

**Section 16 Planning Application for
Temporary Public Vehicle Park (Village Car Park)
for a Period of 3 Years,
Lot 1874 RP (Part) and 1875 RP in D.D. 76,
Leng Tsai Village, Fanling**

PLANNING STATEMENT



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Executive Summary

This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of Mr. Choi Kin Ming (the Applicant), the Indigenous Inhabitant Representative of Leng Tsai Village, Fanling. The Applicant seeks planning permission from the Town Planning Board (TPB) for the provision of temporary public vehicle park (village car park) with 21 private cars parking spaces for a period of 3 years covering Lot 1874 RP (part) and 1875 RP in D.D. 76, Leng Tsai Village (the application site). The application site is about 575.3m² in area and falls within "Village Type Development" ("V") zone on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14. It is currently occupied by the applied use.

The application site is located in Leng Tsai Village which is a well-established local village with a number of residential dwellings. The Applicant has recently been advised that the subject existing village car park within the "V" zone requires planning permission from the TPB. In view of its relatively remote location with limited public transportation nearby and the continuous demand for car parking facilities in the vicinity, the Applicant decides to submit the subject planning application in order to regularise the current land use within the site.

Planning assessment shows that the application site is well suitable for the subject small village car park use to serve the local villagers since it has been paved for some time and is within the "V" zone. The subject use is compatible with the adjacent land uses which are predominantly village houses and village tracks. It will not result in any significant adverse impacts on the traffic, environmental, drainage, sewerage and landscape aspects of the locality. Being temporary in nature, the approval of this application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of "V" zone. It will allow the continue operation of the village car park to relieve the parking problem in Leng Tsai Village and have positive impact to the traffic condition in the area by reducing the illegal roadside parking.

行政摘要

(內容如有差異，應以英文版本為準)

蔡堅明先生 (申請人) 是粉嶺嶺仔村之原居民代表，現透過達材都市規劃顧問有限公司，根據城市規劃條例第 16 條向城市規劃委員會 (城規會) 遞交規劃許可申請，以准許在嶺仔村丈量約份 76 約地段第 1874 號餘段 (部分) 及 1875 餘段地段內提供共 21 個私家車位的臨時公眾停車場 (村用停車場)，為期 3 年。申請地點面積約有 575.3 平方米，現時在坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/14 上被訂為「鄉村式發展」地帶。

申請地點位於嶺仔村，是一個較成熟的村落，已落成一定數量的村屋。申請人最近被告知位於「鄉村式發展」地帶的申請地點用作臨時村用停車場，是需要得到城規會的規劃許可。由於該地段較偏遠，附近公共交通有限，加上附近停車設施的需求持續增加，申請人因此作出是次申請將申請地點內現時的用途規範化。

規劃評估指出申請地點非常適合用作該小規模村用停車場給當地村民使用，因此它位於「鄉村式發展」地帶並且長久以來都是硬地，而周邊地方主要是村屋及村路，因此該用途不會與毗連土地利用不相協調，同時亦不會對區內的交通、環境、排水、污水及園景造成不良影響。另外，因擬議用途屬臨時性，所以批准是次申請不會為類似申請立下不良先例，從而影響「鄉村式發展」地帶的長遠規劃意向。相反，本申請容許村用停車場繼續運作，以助改善嶺仔村的泊車問題，及減少路旁違例泊車，對村內交通情況有正面效果。

