

Planning Statement

1. Background

The applicant seeks planning permission from the Town Planning Board (the Board) under Section 16 of the Town Planning Ordinance to use Lot 589 (Part) in D.D. 109, Kam Tin North, Yuen Long, New Territories (the application site) for ‘Proposed Temporary Eating Place with Ancillary Facilities for a Period of 5 Years’ (the proposed development) (Appendix 1).

The Site currently vacant and covered in concrete.

2. Planning Context

The Site currently falls within an area zoned as “Village Type Development” (“V”) on the Approved Kam Tin North Outline Zoning Plan (OZP) No.: S/YL-KTN/11. According to the Notes of the OZP, the applied use is a Column 2 use within the “V” zone on the OZP requiring planning permission from the Board.

The planning intention of the “V” zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Other commercial, community and recreational uses may be permitted on application to the Board.

Provided that the structure of the Proposed Development is temporary in nature, approval of the application on a temporary basis for a period of 5 years would not frustrate the long-term planning intention of the “V” zone.

3. Development Proposal

The site occupies an area of 481 m² (about) (Appendix 2). One structure is provided at the Application Site for eating place with total GFA of 126 m² (about). The operation hours of the Site are Mondays to Sundays from 09:00 to 21:00 daily, including public holidays. Details of development parameters are shown at Table 1 below:

Table 1 – Major Development Parameters

Application Site Area	481 m ² (About)
Covered Area	90 m ² (About)
Uncovered Area	391 m ² (About)
Plot Ratio	0.26 (About)
Site Coverage	18.7% (About)
Number of Structure	1

Total GFA	126 m ² (About)
Building Height	Not Exceeding 7m
No. of Storey	2

The Application Site is accessible from Chi Ho Road and a local track. Staff will be deployed by the applicant to direct vehicles entering/exiting the Application Site to ensure pedestrian safety to/from the Site. Sufficient space is provided for vehicles to smoothly maneuver within the Application Site to ensure that no vehicle will turn back onto the local access (Appendix 3). Details of parking provision are shown at Table 2 below:

Table 2 – Parking Provision

Type of Space(s)	No. of Space(s)
L/UL space for Light goods Vehicle (LGV) - 3.5m (W) x 7 m (L)	1
Parking space for Private Car (PC) - 2.5m (W) x 5 m (L)	3

Sufficient space is also provided for vehicles to smoothly maneuver within the Application Site to ensure that no vehicle will turn back onto the local access (Appendix 4.1 and 4.2). As the Application Site will be used for 'Eating Place' use only, infrequent trips will be anticipated, hence, traffic generated and attracted by the proposed development is minimal. The trip generation and attraction rates are as shown at Table 3 below.

Table 3 – Trip Generation and Attraction of the Proposed Development

Time Period	PC		LGV		2-Way Total
	In	Out	In	Out	
Trips at AM peak (09:00-10:00) per hour	2	0	1	0	3
Trips at PM peak (17:00-18:00) per hour	0	2	0	1	3
Traffic Trips per hour (10:00-17:00)	2	2	0.5	0.5	5

Relevant environmental protection/pollution control ordinances, i.e. Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. will be strictly complied with during the planning approval period.

4. Conclusion

The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. the submission of FSIs proposal and the

drainage proposal for the Planning Application to mitigate any adverse impact arising from the proposed development.

In view of the above, the Board is hereby respectfully recommended to approve the subject application for ‘Eating Place with Ancillary Facilities for a Period of 5 Years’.

LIST OF APPENDIXES

- Appendix 1 - Application Site Location
- Appendix 2 - Proposed Layout Plan
- Appendix 3 - Existing Vehicular Access
- Appendix 4.1 - Swept Path Analysis (LGV)
- Appendix 4.2 - Swept Path Analysis (PC)

運輸署

出入本申請地點主要使用大樹下東路，該道路為一條雙線雙程的道路，並備有避車處，之後轉到郊區小徑。

預計本申請地點的車流為以下：

時段	私家車		輕型貨車		中型貨車		重型貨車		進出 總和
	進	出	進	出	進	出	進	出	
早上時段 (7:00-11:59)	1	1	0	0	0	0	0	0	2
下午時段 (12:00-23:59)	1	1	0	0	0	0	0	0	2
凌晨時段 (0:00-06:59)	0	0	0	0	0	0	0	0	0

現申請 1 個私家車停車位。該私家車位置為員工及訪客車位，以便上落耕種用具及其他所需用品。訪客需以有效方式（例如電話）向申請人預約使用該停車位，不接受未有預約的車輛使用。申請人計劃聘請附近居住的員工處理日常事務，因此上述的私家車停車位已足夠此申請運作。

申請地點有道路連接，前往本申請地點途經大樹下東路，再轉到郊區小徑到達申請地點。大樹下東路沿途道路約有 6 米闊，並設有避車處。私家車有足夠的位置通過及進行調遣的動作。申請地點的出入口約 4.5 米闊。

連接本申請地點的郊區小徑約 950 米長，約有 3-6 米闊，並設有避車處。

在申請地點內有足夠空間讓車輛進行調遣的動作，進入本申請地點的車輛不會在公用道路上讓車輛等候進入本申請地點，停泊在公用道路及以倒後形式進出本申請地點。參考文件末端的 **Appendix 5**。

申請人建議參與人士使用公共交通工具前往本申請地點，申請地點可透過綠色公共小巴路線 73 及 73A 線能到達申請地點出入口外約 150 米。少量的訪客及車流量不會對道路及公共交通流量造成負面影響。位置請參考文件末端的 Appendix 6。

申請人明白及了解連接申請地點的道路不是由 貴署管理。

希望此附加文件能釋除 貴署的隱憂，並支持本申請。