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Section 16 Planning Application

Proposed Temporary Shop and Services with Ancillary Facilities
for a Period of 3 Years at Lots 849 RP (Part) and 850 S.C (Part) in D.D.114 and
Adjoining Government Land, Shek Kong, Yuen Long, N.T.

Planning Statement

Applicant

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Prepared by

Lawson David & Sung Surveyors Limited

October 2025

Executive Summary

This planning statement is prepared in support of a planning application for proposed temporary shop and services **with ancillary facilities** (“the proposed development”) for a period of 3 years at Lots 849 RP (Part) and 850 S.C (Part) in D.D.114 and adjoining Government land, Shek Kong, Yuen Long, N.T. (the “Application Site”).

The Application Site, covering an area of about 546 sq.m. (including Government land of about 67 sq.m.), falls within an area zoned “Residential (Group D)” (“R(D)”) on the **Draft** Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/**10 exhibited** on **17.10.2025**. According to the Notes of the OZP, ‘Shop and Services’ is a Column 2 use of the “R(D)” zone, which requires planning permission from the Town Planning Board (the “Board”).

The Application Site is currently being used as a vehicle repair workshop and surrounded by various vehicle workshops and shop and services uses. To satisfy the local demand for vehicle parts and accessories, the Applicant intends to convert the Application Site into a shop selling vehicle parts and accessories to serve the local neighbourhood.

The Applicant will reuse all the existing structures, in which two 1-storey shop and services, with a floor area of about 31 sq.m. and 50 sq.m. and height of about 4.4m and 4.2m respectively, will be provided at the southern and eastern portion of the Application Site. Meanwhile, the Application Site consists of various ancillary facilities including open-sided shelter for parking and ancillary storage, ancillary office, toilet and storeroom, and open-sided shelter for weather protection and ancillary storage.

The Applicant will maintain the existing ingress/egress point and pedestrian access with about 6m and 3.3m in width respectively at the northern boundary connecting Kam Sheung Road. The proposed development will provide 1 loading/unloading space (3.5m x 7m) for light goods vehicle and 4 private car parking spaces (2.5m x 5m) for staff/visitors. The proposed hours of operation at the Application Site are 8am to 7pm daily from Mondays to Sundays (including public holidays).

The justifications of this application are:

1. The proposed development will meet local demand for vehicle parts and accessories;
2. The proposed development does not contravene the planning intention of “R(D)” zone;
3. There are similar approvals for shop and services use in the same “R(D)” zone;
4. The proposed development is considered compatible with the surrounding land uses;
5. The proposed development will promote optimization of valuable land resources under proper planning control; and
6. The proposed development will not generate adverse traffic, drainage and environmental impacts on the surrounding areas.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

行政摘要

此規劃報告書旨在支持在新界元朗石崗丈量約份第 114 約地段第 849 號餘段(部分)及第 850 號 C 分段(部分)及毗連政府土地(“申請地點”), 作為期三年的擬議臨時商店及服務行業及附屬設施(“擬議發展”)的規劃申請。

申請地點的面積約 546 平方米(包括政府土地約 67 平方米), 座落於在 2025 年 10 月 17 日展示的石崗分區計劃大綱草圖 (圖則編號: S/YL-SK/10)上的「住宅(丁類)」地帶。根據該大綱圖的註釋, 「商店及服務行業」屬「住宅(丁類)」地帶內的第二欄用途, 需先向城市規劃委員會(“城規會”)提出申請。

申請地點現時為汽車修理工場及被不同汽車工場及商店及服務行業用途包圍。為滿足該區對汽車零件及配件的需求, 申請人擬將申請地點改作為商店用途, 售賣汽車零件及配件以服務本地居民。

申請人會沿用所有現存構築物, 申請地點東邊及南邊提供兩座一層高(高度約 4.4 米及 4.2 米, 樓面面積各約 31 平方米及 50 平方米)的商店。同時, 申請地點設有多項附屬設施, 包括用作停泊車輛以及附屬貯物用途的開放式上蓋、附屬辦公室、洗手間及儲物室, 以及作為天氣防禦及貯物的開放式上蓋。

申請人會維持現時位於申請地點北面, 連接錦上路的車輛出入口(約 6 米闊)以及行人通道(約 3.3 米闊)。申請地點亦設有 1 個輕型貨車上落貨位 (3.5 米 x 7 米)和 4 個供職員/訪客使用的私家車停車位 (2.5 米 x 5 米)。擬議發展的營運時間為星期一至日(包括公眾假期)上午 8 時至晚上 7 時。

