

## **Supplementary Statement**

### **1) Background**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 1114 (Part) and 1115 (Part) in D.D. 82, Ping Che, New Territories* (the Site) for **'Proposed Temporary Vehicle Repair Workshop, Shop and Services and Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years'** (the development) (Plan 1).
- 1.2 The Site is in close proximity to brownfield operations. The applicant would like to use the Site to operate a vehicle repair workshop, shop and services and open storage of vehicles to provide convenience for nearby locals and business operators

### **2) Planning Context**

- 2.1 The Site currently falls within an area zoned "Agriculture" ("AGR") on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No.: S/NE-TKL/14 (Plan 2). According to the Notes of the OZP, the applied uses are neither a column 1 nor 2 use within the "AGR" zone, which requires permission from the Board. Although the Site falls within the "AGR" zone, it has been left idle for decades and there is no active agricultural use within the Site. Approval of the planning application on a temporary basis of 3 years would not frustrate the long term planning intention of the "AGR" zone and better utilize precious land resources in the New Territories.
- 2.2 The applied use with low rise structures is considered not incompatible with the surrounding area, which is predominately in semi-rural character comprising un/used/vacant land scattered with open storage yards and some temporary structures.
- 2.3 The Site forms part of a previously approved S.16 planning application (No. A/NE-TKL/761) for 'open storage of construction materials and machinery', which was submitted by a different applicant as the current application, was approved by the Board on a temporary basis of 3 years in November 2024. All workshop activities are carried out within structures to minimize the potential impacts generated on the surrounding areas. Hence, approval of the current application would not set an undesirable precedent within the same "AGR" zone.

### 3) Development Proposal

3.1 The Site occupies an area of 1,602 m<sup>2</sup> (about) (**Plan 3**). The operation hours of the development are Monday to Saturday from 09:00 to 19:00. No operation will be carried out on Sunday and public holiday. A total of 4 structures are proposed at the Site for vehicle repair workshops, shop and services, washroom, and meter room with total GFA of 621 m<sup>2</sup> (about) (**Plan 4**). The remaining open area will be reserved for vehicle parking, L/UL and circulation spaces. The estimated number of staff working at the Site is 6 and the estimated number of visitors is 10 per day. Details of development parameters are shown at **Table 1** below:

**Table 1 – Major Development Parameters**

<b>Site Area</b>	1,602 m <sup>2</sup> (about)
<b>Covered Area</b>	531 m <sup>2</sup> (about)
<b>Uncovered Area</b>	1,071 m <sup>2</sup> (about)
<b>Plot Ratio</b>	0.39 (about)
<b>Site Coverage</b>	33% (about)
<b>No. of Structure</b>	4
<b>Total GFA</b>	621 m <sup>2</sup> (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	621 m <sup>2</sup> (about)
<b>Building Height</b>	3 m to 7 m (about)
<b>No. of Storey</b>	1 to 2

#### Vehicle Repair Workshop

3.2 The applied uses involve vehicle repairing activities for LGVs. It provides vehicle repair and general maintenance services, and installation of vehicle parts. LGV will be deployed for transportation of goods to/out of the Site. No medium or heavy vehicle, including container tractor/trailer will be repaired at the Site during the planning approval period. All goods and tools will be properly stored within the enclosed structure at all time and 2.5m high solid metal wall will be provided along the Site to minimize potential nuisance to the surrounding area.

#### Shop and Services

3.3 The proposed car buying and selling shop provides a diverse inventory of new and pre-owned vehicles and documentation services. Prior appointments and entrance fees are required for

the general public to access the Site to regulate the number of visitors and the use of parking space in order to prevent the excessive number of vehicles and visitors at the Site. No walk-in visitor is allowed.

#### Open Storage of Vehicles

- 3.4 It is estimated that the Site would be able to store about 12 new/used private cars and light goods vehicles, and they will be driven to the Site by staff with trade licenses, hence, towing of vehicles is not required (**Plan 4**). The open storage of vehicles would be stored at the designated area. In order to ensure pedestrian safety and any road safety hazards, staff will be deployed at the Site.
- 3.5 Portion of the Site (i.e. 920m<sup>2</sup>) has already been filled with concrete (**Plan 5**). The current application serves to regularize the existing hard-paved area. Upon planning approval has been obtained from the Board, the Site is proposed to be filled with concrete of not more than 0.1m (about) in depth for site formation of structures, open storage area, loading/unloading (L/UL) and circulation spaces. The 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.
- 3.6 The Site is accessible from Ping Che Road via a local access (**Plan 1**). A total of 4 parking and L/UL spaces for private cars (PC) and light goods vehicle (LGV) are provided at the Site. Details of the parking and L/UL provisions are shown at **Table 2** below.

**Table 2 – Parking and L/UL Provisions**

Type of Parking Space	No. of Space
Parking Space for PC for staff - 2.5 m (W) x 5 m (L)	2
Parking Space for PC for visitor - 2.5 m (W) x 5 m (L)	1
Type of L/UL Space	No. of Space
L/UL Space for LGV - 3.5 m (W) x 7 m (L)	1

- 3.7 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access. Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian/road

safety. As the trips generated/attracted by the development during off-peak and peak hours are both minimal, the adverse traffic impact arising from the development is not anticipated. Details of the trip generation/attraction are shown at **Table 3** below.

**Table 3 – Trip Generation and Attraction of the Applied Use**

Time Period	Trip Generation and Attraction				
	PC		LGV		2-Way Total
	In	Out	In	Out	
Trip at <u>AM peak</u> per hour (09:00 – 10:00)	3	0	1	1	5
Trip at <u>PM peak</u> per hour (17:00 – 18:00)	0	3	0	0	5
Trip per hour (10:00 – 17:00)	1	1	0	0	2

3.8 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 adverse environmental impacts and nuisance to the surrounding area.

#### **4) Conclusion**

- 4.1 The proposed development will not create significant nuisance to the surrounding area. Adequate mitigation measures will be provided by the applicant, i.e. the submission of the drainage and fire service installations proposals in order to mitigate any adverse impact arising from the development after planning approval has been granted by the Board.
- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Vehicle Repair Workshop, Shop and Services and Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

**R-riches Planning Limited**

**November 2025**

## **LIST OF PLANS**

<b>Plan 1</b>	Location plan
<b>Plan 2</b>	Plan showing the zoning of the Site
<b>Plan 3</b>	Plan showing the land status of the Site
<b>Plan 4</b>	Layout plan
<b>Plan 5</b>	Filling of land
<b>Plan 6</b>	Swept path analysis