



**Section 16 Planning Application for the Proposed Temporary Logistics
Centre with Ancillary Office and Parking of Vehicles for a Period of 3 Years at
Various Lots in D.D. 125 and D.D. 129 and Adjoining Government Land,
Ha Tsuen, Yuen Long, New Territories**

Planning Statement

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EXECUTIVE SUMMARY

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

This Planning Statement is submitted to the Town Planning Board (“**the Board**”) in support of a Section 16 planning application for the Proposed Temporary Logistics Centre with Ancillary Office and Parking of Vehicles for a Period of 3 Years (“**the Proposed Development**”) at Lot Nos. 51 (Part), 57 (Part), 58 (Part), 60, 61, 62, 63 (Part), 64, 65 (Part), 66 (Part), 67 (Part), 69 (Part), 70 (Part), 71 (Part), 144 (Part), 145 (Part), 146 (Part), 147 (Part) and 148 (Part) in D.D.125; Lot Nos. 3212 RP (Part), 3220 (Part), 3221 S.A (Part), 3221 S.B (Part), 3222 (Part), 3223 (Part), 3224 (Part), 3225 S.A (Part), 3225 S.B (Part), 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3234 (Part) and 3235 (Part) in D.D.129, and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories (“**the Application Site**”).

The Application Site straddles over the “Government, Institution or Community” (“**G/IC**”) and “Open Space” (“**O**”) zones and an area shown as ‘Road’ on the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2 (“**the OZP**”). According to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years within the zones requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the OZP. In any area shown as ‘Road’ on the OZP, all uses or developments require planning permission from the Board. As such, this planning application is submitted for the Proposed Development on a temporary basis of maximum 3 years.

The Application Site has a total site area of about 26,983.8m², including approximately 170m² of Government Land (about 0.63% of the Application Site). The Application Site can be accessed via Ping Ha Road through a local track. The Proposed Development has a maximum building height of not more than 11m, a total Gross Floor Area (“**GFA**”) of not more than 19,318 m², plot ratio about 0.72 and a total of 10 structures, including 2 logistics centres with ancillary offices and facilities that do not exceed 11m in height. A total of 16 vehicle parking and loading/unloading spaces are provided.

The Proposed Development is fully supported by the planning justifications below:

- The Proposed Development will not jeopardise the long-term development and planning of Hung Shui Kiu New Development Area;
- The Proposed Development is not incompatible with the surrounding uses;
- There is genuine need for logistics centre in the area;
- Approval of the Proposed Development will not set an undesirable precedent; and
- The Proposed Development would not result in any adverse impacts.

Based on the above justifications, we sincerely hope that the Board can give sympathetic consideration to this Application.

內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請謹代表申請人，根據《城市規劃條例》第 16 條，懇請城市規劃委員會（下稱「城規會」）批准位於新界元朗廈村丈量約份第 125 約地段第 51 號（部分）、第 57 號（部分）、第 58 號（部分）、第 60 號、第 61 號、第 62 號、第 63 號（部分）、第 64 號、第 65 號（部分）、第 66 號（部分）、第 67 號（部分）、第 69 號（部分）、第 70 號（部分）、第 71 號（部分）、第 144 號（部分）、第 145 號（部分）、第 146 號（部分）、第 147 號（部分）及第 148 號（部分）和丈量約份第 129 約地段第 3212 號餘段（部分）、第 3220 號（部分）、第 3221 號 A 分段（部分）、第 3221 號 B 分段（部分）、第 3222 號（部分）、第 3223 號（部分）、第 3224 號（部分）、第 3225 號 A 分段（部分）、第 3225 號 B 分段（部分）、第 3226 號、第 3227 號、第 3228 號、第 3229 號、第 3230 號、第 3231 號、第 3232 號、第 3234 號（部分）及第 3235 號（部分）及毗連的政府土地作擬議臨時物流中心連附屬辦公室及停泊車輛用途（為期三年）（下稱「擬議發展」）。

