

## Supplementary Statement

### 1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 855 S.D (Part), 855 S.E (Part), 857 and 858 (Part) in D.D. 76, Hok Tau Wai, Fanling, New Territories (the Site)* for '**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**' (proposed development) (**Plan 1**).
- 1.2 The Site is located in Hok Tau Wai, which is dominated by residential use. Although public transportation is available at Hok Tau Road, locals still rely mostly on private car for daily commuting due to the limited destinations and infrequency of public transportation provided at the area. In view of the above, the applicant would like to operate a new public vehicle park to serve and bring convenience to the nearby locals, as well as to alleviate the pressing demand for parking spaces.

### 2) Planning Context

- 2.1 The Site falls within an area zoned as "Village Type Development" ("V") on the Approved Hok Tau Outline Zoning Plan (OZP) No. S/NE-HT/7 (**Plan 2**). According to the Notes of the OZP, '*public vehicle park (excluding container vehicle)*' is a column two use within the "V" zone, therefore requires planning permission from the Board.
- 2.2 Since the Site is surrounded by village houses and vacant land, the proposed development with one 1-storey structure for site office and guardroom is considered not incompatible with the surrounding area. The proposed '*public vehicle park (excluding container vehicles)*' is intended to serve the needs of nearby residents and in support of the village development, hence, approval of the application is considered in line with the planning intention of the "V" zone and would better utilise precious land resources in the New Territories.

### 3) Development Proposal

- 3.1 The Site occupies an area of 539 m<sup>2</sup> (about) (**Plan 4**). One single storey structure is proposed at the Site for site office and guardroom with total gross floor area (GFA) of 18 m<sup>2</sup> (**Plan 4**). The site office and guardroom are intended to provide indoor workspace for 2 staff to support the daily operation of the Site. The operation hours of the Site are 24-hour daily, including public holiday. Details of development parameters are shown at **Table 1** below:

**Table 1 – Major Development Parameters**

<b>Application Site Area</b>	539 m <sup>2</sup> (about)
<b>Covered Area</b>	18 m <sup>2</sup> (about)
<b>Uncovered Area</b>	521 m <sup>2</sup> (about)
<b>Plot Ratio</b>	
	0.03 (about)
<b>Site Coverage</b>	
	3% (about)
<b>Number of Structure</b>	
	1
<b>Total GFA</b>	
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m <sup>2</sup> (about)
<b>Building Height</b>	
	3 m (about)
<b>No. of Storey</b>	
	1

3.2 The Site is accessible from Hok Tau Road via a local access (**Plan 1**). A total of 10 parking spaces are provided at the Site, details of parking spaces are shown at **Table 2** below:

**Table 2 – Parking Provisions**

<b>Type of Space</b>	<b>No. of Space</b>
Private Car Parking Space	10
- 2.5 m (W) x 5 m (L)	

3.3 Sufficient space is provided for vehicle to smoothly manouvre within the Site to ensure no vehicle will queue back to or reverse onto/from the Site to the public road (**Plan 5**). A notice will be posted at a prominent location of the Site to indicated that no light, medium or heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, as defined in the *Road Traffic Ordinance*, are allowed to be parked/stored on or enter/exist the Site at all times during the planning approval period.

3.4 Furthermore, no vehicles without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period. As the trip generation and attraction of the proposed development are minimal (as shown at **Table 3** below), adverse traffic impact to the surrounding road network should not be anticipated.

**Table 3 – Estimated Trip Generation and Attraction**

Time Period	Trip Generation and Attraction		
	PC		2-Way Total
	In	Out	
Trips at <u>AM peak</u> per hour (07:30 – 08:30)	0	3	3
Trips at <u>PM peak</u> per hour (17:30 – 18:30)	3	2	5
Traffic trip per hour (average)	1	1	2

3.5 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by Environmental Protection Department and statutory requirements under relevant pollution control ordinances to minimize adverse environmental impacts and nuisance to the surrounding area.

#### 4) Conclusion

4.1 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. submission of fire service installations and drainage proposals to mitigate any adverse impact arising from the proposed development after planning approval have been obtained from the Board.

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years**'.

**R-riches Property Consultants Limited**

**January 2025**

## **LIST OF PLANS**

- |               |  |
|---------------|--|
| <b>Plan 1</b> | Location Plan  |
| <b>Plan 2</b> | Plan Showing the Zoning of the Application Site      |
| <b>Plan 3</b> | Plan Showing the Land Status of the Application Site |
| <b>Plan 4</b> | Layout Plan  |
| <b>Plan 5</b> | Swept Path Analysis                                  |