



Section 16 Planning Application

Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years

Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories

Planning Statement

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Prepared by
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EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories (hereinafter referred to “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board.

The Application Site falls within area zoned “Other Specified Uses (Rural Use)” on the approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 which was gazetted on 21.12.2018. According to the Notes of the Current OZP, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. In this connection, the Applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of three years.

The Application Site has a total area of approximately 1,486m². The proposed use aims to provide 9 car parking spaces (7m x 3.5m each) with ancillary site offices for management of freezer vehicles only. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) *The proposed use supports the local industry by providing a proper and regulated private vehicle park for freezer vehicles in an accessible and suitable location;*
- (b) *The Application Site has long been paved and utilized for related uses. The Current Application involves no substantial change in physical setting but represents a reduction in development intensity compared to previous uses. The Current Application allows for the optimization of valuable land resources due to its advantageous position and the exceptionally physical state;*
- (c) *The proposed use will continue to be compatible with the existing land uses in the immediate vicinity which have long been utilized by open storage, warehouses and other rural use that are similar to the proposed use;*
- (d) *Temporary nature of the proposed use will not jeopardize nor pre-empt the long-term planning intention of “OU(Rural Use)” zone or any planned infrastructural development (if any) in future;*
- (e) *No adverse traffic impact shall be anticipated since the number of trips generated by the proposed use will not be significant, there are minimal daily trips generation of vehicles to /from the Application Site for the proposed use;*
- (f) *There will be no adverse effect on the landscape character of the area, as the surrounding landscape is expected to remain unchanged. The proposed use will utilize existing vacant land for parking without altering the overall setting; and*
- (g) *The Application Site has been paved and utilized for similar use for more than 10 years.*

No adverse drainage impact nor flooding problems is envisaged.

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to the current application for the proposed use for a temporary period of 3 years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作臨時私人停車場（只限冷藏車）連附屬辦公室（為期3年）（以下簡稱「擬議用途」）。該申請所涉及地點位於新界元朗錦上路丈量約份第106約地段第401號(部分)、第404號(部分)、第405號餘段(部分)、第406號餘段、第408號餘段(部分)、第409號及第410號(部分)（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點於2018年12月21日刊憲的錦田南分區計劃大綱核准圖（編號S/YL-KTS/15）中被劃定為「其他指定用途」註明「鄉郊用途」。根據現行分區計劃大綱圖的註釋，任何土地或建築物的臨時用途或發展，如為期不超過三年，須向城市規劃委員會申請規劃許可。

申請地點的面積約為1,486平方米。擬議用途旨在提供停車位（每個7m x 3.5m）及附屬辦公室，僅用於管理冷藏車。此規劃報告書內詳細闡述擬議用途的規劃理據，當中包括：-

- (一) 擬議用途在便捷及合適的地點，為冷藏車車輛提供妥善及受規管的私人停車場，支持本地產業；
- (二) 申請地點早已鋪設路面並作相關用途。該申請並不會對現場環境造成重大改變，與之前的用途相比，發展密度亦有所降低。考慮其優越的地理位置和特殊的實際狀況，該申請可優化及善用寶貴的土地資源；
- (三) 擬議用途將繼續與鄰近地區的現有土地用途相容，該地區長期以來一直使用露天貯物、倉庫及其他與擬議用途類似的鄉郊用途；
- (四) 擬議用途的臨時性質不會損害或妨礙「其他指定用途（鄉郊用途）」地帶的長遠規劃意向或日後任何已規劃的基礎設施發展（如有）；
- (五) 由於擬議用途所產生的交通流量不大，每日往返申請地點的車輛數目極少，因此預期不會對交通造成不良影響；
- (六) 由於周邊景觀預計將保持不變，因此擬議用途不會對該地區的景觀特色造成不利影響。擬議用途將利用現有空地作停車場，不會改變整體環境；
- (七) 申請地點已鋪設路面並用作類似用途超過十年。預計不會對排水造成不良影響，亦不會有水浸問題。

鑑於以上及此規劃報告書所提供的詳細規劃理據，懇請城規會各委員酌情考慮批准該申請作臨時三年擬議用途。

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1 INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories (hereinafter referred to “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board. Its location is shown on **Figure 1** whilst **Figure 2** indicates relevant private lots which the Application Site involves.

1.1.2 The Application Site falls within area zoned “Other Specified Uses (Rural Use)” on the approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 which was gazetted on 21.12.2018 (hereinafter referred to as “the Current OZP”) (please refer to **Figure 3**). According to the Covering Notes of the Current OZP, “...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”. In this connection, the Applicant wishes to seek planning permission from the Board for the proposed use on a **temporary basis of three years**.

1.1.3 Prepared on behalf of *Dragon Earner Limited* (hereafter referred to as “the Applicant”), *Aikon Development Consultancy Limited* have been commissioned to prepare and submit the current application.

1.2 Objectives

1.2.1 The current application strives to achieve the following objectives:-

- (a) *To be given an opportunity to the Applicant to utilise the Application Site for the proposed use under the circumstances that it would provide a proper and regulated private vehicle park to serve the local industry;*
- (b) *To maximize land utilization in an area with great locational advantage in terms of the proximity to the Kam Sheung Road; and*
- (c) *To induce no adverse traffic, environmental, drainage nor infrastructural impacts on its surroundings.*

1.3 Structure of the Planning Statement

1.3.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the Application Site in terms of the current

land-use characteristics and neighbouring developments. Planning context of the Application Site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the proposed use.

