

SUPPLEMENTARY PLANNING STATEMENT

Application for Permission under Section 16 of the Town Planning Ordinance (Cap. 131)

PROPOSED TEMPORARY PUBLIC VEHICLE
PARK (EXCLUDING CONTAINER VEHICLE)
AND SHOP AND SERVICES FOR A PERIOD
OF FIVE YEARS IN "RECREATION" ZONE IN
LOT NOS. 35RP, 36, 42RP, 43, 44, 45 RP, 59
RP AND 64 S.B RP IN D.D. 80 AND
ADJOINING GOVERNMENT LAND, TA KWU
LING NORTH, NEW TERRITORIES

Applicant:
Bliss Achieve Limited



OCTOBER 2025



Consultant:



DeSPACE (International) Limited

Executive Summary

The Applicant, the registered land owner of Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories, now seeks town planning permission from the Town Planning Board (TPB) for a proposed temporary public vehicle park (excluding container vehicle) and shop and services on a temporary basis of 5 years at the aforementioned site and adjoining government land (the proposed development).

According to the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 (the OZP), the proposed “Public Vehicle Park (excluding container vehicle)” and “Shop and Services” are a Column 2 use that require planning permission from the Town Planning Board. The proposed access road is always permitted under the OZP. There is no development restriction on the proposed development.

Given the Heung Yuen Wai Boundary Control Point (HYWBCP) has been fully commissioned, the Applicant intends to upgrade the existing public vehicle park by increasing the portions of shops and services to serve the visitors and cross-border travellers. Although the proposed development does not align with the planning intention of the “Recreation” (“REC”) zone, upon considering its scale and the aim to cater to the local community, granting temporary approval for a period of five years would not frustrate the long-term planning intention of the area.

In due compliance with the prevailing town planning regulations, the Applicant proposes to develop the Site into an outdoor car parking with a total of 90 parking spaces (including 2 disabled car parking spaces), a total of 2 loading and unloading spaces, 6 single-storey structures which is in non-domestic nature. The proposed development is at a compatible development scale with its nearby car parking facilities. The proposed development and its layout should blend in harmoniously with its vicinity functionally and visually.

The Applicant is well-noted that in the event that the planning permission is given, it is required to apply to the Lands Department for a temporary waiver to effect the proposed development.

The Proposed Development is fully justified in terms of planning considerations with various planning and design merits. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject Application.

行政摘要

申請人為新界打鼓嶺蓮麻坑路丈量約份第 80 約地段第 35 號餘段、第 36 號、第 42 號餘段、第 43 號、第 44 號、第 45 號餘段、第 59 號餘段及第 64 號 B 分段餘段的唯一「現行土地擁有人」，現尋求城市規劃委員會（下稱城規會）的批准，擬議於上述地點及毗鄰政府土地申請五年臨時許可作公眾停車場(貨櫃車除外)及商店及服務行業。

根據打鼓嶺北分區計劃大綱核准圖編號 S/NE-TKLN/2（下稱大綱核准圖），申請地點劃作「康樂」地帶。擬議的「公眾停車場(貨櫃車除外)」和「商店及服務行業」為第二欄用途，需要獲准城市規劃委員會的規劃許可。擬議行車通道於大綱核准圖上是屬於經常准許的發展。擬議的用途均無發展限制。

為協助香園圍邊境管制站全面啟用，申請人打算透過增加店舖及服務設施的比重，提升現有「公眾停車場(貨櫃車除外)」服務，以滿足訪客及香園圍邊境管制站的旅客的需求。雖然擬議的開發不符合“康樂”的規劃意圖，但考慮到擬議發展項目的規模能為邊境管制站員工、當地村民及旅客提供服務，臨時批准五年的申請規模不會影響該地區的長期規劃意圖。

