

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lot 2661 in D.D. 124, Hung Shui Kiu, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**' (proposed development) (**Plan1**).
- 1.2 The Site is located in close vicinity of an existing residential development named Meadowlands, which demand for parking space has always been high. Illegal on-street parking is also often observed at Tan Kwai Tsuen Road that causes adverse traffic impact to the nearby road network. Although public minibus service is available at Tan Kwai Tsuen Road, residents still rely mostly on private car for daily commuting due to the limited destinations and infrequency of public transportation. In view of the above, the applicant would like to operate the applied use to bring convenience to nearby locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned as "Residential (Group B)1" ("R(B)1") on the Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No.: S/YL-TYST/14 (**Plan 2**). According to the Notes of the OZP, ' *Public Vehicle Park (excluding container vehicle)* ' use is a column two use within the " R(B)1" zone, which requires planning permission from the Board.
- 2.2 The Site is surrounded by a medium-density fenced residential development. The proposed development with ancillary 1-storey structure for guardroom and site office purpose is compatible with the surrounding low-rising buildings and would not create a visual impact. Furthermore, the Site is also located at approximately 80 m north-east of an existing parking lot. Therefore, the applied use is considered not incompatible with the surrounding land uses.
- 2.3 Several similar S.16 planning applications (i.e. Nos. A/YL-TYST/930, A/YL-TYST/934, A/YL-TYST/1139, A/YL-TYST/1229 etc.) for "*public vehicle park*" use were previously approved by the Board within the adjoining "R(B)" zone within the same OZP. The latest application (No. A/YL-TYST/1229) for the same use with a greater development scale was approved by the Board on a temporary basis of 3 years on 11/08/2023. Therefore, approval of the current application is in line with the Board's previous decision and would not set undesirable precedent within

the “R(B)1” zone.

3) Development Proposal

3.1 The Site occupies an area of 1,231 m² (about) (**Plan 4**). One 1-storey structure is proposed at the Site for guardroom and site office with total gross floor area (GFA) of 15 m² (**Plan 4**). It is estimated that the Site would be able to accommodate 2 staff. 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	1,231 m ² (about)
Covered Area	15 m ² (about)
Uncovered Area	1,216 m ² (about)
Plot Ratio	
	0.01 (about)
Site Coverage	
	1% (about)
Number of Structure	
	1
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	15 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

3.2 The Site is accessible from Tan Kwai Tsuen 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)	36

3.3 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 5**). 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.

3.4 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 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)	2	12	14
Trips at <u>PM peak</u> per hour (17:30 – 18:30)	7	3	10
Traffic trip per hour (average)	2	2	4

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.

3.6 Two existing trees are located at the north-west and north-east portion of the Site respectively. Both existing trees will be preserved and well maintained by the applicant. Kerbs will be placed in front of the existing trees to prevent them being damaged by the movement of vehicles (**Plans 4 and 5**). No tree is proposed to be felled by the applicant during the planning approval period.

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 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.

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

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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	Swept Path Analysis