

S.16 PLANNING APPLICATION

DRAFT PING SHAN OUTLINE ZONING PLAN NO. S/YL-PS/21

**Temporary Logistics Centre and Vehicle Inspection Service Centre
for a Period of 3 Years in “Comprehensive Development Area” Zone,
Various Lots in D.D. 122 and Adjoining Government Land,
Ping Shan, Yuen Long, New Territories**

SUPPORTING PLANNING STATEMENT

October 2025

Applicant:

Kwong Cherk Wing

Consultant:

KTA Planning Limited



S3113_PS_V03



PLANNING LIMITED

規 劃 顧 問 有 限 公 司

Executive Summary

The Applicant, Kwok Cherk Wing, seeks approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for Temporary Logistics Centre and Vehicle Inspection Service Centre for a period of 3 years at Lots 105 RP (Part), 107 (Part), 108 (Part), 111 (Part), 112, 113, 114, 115, 116, 118, 119 (Part), 120 (Part), 124 (Part), 127 (Part), 128 (Part), 154 (Part) and 155 (Part) in D.D. 122 and Adjoining Government Land (“GL”), Ping Shan, Yuen Long, New Territories (“the Site”). The Site is situated within an area zoned “Comprehensive Development Area” (“CDA”) on the draft Ping Shan Outline Zoning Plan No. S/YL-PS/21.

The Site has an area of about 22,157m², including GL of about 1,350m². The Site is currently used as a temporary logistics centre and vehicle inspection service centre. Such uses have been approved by the TPB since 2024. Compared with the previous approved Application No. A/YL-PS/706, the current application is submitted by the same applicant for the same use at the same site with the same layout. The Development comprises 19 structures with a building height of 1 to 2 storeys (not more than 8.5m). The total gross floor area is 13,399m².

The temporary logistics centre and vehicle inspection centre is fully justified by the following main reasons:

- Previous planning approval has been granted;
- The Applicant demonstrated genuine effort in complying with the approval conditions of the previous application;
- The Applied Development conforms to the TPB Guidelines for Application for Open Storages and Port Back-up Uses (TPB PG-No.13G);
- The Applied Development can satisfy the genuine demand on land for port back-up uses and support the northbound travel demand of Hong Kong vehicles.
- The Applied Development is temporary in nature and will not jeopardise the long-term planning intention of “CDA” zone;
- The Applied Development is compatible with the adjoining land uses in terms of scale and nature;
- The Applicant demonstrates good site practices in maintaining clean operation;
- No adverse traffic impact on the local traffic network;
- Well-maintained fire services installations to ensure fire safety; and
- No adverse drainage, visual, landscape and environmental impact to the surroundings.

Due to the complexity of the development, the approval condition on the previous approved application regarding the submission of drainage proposal was not timely complied with,

resulting in revocation of planning permission. As such, a drainage proposal revised as per relevant Government department's comment has been attached.

In consideration of the above, we sincerely request the TPB to provide sympathetic consideration to this Planning Application from planning and technical points of view.

行政摘要

(內文如有差異，應以英文版本為準)

申請人鄭卓榮現欲根據城市規劃條例第 16 條，向城市規劃委員會（「城規會」）在新界元朗屏山丈量約份第 122 約地段第 105 號餘段（部分）、第 107 號（部分）、第 108 號（部分）、第 111 號（部分）、第 112 號、第 113 號、第 114 號、第 115 號、第 116 號、第 118 號、第 119 號（部分）、第 120 號（部分）、第 124 號（部分）、第 127 號（部分）、第 128 號（部分）、第 154 號（部分）及第 155 號（部分）和毗連政府土地（「申請地點」）作臨時物流中心及車輛查驗服務中心，為期三年。申請地點位於屏山分區計劃大綱草圖編號 S/YL-PS/21 的「綜合發展區」地帶內。

申請地點的地盤面積約 22,157 平方米，包括政府土地約 1,350 平方米。申請地點現時為臨時物流中心及車輛查驗服務中心。是次申請的用途和地點與先前批准的申請（編號 A/YL-PS/706）相同。擬議發展包括 19 個 1-2 層高（不高於 8.5 米）的構築物。總樓面面積為 13,399 平方米。

臨時物流中心及汽車查驗服務中心的申請具充份理據，原因如下：

- 先前的規劃申請已獲批准；
- 申請人已積極履行先前申請的批准條件；
- 發展符合城規會規劃指引-擬作露天貯物及港口後勤用途而按照城市規劃條例第 16 條提出的規劃申請（規劃指引編號 13G）；
- 發展能滿足對港口後勤用地的殷切需求及支持港車北上的需要；
- 發展僅為臨時性質，並不會損害「綜合發展區」地帶的長遠規劃意向；
- 就規模和性質而言，擬議發展與周邊的土地用途相容；
- 申請人一直於申請地點提供良好管理；
- 不會對周邊道路網絡帶來負面交通影響；
- 消防裝置維護良好，確保消防安全；及
- 不會對附近造成排水、視覺、景觀及環境上的負面影響。

由於發展較為複雜，先前規劃申請的有關呈交排水建議的附帶條件未能按時履行，導致規劃許可被撤銷。故此，是次申請已夾附按相關部門意見修改的排水建議。

基於以上規劃及技術理由，申請人懇請城規會體恤處理是次規劃申請。

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S.16 Planning Application
Draft Ping Shan Outline Zoning Plan No. S/YL-PS/21

**Temporary Logistics Centre and Vehicle Inspection Service Centre
for a Period of 3 Years in “Comprehensive Development Area” Zone,
Various Lots in D.D. 122 and Adjoining Government Land,
Ping Shan, Yuen Long, New Territories**

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

- 1.1.1 This Planning Application is prepared and submitted on behalf of Kwong Cheuk Wing (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for the Temporary Logistics Centre and Vehicle Inspection Service Centre for a Period of 3 years at Lots 105 RP (Part), 107 (Part), 108 (Part), 111 (Part), 112, 113, 114, 115, 116, 118, 119 (Part), 120 (Part), 124 (Part), 127 (Part), 128 (Part), 154 (Part) and 155 (Part) in D.D. 122 and Adjoining Government Land (“GL”), Ping Shan, Yuen Long, New Territories (“the Site”). The Site falls within an area zoned “Comprehensive Development Area” (“CDA”) on the draft Ping Shan Outline Zoning Plan (“the OZP”) No. S/YL-PS/21. This Supporting Planning Statement is to provide TPB with necessary information to facilitate consideration of this application.

1.2 Report Structure

- 1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in **Section 2**. The Development Scheme is included in **Section 3** followed by planning merits and justifications for the Planning Application in **Section 4**. **Section 5** concludes and summarises this Supporting Planning Statement.

