

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Various Lots in D.D. 244, Ho Chung, Sai Kung, New Territories (the Site)* for '**Proposed Temporary Private Vehicle Park for a Period of 3 Years and Associated Filling of Land**' (proposed development) (**Plan 1**).
- 1.2 The Site is located within a fenced residential development formed by a group of New Territories Exempted Houses (NTEHs), namely Dynasty Palace. Despite the fact that public transportation is available at Hiram’s Highway, residents still rely mostly on private car for daily commuting due to a far distance from bus stations, the limited destinations and infrequency of public transportation. Therefore, the applicant (i.e. the owner of the adjacent house - 428D Ho Chung New Village) would like to use the Site for parking of his private cars for daily commuting purpose.

2) Planning Context

- 2.1 The Site falls within an area zoned as “Agriculture” (“AGR”) zone on the Approved Ho Chung Outline Zoning Plan (OZP) No. S/SK-HC/11 (**Plan 2**). According to the Notes of the OZP, ‘Private Vehicle Park’ is not a column one nor column two use within the “AGR” zone, which requires permission from the Board.
- 2.2 Since the Site is located within Dynasty Palace, the proposed development is considered not incompatible with the surrounding area. Furthermore, there is no active agricultural activity within the Site, approval of the application on a temporary basis of 3 years would therefore not jeopardise the long-term planning intention of the “AGR” zone and would better utilize deserted agricultural land.
- 2.3 Although there is no similar approved application, several similar S.16 planning applications (Nos. A/YL-KTN/915, A/YL-KTN/888, A/NE-TKL/712, A/NE-PK/174 etc.) for ‘vehicle park’ use within “AGR” zone were previously approved by the Board elsewhere. Therefore, approval of the current application is in line with the Board’s previous decision and would not set undesirable precedent within the “AGR” zone.

3) Development Proposal

- 3.1 The Site occupies an area of 103 m² (about) (**Plan 3**). No structure is proposed at the Site. (**Plan 4**). 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

Application Site Area	103 m ² (about)
Covered Area	N/A
Uncovered Area	103 m ² (about)

- 3.2 The Site has already been hard-paved and covered by tiles for parking spaces and circulation area (**Plan 5**). The land filling area is required to meet the operational need and the extent of filling has been kept to minimal. No further filling of land will be carried out at the Site by the applicant after planning approval has been obtained from the Board. The applicant will also reinstate the Site to an amenity area after the planning approval period.
- 3.3 The Site is accessible from Nam Pin Wai Road via a local access (**Plan 1**). Details of parking spaces are shown at **Table 2** below:

Table 2 – Parking Provisions

Type of Space	No. of Space
Private Car Parking Space - 2.5 m (W) x 5 m (L)	2

- 3.4 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure no vehicle will queue back to or reverse onto/from the Site to the public road (**Plan 6**). A notice will be posted at a prominent location of the Site to indicated that only private car is allowed to be parked/stored on enter/exit the Site at any time during the planning approval period.
- 3.5 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 trip generation and attraction of the proposed development is insignificant (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	1	1
Trips at <u>PM peak</u> per hour (17:30 – 18:30)	1	0	1
Traffic trip per hour (average)	1	1	2

3.6 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 Private Vehicle Park for a Period of 3 Years and Associated Filling of Land**’.

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LIST OF PLANS

Plan 1	Location Plan
Plan 2	Plan Showing the Zoning of the Application Site
Plan 3	Plan Showing the Land Status of the Application Site
Plan 4	Layout Plan
Plan 5	Filling of Land of the Application Site
Plan 6	Swept Path Analysis