

Planning Statement

Introduction

1. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. CHOI Fai Man (“the Applicant”) in support of the planning application for ‘Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and associated Filling of Land’ (“the Proposed Development”) at Lot Nos. 19 S.A ss.1, 19 S.A ss.2, 19 S.A ss.3, 19 S.A ss.4, 19 S.A RP, 19 S.B, 19 S.C, 19 S.D, 19 S.E, 19 S.F, 19 S.G, 19 S.H and 19 RP in D.D. 109, Yuen Long, New Territories (“the Site”) under Section 16 of the Town Planning Ordinance.

Application Site (Plans 1 and 2)

2. The Site comprises Lot Nos. 19 S.A ss.1, 19 S.A ss.2, 19 S.A ss.3, 19 S.A ss.4, 19 S.A RP, 19 S.B, 19 S.C, 19 S.D, 19 S.E, 19 S.F, 19 S.G, 19 S.H and 19 RP in D.D. 109, Yuen Long, New Territories. The Site is adjacent to Shui Mei Tsuen and is accessible from Shui Tau Road leading to the ingress to its east.
3. The site area is about 2,005 m². No Government Land is involved.

Planning Context

4. The Site falls partly within an area zoned “Village Type Development” (“V”) and partly within an area zoned “Agriculture” (“AGR”) on the Approved Kam Tin North Outline Zoning Plan (the “OZP”) No. S/YL-KTN/11.
5. The planning intention of the “AGR” zone is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
6. The planning intention of the “V” zone is to reflect existing recognized 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 Town Planning Board.
7. According to the Notes of the OZP, 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.

8. Provided that the structures of the Proposed Development are 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 “AGR” and “V” zones.

Development Parameters

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

No.	Use	Floor Area (ab.) (m ²)	Covered Area (ab.) (m ²)	Height (ab.) (m)	No. of storey
1	Guardroom and Ancillary Office	15	15	3	1
2	Container converted Storage	30	30	3	1
Total		<u>45</u>	<u>45</u>		
		Plot Ratio	Site Coverage		
		0.02	2.2%		

10. The vehicle park serves to meet the parking demand of nearby village residents and operators. 45 and 5 nos. of parking space for private cars and light goods vehicles (LGV) are proposed at the Site respectively, including 19 nos. of parking spaces with Electric Vehicle (EV) charging facilities (**Plan 3**).
11. Operation hours are 24-hours daily, including Sundays and public holidays.
12. The entire site is proposed to be filled with soil and concrete of about 0.4 m and 0.1 m respectively (existing ground level at +3.6 mPD) (**Plan 5**) for the provision of solid ground for the erection of structures and vehicle manoeuvring.

Similar Applications

13. There are 14 similar applications for vehicle park use approved by the Committee within or straddling the “AGR” or “V” zones on the OZP in the past 5 years:

Application No.	Applied Use	Date of Approval
A/YL-KTN/694	Renewal of Planning Approval for Temporary Private Vehicle Park for Light Goods Vehicles for a Period of 3 Years	20.3.2020
A/YL-KTN/710	Renewal of Planning Approval for Temporary Private Vehicle Park for Light Goods Vehicles for a Period of 3 Years	10.7.2020
A/YL-KTN/719	Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years	22.1.2021
A/YL-KTN/768	Proposed Temporary Shop and Services (motor-vehicle showroom) and Public Vehicle Park (excluding container vehicle) for a Period of 5 Years	25.6.2021

