

7. Justifications

The Applicant applies for a temporary use for private vehicle park (private cars only) and associated filling of land for a period of 3 years.

Location and Environment

The Application Site is situated to the northern side of Castle Peak Road – Kwu Tung near to the local settlement area known as Tsung Pak Long Village in Sheung Shui, North district. Tsung Pak Long Village is a recognized village and geographically separated as two portions (situated at the eastern side and western side) by a water channel. The portion of village where the Application Site is situated at is known as Tin Kwong Po.

The Application Site is accessible via a local access which lead to a local road and further connects to Castle Peak Road – Kwu Tung. The neighbouring sites of Application Site are rural in nature with vegetations, temporary structures and domestic structures. Except the few lots near the Application Site can be reached by local access, the Tin Kwong Po locality is mostly accessible by footpaths only. There is no formal parking facility available in the whole Tin Kwong Po locality.

Proposed Operation and Layout

The Application Site area is 425 sq.m.(about) which would provide 13 nos. of parking spaces for private cars (with maneuvering space inside the Application Site). Currently, the Application Site is vacant. Northern, western and southern sides of the Application Site are bounded by existing fences shared between the Application Site and the adjoining sites. Thus, the vehicle park is accessible by vehicles via the ingress/egress at the eastern side of the Application Site and users can approach vehicle park on foot from the locality. The Applicant has liaised with and obtained consent from the private lot owner that along the access to the Application Site.

The Applicant is the local representative of Tin Kwong Po which he intends to apply for the proposed private vehicle park for to address the parking need of Tin Kwong Po residents only. He will be responsible for registering and controlling the user of the proposed vehicle park being Tin Kwong Po residents only. There will be only monthly registered user only. Thus, there will be no need for shroff at the Application Site. The proposed private vehicle park would be open 24 hours daily (including public holidays). However, it is expected that traffic in/out the private vehicle park would be mostly between 7 a.m. to 11 p.m. daily only.

In accordance with the proposed use of the Application Site, the Applicant undertakes that there will be only private cars to be parked inside the Application Site. There will be no other types of vehicles other than private cars to be parked inside the Application Site. At the same time, there will be no vehicle storage, inspection, maintenance, repairing or washing activities at the Application Site.

Necessary Provisions to the Local Residences

The nearest bus / public light bus stop for the residences of Tin Kwong Po is only available Castle Peak Road – Kwu Tung which is about in average more than 20 minutes walking distance away from different parts of Tin Kwong Po. Thus, there has been demand for use of private cars as a mode of transportation in Tin Kwong Po.

However, there is no any formal parking provision for Tin Kwong Po. Without such provision, the private cars can only be park illegally at road side of local road and access. They will cause danger by blocking access fire engines and ambulance access when they are in need. The proposed temporary private vehicle park is highly essential to address the basic proper parking needs of the local residences.

Local Demand and Support

Under formal village boundary of Recognized Village by the Government, Tin Kwong Po is part of the Recognized Village known as Tsung Pak Long Village, a support letter from Tsung Pak Long Village Representative Mr. Kan Sau Cheung (簡壽祥) is herewith attached the application. He has also explaining the strong demand and no provision of private car parking facility concern in Tin Kwong Po. In addition, support signatures from Tin Kwong Po residences are attached showing support and voicing out for real private car parking demand.

No Adverse Impacts

The proposed temporary use at the Application Site only involves open air parking for 13 nos. of private cars only. There will be no adverse impacts in terms of visual, noise, traffic, drainage nor fire, to be caused by the proposed use at the Application Site.

There will be limited trips of private cars generated by users of the Application Site which the pattern of traffic by the local users is usually one trip out to town in the morning and one trip back from the town in the evening / at night. These trips are expected to be generated within 7 a.m. to 11 p.m. daily only.

The Application Site is not hard paved, it is covered by gravel only. There is no plan from the Applicant to change the existing status of the Application Site which may impact the surface water runoff. Surface rain water in the Application Site has been absorbed by soaking away from the ground naturally.

Likewise, as the Application Site is only a temporary open air vehicle park for private cars for local residents only, there is no any shroff nor any structure proposed. Thus, there is no flammable source in the Application Site and it is suggested that no particular firefighting and fire service installations are necessary.

