

Planning Statement

Introduction

1. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. TANG Chi Kin (“the Applicant”) in support of the planning application for ‘Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) with Ancillary Electric Vehicle Charging Facility and Shop and Services (Motor-vehicle Showroom) and associated Filling of Land and Pond for a Period of 5 Years’ (“the Proposed Development”) at Lot Nos. 62 S.B ss.1 RP (Part), 62 S.B ss.2 RP (Part), 62 S.C RP (Part), 62 S.E RP (Part), 62 S.G RP (Part) and 62 S.H RP (Part) in D.D. 126, Yuen Long, New Territories (“the Site”) under Section 16 of the Town Planning Ordinance.

Application Site (Plans 1 and 2)

2. The Site comprises Lot Nos. 62 S.B ss.1 RP (Part), 62 S.B ss.2 RP (Part), 62 S.C RP (Part), 62 S.E RP (Part), 62 S.G RP (Part) and 62 S.H RP (Part) in D.D. 126, Yuen Long, New Territories. The Site is accessible from Tin Wah Road via a local track leading to the ingress to its south.
3. The site area is about 4,673 m². No Government Land is involved.

Planning Context

4. The Site falls within an area zoned “Recreation” (“REC”) on the Draft Ping Shan Outline Zoning Plan (the “OZP”) No. S/YL-PS/21.
5. The planning intention of the “REC” zone is primarily intended 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 Board. Any filling of land or pond within the “REC” zone shall not be undertaken without the permission from the Board.
7. Provided that the structures of the Proposed Development are 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

Development Parameters

8. The following table summarises the details of the structures on site (**Plan 3**):

No.	Uses	Floor Area (ab.) (m ²)	Covered Area (ab.) (m ²)	Height (ab.) (m)	No. of Storey
1	Shop and Service	15	15	2.5	1
2	Meter room	9	9	2.5	1
Total		<u>24</u>	<u>24</u>		
		Plot Ratio	Site Coverage		
		0.005	0.51%		

9. The proposed vehicle showroom provides a venue for displaying new private cars for sale. 3 nos. of parking space for private cars and 1 no. of parking space for light goods vehicles (LGV) are provided respectively for the daily operation of the vehicle showroom (**Plan 3**). Customers are required to make prior reservation before visiting the Site.
10. For the proposed vehicle park, it serves to meet the parking demand of nearby village residents and operators. 69 nos. of parking space for private cars, 3 nos. of parking space for LGV, 2 nos. of parking space for medium goods vehicles (MGV), 2 nos. of parking space for light buses (LB) and 2 nos. of parking space for coaches are proposed at the Site respectively, including 8 nos. of private car parking spaces with Electric Vehicle (EV) charging facilities (**Plan 3**). Sufficient space is provided for vehicle manoeuvring within the Site (**Plan 4**). No parking, reversing or turning of vehicles on public road is expected.
11. The proposed vehicle showroom and vehicle park are operated by the same operator. Operation hours of the proposed shop and services are from 9 a.m. to 7 p.m. daily, including Sundays and public holidays and the operation hours of the proposed vehicle park are 24-hours daily, including Sundays and public holidays.
12. About 211 m² of the Site is proposed to be paved with concrete of about 0.2 m in depth for vehicle manoeuvring. The pond (about 4,462 m²) within the Site is proposed to be filled with soil and concrete of about 1.5 m in depth to provide a solid ground for vehicle manoeuvring (**Plan 5**).

Similar Applications

13. There are 9 similar applications for vehicle park or shop and services uses approved by the Rural and New Town Planning Committee (“the Committee”) within the “REC” zone on the OZP in the past 5 years:

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	24.6.2022
A/YL-PS/675	Proposed Temporary Shop and Services (Selling of Gardening and Construction Materials) for a Period of 5 Years and Associated Filling of Land	31.3.2023
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