2 SITE PROFILE

2.1 Location and Current Condition of the Application Site

2.1.1 The Application Site covers an area of about 1,486m². The Application Site is paved, fenced off and erected with temporary structures. The location of the Application Site is shown in **Figure 1** whilst **Figure 2** indicates the relevant private lots which the Application Site involves.

2.1.2 As shown on **Figure 1**, the Application Site is situated to the west of Kam Sheung Road and is accessible via a local track that leads directly to the road. The current condition of the Application Site is presented in **Illustration 1**.

2.2 Surrounding Land-use Characteristics

2.2.1 The surrounding areas are rural in character intermixed with open storage, warehouses, workshops and some temporary structures and vacant land. To the north of the Application Site is a warehouse. To the east of the Application Site are temporary structures. To the south of the Application Site is a nullah.

3 PLANNING CONTEXT

3.1 The Current OZP

3.1.1 The Application Site currently falls within an area zoned “OU(Rural Use)” on the Current OZP (please refer to **Figure 3**). The planning intention of “OU(Rural Use)” zone is *“primarily for the preservation of the character of the rural area. Uses or developments compatible with the rural landscape, such as passive recreation uses and a selected range of rural uses, may be allowed on application to the Town Planning Board, with a view to upgrading or improving the area or providing support to the local communities.”*

3.1.2 As stipulated in (11)(b) of the covering Notes of the Current OZP, *“...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”*. In this connection, the proposed use requires planning permission from the Board.

3.2 Previous Planning Applications

3.2.1 The Application Site is subject to three previous planning applications (No. A/YL-KTS/485, 558 and 751) for relevant use. **Table 3** encapsulates details of these previous planning applications. The previous planning application no. A/YL-KTS/751 (i.e. Temporary Open Storage of Freezer Vehicles, Air-conditioned Compartments and Spare Parts of Cooling Machinery Components for Vehicles for Sale, and Installation and Maintenance Workshop for Freezer Vehicles for a Period of 3 Years) was approved by the Board on 2.3.2018.

Table 1: Previous Planning Application at the Application Site

Application No.	Proposed Use(s)	Date of Decision	Decision
A/YL-KTS/485	Proposed Temporary Open Storage of Freezer Vehicles, Air-conditioned Compartments and Spare Parts of Cooling Machinery Components for Vehicles for Sale, and Installation and Maintenance Workshop for Freezer Vehicles for a Period of 3 Years	15.01.2010	Approved with conditions on temporary basis

Application No.	Proposed Use(s)	Date of Decision	Decision
A/YL-KTS/558	Temporary Open Storage of Freezer Vehicles, Air-conditioned Compartments and Spare Parts of Cooling Machinery Components for Vehicles for Sale, and Installation and Maintenance Workshop for Freezer Vehicles for a Period of 3 Years	18.05.2012	Approved with conditions on temporary basis
A/YL-KTS/ 751	Temporary Open Storage of Freezer Vehicles, Air-conditioned Compartments and Spare Parts of Cooling Machinery Components for Vehicles for Sale, and Installation and Maintenance Workshop for Freezer Vehicles for a Period of 3 Years	02.03.2018	Approved with conditions on temporary basis

4 DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

- 4.1.1 The Application Site has an area of about 1,486m² (**Figure 2** refers). It is proposed to utilise the Application Site for the proposed use (i.e. Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years).
- 4.1.2 A total of 9 parking spaces for freezer vehicles (Dimension: 7m(L) x 3.5m(W)) are proposed at the Application Site. All parking spaces are situated in open area and the indicative layout is presented in **Figure 4**. There are four converted containers (6.1m(L) x 2.45m(W) x 2.6m(H)) serving as ancillary site offices for the proposed use. The 4 temporary structures are of 1-storey with a total GFA of about 60m².
- 4.1.3 The proposed private vehicle park will be restricted to freezer vehicles only. The type of freezer vehicles is similar to Light Goods Vehicle standard (see **Photo 1**). No cleaning or workshop activities will be carried out at the Application Site and no vehicles exceeding 5.5 tonnes will enter the Site. The operation hours are proposed to be 24 hours daily, Monday to Sunday (including public holidays).



Photo 1. Type of Freezer Vehicle for the Proposed Use

- 4.1.4 The Indicative Layout Plan is shown on **Figure 4** whilst the key development parameters for the proposed use are detailed in **Table 2**.

Table 2: Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area	About 1,486m ²
Covered Area	About 60m ² (About 4%)
Uncovered Area	About 1,426m ² (About 96%)
Proposed Use(s)	Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years
Structure No(s).	4 (Ancillary Site Office) (6.1m(L) x 2.45m(W) x 2.6m(H))
Total Floor Area	About 60m ²
No. of Parking Spaces	9 (7m x 3.5m for Freezer Vehicles)
Operation Hours of the Private Vehicle Park	24 hours, Monday to Sunday (including public holidays)
Ingress/Egress	About 8m wide

4.2 Vehicular Access and Parking Arrangement

4.2.1 Currently, an ingress/egress point with a width of approximately 8m is provided at the northern boundary of the Application Site, connecting to a local track leading to Kam Sheung Road. It is proposed to make use of the existing ingress/egress point vehicular access. There is sufficient space are allocated for manoeuvring and waiting, thus preventing any potential queuing of vehicles back onto Kam Sheung Road. Additionally, traffic management measures are in place, including signage at the ingress/egress point (See **Illustration 1-I**).

