



DeSPACE (International) Limited

Date: 29th July 2025

BY HAND & EMAIL

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

Dear Sir/Madam,

**SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND IN "VILLAGE TYPE
DEVELOPMENT" ZONE AT LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP
(PART), 3671 RP (PART), 3672 RP (PART), 3673 RP (PART) IN D.D.104, NAM SANG WAI,
YUEN LONG, NEW TERRITORIES**

DeSPACE (International) Limited acts on behalf of the Applicants, Main Start Limited, Universal Faith Development Limited, Right Top Limited, Hill Win Development Limited, Park View Investment Limited and City Top Investment Development Limited to prepare and submit this Section 16 Town Planning Application to the Town Planning Board to seek planning permission for a proposed Temporary Public Vehicle Park (excluding Container Vehicle) and Associated Filling of Land for a Period of 3 Years in "Village Type Development" zone at the captioned lots.

Please find the enclosed the following documents in support of the application for departmental circulation and distribution to members of the TPB.

- [1] 1 signed original copy of Section 16 Application Form including Particulars of Applicant and Authorized Agent;
- [2] 4 hard copies of the supplementary planning statement;
- [3] An Authorization Letter signed by the Applicant; and
- [4] A proof of Land Ownership provided by the Applicant.

We should be most grateful if you can notify us of any departmental comments or queries on the application for our corresponding action in due course.

Should you have any queries with this submission, please feel free to contact [REDACTED]

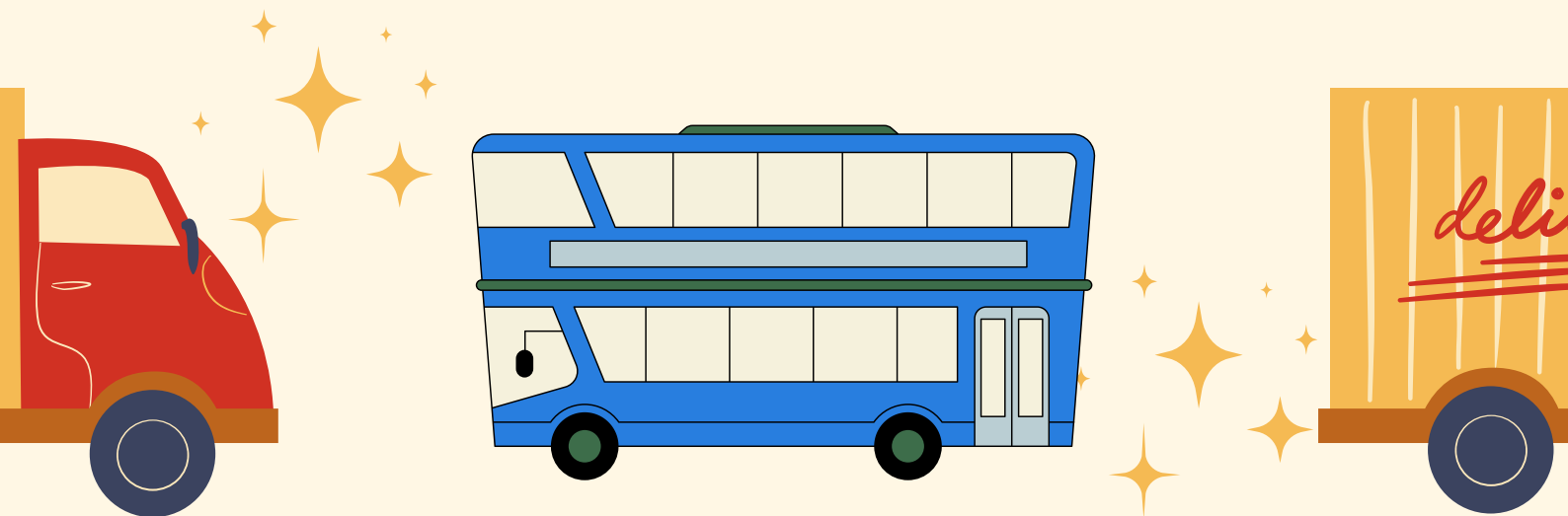
Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED



SUPPLEMENTARY PLANNING STATEMENT

SECTION 16 TOWN PLANNING APPLICATION JULY 2025

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "VILLAGE TYPE DEVELOPMENT" ZONE AT LOTS 3669 S.A RP (PART), 3669 S.B RP (PART), 3670 RP (PART), 3671 RP (PART), 3672 RP (PART) AND 3673 RP (PART) IN D.D.104, NAM SANG WAI, YUEN LONG, NEW TERRITORIES



Planning Consultant

DeSPACE (International) Limited

Architect

I Consultants & Contracting
Co. Ltd

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Executive Summary

The Applicant as the “current land owner” of Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part), 3671 RP (Part), 3672 RP (Part), and 3673 RP (Part) in D.D.104, Nam Sang Wai, Yuen Long, New Territories, now seeks town planning permission from the Town Planning Board (the TPB) for a proposed Temporary Public Vehicle Park (excluding container vehicle) and associated filling of land for a Period of 3 Years at the aforementioned site. The application site has a total area of about 3,010m². 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 TPB.

