



GRANDMAX SURVEYORS LIMITED  
俊滙測量師行有限公司

## Section 16 Planning Application

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years

Lot Nos. 1595 (Part), 1597 (Part), 1598 (Part), 1599, 1600 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

### *Planning Statement*

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## 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 (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 1595 (Part), 1597 (Part), 1598 (Part), 1599, 1600 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories (hereinafter referred to “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.

The application site falls with an area zoned “Green Belt” (“GB”) on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 gazetted on 22.4.2022. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) The proposed use responds to the “Hong Kong Roadmap on Popularisation of Electric Vehicles” announced in 2021, which sets out the target of ceasing new registration of fuel-propelled private cars including hybrid vehicles in 2035 or earlier, and the proposed use is conducive to the promotion of green transport;*
- (b) The proposed use supports the development of renewable energy and reduces carbon footprint;*
- (c) The proposed use helps alleviate electric vehicle parking demand in the area;*
- (d) The application site is considered suitable for the proposed use, given its remote location and accessibility to major route;*
- (e) The proposed use is considered not incompatible with the surrounding environment;*
- (f) The proposed use provides sufficient space for manoeuvring of vehicles throughout the application site, and no waiting or queuing of vehicles along Tin Yuet Road nor adverse traffic impact will arise under any circumstances;*
- (g) No adverse environmental impacts are anticipated; and*
- (h) The proposed use will not set an undesirable precedent as similar applications have been approved within the same “GB” zone.*

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 favorable 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「該申請」）擬議臨時公眾停車場（貨櫃車除外）連附屬電動車充電設施及私人發展計劃的公用設施裝置（太陽能光伏系統）及相關填土工程（為期三年）（以下簡稱「擬議用途」）。該申請所涉及地點位於新界元朗流浮山第 129 約地段第 1595（部分）、1597（部分）、1598（部分）、1599、1600（部分）及毗鄰政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點於 2022 年 4 月 22 日刊憲公佈的流浮山及尖鼻咀分區計劃大綱核准圖（編號：S/YL-LFS/11）內被劃為「綠化地帶」。此規劃報告書內詳細闡述擬議用途的規劃理據，當中包括：-

- (一) 擬議用途響應政府在 2021 年公布的《香港電動車普及化路線圖》，提出在 2035 年或之前停止新登記燃油及混合動力私家車的目標，而擬議用途亦有助推動綠色運輸；
- (二) 擬議用途支持發展可再生能源和減少碳足跡；
- (三) 擬議用途有助紓緩區內的電動車停泊需求；
- (四) 考慮到申請地點的偏遠位置及同時接連主要道路，申請地點適合用作擬議用途；
- (五) 擬議用途與周圍環境並非完全不相容；
- (六) 擬議用途提供足夠空間讓車輛在申請地點內行駛，在任何情況下都不會引致車輛在天月路等候或排隊，亦不會對交通造成不良影響；
- (七) 預期不會對環境造成負面影響；及
- (八) 擬議用途不會開創不良先例，因為類似申請已在相同的「綠化地帶」內獲得批准。

鑑於以上及此規劃報告書所提供的詳細規劃理據，懇請城規會各委員酌情考慮批准該申請作為期三年之擬議用途。

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# 1 INTRODUCTION

## 1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (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 (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 1595 (Part), 1597 (Part), 1598 (Part), 1599, 1600 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories (hereinafter referred to “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board. The application site has a total area of about 8,480m<sup>2</sup>, including about 158m<sup>2</sup> government land. **Figure 1** indicates the location and relevant private lots which the application site involves.
- 1.1.2 Prepared on behalf of *Right Spread Investment Limited* (hereinafter referred to as “the Applicant”), *Grandmax Surveyors Limited* have been commissioned to prepare and submit the current application on his behalf.
- 1.1.3 The application site falls entirely with an area zoned “Green Belt” (“GB”) on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 gazetted on 22.4.2022 (hereinafter referred to as “the Current OZP”) (**Figure 3** refers). According to the Notes of the Current OZP, the proposed use is considered as Column 2 use in “GB” zone. As stipulated in (11)(b) of 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...” and “Any filling of land/pond..., including that to effect a change of use to any of those specified in Columns 1 and 2 ... shall not be undertaken or continued on ... without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.” In this connection, the Applicant intends to seek planning permission from the Board for the proposed use on a temporary basis of 3 years.

