

**Section 16 Planning Application for
Temporary Public Vehicle Park (Private Cars Only)
for a Period of 3 Years,
Lot 1892 RP (Part), 1894 S.A (Part) and 1894 RP (Part)
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 Limited on behalf of Rank Glory Development Limited (the Applicant). The Applicant seeks planning permission from the Town Planning Board (the TPB) for the provision of temporary public vehicle park (private cars only) with 21 cars parking spaces for a period of 3 years covering Lots 1892 RP (Part), 1894 S.A (Part) and 1894 RP (Part) in D.D. 76, Leng Tsai Village, Fanling (the application site). The application site is about 701.4m² in area, and falls within an area zoned "Village Type Development" ("V") with a small portion of "Agriculture" ("AGR") 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 to serve the villagers.

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" and "AGR" zones 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, as well as the Village Representative of Leng Tsai Village also recognises the importance of the subject car park for the village, the Applicant therefore decides to submit this s.16 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 is already hard paved, easily accessible by vehicles, and mainly within the "V" zone. It only covers a small portion of "AGR" area which has mostly been paved and has long been used for the applied use before the Draft Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/10 gazetted on 29.4.2005. The applied use is compatible with the adjacent land uses which are predominantly village houses and local tracks. The small scale development will not result in any significant adverse impacts on the traffic, environmental and drainage aspects of the locality. It will not adversely affect the land availability for village type development. 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 both "V" and "AGR" zones. 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)

穎嘉發展有限公司 (申請人) 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，以准許在粉嶺嶺仔村丈量約份 76 約地段第 1892 號餘段 (部分)、第 1894 號 A 分段 (部分) 及 1894 號餘段 (部分) 內提供 21 個私家車位的臨時公眾停車場 (只限私家車)，為期 3 年。申請地點面積約有 701.4 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」及「農業」地帶，現時用作申請用途供村民使用。

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」及「農業」地帶的申請地點用作現時的村用停車場，是需要得到城規會的規劃許可。由於該地段較為偏遠，附近公共交通有限，泊車設施在這一帶有持續的需求，加上嶺仔村之原居民代表亦認同該停車場對村的重要性，申請人因此決定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，因為申請地點已經鋪平、車輛易達及主要位於「鄉村式發展」地帶，而位於「農業」地帶內的一小部分地方的大部分範圍在坪輦及打鼓嶺分區計劃大綱核准圖編號 S/NE-TKL/10 於 2005 年 4 月 29 日刊憲之前已經是硬地鋪裝地區及長久用作停車場用途。申請用途周邊地方主要是村屋及村路，因此不會與毗連土地利用不相協調。申請用途規模細小，故不會對區內的交通、環境及排水造成不良影響，亦不會影響鄉村式發展的土地供應。另外，因用途屬臨時性，批准是次申請不會為其他類似申請立下不良先例，從而影響「鄉村式發展」及「農業」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