2 SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Condition

- 2.1.1 The Site is bounded by the MTR Tuen Ma Line Viaduct to its north, and other warehouses and logistics centres along Long Tin Road to its south. It comprises Lots 105 RP (Part), 107 (Part), 108 (Part), 111 (Part), 112, 113, 114, 115, 116, 118, 119 (Part), 120 (Part), 124 (Part), 127 (Part), 128 (Part), 154 (Part) and 155 (Part) in D.D.122 and adjoining GL (**Figure 2.1 Location Plan** refers).
- 2.1.2 The Site is at present accessible from Yung Yuen Road via a local access road. The Site is currently used as temporary logistics centre and vehicle inspection service centre approved under the previous Application No. A/YL-PS/706. The Site is well paved and decently operated.

2.2 Land Status

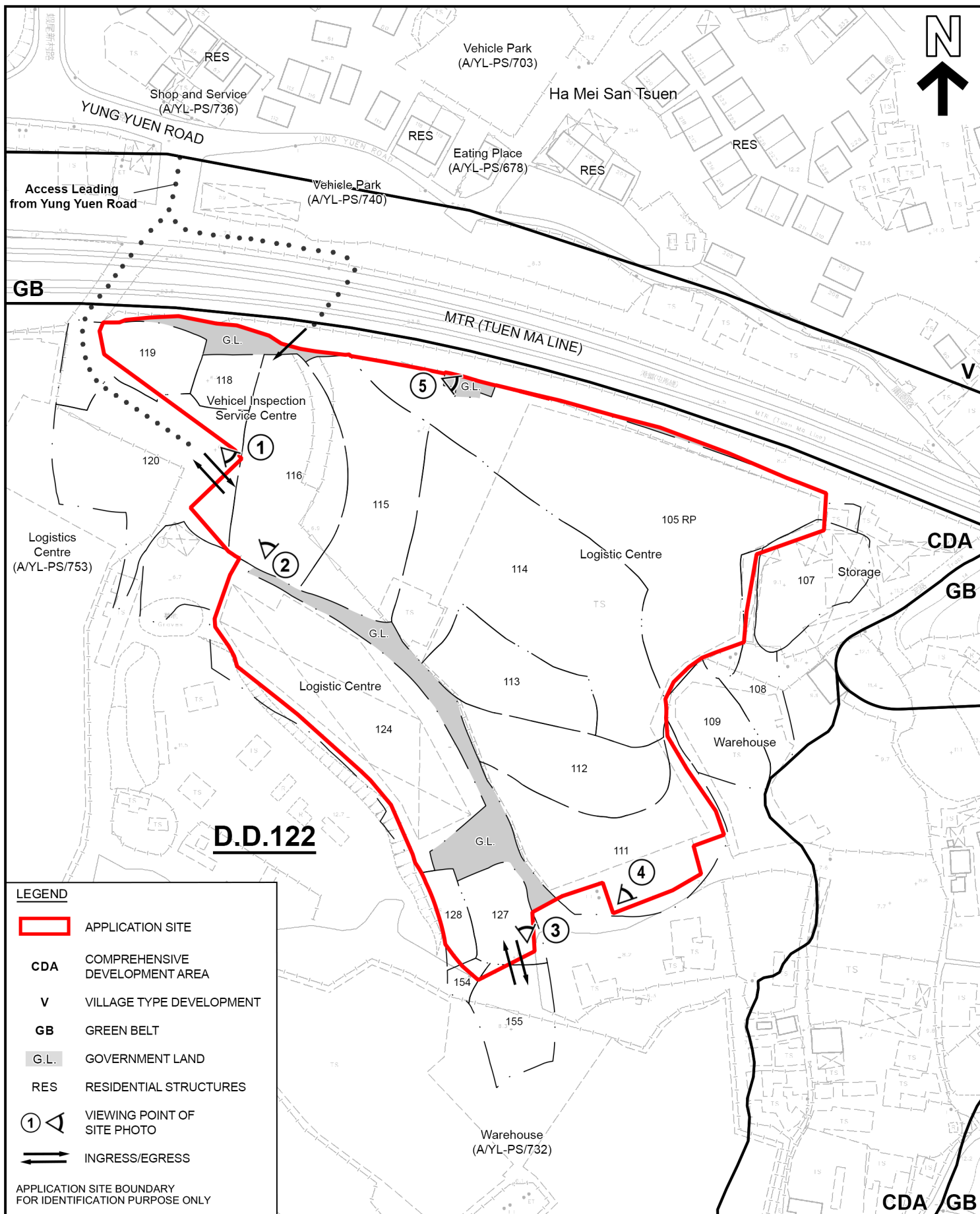
- 2.2.1 The Site has a total site area of about 22,157m². It comprises private land and GL. The major portion of the Site (94%, about 20,807m²) is old schedule agricultural lots held under the Block Government Lease. The remaining portion (6%, about 1350m²) is GL which is covered by Short Term Tenancy No. 2936 for the purpose of "Temporary Logistics Centre and Vehicle Park (Container Tractors, Container Trailers and Lorries (Medium/Heavy Goods Vehicle))".

2.3 Statutory Planning Context

- 2.3.1 The Site falls within an area zoned "CDA" on the OZP (**Figure 2.1**). According to the Statutory Notes of the OZP, the "CDA" zone *'is intended for comprehensive development/redevelopment of the area for residential use with commercial, open space and other supporting facilities.*

2.4 Surrounding Land Use Pattern

- 2.4.1 The Site is surrounded mainly by a mix of open storage yards, vehicle parks, warehouse and logistic centre (**Figure 2.2 Site Plan** refers):
- To the northwest, north and northeast across the viaducts of MTR Tuen Ma Line are village houses of Ha Mei San Tsuen, an eating place approved under Application No. A/YL-PS/678 and a public vehicle park approved under Application No. A/YL-PS/740 and 703;
 - To the east are storage uses, a vehicle park and residential structures;
 - To the south are a warehouse approved under Application No. A/YL-PS/732, a vehicle park and an open storage yard; and
 - To the west is a logistics centre approved under Application No. A/YL-PS/753.



2.5 Site Accessibility

2.5.1 The Site is accessible from Yung Yuen Road via a local access road. The accessibility of the area is greatly enhanced by MTR Tuen Ma Line, Light Rail Transit (LRT), Long Tin Road, Hung Tin Road, Yuen Long Highway, Route 3 and Deep Bay Link. The area is well served by both road-based and rail-based public transport, including West Rail, LRT, public buses and public light buses.