## 1.2 Objectives

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

(a) *To respond to the “Hong Kong Roadmap on Popularisation of Electric Vehicles” announced in 2021, which sets out the target of ceasing new registration of fuel-*

- propelled private cars including hybrid vehicles in 2035 or earlier;*
- (b) To promote the use of green transport;*
- (c) To provide parking spaces and EV charging facilities in the area whilst inducing no adverse impact.*

### **1.3 Structure of the Planning Statement**

- 1.3.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the proposed use.

## **2 SITE PROFILE**

### **2.1 Location and Current Condition of the Application Site**

- 2.1.1 The application site is located in the fringe of Tin Shui Wai and Hung Shui Kiu New Development Area. The majority of the application site is vacant land with some areas covered by shrubs and weeds and is accessible from Tin Ying Road via Tin Yuet Road (**Figure 1** refers). No existing trees are observed within the application site.

### **2.2 Surrounding Land-use Characteristics**

- 2.2.1 The surrounding areas of the application site are predominantly semi-rural in character, intermixed with open storage, training grounds, temporary structures and unused/vacant land.
- 2.2.2 To its immediate north of application site are some open storages area with temporary structures and a pond. To the east of the application site is Hong Kong Institute of Construction and Tin Yuet Road Training Ground. To the west of the application site are some vegetated land, and there are some graves to the further west. No valuable trees are observed to the further west of the application site.



### 3 PLANNING CONTEXT

#### 3.1 The Current OZP

- 3.1.1 The application site falls entirely within an area zoned as “GB” on the Current OZP (**Figure 2** refers). According to the Notes of the Current OZP, the proposed use is considered as Column 2 use in “GB” zone. As stipulated in (11)(b) of 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...” and “Any filling of land/pond..., including that to effect a change of use to any of those specified in Columns 1 and 2 ... shall not be undertaken or continued on ... without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.” In this connection, the Applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of 3 years.
- 3.1.2 According to the Notes of the OZP, “GB” zone “is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.”

#### 3.2 Previous Planning Applications

- 3.2.1 The application site was subject to 7 previous planning applications (No. A/YL-LFS/101, A/YL-LFS/118, A/YL-LFS/132, A/YL-LFS/133, A/YL-LFS/136, A/YL-LFS/166 and A/YL-LFS/273).

Table 1: Previous Applications

Application No.	Proposed Use(s)	Decisions
A/YL-LFS/101	Pond Filling for agricultural use (flower planting)	Rejected/Not agreed (20.6.2003)
A/YL-LFS/118	Temporary Vehicle (Private Cars & Light Goods Vehicles) Park for a Period of 3 Years	Rejected/Not agreed (21.11.2003)
A/YL-LFS/132	Temporary Land Filling for Plant Nursery Use for a Period of 3 Years	Approved with condition(s) on a temporary basis on 19.8.2005
A/YL-LFS/133	Pond Filling for Plant Nursery Use for a Period of 3 Years	Rejected/Not agreed (27.5.2005)
A/YL-LFS/166	Proposed Temporary Hobby Farming (Organic Farm and Education Centre) for a Period of 3 Years	Approved with condition(s) on a temporary basis on 14.9.2008

Application No.	Proposed Use(s)	Decisions
A/YL-LFS/273	Temporary Logistics Center with Ancillary Office for a Period of 3 Years	Rejected/Not agreed (27.3.2015)

### 3.3 Similar Applications

- 3.3.1 As tabulated in **Table 2**, there are 5 similar approved applications for applying for similar use within the same OZP. In particular, the application no. A/YL-LFS/520, applied for Proposed Temporary Public Vehicle Park (Private Car) with Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land, was recently approved by the board with conditions on 7.6.2024.

*Table 2: Similar Planning Applications for Uses being similar to the Proposed Use covered by the Current OZP*

Application No.	Proposed Use(s)	Decisions
A/YL-LFS/86	Refreshment Kiosk and Car Park for a period of 3 years	Approved with condition(s) on a temporary basis on 14.6.2022
A/YL-LFS/135	Temporary Refreshment Kiosk and Car Park for a Period of 3 Years	Approved with condition(s) on a temporary basis on 4.11.2005
A/YL-LFS/501	Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	Approved with condition(s) on a temporary basis on 26.1.2024
A/YL-LFS/512	Temporary Public Vehicle Park for Medium Goods Vehicles for a Period of 3 Years	Approved with condition(s) on a temporary basis on 5.7.2024
A/YL-LFS/520	Proposed Temporary Public Vehicle Park (Private Car) with Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land	Approved with condition(s) on a temporary basis on 7.6.2024

