

## **Supplementary Statement**

### **1) Background**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use various lots in D.D. 91, Kai Leng, Sheung Shui, 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) (**Plan 1**).
- 1.2 The Site is in close proximity to nearby residential developments and indigenous villages such as Ching Ho Estate, Cheung Lung Wai Estate, Ching Tao Court, Belair Villa and Kai Leng Tsuen etc., where there is strong local demand for vehicle parking spaces. The proposed development helps alleviate the pressing demand for vehicle parking spaces and illegal on-street parking in the area, as well as minimise the adverse traffic impact to nearby road network and enhance pedestrian safety.

### **2) Planning Context**

- 2.1 The Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Ping Kong Outline Zoning Plan (OZP) No.: S/NE-PK/11 (**Plan 2**). According to the Notes of the OZP, the applied use is neither a Column 1 or Column 2 use within the "AGR" zone, which requires planning permission from the Board.
- 2.2 Although the Site falls within the "AGR" zone, it is currently vacant and has been left idle without any agricultural activities. It is mainly surrounded by temporary residential dwellings, village houses and some vacant land covered with vegetation. Given the scale and nature of the proposed development, it is considered not incompatible with the surrounding area. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intentions of the "AGR" zone and would better utilise precious land resources in the New Territories.

### **3) Development Proposal**

- 3.1 The Site occupies two separate portions of land with a total area of 5,757 m<sup>2</sup> (about) (**Plan 3**). The operation hours of the proposed development will be 24-hour daily, including Sunday and public holidays. The parking spaces will be mainly rented to nearby residents on monthly basis, whilst hourly parking spaces would also be available subject to availability. No structure will be erected at the Site.

- 3.2 The Site is proposed to be entirely paved with concrete of not more than 0.1 m in depth for the provision of parking and circulation spaces (**Plan 5**). The hard-paving is considered necessary and has been kept to minimal for the operation of the proposed development. Existing site levels range from +11.6 mPD to +12.5 mPD. Upon completion of the proposed filling of land, the site level will be raised between +11.7 mPD and +12.6 mPD. The applicant will strictly follow the proposed scheme, and no further filling of land will be carried out at the Site after planning approval has been obtained from the Board. Upon expiry of the planning approval, the applicant will reinstate the Site to an amenity area.
- 3.3 The Site is accessible from Wai Hon Road via a local access (**Plan 1**). A 7.3 m-wide vehicular ingress/ egress is proposed at each portion of the Site. A total of 97 parking spaces for private cars (PC) and light goods vehicles (LGV) are proposed at the Site (**Plan 4**). Details of the parking provisions are shown at **Table 1** below.

**Table 2 – Parking Provisions**

Type of Space	No. of Space
Parking Space for PC - 2.5 m (W) x 5 m (L)	56
Parking Space for LGV - 3.5 m (W) x 7 m (L)	41

- 3.4 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 6**). As the estimated traffic generated/attracted by the proposed development is expected to be minimal, adverse traffic impacts arising from the proposed development should not be anticipated. Details of the estimated trip generation/attraction are shown at **Table 3** below.

**Table 3 – Estimated Trip Generation/Attraction**

Time Period	Estimated Trip Generation/Attraction				
	PC		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	3	8	2	14	27
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	8	11	14	4	37
Average trip per hour (09:00 – 18:00; 19:00 – 08:00)	3	3	2	2	10

- 3.5 A notice will be posted at a prominent location of the Site 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 planning approval period.
- 3.6 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 minimise the potential adverse environmental impacts and nuisance to the surrounding area.

#### **4) Conclusion**

- 4.1 The proposed development is not anticipated to create significant nuisance to the surrounding area. Adequate mitigation measures will be provided by the applicant i.e. submission of fire service installations and drainage proposals after obtaining planning permission 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) and Associated Filling of Land for a Period of 3 Years**'.

**R-riches Planning Limited**

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