2.6 Previous Planning Applications

2.6.1 The Site or part of the Site is the subject of five previous approved applications for the same temporary logistic centre use, including Application No. A/YL-PS/444, 477, 556, 633 and 706. Details of the previous approved applications for the same use are listed in **Table 2.1** below:

Table 2.1 Previous Approved Planning Applications for the Same Use

	Application No.	Proposed Use	Decision Date
1.	A/YL-PS/444	Proposed Temporary Logistic Centre and Ancillary Parking of Vehicle for a Period of 3 Years	Approved with conditions on 9.5.2014 (Revoked on 9.5.2015)
2.	A/YL-PS/477	Temporary Logistics Centre and Vehicle Park (Container Tractors, Container Trailers and Lorries (Medium/Heavy Goods Vehicles)) for a Period of 3 Years	Approved with conditions on 17.4.2015
3.	A/YL-PS/556	Temporary Logistics Centre and Vehicle Park (Container Tractors, Container Trailers and Lorries (Medium/Heavy Goods Vehicles)) for a Period of 3 Years	Approved with conditions on 6.4.2018
4.	A/YL-PS/633	Temporary Logistics Centre and Vehicle Park (Container Tractors, Container Trailers and Lorries (Medium/Heavy Goods Vehicles)) for a Period of 3 Years	Approved with conditions on 16.4.2021
5.	A/YL-PS/706	Temporary Logistics Centre and Vehicle Inspection Service Centre for a Period of 3 Years	Approved with conditions on 5.4.2024 (Revoked on 5.10.2025)

2.6.2 The Temporary Development Scheme is the same as the last approved Application No. A/YL-PS/706. Approval conditions (i) and (j) on the submission and implementation of a fire service installations proposal had been duly complied with. (**Appendix 2** refers). Despite the genuine effort demonstrated by the Applicant in complying with the approval conditions of the previous application, more time than anticipated is required for the relevant departments to process the submissions and for the Applicant to revise the proposals according to the comments received. After four rounds of submissions of drainage proposals, approval condition (f) is still considered not complied with within the specified period. As a result, the application was revoked on 5.10.2025. The approval conditions and their status are listed in **Table 2.2** below:

Table 2.2 Status of the Approval Conditions of the Application No. A/YL-PS/706

	Approval Conditions	Status on Compliance	Date of Compliance
(a)	No operation between 11:00 p.m. and 7:00 a.m., as proposed by the Applicant, is allowed on the site during the planning approval period	✓	During the approval period
(b)	No operation of the vehicle inspection service centre between 5:00 p.m. and 9:00 a.m., as proposed by the Applicant, is allowed on the site during the planning approval period	✓	During the approval period
(c)	No operation on Sundays and public holidays, as proposed by the Applicant, is allowed on the site during the planning approval period	✓	During the approval period
(d)	No vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on the site at any time during the planning approval period	✓	During the approval period
(e)	No vehicle washing, repairing, dismantling, car beauty and other workshop activity is allowed on the site at any time during the planning approval period	✓	During the approval period
(f)	The submission of a drainage proposal within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 5.10.2024 (Extended to 5.10.2025 under Application No. A/YL-PS/706-3)	○	Has not been complied with
(g)	In relation to (f) above, the implementation of the drainage proposal within 9 months from the date of planning approval to the satisfaction of Director of Drainage or of the TPB by 5.1.2025 (Extended to 5.10.2025 under Application No. A/YL-PS/706-3)	○	Has not been complied with
(h)	The existing boundary fencing shall be maintained during the planning approval period	✓	During the approval period
(i)	The submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of Director of Fire Services or of the TPB by 5.10.2024 (Extended to 5.4.2025 under Application No. A/YL-PS/706-1)	✓	Complied (Appendix 1 letter from Planning Department dated 13.12.2024 refers)
(j)	In relation to (i) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of Director of Fire Services or of the TPB by 5.1.2025 (Extended to 5.7.2025 under Application No. A/YL-PS/706-1)	✓	Complied (Appendix 1 letter from Planning Department dated 12.6.2025 refers)
(k)	If any of the above planning condition (a), (b), (c), (d), (e), or (h) is not complied with during the approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice	✓	During the approval period
(l)	If any of the above planning condition (f), (g), (i) or (j) is not complied with by the above specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice	✓	During the approval period

2.7 Similar Planning Applications

2.7.1 As shown in **Figure 2.1**, there have been two approved applications for temporary logistics centre within the same "CDA" zone. The details of the similar applications approved in the past five years are listed in **Table 2.3** below.

Table 2.2 Similar S.16 Applications for Temporary Logistics Centre with the Same "CDA" Zone on the draft Ping Shan Outline Zoning Plan No. S/YL-PS/21 in the Past Five Years

	Application No.	Use(s)/Development(s)	Site Area (m ²) (about)	Approval Date
1.	A/YL-PS/659	Temporary Logistics Centre for a Period of 3 Years	13,425	24.6.2022
2.	A/YL-PS/753	Temporary Logistics Centre for a Period of 3 Years		20.6.2025

3 TEMPORARY DEVELOPMENT SCHEME

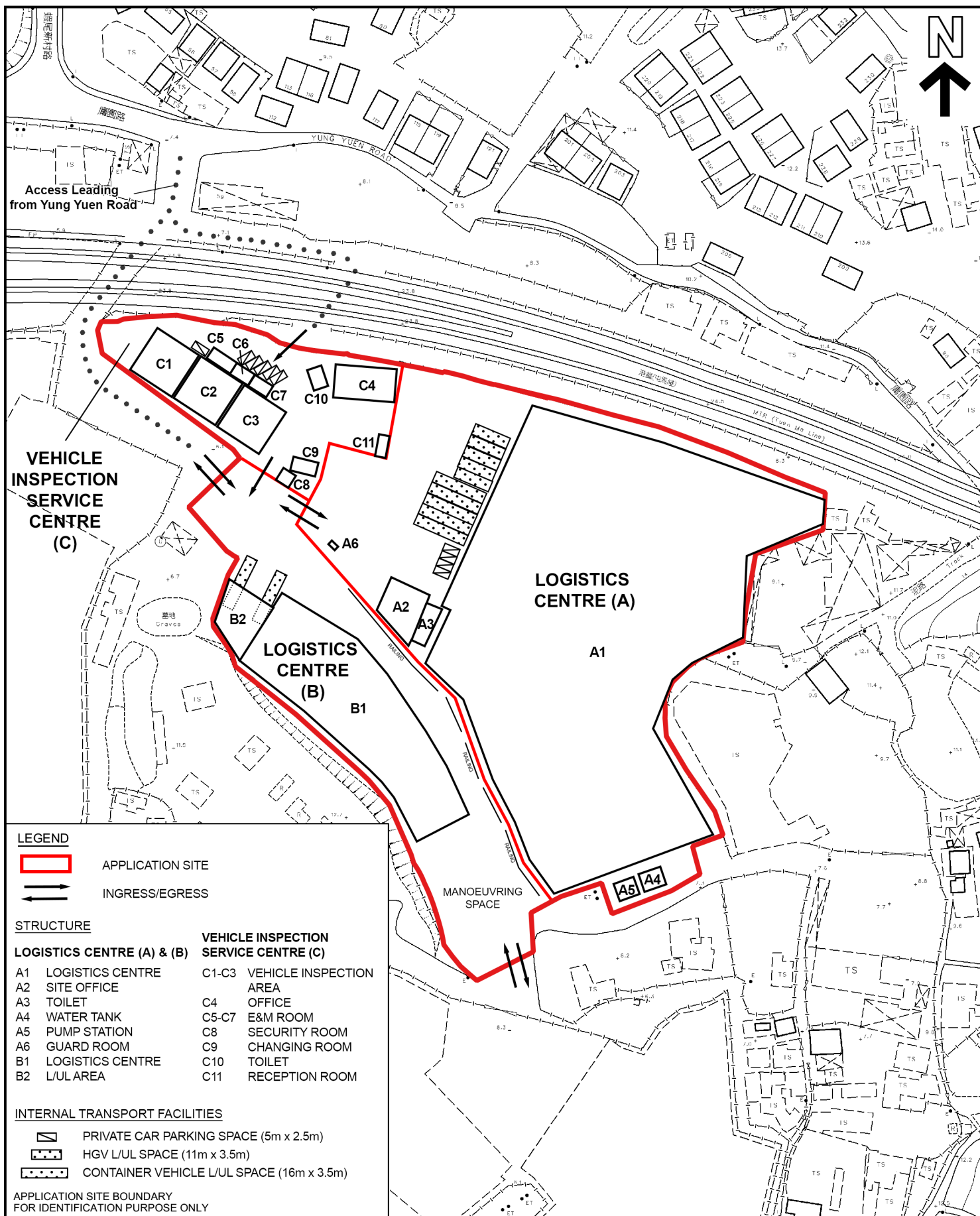
3.1 Temporary Logistics Centre and Vehicle Inspection Service Centre