本規劃申請的理據為:

1. 擬議發展將滿足該區對汽車零件及配件的需求;
2. 擬議發展不會違背「住宅(丁類)」地帶的規劃意向;
3. 在同一「住宅(丁類)」地帶內有類近商店及服務行業用途申請獲得規劃許可;
4. 擬議發展與周邊土地用途兼容;
5. 擬議發展有助於在妥善規劃管制下有效利用寶貴的土地資源; 及
6. 擬議發展不會對附近的交通、排水及環境構成不良的影響。

基於本規劃報告書所述的理據, 敬希 各城規會委員及有關政府部門能批准此項申請, 作為期三年的臨時用途。

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1. Introduction

1.1 Purpose

Pursuant to Section 16 of the Town Planning Ordinance, this Planning Statement Report is submitted to the Town Planning Board (“the Board”) in support of a planning application for proposed temporary shop and services with ancillary facilities (the “proposed development”) for a period of 3 years at Lots 849 RP (Part) and 850 S.C (Part) in D.D.114 and adjoining Government land, Shek Kong, Yuen Long, N.T. (hereafter referred to as “the Application Site”). **Figure 1** shows the location of the Application Site and the Lot Index Plan indicating the concerned lots is shown per **Figure 2**.

The Application Site, covering an area of about 546 sq.m. (including Government land of about 67 sq.m.), falls within an area zoned “Residential (Group D)” (“R(D)”) on the Draft Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/10 exhibited on 17.10.2025. According to the Notes of the OZP, ‘Shop and Services’ is a Column 2 use of the “R(D)” zone, which requires planning permission from the Board.

The Application Site is currently being used as a vehicle repair workshop and surrounded by various vehicle workshops, shop and services and village houses/residential dwellings. To satisfy the local demand for vehicle parts and accessories, the Applicant intends to convert the Application Site into a shop selling vehicle parts and accessories to serve the local neighbourhood.

1.2 Organization of the Planning Statement

This planning statement is divided into 6 chapters. Chapter 1 is an introduction outlining the above background of the planning application. Chapter 2 will then illustrate the site context and land status followed by Chapter 3 which describes the planning context in details. Chapter 4 gives the particulars of the proposed development. Detailed accounts of planning justifications of the proposed development are presented in Chapter 5. The planning statement finally concludes with a summary in Chapter 6.

2. Site Context

2.1 The Application Site and Its Existing Condition

The Application Site, with an area of about 546 sq.m. (including Government land of about 67 sq.m.), is located at Sheung Tsuen, Shek Kong, Yuen Long, N.T. and abuts Kam Sheung Road. The Application Site is a piece of flat land, hard-paved, fenced off and currently occupied by a vehicle repair workshop (see **Site Photos taken on 22.9.2025**).

2.2 Surrounding Land Uses

The surrounding areas are predominantly rural in nature, which comprise of various vehicle workshops, shop and services intermixed with village houses/residential dwellings. To the immediate east of the Application Site is a vehicle assembling and conversion centre (lorry crane) with ancillary maintenance workshop and office (Application No. A/YL-SK/406) approved by the Board on 20.6.2025. To the west along Kam Sheung Road are several shop and services uses (Application Nos. 296, 303, 353, 396, 397 and 415) approved by the Board from 2021 to 2025 within the same “R(D)” zone. To the north across Kam Sheung Road is the village settlements of Sheung Tsuen.

2.3 Accessibility

The Application Site is directly accessible from Kam Sheung Road. The existing vehicular ingress/egress point and pedestrian access of about 6m and 3.3m wide respectively are located at the northern boundary. A plan showing the vehicular access to the Application Site is provided at **Figure 3**.

2.4 Land Status

According to the records of the Land Registry, the subject lots are held under Block Government Lease and are demised as agricultural use with lease term for 75 years, from 1.7.1898 and are renewable for a further term of 24 years.

The subject lots are old schedule agricultural lots, in which Lot No. 850 S.C is subject to a Building Licence No. 769. The Applicant will apply for a Short Term Waiver (STW) to regularize the existing structures and a Short Term Tenancy (STT) for the use of the Government land to the Lands Department (LandsD) upon obtaining planning approval for this application.

3. Planning Context

3.1 Outline Zoning Plan

The Application Site falls within an area zoned “Residential (Group D)” (“R(D)”) on the Draft Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/10 exhibited on 17.10.2025. The planning intention of “R(D)” zone is “primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.”

According to the Notes of the OZP, ‘Shop and Services’ is a Column 2 use of the “R(D)” zone, which requires planning permission from the Board.

