



## **Section 16 Planning Application**

**Temporary Public Vehicle Park (Private Cars Only)  
for a Period of 3 Years at Lots 106(Part), 107(Part), 289(Part), 293(Part),  
294(Part), 295(Part), 301(Part), 302(Part) and 319(Part) in D.D.126, Fung Ka Wai,  
Ping Shan, Yuen Long, N.T.**

## **Planning Statement**

Applicant  
**Tang Chi Kong (鄧志剛)**

Prepared by  
**Lawson David & Sung Surveyors Limited**

July 2024

## Executive Summary

This planning statement is prepared in support of a planning application for proposed temporary public vehicle park (private cars only) (“the proposed development”) for a period of 3 years at Lots 106(Part), 107(Part), 289(Part), 293(Part), 294(Part), 295(Part), 301(Part), 302(Part) and 319(Part) in D.D.126, Fung Ka Wai, Ping Shan, Yuen Long, N.T. (the “Application Site”).

The Application Site, covering an area of about 3,030 sq.m., falls within an area partially zoned “Recreation” (“REC”) (about 1,621 sq.m., 53%) and partially zoned “Village Type Development” (“V”) (about 1,409 sq.m., 47%) on the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20 gazetted on 23.9.2022. According to the Notes of the OZP, ‘Public Vehicle Park’ is a Column 2 use of both the “REC” and “V” zones, and requires permission from the Town Planning Board (the “Board”).

The Application Site was previously used as a hobby farm but the operator has ceased operation in early 2024. The Application Site is currently vacant. The Applicant has previously operated a public vehicle park (No. A/YL-PS/634) to the northeast of the site. While the planning approval of the public vehicle park has lapsed, the Applicant intends to convert the site into another use. To meet the continuous local parking demand in the locality, the Applicant intends to use the Application Site for a temporary public vehicle park (private cars only).

The proposed public vehicle park will provide a total of 55 parking spaces (2.5m x 5m) for private vehicles to serve the local villagers/residents and the visitors to the nearby recreational facilities. The proposed hours of operation at the Application Site are 24 hours daily from Mondays to Sundays (including public holidays).

The justifications of this application are:

1. The proposed development will meet local parking demand;
2. The proposed development does not contravene the planning intention of “REC” and “V” zones;
3. The proposed development will not hinder future residential development in the locality;
4. Similar Approvals for public vehicle park use in the same “REC” and “V” zones of the same OZP;
5. The proposed development will promote optimization of valuable land resources; 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屏山馮家圍丈量約份第 126 約地段第 106 號(部分)，第 107 號(部分)，第 289 號(部分)，第 293 號(部分)，第 294 號(部分)，第 295 號(部分)，第 301 號(部分)，第 302 號(部分)及第 319 號(部分) (“申請地點”)，作為期三年的臨時公眾停車場(只限私家車)用途 (“擬議發展”) 的規劃申請。

申請地點的面積約 3,030 平方米，位於在 2022 年 9 月 23 日刊憲的屏山分區計劃大綱核准圖 (圖則編號：S/YL-PS/20) 上的「康樂」地帶 (約 1,621 平方米，53%) 及「鄉村式發展」地帶 (約 1,409 平方米，47%)。根據該大綱圖的註釋，「公眾停車場」屬「康樂」及「鄉村式發展」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。

申請地點之前用作休閒農場，但已於 2024 年初停止營業。申請地點現時為空置土地。申請人早前於申請地點西北面經營公眾停車場 (申請編號：A/YL-PS/634)，但相關規劃許可現已失效。申請人計劃將該地點改作為其他用途。為迎合該區持續的泊車需求，申請人擬議使用申請地點作為期三年的臨時公眾停車場(只限私家車)。

擬議公眾停車場將提供 55 個停車位(2.5 米 x 5 米)，以服務本地村民/居民及到訪鄰近康樂設施的訪客。申請地點的營運時間為星期一至日(包括公眾假期)24 小時運作。

本規劃申請的理據為：

1. 擬議發展將滿足該區對停車位的需求；
2. 擬議發展不會違背「康樂」及「鄉村式發展」地帶的規劃意向；
3. 擬議發展不會阻礙未來區內的房屋發展；
4. 在同一「康樂」和「鄉村式發展」地帶有同類停車場用途的規劃許可獲批；
5. 擬議發展可有效利用寶貴的土地資源；
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。

