



## Section 16 Planning Application

Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

### *Planning Statement*

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October 2023

## EXECUTIVE SUMMARY

*(In case of discrepancy between English and Chinese versions, English shall prevail)*

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** (hereinafter referred to as “the proposed development”) at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (hereinafter referred to “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.

The Application Site is subject to a previously-approved application (No. A/NE-FTA/201) (hereinafter referred to as “the approved application”) submitted by Hong Kong Chilled Meat & Poultry Association. In response to the most recent policies geared towards making Hong Kong an international centre for I&T and reviving the logistics industry through enhancing the use of technology and productivity of private sectors, the applicant, a key stakeholder in the logistic industry, aims to follow this regional and territorial direction and deliver the same vision by incorporating intelligent logistics solutions and the Internet of Things in the current application. The current application is also aimed at overcoming challenges in the traditional food logistic industry with the use of technology to boost efficiency and ensure public hygiene as well as safeguarding food safety. In order to put forth the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy whilst at the same time meet the demands on chilled/frozen meat and poultry in the Territory and ensuring a centralized cold storage for poultry and distribution centre, the current application is so submitted to the Board with boundary and intensity adjustment.

The proposed development, with a site area of about 16,060m<sup>2</sup>, total floor area of about 11,615m<sup>2</sup>, comprises one 2-storey structure for cold storage and 5 ancillary structures for plant room and guard house. The proposed filling of land would not exceed 1.5m and the operation hours of the proposed development is from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. daily. Hong Kong Chilled Meat & Poultry Association have been looking for suitable land for a proper cold storage and distribution center since the outbreak of Avian Influenza in 2003. The proposed development is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland serving Hong Kong. The current application strives to adopt modern logistics operation with a view to materializing a modern cold storage and distribution centre at the Application Site.

The Application Site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/16 gazetted on 15.12.2017 (hereinafter referred to as “the Current OZP”). As detailed throughout this Planning Statement, the proposed development is well justified on the grounds that:-

- (a) *The proposed development is in line with Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to meet the increasing demand for cold storage and distribution centre for poultry and to serve the Territory;*
- (b) *There is an insurmountable difficulty in implementing the approved application due to change in circumstances, and adjustment on development parameters is inevitable to materialise the long-needed cold storage and distribution centre;*
- (c) *The modified development parameters from the approved application enables the employment of smart intensive warehouse system which can greatly boost efficiency and reduce reliance on human input with a view to overcoming manpower shortage faced in recent years, while creating an environmental and labour-friendly working environment through modern logistic operation;*
- (d) *The Applicant is committed to re-provision the footpaths and open space such that the agreed planning gains in the previously-approved application can be materialised;*
- (e) *The nature of the proposed development and approval period sought in the current application is the same as the approved application;*
- (f) *The proposed development is considered compatible with the surrounding land uses;*
- (g) *The Application Site serves the best location for the proposed development with its unique site conditions and close proximity to the Border Control Points;*
- (h) *The Not-In-My-Backyard (NIMBY) nature of the proposed development requires a remote location away from the urban areas;*
- (i) *There are difficulties for the proposed development to be operated in conventional industrial buildings;*
- (j) *HKCMA and the Applicant have been putting efforts to liaise with bureaux and Government departments in order to find a suitable place for over 10 years; and*
- (k) *No adverse impacts on traffic, environmental, landscape, drainage, sewage and ecological aspects are envisaged at the Application Site and its surrounding areas.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed development for a temporary period of 3 years.

## 行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時家禽冷藏庫及分銷中心（為期 3 年）及填土以作土地平整工程（以下簡稱「擬議用途」）。該申請所涉及地點位於新界沙嶺文錦渡路丈量約份第 89 約地段第 471 號 B 分段餘段(部分)、第 472 號、第 473 號、第 474 號、第 475 號、第 476 號、第 483 號、第 501 號、第 502 號、第 504 號 B 分段、第 505 號及第 506 號 B 分段餘段和毗連政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點是受制於香港冰鮮禽畜業商會（以下簡稱「商會」）提交的一份已獲批准的申請（編號：A/NE-FTA/201）（以下簡稱「批准申請」）。作為物流業界的主要的持分者，申請人希望通過該申請，將智能物流解決方案和物聯網納入該申請的發展方向，以響應香港成為國際創新科技中心和振興物流業的最新政策，共同實現願景。該申請也是為著利用科技以克服傳統食品物流行業的挑戰，提高效率，確保公共衛生和保障食品安全。為了貫徹《北部都會區發展策略》所設想的創新和技術概念，同時滿足本地區對冰鮮/冷凍肉類和家禽的需求，並確保能夠實現一個家禽冷藏庫及分銷中心，該申請在調整邊界和強度後提交給城規會作考慮。

申請地點是由香港冰鮮肉類及家禽協會提交的先前已獲批准的申請（編號：A/NE-FTA/201）（以下簡稱「已獲批准的申請」）。

申請地點佔地面積約 16,060 平方米，總樓面面積約 11,615 平方米。擬議用途包括一個 2 層高的構築物作冷藏庫以及 5 個附屬構築物作機房及警衛室之用。擬議填土工程牽涉的厚度將不多於 1.5 米。擬議用途的營運時間是每天上午 9 時至下午 8 時以及下午 11 時至上午 3 時。自 2003 年禽流感爆發以來，香港冰鮮禽畜業商會多年一直尋覓合適的土地作家禽冷藏庫及分銷中心。由於擬議發展將處理 95% 從內地進口至香港的冰鮮家禽，擬議發展對本港的冰鮮家禽市場尤其重要。該申請致力採用現代物流營運方式，以於申請地點實現一個現代化的家禽冷藏庫及分銷中心。

申請地點現時於 2017 年 12 月 15 日刊憲公佈之虎地坳及沙嶺分區計劃大綱核准圖（編號：S/NE-FTA/16）內被劃為「農業」地帶。此規劃報告書詳細闡述擬議用途的規劃理據，當中包括：-

- （一）擬議發展符合政府政策，提供一個合乎規範的冷藏庫及物流分銷中心集中處理冰鮮家禽，以應付社會對家禽冷藏庫及物流分銷中心日益增加的需求，服務全港市民；
- （二）鑒於申請地點的情況有變，批准申請的發展計劃(申請編號 A/NE-FTA/201)在實行上有難以克服



- 的困難，為盡早實現有迫切需求的冷藏庫及分銷中心，修改批准申請的發展參數乃無可避免；
- (三) 修改後的發展參數有利擬議用途採用智能密集倉儲系統，將大幅提高運作效率並減少依賴人手操作，克服近年人力資源短缺問題，亦可透過現代化物流系統實現環境保護和創造理想的工作環境；
  - (四) 申請人承諾重新設置行人通道和休憩空間，以實現批准申請的規劃增益；
  - (五) 擬議發展的性質和期限與先前獲批申請相同；
  - (六) 擬議發展與鄰近的土地用途兼容；
  - (七) 申請地點的獨特位置及其鄰接邊境管制站的地理優勢為擬議用途提供最佳位置；
  - (八) 受限於鄰避效應，擬議用途需要座落於遠離市區的偏遠地區；
  - (九) 擬議用途在傳統工業大廈內運作有重大困難；
  - (十) 香港冰鮮禽畜業商會及申請人於過去十年一直致力與政府各部門協商，希望尋求一個合適的位置；
- 及
- (十一) 擬議用途預計不會對交通、環境、園景、排水、排污及生態方面構成不良影響。

鑑於以上各點及此規劃報告書內所提供的詳細規劃理據，懇請城規會體恤考慮，並批准該申請作為期三年之擬議用途。

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## 1. INTRODUCTION

### 1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** (hereinafter referred to as “the proposed development”) at Lots 471 S.B RP. 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89, and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories (hereinafter referred to as “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board. The Application Site has a total area of approximately 16,060m<sup>2</sup>. **Figure 1** indicates the location and the relevant private lots and Government land that the Application Site involves.
- 1.1.2 The Application Site is subject to a previously-approved application (No. A/NE-FTA/201) (hereinafter referred to as “the approved application”) submitted by Hong Kong Chilled Meat & Poultry Association (“hereinafter referred to as “HKCMA”). Being affiliated with HKCMA and having same objective in facilitating the materialisation of the cold storage for poultry and distribution centre at Man Kam To, **Hong Kong Chilled Meat & Poultry Association Limited** (hereinafter referred to as “HKCMA Ltd”) (香港冰鮮家禽商會有限公司) (“the Applicant”), takes the responsibility to submit the current application with a view to seeking planning permission from the Board. Prepared on behalf of the Applicant, Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application on its behalf.
- 1.1.3 The Application Site falls within an area zoned “Agriculture” (“AGR”) on the approved Fu Tei Au and Sha Ling Outline Zoning Plan (“OZP”) No. S/NE-FTA/16 (please refer to **Figure 2**). The proposed development does not involve the selling of poultry in small/large quantities to individuals or retailers. Hence, the proposed term “Distribution Centre” is used. According to paragraph 10(a) of the Notes of the OZP, it states “...temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Town Planning Board...”. The Remarks of “AGR” zone of the respective OZP also stated “...any filling of land shall not be undertaken...without the permission from the Town Planning Board...”. Therefore, this Section 16 planning application is submitted.
- 1.1.4 The purpose of this planning application is to seek approval from the Board under Section 16 of the Ordinance to allow the proposed development at the Application Site with modern logistics operation in order to meet the imminent demand for such facility in the Territory.

## 1.2 Background

- 1.2.1 HKCMA members are chilled poultry importers who sell chilled poultry products including chicken, ducks, geese and squabs to meet the Territory's demand for such products. With reference to the "Import Control and Food Safety Guidelines" published by the Centre for Food Safety under the Food and Environmental Hygiene Department ("FEHD"), "chilled poultry" refers to "poultry which had been subject to the pre-chilling process immediately after slaughtering and are kept at a temperature between 0-4 degree Celsius".
- 1.2.2 The absence of a proper cold storage and distribution centre in Hong Kong has long been an issue for HKCMA since the outbreak of Avian Influenza in 2003. In response to the outbreak of the influenza, the Government has laid down recommended procedures for slaughtering live poultry to prevent further aggravation of the situation. Hence, the supply of live poultry was severely affected, which led to an increase in demand for chilled poultry in the territory. Currently, there is a lack of a centralised processing centre for HKCMA to handle the surging demand for chilled poultry in Hong Kong.

## 1.3 HKCMA's Efforts to Identify a Suitable Site for Cold Storage and Distribution Centre

### Pursuit of a Permanent Site since Early 2010s

- 1.3.1 HKCMA has been actively searching for suitable sites for its comprehensive daily operations. Since 2009, HKCMA has been continuously liaising with the Food and Health Bureau ("FHB") and Commerce and Economic Development Bureau ("CEDB") for a suitable site to accommodate the storage and distribution activities of chilled poultry products (**Annex 1.1** refers). Meetings with the FHB and CEDB were held on December 2011 and May 2012 to bring forth the issue (**Annex 1.2** refers). In response to Legislative Council member's enquiry on May 2013, the Secretary of Food and Health, Dr. Ko Wing-man, replied that HKCMA should make enquiries and applications to the Government departments for leasing government land to set up a storage and distribution centre (**Annex 1.3** refers).
- 1.3.2 In response to the above, HKCMA has made various applications to the relevant Government Departments. Under HKCMA's continuous effort, policy support for setting up a storage and distribution centre was obtained from FHB. Subsequently, the FHB made a section 16 planning application (No. A/YL-ST/483) for proposed temporary chilled meat storage facilities for a period of 3 years on Government Land at the junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long (**Annex 1.4** refers). Upon approval by the Board on 4.3.2016, a tendering exercise was conducted for the aforesaid site for the provision of chilled meat and poultry facilities and the storage of chilled meat and poultry thereat by way of short-term tenancy (**Annex 1.5** refers). Although HKCMA submitted a tender offer (**Annex**

1.6 refers), the short-term tenancy was unfortunately not awarded, hence the need to find a suitable site for a central processing centre for HKCMA to handle the surging demand for chilled poultry in Hong Kong has remained unresolved as of today.

Temporary Occupation as Interim Solution in the Late 2010s

1.3.3 A storage and distribution centre, whether temporary or permanent in nature, is urgently required by the Territory's poultry industry to meet the inherent demand. As mentioned above, after overcoming huge hurdles in securing a permanent Government site, HKCMA has continued to undertake a long and strenuous land search process to identify a suitable site for temporary occupation in the private land market.

1.3.4 Several criteria for identifying a suitable site for centralised processing facility are as follows:

- Site Area - a large site area that can accommodate a majority of HKCMA members' operations, and sufficient uncovered area for manoeuvring of goods vehicles within the Site;
- Terrain - a flat terrain is required to accommodate sufficient loading/ unloading platforms in support of the daily operations of the facility; and
- Location - close proximity to the Border Control Point ("BCP") and Man Kam To Animal Inspection Station to minimise transport time and distances of chilled poultry products from the Mainland to Hong Kong. This centralised facility can further facilitate the unloading and repackaging for local distribution of chilled poultry, so that heavy good vehicles from the Mainland are not required to enter the urban area thereby minimising further potential disturbances.

1.3.5 As stated by HKCMA, there were limited choices in the private land market that could fulfil the above three criteria. A rigorous site searching exercise had been conducted by the Applicant between 2011 and 2015 and none of the sites identified fulfil all the above criteria. **Table 1** lists out all the sites previously considered and the main reason(s) for not choosing them.

Table 1: Sites Considered under the Site Search Exercise

Approximate Location		Year	Land Use Zoning	Reason for Not Choosing
1	Lot 872 and various adjoining lots in DD 111, Pat Heung	2011	"Open Storage"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
2	Lot 3576RP and various adjoining lots in DD 116, Tai Tong	2011	"Open Storage"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
3	Lot 1477 S.B and various adjoining lots in DD 117, Tai Tong	2011	"Open Storage"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
4	Lot 817 and various adjoining lots in DD 79, Ta Kwu Ling	2013	"Recreation"	<ul style="list-style-type: none"> <li>Area too small</li> </ul>
5	Lot 653 and various adjoining lots in DD 79, Ta Kwu Ling	2013	"Agriculture"	<ul style="list-style-type: none"> <li>Area too small</li> </ul>
6	Lot 1195 and various adjoining lots in DD 119, Tong Yan San Tsuen	2013	"Undetermined"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
7	Lot 1808 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Undetermined"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
8	Lot 129 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Open Storage"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
9	Lot 1326 and various adjoining lots in DD 125, Hung Shui Kiu	2014	"Open Storage"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>
10	Lot 38 and various adjoining lots in DD 124, Hung Shui Kiu	2014	"Village Type Development"	<ul style="list-style-type: none"> <li>Area too small</li> <li>Location too far from BCP/Man Kam To</li> </ul>

1.3.6 After several failed attempts in securing a suitable site in the broader New Territories area, HKCMA focused their efforts on the Man Kam To Area in recent years. Along Man Kam To Road, several sites located near Hung Kiu San Tsuen to the north of Fanling North New Development Area are zoned as "Open Storage". Since these sites are just around 2 to 3km away from the Man Kam To Animal Inspection Station, HKCMA had tried to search for a suitable site for the temporary facility in the private land market. However, these sites with suitable zoning were mostly occupied by other businesses or failed to meet the above criteria (i.e. hilly terrain, not enough manoeuvring area for logistics operations etc.). HKCMA could not identify a site with suitable zoning in the private land market eventually.



- 1.3.7 Realising that sites under proper OZP zonings were not adequate or unavailable, there was no choice but to search for sites in the private land market which required planning permission from the Board. Given HKCMA's operational needs, this centralised facility must be located close to the BCP and the Man Kam To Animal Inspection Station.
- 1.3.8 After another lengthy screening process, the Application Site (**Diagrams 1 to 3 in Annex 1.7** refer) was preliminarily identified by HKCMA in 2017. It is located along Man Kam To Road with minimal traffic flow. The operation of a storage and distribution centre would not bring insurmountable traffic burden to Man Kam To Road. Moreover, given its large site area and relatively flat terrain, there would be sufficient space for internal manoeuvring of vehicles and hence would not adversely affect the traffic flow of Man Kam To Road. Besides, the close proximity to Man Kam To BCP and the Man Kam To Animal Inspection Station can reduce unnecessary transportation time and hence facilitate the operation of the poultry industry (**Diagram 2 in Annex 1.7** refers). From the planning perspective, the Application Site is designated as "AGR" zone on the prevailing OZP which requires planning permission under Section 16 of the Ordinance for the proposed temporary use.

#### 1.4 Submission of Previous Planning Application and Changes in Circumstances

- 1.4.1 In consideration of the above, HKCMA submitted a planning application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works (No. A/NE-FTA/201) (i.e. the approved application), which was subsequently approved by the Board on 28.05.2021 (**Annex 2** refers). Nonetheless, due to change in circumstances, HKCMA has encountered constraints concerning the operation and implementation of the approved scheme. Being affiliated with HKCMA, the Applicant has the same objective in facilitating the materialisation of the cold storage for poultry and distribution centre at Man Kam To. The Applicant takes the responsibility and strives to negotiate with relevant parties in resolving the issues, however it is inevitable that these constraints would affect the materialisation of the approved cold storage and distribution centre. In view of the above, the current application is submitted to seek planning permission from the Board for a revised scheme with modified development parameters.

##### Implementation Constraints

- 1.4.2 One of the major differences from the approved application is the change in Application Site boundary. It has been recently noted that a few lot owners intend not to have any structures erected on their private lots nor having their lots as countable for development parameters in the current application. 5 private lots (i.e., Lot 482 RP, 483, 484, 486 and 497 S.A RP) are excluded from application site area under the current application. With a view to ensuring sufficient floor area for operation and the provision of EVA, revision on layout plans and hence related technical assessments are required. The change in Application Site boundary is presented in

**Illustration 1.** The current application seeks a planning permission for the proposed development such that the long-needed cold storage and distribution centre could be proceed to implementation stage and cater the imminent need of the industry.

*Operation Constraints and The Aspiration to Adopt a Modern Logistics Operation*

1.4.3 Another major change in the current application is the aspiration to adopt a modern logistics operation. According to the Applicant, there has been a drastic decline in the number of newcomers to the chilled poultry industry in recent years, which resulted in a severe manpower shortage. During the fifth wave of the pandemic, the operation of cold storages was also significantly affected due to widespread staff infection. Against this background, the Applicant proposed to upgrade the approved cold storage facility to the up-to-date standards in modern logistics industry. The smart logistics facility would be operated by the AI modelling technology and end-to-end robotic automation. As such, it is necessary to require a higher ceiling (proposed max. BH: 20.675m) for the IoT infrastructure built-in to the cold storage facility. The proposed cold storage can operate on a 24-hour basis at high efficiency and significantly reduce the reliance on human input to alleviate manpower shortage problem. Comparing to the approved application, there is an increase of 10.275m building height, mainly due to the technical and structural upgrades to ensure the building safety and to facilitate the operation performance.

1.4.4 In light of the above, the Applicant submits the current application to seek planning permission from the Board. It is sincerely hoped that sympathetic considerations could be given in order to ensure the materialisation of a cold storage and distribution centre that has long been striving for

**1.5 Temporary Nature of the Application**

1.5.1 A temporary planning permission of three years is applied for this development since HKCMA is still searching for suitable sites for a permanent centralised facility. It should be noted that HKCMA has been actively liaising with the Government for a permanent location for over 10 years. Given that the New Territories North (NTN) development is still at the conceptual planning stage with no known implementation programme, this lengthy negotiation process is anticipated to continue with a high degree of uncertainty as to when a permanent centralized facility in the border area could be established. In view of the imminent demand for a centralized facility of chilled poultry, HKCMA and the Applicant thus opts to develop a temporary facility at present to meet such demands.

1.5.2 A permanent storage and distribution centre is still required by the Territory's poultry industry. Searching for a suitable site for the permanent centralised facility near the border area will still be an on-going task for HKCMA and the Applicant, even if the current application for temporary use is approved by the Board .

## 1.6 Objectives

1.6.1 The current application strives to achieve the following objectives:-

- (a) To respond to the Government's policy to provide a centralized cold storage and distribution centre for chilled poultry to serve the Territory;*
- (b) To meet and relieve the persistent demand for cold storage and distribution centre for poultry;*
- (c) To demonstrate HKCMA's efforts in finding a suitable location for over 10 years;*
- (d) To ensure the materialisation of the cold storage and distribution centre at the Application Site with the adoption of modern logistic operation; and*
- (e) To induce no adverse traffic, environmental, landscape nor infrastructural impacts on its surroundings by providing adequate protection and mitigation measures.*

## 1.7 Structure of the Planning Statement

1.7.1 This Planning Statement is divided into 5 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the Application Site in terms of the current land-use characteristics and neighbouring developments. Planning context of the Application Site is reviewed in **Chapter 3 whilst Chapter 4** provides details of the current application as well as the design of proposed development. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed development.

## 2 SITE PROFILE

### 2.1 Location of the Application Site

2.1.1 The Application Site covers a total land area of about 16,060m<sup>2</sup>. The Application Site is located close to the border in the North District, between the Lo Wu BCP and Man Kam To BCP. It is bounded by a rural road - Man Kam To Road to the east and a rural road - Lo Wu Station Road to the south (**Figure 1 and Illustration 2-I** refer). The Application Site has a relatively flat terrain with an elongated strip profile.

### 2.2 Current Condition of the Application Site

2.2.1 The Application Site is subject to the approved application with approval conditions. Since the application is approved, land filling and site formation works at the proposed area have been commenced, existing vegetation has been removed as approved (**Illustration 2-II** refers). In addition, HKCMA has been working closely in complying with the approval conditions of planning application (A/NE-FTA/201), in particular, the reprovision of a footpath on the site is about to be commenced. As evidenced in **Illustration 2-II**, the Application Site is no longer an uncultivated land overgrown with weeds and different tree groups compared to that in the approved application.

2.2.2 There is a drainage channel cutting in the middle of the site running from the northeast to southwest direction, separating the Application Site into two halves (**Figure 1.1 in Annex 8** refers). There is a road access (i.e. Lo Wu Station Road) connecting to the southwest end of the Application Site. Several footpaths are also found within the Application Site which connects the existing temporary structures near the freshwater pipelines to the residential dwellings to the northwest of the Application Site (**Illustration 3** refers).

### 2.3 Surrounding Land-use Characteristics

2.3.1 As shown in **Illustration 2-II**, to the northwest of the Application Site are existing residential dwellings and temporary structures surrounded by dense tree groups. Hence, there is sufficient buffer between the proposed development and nearby residential dwellings. The intensity and scale of the trees provide adequate screening between the proposed development and the surrounding residences.

2.3.2 To the further northwest is the existing Sandy Ridge Cemetery which is currently used for coffin and urn burial. The Government has planned to develop a cluster of columbarium developments and related facilities at Sandy Ridge Cemetery for one-stop funeral services and will be completed by phases.

2.3.3 To the southeast of the Application Site, along Man Kam To Road are the fresh water pipelines of the Dongjiang Water major aqueduct system. Across Man Kam To Road,

there is a small cluster of temporary structures and “G/IC” uses including Border District Police Headquarters, Police Dog Unit and Force Search Unit Training School.

- 2.3.4 Opposite to Lo Wu Station Road at the southwest is Sha Ling Playground. The surrounding context of the Application Site is considerably rural in character, predominated by rural settlements with scattered limited farming activities amongst vacant/abandoned fields. The Application Site has a strategic advantage for logistical uses given its close proximity to the Man Kam To BCP, which is Hong Kong’s second busiest BCP in terms of freight transport. Open storages, port back-up uses and logistic operations are commonly found to the further northeast and south of the Application Site, which allow operators to run their business more cost-effectively.

### 3 PLANNING CONTEXT

#### 3.1 The Current OZP

3.1.1 The Application Site falls within an area zoned “AGR” on the approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/16 (**Figure 2** refers). According to the Notes of the OZP, temporary use not exceeding a period of three years within “AGR” zone requires planning permission from the Town Planning Board (the Board) notwithstanding that the use is not provided for under the Notes of the OZP. The Notes for the “AGR” zone also provide that filling of land requires planning permission from the Board.

#### 3.2 Previously-approved Planning Application

3.2.1 The Application Site is subject to a previous planning approval for the same proposed development. The approved application No. A/NE-FTA/201 for proposed temporary cold storage for poultry and distribution centre was submitted by HKCMA and was approved by the Board on 28.5.2021 (**Annex 2** refers) mainly on the grounds that (a) there was a genuine operational need for chilled meat and poultry importers and distributors for a centralized CSDC, and there was no other readily available site; (b) despite not being in line with the planning intention of the “AGR” zone, favorable consideration could be given considering the importance of the proposed CSDC in ensuring food safety and diversity of food supply in Hong Kong; (c) the temporary nature of the proposed development would not frustrate the long-term planning intention of the “AGR” zone; (d) no significant adverse impact on the existing landscape resources was anticipated; (e) relevant Government departments did not have in-principle objections on the application; and (f) the proposed development was supported by the stakeholders of the chilled poultry/meat industry, whereas other local objections were properly addressed in the relevant impact assessments.

3.2.2 The nature of the current application in terms of approval period sought and proposed development are the same as that proposed in the approved application. Considering the nature of the current application remains unchanged and the supporting grounds remain valid, it is sincerely hoped that the Board could give sympathetic considerations on the current application.