申請地點位於《洪水橋及廈村分區計劃大綱核准圖編號 S/HSK/2》（下稱「核准圖」）的「政府、機構或社區」、「休憩用地」以及在核准圖上顯示為「道路」的地帶地帶之內。根據核准圖的注釋，任何土地或建築物的臨時用途或發展，即使在核准圖的註釋中沒有提供，如為期不超過三年，可向城市規劃委員會申請規劃許可。註釋亦列明在核准圖上顯示為「道路」的地方，所有其他用途或發展必須向城市規劃委員會申請許可。申請人遂向城規會遞交是次規劃申請。

申請地點地盤面積約 26,983.8 平方米，包括約 170 平方米（佔總地盤面積約 0.63%）的政府土地，可經一條區內通道通往屏廈路。擬議發展將設置十個（高度不超過十一米）構築物，包括 2 個物流中心及附屬設施，總樓面面積不多於 19,318 平方米，其地積比率約為 0.72。擬議發展將提供十六個停車位及上落客貨車車位。

擬議發展有充分的理據支持，包括以下規劃考量因素：

- 擬議發展項目不會妨礙洪水橋新發展區的長遠發展和規劃；
- 擬議發展的用途與附近發展相容；
- 該區有設立物流中心的需要；
- 先前已批准的同類型申請不會造成不良的先例；以及
- 擬議發展不會為附近環境帶負面影響。

鑑於擬議發展符合上述的規劃考量因素，申請人懇請城規會委員給予考慮並批准是次規劃申請。

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1. INTRODUCTION

1.1 Background & Purpose

- 1.1.1 We have been commissioned by the Applicant to prepare and submit, on their behalf, this planning application for the Proposed Temporary Logistics Centre with Ancillary Office and Parking of Vehicles for a Period of 3 Years ("**the Proposed Development**") at Lot Nos. 51 (Part), 57 (Part), 58 (Part), 60, 61, 62, 63 (Part), 64, 65 (Part), 66 (Part), 67 (Part), 69 (Part), 70 (Part), 71 (Part), 144 (Part), 145 (Part), 146 (Part), 147 (Part) and 148 (Part) in D.D.125; Lot Nos. 3212 RP (Part), 3220 (Part), 3221 S.A (Part), 3221 S.B (Part), 3222 (Part), 3223 (Part), 3224 (Part), 3225 S.A (Part), 3225 S.B (Part), 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3234 (Part) and 3235 (Part) in D.D.129, and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories ("**the Application Site**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**").
- 1.1.2 The Application Site falls within an area zoned as "Government, Institution or Community" ("**G/IC**"), "Open Space" ("**O**") and an area shown as 'Road' under the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2 ("**the OZP**"). According to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years within the zones requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the OZP. In any area shown as 'Road' on the OZP, all uses or developments require planning permission from the Board. As such, this planning application is submitted for the Proposed Development on a temporary basis of maximum 3 years.
- 1.1.3 The purpose of this planning application is to seek approval from the Town Planning Board ("**the Board**") on behalf of the Applicant for the establishment of a Proposed Development for a Period of 3 Years at the Application Site.

1.2 Structure of the Planning Statement

- 1.2.1 In support of this planning application, this Planning Statement is divided into six chapters for the consideration of the Board members.
- 1.2.2 **Chapter 1** is the above introduction outlining the purpose of the current application. **Chapter 2** gives the background details of the Application Site in terms of the current land-use characteristics and the surrounding developments. **Chapter 3** provides an overview of the planning context of the Application Site. **Chapter 4** explains the development proposal. Justifications for approval of the application are provided in **Chapter 5**, and the planning submission is summarised in **Chapter 6**.

