent lots to the completed drainage works on GL when so required; and

- photos should be submitted clearly showing the current conditions of the area around the Site, the existing drainage/flowpaths around the Site, the proposed drainage from the Site to the downstream existing watercourse and the existing watercourse at about 20m intervals. The locations of the camera and the direction of each photo should also be indicated on a plan;

(g) to note the comments of the Director of Fire Services (D of FS) that in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his office for approval. In addition, the applicant should note that:

- (i) the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and
- (ii) the location of where the proposed FSIs to be installed should be clearly marked on the layout plans;

if the proposed structures are required to comply with the Buildings Ordinance (BO), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;

(h) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works;

(i) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- (i) the proposed access to the Site will pass through a strip of land between the footpath of Lin Ma Hang Road and the Site, which is not maintained by HyD;
- (ii) adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public road and drains;

(j) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

(i) it is noted that two structures and land filling are proposed at the Site. Before any new building works are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System, otherwise they are unauthorised building works (UBW) under the BO. An AP should be appointed as the coordinator for the proposed building works in accordance with the BO; and

(ii) the applicant's attention is drawn to the following points:

- the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;
- the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;

- if any existing structure is erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any approved use under the captioned application;
 - for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;
 - before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are UBW under the BO. An AP should be appointed as the coordinator for the proposed building works in accordance with the BO;
 - any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R;
 - in general there is no requirement under the BO in respect of provision of car parking spaces for a proposed use. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under Regulation 72 of the B(P)R and Division 3 of Design Manual: Barrier Free Access 2008;
 - the applicant's attention is drawn to the provision under Regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations in respect of disposal of foul water and surface water respectively;
 - the 9m high warehouse is considered excessive. It should be justified upon formal plan submission to BD; and
 - detailed checking under the BO will be carried out at building plan submission stage;
- (k) to note the comments of the Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD) that the applicant should be reminded of the requirements of making necessary site formation submission(s), including but not limited to any necessary stability assessments on the existing geotechnical features in the vicinity of the Site, to the BD for approval as required by the provision of BO if found applicable;
- (l) to note the comments of the Project Manager (North), CEDD (PM(N), CEDD) that the proposed use is located within the proposed New Territories North (NTN) New Town under the Planning & Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, subject to the land use planning in the P&E Study, the proposed use may need to be vacated for the site formation works.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年07月02日星期四 23:20
收件者: tpbpd/PLAND
主旨: A/NE-MKT/66 DD 90 Lin Ma Hang Road
類別: Internet Email

A/NE-MKT/66

Lots 479 and 480 in D.D. 90, Lin Ma Hang Road, Ta Kwu Ling

Site area: About 685sq.m

Zoning: "Agriculture"

Applied use: Warehouse / 1 Vehicle Parking / **Filling of Land**

Dear TPB Members,

Strong Objections. No record of approvals and location does not fall under Cat 2,

This is a small operation that could certainly be accommodated in a corner of the very ample number of lots designated Cat 2.

That land on Lin Ma Hang Road may be cheaper is no justification to allow operators to shun the locations with the appropriate designation.

The application should be rejected.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

260617-161313-42975

提交限期**Deadline for submission:**

03/07/2026

提交日期及時間**Date and time of submission:**

17/06/2026 16:13:13

有關的規劃申請編號**The application no. to which the comment relates:**

A/NE-MKT/66

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. John Leung

意見詳情**Details of the Comment :**

本人對該倉庫申請表示反對，以下簡短總結兩點反對原因，

一.申請倉庫出入口位置，是下方村民唯一進出通道，原本道路只為行人進出修建，村內多有老弱婦孺，可見日後出現人車爭路險象環生情況。

二.倉庫申請地點原有植物覆蓋，改建倉庫後環境完全改變。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

260617-162450-72648

提交限期**Deadline for submission:**

03/07/2026

提交日期及時間**Date and time of submission:**

17/06/2026 16:24:50

有關的規劃申請編號**The application no. to which the comment relates:**

A/NE-MKT/66

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. John Leung

意見詳情**Details of the Comment :****擬建倉庫出入口進出到蓮麻坑路，佔用村民狹窄行人路進出**

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

3

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-MKT/66

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

此申請地段申請書名對本村生態環境嚴重破壞影響很大，建路坑路只是雙線單行對建商地路交通負荷頗深遠，嚴重對村民來往出入很不方便，所以本村村民全部一至反對。全

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature

杜裕平

日期 Date

22-6-2026

打鼓嶺木湖村居民代表 杜裕平

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

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意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人對申請土地發展貨倉對行人有危險，太近民居
連坑坑路太多車和太多貨倉

