

RNTPC Paper No. A/YL-PS/763
For Consideration by
the Rural and New Town
Planning Committee
on 24.10.2025

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL-PS/763

<u>Applicant</u>	: TANG Ping Fai represented by Allgain Land Planning Limited
<u>Site</u>	: Lots 688, 689 (Part), 690 (Part), 691 (Part), 692 (Part), 693 (Part), 694 (Part), 695 (Part), 756 (Part), 757 (Part), 758 (Part) and 947 (Part) in D.D. 122, Ping Shan, Yuen Long
<u>Site Area</u>	: About 6,500 m ²
<u>Lease</u>	: Block Government Lease (demised for agricultural use)
<u>Plan</u>	: Draft Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/21 (Currently in force) Approved Ping Shan OZP No. S/YL-PS/20 (At the time of submission)
<u>Zoning</u>	: “Comprehensive Development Area” (“CDA”) <i>[restricted to a maximum plot ratio of 0.4 and a maximum building height of 3 storeys including car park]</i>
<u>Application</u>	: Temporary Public Vehicle Park for Private Cars, Medium Goods Vehicles (MGVs) and Coaches for a Period of 3 Years

1. The Proposal

- 1.1 The applicant seeks planning permission for temporary public vehicle park for private cars, MGVs and coaches for a period of three years at the application site (the Site) (**Plan A-1**) zoned “CDA” on the OZP. According to the Notes of “CDA” zone of the OZP, ‘Public Vehicle Park (excluding container vehicle)’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board). The Site is currently hard-paved, fenced-off and occupied by the applied use without valid planning permission (**Plans A-2, A-4a and A-4b**).
- 1.2 The Site with the ingress/egress at the eastern part is accessible from Long Ping Road via a local track (**Drawing A-1**). According to the applicant, a total of 60 parking spaces (10 for private cars, 28 for MGVs and 22 for coaches) are provided within the Site. No vehicle repairing, dismantling, car beauty, car washing or other workshop activity would be carried out at the Site. The public vehicle park

will operate from 7:00 a.m. to 9:00 p.m. daily for private cars and coaches; and 7:00 a.m. to 6:00 p.m. on Mondays to Saturdays (excluding Sundays and public holidays) for MGVs. To support the application, the applicant has submitted a drainage proposal. The location plan with vehicular access and layout plan submitted by the applicant are at **Drawings A-1 and A-2** respectively.

- 1.3 The Site was involved in a previous application (No. A/YL-PS/687) for the same applied use approved by the Rural and New Town Planning Committee (the Committee) of the Board on 14.7.2023 (details at paragraph 5 below). Compared with the said application, the current application is submitted by a different applicant for the same applied use on the same site with the same layout and development parameters.
- 1.4 In support of the application, the applicant has submitted the following documents:
- (a) Application Form with attachments received on **(Appendix I)**
25.8.2025
 - (b) Further Information (FI) received on 9.10.2025* **(Appendix Ia)**
 - (c) FI received on 21.10.2025* **(Appendix Ib)**
**accepted and exempted from publication and recounting requirements*

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Application Form and FI at **Appendices I to Ib**. They can be summarised as follows:

- (a) The applied use is temporary in nature and would not jeopardise the long-term planning intention of the subject “CDA” zone.
- (b) The applied use can meet the demand for parking spaces, in particular the demand for coach parking spaces arising from the increase in tour groups, and address the illegal parking problem in the vicinity.
- (c) The Site has been granted with a previous planning approval No. A/YL-PS/687 for the temporary public vehicle park use. While the approval conditions related to fire service installations have been complied with, the previous applicant could not comply with the time-limited approval conditions regarding submission and implementation of drainage proposal. A fresh application is therefore submitted with a drainage proposal to demonstrate no adverse drainage impact envisaged due to the applied use.
- (d) There are similar approved applications for temporary public vehicle park within the same “CDA” zone. The applied use is compatible with the surrounding land uses.
- (e) Should the application be approved, the applicant undertakes to comply with the approval conditions.

3. **Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is not a “current land owner” but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by posting site notices and sending the notice to the Ping Shan Rural Committee. Detailed information would be deposited at the meeting for Members’ inspection.

4. **Background**

The parking of vehicle use at the Site is a suspected unauthorized development which would be subject to planning enforcement action.

5. **Previous Applications**

- 5.1 The Site, in part or in whole, was involved in 10 previous planning applications for proposed residential development and various temporary uses including one application (No. A/YL-PS/687) for the same applied use. Details of the previous applications are summarised at **Appendix II** and their boundaries are shown on **Plan A-1**.

Approved Applications

- 5.2 Application No. A/YL-PS/662 for proposed logistics centre was approved with conditions by the Committee on 29.7.2022 and the considerations were not relevant to the current application which involves a different use.
- 5.3 Application No. A/YL-PS/687 for temporary public vehicle park for private cars, MGVs and coaches for a period of three years was approved by the Committee on 14.7.2023 mainly on considerations that the applied use would not jeopardise the long-term planning intention of the “CDA” zone; the applied use was not incompatible with surrounding land uses; and significant adverse traffic, drainage, fire safety and landscape impacts to the surrounding areas were not anticipated. However, the planning permission was revoked on 14.1.2025 due to non-compliance with the approval conditions on submission and implementation of drainage proposal.

Rejected Applications

- 5.4 Seven applications (No. A/YL-PS/33, 79, 82, 85, 113, 182 and 233) for temporary vehicle park and/or open storage covering various extents of the Site were rejected by the Committee/the Board upon review between 1998 and 2006 and the considerations were not relevant to the current application as the Site was in different zoning at that time¹.

¹ The site had previously been zoned “Undetermined” since 1996 before it was rezoned to “CDA” in 2010.