3.1.1 The Site is intended for the operation of two logistics centres and a vehicle inspection service centre, which is the same use under the previous approved Application No. A/YL-PS/706. All development parameters, including the site area (about 22,157m²), site boundary, layout and internal transport facilities would be the same as those under the previous approved Application No. A/YL-PS/706 (**Figure 3.1 Layout Plan** refers).

3.1.2 The Applied Development comprises 19 structures with a building height of 1 to 2 storeys (not more than 8.5m). The gross floor area is approximately 13,399m². Details of the structures of the Applied Development are summarised in **Table 3.1** below:

Table 3.1 Details of the Structures of the Applied Development

	Structure No.	Building Height (m) (about)	No. of Storey(s)	GFA (m ²) (about)	Use(s)
Logistics Centre (A)	A1	8.5	1	9,750	Logistic Centre
	A2	8	2	180 x 2 = 360	Ancillary Site Office
	A3	3	1	40	Ancillary Toilet
	A4	4	1	45	Water Tank Room for FSIs
	A5	2.5	1	40	Pump Room for FSIs
	A6	3.5	1	10	Guard Room
Logistics Centre (B)	B1	8.5	1	1,890	Logistics Centre
	B2	6	1	218	Loading/Unloading Area
Vehicle Inspection Service Centre (C)	C1	5.4	1	213.5	Vehicle Inspection Area
	C2	5.4	1	213.5	Vehicle Inspection Area
	C3	5.4	1	213.5	Vehicle Inspection Area
	C4	5	1	186	Ancillary Office
	C5	3	1	36	E&M Room
	C6	3	1	27	E&M Room
	C7	3	1	27	E&M Room
	C8	3.3	1	17.5	Security Room
	C9	5.8	2	32 x 2 = 64	Staff Changing Room
	C10	4	1	27.5	Ancillary Toilet
	C11	3	1	20.5	Reception Room
Total				13,399	



LAYOUT PLAN

TEMPORARY LOGISTICS CENTRE AND VEHICLE INSPECTION SERVICE CENTRE FOR A PERIOD OF 3 YEARS
VARIOUS LOTS IN D.D. 122 AND ADJOINING GOVERNMENT LAND,
PING SHAN, YUEN LONG, NEW TERRITORIES

SCALE 1:1500

FIGURE 3.1

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 6-NW-8B

DATE: 22.10.2025



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3.2 Vehicle Inspection Service Centre for the “Northbound Travel for Hong Kong Vehicles” Scheme

- 3.2.1 The applied vehicle inspection service centre will be dedicated to serve the “Northbound Travel for Hong Kong Vehicles” Scheme (NTHKV Scheme). The NTHKV Scheme allows eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the Hong Kong-Zhuhai-Macao Bridge (HZMB) without the need to obtain regular quotas. The NTHKV Scheme would facilitate Hong Kong residents to drive to Guangdong for business, visiting families or sight-seeing on a short-term basis which could make good use of the HZMB and promoting development of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). The applications of the NTHKV Scheme are jointly assessed by the governments of Guangdong and Hong Kong.
- 3.2.2 In order to fulfil the requirements of the Mainland government authorities, applicants of the NTHKV Scheme would be required to arrange vehicle inspection at designated location. The applied vehicle inspection centre under this Application is one of the designated locations. Reservation has to be made for the vehicle inspection. The centre serves a maximum of 100 cars per day (about 13 cars per hour). A maximum of 5 cars could be inspected at the same time. The whole inspection process takes about 10 minutes and only involves the documentation of vehicle features and the testing and installation of cross-boundary pass (**Figure 3.2** refers). No vehicle washing, repairing, dismantling, car beauty or other workshop activities are involved.

