Ref.: ADCL/PLG-10344/R001

Section 16 Planning Application

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

Lot Nos. 867 S.A RP (Part) and 932 (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 Facilities for a Period of 3 Years** (hereinafter referred to as "the proposed use") Lot Nos. 867 S.A RP (Part) and 932 (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 D)" ("R(D)") and "Village Type Development" ("V") 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 current application is intended to facilitate the relocation of existing business operations affected by the Yuen Long South Development Stage 2 Works. This relocation aims to ensure operational continuity;
(b) the application site is considered suitable for the proposed use and could support local needs;
(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(D)" and "V" 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 867 號 A 分段餘段（部分）及第 932 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（丁類）」及「鄉村式發展」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) 是次申請是為了協助遷移受元朗南發展第二期工程影響的現有營運。此搬遷旨在確保營運的連續性；
(二) 該申請用地被視為適合擬議用途，並能滿足當地需求；
(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（丁類）」及「鄉村式發展」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；以及
(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 Facilities for a Period of 3 Years** (hereinafter referred to as "the proposed use") at Lot Nos. 867 S.A RP (Part) and 932 (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** and **Figure 2** indicate the location of the application site.

1.1.2 The application site currently falls within areas zoned "Residential (Group D)" ("R(D)") and "Village Type Development" ("V") on the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 (hereinafter referred to as "the Current OZP") (**Figure 3** 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 Background

1.2.1 The current application serves to support a relocation of an existing operation affected by the Yuen Long South Development Stage 2 Works. The affected operation involves a public vehicle park for private cars and light goods vehicles (hereinafter referred to as "the Existing Operations"). Immediate relocation is required to ensure operational continuity.

Table 1: Use, Locations and Size of the Existing Operations

	Existing Use	Existing Location	Existing Area
Site	Public Vehicle Park (Private Cars and Light Goods Vehicles)	Lot Nos 695 RP,700, 701 (Part), 702 RP (Part) in D.D 121, Tong Yan San Tsuen	About 1,600m^2
		Total:	About 1,600m^2

1.2.2 The location and site photos of the Existing Operations are illustrated in **Illustration 1 and 2**. The uses, locations and areas of the Existing Operations are detailed in **Table 1** below.

1.2.3 To continue Existing Operations, an extensive site search was conducted to identify a suitable alternative location (including sites in Yuen Long and Hung Shui Kiu), evaluating potential sites based on accessibility, site size, infrastructure compatibility, and cost-effectiveness. Other sites were deemed unsuitable due to suboptimal locations, limited space, or prohibitive costs.

1.2.4 The Applicant intends to make use of the application site for reprovisioning of the Existing Operations. The application site is currently vacant and hard-paved, and is connected to Road D1, which is a new district distributor road being constructed as part of the Yuen Long South First Phase Development, via a local track. Following the completion and opening of Road D1 directly to its south, along with its strategic positioning to serve the surrounding neighborhood, the application site has been identified as the optimal location for relocating the Existing Operations.

1.2.5 Comprising an area of approximately 2,475m², the application site is considered reasonable and well-proportioned for the proposed relocation. Its site configuration provides adequate internal access road width and generous maneuvering space compared to the original premises. The application site also would be equipped with sufficient FSI provisions, ancillary facilities and drainage facilities, meeting operational and relevant requirements.

1.3 Objectives

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

(a) To re-provide a public vehicle park on a temporary basis in serving local needs;
(b) To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.

1.4 Structure of the Planning Statement

1.4.1 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 accessible via an existing local track that connects directly to the newly formed Road D1, a district distributor road being constructed as part of the Yuen Long South First Phase Development, to its south. The application site is hard-paved and currently vacant. No Government Land is involved in the current application.

2.2 Surrounding Land-use and Characteristics

2.2.1 The application site is situated within Shan Ha Tsuen, a recognized village. To its immediate east and north are several small houses. To the west lies an open storage site accommodated with a vehicle repair workshop and a recyclable collection center. To the south of the application site is the alignment of Road D1 under the Yuen Long South Development.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within areas zoned "R(D)" (about 76%) and "V" (about 24%) on the Current OZP (**Figure 3** refers). According to the Notes of the Current OZP, "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; whilst "V" zone is designated for both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. 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

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 current application seeks planning permission from the Board for the proposed use on a temporary basis of three years.