**TABLE OF CONTENTS**

Page

**1. INTRODUCTION** ..... 1

    1.1 Purpose

    1.2 Organization of the Planning Statement

**2. SITE CONTEXT** ..... 2

    2.1 The Application Site and Its Existing Condition

    2.2 Surrounding Land Uses

    2.3 Accessibility

    2.4 Land Status

**3. PLANNING CONTEXT** ..... 3

    3.1 Outline Zoning Plan

    3.2 Previous Applications

    3.3 Similar Applications

**4. DEVELOPMENT PROPOSAL** ..... 5

    4.1 Site Configuration and Layout

    4.2 Site Operations

    4.3 Landscape and Tree Preservation Proposal

    4.4 Traffic Arrangement

    4.5 Drainage Proposal

**5. PLANNING JUSTIFICATIONS** ..... 6

    5.1 Meeting Local Parking Demand

    5.2 Not Contravene the Planning Intention of “REC” and “V” Zones

    5.3 Will Not Hinder Future Residential Development in the Locality

    5.4 Similar Approvals for Public Vehicle Park Use in same “REC” and “V” Zones

    5.5 Optimization of Valuable Land Resources

    5.6 No Adverse Impacts on the Surrounding Areas

**6. CONCLUSION** ..... 9

**List of Figures**

Figure 1      Location Plan

Figure 2      Lot Index Plan

Figure 3      Vehicular Access to the Site

Figure 4      Indicative Layout Plan

**Site Photos**

## 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 temporary public vehicle park (private cars only) (the “proposed development”) for a period of 3 years at Lots 106(Part), 107(Part), 289(Part), 293(Part), 294(Part), 295(Part), 301(Part), 302(Part) and 319(Part) in D.D.126, Fung Ka Wai, Ping Shan, 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 lot is shown per **Figure 2**.

The Application Site, covering an area of about 3,030 sq.m., falls within an area partially zoned “Recreation” (“REC”) (about 1,621 sq.m., 53%) and partially zoned “Village Type Development” (“V”) (about 1,409 sq.m., 47%) on the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20 gazetted on 23.9.2022. According to the Notes of the OZP, ‘Public Vehicle Park (excluding container vehicle)’ is a Column 2 use of the “REC” and “V” zones, and requires permission from the Town Planning Board (the “Board”).

The Application Site was previously used as a hobby farm but the operator had ceased operation in early 2024. The Application Site has since then been abandoned and is currently vacant.

The Applicant has previously operated a public vehicle park (Application No. A/YL-PS/634) to the northeast of the site. While the planning approval of the public vehicle park has lapsed, the Applicant intends to convert the site into another use. To meet the continuous local parking demand in the locality, the Applicant intends to convert the Application Site into a public vehicle park (private cars only) to serve the local villagers and residents, as well as the visitors of the recreational facilities nearby.

The Application Site is considered a preferred location for the proposed development.

### 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 3,030 sq.m., is located to the east of Tin Tsz Road and at the foothill of Kai Shan, Fung Ka Wai, Ping Shan, Yuen Long, N.T., which is between Yuen Long and Tin Shui Wai New Town. The Application Site is a piece of flat land and currently vacant as the previous occupier has moved out. The Application Site is partially fenced off by chain-link fence and wood railing of 1m high along the site boundary (see **Site Photos**).

### 2.2 Surrounding Land Uses

The surrounding areas are mixed with scattered village houses, open storage yards and places of recreation. The Application Site is surrounded by open storages yards of vehicles and construction materials / equipment at its immediate west and south. To the east are the residential settlements of Fung Ka Wai within the “V” zone. To the northeast is a public vehicle park (private cars only) previously approved by the Board on 14.5.2021 (Application No. A/YL-PS/634). To the further north and northwest, several recreational uses / training ground can be found such as a drone training centre, a barbecue spot and the Hong Kong Archery Association Lam Sim Fook Archery Range. To the further east and northeast within the “Conservation Area” zone is the hilly area of Kai Shan.

### 2.3 Accessibility

The Application Site enjoys good accessibility to strategic road network. It can be easily accessible by an existing local track leading to the junction of Tin Tsz Road and Tin Wah Road, which connect to other parts of the New Territories. The proposed development would share the access road with the surrounding uses. 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 is demised as agricultural use with lease term for 75 years, from 1.7.1898 less three days and are renewable for a further term of 24 years.

