



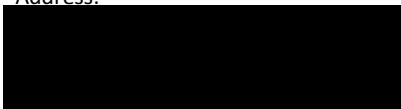
Section 16 Planning Application

Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years

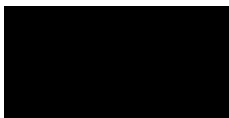
Lot Nos. 1018 RP (Part), 1019 RP (Part), 1022 RP (Part), 1020 (Part), 1021 (Part) and 1024 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories

Planning Statement

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Prepared by
Aikon Development Consultancy Limited

July 2026

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 **Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years** (hereinafter referred to as “the proposed use”) Lot Nos. 1018 RP (Part), 1019 RP (Part), 1022 RP (Part), 1020 (Part), 1021 (Part) and 1024 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories (hereinafter referred to as “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.

The application site falls within areas zoned “Residential (Group B)1” (“R(B)1”) and “Residential (Group D)” (“R(D)”) on the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that: -

- (a) the application site is considered suitable for the proposed use and could support local parking needs;*
- (b) the proposed use is considered in line with the planning intention of “R(B)1” and “R(D)” zones;*
- (c) the proposed use is considered not incompatible with the surrounding land uses;*
- (d) the proposed use is temporary in nature. Approval of this application would not jeopardize the long-term planning intention of the “R(B)1” and “R(D)” zones or any planned infrastructural developments at the application site and its neighborhood;*
- (e) the applicant will adhere to the latest ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’. No adverse traffic, environmental, or infrastructural impacts arising from the proposed use are anticipated; and*
- (f) No undesirable precedent will be set given there are similar approved applications on the same OZP.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve 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「是次申請」）作**擬議臨時公眾停車場（私家車及輕型貨車）連附屬電動車充電設施（為期三年）**（以下簡稱「擬議用途」）。該申請涉及的地點位於新界元朗唐人新村丈量約份第 121 約地段第 1018 號餘段（部分）、第 1019 號餘段（部分）、第 1022 號餘段（部分）、第 1020 號（部分）、第 1021 號（部分）及第 1024 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及規劃理據以支持擬議用途予城規會考慮。

根據唐人新村分區計劃大綱核准圖編號 S/YL-TYST/14，申請地點屬於「住宅（乙類）1」及「住宅（丁類）」地帶。正如本規劃聲明所詳述，擬議用途的理據充分，理由如下：

- (一) 該申請用地被視為適合擬議用途，並能滿足當地泊車需求；
- (二) 擬議用途被視為符合「住宅（乙類）1」及「住宅（丁類）」地帶的規劃意圖；
- (三) 擬議用途不會被視為與周遭土地用途不相容；
- (四) 擬議用途屬臨時性質，批准是次申請並不會損害「住宅（乙類）1」及「住宅（丁類）」地帶的長期規劃意向或申請地點及其鄰近地區的任何已規劃基建發展；
- (五) 申請人將遵守最新的「處理臨時用途及露天貯存用地的環境問題作業指引」。預計擬議用途不會對交通、環境或基礎設施造成不利影響；以及
- (六) 鑒於同一分區規劃大綱圖已有類似獲批的申請，因此不會開立不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希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 (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 **Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 1018 RP (Part), 1019 RP (Part), 1022 RP (Part), 1020 (Part), 1021 (Part) and 1024 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories (hereinafter referred to as “the application site”). This Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board. **Figure 1** indicates the location of the application site.

1.1.2 The application site currently falls within areas zoned “Residential (Group B)1” (“R(B)1”) and “Residential (Group D)” (“R(D)”) on the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 (hereinafter referred to as “the Current OZP”) (**Figure 2** refers). As stipulated in 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 current application seeks planning permission from the Board for the proposed use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of *Exact Win Limited* (hereinafter referred to as “the Applicant”), *Aikon Development Consultancy Limited* has 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 provide a public vehicle park on a temporary basis in serving local parking needs;*
- (b) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

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 Conditions of the Application Site

- 2.1.1 The application site is flat and paved, and is accessible from Long Hon Road via a local track with a vehicular ingress/egress point at its north. There are several temporary structures within the application site, serving as shop and services use.