3.2 Similar Applications

3.2.1 There are similar approved applications for applying public vehicle park within "R(D)" or "V" 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/1018	Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (18.9.2020)
A/YL-TYST/1043	Renewal of Planning Approval for Temporary Public Vehicle Park for Private Car and Light Goods Vehicle and Shop and Services (Real Estate Agency) for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (21.8.2020)

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/YL-TYST/1161	Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (29.7.2022)
A/YL-TYST/1296	Proposed Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (3.2.2023)
A/YL-TYST/1228	Renewal of Planning Approval for Temporary Public Vehicle Park for Private Car and Light Goods Vehicle and Shop and Services (Real Estate Agency) for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (11.8.2023)
A/YL-TYST/1289	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (20.12.2024)
A/YL-TYST/1307	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (11.4.2025)
A/YL-TYST/1319	Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 5 Years	"V"	Approved with condition(s) on a temporary basis (1.8.2025)
A/YL-TYST/1349	Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) with Ancillary Facilities for a Period of 5 Years	"V"	Approved with condition(s) on a temporary basis (17.4.2026)
A/YL-TYST/1352	Proposed Temporary Public Vehicle Park (excluding container vehicle) with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years	"V"	Approved with condition(s) on a temporary basis (5.6.2026)

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) is to facilitate the relocation of the Existing Operations affected by the Yuen Long South Development Stage 2 Works. Upon approval of the current application by the Board, the Existing Operations will be relocated to the application site.

4.1.2 The application site occupies an area of 2,475m^2 and is accessible via an existing local track connecting to the newly formed Road D1, with a 9m-wide ingress/egress point provided at its southern boundary (**Figures 1** and **4** 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 59 parking spaces for private cars (Dimension: 5m(L) x 2.5m(W)) and one parking space for light goods vehicles (LGVs) are proposed in the application site. A total of 12 temporary structures (including portable toilet, guard house, meter room, rain shelter and ancillary charging facilities) are proposed within application site, providing a total floor area of 1,048m^2, and a building height of not more than 4m (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 4**. 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 southern 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 Facilities for a Period of 3 Years
Operation Hours	24 hours daily, Monday to Sunday (including public holidays)
Site Area	About 2,475m^2
Covered Area	About 1,048m^2 (About 42%)
Uncovered Area	About 1,427m^2 (About 58%)
Rain Shelter Area	About 995m^2
Temporary Structure	
No(s).	12
No. of Storey	Not More Than 1 Storey
Maximum Height	Not More Than 4m
Total Floor Area	About 1,048m^2
No. of Parking Spaces	60
Private Car (5m(L) x 2.5m(W))	59
LGVs (7m(L) x 3.5m(W))	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	Portable Toilet	3	1	4
S2	Guard House	15	1	4
S3	Meter Room	9	1	4
S4	Meter Room	9	1	4
S5	Meter Room	6	1	4
S6	Portable Toilet	3	1	4
S7	Rain Shelter	90	1	4
S8	Rain Shelter	79	1	4
S9	Rain Shelter	520	1	4
S10	Rain Shelter	306	1	4
S11	Charging Facility	4	1	4
S12	Charging Facility	4	1	4
	Total	1,048		

4.2 Proposed Traffic Arrangement

4.2.1 The application site is accessible from via an existing local track connecting to the newly formed Road D1 to its south. Within the application site, 59 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 southern end of the application site. The internal road for the proposed use is about 6 to 7.3m 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) 60 CPs	20	14	0.44	0.31

(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, and there are existing parking activities within the Village, the proposed use that is to accommodate private cars in the areas in an orderly manner 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:-

(a) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimising any conflicts with road traffic;

(b) No vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on the application site at any time;

(c) 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;

(d) No car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities is allowed on the application site at any time; and

(e) 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 Reprovisioning of the Existing Operations Affected by Government Project

5.1.1 The current application intends to facilitate the relocation of an existing business operations affected by the Yuen Long South Development Stage 2 Works. The original site has been resumed by the Government, necessitating the urgent relocation and rearrangement of the Existing Operations. An extensive site search was conducted to identify a suitable alternative location, evaluating potential sites based on accessibility, site size, infrastructure compatibility, and cost-effectiveness. Other sites were deemed unsuitable due to suboptimal locations, limited space, or prohibitive costs. The application site, utilizing vacant land in proximity to local road and village settlement, has been identified as the most suitable location for relocation.

5.2 Suitable Location for the Proposed Use and Support Local Needs

5.2.1 The application site is considered suitable for the proposed use given its close proximity to the newly formed Road D1 and existing village settlements.