1. INTRODUCTION

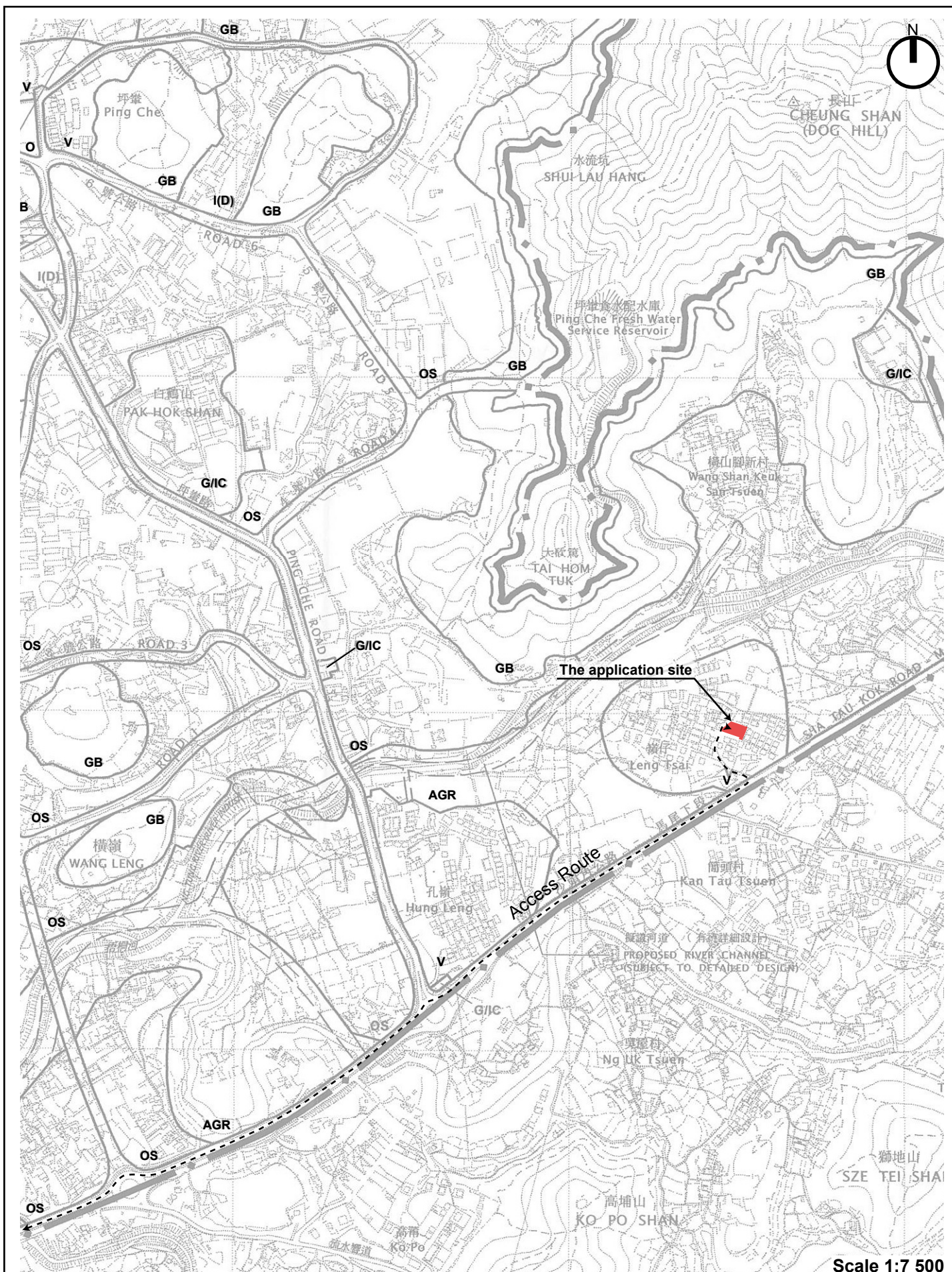
This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of Mr. Choi Kin Ming (the Applicant), the Indigenous Inhabitant Representative of Leng Tsai Village, Fanling. The Applicant seeks planning permission from the Town Planning Board (the Board / TPB) for the provision of temporary public vehicle park (village car park) with 21 private cars parking spaces for a period of 3 years covering Lot 1874 RP (part) and 1875 RP in D.D. 76, Leng Tsai Village (the application site). The application site is about 575.3m² in area and falls within "Village Type Development" ("V") zone on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (OZP) No. S/NE-TKL/14 (see **Plan A**). It is currently occupied by the applied use.

The application site is located in Leng Tsai Village which is a well-established local village with a number of residential dwellings. The Applicant has recently been advised by Planning Department (PlanD) that the subject existing village car park within the "V" zone requires planning permission from the Board. In view of its relatively remote location with limited public transportation nearby and the continuous demand for car parking facilities in the vicinity, the Applicant decides to submit the subject planning application in order to regularise the land use within the site.

