

Planning Statement

Introduction

1. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. YIP Shung Kin (“the Applicant”) in support of the planning application for ‘Temporary Shop and Services (Motor-vehicle Showroom), Motor-vehicle Testing Centre and Public Utility Installation (Solar Photovoltaic System) with Ancillary Facilities for a Period of 3 Years’ (“the Development”) at Lots 31 RP and 32 RP in D.D. 121, Ping Shan, Yuen Long, New Territories (“the Site”) under Section 16 of the Town Planning Ordinance.

Application Site (Plans 1 and 2)

2. The Site comprises Lots 31 RP and 32 RP in D.D. 121, Ping Shan, Yuen Long, New Territories. The Site is accessible from Ping Kwai Road via a local track leading to the ingress to its west.
3. The site area is about 2,259 m². No Government Land is involved.

Application Background

4. This application is the subject of the previous approved application no. A/YL-PS/720 for the same use. The Applicant had made several submissions in complying with the approval condition regarding the submission of a fire service installations proposal under the previous approved application no. A/YL-PS/720, but the Fire Services Department had comments on the submissions. The applicant did not have enough time to address the comments before the deadline of the approval condition. The application was therefore revoked. The Applicant would like to submit a fresh application to continue the operation.

Planning Context

5. The Site falls within an area zoned “Government, Institute or Community” (“G/IC”), “Village Type Development” (“V”) and “Residential (Group B)1” (“R(B)1”) on the Approved Ping Shan Outline Zoning Plan (the “OZP”) No. S/YL-PS/22.
6. The planning intention of the “G/IC” zone is primarily intended for the provision of G/IC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.
7. The planning intention of the “V” zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

8. The planning intention of the “R(B)1” zone is primarily intended for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.
9. Provided that the structures of the Development are temporary in nature, approval of the application on a temporary basis for a period of 3 years would not frustrate the long-term planning intention of the “G/IC”, “V” and “R(B)1” zones.

Development Parameters

10. 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
1a	Car Showroom		333	333	8	1
1b	G/F	Car Testing Centre (Vehicle Examination) and Toilet	1,172	1,172	8	2
	U/F	Ancillary Office and Solar Photovoltaic System	202			
2	Meter Room (under structure 1b)		96*	--	4	1
3	Shed for Parking Cars		218	218	5	1
4	Meter Room (under structure 3)		8*	--	3	1
Total			<u>1,925</u>	<u>1,723</u>		
*Floor Area of Meter Rooms is excluded to avoid double counting			Plot Ratio	Site Coverage		
			0.85	76.3%		

11. All structures are built of temporary material (i.e. metal sheets).

Mode of Operation

12. Operation hours are from 9 a.m. to 6 p.m. daily, including Sundays and public holidays.
13. The Development provides vehicle examination services for private cars and light buses.
14. There are four items in the vehicle examination:
 - (a) **Visual inspection of chassis** – The vehicle would be raised and visually inspected. No noise, dust or smell would be produced.
 - (b) **Light test** – The headlight, turning light and other light would be turned on and off to see if they function properly. No noise, dust or smell would be expected.
 - (c) **Emission test** – The car will be in normal stand-by condition and checked by a computer. The test lasts for 45-60 seconds.
 - (d) **Seat test (light buses only)** – Seats will be inspected in order to be complied with the Road Traffic (Construction and Maintenance of Vehicles) Regulations 73(1AA).