5.2.2 The application site is strategically situated immediately adjacent to Shan Ha Tsuen, a recognized village settlement with a substantial resident population. With the completion and opening of Road D1 directly to its south, the application site offers direct, safe, and convenient vehicular access, eliminating the need for heavy traffic to navigate narrow inner-village tracks.

5.2.3 The proposed use will also support existing village development, taking into account the limited parking provision within Shan Ha Tsuen. The proposed development addresses this localized parking deficit by supplying additional parking spaces with charging facilities within a structured, secure, and fully managed environment. Located within a short walking distance of southern Shan Ha Tsuen, the proposed development significantly reduces walking distances for residents, particularly the elderly and mobility-impaired, and enhances overall village amenity, pedestrian safety, and neighborhood livability.

5.2.4 In addition to serving indigenous villagers and local residents, the surrounding area is undergoing significant transformation due to ongoing infrastructural works associated with the Yuen Long South Development. The commencement of major construction and development phases has induced substantial temporary demand for vehicle parking to support local trade and construction-related personnel. Utilizing this currently vacant, hard-paved site as a temporary vehicle park efficiently optimizes underutilized land resources to satisfy pressing interim parking demands during this transition period.

5.3 Temporary Nature Would Not Jeopardize its Planning Intention of “V” and “R(D)” Zones

5.3.1 The application site falls within areas zoned “V” and “R(D)” on the Current OZP, the

temporary nature of the current application will by no means jeopardize the long-term planning intention of "V" and "R(D)" zones. Having considered the fact that the application site will not be erected any small house or residential development within three years, bringing forward the planning intention of "V" zone is unlikely to materialize in the short term.

5.3.2 Considering the proposed use should address the need for car parking facilities of local villagers, the proposed use should not contravene the planning intention of the "V" zone of supporting the village development.

5.3.3 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 or pre-empt the long-term planning intention of "V" and "R(D)" zones.

5.4 Not Incompatible with Surrounding Land Uses

5.4.1 Carparking spaces are not uncommon in village settlements, and parking of vehicles on land zoned "V" is commonly found in the New Territories. Most villages have their own private car parks to serve local villagers and visitors. Considering that the surroundings consist of small houses and low-rise residential developments, the proposed use is considered not incompatible with the surrounding rural environment and village settings, in terms of its geographical location and land use. In addition, there are some open storage sites in the adjoining area. The proposed use is considered not incompatible with the surrounding areas.

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.

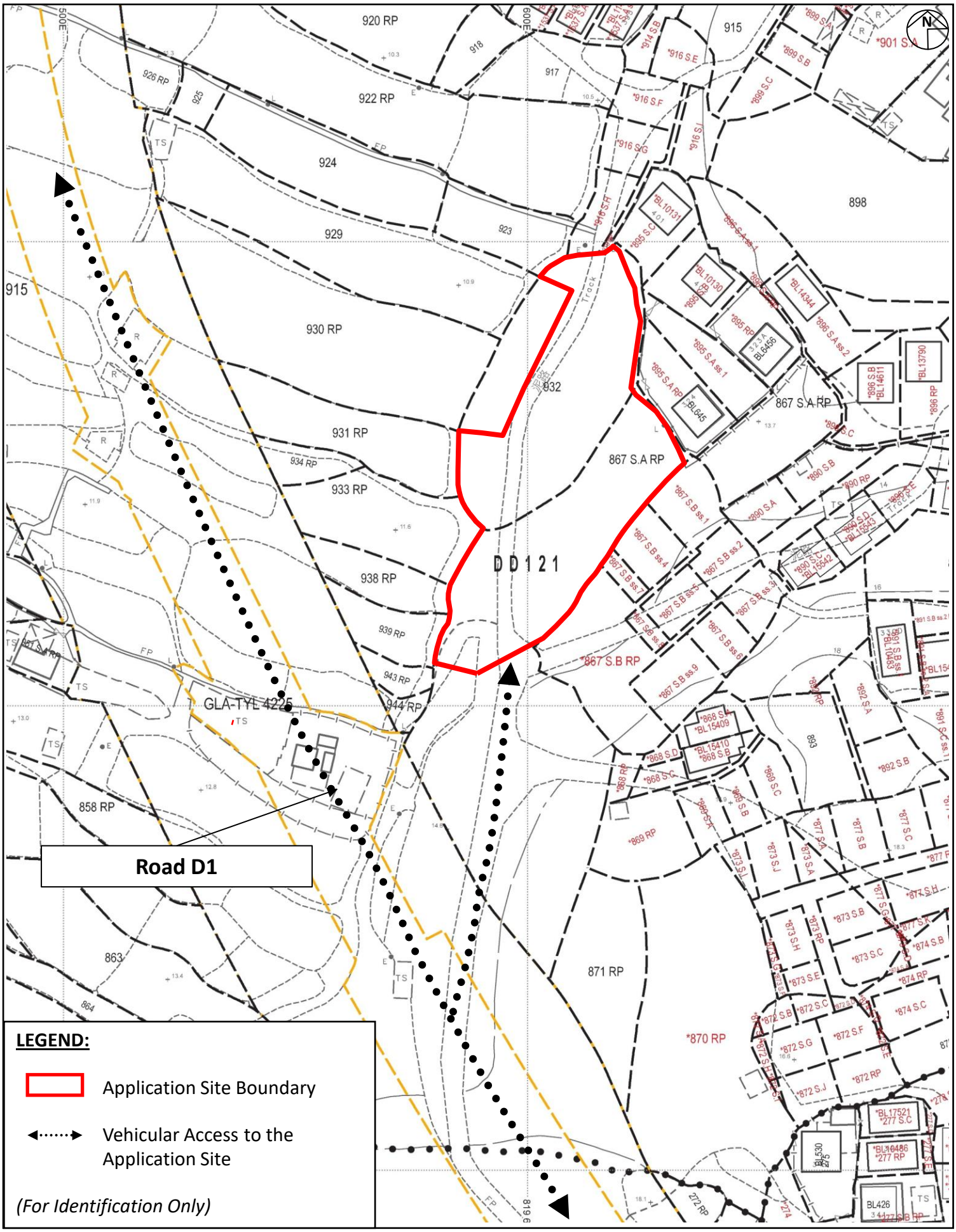
6.2 The application site falls within areas zoned "Residential (Group D)" ("R(D)") and "Village Type Development" ("V") on the approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that: -