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature

張勝凡

日期 Date

2026-6-21

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

此申請這段道路現已非常繁忙。
現在倉庫已很多村民已做成滋擾

又破壞環境所以這裏全部居民一致
反對。

「提意見人」姓名/名稱 Name of person/company making this comment

鄭錦富

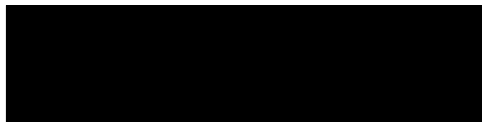
簽署 Signature

鄭錦富

日期 Date

24-6-2026

打鼓嶺木湖村民代表鄭錦富



致：城市規劃委員會秘書 電郵：tpbpd@pland.gov.hk

事由：強烈反對打鼓嶺蓮麻坑路規劃申請（申請編號：A/NE-MKT/66）

本人為上述申請地點附近的鄰近居民。就申請人「自家人工程有限公司 / Xiao Ming Engineering Limited」擬於上址興建臨時貨倉及進行填土工程，本人經過仔細考慮，決定提出**強烈反對**，理據如下：

一、 **申請人業權基礎不合理，漠視本地社區真實意願** 公開資料顯示，申請人明確申報其「並不是現行土地擁有人」。作為在該區居住多年的持份者，我們深知該發展計劃完全違背了真正土地擁有人的長遠意願。申請人企圖在缺乏合法業權人共識及未曾諮詢地區居民的情況下，強行將不協調的工業貯物用途帶入純樸的「農業」地帶，完全是將私人商業利益凌駕於居民的痛苦之上。

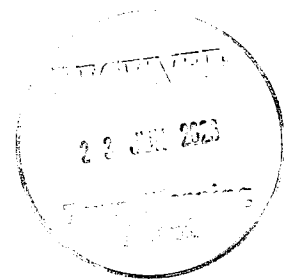
二、 **蓄意分拆倉儲面積以規避消防監管，對周邊民居構成重大安全威脅** 仔細審閱申請人提交的圖則，其構築物佈局存在令人極度擔憂的安全隱患：

1. **涉嫌逃避嚴格消防審批：** 該發展方案特意將兩幢臨時構築物的總面積控制在 413 平方米（約 4,445 平方呎），平均每個貨倉僅 2,000 多平方呎。我們有充分理由懷疑，申請人是刻意控制單個倉儲面積，以此規避消防處（FSD）更嚴格的法定消防設施申報與安全監管。

2. 火燒連環船的災難性風險： 雖然申請人試圖降低防火結構的成本，但兩幢貨倉的空間距離在圖則上極其接近。打鼓嶺鄉郊地區嚴重缺乏完善的消防喉網絡及緊急救援水源，一旦貨倉因物流運作發生火警，大火勢必迅速蔓延，並直接波及一牆之隔的村民家園。過去無數次鄉郊違規貯物引致的火災慘劇歷歷在目，城規會絕對不能姑息這種罔顧人命的安全漏洞。

總結 基於上述業權爭議及無法接受的消防公共安全隱患，該申請完全違反公眾利益。本人強烈要求城市規劃委員會捍衛鄉郊居民的生命安全，拒絕此項規劃申請。

反對人：  （簽名） 身分：鄰近受影響居民 / 村民 日期：2026 年 6 月 14 日



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致城規會秘書：

強烈反對打鼓嶺蓮麻坑路起貨倉！！（申請編號：A/NE-MKT/66）

地點：第 90 約地段第 479 同 480 號

我係住喺蓮麻坑路附近嘅本地原居民，今次寫信嚟係要同你哋投訴，全體村民都極之反對「自家人工程有限公司」入進呢個起臨時貨倉同埋填土嘅 Section 16 申請！你哋千祈唔好批給呢間公司，否則我哋成條村就真係畀佢害死！

第一，呢間所謂嘅工程公司自己明明喺申請書寫埋「並不是現行土地擁有人」。佢根本就唔係真正嘅地主，憑咩擅自代人入發展申請？佢哋完全係罔顧真正業主嘅意願，更加冇問過我哋呢班喺度住咗幾十年嘅村民。為咗自己賺錢，就要將啲不協調嘅工業貨倉強行搬入我哋純樸嘅農業村落，夾硬將商業利益建立喺村民嘅痛苦之上，城規會絕對要秉公辦理，唔好助長呢種霸道嘅侵權式發展！