2. THE APPLICATION SITE AND ITS SURROUNDINGS

2.1 Current Condition of the Application Site

2.1.1 The Application Site comprises 37 private lots including Lot Nos. 51 (Part), 57 (Part), 58 (Part), 60, 61, 62, 63 (Part), 64, 65 (Part), 66 (Part), 67 (Part), 69 (Part), 70 (Part), 71 (Part), 144 (Part), 145 (Part), 146 (Part), 147 (Part) and 148 (Part) in D.D.125; Lot Nos. 3212 RP (Part), 3220 (Part), 3221 S.A (Part), 3221 S.B (Part), 3222 (Part), 3223 (Part), 3224 (Part), 3225 S.A (Part), 3225 S.B (Part), 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3234 (Part) and 3235 (Part) in D.D.129, and adjoining Government Land in Ha Tsuen, Yuen Long, New Territories. The Location of the Application Site is illustrated in **Figure 1** below. The Application Site on Lot Index Plan is also provided in **Annex 1**.

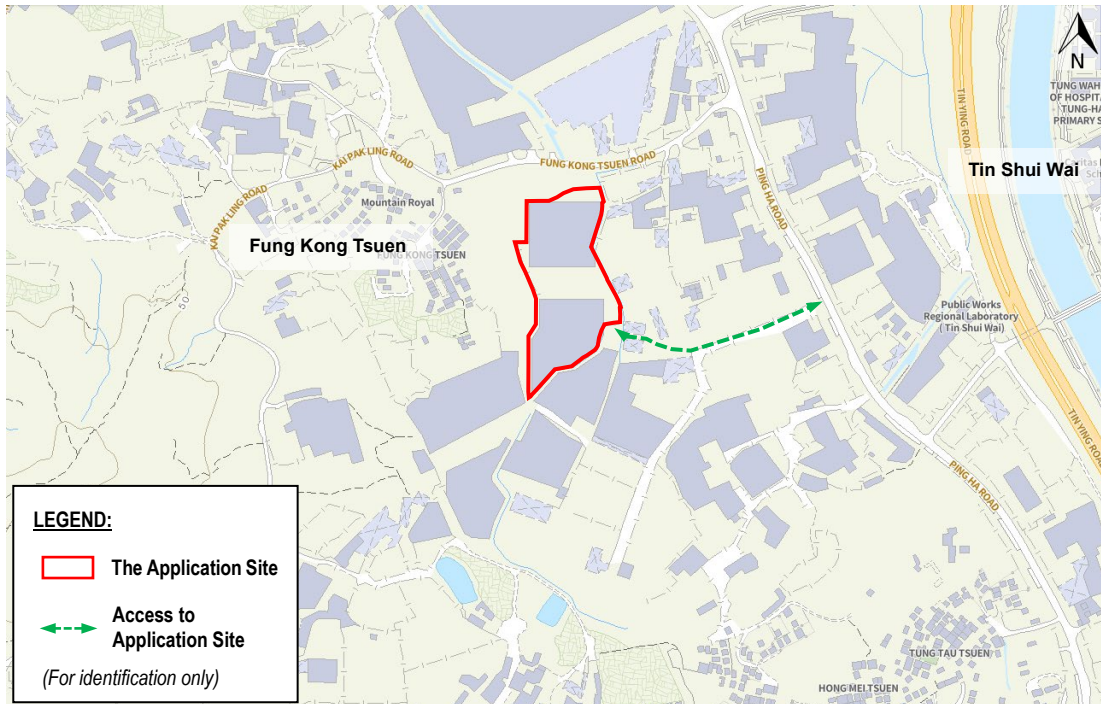


Figure 1 Location Plan (for indicative purposes only)

2.1.2 The Application Site covers a total land area of about 26,983.8m². It is accessible from Ping Ha Road via a local track and the adjoining site. The Application Site is currently mostly paved and fenced off. It is being used as a logistics centre with ancillary office and parking of vehicles.