Proposed Filling of Land

The Application Site is currently covered by gravel. This existing site condition has been established for long time. The Applicant intends to maintain the current site condition as it supports the operation of the proposed car park. It would be more favourable to suppress dusts that may be produced in vehicles manoeuvring compared to uncovered muddy bare land. Thus, the Applicant is willing to apply for associated filling of land with the aim to regularize the existing site condition only.

Similar Planning Approvals

The Application Site is situated in "Agriculture" zoning. However, the applied use is a temporary use in natural which will not jeopardize the planning intention of the zoning. In fact, I will provide immediate planning gain to the local community by providing the desired parking facilities in strong demand.

There are similar planning approvals with similar temporary uses in "Agriculture" zoning in North and East Yuen Long districts. Recent similar planning approvals are summarized below for reference:

Application No.	Applied Use	Zoning	Approval Date
A/YL-PH/1028	Temporary Private Vehicle Park (Private Cars Only) for a Period of 3 Years and Associated Filling of Land	Agriculture	4/10/2024
A/YL-KTN/1025	Proposed Temporary Private Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and Associated Filling of Land	Agriculture	2/8/2024
A/YL-KTN/915	Renewal of Planning Approval for Temporary Private Vehicle Park for Light Goods Vehicles for a Period of 3 Years	Agriculture	23/6/2023
A/YL-KTN/888	Renewal of Planning Approval for Temporary Private Vehicle Park for Light Goods Vehicles for a Period of 3 Years	Agriculture	17/3/2023

Conclusion

In view of the development is only temporary in nature, addressing the solid needs of the local residents in the locality and would not incur any adverse impacts. We seek the Town Planning Board's approval of the application for a period of 3 years.

敬啟者：

有關新界上水天光甫 DD92 322S. A 地段
申請興建臨時停車場(私家車)為期三年的規劃申請

本人簡壽祥是上水松柏朗村代表。本人知悉天光甫村一直以來都缺乏村內停車場供居民使用，但無奈村內沒有合適的土地可作停車場用途使用。加上天光甫村內的道路狹窄，經常出現人車爭路，以及對頭車等問題情況出現，對村民構成危險。

而張應星先生作為天光甫居民代表，到處尋找合適的土地作停車場使用，他努力不懈地找到位於 DD92 322S. A 地段作臨時停車場(私家車)使用。他表示會在短期內向城規會提交相關規劃申請。本人對此表示支持。

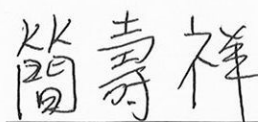
支持原因如下

1. 善用荒廢土地，提供停車位以滿足居民需求，方便出入。
2. 作緊急通道使用供緊急車輛出入，保障村民安全，以便消防車及救護車進入，暢通無阻到達現場。
3. 有助改善村內泊車問題，防止交通意外發生。
4. 規劃細小，不會對村內環境、排水、景觀等造成影響。

隨信附上天光甫居民的支持簽名信，懇請貴會體恤居民所需，批准及盡快上述申請。

此致
規劃署

松柏朗村代表



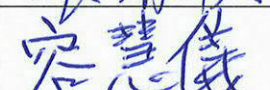
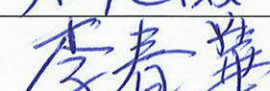
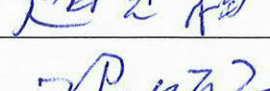
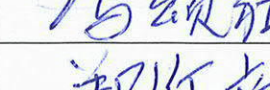
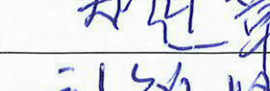
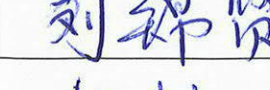
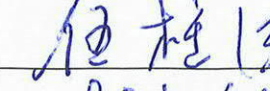
簡壽祥 謹啟

日期：2025 年 6 月 11 日

支持信

支持於 DD92 322S. A 地段申請興建臨時停車場(私家車)
為期三年的規劃申請

本人是上水天光甫村居民，希望在天光甫村內增設臨時停車場(私家車)以供本村居民使用，以便利本村居民。

	姓名	香港身份證號碼 (頭 4 個字)	日期
1			10-6-2025
2			10-6-2025
3			10-6-2025
4			10-6-2025
5			10-6-2025
6			10-6-2025
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10			10-6-2025
11			10-6-2025
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13			10-6-2025
14			10-6-2025
15			10-6-2025