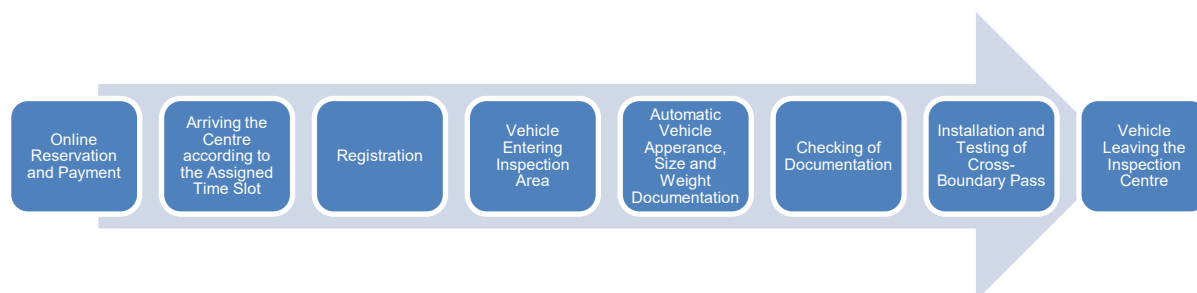


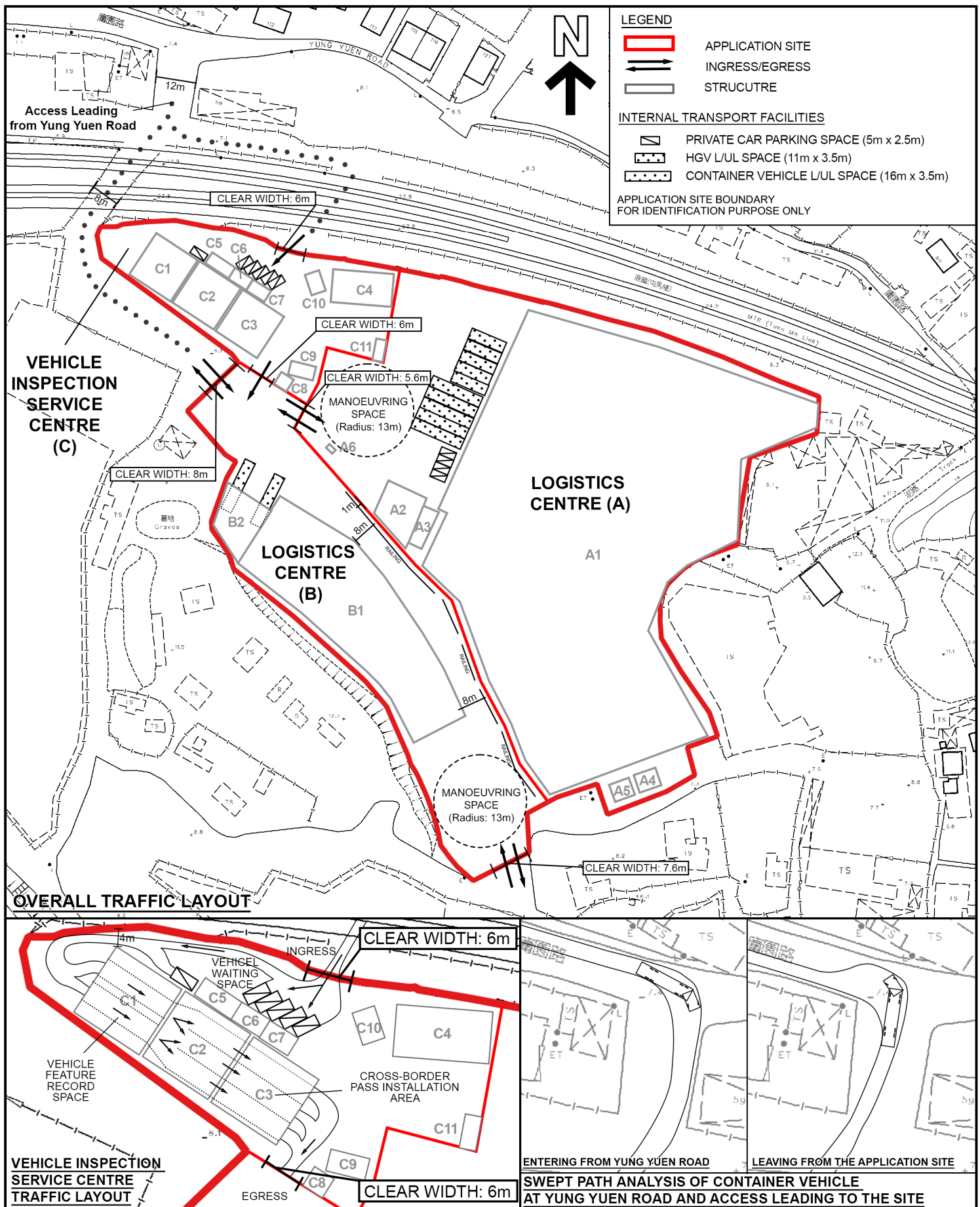
Figure 3.2 Vehicle Inspection Procedure Flow Chart

3.3 Operation Hour

- 3.3.1 Same as the previous approved Application No. A/YL-PS/706, the operation hours of the applied logistics centres are restricted to 7:00 a.m. to 11:00 p.m., from Monday to Saturday. The operation hours of the applied vehicle inspection service centre are restricted to 9:00 a.m. to 5:00 p.m., from Monday to Saturday. No operation will be held on Sunday and Public Holidays for both applied uses.

3.4 Access and Traffic

- 3.4.1 The Site is accessible from Yung Yuen Road via a local access road. Three accesses are provided. The main ingress and egress point is at the west of the Site. The clear width of it is 8m, serving mainly the two logistics centres. An ingress point with a clear width of 6m is dedicated for the applied vehicle inspection service centre to the north of the Site. An ingress and egress point with a clear width of 7.6m is provided for the access to nearby warehouse and open storage yards. Details of the access are shown in **Figure 3.3 Internal Traffic Layout Plan**.
- 3.4.2 The aisles within the logistics centres have a minimum clear width of 8m. Footpath having an average width of 1m is provided along the internal road inside the Site. Railing is installed separating pedestrians and vehicles so as to enhance safety. Sufficient manoeuvring spaces (a minimum radius of 13m) are provided at the south. For the vehicle inspection centre, the aisles within have a minimum of 5m. Adequate waiting and manoeuvring space are provided within the Site. Details of the internal traffic layout and swept path analysis are shown in **Figure 3.3 Internal Traffic Layout Plan** and **Figure 3.4 Vehicle Inspection Service Centre Swept Path Analysis**, respectively.
- 3.4.3 Same number of loading/unloading bays and parking spaces as in the previous approved application No. A/YL-PS/706 will be provided to support the operation of the Site. A total of 10 private car parking spaces, 5 heavy goods vehicle (HGV) loading/unloading (L/UL) spaces and 7 container vehicle L/UL spaces are provided within the Site. 6 private car parking spaces are provided in the vehicle inspection service centre, of which 5 spaces are for the applicants of the NTHKV Scheme and 1 space is for the staff of the inspection service centre. 2 container vehicle L/UL spaces are found at the applied logistics centre to the south, and the remaining parking and L/UL spaces are for the applied logistics centre to the east. These spaces are for the use of the staff and customers of the logistics centres.
- 3.4.4 As demonstrated in the **Table 3.2**, no distinctive traffic peak hour could be identified. This Application will not pose any adverse traffic impact on the surrounding road network. Traffic arrangement agreed and as approved under Application No. A/YL-PS/706 would remain unchanged. No vehicle washing, repairing, dismantling, car beauty or other workshop activities are allowed on the Site at any time. No vehicle will be allowed to queue back to or reverse onto/from public road at all times.



