

SECTION 16 PLANNING APPLICATION

SUPPLEMENTARY PLANNING STATEMENT

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

JULY 2026

APPLICANT

INNOVATIVE
TECHNOLOGY CHARGING
PILE HOLDINGS LIMITED

TOWN PLANNING & LANDS CONSULTANT



DESPACE
(INTERNATIONAL) LIMITED

EXECUTIVE SUMMARY

This Planning Statement is prepared in support of an application under Section 16 of the Town Planning Ordinance (Cap. 131) for planning permission for a 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 (the "Proposed Development") 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 "Site").

The Proposed Development comprises a site area of about 4,736 m² accommodating a total of 65 parking spaces, including 38 private car/taxi spaces, 16 light goods vehicle spaces, and 11 coach spaces, and all equipped with electric vehicle charging facilities of varying output powers. The Development includes 5 buildings of 1 to 2 storeys (3.5m to 8m in height) providing ancillary offices and covered coach parking with EV charging. The Site will operate on a 24-hour basis and will be managed through a Smart Vehicle Parking System with a mobile application for real-time availability and advance reservations. This application is a fresh Section 16 submission following the expiry of a previous planning permission No. A/YL-NSW/318 (the "Approved Scheme") for the same use, which was approved by the Board on 27.10.2023 but could not be fully implemented within the extended timeframe for compliance with approval conditions.

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;
- 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.

行政摘要

本規劃綱領是根據《城市規劃條例》（第 131 章）第 16 條提出的規劃許可申請而編製，申請擬議於新界元朗壘圍丈量約份第 104 約地段第 3669 號 A 分段第 2 小分段、第 3669 號 B 分段第 1 小分段、第 3670 號餘段（部分）、第 3671 號 A 分段、第 3672 號 A 分段、第 3673 號 A 分段及第 3674 號餘段（下稱「申請地點」）作臨時公眾停車場（貨櫃車除外）連附屬電動車充電設施及辦公室和相關填土工程（為期 5 年）。

擬議發展的申請地點面積約 4,736 平方米，共設有 65 個停車位，包括 38 個私家車 / 的士車位、16 個輕型貨車車位及 11 個旅遊巴車位，並均配備不同輸出功率的電動車充電設施。發展項目包括 5 座 1 至 2 層高（3.5 米至 8 米）的構築物，提供附屬辦公室及設有電動車充電設施的有蓋旅遊巴停車位。申請地點將以 24 小時運作，並透過智能泊車系統配合手機應用程式提供實時車位資訊及預約服務。先前城規會於 2023 年 10 月 27 日批出相同用途的規劃許可（編號 A/YL-NSW/318；獲批准方案）因未能於延長遵辦批准條件的期限內完成實施所有條件，故是次需重新提出規劃申請。

擬議發展有充分規劃理據支持，理由如下：

- 擬議發展與先前獲批准方案在性質和規模上相同，並無重大改動；
- 擬議發展不會影響「鄉村式發展」地帶的長遠規劃意向，亦與不會周邊土地用途不協調；
- 擬議發展符合政府推廣電動車輛的政策方向，並與城規會早前對同一用途的批准決定一致；
- 擬議發展將為南生圍地區提供急需的公眾停車位及電動車充電設施，服務附近居民、工作人士，以及日益增長的電動商用車輛車隊，包括旅遊巴及的士；
- 擬議發展在交通、環境、排水及消防安全方面不會對周邊環境造成不良影響。

基於以上理據，申請人懇請城規會批准本申請。

（聲明：此中文譯本僅供參考，如中文譯本和英文原文有差異時，應以英文原文為準。）

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1. INTRODUCTION

1.1 This Planning Statement is submitted on behalf of **Innovative Technology Charging Pile Holdings Limited** (the "Applicant") in support of a Section 16 planning application to the Town Planning Board (the "Board") for planning permission to use the application site (the "Site") at various lots in D.D. 104, Pok Wai, Yuen Long, New Territories for a 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 (the "Proposed Development").

