

**APPLICATION FOR PLANNING PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/YL-PS/766**

- Applicant** : Mr. Kwong Cherk Wing represented by KTA Planning Limited
- Site** : 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
- Site Area** : About 22,157 m<sup>2</sup> (including GL of about 3,957 m<sup>2</sup> (about 18%))
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Draft Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/21
- Zoning** : “Comprehensive Development Area” (“CDA”)  
*[restricted to a maximum building height of 3 storeys including car park and a maximum plot ratio of 0.4]*
- Application** : Temporary Logistics Centre and Vehicle Inspection Service Centre for a Period of 3 Years

**1. The Proposal**

- 1.1 The applicant seeks planning permission for temporary logistics centre and vehicle inspection service centre (VISC) for a period of three years at the application site (the Site) (**Plan A-1a**) zoned “CDA” on 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 requires planning permission from the Town Planning Board (the Board). The Site is currently hard-paved, fenced off and occupied by the applied uses without valid planning permission (**Plans A-2, 4a to 4d**).
- 1.2 The Site with three ingresses/egresses at the northern, western and southern parts respectively is accessible from Yung Yuen Road via a local track (**Drawing A-1, Plans A-2 and A-3**). According to the applicant, the applied uses are for two logistic centres and a VISC, which together comprise 19 structures with a building height of 1 to 2 storeys (not more than 8.5m) and a total floor area of about 13,399m<sup>2</sup>. No repairing, dismantling, spraying, cleaning, or other workshop activities will be carried

out at the Site. The two logistic centres and the VISC are separated but connected via internal access (**Drawing A-2**). A total of 10 private car parking spaces (four for logistic centres and six for VISC), five loading/unloading (L/UL) spaces for heavy goods vehicle and seven L/UL spaces for container vehicle (all L/UL spaces for logistic centres) are provided within the Site. Adequate manoeuvring and waiting spaces are provided within the Site to avoid queuing back to or reversing onto/from public road. Prior reservation is required for visiting the VISC and a maximum of five cars could be inspected at the same time. The operation hours are 7:00 a.m. to 11:00 p.m. for the logistic centres and 9:00 a.m. to 5:00 p.m. for the VISC from Mondays to Saturdays and there will be no operation on Sundays and public holidays. To support the application, the applicant has submitted a drainage proposal. The site layout plan, internal traffic layout plan and landscape plan submitted by the applicant are at **Drawings A-1 to A-3** respectively.

- 1.3 The Site was involved in a previous application (No. A/YL-PS/706) for the same applied uses approved by the Rural and New Town Planning Committee (the Committee) of the Board on 5.4.2024 (details at paragraph 5 below). Compared with the last approved application, the current application is submitted by the same applicant for the same applied uses at the same site with the same layout, development parameters and operation hours. The major development parameters of the current application are summarised as follows:

Major Development Parameters	Current Application (A/YL-PS/766)
Applied Use	Proposed Temporary Logistics Centre and VISC
Site Area	About 22,157 m <sup>2</sup> (including GL of about 3,957 m <sup>2</sup> )
Maximum Floor Area	About 13,399 m <sup>2</sup>
No. of Structures	19 <ul style="list-style-type: none"> <li>• Logistics centres</li> <li>• Vehicle Inspection areas</li> <li>• Toilet</li> <li>• Ancillary offices</li> <li>• Guardroom</li> <li>• Water tank for FSIs</li> <li>• L/UL Area</li> <li>• Security room</li> <li>• E&amp;M rooms</li> <li>• Staff changing room</li> <li>• Reception room</li> </ul>
Maximum Height of Structures	8.5 m (2 storeys)
No. of Car Parking Spaces	10 for private cars (5m x 2.5m each)

Loading/unloading spaces	<p>12 in total</p> <ul style="list-style-type: none"> <li>• 7 for container trailers (11m x 3.5m each)</li> <li>• 5 for heavy goods vehicles (16m x 3.5m each)</li> </ul>
Operation Hours	<p><u>Logistic Centres</u> 7:00 a.m. to 11:00 p.m. Monday to Saturday (With no operation on Sundays and public holidays)</p> <p><u>VISC</u> 9:00 a.m. to 5:00 p.m. Monday to Saturday (With no operation on Sundays and public holidays)</p>