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INTERNAL TRAFFIC LAYOUT PLAN

TEMPORARY LOGISTICS CENTRE AND VEHICLE INSPECTION SERVICE CENTRE FOR A PERIOD OF 3 YEARS
VARIOUS LOTS IN D.D. 122 AND ADJOINING GOVERNMENT LAND, PING SHAN, YUEN LONG, NEW TERRITORIES

NOT DRAWN TO SCALE

FIGURE 3.3

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 6-NW-8B

DATE: 22.10.2025

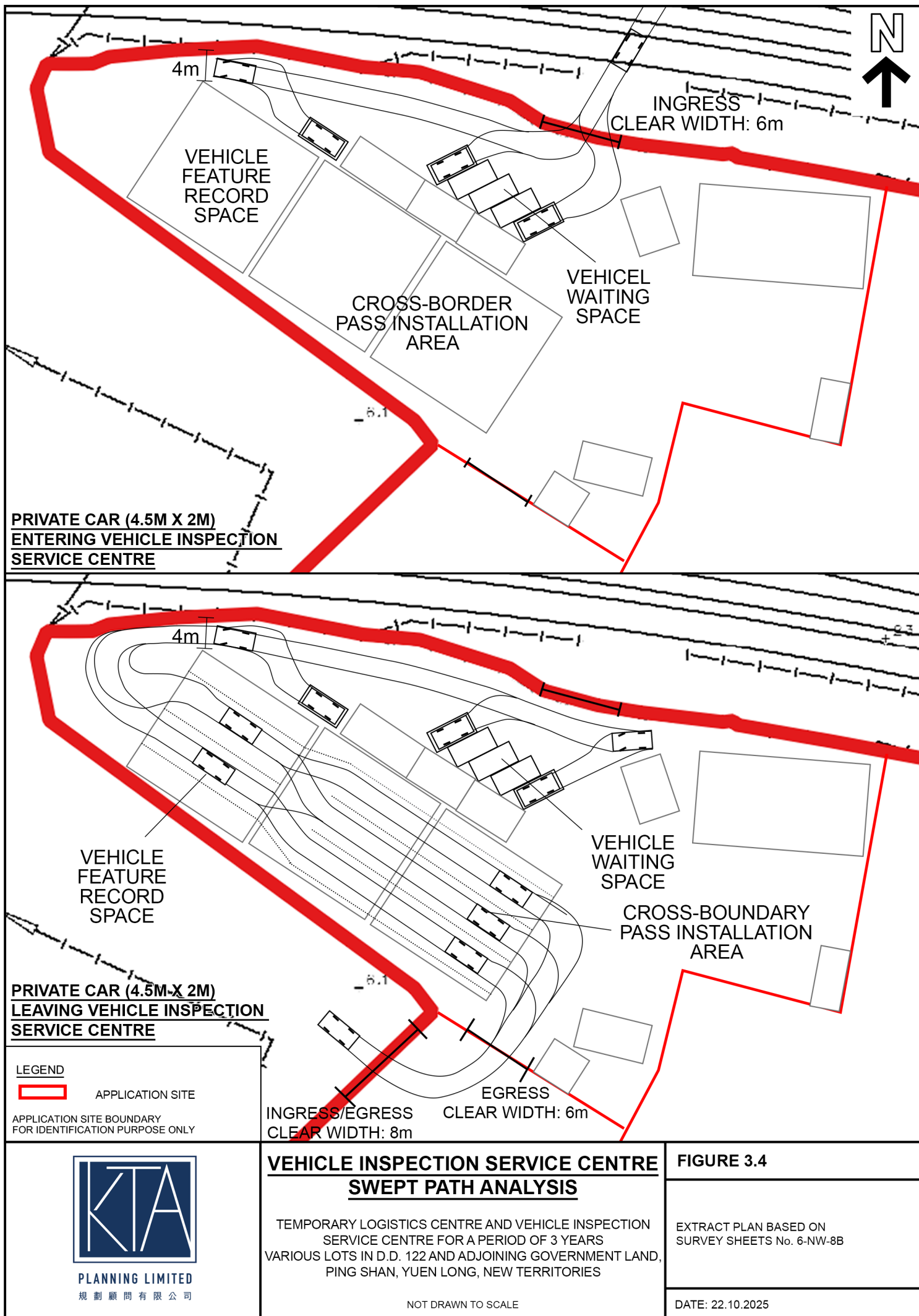


Table 3.2 Estimated Trip Generation and Attraction of the Applied Development

Time Period	Traffic Trips					
	Types of Vehicles					
	Private Cars		Heavy Goods Vehicles		Container Vehicles	
	Generation	Attraction	Generation	Attraction	Generation	Attraction
07:00 - 08:00	0	1	0	1	0	1
08:00 - 09:00	0	4	0	0	0	1
09:00 - 10:00	12	13	0	0	0	1
10:00 - 11:00	13	12	0	1	0	0
11:00 - 12:00	12	13	0	0	1	1
12:00 - 13:00	13	12	0	1	1	1
13:00 - 14:00	12	13	1	0	1	0
14:00 - 15:00	13	12	0	1	1	1
15:00 - 16:00	12	13	1	0	1	1
16:00 - 17:00	13	12	0	1	1	0
17:00 - 18:00	4	0	1	0	1	0
18:00 - 19:00	0	0	0	0	0	0
19:00 - 20:00	0	0	1	0	0	0
20:00 - 21:00	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0
22:00 - 23:00	1	0	1	0	0	0

3.5 Landscape and Visual

- 3.5.1 Boundary fencing and landscape planting were provided to ensure no adverse visual and landscape impact on the surrounding areas. Railings along internal road also protect trees from vehicles (**Figure 3.5 Landscape Plan** refers).
- 3.5.2 Regular maintenance, including watering, weeding, pest control, litter removal, fertilising, etc., will remain undertaken by the Applicant. The plants are well-maintained and are in good condition, as shown in **Figure 3.6 Site Photos**.