Planning assessment has indicated that the present application is well justified for the following reasons:

- (a) the subject village car park is intended to meet the genuine demand for more parking spaces to serve the villagers in Leng Tsai Village;
- (b) it would help relieve the parking problem in the area and have positive impact to the traffic condition in the area by reducing the illegal roadside parking;
- (c) the application site is suitable for the proposed use since it has been paved for some time and is within the "V" zone;
- (d) the subject use is compatible with the surrounding land uses which are predominantly village houses and village tracks;
- (e) it will not adversely affect the land availability for village type development;
- (f) the small scale development will not result in any significant traffic, environmental, drainage, sewerage and landscape impacts on the locality; and
- (g) it will not set a bad precedent for similar applications.

The above planning justifications will be explained in detail in the following sections.



Plan A: Zoning and Location Plan

Extract of Approved Ping Che and Tai Kwu Ling Outline Zoning Plan No.S/NE-TKL/14
(Prepared on 24.3.2025)

2. PLANNING BACKGROUND

2.1 Site Location and Accessibility (Plan A)

The application site is located in Leng Tsai Village, Fanling (**Photo 3**). It is bounded by a refuse collection point to the north; village houses to the northeast, east and south; and village track to the west. The site is accessible via from Sha Tau Kok Road – Ma Mei Ha (**Photo 1**) via a village track (**Photo 2**) west of the site.

2.2 Site and Adjacent Land Uses (Plan B)

The application site has a total area of about 575.3m² and is mainly rectangular in shape. The site at present is an open, flat, and hard paved area and occupied by the village car park (**Photo 4**). There are no existing tree(s) identified within the site boundary.

The surrounding land uses are predominantly rural in character with village houses. Open storage yards and Leng Tsai Sewage Pumping Station are located further southwest and southeast respectively. Currently, there is no proper village car park in Leng Tsai Village.