## 4 THE DEVELOPMENT PROPOSAL

### 4.1 Site Configuration, Layout and Operation

- 4.1.1 The Application Site has a site area of approximately 16,060m<sup>2</sup>. The Application Site comprises 12 private lots (i.e. Lot Nos. 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89) with an area of about 14,191m<sup>2</sup> and the adjoining Government land of about 1,869m<sup>2</sup> (**Figure 1** refers).
- 4.1.2 The current application involves the development of 6 structures (**Annex 4** refers) including one main block for cold storage with a building height of not more than 20.675m, 4 plant rooms and one guard house located at the periphery of the Application Site boundary.
- 4.1.3 The proposed development intends to meet the long-term demand of HKCMA for having a proper cold storage and distribution centre to handle the chilled poultry imported from the Mainland, which is for daily consumption in Hong Kong. Goods vehicles from the Mainland will stop at the Application Site and unload chilled poultry products. These products will then be stored temporarily at the Application Site and will be distributed by light goods vehicles to the rest of the Territory.
- 4.1.4 An elevated platform accommodating all facilities for the proposed development will be constructed within the Application Site to avoid encroachment of the existing watercourse running through the Application Site from northeast to southwest direction. The Section Drawing No. SC-001 in **Annex 4** presents the configuration and layout of the proposed elevated platform. The area of the elevated platform decking over the existing water channel is about 7,029m<sup>2</sup> (43.8% of the Site). There is a gap of about 1.2m in height between the proposed ground level and the structures to allow clearing or maintenance of existing watercourse, while the details of the elevated platform construction will be further studied in the detailed design stage. The existing watercourses will not be affected by filling of land, in both construction and operation phase. No construction activities will be conducted within the water sensitive receivers including the existing watercourse.
- 4.1.5 The Application Site is located with uneven ground level, sloping up from +4.50mPD (Southwest portion) to +6.13mPD (Northeast portion). Thus, filling of land is proposed for levelling the existing ground level differences before constructing the elevated platform. The proposed area for filling of land is about 4,071m<sup>2</sup> (25.3% of the Site) with compact fill of not more than 1.5m depth for site formation. The proposed ground level after filling of land is from +6.00mPD (Southwest portion) to +7.05mPD (Northeast portion) to facilitate the proposed development. Meanwhile, the area of the elevated platform decking over the existing water channel is about 7,029m<sup>2</sup> (43.8% of the Site), which would not involve any filling of land. Only necessary land filling is proposed to facilitate the proposed development. In addition, land filling and site formation works in accordance with the proposal as stated in the approved

application have been commenced, and there is no additional increase in filling of land under the current application.

- 4.1.6 Excavation of land is proposed for the underground stormwater tank at the manoeuvring area at the southwestern portion of the Application Site. The approximate area of excavation is about 787m<sup>2</sup> and the approximate depth of excavation is about 4.8m. The proposed excavation of land would not intact the existing watercourse (**Annex 4** refers). The Applicant is committed to hiring professional land surveyors to conduct a detailed land survey during the submission of the Building Plan should the current planning application be approved by the Board.
- 4.1.7 The key development parameters of the proposed development and details of site formation dare summarised in **Table 2**:



Table 2: Major Development Parameters of the Proposed development

<b>Major Development Parameters</b>	
<b>Site Area</b>	<b>About 16,060 m<sup>2</sup></b> (Including Government Land of about 1,869m <sup>2</sup> )
<b>No. of Structures</b>	<b>6</b>
<b>Height of Structures</b>	<b>About 3 m – Not more than 20.675 m</b>
<b>Total Floor Area</b>	<b>About 11,615 m<sup>2</sup></b>
Main Block	About 10,509 m <sup>2</sup> (Building Height: 20.675m)
- Area for Cold Storage	- About 9,625 m <sup>2</sup>
- Area for Ancillary Storage/Office	- About 483 m <sup>2</sup>
- Area for Corridor, staircase and lift	- About 401 m <sup>2</sup>
Plant Room and Transformer Room	About 1,088m <sup>2</sup> (exempted from GFA)
Guard House	About 18 m <sup>2</sup> (Building Height:3m)
<b>Proposed Plot Ratio</b>	<b>0.723</b>
<b>Site Coverage</b>	<b>About 56.94%</b>
<b>No. of Loading/Unloading Bays</b>	<b>Total 30</b>
Light Goods Vehicles (LGVs)	0
Heavy Goods Vehicles (HGVs)	22
Container Vehicles	8
<b>No. of Parking Spaces</b>	<b>Total 9</b>
Private Car Parking Spaces	7 (including 1 disabled carparking space)
Motorcycle Paing Spaces	2
<b>Provided Common Greenery</b>	<b>4,105.6 m<sup>2</sup></b>
<b>Greenery Ratio</b>	<b>About 25.6%</b>
<b>Area of Decking Over</b>	<b>7,029 m<sup>2</sup> (43.8% of the Site)</b>
<b>Filling of Land for Site Formation</b>	
Area of Filling	4,071 m <sup>2</sup> (25.3% of the Site)
Depth of Filling	Not more than 1.5 m
Type of Filling Materials	Compact fill
Existing Ground Level	+4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion)
Proposed Ground Level	+6.00 mPD (Southwest portion) +7.05 mPD (Northeast portion)
<b>Excavation of Land for Proposed Underground Stormwater Tank</b>	
Area of Excavation	About 787 m <sup>2</sup> (4.9% of the Site)*
Depth of Excavation	About 4.8 m*
* The area and depth of excavation will be confirmed in detailed design stage. The Applicant will commit to hire professional land surveyor to conduct a detailed land survey and provide the exact area and depth of excavation involved in the proposed development should the current application be approved.	

4.1.8 As shown on the **Master Layout Plans** in **Annex 4**, G/F of the Main Block is divided by the proposed loading and unloading area (hereinafter referred to as “L/UL area”). G/F

of the Main Block is of a floor height of about 4.8m and the two sections of building at G/F will be accommodating a total GFA of approximately 4,910m<sup>2</sup> for cold storage. 1/F of the Main Block would be fully connected with a floor height of about 15.2m. The Main Block consists of cold storage area, transformation/utilities room and office/ancillary use.

#### **4.2 Comparison of the Major Development Parameters of the Current Application and the Approved Application**

4.2.1 **Table 3** encapsulates a comparison of the major development parameters/items of the current application and the approved application.

4.2.2 In comparison with o the approved application, the current application has a significant reduction in Application Site area (about 21.6%) after excluding 5 private lots (i.e., Lot 482 RP, 497 S.A RP, 484, 486 and 487 RP). With a view to maintaining the sufficient GFA and room for operation, the proposed site coverage and building height would be increased correspondingly. However, there is no significant increase in plot ratio when comparing to the approved application.

Table 3: Comparison of the Major Development Parameters of the Current Application and the Approved Application

Major Development Parameters	Approved Application No. A/NE-FTA/201 (a)	Current Application (b)	Difference/Remark(s) (b) – (a)														
Site Area	About 20,506 m <sup>2</sup> (Including G.L. of about 1,903 m <sup>2</sup> )	About 16,060 m <sup>2</sup> (Including G.L. of about 1,869 m <sup>2</sup> )	-4,446m <sup>2</sup> (-21.6%)														
No. of Structures	4	6	+2 (+50%)														
Height of Structures	About 3 m – 10.4 m <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Block 1</td> <td>About 10.4 m</td> </tr> <tr> <td>Block 2</td> <td>About 10.4 m</td> </tr> <tr> <td>Transformer Room</td> <td>About 6 m</td> </tr> <tr> <td>Guard House</td> <td>About 3 m</td> </tr> </table>	Block 1	About 10.4 m	Block 2	About 10.4 m	Transformer Room	About 6 m	Guard House	About 3 m	About 3 m – Not more than 20.675 m <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Main Block</td> <td>Not more than 20.675 m</td> </tr> <tr> <td>Plant Room 1,2,3,4</td> <td>About 4 m</td> </tr> <tr> <td>Guard House</td> <td>About 3 m</td> </tr> </table>	Main Block	Not more than 20.675 m	Plant Room 1,2,3,4	About 4 m	Guard House	About 3 m	+ 10.275 m (+98.8%)
Block 1	About 10.4 m																
Block 2	About 10.4 m																
Transformer Room	About 6 m																
Guard House	About 3 m																
Main Block	Not more than 20.675 m																
Plant Room 1,2,3,4	About 4 m																
Guard House	About 3 m																
Total Floor Area	About 12,736 m <sup>2</sup> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Block 1 - Area for Cold Storage</td> <td>About 6,700 m<sup>2</sup> - About 6,700 m<sup>2</sup></td> </tr> <tr> <td>Block 2 - Area for Cold Storage - Area for Ancillary Storage/Office</td> <td>About 5,850 m<sup>2</sup> - About 3,305 m<sup>2</sup> - About 2,545 m<sup>2</sup></td> </tr> <tr> <td>Transformer Room (exempted from GFA)</td> <td>About 180 m<sup>2</sup></td> </tr> <tr> <td>Guard House</td> <td>About 6 m<sup>2</sup></td> </tr> </table>	Block 1 - Area for Cold Storage	About 6,700 m <sup>2</sup> - About 6,700 m <sup>2</sup>	Block 2 - Area for Cold Storage - Area for Ancillary Storage/Office	About 5,850 m <sup>2</sup> - About 3,305 m <sup>2</sup> - About 2,545 m <sup>2</sup>	Transformer Room (exempted from GFA)	About 180 m <sup>2</sup>	Guard House	About 6 m <sup>2</sup>	About 11,615 m <sup>2</sup> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Main Block - Area for Cold Storage - Area for Ancillary Storage/Office - Area for Corridor, staircase and lift</td> <td>About 10,509m<sup>2</sup> - About 9,625 m<sup>2</sup> - About 483 m<sup>2</sup> - About 401 m<sup>2</sup></td> </tr> <tr> <td>Plant Room and Transformer Room (exempted from GFA)</td> <td>About 1,088m<sup>2</sup></td> </tr> <tr> <td>Guard House</td> <td>About 18 m<sup>2</sup></td> </tr> </table>	Main Block - Area for Cold Storage - Area for Ancillary Storage/Office - Area for Corridor, staircase and lift	About 10,509m <sup>2</sup> - About 9,625 m <sup>2</sup> - About 483 m <sup>2</sup> - About 401 m <sup>2</sup>	Plant Room and Transformer Room (exempted from GFA)	About 1,088m <sup>2</sup>	Guard House	About 18 m <sup>2</sup>	- 1,121 m <sup>2</sup> (-8.8%)
Block 1 - Area for Cold Storage	About 6,700 m <sup>2</sup> - About 6,700 m <sup>2</sup>																
Block 2 - Area for Cold Storage - Area for Ancillary Storage/Office	About 5,850 m <sup>2</sup> - About 3,305 m <sup>2</sup> - About 2,545 m <sup>2</sup>																
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Plant Room and Transformer Room (exempted from GFA)	About 1,088m <sup>2</sup>																
Guard House	About 18 m <sup>2</sup>																
Proposed Plot Ratio	0.621	About 0.723	+0.102 (+16.4%)														
Site Coverage	31.51%	About 56.94%	+25.43% (+80.7%)														

<b>No. of Loading/Unloading Bays</b> Light Goods Vehicles (LGVs) Heavy Goods Vehicles (HGVs) Container Vehicles	<b>Total 34</b> 25 7 2	<b>Total 30</b> 0 22 8	-4 (-11.7%)
<b>No. of Parking Spaces</b> Private Car Parking Spaces Motorcycle Parking Spaces	<b>Total 15</b> 13 (including 1 disabled carparking space) 2	<b>Total 9</b> 7 (including 1 disabled carparking space) 2	-6 (-40%)
<b>Landscape and Open Space Area</b>	<b>6,666 m<sup>2</sup></b>	<b>About 5,152 m<sup>2</sup></b> (About 4,105.6 m <sup>2</sup> for common greenery provision and About 1,045.9 m <sup>2</sup> for open space provision)	-1,514 m <sup>2</sup> (-22.7%)
<b>Greenery Ratio</b>	<b>About 32.51%</b>	<b>About 25.6%</b>	-6.91%
<b>Area of Decking Over</b>	<b>6,890 m<sup>2</sup></b> (33.6% of the Site)	<b>About 7,029 m<sup>2</sup></b> (43.8% of the Site)	+139 m <sup>2</sup> (+2.01%)
<b>Filling of Land for Site Formation</b> Area of Filling Depth of Filling Type of Filling Materials Existing Ground Level Proposed Ground Level	5,810 m <sup>2</sup> (28.3% of the Site) Not more than 1.5 m Compact fill +4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion) +6.00 mPD (Southwest portion) +6.90 mPD (Northeast portion)	<b>About 4,071 m<sup>2</sup> (25.3% of the Site)</b> Not more than 1.5 m Compact fill +4.50 mPD (Southwest portion) +6.13 mPD (Northeast portion) +6.00 mPD (Southwest portion) <b>+7.05 mPD</b> (Northeast portion)	-1,739 m <sup>2</sup> (-3%)     +0.15mPD

<p><b>Excavation of Land for Proposed Underground Stormwater Tank</b>                  Area of Excavation                  Depth of Excavation</p>	<p>N.A.                  N.A.</p>	<p><b>About 787 m<sup>2</sup> (4.9% of the Site)*</b>  <b>About 4.8 m*</b></p>	<p>+787m<sup>2</sup>                  +4.8m</p>
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\* The area and depth of excavation will be confirmed in detailed design stage. The Applicant will commit to hire professional land surveyor to conduct a detailed land survey and provide the exact area and depth of excavation involved in the proposed development should the current application be approved.

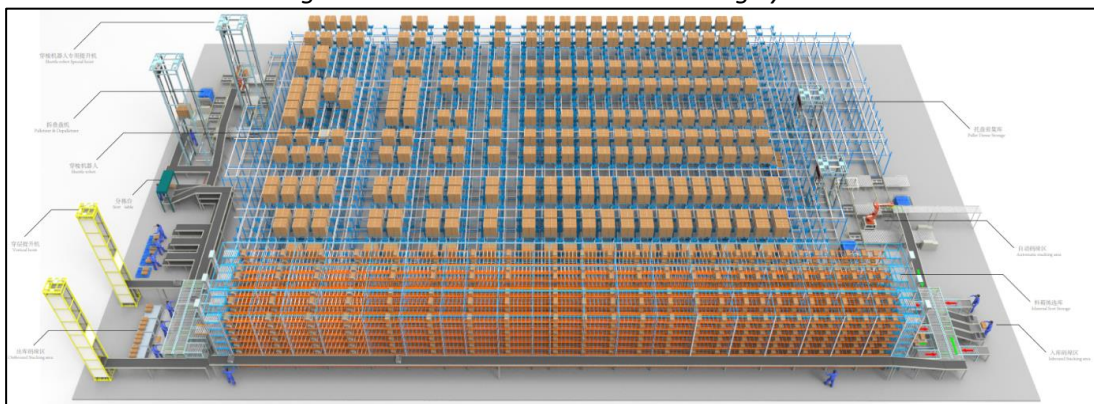
### 4.3 Modern Logistics Operation in the Cold Storage Facility

4.3.1 Allowing the current application will enable to effectively upgrading the approved cold storage facility to the up-to-date standards in modern logistics industry. The traditional practice for chilled meat distribution requires substantial labour input for loading and unloading, goods handling and storage. To keep the goods refrigerated at 4 degree celsius in ensuring food safety, an efficient and smooth loading and unloading and storage chain is necessary. However, the frozen storage area where activities are carried out are undesirable for human work in long duration in traditional practice. In addition, according to the Applicant, there is also an increasing labour shortage observed in recent years. While many industries have accelerated the adoption of automation and digitalisation to maintain competitiveness to prepare for uncertain future, the proposed development seeks to adopt an efficient logistics system that is less-labour intensive with a view to overcoming manpower shortage, promoting the application of smart innovation and technology, and safeguarding food safety.

#### Maximisation of Storage Capacity

4.3.2 As mentioned above, the proposed cold storage will be handling 95% of all imported chilled poultry from Mainland China. Since the start of the COVID-19 pandemic, the popularisation of online shopping has led to a skyrocketing demand for chilled food storage and delivery services. It is evident that the storage capacity of the proposed warehouse shall be increased accordingly. According to the Applicant, with the adoption of the 4-way shuttle automation system, the high-density cubic storage of racks, pallets or totes could allow the maximisation of warehouse space utilisation and greater flexibility in warehouse utilization with the space saving (**Annex 13 refers**). As such, the proposed high-density intelligent storage system will certainly accommodate more storage capacity than tradition racking system, which assists in stabilising the supply of chilled poultry to the market.

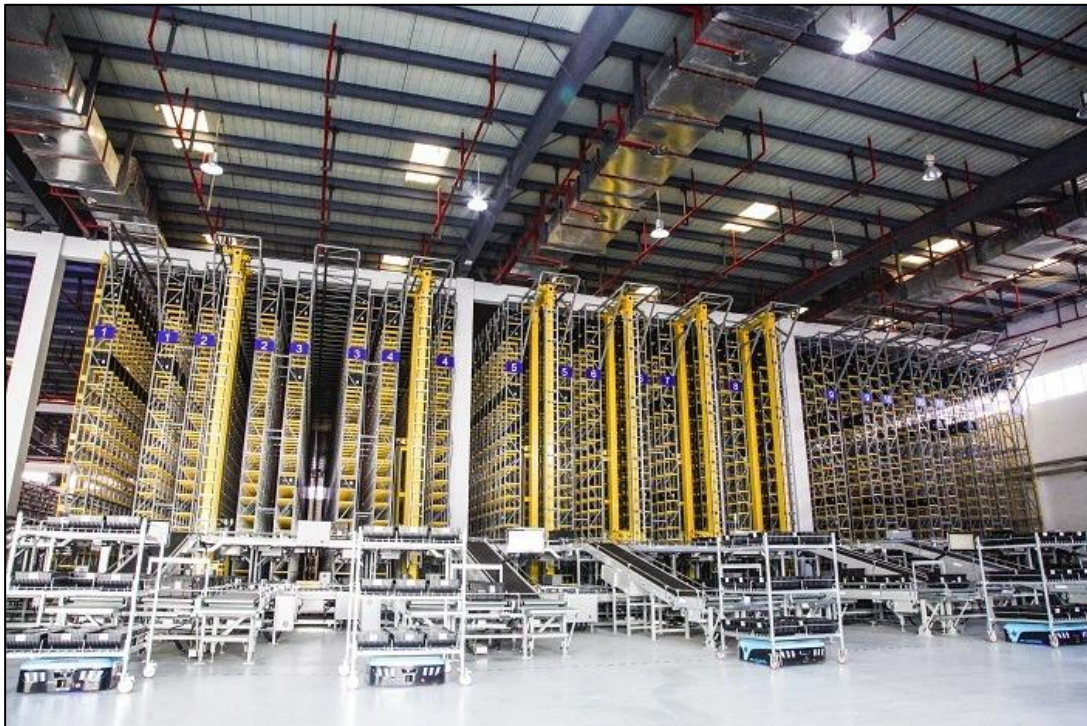
Diagram 1: Smart Intensive Warehousing System



#### Improvement in Operation Efficiency and Reduction in Manual Operation

- 4.3.3 According to the Applicant, there has been a drastic decline in the number of newcomers to the chilled poultry industry in recent years, which resulted in a severe manpower shortage. During the fifth wave of the pandemic, the operation of cold storages was significantly affected due to widespread staff infection. The proposed increase in building height allows the use of intelligent logistics transport equipment such as fully-automated shuttle robots and special hoists. The proposed cold storage can be managed through a smart and integrated control system and operate on a 24-hour basis with a 50-70% reduction in human input to alleviate manpower shortage problem. With a high throughput volume and a simplified operation flow, the efficiency of the modern logistics operation can be greatly accelerated compared to manual operation, and the accuracy can reach up to 99.99%.

*Diagram 2: Shuttle Robot Special Hoists*



*Ensuring Public Hygiene and Safeguarding Food Safety*

- 4.3.4 The proposed development involves a centralized distribution centre that helps minimize cross-contamination for food contact surfaces and refrigerators in different cold storages. The proposed cold storage facility is fully enclosed for sorting and storage of processed chilled meat and poultry and does not involve any food processing activity, therefore, no adverse public health and safety issue is anticipated. And given the long history and rich operation experience of HKCMA, hygienic issues would be taken care vigilantly. In addition, compared to the approved application, the proposed development in the current application involves an upgrade of the approved cold storage facility with intelligent logistics transport equipment and a smart intensive warehouse system, which will be operated by AI modelling technology and end-to-end robotic automation. The proposed cold storage facility



that can be managed through a smart and integrated control system, offers a more organized and contactless operation. The proposed development is considered as an optimization of the approved scheme in the approved application and shall better safeguard public hygiene and food safety.

*Creating an environmental-friendly and labour-friendly working environment*

- 4.3.5 In addition, the adoption of modern logistic operation in the proposed cold storage can significantly reduce its energy and electricity consumption, considering that 40-50% of the warehouse area can operate under zero lighting with robotic operation. The current application also strives to create a safe and labour friendly environment by separating human work from undesirable frozen storage area. It should also be noted that the Applicant's proposal received appreciation from the industry as it will facilitate and encourage the future development of the industry and the society **(Annex 13 refers)**.

*Prevailing Trend to Adopt Modern Logistic Operation*

- 4.3.6 The adoption of modern logistic operation is a prevailing trend in the logistic industry and is widely recognised and supported by operators and distributors. A similar application (No. A/YL-PH/804) for proposed temporary wholesale trade (food) at Pat Heung was approved by the Board in 2019. The proposed development in Application No. A/YL-PH/804 comprises two single storey structures with a building height of 15m and a total floor area or cover area of about 15,916m<sup>2</sup> and a site coverage of 76%, which is in similar nature and scale with the current application. Following the planning approval in 2019, an increase of building height from 15m to 18m (+20%) was approved under Class B amendment in the same year. The proposed development has employed the same automated storage system within the 18m building envelope **(Annex 13 refers)**. As tabulated in **Table 4**, there are other similar planning applications with similar building envelopes to the current application (about or over 15m) approved by the Board in recent years. As per experiences of the local logistic industry, the proposed building height in the current application (i.e, BH: 20.675m) is considered to be essential in accommodating the aforementioned automation system.



*Table 4: Approved Planning Application with Similar Development Intensity to the Current Application*

Application No.	Proposed development	Decision	Proposed Building Height
A/YL-PH/804	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years	Approved with condition(s) on a temporary basis on 12.04.2019	15m
A/YL-PH/804-1	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years (Class B Amendment)	Approved on 05.07.2019	18m
A/YL-NTM/393	Temporary Warehouse (Excluding Dangerous Goods Godown), Goods Vehicle Park (Not Exceeding 24 Tonnes) and Container Carrying Cargo Weighing Station with Ancillary Site Office and Staff Canteen for a Period of 3 Years	Approved with condition(s) on a temporary basis on 01.11.2019	Not More than 15m (1-2 storeys)
A/YL-PH/846	Proposed Temporary Wholesale Trade (Food) for a Period of 5 Years	Approved with condition(s) on a temporary basis on 01.09.2020	Not More than 15m (2 storeys)
A/HSK/312	Temporary Logistics Centre, Warehouse, Cold Storage, Open Storage of Containers and Container Vehicle Park with Ancillary Workshop (including Compacting, Unpacking and Tyre Repairing) and Canteen for a Period of 3 Years	Approved with condition(s) on a temporary basis on 09.07.2021	Not More than 15m (2 storeys)

4.3.7 With a view to facilitating separate or/and cooperative operation and management among members of HKCMA, the proposed development involves a generally extensive cold storage area (about 9,625m<sup>2</sup>) and sufficient ancillary storage/office space (about 483m<sup>2</sup>) for multiple operators/distributors under HKCMA. **Table 5** shows the major chilled poultry operators and distributors of the proposed development, as well as the approved Mainland chilled poultry importers. Since there are multiple operators/distributors to handle about 200,000 chilled poultry daily, sizeable cold storage area with high ceiling for automatic storage system is necessary for a hygienic and orderly environment and adhere to the cold storage license requirements.

*Table 5: Major Chilled Poultry Operators and Distributors of the Proposed development*

Category	Company Name
Chilled Poultry Operator	Best Union Chilled Meat Company (佳聯冰鮮禽畜有限公司)
	Tong Shun Hing Poultry (Hong Kong) Company Limited (唐順興家禽(香港)有限公司)
	Lun Kee Poultry Limited (倫記家禽有限公司)
	Ching Da Trading (Hong Kong) Company Limited (正大貿易(香港)有限公司)
	Kwong Lee Trading Company (廣利貿易公司)
	New Sam Hing Food Trading Company Limited (新三興食品貿易有限公司)
	Lilai Foods Company Limited (利來食品貿易有限公司)
Mainland Chilled Poultry Importers	廣州市大鵬家禽養殖有限公司
	廣東溫氏佳潤食品有限公司新興肉食品加工廠
	惠州順興食品有限公司
	東莞市虎門聯歡家禽加工廠
	佛山市高明海達高新科技孵化養殖基地有限公司加工場
	河源市匯先豐食品有限公司
	惠東縣百事盛農牧有限公司
	廣東得寶食品有限公司
	廣州市百興畜牧飼料有限公司
深圳市龍崗區邢記綜合農場	
Chilled Poultry Distributor	Prominent Sharp Limited (金利進有限公司)
	Admire Kingdom Limited (利立有限公司)
	Rexfield Development Limited (朗豐環球有限公司)
	Frans Trading Enterprises Company Limited (鎮威貿易帝國有限公司)

4.3.8 According to the Applicant, sufficient storage space is essential for daily operation as is it is estimated that around 40,000 vented plastic crates will be stored and will be used for handling about 200,000 chilled poultry every day. In order to facilitate separate or/and cooperative operation and management among members of HKCMA, the proposed ancillary office is necessary for daily operation and administration works.

#### 4.4 Re-provision of Footpath and Greenery as Proposed in Approved Application

4.4.1 Compared to the approved application, the current application has a significant reduction in site area (about 21.6%). In particular, the reprovisioning of agreed footpath is concerned with regards to the exclusion of lots 482 RP, 484, 487 RP and 497 S.A. RP from the Application Site boundary. Notwithstanding the subject lots are excluded from the Application Site, the subject lot owners expressed no objection to utilise the abovementioned 4 private lots for the reprovisioning of existing footpath and greenery. In this connection, the Applicant takes this opportunity to implement the proposed footpath as agreed in the approved application and propose greenery and communal open space at the subject area (hereinafter referred to as “proposed amenity area”) (**Illustration 4** refers). The preliminary proposal is presented in Appendix II of **Annex 9**. The Applicant is willing to comply with departmental requirements by way of approval conditions should the current application be approved.

4.4.2 Notwithstanding there is an increase in site coverage and reduction in greenery provision within the Application Site, a total of about 2,867.5m<sup>2</sup> common greenery and about 249m<sup>2</sup> of communal open space at the proposed amenity area are to be provided for public enjoyment and amenity purpose (See Appendix II of **Annex 9** and **Annex 10**). The provision of common greenery and communal open space at the proposed amenity area is equivalent to about 60% provision of the that within the Application Site. While the landscape value of the Application Site is not considered high, the proposed development has respected the existing landscape settings. The proposed development will integrate with the surrounding landscape through a number of proposals, including provision of peripheral planting to create a soft planted edge and transparent panels along the boundary to alleviate this visual impact.

4.4.3 A 2.5m metal mesh will be erected mainly along the northwestern to northeastern and western boundary of the Application Site for security purposes. The proposed footpath along the northern boundary of the Application Site will not be obstructed by this metal mesh. The following segments of fixed/movable noise barriers will be installed to minimise the potential noise impact (Revised Master Layout Plan in **Annex 4** and **Figure 3.4** of **Annex 6** refer):

- i. A 5m barrier along the internal road in the southeast portion of the Site;
- ii. A 10m barrier along the internal road in southwest portion of the Site;
- iii. A 12m barrier towards the northwest direction of the central L/UL area of the Site.