3.2 Previous Application

The Application Site is not involved in any previous planning application.

3.3 Similar Applications within the Same “R(D)” Zone

6 applications for similar shop and services use were approved by the Board within the last 5 years in the same “R(D)” zone. These approved applications are summarized as follows:

Application No.	Applied Use	Site Area (m ²)	Floor Area (m ²)	Decision	Date of Approval
A/YL-SK/296	Proposed Temporary Eating Place and Shop and Services for a Period of 3 Years	1,869	313.3	Approved with conditions	12.3.2021
A/YL-SK/303	Proposed Temporary Shop and Services for a Period of 3 Years	291	233	Approved with conditions	14.5.2021
A/YL-SK/353	Proposed Temporary Shop and Services with Ancillary Facilities for a Period of 3 Years	597	228	Approved with conditions	13.10.2023
A/YL-SK/396	Temporary Shop and Services (Retail Shop for Hardware Groceries) for a Period of 3 Years	401	316	Approved with conditions	24.1.2025
A/YL-SK/397	Temporary Shop and Services (Vehicle Spare Parts Shop) for a Period of 3 Years	360	185	Approved with conditions	24.1.2025
A/YL-SK/415	Proposed Temporary Shop and Services for a Period of 3 Years	1,215	445.15	Approved with conditions	18.7.2025

4. Development Proposal

4.1 Site Configuration and Layout

The Applicant proposes to use the Application Site for temporary shop and services with ancillary facilities for a period of 3 years. The proposed development intends to serve the local neighbourhood and will help meet the local demand for vehicle parts and accessories.

The Application Site has an area of about 546 sq.m. (including Government land of about 67 sq.m.). The Applicant will reuse all the existing structures, in which two 1-storey shop and services, with a floor area of about 31 sq.m. and 50 sq.m. and height of about 4.4m and 4.2m respectively, will be provided at the southern and eastern portion of the Application Site. Meanwhile, the Application Site consists of various ancillary facilities including open-sided shelter for parking and ancillary storage, ancillary office, toilet and storeroom, and open-sided shelter for weather protection and ancillary storage (see **Figure 4**). The Applicant will also maintain and provide fencings (i.e. 2.5m high retaining wall and corrugated metal sheets) along the site boundary.

The key development parameters of the application are shown below:-

Applied Use	Proposed Temporary Shop and Services with Ancillary Facilities for a Period of 3 Years
Site Area	About 546 sq.m. (including Government land of about 67 sq.m.)
Total Floor Area (Non-domestic)	About 299 sq.m.
No. of Structures	6 - 2 proposed 1-storey shop and services - 1 proposed 1-storey ancillary office - 1 proposed 1-storey open-sided shelter for parking and ancillary storage - 1 proposed 1-storey toilet and storeroom - 1 proposed 1-storey open-sided shelter for weather protection and ancillary storage
Height of Structures	About 2.9 – 4.4m (1 storey)
No. of Parking Spaces	4 nos. (2.5m x 5m) for private cars (staff/visitors)
No. of Loading/Unloading Space	1 no. for light goods vehicle (3.5m x 7m)

4.2 Site Operations

The proposed hours of operation at the Application Site are 8am to 7pm daily from Mondays to Sundays (including public holidays). The proposed development will be a shop selling vehicle parts and accessories, which is a non-polluting commercial use in nature and will mainly serve the local neighbourhood including local villagers/residents and customers from nearby vehicle workshops etc. The Applicant also confirms that there will be no repairing, car washing, paint spraying and other workshop activities conducted at the Application Site.

4.3 Traffic Arrangement

The Applicant will maintain the existing vehicular ingress/egress point (about 6m wide) and pedestrian access (about 3.3m wide) located at the northern boundary of the Application Site connecting to Kam Sheung Road. The existing pedestrian access will be retained for passage of staff and customers visiting on foot. The Applicant will provide 1 loading/unloading space (3.5m x 7m) for light goods vehicle and 4 private car parking spaces (2.5m x 5m) for staff/visitors.