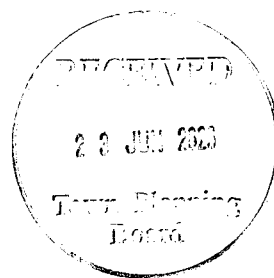
第二，講到交通，你哋官員可能唔知，我哋蓮麻坑路而家嘅交通一早已塞到爆、負荷到頂點。睇返佢份圖則，個貨倉啲重型貨車進口同出口，竟然全部畫埋喺同一個極度狹窄嘅路口（蓮麻坑路南面）。呢種「進出同一個口」嘅低能設計，喺鄉郊咁窄嘅路上根本係搵命搏！只要有一架重型貨車大車要在路口轉彎、倒車或者停低等入倉，成條蓮麻坑路就會即刻癱瘓堵死。到時我哋村民完全唔使出門口，如果返工返學病咗要睇醫生，係咪要逼我哋全家行路去上水或者行去香園圍搭車？呢個擬議貨倉根本係斷我哋村民嘅後路，對

我哋基本生存同出入權利係毀滅性嘅打擊！

呢個申請根本係垃圾，嚴重損害公眾利益。我強烈要求城規會聽吓老百姓嘅聲音，堅決拒絕呢個 A/NE-MKT/66 嘅申請！

反對人：  (簽名) 身分：受影響原居民 /

村民 日期：2026 年 6 月 14 日



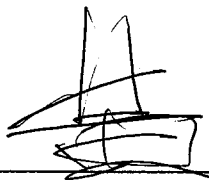
致：城市規劃委員會秘書 強烈反對打鼓嶺貨倉
申請 (A/NE-MKT/66)

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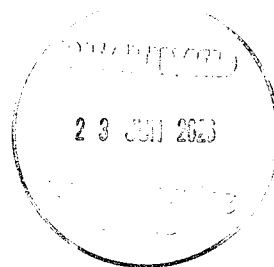
我係附近村民。呢個申請極度荒謬，我堅決反對：

1. **業權不清：** 申請人根本唔係地主，完全違背真正土地擁有人同我哋村民嘅長遠意願，夾硬將商業利益建築喺村民嘅痛苦之上！
2. **引發水浸：** 嗰度係「農業」地帶，佢竟然想鋪高達 1.3 米嘅混凝土填平幅地！鄉郊本來就有排水系統，佢成幅地水泥化，落大雨啲水一定全部湧晒入我哋屋企，引發嚴重水浸，直頭係蓄意破壞生態環境！

呢種自私發展完全破壞鄉郊，請城規會即刻拒絕申請！

反對人：  (簽名) 日期：

2026 年 6 月 14 日



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To: The Secretary of the Town Planning Board 15/F, North Point Government
Offices, 333 Java Road, North Point, Hong Kong (Fax: 2484 9997 / 2484 9996 |
Email: tpbpd@pland.gov.hk)

**Formal Objection to Planning Application No. A/NE-MKT/66 Town Planning
Ordinance (Cap. 131) - Section 16 Application Proposed Temporary Warehouse
(Excluding Dangerous Goods Godown) with Ancillary Office and Associated
Filling of Land for a Period of 3 Years at Lots 479 and 480 in D.D. 90, Lin Ma
Hang Road, Ta Kwu Ling, New Territories**

Dear Sir/Madam,

I am writing as a local resident and an affected land stakeholder in the immediate vicinity of the application site to register my **strongest opposition** to the captioned Section 16 planning application submitted by "Xiao Ming Engineering Limited / 自家人工程有限公司".

The proposed industrial warehouse encroachment into a pristine rural core is entirely unacceptable. I strongly urge the Town Planning Board (the Board) to reject this application based on the following material planning and public safety grounds:

1. Lack of Legitimate Land Ownership and Total Disregard for Stakeholders' Intentions According to the statutory application form, the applicant has explicitly declared that they are **NOT the current land owner** of the site. As long-term residents of this village, we are fully aware that this commercial development completely contradicts the long-term intentions of the actual land owners, as well as the collective will of the local community. The applicant is attempting to forcefully introduce incompatible industrial storage, traffic, and environmental nuisances into a tranquil "Agriculture" zone solely for speculative commercial gain. The Board should safeguard the integrity of the neighborhood and refuse to endorse such an unauthorized-style exploitative development.

