From:	Rich Gold <[redacted]>
Sent:	2026-11-04 星期三 15:18:56
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	Yan Yan LAM/PLAND <yylam@pland.gov.hk>
Subject:	Planning Application No. A/TM-LTYY/531 - Submission of Supplementary Information
Attachment:	TM-LTYY_531_P26018_Planning Statement_4.11.2026.pdf

Dear Sir/Madam,

Attached please find our updated Planning Statement (Appendix I) for the captioned application. Thank you.

Regards,
Janice Tang

[redacted]

Planning Statement

Introduction

1. This Planning Statement is submitted to the Town Planning Board ("the Board") on behalf of Mr. TO Kin Chung ("the Applicant") in support of the planning application for a 'Temporary Public Vehicle Park (Excluding Container Vehicles) with Ancillary Electric Vehicle Charging Facilities and Public Utility Installation (Solar Photovoltaic System) for a Period of 5 Years' ("the Development") at Lot Nos. 2015 S.A RP (Part), 2016 RP (Part), 2017 RP (Part), 2018 RP (Part), 2019 S.A RP (Part) and 2019 RP (Part) in D.D. 130, Lam Tei, Tuen Mun, New Territories ("the Site") under Section 16 of the Town Planning Ordinance.

Application Site (**Plans 1 and 2**)

2. The Site comprises Lot Nos. 2015 S.A RP (Part), 2016 RP (Part), 2017 RP (Part), 2018 RP (Part), 2019 S.A RP (Part) and 2019 RP (Part) in D.D. 130, Lam Tei, Tuen Mun, New Territories. The Site is accessible from Castle Peak Road –Hung Shui Kiu via a local track leading to the ingress to its north.

3. The site area is about 1,983 m^2. No Government Land is involved.

Planning Context

4. The Site falls within an area zoned "Village Type Development" ("V") on the Approved Lam Tei and Yick Yuen Outline Zoning Plan (the "OZP") No. S/TM-LTYY/14.

5. The planning intention of the "V" zone is to reflect existing recognised and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Other commercial, community and recreational uses may be permitted on application to the Board.

6. According to the Notes of the OZP, the applied use is a Column 2 use within the "V" zone on the OZP requiring planning permission from the Board.

7. Provided that the structures of the Development are temporary in nature, approval of the application on a temporary basis for a period of 5 years would not frustrate the long-term planning intention of the "V" zone.

Development Parameters

8. The following table summarises the details of the structures on site (**Plan 3**):

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No.	Uses	Floor Area (ab.) (m^2)	Covered Area (ab.) (m^2)	Height (ab.) (m)	No. of Storey
1a	Open Shed with Solar Photovoltaic Panel	290	290	3.5	1
1b	Meter Room	7.5*	7.5*		
2	Open Shed with Solar Photovoltaic Panel	208	208		
Total		**498**	**498**		
		Plot Ratio	**Site Coverage**		
		0.25	25.1%		

9. The Development serves to meet the parking demand of local residents and operators in the vicinity. 71 nos. of parking space for private cars and 4 nos. of parking space for light goods vehicles (LGV) are provided at the Site respectively, including 12 nos. of parking spaces with Electric Vehicle (EV) charging facilities. Sufficient space is provided for vehicle manoeuvring within the Site (**Plans 4.1 and 4.2**).

10. Six charging poles for EVs with dual connectors with output power of 120k (60kW for each EV) will be equipped at the Site. It allows up to 12 cars to charge simultaneously. The electricity for the charging facilities is from the grid.

11. No vehicle without valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations is allowed to be parked at the Site.

12. Operation hours are 24-hours daily, including Sundays and public holidays.

13. The Development also involves the provision of about 49 nos. of solar panels (about 2.33 m(W) x 3.45 m(L) x 0.04 m(H) each) installed on the open sheds for the parking spaces. The solar panels are proposed to be mounted with bolt on the open sheds to maximize the generation of renewable energy at the Site. The open sheds could shield parked vehicles from direct sunlight, reducing interior cabin temperatures during hot weather. The Development is in line with government commitment with the Hong Kong's Climate Action Plan 2050 in optimising the favourable conditions of premises and developing renewable energy in Hong Kong.

14. The solar photovoltaic system has been connected to the existing electrical power network of CLP Power Hong Kong Limited ("CLP Power") under the "Feed-in Tariff (FiT) Scheme" since 20.1.2023 and the generation capacity of the installation is 79.57kW (**Annex I**). All generated electricity will be sold to CLP Power on commercial basis.