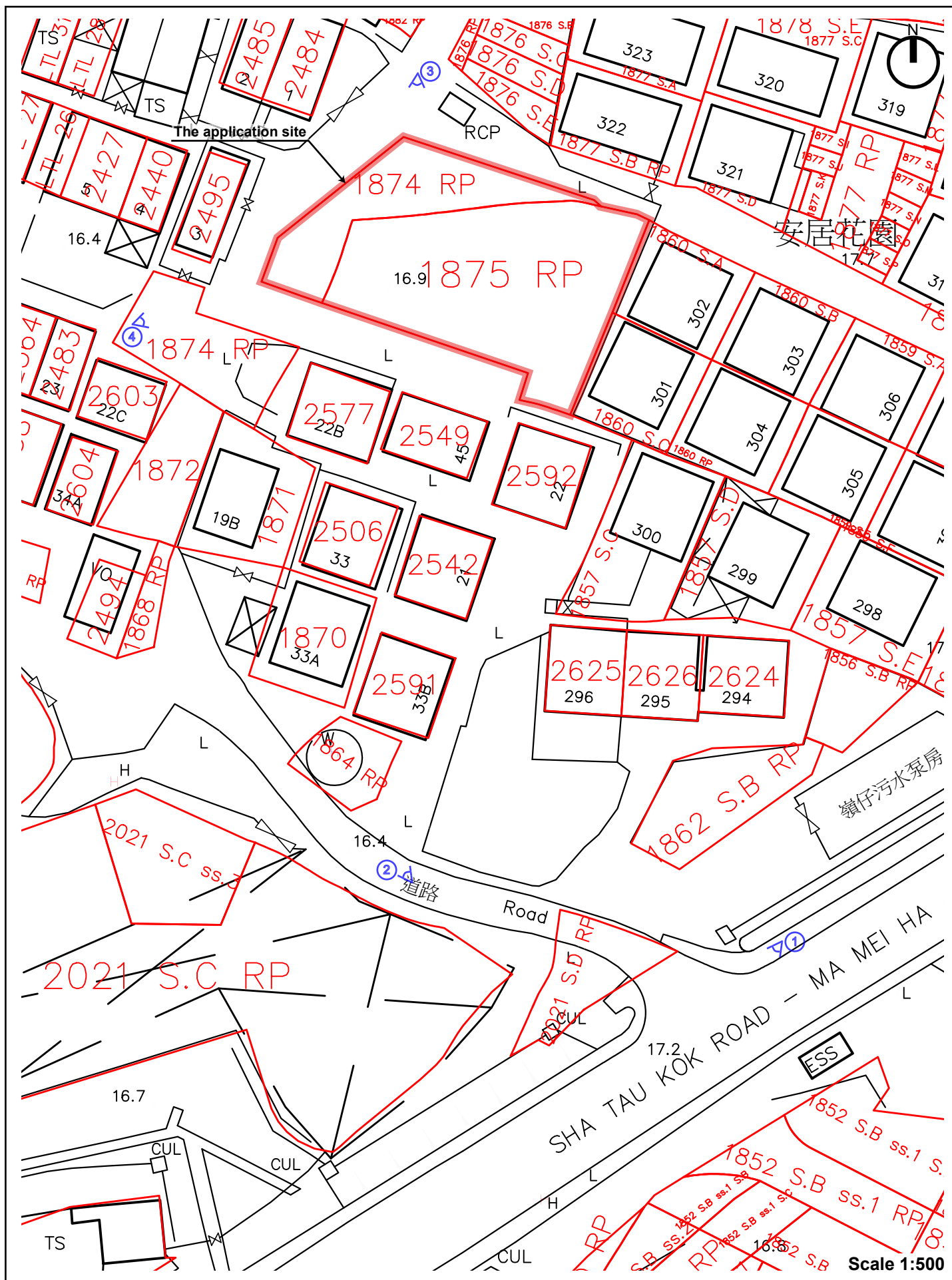
2.3 Planning Context

The application site falls within “V” zone on the Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14. According to the Notes of the OZP, the planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. 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.

There is no previous application at the site.

2.4 Land Status

The application site involves Lot 1874 RP (Part) and 1875 RP in D.D. 76. The subject private lots are Old Scheduled Agricultural Lot held under Block government Lease. No structure will be erected on site.



Plan B: Site and Land Status Plan

(Prepared on 24.3.2025)



Photo 1: Sha Tau Kok Road - Ma Mei Ha.



Photo 2: Village track.



Photo 3: The application site.



Photo 4: The application site.



Site Photos

(View Points Shown on Plan B)

(Prepared on 24.3.2025)

3. DEVELOPMENT PROPOSAL

In view of the strong demand for vehicle parking spaces to serve the local residents and villagers nearby, and there is a lack of public vehicle park in the vicinity, the Applicant would like to regularise the operation of the current village car park at the application site. The subject use will only serve local villagers and not be opened to the public. As shown on the layout plan in **Plan C**, the proposed scheme has the following facilities and operation:-

(i) **Car Parking Layout**

In order to efficiently utilise the site, the car park layout will be rearranged to provide 21 private car parking spaces (measuring 2.5m x 5m each) within the site for the parking of private cars only. No structure or kiosk will be erected on site. Sufficient space has been reserved within the site for manoeuvring of vehicles. Preliminary swept path analysis demonstrating the satisfactory manoeuvring of vehicles entering to and existing from the site is shown in **Plan D**.

(ii) **Access Arrangement**

The application site is accessible from Sha Tau Kok Road – Ma Mei Ha via a local track. The ingress/ egress of the site will be maintained to allow sufficient space for vehicles entering and exit the site. No fence will be erected to allow villager's easy access.