4.4.4 While the current application site boundary that involves certain government land and abandoned existing water provision facilities, which was previously approved under A/NE-FTA/201. The applicant is willing to liaise with neighbouring landowners and make minor adjustments to the fencing boundary, should such modifications be deemed necessary during the implementation phase.

## 4.5 Operational Arrangement

- 4.5.1 The proposed development will operate 24 hours a day, 7 days per week on a year-round basis. The major operating hours are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. The presence of two major timeslots is to cater to different operational activities at the Application Site and to accommodate the needs of on-time delivery and normal delivery for chilled poultry.
- 4.5.2 The 9:00a.m. to 8:00p.m. timeslot is mainly for importing and sorting different types of chilled poultry imported to the Application Site from Mainland China and examined by Man Kam To Animal Inspection Station. The chilled poultry will be distributed to goods vehicles and delivered to the respective destinations in Hong Kong.
- 4.5.3 During 11:00p.m. to 3:00a.m., the workers will sort and deliver the remaining chilled poultry. Some industries like retail and food and beverage require on-time delivery before their operation hours in the early morning. Thus, the proposed development will also operate at night to cater those needs. This is similar to the existing operation period for fish, vegetables and meat wholesale markets.
- 4.5.4 For any food business involving storage of food under refrigeration in any warehouse, a Cold Storage License must be obtained from FEHD before commencement of business. The Applicant will adhere to and fulfil those relevant requirements for the license upon obtaining planning permission from the Board and prior to the formal commencement of business.

## 4.6 Demand of Chilled Meat and Poultry

- 4.6.1 **Table 6** and **Table 7** includes the latest internal statistics of estimated quantities of imported chilled poultry and chilled meat by the member of HKCMA which currently accounts for about 95% of the market share in Hong Kong. This estimation may vary according to supply and demand of chilled poultry consumption, festive needs and prevailing Government policies.
- 4.6.2 Upon the approval of the previous application and the subsequent proposal of a cold storage for poultry and distribution centre using modern logistics operations and an automatic system, the applicant has received much enthusiasm from the members of the HKCMA. The proposal to increase the overall capacity of a centralised distribution centre would enable all members to store and manage their goods in an efficient way, different from traditional labour-intensive operations. With full support, the members expressed their eagerness to increase their imported volume and storage once the proposed development is permitted. The Applicant also received enquiries from other chilled poultry meat importers and distributors, asking for collaboration. Following the government directives in reviving the logistics industry, and the positive feedback from members, it is informed by the Applicant that an overall increase of 40% in daily imported chilled/frozen poultry and meat is anticipated. As shown in **Table 6** and **Table 7**, the estimated number of daily imported chilled/frozen poultry

and meat is about 350,000 pieces and 61.6 tonnes respectively.

**Table 6: Estimated Number of Daily Imported Chilled/Frozen Poultry through HKCMA**

Category		Quantity (Piece)	Subtotal
Chilled Poultry (80%)	Chicken	130,000	200,000
	Duck	40,000	
	Squab	30,000	
Frozen Poultry (20%)	Chicken	32,500.0	50,000
	Duck	10,000.0	
	Squab	7,500.0	
Subtotal of Existing Volume		<b>250,000</b>	<b>250,000</b>
Estimated Additional Demand (+40%)	Chicken	65,000.0	100,000
	Duck	20,000.0	
	Squab	15,000.0	
<b>Total</b>		<b>350,000</b>	<b>350,000</b>

**Table 7: Estimated Number of Daily Imported Chilled Meat through HKCMA**

Category	Quantity (tonnes)
Chilled Meat	44
Estimated Additional Demand (+40%)	17.6
<b>Total</b>	<b>61.6</b>

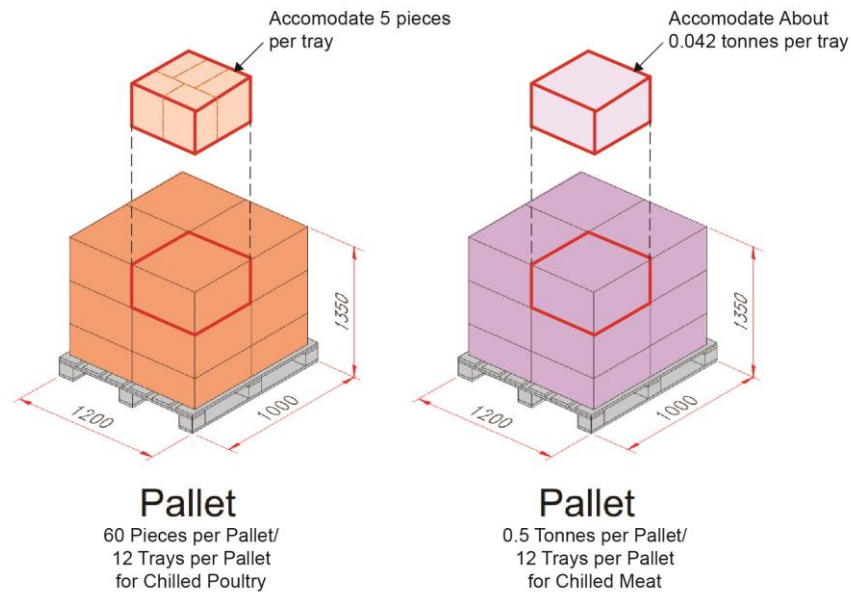
#### 4.7 Spatial Requirements for Operation

4.7.1 According to the Applicant, the imported chilled/frozen poultry and meat would be arranged in trays and pallets for storage and distribution. The dimension of a pallet is 1.2m(L)\*1m(W)\*1.35m (H) (Diagram 3 refers). The capacity of trays and pallets for chilled/frozen poultry and meat are shown in Table 8 and Diagram 3 illustrates how the chilled/frozen poultry and meat are arranged in trays and pallets.

**Table 8: Capacity of trays and pallets for chilled/frozen poultry and meat**

Capacity for chilled/frozen poultry	Unit
5 Pieces	per tray
12 Trays	per pallet
60 Pieces	per pallet
Capacity for chilled meat	Unit
0.042 Tonnes	per tray
0.5 Tonnes	per pallet

**Diagram 3: Capacity of trays and pallets for chilled/frozen poultry and meat**



4.7.2 As food hygiene and safety is a key priority in the current proposal, the future operations will ensure that different types of chilled/frozen poultry and meat are stored and distributed separately, without being mixed. To further safeguard food safety, these chilled/frozen poultry and meat will be immediately stored upon arriving at the proposed development in batches. Taking operational practicability into consideration, an 80% utilisation rate has been taken into account. Furthermore, additional storage space is required for each tray, including an ice board, to keep the chilled/frozen poultry and meat at a temperature of 4 degrees Celsius or below during transportation. Thus, the proposed development has also factored in the storage material, accounting for an additional 98% utilisation rate. **Table 9** encapsulates the numbers of required trays and pallets for operations, factored in the utilisation rate.

**Table 9: Numbers of required trays and pallets for operation**

Category	Category	Quantity (Piece)	Subtotal	Quantity (Tray) (About)	Quantity (Pallets) (About)	
Chilled Poultry	Chilled Poultry (80%)	Chicken	130,000	200,000	40,000	3,333.3
		Duck	40,000			
		Squab	30,000			
	Frozen Poultry (20%)	Chicken	32,500.0	50,000	10,000	833.3
		Duck	10,000.0			
		Squab	7,500.0			
	Subtotal of Existing Volume		250,000	25,000	50,000	4,166
	Estimated Future Demand	Chicken	65,000.0	100,000	20,000	1,666.7
		Duck	20,000.0			
		Squab	15,000.0			
<b>Total Demand</b>		<b>350,000</b>	<b>350,000</b>	<b>70,000</b>	<b>5,833.3</b>	
Utilisation Rate (ie. FIFO/ By Batch/By date)				87,500.0	7,291.7	
Storage Materials (i.e. ice board/tray)				1,750.0	145.8	
<b>Total trays and pallets required for chilled/frozen poultry</b>				<b>89,250.0</b>	<b>7,438.0</b>	
Chilled Meat	<b>Category</b>	<b>Quantity (tonnes)</b>		<b>Quantity (Tray) (About)</b>	<b>Quantity (Pallets) (About)</b>	
	Chilled Meat	44		1,056.0	88.0	
	Estimated Future Demand	17.6		422.4	35.2	
	<b>Total Demand</b>	<b>61.6</b>		<b>1,478.4</b>	<b>123.2</b>	
	Utilisation Rate (ie. FIFO/ By Batch/By date)				1,848.0	154.0
	Storage Materials (i.e. ice board/tray)				37.0	3.1
	<b>Total trays and pallets required for chilled meat</b>				<b>1,896.0</b>	<b>158.0</b>
<b>Total</b>	<b>Total trays and pallets required for operation</b>			<b>91,146.0</b>	<b>7,596.0</b>	

4.7.3 As refer to **Table 9**, it is estimated that the daily operation would involve about 7,596 pallets of goods, which is equivalent to about 91,146 trays of goods after considering the utilisation rate for operation.

4.7.4 The drawings in **Annex 14** illustrates the detailed layout of the proposed development and shows that current building bulk with a build height of 20.675m is the minimum level required to accommodate the required pallets for operation. The proposed layout with 6 levels for storage would accommodate a total of 7,596 pallets of chilled/frozen poultry and meat.

4.7.5 Referring to the drawings in **Annex 14**, **Table 10** summarises the minimum space required for accommodating the required pallets of goods. The current layout of the proposed development is considered the most optimal design in meeting the minimum horizontal and vertical space required to accommodate the required pallets for operation.

**Table 10: Minimum Room and Levels Required to Accommodate the Required Pallets for Operation**

Footprint (m <sup>2</sup> )	Layout Level	Capacity
1,264	3	3,792 Pallets
634	6	3,804 Pallets
Total	N.A.	7,596 (=7,596 pallets required)

**Spatial requirement for the automatic system**

4.7.6 Apart from providing sufficient space to accommodate the necessary pallets of chilled/frozen poultry and meat, the proposed increase in building height is deemed essential in order to facilitate intelligent logistics transportation equipment, as well as a smart, intensive warehouse system. This system will be operated by AI modelling technology and automated robotics. Adequate void area is reserved as manoeuvring space for robotic arms and automatic installations (see **Annex 14**). It is clarified that the current layout that is similar to a cube, which is the most efficient layout in optimising both vertical and horizontal movement via robotic automation from technical points of view. Compared to the flat layout in the approved application, which is not likely to utilize such technology, the current application seeks to maximize efficiency while fulfilling the minimum spatial requirements. For more information, the catalogue of the proposed system is attached in **Annex 13**.

4.7.7 Referring to **Drawing 4** in **Annex 14**, the higher ceiling is also attributed to the installation of the E&M system. A headroom of 1.8 m is required for the unit cooler, 2 m for insulation, and 1.5 m for the building structure. The ceiling height for the E&M system is 5.3 m, and the overall ceiling height for the storage part is 15.46 m.

**Constraint under current scheme**

4.7.8 As refer to para. 1.4.2, due to implementation constraints, the application site boundary has been further reduced when compared to the approved application, resulting in a reduction in floor area of the proposed development which is subject to more design constraints. In addition, the proposed layout in the approved application with a limited floor height can no longer serve the surging demand. Leaving no other alternatives to accommodate the required pallets of chilled meat and poultry for operation, the current application has to explore an inevitable increase in building height to materialize the agreed temporary cold storage for poultry and distribution centre within the application site.

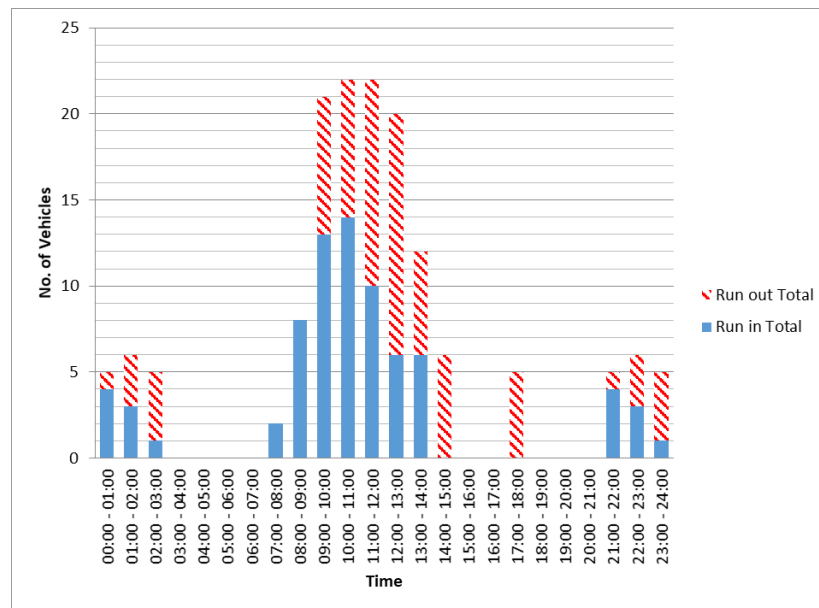


## 4.8 Transports and Traffic Arrangement

### Vehicular Access and Transports Facilities Provision

- 4.8.1 The Application Site has several site constraints including its elongated shape, the presence of residential dwellings to the west of the Application Site and the existing Dongjiang freshwater pipelines to the east of the Application Site which reduce the design flexibility. Subject to the above, the ingress/egress point is located at the southwest of the Application Site, abutting Lo Wu Station Road. A 10m-wide run-in and a 14m-wide run-out site access can provide ample space for internal manoeuvring of different types of goods vehicles. An Emergency Vehicular Access (“EVA”) with minimum width of 7.3m is also provided along all vehicular access.
- 4.8.2 The proposed cold storage block is accessible through a 7.3m wide internal road network to ensure smooth and efficient daily operation. There are altogether 7 car parking spaces (including 1 disabled car parking space), 2 motorcycle parking spaces and 22 loading/unloading (L/UL) bays for HGVs and 8 for Container Vehicles. **Figure 3.3** of the Environmental Assessment in **Annex 6** shows the road segment and the L/UL bay arrangements. The proposed development will include an internal road with a width of 7.3m (Master Layout Plan in **Annex 4** refers). With reference to the Revised Traffic Impact Assessment (“TIA”) (**Annex 5**), there is sufficient space for different types of goods vehicles circulating from the ingress/egress and within the Application Site.
- 4.8.3 The L/UL bays are designed at the front and centre of the cold storage block, which enables the operator to simultaneously handle a significant number of goods vehicles. The loading docks facilitate the handling and transfer of chilled poultrys to and from the cold rooms and transport vehicles for distribution. The L/UL platforms are located at the front and centre of the cold storage block.
- 4.8.4 Based on the data provided by the Applicant, a traffic forecast has been conducted and the results are extracted from the TIA in **Annex 5 (Diagram 4 refers)**.

**Diagram 4: Traffic Forecast for the Proposed development**



4.8.5 As described in the previous paragraphs, the major operation timeslots are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. There are only a minimal number of vehicles running in/out of the Application Site during the non-major operation timeslots.

4.8.6 The results of the revised TIA under conservative assumptions revealed that the additional traffic trips related to the proposed development are considered insignificant and can be accommodated by the surrounding existing road networks. All critical junctions are expected to operate within their capacities in design year 2026. Results from the pedestrian flow assessment also revealed that the uncontrolled cautionary crossing at Lo Wu Station Road will still operate with ample capacity after the introduction of the proposed development. Thus, the proposed development is considered acceptable and supported from traffic engineering point of view.

Improvement of Pedestrian Safety

4.8.7 To improve the safety of pedestrians at the access point of the Application Site, additional road markings and road signs are proposed to alert the drivers and pedestrians. This will encourage them to proceed in a cautionary manner when approaching the access points to the Application Site.

Improvement of Pedestrian Access in the surroundings

4.8.8 Currently, there is an existing footpath connecting to and from the village settlement and the bus stop requiring users to travel down the slope to walk across the Application Site, as the Application Site is situated in a low-lying area. The users/visitors would also need to walk across the Dongjiang Pipelines via ramps /

elevated walkways to reach the bus stops (**Illustration 3** refers).

- 4.8.9 The existing pedestrian access affected by the proposed development will be re-provisioned and improved. The total length of the new footpath will be around 400m along the northwestern and northern site boundary (**Illustration 5** refers). The improved pedestrian access/footpath will be widened to a width of 5m as indicated on the revised Master Layout Plan (**Annex 4** refers).
- 4.8.10 Apart from the widening measure, sufficient lighting, greenery and seating benches will be provided along the pedestrian access by the Applicant (**Illustration 6** refers). The measure could substantially improve the footpath condition, allowing villagers to enjoy a safe, hygienic and pleasant access from Man Kam To Road back to their dwellings. The design of the improved footpath will be presented in the detail design stage.
- 4.8.11 The proposed pedestrian footpath can facilitate villagers travelling between the bus stop on Man Kam To Road and the residential dwellings west of the Application Site (**Illustration 5** refers). An access cutting through the Application Site providing the shortest distance had been considered but was not adopted due to pedestrian safety concerns related to on-site vehicle traffic and night-time operation. The construction and maintenance of the proposed footpath, including but not limited to the provision and repair of lighting facilities, will be taken up by the Applicant.

#### 4.9 Environmental Aspect

- 4.9.1 An Environmental Assessment has been conducted to evaluate the potential environmental impacts resulting from this Application (**Annex 6** refers). By implementing the recommended mitigation measures and good site practices, it is anticipated that the proposed development will not generate any unacceptable environmental impacts on air quality, noise, water quality, waste management and land contamination perspectives. Mitigation measures and the good site practices are described in **Annex 6** in detail.
- 4.9.2 No adverse air quality impact is anticipated during both construction and operation phases. A buffer zone of 5m will be provided between the Proposed Development and Lo Wu Station Road, where no fresh air intake/ openable window of air sensitive uses will be located (**Figure 2.2 of Annex 6** refers).
- 4.9.3 No adverse noise impact is anticipated during both construction and operation phases. Quantitative assessment for fixed noise sources during operation phase was conducted. The results show that the noise generated is expected to comply with the relevant noise criterion after implementing proper mitigation measures, such as enclosing the loading/unloading platforms, provision of complete enclosure with silencers to the condenser, proper orientation of the opening of enclosures, and erection of barriers with height ranging from 5m to 12m at appropriate locations within the Application Site (**Figure 3.4 of Annex 6** refers). Results from the quantitative assessment for off-site road traffic noise also concluded that the traffic noise generated from the proposed development is considered as insignificant.

4.9.4 No adverse water quality impact is anticipated during both construction and operation phases, with adequate provision of portable toilets and proper control of wastewater discharge. Upon further consideration during detailed design stage, the final design would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. The Applicant will ensure that the final design of the Project would not adversely affect the surrounding environment, including watercourses on site and in the vicinity.

4.9.5 No adverse impact related to the management, handling and transportation of waste is anticipated during both construction and operation phases. During the operation phase, commercial waste will be collected on a regular basis and disposed at landfill. No land contamination issue is anticipated.

#### **4.10 Sewerage Aspect**

4.10.1 A Sewerage Impact Assessment (“SIA”) has been undertaken, as presented in **Annex 7**, to assess the potential sewerage impact arising from the proposed development.

4.10.2 Given that the proposed development does not involve any selling, slaughtering or cleaning of chilled poultry/meat or cooking/kitchen provided for the canteen, the major source of wastewater will be limited to the sewage from toilets, and floor cleaning water for loading/unloading area and loading platform. The total wastewater generated during operation is estimated at about 11.4m<sup>3</sup>/day. By adopting low flow portable toilet and carrying out floor cleaning by mopping, the wastewater generated would be further reduced. The sewage generated will be collected by portable toilets and tankered away for off-site disposal by a licenced collector. As such, no adverse sewerage impact is anticipated.

#### **4.11 Drainage Aspect**

4.11.1 A Drainage Impact Assessment (“DIA”) has been conducted to review the drainage arrangements for the proposed development (**Annex 8 refers**).

4.11.2 U-shape peripheral channels of size 300-650mm are proposed to be installed at the boundary of the Site to collect surface runoff. With an estimated utilisation rate of about 39-73% under 50 years return period, the channels are expected to have sufficient capacity to accommodate flow from the Site. An on-site underground stormwater storage tank with a volume of approximately 2,190m<sup>3</sup> is also proposed to store the additional runoff generated by the Site.

4.11.3 Under the condition that at least 25.6% of the Site area shall be soft landscape, the DIA concluded that no adverse drainage impact to the existing drainage system is anticipated due to the proposed development. Upon further consideration during detailed design stage, the final design would be incorporated in the Drainage Proposal to the satisfaction of EPD and DSD under approval condition.

#### **4.12 Proposed Landscape Treatment and Open Space Provision**

- 4.12.1 The landscape and greenery provision are detailed in the Tree Preservation and Landscaping Proposal (**Annex 9** refers). Communal open space on the roof level of the Main Block and at the proposed amenity area are proposed to cater passive recreational needs of the users and visitors (See Appendix II of **Annex 9 and Annex 10**).
- 4.12.2 As the Application Site is generally flat with existing levels ranging from +4.50mPD to +6.13mPD, the proposed site formation levels of the building block are carefully designed to follow the natural topography of the site, so as to minimise the extent of site formation work and the landscape impact. Consequently, this has greatly reduced the amount of slope cutting/filling required for the proposed development.
- 4.12.3 The buildings and associated vehicular access are strategically located at the central portion of the Application Site in order to minimize the disturbance on trees. There are peripheral planting areas along the east, north and west boundary for the preservation of existing trees, transplanted trees and new tree planting. This will help create a soft planted edge along the Application Site enhancing its interface with the surrounding natural context, blending in with the naturalistic vegetation. The refined paving and selection of plant combinations can enrich the colour complexity and visual gradation of the development. Landscape treatment is proposed on fence walls/ noise barriers in order to alleviate their visual intrusion.
- 4.12.4 The proposed amenity area will predominantly be green in nature with open spaces for enjoyment of the users and visitors. Besides, the northern portion of proposed amenity area will be utilized as the final receptor location of the transplanted trees. This will help to minimize disturbance to the transplanted trees during construction of the proposed development and in turn enhance the survival rate of the transplanted trees.
- 4.12.5 Overall, the proposed development will provide extensive at-grant planting of up to 4,105.6m<sup>2</sup> within the Application Site and 2,867.5m<sup>2</sup> within the proposed amenity area for visual enhancement and public enjoyment. The greening ratio of the current application is approximately 25.6%.

#### **4.13 Tree Preservation Proposal**

- 4.13.1 The tree survey is conducted and is presented in the revised Tree Preservation and Landscaping Proposal (**Annex 9** refers). In order to investigate the landscape impact on existing vegetation within Application Site, proposed amenity area and adjoining areas, trees located within and/or immediate outside the Application Site boundary were recorded. A total of 237 nos. of trees including 138 within Application Site, 34 within the proposed amenity area and 65 outside both Application Site and proposed amenity area were recorded.
- 4.13.2 Among 138 existing trees within the Application Site, 18 nos. of trees are proposed to

be retained, 77 nos. of trees are proposed to be felled, while 43 nos. of them are proposed to be transplanted. Regarding 34 existing trees within the proposed amenity area, 31 nos. of trees are proposed to be retained and 3 nos. of trees are proposed to be felled. The presence of the 3 dead trees within the proposed amenity area will cause potential danger to the users, it is proposed to fell them and compensated by quality trees. No trees outside the Application Site and the proposed amenity area will be affected by the proposed development. In gist, 114 nos. of the surveyed trees (about 48.10%) will be retained, 80 nos. of the surveyed trees (about 33.76%) will be felled while 43 nos. of the total surveyed trees (about 18.14%) will be transplanted (**Table 3.0** in **Annex 9** refers).

- 4.13.3 Apart from the preserved trees, 202 heavy standard trees with average DBH approx. 80mm including 151 trees within Application Site and 51 within proposed amenity area are proposed to be planted to compensate the loss of existing trees. The conscious green design will provide greening to further enhance the overall appearance and visual quality of the proposed development.

**Table 11: Summary of Tree Compensation Proposal at Application Site and Amenity Area**

	Application Site	Proposed Amenity Area	Overall
Quantity of Loss of Trees:	77 nos.	3 nos.	80 nos.
Accumulated DBH loss of Trees:	13.22m	0.362m	13.58m
Quantity of Compensatory Trees:	151	51	202
Quantity Compensation Ratio	1:1.96	1:17	1:2.53
DBH Compensation:	12.08	4.08	16.16
DBH Compensation Ratio:	1:0.92	1:11.27	1:1.19

- 4.13.4 During the construction and operation phase, the Applicant will be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the Applicant shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions.

#### 4.14 Ecological Aspect

- 4.14.1 There is a valid Ecological Impact Assessment (“EcoIA”) to evaluate the potential ecological impacts resulted from the proposed development in the approved application (No. A/NE-FTA/201), and additional field survey activities were carried out in March 2022 to reflect the latest conditions of the Application Site as well as the adjacent environs. In addition, the approval conditions for the implementation of the ecological mitigation measures as laid down by the Board for No. A/NE-FTA/201, has been complied with. (See **Annex 11**). However, in order to better assess any potential ecological impact, additional ecological surveys have been conducted in March, April and May 2023. The supplementary report (see **Annex 12**) provides the survey result and recommendations of ecological mitigation measures where necessary.

#### Background

- 4.14.2 As referred to the previously submitted EcolA, it was concluded that the ecological impact on the semi-natural and natural habitat loss, including watercourse and agricultural land, in the Application Site is low, thus mitigation measures are considered not required. Flora and fauna species of ecological importance found in the Application Site include a floral species of *Aquilaria sinensis*, two butterfly species of Grass Demon *Udaspes folus* and Metallic Cerulean *Jamides Alecto*, and one freshwater crab species of Freshwater Crab *S.Zanklon*. The ecological impact to *Aquilaria sinensis* is low given the commonness of the species and low abundance of the species. The ecological impact to the two butterfly species and one freshwater crab species mentioned are low as well given only a single individual was recorded for all three species respectively.
- 4.14.3 On the whole, the overall impact severity is low, and mitigation is not required apart from impacts on water quality during construction phase. Mitigation measures for construction phase water quality impacts have been proposed. Proposed mitigation measures will be adopted according to the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances. No insurmountable ecological impact is anticipated of the proposed development at the Application Site.
- 4.14.4 While the application has been approved in 2021, the approval condition of the approved application for submission and Implementation of ecological mitigation measures has been complied with in June 2022 (**Annex 11** refers). As referred to the accepted submission, as freshwater crab *Somanniathelphusa zanklon* has been recorded within the Application Site, it was recommended by AFCD to conduct a detailed survey to check for the presence of any individual of *S. zanklon* prior to any site clearance or construction works. According to the translocation capture surveys carried out from 7<sup>th</sup> March to 11<sup>th</sup> March 2022, it is concluded that no freshwater crab *S. zanklon* or any other species of conservation importance were encountered in the 5-day translocation surveys. No other faunal species of conservation importance were recorded neither.

