

Planning Justifications

1. The applicant seeks planning permission to use the application site (the Site) for temporary public vehicle park (excluding container vehicle) for a period of 5 years (the proposed development), on the approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 (the OZP) at various lots in D.D. 107, Shan Ha Tsuen, Yuen Long, New Territories and adjoining government land. According to the Notes of the OZP for "Village Type Development" ("V") zone, 'Public Vehicle Park (excluding container vehicle)' is a Column 2 use which requires permission from the Town Planning Board (the TPB). As the Site has been used for private car parking spaces since 2019, the applicant intends to seek regularisation of the existing use from the TPB.
2. In view of the growing population and newly built Small Houses in Sha Po Tsuen, increasing demand for parking lot is therefore expected. Previously, residents need to park their cars on roadside or vacant land in the village. The proposed development is considered not in conflict with the planning intention of the "V" zone as it supports the commuting needs of the residents.
3. The Site is accessible from Sha Po Tsuen Road via the local village access (Plan 2). The Site is currently used for private car parking, and is situated at the north-western corner of Sha Po Tsuen, with the village house cluster located to its south and encircled by Sha Po Tsuen Road. Sha Po Tsuen Fa Pau Society is located to the immediate west to the Site. It is considered compatible with the surrounding area.
4. The Site is solely for parking of private car with no structure proposed inside. A total number of 28 private car spaces (5m (L) x 2.5m (W)) are proposed. No structures would be erected in the Site (Plan 1). The opening hour of the proposed development will be 24 hours daily. No car washing, repairing and other workshop activities would be allowed in the site. The applicant also confirms that no open storage or storage of unlicensed vehicle would be involved at the Site during the planning approval period. Thus, the proposed use would not general nuisance to the surrounding. Vehicles other than private cars would not be allowed to enter the Site. Chain barrier will be set up to clearly demarcate the Site boundary fronting the nearby Sha Po Tsuen Fa Pau Society and village houses such that safety could be ensured through the separation between the

pedestrians/local villagers and vehicles.

5. The 4m-wide ingress/egress is located at the southwest corner of the Site. Sufficient manoeuvring space will be provided within the Site that no queueing of vehicles onto the public road is anticipated. As the car park users are villagers, only small amount of traffic attraction is expected, which will not impose significant traffic impact on the existing road network in the vicinity. The estimated traffic generation and attraction is shown below and the swept path analysis is shown in Plan 4:

Time Period	Private Car		2-way total
	In	Out	
Trips at morning peak (7:00 to 9:00 a.m.)	2	12	14
Trips at afternoon peak (5:00 to 7:00 p.m.)	12	2	14
Average Traffic trip per hour	6	6	12

6. The applicant will strictly follow the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" promulgated by the Environmental Protection Department and other relevant regulations so that no adverse environmental impact is imposed on the surrounding area. A drainage proposal (Appendix 1) has been submitted to demonstrate that no adverse drainage impact will be caused by the applied use with adequate drainage facilities installed. Also, fire service installations complying technical requirements would be provided upon request by concerning departments to ensure no adverse fire safety impacts generated. Since there is no tree in the Site, no adverse landscape impact is anticipated as well.
7. The Site comprises of private lots which is held under Block Government Lease and other types of government lease which may restrict the users without prior approval of the government (Plan 3). Upon planning permission granted from the TPB, the applicant will apply to the Lands Department for Short Term Waiver to permit relaxation of the user restriction on the concerned private lots.
8. The Site is not subject to any previous planning applications. Nevertheless, the

TPB has approved similar planning applications in "V" zones on the same OZP, including but not limited to A/YL-KTN/1076, A/YL-KTN/1072, A/YL-KTN/1046, A/YL-KTN/1039 and A/YL-KTN/1038, etc. Approval of the current application is in line with the TPB's previous decisions and would not set an undesirable precedent within the "V" zone.

