



DeSPACE (International) Limited

Date: 14th September 2026

Pages: 1 + Attachments

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong

BY EMAIL
(tpbpd@tpb.gov.hk)

Dear Sir/Madam,

**PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)
WITH ANCILLARY ELECTRIC VEHICLE CHARGING FACILITY AND OFFICE AND
ASSOCIATED FILLING OF LAND FOR A PERIOD OF 5 YEARS AT LOTS 3669 S.A SS.2,
3669 S.B SS.1, 3670 RP (PART), 3671 S.A, 3672 S.A, 3673 S.A AND 3674 RP IN D.D. 104,
POK WAI, YUEN LONG, NEW TERRITORIES
Section 16 Planning Application No. A/YL-NSW/376 - Further Information (1)**

References are made to the email dated 3rd, 8th, and 14th September 2026 in relation to the comments from various departments. In order to address the comments, please find the response-to-comment table in **Attachment 1**, and the replacement pages of the planning statement in **Attachment 2**.

Should you have any queries with this submission, please feel free to contact Mr. Mario Li / Mr. Kenji Wong at [REDACTED].

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED



Greg Lam

Town Planning Application No. A/YL-NSW/376

Attachment 1: Response-to-Comment Table (Departmental Comments)

<i>Departmental Comments</i>	<i>Response</i>
Transport Department (Email dated 3 rd September 2026 refers):	
1. Please elaborate how the trip generation and attraction under Table 3 of the planning statement is estimated.	The Proposed Development is primarily intended to serve commercial electric vehicles, including taxis, LGVs, and coaches, that require overnight parking with charging. Given the nature of overnight stays, the parking turnover rate is inherently low, with the majority of departures concentrated in the AM peak and arrivals in the PM peak. The trip generation and attraction figures in Table 3 have been estimated on this basis, adopting a more conservative approach with reference to the estimated trip generation of a similar approved application (No. A/YL-NSW/353) also located on Kam Pok Road East.
2. Please advise the measures to avoid vehicles queuing for parking spaces on the public road outside the carpark.	The following measures are outlined in paragraph 5.7.2 and further elaborated below: (i). The Smart Vehicle Parking System requires all users to make advance reservations via a mobile application. The application displays real-time parking space and charger availability. Users can confirm availability before travelling to the Site, and reservations cannot be made when the Site is at full capacity. This ensures that the number of arriving vehicles does not exceed the available capacity at any given time. (ii). Staff will be deployed at the ingress/egress of the Site to direct vehicle movements and prevent any vehicle from queuing back onto the public road.
Secretary of Environment and Ecology (Email dated 14 th September 2026 refers):	
To echo with the latest version of Ch.8 of HKPSG about EV charging facilities and to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e., EV chargers with output power of not less than 7kW should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the subject site (i.e., when all the 38 private car parking spaces and 16 light goods vehicle parking spaces are occupied by EVs and recharging at the same time, please confirm if each of the 38 private car parking spaces and 16 light goods vehicle parking spaces could still be provided with at least 7kW EV charging simultaneously).	It is confirmed that the electrical capacity of the Site is designed to support simultaneous EV charging across all parking spaces. Each of the 38 private car/taxi spaces is equipped with a charger of approximately 41.465kW output power, and each of the 16 LGV spaces is equipped with a charger of approximately 39.49kW output power. Both are well in excess of the 7kW minimum requirement under Chapter 8 of the HKPSG. The Proposed Development is therefore in full compliance with the relevant HKPSG requirements.

Attachment 2

Replacement Pages of Planning Statement

A/YL-NSW/318. Only vehicles with valid licences are allowed to park or enter/exit the Site. No medium or heavy goods vehicles, including container tractors/trailers, as defined in the Road Traffic Ordinance, will be allowed to park/enter the Site. A notice which shows the said restriction will be posted at the ingress/egress of the Site. All coaches will enter the Site via the westbound of Kam Pok Road East at all times. Staffs will be deployed at the run-in/out of the Site to provide assistance for the vehicles moving-in/out of the Site so as to ensure pedestrian safety. No car washing, vehicle repairing, dismantling or other workshop activities will be carried out at the Site at all times. Sufficient manoeuvring space is provided within the Site to ensure that no vehicles will turn back outside the Site.