## 4 THE DEVELOPMENT PROPOSAL

### 4.1 Site Configuration, Layout and Operation

- 4.1.1 It is proposed to utilise the application site for the proposed use. The application site has a total area of about 8,480m<sup>2</sup>, including about 158m<sup>2</sup> government land.
- 4.1.2 The proposed use will make use of existing ingress/egress (about 7.3m width) along Tin Yuet Road. A total of 141 parking spaces is proposed at the application site, including 112 spaces for private cars, 14 spaces for van-type light goods vehicles (LGVs) or public light buses (PLBs), and 15 spaces for coaches. Additionally, the application site will feature one service counter with two CLP package substations, an energy storage unit, and 16 charging stations to support the proposed use. The maximum number of passengers for each coach is 50, and the voltage of the proposed CLP substations is 380 kV.
- 4.1.3 Solar photovoltaic panels will be installed above the private carparking spaces at a height of approximately 3 meters. The proposed structures are illustrated in **Photo 1**. The proposed utility installation for private project (solar photovoltaic system) is ancillary to the proposed public vehicle park.



**Photo 1. Proposed Solar Photovoltaic System**

- 4.1.4 A part of the application site has been paved. The current application intends to regularize any filling of land within the application site, and it is proposed to fill the entire application site for feasible traffic and erection of structures. The extent of the land filling area has been kept to minimal to meet the operational need. The entire application site will be filled with concrete, with depth not more than 0.4m. (**Figure 3**

refers).

- 4.1.5 The Indicative Layout Plan is shown in **Figure 4** whilst the key development parameters for the proposed use are detailed in **Table 3**. The operation hours of the public vehicle park are proposed to be 24 hours daily, from Monday to Sunday (including public holidays).

*Table 3: Proposed Key Development Parameters*

Items	Design Parameter(s) (About)
<b>Total Site Area</b>	About 8,480m <sup>2</sup> (including about 158m <sup>2</sup> Government land)
<b>Uncovered Area</b>	About 7,030m <sup>2</sup> (About 83%)
<b>Covered Area</b>	About 1,450m <sup>2</sup> (About 17%)
<b>Proposed Use(s)</b>	Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years
<b>No. of Structures</b>	27
Service Counter	1
CLP Package Substation (2 Nos.)	2
Energy Storage Unit (1 No.)	1
Charging Station (16 Nos.)	16
Solar Photovoltaic Panels	7
<b>Ancillary Structures</b>	
Service Counter (1 No.)	4m <sup>2</sup> (2m(W) x 2m(D) x 3m(H))
CLP Package Substation (2 Nos.)	24m <sup>2</sup> (4.96m (W) x 2.39m(D) x 2.3m(H))
Energy Storage Unit (1 No.)	15m <sup>2</sup> (6.06m (W) x 2.44m(D) x 2.9m(H))
Charging Station (16 Nos.)	7m <sup>2</sup> (0.8m (W) 0.55m(D) x 1.85m(H))
<b>Total Floor Area</b>	About 50m <sup>2</sup>
<b>Covered Area of Solar Photovoltaic Panels</b>	About 1,400m <sup>2</sup>
<b>No. of Parking Spaces</b>	141
Private Car (5m x 2.5m)	112
Van-type LGV/Public Light Buses (7m x 3.5m)	14
Coach (12m x 3.5m)	15
<b>Operation Hours</b>	24 hours (Monday to Sunday, including public holidays)
<b>Ingress/Egress</b>	About 7.3m wide
<b>Filling of Land</b>	
Area	About 8,480m <sup>2</sup>
Depth	Not More Than 0.4m

- 4.1.6 A 4m buffer zone has been incorporated at the northern portion of the application site with a view to providing sufficient buffer distance away from the toe of the existing man-made feature. No structures would be erected on the buffer zone. In addition, the application site has retained a 3m buffer for future peripheral planting to enhance compatibility with the surrounding environment and provide natural transition and visual buffer to minimise any potential disturbance. Suitable species would be planted to enhance overall amenity in the area.
- 4.1.7 To facilitate the identification of possible existence of man-made features, a topographical survey has been conducted (**Appendix 2** Refers). As presented in the survey, the application site consists of flat land, with no visible slopes or retaining walls present within the area.

## 4.2 Vehicular Access and Parking Arrangement

- 4.2.1 It is proposed to make use of the existing ingress/egress point located at the eastern boundary of the application site, connecting to Tin Yuet Road for vehicular access. The width of the ingress/egress is approximately 7.3m, with sufficient space allocated for manoeuvring and waiting, thus preventing any potential queuing of vehicles back onto Tin Yuet Road or Tin Ying Road.
- 4.2.2 As shown in **Figure 3**, the internal road for the proposed use is not less than 5m wide. The swept path analysis (**Appendix 1** refers) demonstrates that 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 Tin Yuet Road or Tin Ying 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.