以遵守現行的城市規劃規例，申請人擬將場地發展成一個可提供 90 個私人車位（包括 2 個殘障人士專用停車位）及 2 個上落客貨車位的室外停車場，附以 6 個單層結構的設施，均為非住宅性質。擬議的發展項目與附近的私人停車場項目具有相稱的發展規模。擬議的發展項目及其佈局能在功能上和視覺上與附近建築物和諧融合。

申請人清楚地得悉，如果獲得規劃許可，則必須向地政總署申請臨時豁免書，以實現擬議的發展。

在各種規劃和設計優點的考慮而言，本發展計劃有充份理據獲得支持。鑑於上述理由，申請人謹請城規會批准本主題申請。

（內容如與英文版本有任何差異，應以英文版本為準）

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SECTION ONE | INTRODUCTION

DeSPACE (International) Limited acts on behalf of the Applicant, **Bliss Achieve Limited**, to prepare and submit this Section 16 Town Planning Application to the Town Planning Board (TPB) to seek planning permission for a proposed temporary public vehicle park (excluding container vehicle) (PVP) and shop and services on a temporary basis of 5 years on a site currently zoned as “Recreation” and adjoining government land within the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 (the OZP). (please refer to **Figure 1 for the Location Plan** and **Figure 2 for Application Site and Outline Zoning Plan**)

According to the OZP, the proposed “Public Vehicle Park (excluding container vehicle)” and “Shop and Services” are Column 2 uses which requires planning permission from the TPB.

In accordance with the Notes of the OZP for temporary uses expected to be over 3 years, the uses must require permission from TPB in accordance with the terms of the Plan. On the other hand, temporary uses of any land or building are always permitted as long as they comply with any other relevant legislations, the conditions of the government lease concerned and any other government requirements. It is essential to highlight that the proposed temporary uses are to better serve the local staff and visitors and would not frustrate the long-term planning intention of the area.

The Applicant is the registered land owner of Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories. The Site is subject to a previously approved application No. A/NE-TKLN/68 approved by the TPB on 5/4/2024 for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years. Being the first Boundary Control Point in Hong Kong that accommodates ‘direct access for both passengers and vehicles’, the Heung Yuen Wai Boundary Control Point (HYWBCP) has become increasingly popular among travellers. This enhanced convenience has, in turn, generated heightened demand for parking facilities and ancillary retail opportunities in its vicinity. In order to support the emerging development of the HYWBCP, the Applicant intends to upgrade the existing PVP by increasing the portions of shops and services to serve the continuous economic growth of the HYWBCP and the Heung Yuen Wai area.

SECTION TWO | SITE CONTEXT AND HISTORY

2.1 Site Context and Surrounding Land Uses

- 2.1.1 The Application Site is currently flat, hard paved and used as temporary public vehicle park (excluding container vehicle) with planning approval (Application No. A/NE-TKLN/68). It is currently accessible via a local access of Lin Ma Hang Road which is located to the western side of the Site. The private lot numbers for the Site are Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80.
- 2.1.2 The Application Site is zoned as the “Priority Development Area” in the “Industries” Zone of the “Heung Yuen Wai Enterprise Park” under the “Development Proposals of New Territories North New Town and Ma Tso Lung” by the Civil Engineering and Development Department and Planning Department announced on 5 April 2025.
- 2.1.3 The Application Site is in the north of New Territories North (NTN) Development Area and within a “Recreation” (“REC”) Zone. The surrounding areas have the following characteristics, including: (please refer to **Figure 1 for the Location Plan**)
- (a) to the north of the Site is the "Green Belt" (GB) zone;
 - (b) to the south of the Site is the Lin Ma Hang Road;
 - (c) to the further south is Tsung Yuen Ha Tsuen which are predominantly development of Small House by indigenous villagers; and
 - (d) to the southwest are the HYWBCP, the bus terminus, Heung Yuen Wai Fire Station and Heung Yuen Wai Operational Base.

