

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Lots 2356 S.A, 2356 RP, 2357 (Part), 2358 (Part), 2360 S.C, 2360 RP, 2361, 2362, 2364 (Part) and 2365 (Part) in D.D. 129 and adjoining Government Land (GL), Lau Fau Shan, Yuen Long, New Territories (the Site) for ‘**Proposed Temporary Container Vehicle Park for a Period of 3 Years**’ (the proposed development) (**Plan 1**).
- 1.2 In light of the pressing demand for local and cross-boundary logistics in recent years, the applicant has been expanding its own fleets to cater for its growing logistic business at the adjoining sites under planning application Nos. A/YL-LFS/563 and 609. As such, the applicant intends to operate a container vehicle park to provide sufficient space for parking of its own fleets, with a view to minimising the potential risk of obstructing the traffic at the adjoining sites and public roads.

2) Planning Context

- 2.1 The Site currently falls within an area zoned “Residential (Group E)” (“R(E)”) on the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan (OZP) No. S/YL-LFS/11. According to the Notes of the OZP, the applied use is neither a Column 1 nor 2 use within the “R(E)” zone, which requires planning permission from the Board (**Plan 2**).
- 2.2 Although the Site falls within “R(E)” zone, the Site has been left vacant and there is no known residential development thereon. Besides, the Site also falls within Category 2 area under the Town Planning Board Planning Guidelines No. 13G (TPB PG-No. 13G), which is considered suitable for open storage and port back-up uses (**Plan 4**). Hence, approval of the current application on a temporary basis would better utilise precious land resources in the New Territories and would not frustrate the long-term planning intention of the “R(E)” zone.
- 2.3 Several similar applications for open storage and port back-up uses under TPB PG-No. 13G (Nos. A/YL-LFS/396, 397, 426, 451, 519, 521, 525, 541, 549, 563 and 600) were approved by the Board within the same “R(E)” zone on the OZP in the past 5 years. Hence, approval of the current application is in line with the previous decisions of the Board and would not set an undesirable precedent.

3) Development Proposal

3.1 The Site occupies an area of 2,811 m² (about), including GL of 263 m² (about) (**Plan 3**). The operation hours of the proposed development are Monday to Saturday from 07:00 to 21:00. There will be no operation on Sunday and public holidays. The majority of the Site will be used for parking of container vehicle to support the applicant's logistic business nearby. The remaining open area will be reserved for vehicle circulation area (**Plan 5**). Apart from during directing incoming/outgoing vehicles, no staff will station at the Site. As the proposed development is for 'container vehicle park' use without any shopfront, no visitor is anticipated at the Site. Details of the development parameters are shown at **Table 1** below.

Table 1 – Development parameters

Site area	2,811 m ² (about), including GL of 263 m ² (about)
Covered area	Not applicable
Uncovered area	2,811 m ² (about)

3.2 The Site is accessible from Lau Fau Shan Road via a local access penetrating the adjoining sites under planning application Nos. A/YL-LFS/563 and 609 (**Plan 1**), which are both submitted and operated by the applicant. A 13 m-wide (about) vehicular ingress/egress is proposed at the northeastern corner of the Site connecting the adjoining site under planning application No. A/YL-LFS/563. A total of 12 parking spaces is proposed. Details of the parking provisions are shown at **Table 2** below.

Table 2 – Parking provisions

Type of space	No. of space
Parking Space for Container Vehicle (CV) - 3.5 m (W) x 16 m (L)	12

3.3 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 6**). Staff will be deployed to station at the vehicular ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety and road safety. As the Site will be used for parking of container vehicle only, infrequent trips will be anticipated. The adverse traffic impact arising from the proposed development is therefore not envisaged. Details of the trip generation/ attraction are shown at **Table 3** below.

Table 3 – Estimated trip generation/attraction

Time period	Estimated trip generation/attraction		
	CV		2-Way total
	In	Out	
Trips at <u>AM peak</u> per hour (07:00 – 09:00)	0	4	4
Trips at <u>PM peak</u> per hour (17:00 – 19:00)	4	0	4
Average trip per hour (09:00 – 17:00; 19:00 – 21:00)	3	3	6

- 3.4 No vehicle without valid licence issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* are allowed to be parked and/or stored at the Site at any time during the approval period of the planning permission.
- 3.5 No dismantling, maintenance, repairing, cleansing, paint spraying or other workshop activities, and storage of dangerous goods will be carried out at the Site at any time during the approval period of the planning permission.
- 3.6 The applicant will comply with the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the approval period of the planning permission.
- 3.7 The applicant will follow the good practices stated in the *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on water quality of nearby watercourses. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be properly maintained, and the deposited silt/grit will be removed regularly at the start and end of rainstorm to ensure that these facilities are always operational. The applicant will also implement good practices under *ProPECC PN 1/23* when designing on-site drainage system at the Site.

4) Conclusion

- 4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Relevant adequate mitigation measures such as the submission of fire service installations and drainage proposals will be provided by the applicant upon obtaining planning permission from the Board, so as to mitigate any adverse impact that would have arisen from the proposed development.
- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Container Vehicle Park for a Period of 3 Years**'.

R-riches Planning Limited

May 2026

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	Plan showing <i>TPB PG-No. 13G</i>
Plan 5	Layout plan
Plan 6	Swept path analysis