Table 2: Key Development Parameters

Major Development Parameters	Approved Scheme (a) under A/YL-NSW/318	Current Application (b)	Difference (b) - (a)
Site Area	About 4,736m ²	About 4,736m ²	-
Total GFA	About 918m ²	About 830m ²	- 88m ² (- 9.6%)
PR	About 0.19	About 0.175	- 0.015
Covered Area	About 486m ²	About 486m ²	-
No. of Buildings	5	5	-
Building Height	Not more than 1-2 storeys (or 3.5 to 8m)	Not more than 1-2 storeys (or 3.5 to 8m)	-
No. of Parking Spaces Private car / taxi	38	38 (incl. 2 accessible parking spaces)	-
LGV	16	16	-
Coach	11	11	-
Operation Hours	24 hours daily		-

5. PLANNING AND DEVELOPMENT JUSTIFICATIONS

5.1 IN LINE WITH PREVIOUS PLANNING APPROVALS

5.1.1 The Board has twice approved planning applications for temporary public vehicle park use on the Site – first under application No. A/YL-NSW/305 and subsequently under application No. A/YL-NSW/318. These approvals established the principle that temporary public vehicle parking is an acceptable use on the Site.

5.1.2 The current application is essentially the same in nature and scale as the previously Approved Scheme, with a reduction in the total GFA and plot ratio. The considerations that led the Board to approve the previous application remain valid and applicable to the current application, as detailed in section 3.3 above.

5.1.3 The expiry of the previous permission was due solely to delays in physical implementation of approved drainage and fire service installations proposals. The substantive planning merits that supported the previous approval remain unchanged, and approval of the current application would be consistent with the Board's previous decisions.

5.2 IN LINE WITH PLANNING INTENTION OF THE "V" ZONE

5.2.1 Although the proposed use is not entirely in line with the planning intention of the "V" zone, which is primarily intended for Small House development by indigenous villagers, the proposed

Table 3: Trip Generation and Attraction of the Proposed Development

Time Period	Private Car / Taxi		LGV		Coach		2-way Total
	In	Out	In	Out	In	Out	
<i>Trips at AM peak per hour (08:00-09:00)</i>	2	20	1	9	1	7	40
<i>Trips at PM peak per hour (17:00-18:00)</i>	15	5	8	2	6	1	37
<i>Traffic trip per hour (average)</i>	5	5	3	3	3	3	22

5.8 NO INSURMOUNTABLE DRAINAGE AND FIRE SAFETY IMPACTS

5.8.1 A drainage proposal for the Site was previously submitted and accepted on 10.12.2025, and is further attached as **Appendix 1**. The same drainage design will be adopted for the current application. The Applicant is committed to implementing the approved drainage facilities within the specified timeframe under this fresh application.

5.8.2 Similarly, a fire service installations (FSI) proposal in the form of General Building Plans was previously submitted and accepted on 29.10.2024, and is further attached as **Appendix 2**. The Applicant is committed to implementing the approved FSI within the specified timeframe under this fresh application.

6. CONCLUSION

This supplementary planning statement seeks Section 16 planning permission for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility and Office and Associated Filling of Land for a Period of 5 Years at Lots 3669 S.A ss.2, 3669 S.B ss.1, 3670 RP (Part), 3671 S.A, 3672 S.A, 3673 S.A and 3674 RP in D.D. 104, Pok Wai, Yuen Long, New Territories. The proposal is fully justified on the following grounds:

The Proposed Development is the same in nature and scale as the previously Approved Scheme, with no substantial changes;

- The Proposed Development will not frustrate the long-term planning intention of the "V" zone, is not incompatible with the surrounding land uses;
- The Proposed Development is aligned with the Government's policies on promoting electric vehicles, and consistent with the Board's previous approvals of the same use on the same site;
- The Proposed Development will provide much-needed public vehicle parking spaces with electric vehicle charging facilities in the Nam Sang Wai area, serving nearby residents, workers, and the growing fleet of electric commercial vehicles including coaches and taxis; and
- There would be no adverse impacts to the surroundings in terms of traffic, environmental, drainage and fire safety issues.

In view of the above, the Board is hereby respectfully recommended to approve the subject application for the Proposed Development.