

## **Planning Statement**

### **Introduction**

1. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. TANG Wai Tong (“the Applicant”) in support of the planning application for ‘Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) with Ancillary Electric Vehicle Charging Facilities and associated Filling of Land for a Period of 5 Years’ (“the Proposed Development”) at Lot Nos. 147, 148 S.P, 148 S.Q, 148 S.R, 148 S.S, 148 S.T, 148 S.U, 148 S.V, 148 S.W, 148 S.X, 148 S.Y, 148 S.Z, 148 S.AA, 148 S.AB, 148 S.AC, 148 S.AD, 148 S.AE, 148 S.AF, 148 RP and 150 (Part) in D.D. 127, Yuen Long, New Territories (“the Site”) under Section 16 of the Town Planning Ordinance.

### **Application Site (Plans 1 and 2)**

2. The Site comprises Lot Nos. 147, 148 S.P, 148 S.Q, 148 S.R, 148 S.S, 148 S.T, 148 S.U, 148 S.V, 148 S.W, 148 S.X, 148 S.Y, 148 S.Z, 148 S.AA, 148 S.AB, 148 S.AC, 148 S.AD, 148 S.AE, 148 S.AF, 148 RP and 150 (Part) in D.D. 127, Yuen Long, New Territories. The Site is accessible from Kiu Hung Road leading to the ingress to its east.
3. The site area is about 3,571 m<sup>2</sup>. No Government Land is involved.

### **Planning Context**

4. The Site falls within an area zoned “Village Type Development” (“V”) on the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (the “OZP”) No. S/HSK/2.
5. The planning intention of the “V” zone is primarily intended for development of Small Houses by indigenous villagers. Other commercial, community and recreational uses may be permitted on application to the Board.
6. The applied use is a Column 2 use within the “V” zone on the OZP which may be permitted with or without conditions by the Board. Any filling of land within the “V” zone after the date of the first publication in the Gazette of the notice of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/1 shall not be undertaken without the permission from the Board.
7. Provided that the structures of the Proposed Development are 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.

### **Development Parameters**

8. The vehicle park serves to meet the parking demand of nearby village residents and operators. 110 nos. of parking space for private cars and 5 nos. of parking space for light goods vehicles (LGV) are

proposed at the Site respectively, including 6 nos. of private car parking spaces with Electric Vehicle (EV) charging facilities (**Plan 3**). Sufficient space is provided for vehicle manoeuvring within the Site (**Plan 5**). No parking, reversing or turning of vehicles on public road is expected.

9. No vehicle without valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations is allowed to be parked at the Site.
10. The following table summarises the details of the structures on site (**Plan 3**):

No.	Uses		Floor Area (ab.) (m <sup>2</sup> )	Covered Area (ab.) (m <sup>2</sup> )	Height (ab.) (m)	No. of Storey
1	Meter room with canopy		21	21	3	1
2	G/F	Meter room with canopy	27	27	6	2
	1/F	Ancillary office	15			
Total			<u>63</u>	<u>48</u>		
			Plot Ratio	Site Coverage		
			0.018	1.34%		

11. Operation hours are 24-hours daily, including Sundays and public holidays.
12. The Site is hard-paved with concrete of about 0.2 m in depth. The current application serves to regularize the existing filling of land for the provision of solid ground for vehicle manoeuvring (**Plan 4**).

### Similar Applications

13. There are 12 similar applications for vehicle park use approved by the Rural and New Town Planning Committee (“the Committee”) within the “V” zone on the OZP in the past 5 years:

Application No.	Applied Use	Date of Approval
A/HSK/308	Proposed Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years	25.6.2021
A/HSK/324	Temporary Public Vehicle Park (Private Car) for a Period of 3 Years	27.8.2021
A/HSK/354	Proposed Temporary Public Vehicle Park (excluding container vehicles) for a Period of 5 Years	18.2.2022
A/HSK/386	Temporary Public Vehicle Park (Private Car and Light Goods Vehicle) for a Period of 3 Years	12.8.2022
A/HSK/449	Renewal of Planning Approval for Temporary Public Vehicle Park (Private Car) for a Period of 3 Years	9.6.2023
A/HSK/498	Temporary Public Vehicle Park (Excluding Container Vehicle) and Storage of Vehicle Parts for a Period of 3 Years	15.3.2024
A/HSK/519	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years and Filling of Land	21.6.2024

