



## Section 16 Planning Application

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

### *Planning Statement*

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## EXECUTIVE SUMMARY

*(In case of discrepancy between English and Chinese versions, English shall prevail)*

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No.385 S.B RP (Part) in DD 78, and adjoining Government Land ,Tsung Yuen Ha, Ta Kwu Ling North, New Territories (hereinafter referred to “the application site”). The application site has a total area of about 1,463.08 m<sup>2</sup> (including about 111.15m<sup>2</sup> of Government land). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.

The application site is a piece of flat land, currently being vacant and abandoned. It falls within respective areas zoned “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%) and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which was gazetted on 13.05.2016 (Please refer to **Figure 01** and **02**). Introducing a public vehicle park is well responded to the rapid growth of the Heung Yuen Wai area since the commissioning of passenger clearance of Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) in 6<sup>th</sup> February, 2023 as well as the increasing daily needs of the local villages. The proposed use aims to optimize land use resources, but also introducing parking provision to alleviate the substantial parking demand in the area.

Temporary use of the application site not exceeding a period of three years requires planning permission from the Board. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) *the proposed use can meet the substantial increasing demand for parking spaces for Tsung Yuen Ha area following the opening of the LT/HYW BCP;*
- (b) *valuable land resources can be optimized due to its locational advantage and the exceptionally physical state;*
- (c) *temporary nature of the proposed use would not jeopardize the planning intention of “V”, “REC” or “AGR” zones;*
- (d) *the proposed use is considered not incompatible with the surrounding land uses;*
- (e) *no adverse effect on the landscape character of the area as the surrounding landscape characters are expected to be changed by ongoing infrastructure development and appropriate landscape treatment will be provided at the application site;*
- (f) *no adverse traffic impact will be anticipated due to the road network in the vicinity of the application site would be able to cope with the traffic generated by the proposed use;*
- (g) *no adverse environmental and drainage impact are expected as the Applicant will implement appropriate mitigation and management measures if necessary; and*
- (h) *no setting of undesirable precedent as similar uses are found in the vicinity and there are similar applications approved previously.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to the current application for the proposed use for a temporary period of 3 years.

## 行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時公眾停車場（貨櫃車除外）連附屬寫字樓及相關的填土工程（為期三年）（以下簡稱「擬議用途」）。該申請所涉及地點位於新界打鼓嶺北松園下丈量約份第 78 約地段第 385 號 B 分段餘段 (部份) 及毗連政府土地（以下簡稱「申請地點」）。申請地點的面積約為 1,463,08 平方米 (包括約 111.15 平方米的政府土地)。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點現為一塊空置的平地，位於 2016 年 5 月 13 日刊憲公佈的打鼓嶺北分區計劃大綱核准圖（編號：S/NE-TKLN/2）內被劃為「鄉村式發展」（約 33%），「康樂」（約 65%）及「農業」（約 2%）用途地帶（請參考圖(一)及圖(二)）。提供增設一個公眾停車場是因應香園圍地區因為蓮塘口岸在 2023 年 2 月 6 日開通後的迅速發展，以及當地鄉村日益增加的日常需要。擬議用途旨在善用土地資源，亦會引入停車場設施，以紓緩該區龐大的泊車需求。

不超過三年屬臨時性質的用途須向城規會提出申請。此規劃報告書內詳細闡述擬議用途的規劃理據，當中包括：-

- (一) 擬議用途能有效地滿足松園下地區在蓮塘口岸通關後對泊車巨大及不斷增加的需求；
- (二) 申請地點的位置優勢及現狀適合作擬議用途，可充份利用珍貴土地資源；
- (三) 其臨時性質不會妨礙落實「鄉村式發展」，「康樂」及「農業」地帶的長遠規劃意向；
- (四) 擬議用途與附近土地用途並非不協調；
- (五) 不會對當地的景觀造成嚴重破壞，預計周邊正在進行的基礎設施建設工程將大幅改變當地的景觀特色，而申請地點亦會提供適當的美化環境措施；
- (六) 不會造成嚴重的交通問題，理由是申請地點附近的道路能應付擬議用途產生的交通流量；
- (七) 不會產生嚴重的環境及排水影響，因為申請人在有需要時會實施適當的緩解和管理措施；及