1.2 The Site falls within an area zoned "Village Type Development" ("V") on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/12 (the "OZP"; **Figure 1** refers). According to the Notes of the OZP, 'Public Vehicle Park (excluding Container Vehicle)' is a Column 2 use within the "V" zone, which requires planning permission from the Board. Filling of land within the "V" zone also requires planning permission from the Board.

1.3 The Site was previously the subject of planning application No. A/YL-NSW/318 (the "Approved Scheme"), submitted by the same Applicant and for the same use. The previous application was approved with conditions by the Board on 27.10.2023 for a period of 5 years until 27.10.2028. Multiple extensions of time for compliance with approval conditions were subsequently granted under Section 16(A)2 applications, with the final extended time limit being 27.7.2026. Despite the Applicant's best efforts, the implementation of the drainage proposal and fire service installations proposal on Site could not be completed within the extended timeframe, and the planning permission is expected to be expired. A fresh Section 16 application is therefore required to continue the Proposed Development.

1.4 The applicant is not the "current land owner" of the Site. In compliance with the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements (TPB PG-No. 31B), the Applicant has provided a copy of the completed statement of consent signed by the concerned 'current land owner', accompanied by a resolution of the board of directors.

1.5 The current application is essentially the same in nature and scale as the Approved Scheme, with a minor modification involving the reduction of gross floor area (GFA) and plot ratio (PR). This Planning Statement presents the background, planning context, development details, and justifications for the Proposed Development, and respectfully requests the Board to grant planning permission for the Proposed Development.

2. SITE CONTEXT

2.1 APPLICATION SITE AND ITS SURROUNDING AREAS

2.1.1 The Site comprises 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, with an area of about 4,736 m² (**Figure 2** refers). The majority of the Site (about 3,372 m², or 71.2%) was previously filled with concrete under the earlier approved application under planning permission No. A/YL-NSW/305. The remaining portion (about 1,364 m², or 28.8%) was filled with a thin layer of concrete (not more than 0.2m) as part of the subsequent permission No. A/YL-NSW/318 (**Figure 3** refers).

2.1.2 The Site is used for parking of vehicles and ancillary office following the approval of A/YL-NSW/318. The surrounding areas are characterised by a mix of open storage yards, public vehicle park, residential dwellings, grassland, fish ponds, shop and services/vehicle repair workshop and vacant land.

2.1.3 An ingress/egress (5.5m wide) of the Site is located at its western side connected to Kam Pok Road East, which is adequate for the passage of all vehicle types permitted at the Site, including coaches. Kam Pok Road East connects to the wider road network including Castle Peak Road – Tam Mi and the San Tin Highway.

2.2 LAND ADMINISTRATION

2.2.1 The Site comprises Old Schedule Agricultural Lots held under the Block Government Lease, which is demised for agricultural use and contains the restriction that no structures are allowed to be erected without the prior approval of the Government.

2.2.2 The Applicant has obtained a Short Term Waiver (STW No. 5706) dated 27.12.2024 to permit the use of the Site for "Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Office" from the Lands Department, effective from 1 July 2025 on a quarterly renewable basis.

3. TOWN PLANNING CONTEXT

3.1 STATUTORY PLANNING REQUIREMENTS

3.1.1 The Site is zoned "Village Type Development" ("V") on the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/12 (**Figure 1** refers). According to the Notes of the OZP for the "V" zone, the planning intention is to designate both existing recognized villages and areas of land considered suitable for village expansion. 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. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a NTEH. Other commercial, community, and recreational uses may be permitted on application to the Board.

3.1.2 Under Column 2 of the Notes for the "V" zone, 'Public Vehicle Park (excluding Container Vehicle)' requires planning permission from the Board. 'Filling of Land' also requires planning permission from the Board. The "V" zone is restricted to a maximum building height of 3 storeys (8.23m).