2.2 Surrounding Context

2.2.1 To the immediate north of the Application Site is a piece of land used for parking of heavy vehicles and further north is Fung Kong Tsuen Road. To its immediate west are some parking of vehicles and an open storage yard of containers and trailers. To the southwest is a temporary logistics centre, and further west is Fung Kong Tsuen Village. To its immediate east is another temporary logistics centre and an open storage yard for containers, while to the northeast are open storage yard of construction materials, workshop, warehouse, and storage facilities. To the south and southwest are temporary warehouse, open storage for containers, and a logistics centre.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The Application Site straddles over the “G/IC” and “O” zones as well as an area shown as ‘Road’ (Planned Road D1) under the OZP (Figure 2 refers). The proposed ‘logistics centre’ does not fall under either Column 1 or Column 2 use within the “G/IC” and “O” zones. However, according to the covering Notes of the OZP, temporary use or development of any land or buildings not exceeding a period of three years within the zones requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the OZP. Additionally, in any area shown as ‘Road’ on the OZP, all uses or developments require planning permission from the Board. Therefore, this application is submitted.



Figure 2 Extract of the OZP (Source: Statutory Planning Portal)

3.2 Long-Term Planning Considerations

3.2.1 The Application Site falls entirely within the boundary of the Hung Shui Kiu New Development Area (“**HSK NDA**”) which will be implemented in phases. Detailed design has commenced in 2017, while construction works have commenced in 2020 and is scheduled to be completed in phases. The first population intake is expected in 2024, and the entire NDA is projected to be completed by 2038¹. Referring to the development

¹ Planning Department (2016). Hung Shui Kiu New Development Area Planning and Engineering Study: Information Digest

schedule of HSK NDA, the development of the Application Site is planned to take place under the Remaining Phase, which is the final stage of the HSK NDA development project and is subjected to detailed design and implementation programme². Therefore, the temporary nature of the Proposed Development will not jeopardise the long-term planning and implementation of HSK NDA.

3.3 Previously Approved Applications in the Application Site

3.3.1 There are 5 previously approved planning applications for similar temporary logistics or warehouse uses covered entire/part of the Application Site and under the current and previous OZPs. The details are shown below in **Table 1**.

Table 1: Previous Planning Applications within the Application Site

No.	Application No.	Proposed Uses	Decision by the Board
1	A/HSK/319	Temporary Logistics Centre with Ancillary Office and Parking of Vehicle for a Period of 3 Years	Approved with condition(s) on a temporary basis on 26.11.2021
2	A/HSK/43	Temporary Logistics Centre with Ancillary Office and Parking of Vehicle for a Period of 3 Years	Approved with condition(s) on a temporary basis on 9.2.2018
3	A/YL-HT/971	Temporary warehouse for Storage of Machinery, Spare Parts and Construction Material with Ancillary Office and Parking of Vehicle for a Period of 3 Years	Approved with condition(s) on a temporary basis on 4.9.2015
4	A/YL-HT/916	Temporary warehouse for Storage of Machinery, Spare Parts and Construction Material with Ancillary Office and Parking of Vehicle for a Period of 3 Years	Approved with condition(s) on a temporary basis on 26.9.2014
5	A/YL-HT/881	Temporary warehouse for Storage of Machinery, Spare Parts and Construction Material with Ancillary Office and Parking of Vehicle for a Period of 3 Years	Approved with condition(s) on a temporary basis on 21.2.2014

3.3.2 The last approved application on the Application Site (No. A/HSK/319) was approved mainly due to its temporary nature not jeopardising the long-term development of the Application Site and the proposed use (same as the current application) is not incompatible with the surrounding land use. Apart from the slight increase in Gross Floor Area, Site Coverage and Number of Structures, the development parameters and layouts generally align with the previously approved planning application No. A/HSK/319 (**Table 3** and **Annex 5** refer). However, the planning permission (for application No. A/HSK/319) was later revoked on 29.12.2023 solely due the non-compliance with the implementation of the acceptable fire service installations proposal.

