



Ref: LDS/PLAN/7140

Section 16 Planning Application

Proposed Temporary **Green Fuel** Station (**Electric Vehicle Charging Station** for Electric Taxi) for a Period of 3 Years at Taxlord Lot 464 S.A RP (Part) in D.D.83 and Adjoining Government Land, Sha Tau Kok Road - Lung Yeuk Tau, Fanling, N.T.

Planning Statement

Applicant

Wealth Generation International Limited (新世代國際有限公司)

Prepared by

Lawson David & Sung Surveyors Limited

December 2025

Executive Summary

This planning statement is prepared in support of a planning application for proposed temporary **green fuel station (electric vehicle (EV) charging station** for electric taxi) (“the proposed development”) for a period of 3 years at Taxlord Lot 464 S.A RP (Part) in D.D.83 and adjoining Government land, Sha Tau Kok Road - Lung Yeuk Tau, Fanling, N.T. (the “Application Site”).

The Application Site, covering an area of about **954 sq.m. (including Government Land of about 381 sq.m.)**, falls within an area zoned “Agriculture” (“AGR”) on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19 gazetted on 16.12.2022. According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board, notwithstanding that the use or development is not provided for under the Notes of the OZP.

The Application Site is currently used as vehicle repair workshops. In consideration of the growing popularity of the EVs in Hong Kong and introduction of 3,000 electric taxis expected in 2026, the Applicant, in cooperation with one of the selected taxi fleet operators, intends to convert the Application Site into an EV charging station to provide EV charging facilities for electric taxis.

The proposed EV charging station will provide a total of **17** parking spaces (2.5m x 5m) for electric taxis. 12 of them will be fee-paying parking spaces and equipped with EV charging device, with all being direct current (DC) quick chargers with an output power of 120kW. The remaining **5** parking spaces will be designated as parking / waiting spaces for the charging facilities and free of charge.

Two 1-storey (height: about 3m) containers for EV chargers, each with a floor area of about 29 sq.m., will be situated at the southern boundary of the Application Site. Each container will provide 6 EV charging devices for electric taxis. A 1-storey (height: about 3.5m) transformer room / switch room with a floor area of about 53 sq.m. will be placed in between the containers to provide sufficient electricity to all charging devices.

The Applicant will maintain the existing ingress/egress point of about 9m wide at the northern boundary of the Application Site, connecting to Sha Tau Kok Road – Lung Yeuk Tau. 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 is in line with Government policy to promote EVs usage;
2. The proposed development meets the demand for quick EV charging facilities;
3. The proposed development does not contravene the planning intention of “AGR” zone;
4. The proposed development is considered not incompatible with surrounding land uses;
5. The proposed development will promote optimization of valuable land resources;
6. The proposed development will not hinder future development of New Territories North New Town; and
7. 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粉嶺沙頭角公路 - 龍躍頭段丈量約份第 83 約補租地段第 464 號 A 分段餘段(部分)及毗連政府土地 (“申請地點”)，作為期三年的擬議臨時潔淨能源站(電動的士充電站) (“擬議發展”)的規劃申請。

申請地點的面積約 954 平方米 (包括政府土地約 381 平方米)，座落於在 2022 年 12 月 16 日刊憲的龍躍頭及軍地南分區計劃大綱核准圖 (圖則編號：S/NE-LYT/19)上的「農業」地帶。根據該大綱圖的註釋，不超過三年土地或建築物的臨時用途或發展，須先向城規會提出申請。

申請地點現時為汽車修理工場。考慮到本地電動車日趨普及以及政府將於 2026 年引入 3,000 輛電動的士，申請人將與一支被政府選中的的士車隊合作，擬將申請地點改作成電動車充電站，為電動的士提供充電設施。

擬議電動車充電站將提供 17 個供電動的士停泊的停車位(2.5 米 x 5 米)，其中 12 個停車位為配備電動車充電設備的收費停車位，所有充電裝置均是輸出功率為 120kW 的直流快充裝置。剩餘的 5 個停車位將用作充電設施的停車 / 等候區，並免費使用。申請地點南邊將設置兩個一層高(高度約 3 米，樓面面積各約 29 平方米)的改裝貨櫃，以容納電動車充電器，每個貨櫃可提供 6 個電動的士充電器。貨櫃之間將提供一個一層高(高度約 3.5 米，樓面面積約 53 平方米)的電力變壓器房 / 掣房，為所有充電設備提供足夠的電力。

申請人將繼續使用申請地點北面連接到沙頭角公路 - 龍躍頭段的出入口(約 9 米闊)。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. 擬議發展支持政府推動電動車普及化的政策；
2. 擬議發展能滿足對電動車快速充電設施的需求；
3. 擬議發展不會違背「農業」地帶的規劃意向；
4. 擬議發展與周邊土地用途兼容；
5. 擬議發展可有效利用寶貴的土地資源；
6. 擬議發展不會阻礙未來新界北新市鎮的發展；及
7. 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 Background of the Application	
1.3 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 Application	
3.3 Similar Application	
4. DEVELOPMENT PROPOSAL	3
4.1 Site Configuration and Layout	
4.2 Site Operations	
4.3 Traffic Arrangement and Traffic Impact Assessment	
4.4 Drainage Proposal	
4.5 Landscape	
4.6 Fire Service Installations	
4.7 Environmental Consideration	
5. PLANNING JUSTIFICATIONS	6
5.1 In Line with Government Policy to Promote EVs Usage	
5.2 Meeting the Demand for Quick EV Charging Facilities	
5.3 Not Contravene the Planning Intention of “AGR” Zone	
5.4 Not Incompatible with Surrounding Land Uses	
5.5 Optimization of Valuable Land Resources	
5.6 Will not Hinder Future Development of New Territories North New Town	
5.7 No Adverse Impacts on the Surrounding Areas	
6. CONCLUSION	8

List of Figures

Figure 1A	Location Plan
Figure 2A	Lot Index Plan
Figure 3A	Vehicular Access to the Site
Figure 4A	Indicative Layout Plan
Figure 4B	Layout Plan showing the Setback Distance from the Existing Sewerage Underground Pipes and Manholes
Figure 5	Photos of Electric Charging Device
Figure 6	Existing Trees within the Application Site

Site Photos

List of Appendices

Appendix 1	Endorsement Letter from the Transport Department
Appendix 2	Traffic Impact Assessment
Appendix 3	Drainage Proposal

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 electric vehicle charging station (for electric taxi) (“the proposed development”) for a period of 3 years at Taxlord Lot 464 S.A RP (Part) in D.D.83 and Adjoining Government land, Sha Tau Kok Road - Lung Yeuk Tau, Fanling, N.T. (hereafter referred to as “the Application Site”). **Figure 1A** shows the location of the Application Site and the Lot Index Plan indicating the concerned lot is shown per **Figure 2A**.