2. Tactical Subdivision to Circumvent Statutory Fire Safety Regulation and Impending Fire Hazards Upon reviewing the applicant's submitted development scheme and layout plan, there is an alarming and highly calculated layout designed to evade essential public safety oversight:

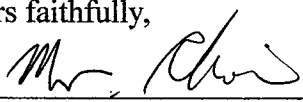
- **Evasion of Fire Services Department (FSD) Scrutiny:** The applicant has strategically capped the total gross floor area at approximately 413 sq.m. and subdivided the site into two distinct, smaller temporary structures. There is a strong planning presumption that this structural layout is a deliberate attempt

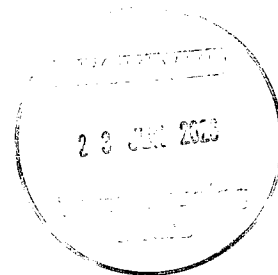
to manipulate statutory thresholds, thereby bypassing more stringent FSD declarations, standard vetting, and mandatory fire-fighting infrastructure installations.

- **Extreme Risk of "Chain-Reaction" Fire Spread:** While the applicant seeks to cut operational costs by avoiding high-standard fireproof structures and equipment, the site layout reveals that these two warehouse blocks are erected in dangerous proximity to one another. Given that the Ta Kwu Ling rural area severely lacks a comprehensive municipal fire hydrant network and adequate emergency water supply for firefighting, any localized cargo or electrical fire will instantly trigger an uncontrollable chain-reaction, threatening the adjacent residential structures and villagers' homes.
- **Precedent and Public Interest:** Fatal fires in rural storage sites and residential suburbs due to substandard fire safety compliance are well-documented tragedies in Hong Kong. The Board holds a statutory duty to protect public safety and must not condone a speculative scheme that transfers immense safety and life-threatening risks onto vulnerable local villagers to minimize commercial overheads.

Conclusion In view of the **defective ownership consensus** and the **critical, unmitigated fire safety hazards**, the proposed development runs entirely counter to the public interest and the planning intention of the Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/7. I respectfully urge the Board to uphold its planning principles and **REFUSE** Application No. A/NE-MKT/66.

Yours faithfully,

 (Signature) Objector: Affected Local Resident /
Villager Date: 14 June 2026



致：城市規劃委員會秘書 電郵：tpbpd@pland.gov.hk

事由：強烈反對打鼓嶺蓮麻坑路第 16 條規劃申請（申請編號：A/NE-MKT/66）

本人為上述申請地點附近的本地居民。現就申請人「自家人工程有限公司 / Xiao Ming Engineering Limited」擬於上址興建臨時貨倉及進行填土工程，提交正式反對意見。理據如下：

一、法定通告遭蓄意撕毀，公眾諮詢程序存在重大缺失及不公 有關當局原定於 2026 年 6 月 12 日在現場張貼公眾通知，惟在張貼當日，該張貼於現場顯明位置的正式通告突然遭到不明人士惡意撕毀。鄉郊地區有大量不諳網絡操作的老年村民，現場實體通告是村民獲知規劃申請的唯一法定渠道。通告在張貼首日即消失，涉嫌刑事毀壞公物之餘，更實質剝奪了廣大村民的法定諮詢與知情權。此種嚴重的程序缺失令諮詢流於形式，城規會應在徹查前立即暫停審批。

二、涉嫌分拆倉儲面積以規避消防監管，罔顧周邊居民生命財產安全 審視申請人提交的圖則，其兩幢臨時構築物的總面積被控制在 413 平方米（約 4,445 平方呎），平均每個貨倉僅 2,000 多平方呎。村民有充分理由懷疑，申請人是刻意控制及分拆單個倉儲面積，以此規避消防處（FSD）更嚴格的法定消防設施申報與安全監管。此外，圖則顯示兩幢貨倉的空間距離極其接近。打鼓嶺鄉郊地區嚴重缺乏完善的消防喉網絡及緊急救援水源，一旦貨倉因物流運作發生火警，勢必引發連環火災並波及鄰近民居。申請人為了降低商業成本而將重大的消防安全風險轉嫁予周邊村民，城規會絕對不能姑息。

