

Planning Statement

Introduction

1. This Planning Statement is submitted to the Town Planning Board (“the Board”) on behalf of Mr. HO Sung Sing (“the Applicant”) in support of the planning application for ‘Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) for a Period of 3 Years and associated Filling of Land’ (“the Proposed Development”) at Lot No. 38 (Part) in D.D. 110, 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 No. 38 (Part) in D.D. 110, Yuen Long, New Territories. The Site is accessible from Kong Po Road via a local track leading to the ingress to its north.
3. The site area is about 1,758 m². No Government Land is involved.

Planning Context

4. The Site falls 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. 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.
7. Given that no structures will be erected in the Proposed Development, 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” zone.

Development Parameters

8. The vehicle park serves to meet the parking demand of nearby village residents and operators. 37 and 6 nos. of parking space for private cars and light goods vehicles (LGV) are proposed at the Site respectively (**Plan 3**).
9. Operation hours are 24-hours daily, including Sundays and public holidays.

10. The Site is hard-paved with concrete of about 0.1 m in depth. The current application serves to regularise the filling of land for the provision of solid ground for vehicle manoeuvring (**Plan 5**).

Similar Applications

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

Application No.	Applied Use	Date of Approval
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/961	Temporary Vehicle Park (Excluding Container Vehicles) for a Period of 3 Years and Filling of Land	5.4.2024
A/YL-KTN/1038	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of Three Years and Associated Filling of Land	20.9.2024
A/YL-KTN/985	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years and Associated Filling of Land	4.10.2024
A/YL-KTN/1001	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years and Associated Filling of Land	25.10.2024

12. The similar applications were approved by the Committee between 2022 and 2024 on considerations that temporary approval would not frustrate the long-term planning intention of the “AGR” zone; not incompatible with surrounding land uses; and no adverse departmental comments or the concerns could be addressed by relevant approval conditions.
13. 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

14. Given that no structures will be erected at the Site, the applied use is considered not incompatible with surrounding land uses mainly comprising warehouses, 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

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

	Daily Trip Attractions	Daily Trip Generations
08:00 – 09:00	2	3
09:00 – 10:00	1	2
10:00 – 11:00	2	3
11:00 – 12:00	1	1
12:00 – 13:00	3	2
13:00 – 14:00	1	1
14:00 – 15:00	2	2
15:00 – 16:00	2	3
16:00 – 17:00	1	1
17:00 – 18:00	1	1
18:00 – 19:00	3	2
19:00 – 20:00	2	2
20:00 – 08:00	4	2
Total Trips	<u>25</u>	<u>25</u>

16. 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.
17. 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.
18. Public transport services are available in the vicinity of the Site (about 150 m to the west). The walking time to the nearest Green Minibus Stop is about 2 minutes (**Plan 6**).

Drainage

19. 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

20. 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

21. 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.

22. 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

23. 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.

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