(iii) **The Operation**

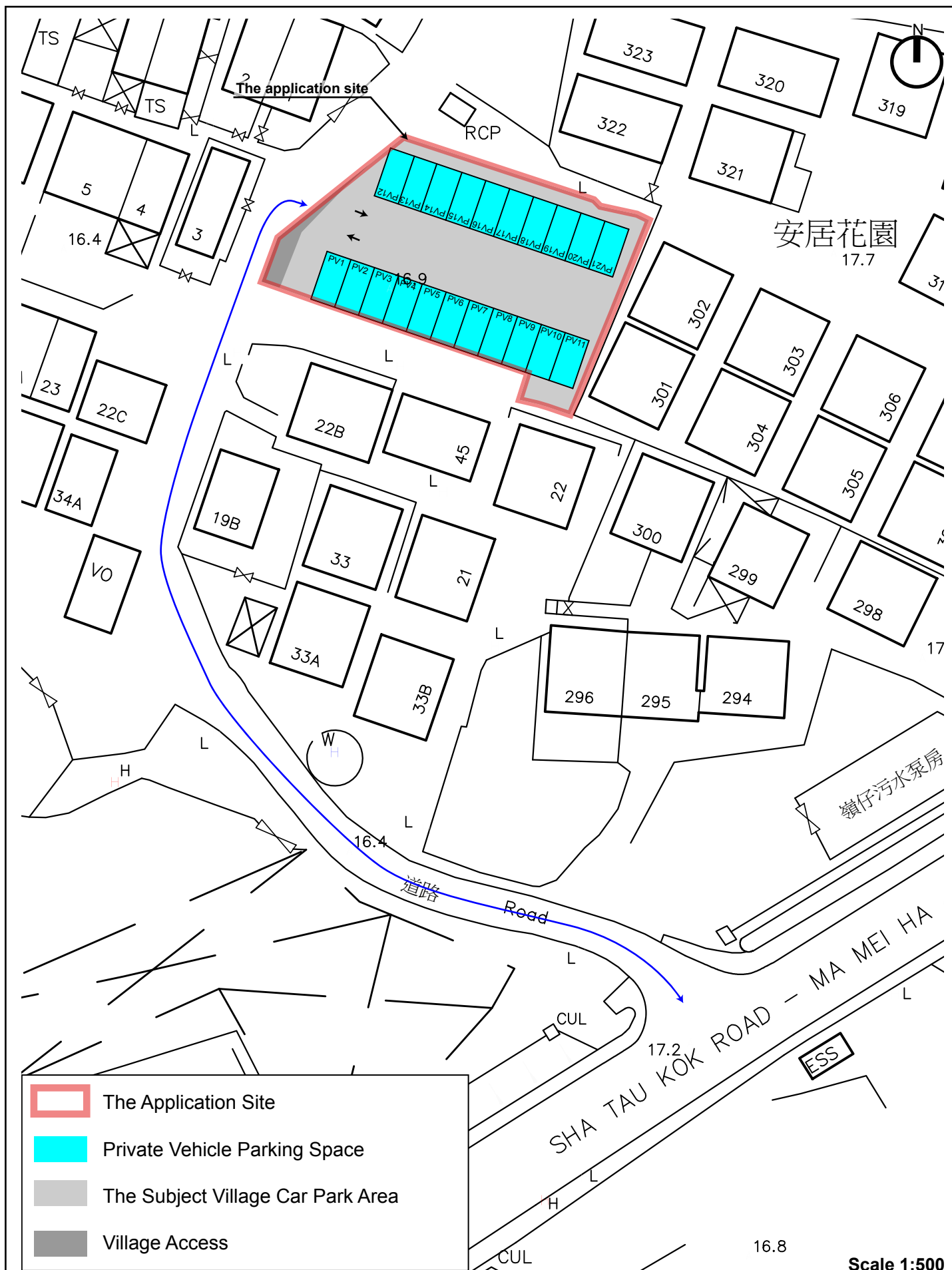
The operation hours of the village car park will be 24 hours per daily (including public holidays). In view of the small number of car parking spaces provided, the traffic generated from the small scale development will be minimal.

(iv) **Drainage Consideration**

The application site has been paved for a long time and no site formation will be required for the subject development. The existing drainage facilities along the local track shall be maintained properly at all times.

