



DeSPACE (International) Limited

Date: 28th July 2026

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Pages: 1 + Attachments
BY HAND & BY EMAIL
(tpbpd@tpb.gov.hk)

Dear Sir/Madam,

**Lots 3719 S.G ss.9 RP, 3719 S.G ss.10 (Part) in D.D.104
and Adjoining Government Land, Nam Sang Wai, Yuen Long
Section 16 Planning Application No. A/YL-NSW/372
Further Information (3)**

References are made to the email dated 14th July 2026 in relation to the comments from TD. In order to address the comments, please find the response-to-comment table below, **Attachment 1** for the replacement pages of the Planning Statement, and **Attachment 2** for the replacement pages of Drawings/Figures.

Departmental Comments	Responses
Transport Department (Emails dated 14th July 2026 refers):	
The Site is connected to the public road network via a section of local access which is not managed by Transport Department. The land status of the local access road should be clarified with the Lands Department by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly;	Noted with thanks.
As there is no information about the vehicular access at the private lot(s) to the subject site, the applicant should arrange by themselves if necessary, and should seek the relevant land owner(s) on the right of using the vehicular access;	Noted with thanks.
Please provide details of the trip generation with breakdown for the proposed use to justify the sufficiency of 4 car parking spaces.	The trip generation for the Site is supplemented in Attachment 1 – Supplementary Planning Statement.
Dimension of the proposed car parking space and L/UL space shall follow HKPSG. Please provide a plan showing to-to-scale parking space and L/UL space.	Figures 3a and 3b in Attachment 2 are updated to demonstrate the dimensions of said spaces.
Swept path analysis should be conducted based on a to-scale drawing. Please update.	Figures 3a and 3b are replaced with 1:250 scale.
Please advise the width of site entrance and indicate it clearly on plan.	The width of the site entrance is supplemented in Figures 3a and 3b.

Should you have any queries with this submission, please feel free to contact Mr. Jeffrey Kwok / Mr. Kenji Wong at [REDACTED].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

Greg Lam



Attachment 1

Replacement Pages of the
Supplementary Planning Statement

Table of Contents

1. Introduction	4
2. Site Context	4
2.1 Application Site and Its Surrounding Areas	4
2.2 Land Administration	4
3. Town Planning Context.....	5
3.1 Statutory Planning Requirements.....	5
3.2 Previous Planning Approvals	5
3.3 Similar Planning Approvals	5
4. Proposed Development	6
5. Planning and Development Justifications	7
5.1 No Frustration of Long-term Planning Intention of OU(CDWRA) Zone.....	7
5.2 Compatible Land Use.....	8
5.3 No Insurmountable Environmental and Hygiene Impacts	8
5.4 No Insurmountable Drainage Impacts.....	8
5.5 No Insurmountable Fire Safety Impacts.....	8
5.6 No Insurmountable Traffic Impacts	8
6. Conclusion	9

List of Figures

Figure 1	Location Plan
Figure 2	Site Plan
Figure 3a	Private Vehicle Swept Path Plan
Figure 3b	Light Goods Vehicle Swept Path Plan
Figure 4	G/F Layout Plan
Figure 5	1/F Layout Plan
Figure 6	2/F Layout Plan
Figure 7	G/F Layout Comparison Plan
Figure 8	1/F Layout Comparison Plan
Figure 9	2/F Layout Comparison Plan

5.2 Compatible Land Use

Surrounded by low-rise residential areas, plant nurseries, storage yards, vehicle parks, eating places, and shop and services, the Proposed Development can meet the needs of residents and workers nearby. Approvals for the Shop and Services use near the Application Site (e.g., A/YL-NSW/362, A/YL-MP/401) and Eating Place use (A/YL-MP/342) also reflect growing community demand for such facilities, hence further justifying the approval of the Proposed Development.