According to the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10 (the OZP), the proposed Temporary Public Vehicle Park (PVP) (excluding container vehicle) is a Column 2 use under the “Village Type Development” zone, which requires planning permission from the TPB. According to the OZP, “any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance”. The proposed associated filling of land therefore requires planning permission from the TPB.

The proposed development on a temporary basis is at a compatible development scale to its nearby rural developments predominated by residential structures/dwellings and vacant/unused land. Also, the proposed development shall cease three months prior to the commencement of the lease execution of the concurrent long-term applications for proposed RCHD and RCHE under application Nos. A/YL-NSW/348 and A/YL-NSW/349 respectively and would not cause any adverse impacts to the surroundings. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject Application.

行政摘要

（聲明：此中文譯本僅供參考，如中文譯本和英文原文有差異時，應以英文原文為準。）

申請人為現時新界元朗壆圍錦壆路東丈量約份第 104 約地段第 3669 號 A 分段之餘段（部分）、第 3669 號 B 分段之餘段（部分）、第 3670 號餘段（部分）、第 3670 號餘段（部分）、第 3671 號餘段（部分）、第 3672 號餘段（部分）、第 3673 號餘段（部分）之土地擁有人，現向城市規劃委員會（下稱城規會）申請於上述地點作為臨時公眾停車場（貨櫃車除外）及相關填土工程，為期三年。申請地點總面積約 3,010 平方米。本規劃陳述書旨提供背景資料及規劃理由，以支持擬議用途，從而促進城規會之審議。

根據南生圍分區計劃大綱核准圖編號 S/YL-NSW/10（下稱大綱核准圖）中的「鄉村式發展」地帶，擬議的臨時公眾停車場（貨櫃車除外）的用途屬於第二欄用途，需經城市規劃委員會批准。根據大綱核准圖，「在有關中期發展審批地區圖的公告在憲報首次刊登該日或以後，如未取得城市規劃委員會根據《城市規劃條例》第16條批給的許可，不得進行或繼續進行任何填土／填塘或挖土工程，包括為改作上文第一欄和第二欄所列的任何用途，或《註釋》說明頁所經常准許的用途或發展（由政府統籌或落實的公共工程，以及保養、修葺或翻建工程除外）而進行或繼續進行者」。因此，擬議的有關填土工程需要獲得城規會批准。

擬議發展屬臨時性質，其規模與附近以住宅樓宇／住宅和空置／閒置土地為主的鄉村式發展相容。同時，擬議發展應於長期申請（申請編號為 A/YL-NSW/348 及 A/YL-NSW/349 分別為擬議的社會福利設施（殘疾人士院舍及安老院舍）同期的租約生效日期前三個月停止。不會對周邊環境造成不利影響。基於上述理由，申請人謹此恭請城市規劃委員會批准本次申請。

1. Introduction

1.1 Project Background

DeSPACE (International) Limited acts on behalf of the Applicant, namely **Main Start Limited, Universal Faith Development Limited, Right Top Limited, Hill Win Development Limited, Parkview Investment Limited and City Top Investment Development Limited**, to prepare and submit this Section 16 Town Planning Application to the Town Planning Board (TPB) to seek planning permission for a Proposed Temporary Public Vehicle Park (excluding container vehicle) and associated filling of land for a Period of 3 Years at Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part), 3671 RP (Part), 3672 RP (Part) and 3673 RP (Part) in D.D.104, Nam Sang Wai, Yuen Long, New Territories (**See Figure 1**).

The Application Site has an area of about 3,010 m² and falls within the area zoned as “Village Type Development” (“V”) on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/10 (the OZP) (**See Figure 2**). According to the Schedule of Uses in the OZP for the “V” zone, the proposed Temporary Public Vehicle Park (excluding container vehicle) is a Column 2 use which requires planning permission from the Town Planning Board (the TPB).

According to the OZP for the “V” zone, “any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance”. The proposed associated filling of land, therefore, requires planning permission from the TPB.

The Applicant is the registered land owner of Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part), 3671 RP (Part), 3672 RP (Part) and 3673 RP (Part) in D.D.104, Nam Sang Wai, New Territories.