- 5.5 Application No. A/YL-PS/642 for proposed residential development covering the whole “CDA” zone was rejected by the Committee on 24.12.2021 and the considerations were not relevant to the current application which involves a different use.

6. Similar Applications

There are four similar applications (No. A/YL-PS/637, 660, 708 and 716²) for temporary public vehicle park for private cars within the same “CDA” zone which were all approved by the Committee in the past five years mainly on similar considerations as those mentioned in paragraph 5.3 above. Details of the applications are summarised at **Appendix III** and their locations are shown on **Plan A-1**.

7. The Site and Its Surrounding Areas (Plans A-1 to A-4b)

7.1 The Site is:

- (a) hard-paved, fenced-off and occupied by the applied use without valid planning permission; and
- (b) accessible from Long Ping Road via a local track.

7.2 The surrounding areas comprise mainly vehicle parks, storage/open storage yards, factory and warehouse intermixed with unused land, vacant land, temporary structures and residential dwellings.

8. Planning Intention

The “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

9. Comments from Relevant Government Departments

9.1 Apart from the government departments as set out in paragraphs 9.2 and 9.3 below, other departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments are provided in **Appendices IV** and **V** respectively.

9.2 The following government department supports the application:

² The site has been rezoned to “Residential (Group A)8” on OZP No. S/YL-PS/21 currently in force.

Traffic

Comment of the Commissioner for Transport (C for T):

- (a) she supports the application from traffic engineering perspective to meet public demand for car parking spaces; and
- (b) the applicant should note her advisory comments in **Appendix V**.

9.3 The following government department does not support the application:

Environment

Comment of the Director of Environmental Protection (DEP):

- (a) he does not support the application as the applied use involves traffic of heavy vehicles and there are sensitive receivers of residential uses in the vicinity (with the nearest one located about 85m to its east) (**Plan A-3**), and environmental nuisance is expected;
- (b) there was no environmental complaint pertaining to the Site received in the past three years; and
- (c) the applicant should note his advisory comments in **Appendix V**.

10. Public Comment Received During the Statutory Publication Period

On 2.9.2025, the application was published for public inspection. During the statutory public inspection period, one public comment from an individual was received objecting to the application on the ground that the previous planning approval was revoked due to non-compliance with approval conditions (**Appendix VI**).

11. Planning Considerations and Assessments

- 11.1 The application is for temporary public vehicle park for private cars, MGVs and coaches for a period of three years at the Site zoned “CDA” on the OZP. Although the applied use is not in line with the planning intention of the “CDA” zone, it could provide vehicle parking spaces to meet any such parking demand in the area. In this regard, C for T supports the application. Besides, there is no known development proposal at the Site. Approval of the application on a temporary basis for a period of three years would not jeopardise the long-term development of the “CDA” zone.
- 11.2 The Site is mainly surrounded by vehicle parks, storage/open storage yards, factory and warehouse intermixed with unused land, vacant land, temporary structures and residential dwellings (**Plan A-2**). The applied use is considered not incompatible with the surrounding land uses.

- 11.3 Other concerned government departments consulted including the Director of Fire Services and Chief Engineer/Mainland North of Drainage Services Department have no objection to or no adverse comment on the application from fire safety and drainage aspects respectively. DEP does not support the application as there are sensitive receivers of residential use in the vicinity of the Site (with the nearest one located about 85m to its east) (**Plan A-3**), thus environmental nuisance is expected. Nonetheless, no environmental complaint concerning the Site has been received by DEP in the past three years. Should the planning application be approved, the applicant will be advised to follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” to minimise possible environmental nuisance on the surrounding areas. Furthermore, relevant approval conditions are recommended in paragraph 12.2 below to address the technical requirements of concerned government department.
- 11.4 The Committee has approved a previous application for the same applied use at the Site in 2023 and four similar applications within the same “CDA” zone in the past five years. Approval of the application is generally in line with the previous decisions of the Committee.
- 11.5 Regarding the public comment as summarised in paragraph 10 above, the applicant has submitted a drainage proposal in support of the current application. The planning considerations and assessments in paragraphs 11.1 to 11.4 above are also relevant.

12. **Planning Department’s Views**

- 12.1 Based on the assessment made in paragraph 11 and having taken into account the public comment mentioned in paragraph 10 above, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years until **24.10.2028**. The following conditions of approval and advisory clauses are also suggested for Members’ reference:

Approval conditions

- (a) the submission of a revised drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **24.4.2026**;
- (b) the implementation of the revised drainage proposal within **9** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **24.7.2026**;
- (c) in relation to (b) above, the implemented drainage facilities shall be maintained at all times during the planning approval period;

- (d) if the above planning condition (c) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (e) if any of the above planning condition (a) or (b) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory clauses

The recommended advisory clauses are attached at **Appendix V**.

12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

- (a) the development is not in line with the planning intention of "CDA" zone which is primarily for comprehensive development/ redevelopment of the area for residential use with the provision of commercial, open space and other supporting facilities. No strong justification has been given in the submission for a departure from the planning intention, even on a temporary basis; and
- (b) the applicant fails to demonstrate that the applied use would not generate adverse environmental impact to the surrounding areas.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application form with attachments received on 25.8.2025
Appendix Ia	FI received on 9.10.2025
Appendix Ib	FI received on 21.10.2025
Appendix II	Previous Applications
Appendix III	Similar Applications
Appendix IV	Government Departments' General Comments
Appendix V	Recommended Advisory Clauses
Appendix VI	Public Comment

Drawing A-1	Location Plan with Vehicular Access
Drawing A-2	Layout Plan
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
OCTOBER 2025**