2.2 Surrounding Land-use and Characteristics

- 2.2.1 The surrounding areas of the application site are predominately rural in character, comprising a mixture of residential developments, temporary structures, open storage yards, vehicle repair workshops, tree clusters, and vegetated land. To the immediate west of the site are low- to medium-rise residential developments, while an open storage yard lies directly to the east.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within areas zoned “R(B)1” and “R(D)” on the Current OZP (**Figure 3** refers). According to the Notes of the Current OZP, “R(B)” zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board; “R(D)” zone is intended 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.

3.1.2 As stipulated in 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 seeks planning permission from the Board for the proposed use on a temporary basis of three years.

3.2 Previous Applications

3.2.1 The application site is subject to previous planning applications (**Table 1** refers). The latest planning approval for ‘temporary shop and services for a period of 3 years’ remains valid until 14.1.2028.

Table 1: Previous Applications

Application No.	Proposed Use(s)	Decisions (Date)
A/YL-TYST/820	Proposed Temporary Shop and Services (Retail Shop for Metal and Home Appliance) for a Period of 3 Years	Approved with condition(s) on a temporary basis (23.12.2016)
A/YL-TYST/915	Temporary Shop and Services (Motor-vehicle Showroom) for a Period of 3 Years	Rejected/Not agreed (1.9.2018)
A/YL-TYST/1127	Proposed Temporary Shop and Services for a Period of 3 Years	Approved with condition(s) on a temporary basis (14.1.2022)
A/YL-TYST/1294	Renewal of Planning Approval for Temporary Shop and Services for a Period of 3 Years	Approved with condition(s) on a temporary basis (10.1.2025)

3.3 Similar Applications

3.3.1 There are similar approved applications for applying public vehicle park within “R(B)” or “R(D)” zones within the same OZP. Details of these applications are summarized in **Table 2** below.

Table 2: Similar Applications

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/YL-TYST/220	Proposed Temporary Public Car park for Parking of Private Cars and Mini-Buses for a Period of 18 Months	"R(D)"	Approved with condition(s) on a temporary basis (10.10.2003)
A/YL-TYST/934	Temporary Public Vehicle Park (excluding container vehicle) for a Period of 3 Years	"R(B)1" and "CDA"	Approved with condition(s) on a temporary basis (8.3.2019)
A/YL-TYST/1139	Renewal of Planning Approval for Temporary Public Vehicle Park (excluding container vehicle) for a Period of 3 Years	"R(B)1" and "CDA"	Approved with condition(s) on a temporary basis (28.1.2022)
A/YL-TYST/1287	Temporary Public Vehicle Park (excluding Container Vehicles) with Ancillary Office for a Period of 3 Years	"R(B)"	Approved with condition(s) on a temporary basis (6.12.2024)
A/YL-TYST/1347	Temporary Public Vehicle Park (excluding container vehicle) for a Period of 3 Years	"R(B)1" and "CDA"	Approved with condition(s) on a temporary basis (13.3.2026)

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

- 4.1.1 The proposed use at the application site (i.e. Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years).
- 4.1.2 The application site occupies an area of 1,705m² and is accessible from Long Hon Road via a local track with a vehicular ingress/egress point at its north. (**Figures 1 and 3** refer). Should the current application be approved, the existing fencing will be adjusted, and new 1.8m fencing will be erected.
- 4.1.3 A total of 47 parking spaces for private cars (Dimension: 5m(L) x 2.5m(W)) and one parking space for light goods vehicles (LGVs) (Dimension: 7m(L) x 3.5m(W)) are proposed in the application site. A total of 13 temporary structures (including electricity room, ancillary electric vehicle (EV) charging facilities, guard house, and rain shelter) are proposed within application site, providing a total floor area of 804m². The proposed building height will be no more than 5m (1 storey) (**Table 3 and 4** refer).
- 4.1.4 All parking spaces are situated underneath the proposed rain shelters, and the indicative layout is presented in **Figure 3**. Sufficient internal space is allocated for vehicle passing and maneuvering, thereby preventing any vehicle queuing back onto public roads under all circumstances.
- 4.1.5 A 9m-wide ingress/egress point is located at the northern boundary of the application site. The proposed public vehicle park will be restricted to private cars and light goods vehicle only. The operation hours are proposed to be 24 hours daily, Monday to Sunday (including public holidays).
- 4.1.6 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for Short Term Waiver (STW) for permitting the structures to be erected, once the current application is approved.