The Application Site, covering an area of **about 954 sq.m. (including Government land of about 381 sq.m.)**, falls within an area zoned “Agriculture” (“AGR”) on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19 gazetted on 16.12.2022. According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board, notwithstanding that the use or development is not provided for under the Notes of the OZP.

The Application Site is currently occupied by vehicle repair workshops. In view of the growing demand for electric vehicles (EVs), the Applicant intends to convert the Application Site into an EV charging station to provide EV charging facilities for electric taxis. It is considered a preferred location for the proposed development.

1.2 Background of the Application

In response of combating global climate change, electrification of transportation system has become a global trend. EVs are considered a preferable choice to conventional vehicles with no tailpipe emissions of air pollutants, which can help improve air quality and reduce greenhouse gas emissions.

To drive Hong Kong towards the vision of “Zero Carbon Emissions ● Clean Air ● Smart City”, the Government has announced the “Hong Kong Roadmap on Popularisation of EV” on 17 March 2021, which outlines the long-term objectives to achieve zero vehicular emissions before 2050 and promote wider or eventual full adoption of EVs in Hong Kong. The roadmap includes measures such as phasing out conventional fuel-propelled vehicles by 2035, expanding EV charging network in both private and public sectors, enhancing education and training programs for maintenance services and introducing trials of electric commercial vehicles for public transportations.

On 10 December 2024, the Government has also announced the “Green Transformation Roadmap of Public Buses and Taxis” to expand the adoption of EVs in public transportation with introduction of 3,000 electric taxis by mid-2026. The Government has also highlighted a multi-pronged approach in promoting the expansion of EV charging facilities, so as to gradually develop a territory-wide network for ensuring sufficient and convenient charging support for suiting the needs of various EVs.

As at February 2025, the number of EVs account for about 12.6% of the total number of vehicles in Hong Kong, and is expected to increase with the ongoing promotion and campaigns by the Government. In the Chief Executive’s 2024 Policy Address, the Government has also reiterated their efforts to expand the charging network for EVs with new scheme to encourage private sector to install quick-charging facilities. It is targeted to have a total of 3,000 quick chargers installed by 2030.

Additionally, the Government has announced 5 selected taxi fleet operators to enhance taxi service quality and reform the taxi trade on 3 March 2025, in which all selected operators will provide electric taxis to promote green transport in Hong Kong.

In support of the Government's initiatives, the Applicant, in partnership with one of the selected taxi fleets (see endorsement letter from the Transport Department at **Appendix 1**), intends to convert the Application Site into an EV charging station to provide charging facilities for electric taxi. All chargers will be direct current (DC) chargers with output power of 120kW to increase the charging efficiency.

1.3 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 **954 sq.m. (including Government land of about 381 sq.m.)**, is located next to Sha Tau Kok Road – Lung Yeuk Tau, Fanling, N.T. The Application Site is a piece of flat land, partly hard-paved and currently being used as vehicle repair workshops. The Application Site is partially fenced off by chain-link fence of about 2.5m high (see **Site Photos**). All the existing temporary structures will be demolished.

2.2 Surrounding Land Uses

The surrounding areas are predominantly rural in character and comprise of village houses, vehicle repair workshops, parking of vehicles, warehouses / storage yards and vacant land. To the east and further east are Kwan Tei Children's Playground and the village settlements of Kwan Tei. To the further southeast is a temporary public vehicle park (Application No. A/NE-LYT/815) within the same "AGR" zone approved by the Board on 26.1.2024. To the north across Sha Tau Kok Road – Lung Yeuk Tau are a series of vehicle repair workshops and warehouses / storage yards within the "Open Storage" ("OS") zone. To the west is the industrial premises of Tung Chun Soy Sauce & Canned Food Company Limited. To the south is vacant land intermixed with temporary structures.

2.3 Accessibility

The Application Site is directly accessible via Sha Tak Kok Road – Lung Yeuk Tau. The existing entrance to the Application Site is about 9m wide which is located to the north. A plan showing the vehicular access to the Application Site is provided at **Figure 3A**.

2.4 Land Status

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

The subject lot is an old schedule agricultural lot. The Applicant will apply for a Short Term Waiver (STW) for the proposed structures and a Short Term Tenancy (STT) for the use of the Government land to the Lands Department upon obtaining planning approval for this application.

3. Planning Context

3.1 Outline Zoning Plan

The Application Site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19 gazetted on 16.12.2022 (see **Figure 1A**).

The planning intention of “AGR” zone is “primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.”

According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board, notwithstanding that the use or development is not provided for under the Notes of the OZP.

3.2 Previous Application

Part of the Application Site is subject to 1 previously approved planning application and the details are as follows:-

Application No.	Applied Use	Location	TPB's Decision (Date)
A/NE-LYT/161	Cover Structures for Vehicle and Construction Machinery Repair Workshop	Taxlord Lot 464 S.A RP (Part) in D.D.83 and Adjoining Government Land	Approved with Conditions (31.7.1998)

3.3 Similar Application

There is no similar application for EV charging station use within the same “AGR” zone under the Lung Yeuk Tau and Kwan Tei South OZP.

4. Development Proposal

4.1 Site Configuration and Layout

The Applicant proposes to use the Application Site for a temporary EV charging station for a period of 3 years. The proposed development intends to provide EV charging facilities for electric taxis of a taxi fleet.

The Application Site has an area of about **954 sq.m.** The proposed EV charging station will provide **17** parking spaces (2.5m x 5m) for electric taxis (see Layout Plan at **Figure 4A**). 12 of them will be fee-paying parking spaces and equipped with EV charging device, with all being direct current (DC) ultra fast chargers with output power of 120kW. The remaining **5** parking spaces will be designated as parking / waiting spaces for the charging facilities and will be free of charge. **The application boundary has been taken into consideration of the existing sewerage underground pipes and manholes in the vicinity and sufficient setback distance has been provided (see Figure 4B).**

Two 1-storey (height: about 3m) containers for placements of EV chargers, each with a floor area of about 29 sq.m., will be situated at the southern boundary of the Application Site. Each container will provide 6 EV chargers for electric taxis (see **Figure 5**). A 1-storey (height: about 3.5m) transformer room / switch room with a floor area of about 53 sq.m. will be placed in between the containers to provide sufficient electricity to all charging devices.