5.3 No Insurmountable Environmental and Hygiene Impacts

The Application Site is currently seeking an application for relevant food license(s) issued by FEHD. The Applicant will follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and 'Control of Oil Fume and Cooking Odour from Restaurant and Food Business' to control oily fume and cooking odour emissions generated from the Proposed Development. Adequate air pollution control equipment is provided at the kitchen ventilation system for treating cooking fume emissions before being discharged to the outdoor environment, in order to fulfil the requirements of the Air Pollution Control Ordinance. the Applicant would properly maintain the ventilation system to control noise impact. The operation of the Proposed Development therefore will not cause any environmental nuisance to the surroundings.

5.4 No Insurmountable Drainage Impacts

Since the extents of the Proposed Development remains similar, the drainage facilities provided in the Approved Scheme would still be valid. The change in the drainage provision under the current application compared to the previous application is therefore minimal with no significant change in the flow characteristics. The Applicant will be liable for the implementation and maintenance of the drainage facilities at their cost.

All wastewater collected from the kitchen, including that from basins, sinks and floor drains, will be discharged via a grease trap in accordance with ProPECC PN 1/23 "Drainage Plans subject to Comment by Environmental Protection Department" and effluent discharges from the Proposed Development are subject to control under the Water Pollution Control Ordinance. It is anticipated that drainage impacts from the Proposed Development are thus negligible.

5.5 No Insurmountable Fire Safety Impacts

Since the extents of the Proposed Development remains similar, the fire service installations provided in the Approved Scheme would still be valid. It is anticipated that fire safety impacts from the Proposed Development are negligible. The Applicant will be liable for the implementation and maintenance of the proposed FSI at their cost.

5.6 No Insurmountable Traffic Impacts

The Proposed Development is to serve the nearby locals and visitors are encouraged to access the Proposed Development by walking or public transport. Alas, 4 private car parking spaces are provided at the Site. Since the staff of the proposed Restaurant will reside in the ancillary staff quarters, no trip generation and attraction from staff to the

proposed Restaurant are anticipated in this regard. Estimated trip generation data of visitors of the Restaurant are referenced in **Table 3** below.

Table 3: Estimated Traffic Attraction and Generation

Time Period	Private Car		Light Goods Vehicle		2-way Total
	In	Out	In	Out	
Trips at AM peak per hour (07:00-08:00)	0	0	1	1	2
Trips at PM peak per hour (18:00-19:00)	4	2	0	0	6
Traffic trip per hour (average; 09:00-18:00, 19:00-20:00)	3	3	0	0	6

No vehicle will be allowed to queue back to or reverse onto/from the Site at any time during the planning approval period, with a swept path analysis provided in **Figure 3a and 3b** for demonstration of sufficient manoeuvring space. Hence, adverse traffic impact is not anticipated.