(a) the current application is intended to facilitate the relocation of existing business operations affected by the Yuen Long South Development Stage 2 Works. This relocation aims to ensure operational continuity;
(b) the application site is considered suitable for the proposed use and could support local needs;
(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(D)" and "V" 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.

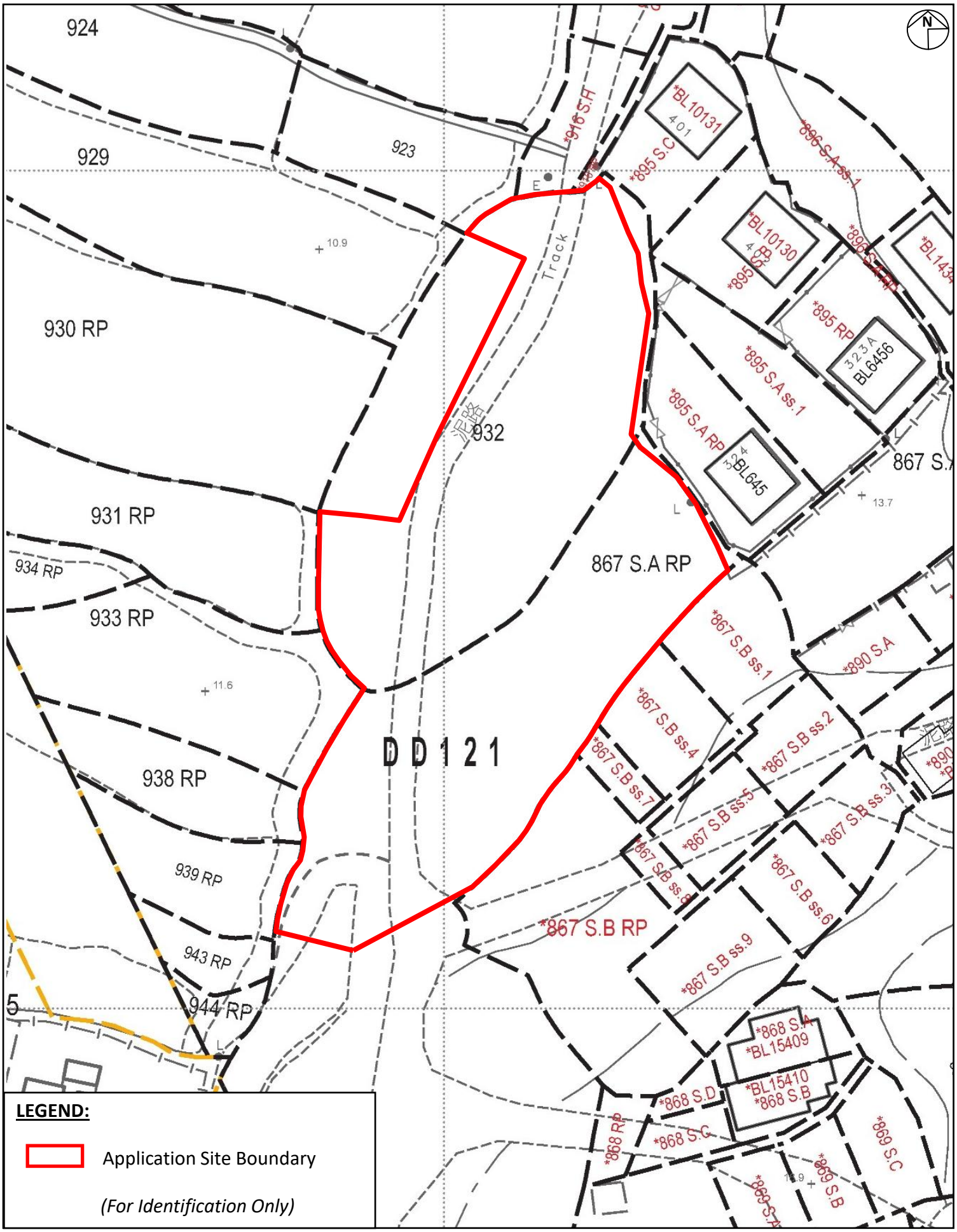
6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years.