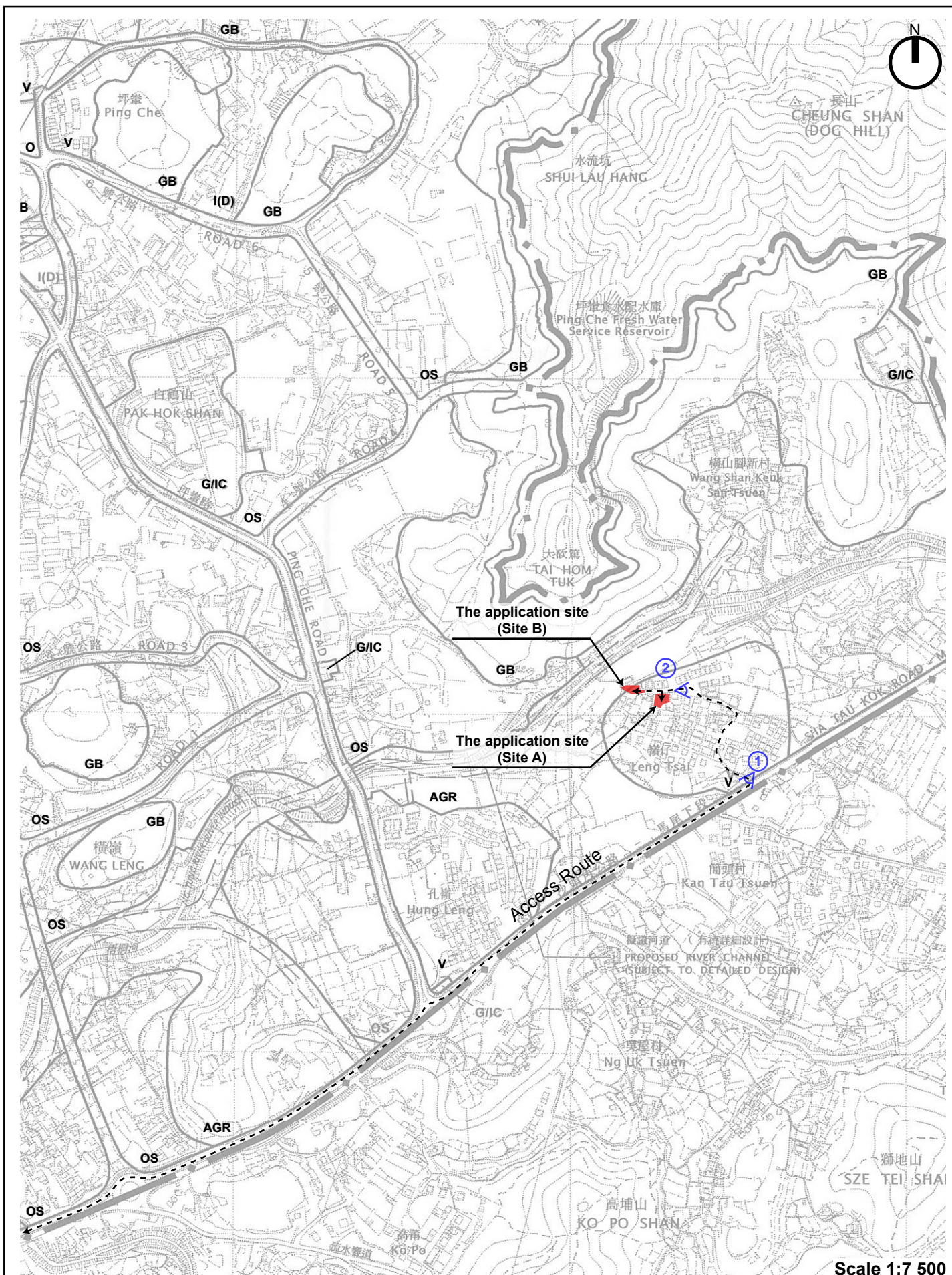
This section 16 (s.16) planning application is submitted by Toco Planning Consultants Limited on behalf of Rank Glory Development Limited (the Applicant). The Applicant seeks planning permission from the Town Planning Board (the Board / TPB) for the provision of temporary public vehicle park (private cars only) with 21 private cars parking spaces for a period of 3 years covering Lots 1892 RP (Part), 1894 S.A (Part) and 1894 RP (Part) in D.D. 76, Leng Tsai Village, Fanling (the application site). The application site is about 701.4m² in area, and falls within an area zoned “Village Type Development” (“V”) with a small portion of “Agriculture” (“AGR”) 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 to serve the villagers.

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” and “AGR” zones 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, as well as the Village Representative of Leng Tsai Village also recognises the importance of the subject car park for the village (see **Appendix I**), the Applicant therefore decides to submit this s.16 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 subject car park use since it is already hard paved, easily accessible by vehicles, and mainly within the “V” zone;
- (d) it only covers a small portion of “AGR” area which has mostly been paved and has long been used for the applied use before the Draft Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/10 gazetted on 29.4.2005;
- (e) the applied use is compatible with the surrounding land uses which are predominantly village houses and village tracks;
- (f) the small scale development will not result in any significant traffic, environmental and drainage impacts on the locality;
- (g) it will not adversely affect the land availability for village type development; and
- (h) 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 both “V” and “AGR” zones.

