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Date: 20 May 2024

TPB Ref.: A/HSK/522

By Email

Town Planning Board
15/F, North Point Government Offices
333, Java Road
North Point
Hong Kong
(Attn: The Secretary)

Dear Sir,

Proposed Temporary Logistics Centre for a Period of 3 Years at Lots 2959 (Part), 2963 (Part), 3086 (Part), 3087 (Part), 3088 S.A, 3088 S.B (Part), 3089, 3090, 3091, 3098 S.A (Part) in D.D.129 and Adjoining Government Land, Lau Fau Shan, Yuen Long, N.T.

This letter intends to supersede our letter dated 20.5.2024. We are glad to submit the updated justifications in the S.16-III form and Annex 1 for your further processing of the captioned planning application.

Should you have any enquiries, please feel free to contact our Mr. Patrick Tsui at [REDACTED] at your convenience.

Yours faithfully,



Patrick Tsui

c.c. Tuen Mun and Yuen Long West District Planning Office (Attn: Ms. Moon KOK) – By Email

7. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
 現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

1. The application site is subject to twelve previous planning permissions but only two are directly related to the application site and the rest are related to a bigger site. The applicant cannot complete the implementation of FSI proposal within the given time frame because he needs additional time to obtain the water supply from Water Services Department (WSD).
2. The current application is a fresh planning application because the site boundary is slightly changed to include all the temporary structures at the site in order to apply for short term waiver from DLO/YL.
3. The proposed development conforms to the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses (TPB PG-NO. 13G) because it is subject to previous planning permissions.
4. The proposed development is a temporary use for a period of 3 years which would not jeopardize the long term planning intention of the current zoning.
5. The proposed development is not incompatible with the surrounding environment including open storage use and port back-up activities.
6. Open storage & port back-up uses adjoining the application site were granted with planning permission. Similar preferential treatment should be granted to the current application.
7. The applicant applied for the application site only instead of the whole site of A/HSK/59 because the occupant of the area outside the current planning application is incapable to implement the planning conditions imposed to the planning permission. Trees and surface U-channel are found within the application site for the compliance with planning permission.
8. The planning circumstance pertaining to the application site is similar to the recent approval of adjacent open storage yards and port back-up uses.
9. Minimal traffic impact.
10. Insignificant environmental and noise impacts because the applied use is housed within an enclosed structure.
11. Insignificant drainage impact because surface U-channel has been provided at the application site.
12. Neither recycling, cleaning, repairing, dismantling work nor workshop activity would be allowed on the application site.
13. Shortage of land for port back-up purpose in Ha Tsuen.
14. The proposed development is situated within the Hung Shui Kiu and Ha Tsuen New Development Area (NDA) so that existing port back-up uses may be given sympathetic consideration until the site is required for the implementation of the NDA development according to the Town Planning Board Guidelines for application for open storage and port back-up uses under section 16 of Town Planning Ordinance (TPB PG-No.13G).

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Government Land, Lau Fau Shan, Yuen Long, N.T.**

Annex 1 Estimated Traffic Generation

- 1.1 The application site is serviced by an existing vehicular access leading from Lau Fau Shan Road. The proposed development has been approved by Town Planning Board for exactly the same use, i.e., logistics centre. The current application is submitted because there is change in site boundary for the facilitation of the application of short term waiver to cover all the temporary structures found on the application site.
- 1.2 The estimated average traffic generation and traffic generation rate at peak hours are as follow:

Type of Vehicle	<u>Average Traffic Generation Rate</u> (pcu/hr)	<u>Average Traffic Attraction Rate</u> (pcu/hr)	<u>Traffic Generation Rate at Peak Hours</u> (pcu/hr)	<u>Traffic Attraction Rate at Peak Hours</u> (pcu/hr)
Medium/ heavy goods vehicle	0.71	0.71	2	2

Note 1: The opening hour of the proposed development is restricted to 7:00 a.m. to 9:00 p.m. from Mondays to Saturdays. No operation will be held on Sundays and public holidays.

Note 2: The pcu of medium/heavy goods vehicle is taken as 2.

Note 3: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

- 1.3 As shown in the above estimation, traffic generation and attraction in both peak hours and in average are not significant.
- 1.4 In association with the intended purpose, adequate space for manoeuvring would be provided within the application site. Adequate vehicle parking spaces are also provided within the application site as shown in **Figure 3** so that no queueing up of vehicle would be occurred outside the application site.