9. In light of the planning justifications furnished in this planning statement supported by the various technical assessments and the applicant's strong commitment to strictly comply with all control ordinances, the applicant respectfully requests favourable considerations on this s.16 planning application by the TPB.

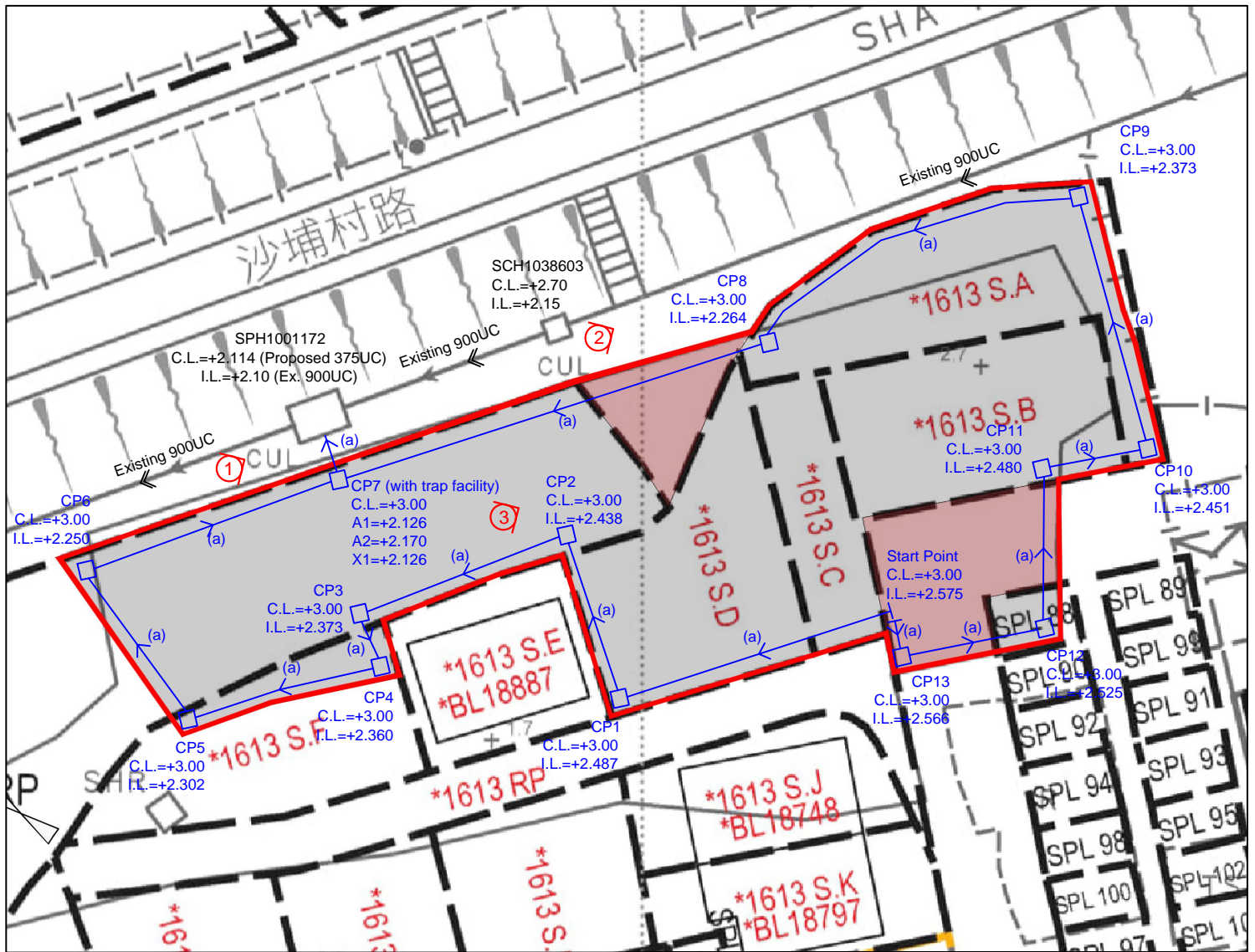
Tensor Planning and Surveying Limited

April 2026

S.16 Planning Application for Temporary Public Vehicle Park (excluding container vehicle) for a Period of 5 Years at Lots 1613 S.A (Part), 1613 S.B, 1613 S.C, 1613 S.D, 1613 S.F (Part), 1634 RP (Part) and Sha Po Lot 88 (Part) in D.D. 107 and Adjoining Government Land, Sha Po Tsuen, Kam Tin, Yuen Long