3.4 Similar Approved Applications on the Previous and Current OZP

There are over 25 planning applications (Nos. A/HSK/5, 7, 9, 50, 59, 63, 94, 105, 110, 160, 163, 216, 254, 283, 289, 305, 312, 321, 338, 356, 389, 391, 413, 439, 450, 454, 481 etc.) for similar temporary logistics uses within the same “G/IC” and “O” zones and areas shown as ‘Road’ in the same OZP approved by the Board in the past 5 years. The main justifications include the temporary nature of the proposed use would not frustrate the planning intention of the land use zonings and their proposed development are considered not incompatible with their surroundings. The planning circumstance of the current Application is similar to those approved applications. Approval of the Application would be in line with the Committee’s previous decisions, hence favourable consideration is sought.

² Development Bureau (2017). Hung Shui Kiu New Development Area Development Schedule

4. THE DEVELOPMENT PROPOSAL

4.1 Development Scheme

4.1.1 The Proposed Development, as shown in the Layout Plan in **Annex 2**, comprises a total of 10 structures for logistics centres and other ancillary uses (i.e. offices, temperature-controlled rooms, toilets, pump room, guard room, transformer room and water tanks etc.). The structures will have a maximum building height of not more than 11m. The Proposed Development will provide a total of 16 vehicle parking and loading/unloading spaces, including 4 parking spaces for private cars, 8 parking spaces for container trailer, and 4 loading/unloading spaces for heavy good vehicle (“HGV”) or medium good vehicle (“MGV”). The development parameters of the Proposed Development are summarised in **Table 2** below.

Table 2: Major Development Parameters

Site Area	About 26,983.8 m ² (including about 170 m ² of Government Land)
No. of Structures	10
Total Gross Floor Area (“GFA”)	Not more than 19,318 m ²
Site Coverage (“SC”)	About 68.1%
Maximum Building Height	Not more than 11m
No. of Parking Spaces	12
Private Car (2.5 m x 5.0 m)	4
Container Trailer (3.5 m x 16.0 m)	8
No. of Loading/Unloading Bay for HGVs & MGVs (3.5 m x 11.0 m)	4

4.1.2 The Application Site is currently fenced off with metal panels, which will be kept in place and maintained upon approval of the Proposed Development.

4.1.3 The Proposed Development is considered to be the same as the previously approved planning application (No. A/HSK/319), with a slight increase in the number of structures, GFA and SC. **Table 3** below summarised the comparison between the previously approved application No. A/HSK/319 and the current application.

Table 3: Comparison Table of Parameters with the Last Approved Application No. A/HSK/319

Major Development Parameters	Last Approved Application (No. A/HSK/319) (a)	Current Application (b)	Differences (b) – (a)
Applied Use	Temporary logistics Centre with ancillary office and parking of vehicles for a period of 3 years		Same
Site Area	About 26,983.8 m ² (including about 170 m ² of Government Land)		Same
No. of Structures	8	10 <i>(New structures: Dynamotor and car-park cover)</i>	+ 2
Total Gross Floor Area (“GFA”)	Not more than 18,460 m ²	Not more than 19,318 m ²	+858 m ²
Site Coverage (“SC”)	Not more than 68%	About 68.1%	+0.1%
Height of Structures	1 to 2 storeys (2.2 m – 11 m high)		Same
No. of Parking Spaces	12		Same
Private Car (2.5 m x 5.0 m)	4		
Container Trailer (3.5 m x 16.0 m)	8		
No. of Loading/Unloading Bay for MGVs / HGVs	4		Same
Operation Hours	Mondays to Saturdays: 7:00am to 9:00pm. No operation on Sundays and public holidays.		Same

4.2 Operation Arrangement

4.2.1 The operation hours for the Proposed Development will be from 7:00 am to 9:00 pm, Mondays to Saturdays. No operation will take place on Sundays and on public holidays. The Proposed Development is exclusively for logistics and vehicle parking purposes. No activities such as dismantling, maintenance, repair, cleaning, painting-spraying or workshop-related works will be conducted within the Application Site. Noise impact is not anticipated as the proposed use is within enclosed structures. The latest 'Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites' will be followed to ensure the best practices are adhered to.