The Application Site will be fenced off by 2.5m high chain-link fence on all sides. Only electric taxis with valid licenses issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations are allowed to be parked on the Application Site.

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

Applied Use	Proposed Temporary Green Fuel Station (Electric Vehicle Charging Station for Electric Taxi) for a Period of 3 Years
Site Area	About 954 sq.m. (including 381 sq.m. of Government land)
Total Floor Area (Non-domestic)	About 111 sq.m.
No. of Structures	3 - 1 proposed transformer / switch room - 2 proposed containers for EV chargers
Height of Structures	About 3 – 3.5m (1 storey)
No. of Parking Spaces	17 Nos. (2.5m x 5m) - 12 EV charging spaces for electric taxis - 5 parking / waiting spaces for electric taxis

4.2 Site Operations

The proposed development will only provide parking and EV charging facilities for electric taxis. All EV chargers onsite will be quick chargers that will provide electric taxis 600km of mileage when charged for about 30 minutes. The proposed hours of operation at the Application Site are 24 hours daily from Mondays to Sundays (including public holidays). The Applicant also confirms that there will be no repairing, car washing, paint spraying and other workshop activities conducted at the Application Site. No land filling work will be conducted at the Application Site.

The Applicant will collaborate with Sino Development (International) Company Limited (新科發展(國際)有限公司), one of the 5 selected taxi fleet operators by the Government, to provide various quick EV charging facilities in various locations in Hong Kong (see **Appendix 1**). The fee arrangement will be similar to other EV charging station in the market, in which users will be charged at time basis as they go. A mobile application catered for electric taxi drivers will be adopted, which will include the payment platform for EV charging and provide real-time availability of EV charging spaces at the EV charging stations managed by the Applicant.

4.3 Traffic Arrangement and Traffic Impact Assessment

The Application Site can be accessed via Sha Tau Kok Road – Lung Yeuk Tau (see **Figure 3**). The Applicant will maintain the existing ingress/egress point at the northern boundary of about 9m wide. A Traffic Impact Assessment (TIA) (see **Appendix 2**) is submitted to assess the potential traffic impact on the existing and future road network.

To analyze the existing traffic conditions, a traffic count survey was conducted on 22 May 2025 at the nearby critical links and junctions. The peak hour was identified to be between 1630 - 1730. Based on the existing traffic flows, all concerned junctions were performing satisfactorily and all concerned road sections were operating with spare capacity during the peak hours.

A swept path analysis is also included in the TIA to demonstrate that satisfactory manoeuvring of vehicles entering to and existing from the Application Site and manoeuvring within the Application Site. There will be no difficulties in internal traffic circulation sense as sufficient spaces for vehicle manoeuvring have been reserved within the Application Site such that no vehicle has to queue back to or reverse onto/from Sha Tau Kok Road – Lung Yeuk Tau.

As identified in the TIA report, the peak traffic generation of the proposed development will be either

between 1500 – 1700 or after midnight, before the shift changes of the electric taxi drivers. The proposed development is expected to generate a two-way traffic of 48 taxis/hour during the peak hour. By analyzing the Year 2028 Design Flows, which were derived from applying a nominal growth to the existing traffic flow plus the additional traffic generated and attracted by the proposed development, both the junction and link capacity assessments show that the concerned junction and road links would perform satisfactorily during the peak hour. Based on the assessment result, it can be concluded that the proposed development will not induce additional adverse traffic impact on the surrounding road network and is considered acceptable from traffic engineering point of view.

The mobile application adopted by the Applicant will provide real-time availability of EV charging space and facilitate electric taxi drivers to locate the available EV chargers. The drivers will be directed to the nearest alternative sites if all the EV chargers in the proposed EV charging station are in use. In addition, since quick chargers will be used in the Application Site, the charging time will be much shorter than standard chargers, which allow high turnover rate and cut down waiting time. **5** parking / waiting spaces have been reserved in the Application Site to allow drivers to wait for EV charging space. Therefore, no electric taxi will be queuing outside the Application Site along Sha Tau Kok Road – Lung Yeuk Tau.

4.4 Drainage Proposal

Drainage facilities including 375mm peripheral U-channels and catchpit with trap are proposed to collect the surface runoff and divert them to the existing watercourse to the south. A 100mm high gap will also be proposed at the bottom of the security hoarding/fence wall along the site boundary to ensure no surface runoff from the surroundings flowing onto the Application Site to be obstructed. A drainage proposal (see **Appendix 3**) is submitted to show the proposed drainage design. The Applicant will provide the drainage facilities to the satisfaction of Drainage Services Department.

4.5 Landscape

Majority of the Application Site is occupied by the existing vehicle repairing workshops and **there are 6 existing trees are found at vacant land within the Application Site (see Figure 6). While all of the existing trees (T1 to T6) are of a common species, not old or valuable trees, in fair or poor condition, and in conflict with the proposed waiting/manoeuvring spaces and fencing, it is proposed to fell these trees.** Meanwhile, existing trees of various species are found immediate outside the eastern and southern boundaries. 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 intermixed with village settlements, vehicle repair workshops, warehouse / storage yards and vacant / unused land, in which private vehicles of the villagers / residents are commonly parked at vacant Government land. Since the proposed development intends to provide EV charging facilities for electric taxis only, it is considered not incompatible with the landscape character of the surrounding areas.

4.6 Fire Service Installations

To minimize the fire hazard, the Applicant will provide fire service installations (FSIs) with Firemen's Emergency Switch to the satisfaction of the Fire Services Department.

4.7 Environmental Consideration

The nature of the proposed use will merely involve provision of car parking space with EV charging facilities. To minimize the possible environmental nuisance, the Applicant will follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and undertake the following mitigation measures:-

- (a) No more than **17 electric taxis** will be allowed at the Application Site at the same time;
- (b) Only electric taxis will be allowed to enter or park at the Application Site;
- (c) No repairing, car washing, paint spraying and other workshop activities will be conducted at the Application Site;
- (d) No land filling works will be conducted at the Application Site; and
- (e) The Application Site will be fenced off by 2.5m high chain-link fence on along the site boundary.

5. Planning Justifications

5.1 In Line with Government Policy to Promote EV Usage

The proposed EV charging station would provide car parking spaces with quick EV charging facilities for electric taxis. It aligns with the Government's initiative to expand the charging network for EVs in Hong Kong, especially in meeting the target of installing 3,000 quick chargers by 2030. With the introduction of 3,000 electric taxis expected in mid-2026, the proposed development can also meet the increasing demand for EV charging spaces catered for electric taxis in Hong Kong. Additionally, the Applicant has received support from the Transport Department to collaborate with one of the selected taxi fleet operators to provide EV charging facilities in Hong Kong (see **Appendix 1**). Therefore, the proposed development is considered in line with Government policy to promote the wider use of EVs and support the operations of electric commercial vehicles and achieve the aforesaid target.

