

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Lots 347 S.B (Part), 347 S.D (Part) and 348 (Part) in D.D. 109, Kam Tin, Yuen Long, New Territories (the Site) for '**Proposed Temporary Shop and Services, Eating Place and Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**' (the proposed development) (**Plan 1**).
- 1.2 The Site is in close proximity to nearby residential developments and indigenous villages, where there is strong local demand for shop and service, eating place and vehicle parking spaces. Besides, with the recent and expected in-take of nearby new residential developments e.g. Phases 1 and 2 of the Grand Mayfair, the NAScenT, Pok Oi Kong Ha Wai Village etc., the proposed development would introduce new varieties of shop and service to meet residents' and business operators' demand for daily necessities and eating place.
- 1.3 In view of the increasing population in the Kam Tin area in recent years, the applicant proposes to provide hourly and monthly parking spaces to provide parking spaces for visitors of the proposed shop and services and eating place, and to help alleviate the pressing demand for vehicle parking spaces, as well as minimise the illegal on-street parking circumstance in the area. The proposed development would meet the demand for the proposed uses to bring convenience to the growing population of Kam Tin.
- 1.4 Whereas the Kam Sheung Road Flea Market adjacent to Kam Sheung Road MTR Station is expected to cease operation in the short term, so as to give way for the Northern Link Project, the proposed development would help supplement the demand for the choice of shop and services and eating place in the area.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Residential (Group C)" ("R(C)") on the Approved Kam Tin South Outline Zoning Plan (OZP) No.: S/YL-KTS/15 (**Plan 2**). According to the Notes of the OZP, the applied uses are Column 2 uses within the "R(C)" zone, which require planning permission from the Board.
- 2.2 The applied uses are considered not incompatible with the surrounding area which is dominated by low-rise residential developments, railway station, vacant land, parking of vehicles, shop and

services, place of recreation, sports or culture, and open storage uses. Although the applied uses are not entirely in line with the planning intention of the "R(C)" zone, there is no known development of the area for residential use. Hence, approval of the application on a temporary basis would not frustrate the long-term planning intentions of the "R(C)" zone and would better utilise precious land resources in the New Territories.

2.3 A similar application (No. A/YL-KTS/972) partly for the same applied use, namely The Richfield, was approved by the Board within the same "R(C)" zone to the north of the Site in 2023. Therefore, approval of the application is in line with the Board's previous decisions and would not set an undesirable precedent within the "R(C)" zone.

2.4 In support of the application, the applicant has submitted a fire service installations (FSIs) proposal to enhance fire safety of the Site and a proposed drainage layout plan to mitigate potential drainage impacts from the proposed development (**Appendices I and II**).

3) Development Proposal

3.1 The Site occupies an area of 1,210 m² (about) (**Plan 3**). A total of 2 structures is proposed at the Site for shop and service/eating place uses with total gross floor area (GFA) of 384 m² (about) (**Plan 4**). The operation hours of the shop and services/eating place will be from 07:00 to 21:00 daily (including Sunday and public holidays), whilst the public vehicle park will be opened 24-hour daily. Details of the development parameters are shown at **Table 1** below:

Table 1 – Major Development Parameters

Site Area	1,210 m ² (about)
Covered Area	200 m ² (about)
Uncovered Area	1,010 m ² (about)
Plot Ratio	0.32 (about)
Site Coverage	17% (about)
No. of Structure	2
Total GFA	384 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	384 m ² (about)
Building Height	7.2 m (about)
No. of Storey	2

- 3.2 The proposed shop and service/eating place could accommodate about 50-60 customers at the same time. Food and goods to support the daily operation of the proposed development will be transported by light goods vehicle (LGV) during non-peak hours (i.e. beyond 08:00 to 09:00 and 18:00 to 19:00). Given that the proposed development would target at residents from nearby residential developments, as well as various villages in Kam Tin and Pat Heung areas, it is expected that a portion of the target customers would assess the Site by private cars.
- 3.3 The applicant proposes to provide adequate number of private car (PC) parking spaces to alleviate the pressing demand for hourly/monthly parking spaces and illegal on-street parking in the vicinity. A fraction of the proposed parking spaces would also be reserved for visitors and staff of the proposed development. As the operation hours of the proposed shop and services/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.
- 3.4 The Site is accessible from Kam Sheung Road via a local access (**Plan 1**). A 9 m-wide vehicular ingress/egress is proposed at the southern part of the Site. A total of 12 parking and loading/unloading (L/UL) spaces are proposed at the Site (**Plan 4**). Details of the parking and L/UL provisions are shown at **Table 2** below.

Table 2 – Parking and L/UL Provisions

Types of Space	Nos. of Space
Parking Space for PC - 2.5 m (W) x 5 m (L)	11
L/UL Space for LGV - 3.5 m (W) x 7 m (L)	1

- 3.5 A separate pedestrian access connecting the adjoining site of an approved application No. A/YL-KTS/972 partly for the same applied uses, namely the Richfield, is located at the northern part of the Site. A footpath of 3 m (about) in width is proposed solely for pedestrian use to allow visitors accessing the Site via the pedestrian access. The footpath margin will be clearly indicated with white paint to ensure pedestrian safety.
- 3.6 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 5**). 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	2	0	0	5
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	2	4	0	0	6
Average trip per hour (Beyond AM & PM Peaks)	2	2	1	1	6

- 3.7 The Site is currently surrounded by periphery fencing to minimise the noise and visual nuisance to the surrounding area. In order to further alleviate the potential noise and visual impact to the nearby residents, the applicant will enlarge the existing landscaping area with additional vegetations and erect wooden fencing of 2 m (about) in height along the edge of the landscaping area. The wooden fencing will be installed properly by licensed contractor to prevent misalignment. Separated by the enlarged landscaping area, the proposed parking spaces will maintain a distance of at least 6 m from the existing houses to the west of the Site. Moreover, the proposed structures will be arranged at the eastern portion of the Site so as to minimise the noise nuisance arising from the proposed shop and services/eating place to the surrounding residential establishments.
- 3.8 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.
- 3.9 No open storage, storage of unlicensed vehicle, vehicle repairing, dismantling or other workshop activities will be involved at the Site. 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.

- 3.10 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 The proposed development is not anticipated to create significant nuisance to the surrounding area. Adequate mitigation measures have been provided by the applicant i.e. submission of FSIs and drainage proposals to alleviate any potential adverse impact arising from the proposed development (**Appendices I and II**).
- 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) for a Period of 5 Years**'.

R-riches Planning Limited

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LIST OF PLANS

Plan 1	Location plan
Plan 2	Plan showing the zoning of the Site
Plan 3	Plan showing the land status of the Site
Plan 4	Layout plan
Plan 5	Swept path analysis

LIST OF APPENDICES

Appendix I	FSIs proposal
Appendix II	Drainage plan