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(八) 由於附近亦有類似用途，以及過往亦有類似的申請獲得批准，因此不會造成不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，懇請城規會各委員酌情考慮批准該申請作臨時三年擬議用途。

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# 1 INTRODUCTION

## 1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No.385 S.B RP (Part) in DD 78, and adjoining Government Land ,Tsung Yuen Ha, Ta Kwu Ling North, New Territories. The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.
- 1.1.2 The application site with a site area of about 1,463.08 m<sup>2</sup> (including about 111.15 m<sup>2</sup> Government land) falls within an area zoned “Village Type Development” (“V”) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.05.2016 (hereinafter referred to as “the Current OZP”) (Please refer to **Figure 01 and 02**). As stipulated in (11)(b) of the covering Notes of the Current OZP, “...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”. In this connection, the Applicants wish to seek planning permission from the Board for the proposed use on a temporary basis of three years.
- 1.1.3 Prepared on behalf of Mr. MAN Sun Choi, who as the tenant, acts as the responsible personal of the current application (hereafter referred to as “the Applicant”), Man Chi Consultants and Construction Limited has been commissioned to prepare and submit the current application.

## 1.2 Background

- 1.2.1 The application site, situated near the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) and the existing village area of Tsung Yuen Ha.
- 1.2.2 As the first “direct access to people and vehicles” BCP in Hong Kong, the LT/HYW BCP has gained a significant increase in popularity among travellers due to its convenience, resulting in a surge in parking demand in the surrounding areas. While a park with 415 parking spaces is being provided at the LT/HYW BCP, it is observed that nearby car parks are fully utilised during weekends and public holidays, playing a crucial role in alleviating the substantial parking demand resulting from the continuous growth of the LT/HYW BCP and the Heung Yuen Wai area. In light of this, the Applicant has put forth a proposal to optimise available land use resources. The current application seeks to provide a Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at this piece of vacant flat land to alleviate the substantial parking demand in the area.



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### 1.3 Objectives

#### 1.3.1 The current application strives to achieve the following objectives:

- (a) To give an opportunity to the Applicant to utilise the application site for the proposed use under the circumstances that it would help meet the substantial parking demands arisen from the LT/HYW BCP as well as the local residents of Tsung Yuen Ha and the surrounding areas;*
- (b) To assist the neighbourhood in capturing on the opportunities arising from the development in the surrounding areas and support the growth of the Heung Yuen Wai area;*
- (c) To maximise land utilisation in an area with great locational advantage in terms of the proximity to the LT/HYW BCP and local villages; and*
- (d) To induce no adverse traffic, environmental, drainage nor infrastructural impacts on its surroundings.*

### 1.4 Structure of the Planning Statement

#### 1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land- use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use as well as its design. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed use.

## 2 SITE PROFILE

### 2.1 Location and Current Condition of the Application Site

- 2.1.1 The application site has an area of about 1,463.08 m<sup>2</sup> (including about 111.15 m<sup>2</sup> Government land). The location of the application site is shown in **Figure 01** whilst **Figure 03** indicates the relevant private lot and Government land which the application site involves.
- 2.1.2 As shown in **Figure 01**, the application site is located to the north of the major village cluster of Tsung Yuen Ha in Ta Kwu Ling North, and adjacent to the LT/HYW BCP. This area, including the application site and Tsung Yuen Ha, has been released from the Frontier Closed Area (FCA) since 2016 but still in a rather remote location. Currently, the application site is accessible via franchised bus (Route No. 79K) and Green Minibus (Route No. 59K).
- 2.1.3 The application site is abutting the Lin Ma Hang Road. It joins Ping Che Road in the south and Man Kam To Road in the west. Lin Ma Hang Road also links with Heung Yuen Wai Highway (HYWH) which commenced operation on 26.05.2019.
- 2.1.4 The application site is currently flat and vacant. At present, public transportation service to the application site is limited. **Illustration 1** indicates the current conditions of the application site.