6. Conclusion

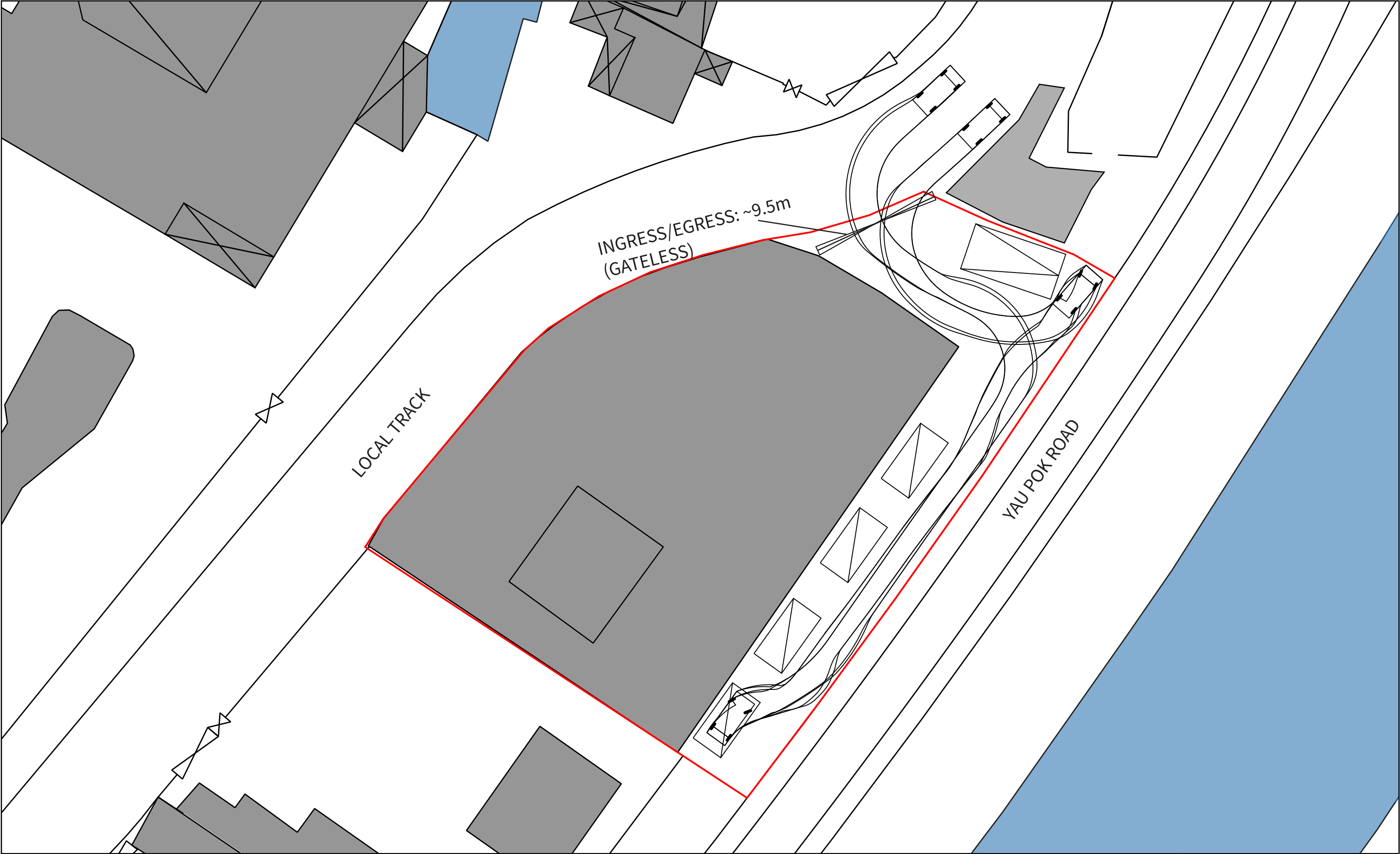
This supplementary planning statement seeks Section 16 planning permission for a 3-year Temporary Eating Place (Restaurant) for a Period of 3 Years at Lots 3719 S.G ss.9 RP, 3719 S.G ss.10 (Part) in D.D.104 and Adjoining Government Land, Nam Sang Wai, Yuen Long. The proposal is fully justified on the following grounds:

- The Proposed Development on a temporary basis possesses compatible development scale and land use with its nearby rural developments predominated by low-rise residential development, eating place, shop and services, and open storage yards.
- The nature of Restaurant use could serve the local neighbourhood;
- There is no immediate permanent development proposal at the Application Site, and approval of the application on a temporary basis of a period of 3 years would not frustrate the long-term planning intention of the “OU(CDWRA)” zone; and
- There would be no adverse impacts to the surroundings in terms of traffic, environmental, drainage, fire safety, and traffic issues.