## 4.3 Traffic Considerations

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

Table 4: 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 Public Vehicle Park 141CPS	67	50	0.47	0.35

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

4.3.2 The proposed use intends to meet public demand on carparking spaces without inducing adverse traffic impact. A junction calculation outside the access of the site with the generated traffic flow of the application has been conducted (**Appendix 3** refers), no significant increase in traffic trip rate is anticipated. It is also concluded that the junction outside the access of the site would operate satisfactorily during peak hours in the design years of 2029, taking account of the known planned/committed major developments in the vicinity of the application site.

4.3.3 Furthermore, to further mitigate any traffic impacts, traffic management measures proposed in **Section 4.4** would be implemented. Hence, it is anticipated that there will not be significant negative impacts regarding traffic network of the area concerned.

#### **4.4 Pedestrian Safety and Traffic Management Measures**

4.4.1 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 public vehicle park and implement the following management measures:-

- No vehicle without valid licence issued under the Road Traffic Ordinance is allowed to be parked/stored on the application site at any time;
- No car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities is allowed on the application site at any time;
- A notice will be posted at a prominent location of the application site to indicate the operation arrangements of the proposed public vehicle park at any time.

#### **4.5 Landscape Consideration**

4.5.1 The application site is vacant and partly hard-paved. A tree survey has been conducted (**Appendix 4** refers), which identified no existing trees within the application site. Along the western boundary of the application site, 49 trees are identified in the tree survey, most of which are common species in fair to poor condition. Among these trees located outside the application site, one *Aquilaria sinensis* is identified which is in fair to poor condition and there are no other valuable trees located further west of the application site. The proposed works will be designed to avoid any disturbance to the protected species, which will be preserved.

4.5.2 In order to further minimise any potential landscape impact, the application site has

retained a 3m buffer for peripheral planting to minimise any disturbance and compatibility with the surrounding environment. Suitable species would be planted to enhance overall amenity in the area. As such, no adverse landscape impact is anticipated from the proposed use.

#### **4.6 Drainage Consideration**

- 4.6.1 There is currently an existing drain and manhole in close proximity to the east of the application site, and an existing watercourse is located to the further east. Peripheral U-shape channels are proposed to facilitate drainage collection within the application site. If deemed necessary, the Applicant will submit a drainage proposal and implement any required drainage facilities to meet the satisfaction of the Board and/or the relevant Government department(s) in compliance with approval condition(s).

#### **4.7 Environmental Consideration**

- 4.7.1 The Applicant commits to closely monitoring the proposed public vehicle park and implement management measures that no vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on the application site at any time; and no car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities will be allowed on the application site. A notice will be prominently displayed at the site to inform visitors of the operational arrangements for the proposed public vehicle park.
- 4.7.2 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.

## **5 PLANNING JUSTIFICATIONS**

### **5.1 Responds to the “Hong Kong Roadmap on Popularisation of Electric Vehicles” and Support the Promotion of Green Transport**

5.1.1 The Government announced the “Hong Kong Roadmap on Popularisation of Electric Vehicles” in 2021 (hereinafter refer to as “the Roadmap”), setting out the long-term policy objectives and plans to promote the adoption of electric vehicles (“EV”) and their associated supporting facilities in Hong Kong. It is anticipated that there will be an increasing need for EV charging stations.

5.1.2 In line with the Roadmap, the proposed use provides a public vehicle park with ancillary electric vehicle charging facilities, aiming to support the policy goal and help promote the use of green transport. The proposed use would establish a highly intelligent supercharging station, offering supercharging services (180kW) for vehicles in the northern metropolis and provide 141 EV parking spaces to serve the public in the district.

### **5.2 Supports the Development of Renewable Energy and Reducing Carbon Footprint**

5.2.1 The proposed use involves incorporation of a solar photovoltaic system within the public vehicle park. The solar photovoltaic system will generate clean, renewable energy that can be utilized to power the electric vehicle charging stations, thereby creating a self-sustaining energy ecosystem. This integration aims at minimizing the carbon footprint associated with electricity consumption and exemplifies the practical application of renewable energy technologies.