5.2 Meeting the Demand for Quick EV Charging Facilities

In view of the emerging popularity of commercial EVs with the Government's initiative, the demand for EV charging space for commercial EVs will increase as well. At present, the nearest EV charging facilities in the locality is located within Queens Hill Estate, which only provide standard chargers for private vehicles and are considered too slow for electric taxis. Since the proposed EV charging station will provide EV charging spaces with quick chargers, it can meet the demand of electric taxis for quick charging EV facilities.

5.3 Not Contravene the Planning Intention of "AGR" Zone

The Application Site falls within an area zoned "AGR" on the Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/19. Having considered the Application Site has been occupied by the existing vehicle repair workshops for a long time, it has altered the natural landscape of the area with majority of the Application Site being paved. In addition, in view of the surrounding developments of the Application Site, which is mainly village houses, vehicle repair workshops, warehouse / storage yards and vacant land, the planning intention of the "AGR" zone has not been materialized at the current capacity. Due to the temporary nature of the Application, the proposed development will not jeopardize the long-term planning intention of the "AGR" zone.

5.4 Not Incompatible with Surrounding Land Uses

The proposed development is considered not incompatible with the surrounding land uses. The surrounding areas comprise of village houses, vehicle repair workshops, parking of vehicles, warehouses / storage yards, soy sauce factory and vacant land. Since the proposed development is intended to serve electric taxis, the proposed development could co-exist well with the existing surrounding land uses without inflicting any environmental impacts. As the proposed development is considered not incompatible with other developments/facilities in the adjacent areas in terms of nature and scale of use, approval of the application would therefore not result in any interface problems with the surrounding areas.

5.5 Optimization of Valuable Land Resources

The Application Site is considered a suitable and preferred venue for the proposed development. The Application Site is a piece of flat land with majority of the land being paved, in which the conversion into the proposed EV charging station will be smooth. The proposed development will also improve the currently under-utilized adjoining Government land, in which the Applicant will manage the site and therefore improve the existing condition. In addition, the Application Site is directly accessible to Sha Tau Kok Road – Lung Yeuk Tau, which is connected to strategic road networks to different parts of New Territories, electric taxis could easily access and leave the site after charging. Meanwhile, the Application Site is situated close to densely populated areas such as Sheung Shui and Fanling and future new towns such as Kwu Tung and Ping Che. The provision of EV charging spaces, especially catered for electric taxis at the Application Site will be able to meet the growing demand for EV charging facilities in these areas. The proposed development is therefore considered fully commensurate with its local geographical settings and ideal to attain utmost land use maximization.

5.6 Will not Hinder Future Development of New Territories North New Town

The Application Site falls within the project boundary of New Territories North New Town. The Applicant understands that the proposed development will only be temporary and agrees to move out when the Application Site is resumed by the government for development of the New Town in the future. Due to the temporary nature of the Application, the proposed development will not hinder the future New Town development at the Application Site.

5.7 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

The design of the proposed EV charging station has taken into account of vehicular circulation and manoeuvring. The Applicant will undertake traffic management measures to ensure pedestrian safety. Waiting spaces have been reserved within the Application Site to prevent any electric taxis from queuing outside the Application Site. Based on the submitted TIA (see **Appendix 2**), it is concluded that the proposed development will not induce significant traffic impact on the surrounding areas and is considered acceptable from traffic engineering point of view.

Drainage

Drainage facilities will be provided within the Application Site for this application, in which surface runoff will be effectively collected from and discharged out of the Application Site. The Applicant has accordingly submitted a drainage proposal (see **Appendix 3**) to elaborate. Therefore, no adverse drainage impact on the surrounding areas is anticipated.

Environment

As the proposed EV charging station will only be used for parking and EV charging facilities for electric taxis, 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 “AGR” zone on the Lung Yeuk Tau and Kwan Tei South OZP No. S/NE-LYT/19. The Application Site is currently used as vehicle repair workshops and the Applicant intends to convert the Application Site into an EV charging station for electric taxis. In view of the site location, the existing site conditions and surrounding land uses, the proposed development is considered not incompatible with surrounding land uses with the planning intention of “AGR” zone not being materialized. Given the temporary nature of the proposed development, it will therefore not contravene the long-term planning intention of the “AGR” zone.

In contrast, the Application Site is considered a suitable venue for the proposed development with its geographical settings and ideal to attain utmost land use maximization. Additionally, the proposed development will meet local demand for EV charging facilities, especially with provision of quick chargers for electric taxis. It therefore aligns with Government policy to expand EV charging networks and promote wider EVs usage in Hong Kong.