3.1.3 The Site is largely located within the Wetland Buffer Area (WBA) of the Deep Bay Area (about 92.5% of the Site; **Figure 1** refers). The Town Planning Board Guidelines for 'Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance' (TPB PG-No. 12C) are relevant to the application given that the Site falls within the Wetland Buffer Area. However, planning applications for temporary uses within the WBA are exempted from the requirement of Ecological Impact Assessment under the Guidelines.

3.2 NON-STATUTORY PLANNING CONTEXT

3.2.1 The Proposed Development is strongly aligned with the Government's policies to promote wider use of electric vehicles (EVs) and achieve vehicular zero emissions before 2050, as set out in the 2021 "Hong Kong Roadmap on Popularisation of Electric Vehicles" and reaffirmed in the Updated Roadmap issued in early 2026. These documents maintain the target of ceasing new registration of fuel-propelled and hybrid private cars by 2035 and emphasise building a robust charging network, with quantified goals for EV-charging parking spaces and high-speed public chargers to support a rapidly growing EV fleet.

3.2.2 Building on recent Policy Addresses and the "green transformation" initiatives for public buses and taxis, the Government is advancing roadmaps and funding schemes to accelerate

the adoption of electric public transport and commercial vehicles. These measures include dedicated support for high-speed and quick-charging facilities, recognising that commercial EVs such as taxis and light goods vehicles require conveniently located, fast-turnover charging points to sustain daily operations. In this context, the Proposed Development, with ancillary EV charging, directly responds to the policy direction that high-speed charging infrastructure should form the backbone of the commercial EV ecosystem

3.2.3 While the EV-charging at Home Subsidy Scheme has substantially expanded charging-enabling infrastructure in private residential car parks and is expected to cover a large proportion of eligible spaces, the spatial distribution of charging facilities remains uneven, with public and quick-charging facilities concentrated in urban areas and large estates. Rural parts of the New Territories remain comparatively underserved, particularly for public, commercial-oriented fast charging, even as EV registrations continue to grow rapidly. Against this backdrop, the Proposed Development helps address an identified shortfall in the rural charging network, providing much-needed capacity that supports Government policy objectives on EV popularisation and commercial fleet electrification.

3.3 PREVIOUS PLANNING APPROVALS

3.3.1 The Site has been the subject of the following previous planning applications:

- a) Application No. A/YL-NSW/305 – Submitted by a different applicant for "Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years and associated Filling and Excavation of Land" covering part of the Site (about 3,372 m²). This application was approved with conditions by the Board on 23.12.2022.
- b) Application No. A/YL-NSW/318 – Submitted by the same applicant as the current application for "Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility and Office for a Period of 5 Years and Associated Filling of Land" covering the current Site. This application was approved with conditions by the Board on 27.10.2023 for a period of 5 years until 27.10.2028.

3.3.2 In considering application No. A/YL-NSW/318, the following planning considerations are relevant to the current application:

- a) The proposed public vehicle park for private cars and taxis, LGVs and coaches can serve nearby residents and workers and meet the pressing demand;
- b) The Secretary of Environment and Ecology support the application as it is in line with the Government's policies and directions in promoting the wider use of EV in public transport and commercial vehicles as well as electric taxis;
- c) The Commissioner of Transport supports the application in meeting the public demand for car parking spaces;
- d) Would not frustrate the long-term planning intention of the "V" zone;
- e) The proposed use is considered not incompatible with the surrounding uses;
- f) Potential environmental impacts can be minimised by imposing appropriate approval conditions; and
- g) Proposed land filling would unlikely cause significant adverse impacts on the area.

3.4 SIMILAR PLANNING APPROVALS

The Board has a previously approved application for temporary public vehicle parks within "V" zones in the same OZP, which is summarised in **Table 1** and its location demonstrated in **Figure 1**. The approval of the said application demonstrates that the Board has accepted the principle of using 'V' zones for temporary public vehicle parking. The current application is in similar nature and scale to the similar case, and approval of the current application would be consistent with the Board's previous decision.