Sufficient spaces for vehicle manoeuvring have been reserved with the Application Site for vehicles entering to and exiting from the Application Site and manoeuvring within the Application Site. As such, no vehicle has to queue back to or reverse onto/from Kam Sheung Road. The Applicant will also implement the following traffic management measures to ensure no queuing of vehicles outside

the Application Site and pedestrian safety:

- (i) No more than 4 private vehicles will be allowed at the Application Site at the same time;
- (ii) Prior appointment will be arranged for the goods vehicle to deliver the goods;
- (iii) All goods vehicle will leave the Application Site after loading/unloading activities;
- (iv) On-site staff will be deployed to manage the in and out traffic flow during the operation hours;
- (v) Vehicles entering the site would be directed to the loading/unloading or car parking spaces to avoid blocking of the ingress/egress; and
- (vi) Separate access for vehicle and pedestrian will be maintained to ensure pedestrian safety.

In addition, according to the Applicant, trip for transporting the vehicle parts and accessories to the Application Site made by the light goods vehicle will not be more than 1 round trip daily at non-peak hours (between 10am – 4pm). Since most customers will be from the surrounding villages and workshops, they will head to the Application Site on foot or by public transports, the number of generated trips from the proposed development will not be more than 3 trips during peak hours, which could be absorbed by the existing road.

The estimated traffic arising from the proposed development is as follows:

Time	No. of Trips (Light Goods Vehicles)		No. of Trips (Private Vehicles)			
			(Staff)		(Visitors)	
	In	Out	In	Out	In	Out
07:00-08:00	0	0	1	0	0	0
08:00-09:00 (AM Peak)	0	0	0	0	0	0
09:00-10:00	0	0	0	0	3	3
10:00-11:00	0	0	0	0	3	3
11:00-12:00	1	1	0	0	3	3
12:00-13:00	0	0	0	0	3	3
13:00-14:00	0	0	0	0	3	3
14:00-15:00	0	0	0	0	3	3
15:00-16:00	0	0	0	0	3	3
16:00-17:00	0	0	0	0	3	3
17:00-18:00 (PM Peak)	0	0	0	0	3	3
18:00-19:00	0	0	0	1	3	3

4.4 Drainage Proposal

No drainage facilities can be found within the Application Site. The Applicant will provide drainage facilities within the site to allow surface runoff to be collected and diverted from the Application Site to the existing public drains. The Applicant will submit a drainage proposal to demonstrate the drainage facilities arrangement upon approval of this application.

4.5 Fire Service Installations Proposal

To minimize the fire hazard, the Applicant will provide fire service installations (FSIs) to the satisfaction of the Fire Services Department. The Applicant will submit a FSIs proposal upon approval of this application.

4.6 Landscape

The Application Site is currently formed with no trees found within the Application Site. Meanwhile, several trees of various species are found outside the eastern boundary. These existing trees outside the site boundary will not be disturbed by the Applicant and would act as the natural hedges bounding the edge of the development.

The Application Site is located within an area of rural character, comprising of various vehicle

workshops, shop and services intermixed with village houses/residential dwellings. Since the proposed development is intended to serve the local neighbourhood, the proposed development is not in conflict with the surrounding uses. The Applicant will also retain all the existing structures. With similar building height and scale as the surrounding structures, the proposed development is therefore considered compatible to the landscape character of surrounding area.

4.7 Environmental Consideration

The nature of the proposed development will merely involve shop and service use and the Applicant will undertake the following mitigation measures:-

- (a) No repairing, car washing, paint spraying and other workshop activities will be conducted on the site;
- (b) The operation hours will be restricted from 8am to 7pm on Mondays to Sundays (including public holidays);
- (c) Trips for transporting the vehicle parts and accessories to the Application Site made by light goods vehicle will not be more than 1 round trip daily at non-peak hours (between 10am – 4pm);
- (d) The existing trees outside the Application Site will not be disturbed by the Applicant;
- (e) The existing fence wall / fencings along site boundary will be maintained by the Applicant; and
- (f) The waste water generated from the toilet will be treated by the existing septic tank within the Application Site.

5. Planning Justifications

5.1 Meeting Local Demand for Vehicle Parts and Accessories

In view of the surrounding vehicle repair workshops and village settlements/residential dwellings in the locality, the proposed development is intended to meet the local demand for vehicle parts and accessories. It will complement the surrounding uses with provision of vehicle parts and accessories to facilitate the operations of these uses and serve the local villagers/residents. The proposed development is also conveniently located at Kam Sheung Road, in which customers from the local neighbourhood can easily access to purchase vehicle parts and accessories. Therefore, the proposed development can meet the local demand for vehicle parts and accessories.