### 3. Planning Context

#### 3.1 Outline Zoning Plan

The Application Site is currently partially zoned “Recreation” (“REC”) (about 1,621 sq.m., 53%) and partially zoned “Village Type Development” (“V”) (about 1,409 sq.m., 47%) on the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20 gazetted on 23.9.2022 (see **Figure 1**).

As stipulated in the Notes attached to the OZP, the planning intention of “REC” zone is primarily for “for recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission.”

The planning intention of “V” zone is 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. 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.”

According to the Notes of the OZP, ‘Public Vehicle Park (excluding container vehicles)’ is a ‘Column 2’ use of both the “REC” and “V” zones, which requires planning permission from the Board.

#### 3.2 Previous Applications

The Application Site, or part of it, is the subject of 11 previous planning applications for various uses as summarized in the table below:-

Application No.	Applied Use	Decision	Date of Approval
A/DPA/YL-PS/3	Open Storage of New Vehicles	Rejected	13.5.1994
A/DPA/YL-PS/30	Temporary Use of Open Storage of New Vehicles	Rejected	24.2.1995
A/YL-PS/14	Temporary Open Storage of New Vehicles for a Period of 12 Months	Rejected	1.5.1998
A/YL-PS/40	Temporary Open Storage of New Vehicles for a Period of 12 Months	Approved with conditions	16.10.1998
A/YL-PS/49	Golf Driving Range	Approved with conditions for 3 years	26.3.1999
A/YL-PS/106	Temporary Open Storage of New Vehicles (Cars, Taxis and Light Van only) for a Period of 3 Years	Approved with conditions	1.3.2002
A/YL-PS/122	Temporary Open Storage of New Vehicles (Cars, Taxis and Light Van only) for a Period of 3 Years	Approved with conditions	11.10.2002
A/YL-PS/167	Temporary Open Storage of New Vehicles (Cars, Taxis and Light Van only) for a Period of 3 Years	Approved with conditions	19.12.2003
A/YL-PS/255	Renewal of Planning Approval for Temporary Open Storage of New Vehicles (Cars, Taxis and Light Van only) for a Period of 3 Years	Approved with conditions	1.12.2006
A/YL-PS/311	Renewal of Planning Approval for Temporary Open Storage of New Vehicles (Cars, Taxis and	Approved with conditions	19.3.2010

	Light Van only) for a Period of 3 Years		
A/YL-PS/365	Temporary Open Storage of New Vehicles (Private Cars and Medium Goods Vehicles) (under 12 tonnes) for a Period of 3 Years	Rejected	30.3.2012

### 3.3 Similar Applications

A similar application of public vehicle park (private cars only) (Application No. A/YL-PS/634) to the northeast of the Application Site within the same “REC” and “V” zones was approved by the Board on 14.5.2021. This application was applied by the Applicant and all approval conditions were complied with. Other similar applications approved by the Board for temporary public vehicle park in “REC” and “V” zones are shown as follows:

Application No.	Applied Use	Zoning	Site Area (m <sup>2</sup> )	Decision	Date of Approval
<b>Similar Application within the same “REC” &amp; “V” Zones</b>					
A/YL-PS/634*	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	“REC” & “V”	5,609	Approved with conditions	14.5.2021
<b>Similar Application within same “REC” Zone</b>					
A/YL-PS/688	Temporary Public Vehicle Park (Private Cars, Light Goods Vehicles, Light Buses and Coaches) with Ancillary Facilities for a Period of 3 Years	“REC”	6,621	Approved with conditions	14.7.2023
<b>Similar Applications within “V” Zone</b>					
A/YL-PS/651	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	“V”	780	Approved with conditions	28.1.2022
A/YL-PS/657	Renewal of Planning Approval for Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	“V”	3,640	Approved with conditions	22.4.2022
A/YL-PS/666	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	“V”	447.4	Approved with conditions	25.11.2022
A/YL-PS/684	Renewal of Planning Approval for Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	“V”	2,613	Approved with conditions	23.6.2023
A/YL-PS/703	Renewal of Planning Approval for Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	“V”	2,315	Approved with conditions	26.1.2024
A/YL-PS/710	Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	“V”	3,540	Approved with conditions	19.4.2024

\*Applied and operated by the Applicant of this application



## 4. Development Proposal

### 4.1 Site Configuration and Layout

The Applicant proposes to use the Application Site for temporary public vehicle park (private cars only) for a period of 3 years. The proposed development intends to serve the local villagers and residents, and the visitors to the nearby recreational facilities. It will help regulate parking in the area and improve the traffic conditions in the vicinity.

