

Date : 8 March 2024
Our Ref. : PPC/PLG/10151/L002

Town Planning Board Secretariat,
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

Attention: The Secretary of the Town Planning Board

By Email

Dear Sir/Madam,

**Section 16 Planning Application for 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 Application No. A/HSK/511 under Section 16 of the Town Planning Ordinance)

We refer to our recent telephone conversation with the Tuen Mun and Yuen Long West District Planning Office. The letter contains the following documents and information for your further processing:

- i. Revised Landscape Plan incorporating the number of trees. Please note that the total number of trees is **156** as provided by the Client;
- ii. **Replacement pages** of the submitted Planning Statement **P.8** and **P.9**.

Should you have any queries, please do not hesitate to contact our Mr Wilson Law at [REDACTED] or the undersigned at [REDACTED].

Yours faithfully,
For and on behalf of
PlanPlus Consultancy Limited

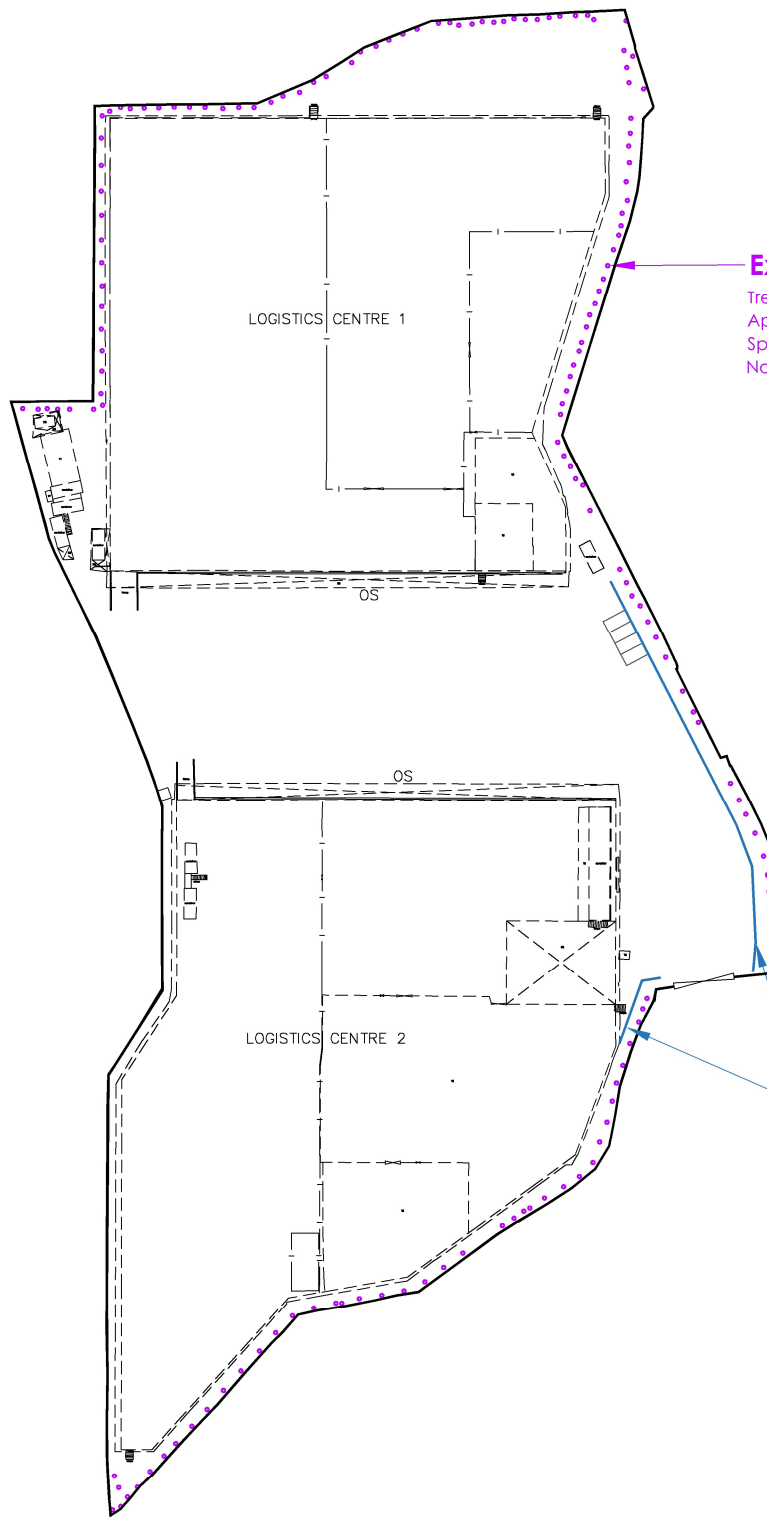
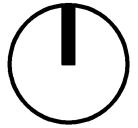


Kenneth Chan
Managing Director

Encl -As above
c.c. -Ms. KOK Leong, Moon (Town Planning Grad 2/Tuen Mun and Yeun Long West) – by Email

Attachment 1

Revised Landscape Plan Incorporating the Number of Trees



Existing trees

Tree Type : Ficus microcarpa
Approx. Height : About 3 to 5 m
Spacing : About 4 m
No. of Trees : 156

Wheel Stop for Tree Protection

PROJECT

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

GENERAL NOTES

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PROJECT NO.	FIG.	TITLE	DATE	SCALE	DRAWN BY
PPC-PLG-10151	N/A	Landscape Plan	20231215	1:1500@A4	WL

Attachment 2

Replacement Pages of the Submitted Planning Statement **(P.8 and P.9)**

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 commenced³. 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 container

³ LC Paper No. CB(1)701/2023(01)

Planning Statement

trailer and 4 for private cars), 4 loading/unloading spaces for both MGV and HGV, and a 33m manoeuvring circle, are 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.