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 14.11.2025)

2. PLANNING BACKGROUND

2.1 Site and Adjacent Land Uses

The application site is located at the north-western fringe of Leng Tsai Village, Fanling. It has a total area of about 701.4m², and is sub-divided into two portions, i.e. Site A (379.1m² in area) in the east (**Photo 3**) and Site B (322.3m² in area) in the west (**Photo 4**). Both portions are the open, flat, and hard paved area, and are occupied by the subject village car park. They are accessible via a local track (**Photo 2**) leading to Sha Tau Kok Road – Ma Mei Ha (**Photo 1**). There are no existing tree(s) identified within the site boundary.

The surrounding land uses are rural in character comprising mainly village houses, local tracks, parking of vehicles, temporary structures, and agricultural land (**Photo 5**).

Site and land status plan is attached in **Plan B**.

2.2 Planning Context

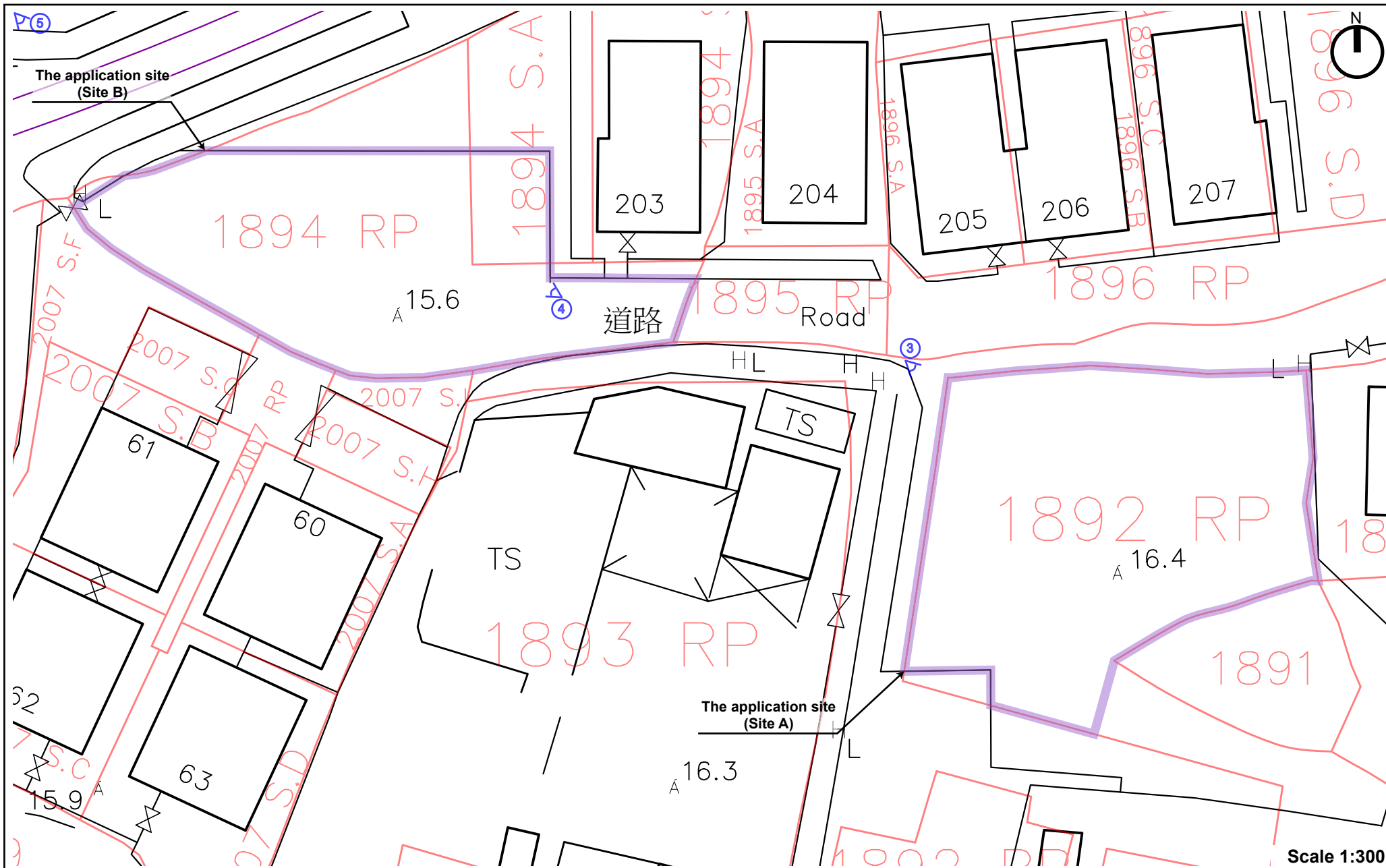
Majority of the application site is zoned “V” (about 82.5%), while a small portion of the site is zoned “AGR” (about 17.5%) on the Approved Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/14. According to the Notes of the OZP, the planning intention of “AGR” zone is to designate both existing recognized villages 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 TPB.

