

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Lots 3719 S.Q ss.1 RP (Part) and 3719 S.Q ss.1 S.I RP (Part) in D.D. 104, Nam Sang Wai, Yuen Long, New Territories (the Site) for '**Proposed Temporary Warehouse (Excluding Dangerous Goods Godown (excl. D.G.G.) and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years'** (the proposed development) (**Plan 1**).

- 1.2 In view of the pressing demand for indoor storage space in recent years, the applicant intends to operate a warehouse to support the local warehousing and storage industry. The warehouse is for the storage of miscellaneous goods, e.g. packaged food, apparel, footwear, electronic goods, furniture etc. Besides, the applicant would like to operate a vehicle repair workshop to provide maintenance space for its own delivery fleet.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area ("OU(CDWRA)")" on the Draft Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/11. According to the Notes of the OZP, '*Warehouse*' and '*Vehicle Repair Workshop*' are neither column 1 nor column 2 uses within the "OU(CDWRA)" zone, which require planning permission from the Board (**Plan 2**).

- 2.2 The applied uses are considered not incompatible with surrounding area dominated by clusters of brownfield operations such as warehouse, logistics centre, open storage etc. Although the Site falls within the "OU(CDWRA)" zone, there is no known comprehensive development and redevelopment of the area for residential use at the Site and its surroundings. As such, the approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "OU(CDWRA)" zone and would better utilise deserted land in the New Territories.

- 2.3 7 nos. of similar applications (Nos. A/YL-NSW/334, 341, 342, 343, 344, 345 and 346) for '*Warehouse*' use were approved by the Board on a temporary basis for a period of 3 years within the same and the other "OU(CDWRA)" zone on the OZP in the past 5 years. Although no similar applications for '*Vehicle Repair Workshop*' was approved within the subject "OU(CDWRA)" zone, 2 nos. of similar applications (Nos. A/YL-NSW/323 and 355) partly for

'Vehicle Repair Workshop' were approved by the Board on a temporary basis for a period of 3 years within the "Village Type Development" zone to the east of the subject "OU(CDWRA)" zone. Hence, the 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 6,223 m² (about) (**Plan 3**). The operation hours are Monday to Saturday from 09:00 to 19:00. There will be no operation on Sunday and public holidays. 11 nos. of temporary structures are proposed for warehouse (excl. D.G.G.), vehicle repair workshop, office, guard house, meter room, and storage of tools, goods, forklift, vehicle repair tools and vehicle part with total gross floor area (GFA) of 3,094 m² (about) (**Plan 4**). The office is intended to provide indoor workspace for administrative staff to support the daily operation of the Site. It is estimated that the Site would accommodate about 15 nos. of staff. Given that no shopfront will be provided, no visitor is anticipated at the Site. The vehicle repair workshop will be solely used by the applicant's own fleet (heavy goods vehicles (HGV) only), and no service will be provided for outsiders. Details of development parameters are shown at **Table 1** below.

Table 1 – Development Parameters

Site Area	6,223 m ² (about)
Covered Area	2,436 m ² (about)
Uncovered Area	3,787 m ² (about)
Plot Ratio	0.50 (about)
Site Coverage	39% (about)
No. of Structure	11
Total GFA	3,094 m ² (about)
- <i>Domestic GFA</i>	<i>Not applicable</i>
- <i>Non-Domestic GFA</i>	<i>3,094 m² (about)</i>
Building Height	3 m to 8 m (about)
No. of Storey	1 to 2

3.2 The entire Site has already been covered with concrete of not more than 0.2 m in depth. The application serves to regularise the existing hard-paving, where the existing site levels range between +4.0 mPD and +4.1 mPD (**Plan 5**). The filling of land is to facilitate a flat surface for the provision of vehicle parking, loading/unloading (L/UL) and manoeuvering spaces, and site formation for structures. Hence, the hard-paving is considered necessary and has been kept

to a minimum for the operation of the Site. The applicant will strictly follow the scheme, and no further filling of land will be carried out at the Site after obtaining relevant planning permission from the Board.

3.3 With reference to the Notes of the OZP, any filling of pond shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area (IDPA) plan without the permission from the Board. Meanwhile, no action is required to make the use of such land conform to the OZP, if the use of such land was in existence immediately before the first publication in the Gazette of the notice of the IDPA Plan, provided such use has continued since it came into existence. According to the historical aerial photo (No. A22172) taken by the Survey and Mapping Office, Lands Department, the filling of pond at the Site had been in existence immediately before the first publication in the Gazette of the notice of the Nam Sang Wai IDPA Plan No. IDPA/YL-NSW/1 on 17.08.1990, and it has continued to exist since then.

3.4 The Site is accessible from Kam Pok Road West via a local access (**Plan 1**). A 11 m-wide (about) vehicular ingress/egress is proposed at the eastern portion of the Site. A total of 12 nos. of parking and L/UL spaces are provided at the Site. Details of their provisions are shown at **Table 2** below.

Table 2 – Parking and L/UL provisions

Types of Space	No. of Space
Parking Space for Private Cars (PC) - 2.5 m (W) x 5 m (L)	8
L/UL Space for Light Goods Vehicle (LGV) - 3.5 m (W) x 7 m (L)	2
L/UL Space for HGV - 3.5 m (W) x 11 m (L)	1
L/UL Space for Container Vehicle (CV) - 3.5 m (W) x 16 m (L)	1

3.5 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 ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian/road safety. Delivery operations will only be conducted during non-peak hours, i.e. between 09:00 and 18:00. As the trip generated/attracted by the Site is expected to be minimal, the adverse traffic impact to the surrounding road network is therefore not anticipated. Details of the trip generation/attraction are shown at **Table 3** below.

Table 3 – Estimated Trip Generation/Attraction

Time Period	Estimated Trip Generation/Attraction								
	PC		CV		LGV		HGV		2-Way Total
	In	Out	In	Out	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	6	0	0	0	0	0	0	0	6
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	6	0	0	0	0	0	0	6
Average trip per hour (09:00 – 18:00)	2	2	0.5	0.5	1	1	1	1	9

3.6 No open storage, storage of dangerous goods will be allowed at the Site at any time during the approval period of the planning permission. 2.5 m high solid metal wall will be erected along the site boundary to minimise the potential nuisance to the surroundings. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall.

3.7 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.

3.8 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.

3.9 The applicant will also implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. The design and construction of the system will strictly follow the requirements stipulated in *ProPECC PN 1/23*.

4) Conclusion

4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Adequate mitigation measures will be provided by the applicant, i.e. submission of fire service installations and drainage proposals after 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 Warehouse (Excluding Dangerous Goods Godown) and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

Tai Wah Development Consultants Limited

December 2025