Table 3: Key Development Parameters

Proposed Use	Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years
Operation Hours	24 hours daily, Monday to Sunday (including public holidays)
Site Area	About 1,705m ²
Covered Area	About 820m ² (About 48%)
Uncovered Area	About 885m ² (About 52%)
Rain Shelter Area	About 772m ²
Temporary Structure No(s). No. of Storey Maximum Height Total Floor Area	13 Not More Than 1 Storey Not More Than 5m About 804m ²
No. of Parking Spaces Private Car (5m(L) x 2.5m(W)) LGVs (7m(L) x 3.5m(W))	48 47 1

Table 4: Details of the Proposed Structures

Structure No.	Proposed Use	Floor Area (About) (m ²)	No. of Storeys	Max. Height (About) (m)
S1	Electricity Room	4	1	3
S2	Ancillary EV Charging Battery and Cabinet	12.5	1	3
S3	Ancillary EV Charging Station	2.5	1	3
S4	Ancillary Utility Pole (4 nos.)	16*	N.A.	5
S5	Guard House	9	1	4
S6	Portable Toilet	4	1	4
S7	Rain Shelter	198	1	4
S8	Rain Shelter	176	1	4
S9	Rain Shelter	150	1	4
S10	Rain Shelter	248	1	4
	Total	804		

* Remarks: S4 excluded from GFA calculations.

4.2 Proposed Traffic Arrangement

- 4.2.1 The application site is accessible from Long Hon Road via a local track with a vehicular ingress/egress point at its north. Within the application site, 47 parking spaces for private cars and one parking space for LGV are provided.

Vehicular Access Arrangement

- 4.2.2 An ingress/egress point with a width of approximately 9m is proposed at the north of the application site. The internal road for the proposed use is about 5.1 to 6m wide, and 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 public 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.

Traffic Considerations

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

Table 5: 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 Public Vehicle Park (PC and LGV) 48 CPs	20	14	0.42	0.29

(1) Peak Hours is from 7 a.m. to 9 a.m. and 5 p.m and 7 p.m.

- 4.2.4 As shown in **Table 5**, no significant increase in traffic trip rate is anticipated. The traffic management measures proposed would be implemented. Considering the nature of the proposed use is to serve local users, the proposed use that is to accommodate private cars in the areas in an orderly manner, thus reducing illegal roadside parking, should induce no significant negative impacts on the traffic network of the area.

Pedestrian Safety and Traffic Management Measures

- 4.2.5 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 car park and implement the following management measures:-
- Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimising any conflicts with road traffic;
 - 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 private cars and light goods vehicles as defined in the Road Traffic Ordinance are allowed to be parked on or enter/exit the application site at any time;
 - No car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities is allowed on the application site at any time; and
 - A notice will be posted at a prominent location of the application site to indicate

the operation arrangements of the proposed private car park at any time.

4.3 Environmental Consideration

- 4.3.1 All activities of the proposed use will only be confined within the application site without affecting the neighboring uses. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.
- 4.3.2 During the construction stage, the applicant will follow the good practices stated in Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/23 to minimize the impact on the nearby watercourse water quality. Runoff generated during the construction phase will be directed into storm drains via properly designed sand and silt removal systems, including sand traps, silt traps, and sediment basins. These silt removal facilities, along with channels and manholes, will be regularly maintained, with silt and grit being cleared at the beginning and end of each rainstorm to ensure their continuous functionality.

4.4 Provision of Drainage Facilities

- 4.4.1 Should the Current Application be approved, the Applicant is committed to submit a detailed drainage proposal together with a thorough investigation of the existing drainage system and implement such to the satisfaction of the Board and the concerned Government departments.

5. PLANNING JUSTIFICATIONS

5.1 Suitable Location for the Proposed Use and Support Local Needs

- 5.1.1 The application site is considered suitable for the proposed use given its close proximity to the existing residential developments. To the north, the surrounding context is predominantly characterized by low-to-medium-density residential developments. The proposed use will directly serve the daily operational and parking needs of local residents in the Tong Yan San Tsuen area.
- 5.1.2 The proposed development also incorporates ancillary charging facilities, and should provide an essential service for both local residents and visitors, enhancing local green transport infrastructure.
- 5.1.3 Beyond serving local residents, the application site is situated within an area undergoing significant spatial transformation driven by ongoing major infrastructural works associated with the Yuen Long South Development. The commencement of active construction and early development phases has generated substantial temporary demand for vehicle parking to support local commerce, logistics, and construction-related personnel.

