

Supplementary Information and Justifications

SUMMARY OF APPLICATION

Applicant:	Fortune Nine (HK) Company Ltd.
Applied Use:	Temporary Public Vehicle Park (Private Cars only) for a Period of 3 Years
Existing Use:	Temporary Public Vehicle Park (Private Cars only)
Location	Lot 674 S.C RP (Part) in D.D. 99, Lots 3060 S.A, 3060 S.B, 3060 S.C (Part), 3060 S.E (Part), 3060 S.F, 3060 S.G, 3060 RP, 3061 (Part), 3062, 3064 S.A, 3064 S.B, 3064 S.C, 3064 S.D (Part), 3064 S.E, 3064 RP, 3067 S.A, 3067 S.B, 3067 S.C and 3067 RP in D.D. 102 and Adjoining Government Land, San Tin, Yuen Long, N.T.
Site Area:	Private Land: about 4,242 square metres Government Land: about 713 square metres Total: about 4,955 square metres
Lease	Block Government Lease demised as agricultural land
Statutory Plan:	Approved San Tin Technopole Outline Zoning Plan No. S/STT/2 gazetted on 20.9.2024
Zoning:	"Village Type Development" ("V")
Previous Applications:	For Public Vehicle Park use: A/YL-ST/225 approved on 23.5.2003 A/YL-ST/276 approved on 18.3.2005 A/YL-ST/288 approved on 18.11.2005 A/YL-ST/349 approved on 28.3.2008 A/YL-ST/356 approved on 17.4.2009 A/YL-ST/397 approved on 18.3.2011 A/YL-ST/398 approved on 18.3.2011 A/YL-ST/436 approved on 16.8.2013 A/YL-ST/491 approved on 12.8.2016 A/YL-ST/555 approved on 6.9.2019 A/YL-ST/624 approved on 26.8.2022

1. THE APPLICATION

- 1.01 The Applicant seeks planning permission for temporary public vehicle park (private cars only) (the “Proposed Development”) for a period of 3 years at Lot 674 S.C RP (Part) in D.D. 99, Lots 3060 S.A, 3060 S.B, 3060 S.C (Part), 3060 S.E (Part), 3060 S.F, 3060 S.G, 3060 RP, 3061 (Part), 3062, 3064 S.A, 3064 S.B, 3064 S.C, 3064 S.D (Part), 3064 S.E, 3064 RP, 3067 S.A, 3067 S.B, 3067 S.C and 3067 RP in D.D. 102 and Adjoining Government Land, San Tin, Yuen Long, N.T. (the “Application Site”).
- 1.02 The Application Site has a total area of about 4,955 square meters (including about 713 square metres of Government land). The Application Site or part of it is the subject of 11 previous approved planning applications for temporary public vehicle park use. The last application (No. A/YL-ST/624) was approved by the Town Planning Board (the “Board”) on 26.8.2022 for a period of 3 years and all approval conditions of the last application have been complied with by the Applicant.
- 1.03 Compared with the last approved application, the application area is reduced and the major differences are shown as follows:

Comparison of the Last Application (No. A/YL-ST/624) and Current Application

Major Development Parameters	Last Application (No. A/YL-ST/624)	Current Application	Difference
Applied Use	Temporary Public Vehicle Park (Private Cars only) for a Period of 3 years	Temporary Public Vehicle Park (Private Cars only) for a Period of 3 years	-
Application Boundary	Lot 674 S.C RP (Part) in D.D. 99, Lots 3060 S.A, 3060 S.B, 3060 S.C (Part), 3060 S.E (Part), 3060 S.F, 3060 S.G, 3060 RP, 3061 (Part), 3062, 3064 S.A, 3064 S.B, 3064 S.C, 3064 S.D (Part), 3064 S.E, 3064 RP, 3065, 3067 S.A, 3067 S.B, 3067 S.C and 3067 RP in D.D. 102 and Adjoining Government Land, San Tin, Yuen Long, N.T.	Lot 674 S.C RP (Part) in D.D. 99, Lots 3060 S.A, 3060 S.B, 3060 S.C (Part), 3060 S.E (Part), 3060 S.F, 3060 S.G, 3060 RP, 3061 (Part), 3062, 3064 S.A, 3064 S.B, 3064 S.C, 3064 S.D (Part), 3064 S.E, 3064 RP, 3067 S.A, 3067 S.B, 3067 S.C and 3067 RP in D.D. 102 and Adjoining Government Land, San Tin, Yuen Long, N.T.	-1 lot (Lot 3065 in D.D.102)
Site Area	About 5,475m ² (including GL: about 713 m ²)	About 4,955m ² (including GL: about 713 m ²)	-520m ² (-9%)
Total Floor Area (Non-domestic)	About 1,372m ²	About 676m ²	-696m ² (-51%)
No. and Height of Structures	13 nos. 2m-5m (1-2 storey)	9 nos. 2m-5m (1-2 storey)	-8 nos.
No. of Parking Spaces (Private Cars)	142 (with 92 covered parking spaces within the shelters)	142 (with 48 covered parking spaces within the shelters)	-
Operation Hours	24 hours daily	24 hours daily	-