4.2.2 There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the Application Site, and no waiting or queuing of vehicles along Kam Sheung Road will arise under any circumstances. The dimension of private car parking space complies with the requirements stipulated in the Hong Kong Planning Standards and Guidelines.

4.3 Traffic Considerations

4.3.1 The estimated average traffic generation and traffic generation rate at peak hours are as follow:

Table 3: Average Traffic Generation and Traffic Generation Rate at Peak Hours

	Traffic Generation at Peak Hours (pcu)	Traffic Attraction at Peak Hours (pcu)	Trip Generation Rate (pcu/parking space)	Trip Attraction Rate (pcu/parking space)
Proposed Temporary Private Vehicle Park (Freezer Vehicles) - 9 CPS	5	5	0.56	0.56

- 4.3.2 As shown in **Table 3**, no significant increase in traffic trip rate is anticipated. Considering the nature of the proposed use is to serve insignificant amount of freezer vehicles (9 nos.), which entering/leaving the Application Site is not frequent per day, it should induce no significant negative impacts on the traffic network of the area. The traffic management measures proposed in **Section 4.4** would be implemented to manage the proposed use.

4.4 Pedestrian Safety and Traffic Management Measures

- 4.4.1 The proposed use aims to provide a proper and regulated vehicle park for management of freezer vehicles only. The surrounding area that is predominately serving rural use is observed with limited traffic flow and low pedestrian flow. As evidenced in **Illustration 1**, existing traffic management measures are already available including the installation of traffic signs at the ingress/egress of the Application Site. Considering limited parking spaces (9 nos.) and existing traffic safety measures are available, the proposed use should not affect pedestrian safety.
- 4.4.2 To ensure the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, The Applicant also undertakes to strictly monitor the proposed private vehicle park and implement the following management measures:-
- No vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on the Application Site at any time;
 - Only LGV as defined in the Road Traffic Ordinance are allowed to be parked on or enter/exit the Application Site at any time; and
 - No car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities is allowed on the Application Site at any time.

4.5 Landscape and Visual Aspect

- 4.5.1 The Application Site is fully paved without vegetation. It was previously utilised as freezer vehicles-related uses (i.e. temporary open storage of freezer vehicles, air-conditioned compartments and spare parts of cooling machinery components for vehicles for sale, and installation and maintenance workshop for freezer vehicles). Boundary fencing has been erected since previous planning approvals and has been well-maintained (**Illustration 1** refers). Comparing to the previous uses, the proposed use involves a significant reduction in cover area and development intensity and served for a private vehicle park for 9 freezer vehicles only. No noise or visual impact is anticipated.

4.6 Provision of Drainage Facilities

- 4.6.1 The Application Site is a paved, flat land surrounded by natural drainage, including an existing nullah to the south. The flat terrain has not experienced flooding issues since the previous planning approvals. Considering the proposed use involves provision of

9 nos. of parking spaces with ancillary site offices only, no substantial change to current setting is involved and adverse drainage impacts are not anticipated with the proposed use. A drainage proposal has been prepared (**Figure 5** refers), which drainage channel would be implemented to the satisfaction of DSD by way of approval conditions.

4.7 Environmental Considerations

- 4.7.1 The Applicant will adhere to the relevant mitigation measures and requirements outlined in the latest “Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites” in order to minimize any potential environmental impacts. Based on this, no adverse environmental impacts are anticipated from the proposed use.

5 PLANNING JUSTIFICATIONS

5.1 Supports the Local Industry by Providing a Proper and Regulated Vehicle Park for Freezer Vehicles at an Accessible and Suitable Location

- 5.1.1 The proposed use intends to establish a private vehicle park specifically designed for freezer vehicles. The Application Site is in close proximity to Kam Sheung Road and is considered an ideal and convenient location, for parking of freezer vehicles. The Application Site has previously received three planning approvals for freezer vehicle-related uses, demonstrating its suitability for freezer vehicles related operations. The proposed use is anticipated to enhance logistics and supply chain efficiency while supporting the food industry and local operations. Given the scarcity of suitable sites for freezer vehicles-related businesses, the proposed use effectively addresses a critical demand within the industry and contributes to the overall sustainability and resilience of local food supply chains.

5.2 No Substantial Change to Current Setting and Allow Optimization of Land Resources

- 5.2.1 The Application Site has long been paved and utilized for industrial undertakings. The Current Application involves no substantial change in physical setting. Compared to previous uses, the proposed use involves a significant reduction in site coverage and development intensity and should induce no significant impact. Considering the previous uses has ceased and the Application Site is current vacant with some temporary structures, the current application allows optimization of valuable land resources due to its advantageous position and the exceptionally physical state.

5.3 Compatible with Existing Land-use Characters of the Locality

- 5.3.1 The immediate surrounding of the Application site is characterised by open storage, warehouses, workshops and some temporary structures and vacant land which are of similar nature to the proposed use. In this regard, the proposed use at the Application Site is deemed compatible with these surrounding land use characters and allowing the proposed use on site should not in any sense pose any interface problems to the locality.