2.2 Land Status

- 2.2.1 The Site comprises private lots which are Old Schedule lots held under the Block Government Lease (demised for agricultural use) without any guaranteed right of access. Upon approval with/without conditions, the Applicant will submit a modification application for Short Term Waiver (STW) to cover all proposed development, structures and the right of access point(s).

SECTION THREE | PLANNING CONTEXT

3.1 Statutory Planning Context

- 3.1.1 The Site is currently zoned “REC” on the OZP and the Applicant intends to use the Site for the purpose of temporary PVP and shop and services for a period of 5 years. In accordance with the Notes of the OZP with regard to “REC” zone, its primary planning intention is for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission. In addition, “Public Vehicle Park (excluding container vehicle)” and “Shop and Services” uses fall into Column 2 uses that may be permitted with or without conditions on application to the TPB. Under the “REC” zone, there is no development restriction on height, plot ratio and site coverage ratio on the proposed use.
- 3.1.2 In accordance with the Notes of the OZP for temporary uses (including the proposed PVP and “Shop and Services”) expected to be over 3 years, the uses must require permission from TPB in accordance with the terms of the Plan. It is essential to highlight that the proposed temporary uses are to better serve the local staff and visitors and would not frustrate the long-term planning intention of the area.

3.2 Previous Planning Applications

- 3.2.1 The Application Site is the subject of two previous planning application submitted by the same Applicant. Planning application No. A/NE-TKLN/23 for a Temporary Place of Recreation, Sports or Culture (Parent-Child Play Area), Eating Place and Shop and Services was approved by the Committee on 5.2.2021 for a period of 5 years. The approval was granted based on the consideration that the proposal would not frustrate the long-term planning intention of the "REC" zone and would not have adverse impacts on the surrounding areas. Also, such uses can consider supporting recreational development of the zone.
- 3.2.2 The Application Site is currently subject to a valid planning approval under planning application No. A/NE-TKLN/68 was approved by the Committee on 5.2.2024 for a period of 5 years. The approval was granted based on the consideration that the proposal would not frustrate the long-term planning intention of the "REC" zone and would not have adverse impacts on the surrounding areas. Also, the proposed PVP could serve to alleviate the parking demand in the area in particular the increasing parking demand from cross-boundary travelers of HYWBCP while the proposed shop and services would help serve the needs of the local villagers as well as the cross-boundary travelers of HYWBCP.

3.3 Similar Planning Applications

3.3.1 As shown in **Table 1**, there are two approved planning applications on a temporary basis that are located within the "REC" zone of the same OZP. These applications share similarities in terms of their temporary nature, proposed use (i.e. PVP), and location within the REC zone. These approvals were based on similar considerations as mentioned in **Table 1** below. The circumstances surrounding these similar applications are largely applicable to the current application.

Table 1: Similar Approved Planning Application for Temporary PVP in the "REC" zone under the Same OZP

	Case No.	Addresses	Zoning & Key Parameters	Proposed Use	Planning Justification
1	A/NE-TKLN/33 (24/4/2020) (Approved)	Lot 381 S.B RP in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories	<u>Zoning</u> V + REC <u>Site Area</u> 2529.6 m ² <u>No. of CP</u> 69	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	While the applied use was not totally in line with the planning intention of the "Village Type Development" ("V") zone, the proposed temporary car park was to <u>serve the residents of the nearby village as well as possible parking demand for the operation of Liantang/Heung Yuen Wai Boundary Control Point.</u> Approval of the application on a temporary basis for a period of three years would not frustrate the long-term planning intentions of the concerned zones.
2	A/NE-TKLN/75 (15/3/2024) (Approved)	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New TerritoriesYuen Ha, Ta Kwu Ling North, New Territories	<u>Zoning</u> V + REC <u>Site Area</u> 3776 m ² <u>No. of CP</u> 77	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years	Although the approved application was not in line with the planning intention of the "Village Type Development" ("V") zone, it could <u>serve the needs of the local villagers as well as the possible parking demand arising from the operation of the Heung Yuen Wai Boundary Control Point.</u> Approval of the application on a temporary basis for three years would not jeopardise the long-term planning intention of the "V" zone.