總結 基於上述程序不公及嚴重的消防公共安全隱患，該項申請完全違反公眾利益。本人強烈促請城市規劃委員會捍衛法治與村民生命安全，拒絕此項規劃申請。

反對人： Wong (簽名) 日期：2026 年 6 月 14 日



致：城市規劃委員會秘書 地址：香港北角渣華道 333 號北角政府合署 15 樓 傳真：2484 9997 / 2484 9996 電郵：tpbpd@pland.gov.hk

事由：強烈反對根據《城市規劃條例》第 16 條遞交的規劃申請（申請編號：A/NE-MKT/66） 擬議用途：擬議臨時貨倉（危險品倉庫除外）及附屬辦公室及相關填土工程（為期 3 年） 地點：打鼓嶺蓮麻坑路丈量約份第 90 約地段第 479 號及第 480 號

本人為上述申請地點附近的本地村民。對於申請人「自家人工程有限公司 / Xiao Ming Engineering Limited」擬於鄰近地段興建臨時貨倉並進行大面積填土工程，本人對此表示極度憤怒及強烈反對。此申請不僅業權基礎存疑，且在公眾諮詢程序上出現嚴重漏洞，涉嫌欺瞞公眾。以下為本人的具體反對理據：

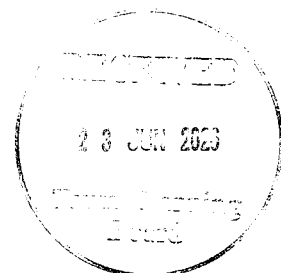
一、申請人並非土地擁有人，完全違背土地持份者及本地居民之真實意願 根據城規會公布的申請資料，申請人明確申報其「並不是現行土地擁有人」。作為在該區居住多年的本地村民，我們深知該發展計劃完全違背了土地擁有人的長遠原意，更是強行將工業破壞與噪音滋擾帶入純鄉郊社區。申請人企圖藉由不負責任的臨時規劃申請，強加商業利益於本地居民與真正業權人的痛苦之上，完全忽視地區持份者的真實反對聲音，城規會絕不應批准此等侵權式發展。

二、現場法定通告遭蓄意撕毀，涉嫌刑事毀壞，公眾諮詢程序出現重大缺失 本人及鄰近村民有實質證據證明，城規會或有關方面原定於 2026 年 6 月 12 日在現場張貼的法定公眾通知，於張貼當日隨即遭到不明人士蓄意扯走及撕毀。

1. 涉嫌刑事毀壞：法定通告乃政府公物，蓄意撕毀已直接觸犯香港法例第 200 章《刑事罪行條例》之刑事毀壞罪。
2. 剝奪公眾知情權（假張貼）：鄉郊地區有大量不諳網絡操作的老年村民，現場實體通告是村民獲知規劃申請的唯一法定渠道。通告在張貼首日即「消失」，導致廣大村民在毫不知情下被剝奪了法定諮詢與反對的權利。此種極其惡劣的程序缺失，令整個《城市規劃條例》第 16 條所要求的公眾諮詢流於形式。

總結 基於上述業權爭議及涉嫌刑事毀壞所導致的程序不公，整項申請在法律及程序程序上均存在不可接受的重大瑕疵。本人強烈要求城市規劃委員會捍衛法治與村民權益，立即暫停並回絕此項規劃申請（A/NE-MKT/66）。

反對人：_____（簽名） 身分：鄰近受影響村民 / 居民 聯絡電話：_____
日期：2026 年 6 月 14 日



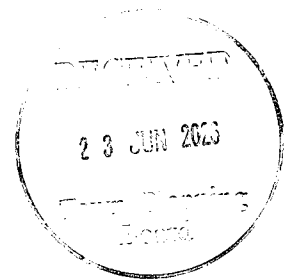
致城規會：

我係住附近嘅村民，我要強烈反對打鼓嶺蓮麻坑路起貨倉（申請編號：A/NE-MKT/66）。呢個申請直頭係蝦緊我哋村民，絕對唔可以批！

第一，呢間公司自己明明申報左「唔係現行土地擁有人」。佢自己都唔係地主，憑咩代人入申請先？佢根本完全冇理過真正地主同我哋全條村居民嘅意願，夾硬將商業利益建築喺村民嘅痛苦之上，城規會你哋千祈唔好助長呢種霸道發展！