15. The whole vehicle examination process will normally take an hour to complete. However, due to potential technical problems, more time may be needed. Thus, 2 parking spaces for private cars (5m (L) x 2.5m (W) each) and 5 parking spaces for light buses (8m (L) x 3m (W) each) are provided to prevent queuing outside the Site.
16. The Site is equipped with two charging poles – one with dual connectors and one with a single connector. It allows up to three cars to charge simultaneously. Each connector delivers 7kW of output power.
17. No medium goods vehicle or heavy goods vehicle over 5.5 tonnes, as defined by the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), will be parked on the Site.
18. No vehicle washing, vehicle repair, dismantling, paint spraying or other workshop activity will be carried out.
19. The Development also involves the provision of solar panels (about 1,053mm (W) x 1,590mm (L) each) on the rooftop of structures 1a & 1b. About 111 nos. of solar panels are provided within the “V” zone on the OZP, which require planning permission from the Town Planning Board. The remaining solar panels are provided within the “G/IC” zone on the OZP, where ‘Public Utility Installation’ is a Column 1 use that is always permitted.
20. The Development is in line with government commitment with the Hong Kong’s Climate Action Plan 2050 in optimising the favourable conditions of premises and developing renewable energy in Hong Kong.
21. The solar photovoltaic system has been connected to the existing electrical power network of CLP Power Hong Kong Limited under the “Feed-in Tariff Scheme” since 10.6.2021 and the generation capacity of the installation is 166.50kW (**Annex I**). The electricity generated will be sold to CLP Power on commercial basis.

Previous Applications

22. The Site is the subject of 4 previous applications approved by the Committee:

Application No.	Applied Use	Date of Approval
A/YL-PS/488	Proposed Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) and Car Testing Centre (Private Cars and Light Goods Vehicles) with Ancillary Office for a Period of 3 Years	23.10.2015
A/YL-PS/587	Temporary Car Testing Centre with Ancillary Office for a Period of 3 Years	17.5.2019
A/YL-PS/618	Temporary Car Showroom and Testing Centre with Ancillary Office for a Period of 3 Years	20.11.2020

A/YL-PS/720	Proposed Temporary Shop and Services (Car Showroom) and Car Testing Centre with Ancillary Office for a Period of 3 Years	2.8.2024
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23. The previous applications were approved mainly on considerations that approval of temporary uses would not frustrate the long-term use of the area; compatible with the surrounding areas; the concerns of relevant government departments could be addressed by means of approval conditions; and the applicant complied with all approval conditions.
24. 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 previous approval.

No Adverse Impacts to the Surroundings

Visual

25. There is a vehicle park to the immediate north of the Site and a residential development (i.e. La Mansion) to the southwest of the Site.
26. The Development is surrounded by 2 to 3-storey developments, thus is compatible with the surrounding environment. Adverse visual impacts to the surrounding areas should not be anticipated.

Traffic

27. The Site is accessible via a local track connecting to Ping Kwai Road. The main access of about 9m wide is located at the west of the Site. There is also a pedestrian access of about 2m wide located at the southeast of the Site, which is for staff access only. The employees are expected to arrive on foot or by public transport. Please refer to the Location Plan (**Plan 1**) and Layout Plan (**Plan 3**) for details.
28. 2 parking spaces for private cars (5m (L) x 2.5m (W) each) and 5 parking spaces for light buses (8m (L) x 3m (W) each) are provided for visitors who are waiting for the vehicle examination. Sufficient manoeuvring space will be provided within the site (Plan 5). Hence, no queuing, reversing, and manoeuvring of vehicles out of the site is required for vehicles travelling into and out of the Site.
29. The estimated daily trip generation and attraction rate is 4 (2 in and 2 out) for Private cars, and 10 (5 in and 5 out) for light buses. No significant traffic impact is anticipated.

Drainage

30. The drainage proposal and the implementation works were accepted in the previous approved planning application no. A/YL-PS/618. The existing drainage facilities will be maintained in good

conditions throughout the approval period. Please refer to the Drainage Proposal (**Plan 4**) for details.

Sewage

31. About 8 staff and 5 visitors are expected to visit the Site every day. A toilet (with five compartments) would be provided and wastewater collected from the toilet will be treated in the existing septic tank and soakage pit.

Fire Safety

32. The Applicant has submitted a layout plan incorporated with the proposed FSI for D of FS' consideration. The Applicant will proceed to implement the FSI proposal at the Site once it is accepted by D of FS.

Environment

33. 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.
34. The emission test will be carried out nearby a ventilation system in order to minimise any potential adverse air impact to the surrounding environment.

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