

## **Supplementary Statement**

### **1) Background**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lot 139 (Part) in D.D. 96, Pun Uk Tsuen, Lok Ma Chau, Yuen Long, New Territories* (the Site) for **'Proposed Temporary Shop and Services, Eating Place and Public Vehicle Park (excluding Container Vehicle) with Ancillary Facilities and Associated Excavation of Land for a Period of 3 Years'** (the proposed development) (**Plans 1 to 3**).
- 1.2 The proposed development is intended to serve as a shop and service for selling daily necessities and eating place with public vehicle park to bring convenience to nearby locals and business operators.

### **2) Planning Context**

- 2.1 The Site currently falls within an area zoned "Village Type Development" ("V") on the Approved San Tin Technopole Outline Zoning Plan (OZP) No.: S/STT/2 (**Plan 2**). According to the Notes of the OZP, 'Shop and Services', 'Eating Place' and 'Public Vehicle Park (excluding Container Vehicle)' are Column 2 uses within the "V" zone, which require planning permission from the Board.
- 2.2 Despite the Site falls within the "V" zone which is to designate both existing recognised villages and areas of land considered suitable for village expansion, other commercial uses may be permitted on application to the Board. The temporary basis of the proposed development would not frustrate the long-term planning intention of the "V" zone and can better utilise precious land resources in the New Territories. The building height of the proposed structure is comparable to nearby village houses in its surrounding within the "V" zone, i.e. maximum building height of 3 storeys (8.23 m). Therefore, it is considered not incompatible with the surrounding environment.
- 2.3 The proposed development is also generally in line with *Town Planning Board Guidelines for Application for Eating Place within Village Type Development Zone in Rural Areas under Section 16 of the Town Planning Ordinance (TPB PG-No. 15A)* in that the eating place is located at the fringe of Pun Uk Tsuen and abuts a local access branching off Lok Ma Chau Road (**Plan 1**).

- 2.4 The Site is subject of a previously approved application No. A/YL-ST/642 for 'Public Vehicle Park (excluding Container Vehicle)' and 'Shop and Services', which was approved by the Board for a period of 5 years in March 2023. All planning conditions under the previously approved application have been satisfactorily complied with. The planning permission is expected to be valid until 31.03.2028. Comparing to the previously approved application, the site area of the current application has been slightly reduced (from 2,350 m<sup>2</sup> to 2,205 m<sup>2</sup>) and an additional eating place is proposed.
- 2.5 Various similar applications for 'Shop and Service' (Nos. A/YL-ST/645 and A/STT/4), 'Eating Place' (Nos. A/YL-ST/637, 638, 651 & 666 and A/STT/7, 10 & 30) and 'Public Vehicle Park' (Nos. A/YL-ST/587, 606 & 624 and A/STT/12, 21 & 29) were approved by the Board on a temporary basis for a period of 3 to 5 years in the past 5 years within the "V" zone on the same OZP or previously the approved San Tin OZP No. S/YL-ST/8. Therefore, approval of the current application is in line with previous decisions of the Board and would not set an undesirable precedent within the "V" zone.
- 2.6 In support of the application, the applicant has submitted the as-built drainage plan and drainage condition records accepted by the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) under the previously approved application to minimise the potential adverse impact to the surrounding area (**Appendices I and II**). After obtaining relevant planning permission, the applicant will submit a revised fire service installations (FSIs) proposal to reflect the current layout, and, upon acceptance by the Director of Fire Services (D of FS), implement the required FSIs and provide FS251 certificates for the consideration of the D of FS.

### **3) Development Proposal**

- 3.1 The Site occupies an area of 2,205 m<sup>2</sup> (about) (**Plan 3**). 2 nos. of temporary structure are proposed for eating place, shop and services, washroom, site office and fire service pump room with total gross floor area (GFA) of 853 m<sup>2</sup> (about) (**Plan 4**). The ancillary office is intended to provide indoor workspace for staff to support the daily operation of the proposed development. The remaining open area will be used for vehicle parking, loading/unloading (L/UL) and circulation area.
- 3.2 The operation hours of the shop and services and eating place will be 09:00 to 21:00 daily including public holidays, whereas the public vehicle park will operate 24-hour daily including

public holidays. Detailed development parameters are shown at **Table 1** below:

**Table 1** – Major development parameters

<b>Site area</b>	2,205 m <sup>2</sup> (about)
<b>Covered area</b>	431 m <sup>2</sup> (about)
<b>Uncovered area</b>	1,774 m <sup>2</sup> (about)
<b>Plot ratio</b>	
	0.39 (about)
<b>Site coverage</b>	
	20% (about)
<b>No. of structure</b>	
	2
<b>GFA</b>	
- Domestic GFA	853 m <sup>2</sup> (about)
- Non-domestic GFA	Not applicable
	853 m <sup>2</sup> (about)
<b>Building height</b>	
	8.23 m (about)
<b>No. of storey</b>	
	2

- 3.3 To facilitate the provision of the underground fire service water tank, a minor portion of the Site (i.e. 10 m (L) x 6 m (W); 60 m<sup>2</sup>; about 2.7% of the Site) is proposed to be excavated for not more than 4 m in depth (**Plan 5**). The fire service water tank is considered necessary to meet relevant fire service requirement of the proposed development. The applicant will strictly follow the scheme, and no further excavation will be carried out. The applicant will reinstate the excavated area upon expiry of the planning permission.
- 3.4 The proposed development would mainly target at residents from nearby villages, as well as business operators in the vicinity. The proposed shop and service and eating place could accommodate about 30 customers at the same time. It is expected that a portion of the target customers would assess the proposed development by private cars (PC). Food and goods to support the daily operation of the proposed development will be transported by light goods vehicle (LGV) during non-peak hours. The existing parking spaces under the previously approved application No. A/YL-ST/642 will also be maintained to meet the public demand of car parking spaces in the vicinity.
- 3.5 As the operation hours of the proposed shop and services and eating place would last until 21:00, it is expected the nighttime traffic flow induced by the proposed development should be minimal. The potential adverse impacts in relation to noise and traffic flow to nearby residents are not anticipated.

3.6 The Site is accessible from Lok Ma Chau Road via a local access (**Plan 1**). A 11 m-wide (about) vehicular ingress/egress is proposed at the northern periphery. 32 parking and L/UL spaces are provided at the Site for staff and visitors. Details of their provisions are shown at **Table 2** below.

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

Type of space	No. of space
Parking space for PC - 2.5 m (W) x 5 m (L)	20 (for PVP) 8 (for S&S/EP)
Parking space for LGV - 3.5 m (W) x 7 m (L)	3
Type of space	No. of space
L/UL space for LGV - 3.5 m (W) x 7 m (L)	1 (for S&S/EP)

3.7 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**). As the trip generated/attracted by the Site 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				
	PC		LGV		2-way total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (09:00 – 10:00)	3	5	0	1	9
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	5	3	1	0	9
Average trip per hour (Beyond AM and PM Peaks)	3	3	1	1	8

3.8 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 approval period of the planning permission. 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.

- 3.9 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.
- 3.10 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.
- 3.11 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.
- 3.12 The applicant will follow the '*Control of Oily Fume and Cooking Odour from Restaurants and Food Business*' issued by EPD to control oily fume and cooking odour emissions generated from the eating place. To fulfill the requirements of the *Air Pollution Control Ordinance*, adequate equipment for air pollution control will be provided at the kitchen ventilation system to treat fume emissions before being discharged to the environment.

#### **4) Conclusion**

- 4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Adequate mitigation measures e.g. the provision of the as-built drainage plan and drainage condition records accepted by CE/MN, DSD under the previously approved

application are provided 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 Shop and Services, Eating Place and Public Vehicle Park (excluding Container Vehicle) with Ancillary Facilities and Associated Excavation of Land for a Period of 3 Years**'.

**R-riches Planning Limited**

**March 2026**

## **LIST OF APPENDICES**

<b>Appendix I</b>	As-built drainage plan accepted under previous application
<b>Appendix II</b>	Drainage records accepted under previous application

## **LIST OF PLANS**

<b>Plan 1</b>	Location plan
<b>Plan 2</b>	Zoning plan
<b>Plan 3</b>	Land status plan
<b>Plan 4</b>	Layout plan
<b>Plan 5</b>	Plan showing the excavation of land
<b>Plan 6</b>	Swept path analysis