3.3.2 **Table 2** presents four approved planning applications on a temporary basis that are situated in various OZPs starting from 2024. These applications showcase similar characteristics in terms of their temporary status and proposed use, although they are located in different OZPs.

Table 2: Similar Approved Planning Applications for Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services under different OZPs

	Case No.	Addresses	Zoning & Key Parameters	Proposed Use	Planning Justification
1	A/YL-PS/727 (20/09/2024) (Approved)	Lots 106 (Part), 107 (Part), 289 (Part), 293 (Part), 294 (Part), 295 (Part), 301 (Part), 302 (Part) and 319 (Part) in D.D. 126, Fung Ka Wai, Ping Shan, Yuen Long, N.T.	<u>Zoning</u> REC + V <u>Site Area</u> 3030 m ² <u>No. of CP</u> 55	Proposed Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	Whilst the proposed use is not entirely in line with the planning intentions of the “REC” and “V” zones, it could <u>provide private car parking spaces to meet any such parking demand in the area.</u> Approval of the application on a temporary basis for a period of three years <u>would not frustrate the long-term development of the area.</u>
2	A/NE-TK/835 (04/07/2025) (Approved)	Lot 1610 RP in D.D. 17, Lo Tsz Tin Village, Tai Po, New Territories	<u>Zoning</u> REC <u>Site Area</u> 436 m ² <u>No. of CP</u> 12	Temporary Public Vehicle Park (Private Cars Only) for a Period of 3 Years	There are three similar applications approved in the vicinity of the Site, which were <u>approved mainly on the considerations of not frustrating the long-term planning intention</u> of the “REC” zone; and causing no adverse impacts on the surrounding areas. The circumstances of the subject application are similar to these approved applications.
3	A/NE-STK/28 (11/04/2025) (Approved)	Lot 233 S.B ss.1 in D.D. 41 and Adjoining Government	<u>Zoning</u> REC(1) <u>Site Area</u>	Proposed Temporary Public Vehicle Park (excluding	According to the applicant, the proposed use is intended to <u>meet the growing parking demand from the visitors to Sha Tau Kok area</u>

		Land, Sha Tau Kok, New Territories	230.5 m ² <u>No. of CP</u> 5	container vehicle) for a Period of 3 Years	<u>and the nearby residents.</u> It is considered that the proposed use <u>is not entirely in conflict with the planning intention of the “REC(1)” zone.</u> Also, there is no known development proposal at the Site. Taking into account the planning assessment below, there is <u>no objection to the proposed use on temporary basis of three years.</u>
4	A/YL-PS/741 (18/07/2025) (Approved)	Lots 51 (Part), 52 (Part) and 55 RP (Part) in D.D.126, Ping Shan, Yuen Long, New Territories	<u>Zoning</u> REC <u>Site Area</u> 5280 m ² <u>No. of CP</u> 37	Proposed Temporary Public Vehicle Park (Light Goods Vehicles, Medium Goods Vehicles and Coaches) with ancillary facilities for a Period of 5 Years and Associated Filling of Land and Pond	Although the proposed use is not entirely in line with the planning intention of the “REC” zone, it could <u>serve any such parking demand in the locality.</u> Approval of the application on a temporary basis for a period of five years <u>would not frustrate the long-term planning intention of the “REC” zone.</u>

3.3.3 In summary, the above-mentioned planning applications were in line with the planning intention of the “REC” zone, the application on a temporary basis would not jeopardise the long-term planning intention. These cases demonstrated that the proposed PVP and shop and services could effectively meet the parking needs of the local community and visitors, especially of the potential demand from the HYWBCP. The proposed development is considered not incompatible with the surrounding development in terms of development scale, intensity, and temporary land use nature. These justifications support the purpose of the Applicant’s proposed PVP.