### 2.2 Surrounding Land-use Characteristics

- 2.2.1 The application site is predominantly semi-rural in character. The application site is located to the north of the major village cluster of Tsung Yuen Ha and is just about 150 meters about away from the LT/HYW BCP, making it an ideal location to provide parking spaces that can effectively meet the growing parking arising from the Heung Yuen Wai area.
- 2.2.2 The flat land just to the immediate south and east of the application site are operating two public vehicle parks with valid planning permission under approved planning application No. A/NE-TKLN/53 and A/NE-TKLN/75. A cluster of flat land are observed for the use as public vehicle park and shop and services, with valid planning permissions (i.e. A/NE-TKLN/57, A/NE-TKLN/58, A/NE-TKLN/67, A/NE-TKLN/70).
- 2.2.3 To the west of the site sees another flat land operating as public vehicle park with valid planning permission under approved planning application No. A/NE-TKLN/80, and the LT/HYW BCP is situated to the further west across Lin Ma Hang Road. To the immediate north-east of the site is a residential cluster of the village, i.e. Tsung Tsuen Ha. **Illustration 2** indicates the surrounding areas of the application site.

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## **2.3 Heung Yuen Wai Boundary Control Point**

- 2.3.1 LT/HYW BCP is a key boundary control infrastructure between Hong Kong and Mainland China, providing direct access for both cargo and passenger. The LT/HYW BCP is designed to strengthen the cross-boundary transport connectivity by handling a daily capacity of 30,000 passengers and 17,850 vehicles to and from the Liangtang Port of Shenzhen. Furthermore, following the resumption of normal traveller clearance between Hong Kong and Mainland, the HYW BCP was fully commissioned to include passenger traffic in January 2023.
- 2.3.2 As the first "direct access to people and vehicles" BCP in Hong Kong, the LT/HYW BCP is complemented by a range of new alternative access options within the area, including the implementation of new public transport routes, the utilisation of the Heung Yuen Wai Highway by motorists, and the opening of a pedestrian subway connecting the LT/HYW BCP and Lin Ma Hang Road. The rising popularity of the LT/HYW BCP, along with the enhancements in access arrangements and traffic management measures, have created new opportunities to the surrounding areas and is expected to further catalyse the growth of the Heung Yuen Wai area.

### 3 PLANNING CONTEXT

#### 3.1 The Current OZP

- 3.1.1 The application site currently falls within respective areas zoned “Village Type Development”(“V”)(approx.33%),“Recreation”(“REC”)(approx.65%)and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which was gazetted on 13.05.2016. (**Figure 02** refers).
- 3.1.2 The planning intention of “V” zone is *“to designate both existing recognized villages and areas of land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board”*.
- 3.1.3 According to the Current OZP, ‘Public Vehicle Park (excluding container vehicle)’, is Column 2 uses within “V” zone and (“REC”) zone, where planning permission from the Board is required. As only 2 % of the application site falls within (“AGR”), the effect on rehabilitation of agricultural activities in this small piece of land is minimal. In this connection, the current application is herewith made to the Board for consideration of the proposed use on a temporary basis for a period of three years.

#### 3.2 Development Strategy on Developing the New Territories North

- 3.2.1 A clear aspiration of developing New Territories North (NTN) was demonstrated under the Preliminary Feasibility Study on Developing the NTN in 2017. Further in 2021, it is proposed under the Northern Metropolis Development Strategy that the Heung Yuen Wai area will be part of the NTN New Town and a railway station along the Northern Link Eastward Extension is envisaged near the LT/HYW BCP to further enhance the transport connection with other development nodes in NTN. The Northern Metropolis Development Strategy has also proposed to study the feasibility of relocating the fresh food boundary-crossing and inspection facilities at the Man Kam To Control Point and the Sheung Shui Slaughterhouse to land adjacent to LT/HYW BCP. In view of all these upcoming proposals, the character of the Heung Yuen Wai area is anticipated to change significantly in the future.