(v) **Environmental Consideration**

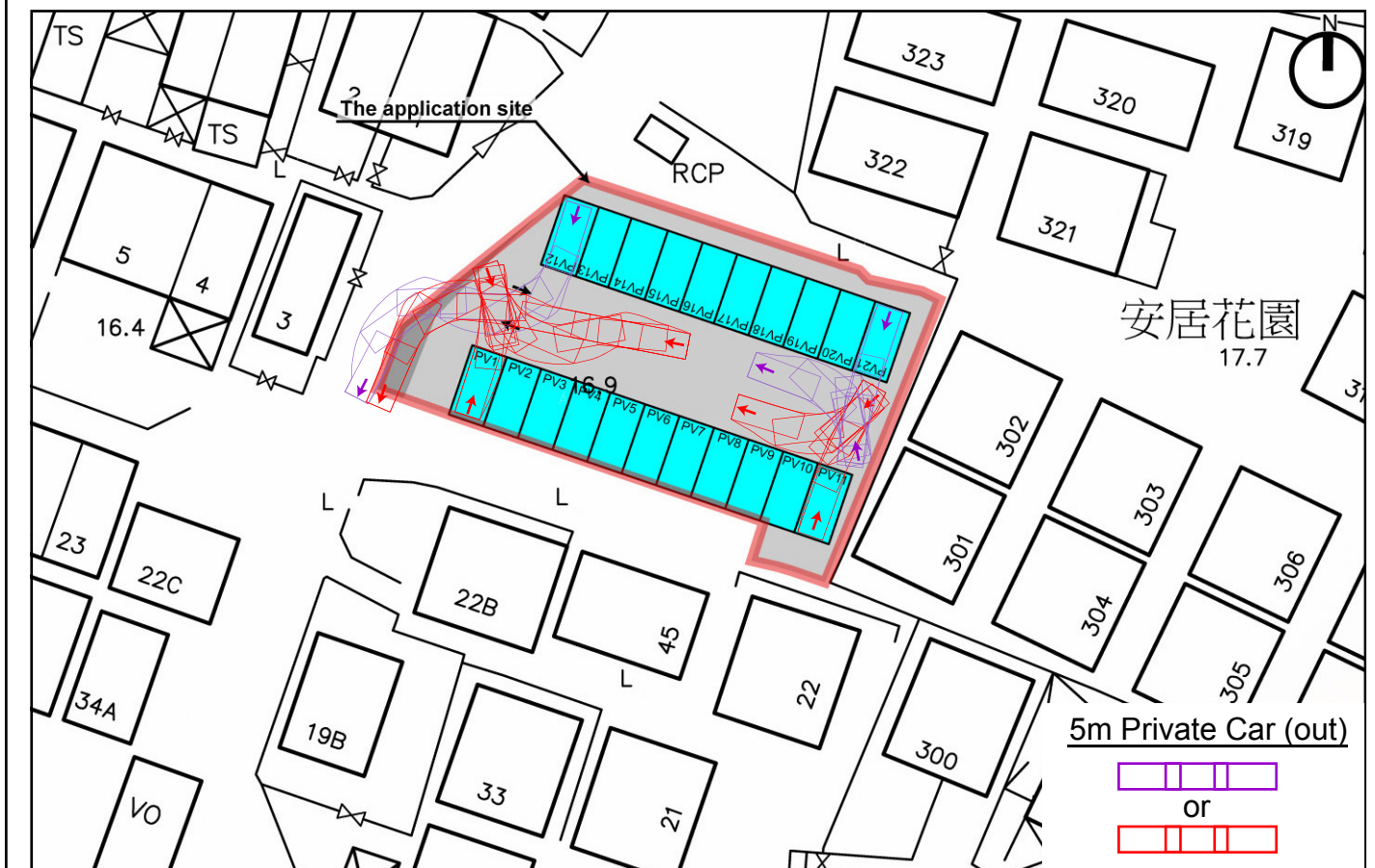
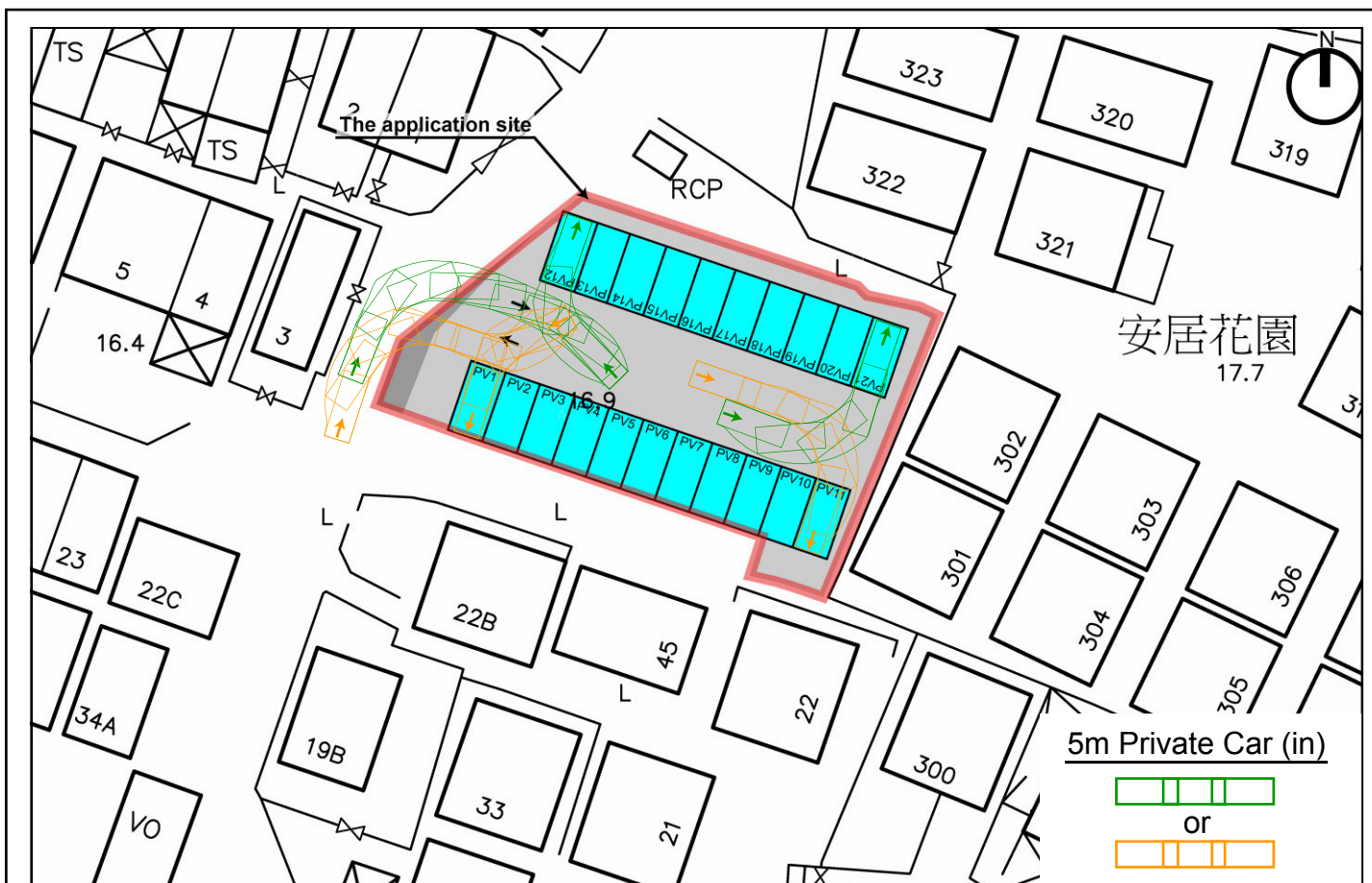
No car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site.



