

## Planning Statement

### Introduction

1. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. LEUNG Wo Ping, the Indigenous Inhabitant Representative of Ma Kwu Lam Village (“the Applicant”) in support of the planning application for ‘Proposed Temporary Private Vehicle Park (Private Cars)’ for a period of 3 years (“the Proposed Development”) at Lot Nos. 543(Part), 544(Part), 546(Part), 547(Part), 548(Part), 549, 550(Part), 551(Part), 552RP(Part), 553, 603S.ARP, 605(Part), 606RP, 607(Part), 608(Part), 609RP and 610RP(Part) in D.D. 218 and adjoining Government Land, Ma Kwu Lam Village, Sai Kung North, New Territories (“the Site”) under Section 16 of the Town Planning Ordinance.

### Application Site (Plans 1 and 2)

2. The Site comprises Lot Nos. 543(Part), 544(Part), 546(Part), 547(Part), 548(Part), 549, 550(Part), 551(Part), 552RP(Part), 553, 603S.ARP, 605(Part), 606RP, 607(Part), 608(Part), 609RP and 610RP(Part) in D.D. 218 and adjoining Government Land, Ma Kwu Lam Village, Sai Kung North, New Territories. The Site is accessible from Sai Sha Road via a local track.
3. The site area is about 219 m<sup>2</sup>, including about 96 m<sup>2</sup> of Government Land.

### Planning Context

4. The Site falls within an area zoned “Village Type Development” (“V”) on the Approved Shap Sz Heung Outline Zoning Plan (the “OZP”) No. S/NE-SSH/11.
5. 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. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.
6. Temporary use or development of any land or building not exceeding a period of 3 years requires planning permission from the Board, notwithstanding that the use or development is not provided for in terms of the OZP.
7. Provided that the structure of the Proposed Development is 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 “V” zone.

### Development Parameters

8. The following table summarises the details of the structure on site (**Plan 3**):

No.	Use	Floor Area (ab.) (m <sup>2</sup> )	Covered Area (ab.) (m <sup>2</sup> )	Height (ab.) (m)	No. of storey
1	Guardroom	4	4	3	1
Total		<u>4</u>	<u>4</u>		
		<b>Plot Ratio</b>	<b>Site Coverage</b>		
		0.002	0.2%		

9. The private vehicle park serves to meet the parking demand of villagers. Only registered car owners are allowed to park at the Site. 83 nos. of parking spaces for private cars are proposed at the Site (**Plan 3**).
10. Operation hours are 24 hours daily, including Sundays and public holidays.
11. The Site was filled (existing ground level at +17.8 mPD) for the provision of solid ground. There is no land filling restriction within the “V” zone on the OZP.

### Similar Applications

12. 3 similar applications for ‘Private Vehicle Park’ use were approved by the Rural and New Town Planning Committee (“the Committee”) within the “V” zone on the OZP in the past 5 years:

Application No.	Applied Use	Date of Approval
A/NE-SSH/134	Renewal of Planning Approval for Temporary Private Car Park (Private Cars and LGVs) for a Period of 3 Years	10.7.2020
A/NE-SSH/135	Renewal of Planning Approval for Temporary Private Car Park (Private Cars and LGVs) for a Period of 3 Years	10.7.2020
A/NE-SSH/141	Renewal of Planning Approval for Temporary Private Car Park (Private Cars and LGVs) for a Period of 3 Years	15.10.2021

13. The similar applications were approved by the Committee on considerations that temporary approval would not frustrate the long-term planning intention of the “V” zone; the site was hard-paved and the applied use was not incompatible with surrounding environment; and no adverse departmental comments from relevant government departments.
14. 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 similar approved applications.

## No Adverse Impacts to the Surroundings

### Visual and Landscape

15. The Proposed Development involves the erection of a single-storey temporary structure, the applied use is considered not incompatible with surrounding land uses mainly comprising village houses and vacant lands.
16. Adverse visual and landscape impacts to the surrounding areas should not be anticipated.

### Traffic

17. The trip attraction and generation rates are expected as follows:

	Weekday		Weekend	
	Attractions	Generations	Attractions	Generations
07:00 – 08:00	0	2	0	0
08:00 – 09:00	0	4	0	0
09:00 – 10:00	0	0	0	0
10:00 – 11:00	0	4	0	6
11:00 – 12:00	2	4	0	6
12:00 – 13:00	3	3	0	6
13:00 – 14:00	4	2	0	5
14:00 – 15:00	3	4	5	7
15:00 – 16:00	2	3	6	5
16:00 – 17:00	2	2	5	5
17:00 – 18:00	3	0	6	0
18:00 – 19:00	2	0	4	0
19:00 – 20:00	3	0	4	0
20:00 – 21:00	2	0	5	0
21:00 – 07:00	2	0	5	0
<b>Total Trips</b>	<b><u>28</u></b>	<b><u>28</u></b>	<b><u>40</u></b>	<b><u>40</u></b>

18. In view of the low trip attraction and generation rates, the Proposed Development should not cause adverse traffic impacts to the adjacent areas and road networks.
19. Sufficient space is provided for vehicle manoeuvring (**Plan 4**) within the Site. No parking, reversing or turning of vehicles on public roads is expected.
20. Neither vehicles without valid licences issued under the Road Traffic Ordinance nor vehicles exceeding 5.5 tonnes, including medium/heavy goods vehicles and container trailers/tractors, are allowed to park, stall, enter or exit the Site.
21. No car beauty services, vehicle repairing, dismantling or other workshop activities will be carried out at the Site.

Drainage

22. The Applicant will submit a drainage proposal, with the provision of u-channels and catchpits to mitigate any potential adverse drainage impacts generated by the Proposed Development after the planning approval has been granted from the Board. The Applicant will implement the drainage facilities at the Site once the drainage proposal is accepted by relevant authorities.

Fire Safety

23. A layout plan incorporated with fire service installations (FSIs) will be submitted upon the request of the Director of Fire Services after the planning approval has been granted from the Board. The Applicant will proceed to implement the FSIs once the proposal is accepted.

Environment

24. The Applicant will 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.

**Planning Gain**

25. The Proposed Development can cater for the huge demand of parking spaces for village residents in the vicinity and reduce roadside illegal parking.

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