5.2 In Line with the Planning Intention of “R(B)1” and “R(D)” zones

- 5.2.1 The application site falls within areas zoned “R(B)1” and “R(D)” on the Current OZP. According to the Notes of the OZP, “Public Vehicle Park” is a Column 2 use within both “R(B)” and “R(D)” zones. As the proposed use is intended to provide parking facilities for local residents and the surrounding community, while actively supporting the operational needs and ongoing development of nearby residential neighborhoods, the proposed use aligns with the planning intentions of these zones.

5.3 Not Incompatible with Surrounding Land Uses

- 5.3.1 The application site is physically and operationally compatible with the surrounding neighborhood context, which comprises a mixture of low-to-medium-density residential developments, village housing, and temporary facilities. In addition, there are some open storage sites in the adjoining area. The proposed use is considered not incompatible with the surrounding areas.

5.4 Temporary Nature Would Not Jeopardize its Planning Intention of “R(B)1” and “R(D)” zones

- 5.4.1 The temporary nature of the current application will by no means jeopardize the long-term planning intention of “R(B)1” and “R(D)” zones. In addition, as no permanent structures are proposed at the application site, the application site could be easily reinstated should continuation of the temporary use not be permitted in the future.

5.5 No Adverse Traffic Impact

- 5.5.1 The vehicle flow attracted by the proposed use is anticipated to be insignificant. Additionally, the proposed use aims to enhance traffic conditions and pedestrian safety by providing a legal and regulated car park, thereby reducing illegal roadside parking. The Applicant also undertakes to strictly monitor the proposed car park and implement suitable management measures. Hence, no adverse traffic impact is anticipated.

5.6 No Adverse Environmental Impact

- 5.6.1 All activities of the proposed use will only be confined within the application site without affecting the neighboring uses, and no storage of dangerous goods would be carried out with the application site. The Applicant is committed to implementing good site practices and adhering to the latest "CoP" and comply with all environmental protection/ pollution control ordinances, throughout the construction and operation stages of the proposed development, should the application be approved. It is ensured that the proposed development will not generate any unacceptable environmental impacts (including air quality, noise, water quality and waste management), during both the construction and operation phases. Therefore, no adverse environmental impact or misuse of the proposed use is anticipated.
- 5.6.2 During the construction stage, the applicant will follow the good practices stated in Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/23 to minimize the impact on the nearby watercourse water quality. Runoff generated during the construction phase will be directed into storm drains via properly designed sand and silt removal systems, including sand traps, silt traps, and sediment basins. These silt removal facilities, along with channels and manholes, will be regularly maintained, with silt and grit being cleared at the beginning and end of each rainstorm to ensure their continuous functionality.

5.7 No Adverse Drainage Impact

- 5.7.1 Should the Current Application be approved, the Applicant is willing to submit a detailed drainage proposal together with a thorough investigation of the existing drainage system and implement such to the satisfaction of the Board and the concerned Government departments.