第二，講到程序，簡直係離譜！我哋有實質證據，知道 6 月 12 號貼通告嗰日，突然間有人喺現場掙走、撕爛左張通告。呢種直頭係刑事毀壞政府公物！我哋鄉郊好多老人家唔會上網，通告一出即刻畀人撕走，我哋盲咁一樣咩都睇唔到，呢種「假張貼」根本剝奪我哋知情權！程序完全不公！

唔該城規會即刻拒絕呢個自私既申請！



反對人：Miss Cherry（簽名）

日期：2026 年 6 月 14 日

Objection to Application No. A/NE-MKT/66 (Ta Kwu Ling)

I am a villager living near Lin Ma Hang Road. I am very angry and I strongly object to this warehouse application for two simple reasons:

1. **Not the Land Owner:** The applicant does not own the land. They do not care about the real land owner's wish and they do not care about our villagers. They just want to make money and destroy our quiet village. This is totally unfair to us.
2. **Bad Traffic:** Traffic on Lin Ma Hang Road is already very terrible and heavy. The plan shows the truck entrance and exit are at the exact same small place. This is very dangerous. When big trucks turn or block the narrow road, we cannot go out. Do we have to walk all the way to Sheung Shui or Heung Yuen Wai just to go to work?

This application is very bad for our life. Please reject Application No. A/NE-MKT/66 immediately!

Yours faithfully,



(Signature)

Objector: Local Resident Date: 14 June 2026



致：城市規劃委員會秘書 地址：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2484 9997 / 2484 9996 電郵：tpbpd@pland.gov.hk

事由：強烈反對根據《城市規劃條例》第 16 條遞交的規劃申請（申請編號：
A/NE-MKT/66） 擬議用途：擬議臨時貨倉（危險品倉庫除外）及附屬辦公室
及相關填土工程（為期 3 年） 地點：打鼓嶺蓮麻坑路丈量約份第 90 約地段
第 479 號及第 480 號

本人為上述申請地點附近的本地村民及現行居民。得知有關申請人擬於上址興建臨時貨倉並進行填土工程，本人對此表示**強烈反對**。該申請不僅在公眾諮詢程序上出現嚴重漏洞，更會對周邊交通構成毀滅性破壞。以下為本人的具體反對理據：

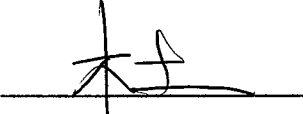
一、現場法定通告橫遭撕毀，涉嫌刑事毀壞，法定諮詢程序存在重大缺失 本人及鄰近村民持有實質證據，得知城規會或有關方面原定於 2026 年 6 月 12 日在現場張貼公眾通知。然而，在張貼當日，該張貼於現場顯明位置的正式通告突然遭到不明人士惡意扯走及撕毀。

1. **涉嫌刑事毀壞：** 蓄意撕毀政府法定通告，已直接觸犯香港法例第 200 章《刑事罪行條例》之刑事毀壞罪。
2. **剝奪公眾知情權：** 鄉郊地區有大量不諳網絡操作的老年村民，現場實體通告是村民獲知規劃申請的唯一法定渠道。通告在張貼首日即消失，導致廣大村民在毫不知情下被剝奪了法定諮詢與反對的權利，令整個公眾諮詢流於形式。本人強烈要求城規會徹查此涉嫌「假張貼」事件，並在徹查完成前立即暫停此規劃申請的審批。

二、「進出同口」設計極不合理，重型車輛進出勢必癱瘓蓮麻坑路交通 申請地點位於蓮麻坑路，該路段現時的交通負荷已接近飽和，村民平日出入已面對極大交通壓力。

1. **致命的進出口設計：** 根據申請人的圖則，該貨倉的車輛進口與出口全部設於同一個狹窄位置（蓮麻坑路南面）。這種「進出同口」的簡陋設計在狹窄的鄉郊道路上根本存在重大安全隱患。當大型重型貨車（HGV）需要轉彎入倉、慢駛或倒車等候進出時，將會瞬間攔路堵塞整條蓮麻坑路。
2. **剝奪村民基本出入權：** 貨倉落成後，頻繁進出的物流重型車輛必然引發嚴重的交通癱瘓。若此申請獲得批准，附近的村民每逢出門必被堵死，甚至被迫要徒步步行至上水或香園圍才能乘搭公共交通。這對村民的基本日常通勤及出行權利構成嚴重的打擊。

結論 綜上所述，有關規劃申請在涉嫌刑事毀壞、程序不公以及交通癱瘓危機兩大方面均存在不可接受的嚴重問題。本人在此強烈要求城市規劃委員會捍衛法治與村民權益，堅決拒絕此項規劃申請（A/NE-MKT/66）。