Plan C: Layout Plan

(For Indicative Purpose Only)

(Prepared on 24.3.2025)



Plan D: Preliminary Swept Path Analysis

(Prepared on 24.3.2025)

4. PLANNING JUSTIFICATION

4.1 Meeting the Strong Demand for Car Parking Spaces in the Area

Leng Tsai Village is a well developed village which comprises a number of village houses, village tracks and village supporting facilities. There is genuine demand for car parking spaces to serve the local residents and villagers in the area. The application site has been used as a village car parking area for some time. However, the Applicant, who is the Indigenous Inhabitant Representative of Leng Tsai Village, has recently been advised by PlanD that the existing village car park within the “V” zone requires planning permission from the TPB. In view of its relatively remote location with limited public transportation nearby and the continuous demand for car parking facilities in the vicinity, the Applicant decides to submit the subject planning application in order to regularise the land use within the site.

The approval of this application would help relieve the parking problem in the area and have positive impact to the traffic condition in the area by reducing the number of illegal roadside parking.

4.2 Compatible Temporary Use Without Affecting the “V” Zone

The application site falls within an area zoned “V” on the Approved Ping Che and Ta Kwu Ling OZP. The subject village car park is generally in line with the planning intention of “V” zone since it is entirely serving the needs of the villagers in Leng Tsai Village. Furthermore, the application site, being located within the village proper of Leng Tsai Village, is considered as a preferred location for a parking facility for the local villagers.

This application is only for the provision of temporary village car park for a period of three years. In this regard, it is considered that approval of this application a temporary basis for a period of three years would not frustrate the long-term planning intention of the “V” zone. There is no Small House application submitted to the Lands Department on site.