#### 3.3 Previous Planning Applications

- 3.3.1 The application site is not subject to any previous planning application.

### 3.4 Similar Planning Applications

- 3.4.1 There were 9 similar approved applications for proposed temporary public vehicle park within “V” and “REC” zones on the current OZP. Details of these applications are listed in **Table 1** below. There is an increasing parking demand surrounding the LT/HYW BCP. The Board in recent years has approved similar use on the Current OZP (**Table 1** refers).

**Table 1: Similar Approved s.16 Applications on the Current OZP**

Planning Application No.	Proposed Use	Decision Date
A/NE-TKLN/33	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	24/04/2020
A/NE-TKLN/53	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	23/06/2023
A/NE-TKLN/57	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22/09/2023
A/NE-TKLN/58	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22/09/2023
A/NE-TKLN/67	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	27/10/2023
A/NE-TKLN/68	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years	05/04/2024
A/NE-TKLN/70	Proposed Temporary Public Vehicle Park (Private Cars Only) for a Period of 3 Years	27/10/2023
A/NE-TKLN/75	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 3 Years	15/03/2024
A/NE-TKLN/80	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	15/03/2024

## 4 THE DEVELOPMENT PROPOSAL

### 4.1 Site Configuration, Layout and Operation

- 4.1.1 It is proposed to utilise the application site for the proposed use (i.e. proposed public vehicle park (excluding container vehicle) for a temporary period of 3 years). The application site has an area of about 1586.74 m<sup>2</sup> (including about 141.65 m<sup>2</sup> Government land). (**Figure 01** refers).
- 4.1.2 In response to the growth of the Heung Yuen Wai area, there is an acute demand for carparking space facilities. The proposed use would provide carparking spaces to meet the substantial demand. To avoid excessive illegal parking in the Tsung Yuen Ha and Heung Yuen Wai areas, the Applicant wishes to provide sufficient proper parking spaces to cater the growing parking demands. It is also noted by the applicant that some villagers will seek cross-border working opportunities in view of the establishment of LT/HYW BCP. The development will also support the growth of Tsung Yuen Ha Tsuen and Heung Yuen Wai areas.
- 4.1.3 The application site would remain as flat land and a total of 41 parking spaces for private cars are proposed at the application site (Please refer to **Figure-04**. An ancillary single- storey office of 2.5 m x 3.0 m x 3.5 m (height) would be provided at the application site to carry out the day-to-day management duties, such as guard room and ticket office. The Indicative Layout Plan is shown in **Figure 04** whilst the key development parameters for the proposed use are detailed in **Table 2**.
- 4.1.4 The operation hours of the proposed public vehicle park are proposed to be 24 hours daily, from Monday to Sunday (including public holidays). A longer operating hour could provide greater flexibility to the cross-boundary travellers, thus help relieving the pressure from the existing Heung Yuen Wai Car Park.

**Table 2: Proposed Key Development Parameters**

<b>Items</b>	<b>Design Parameter(s) (About)</b>
<b>Total Site Area</b>	About 1,463.08 m <sup>2</sup>
<b>Covered Area</b>	About 8.75m <sup>2</sup> (About 0.598 %)
<b>Uncovered Area</b>	About 1,454.33 m <sup>2</sup> (About 99.402%)
<b>Proposed Use(s)</b>	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Temporary Period of 3 Years
<b>Structure No(s).</b> <i>Ancillary Office</i>	1 (1 storey)
<b>Total Floor Area</b>	About 8,75 m <sup>2</sup>
<b>No. of Parking Spaces</b>	41 (Private Car)
<b>Operation Hours of the Public Vehicle Park</b>	24 hours (Monday to Sunday, including public holidays)
<b>Ingress/Egress</b>	About 10 m wide

## 4.2 Vehicular Access, Parking Arrangement and Traffic Management Measures

The Proposed use is to operate on 24-hours basis throughout the week. For conservative and assessment purpose, it is assumed that most drivers will reach the application site for parking and then cross the border through LT/HYW BCP.