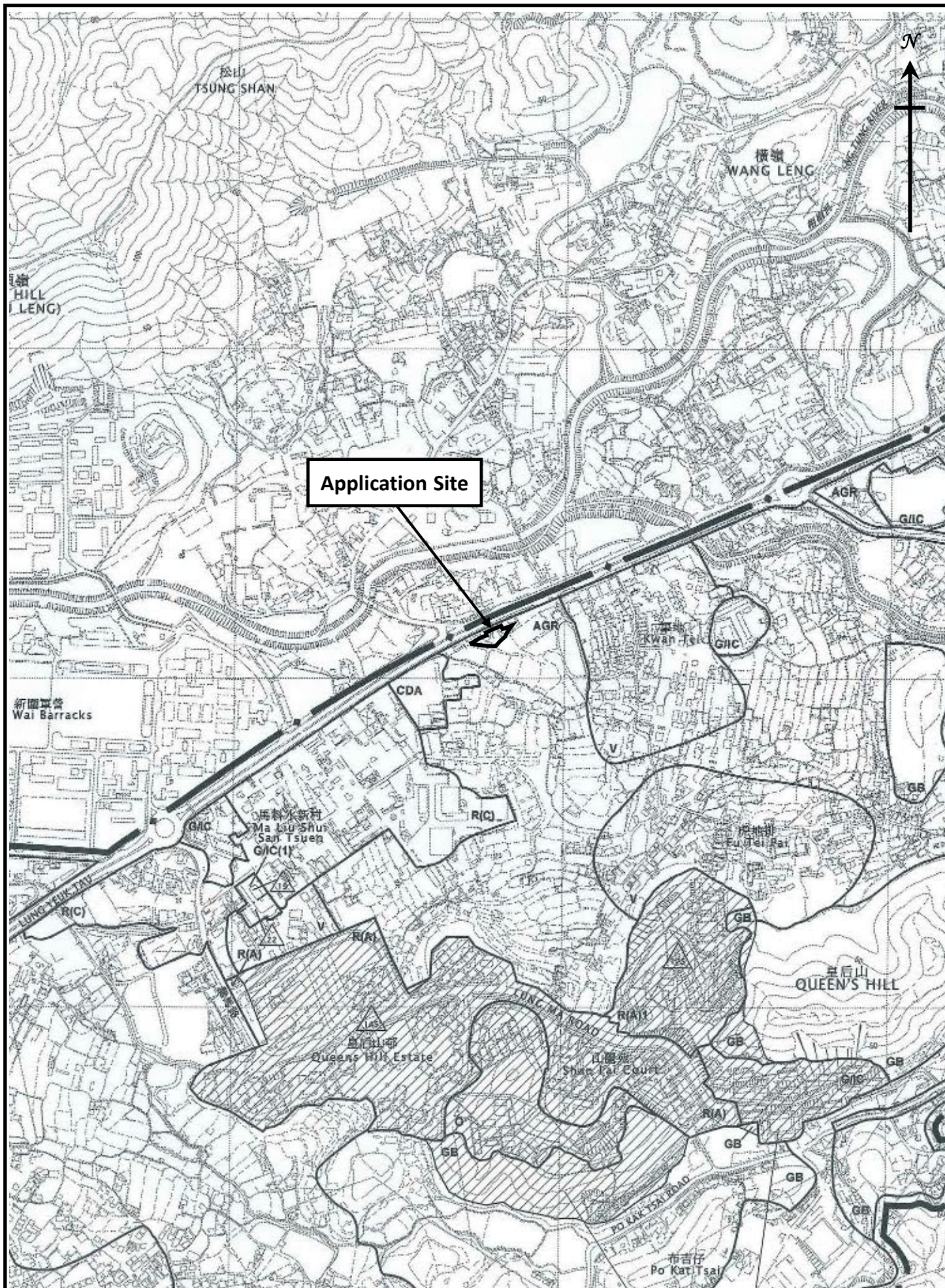
Meanwhile, the temporary nature of the proposed development will also not hinder future development of New Territories North New Town. It is anticipated that the proposed development will not generate adverse impacts to the surrounding environment, and the technical concerns of relevant government departments could be addressed through the implementation of approval conditions.

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
December 2025

Figures

- Figure 1A Location Plan
- Figure 2A Lot Index Plan
- Figure 3A Vehicular Access to the Site
- Figure 4A Indicative Layout Plan
- Figure 4B Layout Plan showing the Setback Distance from the
Existing Sewerage Underground Pipes and Manholes
- Figure 5 Photos of Electric Charging Device
- Figure 6 Existing Trees within the Application Site



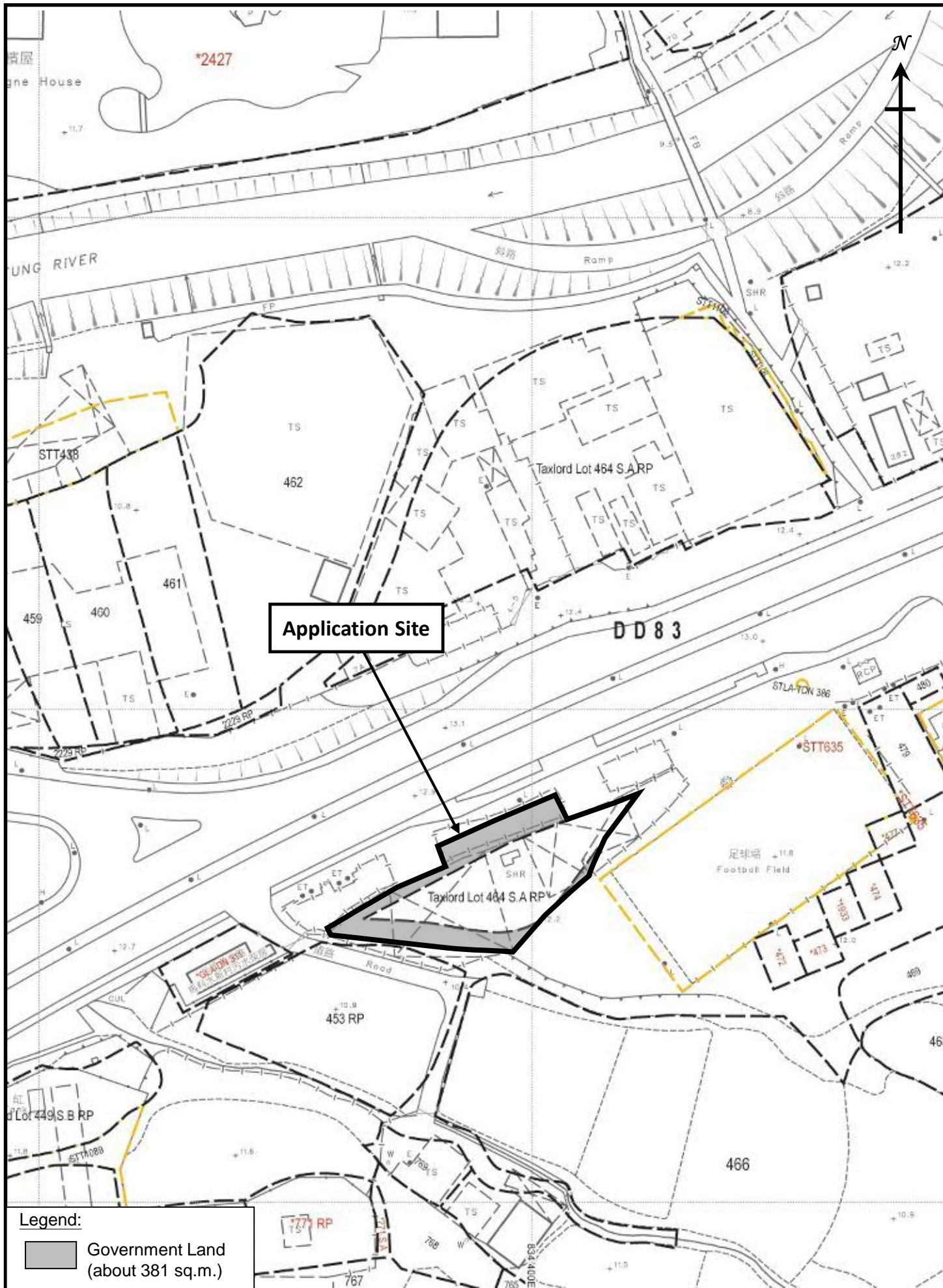
Location Plan
(Extract from Approved Lung Yeuk Tau and Kwan Tei
South Outline Zoning Plan No. S/NE-LYT/19)

Figure 1A

1 : 7500



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Legend:



Government Land
(about 381 sq.m.)