As for the planning intention of the “AGR” zone, it is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purpose. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. Nevertheless, the application site has long been hard paved and used for the applied use before the Draft Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/10 gazetted on 29.4.2005.

Currently, there is no previous application at the site.

2.3 Land Status

The application site involves Lots 1892 RP (Part), 1894 S.A (Part) and 1894 RP (Part) in D.D. 76, Leng Tsai Village. 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 14.11.2025)



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



Photo 2: Local track.



Photo 3: The application site (Site A).



Photo 4: The application site (Site B).



Photo 5: The application site and the surrounding area.



Site Photos

(View Points Shown on Plan A & Plan B)

(Prepared on 14.11.2025)

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 vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked at the site. The dimension of the driveway in Site A is around 11 – 12m, and the dimension of the driveway in Site B is around 4.5 – 8.4m.

No structure or kiosk will be erected on site and no electric vehicle (EV) charging facility will be provided. 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. Fencing will not be erected to allow villager's easy access. A warning sign will be placed at the entrance of the village car park to ensure pedestrian safety.

(iii) **The Operation**

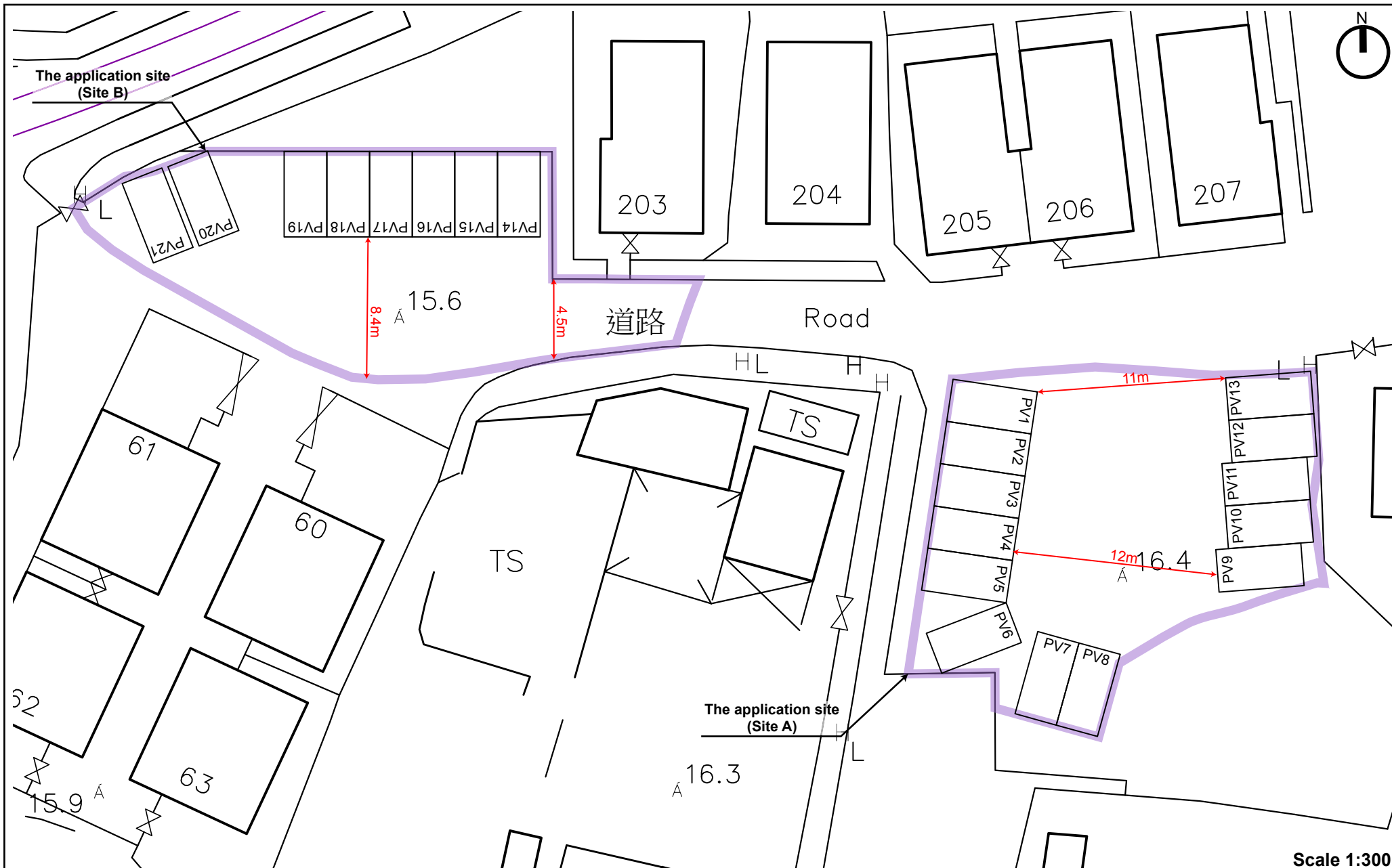
The operating hours of the village car park is 24 hours daily (including public holidays). In view of the small number of car parking spaces provided, the traffic generated from the small scale development will be minimal.