5.4 Temporary Nature Would Not Jeopardize its Planning Intention of “OU(Rural Use)” Zone

- 5.4.1 Notwithstanding the application site falls within “OU(Rural Use)” zone on the Current OZP, temporary nature of the current application will by no means jeopardize the long term planning intention of “OU(Rural Use)” zone.
- 5.4.2 While the subject zone is intended for the preservation of the character of the rural area. Uses or developments compatible with the rural landscape, such as passive recreation uses and a selected range of rural uses, may be allowed on application to the Town Planning Board, with a view to upgrading or improving the area or providing support to the local communities. As such, the proposed use is considered not to

contravene the planning intention.

- 5.4.3 Moreover, the proposed use in the interim at the Application Site is deemed not unsuitable and is able to continuously and flexibly meet the demands on the proposed use. It is the mere fact that such period of the planning approval could be adjusted by the Board to a period of three years or less, and that a fresh section 16 planning application is required upon its expiry. The entire authority is always from the board that whether a new planning application for the continuation of the proposed use is further allowed or not. In this connection, the temporary nature of the proposed use would not in any sense pose any constraint to jeopardize nor pre-empt the long-term planning intention of OU(Rural Use)" zone.

5.5 No Adverse Traffic Impact

- 5.5.1 The Application site is accessible via Kam Sheung Road, with an existing ingress/egress. Considering the nature of the proposed use is parking of vehicles with a maximum capacity of 9 nos. of vehicles, traffic demand is not as huge as other public vehicle parks or open storage uses. In addition, given the nature of the operations, vehicles would be arrived at designated hours, and advanced arrangement should be made to avoid busy traffic hours. There will only be a small amount of trips generation daily, it is anticipated that vehicles trip due to the operation of the proposed use will be very insignificant to the generation of the overall traffic in the local network.
- 5.5.2 Sufficient area within the Application Site has been provided to ensure smooth manoeuvring within the Application Site. It is anticipated that the proposed use will not generate any queuing back issue and will not significantly affect the ingress/egress to other industrial operation along the existing local track.

5.6 No Adverse Landscape and Visual Impact

- 5.6.1 The Application Site is situated within a predominantly rural landscape, characterized by industrial undertaking and other rural use. The proposed use that provides 9 carparking spaces and 4 ancillary structures of 1 storey is considered minimal from visual point of view. The proposed use would not disturb the integrity of the landscape while accommodating necessary operational needs.

5.7 No Adverse Drainage and Environmental Impact

- 5.7.1 Given that the Application Site and its surrounding land have long been paved and established, there were no floodings problems arising from the Application Site. No adverse drainage impact arising from the proposed use is anticipated. The Applicant is willing to implement the drainage proposal to the satisfaction of the Board/ or relevant Government department(s) as compliance of approval planning conditions should it be considered necessary.
- 5.7.2 The Applicant also undertakes to strictly monitor the proposed use and implement management measures of no vehicle without valid licence issued under the Road Traffic Ordinance and no vehicle other than LGVs being allowed to be parked/stored

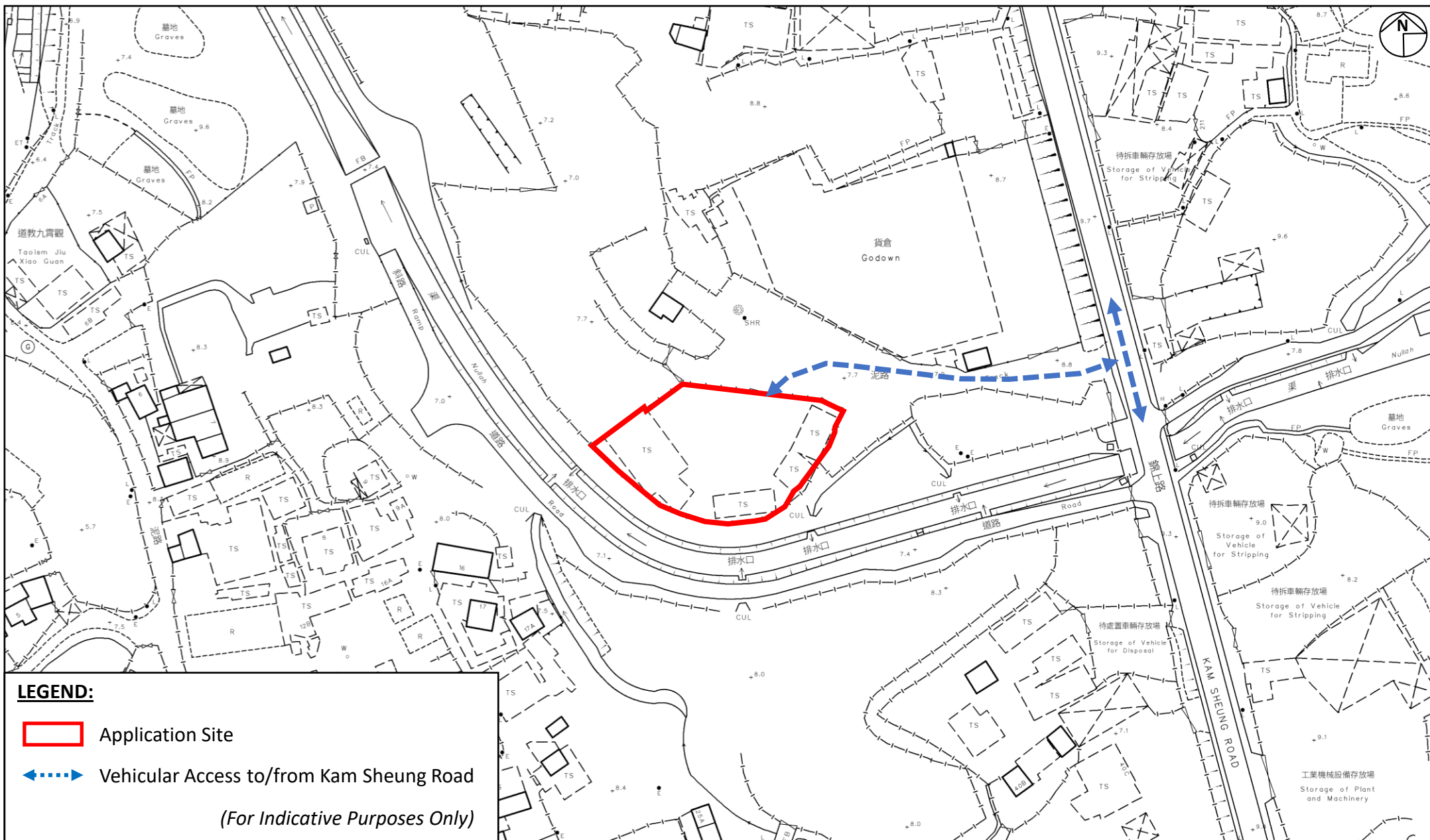
on the Application Site at any time; no car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities. As such, **no adverse environmental impact** and misuse of the temporary private vehicle park is anticipated.