SECTION FOUR | THE PROPOSED SCHEME

4.1 Proposed PVP and Shop and Services

4.1.1 As aforementioned, the Site benefits from its advantageous location in close proximity to HYWBCP, making it an ideal location for a PVP and shop and services. The key development parameters of the Proposed PVP and shop and services are summarized in **Table 3** below:

Table 3: Major Development Parameters

Development Parameters Table		
	Approved Scheme under S16 Application No. A/NE-TKLN/68	Proposed Scheme
Site Area	Total: about 5,260.2 sq. m. (including about 5,192.4 sq. m. of Private Land (99%) and about 67.8 sq. m. of Government Land (1%))	Total: about 5,260.2 sq. m. (including about 5,192.4 sq. m. of Private Land (99%) and about 67.8 sq. m. of Government Land (1%))
Gross Floor Area (GFA) (Non-domestic)	Total: about 400 sq. m. 1) Retails: about 366 sq. m. 2) Lavatories: about 28 sq. m. 3) Guard Room: about 6 sq. m.	Total: about 634 sq. m. 1) Retails: about 600 sq. m. 2) Lavatories: about 28 sq. m. 3) Guard Room: about 6 sq. m.
No. of structure	Total 5 structures 1) 1 single-storey structure for guard room 2) 1 single-storey structure for lavatories, FSI Cabinet and retails 3) 2 single-storey structures for retails 4) 1 single-storey structure for retails and E&M facilities areas <i>Remark: E&M facilities areas will take up a non-accountable GFA of not exceeding 110 sq. m. (but 103.8 sq. m. in the scheme)</i>	Total 6 structures 5) 1 single-storey structure for guard room 6) 1 single-storey structure for lavatories, FSI Cabinet and retails 7) 3 single-storey structures for retails 8) 1 single-storey structures for retails and E&M facilities areas <i>Remark: E&M facilities areas will take up a non-accountable GFA of not exceeding 110 sq. m. (but about 108 sq. m. in the scheme)</i>
Building Height	Not more than 5.4m	Not more than 5.4m
No. of Storeys	1	1

Site Coverage	Not exceeding 10%	Not exceeding 12%
No. of parking spaces and loading/unloading spaces	94 private car parking spaces (2.5m x 5m)	88 private car parking spaces (2.5m x 5m)
	2 disabled car parking spaces (2.5m x 5m with a common loading/ unloading area of 1.2m width)	2 disabled car parking spaces (2.5m x 5m with a common loading/ unloading area of 1.2m width)
	1 loading/ unloading space of HGV (3.5m x 11m)	1 loading/ unloading space of HGV (3.5m x 11m)
	1 loading/ unloading space of LGV (3.5m x 7m)	1 loading/ unloading space of LGV (3.5m x 7m)
Planter area	about 73 sq. m.	about 73 sq. m.
Operation hours	PVP: 24 hours a day and 7 days a week including public holidays Shop and Services (Retails): 7 days a week including public holidays from 9am to 9pm	PVP: 24 hours a day and 7 days a week including public holidays Shop and Services (Retails): 7 days a week including public holidays from 9am to 9pm

4.2 Temporary PVP & Ancillary Office/Shops and Services

To cater for the parking needs of staff and visitors in the vicinity of the proposed development, an outdoor temporary private vehicle park is planned for the majority of the Site. It will consist of 88 private car parking spaces, 2 disabled car parking space, 1 L/UL of HGV and 1 L/UL of LGV. Additionally, 6 single-storey structure will be provided next to the entrance of the Site and at the southern part of the Site for the proposed shop and services including supporting facilities such as lavatories, guard room, FSI cabinet and E&M facilities. (please refer to **Figure 3 for the Schematic Layout Plan** and **Figure 4 for Elevation Plan**) The loading/unloading bays are provided in support of the proposed shop and services for 7 days a week including public holidays from 9am to 9pm.

