

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 1488 (Part) and 1489 (Part) in D.D. 83, Lung Yeuk Tau, Fanling, New Territories* (the Site) for **'Proposed Temporary Public Vehicle Park (excluding Container Vehicle) and Associated Filling of Land for a Period of 3 Years'** (the proposed development) (**Plans 1 to 3**).
- 1.2 The applicant, who operates a taxi fleet called Big Bee Taxi, intends to operate the proposed development to provide space for parking of his own taxis fleet.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19 (**Plan 2**). According to the Notes of the OZP, the applied use is neither a Column 1 nor 2 use within the "AGR" zone, which requires planning permission from the Board.
- 2.2 The proposed development is considered not incompatible with the surrounding areas, which are dominated by residential dwellings, temporary structures, parking of vehicle, car-beauty workshop, etc. Despite falling within the "AGR" zone, the Site has been left vacant without agricultural activities. Therefore, approval of the application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and can better utilise precious land resources in the New Territories.
- 2.3 Various similar applications for the same applied use (Nos. A/NE-LYT/828, 837 and 851) have recently approved by the Board on a temporary basis for a period of 3 years within the same "AGR" zone on the OZP. Therefore, approval of the current application is in line with previous decisions of the Board and would not set an undesirable precedent within the "AGR" zone.

3) Development Proposal

- 3.1 The Site occupies an area of 1,533 m² (about) (**Plan 3**). The operation hours will be 24-hour daily. 20 nos. of parking space are proposed for parking of taxi of various sizes. No structures are proposed therewithin (**Plan 4**). Detailed development parameters are shown at **Table 1** below.

Table 1 – Major development parameters

Site area	1,533 m ² (about)
Covered area	N/A
Uncovered area	1,533 m ² (about)

- 3.2 The existing level of the Site is at +10.5 mPD. The entire site is proposed to be hard-paved with concrete of not more than 0.2 m in depth (i.e. up to 10.7 mPD) to provide a flat and solid surface for vehicle parking. The filling of land is considered necessary and has been kept to a minimum for the operation of the proposed development. No further filling of land will be carried out at the Site. Upon expiry of the planning permission, the applicant will remove the hard-paving and reinstate the Site to an amenity area.
- 3.3 The Site is accessible from Sha Tau Kok Road – Lung Yeuk Tau via a local access (**Plan 1**). A 7.3 m-wide (about) vehicular ingress/egress is proposed at the southern periphery. A total of 20 parking spaces is provided at the Site. Details of their provisions are shown at **Table 2** below.

Table 2 – Parking and L/UL provisions

Type of space	No. of space
Private car parking space - 2.5 m (W) x 5 m (L)	10
Light goods vehicle parking space - 3.5 m (W) x 7 m (L)	10

- 3.4 Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 6**). A notice will be posted at a prominent location of the vehicular ingress/egress to indicate 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/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 approval period of the planning permission.
- 3.5 Taxi drivers typically change shifts at 5:00 am or 5:00 pm. As the estimated trip generated/ attracted by the proposed development is expected to be minimal, the adverse traffic impact to the surrounding road network is therefore not anticipated. Details of the trip generation/ attraction are shown at **Table 3** below.

Table 3 – Estimated trip generation/attraction

Time period	Estimated trip generation/attraction				
	Private car		Light goods vehicle		2-way total
	In	Out	In	Out	
Trips at <u>AM</u> shift-changing hour (04:00 – 05:00)	2	2	2	2	8
Trips at <u>AM</u> shift-changing hour (05:00 – 06:00)	2	2	2	2	8
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	0	0	0	0	0
Trips at <u>PM</u> shift-changing hour (16:00 – 17:00)	2	2	2	2	8
Trips at <u>PM</u> shift-changing hour (17:00 – 18:00)	2	2	2	2	8
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	0	0	0	0
Average trip per hour (beyond peaks/shift-changing hour)	1	1	1	1	4

- 3.6 No open storage, storage of dangerous and dusty goods, storage of unlicensed vehicle, car beauty, washing, cleansing, paint-spaying, repairing, dismantling or other workshop activities will be involved at the Site at any time during the approval period of the planning permission.
- 3.7 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. No public announcement system or any form of audio amplification system will be used at the Site 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 (EPD) to minimise the potential adverse environmental impacts and nuisance to the surrounding area.
- 3.8 The applicant will follow the good practices stated in the *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on water quality of nearby watercourses. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes

will be properly maintained, and the deposited silt/grit will be removed regularly at the start and end of rainstorm to ensure that these facilities are always operational. The applicant will also continue to implement good practices under *ProPECC PN 1/23* when maintaining the on-site drainage system at the Site.

4) Conclusion

- 4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Upon obtaining relevant planning permission, the applicant will submit proposals in relation to fire safety and drainage aspects to mitigate any potential adverse impact that would have arisen 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) and Associated Filling of Land for a Period of 3 Years**'.

R-riches Planning Limited

August 2026

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	Layout plan
Plan 5	Filling of land at the Site
Plan 6	Swept path analysis