

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 4042 and 4043 RP (Part) in D.D. 116, Tai Tong, Yuen Long, New Territories* (the Site) for **'Proposed Temporary Shop and Services, Eating Place and Public Vehicle Park (excluding Container Vehicle) with Ancillary Electric Vehicles (EV) Charging Facility and Office for a Period of 5 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 Tai Tong Outline Zoning Plan (OZP) No.: S/YL-TT/20 (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 Various similar applications for/partly for 'Shop and Service' and 'Public Vehicle Park' (Nos. A/YL-TT/657, 662 and 740) 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. 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.

3) Development Proposal

- 3.1 The Site occupies an area of 6,313 m² (about) (**Plan 3**). 11 nos. of temporary structure are proposed for eating places, shop and services, offices with total gross floor area (GFA) of 2,464 m² (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

Site area	6,313 m ² (about)
Covered area	1,276 m ² (about)
Uncovered area	5,037 m ² (about)
Plot ratio	
	0.39 (about)
Site coverage	
	20% (about)
No. of structure	
	11
GFA	
- Domestic GFA	2,464 m ² (about)
- Non-domestic GFA	Not applicable
	2,464 m ² (about)
Building height	
	7.5 m (about)
No. of storey	
	2

- 3.4 The proposed shop and service and eating place could accommodate about 20 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. As the proposed development would mainly target at residents from nearby villages in Tai Tong and Kam Tin areas, it is expected that a large portion of the target customers would access the proposed development by private cars (PC).
- 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 would be minimal. The potential adverse impacts in relation to noise and traffic flow to nearby residents are not anticipated.

- 3.6 As there is a lack of EV charging facilities in the area, all the proposed PC parking spaces will be equipped with electric vehicle charging facilities. A Smart Vehicle Parking System is implemented to minimize queuing of vehicle to the Site, i.e. EV drivers/owners are offered with a mobile application that provides real time parking and EV charger availability at the Site. Advanced reservations are required through the mobile app when using the parking spaces with EV charging facilities. The mobile app will integrate payment functionalities, which allows users to pay for charging services directly through the app (including options for adding payment methods, viewing charging session history and receiving electronic receipts).
- 3.7 The Site is accessible from Tai Shu Ha Road West via a local access (**Plan 1**). A 6 m-wide (about) vehicular ingress/egress is proposed at the eastern boundary of the Site. 24 parking and L/UL spaces fitted with EV charge 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
PC Parking space for staff - 2.5 m (W) x 5 m (L)	5
PC Parking space for visitor - 2.5 m (W) x 5 m (L)	17
Type of space	No. of space
L/UL space for LGV - 3.5 m (W) x 7 m (L)	2

- 3.8 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 estimated 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)	8	5	0	0	13
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	6	7	0	0	13
Average trip per hour (Beyond AM and PM Peaks)	2	2	1	1	6

- 3.9 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 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.
- 3.10 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.
- 3.11 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.
- 3.12 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.

3.13 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.

4) Conclusion

4.1 Significant nuisance to the surrounding areas arising from the proposed development is not anticipated. Adequate mitigation measures e.g. the submission of drainage and fire service installations proposal will be provided to mitigate any potential adverse impact that would have arisen from the proposed development after planning permission 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 Shop and Services, Eating Place and Public Vehicle Park (excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Office for a Period of 5 Years**'.

R-riches Planning Limited

May 2026

LIST OF PLANS

Plan 1	Location plan
Plan 2	Zoning plan
Plan 3	Land status plan
Plan 4	Layout plan
Plan 5	Swept path analysis