The Application Site has an area of about 3,030 sq.m. The proposed public vehicle park will provide 55 parking spaces (2.5m x 5m) for private vehicles (see Layout Plan at **Figure 4**). The Application Site will continue to be fenced off with existing chain-link fence and wood railing of about 1m high.

### 4.2 Site Operations

The proposed hours of operation at the Application Site are 24 hours daily from Mondays to Sundays (including public holidays). However, it is anticipated that customers of the car park would mainly visit the Application Site from 7 a.m. to 10 p.m. The proposed development will mainly provide monthly rental parking services to the nearby villagers / residents, while the remaining parking spaces will serve the visitors of the nearby recreational facilities. 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 Landscape and Tree Preservation Proposal

There are no existing trees within the Application Site. Meanwhile, existing trees of various species are found immediate outside the southern and western boundary of the Application Site. These existing trees will not be disturbed by the Applicant and would act as the natural hedges bounding the edge of the proposed development. As a result, the proposed development would fit well into the setting in the neighbourhood without causing any significant visual impact.

### 4.4 Traffic Arrangement

The Application Site can be accessed via a local track diverging from the junction of Tin Tsz Road and Tin Wah Road (see **Figure 3**). The proposed development would share the access road with the surrounding uses. The Applicant will maintain the existing ingress/egress point located at the eastern boundary of about 6.5m wide. Adequate spaces will be reserved for manoeuvring of vehicles within the Application Site. Most of the parking spaces will be available as monthly rental, which would not generate a high traffic volume.

The number of generated trips from the proposed public vehicle park will not be more than 10 trips during peak hours, which could be absorbed by the existing road. A holding area will be provided near the site entrance and no vehicle has to queue back to public road or reverse onto/from the public road.

Compared with the previous private car park (Application No. A/YL-PS/634) operated by the Applicant, the number of parking spaces has reduced from 90 to 55 and the number of trips during peak hours has also reduced from 20 to 10.

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

Time	Weekdays		Weekends	
	No. of Trips (Tenants)	No. of Trips (Visitors)	No. of Trips (Tenants)	No. of Trips (Visitors)
07:00-08:00	6	0	4	2
08:00-09:00 (AM Peak)	10	0	6	4
09:00-10:00	8	0	4	4
10:00-11:00	6	2	2	6
11:00-12:00	4	2	2	6
12:00-13:00	4	2	2	6
13:00-14:00	4	2	2	6
14:00-15:00	4	2	2	6
15:00-16:00	6	2	2	6
16:00-17:00	6	2	2	6
17:00-18:00 (PM Peak)	8	2	4	6
18:00-19:00	6	2	4	4
19:00-20:00	8	0	4	2
20:00-21:00	6	0	4	2
21:00-22:00	4	0	2	0
22:00-23:00	4	0	2	0
23:00-07:00	4	0	4	0

#### 4.5 Drainage Proposal

No drainage facilities can be found within the Application Site while surface channels are found outside the western and southern boundaries. 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 surface channels. The Applicant will submit a drainage proposal to demonstrate the drainage facilities arrangement upon approval of this application.

## 5. Planning Justifications

### 5.1 Meeting Local Parking Demand

With several existing local villages and Tin Shui Wai New Town nearby, the proposed public vehicle park is intended to meet the parking demand generated from local villagers and residents nearby. In addition to the existing recreational uses in the locality, the demand for a parking space is high in the area. At present, there is no proper public car parking space in Fung Ka Wai. Due to the lack of parking facilities, illegal parking is very common with cars parked freely along the local track, which would easily cause congestion at the local track and the connecting road networks, as well as provoke road safety concerns in the surrounding areas.

With the foreseen influx of population from the future public housing and new residential developments in vicinity and Kai Shan being as a prominent hiking spot, there has been an increasing local demand for private car parking spaces in Fung Ka Wai. The provision of a public vehicle park at the Application Site can help accommodate the increasing population and visitors of these sites as well as relieve potential traffic pressure off the area.

In addition, there are limited public transport options in terms of variety and frequency of public transport services in the vicinity of Fung Ka Wai. As a result, many villagers/residents generally rely on private cars as their major means of transportation, which account for the high demand for private car parking spaces in the area. In consequence, the introduction of the proposed public vehicle park can alleviate the parking demand and reduce illegal parking nearby.