### **5.3 Alleviate Electric Vehicle Parking Demand**

5.3.1 There is a shortage of public parking facilities equipped with charging stations for EVs in the area. The lack of sufficient public parking facilities with charging stations hampers the growth of EV adoption and creates challenges for current users seeking convenient charging options. The proposed use aims to establish a public vehicle park that includes dedicated electric vehicle charging infrastructure, responding to the increasing market demand for EVs and designed to alleviate the pressing need for accessible charging facilities in the area.

### **5.4 Utilising Land Resources with Ideal Location for the Proposed Use**

5.4.1 The application site is situated at the edge of Tin Shui Wai and the Hung Shui Kiu New Development Area. It is conveniently connected to Tin Ying Road to the west, offering excellent accessibility to surrounding regions. Being located in the urban fringe, the



proposed use should effectively alleviate the demand for EV parking in the area without adding additional strain on the main roads.

- 5.4.2 In addition, it is challenging to identify a large-scale parking facility for vehicles and coaches within the urban area. The surrounding area primarily consists of abandoned farmland, with no residential neighborhoods or affected residents. The proposed use takes full advantage of the application site's location, making it an ideal place to provide parking spaces that can effectively meet the local parking demands.

## **5.5 Not Incompatible with the Surrounding Environment**

- 5.5.1 The surrounding of the application site is predominately semi-rural in character with open storage use and some temporary structures in proximity and some parking activities are observed to the north of the application site, which are in similar scale to the proposed development. Given the above, the proposed use is considered not incompatible with the surrounding semi-rural environment.

## **5.6 No Adverse Traffic Impact**

- 5.6.1 The swept path analysis demonstrates that there will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the application site. No waiting or queuing of vehicles along Tin Yuet Road or Tin Ying Road will arise under any circumstances.
- 5.6.2 The junction calculation also demonstrated that the junction outside the access of the site would operate satisfactorily during peak hours in the design years of 2028, taking account of the known planned/ committed major developments in the vicinity of the application site. It is anticipated that there will not be significant negative impacts regarding traffic network of the area.
- 5.6.3 If the current application is approved, only private cars, van-type LGVs and coaches will be permitted to parked/stored on or enter/exit the application site at any given time. To ensure the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, traffic management measures are proposed at the application site, should the application be approved. Therefore, it is not anticipated that the proposed use will result any significant additional and adverse traffic impacts on the area.

## **5.7 No Adverse Environmental Impacts**

- 5.7.1 The Applicant commits to closely monitoring the proposed public vehicle park and implement suitable management measures for better management as well as to

strictly follow EPD's latest "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.

## **5.8 Not Setting an Undesirable Precedent**

- 5.8.1 In consideration of the previous approvals granted by the Board for temporary public vehicle park uses, as discussed in **Section 3.3**, these precedents more or less imply the Board's recognition to allow certain degree of flexibility being given to public vehicle park uses on a temporary basis of three years in "GB" zones. Therefore, no undesirable precedent is expected should the current application be approved.