2. PLANNING JUSTIFICATIONS

Meeting the Continued Demand for Parking Spaces in San Tin

- 2.01 Since 2003, the Application Site has served as a 24-hour park-and-ride facility. It primarily caters to Hong Kong residents living on the Mainland but is also used by local villagers and people traveling to the Mainland for business or leisure. Over the years, the Application Site has established a recognized brand within San Tin and is welcomed by both local villagers and visitors. The Application Site will continue to serve the demand for parking spaces in the locality.

Land Recently Resumed in the San Tin Technopole Area

- 2.02 On 10 July, 2025, the Government announced that 1,309 private lots comprising an area of about 62 hectares of land will be resumed for the development of San Tin Technopole (STT) (Phase 1). Some existing public vehicle parks near the boundary control points will be resumed and resulting in a reduction in available parking spaces for local villagers and cross-boundary travellers. There will be no immediate replacement for the resumed parking spaces and the development of STT will temporarily reduce usable land, compounding the shortage of parking spaces to serve local villagers and visitors.

Meeting the Increasing Demand for Parking Spaces of Cross-Boundary Travelers

- 2.03 Due to Hong Kong residents' enthusiasm for northbound travel in recent years, especially during weekends and public holidays, the applied use is a direct response to the significant shift in Hong Kong residents' leisure and consumption habits. The Application Site is being transformed into a major transit hub specifically designed to cater to the booming demand for northbound travel by Hong Kong residents, leveraging its prime location near two critical border crossings (i.e., Lok Ma Chau/Huangguan Control Point and Lok Ma Chau Spur Line/Futian Check Point). By providing a convenient, secure, and strategically located place for cross-boundary travellers to park their cars, the Application Site will reduce traffic congestion, especially on roads leading directly to the border checkpoints during peak times and encourage the use of public transport.

In Line with the Planning Intention of "V" Zone

- 2.04 According to the Notes of the OZP, a selective range of uses, including commercial, community and recreational uses may be permitted within the "V" zone upon application to the Board on the basis that these uses would serve the needs of villagers and would not adversely affect the character of the area. The Applicant has demonstrated that the applied use has served the local villagers and visitors in the past 20 years. The car parking facility, which is open to the public, could help meet the needs of local villagers as well as support the local economy, and is therefore in line with the planning intention for the subject area.

Previous Applications Approved by the Board

- 2.05 The Board had approved 11 previous applications for the same applied use at the Application Site since 2003. The development parameters and planning circumstances for the current application are similar to the last approved application (No. A/YL-ST/624) and no additional parking spaces will be provided. All approval conditions of the last approved application have been complied with. Applications of similar uses have been approved in the same “V” zone indicating the subject area is not unsuitable for such uses on a temporary basis.

Compatible with Surrounding Land Uses

- 2.06 The Application Site is bounded by similar uses that are compatible in land use terms, including other public car parks, village-type houses and eating places. ‘Public car park’ is also one of the uses listed under Column 2 of the “V” zone, indicating that it is compatible with the development of village houses, especially as local villagers use the car park. Approval of the application would therefore not result in any interface problems with the surrounding areas and the future development of STT.

No Adverse Traffic, Drainage or Environmental Impacts

- 2.07 The public vehicle park under application, which has been in operation for over 20 years, is the continuation of an approved application. It would not generate any additional traffic or involve heavy vehicles and is directly abutting a local road that is located just off the major road networks. Furthermore, approved fencing, drainage facilities and fire service installations have already been provided at the Application Site and there will be no car washing, repair or workshop activities permitted on the Application Site. In this regard, no adverse impacts on the surrounding areas are anticipated.

The Applicant respectfully requests that the Board approve this application for a period of 3 years