5.8 Not Setting an Undesirable Precedent

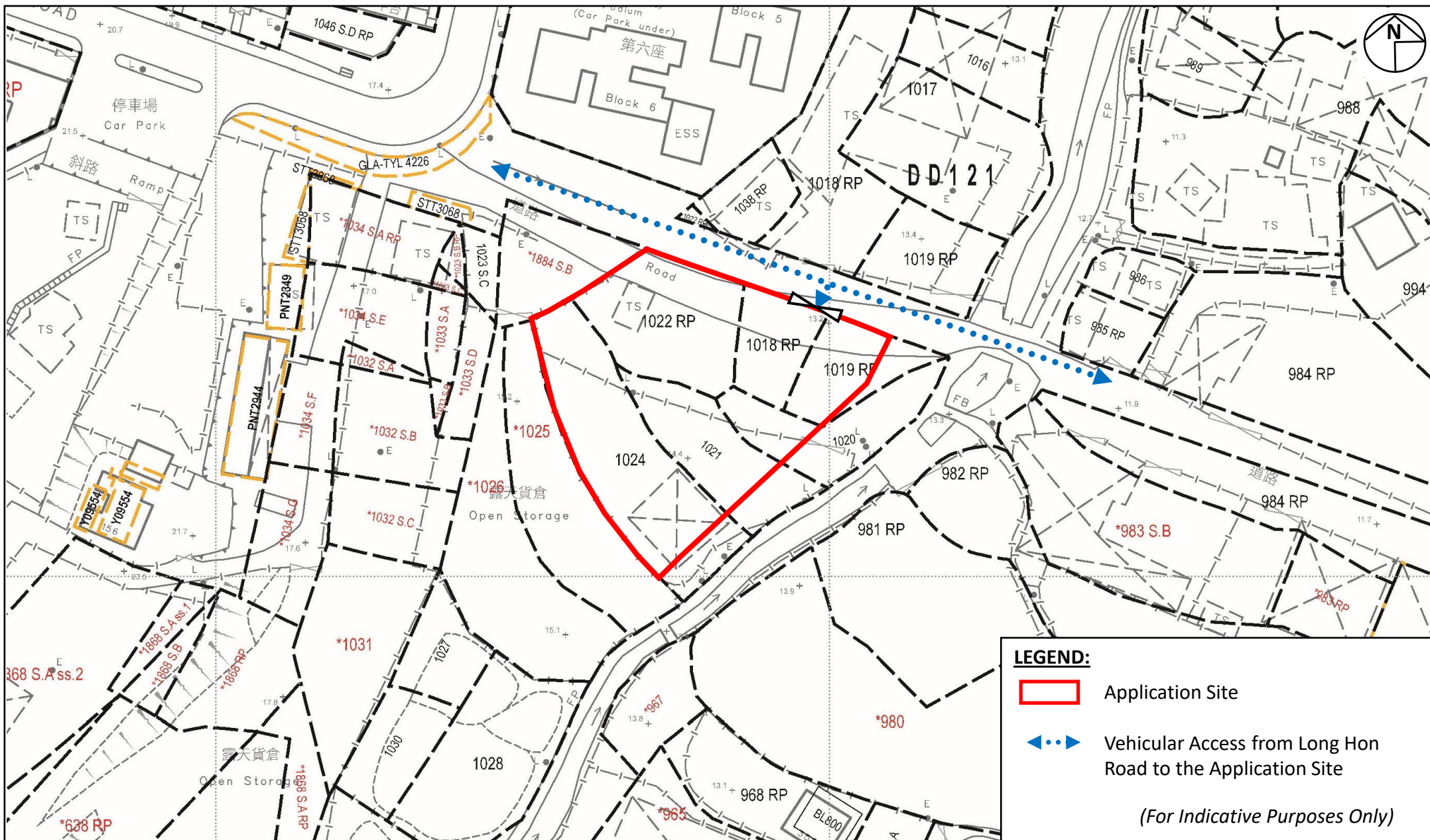
- 5.8.1 Considering the similar applications being approved by the Board on the same OZP, no undesirable precedent is expected should the current application be approved.

6. CONCLUSION

- 6.1 This Planning Statement is submitted to the Board in support of the current application for the proposed use at the application site. This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.
- 6.2 The application site falls within areas zoned “R(B)1” and “R(D)” on the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that: -
- (a) the application site is considered suitable for the proposed use and could support local parking needs;*
 - (b) the proposed use is considered in line with the planning intention of “R(B)1” and “R(D)” zones;*
 - (c) the proposed use is considered not incompatible with the surrounding land uses;*
 - (d) the proposed use is temporary in nature. Approval of this application would not jeopardize the long-term planning intention of the “R(B)1” and “R(D)” zones or any planned infrastructural developments at the application site and its neighborhood;*
 - (e) the applicant will adhere to the latest ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’. No adverse traffic, environmental, or infrastructural impacts arising from the proposed use are anticipated; and*
 - (f) No undesirable precedent will be set given there are similar approved applications on the same OZP.*
- 6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years.

List of Figures

Figure 1	Extract of Lot Index Plan (No. ags_ S00000160016_0001)
Figure 2	Extract of Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14
Figure 3	Indicative Layout Plan



Project:

Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories

Title:

Extract of Lot Index Plan
(No. ags_S00000160016_0001)

Figure:

1

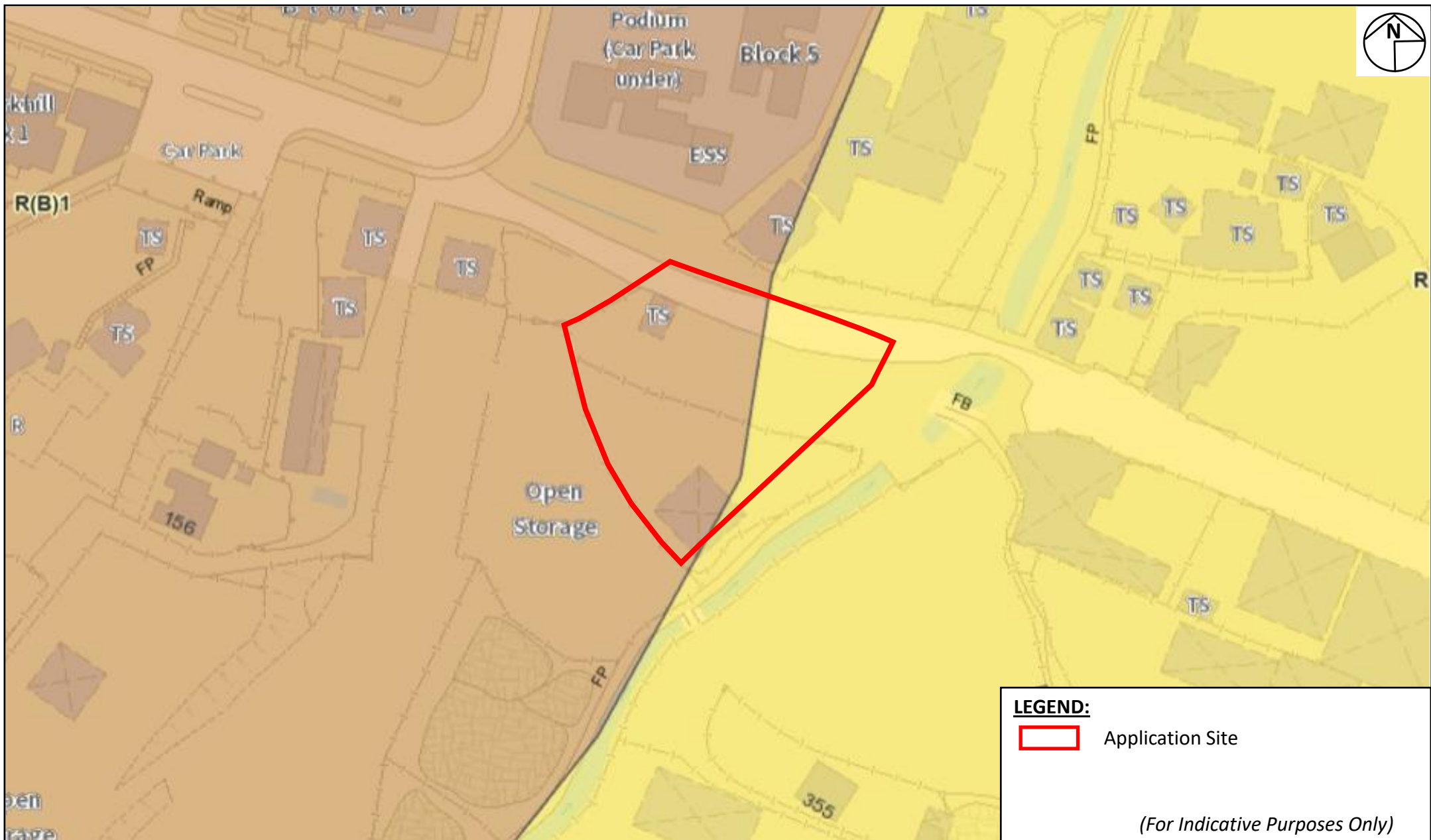
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Date:

Jul 2026

Ref.: ADCL/PLG-10359-R001/F001



Project:

Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories

Title:

Extract of Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14

Ref.: ADCL/PLG-10359-R001/F002

Figure:

2

Scale:

Not to Scale

Date:

Jul 2026



AIKON DEVELOPMENT CONSULTANCY LTD.