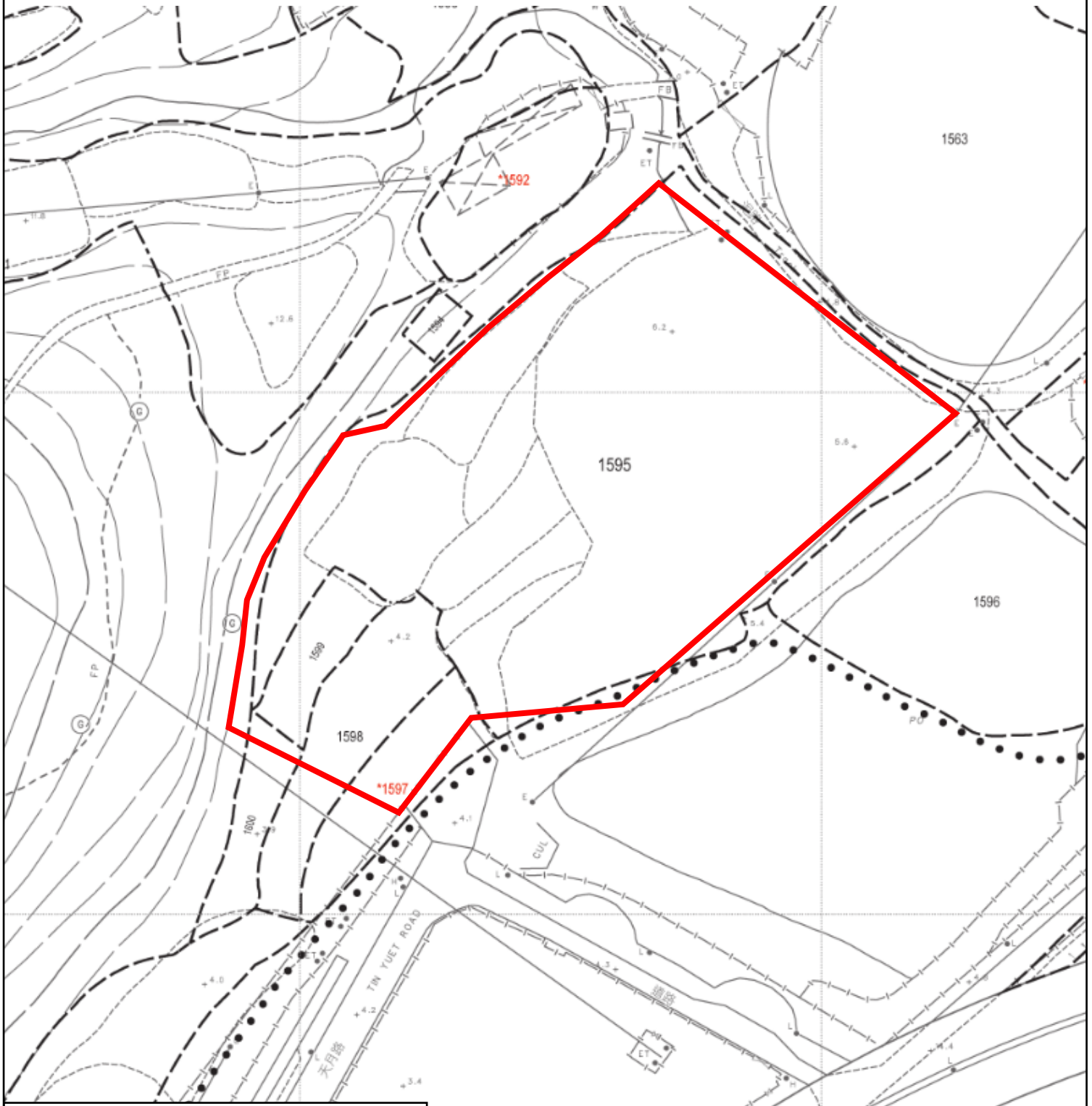
## 6 CONCLUSION

- 6.1.1 This Planning Statement is submitted to the Planning Board in support of the current application for the proposed use at the application site. The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.
- 6.1.2 The application site falls entirely within an area zoned “Green Belt” (“GB”) on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 gazetted on 22.4.2022. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-
- (a) The proposed use responds to the “Hong Kong Roadmap on Popularisation of Electric Vehicles” announced in 2021, which sets out the target of ceasing new registration of fuel-propelled private cars including hybrid vehicles in 2035 or earlier, and is conducive to the promotion of green transport;*
  - (b) The proposed use supports the development of renewable energy and reduces carbon footprint;*
  - (c) The proposed use helps alleviate electric vehicle parking demand in the area;*
  - (d) The application site is considered suitable for the proposed use, given its remote location and accessibility to major routes;*
  - (e) The proposed use is considered not incompatible with the surrounding environment;*
  - (f) The proposed use provides sufficient space for manoeuvring of vehicles throughout the application site, and no waiting or queuing of vehicles along Tin Yuet Road nor adverse traffic impact will arise under any circumstances.*
  - (g) No adverse environmental impacts are anticipated; and*
  - (h) The proposed use will not set an undesirable precedent as similar applications have been approved within the same “GB” zone.*
- 6.1.3 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 favourable consideration to approve the current application for the proposed use for a temporary period of 3 years.

## List of Figures

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Figure 1	Extract of Lot Index Plan (No. ags_S00000131713_0001)
Figure 2	Extract of Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11
Figure 3	Land Filling Plan
Figure 4	Indicative Layout Plan



**LEGEND:**



The Application Site

*(For Identification Only)*

**Project:**

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

**Title:**

Extract of Lot Index Plan  
(No. ags\_S00000131713\_0001)

