

Executive Summary

1. The application site (the Site) is on Lots 56 R. P., 57 R. P. (Part) and 58 R. P. (Part) in D. D. 126, Ping Shan, Yuen Long, New Territories.
2. The site area is about 1,977 m². No Government Land is involved.
3. The Site falls within an area zoned "Recreation" ("REC") on the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20.
4. The applied use is 'Proposed Temporary Public Vehicle Park (Coaches)' for a period of 5 years and associated Filling of Land. The applied use is a Column 2 use within the "REC" zone on the OZP requiring planning permission from the Town Planning Board.
5. 17 nos. of parking spaces for coaches are proposed at the Site.
6. A single-storey temporary structure is proposed for office-cum-guardroom use. The gross floor area is about 15 m².
7. Operation hours are 24 hours daily (including Sundays and public holidays).
8. The proposed development can cater for the demand of parking spaces for coaches in the vicinity and reduce roadside illegal parking.

行政摘要

1. 申請地點位於新界元朗屏山丈量約份第 126 約地段第 56 號餘段、第 57 號餘段（部份）及第 58 號餘段（部份）。
2. 申請地點的面積為大約 1,977 平方米，申請範圍不包括任何政府土地。
3. 申請地點在《屏山分區計劃大綱核准圖編號 S/YL-PS/20》上劃為「康樂」地帶。
4. 申請用途為「擬議臨時公眾停車場（旅遊巴士）（為期 5 年）」，並進行相關填土工程。該用途在大綱圖上的「康樂」地帶內屬於第二欄用途，須向城市規劃委員會申請。
5. 申請地點擬議提供 17 個旅遊巴士泊位。
6. 申請地點擬議提供 1 個單層臨時構築物作辦公暨保安室用途，總樓面面積為大約 15 平方米。
7. 營運時間為每日 24 小時（包括星期日及公眾假期）。
8. 擬議發展能滿足區內旅遊巴士車位的需求，並可減少路邊違例泊車情況。

Justifications

Applied Use

1. The applied use is ‘Proposed Temporary Public Vehicle Park (Coaches)’ for a period of 5 years and associated Filling of Land (the proposed development).

Location

2. The application site (the Site) is on Lots 56 R. P., 57 R. P. (Part) and 58 R. P. (Part) in D. D. 126, Ping Shan, Yuen Long, New Territories. It is accessible from Tin Wah Road via a local access (**Plans 1 and 2**).

Site Area

3. The site area is about 1,977 m². No Government Land is involved.

Planning Context

4. The Site falls within an area zoned “Recreation” (“REC”) on the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20.
5. The planning intention of the “REC” zone is intended primarily for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.
6. The applied use is a Column 2 use within the “REC” zone on the OZP which may be permitted with or without conditions by the Town Planning Board (the Board/TPB).
7. Provided that the structure of the proposed development is temporary in nature, approval of the application on a temporary basis for a period of 5 years would not frustrate the long-term planning intention of the “REC” zone.

TPB Planning Guidelines

8. The TPB Guidelines for ‘Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 12C) are relevant to this application as the Site is located within the Wetland Buffer Area (WBA). With reference to Appendix A of the guidelines, this application is temporary in nature and shall be exempted from the requirement of ecological impact assessment as part of the submission to the Board.
9. Given that the Site falls within the “REC” zone and is in close proximity to existing main roads with regular traffic (i.e. Tin Tsz Road, Tin Wah Road and Wetland Park Road), the proposed development would not frustrate the intention of the WBA in protecting the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area.

Development Parameters

10. A single-storey temporary structure with gross floor area of about 15 m² and building height of not more than 3 m is proposed to be erected at the Site for office-cum-guardroom purpose. 17 nos. of parking spaces for coaches are proposed at the Site (**Plan 3**).
11. The Site is hard-paved with concrete of about 0.2 m in depth. The current application serves to regularise the filling of land for providing a solid ground for the parking of coaches and site maintenance (**Plan 4**).
12. The operation hours are 24 hours daily, including Sundays and public holidays.