Lot Index Plan

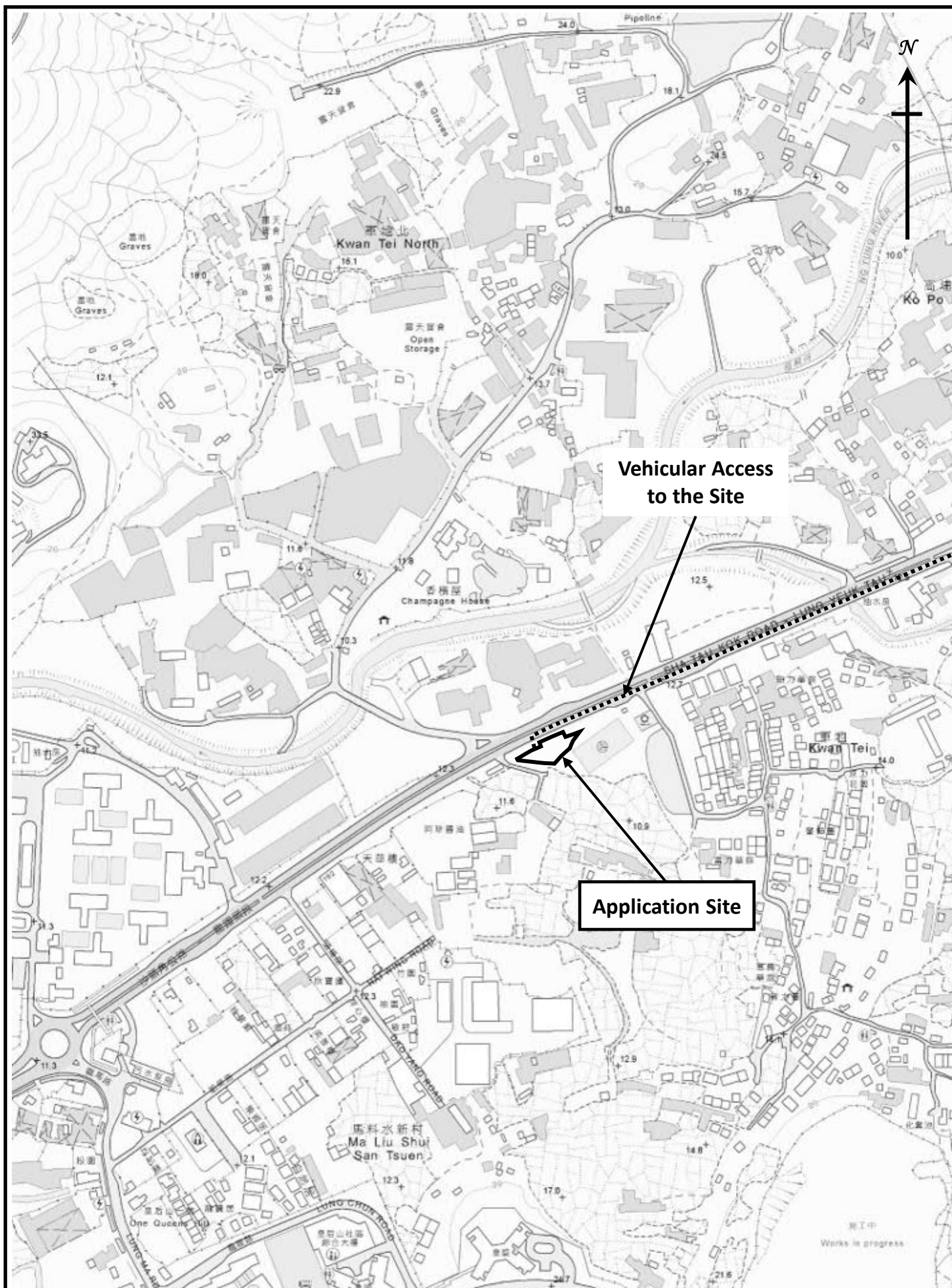
Figure 2A

1 : 1000



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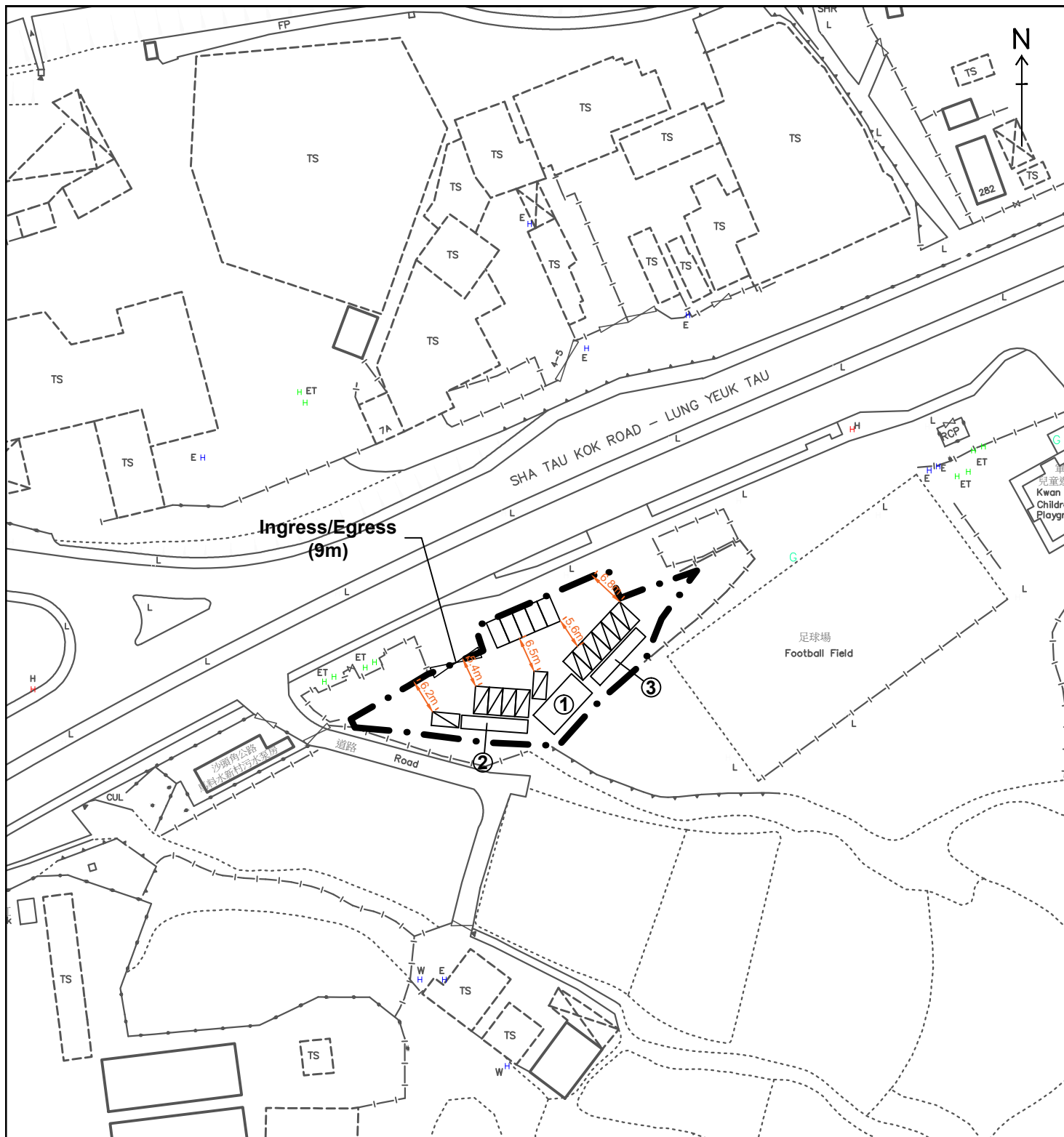
Vehicular Access to the Application Site