**Updated Ecological Survey for the current application**

- 4.14.5 With a view to better assessing any potential ecological impact, ecological surveys have been conducted in March, April and May 2023. The supplementary report (see **Annex 12**) provides the survey result and recommendations of ecological mitigation measures where necessary.
- 4.14.6 Capture survey of *Somanniathelphusa zanklon* was conducted in March, April and May 2023. Only two individuals of *Somanniathelphusa zanklon* were recorded within the Subject Site. As the watercourse would remain intact during construction and operation stage, the impact to the *Somanniathelphusa zanklon* is considered to be Low to Moderate. The applicant is willing to conduct a detailed survey to check for the presence of any individual of *Somanniathelphusa zanklon* prior to any construction works and carry out translocation whenever necessary.

4.14.7 In addition, to mitigate the indirect impact during construction phase, the following mitigation measures will be adopted during the construction phase to mitigate these impacts:

- Temporary sewerage and drainage will be designed and installed to collect wastewater and prevent it from entering nearby water bodies;
- Proper locations well away from nearby water bodies will be used for temporary storage of materials (i.e. equipment, fill materials, chemicals and fuel) and temporary stockpile of construction debris and spoil, and these will be identified before commencement of works;
- To prevent muddy water from entering nearby water bodies, work sites close to nearby water bodies will be isolated, using such items as sandbags or silt curtains with lead edge at bottom and properly supported props. Other protective measures will also be taken to ensure that no pollution or siltation occurs to the water gathering grounds of the work site;
- Stockpiling of construction materials, if necessary, will be properly covered and located away from nearby water bodies;
- Erection of temporary geotextile silt fences will be carried out around earth-moving works to trap any sediments and prevent them from entering watercourses;
- Construction debris and spoil will be covered and/or properly disposed of as soon as possible to avoid being washed into nearby water bodies;
- Exposed soil will be covered as quickly as possible following formation works, followed, where appropriate, by covering with biodegradable geotextile blanket for erosion control purposes;
- Where appropriate, earth-bunding will be carried out of areas where soils have been disturbed or where vegetation has been cleared, to ensure that surface run-off will not move soils off-site;
- Construction effluent, site run-off and sewage will be properly collected and/or treated. Wastewater from any construction site will be minimised via the following in descending order: reuse, recycling and treatment;
- Proper locations for discharge outlets of wastewater treatment facilities well away from sensitive receivers will be identified and used;
- Silt traps will be installed at points where drainage from the site enters local watercourses;
- Appropriate sanitary facilities for on-site workers will be provided;
- The site boundary will be clearly marked, with any works beyond the boundary strictly prohibited; and
- Regular water monitoring and site audit will be carried out at suitable points. If the monitoring and audit results show that pollution occurs, adequate measures including temporary cessation of works will be considered.

4.14.8 The above mitigation measures proposed would avoid direct impact on the crab *S. zanklon* and to minimise the potential indirect impacts on adjacent habitats/wildlife and water quality during the construction phase.

4.14.9 Flight path surveys were conducted in March, April and May 2023. According to the survey, flight routes of the waterbird were studied and the results indicated that most



of the birds flew toward the southeast area of the Subject Site and to Man Kam To. Most of the bird species were urban and common in Hong Kong. In addition, most of them were recorded flew with a short distance within or near the subject site. The proposed 20.675m height building will not be an obstacle for waterbirds or Ardeidae as only two Chinese Pond Herons were recorded to fly low, within the Subject Site. The Subject Site is not attractive to bird species and not a major flight line of Ardeidae. Therefore, the impact on the bird flight line is considered insignificant.

4.14.10 While the impact on avifauna is considered insignificant, the applicant is willing to undertake mitigation measures to create a bird-friendly environment. The proposed green roof could serve as a resting stop for avifauna. During the detailed design stage, the applicant will explore the use of minimal glass and screening to reduce reflections. Furthermore, the incorporation of extensive vertical green will be considered to mitigate possible visual impact.

4.14.11 Following the result from the previous EcoIA which concludes the Application Site is of low ecological value, the latest ecological surveys have supplemented the impacts on avifauna and impact on the crab *S. zanklon*, which concludes the impact on the bird flight line and remaining birds species would be insignificant, and the impact on the crab *S. zanklon* would be reduced to insignificant after the mitigation measures. It is also noteworthy that the current application involves no increase but a significant reduction in Application Site area (-21.6%), it is anticipated that the overall impact as investigated in the previously conducted EcoIA would remain unchanged, and the overall impact severity would be remained as low. The Applicant is well prepared and committed to implementing the mitigation measures, if and when required by relevant departments in accordance with the requirements of relevant Technical Memorandums of the Environmental Impact Assessment Ordinances should the current application be approved.

## 5 PLANNING JUSTIFICATIONS

### 5.1 Genuine Aspiration to Materialize the Long-Needed Cold Storage and Distribution Centre with the Adoption of Modern Logistic Operation

- 5.1.1 In 2000s, HKCMA first reckoned the necessity for a centralised processing centre for storage and distribution of chilled poultries to meet the pressing demand, due to the outbreak of Avian Influenza.
- 5.1.2 Despite the Government's support on the proposal and provision of land for HKCMA to operate the proposed development in 2013, HKCMA has not been successfully awarded any suitable site through public tender. As such, HKCMA decided to rent land from private land-owners for operation as a temporary solution after rigorous land search exercises were conducted. Given the proposed development will handle the majority of imported chilled poultries from Mainland China, there is a genuine need for a standardized operation for the industry.
- 5.1.3 Being affiliated with HKCMA, the Applicant will provide a hygienic and orderly environment for the chilled poultry industry to operate and adhere to the cold storage license requirements. The proposed development offers a centralized distribution centre and storage environment that minimise cross-contamination for food contact surfaces and refrigerators in different cold storages. Meanwhile, safety guidelines will be provided to the personnel who work at the Application Site.
- 5.1.4 The centralised cold storage facility allows all the chilled poultry to undergo inspection works at a single venue since it will be handling 95% of all imported chilled poultry from Mainland China. In an event of an outbreak HS Avian Influenza, the Government departments would be able to effectively carry out inspection works at the Application Site which could shorten the time to identify and control the source of the outbreak. The proposed development should be treated as a public project since it caters to the demand for chilled poultry for the entire Territory.
- 5.1.5 While planning application No. A/NE-FTA/201 has been approved by the Board in 2021, due to change in circumstances and insurmountable issues encountered, it is inevitable to submit the current application with a view to materialising the long-needed cold storage and distribution centre. Despite efforts on countless negotiations have been made, the Applicant was left no other alternatives but to submit the current application for the proposed development with a change in site configuration and scale of development. The proposed development that involves a change in development site boundary would ensure the proposed development could proceed to implementation stage.
- 5.1.6 On the other hand, the proposed development that follows the trend in adopting modern logistic operation is well supported by the industry and the involved operators and distributors. Similar approved applications with high ceiling (i.e., proposed building height of 15m-18m) are evidenced in the territory. In particular, there is a precedent approved application adopted the same automatic logistic

system presented in **Chapter 4**. The proposed increase in building height in the current application allows the accommodation of intelligent logistics transport equipment such as fully automated shuttle robot and shuttle robot special hoist. The accommodation of intelligent logistics transport equipment and a smart intensive warehouse system enable a boost in efficiency and significantly reduce the reliance on human input with a view to alleviating manpower shortage faced in recent years. The new mode of operation within the proposed building envelope also enables energy and electricity saving as well as the creation of a safe and labour friendly environment by separating human work from undesirable frozen storage area.

- 5.1.7 The proposed cold storage facility can be managed through a smart and integrated control system and offers a more organized and contactless operation. The proposed development is considered as an optimization of the approved scheme in the approved application and shall better safeguard public hygiene and food safety.

## **5.2 Horning the Competitive Edge of Logistics Industry and Introduction of Innovation & Technology**

- 5.2.1 Hong Kong's vital role as an international and regional logistics hub has been increasingly emphasised in recent national and local policy documents, including the most up-to-date Policy Address and the 14<sup>th</sup> Five-Year-Plan. It is highly anticipated that cross-boundary logistics and flow of goods will be tightened, especially after previous waves of epidemic where logistics industry has been severely hindered. Government has stressed on the importance of smart and efficient transport infrastructure in supporting the development of logistics industry. According to the most recent policies, apart from launching the Pilot Subsidy Scheme for Third-party Logistics Providers to enhance the use of technology and productivity of the sector, Government has also started searching for suitable sites for developing multi-storey modern logistics facilities. These efforts demonstrate current mainstream policy direction by Government to promote and revive the logistics industry through both hard and soft implementations.

- 5.2.2 With a view to responding to this policy context and increasing the flexibility of the industry during uncertainties, the current application strives to adopt automated transport and warehouse systems via AI modelling technology and end-to-end robotic automation to efficiently respond to the growing demand for chilled food storage and delivery services. It also creates a more environmentally-friendly and labour-friendly working environment, incorporating minimum electricity consumption and maximum accuracy, which is expected to establish a benchmark in the industry by being the primary operator of imported chilled poultry from Mainland China. As such, the current application does not only align with the general policy direction to strengthen the competitiveness of logistics industry, but it also sets standards for a smart and flexible logistics operation system with a view to bringing about the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy.

### **5.3 Promoting the Proliferating of Smart Technology Application In Private Logistics Sectors**

5.3.1 The proposed development is considered to be a good demonstration of innovative smart technology application in the industry. As refer to the Logistics and Supply Chain MultiTech R&D Centre Logistics Summit 2022, the prolonged COVID-19 pandemic has led to significant disruptions in the global supply chain and economy. Many industries have accelerated the adoption of automation and digitalisation to maintain competitiveness and prepare for the challenges in the New Normal. As refer to **S.1.4 of the Planning Statement**, the operation of cold storage was significantly affected due to the widespread of staff-infection of Covid19. Being a key sector that is having a 95% market share of imported chilled meat in Hong Kong, there is an imminent need in readjusting the operation mode and enhance the efficiency so as to serve and stabilize the supply of chilled meat in the territory. In fact, it is high time for the industry to employ advanced technology and further unlock the potential and overcome the constraints. The proposed smart logistic approach and technology can help the industry in simplifying the process and providing a stabilized supply chain management. The proposed development that incorporated intelligent logistics solutions, and the Internet of Things are considered to be the key factors in enhancing efficiency in the logistics industry and proliferating the application of smart technology in private logistics sectors in long run.

### **5.4 Benefits for Minority Communities**

5.4.1 Apart from the addressing the current need and serving the existing supply chain, the current application also aims at providing support for the Muslim community. Given that the Muslim population in Hong Kong amounts to about 300,000 people, portion of the stocks would be reserved for Muslim Community in supplying chilled poultry for their festive use and weekly gathering.

### **5.5 No reduction in Planning Gain Compared to the Approved Application**

5.5.1 The current application aims not only at materialising the long-needed cold storage facility but also the planning gains as committed in the approved application. Notwithstanding there is a reduction in site area (about 21.6%), the amenity area proposed at the northeastern part from the Application Site would ensure the reprovisioning of footpath as agreed in the approved application and the provision of greenery and communal open space. As referred to **Section 4.4**, a total of about 2,867.5m<sup>2</sup> common greenery and about 249m<sup>2</sup> of communal open space at the proposed amenity area outside the Application Site would be provided for public enjoyment and amenity purpose (**Annex 9** and **Annex 10** refer). The provision of common greenery and communal open space at the proposed amenity area is equivalent to about 60% provision of the Application Site. On the whole, the total greenery covered by the Application Site and proposed amenity area is about 6,973m<sup>2</sup>, with a greenery ratio of approximately 35.9%, which has increased by 3.39% when compared to the approved application. The Applicant is well prepared and committed

to ensure the implementation of footpath re-provisioning and the proposed greenery and communal open space at the proposed amenity area. The Applicant is also willing to fulfil the requirements set out by relevant Government departments through complying with approval conditions upon approval of the current application.

## **5.6 Same Nature as the Approved Application**

5.6.1 The nature of the current application in terms of proposed development and approval period sought is same as that proposed in the approved application. Considering the nature of the current application remains unchanged, the supporting grounds on the approved application should remain valid and applicable to the current application, in this regard, it is sincerely hoped that the Board could give sympathetic considerations on the current application.

## **5.7 Suitable Location for the Proposed development**

5.7.1 The Application Site is highly suitable for the proposed development in terms of the location as it is only 1.5km away from the Man Kam To Animal Inspection Station. Therefore, the goods vehicles from Mainland could reach the Application Site right after passing the Animal Inspection Station. Hence, it will reduce traffic pressure and adverse traffic impacts since the Mainland goods vehicles do not need to travel all the way to the urban areas for the distribution of chilled poultrys.

5.7.2 In terms of the operation scale, the area of the Application Site is suitable to allow most of HKCMA's members to operate together. Apart from the proposed cold storage facility, there is adequate space within the Application Site for the goods vehicles to manoeuvre. Hence, the proposed development can optimise the use of under-utilised land resources to meet the increasing territorial need for cold storages.

## **5.8 Meeting Increasing Demand for Cold Storage**

5.8.1 The proposed development will relieve the soaring demand for cold storage for chilled poultry products as its consumption rate for Hong Kong is anticipated to increase continuously. Should the planning application be approved by the Board, Hong Kong citizens could enjoy a more stable supply of chilled poultry products and selling prices would less be subjected to fluctuations.

5.8.2 According to the "Hong Kong Merchandise Trade Statistics - Imports" Report published by the Census and Statistics Department, the annual quantity of poultry of items 00141 (i.e. Poultry, live, weighing not more than 185g) and 00149 (i.e. other poultry, live (i.e. fowls of the species gallus domesticus, ducks, geese, turkeys and guinea-fowls), not cut in piece fresh or chilled, from Mainland China are extracted in **Table 12**. It is observed that there is a constant increase in the number and the trend is predicted to continue.

**Table 12: Annual Quantity of Poultry**

Year	2015	2016	2017
Annual Quantity (kg)	79,634,095	88,182,450	92,503,423

5.8.3 As of August 2022, there are only 78 licensed cold storage facilities (**Annex 3**) registered under FEHD. Among these registered licensed cold storages, some are owned by chain restaurants/food-producing companies that will not offer rental space to other chilled poultry importers in the market.

5.8.4 Therefore, the proposed development will provide a suitable operational environment tailored for the chilled poultry importers and address the increasing territorial demand.

## **5.9 The NIMBY nature of the Proposed development Requires a Remote Location Away from Urban Area**

5.9.1 The proposed development involves the L/UL activities which may generate a considerable amount of traffic and are not welcomed in residential districts. Communities in urban areas generally do not support such undesirable use in proximity to their neighbourhoods.

5.9.2 Nevertheless, this proposed development is of utmost importance as it provides a centralised cold storage facility handling 95% of imported chilled poultry from Mainland China that serves the whole territory, and this strategic location is highly suitable for its operation. In view of the above, HKCMA had previously conducted a dialogue with the nearby residents on the proposed development to solicit their comments/opinions and to minimise negative sentiment from the community.

5.9.3 Scattered residential dwellings are identified in the vicinity of the Application Site and technical assessments such as Environmental Assessment and Traffic Impact Assessment are conducted. It is shown that there will be no insurmountable disturbances from the proposed development, with the implementation of suitable mitigation measures.

## **5.10 Compatible with the Surrounding Land Uses**

5.10.1 The proposed development involves one main block of cold storage facility, with the main operation taking place within the enclosed structures. The nature and scale of the proposed development are compatible with the surroundings, where there are existing open storages and logistics operations to the south and northeast of the Application Site and scattered along Man Kam To Road connecting Sheung Shui to the Man Kam To BCP. The proposed development of a cold storage and distribution centre is not incompatible with the rural character identified in the vicinity.

5.10.2 The proposed landscape and noise buffers along the western and eastern boundary allow the development to be better blend in with its surrounding rural settings and minimize the adverse impacts to the residential dwellings in the vicinity of the

Application Site.

## **5.11 Difficulties for the Proposed development to Operate in Conventional Industrial Building**

- 5.11.1 Under typical circumstances, the proposed cold storage facility may not be able to operate in conventional industrial premises. Cold storage facilities require additional power backup to ensure an environment with stable temperature control to ensure the quality of the stored chilled poultry products. If the additional backup fuel exceeds the permitted storage capacity of Dangerous Goods (“DG”) in a building, consensus from each tenant/owner of the building to store such DG would be required by the cold storage operator.
- 5.11.2 Generally, it is extremely difficult to obtain this unanimous consensus from all other tenants/owners of an industrial building as it would incur additional cost and/or uncertain risks which may not be covered by insurance. Therefore, industrial premises must be owned solely or rented by a single tenant or else the conversion from an entire general industrial building to a cold storage facility would be very difficult to accomplish.
- 5.11.3 Unless it is a purposely-designed cold storage facility, the required completely-sealed and refrigerated L/UL docks cannot be provided in existing industrial premises and the required temperature-controlled rooms for operations would not be achieved.
- 5.11.4 The existing flatted industrial buildings in the North District and Tai Po are located far away from Man Kam To BCP and Man Kam To Animal Inspection Station. Should the cold storage facilities be located in existing flatted industrial buildings, it will inevitably pass through the densely populated new town centres and lengthen travel and delivery times between the Mainland and these facilities.
- 5.11.5 Taking into consideration that purposely-designed permanent cold storage buildings will not be able to meet the market demand within a short period, the approval of this temporary cold storage represents the most appropriate alternative measure to relieve the soaring market demand pressure across the Territory.

## **5.12 HKCMA and the Applicant's Effort in Liaising with Bureaux and Departments**

- 5.12.1 HKCMA and the Applicant have been liaising with relevant Bureaux and Government Departments in the search for a suitable site for cold storage and distribution of chill poultry for over 10 years. HKCMA and the Applicant have demonstrated their substantial effort in hoping to secure a suitable site and further liaised with relevant Bureaux and Government Departments in an attempt to provide a hygienic, orderly and controlled environment for chilled poultry industry operations. Dialogues with Bureaux and Government Departments have been recorded and maintained from the initial site searching process up until this current planning application. Departmental views have been carefully considered and incorporated into this development proposal.

### **5.13 Technical Assessments Demonstration of No Adverse Impacts in terms of Traffic, Environmental, Sewerage, Drainage and Landscape Aspects**

- 5.13.1 Various technical assessments are submitted (**Annexes 5 to 9** refer), including Traffic Impact Assessment, Environmental Assessment, Sewerage Impact Assessment, Drainage Impact Assessment and Tree Preservation and Landscaping Proposal, in support of this application. From the findings of the assessments, it has been concluded that the proposed arrangements abovementioned have addressed key technical concerns and the proposed temporary use is sustainable and there will be no adverse impacts.



## 6 CONCLUSION

- 6.1.1 This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works** at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sha Ling, New Territories. The Planning Statement serves to provide background information and planning justifications in support of the proposed development in order to facilitate the consideration by the Board.
- 6.1.2 The Application Site is subject to a previously-approved application (No. A/NE-FTA/201) (hereinafter referred to as “the approved application”) submitted by Hong Kong Chilled Meat & Poultry Association. In order to put forth the concept of Innovation and Technology envisioned by the Northern Metropolis Development Strategy whilst at the same time meet the demands on chilled/frozen meat and poultry in the Territory, the current application is so submitted to the Board with boundary and intensity adjustment.
- 6.1.3 The proposed development, with a site area of about 16,060m<sup>2</sup>, total floor area of about 11,615m<sup>2</sup>, comprises one 2-storey structure for cold storage and 5 ancillary structures for plant room and guard house. The proposed filling of land would not exceed 1.5m and the operation hours of the proposed development is from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. daily. Hong Kong Chilled Meat & Poultry Association have been looking for suitable land for a proper cold storage and distribution center since the outbreak of Avian Influenza in 2003. The proposed development is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland serving Hong Kong. The current application strives to adopt modern logistics operation with a view to materializing a modern cold storage and distribution centre at the Application Site.
- 6.1.4 The Application Site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/16 gazetted on 15.12.2017 (hereinafter referred to as “the Current OZP”). As detailed throughout this Planning Statement, the proposed development is well justified on the grounds that:-
- (a) *The proposed development is in line with Government’s policy to provide a centralized cold storage and distribution centre for chilled poultry to meet the increasing demand for cold storage and distribution centre for poultry and to serve the Territory;*
  - (b) *There is an insurmountable difficulty in implementing the approved application (No. A/NE-FTA/201) due to change in circumstances. To materialise the long-needed cold storage and distribution centre, adjustment on development parameters is inevitable;*

- (c) The modification to development parameters of the approved application enables the employment of smart intensive warehouse system which can greatly boost efficiency and reduce reliance on human input with a view to overcoming manpower shortage faced in recent years, while creating an environmental and labour-friendly working environment through modern logistic operation;*
- (d) The Applicant is committed to re-provision the footpaths and open space such that the agreed planning gains in the approved application can be materialised;*
- (e) The nature of the proposed development and approval period sought in the current application is the same as the approved application;*
- (f) The proposed development is considered compatible with the surrounding land uses;*
- (g) The Application Site serves the best location for the proposed development with its unique site conditions and close proximity to the Border Control Points;*
- (h) The Not-In-My-Backyard (NIMBY) nature of the proposed development requires a remote location away from the urban areas;*
- (i) There are difficulties for the proposed development to be operated in conventional industrial buildings;*
- (j) HKCMA and the Applicant have been putting efforts to liaise with bureaux and Government departments in order to find a suitable place for over 10 years; and*
- (k) No adverse impacts on traffic, environmental, landscape, drainage, sewage and ecological aspects are envisaged at the Application Site and its surrounding areas.*

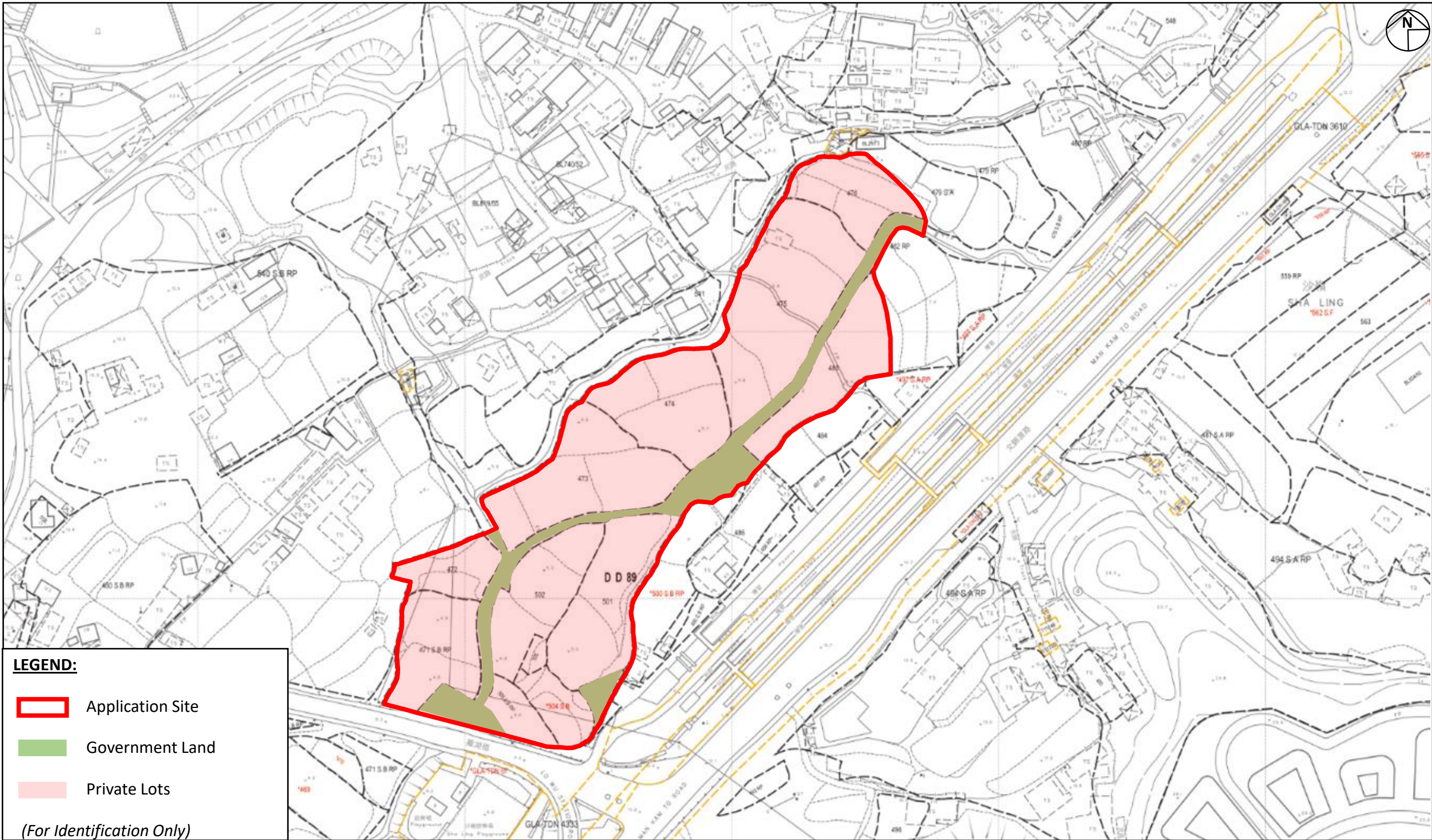
6.1.5 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed development for a temporary period of 3 years.