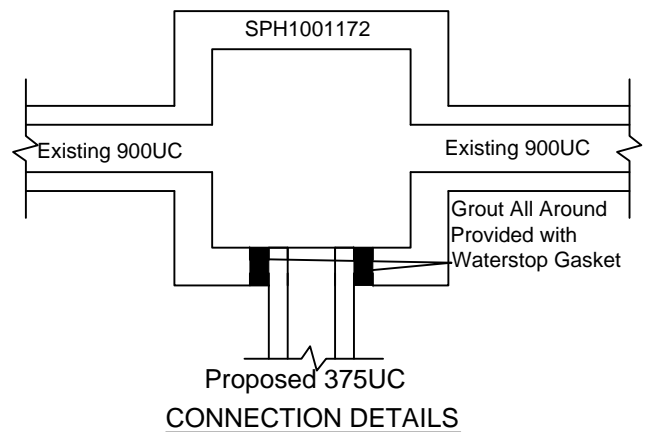
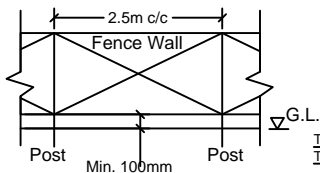
Appendix 1

Drainage Proposal



- Note:**
- Catchpits (CP7) with desilting facility shall follow CEDD standard drawing No. C2406I.
 - Catchpit and UC follows Typical Details of Geotechnical Manual for Slope Fig.8.10 and Fig.8.11 respectively.
 - Fence Wall to be erected (if any) shall be Open-bottom type.
 - No site formation works/ filling works to be carried out..

- LEGEND**
- Existing Catchpit
 - Existing 900UC
 - Proposed CatchPit
 - Proposed 375UC (1:200) with Cast Iron Cover
 - Photo Viewport



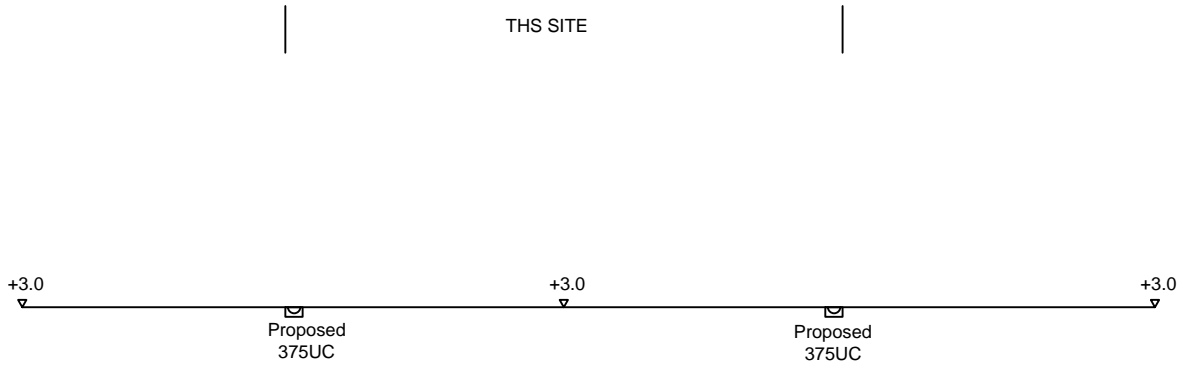
正宏工程顧問公司

CHING WAN ENGINEERING CONSULTANT COMPANY

Project:
TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) FOR A PERIOD OF 5 YEARS at LOTS 1613 S.A (PART), 1613 S.B, 1613 S.C, 1613 S.D, 1613 S.F (PART), 1634 RP (PART) AND SHA PO LOT 88 (PART) IN D.D. 107 AND ADJOINING GOVERNMENT LAND, SHA PO TSUEN, KAM TIN, YUEN LONG, NEW TERRITORIES