4.3 Landscape Arrangement

4.3.1 There are existing trees along the periphery of the Application Site boundary, which will be retained and maintained properly to create a green buffer in the surrounding area. Wheel stop for tree protection has been proposed along the planted trees to the eastern boundary and will be implemented upon approval of this application (**Annex 3** refers). It is unlikely that additional tree planting will be proposed, as the Application Site is intended for future implementation of the HSK NDA. Any new planted trees would likely to be removed. The proposed Landscape Plan remains very much the same as the last approved application No. A/HSK/319 (**Annex 5** refers). Therefore, the Proposed Development is unlikely to result in any changes in the landscape.

4.4 Traffic Arrangements

4.4.1 The Proposed Development includes 4 covered private car parking spaces. The ingress/egress with a width of 10m will be located at the southeast of the Application Site, adjacent to the local track leading from Ping Ha Road. Vehicles will access the Application Site via the local track and adjacent approved temporary uses. The estimated traffic generation is shown in **Table 4** below, which is the same as the latest approved planning application No. A/HSK/319.

Table 4: Estimated Traffic Generation and Attraction

Type of Vehicles	Avg. Traffic Generation Rate (pcu/hr)	Avg. Traffic Attraction Rate (pcu/hr)	Traffic Generation Rate at Peak Hour (pcu/hr)	Traffic Attraction Rate at Peak Hours (pcu/hr)
Private Car	0.29	0.29	2	1
Goods Vehicle including Heavy Goods Vehicle	0.57	0.57	6	4
Container Trailer/Tractor	1.71	1.71	9	9
Total	2.57	2.57	17	14

Note: Morning peak is from 7am to 9am; and afternoon peak is from 5pm to 7pm. The number of traffic attraction and generation of the Proposed Development are 7am to 9pm from Mondays to Saturdays (excluding Sundays and public holidays).

4.4.2 Sufficient manoeuvring space (a 33m-diameter manoeuvring circle) and vehicle parking spaces, as specified in **Table 2**, will be provided within the Application Site to prevent vehicle queues outside of the Application Site (**Annex 2** refers). Since the internal road and parking layout, number of parking spaces, and the estimated traffic generation and attraction remain the same as the previously approved application No. A/HSK/319 (**Annex 5** and **Table 4** refer), there will be no adverse traffic impact resulting from the Proposed Development.

4.5 Drainage Arrangement

4.5.1 The as-built drainage facilities within the Application Site are shown in **Annex 4**. Since the as-built drainage plan and its existing conditions remain unchanged in comparison with the previously approved application No. A/HSK/319 (**Annex 5** refers), and with the acceptance of the condition record of the existing drainage facilities by Drainage Services Department ("**DSD**") for the application No. A/HSK/319 on 21.4.2022 (**Annex 6** refers), there would be no drainage impact resulting from the Proposed Development. Upon approval of this application, photo records of the as-built drainage facilities will be submitted again to the DSD if a relevant approval condition is imposed.

4.6 Fire Safety Arrangement

4.6.1 Fire services facilities including hose reels, automatic sprinkler systems, fire alarm systems, fire extinguishers and emergency lighting, have been proposed. For detailed information regarding the fire services installation proposal ("**FSI Proposal**"), please refer to **Annex 7**. The FSI Proposal is largely consistent with the previous proposal with minor variation. Upon the approval of this application and the acceptance of the FSI Proposal by the Fire Services Department ("**FSD**") at a later stage, the fire service installations will be implemented subject to the satisfaction of both the FSD and the Board.