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**LEGEND:**

- Application Site
- Government Land
- Private Lots

*(For Identification Only)*

**Project:**

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**

Extract of Lot Index Plan  
(No. ags\_S00000093456\_0001)

**Figure:**

1

**Scale:**

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**Date:**

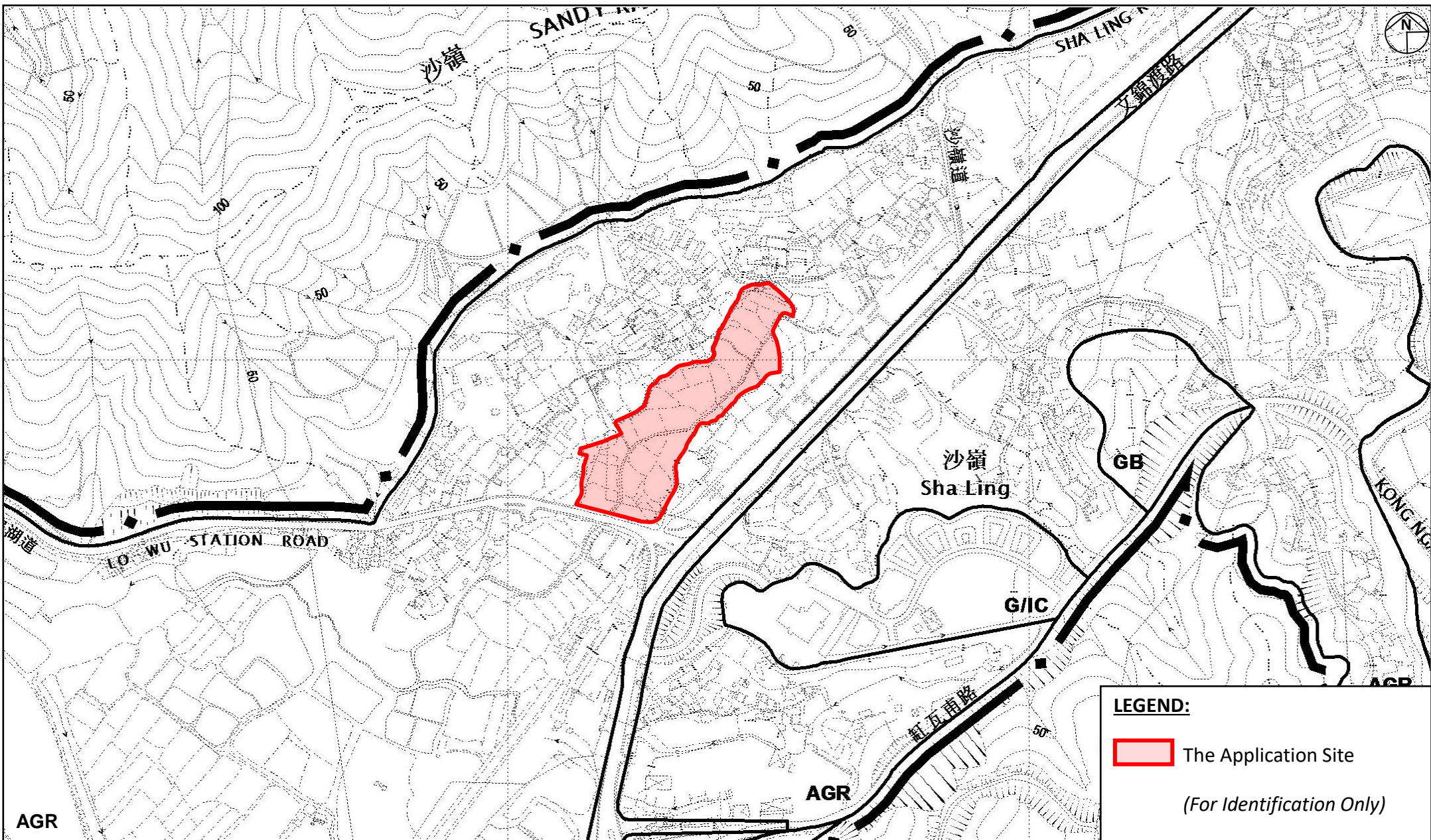
August 2022

*Ref.: ADCL/PLG-10225-R001/F001*




AIKON DEVELOPMENT CONSULTANCY LTD.





**LEGEND:**

 The Application Site

*(For Identification Only)*

**Project:**  
 Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**  
 Extract of Approved Fu Tei Au and Sha Ling Outline Zoning Plan (No. S/NE-FTA/16)

**Figure:**  
 2

**Scale:**  
 Not to Scale

**Date:**  
 August 2022

Ref.: ADCL/PLG-10225-R001/F002



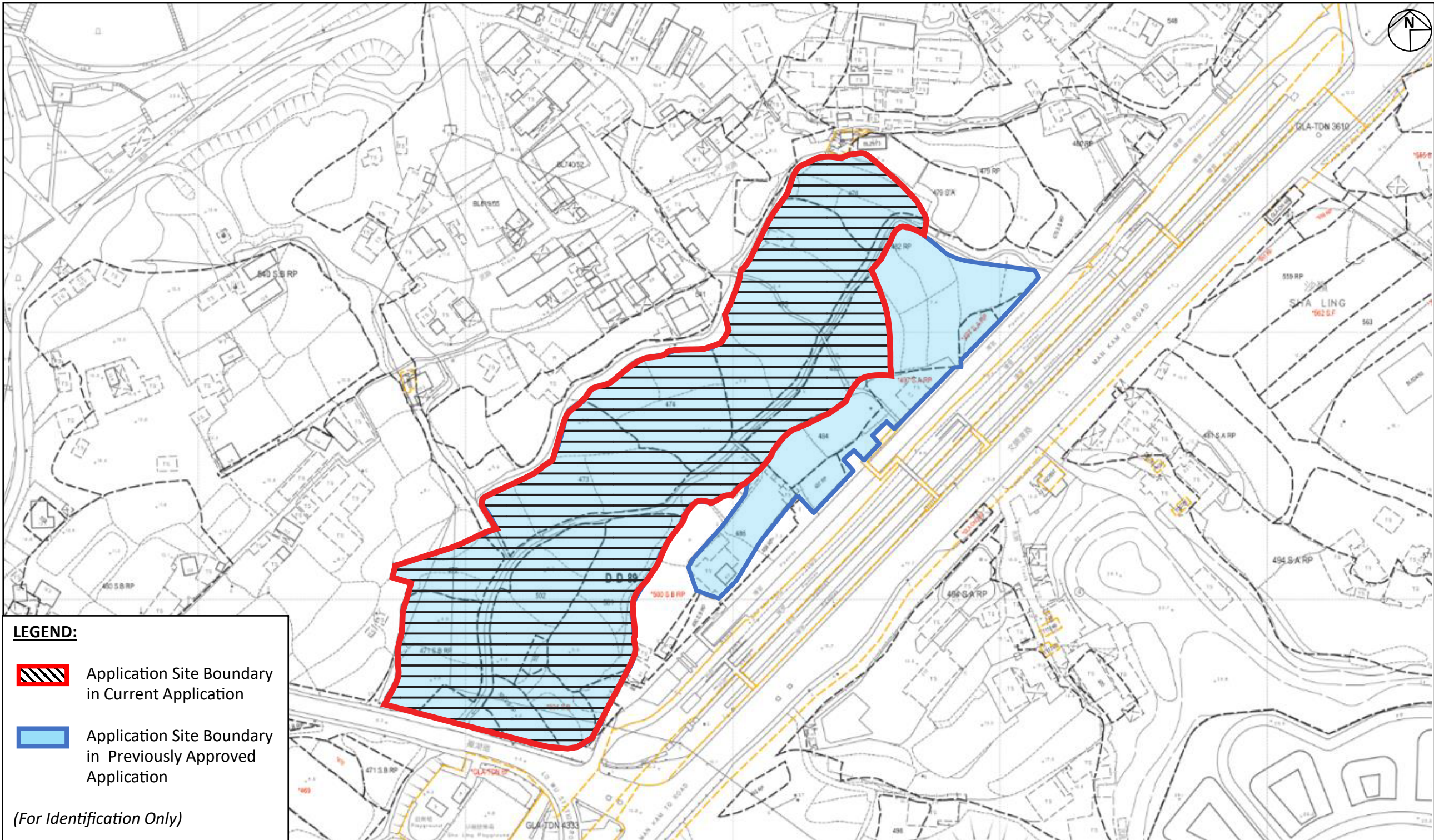
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**LEGEND:**



Application Site Boundary in Current Application



Application Site Boundary in Previously Approved Application

*(For Identification Only)*

**Project:**

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**

Comparison of Application Site Boundaries

**Illustration:**

1

**Scale:**

1:1500

**Date:**

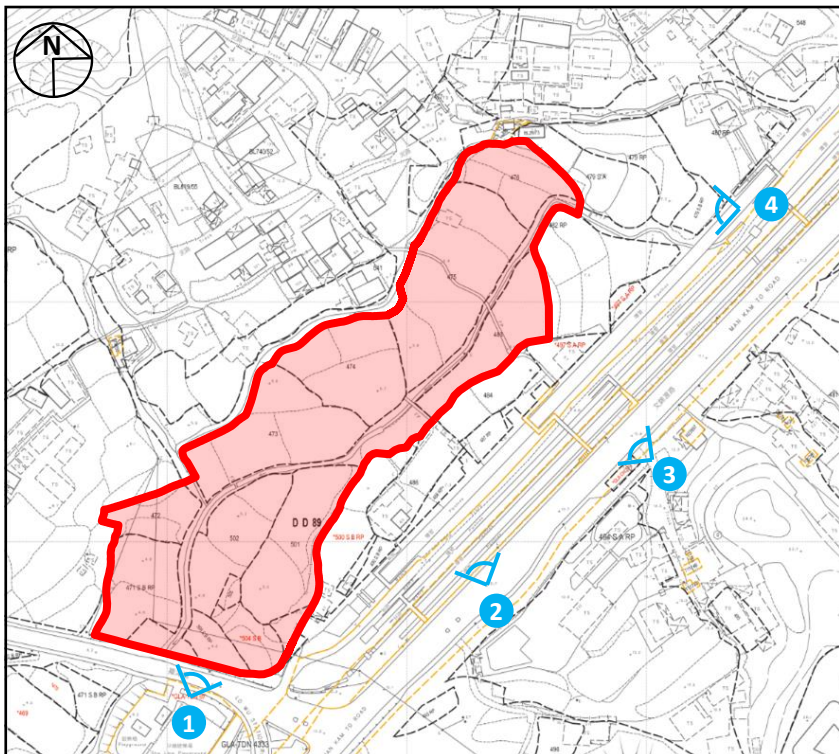
Aug 2022

*Ref.: ADCL/PLG-10225-R001/1001*



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**LEGEND:**

 Application Site

(For Identification Only)

**Project:**

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**

Current Conditions of Application Site and Surrounding Land Use

**Illustration:**

2-1

**Scale:**

Not to Scale

**Date:**

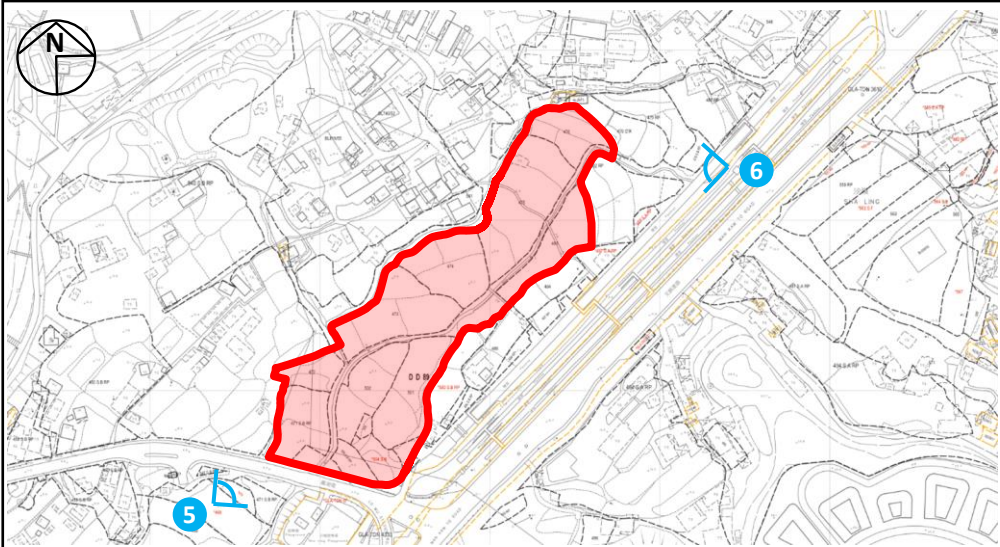
Aug 2022

Ref.: ADCL/PLG-10225-R001/1002-1



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**LEGEND:**

Application Site

(For Identification Only)



**Project:**  
 Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**  
 Current Conditions of Application Site and Surrounding Land Use (Cont'd)

**Illustration:**  
 2-II

**Scale:**  
 Not to Scale

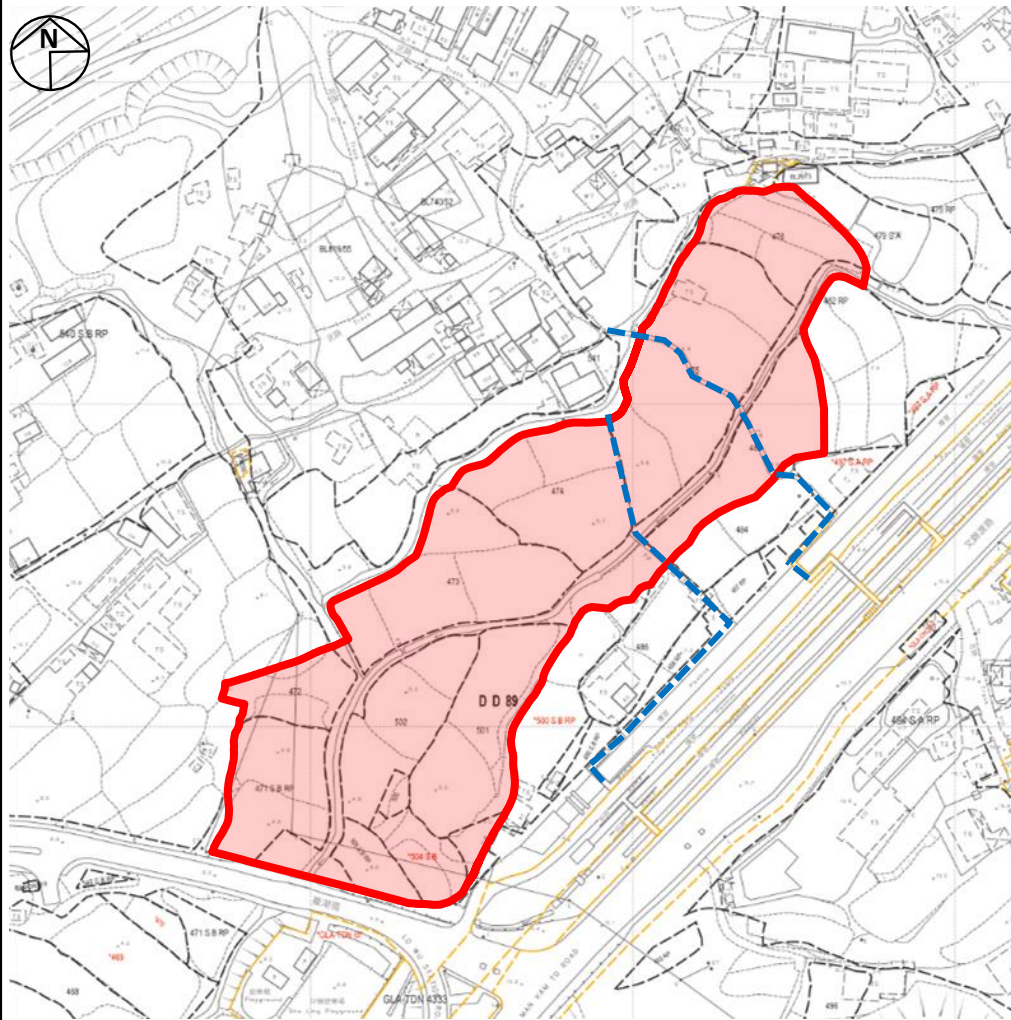
**Date:**  
 Aug 2022

Ref.: ADCL/PLG-10225-R001/1002-II



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**LEGEND:**

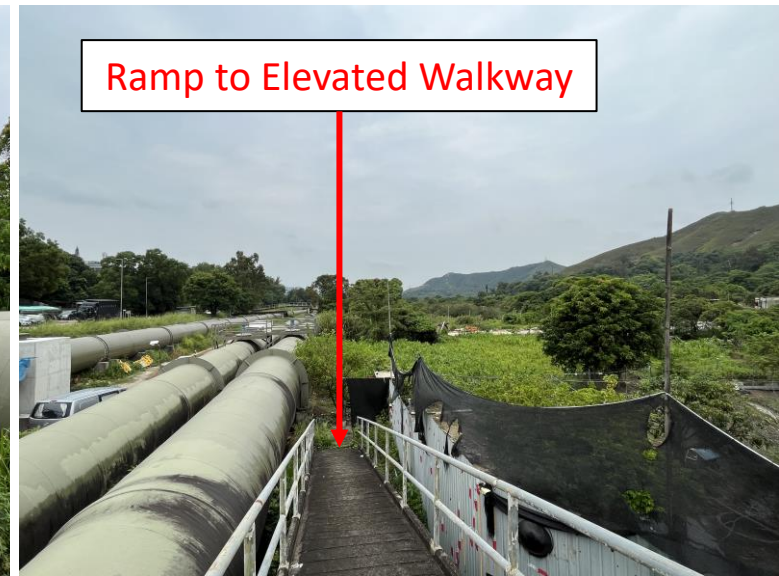
Application Site Boundary

Existing Pedestrian Route

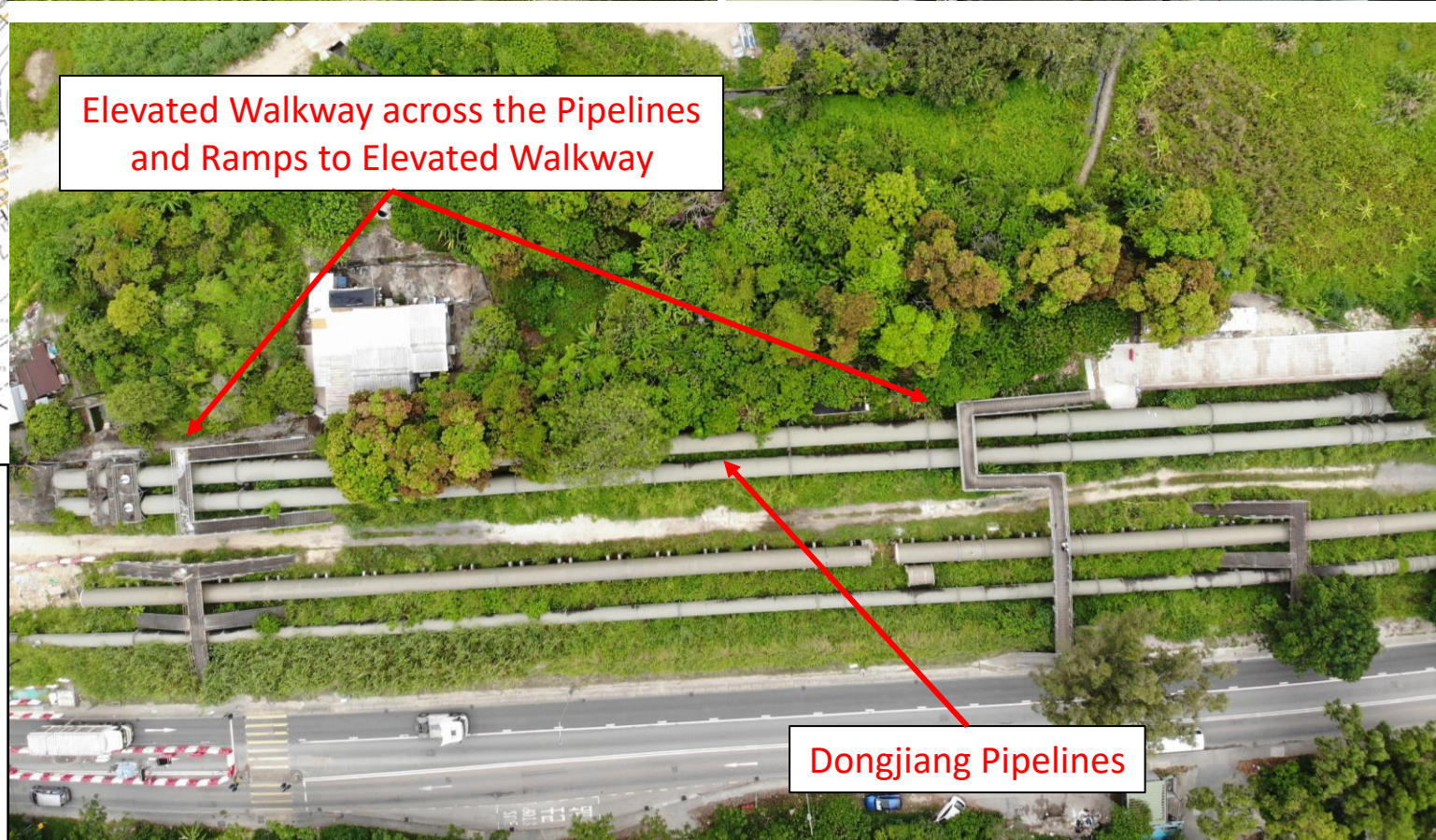
*(For Identification Only)*



Elevated Walkway across the Pipelines



Ramp to Elevated Walkway



Elevated Walkway across the Pipelines and Ramps to Elevated Walkway

Dongjiang Pipelines

**Project:**  
 Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**  
 Current Condition of Existing Pedestrian Routes

Ref.: ADCL/PLG-10225-R001/1004

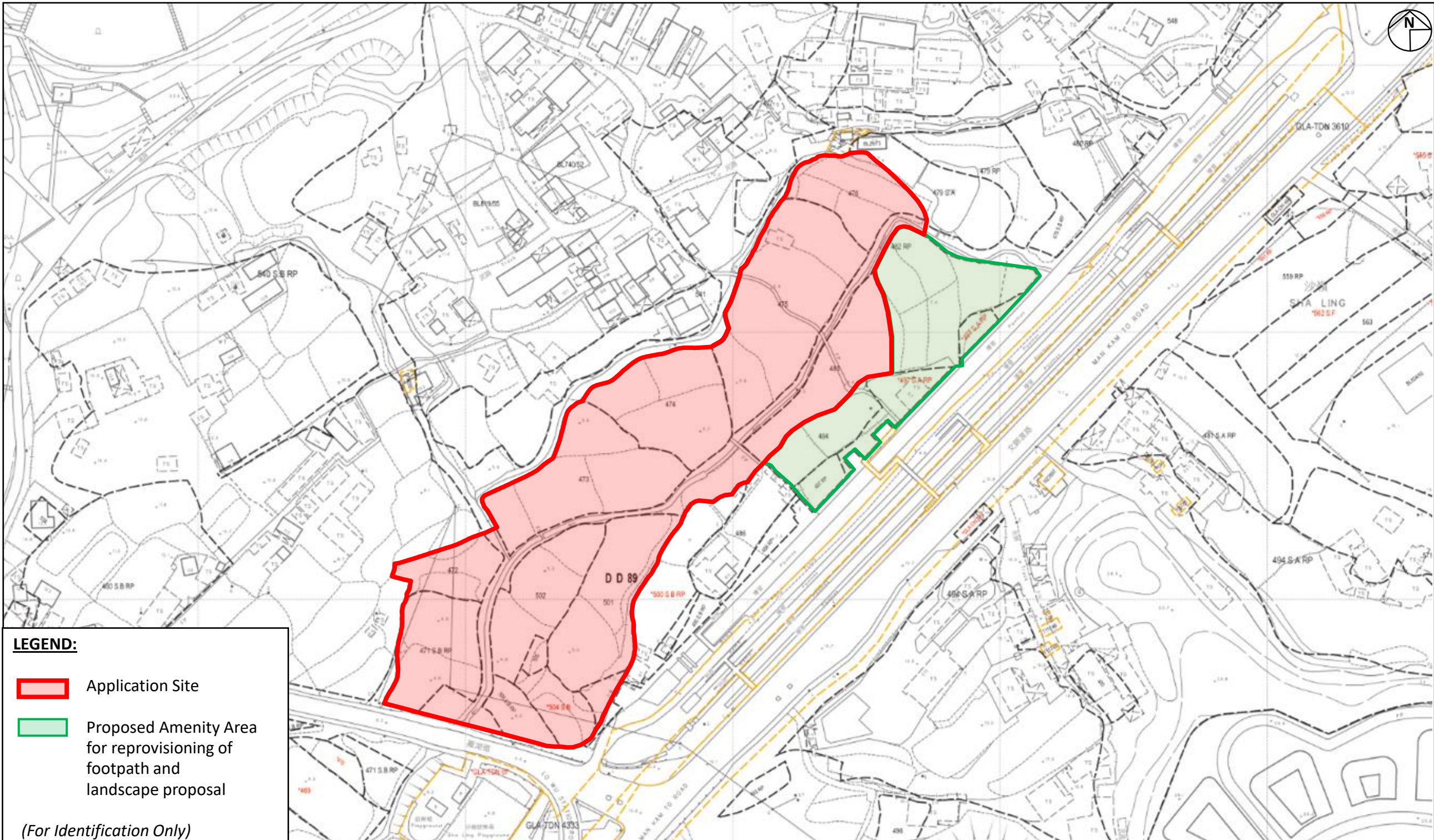
**Illustration:**  
 3

**Scale:**  
 Not to Scale

**Date:**  
 Aug 2022







**Project:**  
 Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**  
 Proposed Amenity Area

**Illustration:**  
 4

**Scale:**  
 1:1500






**Date:**  
 Aug 2022

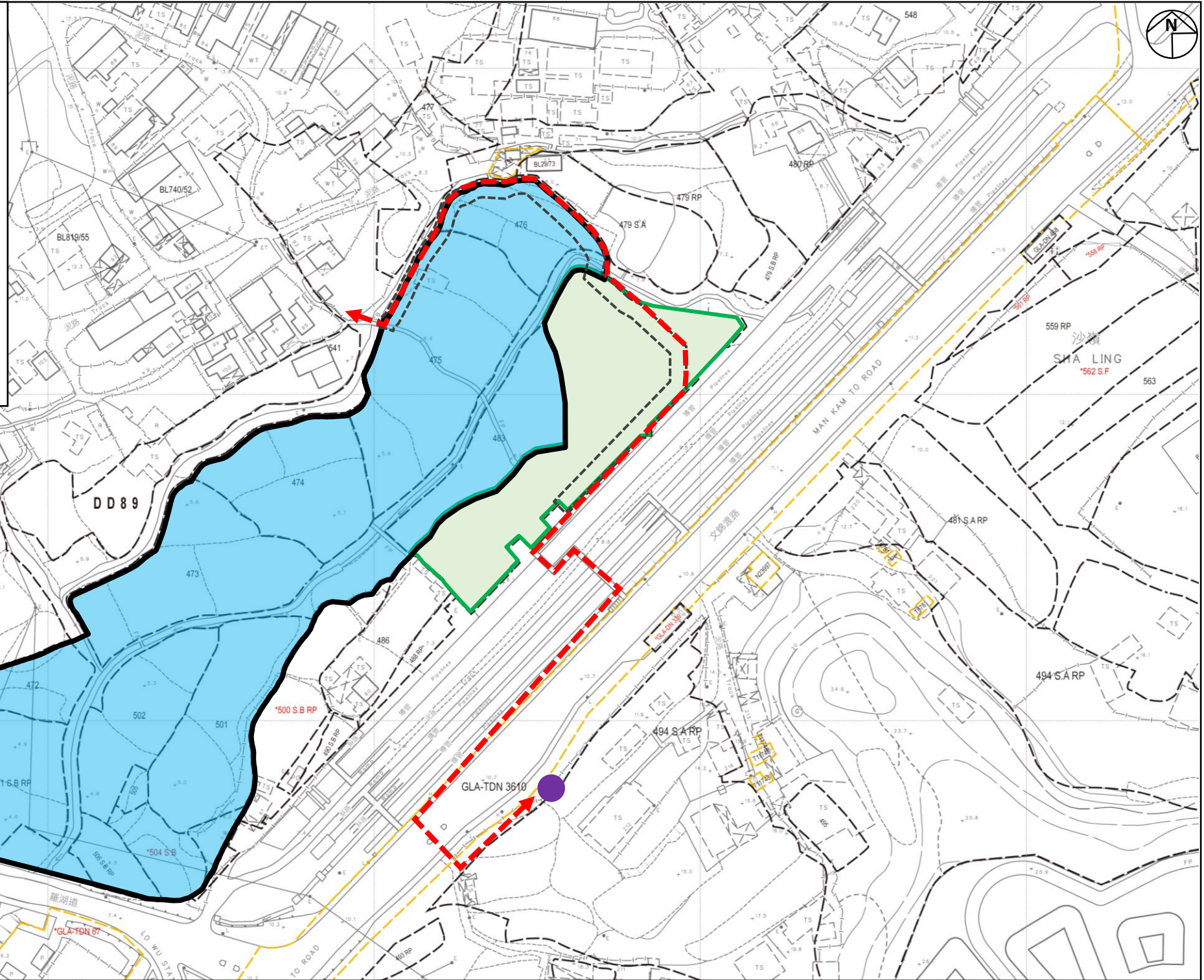
Ref.: ADCL/PLG-10225-R001/1003





**Legend**

-  Application Site Boundary
  -  Proposed Amenity Area (Outside Application Site Boundary)
  -  Agreed Footpath Provision (Minimum 5m wide)
  -  Proposed Pedestrian Routing
  -  Bus Stop
- (for identification only)*