(Application Number:)

Title:		D01-1
Drainage Proposal - LAYOUT		
Drawn by:	Date:	
DM	6-4-2026	
Check by:	Scale:	
DM	----	



正宏工程顧問公司

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 PO TSUEN, KAM TIN, YUEN LONG, NEW TERRITORIES

(Application Number:)

Title:

Drainage Proposal -
 SECTIONS

D03

Drawn by:

DM

Date:

6-4-2026

Check by:

DM

Scale:

Photo 1



Photo 2



Photo 3



Total Catchment Area, Area = 1393 m² (C= 0.95) L= 27.89 m

**Calculation of Design Runoff of the Proposed Development,
For the design of drains inside the site**

$$\Sigma Q = \Sigma 0.278 C i A$$

$$\begin{aligned} A &= 1393 \text{ m}^2 \\ &= 1393 \\ &= 0.001393 \text{ km}^2 \end{aligned}$$

$$\begin{aligned} t &= 0.14465 L / H^{0.2} A^{0.1} \\ &= 0.14465 * 27.89 / 1^{0.2} * 1393^{0.1} \\ &= 1.956 \text{ min} \end{aligned}$$

$$\begin{aligned} i &= 1.16 * a / (t+b)^c \quad (50 \text{ yrs return period, Table 3a, Corrigendum 2024,} \\ &= 1.16 * 505.5 / (1.956 + 3.29)^{0.355} \quad \text{SDM) and (16\% increase due to climate change)} \\ &= 325.6 \text{ mm/hr} \end{aligned}$$