### Vehicular Access

- 4.2.1 The ingress/egress of the application site is abutting Lin Ma Hang Road. The width of the ingress/egress of the application site is about 10 m wide. The proposed parking Layout is in **Figure 04**. The internal circulation and dimensions of the internal roads within the application site are shown in **Figure 05**.

### Parking Arrangement

- 4.2.2 The proposed use will provide 41 parking spaces for private cars. The proposed public vehicle park is designed exclusively for private car use only with 41 parking spaces, which should be considered as a small size public vehicle park. The application site is in close proximity to the LT/HYW BCP which allows a short walking distance for the cross-border travellers to reach to port after parking their vehicles.
- 4.2.3 There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the application site. No queuing of vehicles along the Lin Ma Hang Road will be resulted under any circumstances. The parking arrangement has complied with the requirements as stipulated in the Hong Kong Planning Standards and Guidelines.
- 4.2.4 A public vehicle park is proposed to serve visitors which are mostly cross border travellers. Most of the private cars would arrive the application site in early morning and leave at late night, impact on surrounding road network is anticipated to be low. The estimated average and peak trip rates generated from and attracted to the application site is shown in **Table 3**. If the current application is approved, only private cars and van-type LGVs will be permitted to parked/stored on or enter/exit the application site at any given time.

**Table 3: Estimated Average and Peak Trip Rates Generated from and Attracted to the Application Site**

	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Average Traffic Generation Rate at Peak Hours (pcu/hr)	Average Traffic Attraction Rate at Peak Hours (pcu/hr)
Private Car	2.5	2.5	12	15

Note 1: The opening hour of the proposed development is 24 hours

Note2: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

### Traffic Management Measures

- 4.2.5 Appropriate management and control measures would be implemented to ensure there is no queuing of vehicles outside the application site. A gate of 10 m in width will be pedestrians at the ingress/egress at the application site. At least, one traffic controller will be stationed at the gate to direct the movement of the vehicles and pedestrians into and out of the site to avoid clash or congestion problem. The Proposed Traffic Control and Safety Measures Plan is in **Figure-05**.



4.2.6 To ensure the proposed use will not induce adverse traffic impact on the surrounding road network and affect pedestrian safety. Traffic management measures are proposed at the application site, should the application be approved, including:

- (a) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimising any conflicts with road traffic;
- (b) When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at each entrance to facilitate the smooth movement of vehicles and pedestrians and prevent any clashes or congestion issues;
- (c) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management at the application site;
- (d) A pair of pedestrian signals and convex mirrors will be installed at the two side of the ingress/egress of the application site and
- (e) Installation of a pair of amber revolving lanterns at the site entrance, positioned at a height of approximately 2 meters from the ground level. These lanterns will remain operational throughout the site's operation hours.

### 4.3 Provision of Drainage Facilities

4.3.1 There will have no adverse drainage impact arising from the proposed use. The service runoff inside the application site will be naturally diverted to the site boundary, effectively collected/discharged via a prospective drainage system drained to the existing nullah at the southeastern boundaries. The applicant will submit a drainage proposal and further implement necessary drainage facilities to the satisfaction of relevant Government department(s) by way of approval condition(s), should the application be approved.

### 4.4 Environmental Considerations

4.4.1 No domestic structure can be identified within 50 m ambit the application site (Please see **Figure-03 and Illustration 2** refer). The applicant will ensure that there will be no environmental impacts or nuisance generated from the proposed use.

4.4.2 The application site involves no parking of heavy goods vehicle or container truck, and the application is temporary in nature.

4.4.3 The Applicant commits to closely monitoring the proposed public vehicle park and implement management measures that no vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on the application site at any time; and no car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities will be allowed on the application site. A notice will be prominently displayed at the site to inform visitors of the operational arrangements for the proposed public vehicle park.

