

Planning Justifications

1. The applicant seeks planning permission to use the application site (the Site) for temporary public vehicle park for private cars and coaches for a period of 3 years, on the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 (the OZP) at Lot 1562 RP (Part) in D.D. 121, Shan Ha Tsuen, Yuen Long, New Territories. According to the Notes of the OZP for “Village Type Development” (“V”) zone, ‘Public Vehicle Park (excluding container vehicle)’ is a Column 2 use which requires permission from the Town Planning Board (the TPB). In view of the growing population in Shan Ha Tsuen area, the proposed development could provide vehicle parking spaces to meet any such parking demand in the area and hence serving the convenience of the villagers. The proposed development is in line with the planning intention of the “V” zone.
2. The Site is currently vacant and is situated at the western part of Shan Ha Tsuen abutting Shan Ha Road, with the village house cluster located to its east and south. The surrounding areas are predominantly composed of village houses intermixed with open storage, warehouses, workshops and some vacant land. Hence, the proposed development is compatible with the surrounding environment.
3. The Site solely provides 33 private car spaces (5m (L) x 2.5m (W)) and seven coach spaces (12m (L) x 3.5m (W)). Six sets of electrical vehicles (EV) charging facilities, which are semi-covered by shed for rain-proof purpose, will be installed at the north-western corner to serve up to six EVs at the same time. Seven structures are proposed for rain shelter, office, staff resting room, portable toilet and electricity meter room uses respectively (**Plan 1**). The opening hour of the proposed development will be 24 hours daily. No car washing, repairing and other workshop activities would be allowed in the Site. The applicant also confirms that no open storage or storage of unlicensed vehicle would be involved at the Site during the planning approval period. Medium, heavy goods vehicle and container tractor/trailer are not allowed to enter the site. A notice/signboard at the site regarding the permitted types of vehicles to be parked would be erected in order to remind the road drivers that only private cars and coaches will be allowed to park at the application site.
4. Regarding the traffic and access arrangements, the Site is accessible from Shan Ha Road via a local access (**Plan 2**). The 10m-wide ingress/egress is located at the

western boundary of the Site. Sufficient manoeuvring space will be provided within the Site that no queueing of vehicles onto the public road is anticipated. As the car park users are mainly for the villagers, only small amount of traffic generation and attraction are expected, which would not impose significant traffic impact on the existing road network in the vicinity. The estimated traffic generation and attraction by the proposed development is shown in **Annex 1** and the swept path analysis is shown in **Plan 4**.

5. The applicant will strictly follow the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" promulgated by the Environmental Protection Department and other relevant regulations so that no adverse environmental impact is imposed on the surrounding area. As recommended in the drainage proposal (**Annex 2**), adverse drainage impact will be caused by the proposed development given adequate drainage facilities installed. Since there is no tree in the Site, no adverse landscape impact is anticipated as well. Hence, adverse traffic, environmental, landscape, drainage as well as other impacts are considered insignificant (as indicated in **Annexes 1 and 2**).
6. The Site comprises of one private lot No. 1562 RP (Part) in D.D. 121, which is held under Block Government Lease that restrict erection of structures without prior approval of the government (**Plan 3**). Upon planning permission granted from the TPB, the applicant will apply to the Lands Department for Short Term Waiver to permit erection of temporary structures on the concerned private lot.
7. The Site is the subject of one previous planning application (No. A/YL-TYST/1249) for proposed temporary public vehicle park (private cars and light goods vehicles) for a period of 3 years, which was approved by the TPB on 15.3.2024. In addition, the TPB has approved similar planning applications in the same "V" zone, including but not limited to A/YL-TYST/855, A/YL-TYST/1018, A/YL-TYST/1043, A/YL-TYST/1161, A/YL-TYST/1222 etc. Approval of the current application is in line with the TPB's previous decisions and would not set an undesirable precedent within the "V" zone.
8. The proposed development aims to relieve the increasing demand of parking in Sha Ha Tsuen. Besides, considering that the Site is situated at a prime location near Yuen Long Highway and the raising need for tour bus, the proposed development is suitable for overnight coach parking. Furthermore, the proposed

EV charging facilities could echo with Environment and Ecology Bureau policy to promote EV popularisation in Hong Kong. Five and three number of EV chargers are equipped for electric private cars and coaches respectively to support their daily operations. Not just will it bring the convenience to EV drivers, this could help establishing a comprehensive and proper EV charging network in Yuen Long.

9. In light of the planning justifications furnished in this planning statement supported by the various technical assessments and the applicant's strong commitment to strictly comply with all control ordinances, the applicant respectfully requests favourable considerations on this s.16 planning application by the TPB.

Tensor Planning and Surveying Limited

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Annex 1

Estimated Traffic Generation and Attraction by the Proposed Development

Time Period	Private Car		Coach		2-way total
	In	Out	In	Out	
Trips at morning peak (7:00 to 9:00)	6	18	0	5	29
Trips at afternoon peak (17:00 to 19:00 p.m.)	18	6	2	0	26
Average Traffic trip per hour	11	11	5	2	29