## 5.2 Not Contravene the Planning Intention of “REC” and “V” Zones

The Application Site falls within an area zoned “REC” and “V” on the Ping Shan OZP No. S/YL-PS/20. The former hobby farm at the Application Site has ceased their operation in early 2024 and the Application Site has been left vacant since then.

In view of the surrounding developments of the Application Site, which is mainly occupied by open storage/storage yard for storage of vehicles and construction materials/equipment/machinery, the planning intention of the “REC” zone has not been materialized. In addition, the owner of the Application Site has no intention to develop Small Houses within the “V” zone in the coming three years. As such, the Application Site is unlikely be developed for recreational and residential uses in the short to medium term. Additionally, the proposed development is a temporary use, which would not jeopardize the long-term planning intention of “REC” and “V” zones.

## 5.3 Will Not Hinder Future Residential Development in the Locality

As referred to the prevailing Ping Shan OZP, the “R(A)”6 zone to the west of the Application Site is intended for future public housing development. Additionally, the recently announced Land Sharing Pilot Scheme (LSPS) (Application No. LSPS/007) for proposed residential development is located at the northeast of the Application Site. Given the temporary nature of the application, it will not jeopardize the long-term future development of the locality under the future planning intention of the Ping Shan OZP and LSPS.

## 5.4 Similar Approvals for Public Vehicle Park Use in the same “REC” and “V” Zones

As mentioned in Paragraph 3.3, 2 similar applications (Nos. A/YL-PS/634 and 688) for public vehicle parks within the same “REC” and “V” zones were approved by the Board. Other similar approvals for public vehicles park (Nos. A/YL-PS/651, 657, 666, 684, 703 and 710) in “V” zone of the Ping Shan OZP area were also approved by the Board in the last three years. With similar applications approved in the vicinity for public vehicle park use, approval of this application is considered acceptable within the “REC” and “V” zones and in line with previous decisions of the Board.

## 5.5 Optimization of Valuable Land Resources

The Application Site has been abandoned since the operation of former hobby farm ceased in early 2024. As the planning intentions of both “REC” and “V” zones are not contravened as mentioned above, the proposed development can offer an interim solution to optimize valuable land resources that can complement the surrounding uses and satisfy the high local parking demand from the surrounding residential developments and recreational uses.

Additionally, since the Applicant will upkeep the maintenance of the Application Site, it can encourage better management of the quality of the Application Site and therefore avoid land degradation from continued abandonment and lack of maintenance.

## 5.6 No Adverse Impacts on the Surrounding Areas

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

### Traffic

Since the Application Site will mainly provide monthly rental parking services, the traffic volume could be controlled. While the development would be opened 24 hours daily, it is anticipated that customers of the car park would mainly visit the site from 7:00am to 10:00pm. With reference to Paragraph 4.4, the proposed use will not attract high traffic influx in the area and can be absorbed by existing road. The proposed development would alleviate local parking demand and avoid illegal parking in the area. Adequate space has also been reserved for vehicular manoeuvring within the site, so no vehicle has to queue back to public road or reverse onto/from the public road. Compared to the previous car park operated by the Applicant, the number of parking spaces and trips generation during peak hours have both reduced considerably. As such, it is anticipated that the proposed development would not have significant traffic impact to the surrounding areas.

### Drainage

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

The Application Site falls outside the Wetland Buffer Area. As the proposed public vehicle park will only be used for parking of private cars with limited traffic influx, it would not generate adverse noise, air pollution or visual intrusion. In addition, there will be no repairing, car washing, paint spraying and other workshop activities carried out on the premises. Therefore, the proposed development will not generate any pollution or adverse environmental impacts on the surrounding areas.

## 6. Conclusion

The Application Site falls within “REC” and “V” zones on the Ping Shan OZP. The Application Site is currently vacant. In view of the site location, the existing site conditions and surrounding land uses, the planning intentions of “REC” zone has not been materialized with no future intention to develop small houses within the “V” zone of the Application Site by the land owner as well. Meanwhile, the proposed development will help regulate parking in the area and improve the traffic conditions in the vicinity. Similar applications have also been approved by the Board in the “REC” and “V” zones, indicating that the proposed use is both compatible and suitable in land use term, at least on a temporary basis of 3 years.

Given the temporary nature of the proposed development, it will not hinder future proposed residential development under LSPS or public housing development in the locality. 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 could therefore be considered an ideal interim solution to optimize valuable land resource.

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  
July 2024