**Project:**

Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**

Pedestrian Footpath between Residential Dwellings and Bus Stop at Man Kam To Road

**Illustration:**

5

**Scale:**

Not to Scale

**Date:**

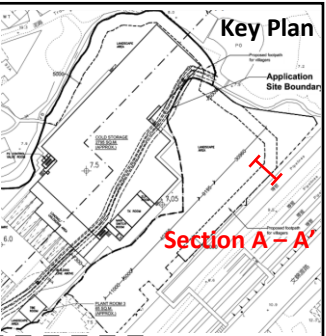
Aug 2022

Ref.: ADCL/PLG-10223-R001/1005



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Application Site



Grass paving

Seating bench

Street lamp

Trees planting

A'

Pipelines (about 6.5m)

Proposed Pedestrian Footpath (about 5m width)

A

**Project:**  
Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Filling of Land for Site Formation Works at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 483, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

**Title:**  
Illustrative Drawing of Proposed Pedestrian Footpath

**Illustration:**  
6

**Scale:**  
Not to Scale

**Date:**  
Aug 2022

Ref.: ADCL/PLG-10225-R001/1006



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## List of Annexes

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Annex 1	Supporting Materials
Annex 2	Approval Letter for A/NE-FTA/201
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Annex 4	Master Layout Plan, Section Plan and Indicative Internal Layout Plans
Annex 5	Traffic Impact Assessment
Annex 6	Environmental Assessment
Annex 7	Sewerage Impact Assessment
Annex 8	Drainage Impact Assessment
Annex 9	Tree Preservation and Landscape Proposal
Annex 10	Supporting Figure for Open Space Provision
Annex 11	Discharge Letter for Approval Condition (g) under Application No. A/NE-FTA/201
Annex 12	Ecological Survey for the current application conducted in 2023
Annex 13	Catalogue of the Proposed System and Indicative Preliminary Layout of Automation System with Storage Racks
Annex 14	Supporting Drawings

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## Annex | 1

### Supporting Materials




 您的位置：[文匯首頁](#) >> [港聞](#) >> 正文

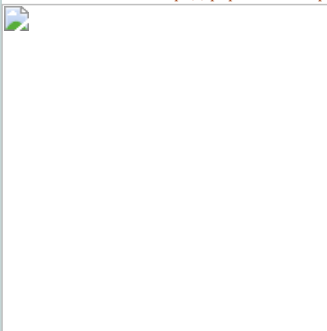
【打印】 【投稿】 【推薦】 【關閉】

[讀文匯報PDF版面](#)

新民黨促設冰鮮禽畜轉運中心(圖)

### 新民黨促設冰鮮禽畜轉運中心

<http://paper.wenweipo.com> [2012-04-27]

[我要評論](#)

[放大圖片](#)

■新民黨發動業界請願，爭取設立冰鮮禽畜業轉運中心。香港文匯報記者梁祖彝攝

香港文匯報訊（記者 鄭治祖）香港冰鮮禽畜業商會聯同新民黨發動逾百名業界代表向食物及衛生局請願，要求當局覓地設立冰鮮禽畜轉運中心，讓內地及香港，以及本地的運輸冰鮮禽畜食品商有系統地分拆及轉運食品，又要求當局在轉運中心設立前向商販頒發臨時牌照，讓他們可於私人用地放置固定凍倉，分拆及轉運冰鮮禽畜食品，務求確保冰鮮食品供應暢

順及安全。

請願人士共駕駛約80部車，由元朗出發，其中20部車慢駛至西區副食品批發市場；另20部車則慢駛至新政府總部請願。

#### 農地分拆影響運作

他們向政府代表遞交請願信，抗議當局漠視該行業的需要。香港冰鮮禽畜業商會主席郭時興指，香港至今未設立冰鮮禽畜轉運中心，讓業界在內地進口冰鮮禽畜運抵港後轉運和分拆食品，而為持續穩定地供應冰鮮食品，他們只好在新界農地等進行分拆等工序，但食物環境衛生署往往會以「不恰當處理冰鮮禽畜食品」為名提出檢控，嚴重影響業界運作，以及冰鮮禽畜業多達四五千人的生計。

#### 葉劉批當局未回覆訴求

新民黨主席葉劉淑儀指出，該黨過去多個月來一直為冰鮮禽畜業界代表向政府反映有關訴求，包括於2011年12月與食物及衛生局，和商務及經濟發展局官員會面，但當局一直未有具體承諾或回覆，直至2012年2月，他們邀請食環署到業界轉運及分拆食品的私人地方作實地考察，但對方認為「無此必要」，是漠視發展迅速的冰鮮禽畜業的需要，新民黨對此表示失望。

他們要求政府覓地設立冰鮮禽畜轉運中心，而在轉運中心成立前應發出臨時牌照，讓商販於私人用地放置固定凍倉，並強調當局倘不作出具體回應，業界會將行動升級。據悉，食物及衛生局局長周一嶽已答應於5月4日與新民黨和業界會面，了解他們的訴求。

發表評論(已有0條評論)

 用戶名： 密碼：  [註冊](#)


#### 相關新聞

- 和諧世界 同願同行 世界佛教論壇在港閉幕 (圖)
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- 特寫：佛光普照 灑愛香江 (圖)
- 場地布置：佈景金黃如佛光顯現 (圖)
- 獨家披露：舍利金塔造價逾百萬 (圖)
- 「千僧過堂」顯香江特色 (圖)
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- 董建華：開示和諧之路 (圖)
- 許嘉璐：走進心靈清淨 (圖)
- 曾蔭權：主題積極勉勵 (圖)



港聞

[www.wenweipo.com](#)

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- 【專訪】張婷嘆黑暴：內地生遭滅聲
- 港鐵站出入龜速 九龍多處人龍

- 屈警測催淚彈 黑魔借題作反
- 女「黃絲」粗暴打斷警記招
- 四中全會聚焦國家治理現代化
- 張婷嘆黑暴：內地生遭滅聲
- 記者非豁免禁蒙面 警有權核身份

- 學生參加違法軍事演練令人擔憂
- 逾一成新人因暴衝推遲婚期
- 【特稿】兩地借鏡非互斥 港不應自我封閉

- 旅社春節後恐現倒閉潮
- 街坊：驚慌 不解 質問

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- 駐港部隊軍營開放日
- 科創潮流音樂嘉年華
- 粵港澳大灣區
- 林鄭班底施政一周年
- 港珠澳大橋通車

- 施政報告2018
- 金庸笑別江湖
- 兩會宣講
- 2018年全國兩會
- 2018上合組織青島峰會





中華人民共和國香港特別行政區政府總部食物及衛生局  
Food and Health Bureau, Government Secretariat  
The Government of the Hong Kong Special Administrative Region  
The People's Republic of China

本局檔號 Our Ref : FHB/F/5/1/4  
來函檔號 Your Ref :

電話 Tel : 3509 8927  
傳真 Fax : 2136 3281



郭主席：

### 關於香港冰鮮禽畜業商會的關注事宜

本局及食物環境衛生署（食環署）在今年五月四日與貴會及新民黨代表會面，商討業界關注的議題，包括貴會四月二十六日及五月四日致本局信件提及的事宜。我現獲授權一併回覆如下：

#### 冰鮮業界的營運

冰鮮肉類（包括冰鮮家禽）進口商的營運，與其他食物進口商一樣，應根據市場經濟原則及按有關法例要求進行。視乎業務運作模式是否涉及經營食物業處所，進口商須根據《食物業規例》（香港法例第132X章），向食環署申領相關的食物業牌照，例如凍房牌照、新鮮糧食店牌照或食物製造廠牌照。牌照申請人須向食環署遞交申請書連同擬議設計圖則一式三份及聲明書，聲明申請食物業牌照的處所擬經營的食物業符合政府租契的條件。在處理有關的牌照申請時，食環署會徵詢相關政府部門的意見，以確保申請符合土地使用、樓宇安全、規劃、消防安全及衛生等各方面的規定。如相關部門不反對申請，而申請人亦辦妥所有發牌條件所列事項，食環署便會簽發牌照。

另一方面，業界可考慮租用市面上的持牌凍倉。就貴會指業界難以租用合適的凍倉，我們建議貴會或個別業界人士嘗試與凍倉經營者詳細探討租用凍倉的商業安排。如業界能向凍倉經營者解釋有關業務的前景及營運需要，並在必要時適當地調節營運模式，相信有助雙方就租賃安排達成共識。業界亦可考慮與內地的冰鮮產品供應商及香港的客戶檢討現時取貨及送貨安排，以減輕業界就凍倉需求的負擔。至於貴會要求政府批地作冰鮮禽畜轉運中心，我們認為現今香港物流運輸業發展蓬勃，凍倉行業亦具規模，業界應首先從市場入手，與凍倉經營者商討長期場地供應的商業安排，或透過現有的牌照申請渠道，因應各自的營運模式申請相關的食物業牌照。

### 食環署的執法行動

食環署與冰鮮業界同樣有責任確保食物安全及衛生。從事進口或處理冰鮮肉類的人士，必須在持有相關食物業牌照的處所儲存或處理該些肉類。這項基本要求並非針對冰鮮肉類及家禽。事實上，奶類飲品、冰凍甜點及冰鮮海產等，亦需儲存在持牌凍倉或其他持牌食物業處所的冷藏設施內。食環署的要求及執法尺度是一致的。未獲簽發牌照的食物業處所的衛生情況及設備並沒有任何確認或保證，例如缺乏穩定電源以保持冷藏設施的溫度、水源、洗手／洗滌及照明設施等。在這些處所儲存或處理冰鮮肉類存在不少食物安全風險。為保障公眾健康，食環署有責任依法辦事。

根據《食物業規例》的規定，任何人為經營食物業而使用倉庫以冷藏方式貯存食品，須持有食環署簽發的凍房牌照。若食環署人員發現有人未領有凍房牌照而將冰鮮肉類存放於冷藏倉庫內，會採取檢控行動。此外，進口商須遵守食物安全中心在批准從內地輸入冰鮮肉類或家禽時所施加有關貯存溫度的條件，即“從在家禽/肉類加工廠將家禽/肉類冷凍至香港的冰鮮家禽/肉類零售商收到貨物的全部過程中，每批進口的冰鮮家禽/肉類應貯存在介乎攝氏0度至4度的冷凍溫度中，而且在任何情況下都不得超過攝氏8度。這項關於貯存溫度規定的適用範圍包括家禽/肉類的任何部分。”

在五月四日的會面中，政府與貴會進行了良好的溝通。我們欣悉貴會同意政府與業界應共同努力確保食物安全及衛生，而業界願意自律守法；另有部份貴會會員有興趣申請有效的食物業牌照，以經營業務。食環署樂意就牌照事宜與貴會保持聯繫，並會安排簡介會向業界提供意見及解釋各相關部門的要求，盡量提供適當的協助。

多謝貴會的來信和意見。如有查詢，可與食環署高級總監（牌照）楊玉葉女士（電話：2867 5262）或高級總監（衛生）林鏡福先生（電話：2867 5396）聯絡。

食物及衛生局局長

（陳令行



代行)

二零一二年五月十四日

副本送：

食物環境衛生署助理署長(行動)1  
(劉志旺先生)

傳真：2530 1368

新民黨副主席田北辰先生

傳真：3100 0087



香港特別行政區政府  
商務及經濟發展局  
工商及旅遊科



香港金鐘道八十八號  
太古廣場第一期二十九樓

COMMERCE, INDUSTRY AND TOURISM BRANCH  
COMMERCE AND ECONOMIC  
DEVELOPMENT BUREAU  
GOVERNMENT OF THE HONG KONG  
SPECIAL ADMINISTRATIVE REGION

LEVEL 29, ONE PACIFIC PLACE  
88 QUEENSWAY  
HONG KONG

Tel No. : (852) 2918 7506  
Fax No. : (852) 2530 5966

12 November 2010



Dear Mr Kwok,

**Request for Allocation of Land for Storage, Transfer and Centralised  
control of the Chilled Meat and Poultry Industry**

I write further to my interim reply of 20 October 2010.

Your association proposes that the Government should allocate land for setting up a wholesale market for chilled meat so as to regulate the chilled meat and poultry industry and to ensure that relevant health and safety standards are adhered to.

We note that your proposal concerns matters relating to food safety and wholesale food markets, which fall under the purview of the Food and Health Bureau (FHB). We are therefore copying this and your proposal to FHB so that they may consider what appropriate assistance could be provided to your Association.

Yours sincerely,

(Maggie Kwong)

for Secretary for Commerce & Economic Development

cc.

The Hon Vincent Fang Kang, SBS, JP (w/o encl.)  
Food and Health Bureau (w/ encl.)

(Fax: 2428 2848)  
(Fax: 2136 3281)

香港特別行政區政府  
商務及經濟發展局  
工商及旅遊科



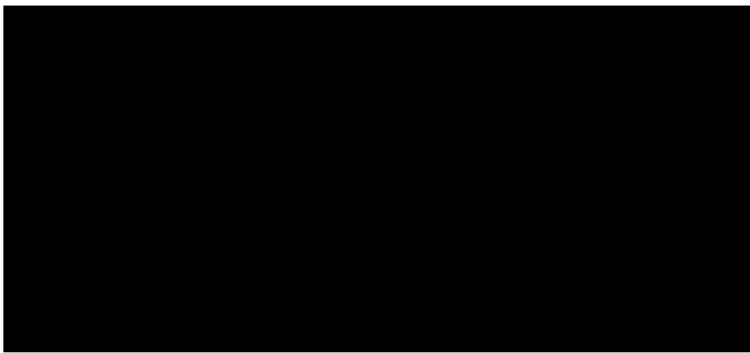
香港金鐘道八十八號  
太古廣場第一期二十九樓

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DEVELOPMENT BUREAU  
GOVERNMENT OF THE HONG KONG  
SPECIAL ADMINISTRATIVE REGION

LEVEL 29, ONE PACIFIC PLACE  
88 QUEENSWAY  
HONG KONG

Tel No : 2918 7506  
Fax No : 2530 5966

20 October 2010



Dear Mr Kwok,

**Chilled Meat & Poultry Industry Request for a piece of designated  
land for the storage, transfer and centralise control of the industry**

Thank you for your letter dated 8 October 2010. We are now  
looking at it and will let you have a substantive reply in due course.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'M. Kwong'.

(Maggie Kwong)

for Secretary for

Commerce & Economic Development

**cc.**

The Hon. Vincent Fang Kang, SBS, JP  
Food and Environmental Hygiene Department  
(Attn: Dr Constance Chan)

(Fax: 2428 2848)  
(Fax: 2536 9731)

## Press Releases

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LCQ4: Storage and distribution of chilled poultry/meat

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Following is a question by the Hon Michael Tien and a reply by the Secretary for Food and Health, Dr Ko Wing-man, in the Legislative Council today (May 29):

Question:

The chilled meat and poultry trade has been operating in Hong Kong for over a decade, and the demand for chilled meat and poultry has been rising continuously in recent years. For example, the daily quantity of imported chilled chicken increased from 80 tonnes in 2008 to 104 tonnes in 2012. Last year, the quantity of imported chilled chicken accounted for 40% of the total quantity of imported chicken, and those of chilled ducks and geese accounted for 90% and 99% respectively of the total quantities of imports of their kinds. On the other hand, chilled food products must be kept under refrigeration at a temperature of 4°C or below under the Food Hygiene Code, and a licence is required under the law for operating a food refrigeration business. As ancillary facilities for the wholesaling of chilled meat and poultry are currently unavailable in Hong Kong, wholesalers can only put chilled meat and poultry into temporary storage in lorries equipped with refrigeration facilities and in freezers in order to carry out the process of dividing and distributing chilled meat and poultry. It has been reported that targeting at such operation mode of "storage prior to distribution", the Food and Environmental Hygiene Department prosecutes wholesalers for committing the offence of running cold stores without licences. Members of the chilled meat and poultry trade have repeatedly written to the Food and Health Bureau, requesting the Government to set up an approved distribution and storage centre for chilled meat and poultry to centralise the management of the business concerned, with a view to reducing food risks. However, no reply has been received from the Government. In this connection, will the Government inform this Council:

(a) whether the authorities will consider drawing up and updating relevant legislation and rules to ensure that the whole process of importing and wholesaling chilled meat and poultry conforms to hygiene standards, in order to enhance food safety and provide legislation and rules for the trade to follow so as to avoid their being prosecuted; and

(b) whether the authorities will consider the request of the trade for setting up an approved distribution and storage centre and initiate a site selection study ?

Reply:

President,

Ensuring that the food sold in Hong Kong is safe and fit for human consumption is one of the work priorities of the Food and Health Bureau. We are committed to enhancing food safety through a multi-pronged approach. We adopt the "from farm to table" strategy promulgated by the World Health Organization under which surveillance is carried out at source as well as the import, wholesale and retail levels to safeguard public health. To ensure that the chilled poultry sold in Hong Kong is fit for consumption, we consider it essential to properly monitor the handling process that the chilled poultry goes through.

My reply to the various parts of the question is as follows:

(a) Under the agreement reached between Hong Kong and the Mainland, all live and fresh food (including chilled poultry)

supplied to Hong Kong by the Mainland must be imported through Man Kam To. The chilled poultry and meat has to come from farms and poultry/meat processing plants registered with the relevant Mainland inspection and quarantine authority. Upon arrival at the boundary checkpoint, the chilled poultry and meat must bear animal health certificates issued by the relevant authorities.

All consignments of chilled poultry/meat that may be imported will be inspected at Man Kam To and then directly transported, in their original packaging, to food factories for processing (including cutting into parts or re-packaging), or to restaurants, markets and fresh provision shops for sale. Traders may, depending on their operational needs, temporarily keep the imported chilled poultry/meat, in their original packaging, at a licensed cold store before redistributing them to food factories, restaurants or retail outlets. In granting approval for traders to import chilled poultry/meat from the Mainland into Hong Kong, the Centre for Food Safety (CFS) under the Food and Environmental Hygiene Department (FEHD) imposes conditions on how the goods vehicles used for transportation should be equipped, requiring that any such vehicle should have an enclosed conveying compartment with refrigerating devices, temperature measuring devices, as well as a temperature gauge affixed outside the vehicle for verification purpose. Besides, the CFS requires that the chilled poultry/meat should be stored at a temperature between 0°C and 4°C throughout the process of transporting the chilled poultry/meat from registered processing establishments in the Mainland to food factories, restaurants and retail outlets in Hong Kong. The temperature should in no circumstances exceed 8°C.

If the business operation of chilled poultry/meat importers involves the use of food premises as defined under the Food Business Regulation, the importers are required to apply to the FEHD for an appropriate food premises licence, such as a cold store licence, a food factory licence or a fresh provision shop licence, for lawful handling of imported chilled poultry/meat. When considering licence applications, the FEHD will seek advice from the government departments concerned to ensure that the applications are in compliance with various requirements including those relating to land use, building safety, planning, fire safety and hygiene.

The lack of assurance about the state of the hygiene conditions and facilities in premises without a food business licence is such that storing and processing chilled poultry/meat in these premises presents substantive food safety risk. With a view to safeguarding public health, FEHD staff, acting in accordance with the Public Health and Municipal Services Ordinance or the Food Business Regulation, will take enforcement actions against any person who operates an unlicensed food business (including cold store business) including confiscating the items concerned.

The existing legislation and control mechanism for regulating chilled poultry/meat processing are well-established and generally effective. The FEHD has also formulated clear guidelines for reference by the industry. As such, the Government does not consider it necessary to amend the relevant legislation and control mechanism at present.


(b) Relative to the chilled meat importation business, the live and fresh food industry is different in terms of development history and business nature. The Administration has set up public wholesale markets for live and fresh food with a view to providing a platform for on-the-spot price negotiation and transaction. As for imports of chilled meat, the transaction details (including volume and price) have already been agreed upon in advance among the parties concerned before the consignment arrives in Hong Kong. Besides, traders may rent a cold store or apply for an appropriate licence for handling the distribution and storage of chilled meat. Under such circumstances, the Government does not have any plan to set up a distribution and storage centre for chilled poultry/meat.

As regards arrangements pertaining to the storage and distribution of chilled poultry/meat after importation, importers may, as I mentioned above, apply to the FEHD for a relevant food business licence according to their operational needs, or rent a cold store in the market place for proper processing of chilled poultry/meat. At present, there are altogether 37 licensed cold stores in the territory. According to information gathered by the FEHD from individual licensed cold store operators, there are large-scale cold stores in the market place which could provide space for traders to store their chilled poultry/meat. Not only do some of these stores operate round the clock, they could well provide sufficient parking spaces. The relevant trade association or individual traders may wish to consider exploring with the cold store operators opportunities for entering into commercial arrangements that meet their long-term needs in terms of storage accommodation.

Enquiries and applications may also be made to the relevant Government departments should the trade wish to rent government land for setting up a distribution and storage centre for chilled meat and poultry.