Application No.	Applied Use	Date of Approval
A/YL-KTN/796	Proposed Temporary Shop and Services (Motor-vehicle Showroom) and Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years	24.12.2021
A/YL-KTN/803	Proposed Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 5 Years	14.1.2022
A/YL-KTN/816	Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) for a Period of 3 Years and Filling of Land	18.2.2022
A/YL-KTN/827	Renewal of Planning Approval for Temporary Private Car Park for Medium Goods Vehicles and Storage of Construction Materials for a Period of 3 Years	20.5.2022
A/YL-KTN/888	Renewal of Planning Approval for Temporary Private Vehicle Park for Light Goods Vehicles for a Period of 3 Years	17.3.2023
A/YL-KTN/915	Renewal of Planning Approval for Temporary Private Vehicle Park for Light Goods Vehicles for a Period of 3 Years	23.6.2023
A/YL-KTN/922	Temporary Public Vehicle Park (excluding Container Truck) for a Period of 3 Years	28.7.2023
A/YL-KTN/935	Temporary Shop and Services and Public Vehicle Park (Excluding Container Vehicle) with Ancillary Facilities for a Period of 5 Years	11.8.2023
A/YL-KTN/927	Proposed Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) for a Period of 5 Years	13.10.2023
A/YL-KTN/961	Temporary Vehicle Park (Excluding Container Vehicles) for a Period of 3 Years and Filling of Land	5.4.2024

14. The similar applications were approved by the Committee between 2020 and 2024 on considerations that temporary approval would not frustrate the long-term planning intention of the “AGR” or “V” zones; not incompatible with surrounding land uses; and no adverse departmental comments or the concerns could be addressed by relevant approval conditions.
15. 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

16. The Proposed Development involves the erection of two single-storey temporary structures. The applied use is considered not incompatible with surrounding land uses mainly comprising warehouses, parking of vehicles, hobby farms, residential dwellings and agricultural land. No vegetation clearance and tree felling will be carried out at the Site. As such, adverse visual and landscape impacts to the surrounding areas should not be anticipated.

Traffic

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

	Daily Trip Attractions	Daily Trip Generations
08:00 – 09:00	2	4
09:00 – 10:00	3	3
10:00 – 11:00	4	3
11:00 – 12:00	1	1
12:00 – 13:00	3	3
13:00 – 14:00	1	1
14:00 – 15:00	3	2
15:00 – 16:00	2	4
16:00 – 17:00	3	3
17:00 – 18:00	1	3
18:00 – 19:00	4	2
19:00 – 20:00	3	4
20:00 – 08:00	5	2
Total Trips	<u>35</u>	<u>35</u>

18. In view of the low trip attraction and generation rates, it is expected that the Proposed Development should not cause adverse traffic impacts to the adjacent areas and road network.
19. Sufficient space is provided for vehicle manoeuvring within the Site (**Plan 4**). No parking, reversing or turning of vehicles on public road is expected. No container vehicles and vehicles exceeding 5.5 tonnes will be allowed to park at the Site.
20. Public transport services are available in the vicinity of the Site (about 450 m to the south). The walking time to the nearest Green Minibus Stop is about 6 minutes (**Plan 6**).

Drainage

21. The applicant will submit a drainage proposal, with provision of peripheral u-channels and catchpits to mitigate any potential adverse drainage impacts generated by the Proposed Development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the proposal is accepted by the Drainage Services Department.

Fire Safety

22. The Applicant will submit a layout plan incorporated with the proposed fire service installations (FSI) after the planning approval has been granted from the Board. The Applicant will proceed to implement the FSI proposal at the Site once it is accepted by the Director of Fire Services.

Environment

23. The Applicant undertakes to 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.

24. The Proposed Development is intended for the use of parking of vehicles only. No container vehicles/tractors and vehicles exceeding 5.5 tonnes will be allowed to park at, stall at, enter or exit the Site. No car beauty services, vehicle repairing, dismantling or other workshop activities will be allowed at the Site. No public announcement systems, whistle blowing or portable loudspeaker will be allowed within the Site. As such, potential adverse noise impacts to the surrounding areas are not anticipated.

Planning Gain

25. The Proposed Development serves to cater for the demand for parking spaces of nearby village residents and visitors and alleviate the problem of roadside illegal parking in the vicinity.
26. The Proposed Development is in line with the long-term policy objectives and plans as mentioned in the 2023 Policy Address, which is to promote the adoption of EVs and their associated supporting facilities and to increase the number of parking spaces with charging infrastructure by mid-2027 in Hong Kong.

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