Similar Applications Approved within the Same “REC” Zone on the OZP

13. A total of 3 similar applications approved by the Board can be found within or straddling the same “REC” zone on the OZP:

Application No.	Applied Use	Date of Approval
A/YL-PS/634	Proposed Temporary Public Vehicle Park for Private Car for a Period of 3 Years	14.5.2021
A/YL-PS/661	Proposed Temporary Public Vehicle Park (Private Cars, Light Goods Vehicles and Light Buses) with Ancillary Facilities for a Period of 3 Years	24.6.2023
A/YL-PS/688	Proposed Temporary Public Vehicle Park (Private Cars, Light Goods Vehicles, Light Buses and Coaches) with Ancillary Facilities for a Period of 3 Years	14.7.2023

14. Similar applications for the use of ‘Temporary Public Vehicle Park’ within or straddling the same “REC” zone in the vicinity of the Site have been approved for the past years mainly on considerations that the proposed use would not frustrate the long-term planning intention of the “REC” zone; not entirely incompatible with the surrounding areas; and no adverse traffic, drainage, landscape, environmental and fire safety impacts on the surrounding areas. Given that the planning context of adjacent areas was not significantly altered, it is considered that the planning circumstances of this application are relevant to those similar applications.

Planning Gain

15. The proposed development caters for the demand of parking spaces for coaches in Tin Shui Wai area and reduces roadside illegal parking, particularly during nighttime.

No Adverse Impact to the Surroundings

Environment

16. The applicant will follow the measures as set out in the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ issued by the

Environmental Protection Department in order to minimise any possible environmental nuisances, and to comply with all environmental protection/pollution control ordinances.

Visual and Landscape

17. The proposed development only involves the erection of a single-storey temporary. It is compatible with surrounding land uses of public vehicle parks, open storage of construction materials, warehouse and scrubland. No tree felling would be carried out at the Site.
18. The Site is also in close proximity to a recently approved application No. A/YL-PS/688 for the same applied use but of a large scale. Given that the proposed development under this application is of the same nature as the recently approved application, adverse visual and landscape impacts to the surrounding areas should not be anticipated.

Traffic

19. The trip attraction and generation rates are expected as follows:

Time	Weekday		Weekend	
	Generations	Attractions	Generations	Attractions
07:00 – 08:00	2	0	0	0
08:00 – 09:00	3	0	0	0
09:00 – 10:00	3	0	3	0
10:00 – 11:00	2	0	4	0
11:00 – 12:00	0	2	3	0
12:00 – 13:00	0	0	0	0
13:00 – 14:00	2	0	0	0
14:00 – 15:00	0	0	0	0
15:00 – 16:00	0	0	0	0
16:00 – 17:00	0	0	0	0
17:00 – 18:00	0	0	0	0
18:00 – 19:00	0	0	0	0
19:00 – 20:00	0	4	0	3
20:00 – 21:00	0	4	0	3
21:00 – 07:00	0	2	0	4
Total Trips	<u>12</u>	<u>12</u>	<u>10</u>	<u>10</u>

20. In view of such low trip attraction and generation rates, adverse traffic impacts arising from the proposed development to the adjacent area and road network are not anticipated.
21. Sufficient space is allowed for vehicle manoeuvring within, entering and leaving the Site (**Plan 5**). No reversing or turning of vehicles on public road is expected.
22. Vehicles without valid licences issued under the Road Traffic Ordinance, medium/heavy goods vehicles and container trailers/tractors are not allowed to park, stall, enter or exit the Site.
23. No car beauty, dismantling or other workshop activities will be carried out at the Site.

Drainage

24. The applicant will submit a drainage proposal, with provision of peripheral u-channels and catchpits to mitigate any potential adverse drainage impacts generated by the proposed development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by the Drainage Services Department.

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