

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use Lot 354 in D.D. 112, Shui Lau Tin, Shek Kong, Yuen Long, New Territories (the Site) for '**Proposed Temporary Shop and Services and Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities and Associated Filling of Land for a Period of 5 Years**' (the proposed development) (**Plan 1**).
- 1.2 The Site is in close proximity to nearby residential settlements and villages with strong local demand for shop and services and vehicle parking spaces. The proposed development would introduce new varieties of shop and services to meet residents' demand for daily necessities. Besides, the Site adjoins the neighboring Pat Heung Central Primary School where a considerable number of parents would drive through the local access and pick up/drop off their children for school. The proposed development would alleviate the illegal on-street parking circumstance and enhance the road and pedestrian safety in the area, and provide comfortable waiting space for the parents while waiting for their children.

2) Planning Context

- 2.1 The Site currently falls within an area zoned "Village Type Development" ("V") on the Draft Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/10 (**Plan 2**). According to the Notes of the OZP, the applied uses 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 structures i.e. 3 m to 8 m (about), is lower than that of 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 A similar application (No. A/YL-SK/411) for the same applied uses was approved by the Board within the same "V" zone to the west of the Site in April 2025. Other similar applications for

"Shop and Services" (Nos. A/YL-SK/292, 405, 434 and 446) and "Public Vehicle Park" (Nos. A/YL-SK/344, 367 and 421) within/straddling the "V" zone in the vicinity of the Site were also approved in the past 5 years. Therefore, approval of the application is in line with the Board's previous decisions and would not set an undesirable precedent within the "V" zone.

3) Development Proposal

3.1 The Site occupies an area of 3,763 m² (about) (**Plan 3**). A total of 6 structures are proposed at the Site for shop and services, office, washroom and meter room with total gross floor area (GFA) of 1,137 m² (about) (**Plan 4**). The operation hours of the shop and services will be from 08:00 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	3,763 m ² (about)
Covered Area	597 m ² (about)
Uncovered Area	3,166 m ² (about)
Plot Ratio	0.30 (about)
Site Coverage	16% (about)
No. of Structure	6
Total GFA	1,137 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	1,137 m ² (about)
Building Height	3 m to 8 m (about)
No. of Storey	1 to 2

3.2 The Site is proposed to be entirely paved with concrete of not more than 0.2 m in depth for the site formation of the proposed structures, and the provision of parking, loading/unloading (L/UL) and circulation space (**Plan 5**). The hard-paving is considered necessary and has been kept to a minimum for the operation of the proposed development. The existing site levels range from +18.7 mPD at the south to +19.2 mPD at the north. Upon completion of the filling of land, the site levels will be raised to +18.9 mPD at the south and +19.4 mPD at the north. The applicant will strictly follow the proposed scheme, and no further filling will be carried out at the Site after obtaining relevant planning permission. Upon expiry of the planning permission, the applicant will reinstate the Site to an amenity area.

- 3.3 The proposed shop and services could accommodate about 40 customers per day. Goods to support the daily operation of the proposed development will be transported by light goods vehicles (LGV) during non-peak hours i.e. beyond 08:00 to 09:00 and 18:00 to 19:00.
- 3.4 The applicant proposes to provide adequate number of private car parking spaces to alleviate the pressing demand for parking spaces and illegal on-street parking in the vicinity, particularly arising from parents coming to drop off/waiting to pick up their children for school. As the operation hours of the proposed shop and services would last until 21:00, it is expected the nighttime traffic induced by the proposed development is minimal. No public announcement system or any form of audio amplification system will be used at the Site. As such, the potential adverse impacts in relation to noise and traffic flow to nearby residents are not anticipated.
- 3.5 The Site is accessible from Shek Kong Airfield Road via a local access (**Plan 1**). A 7.3 m-wide vehicular ingress/egress is proposed at the northern part of the Site. A total of 17 parking and 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 private cars - 2.5 m (W) x 5 m (L)	15
L/UL Space for LGV - 3.5 m (W) x 7 m (L)	2

- 3.6 A separate entrance/exit solely for pedestrian use connecting the local access leading to Kam Sheung Road is located at the southern tip of the Site, which provides a more convenient access for residents and visitors coming from the south of the Site (**Plan 4**).
- 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 (**Plan 6**). As the traffic generated/attracted by the proposed development is estimated 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				
	Private Car		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	5	3	0	0	8
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	3	5	0	0	8
Average trip per hour (Beyond AM & PM Peaks)	4	4	1	1	10

- 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.
- 3.10 The Site is partly covered with overgrown grass and scattered vegetations/trees. No old or valuable tree has been identified thereon. In view of the operational need of the proposed development, as well as the provision of vehicle parking, L/UL and circulation spaces, the majority of the Site will be disturbed. As such, it is not proposed to retain any of the existing vegetations at the Site.
- 3.11 The applicant will 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' and relevant "Professional Persons Environment Consultative Committee Practice Notes" issued by the Environmental Protection Department (EPD) to minimise the potential adverse environmental impacts and nuisance to the surrounding area.

3.12 The applicant has provided a drainage proposal to alleviate the potential adverse drainage impacts to the surrounding areas (**Appendix I**). Upon acceptance by the Drainage Authority, the applicant will implement the drainage proposal and submit photographic records of the drainage facilities for the consideration of relevant authorities.

3.13 It is noted that the Site is located within the Shui Lau Tin Site of Archeological Interest (SAI). Other than the proposed drainage work as enclosed at **Appendix I**, no other excavation work will be carried out at the Site. Subject to approval of the Drainage Authority, peripheral drainage u-channels with catchpits will be proposed along the site boundary to collect the surface run-off in order to minimise the potential adverse drainage impact to the surroundings. The proposed work will be carried out within the paved layer, which is considered minimal in scale and is intended to facilitate the required drainage facilities. As such, the potential adverse impact to the concerned SAI is therefore not anticipated.

4) Conclusion

4.1 The proposed development is not anticipated to create significant nuisance to the surrounding area. Upon obtaining relevant planning permission from the Board, the applicant will provide adequate mitigation measures such as the submission of fire service installations and the implementation of drainage proposals to alleviate any potential 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 Shop and Services and Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities and Associated Filling of Land 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	Plan showing the filling of land at the Site
Plan 6	Swept path analysis

LIST OF APPENDICES

Appendix I	Drainage proposal
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