Ends/Wednesday, May 29, 2013  
Issued at HKT 15:32

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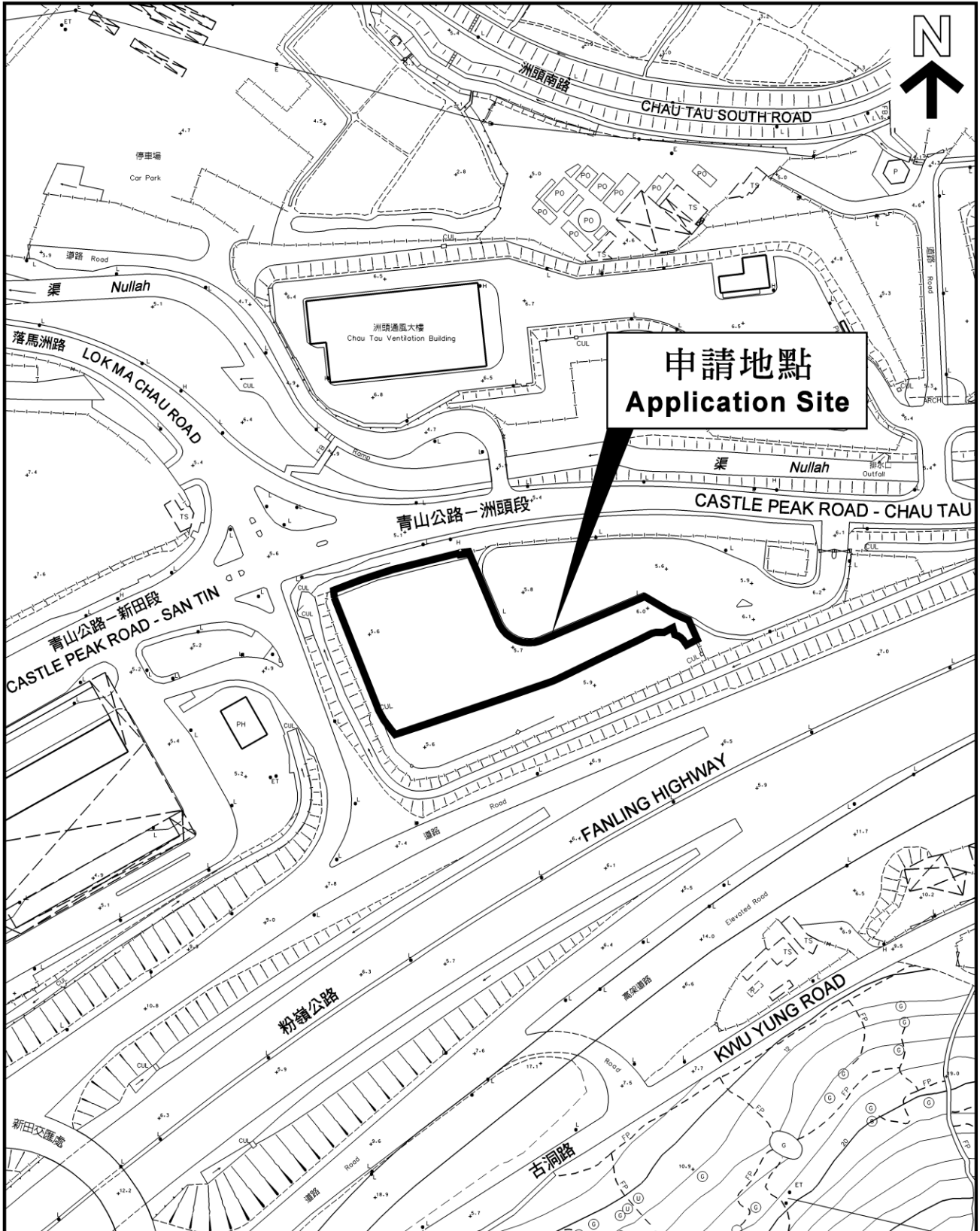
**Annex 1.4**  
**Broad Development Parameters of the Applied Use/Development**  
**in respect of Application No. A/YL-ST/483**

(a) 申請編號 Application no.	A/YL-ST/483		
(b) 位置/地址 Location/Address	元朗新田青山公路洲頭段和落馬洲路交界處的政府用地 Government Land at junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long		
(c) 地盤面積 Site area	3,110 平方米 m <sup>2</sup> (包括政府土地約 Includes Government Land of about 3,110 平方米 m <sup>2</sup> )		
(d) 圖則 Plan	新田分區計劃大綱核准圖編號 S/YL-ST/8 Approved San Tin Outline Zoning Plan No. S/YL-ST/8		
(e) 地帶 Zoning	「未決定用途」 "Undetermined"		
(f) 申請用途/發展 Applied Use/ Development	擬議臨時凍肉貯存設施 (為期 3 年) Proposed Temporary Chilled Meat Storage Facilities for a Period of 3 Years		
(g) 總樓面面積 及/或地積比率 Total floor area and/or plot ratio		平方米 m <sup>2</sup>	地積比率 Plot ratio
	住用 Domestic	0	-
	非住用 Non-domestic	720	-
(h) 幢數 No. of block	住用 Domestic	-	
	非住用 Non-domestic	1	
	綜合用途 Composite	-	
(i) 建築物高度/ 層數 Building height/ No. of storeys	住用 Domestic	-	米 m
		-	米(主水平基準以上)mPD
		-	層 storey(s)
	非住用 Non-domestic	-	米 m
		-	米(主水平基準以上)mPD
		2	層 storey(s)
綜合用途 Composite	-	米 m	
	-	米(主水平基準以上)mPD	
	-	層 storey(s)	
(j) 上蓋面積 Site coverage	-		
(k) 單位數目 No. of units	-		
(l) 休憩用地 Open Space	- 私人 Private	- 平方米 m <sup>2</sup>	
	- 公眾 Public	- 平方米 m <sup>2</sup>	
(m) 停車位及上落 客貨車位數目 No. of parking spaces and loading/ unloading spaces	- 上落客貨車位 Loading/Unloading Spaces	30	
	- 輕型貨車泊車位 Light Goods Vehicle Parking Spaces	30	

\* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

The information is provided for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

# A/YL-ST/483



**申請編號 Application No. : A/YL-ST/483**

**備註 Remarks**

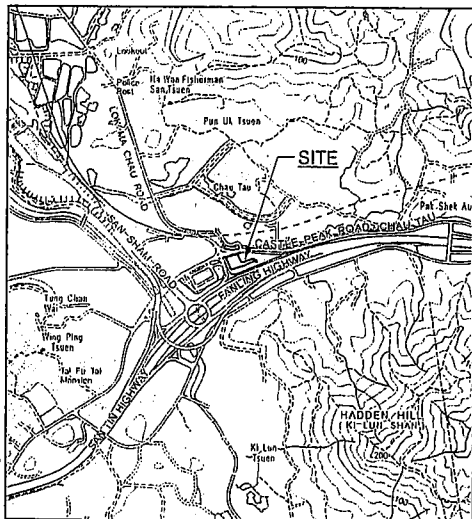
申請人要求批給規劃許可，准許其將申請地點用作擬議臨時凍肉貯存設施為期 3 年。申請地點可由連接青山公路洲頭段的通道從申請地點東面到達。申請地點佔地面積約 3,110 平方米，內有 1 個辦公室、1 個電掣房、1 個垃圾房、30 個上落客貨車位、30 個輕型貨車泊車位。

The applicant seeks planning permission to use the application site for proposed temporary chilled meat storage facilities for a period of 3 years. The site is accessible at the east off an access road leading to Castle Peak Road – Chau Tau. The site area is about 3,110m<sup>2</sup> containing office, switch room, refuse room, about 30 loading/unloading spaces and about 30 light goods vehicle parking spaces.

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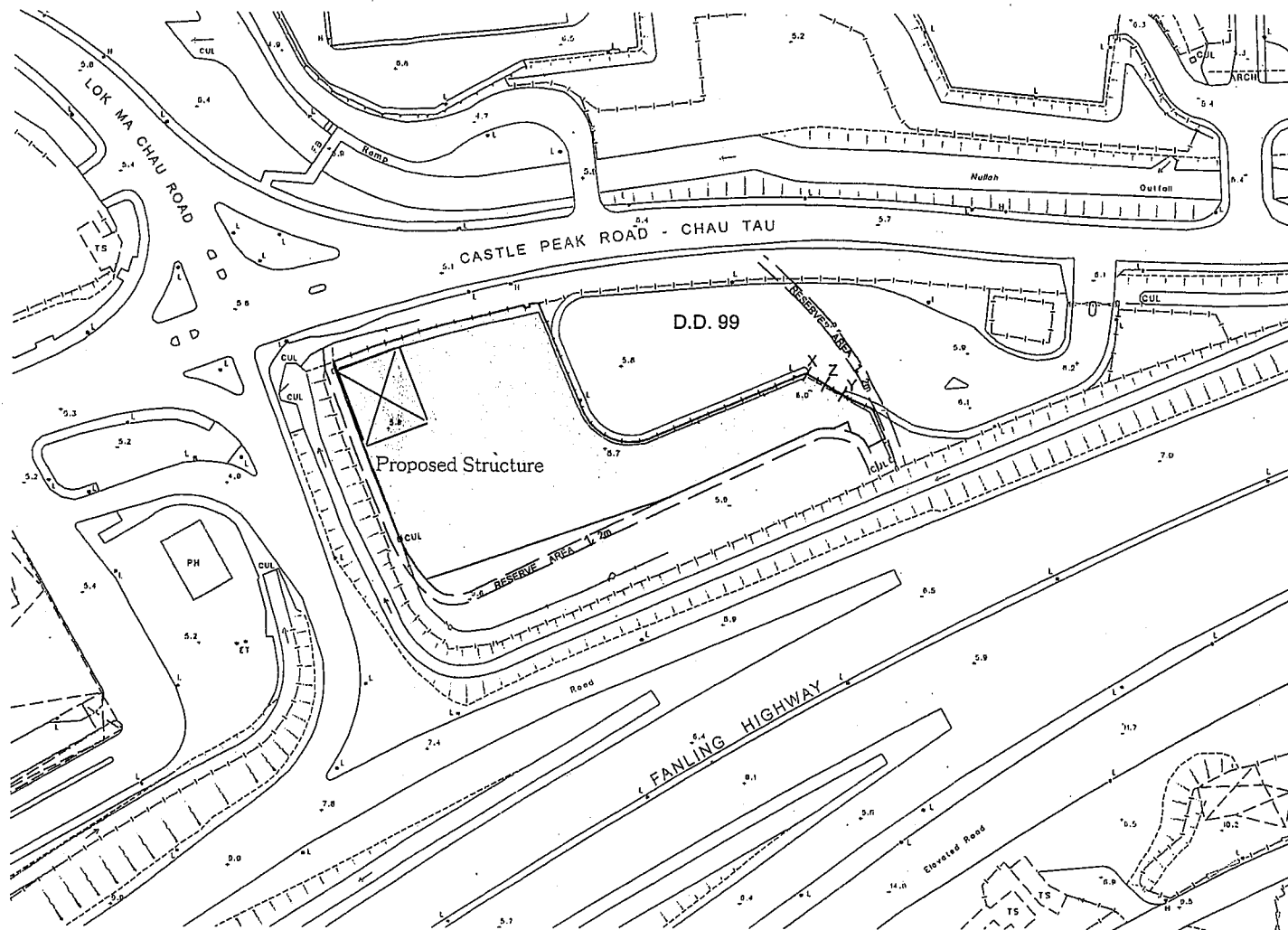
LOCATION



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TENANCY AGREEMENT REFERS

POINTS X, Y, Z



申請編號 Application No. :     A/YL-ST/483    

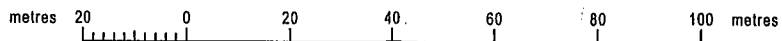
此頁摘自申請人提交的文件。

This page is extracted from applicant's submitted documents.

COLOURED PINK AREA 3 110 SQUARE METRES (ABOUT)

**DRAFT**

SCALE 1:1 000



**FILE COPY**

FOR IDENTIFICATION PURPOSES ONLY

District Lands Office, Yuen Long  
Lands Department

Plan Prepared by District Survey Office, Yuen Long

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SHORT TERM TENANCY No. 2759

File No. DLOYL136/YAT/2014, DSO/YL/W/316/2015

Survey Sheet No. 2-SE-8B

O.Z.P. Plan No. -----

Reference Plan No. -----

PLAN No. YLM8733-POc

Date : 18/6/2015

申請編號 Application No. : A/YL-ST/483

與申請地點/處所有關的先前申請  
Previous Applications Covering the Application Site/Premises

申請編號 Application No.	擬議用途／發展 Proposed Use/Development	城市規劃委員會的決定(日期) Decision of Town Planning Board (Date)
A/YL-ST/43	臨時貨櫃拖頭/拖架場 (為期 3 年) Temporary Container Tractor/Trailer Park	在有附帶條件下批給 臨時性質的許可由 19.12.1997 至 31.12.2000 Approved with condition(s) on a temporary basis from 19.12.1997 to 31.12.2000 (19.12.1997)
A/YL-ST/177	臨時收費公眾車輛停車場(不包括貨櫃車輛)(為期 3 年) Temporary Fee-paying Public Vehicle Park (excluding Container Vehicles) for a Period of 3 Years	在有附帶條件下批給 臨時性質的許可由 2.11.2001 至 30.10.2002 Approved with condition(s) on a temporary basis from 2.11.2001 to 30.10.2002 (2.11.2001)

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申請編號 Application No. : A/YL-ST/483

申請人提交的圖則、繪圖及報告書  
Plans, Drawings and Reports Submitted by Applicant

中文 英文  
Chinese English

**圖則及繪圖 Plans and Drawings**

總綱發展藍圖／布局設計圖 Master layout plan(s)/Layout plan(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
樓宇位置圖 Block plan(s)	<input type="checkbox"/>	<input type="checkbox"/>
樓宇平面圖 Floor plan(s)	<input type="checkbox"/>	<input type="checkbox"/>
截視圖 Sectional plan(s)	<input type="checkbox"/>	<input type="checkbox"/>
立視圖 Elevation(s)	<input type="checkbox"/>	<input type="checkbox"/>
顯示擬議發展的合成照片 Photomontage(s) showing the proposed development	<input type="checkbox"/>	<input type="checkbox"/>
園境設計總圖／園境設計圖 Master landscape plan(s)/Landscape plan(s)	<input type="checkbox"/>	<input type="checkbox"/>
其他（請註明）Others (please specify)	<input type="checkbox"/>	<input type="checkbox"/>

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**報告書 Reports**

規劃研究 Planning studies	<input type="checkbox"/>	<input type="checkbox"/>
環境評估（噪音、空氣及／或水的污染） Environmental assessment (noise, air and/or water pollutions)	<input type="checkbox"/>	<input type="checkbox"/>
就車輛的交通影響評估 Traffic impact assessment (on vehicles)	<input type="checkbox"/>	<input type="checkbox"/>
就行人的交通影響評估 Traffic impact assessment (on pedestrians)	<input type="checkbox"/>	<input type="checkbox"/>
視覺影響評估 Visual impact assessment	<input type="checkbox"/>	<input type="checkbox"/>
景觀建議書 Landscape proposal	<input type="checkbox"/>	<input type="checkbox"/>
樹木調查 Tree Survey	<input type="checkbox"/>	<input type="checkbox"/>
土力影響評估 Geotechnical impact assessment	<input type="checkbox"/>	<input type="checkbox"/>
排水影響評估 Drainage impact assessment	<input type="checkbox"/>	<input type="checkbox"/>
排污影響評估 Sewerage impact assessment	<input type="checkbox"/>	<input type="checkbox"/>
風險評估 Risk Assessment	<input type="checkbox"/>	<input type="checkbox"/>
其他（請註明）Others (please specify)	<input type="checkbox"/>	<input type="checkbox"/>

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discussion. The Committee also noted that the interests of Dr W.K. Yau, Mr H.F. Leung, Professor K.C. Chau and Mr Peter K.T. Yuen were indirect and Professor S.C. Wong was not involved in the application, and agreed that they should stay in the meeting.

86. The Committee noted that the applicant requested on 19.2.2016 for deferment of the consideration of the application for another two months to allow time for preparation of further information to address the comments of relevant government departments. It was the applicant's third request for deferment.

87. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of the further information. Since it was the third deferment of the application and a total of six months had been allowed, no further deferment would be granted unless under very special circumstances.

[Mr Edwin W.K. Chan left the meeting temporarily at this point.]

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## Agenda Item 27

### Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/YL-ST/483          Proposed Temporary Chilled Meat Storage Facilities for a Period of 3 Years in "Undetermined" Zone, Government Land at junction of Castle Peak Road - Chau Tau and Lok Ma Chau Road, San Tin, Yuen Long (RNTPC Paper No. A/YL-ST/483A)

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### Presentation and Question Sessions

88. Mr K.T. Ng, STP/FSYLE, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed temporary chilled meat storage facilities for a period of three years;
- (c) departmental comments – departmental comments were set out in paragraph 9 of the Paper. The Commissioner of Police (C of P) had concerns on the impact of the congested traffic situation along Castle Peak Road, heavy traffic flow at Lok Ma Chau Road and Castle Peak Road (Chau Tau section) and the increased traffic on Castle Peak Road and Lok Ma Chau area due to the commencement of construction of San Tin Shopping Facility, Kwu Tung North New Development Area and the Lok Ma Chau Loop in 2016. Other concerned departments had no objection to or no adverse comments on the application;
- (d) during the first three weeks of the statutory publication period, one public comment objecting to the application mainly for reason of adverse traffic impact was received. The District Officer (Yuen Long) conveyed that the San Tin Rural Committee objected to the application on the ground of adverse traffic impact on the surrounding area; and
- (e) the Planning Department (PlanD)’s views – PlanD considered that the temporary use could be tolerated for a period of three years based on the assessments set out in paragraph 11 of the Paper. The proposed temporary use for a period of three years would not frustrate the long-term use of the “Undetermined” zone, of which the development potential would be examined in the Preliminary Feasibility Study on Developing the New Territories North and was not incompatible with the surrounding land uses. Regarding C of P’s concern, the proposed development would provide adequate spaces for parking, manoeuvring, loading and unloading, and the



transportation of the chilled meat and poultry would be scheduled with appointment for delivery (normally from midnight to 6:00 a.m.). No queuing of vehicles to Castle Peak Road – Chau Tau was therefore anticipated. To address the traffic concern, an approval condition requiring the submission and implementation of the transport arrangement proposal was recommended. Regarding the public comments, the planning assessments above were relevant.

89. Members had no question on the application.

#### Deliberation Session

90. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 4.3.2019, on the terms of the application as submitted to the Town Planning Board (TPB) and subject to the following conditions :

- “(a) the provision of boundary fencing on the site to the satisfaction of the Director of Planning or of the TPB;
- (b) the submission and implementation of water supplies for fire fighting and fire service installations proposal to the satisfaction of the Director of Fire Services or of the TPB;
- (c) the submission and implementation of drainage proposal to the satisfaction of the Director of Drainage Services or of the TPB;
- (d) the submission and implementation of landscape and tree preservation proposal to the satisfaction of the Director of Planning or of the TPB;
- (e) the submission and implementation of transport arrangement proposal, including delivery time and operation hours, to the satisfaction of the Commissioner for Transport and Commissioner of Police, or of the TPB; and

- (f) if any of the above planning conditions (a), (b), (c), (d) or (e) is not complied with before operation of the applied use, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.”

91. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix VII of the Paper.

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**Agenda Item 28**

Section 16 Application

[Open Meeting]

A/YL-ST/485

Proposed Temporary Shop and Services (Retail Shops, Laundry, Pharmacy and Convenient Store) for a Period of 3 Years in “Village Type Development” Zone, Lots 3048 S.B, 3048 RP, 3049 RP (Part) and 3050 RP (Part) in D.D.102 and Adjoining Government Land, San Tin, Yuen Long  
(RNTPC Paper No. A/YL-ST/485)

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92. The Committee noted that the applicant requested on 17.2.2016 for deferment of the consideration of the application for two months to allow time for preparation of responses to address comments from the Commissioner of Police. It was the applicant’s first request for deferment.

93. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee’s consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of the further information, and no further deferment would be granted unless under very special



2016年9月21日 (三)

元朗新田擬推首幅「冰鮮倉」用地

上一則

下一則

## 元朗新田擬推首幅「冰鮮倉」用地

【本報訊】內地進口冰鮮禽畜肉類數量與日俱增，惟本港一直缺乏認可的轉運中心供進口商拆貨轉運。政府擬於元朗新田推出首幅「冰鮮倉」用地，透過公開招標，以短期租約形式營運存貨。香港冰鮮禽畜業商會表明會入標，但認為佔地太小，不夠空間予貨車分貨。

### 以市值出租 為期三年

政府計劃將位處元朗新田青山公路洲頭段與落馬洲路交界處、佔地三千一百多平方米的政府空地，改作臨時凍肉儲存設施，透過公開招標，以市值租金的短期租約形式，為期三年，租予有興趣人士自資設立相關的儲存設施，本月底前接受投標。中標的營運商要申領凍房牌照，可興建一幢兩層高的建築物，用作凍倉及辦公室，另提供三十個上落客貨車位及三十個輕型貨車泊車位。

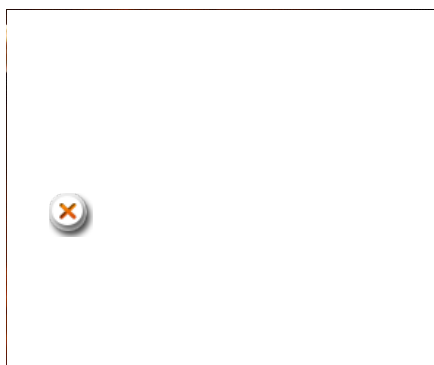
進口冰鮮肉類和家禽運抵本港後，須保持原廠包裝及儲存於攝氏零度至四度之間的冷凍溫度，之後會直接運送往工場加工或零售點。

香港冰鮮禽畜業商會主席郭時興稱，項目有助業界發展，將以商會名義入標競投，料冰鮮禽肉進口量可能較現時多一、兩成。他補充，項目長遠可解決業界每日在貨櫃場分貨，及用凍櫃貨車暫存剩貨的問題，但佔地面積太小，假若中標，他希望當運作暢順後，可再向當局申請兼用旁邊的士輪籌區，方便業界貨車上落貨。

第一手消息請下載 [on.cc](#) 東網 iPhone/iPad/Android/Windows Phone Apps

上一則：[港大UCL合辦法律雙學位課程](#)

下一則：[涉烹貓男認罪女受審](#)



本文連結：[https://orientaldaily.on.cc/cnt/news/20160921/00176\\_039.html](https://orientaldaily.on.cc/cnt/news/20160921/00176_039.html)

人人做記者

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## 首幅「冰鮮倉」地短租 冰鮮雞大王擬入標

2016年09月19日 18:54

舉報

港人對冰鮮禽畜的需求近年持續上升，但本港卻一直缺乏為冰鮮禽畜批發業務而設的配套設施，業界爭取多年下，食物及衛生局近日終於透過短期租約形式，在元朗新田推出首幅「冰鮮倉」用地，供業界競投營運，以貯存每日未能即時售出的1400至2800隻冰鮮家禽。為了降低租金成本，香港冰鮮禽畜業商會表明會入標，相信冰鮮倉落成可令供港冰鮮家禽更加安全衛生，增強市民食用信心，冰鮮雞銷量可望增加四分之一。

《星島日報》獨家報道，擬用作存放冰鮮肉類和家禽設施的用地，位於元朗新田青山公路洲頭段與落馬洲路交界處，佔地3110平方米，目前屬於空置的政府土地，地政總署近日以短期租約方式批出，擬先與中標者簽訂租約至2019年3月，其後再根據租賃協議選擇是否續租。據了解，該幅用地原本屬於「未決定用途」，食物及衛生局早在今年3月已向城規會申請暫時改變土地用途，作為臨時凍肉貯存設施。

《星島日報》翻查局方當時提交的文件，留意到當局容許中標者日後可在該幅用地的其中一個角落興建一幢樓高兩層的構築物，用作凍倉和辦公室，另提供30個上落客貨車位，以及30個輕型貨車泊車位。

有「冰鮮雞大王」之稱的香港冰鮮禽畜業商會主席郭時興表示，現時每天從內地進口的凍鮮雞、鵝鴨和乳鴿，分別約有8萬隻、4萬隻和2萬隻，由於數量龐大，很多時未必可以「日日清」，需要貯起當中一至兩成，但在缺乏合適用地之下，賣剩的冰鮮禽肉目前往往只能存放在貨櫃和或貨車。他承認：「這無疑在走法律罅，但由於車有流動性，食環署也只能採容忍的態度。」

他指冰鮮禽畜業界早在5、6年前已向當局爭取撥地興建「冰鮮倉」，但當局卻以本港已有凍倉設施為由，未有回應訴求。對於當局為何突然作出政策性改變，郭時興相信與近年不時發生禽流感，需要殺掉整批活家禽有關，讓當局明白需要做好配套設施，始能鼓勵市民進食冰鮮禽畜，「冰鮮倉有牌之後可令運作正規化，毋須再『走鬼』，

對食物安全及#34910;生有改善，到時可以對市民宣傳，對冰鮮雞有正面幫助，讓市場『做大個餅』。」他估計，冰鮮雞銷量未來可以增至10萬隻，較現時增加四分之一，但活雞和熟雞一直有穩定需求，不會明顯減少。

郭時興又透露，業界已打算以香港冰鮮禽畜業商會以名義競投「冰鮮倉」用地，希望透過親自「落場」，降低未來的租金成本，但難以估計有否競爭對手，「由於我們的落標價不能太高，倘若市場上持牌凍倉經營者的競爭者也參與競投，那我們如何夠人爭呢？」

食物及#34910;生局發言人回覆《星島日報》查詢時表示，由於貯存冰鮮肉類及禽肉所需的溫度及運作的時間與一般冷凍食品不同，業界曾向當局反映現時市面上的持牌凍倉未必能夠完全配合他們的需要，要求政府撥地特別設立一個供貯存冰鮮肉類及禽肉的設施；為進一步便利業界發展及穩定冰鮮肉類及禽肉的供應，局方同意需要提供政策上支持，故撥出元朗新田的政府土地，租予有興趣人士自資設立冰鮮肉類及家禽貯存設施。

評論：

讀者評論僅代表其個人意見，不代表加拿大星島傳媒集團立場。評論不可涉及非法、粗俗、猥褻、歧視，或令人反感的內容，本網站有權刪除相關內容。

0 則回應  
最新 ▼ 排序方式

新增回應...