5.2 Not Contravene the Planning Intention of “R(D)” Zone

The Application Site falls within an area zoned “R(D)” on the Shek Kong OZP No. S/YL-SK/9. There is no known long term planned residential development in the area. Meanwhile, the land owner of the subject lots also has no intention to develop the Application Site for residential uses. As such, the Application Site is unlikely be developed for residential uses in the short to medium term. Since the proposed development is intended to serve the local neighbourhood, it can support the surrounding vehicle workshops and meet the local demand for vehicle parts and accessories. Additionally, given the temporary nature of the proposed development, it would not jeopardize the long-term planning intention of “R(D)” zone.

5.3 Similar Approvals for Shop and Services Use in the Same “R(D)” Zone

As mentioned in para. 3.3, the Board has previously approved 6 applications (Nos. A/YL-SK/296, 303, 353, 396, 397 and 415) for similar shop and services use within the same “R(D)” zone. With similar applications approved in the vicinity, approval of this application is considered acceptable within the subject “R(D)” zone and in line with previous decisions of the Board.

5.4 Compatible with the Surrounding Land Uses

The proposed development is considered compatible with the surrounding land uses. The surrounding land uses to the south of Kam Sheung Road mostly comprise of various vehicle workshops and shop and services uses. Since the proposed development is intended to serve the local villagers/residents and users of the surrounding workshops, the proposed development could co-exist well with the existing surrounding land uses without inflicting any environmental impacts. Given the approval of similar shop and services applications within the same "R(D)" zone, the proposed development is considered compatible with other developments/facilities in the adjacent areas in terms of nature and scale of use. The Applicant will also retain the existing structures with no erection of new structure. There will be minimal change in the landscape character from the proposed development. Therefore, approval of this application would not result in any interface problems with the surrounding areas.

5.5 Optimization of Valuable Land Resources under Proper Planning Control

The Application Site is currently being used as a vehicle repair workshop. This application allows the Applicant to put forth the proposed development at the Application Site under proper planning control by the Board and the Government. This application also allows optimization of valuable land resources by converting the Application Site into the proposed development that would be in compliance with the regulations and requirements of different departments, and considerably more compatible with the surrounding land uses. The Applicant will also upkeep the maintenance of the Application Site, which will encourage better management of the quality of the Application Site under proper planning control.

5.6 No Adverse Impacts on the Surrounding Areas

Owing to the nature and small scale of the proposed development, no adverse impacts are anticipated on the surrounding areas, as discussed below:

Traffic

With reference to para. 4.3, since the majority of customers will head to the Application Site on foot or by public transport, the proposed development will not attract high traffic influx in the area and can be absorbed by existing road. The frequency of delivery trips by light goods vehicles to and from the Application Site will be low (estimated to be not more than 1 round trip per day). Meanwhile, the design of the proposed development has also taken into account of vehicular circulation and manoeuvring with sufficient spaces reserved within the Application Site. There will be no queuing of vehicles outside the Application Site under any circumstances. As such, it is anticipated that the proposed development would not have significant traffic impact to the surrounding areas.

Drainage

There are no drainage facilities within the Application Site. The Applicant will submit a drainage proposal upon approval of this application to demonstrate the drainage facilities arrangement and mitigate any potential drainage impact to the surrounding area. In this regard, no adverse drainage impact is anticipated.

Environment

As the proposed development will only be used as a shop selling vehicle parts and accessories, it would not generate adverse noise, air pollution or visual intrusion. In addition, the Applicant will adopt and implement the mitigation measures mentioned in para. 4.7. to minimize any potential environmental nuisance. Therefore, the proposed development will not generate any pollution or adverse environmental impacts on the surrounding areas.

6. Conclusion

The Application Site falls within “R(D)” zone on the Shek Kong OZP No. S/YL-SK/10. The Application Site is currently occupied by a vehicle repair workshop and the Applicant intends to use the Application Site for temporary shop and services selling vehicle parts and accessories to serve local neighbourhood. In view of the site location, the existing site conditions and surrounding land uses, the proposed development is considered compatible with the surrounding land uses. Additionally, the land owner has no intention to develop residential development at the Application Site with no planned long term residential development in the area. Given the temporary nature of the proposed development, it will therefore not contravene the long-term planning intention of the “R(D)” zone.

Meanwhile, the proposed development will meet the local demand for vehicle parts and accessories. Similar applications have also been approved by the Board in the same “R(D)” zone, indicating that the proposed use is both compatible and suitable in land use term, at least on a temporary basis of 3 years. It is also anticipated that the proposed development will not generate adverse impacts to the surrounding environment, and the technical concerns of relevant government departments could be addressed through the implementation of approval conditions. The proposed development will also encourage optimization of valuable land resources under proper planning control.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

Lawson David & Sung Surveyors Limited
October 2025