

## **Supplementary Statement**

### **1) Background**

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 25 RP (Part), 27 and 35 RP (Part) in D.D. 117, Shui Tsiu San Tsuen, Tai Tong, Yuen Long, New Territories* (the Site) for '**Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years**' (the development) (**Plan 1**).
- 1.2 The Site is located in close vicinity of some existing village settlements (e.g. Shui Tsiu San Tsuen, Hung Tso Tin Tsuen, etc.), which demand for public parking spaces has always been high. Although public transport services are provided along Tai Tong Road, surrounding locals still rely mostly on private cars for commuting due to limited destinations of such services and their own travelling destinations to remote villages. Furthermore, illegal on-street parking is often observed at Shui Tsiu San Tsuen Road and Tai Tong Road, causing adverse traffic impacts to the surrounding environment.
- 1.3 In view of the above, the applicant would like to continue to operate the development to alleviate the pressing demand for legal parking spaces in the area and bring convenience to surrounding locals.

### **2) Planning Context**

- 2.1 The Site currently falls within an area zoned "Village Type Development" ("V") on the Approved Tai Tong Outline Zoning Plan (OZP) No.: S/YL-TT/20 (**Plan 2**). According to the Notes of the OZP, '*public vehicle park (excluding container vehicle)*' is a column two use within the "V" zone, which requires planning permission from the Board.
- 2.2 The Site is surrounded mainly in rural character formed by groups of village houses and scattered temporary structures, the development with no structure is considered not incompatible with the surroundings. Furthermore, as there are no current and planned Small House applications within the Site, the development would not frustrate the long-term planning intention of the "V" zone and would better utilise precious land resources in the New Territories.

- 2.3 Similar applications for 'public vehicle park' use have been approved by the Board within the same "V" zone on the same OZP, of which the latest approved application (No. A/YL-TT/731) was approved by the Board in 2025. Therefore, approval of the current application is in line with the Board's previous decisions and would not set an undesirable precedent within the same "V" zone.
- 2.4 The Site is the subject of a previous approved S.16 planning application (No. A/YL-TT/611) for 'public vehicle park' use (i.e. submitted by the same applicant with the same use as the current application), which was approved by the Board in 2023. Therefore, approval of the current application is in line with the Board's previous decision. Comparing with the previous application (No. A/YL-TT/611), all development parameters (including site area, layout, no. of parking spaces, etc.) remained the same. The applicant has made effort to comply with approval conditions of the previous application, details are shown at **Table 1** below:

**Table 1** - Details of Compliance with Approval Conditions of the Previous Application

Approval Conditions of Application No. A/YL-TT/611		Date of Compliance
(c)	The submission of a drainage proposal	Not complied with
(d)	The implementation of the drainage proposal	Not complied with
(f)	The submission of a fire service installations (FSIs) proposal	20.03.2024
(g)	The implementation of the FSIs proposal	31.07.2024

- 2.5 During the approval period of the previous application, the applicant has made efforts in complying with approval conditions in regard to drainage and fire safety aspects. All fire safety related conditions have been complied with; regarding drainage related conditions, the applicant submitted multiple drainage proposals for compliance with condition (c): the latest submission is on 12.05.2025 and the submission was considered not acceptable by the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) on 18.06.2025. As the applicant did not manage to submit a revised drainage proposal within the designated time period, the previous application (No. A/YL-TT/611) was subsequently revoked on 14.04.2026.
- 2.6 In support of the application, the applicant has submitted the accepted FSIs proposal of the previous application (No. A/YL-TT/611) and a drainage proposal to minimise potential impact(s) to the surrounding areas, as well as for the consideration of relevant government

bureaux/departments and members of the Board (**Appendices I and II**). For information, the submitted FSIs proposal is the same as the approved FSIs proposal under the previous application (No. A/YL-TT/611).

### 3) Development Proposal

- 3.1 The Site occupies an area of 554 m<sup>2</sup> (about) (**Plan 1**). No structure is provided at the Site. Details of development parameters are shown at **Table 2** below:

**Table 2** - Major Development Parameters

<b>Application Site Area</b>	554 m <sup>2</sup> (about)
<b>Covered Area</b>	Not applicable
<b>Uncovered Area</b>	554 m <sup>2</sup> (about)

- 3.2 The Site is accessible from Tai Tong Road via a local access (**Plan 1**). The operation hours of the proposed development is 24-hour daily, including public holidays. A total of 12 parking spaces will be provided at the Site, details of parking provisions are shown at **Table 3** below:

**Table 3** - Parking Provisions

<b>Types of Space</b>	<b>No. of Spaces</b>
Private Car (PC) Parking Space - 2.5 m (W) x 5 m (L)	10
Light Goods Vehicles (LGV) Parking Space - 3.5 m (W) x 7 m (L)	2

- 3.3 Only PCs and LGVs are allowed to enter/exit the Site at any time during the planning approval period. Other vehicles, including medium and heavy goods vehicles, container tractors/trailers, etc., are not allowed to enter/exit the Site. The applicant will ensure no queuing and/or waiting of motor vehicles from the Site onto Tai Tong Road via the local access, and no motor vehicles will be permitted to reverse into and out of the Site onto Tai Tong Road via the local access.
- 3.4 Furthermore, no vehicles without valid licenses 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 planning approval period. The trip generation and attraction rates are as shown at **Table 4** below. Adverse traffic impact to the surrounding road network should not be anticipated.

**Table 4 - Estimated Trip Generation and Attraction of the Development**

Time Period	Trip Generation and Attraction				
	PC		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (09:00 - 10:00)	1	5	0	2	8
Trips at <u>PM peak</u> per hour (18:00 - 19:00)	4	2	2	0	8
Traffic trip per hour (average)	2	2	1	1	6

3.5 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department and statutory requirements under relevant pollution control ordinances to minimise adverse environmental impacts and nuisance to the surrounding area. 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.

#### 4) Conclusion

- 4.1 The development will not create significant nuisance to the surrounding areas. Adequate mitigation measures are provided by the applicant, i.e. submission of FSIs and drainage proposals, to mitigate any adverse impact arising from the development (**Appendices I and II**).
- 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**

**April 2026**

## **APPENDICES**

<b>Appendix I</b>	Accepted Fire Service Installations Proposal of the Previous Application No. A/YL-TT/611
<b>Appendix II</b>	Drainage Proposal

## **LIST OF PLANS**

<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Zoning Plan
<b>Plan 3</b>	Land Status Plan
<b>Plan 4</b>	Layout Plan
<b>Plan 5</b>	Swept Path Analysis