1.4 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 28.10.2025 (Appendix I)
- (b) Supplementary planning statement (SPS) (Appendix Ia)
- (c) Further Information (FI) received on 5.12.2025 (Appendix Ib)  
*[accepted and exempted from publication and recounting requirements]*

## 2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the Application Form, SPS and FI at **Appendices I to Ib**. They can be summarised as follows:

- (a) The Site has been granted with a previous planning approval under application No. A/YL-PS/706 for the same applied uses. While the approval conditions related to fire service installations have been complied with, the applicant could not timely comply with the approval conditions regarding submission and implementation of drainage proposal. A fresh application with a drainage proposal is therefore submitted to demonstrate no adverse drainage impact envisaged due to the applied uses.
- (b) The applied uses conform to the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No.13G).
- (c) The logistics centres can satisfy the genuine demand on land for port back-up uses due to the fact that the Site is located at northwestern part of Hong Kong, which is highly accessible from the Pearl River Delta Region through different border control points, in particular the Hong Kong – Shenzhen Western Corridor. The VISC would provide essential service to satisfy the demand arising from the “Northbound Travel for Hong Kong Vehicles” scheme.

- (d) The applied uses would not jeopardise the long-term planning intention of the “CDA” zone since there is currently no committed development at the Site. Approval of the application can make the optimal use of the Site during this interim period.
- (e) The applied uses are compatible with the adjoining land uses in term of scale and nature.
- (f) The applied uses fully comply with the “Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites” (“COP”) and will not cause any adverse environmental impact. The applied uses will not cause any adverse traffic impact to the local road network. No adverse drainage, fire safety and landscape impacts are also anticipated.

### **3. Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is not a “current land owner” but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Section 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by publishing newspaper notice and sending notice to the Ping Shan Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, the requirements under TPB PG-No.31B are not applicable.

### **4. Town Planning Board Guidelines**

TPB PG-No. 13G is relevant to the application. The Site falls within Category 2 areas under TPB PG-No. 13G promulgated by the Board on 14.4.2023. The relevant extract of the Guidelines is attached at **Appendix II**.

### **5. Background**

The logistics centres and VISC at the Site are suspected unauthorized developments (UDs) which would be subject to planning enforcement action.

### **6. Previous Applications**

- 6.1 The Site, in part or in whole, was involved in 12 previous planning applications for various temporary uses including one application (No. A/YL-PS/706) for the same applied uses. Details of the previous applications are summarised at **Appendix III** and their boundaries are shown on **Plan A-1b**.

### Approved Applications

- 6.2 Six applications (No. A/YL-PS/26, 55, 71<sup>1</sup>, 207, 345 and 438) for temporary vehicle park for various types of vehicles or open storage of construction material for a period of 12 months, two years or three years were approved by the Committee or by the Appeal Board Panel (Planning) respectively between 1998 and 2014 and the considerations were not relevant to the current application which involves different uses.
- 6.3 Four applications (No. A/YL-PS/444, 447, 556 and 633) for temporary logistics centre with vehicle park (container tractors, container trailers and lorries (medium/heavy goods vehicles)) for a period of three years were approved with conditions by the Committee between 2014 and 2021 mainly on the considerations that the proposal was generally in line with the then TPB PG-No. 13E and 13F; the development was not incompatible with the surrounding areas and approval of the application on a temporary basis would not frustrate the long-term development of the area.
- 6.4 The last application (No. A/YL-PS/706) covering the same site for proposed temporary logistics centre and VISC for a period of three years was approved by the Committee on 5.4.2024 mainly on similar considerations as those mentioned in paragraph 6.3 above, and significant adverse traffic, drainage, fire safety and landscape impacts to the surrounding areas were not anticipated. However, the planning permission was revoked on 5.10.2025 due to non-compliance with the approval conditions on submission and implementation of drainage proposal. Compared with the last application, the development proposal of the current application remains unchanged as mentioned in paragraph 1.3 above.

