

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lot 593 in D.D. 112, Shek Kong, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Shop and Services and Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years and Associated Filling of Land**' (the development) (**Plans 1 to 3**).
- 1.2 The Site falls within an area predominated by village development (i.e. Shui Lau Tin Tsuen). With the increase in local residents along Shek Kong Airfield Road, there is growing demand for shop and services as well as parking spaces in the area. The proposed development could alleviate the pressing demand for retail shop, service trade, real estate agency and parking spaces in the area. The proposed development could also benefit the local economy by creating additional employment opportunities.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Village Type Development" ("V") on the Approved Shek Kong Outline Zoning Plan (OZP) No.: S/YL-SK/9. According to the Notes of the OZP, 'Shop and Services' and 'Public Vehicle Park (excluding Container Vehicle)' are column 2 uses within the "V" zone, which requires planning permission from the Board (**Plan 2**).
- 2.2 Although the Site falls within the "V" zone, there is currently no small house application being processed by the Lands Department. Furthermore, the applied uses 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 intension of the "V" zone and would better utilize the precious land resources. Since the Site is surrounded by village development, the building height and form of the structures are similar to the nearby New Territories Exempted Houses (i.e. 8.23m), the applied use is considered not incompatible with the surrounding land use.
- 2.3 In addition, a similar application (No. A/YL-SK/292) for 'shop and services' use, which is located adjoining the Site, was approved by the Board on a temporary basis of 5 years in 2020. Approval of the current application would therefore not set an undesirable precedent within the same "V" zone.

3) Development Proposal

3.1 The Site occupies an area of 2,438 m² (about) (**Plan 3**). Three 2-storey structures are provided at the Site for shop and services, site office and washroom with total GFA of 462 m² (about) (**Plan 4**). The site office is intended to provide indoor workspaces for administrative staff to support the daily operation of the Site. The Site is accessible from Shek Kong Airfield Road via a local access (**Plan 1**). Details of development parameters are shown at **Table 1** below:

Table 1 – Major Development Parameters

Application Site Area	2,438 m ² (about)
Covered Area	246 m ² (about)
Uncovered Area	2,192 m ² (about)
Plot Ratio	
	0.19 (about)
Site Coverage	
	10% (about)
Number of Structure	
	3
Total GFA	
- Domestic GFA	462 m ² (about)
- Non-Domestic GFA	<i>Not applicable</i>
	462 m ² (about)
Building Height	
	7 m (about)
No. of Storey	
	2

3.2 Portion of the Site (i.e. 529m²) has already been filled with concrete with existing site level ranging from +16.4mPD to +16.5mPD. The current application intends to regularise the existing hard paved area. Upon obtaining planning approval from the Board, the whole Site is proposed to be filled with not more than 0.2m (about) of concrete for site formation of structures and circulation space. As heavy loading of structures and vehicles would compact the existing soiled ground and weaken the ground surface, concrete site formation is required to meet the operation needs and that has been kept to minimal for the operation of the proposed development. The applicant will reinstate the Site to an amenity area after the planning approval period.

4) Operation Mode

4.1 The applicant is the operator of the proposed development, and all the shops at the Site will

be subdivided and rented out for the applied use, details are as follows:

Operation of the Shop and Services

- 4.2 The operation hours of the shop and services are from 09:00 to 19:00 daily, including public holidays. The estimated number of staff working at the Site are 8. It is estimated that the shop and services would attract 20 visitors per day. A total of 8 private car parking spaces and one loading/unloading (L/UL) space are reserved for staff and visitor of the shop and services portion of the Site (**Plan 4**). No workshop activities will be carried out at the Site at any time during the planning approval period. Details of the parking space and L/UL provision are shown at **Table 2** below:

Table 2 – Parking and L/UL Provision of the Proposed Development

Type of Space	No. of Space
Private Car Parking Space for Staff - 2.5 m (W) x 5 m (L)	3
Private Car Parking Space for Visitor - 2.5 m (W) x 5 m (L)	5
L/UL space for Light Goods Vehicle for Staff - 3.5 m (W) x 7 m (L)	1

Operation of the Public Vehicle Park

- 4.3 The operation hours of the public vehicle park are 24-hours daily, including public holiday. Parking spaces for visitors will be rented on a monthly basis. A total of 27 parking spaces are provided for visitors at the Site (**Plan 4**).
- 4.4 A notice will be posted at a prominent location of the Site to indicated that no 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. 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.
- 4.5 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 (**Plans 6 and 7**). As trip generation and attraction of the proposed development is minimal (as shown at **Table 3** below), adverse traffic impact to the surrounding road network should not be anticipated.

Table 3 – Trip Generation and Attraction of the Proposed Development

Time Period	Trip Generation and Attraction				
	PC		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	15	3	1	1	20
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	5	13	1	1	20
Traffic trip per hour (average)	8	8	1	1	10

4.6 Relevant environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. will be strictly complied with at all times during the planning approval period. The applicant will also follow relevant mitigation measures and requirements in the latest ‘*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*’ issued by the Environmental Protection Department to minimise adverse environmental impacts and nuisance to the surrounding area.

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. the submission of the approved drainage and fire service installations proposals to mitigate any adverse impact arising from the development after planning approval has been granted by the Board.

5.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for ‘**Proposed Temporary Shop and Services and Public Vehicle Park (excluding Container Vehicle Park) 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 Site
Plan 3	Plan Showing the Land Status of the Site
Plan 4	Layout Plan
Plan 5	Plan Showing the Filling of Land Area of the Site
Plan 6	Swept Path Analysis (LGV)
Plan 7	Swept Path Analysis (PC)