3.6 Environment

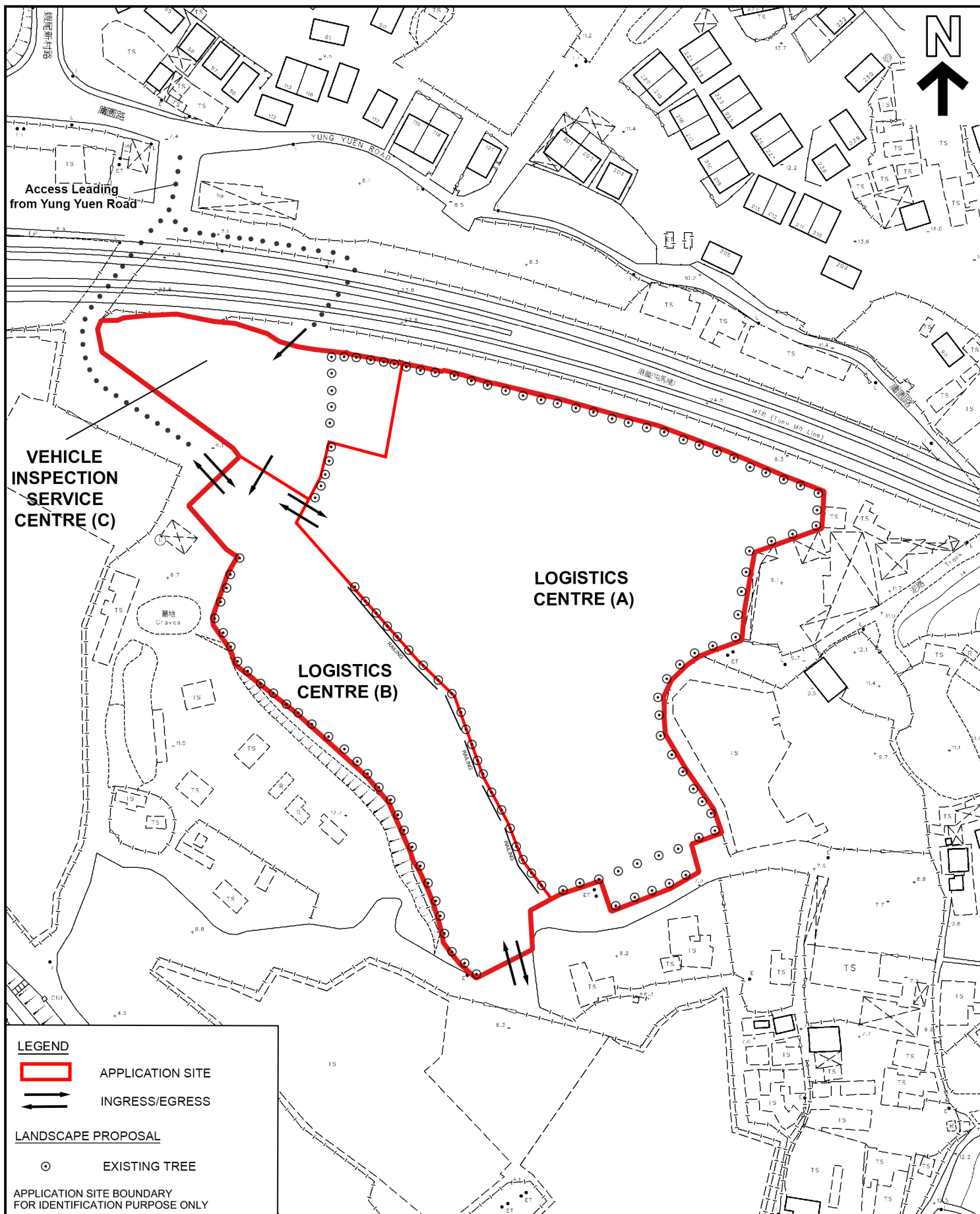
- 3.6.1 The application has adopted environmental mitigation measures in compliance with Code of Practice on Handling Environmental Aspects of Temporary Uses and Open *Storage Sites* issued by Environmental Protection Department to minimise the adverse environmental impacts to the surrounding: operation hours is restricted to 7:00 a.m. to 11:00 p.m. from Monday to Saturday (except Sunday and Public Holidays). Existing landscaping belt along site boundary at 3m interval, 2.5m high corrugated metal fence wall along site boundary and paving of the site will be well-maintained.

3.7 Fire Safety

- 3.7.1 Adequate fire services installations (FSIs) including a water tank and a pump room have been provided and properly maintained. The approval conditions under Application No. A/YL-PS/706 in relation to the submission and implementation of the fire services installation proposal has been complied with.
- 3.7.2 An FSIs Proposal, which is the same layout with the approved scheme under Application No. A/YL-PS/706 and the full set of valid Certificate of Fire Service Installation and Equipment are attached in **Appendices 3** and **4** respectively.

3.8 Drainage

- 3.8.1 Since the operation of the applied uses, no flooding in the surrounding area is recorded. Adequate drainage facilities, including peripheral surface channels and catch pits, were installed to ensure no adverse drainage impact on the surrounding areas. Regular cleaning and maintenance are carried out. The existing drainage facilities on the Site will be upgraded according to the drainage proposal attached in **Appendix 5**.



PLANNING LIMITED
規劃顧問有限公司

LANDSCAPE PLAN

TEMPORARY LOGISTICS CENTRE AND
VEHICLE INSPECTION SERVICE CENTRE
FOR A PERIOD OF 3 YEARS
VARIOUS LOTS IN D.D. 122 AND ADJOINING
GOVERNMENT LAND, PING SHAN, YUEN LONG

SCALE 1:1 500

FIGURE 3.5

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 6-NW-8B

DATE: 20.10.2025



SITE PHOTOS

TEMPORARY LOGISTICS CENTRE AND VEHICLE INSPECTION
SERVICE CENTRE FOR A PERIOD OF 3 YEARS
VARIOUS LOTS IN D.D. 122 AND ADJOINING GOVERNMENT LAND,
PING SHAN, YUEN LONG, NEW TERRITORIES

FIGURE 3.6

BASED ON SITE PHOTOS
TAKEN ON 8.1.2024 & 22.10.2025

DATE: 22.10.2025

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 Previous Planning Approval has been Granted

- 4.1.1 The same uses at the Site were approved by the TPB since 2024. The Site is considered suitable to be used for temporary logistics centre and vehicle inspection service centre. Most approval conditions attached to the previous application were fully complied with to the satisfaction of the relevant Government departments by the Applicant. Since there is no change in planning circumstances since the last approved application no. A/YL-PS/706, the current application shall warrant the same favourable consideration.

4.2 Demonstrate Genuine Effort in Complying with the Approval Conditions of the Previous Application

- 4.2.1 As explained in **Section 2.6**, most approval conditions of the Application No. A/YL-PS/706 had been complied with except the submission and implementation of drainage proposal to the satisfaction of the Director of Drainage Services or the TPB.
- 4.2.2 Due to the complexity of the development, the drainage proposals could not be considered acceptable within the specified period. The planning permission was therefore revoked. The Applicant sincerely wishes that his genuine effort in complying with the approval conditions on drainage aspects would not be devastated. As such, this application is submitted to permit the applied uses at the Site for more time with a view to comply with the remaining conditions regarding the submission and implementation of the drainage proposal. A further revised drainage proposal has been attached in **Appendix 5** as per the latest departmental comments.
- 4.2.3 The Applicant has submitted and implemented the previous accepted FSIs proposal, maintained the existing landscape, environment, drainage facilities, as well as executed the agreed traffic arrangement. The Applicant is willing to execute and continue to fulfil the existing approval conditions in the future.

4.3 Conform to the Town Planning Board Guidelines (TPB PG-No. 13G)

- 4.3.1 According to the Town Planning Board Guidelines No. 13G on Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G), the application site is located in "Category 2 Areas". It is stated in the guideline that planning permission could be granted when the application is able to demonstrate that *'the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas'*, and *'there is no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions.'* Since the Applicant has demonstrated full compliance with the approval conditions attached to previous applications, and there

is no change in the planning context since the last approved Application No. A/YL-PS/706, the Site is considered suitable for the applied uses.