List of Figures

Figure 1	Location Plan
Figure 2	Extract of Lot Index Plan (No. ags_ S00000154315_0001)
Figure 3	Extract of Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14
Figure 4	Indicative Layout Plan



Project:	Title:	Figure:	
Section 16 Planning Application Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years at Lot Nos. 867 S.A RP (Part) and 932 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories	Location Plan *Ref.: ADCL/PLG-10344-R001/F001*	1 **Scale:** Not to Scale **Date:** Jul 2026	AIKON DEVELOPMENT CONSULTANCY LTD.

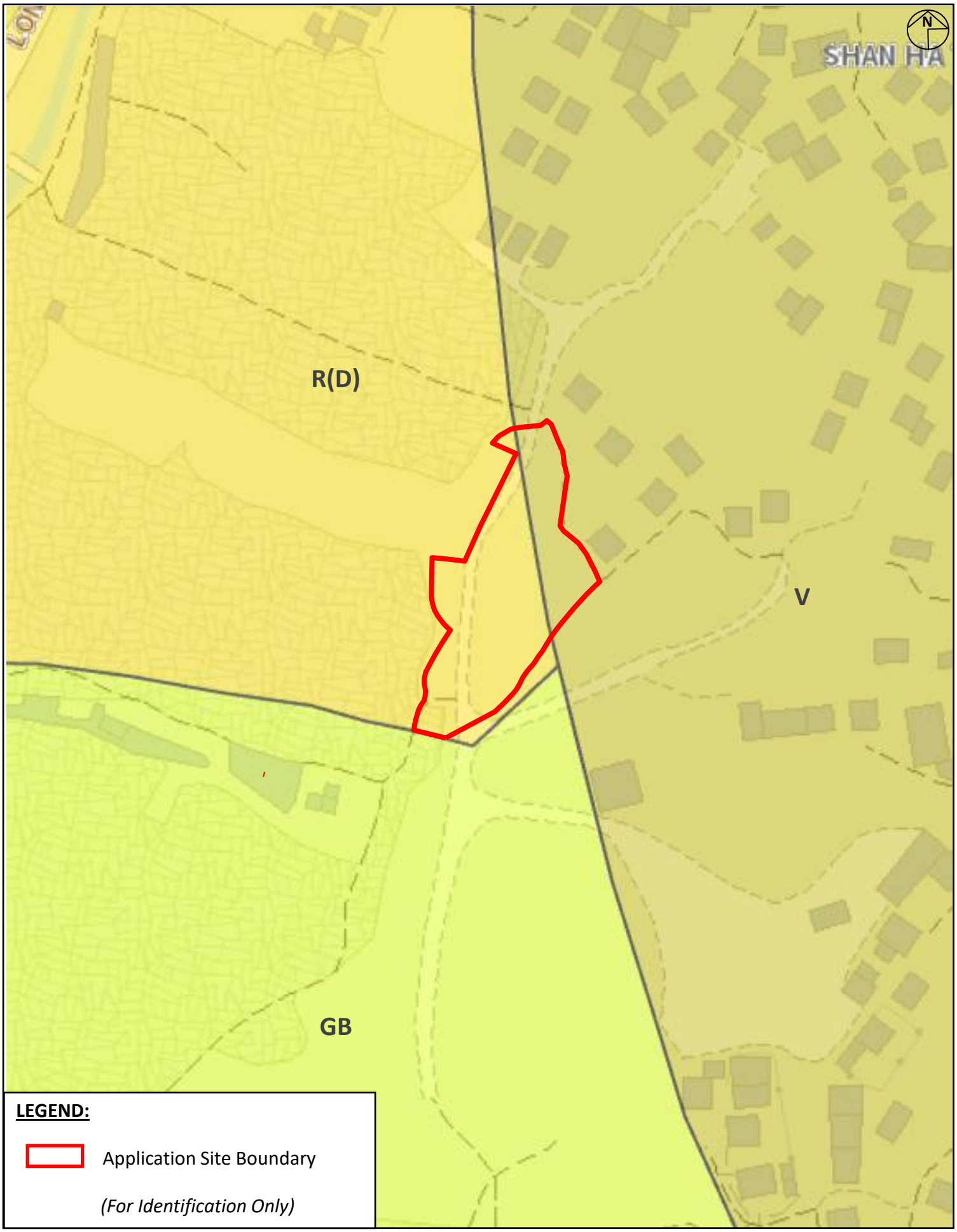


LEGEND:

Application Site Boundary

(For Identification Only)

Project: Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years at Lot Nos. 867 S.A RP (Part) and 932 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories	**Title:** Extract of Lot Index Plan (No. ags_ S00000154315_ 0001) *Ref.: ADCL/PLG-10344-R001/F002*	**Figure:** 2 **Scale:** Not to Scale **Date:** Jul 2026	AIKON DEVELOPMENT CONSULTANCY LTD.



Project:	Title:	Figure:	
Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years at Lot Nos. 867 S.A RP (Part) and 932 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories	Extract of the Approved Tong Yan San Tsuen Outline Zoning Plan No. S/YL-TYST/14 *Ref.: ADCL/PLG-10344-R01/F003*	3 **Scale:** Not to Scale **Date:** Jul 2026	AIKON DEVELOPMENT CONSULTANCY LTD.

DEVELOPMENT PARAMETERS

APPLICATION SITE	:	2,475 m^2 (ABOUT)
COVERED AREA	:	1,048 m^2 (ABOUT)
UNCOVERED AREA	:	1,427 m^2 (ABOUT)