6 CONCLUSION

- 6.1.1 This Planning Statement is submitted to the Board in support of a planning application for **Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years** at Various Lot in D.D. 106, Pat Heung, Yuen Long, New Territories. The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board.
- 6.1.2 The Application Site falls within area zoned “OU (Rural Use)” on the approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15 which was gazetted on 21.12.2018. According to the Notes of the Current OZP, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. In this connection, the Applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of three years.
- 6.1.3 The Application Site has a total area of approximately 1,486m². The proposed use aims to provide 9 car parking spaces (7m x 3.5m each) with ancillary site offices for management of freezer vehicles only. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-
- (a) *The proposed use supports the local industry by providing a proper and regulated private vehicle park for freezer vehicles in an accessible and suitable location;*
 - (b) *The Application Site has long been paved and utilized for related uses. The Current Application involves no substantial change in physical setting but represents a reduction in development intensity compared to previous uses. The Current Application allows for the optimization of valuable land resources due to its advantageous position and the exceptionally physical state;*
 - (c) *The proposed use will continue to be compatible with the existing land uses in the immediate vicinity which have long been utilized by open storage, warehouses and other rural use that are similar to the proposed use;*
 - (d) *Temporary nature of the proposed use will not jeopardize nor pre-empt the long-term planning intention of “OU(Rural Use)” zone or any planned infrastructural development (if any) in future;*
 - (e) *No adverse traffic impact shall be anticipated since the number of trips generated by the proposed use will not be significant, there are minimal daily trips generation of vehicles to /from the Application Site for the proposed use;*
 - (f) *There will be no adverse effect on the landscape character of the area, as the surrounding landscape is expected to remain unchanged. The proposed use will utilize existing vacant land for parking without altering the overall setting; and*
 - (g) *The Application Site has been paved and utilized for similar use for more than 10 years. No adverse drainage impact nor flooding problems is envisaged.*
- 6.1.4 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of three years.

List of Figures

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Figure 4	Indicative Layout Plan
Figure 5	Drainage Proposal



Project:
 Section 16 Planning Application for Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years at Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories

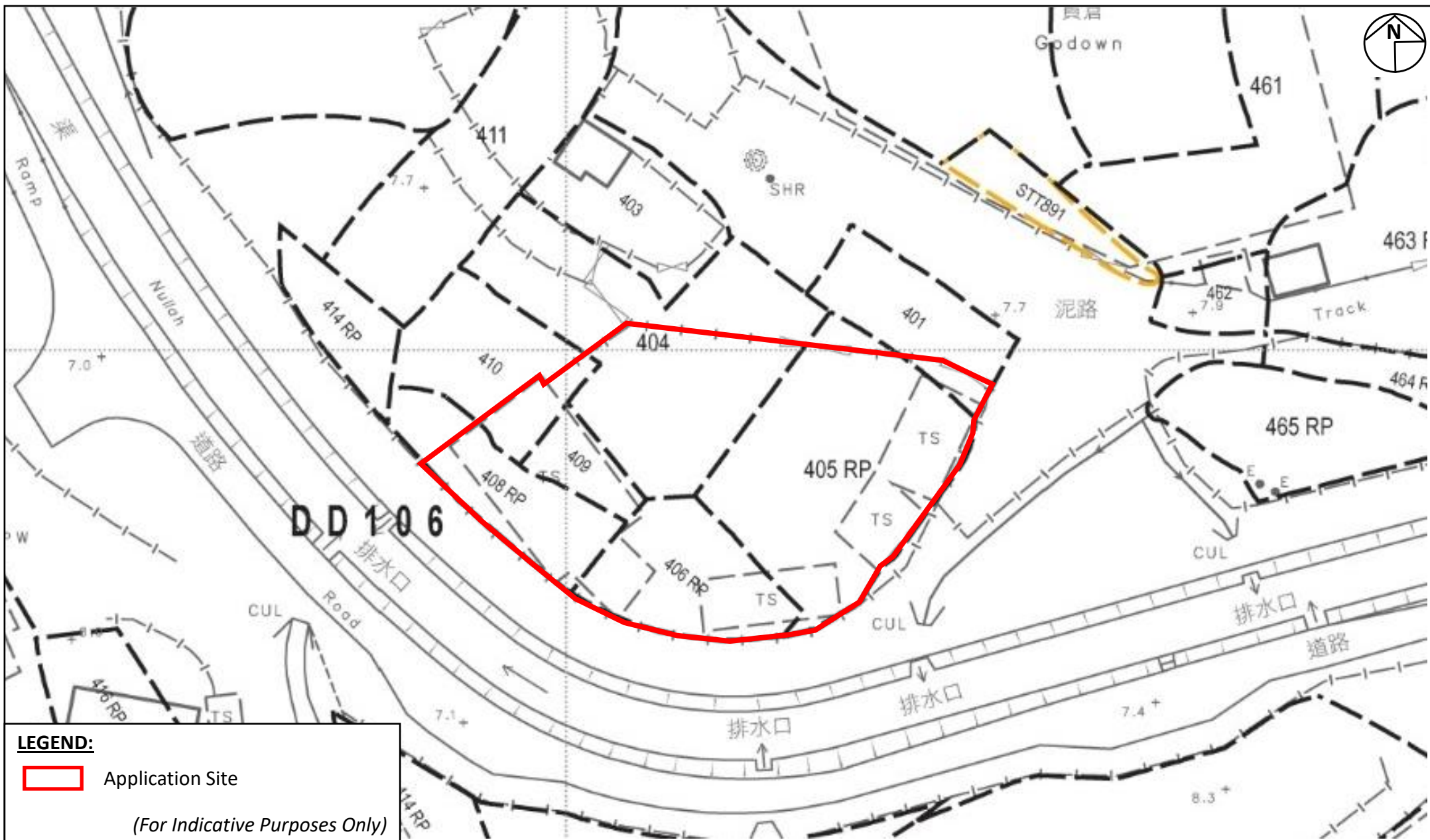
Title:
 Location Plan

Figure:
 1

Scale:
 Not to Scale

Date:
 Jan 2025

Ref.: ADCL/PLG-10307-R001/F001



Project:

Section 16 Planning Application for Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years at Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories

Title:

Extract of Lot Index Plan
(No. ags_S00000136733_0001)

Ref.: ADCL/PLG-10307-R001/F002

Figure:

2

Scale:

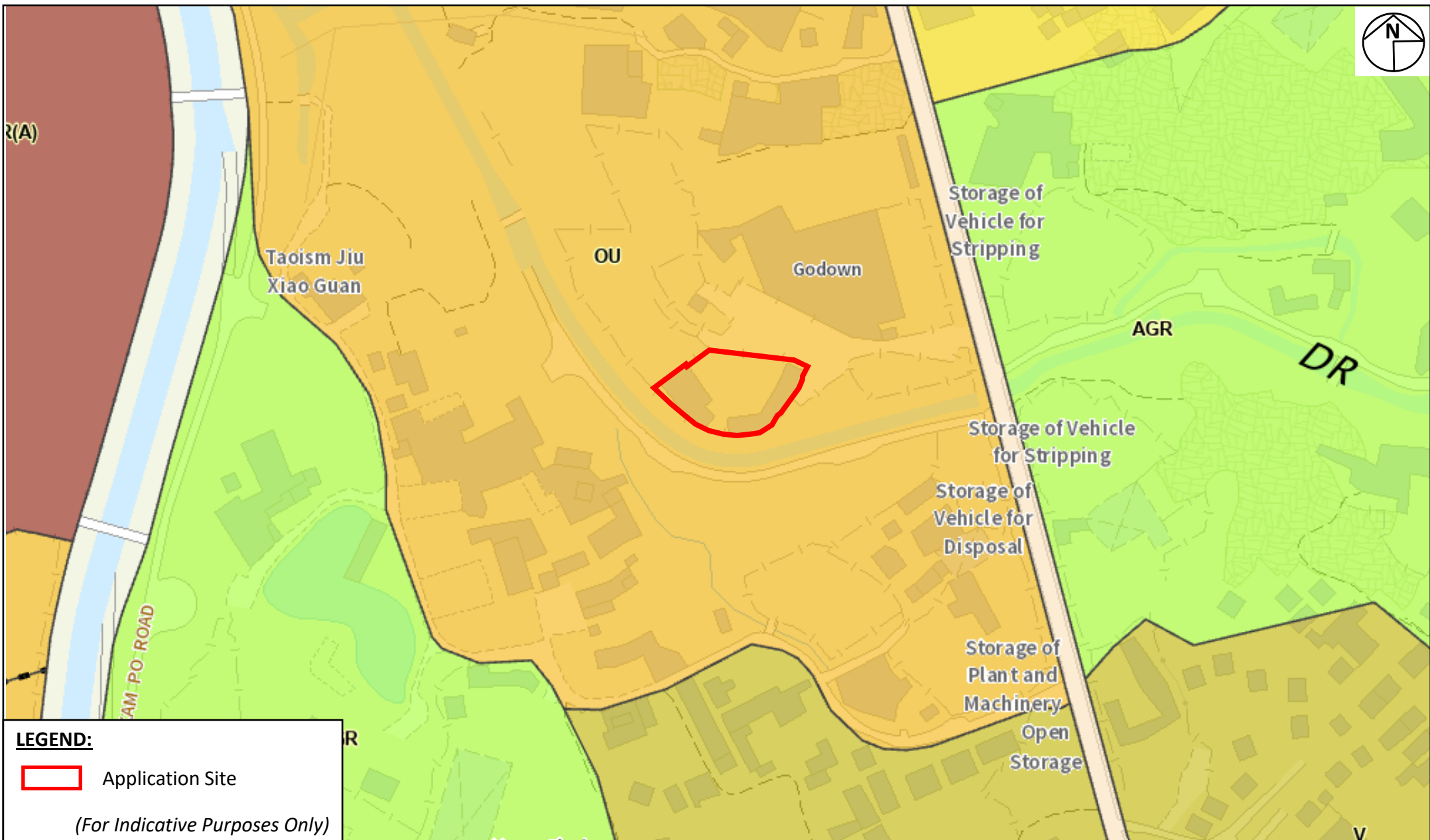
Not to Scale

Date:

Jan 2025



AIKON DEVELOPMENT CONSULTANCY LTD.



Project:

Section 16 Planning Application for Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years at Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories

Title:

Extract of the Approved Kam Tin South Outline Zoning Plan No. S/YL-KTS/15

Ref.: ADCL/PLG-10307-R001/F003

Figure:

3

Scale:

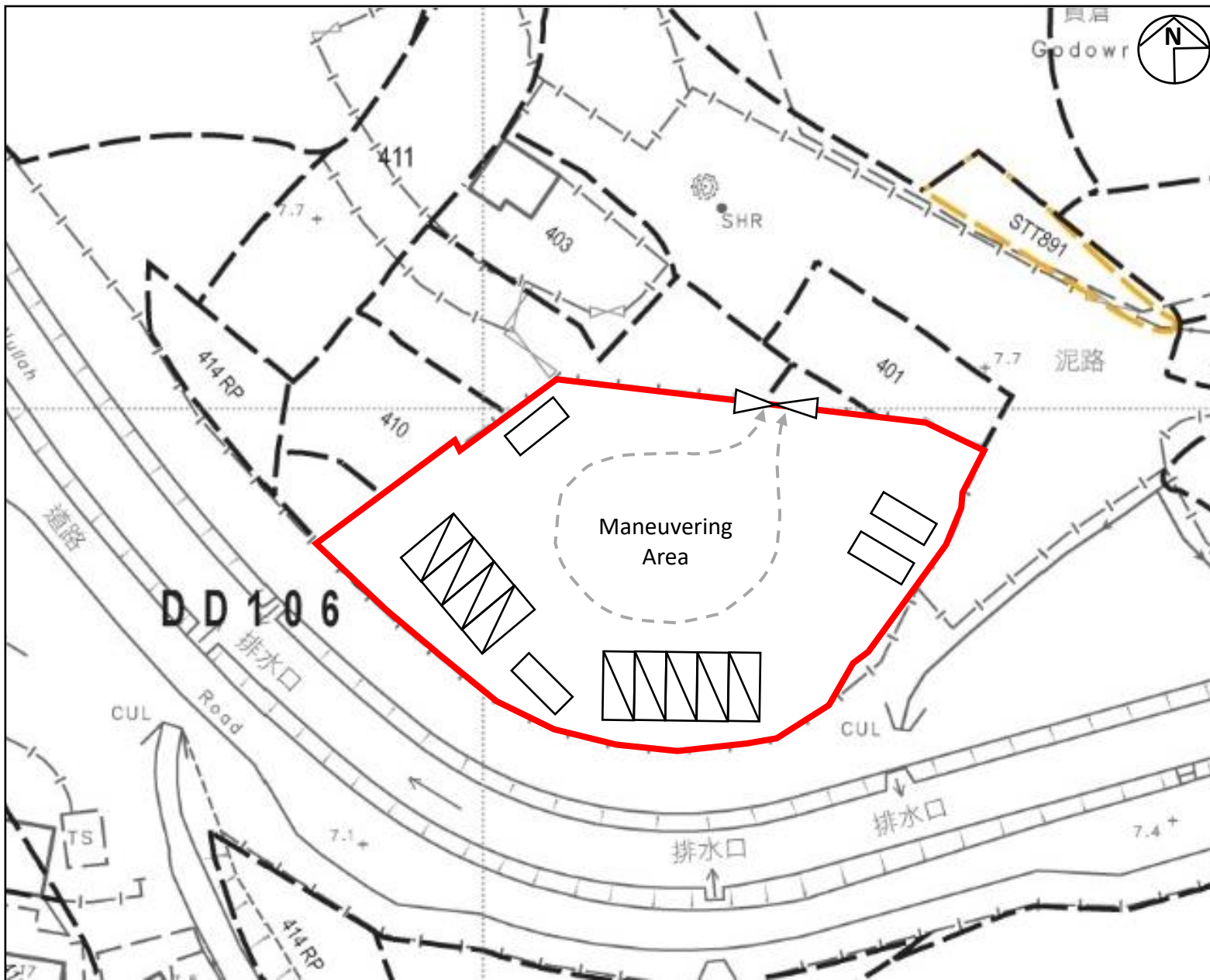
Not to Scale

Date:

