

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Lots 343, 345 RP, 346 RP and 347 RP in D.D. 121, Tai Tao Tsuen, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities for a Period of 5 Years**' (proposed development) (**Plan 1**).
- 1.2 The Site is located in close vicinity of some existing residential development (i.e. Tai Tao Tsuen, Fui Sha Wai, Fu Kwai Gardens, etc.), which demand for public parking spaces has always been high. Although public franchised buses are provided at Castle Peak Road - Ping Shan, surrounding locals still rely mostly on private cars for daily commuting due to the limited destinations of the services and their own travelling destinations to remote villages. Subsequently, illegal on-street parking is often observed at Castile Peak Road – Ping Shan, causes adverse traffic impact to nearby road network.
- 1.3 In view of the above, the applicant would like to operate the proposed use to alleviate the pressing demand for legal parking spaces in the area and bring convenience to the surrounding locals.

2) Planning Context

- 2.1 The Site currently falls within an area zoned as "Village Type Development" ("V") on the Approved Tong Yan San Tsuen Outline Zoning Plan (OZP) No.: S/YL-TYST/14 (**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 Furthermore, various similar S.16 planning applications for '*public vehicle park*' use were also approved by the Board within the same "V" zone, which the latest application (No. A/YL-TYST/1225) was approved by the Board on a temporary basis for 3 years in 2023. Therefore, approval of the current application would not set an undesirable precedent within the same "V" zone.
- 2.3 The Site is surrounded mostly by residential development formed by groups of village houses, open storage sites, vehicle repair workshops and shop and services, the proposed

development with a low-rise temporary structure is considered not incompatible with the surroundings. Furthermore, the proposed public vehicle park (excluding container vehicles) is intended to serve the needs of the residents and in support of the village developments, hence, it is considered in line with the planning intention of the “V” zone and would better utilise precious land resources in the New Territories.

3) Development Proposal

- 3.1 The Site occupies an area of 3,319 m² (about) (**Plan 1**). 5 single-storey structures are provided at the Site for site office, guard room, storage of bollard and traffic cones, portable toilets and meter room with total gross floor area (GFA) of 100 m² (**Plan 4**). The structure (site office and guardroom) is intended to provide indoor workspace for administrative staff and caretaker to support the daily operation of the Site. It is estimated that the site would accommodate 2 nos. of staff. Details of development parameters are shown at **Table 1** below:

Table 1 – Major Development Parameters

Application Site Area	3,319 m ² (about)
Covered Area	100 m ² (about)
Uncovered Area	3,219 m ² (about)
Plot Ratio	
	0.03 (about)
Site Coverage	
	3% (about)
Number of Structure(s)	
	5
Total GFA	
- Domestic GFA	Not applicable
- Non-Domestic GFA	100 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

- 3.2 The Site is accessible from Castle Peak Road – Ping Shan via a local access (**Plan 1**). The operation hours of the public vehicle park are 24-hour daily, including public holidays. A total of 46 parking spaces will be provided at the Site, details of parking space provisions are shown at **Table 2** below:

Table 2 – Parking Provisions

Type of Space	No. of Spaces
Private Car (PC) Parking Space - 2.5 m (W) x 5 m (L)	29
Light Goods Vehicle (LGV) Parking Space - 3.5 m (W) x 7 m (L)	17

- 3.3 A notice will be posted at a prominent location of the Site to indicate that only PCs and LGVs are allowed to enter/exit the Site at any time during the planning approval period. Other vehicles, including medium, heavy goods vehicles and container tractors/trailers, etc., are not allowed to enter/exit the Site. The applicant will ensure no queuing and/or waiting for motor vehicles from the Site onto Castle Peak Road – Ping Shan via the local access, and no motor vehicles will be permitted to reverse into and out of the Site onto Castle Peak Road – Ping Shan 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 3** below. adverse traffic impact to the surrounding road network should not be anticipated.

Table 3 – Estimated Trip Generation and Attraction

Time Period	PC		LGV		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	2	6	1	3	12
Trips at <u>PM peak</u> per hour (17:00 – 18:00)	7	2	6	1	16
Traffic trip per hour (average) (09:00 – 17:00)	3	3	2	2	10

- 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 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 proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. submission of drainage and fire service installations proposals, to mitigate any adverse impact arising from the proposed development after the planning application approved by the Board.

- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for **‘Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities for a Period of 5 Years’**.

R-riches Planning Limited

January 2026

LIST OF PLANS

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| Plan 1 | Location Plan |
| Plan 2 | Plan Showing the Zoning of the Application Site |
| Plan 3 | Plan Showing the Land Status of the Application Site |
| Plan 4 | Layout Plan |
| Plan 5 | Swept Path Analysis (Light Goods Vehicle) |