Application No.	Applied Use	Date of Approval
A/YL-PS/698	Proposed Temporary Public Vehicle Park (Coaches) for a Period of 5 Years and Associated Filling of Land	24.11.2023
A/YL-PS/699	Proposed Temporary Shop and Services (Selling of Gardening and Construction Materials) for a Period of 5 Years and Associated Filling of Land	24.11.2023
A/YL-PS/727	Proposed Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	20.9.2024
A/YL-PS/730	Proposed Temporary Shop and Services (Fresh Provision Shop and Retail Shop for Gardening, Hardware Groceries and Construction Materials) for a Period of 5 Years and associated Filling of Land	20.9.2024
A/YL-PS/741	Proposed Temporary Public Vehicle Park (Light Goods Vehicles, Medium Goods Vehicles and Coaches) with ancillary facilities for a Period of 5 Years and Associated Filling of Land	18.7.2025

14. The similar applications were approved by the Committee between 2021 and 2025 on considerations that temporary approval would not frustrate the long-term planning intention of the “REC” zone; not incompatible with surrounding land uses; and no adverse departmental comments or the concerns could be addressed by relevant approval conditions.
15. Given that the planning context of the adjacent areas has not been significantly altered, it is considered that the planning circumstances of the current application are relevant to the similar approved applications.

No Adverse Impacts to the Surroundings

Visual and Landscape

16. The Proposed Development involves the erection of single-storey temporary structure. The applied use is considered not incompatible with surrounding land uses mainly comprising residential dwellings, vehicle parks, barbecue site, pond and grassland. As such, adverse visual and landscape impacts to the surrounding areas should not be anticipated.

Traffic

17. The estimated average trip generation and attraction are as follows:

	Trip Generations					Trip Attractions				
	PC	LGV	MGV	LB	Coach	PC	LGV	MGV	LB	Coach
08:00 – 09:00	3	0	0	0	1	0	0	0	0	0
09:00 – 10:00	2	1	0	2	0	1	0	0	0	0
10:00 – 11:00	2	0	1	0	0	2	0	0	0	0
11:00 – 12:00	2	0	0	0	0	2	1	0	0	0
12:00 – 13:00	2	0	0	0	0	2	0	0	0	0
13:00 – 14:00	1	1	0	0	0	3	0	0	0	0

14:00 – 15:00	2	0	0	0	0	2	0	0	0	0
15:00 – 16:00	2	0	0	0	0	1	0	0	0	0
16:00 – 17:00	3	0	0	0	0	2	1	0	0	1
17:00 – 18:00	1	0	0	0	0	3	0	0	1	0
18:00 – 19:00	2	0	0	0	0	4	0	1	1	0
19:00 – 20:00	1	0	0	0	0	2	0	0	0	0
20:00 – 08:00	1	0	0	0	0	1	0	0	0	0
Total	<u>24</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>25</u>	<u>2</u>	<u>1</u>	<u>2</u>	<u>1</u>

18. A total of 72 nos. of parking space for private cars, 4 nos. of parking space for LGV, 2 nos. of parking space for MGW, 2 nos. of parking space for LB and 2 nos. of parking space for coaches are proposed at the Site, including 8 nos. of private car parking spaces with EV charging facilities. Most of the drivers of private cars in the vehicle park are holiday drivers. These vehicles will only leave the vehicle park on holidays and occasionally on weekdays.
19. Sufficient space is provided for vehicle manoeuvring within the Site (**Plan 4**). No parking, reversing or turning of vehicles on public road is expected. No container vehicles will be allowed to park at the Site. It is expected that the Proposed Development should not cause adverse traffic impacts to the adjacent areas and road network.

Drainage

20. 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 proposal is accepted by the Drainage Services Department.

Fire Safety

21. The Applicant will submit a layout plan incorporated with the proposed fire service installations (FSI) after the planning approval has been granted from the Board. The Applicant will proceed to implement the FSI proposal at the Site once it is accepted by the Director of Fire Services.

Environment

22. The Applicant undertakes to 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.
23. The Proposed Development is intended for the use of parking of vehicles and displaying vehicles for sale only. No container vehicles/tractors will be allowed to park at, stall at, enter or exit the Site. No car beauty services, vehicle repairing, dismantling or other workshop activities will be allowed at the Site. No public announcement systems, whistle blowing or portable loudspeaker will be allowed within the Site. As such, potential adverse noise impacts to the surrounding areas are not anticipated.