4.4 Satisfy the Genuine Demand on Land for Port Back-up Uses and Support the Northbound Travel Demand of Hong Kong Vehicles

4.4.1 Hong Kong has become a regional transport and logistics hub because of its strategic location on the East-West trade route and its role as the gateway to the GBA. The trading and logistics sector is one of the major economic pillars of Hong Kong. Moreover, cross-boundary freight transport in terms of land transport forms an important part of Hong Kong's logistics operation.

4.4.2 The applied logistics centres are located in the north-western part of Hong Kong, which is easily accessible from GBA through different boundary control points, in particular the Hong Kong - Shenzhen Western Corridor. The applied use can satisfy the genuine demand on land for port back-up uses, especially at this strategic location with high accessibility to the GBA.

4.4.3 As mentioned in **Section 3.2**, the applied vehicle inspection service centre is an essential infrastructure for the NTHKV Scheme. After receiving inspection at the Site, Hong Kong vehicles are not required to go to the Mainland for separate inspection. This arrangement supports the prevailing northbound travel demand and fosters the integration between Hong Kong and GBA.

4.5 Temporary in Nature and Will Not Jeopardise the Long-Term Planning Intention of the "CDA" Zone

4.5.1 The application site is currently zoned "CDA" on the draft Ping Shan OZP No. S/YL-PS/21. According to the Notes of the OZP for "CDA" zone, the zone is intended for comprehensive development/redevelopment of the area for residential use with commercial, open space and other supporting facilities. However, there is currently no implementation programme for the Site. Since the applied use for logistics centre and vehicle inspection service centre is temporary in nature for a period of 3 years, it will not jeopardise the long-term planning intention of the area. Approval of this application will not hinder future development of the Site for other purposes. The approval of the application can also make optimal use of the site during this interim period.

4.6 Compatible with the Adjoining Land Uses in Terms of Scale and Nature

4.6.1 The current operation of the logistics centre and vehicle inspection service centre under the last approved Application No. A/YL-PS/706 is very clean and tidy. Uses with a similar nature, including temporary logistics centres and warehouses, are found in the vicinity of the Site. The Site is segregated from adjoining major residential clusters, including Ha Mei San Tsuen and Tin Tsz Estate, by the MTR Tuen Ma Line Viaduct and Yung Yuen Road to the north (**Figure 2.1** refers). With sufficient distance and proper environmental mitigation measures, no negative

impacts will be caused to the residential neighbourhoods by the applied development.

- 4.6.2 As the applied use and development perimeters are exactly the same as the last approved Application No. A/YL-PS/706, it is considered compatible with the adjoining land uses in terms of scale and nature.

4.7 Demonstrate Good Site Practices in Maintaining Clean Operation

- 4.7.1 As previously approved by the Town Planning Board under Application Nos. A/YL-PS/444, 477, 556 and 633, the Site has long been formed and used for logistics centre and vehicle park. Although the latest previous Application No. A/YL-PS/706 was revoked on 5.10.2025 as the drainage proposal has not been considered acceptable, the Applicant has demonstrated genuine effort to fulfil all planning conditions attached to the previous applications. With good site practices since 2015, clean and tidy operation of the storage at all times is guaranteed and shall merit favourable consideration of the current planning application.

4.8 No Adverse Traffic Impact on the Local Traffic Network

- 4.8.1 Traffic management and arrangement agreed under Application No. A/YL-PS/706 would be applied, including ingress/egress, loading/unloading and parking spaces remain the same. The vehicle inspection service provided in the Applied Development requires prior reservation. Specific timeslot has been allocated to each applicant under the NTHKV Scheme to avoid queuing of vehicles. Sufficient manoeuvring space and adequate width of aisles and ingress/egress points are provided to ensure smooth operation of the Applied Development. No adverse impact on the local traffic network is envisaged.

4.9 Well-maintained Fire Services Installations to Ensure Fire Safety

- 4.9.1 Proper FSIs are provided to the satisfaction of Fire Services Department (FSD) under the previous approved Application No. A/YL-PS/706. An FSIs proposal which has the same layout with the approved scheme under Applications No. A/YL-KTS/933 and the full set of valid Certificate of Fire Service Installation and Equipment are attached in **Appendices 3 and 4** respectively.

4.10 No Adverse Drainage, Visual, Landscape and Environmental Impact to the Surroundings

- 4.10.1 Adequate drainage facilities were installed under the previous approved application and they will be well-maintained to ensure no adverse drainage impact to the surrounding uses (**Figure 3.6**). A drainage proposal has been submitted demonstrating no adverse drainage impact to the surroundings will be envisaged (**Appendix 5** refers).
- 4.10.2 The Applicant has complied with the approval conditions of the previous Application No. A/YL-PS/706 in relation to the maintenance of the existing boundary fencing.

The existing landscape belt and boundary fencing, as shown in **Figure 3.6**, will be well-preserved and maintained. No adverse visual and landscape impact to the surroundings is envisaged.

- 4.10.3 The Applicant has undertaken the environmental mitigation measures set out in the '*Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites*'. The Applied Development will not cause adverse environmental impact.

5 SUMMARY AND CONCLUSION

- 5.1.1 The Applicant seeks approval from the TPB for Temporary Logistics Centre and Vehicle Inspection Service Centre for a period of 3 years at Lots 105 RP (Part), 107 (Part), 108 (Part), 111 (Part), 112, 113, 114, 115, 116, 118, 119 (Part), 120 (Part), 124 (Part), 127 (Part), 128 (Part), 154 (Part) and 155 (Part) in D.D. 122 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories.
- 5.1.2 The Site falls within an area zoned "CDA" on the OZP. The Area of the Site is 22,157m². The Applied Development comprises 19 structures with a building height of 1 to 2 storeys (not more than 8.5m). The gross floor area is 13,399m².
- 5.1.3 As detailed in the Planning Statement, the applied use is well justified on the grounds that:
- Previous planning approval has been granted;
 - The Applicant demonstrated genuine effort in complying with the approval conditions of the previous application;
 - The Applied Development conforms to the TPB Guidelines for Application for Open Storages and Port Back-up Uses (TPB PG-No.13G);
 - The Applied Development can satisfy the genuine demand on land for port back-up uses and support the northbound travel demand of Hong Kong vehicles.
 - The Applied Development is temporary in nature and will not jeopardise the long-term planning intention of "CDA" zone;
 - The Applied Development is compatible with the adjoining land uses in terms of scale and nature;
 - The Applicant demonstrates good site practices in maintaining clean operation;
 - No adverse traffic impact on the local traffic network;
 - Well-maintained fire services installations to ensure fire safety; and
 - No adverse drainage, visual, landscape and environmental impact to the surroundings.
- 5.1.4 In view of the Applicant's genuine effort to fulfil the approval conditions of the previous applications and efforts to mitigate possible environmental impacts, members of the TPB are respectfully requested to give sympathetic consideration to the application.