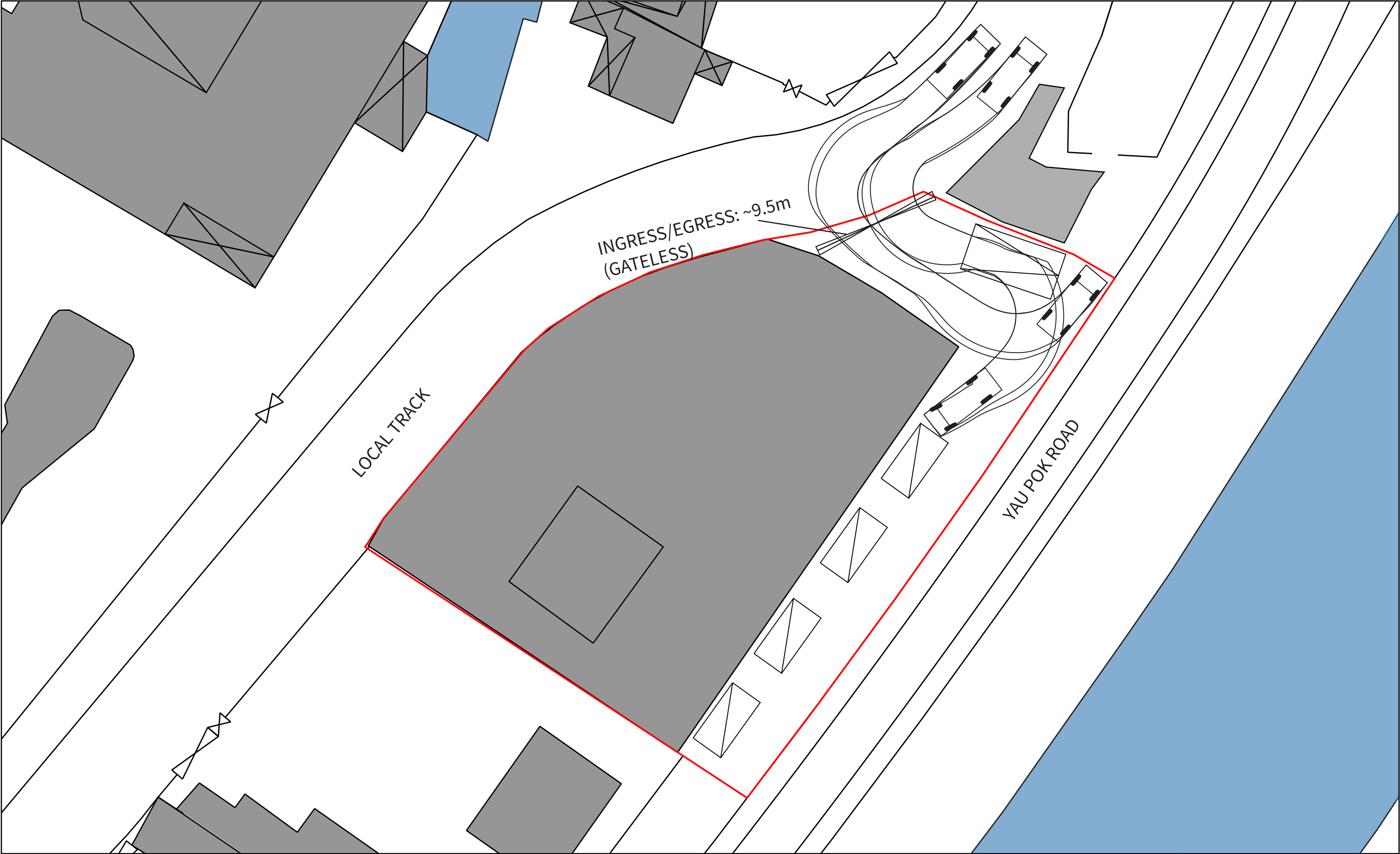
In view of the above, TPB members are respectfully requested to grant approval in support of the Proposed Development.

Attachment 2

Replacement Pages of
Drawings/Figures



DRAWING TITLE: PRIVATE VEHICLE SWEEP PATH PLAN	LEGEND: APPLICATION BOUNDARY PRIVATE CAR PARKING SPACE (5m x 2.5m) ENCLOSED STRUCTURE LIGHT GOODS VEHICLE LOADING/UNLOADING BAY (7m x 3.5m)	SCALE: 1:250	PREPARED BY:  DeSPACE (International) Limited
DRAWING NO.: FIGURE 3a		DATE: JULY 2026	



DRAWING TITLE: LIGHT GOODS VEHICLE SWEEP PATH PLAN	LEGEND: APPLICATION BOUNDARY PRIVATE CAR PARKING SPACE (5m x 2.5m) ENCLOSED STRUCTURE LIGHT GOODS VEHICLE LOADING/UNLOADING BAY (7m x 3.5m)	SCALE: 1:250	PREPARED BY: DeSPACE (International) Limited
DRAWING NO.: FIGURE 3b		DATE: JULY 2026	