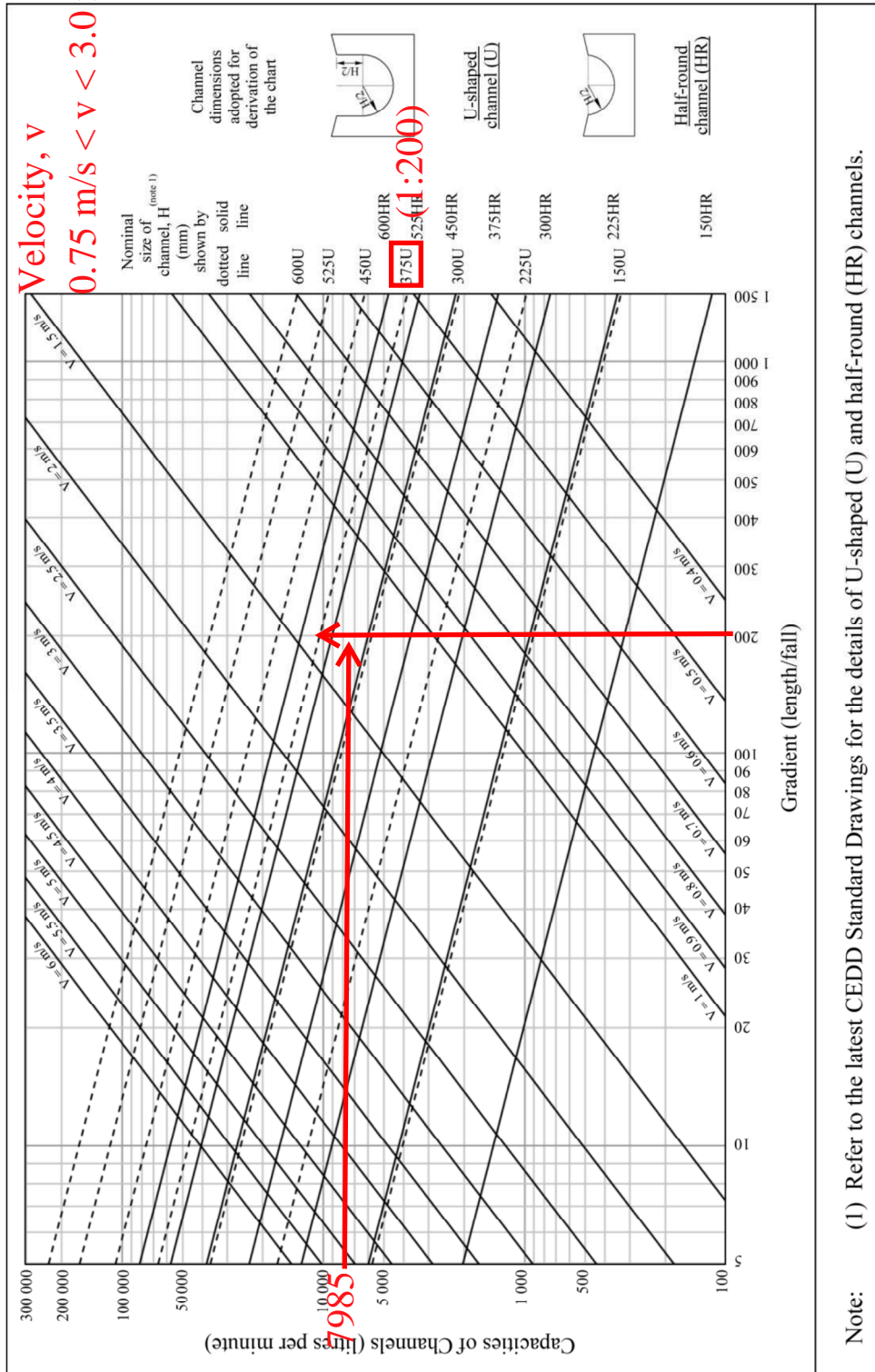
$$\begin{aligned} \text{Therefore, } Q1 &= 0.278 * 0.95 * 325.6 * 0.001393 / 0.9 \quad (0.9 \text{ factor is adopted for sedimentation)} \\ &= 0.1331 \text{ m}^3/\text{sec} \\ &= \mathbf{7985} \text{ lit/min} \end{aligned}$$

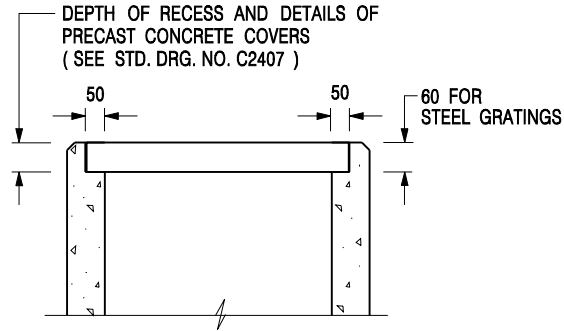
Provide 300UC (1:100)

GEO Technical Guidance Note No. 43 (TGN 43)
Guidelines on Hydraulic Design of U-shaped and Half-round Channels on Slopes

Issue No.: 1 Revision: - Date: 05.06.2014 Page: 3 of 3

Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm






**ALTERNATIVE TOP SECTION
FOR PRECAST CONCRETE COVERS / GRATINGS**

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405 /2) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'J' ON STD. DRG. NO. C2405 /5; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'G' ON STD. DRG. NO. C2405 /4.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

A	MINOR AMENDMENT.	Original Signed	04.2016
-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

**CATCHPIT WITH TRAP
(SHEET 2 OF 2)**

 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT	
SCALE 1 : 20	DRAWING NO.
DATE JAN 1991	C2406 /2A