The proposed development with a public vehicle park on a temporary basis is at a compatible development scale with its nearby rural developments predominated by residential structures/dwellings and vacant/unused land. Also, the proposed development is situated in the midst of rural landscape. The proposed use is compatible with the surrounding area and there would be no adverse impacts to the surroundings in terms of drainage and traffic issues.

This Planning Statement is written to provide the project information and justifications of the captioned planning application in order to seek favorable consideration by the TPB.

2. Site Context

2.1 Site Context and Surrounding Land uses

The Application Site is currently flat and vacant. It is accessible from Kam Pok Road East via a local access road under a deed of grant of right of way at Lot 3668 S.K. (**See Figure 1**) (**See Appendix 1**). It is situated at the fringe of “V” zone under the OZP and located within the Wetland Buffer Area (WBA) of Deep Bay Area. Along the southeast boundary of the Application Site is an existing noise barrier.

To the southeast across Kam Pok Road East is a Public Vehicle Park (excluding container vehicle) and associated filling of land with valid planning permission (No. A/YL-NSW/318) (application received on 3rd July 2023 and approved on 27th October 2023). Also to the southeast is a site for the proposed filling of land for permitted houses (New Territories

Exempted Houses (NTEH)), as well as grassland and vacant land. To the further southeast are some residential dwellings, including Merry Garden. To the south are a fish pond and grassland, and to the west are an open storage yard used by Towngas and an open storage yard for vehicles.

2.2 Lease

With reference to the preliminary land status check, the Application Site comprises an Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the government.

2.3 Accessibility

The Application Site is accessible from Kam Pok Road East via a local access road under a deed of grant of right of way at Lot 3668 S.K. **(See Figure 1)**.

3. Town Planning Context

3.1 Statutory Planning Requirements

The Application Site is currently zoned “V” on the OZP and the Applicant intends to use the Application Site for the purpose of a Temporary Public Vehicle Park (excluding container vehicle) and associated filling of land on a temporary basis of 3 years. According to the Notes of the OZP with regard to “V” zone, the planning intention is primarily 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. 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.

In addition, “Public Vehicle Park (excluding container vehicle)” use is a Column 2 use under the “V” zone. According to the covering Notes of the OZP, temporary use not exceeding a period of 3 years requires planning permission from the Board. It is essential to highlight that the proposed temporary use is to better serve the local community and visitors and would not frustrate the long-term planning intention of the area.

According to the notes of the OZP for “V” zone, “any filling of land/pond or excavation of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance”. The proposed associated filling of land therefore requires planning permission from the TPB.

As the Application Site falls within the Wetland Buffer Area (“WBA”), the development guidelines and criteria set out in the “Town Planning Board Guidelines for Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance” (“TPB PG-NO. 12C”) should be taken into account during the planning and operation phases of the proposed development. The intention of the WBA is to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area (WCA) and prevent

development that would have a negative off-site disturbance impact on the ecological value of fish ponds. With reference to Appendix A of TPB PG-NO. 12C, the proposed development which is under “Temporary Uses” is exempted from the requirement of ecological impact assessment (EcolA) as part of the submission to the TPB.

3.2 Planning History of the Application Site

The Application Site is subject to a previous planning application under Section 16 of the Town Planning Ordinance (application No. A/YL-NSW/312) for a Temporary Open Storage of Construction Materials and Machinery with ancillary Site Office for a Period of 1 Year. It was rejected by the Committee on 22nd December 2023.

The Application Site was also subject to a planning enforcement action (No. E/YLNSW/283) against an unauthorized development (UD) involving storage use. An enforcement notice was issued on 13th January 2023 requiring discontinuation of the UD. The UD was discontinued on 27th February 2024 and a satisfactory notice was issued on 14th June 2024.

The Application Site is also subject to a current planning enforcement action (No. E/YL-NSW/295) against an unauthorized development (UD) involving filling of land. An enforcement notice was issued on 7th July 2025 requiring discontinuation of the UD. The UD was discontinued on the same day on 7th July 2025 and reinstatement has since been in progress to restore the land back into soiled ground.

3.3 Similar Planning Application(s)

Table 1: Similar Approved Planning Application in “V” within the same OZP

Case No.	Date Approved	Application	Planning Justification
A/YL-NSW/318	27/10/2023	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility and Office for a Period of 5 Years and Associated Filling of Land	<ul style="list-style-type: none"> • C for T supports the application in <u>meeting the public demand</u> for car parking spaces. • The proposed use is considered <u>not incompatible</u> with the surrounding uses. • Approval of the application would not frustrate the <u>long-term planning intention</u> of the “V” zone. • The proposed land filling would <u>unlikely cause significant adverse impacts</u> on the area. • TPB has <u>no significant queries</u>.