(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 within and 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: Proposed Layout Plan

(For Indicative Purpose Only)

(Prepared on 14.11.2025)



Plan D-1: Preliminary Swept Path Analysis within the Site

(Prepared on 14.11.2025)



Plan D-2: Preliminary Swept Path Analysis within the Site

(Prepared on 14.11.2025)

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 has recently been advised by PlanD that the existing village car park within the “V” and “AGR” zones 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, as well as the Village Representative of Leng Tsai Village also recognises the importance of the subject car park for the village (see **Appendix I**), the Applicant therefore 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” and “AGR” Zones

The application site is suitable for the subject car park use since it is highly accessible by vehicles, already paved and no vegetation. It is located at the north-western fringe of Leng Tsai Village. There are no sensitive zonings such as “Green Belt” in the vicinity of the site. The subject temporary village car park use will not affect the planning intention of “V” and “AGR” zones for the following reasons:

(a) No Impact on “V” Zone

Majority of 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 villagers of Leng Tsai Village. Furthermore, the “V” zone portion within the 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 3 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.

(b) No Impact on “AGR” Zone

Although a small portion (less than 20%) of the application site falls within an area zoned “AGR” on the OZP, it is considered less susceptible to the local

environment since the site is already hard paved, partly fenced off and has been used as the subject village car park for a very long time. It is flat and no significant landscape resource is observed. Site formation, land or pond filling or substantial clearance of vegetation is not required for the subject development. As described in **Section 2.2**, the application site has mostly been paved and has long been used for the applied use before the Draft Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/10 gazetted on 29.4.2005, and thus, it is legally accepted under the planning regime (see **Plan E**). There is no current or planned agricultural program at the site, and the land owner has no intention to convert the site back to green farm.

The approval of the application on a temporary basis for a period of three years will not frustrate the long-term planning intention of the “AGR” zone. In fact, the subject village car park is considered compatible with the surrounding land uses which are predominantly village houses and local tracks. Taking into account the assessment above, it is considered that the subject development could warrant a departure from the planning intention of the “AGR” zone.

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 and local tracks. In order to have proper planning control on the subject 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.