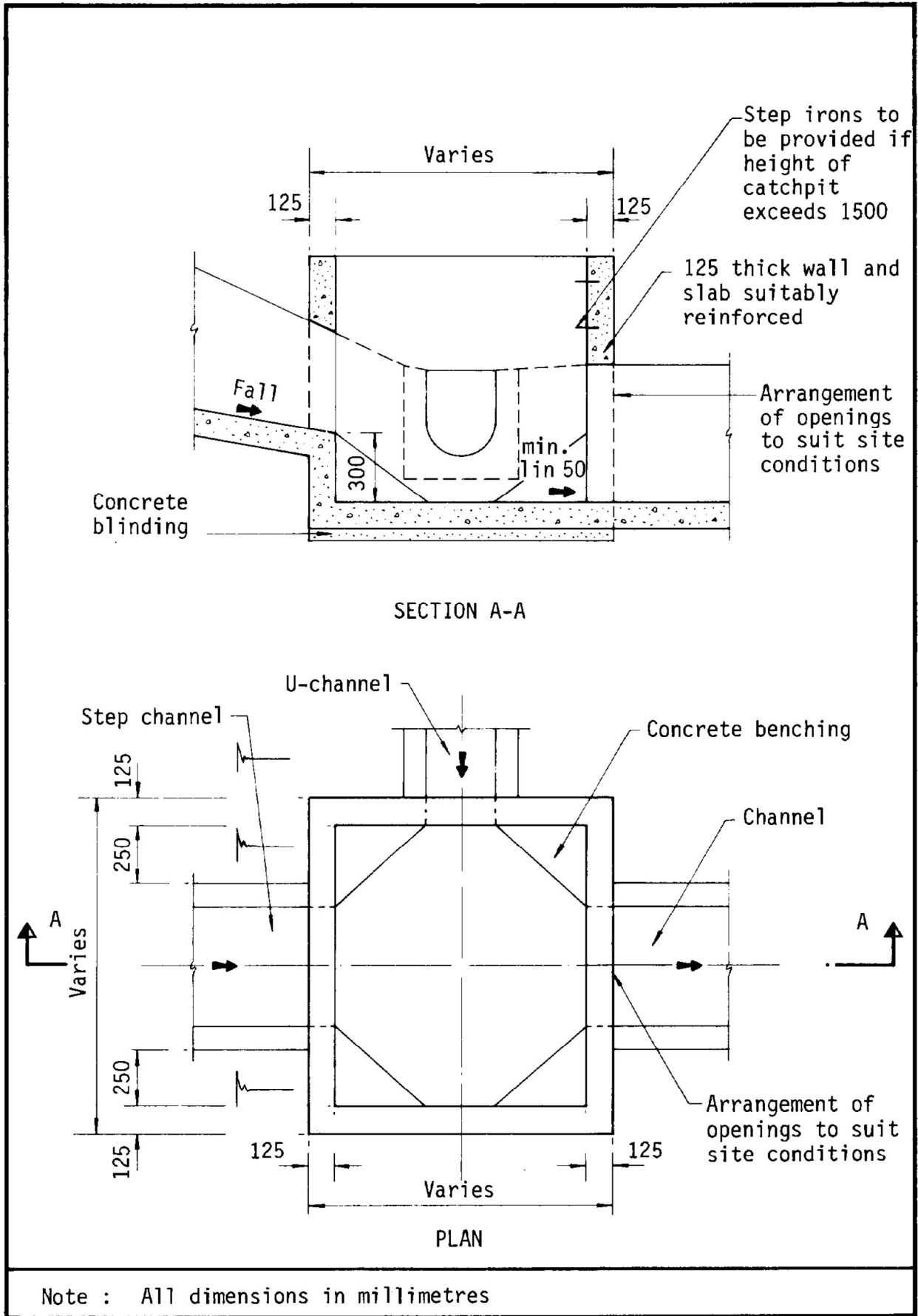


Figure 8.10 - Typical Details of Catchpits