As a comparison between the approved case and the subject site located right opposite each other, the current application for a public vehicle park is considered not incompatible with the surrounding area which comprises mainly of vacant land and open storage. It meets the community needs of the Nam Sang Wai area and the proposed traffic management measures align with the OZP to avoid illegal parking practices and ensure pedestrian safety.

4. Proposed Development

4.1 Development Proposal

The proposed development provides a total of 3 parking spaces for private cars (5m(L) x 2.5m(W) each) and 26 parking spaces for coaches (12m(L) x 3.5m(W)) within the Application Site (see Figure 3).

The Application Site, which is currently being reinstated into soiled ground is proposed to be filled wholly with concrete of not more than 0.2m (about) in depth to prevent vehicles from compacting the existing soiled ground and weakening the ground surface. Please refer to **Figure 4** for the Filling of Land Plan. The concrete site formation will be kept minimal to facilitate the operation of the proposed development. The Applicant will reinstate the Application Site to an amenity area after the planning approval period.

The public vehicle park's operation hours would be 24 hours daily. Private cars and coaches will be parked at the Application Site. No light goods vehicle, medium goods vehicles and heavy goods vehicles will be parked at the Application Site. Container tractors are also not allowed at the Application Site. An ingress/egress of the Application Site is located at its eastern side, which is accessible to and from Kam Pok Road East via a local access. The following traffic management measures are proposed:

- Only private car and coach as defined in the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Application Site;
- No light, medium or heavy goods vehicle exceeding 5.5 tonnes, including container tractor/trailer will be permitted to park at the Application Site;
- A notice should be posted at the ingress/ egress point of the site to indicate that no light, medium or heavy goods vehicle (i.e. exceeding 5.5 tonnes) including container trailers/ tractors, as defined in the Road Traffic Ordinance, will be allowed to be parked/ stored on the Application Site; and
- No car washing, vehicle repair or other workshop activities will be allowed on the Application Site.

The key development parameters of the proposed development are summarized in **Table 2** below:

Table 2: Major Development Parameters

Development Parameters Table	
Proposed Use	Proposed Temporary Public Vehicle Park
Site area	About 3,010 m ²
No. of parking spaces	<ul style="list-style-type: none">▪ Private car: 3 spaces (5m(L) x 2.5m(W))▪ Coach: 26 spaces (12m(L) x 3.5m(W))
Operation Hours	<ul style="list-style-type: none">▪ 24 hours daily

5. Planning and Development Justifications

5.1 The Proposed Development would not jeopardize the long-term planning development of the Application Site

There is no Small House application approved or under processing at the Application Site as advised by the District Lands Officer/Yuen Long, Lands Department. 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. The proposed development will not cause permanent or irreversible influence on the land. The proposed development on a temporary basis which generates no significant nuisance should be encouraged in the interim to make economic use and better utilization of scarce land resources.

There are also current planning applications for a proposed Social Welfare Facility (Residential Care Home for Persons with Disabilities) (RCHD) under application No. A/YL-NSW/348 and a proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) under application No. A/YL-NSW/349, submitted on 28th May 2025. Given that statutory procedures prior to commencement for the long-term development are anticipated to be more than 3 years, the applicant has resolved to utilize the land prudently during this interim period by establishing a temporary public vehicle parking facility (excluding container vehicles) for a period of 3 years. The subject application for temporary use for 3 years will not jeopardize the long-term planning development of the Application Site and shall cease three months prior to the commencement of the lease execution of the concurrent long-term applications.

5.2 Similar Approved Application in the Vicinity

As shown in Section 3.3, there is one other approved planning case in the vicinity, which is right opposite the proposed development and highly similar in nature. The proposed Temporary Public Vehicle Park (excluding container vehicle) and associated filling of land was considered not incompatible with the surrounding areas. With a similar land use nature, it is expected that the Application Site for the proposed temporary public vehicle park and associated filling of land is compatible and a suitable use in the surrounding.

5.3 No Insurmountable Traffic Impacts

The Application Site is accessible from Kam Pok Road East via a local access road under a deed of grant of right of way at Lot 3668 S.K. (**See Figure 1**). The proposed development is unlikely to generate significant traffic impacts on the surrounding area. Sufficient space within the Application Site will facilitate smooth vehicle maneuvering to and from the road, ensuring efficient traffic flow.

