

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Various Lots in D.D. 107, Sha Po, Kam Tin, Yuen Long, New Territories* (the Site) for ‘**Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years**’ (the development) (Plans 1 to 3).
- 1.2 The Site is in close proximity to existing village settlements e.g. Sha Po Tsuen, where the demand for public parking spaces has been very high. Although public franchised buses and minibus services are provided at San Tam Road, surrounding locals and villagers still rely mostly on private cars for commuting due to long walking distance to bus stops, limited destinations and infrequency of such services, as well as their own travelling destinations to other remote villages.
- 1.3 In view of the above, the applicant intends to operate the development to alleviate the pressing demand for legal parking spaces in Sha Po Tsuen area and bring convenience to surrounding locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned “Village Type Development” (“V”), “Comprehensive Development Area” (“CDA”) and “Comprehensive Development Area (1)” (“CDA(1)”) on the Approved Kam Tin North Outline Zoning Plan (OZP) No. S/YL-KTN/11 (**Plan 2**). According to the Notes of the OZP, ‘*Public Vehicle Park (excluding Container Vehicle)*’ is a Column 2 use within the “V”, “CDA” and “CDA(1)” zones, which requires planning permission from the Board.
- 2.2 The Site is surrounded by residential development, i.e. namely Park Yoho, village houses, parking of vehicles and vacant land, the development with two low-rise temporary structures is considered not incompatible with the surroundings. The development intends to bring convenience to the nearby locals and is considered in line with the planning intention of “V” zone. Although the Site falls within the “CDA” and “CDA(1)” zones, and is partly subject of a planning application No. A/YL-KTN/604 for proposed comprehensive uses, the approval of the current application on a temporary basis would not frustrate the long-term planning intention of the “CDA” and “CDA(1)” zones and would better utilise precious land resources in the New Territories.

- 2.3 Similar applications for the same applied use were approved by the Board on a temporary basis in the past 5 years within the same “V”, “CDA” and “CDA(1)” zones. The latest applications Nos. A/YL-KTN/1093 & 1241 for the same applied use were approved by the Board in the same “CDA” and “V” zones on a temporary basis in July 2025 and July 2026 respectively. Therefore, approval of the current application is in line with previous decisions of the Board and would not set an undesirable precedent within the “CDA” and “V” zones.

3) Development Proposal

- 3.1 The Site occupies an area of 1,976 m² (about) (**Plan 3**). The operation hours of the development will be 24-hour daily including public holidays. Two single-storey temporary structures are provided at the Site for covered parking space, site office and guardhouse with total gross floor area (GFA) of 85 m² (about) (**Plan 4**). The site office and guardhouse provide indoor workspace for 2 no. of staff to support the daily operation of the development. The remaining open area will be used for vehicle parking and circulation area. Detailed development parameters are shown at **Table 1** below.

Table 1 – Major development parameters

Site area	1,976 m ² (about)
Covered area	85 m ² (about)
Uncovered area	1,891 m ² (about)
Plot ratio	0.04 (about)
Site coverage	4% (about)
No. of structure	2
GFA	85 m ² (about)
- Domestic GFA	Not applicable
- Non-domestic GFA	85 m ² (about)
Building height	3 m – 3.5 m (about)
No. of storey	1

- 3.3 The Site is accessible from Sha Po Tsuen Road via a local access (**Plan 1**). A 4 m-wide (about) vehicular ingress/egress is provided at the northern periphery. A total of 30 parking spaces is provided at the Site. Details of their provisions are shown at **Table 2** below.

Table 2 – Parking provisions

Type of space	No. of space
Parking space for private car (PC)	30
- 2.5 m (W) x 5 m (L)	

- 3.4 Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure that no vehicle will turn back onto the local access (**Plan 5**). A notice will be posted at a prominent location of the vehicular ingress/egress to indicate that no light, medium or heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, as defined in the *Road Traffic Ordinance*, are allowed to be parked/stored on or enter/exit the Site at all times during the planning approval period. No vehicle without valid licence 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 approval period of the planning permission.
- 3.5 As the estimated trip generated/attracted by the development is expected to be minimal, the adverse traffic impact to the surrounding road network is therefore not anticipated. Details of the trip generation/attraction are shown at **Table 3** below.

Table 3 – Estimated trip generation/attraction

Time period	Estimated trip generation/attraction		
	PC		2-way total
	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	1	7	8
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	6	3	9
Average trip per hour (Beyond AM and PM peaks)	2	2	4

- 3.6 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. No public announcement system or any form of audio amplification system will be used at the Site during the planning approval period. The applicant will also follow relevant mitigation measures and requirements in the latest the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department (EPD) to minimise the potential adverse environmental impacts and nuisance to the surrounding area.
- 3.7 The applicant will follow the good practices stated in the *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on water quality of nearby watercourses. Surface run-off from the construction phase will be

discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be properly maintained, and the deposited silt/grit will be removed regularly at the start and end of rainstorm to ensure that these facilities are always operational. The applicant will also continue to implement good practices under *ProPECC PN 1/23* when maintaining the on-site drainage system at the Site.

4) Conclusion

- 4.1 Significant nuisance to the surrounding areas arising from the development is not anticipated. Upon obtaining relevant planning permission, the applicant will submit proposals in relation to fire safety and drainage aspects to mitigate any potential adverse impact that would have arisen from the development.
- 4.2 In view of the above, the Board is hereby respectfully recommended to **approve** the subject application for '**Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years**'.

R-riches Planning Limited

September 2026

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 (PC)