

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lot 73 S.B RP in D.D. 80, Lin Ma Hang, New Territories* (the Site) for '**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**' (proposed development) (**Plan 1**).
- 1.2 The Site is located in close vicinity of the Heung Yuen Wai Border Control Point (HYWBCP) and some existing village settlements (e.g. Tsung Yuen Ha Tsuen, Chuk Yuen Tsuen, etc.), which demand for public parking spaces has always been high. Although public franchised buses and minibus bus services are provided at HYWBCP and the adjoining Lin Ma Hang Road, cross-boundary travellers and surrounding locals still rely mostly on private cars for commuting due to the prime location of HYWBCP, limited destinations of such services and their own travelling destinations to remote villages.
- 1.3 Complaints are often found on social media regarding insufficient parking spaces in HYWBCP which are always fully booked since the opening, especially on Fridays and weekends. Subsequently, illegal on-street parking is often observed at Lin Ma Hang Road, causing adverse traffic impact to nearby road network.
- 1.4 In view of the above, the applicant would like to operate the proposed development to alleviate the pressing demand for legal parking spaces in the area and bring convenience to cross-boundary travellers and surrounding locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned “Recreation” (“REC”) on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No.: S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, '*public vehicle park (excluding container vehicle)*' is a column two use within the “REC” zone, which requires planning permission from the Board.
- 2.2 The Site is surrounded mainly in rural character formed by groups of village houses, scattered temporary structures and the HYWBCP, the proposed development with a low-rise temporary structure is considered not incompatible with the surroundings. Furthermore, as there are

no existing and planned recreational developments within the Site, the proposed development would not frustrate the long-term planning intention of the "REC" zone and would better utilise precious land resources in the New Territories.

3) Development Proposal

- 3.1 The Site occupies an area of 1,018 m² (about) (**Plan 1**). 1 structure is provided at the Site for site office use with total gross floor area (GFA) of 18 m² (**Plan 4**). The structure (site office) is intended to provide indoor workspace for administrative staff to support the daily operation of the Site. It is estimated that the site would accommodate 2 nos. of staff. Details of development parameters are shown at **Table 1** below:

Table 1 - Major Development Parameters

Application Site Area	1,018 m ² (about)
Covered Area	18 m ² (about)
Uncovered Area	1,000 m ² (about)
Plot Ratio	0.02 (about)
Site Coverage	2 % (about)
Number of Structure	1
Total GFA	18 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	3 m (about)
No. of Storey	1

- 3.2 The Site is accessible from Lin Ma Hang Road via a local access (**Plan 1**). The operation hours of the proposed development are 24-hour daily, including public holidays. A total of 24 parking spaces will be provided at the Site, details of parking provisions are shown at **Table 2** below:

Table 2 - Parking Provisions

Type of Space	No. of Spaces
Private Car (PC) Parking Space	24
- 2.5 m (W) x 5 m (L)	

- 3.3 Only PCs are allowed to enter/exit the Site at any time during the planning approval period. Other vehicles, including light, medium, heavy goods vehicles, container tractors/trailers, etc., are not allowed to enter/exit the Site. The applicant will ensure no queuing and/or waiting of motor vehicles from the Site onto Lin Ma Hang Road via the local access, and no motor vehicles will be permitted to reverse into and out of the Site onto Lin Ma Hang Road via the local access.
- 3.4 Furthermore, no vehicles without valid licenses 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 planning approval period. The trip generation and attraction rates are as shown at **Table 3** below. Adverse traffic impact to the surrounding road network should not be anticipated.

Table 3 - Estimated Trip Generation and Attraction

Time Period	Trip Generation and Attraction		
	PC		2-Way Total
	In	Out	
Trips at <u>AM peak</u> per hour (09:00 - 10:00)	6	2	8
Trips at <u>PM peak</u> per hour (18:00 - 19:00)	4	5	9
Traffic trip per hour (average)	3	3	6

- 3.5 The applicant will strictly follow the '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department and statutory requirements under relevant pollution control ordinances to minimise adverse environmental impacts and nuisance to the surrounding area. 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.

4) Conclusion

- 4.1 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. submission of drainage and fire service installations proposals, to mitigate any adverse impact arising from the proposed development after the planning application approved by the Board.
- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for **'Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years'**.

Tai Wah Development Consultants Limited

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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 (Private Car)