4.3 Proposed Ingress and Egress

- 4.3.1 The proposed access to the Site will traverse through a strip of unallocated Government land situated between Lin Ma Hang Road and the Site. As shown in **Figure 3**, 1 section of ingress and egress is proposed at Lot No. 59 RP in D.D. 80. Certain adjoining Government Land is proposed to be included in light of the narrow lot configuration of the western edge of the Lot No. 59 RP.

- 4.3.2 There is 1 ingress/egress point recommended for the proposed development. The ingress/egress point is located to the western edge of the Site to link up an unnamed road with the Site via a strip of government land.

SECTION FIVE | PLANNING AND TECHNICAL JUSTIFICATIONS

5.1 Compatible with the Surrounding Land Uses

- 5.1.1 The proposed use, consisting of the building structures with a maximum height of 5.4m with only 1 storey, is compatible with the surrounding areas. These areas are predominantly characterized by abandoned farmland, village settlements, amenity areas, and cultivated farmland. It is worth noting that there have been recent approvals for PVPs in the area including the planning approval of the Application Site. The HYWBCP has been fully commissioned and has led to a significant increase in cross-border travel, particularly during weekends and public holidays. The parking spaces in the existing PVPs have been underprovided with long queuing time and possibly illegal on-street car parking. In this relation, apart from meeting some of the parking needs for local villagers/residents, the proposed use could satisfy some of the parking demand for cross-boundary travellers. Transport Department is amicably invited to observe the recent surge of public vehicle park demand in the areas and kindly grant a support in-principle from traffic planning and engineering perspective. As a matter of fact, the proposed use can immediately meet the public demand of car parking spaces and the subject case can be favourably considered for cross-boundary parking facilities based on this valid individual planning merit. Furthermore, the proposed shop and services will also act as a passive recreational development for supporting the local workers, visitors and local residents.

5.2 Meeting Pressing Local Parking Demand Arising from Heung Yuen Wai Boundary Control Point

- 5.2.1 The Site is in very close proximity to HYWBCP which was opened by early 2023 for cross-border traveling. Although the Site is designated as a "Recreation" zone, primarily intended to provide low-density recreational developments for the use of the general public, the temporary PVP on the Site can address some of the local parking demand arising from individuals traveling to the Mainland through the HYWBCP. This is due to the Site's convenient location, being within a 5-minute walking distance from the HYWBCP. Furthermore, granting temporary approval for this application would not frustrate the long-term planning intention of the Recreational Zone.

5.3 Meeting Provision of Retail and Service Facilities to Accommodate Cross-Boundary Travel Demand at Heung Yuen Wai Boundary Control Point

- 5.3.1 The HYWBCP has been fully commissioned since February 2023 and, as at June 2025, handles an average of 78,000 passenger trips per day, with weekend and holiday peaks exceeding 91,000 passenger trips. The substantial and sustained passenger flow has directly stimulated retail and service demand in the surrounding area.
- 5.3.2 The Application Site, being within a five-minute walking distance from the HYWBCP, is suitably located to accommodate five temporary “Shop and Services” structures to meet such demand. The proposed development will consolidate retail activities in an accessible location, serve travellers and visitors efficiently, and relieve pressure on ad hoc retail sprawl in the vicinity by providing convenience stores for snacks, drinks and medicine and a rest point with toilets for tourists and visitors as their final destination. As the structures are temporary and reversible in nature, the long-term planning intention of the “Recreation” zone will not be frustrated, while immediate retail demand generated by cross-boundary travel can be effectively addressed.

5.4 No Insurmountable Traffic Impacts

- 5.4.1 Upon consideration of the scale of the proposed development, the Site is located further east of the HYWBCP which is away from the pick-up/drop-off areas of HYWBCP (i.e. the primary pick-up/drop-off areas can be accessed through Heung Yuen Wai Highway) (**Figure 1**) which shall not generate adverse traffic impact to the area. Furthermore, one ingress/egress points is proposed at Lot Nos. 59 RP in D.D. 80 which will be able to cope with the traffic generated by the proposed development. Given that the number of parking spaces under the proposed development has been reduced, yet no traffic congestion has been observed in the surrounding area for the past 2 years, it is considered that the proposed development will not generate any adverse traffic impact.