Furthermore, adequate turning areas will be provided within the Application Site, preventing any queuing of vehicles along the access route. The anticipated increase in traffic volume is minimal (as shown in **Table 3** below) and is not expected to worsen current traffic conditions on the access road or the adjacent road networks. Please refer to **Figure 5** for the swept path analysis.

Table 3: Trip Generation and Attraction of the Proposed Development

Time Period	PC		Coach		2-Way Total
	In	Out	In	Out	
Trips at AM peak per hour (08:00-09:00)	2	0	2	22	26
Trips at PM peak per hour (17:00-18:00)	0	2	20	4	26
Traffic trip per hour (average)	1	1	4	4	10

5.4 No Insurmountable Environmental Impacts

No significant sewage impact will be caused to the surrounding areas.

The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department to minimize adverse environmental impacts and nuisance to the surrounding area.

5.5 No Insurmountable Drainage Impacts

Given that the Application Site is next to existing fishponds to its west, the proposed development is unlikely to overstrain the capacity of the existing or planned drainage system along Kam Pok Road East. The Applicant will be liable for the implementation and maintenance of the proposed drainage at his/her cost. In view of the change in the surface characteristics being minimal with no significant change in the flow characteristics after development, adverse drainage impact is expected to be negligible.

6. Conclusion

This section 16 planning application is submitted to seek planning permission for a Proposed Temporary Public Vehicle Park (excluding container vehicle) and associated filling of land on a temporary basis of 3 years at Lots 3669 S.A RP (Part), 3669 S.B RP (Part), 3670 RP (Part), 3671 RP (Part), 3672 RP (Part) and 3673 RP (Part) in D.D.104, Nam Sang Wai, Yuen Long, New Territories.

The proposal is fully justified on the following grounds:

- a. The proposed development is not incompatible with the surrounding areas;
- b. The proposed development would not jeopardize the long-term development of the Application Site;
- c. There is a similar approved application in the vicinity; and
- d. No adverse traffic, environmental and drainage impacts are anticipated.

To conclude, the proposed development is fully justified in terms of planning considerations. In view of the above, members of the TPB are respectfully requested to favorably consider the present application in support of the proposed Temporary Public Vehicle Park (excluding container vehicle) and associated filling of land in Nam Sang Wai, Yuen Long.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Michael Chi Kin SO/PLAND

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類別: Internet Email

Dear Sir/Madam,

Please see the attached for the replacement pages for Case No. A/YL-NSW/353.

Should you have any queries, please do not hesitate to contact me at [REDACTED] or via this email. Many thanks!

Kind Regards,

[REDACTED]

[REDACTED]

4. Proposed Development

4.1 Development Proposal

The proposed development provides a total of 3 parking spaces for private cars (5m(L) x 2.5m(W) each) and 26 parking spaces for coaches (12m(L) x 3.5m(W)) within the Application Site (see Figure 3).

The Application Site, which is currently being reinstated into soiled ground is proposed to be filled wholly with concrete of not more than 0.2m (about) in depth to prevent vehicles from compacting the existing soiled ground and weakening the ground surface. Please refer to **Figure 4** for the Filling of Land Plan. The concrete site formation will be kept minimal to facilitate the operation of the proposed development. The Applicant will reinstate the Application Site to an amenity area after the planning approval period.

The public vehicle park's operation hours would be 24 hours daily. Private cars and coaches will be parked at the Application Site. No light goods vehicle, medium goods vehicles and heavy goods vehicles will be parked at the Application Site. Container tractors are also not allowed at the Application Site. An ingress/egress of the Application Site is located at its eastern side, which is accessible to and from Kam Pok Road East via a local access. The following traffic management measures are proposed:

- Only private car and coach as defined in the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Application Site;
- No light, medium or heavy goods vehicle exceeding 5.5 tonnes, including container tractor/trailer will be permitted to park at the Application Site;
- A notice should be posted at the ingress/ egress point of the site to indicate that no light, medium or heavy goods vehicle (i.e. exceeding 5.5 tonnes) including container trailers/ tractors, as defined in the Road Traffic Ordinance, will be allowed to be parked/ stored on the Application Site; and
- No car washing, vehicle repair or other workshop activities will be allowed on the Application Site.

The key development parameters of the proposed development are summarized in **Table 2** below:

Table 2: Major Development Parameters

Development Parameters Table	
Proposed Use	Proposed Temporary Public Vehicle Park
Site area	About 3,010 m ²
No. of parking spaces	<ul style="list-style-type: none">▪ Private car: 3 spaces (5m(L) x 2.5m(W))▪ Coach: 26 spaces (12m(L) x 3.5m(W))
Operation Hours	<ul style="list-style-type: none">▪ 24 hours daily