反對人：  （簽名） 日期：2026 年 6 月 14 日



☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

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tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月22日星期一 3:02
收件者: tpbpd/PLAND; [REDACTED]
主旨: Fully Compiled Objection Letter Urgent Objection to Planning Application No. A/NE-MKT/66
附件: flooding 2.png; flooding 1.jpg; 2026-06-20_Complaint Ltr to PlanD.pdf
類別: Internet Email

The Secretariat of the Town Planning Board

15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong

WITHOUT PREJUDICE

URGENT

CONFIDENTIAL

BY EMAIL

To whom it may concern,

Attn:

Mr. YIP Chi-kwai, Tom, JP (Director of Planning) (Chairperson of the Rural and New Town Planning Committee)

Fully Compiled Objection Letter

Urgent Objection to Planning Application No. A/NE-MKT/66

Subject: Formal Objection and Request for Immediate Suspension of Planning Application No. A/NE-MKT/66 (Man Kam To) — Demand for Non-Disclosure of Personal Data under Cap. 486

On behalf of affected neighboring stakeholders, a formal objection is hereby submitted against Planning Application No. A/NE-MKT/66. Given the acute infrastructure deficiencies, immediate risks to neighboring properties, and systemic lack of administrative transparency, it is requested that the processing of this application be **immediately suspended**.

2. The grounds upon which this application is contested—focusing on systemic planning failures, administrative impropriety, and structural public harm—are set out below.

STATUTORY NOTICE: PROTECTION OF PERSONAL DATA PURSUANT TO CAP. 486

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3. Before the substance of this objection is detailed, the Town Planning Board and the Planning Department are hereby given formal notice regarding the handling of the objector's personal identity and contact information:

4. Pursuant to the **Personal Data (Privacy) Ordinance (Cap. 486)**, the Planning Department and the Town Planning Board are strictly prohibited from disclosing, publishing, or making publicly available the name, contact number, or any identifying particulars of the Objector in any public agenda, minutes, web upload, or correspondence accessible by the applicant or third parties.

5. The personal data provided in the sign-off of this document is supplied solely for verification and statutory communication purposes. While the anonymity of the personal data must be strictly preserved under the Data Protection Principles of **Cap. 486**, this submission remains a **fully valid, verified, and substantial statutory objection** that demands comprehensive administrative review.

I. Material Contribution to Localized Flooding and Drainage Vacuum

6. The planning statement and architectural layouts submitted for MKT/66 are fundamentally flawed, as **no drainage infrastructure or mitigation measures have been applied for or incorporated.**

7. **Alteration of Surface Runoff Dynamics:** By proposing the development of what is currently permeable land into an impermeable operational site, surface runoff will inevitably be accelerated. The proposed development creates a direct causal link to an elevated, artificial flooding risk imposed entirely upon the adjoining lots.

8. **Current Escalation of Risk is not substantial and of no solution. NO planning approval should be granted even with or without conditions before the tolerance of the flooding, risk of unauthorized work and a comprehensive assessment on the irrigation have been satisfying, at least, the neighbor.** The severity of the local drainage vulnerability is actively demonstrated in the attachment. As documented, heavy-velocity, sediment-laden mud-water is currently breaching boundary barriers and discharging directly into adjacent private drainage channels. To approve a new development that completely lacks a dedicated Drainage Assessment (DA) is to sanction a predictable expansion of this ongoing infrastructure failure.

9. **Inadequacy of Conditional Approval should be reconsidered if a real risk and harm has been casted.** It is submitted that baseline drainage requirements cannot rationally be left as a post-approval "compliance condition." Where an application presents a total vacuum regarding drainage planning, the application should be rejected or suspended outright rather than conditionally approved.

II. Public Law Concerns: Opaque Administrative Mechanisms and Cumulative Impact

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10. **Lack of Transparency in Land-Use Waiver Assessments is existing.** The mechanism by which the close concern of short-term waivers (STW) or land-use modifications is handled remains entirely opaque. No verifiable public data has been disclosed to demonstrate whether these waivers are calculated at a legitimate full market rate or via preferential parameters. Where public infrastructure is heavily burdened for private commercial gain, a complete absence of transparent valuation criteria opens the administrative process to challenges of procedural unfairness. At least, your board and DLON or relevant officer have the stake or case to answer.