5. PLANNING JUSTIFICATIONS

5.1 The Proposed Development Will Not Jeopardising the Long-Term Development and Planning of Hung Shui Kiu New Development Area

5.1.1 According to the *Hung Shui Kiu New Development Area Planning and Engineering Study*, the Application Site is part of the Remaining Phase Development, which represents the final stage of the HSK NDA Development Project Programme. Land resumption for the Second Phase Development of the HSK NDA has not yet commenced. Therefore, the planning intention of the “G/IC” and “O” zones, as well as the Planned Road D1, is not anticipated to be realised in the next three years. Considering the temporary nature of the Proposed Development, the approval of this planning application will not pre-empt or jeopardise the long-term development of the HSK NDA.

5.2 The Proposed Development is Not incompatible with the Surrounding Land Uses

5.2.1 The surroundings areas are predominately temporary structures that are used for open storage, logistics yard, container depots and parking of container vehicles to the north, east and south of the Application Site. These temporary uses extend beyond Fung Kong Tsuen Road and Ping Ha Road to the further north and east of the Application Site. The proposed temporary logistics centre with ancillary office and vehicle parking is deemed compatible with the existing land uses in the vicinity.

5.2.2 Since none of the structures in the Proposed Development will exceed a building height of 11m, the scale of the development is considered not incompatible with the surroundings.

5.3 There is Genuine Need for Logistics Centre in the Area

5.3.1 The Application Site is located adjacent to Shenzhen Bay Bridge and is surrounded by open storages and logistics facilities. As per the OZP, the western part of the HSK NDA is designated as a key economic growth area for Hong Kong, known as the “Logistic, Enterprise and Technology Quarter” (“**the Quarter**”). The Quarter is strategically positioned and connected to the airport, different parts of Hong Kong and mainland China through planned and existing highways. The Application is in close proximity to the planned area for the ‘Logistics Facility’ within the Quarter. The Application Site can be temporarily utilised to accommodate logistics activities prior to the completion of the Quarter. The Proposed Development allows for the provision of logistics facilities without compromising the long-term planning intention of the Application Site.

5.4 Approval of the Proposed Development will not set an Undesirable Precedent

5.4.1 There have been five previous applications for similar temporary logistics uses covering the Application Site, and over 25 similar planning applications for similar temporary uses within the same “G/IC”, “O” zones and areas shown as ‘Road’ in the past 5 years, on the previous and current OZP, all of which were approved by the Board. These approved applications demonstrate that the current Application is consistent with the Board’s previous decisions and will not set an undesirable precedent.

5.5 The Proposed Development Will Not Result in Any Adverse Impacts

5.5.1 The Proposed Development will not generate significant traffic, as indicated in the estimated traffic generation in **para. 4.5**. Internal transport provisions, including 12 vehicle parking spaces (8 for HGV/MGV and 4 for private cars), 4 loading/unloading spaces for container trailer, and a 33m manoeuvring circle, are

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deemed sufficient and will prevent any vehicle queues of vehicles outside of the Application Site, which is consistent with the previously approved application No. A/HSK/319.

- 5.5.2 The existing conditions of the Application Site will be preserved as much as possible to minimise any adverse impacts. Existing trees will be retained and maintained properly to create a green buffer along the site boundary and provide screening for the Proposed Development. Proposed wheel stops will be installed to protect the trees alongside the internal access. The enclosed structure and non-polluting mode of operation will help minimise environmental and noise impact. The latest 'Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites' will be followed to ensure adherence to best practices.

6. CONCLUSION

6.1.1 This Planning Statement serves to provide information and planning justifications in support of the Proposed Development. As detailed in the previous chapters, the Proposed Development is well justified on the grounds that:

- The Proposed Development will not jeopardising the long-term development and planning of Hung Shui Kiu New Development Area;
- The Proposed Development is not incompatible with the surrounding land uses;
- There is genuine need for logistics centre in the area;
- Approval of the Proposed Development will not set an undesirable precedent; and
- The Proposed Development would not result in any adverse traffics.

6.1.2 To conclude, we sincerely wish that the Board can give sympathetic consideration to this Application.

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PlanPlus Consultancy Limited