

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Lots 1750A9 (Part) and 1905 RP (Part) in D.D. 107, Cheung Chun San Tsuen, Kam Tin, Yuen Long, New Territories (the Site) for ‘**Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**’ (the development) (**Plan 1**).
- 1.2 The Site is in close proximity to nearby residential uses i.e. Park Yoho and Cheung Chun San Tsuen, where there is strong local demand for car parking spaces. Despite public transportation is available at Park Yoho, most residents rely on private cars for daily commuting given the limited route destinations and low frequency of the bus services. In view of this, the applicant would like to continue to operate the public vehicle park to serve nearby resident and business operators.

2) Planning Context

- 2.1 The Site currently falls within an area zoned “Comprehensive Development Area (1)” (“CDA(1)”) on the Approved Kam Tin North Outline Zoning Plan (OZP) No.: S/YL-KTN/11 (**Plan 2**). According to the Notes of the OZP, ‘*Public Vehicle Park (Excluding Container Vehicle)*’ is a column 2 use within the “CDA(1)” zone, which requires planning permission from the Board.
- 2.2 The applied use is considered not incompatible with surrounding area which is dominated by residential, public vehicle parks and open storage uses. Although the applied use is not entirely in line with the planning intention of “CDA(1)” zone, there is no known comprehensive development/redevelopment of the area for residential use at the Site. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intentions of the “CDA(1)” zone and would better utilize precious land resources in the New Territories.
- 2.3 The Site is subject of a previously approved application (No. A/YL-KTN/837) for the same applied use submitted by the same applicant, which was approved by the Board on a temporary basis for a period of 5 years in June 2022. Compared with the previous application, the applied use, site area, layout and other development parameters remain unchanged. During the planning approval period of the previous application, the applicant has made effort to comply with the approval conditions. Details are shown at **Table 1** below.

Table 1 – Details of Compliance with Approval Conditions of the Previous Application

Approval Conditions of Application No. A/YL-KTN/837		Date of Compliance
(d)	The submission of a drainage proposal	Not complied with
(e)	The implementation of the drainage proposal	Not complied with
(g)	The submission of a fire service installations (FSIs) proposal	18.10.2024
(h)	The implementation of the FSIs proposals	Not complied with

- 2.4 The applicant made multiple submissions of drainage proposal to comply with approval condition (d) between 2022 and 2024, among which the latest proposal was submitted on 07.10.2024, which was considered not acceptable by the Chief Engineer/Mainland North, Drainage Services Department on 11.11.2024. The planning permission was subsequently revoked on 24.12.2024.
- 2.5 The applicant made submission of a FSIs proposal to comply with approval condition (f) on 17.09.2024, which was accepted by the Director of Fire Services on 18.10.2024. Upon obtaining planning permission for the current application, the applicant will proceed to implement the accepted FSI proposal at the Site.
- 2.6 Apart from the previous application, similar applications (Nos. A/YL-KTN/650 and 960) for the same applied use were approved by the Board within the “CDA(1)” zone in the vicinity of the Site between 2019 and 2023. Therefore, approval of the application is in line with the Board’s previous decisions and would not set an undesirable precedent within the “CDA(1)” zone.
- 2.7 In support of the application, the applicant has submitted the accepted FSIs proposal under the previous application to enhance fire safety of the development, as well as a drainage proposal to minimize the potential adverse impact to the surrounding area (**Appendices I and II**). Upon obtaining planning permission from the Board, the applicant will proceed to carry out the implementation works of the accepted proposals.

3) Development Proposal

- 3.1 The Site occupied an area of 1,668 m² (about) (**Plan 3**). The operation hours of the development are 24-hour daily, including public holidays. One single-storey structure is provided at the Site for site office use with total gross floor area (GFA) of 18 m² (about) (**Plan 4**). The site office provides indoor workspace for 1 no. of staff to support the daily operation of the development. Details of development parameters are shown at **Table 2** below.

Table 2 – Development Parameters

Site Area	1,668 m ² (about)
Covered Area	18 m ² (about)
Uncovered Area	1,650 m ² (about)
Plot Ratio	
	0.01 (about)
Site Coverage	
	1% (about)
No. of Structure	
	1
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

3.2 The Site is accessible from Shui Mei Road via a local access (**Plan 1**). A total of 32 parking spaces for private cars are provided at the Site. Details of the parking provisions are shown at **Table 3** below.

Table 3 – Parking provisions

Type of Space	No. of Space
Parking Space for Private Cars - 2.5 m (W) x 5 m (L)	32

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 5**). A notice will be posted at a prominent location of the Site to indicate 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/exit the Site at all times during the planning approval period. No vehicle without valid licence 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.

3.4 As the traffic generated/attracted by the development is minimal, adverse traffic impacts arising from the development is not anticipated. Details of the trip generation/attraction are shown at **Table 4** below.

Table 4 – Trip Generation/Attraction

Time Period	Trip Generation/Attraction		
	Private Car		2-Way Total
	In	Out	
Trips at <u>AM peak</u> per hour (07:00 – 08:00)	1	8	9
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	3	8	11
Trips at <u>PM peak</u> per hour (17:00 – 18:00)	6	2	8
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	8	3	11
Average trip per hour (09:00 – 17:00; 19:00 – 07:00)	3	3	6

3.5 The applicant will strictly 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 planning approval period. The applicant will also follow relevant mitigation measures and requirements in the latest the ‘*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*’ issued by the Environmental Protection Department to minimize adverse environmental impacts and nuisance to the surrounding area.

4) Conclusion

4.1 The development will not create significant nuisance to the surrounding areas. Adequate mitigation measures are provided, i.e. the accepted FSIs proposal under the previous application and a drainage proposal to mitigate any adverse impact arising from the development (**Appendices I and II**). The applicant will proceed to implement the accepted proposals upon obtaining planning permission from the Board.

4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for ‘**Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities for a Period of 5 Years**’.

R-riches Property Consultants Limited

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LIST OF APPENDICES

Appendix I	Accepted FSIs proposal under the previous application
Appendix II	Drainage Proposal

LIST OF PLANS

Plan 1	Location plan
Plan 2	Plan showing the zoning of the Site
Plan 3	Plan showing the land status of the Site
Plan 4	Layout plan
Plan 5	Swept path analysis