Plan E: Aerial Photo in August 2004

(Prepared on 14.11.2025)

4.4 No Adverse Impacts

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

(a) **Minimum Traffic Impact**

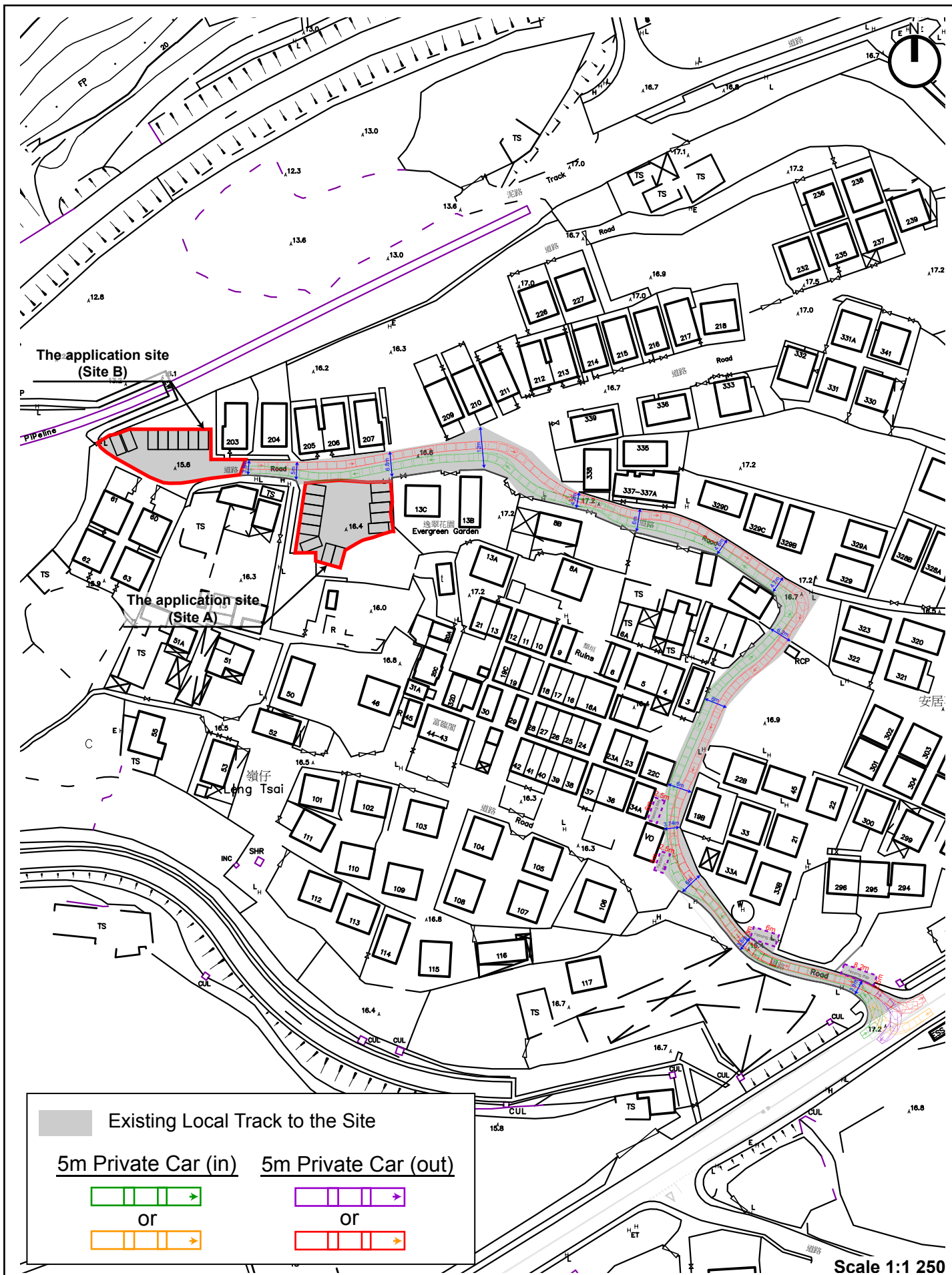
The temporary use is small scale in nature and will not result in significant traffic impact due to the small number of car parking spaces provided (i.e. only 21 car parking spaces). The village car park has been in operation for a long time, and no traffic related complaints have been received from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

The section of the Sha Tau Kok Road – Ma Mei Ha and the village road at the application site are not busy road sections. A left turn at the village road leads directly to the Heung Yuen Wai Highway, providing access to various locations, while a right turn goes through Sha Tau Kok Road to Fanling. Therefore, there are sufficient road sections available for traffic diversion, which will not affect the traffic in the village and nearby area.

