

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 1530, 1539 (Part), 1540, 1542, 1543 (Part) and 1549 (Part) in D.D. 129, Lau Fau Shan, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services with Ancillary Facilities for a Period of 5 Years and Associated Filling of Land**' (proposed development) (**Plan 1**).
- 1.2 The Site is located in close vicinity of some existing residential development (i.e. Emerald Villa, The Grandeur, Mong Tseng Tsuen, Rich Castle, etc.), which demand for public parking spaces and shop and services have always been high. Although public minibus service is provided at Mong Tseng Tsuen, surrounding locals still rely mostly on private cars for daily commuting due to the limited destinations and infrequency of the service. Subsequently, illegal on-street parking is often observed at Tin Yuet Road, which causes adverse traffic impact to the nearby road network.
- 1.3 Furthermore, the Site is located at a relatively remoted area, nearby locals often require to travel to Tin Shui Wai for their daily grocery purchasing, which causes inconvenience to the locals. In view of the above, the applicant would like to operate the applied uses to alleviate the pressing demand of legal parking spaces in the area and bring convenience to the surrounding locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned as "Village Type Development" ("V") on the Approved Lau Fau Shan and Tsim Bei Tsui OZP No.: S/YL-LFS/11 (**Plan 2**). According to the Notes of the OZP, both '*public vehicle park (excluding container vehicle)*' and '*shop and services*' uses are column two uses within the "V" zone, which requires planning permission from the Board.
- 2.2 The Site is surrounded by residential development formed by groups of village house of 8.23m high, the proposed development with several low-rise structures is considered not incompatible with the surroundings. The proposed shop and services (together with the proposed public vehicle park (excluding container vehicles) are intended to serve the needs of

the residents and in support of the village development, hence, it is considered in line with the planning intention of the "V" zone and would better utilise precious land resources in the New Territories.

- 2.3 Furthermore, similar S.16 planning application for 'vehicle park' use was previously approved by the Board within the same "V" zone of the same OZP. The application site of a similar application (No. A/YL-LFS/367) is located at the east of the Site, which was approved by the Board on a temporary basis of 3 years on 26/2/2021. Therefore, approval of the current application is in line with the Board's previous decision and would not set undesirable precedent within the "V" zone.

3) Development Proposal

- 3.1 The Site occupies an area of 3,868 m² (about) (**Plan 4**). A total of 3 structures are provided at the Site for shop and services, site office and portable toilet with total GFA of 137 m² (**Plan 4**). Details of development parameters are shown at **Table 1** below:

Table 1 – Major Development Parameters

Application Site Area	3,868 m ² (about)
Covered Area	137 m ² (about)
Uncovered Area	3,731 m ² (about)
Plot Ratio	
	0.04
Site Coverage	
	3.5% (about)
Number of Structure(s)	
	3
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	137 m ² (about)
Building Height	
	3.5 m (about)
No. of Storey	
	1

- 3.2 The Site has been filled with concrete and gravel (of not more than 0.1m in depth) to facilitate a flat surface for site formation of structures, parking spaces and circulation area (**Plan 5**). The associated filling of land area is considered necessary and has been kept to minimal for the operation of the proposed development. No further filling of land will be carried out after planning permission has been granted from the Board.

4) Operation Mode

Operation of the Public Vehicle Park

4.1 The Site is accessible from Tin Yuet Road via a local access (**Plan 1**). The operation hours of the public vehicle park are 24-hour daily, including public holiday. A total of 62 parking spaces will be provided at the Site, details of parking spaces and loading/unloading (L/UL) provisions are shown at **Table 2** below:

Table 2 – Parking Provisions

Type of Space	No. of Space
Private Car (PC) Parking Space for Staff - 2.5 m (W) x 5 m (L)	4
Private Car (PC) Parking Space for Visitor - 2.5 m (W) x 5 m (L)	45
Light Goods Vehicle (LGV) Parking Space - 3.5 m (W) x 7 m (L)	11
Light Goods Vehicle (LGV) L/UL Space - 3.5 m (W) x 7 m (L)	2

4.2 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 (**Plans 6 and 7**). A notice will be posted at a prominent location of the Site to indicate that only PC and LGV are allowed to be parked/stored on enter/exit the Site at any time during the planning approval period.

4.3 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		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (07:30 – 08:30)	2	12	1	5	20
Trips at <u>PM peak</u> per hour (17:30 – 18:30)	4	6	3	1	14
Traffic trip per hour (average)	3	3	1	1	8

Operation of the Shop and Services

- 4.4 Shop and services are provided at structures B1 and B2 (**Plan 4**). The operation hours of the shop and services are from 09:00 to 22:00 daily, including public holidays. The estimated number of staff working at the Site are 4. It is estimated that the shop and services would attract 20 visitors per day. Four private car parking spaces are provided for staff and two L/UL spaces are provided for transportation of goods to the Site. The ancillary site office and toilet are intended to provide indoor workspace to support the daily operation of the proposed use (**Plan 4**). No workshop activities will be carried out at the Site.
- 4.5 The applicant will strictly follow the *Professional Persons Environment Consultative Committee Practice Notes (ProPECCPN 1/23)* for sewage treatment at the Site. 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.
- 4.6 1 caretaker will stay overnight at the Site to handle any potential complaint to minimize nuisance to the surrounding area. 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.

5) Conclusion

- 5.1 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 drainage and fire service installations proposals after planning permission has been granted from the Board to mitigate any adverse impact arising from the proposed development.

- 5.2 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) and Shop and Services with Ancillary Facilities for a Period of 5 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	Plan Showing the Filling of Land of the Application Site
Plan 6	Swept Path Analysis (LGV)
Plan 7	Swept Path Analysis (PC)