### Rejected Application

- 6.5 Application No. A/YL-PS/126<sup>2</sup> covering a larger site area for temporary container trailer, lorry & car park for a period of three years was rejected by the Committee on 13.12.2002 and the considerations were not relevant to the current application which involves different uses.

## **7. Similar Applications**

There are two similar applications (No. A/YL-PS/659 and 753) involving one site for temporary logistics centre use within the same “CDA” zone in the past five years. Both applications were approved by the Committee in 2022 and 2025 respectively on the considerations that the temporary use would not frustrate the long-term planning intention of the “CDA” zone; the proposal was not incompatible with the surrounding uses; the proposal was in line with the TPB PG-No. 13G or the then TPB PG-No. 13F; and there were generally no adverse comments from the relevant departments or their concerns could be addressed by the implementation of approval conditions. Details of the applications are summarised at **Appendix IV** and their locations are shown on **Plan A-la**.

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<sup>1</sup> The site had previously been zoned “Undetermined” since 1996 before it was rezoned to “CDA” in 2010.

## **8. The Site and Its Surrounding Areas (Plans A-1 to A-4d)**

### **8.1 The Site is:**

- (a) hard-paved, fenced off, and occupied by the applied uses without valid planning permission; and
- (b) accessible via a local track from Yung Yuen Road (**Plans A-2 and A-3**).

### **8.2 The surrounding areas have the following characteristics (**Plan A-2**):**

- (a) comprising predominantly logistics centre, vehicle parks, warehouses and storage yards intermixed with vacant land and unused land; and
- (b) across the viaduct of MTR Tuen Ma Line to the north are village settlements of Ha Mei San Tsuen.

## **9. Planning Intention**

The planning intention of “CDA” zone is for comprehensive development/redevelopment of the area for residential use with commercial, open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

## **10. Comments from Relevant Government Departments**

10.1 Apart from the government department as set out in paragraph 10.2 below, other departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses are provided in **Appendices V and VI** respectively.

10.2 The following government department does not support the application:

### **Environment**

#### **10.2.1 Comments of the Director of Environmental Protection (DEP):**

- (a) he does not support the application as the applied uses involves traffic of heavy vehicles and there are sensitive receivers of residential uses in the vicinity (with the nearest one located about 80m to its north) (**Plan A-3**), and environmental nuisance is expected;

- (b) there was no environmental complaint concerning the Site received by DEP in the past three years; and
- (c) his advisory comments are in **Appendix VI**.

**11. Public Comment Received During the Statutory Publication Period**

On 4.11.2025, the application was published for public inspection. During the statutory public inspection period, a public comment was received from an individual raising concerns that the Site is the subject of previous revocation due to non-compliance with approval conditions under application No. A/YL-PS/706 (**Appendix VII**).

**12. Planning Considerations and Assessments**

- 12.1 The application is for temporary logistics centre and VISC for a period of three years at the Site zoned “CDA” on the OZP. Whilst the applied uses are not in line with the planning intention of the “CDA” zone, they could serve any such demand for logistics centre and satisfying the vehicle inspection requirement under the “North Bound Travel for Hong Kong Vehicles” scheme. Besides, the Site falls within the study area of the potential public housing development at Ping Shan North (PSN). In this regard, Project Team Leader/Housing, Civil Engineering Office of the Civil Engineering and Development Department has no adverse comment on the application. Should the application be approved, an advisory clause should be included to remind the applicant that the Site may be resumed for the implementation of the potential public housing development at PSN. Approval of the application on a temporary basis for a period of three years would not jeopardise the long-term development of the area.
- 12.2 The Site is located in an area predominated by logistics centre, vehicle parks, warehouses, vehicle parks and storage yards intermixed with vacant land and unused land (**Plan A-2**). The applied uses are considered not incompatible with the surrounding land uses.
- 12.3 While DEP does not support the application as the applied uses will involve heavy vehicles and there are sensitive receivers of residential use located within 80m of the access road leading to the Site thus environmental nuisance is expected, there was no substantiated environmental complaint concerning the Site in the past three years. Should the planning application be approved, the applicant will be advised to follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” to minimise potential environmental nuisance on the surrounding areas and to keep the Site clean and tidy at all times.
- 12.4 The Site falls within Category 2 areas under TPB PG-No. 13G. The application is generally in line with the TPB PG-No. 13G in that, except DEP, other concerned government departments consulted, including the