5.5 No Insurmountable Visual Impacts

- 5.5.1 With the view of the surroundings with the overall visual context of low to medium -rise development and in the vicinity of the Site, the proposed PVP and shop and services are considered to be compliable without leading adverse visual impact on visual penetration of an open sky view, light penetration into the surrounding environment and visual openness. The greenery area is provided within the Site to keep the proposed use in compatible to the surrounding area. Moreover, the proposed development consists of only one-storey structures, ensuring that it does not cause any visual distractions for drivers, pedestrians, or villagers.
- 5.5.2 Given the scale of the development and site location, the proposed development shall not

create any visual impact on all the key sensitive viewers in the surrounding areas.

5.6 No Insurmountable Landscape Impacts

- 5.6.1 The Site is flat, hard paved and used as temporary public vehicle park (excluding container vehicle) with planning approval (Application No. A/NE-TKLN/68) and an area of rural landscape character surrounded by temporary structures, village houses and vegetation. No significant landscape resources have been identified within the Site, indicating that the proposed development is unlikely to have a significant adverse landscape impact on the existing landscape.
- 5.6.2 Since the Site is adjacent to the "GB" zone to its north, which is covered by trees, shrubs, and common species of herbaceous plants, the Applicant will adhere to good site practice to avoid disturbing the nearby natural habitat.

5.7 Compliance with Planning Approval Conditions under the Last Approved Application

- 5.7.1 The Site is currently subject to a valid planning approval under Application No. A/NE-TKLN/68 for a Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) and Shop and Services for a period of five years, as approved by the Town Planning Board on 5.4.2024. All approval conditions with a time limit under the previous planning approval have been duly complied with. A summary of the compliance with the planning conditions of the last approved application is presented in **Table 4**.

Table 4: Compliance with Planning Approval Conditions under the Last Approved Application

Planning Approval Conditions		Discharged Date
(c)	the submission of a drainage proposal	9.5.2025
(d)	the provision of drainage facilities	3.6.2025
(f)	the submission of a fire service installations proposal	3.9.2025
(g)	the implementation of a fire service installations proposal	19.12.2024
(h)	the submission of the design of vehicular run-in/run-out	3.2.2025
(i)	the provision of the design of vehicular run-in/run-out	18.3.2025

- 5.7.2 As compared with the last approved scheme under application No. A/NE-TKLN/68, the current scheme would involve changes only on the number of parking space, number of blocks, the total floor area and site coverage, with a view to accommodating the additional shop and services use. Whereas the overarching nature/operation of the proposed use and the overall physical setting surrounding the application site are the same/similar as the last approved scheme.

SECTION SIX | CONCLUSION

This Section 16 Planning Application is submitted to seek planning permission for a proposed PVP and shop and services on a temporary basis of 5 years on a site currently zoned “Recreation” at Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling North, New Territories.

This planning statement has demonstrated that the proposed development could provide a large amount of car parking spaces and retail areas to support the emerging development of HYWBCP and the surrounding area. The proposed development is fully justified on the following grounds:

- A planning merit to providing car parking facilities and retail shops to support the development of HYWBCP and visitors;
- Not incompatible land use nature, development scale and intensity; and
- The proposed development on a temporary basis for a period of 5 years which would not frustrate the long-term planning intention of the subject “REC” zone.
- Compliance with Planning Approval Conditions under the Last Approved Application

To conclude, the proposed development is fully justified in terms of planning considerations with various planning and design merits. In view of the above, members of the TPB are respectfully requested to favorably consider the present application in support of the proposed development of a temporary PVP and shop and services by the Applicant in Hong Kong.