DEVELOPMENT PARAMETERS

APPLICATION SITE	:	1,705 m ² (ABOUT)
COVERED AREA	:	820 m ² (ABOUT)
UNCOVERED AREA	:	885 m ² (ABOUT)
FLOOR AREA	:	804 m ² (ABOUT)

PARKING AND LOADING/UNLOADING PROVISION

PARKING SPACE (PC)	:	47 NOS. (5 M(L) X 2.5 M(W))
PARKING SPACE (LGV)	:	1 NO. (7 M(L) X 3.5 M(W))

LEGEND

	APPLICATION SITE BOUNDARY
	BOUNDARY FENCING
	PROPOSED STRUCTURE
	PROPOSED RAINSHELTER(ABOUT 772m ²)
	PARKING SPACE (PRIVATE CAR)
	PARKING SPACE (LGV)
	INGRESS/EGRESS (9M-WIDE)

STRUCTURE

1
2
3
4
5
6
7
8
9
10

USES

ELECTRICITY ROOM
ANCILLARY EV CHARGING BATTERY AND CABINET
ANCILLARY EV CHARGING STATION
ANCILLARY UTILITY POLE
GUARD HOUSE
PORTABLE TOILET
RAIN SHELTER
RAIN SHELTER
RAIN SHELTER
RAIN SHELTER
TOTAL

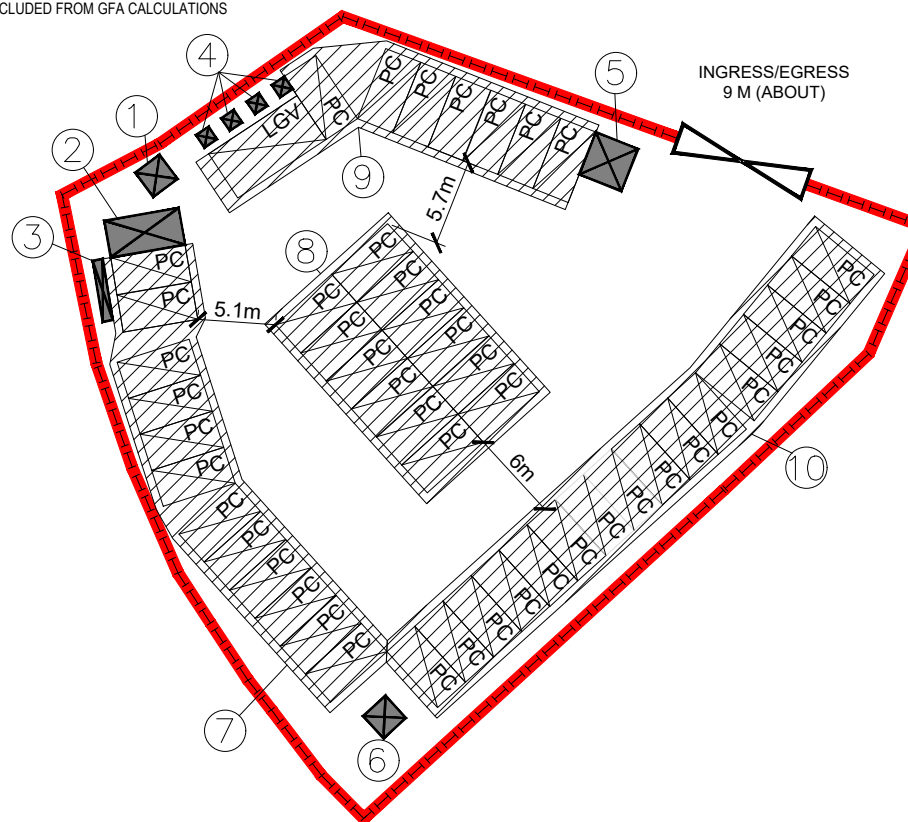
FLOOR AREA (ABOUT)

4 m²
12.5 m²
2.5 m²
16 m²*
9 m²
4 m²
198 m²
176 m²
150 m²
248 m²
804 m²

BUILDING HEIGHT

3m (NOT MORE THAN) (1-STOREY)
3m (NOT MORE THAN) (1-STOREY)
3m (NOT MORE THAN) (1-STOREY)
5m NOT MORE THAN
4m (NOT MORE THAN) (1-STOREY)
4m (NOT MORE THAN) (1-STOREY)
4m (NOT MORE THAN) (1-STOREY)
4m (NOT MORE THAN) (1-STOREY)
4m (NOT MORE THAN) (1-STOREY)
4m (NOT MORE THAN) (1-STOREY)

REMARKS: S4 EXCLUDED FROM GFA CALCULATIONS



Project:

Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Various Lots in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories

Title:

Indicative Layout Plan

Figure:

3

Scale:

Not to Scale

Date:

Jul 2026

Ref.: ADCL/PLG-10359/R001/F003



AIKON DEVELOPMENT CONSULTANCY LTD.