Commissioner for Transport, Director of Fire Services and Chief Engineer/Mainland North of Drainage Services Department (CE/MN, DSD) have no objection to or no adverse comment on the application from traffic, fire safety and drainage aspects respectively. Concerns from DEP can be addressed as mentioned in paragraph 12.3 above. To address the technical requirements of other concerned government departments, relevant approval conditions are recommended in paragraph 13.2 below.

- 12.5 The Site was involved in a previous application (No. A/YL-PS/706) submitted by the same applicant for same applied uses which was approved with conditions for a period of three years by the Committee on 6.4.2024. However, the planning permission was subsequently revoked in 2025 due to non-compliance with time-limited approval condition on the submission and implementation of drainage proposal. In this regard, the applicant has submitted a drainage proposal in support of the current application, and CE/MN, DSD has no in-principle objection to the application. As such, sympathetic consideration may be given to the current application. The applicant will be advised that should he fail to comply with any of the approval conditions again resulting in revocation of the planning permission, sympathetic consideration may not be given to any further applications.
- 12.6 Given that the Committee has approved a previous application for the same applied uses at the Site in 2024 and two similar applications for logistic centre within the same “CDA” zone in the past five years, approval of the current application is in line with the Committee’s previous decisions.
- 12.7 Regarding the public comment as summarised in paragraph 11 above, the planning considerations and assessments in paragraphs 12.1 to 12.6 above are relevant.

### **13. Planning Department’s Views**

- 13.1 Based on the assessment made in paragraph 12 and having taken into account the public comment mentioned in paragraph 11 above, the Planning Department has no objection to the application.
- 13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years until **19.12.2028**. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

#### **Approval conditions**

- (a) the submission of a revised drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **19.6.2026**;
- (b) in relation to (a) above, the implementation of the revised drainage



proposal within **9** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **19.9.2026**;

- (c) in relation to (b) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (d) the submission of a revised fire service installations proposal within **6** months from the date of the planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **19.6.2026**;
- (e) in relation to (d) above, the implementation of the revised fire service installations proposal within **9** months from the date of the planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **19.9.2026**;
- (f) if the above planning condition (c) 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; and
- (g) if any of the above planning condition (a), (b), (d) or (e) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory clauses

The recommended advisory clauses are attached at **Appendix VI**.

13.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

- (a) the development is not in line with the planning intention of "CDA" zone which is primarily for comprehensive development/redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities. No strong justification has been given in the submission for a departure from the planning intention, even on a temporary basis; and
- (b) the applicant fails to demonstrate that the applied uses would not generate adverse environmental impact on the surrounding area.

**14. Decision Sought**

14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

- 14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**15. Attachments**

<b>Appendix I</b>	Application form with attachments received on 28.10.2025
<b>Appendix Ia</b>	Supplementary planning statement
<b>Appendix Ib</b>	FI received on 5.12.2025
<b>Appendix II</b>	Relevant Extracts of TPB PG-No. 13G
<b>Appendix III</b>	Previous Applications
<b>Appendix IV</b>	Similar Applications
<b>Appendix V</b>	General Departmental Comments
<b>Appendix VI</b>	Advisory Clauses
<b>Appendix VII</b>	Public Comment
<b>Drawing A-1</b>	Layout Plan
<b>Drawing A-2</b>	Internal Traffic Layout Plan
<b>Drawing A-3</b>	Landscape Plan
<b>Plan A-1a</b>	Location Plan
<b>Plan A-1b</b>	Previous Application Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4a to A-4d</b>	Site Photos

**PLANNING DEPARTMENT  
DECEMBER 2025**