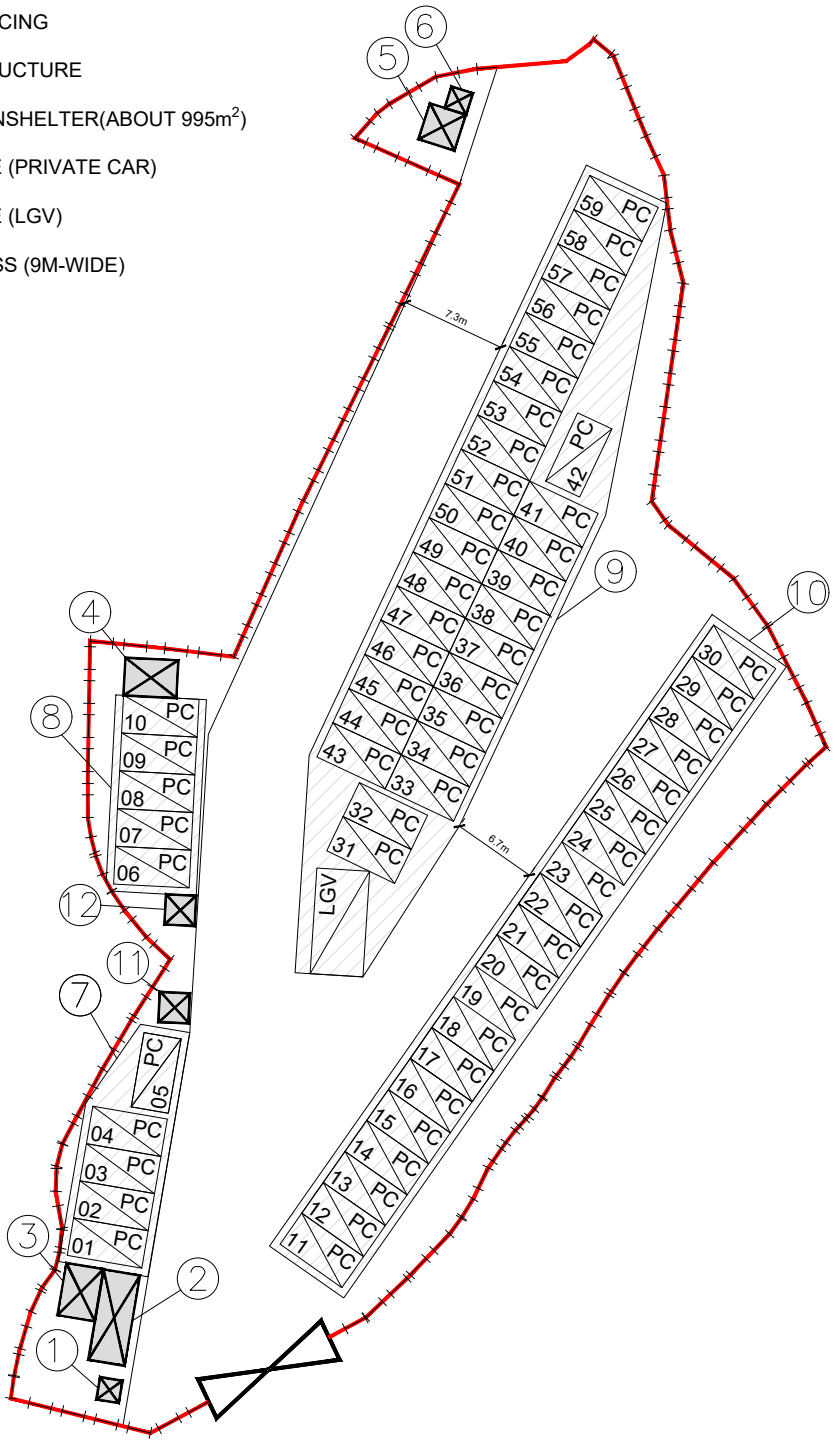
PARKING AND LOADING/UNLOADING PROVISION

PARKING SPACE (PC)	:	59 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 995m^2)
- PARKING SPACE (PRIVATE CAR)
- PARKING SPACE (LGV)
- INGRESS/EGRESS (9M-WIDE)