4.4.4 The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

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## 5 Filling of Land

- 5.1.1 In order to facilitate the future erection of infrastructure (i.e. the Ancillary Office) on the application site and provide sufficient space for vehicle easy maneuvering. The applicant will level the application site by filling of land with earth of not more than 0.12 m in depth. The total area for land filling is 1,463.08 sq. m. The application for Filling of Land aims at tidying up the application site and avoiding the private car carrying earth and muds dropping into the Lin Ma Hang Road or any other public roads. The Proposed Land Filling Plan is at **Figure-06**. The applicant shall reinstate the Application Site upon the lapse of planning approval.

## **6 PLANNING JUSTIFICATIONS**

### **6.1 Alleviating the Substantial Increasing Demand of Parking Space in the close vicinity of the LT/HYW BCP**

- 6.1.1 As the first "direct access to people and vehicles" BCP in Hong Kong, the LT/HYW BCP has gained a significant increase in popularity among travellers due to its convenience, resulting in a surge in parking demand in the surrounding areas. It is observed that nearby car parks are fully utilised during weekends and public holidays, playing a crucial role in alleviating the substantial parking demand resulting from the continuous growth of the LT/HYW BCP and the Heung Yuen Wai area. The development of the LT/HYW BCP, along with the enhancements in access arrangements and traffic management measures, has brought new opportunities to the surrounding areas and is expected to further catalyse the growth of the Heung Yuen Wai area.

In response to the anticipated growth of the Heung Yuen Wai area, there is also a need to provide additional car parking spaces to accommodate the rising parking demands. The proposed use provides additional car parking spaces to alleviate illegal parking in surrounding area and would also support the growth of the Heung Yuen Wai area.

### **6.2 Optimization of Valuable Land Resources**

- 6.2.1 Considering the full commissioning of the LT/HYW BCP and the clear aspiration to develop the NTN region, the application site, which falls within the Heung Yuen Wai Potential Development Area identified in the Preliminary Feasibility Study on Developing the NTN, is suitable for addressing the growing car parking demand in the Tsung Yuen Ha and Heung Yuen Wai areas.
- 6.2.2 The proposed development takes full advantage of the location of the application site, situated west of the primary village cluster of Tsung Yuen Ha and in close proximity to the LT/HYW BCP, making it an ideal location to provide parking spaces that can effectively meet the growing parking demands arising from the Heung Yuen Wai and Heung Yuen Wai areas.

### **6.3 Temporary Nature Would Not Jeopardize its Planning Intention of "V", "REC" and "AGR" Zone**

- 6.3.1 Notwithstanding the application site falls within an area zoned "Village Type Development" ("V") (approx.33%), "Recreation" ("REC") (approx.65%) and "Agricultural" ("AGR") (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, the temporary nature of the current application will by no means jeopardize the long-term planning intention of these designed zones.
- 6.3.2 Moreover, it is the mere fact that such period of the planning approval could be adjusted by the Board to a period of three years or less. The entire authority is always rested from the Board that whether a new planning application for the continuation of the proposed use is further allowed or not. In this connection, the temporary nature of the proposed use would not in any sense pose any constraint to jeopardize nor pre-

empt the long-term planning intention of “V”, “REC” and “AGR” Zone or any planned infrastructural development.

#### **6.4 Not Incompatible with Surrounding Land Uses**

6.4.1 Given that similar uses, including the temporary public vehicle park (private cars and light goods vehicles) and shop and services uses, are found in the surrounding areas and the proposed use is solely to be used to serve the needs of the visitors of the public vehicle park and local residents, it is considered not incompatible with the surrounding semi-rural environment, in terms of its geographical location and land use.

6.4.2 The proposed use will only have an ancillary small office, and is of low density with only one single-storey structure (3.5m) and a total GFA of 8.75 m<sup>2</sup>. Considering the small side of the ancillary office, it is expected that no visual obstruction will be created to the area. The proposed development should be considered not incompatible with the surrounding area comprising of low rises village houses and temporary structures.