Application No.	Applied Use	Date of Approval
A/HSK/513	Proposed Temporary Public Vehicle Park (Taxis and Private Cars) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years	19.7.2024
A/HSK/570	Renewal of Planning Approval for Temporary Public Vehicle Park (Private Car and Light Goods Vehicle (LGV)) for a Period of 3 Years	18.7.2025
A/HSK/574	Temporary Public Vehicle Park (Excluding Container Vehicle) and associated Filling of Land for a Period of 5 Years	15.8.2025
A/HSK/577	Temporary Public Vehicle Park (excluding Container Vehicles) with Ancillary Electric Vehicle Charging Facility and Associated Filling of Land for a Period of 5 Years	19.9.2025
A/HSK/568	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Associated Filling of Land for a Period of 5 Years	10.10.2025

14. The similar applications were approved by the Committee between 2021 and 2025 on considerations that temporary approval would not frustrate the long-term planning intention of the “V” zone; not incompatible with surrounding land uses; and no adverse departmental comments or the concerns could be addressed by relevant approval conditions.
15. Given that the planning context of the adjacent areas has not been significantly altered, it is considered that the planning circumstances of the current application are relevant to the similar approved applications.

### No Adverse Impacts to the Surroundings

#### Visual and Landscape

16. The Proposed Development involves the erection of single-storey temporary structures. The applied use is considered not incompatible with surrounding land uses mainly comprising warehouses, residential dwellings, vehicle parks and vacant land. As such, adverse visual and landscape impacts to the surrounding areas should not be anticipated.

#### Traffic

17. The estimated average trip generation and attraction are as follows:

	Trip Generations		Trip Attractions	
	PC	LGV	PC	LGV
08:00 – 09:00	3	0	0	0
09:00 – 10:00	3	2	0	0
10:00 – 11:00	2	0	1	0
11:00 – 12:00	1	0	2	1
12:00 – 13:00	2	0	2	1
13:00 – 14:00	2	1	2	0
14:00 – 15:00	3	0	3	0

15:00 – 16:00	1	0	1	0
16:00 – 17:00	2	1	2	1
17:00 – 18:00	1	0	4	0
18:00 – 19:00	2	0	4	0
19:00 – 20:00	2	0	3	1
20:00 – 08:00	1	0	2	0
<b>Total</b>	<b><u>25</u></b>	<b><u>4</u></b>	<b><u>26</u></b>	<b><u>4</u></b>

18. 110 nos. of parking space for private cars and 5 nos. of parking space for LGV are proposed at the Site, including 6 nos. of private car parking spaces with EV charging facilities. Most of the drivers of private cars in the vehicle park are holiday drivers. These vehicles will only leave the vehicle park on holidays and occasionally on weekdays.
19. Sufficient space is provided for vehicle manoeuvring within the Site (**Plan 5**). No parking, reversing or turning of vehicles on public road is expected. No container vehicles will be allowed to park at the Site. It is expected that the Proposed Development should not cause adverse traffic impacts to the adjacent areas and road network.

#### Drainage

20. The applicant will submit a drainage proposal, with provision of peripheral u-channels and catchpits to mitigate any potential adverse drainage impacts generated by the Proposed Development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the proposal is accepted by the Drainage Services Department.

#### Fire Safety

21. The Applicant will submit a layout plan incorporated with the proposed fire service installations (FSI) after the planning approval has been granted from the Board. The Applicant will proceed to implement the FSI proposal at the Site once it is accepted by the Director of Fire Services.

#### Environment

22. The Applicant undertakes to follow the measures as set out in the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ issued by the Environmental Protection Department in order to minimise any possible environmental nuisances, and to comply with all environmental protection/pollution control ordinances.
23. The Proposed Development is intended for the use of parking of vehicles only. No container vehicles/tractors will be allowed to park at, stall at, enter or exit the Site. No car beauty services, vehicle repairing, dismantling or other workshop activities will be allowed at the Site. No public announcement systems, whistle blowing or portable loudspeaker will be allowed within the Site. As such, potential adverse noise impacts to the surrounding areas are not anticipated.

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