15. The applicant of the FiT scheme is the owner of Lots 2015 S.A RP, 2018 RP, 2019 S.A RP and 2019 RP in D.D. 130. The current application is being submitted by the operator of the solar system on site. The location "No. 31-C6, Nai Wai, Tuen Mun, New Territories" as shown in the letter from CLP Power refers to the current application site. A letter from CLP Power regarding the application for electricity supply on site with a location plan is enclosed for reference (**Annex II**).

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Similar Applications

16. There are 5 similar applications for vehicle park use approved by the Rural and New Town Planning Committee ("the Committee") within the "V" zone on the OZP in the past 3 years:

Application No.	Applied Use	Date of Approval
A/TM-LTYY/462	Proposed Temporary Public Vehicle Park (Private Cars and Light Goods Vehicle) for a Period of 3 Years	16.2.2024
A/TM-LTYY/467	Proposed Temporary Public Vehicle Park (Excluding Container Vehicles) for a Period of 3 Years	2.8.2024
A/TM-LTYY/487	Proposed Temporary Public Vehicle Park (Light Goods Vehicles and Medium Goods Vehicles) with Ancillary Facilities for a Period of 5 Years	1.8.2025
A/TM-LTYY/508	Temporary Private Vehicle Park (exclude container vehicles) with ancillary electric vehicle charging facilities for a Period of 3 Years	27.3.2026
A/TM-LTYY/516	Temporary Public Vehicle Park (Light Goods Vehicles and Medium Goods Vehicles) with Ancillary Facilities for a Period of 3 Years	10.7.2026

17. The similar applications were approved by the Committee between 2024 and 2026 on considerations that temporary approval would not frustrate the long-term planning intention of the "V" zone; not incompatible with surrounding land uses; and no adverse departmental comments or the concerns could be addressed by relevant approval conditions.

18. Given that the planning context of the adjacent areas has not been significantly altered, it is considered that the planning circumstances of the current application are relevant to the similar applications.

No Adverse Impacts to the Surroundings

Visual and Landscape

19. The Development involves the erection of single-storey temporary structures. The applied use is considered not incompatible with surrounding land uses intermixed with residential structures and vacant land. Adverse visual impacts on the surrounding areas are not anticipated.

Traffic

20. The trip attraction and generation rates are expected as follows:

	Daily Trip Attractions	Daily Trip Generations
08:00 – 09:00	0	2
09:00 – 10:00	1	3

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10:00 – 11:00	1	1
11:00 – 12:00	2	1
12:00 – 13:00	2	2
13:00 – 14:00	0	2
14:00 – 15:00	1	1
15:00 – 16:00	1	2
16:00 – 17:00	2	1
17:00 – 18:00	2	1
18:00 – 19:00	4	2
19:00 – 20:00	2	1
20:00 – 08:00	2	1
Total Trips	**20**	**20**

21. In view of the low trip attraction and generation rates, it is expected that the Development should not cause adverse traffic impacts to the adjacent areas and road network. Most of the drivers of private cars in the vehicle park are holiday drivers. These vehicles will only leave the vehicle park on holidays and occasionally on weekdays.

22. 71 nos. of parking space for private cars and 4 nos. of parking space for LGVs are provided at the Site respectively, including 12 nos. of parking spaces with EV charging facilities. Sufficient space is provided for vehicle manoeuvring within the Site (**Plans 4.1 and 4**.2). No parking, reversing or turning of vehicles on public road is expected. No container vehicles and vehicles exceeding 5.5 tonnes will be allowed to park at the Site.

Environment

23. The Applicant undertakes to follow the measures as set out in the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by the Environmental Protection Department in order to minimise any possible environmental nuisances, and to comply with all environmental protection/pollution control ordinances.

24. The Development is intended for the use of parking of vehicles and public utility installation (solar photovoltaic system) only. No container vehicles/tractors and vehicles exceeding 5.5 tonnes will be allowed to park at, stall at, enter or exit the Site. No car beauty services, vehicle repairing, dismantling or other workshop activities will be allowed at the Site. No public announcement systems, whistle blowing or portable loudspeaker will be allowed within the Site. As such, potential adverse noise impacts to the surrounding areas are not anticipated.

Drainage

25. The applicant will submit a drainage proposal, with provision of peripheral u-channels and catchpits to mitigate any potential adverse drainage impacts generated by the Development after planning approval has been granted from the Board. The applicant will implement the proposed drainage facilities at the Site once the proposal is accepted by the Drainage Services Department.

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Fire Safety

26. The Applicant will submit a layout plan incorporated with the proposed fire service installations (FSI) after the planning approval has been granted from the Board. The Applicant will proceed to implement the FSI proposal at the Site once it is accepted by the Director of Fire Services.

- End -

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