#### **6.5 No Adverse Landscape, Traffic nor Environmental Impacts**

6.5.1 The proposed public vehicle park would utilize existing vacant flat land for parking without altering the overall setting. There will be no adverse effect on the landscape character of the area, as the surrounding landscape is expected to remain unchanged.

6.5.2 The proposed use would render additional car parking spaces to serve the visitors and local villagers. Considering that public transport services are conveniently accessible nearby, it is anticipated that the average trips for private cars in the proposed use will remain consistent and no adverse traffic impact is anticipated.

6.5.3 The proposed public vehicle park is intended to serve visitors which are mostly cross border travellers. Most of the private cars would arrive the application site in early morning and leave at late night, impact on surrounding road network is anticipated to be low. **Figure-05** demonstrates that there will be no difficulties in internal traffic circulation since sufficient space for manoeuvring of vehicles is allowed throughout the application site. No queuing of vehicles along the local track and Lin Ma Hang Road will be resulted under any circumstances. If the current application is approved, only private cars will be permitted to parked/stored on or enter/exit the application site at any given time. To ensure the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, traffic management measures are proposed at the application site, should the application be approved. Therefore, it is not anticipated that the proposed use will result any significant additional and adverse traffic impacts on the area.

6.5.4 No adverse drainage impact is anticipated from the proposed use. New peripheral U-channels and drainage facilities will be constructed to accommodate the additional drainage needs. The applicant will submit a drainage proposal and further implement necessary drainage facilities to the satisfaction of relevant Government department(s) by way of approval condition(s), should the application be approved.

6.5.5 Since the application site is already paved and the current application intends to utilize existing vacant flat land for an additional public vehicle park, the overall physical setting remains unchanged. Therefore, no adverse drainage impact is anticipated from the proposed use.

6.5.6 The application site involves no parking of heavy goods vehicle or container truck, and the application is temporary in nature. The Applicant commits to closely monitoring the proposed public vehicle park and implement suitable management measures for better management; as well as to strictly follow EPD's latest "CoP" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

**6.6 No setting of undesirable precedent**

6.6.1 Considering similar applications were approved by the Board in the recent years, approval of the current application is **not** expected to set an undesirable precedent.

## 7 CONCLUSION

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No.385 S.B RP (Part) DD 78, and adjoining Government Land ,Tsung Yuen Ha, Ta Kwu Ling North, New Territories (hereinafter referred to “the application site”). The application site has a total area of about 1,463.08m<sup>2</sup> (including about 111.15m<sup>2</sup> of Government land). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.

The application site is a piece of flat land, currently being vacant and abandoned. It falls within respective areas zoned “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%) and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which was gazetted on 13.05.2016 (Please refer to **Figure 01** and **02**). Introducing a public vehicle park is well responded to the rapid growth of the Heung Yuen Wai area since the commissioning of passenger clearance of Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) in February 2023 as well as the increasing daily needs of the local villages. The proposed use aims to optimize land use resources, but also introducing additional parking provision to alleviate the substantial parking demand in the area.

Temporary use of the application site not exceeding a period of three years requires planning permission from the Board. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) *the proposed use can meet the substantial increasing demand for parking spaces for Tsung Yuen Ha area following the opening of the LT/HYW BCP;*
- (b) *valuable land resources can be optimized due to its locational advantage and the exceptionally physical state;*
- (c) *temporary nature of the proposed use would not jeopardize the planning intention of “V”, “REC” or “AGR” zones;*
- (d) *the proposed use is considered not incompatible with the surrounding land uses;*
- (e) *no adverse effect on the landscape character of the area as the surrounding landscape characters are expected to be changed by ongoing infrastructure development and appropriate landscape treatment will be provided at the application site;*
- (f) *no adverse traffic impact will be anticipated due to the road network in the vicinity of the application site would be able to cope with the traffic generated by the proposed use;*

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*(g) no adverse environmental and drainage impact are expected as the Applicant will implement appropriate mitigation and management measures if necessary; and no setting of undesirable precedent as similar uses are found in the vicinity and there are similar applications approved previously.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to the current application for the proposed use for a temporary period of 3 years.