Jan 2025



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LEGEND:

- The Application Site
- Ancillary Site Office
(6.1m(L) x 2.45m(W) x 2.6m(H))
- Private Car Parking Space
For Freezer Vehicles (9 no.)
(7m x 3.5m)
- Ingress/Egress (about 8m)
- Internal Vehicular Access

(For Indicative Purposes Only)

Project:

Section 16 Planning Application for Temporary Private Vehicle Park (Freezer Vehicles Only) with Ancillary Site Office for a Period of 3 Years at Lot Nos. 401 (Part), 404 (Part), 405 RP (Part), 406 RP, 408 RP (Part), 409 and 410 (Part) in D.D. 106, Pat Heung, Yuen Long, New Territories

Title:

Indicative Layout Plan

Figure:

4

Scale:

Not to Scale

Date:

Jan 2025

Ref.: ADCL/PLG-10307-R001/F004



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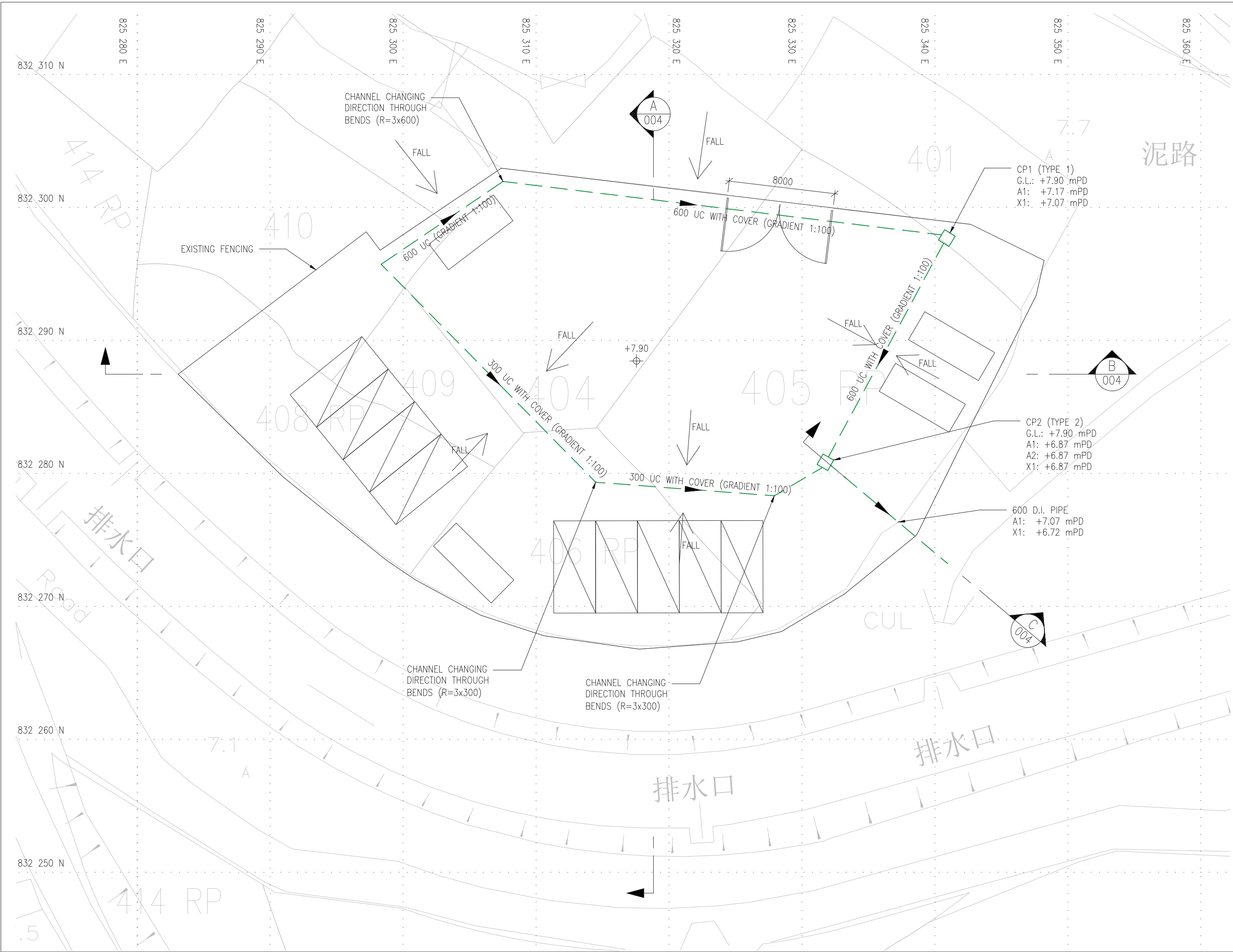


Figure 5
Drainage Proposal

List of Illustrations

Illustration 1	Current Condition of the Application Site
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