Diagram 1 – Site Location  
(extract from Town Planning Board and Lands Department)

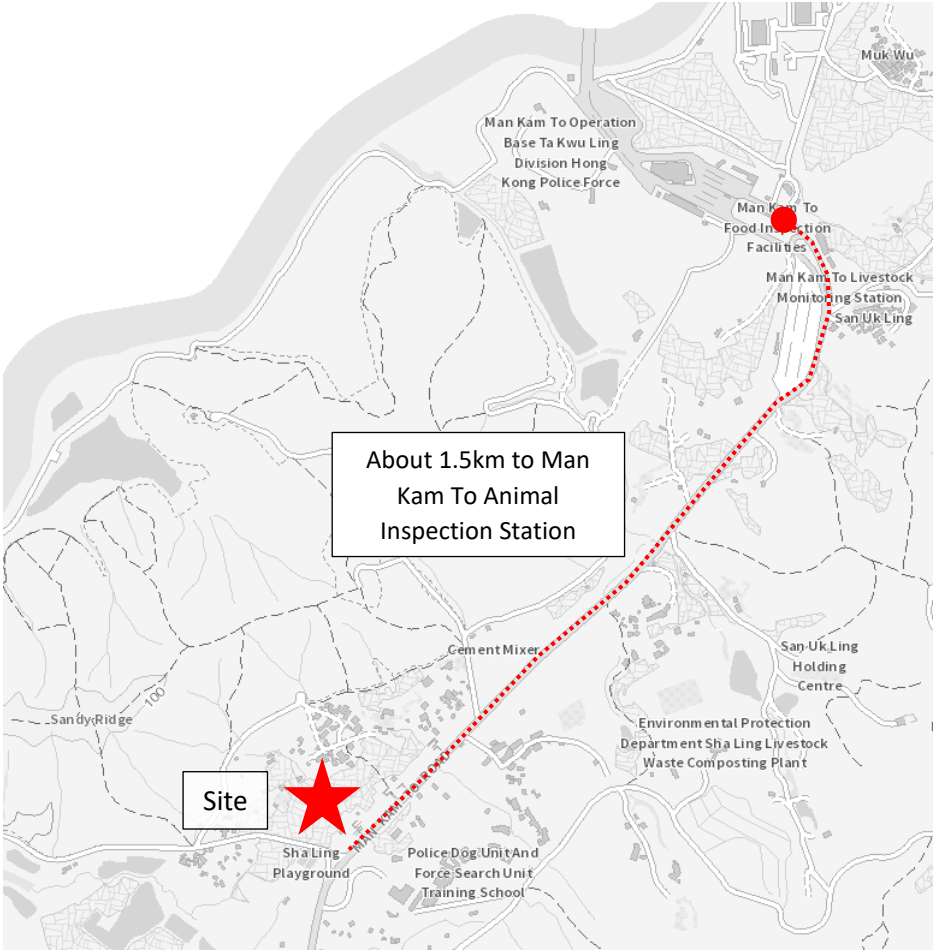


Diagram 2 – Site to Man Kam To Animal Inspection Station  
(extract from Lands Department)



Diagram 3 – Surrounding Context of Site (extracted from Lands Department)



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Annex | 2

Approval Letter for Planning Application No. A/NE-FTA/201

**城市規劃委員會**

香港北角渣華道三百三十三號  
北角政府合署十五樓

**TOWN PLANNING BOARD**

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

傳 真 Fax: 2877 0245 / 2522 8426

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-FTA/201

By Post & Fax (3180 7611)

11 June 2021

Aikon Development Consultancy Ltd.  
Unit 1310, Tower 2, Metroplaza  
223 Hing Fong Road  
Kwai Chung, New Territories  
(Attn.: Thomas Luk)

Dear Sir/Madam,

**Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years with Filling of Land in "Agriculture" Zone, Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling**

I refer to my letter to you dated 25.5.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 28.5.2024 and is subject to the following conditions :

- (a) no part of the site shall be filled up to a depth which exceeds the range from 0.5 m to 1.5m, as proposed by you;
- (b) only private cars, light goods vehicles and medium goods vehicles not exceeding 9 tonnes, as defined in the Road Traffic Ordinance, as proposed by you, are allowed to access the site between 7:00 p.m. and 7:00 a.m. during the planning approval period;
- (c) no queuing of vehicle onto public road is allowed at any time during the planning approval period;
- (d) no public announcement system or loud speaker, as proposed by you, is allowed to be used on the site at any time during the planning approval period;
- (e) the reprovision of a footpath on the site, as proposed by you, before commencement of works to the satisfaction of the Director of Planning or of the TPB;
- (f) the maintenance of the reprovisioned footpath on the site, as proposed by you, at all times during the planning approval period;

- (g) the submission and implementation of the ecological mitigation measures, as proposed by you, before commencement of works to the satisfaction of the Director of Agriculture, Fisheries and Conservation or of the TPB;
- (h) the provision of boundary fencing on the site, as proposed by you, within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;
- (i) the submission of the design of vehicular run-in/run-out to the site within 6 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 28.11.2021;
- (j) in relation to (i) above, the provision of vehicular run-in/run-out to the site within 9 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 28.2.2022;
- (k) the submission of traffic management measures, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 28.11.2021;
- (l) in relation to (k) above, the implementation of the traffic management measures within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 28.2.2022;
- (m) the submission of a revised environmental assessment, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 28.11.2021;
- (n) in relation to (m) above, the implementation of environmental mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 28.2.2022;
- (o) the submission of a revised drainage impact assessment, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 28.11.2021;
- (p) in relation to (o) above, the provision of drainage facilities within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;
- (q) the submission of a landscape proposal, as proposed by you, within 6 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.11.2021;
- (r) in relation to (q) above, the implementation of the landscape proposal to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;
- (s) the submission of proposals for fire service installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 28.11.2021;

- (t) in relation to (s) above, the implementation of the proposals for fire service installations and water supplies for firefighting within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 28.2.2022;
- (u) if any of the above planning condition (a), (b), (c), (d) or (f) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (v) if any of the above planning condition (e) or (g) is not complied with before commencement of works, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (w) if any of the above planning condition (h), (i), (j), (k), (l), (m), (n), (o), (p), (q), (r), (s) or (t) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (x) upon expiry of the planning permission, the reinstatement of the site to the satisfaction of Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix III of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website ([www.info.gov.hk/tpb/](http://www.info.gov.hk/tpb/)), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 29.5.2024. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 28.5.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 2.7.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



( Raymond KAN )  
for Secretary, Town Planning Board



## List of Government Department Contacts

(Application No. A/NE-FTA/201)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
漁農自然護理處 Agriculture, Fisheries & Conservation Department	自然護理組(北區) Nature Conservation Section (North)	吳昭榆女士 Ms. NG Chiu Ue, Chole	2150 6931	2377 4427
渠務署 Drainage Services Department	新界北渠務部 Mainland North Division	鄭敏煒先生 Mr. CHENG Man Wai	2300 1407	2770 4761
環境保護署 Environmental Protection Department	策略評估組 Strategic Assessment Group	鍾穎彤女士 Ms. CHUNG Wing Tung, Candice	2835 1114	2591 0558
消防處 Fire Services Department	策劃組 Planning Group (PG)	黃浩然先生 Mr. WONG Ho Yin	2733 7737	2739 8775
路政署 Highways Department	新界東北區域組 NE New Territories District Section	黃耀華先生 Mr. WONG Yiu Wa	2762 3980	2714 5228
運輸署 Transport Department	交通工程(新界東)部 Traffic Engineering (NTE) Division	鄺兆明先生 Mr. KWONG Siu Ming, Kelvin	2399 2411	2381 3799

Extracted from Confirmed Minutes of 672<sup>nd</sup> Meeting of RNTPC held on 28.5.2021

Agenda Item 16

Section 16 Application

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-FTA/201 Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years with Filling of Land in “Agriculture” Zone, Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling  
(RNTPC Paper No. A/NE-FTA/201A)

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Presentation and Question Sessions

67. Mr Tim T.Y. Fung STP/STN, presented the application and covered the following aspects as detailed in the Paper:

- (a) background to the application;
- (b) the proposed temporary cold storage for poultry and distribution centre for a period of three years with filling of land;
- (c) departmental comments were set out in paragraph 9 of the Paper;
- (d) during the statutory publication periods, a total of 55 public comments were received, including 30 supporting comments from stakeholders of the cold storage industry and individuals, 23 objecting comments from the Ta Kwu Ling District Rural Committee, Kadoorie Farm and Botanic Garden Corporation, World Wide Fund for Nature Hong Kong, The Conservancy Association, The Hong Kong Bird Watching Society, Designing Hong Kong Limited, 打鼓嶺沙嶺村居民福利會 and villagers/individuals, and two from the same North District Council member indicating no comment.

Major views were set out in paragraph 10 the Paper; and

- (e) the Planning Department (PlanD)'s views – PlanD considered the temporary use could be tolerated for a period of three years based on the assessments set out in paragraph 11 of the Paper. Whilst the proposed use was not in line with the planning intention of the “Agriculture” (“AGR”) zone, considering the genuine need for a centralised cold storage for poultry and distribution centre (CSDC) and the policy support given by the Food and Health Bureau (FHB), favourable consideration could be given to the application. Approval of the application on a temporary basis for three years would not frustrate the long-term planning intention of the “AGR” zone. The Commissioner for Transport considered that the application could be tolerated from traffic engineering point of view. Other concerned government departments had no objection to or no adverse comment on the application. To minimise any possible environmental nuisance and to address the technical requirements of the concerned government departments, appropriate approval conditions were recommended. Regarding the public comments received, the comments of government departments and planning assessments above were relevant.

68. Noting that the proposed use was essential for the industry to ensure food safety and diversity of food supply in Hong Kong and the application was submitted by Hong Kong Chilled Meat & Poultry Association but not the Government, a Member enquired whether the Government would proactively identify a suitable site for such essential facilities. In response, Mr Tim T.Y. Fung, STP/STN, explained that FHB had previously identified another site for the cold storage facilities in San Tin and the relevant planning application was approved with conditions by the Committee in 2016. However, it was subsequently found to be unsuitable for efficient operation due to the small site area and other constraints. FHB acknowledged the need to identify a suitable site for such facilities in the long run.

#### Deliberation Session

69. Members generally had no objection to the application. In view of the long-term need for a designated site for CSDC, the Chairman remarked that it would be

worth exploring with FHB to identify a permanent site for such facilities in the forthcoming planning study for the New Territories North. Since it might take time to identify a suitable permanent site, approval of the current application could meet the short-term need for such facilities.

70. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years until 28.5.2024 on the terms of the application as submitted to the Town Planning Board (TPB) and subject to the following conditions:

- “(a) no part of the site shall be filled up to a depth which exceeds the range from 0.5 m to 1.5m, as proposed by the applicant;
- (b) only private cars, light goods vehicles and medium goods vehicles not exceeding 9 tonnes, as defined in the Road Traffic Ordinance, as proposed by the applicant, are allowed to access the site between 7:00 p.m. and 7:00 a.m. during the planning approval period;
- (c) no queuing of vehicle onto public road is allowed at any time during the planning approval period;
- (d) no public announcement system or loud speaker, as proposed by the applicant, is allowed to be used on the site at any time during the planning approval period;
- (e) the reprovision of a footpath on the site, as proposed by the applicant, before commencement of works to the satisfaction of the Director of Planning or of the TPB;
- (f) the maintenance of the reprovioned footpath on the site, as proposed by the applicant, at all times during the planning approval period;
- (g) the submission and implementation of the ecological mitigation measures, as proposed by the applicant, before commencement of works to the satisfaction of the Director of Agriculture, Fisheries and Conservation or of the TPB;

- (h) the provision of boundary fencing on the site, as proposed by the applicant, within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;
- (i) the submission of the design of vehicular run-in/run-out to the site within 6 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 28.11.2021;
- (j) in relation to (i) above, the provision of vehicular run-in/run-out to the site within 9 months from the date of planning approval to the satisfaction of the Director of Highways or of the TPB by 28.2.2022;
- (k) the submission of traffic management measures, as proposed by the applicant, within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 28.11.2021;
- (l) in relation to (k) above, the implementation of the traffic management measures within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 28.2.2022;
- (m) the submission of a revised environmental assessment, as proposed by the applicant, within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 28.11.2021;
- (n) in relation to (m) above, the implementation of environmental mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 28.2.2022;
- (o) the submission of a revised drainage impact assessment, as proposed by the applicant, within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 28.11.2021;



- (p) in relation to (o) above, the provision of drainage facilities within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;
- (q) the submission of a landscape proposal, as proposed by the applicant, within 6 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 28.11.2021;
- (r) in relation to (q) above, the implementation of the landscape proposal to the satisfaction of the Director of Planning or of the TPB by 28.2.2022;
- (s) the submission of proposals for fire service installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 28.11.2021;
- (t) in relation to (s) above, the implementation of the proposals for fire service installations and water supplies for firefighting within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 28.2.2022;
- (u) if any of the above planning condition (a), (b), (c), (d) or (f) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (v) if any of the above planning condition (e) or (g) is not complied with before commencement of works, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (w) if any of the above planning condition (h), (i), (j), (k), (l), (m), (n), (o), (p), (q), (r), (s) or (t) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and

- (x) upon expiry of the planning permission, the reinstatement of the site to the satisfaction of Director of Planning or of the TPB.”

71. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix III of the Paper.

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## Annex | 3

### List of Licensed Cold Storage by FEHD

Home > Import Control > Import Control and Food Safety Guidelines  
 > Guide to Application for Import Licence for Frozen Meat, Chilled Meat, Frozen Poultry and Chilled Poultry  
 > List of Licensed Cold Stores

# Guide to Application for Import Licence for Frozen Meat, Chilled Meat, Frozen Poultry and Chilled Poultry

Share:

## List of Licensed Cold Stores

(as at 6.7.2022)

### Appendix I

Name of Cold Store	Address
(NO RECORD FOUND)	SHED C AND D OF CONTAINER FREIGHT STATION OF THE RIVER TRADE TERMINAL, 201 LUNG MUN ROAD, TUEN MUN, NEW TERRITORIES
(no record found)	4/F, ASIA LOGISTICS HUB, SF CENTRE, 36 TSING YI HONG WAN ROAD, T.Y.T.L. 180, TSING YI, NEW TERRITORIES
(no record found)	UNIT 706-709, 7/F, KERRY CARGO CENTRE, 55 WING KEI ROAD, KWAI CHUNG, NEW TERRITORIES
(no record found)	G/F (PORTION A), 7 DAI HEI STREET, TAI PO INDUSTRIAL ESTATE, TAI PO, NEW TERRITORIES
7-Eleven CDC	10016E-21E, 10/F, ATL LOGISTICS CENTRE B, BERTH 3, KWAI CHUNG CONTAINER TERMINAL, KWAI CHUNG, NEW TERRITORIES

No Record	PORTION OF 1/F & PORTION OF 3/F, ASIA AIRFREIGHT TERMINAL II, 10 CHUN PING ROAD, HONG KONG INTERNATIONAL AIRPORT, LANTAU, NEW TERRITORIES
No Record	RME 524-527, 531-534, 536, 540, 607, LEVEL 5 & 6, WAREHOUSE, CATHAY PACIFIC CARGO TERMINAL, CHUN WAN ROAD NORTH, LANTAU, HONG KONG
No Record	5/F (PORTION A) AND 6/F (PORTION A), CHINA MERCHANTS LOGISTICS CENTRE, 38 TSING YI HONG WAN ROAD, TSING YI, NEW TERRITORIES
No Record	FLAT A & B, 8/F, YEE LIM INDUSTRIAL BUILDING, PHASE 2, 8-14 KA TING ROAD, KWAI CHUNG, NEW TERRITORIES
No Record	UNIT 611 AND THE FOOD INSPECTION ROOM NEXT TO UNIT 610, 6/F., HUTCHISON LOGISTICS CENTRE, 18 CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES
No Record	WAREHOUSE 1 (PORTION A AND B), 2/F, MAPLETREE LOGISTICS HUB, 30 TSING YI ROAD, TSING YI, NEW TERRITORIES
No Record	WORKSHOP NO. 1, G/F, ENERGY INDUSTRIAL CENTRE, 2 SAN FUI STREET, YUEN LONG, NEW TERRITORIES
AAT	G/F (PORTIONS), H.K. INT'L AIRPORT, 10 CHUN PING ROAD, CHEK LAP KOK, LANTAU ISLAND, NEW TERRITORIES
Angliss Hong Kong Food Service Limited	G/F, MAPLETREE LOGISTICS HUB, 30 TSING YI ROAD, TSING YI, NEW TERRITORIES
Appolo	1/F, SANG CHEONG FACTORY BUILDING, 11-13 KA HING ROAD, KCTL 85, KWAI CHUNG, NEW TERRITORIES



Appolo Ice-Cream Co. Ltd.	3/F., & 4/F., SANG CHEONG FACTORY BUILDING, 11-13 KA HING ROAD, KWAI CHUNG, NEW TERRITORIES
ASIA LIFE COMPANY LIMITED	7/F, CHINA MERCHANTS LOGISTICS BUILDING, 38 TSING YI HONG WAN ROAD, TSING YI, NEW TERRITORIES
ASIA LIFE COMPANY LIMITED	8TH FLOOR, CHINA MERCHANTS LOGISTICS CENTRE, 38 TSING YI HONG WAN ROAD, TSING YI, NEW TERRITORIES
BEDROCK COLD STORAGE LOGISTICS COMPANY LIMITED	10/F, GOODMAN SHATIN LOGISTICS CENTRE (PHASE 2), 6 WONG CHUK YEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
BEIDAHUANG LOGISTICS LIMITED	G/F (PORTION), 1/F & 2/F, SEAPOWER INDUSTRIAL CENTRE, 177 HOI BUN ROAD, KWUN TONG, KOWLOON
Bright Overseas Food Limited	1/F (MAJOR PORTION), SAN MIGUEL INDUSTRIAL BUILDING, 9-11 SHING WAN ROAD, TAI WAI, SHA TIN, NEW TERRITORIES
Brilliant Cold Storage Management Limited	2/F. (PORTION), 3/F. - 14/F, KCTL 360, KWAI CHUNG, NEW TERRITORIES
Chevalier Cold Store	2-3/FS., 5-17/FS, KCTL 286, KWOK SHUI ROAD, KWAI CHUNG, NEW TERRITORIES
CHINA COLD CHAIN COMPANY LIMITED	2001-2004 WEST (PORTION), 2/F, ATL LOGISTICS CENTRE A, BERTH 3, CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
China Resources Logistics (Shatin Cold Storage)	2-10 WO HEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
China Resources Logistics (Shatin Cold Storage)	G/F (PORTION), 2/F (PORTION) & 3/F - 16/F, STTL 221, WO SHUI STREET, SHA TIN, NEW TERRITORIES
CHINA RESOURCES LOGISTICS (YUEN FAT	2/F (PORTION), YUEN FAT WHARF & GODOWN, NO. 1 FAT TSEUNG STREET,

WHARF & GODOWN) LIMITED	CHEUNG SHA WAN, KOWLOON
EVER GAIN COMPANY LIMITED	WAREHOUSE B, G/F, 4-8 YIP WO STREET, FANLING, NEW TERRITORIES
Fairwood Fast Food	G/F (MAJOR PORTION), BLOCK 2, 8 DAI FU STREET, TAI PO INDUSTRIAL ESTATE, TAI PO, NEW TERRITORIES
GEM Crafter Limited	UNIT B, 1/F, BLOCK 1, KIN HO INDUSTRIAL BUILDING, 14-24 AU PUI WAN STREET, FO TAN, SHA TIN, NEW TERRITORIES
HAVI Logistics Services (Hong Kong) Company	G/F, CHIAPHUA CENTRE, 12-14 SIU LEK YUEN ROAD, SHA TIN, NEW TERRITORIES
HFG Procurement Limited	PORTION OF UNIT G, PORTION OF UNIT H, 2/F, HOP HING BUILDING, 9 PING TONG STREET
HK Ice & Cold Storage Ltd	A.M.L 10&11 & STORE D, E, F & ASSOCIATED AREA AT 1/F, SHEK PAI WAN, ABERDEEN, SOUTHERN, HONG KONG
HKTVCOMMERCE FULFILMENT COMPANY LIMITED	UNIT 803, 8/F, MAPLETREE LOGISTICS HUB, NO. 30 TSING YI ROAD, TSING YI, NEW TERRITORIES
Horstrong Logistics Ltd.	G/F (PORTION), SMILE CENTRE, 10-12 ON CHUEN STREET, FANLING, NEW TERRITORIES
HUDSON COLD LOGISTICS LIMITED	FLAT A&B, G/F, WO FUNG BUILDING, 2 YIP WO STREET, ON LOK TSUEN, FANLING, NEW TERRITORIES
INTERNATIONAL F & B SOLUTIONS LIMITED	UNIT 2, 8/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
JETS STORAGE SERVICE LIMITED	G/F, HENG HING INDUSTRIAL BUILDING, ON LOK CHUEN, 8 YIP CHEONG STREET, FANLING, NEW TERRITORIES

KEENTOP TRADING LIMITED	WORKSHOP 4, G/F, BLOCK 2, NAM FUNG INDUSTRIAL CITY, TUEN MUN, NEW TERRITORIES
Kerry Cold Store II	G/F (PORTION) AND 6/F - 13/F, 35 WING KEI ROAD, KWAI CHUNG, NEW TERRITORIES
Man Ho Logistics Limited	UNIT 22, 23 & 25, 3/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
MAX COLD STORAGE	UNIT 2, 1/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
MAX COLD STORAGE SERVICES LIMITED	UNITS 6 & 8, 3/F, SUN FUNG CENTRE, 88 KWOK SHUI ROAD, TSUEN WAN, NEW TERRITORIES
MEISEI H.K. COLD STORAGE CO., LTD	5/F, PHASE 2, GOODMAN SHATIN LOGISTICS CENTRE, 6 WONG CHUK YEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
MEISEI H.K. COLD STORAGE CO., LTD	FACTORY A, G/F, FO TAN INDUSTRIAL CENTRE, 26-28 AU PUI WAN STREET, FO TAN, SHA TIN, NEW TERRITORIES
MILLION (FAR EAST) LOGISTICS LTD	5/F TO 10/F, MILLION GROUP CENTRE, 1-11 KA TING ROAD, KWAI CHUNG, NEW TERRITORIES
NATURAL FOODS (H.K.) LIMITED	FLAT 10, 3/F, PO WAI BUILDING, 6-14 TAK YIP STREET, YUEN LONG, NEW TERRITORIES
OUTSHINE COLD STORAGE LOGISTIC LIMITED	WORKSHOP 2, 2/F, PO YIP BUILDING, 62-70 TEXACO ROAD, TSUEN WAN, NEW TERRITORIES
PARK'N SHOP	ROOM 305, 306, 312, 313, 3/F., HIDC TERMINAL 4, KWAI CHUNG, NEW TERRITORIES
Park'N Shop	G/F(PORTION), 1/F(PORTION),

	2/F(PORTION), 3/F,4/F(PORTION) AND ROOF(PORTION),6 KA FU CLOSE, SHEUNG SHUI, NEW TERRITORIES
PINEWOOD FARM LIMITED	1/F (PORTION), CENTURY INDUSTRIAL BUILDING, 1 TSING YEUNG CIRCUIT, TUEN MUN, NEW TERRITORIES
PINEWOOD FARM LIMITED	G/F (PORTION), CENTURY INDUSTRIAL BUILDING, 1 TSING YEUNG CIRCUIT, TUEN MUN, NEW TERRITORIES
SAISON FOOD SERVICE LIMITED	G/F (2ND MINOR PORTION) BLOCK A, KERRY TC WAREHOUSE 1, 3 KIN CHUEN STREET, KWAI CHUNG, NEW TERRITORIES
Seafrigo Hong Kong Limited	4017W-4020W, 4/F, BERTH 3, ASIA TERMINALS CENTRE A (ATL), CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
Super Terminal 1	PORTION OF G/F & 2/F, HACTL SUPER TERMINAL 1, H.K. INT'L AIRPORT, 9 CHUN WAN ROAD, CHEK LAP KOK, LANTAU ISLAND, NEW TERRITORIES
TAK MOON CENTRAL KITCHEN	UNIT A (PORTION B), G/F, CENTURY CENTRE, NO. 1 PING HA ROAD, PING SHAN, YUEN LONG, NEW TERRITORIES
TONG SHUN HING POULTRY (HK) CO. LIMITED	PORTION OF LOT NO. 621 S.B RP, PORTION OF LOT NO. 623 RP AND PORTION OF LOT NO. 631, G/F, IN D.D. 122, YUNG YUEN ROAD, PING SHAN, YUEN LONG, NEW TERRITORIES
Walls Hong Kong	MECHANICAL PLANT ROOM ON 5/F.,UNIT 610 , 6/F &MECHANICAL PLANT ROOM ON ROOF FLOOR, HUTCHISON LOGISTICS CENTRE, 18 CONTAINER PORT ROAD SOUTH, KWAI CHUNG, NEW TERRITORIES
Well Strong Holdings Limited	LOWER G/F TO ROOF, 11-19 WING YIP STREET, KCTL 288, KWAI CHUNG, NEW TERRITORIES

YAMATO LOGISTICS (HONG KONG) - KOWLOON BAY BASE	UNIT A ON FIRST FLOOR, SUNSHINE KOWLOON BAY CARGO CENTRE, NO. 59 TAI YIP STREET, KOWLOON BAY, KOWLOON
Yee Lim Godown & Cold Storage Limited	1-3/FS (PORTION) & 4-5 & 7/FS, BLOCK C, YEE LIM INDUSTRIAL CENTRE, KCTL 333, 2-28 KWAI LOK STREET, KWAI CHUNG, NEW TERRITORIES
Yee Lim Godown & Cold Storage Limited	7/F - 11/F, CITIC TELECOM TOWER, 93 KWAI FUK ROAD, KCTL NO. 435, KWAI CHUNG, NEW TERRITORIES
Yusen Logistics (Hong Kong) Limited	PORTION OF 4/F, EVER GAIN CENTRE, 43-57 WANG WO TSAI STREET, TSUEN WAN, NEW TERRITORIES
Yusen Logistics (Hong Kong) Limited	GODOWN ON 1/F, EVER GAIN CENTRE, 43-57 WANG WO TSAI STREET, TSUEN WAN, NEW TERRITORIES
Yusen Logistics (Hong Kong) Ltd	3/F, EVER GAIN CENTRE, 43-57 WANG WO TSAI STREET, TSUEN WAN, NEW TERRITORIES
亞洲辦館	1/F (MAJOR PORTION), 44-52 TA CHUEN PING STREET, KWAI CHUNG, NEW TERRITORIES
可祥物流有限公司	WORKSHOP 1-7, G/F, WORLD TRADE SQUARE, 21 ON LOK MUN STREET, FANLING, NEW TERRITORIES
合興食品有限公司	SHOP NO 7, G/F, WAH SANG IND BLDG, 12-18 WONG CHUK YEUNG STREET, FO TAN, SHA TIN, NEW TERRITORIES
嘉里冷庫	BLOCK B, LG/F,G/F (PORTION) & 2/F-10/F, 3 KIN CHUEN STREET, KWAI CHUNG, NEW TERRITORIES
大昌行物流有限公司	G/F (PORTION A), YUEN LONG INDUSTRIAL ESTATE, 67-73 FUK HI STREET, YUEN LONG, NEW TERRITORIES



安得利凍廠	G/F (PORTION), UPPER G/F (PORTION), 1/F (PORTION), 2-3/FS & ROOF (PORTION), 4/F, KCTL 341, CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
惠羅冷房有限公司	BLOCK 1, G/F (PORTION), COCKLOFT, & 1/F, KWAI TAK INDUSTRIAL BUILDING, KWAI TAK STREET, KCTL 322-324, KWAI CHUNG, NEW TERRITORIES
意得國際	1018-1020 WEST, 1/F, BERTH 3, ASIA TERMINALS CENTRE A, CONTAINER PORT ROAD, KWAI CHUNG, NEW TERRITORIES
新華	G/F (PORTION), 1-6/F, PHASE II, 215-239 WU SHAN ROAD, TUEN MUN, NEW TERRITORIES
海祥冷凍物流有限公司	WORKSHOP 12, G/F, ENERGY INDUSTRIAL CENTRE, 2 SAN FUI STREET, YUEN LONG, NEW TERRITORIES
百農社	UNIT 3, 1/F, GOODMAN GLOBAL GATEWAY, 168 YEUNG UK ROAD, TSUEN WAN, NEW TERRITORIES
興偉	2/F, 5/F-11/F, 9 TIN WAN PRAYA ROAD, ABERDEEN, SOUTHERN, HONG KONG
迅豐食品貿易有限公司	FLAT 4, 9/F, BLOCK B, TEXACO ROAD INDUSTRIAL CENTRE, NO. 14-22 WANG LUNG STREET, TSUEN WAN, NEW TERRITORIES

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Last revision date: 7 Jul 2022