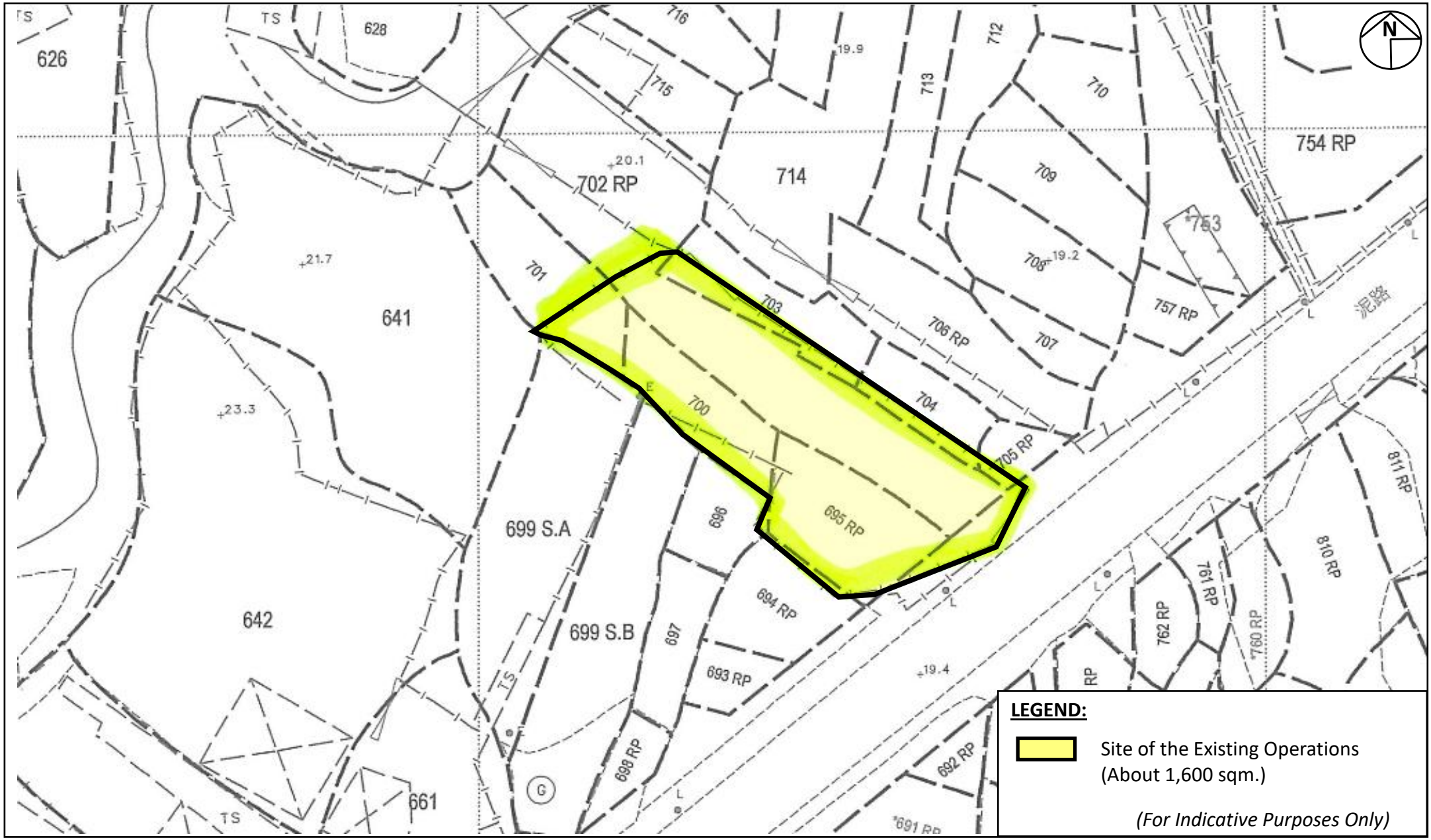
STRUCTURE	USE	GFA (ABOUT)	BUILDING HEIGHT
1	PORTABLE TOILET	3 m^2	4m (NOT MORE THAN) (1-STOREY)
2	GUARD HOUSE	15 m^2	4m (NOT MORE THAN) (1-STOREY)
3	METER ROOM	9 m^2	4m (NOT MORE THAN) (1-STOREY)
4	METER ROOM	9 m^2	4m (NOT MORE THAN) (1-STOREY)
5	METER ROOM	6 m^2	4m (NOT MORE THAN) (1-STOREY)
6	PORTABLE TOILET	3 m^2	4m (NOT MORE THAN) (1-STOREY)
7	RAIN SHELTER	90 m^2	4m (NOT MORE THAN) (1-STOREY)
8	RAIN SHELTER	79 m^2	4m (NOT MORE THAN) (1-STOREY)
9	RAIN SHELTER	520 m^2	4m (NOT MORE THAN) (1-STOREY)
10	RAIN SHELTER	306 m^2	4m (NOT MORE THAN) (1-STOREY)
11	CHARGING FACILTY	4 m^2	4m (NOT MORE THAN) (1-STOREY)
12	CHARGING FACILTY	4 m^2	4m (NOT MORE THAN) (1-STOREY)
	TOTAL	1,048 m^2	



Project:	Title:	Figure:	
Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years at Lot Nos. 867 S.A RP (Part) and 932 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories	Indicative Layout Plan *Ref.: ADCL/PLG-10344/R001/F004*	4 **Scale:** 1:2000 Date: Jul 2026	AIKON DEVELOPMENT CONSULTANCY LTD.

List of Illustration

Illustration 1	Indicative Plan Showing the Location of Existing Operations
Illustration 2	Photographic Record of Existing Operations



Project:	Title:	Illustration:	
Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years at Lot Nos. 867 S.A RP (Part) and 932 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories	Indicative Plan Showing the Location of Existing Operations *Ref.: ADCL/PLG-10344-R001/I004*	1 **Scale:** Not to Scale **Date:** Jul 2026	AIKON DEVELOPMENT CONSULTANCY LTD.

Project: Section 16 Planning Application for Proposed Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles with Ancillary Facilities for a Period of 3 Years at Lot Nos. 867 S.A RP (Part) and 932 (Part) in D.D. 121, Tong Yan San Tsuen, Yuen Long, New Territories	**Title:** Photographic Record of Existing Operations *Ref.: ADCL/PLG-10344-R001/I002*	**Illustration:** 2 **Scale:** Not to Scale **Date:** Jul 2026	AIKON DEVELOPMENT CONSULTANCY LTD.