Ref.: ADCL/PLG-10301-R002/F001

**Figure:**

1

**Scale:**

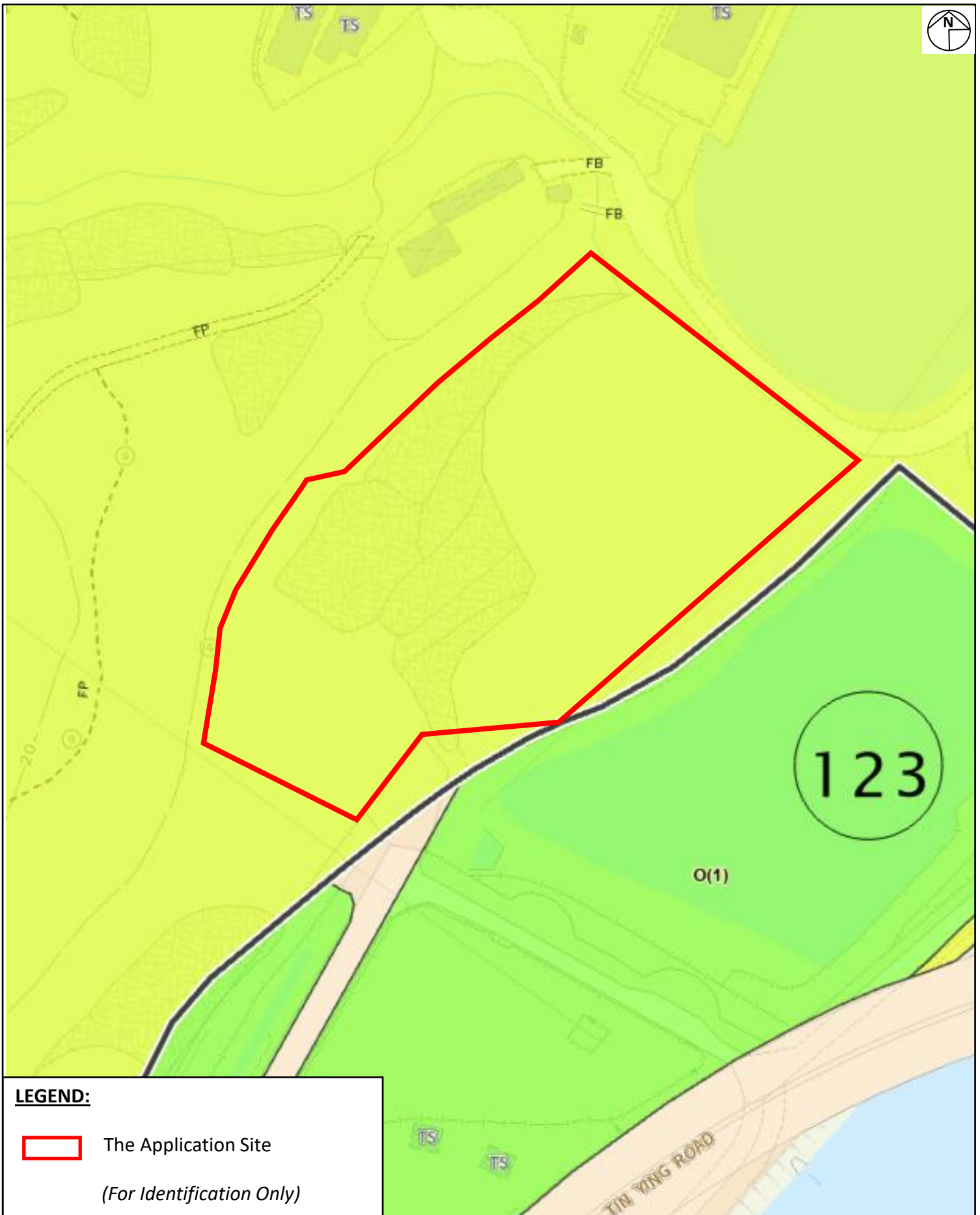
Not to Scale

**Date:**

Nov 2025



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俊滙測量師行有限公司



**LEGEND:**



The Application Site

*(For Identification Only)*

**Project:**

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

**Title:**

Extract of Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11

Ref.: ADCL/PLG-10301-R002/F002

**Figure:**

2

**Scale:**

Not to Scale

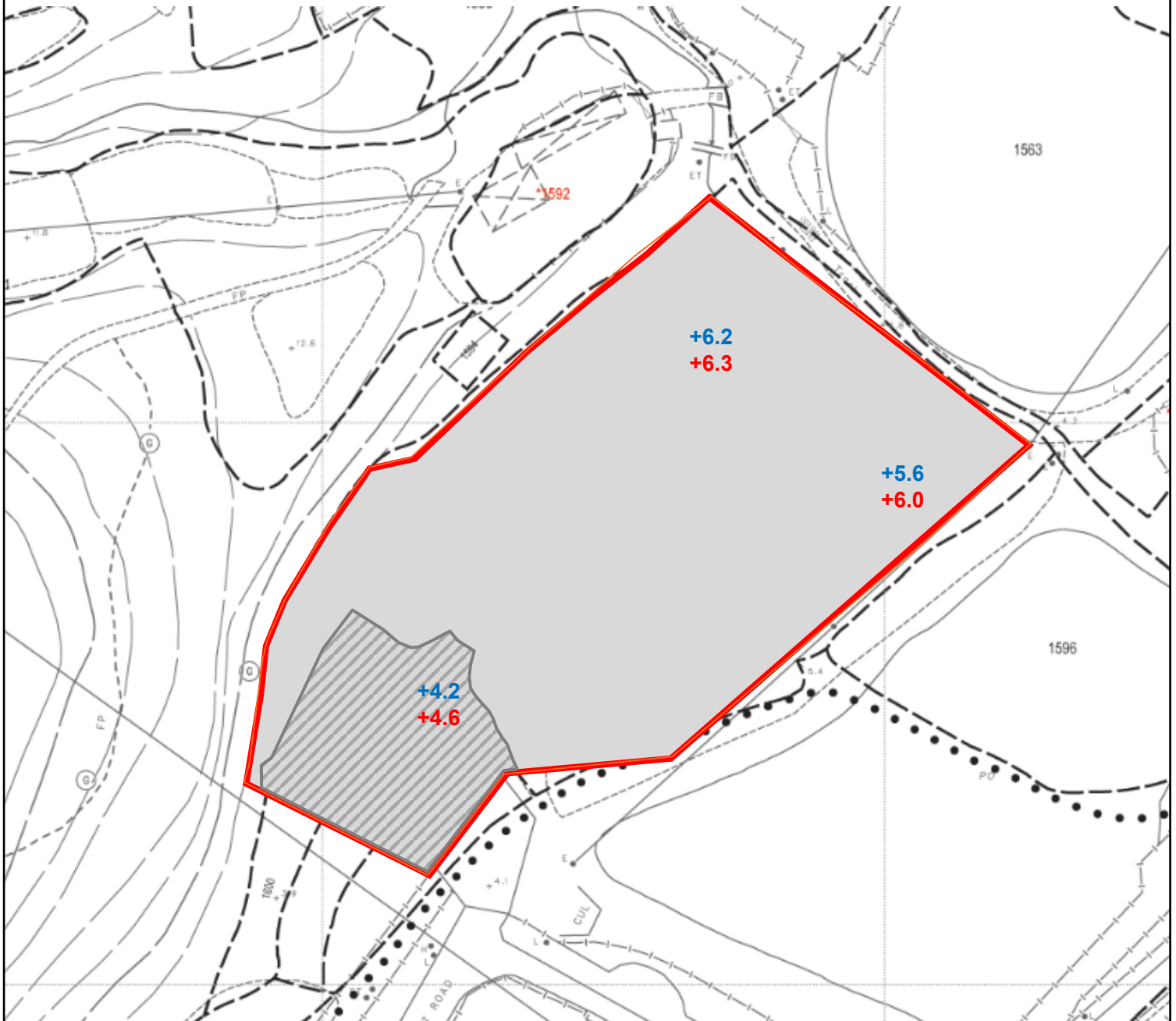
**Date:**

Nov 2025



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**LEGEND:**



Application Site



Existing Paved Area  
(Area: about 1,250m<sup>2</sup>)



Filling of Land  
(Depth: not more than 0.4m)  
(Area: about 8,480m<sup>2</sup>)

+6.2

Existing Level (about)

+6.3

Proposed Level (about)

(For Identification Only)

**Project:**

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

**Title:**

Land Filling Plan

**Figure:**

3

**Scale:**

Not to Scale

**Date:**











Nov 2025




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俊滙測量師行有限公司

Ref.: ADCL/PLG-10301-R002/F003



Proposal -		Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) and Associated Filling of Land for a Period of 3 Years				
Dwg. Title - Layout Plan		Legend -	 4m Buffer Zone away from Toe of Existing Man-Made Feature	 Side Elevation Footing - 250mm(W) x 4795mm(D)	 Counter 2m x 2m	
Dwg. No. - 08 ~ 1A			 Solar Photovoltaic Panels			 Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H)
Rev. ---			 CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos]			 Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos]
Scale - 1:1700@A4			 Private Car Parking Space - 5m x 2.5m [112nos]			 Light Goods Vehicle Parking Space - 7m x 3.5m [14nos]
Date - Dec 2025			 Travel Bus Parking Space - 12m x 3.5m [15nos]			



8FM Consultancy Limited