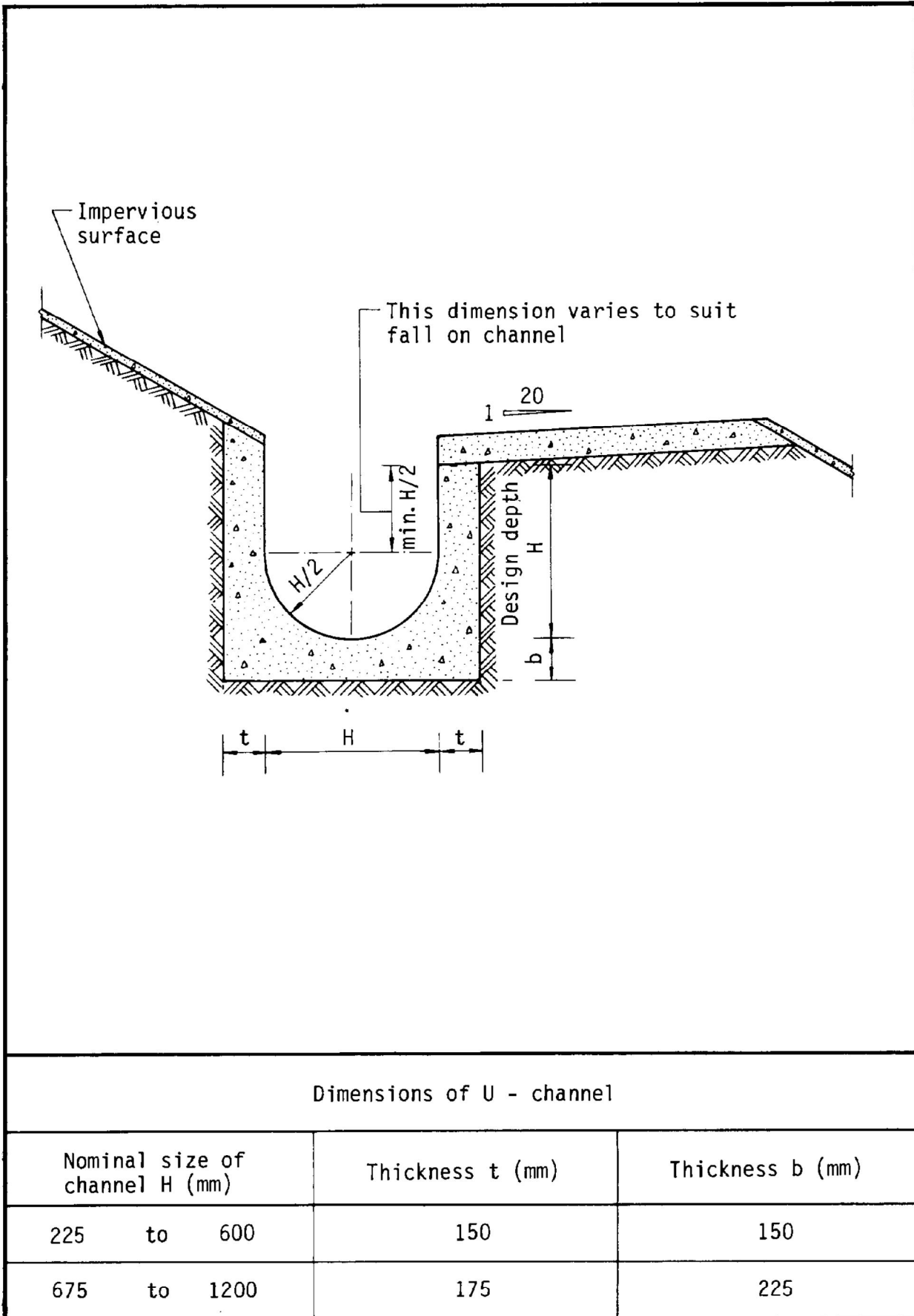


Figure 8.11 - Typical U-channel Details