4.3 Compatible Design and Operation of the Car Park

The subject village car park at the application site is compatible with the adjacent land uses which are predominantly village houses, village tracks and vacant land. In order to have proper planning control on the proposed development, the Applicant proposes the following restrictions/ conditions to the operation of the car park:-

- (a) no vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on or enter/exit the site at any time during the planning approval period;

- (b) only private car as defined in the Road Traffic Ordinance is allowed to be parked/ stored on or enter/ exit the site at any time during the planning approval period;
- (c) a notice should be posted at a prominent location of the site to indicate that only private car as defined in the Road Traffic Ordinance is allowed to be parked/ stored on or enter/ exit the site at any time during the planning approval period; and
- (d) no car washing, vehicle repair, dismantling, paint spraying or other workshop activities is allowed on the site at any time during the planning approval period.

Given the temporary nature, small scale and proper design and operation of the development, the temporary village car park is considered compatible with the surrounding land uses. The traffic generated from the small car park with only 21 parking spaces will be minimal.

4.4 No Adverse Impacts

The small scale temporary use will not induce any significant adverse traffic, environmental, drainage and landscape impacts on the locality based on the following assessments:

(a) Minimum Traffic Impact

The temporary use is small scale in nature and will not result in significant traffic impact due to the small number of car parking spaces provided (i.e. only 21 car parking spaces). The village car park has been in operation and no traffic related complaints have been received from the Applicant. Sufficient space has been reserved within the site for turning of vehicles.

(b) Minimum Environmental Impact

The application site will have no parking of heavy goods vehicle or container truck. The Applicant will follow the latest “Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses” issued by Environmental Protection Department.

(c) Minimum Drainage Impact

The application site has been paved for a long time and no site formation will be required for the proposed development. The existing drainage facilities along the local track shall be maintained properly at all times.

4.5 Unlikely to Set an Undesirable Precedent

Regarding the similar applications in the vicinity of the site for temporary vehicle parks within the “V” zone on the same OZP, there are a total of 3 planning cases (i.e. Applications No. A/NE-TKL/700 (No. 700), A/NE-TKL/712 (No. 712) and A/NE-TKL/747

(No. 747)) approved by the Board within the past 5 years. Apart from involving “V” zone, the above three applications also involve land within “Agricultural” (“AGR”) zone. No. 712 is for a renewal of planning permission for temporary vehicle park which has been largely formed and occupied for the use since 2005. In regards to application No. 700 and No. 747, even though the proposed use is not entirely in line with the planning intentions of “AGR” and “V” zone, both sites are hard-paved, accessible, and proposed to serve nearby villages. The temporary vehicle park could serve the local village/ residents for meeting their car parking need of the area.

Similarly, the application site is hard-paved, accessible via local track and proposed to serve nearby villages. Being temporary in nature and many similar approved cases in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “V” zone. Thus, approval of this application is in line with the TPB’s previous decision for similar approvals. The Applicant will comply with the relevant Government departments’ requirements and make sure the proposed use is acceptable.

5. CONCLUSION

The Applicant seeks planning permission from the Board for the provision of temporary village car park for a period of three years covering Lot 1874 RP (Part) and 1875 RP in D.D. 76, Leng Tsai Village, Fanling.

The application site is located in Leng Tsai Village which is a well-established local village with a number of residential dwellings. The Applicant has recently been advised that the existing village car park within the “V” zone requires planning permission from the Board. In view of its relatively remote location with limited public transportation nearby and the continuous demand for car parking facilities in the vicinity, the Applicant decides to submit the subject planning application in order to regularise the land use within the site.

Planning assessment has indicated that the present application is well justified for the following reasons:

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- (c) the application site is suitable for the proposed use since it has been paved for some time and is within the “V” zone;
- (d) the subject use is compatible with the surrounding land uses which are predominantly village houses and village tracks;
- (e) it will not adversely affect the land availability for village type development;
- (f) the small scale development will not result in any significant traffic, environmental, drainage, sewerage and landscape impacts on the locality; and
- (g) it will not set a bad precedent for similar applications.

In view of the small scale nature of the temporary use and planning justifications presented in this Planning Statement, honourable members of the TPB are requested to approve this planning application.