11. **The Flaw of Fragmented, Short-Sighted Planning and no mechanism have ensured the affected or applicants as the de facto users.** A systemic oversight is being committed by the Planning Department through the piecemeal processing of numerous temporary 2-year or 3-year applications in the Man Kam To area. The statutory duty to evaluate the **cumulative infrastructure load** on the district is being bypassed. Granting a succession of individual, short-term approvals without an optimized, macro-level infrastructure strategy inflicts continuous, compounding prejudice on the surrounding village population. It is understandable for DVB to consider and put the affected due to land consumption on top of the agenda, but it should not trade off the right of being safe and peace of the community, particularly the MKT area. It is foreseeable that the statutory planning for MKT area is not tolerable for such high numbers of application, the TPB must take it into accounts. The complaints in this letter are of content and material, which is definitely not favor in the neighboring development. At least, a real risk of flooding has been already troubled the nearby party. Such liability cannot be full independent from your board and department.

III. Public Harm: Infringement on Rights of Way and Strategic Infrastructure Risks

12. **Direct Obstruction of Primary Village Access is totally unacceptable.** The proposed run-in/out and vehicular exit configuration for MKT/66 directly overlays the main entrance heavily utilized by local villagers. This layout introduces an unacceptable operational conflict, creating a substantial and unsafe interference with an established right of way and pedestrian access to the public highway. Save from any contrast, the proposed road should be part of the natural stream, the unauthorized work may not be totally safe for the vehicles. Please kindly refer to the case of 念園 in Tung Chung, our party does not see such unauthorized work may have the standard of EVA or footpath. Being hard-paved without permission of LandsD and the maintenance problem have casted a real risk that your board and department cannot ignore.

13. **Disruption to a Strategic Border Corridor:** Beyond the localized village bottleneck, Man Kam To Road serves as a critical strategic artery to the border and represents the primary alternative route to the Lung Shan Tunnel. No rigorous Traffic Impact Assessment (TIA) or verifiable traffic counts have been provided by the applicant. Forcing heavy logistics and container traffic to idle, queue, and maneuver across a primary border-bound path introduces severe, unmitigated risks to public safety and regional logistics efficiency.

IV. Remedies and Action Sought

14. In light of the severe deficiencies identified, the proposed development fails to meet the basic standards of rational planning and public safety.

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15. The Town Planning Board and the Planning Department are urged to:

15.1 Suspend all further processing of Application No. A/NE-MKT/66 until a comprehensive Drainage Assessment (DA) and a Traffic Impact Assessment (TIA) are compiled and made available for public examination;

15.2 Initiate an immediate inter-departmental site inspection in conjunction with the Environmental Protection Department and Lands Department to address the active boundary breaches and sediment-laden discharge captured in the attached evidence.

15.3 No uncertain risk due to the of any unauthorized work should be prevailed or ignored for the affected or applicants. It is a typical bureaucratic bun burying or problem shifting while such application may cast the real risk to applicants thereof and also the villagers. A due diligence or care must be owned by your party.

V. Statutory Accountability and Reservation of Rights

16. Please be informed that all legal rights are strictly reserved in relation to this matter. Notice is hereby given that the Planning Department is a scheduled organization fully subject to jurisdiction under Schedule 1, Part I of the Ombudsman Ordinance (Cap. 397). Should there be any failure to properly investigate or incorporate the critical infrastructure evidence submitted herein, a formal complaint regarding administrative maladministration will be lodged with the Office of the Ombudsman.

17. Given the severe and ongoing risks documented, the Director of Planning is deemed to hold a direct administrative stake and a distinct case to answer regarding any decision to advance this application in a drainage and traffic vacuum.

18. Consequently, upon official receipt of this statutory objection, it is requested that the identity, rank, and contact details of the specific officer-in-charge assigned to oversee this investigation be explicitly disclosed to the Objector for accountability and future correspondence.

19. Should this application be pushed forward despite these fatal infrastructure and administrative defects, all necessary steps will be taken to pursue further legal remedies, including seeking injunctive relief and a formal Judicial Review of the decision-making process.

20. Our right has been explicitly expressed.

Yours sincerely,

Issac Lai 

Dated on 20th day of June in 2026

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The Secretariat of the Town Planning Board

15/F, North Point Government Offices,

333 Java Road, North Point, Hong Kong

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URGENT

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BY EMAIL

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Dated on 20th day of June in 2026