According to the information provided by the Village Representative of Leng Tsai Village, the AM peak hour traffic flow and PM peak hour flow in this section on a recent typical weekday are only 43 pcu's (8 in 35 out) and 43 pcu's (29 in 14 out) respectively, thus the current traffic generation and attraction for Leng Tsai Village is not significant. In view the proposed public vehicle park will be rented on a monthly basis and for villagers of Leng Tsai Village only, so the traffic flow will be limited to vehicles from the village and the maximum amount of traffic generation and attraction from and to the subject site daily are expected to be around 21 pcu's in and 21 pcu's out. Moreover, the subject planning application is intended to regularise the existing village car park currently in operation without increasing the number of car parking spaces. Hence, additional traffic generation and attraction for Leng Tsai Village that arising from the proposed temporary village car park is not expected.

Similar to the other villagers in the N.T, the width of the village road leading to the application site is about 3.7m – 6m, with several passing bays. **Plan F** has been provided to demonstrate the satisfactory maneuvering of vehicles entering to and exiting from the site, from/to Sha Tau Kok Road. The locations and approximate dimensions of the passing bays along the access road have also been indicated on plan.

As a management of pedestrian facilities to ensure pedestrian safety, the Applicant is committed to provide warning signs at the entrance of the subject temporary village car park for both Site A and Site B to remind pedestrians to be aware of vehicle entry and exit to ensure pedestrian safety.



Plan F: Preliminary Swept Path Analysis along the Local Track

(Prepared on 14.11.2025)

(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 Temporary Uses and Open Storage Sites” issued by Environmental Protection Department to minimise potential environmental nuisance..

(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 within and 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 public vehicle parks within the “V” zone on the same OZP, there are a total of 4 planning cases (i.e. Applications No. A/NE-TKL/700 (No. 700), A/NE-TKL/712 (No. 712), A/NE-TKL/747 (No. 747)) and A/NE-TKL/797 (No. 797)) approved by the Board within the past 5 years. Apart from involving “V” zone, three of the abovementioned cases (i.e. Nos. 700, 712 and 747) also involve land within “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 Nos. 700 and 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. For application No. 797, it is a recent case within the “V” zone of Leng Tsai Village approved by the Board on 20.6.2025.

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 public vehicle park (private cars only) for a period of 3 years covering Lots 1892 RP (Part), 1894 S.A (Part) and 1894 RP (Part) 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 subject existing village car park within the “V” and “AGR” zones 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, as well as the Village Representative of Leng Tsai Village also recognises the importance of the subject car park for the village (see **Appendix I**), the Applicant therefore 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 subject car park use since it is already hard paved, easily accessible by vehicles, and mainly within the “V” zone;
- (d) it only covers a small portion of “AGR” area which has mostly been paved and has long been used for the applied use before the Draft Ping Che and Ta Kwu Ling OZP No. S/NE-TKL/10 gazetted on 29.4.2005;
- (e) the applied use is compatible with the surrounding land uses which are predominantly village houses and village tracks;
- (f) the small scale development will not result in any significant traffic, environmental and drainage impacts on the locality;
- (g) it will not adversely affect the land availability for village type development;
- (h) 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 both “V” and “AGR” zones.

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.

嶺仔村村公所用箋

地址：新界粉嶺嶺仔村村公所

有關沙頭角公路嶺仔村之臨時公眾停車場之 S.16 規劃申請

(丈量約份第 76 約地段第 1894 號 A 分段 (部份)、1894 號餘段 (部份)及 1892 號餘段 (部份))

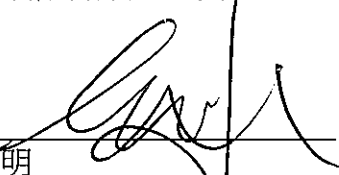
致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

先生／女士：

本人是粉嶺嶺仔村原居民代表，得知上述地段之業主將會在短期內根據城市規劃條例第 16 條向貴會提交規劃許可申請，因此特意寫信支持，因為該停車場存在多年並且供嶺仔村村民使用，對本村十分重要。

由於嶺仔村遠離市區，交通配套有限，該停車場可緩解村內泊車問題，因此本人懇請城規會能盡快批准上述申請。

粉嶺嶺仔村原居民代表


蔡堅明

二零二五年十一月十二日