Figure 3A

1 : 5000



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Structure No.	Uses	No. of Storey	Floor Area (m ²)	Height (m)
1	Transformer Room and Switch Room	1	53	3.5
2	Container for EV Chargers	1	29	3.0
3	Container for EV Chargers	1	29	3.0

Legend:

- • — Application Site (Area: about 954m²)
- ▨ EV Charing Spaces for Electric Taxi (12 nos.)
- Parking Spaces/Waiting Spaces for Electric Taxi (5 nos.)

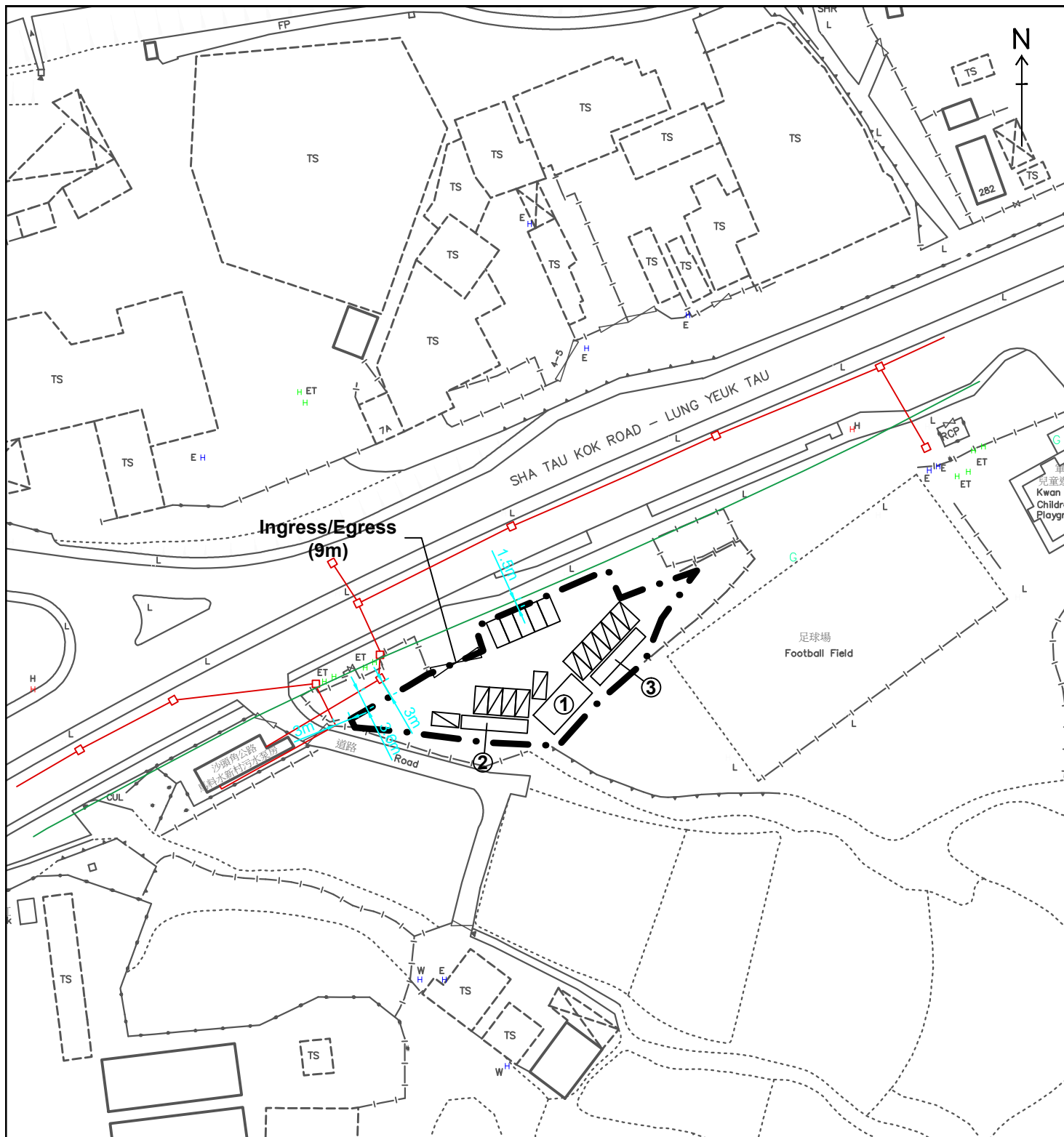
Layout Plan

Figure 4A

Scale 1:1000



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Structure No.	Uses	No. of Storey	Floor Area (m ²)	Height (m)
1	Transformer Room and Switch Room	1	53	3.5
2	Container for EV Chargers	1	29	3.0
3	Container for EV Chargers	1	29	3.0

Legend:

- • — Application Site (Area: about 954m²)
- EV Charing Spaces for Electric Taxi (12 nos.)
- Parking Spaces/Waiting Spaces for Electric Taxi (5 nos.)
- □ — Sewerage Underground Pipes and Manholes
- Water Mains

Layout Plan

Figure 4B

Scale 1:1000



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Container for EV Chargers



EV Charging Device for Electric Taxis

For Reference Only

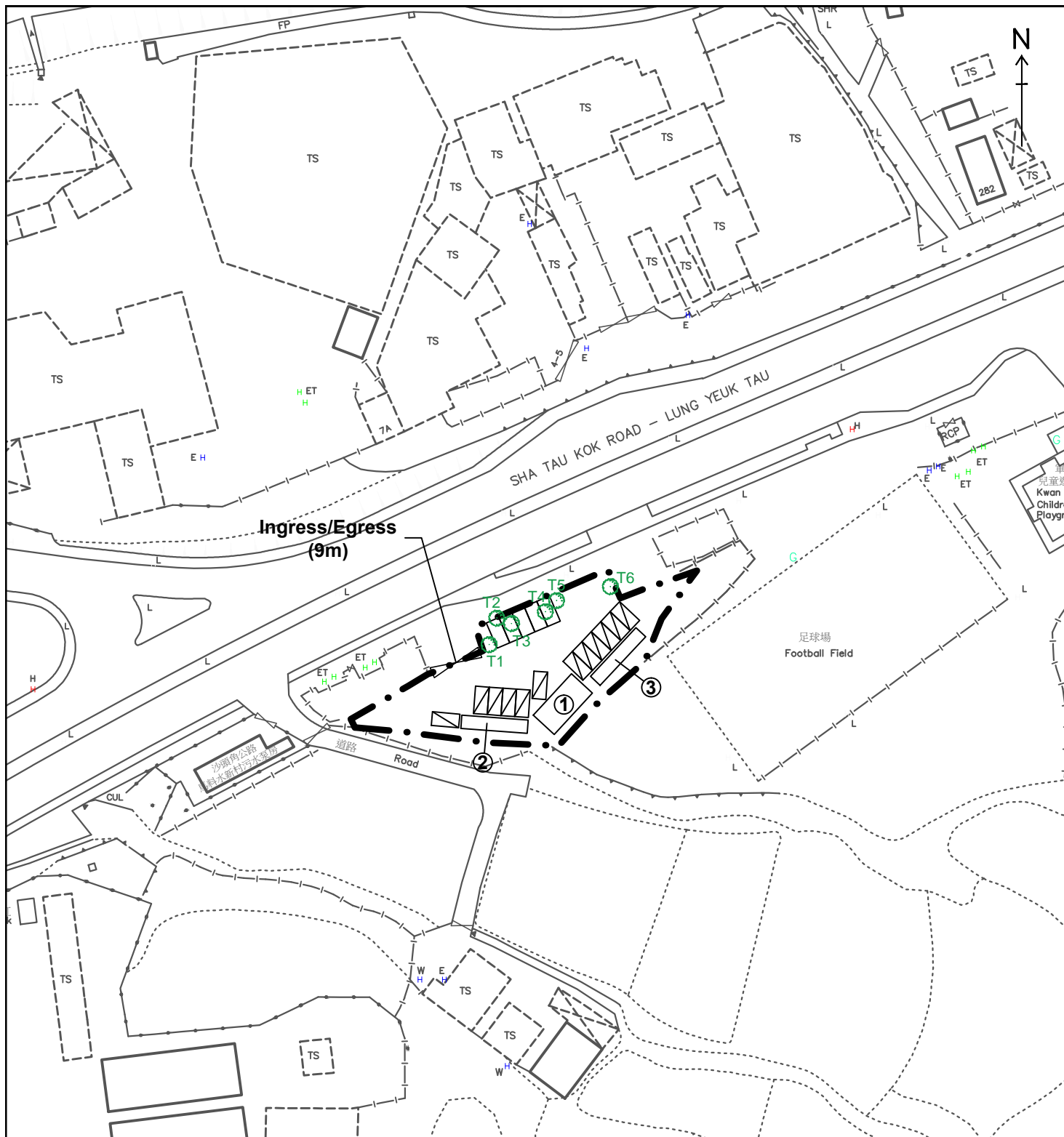
Photos of Electric Charging Device

Figure 5

Not to Scale



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Existing Trees within the Application Site to be Felled

Legend:

- Application Site (Area: about 954m²)
- EV Charing Spaces for Electric Taxi (12 nos.)
- Parking Spaces/Waiting Spaces for Electric Taxi (5 nos.)

T1: Aleurites moluccana
T2: Bombax ceiba
T3: Aleurites moluccana
T4: Bombax ceiba
T5: Terminalia catappa
T6: Macaranga tanarius
Height: about 3m-5m

Existing Trees within the Application Site

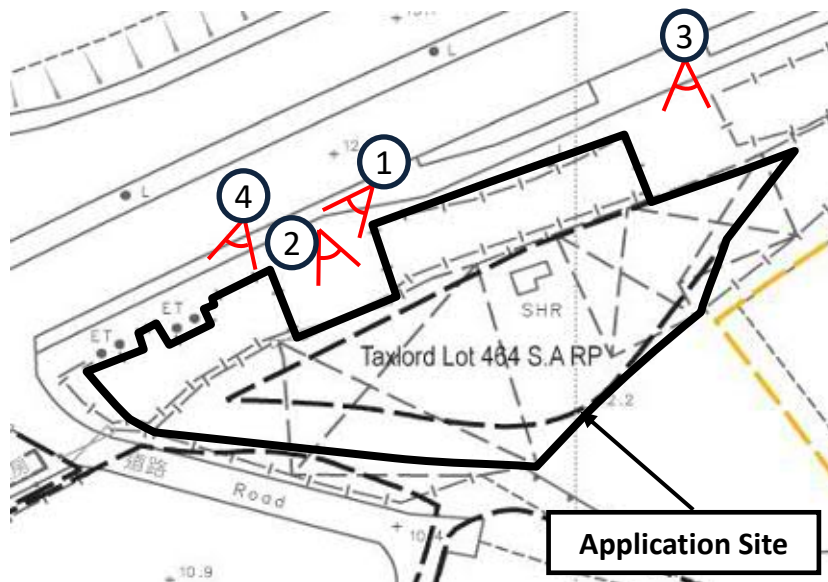
Figure 6

Scale 1:1000



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Site Photos



Existing Condition of the Application Site

Site Photos