Table 1: Similar Planning Approval Within 'V' Zones in the Same OZP

Case No. (Decision Date)	Applied Use	Planning Justifications
A/YL- NSW/353 (19.09.2025)	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Associated Filling of Land for a Period of 3 Years	- Most government departments consulted have <u>no objection to or no adverse comment</u> on the application. - Approval of the application on a temporary basis for a period of three years <u>would not jeopardise the long-term planning intention</u> of the "V" zone. - The proposed use is generally <u>not incompatible with the surrounding areas</u>, which are occupied predominantly by residential structures, ponds, parking of vehicles, a Towngas Open Yard, grassland and vacant land. - Although the Director of Environmental Protection does not support the proposed use, the Applicants are advised <u>to follow the revised Code of Practice issued by the Environmental Protection Department to minimise any potential nuisances caused by the proposed use.</u>

4. PROPOSED DEVELOPMENT

4.1 The Applicant seeks planning permission to use the Site for a 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 (the "Proposed Development"). The key development parameters are set out in **Table 2** below.

4.2 The Proposed Development comprises of 5 buildings (B1-B4) of 1 to 2 storeys (3.5m to 8m in height). Buildings B1 to B4 on the south provide offices on top of 4 covered coach parking spaces with EV charging facilities. The buildings would house the electronic equipment supporting the Smart Vehicle Parking System, as well as to provide indoor workspace for not more than 8 administrative and technical staff to support the daily operation of the Site.

4.3 All 65 parking spaces will be equipped with EV charging facilities. The output power of the EV chargers will be approximately 41.465kW for 38 private car and taxi co-use spaces of 2.5m(W) x 5m(L), approximately 39.49kW for 16 light goods vehicle (LGV) spaces of 3.5m(W) x 7m(L), and 164.545kW for 11 coach spaces of 3.5m(W) x 12m(L). A Smart Vehicle Parking System will be implemented, providing a mobile application that offers real-time information on parking space and charger availability at the Site. Advanced reservations are required through the mobile application when using the parking spaces with EV charging facilities. Fee-charging payment will be required for using the EV charging facilities. The mobile app will integrate payment functionalities, which allows users to pay for charging services directly through the application. Please refer **Figures 4 to 6** for the building and parking space layout, and **Figure 7** for a layout comparison of the Approved Scheme to the current proposed scheme.

4.4 The Site has already been filled with concrete of not more than 4.5m under the previously approved schemes, no further filling of land is required upon approval of the current application (see **Figure 3**). The existing hard-paved area will continue to serve as the formation for parking and circulation purposes. To minimise potential nuisance to the surrounding areas, a 2m setback is provided along the Site boundary, and a 2.5m high solid metal fencing with a thickness of 5mm will be erected along the entire site boundary since the planning approval

A/YL-NSW/318. Only vehicles with valid licences are allowed to park or enter/exit the Site. No light, 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)
<i>Site Area</i>	About 4,736m ²	About 4,736m ²	-
<i>Total GFA</i>	About 918m ²	About 830m ²	- 88m ² (- 9.6%)
<i>PR</i>	About 0.19	About 0.175	- 0.015
<i>Covered Area</i>	About 486m ²	About 486m ²	-
<i>No. of Buildings</i>	5	5	-
<i>Building Height</i>	Not more than 1-2 storeys (or 3.5 to 8m)	Not more than 1-2 storeys (or 3.5 to 8m)	-
<i>No. of Parking Spaces Private car / taxi</i>	38	38 (incl. 2 accessible parking spaces)	-
<i>LGV</i>	16	16	-
<i>Coach</i>	11	11	-
<i>Operation Hours</i>	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

temporary use will not jeopardise the long-term planning intention. The District Lands Officer/Yuen Long has advised, in connection with the previous application that there is no Small House application approved or under processing at the Site. The absence of Small House demand on the Site indicates that the land is not immediately required for its primary zoned purpose.

5.2.2 The Proposed Development is temporary in nature, which ensures that the Site remains available for village type development should demand arise in the future. Approval of the application on a temporary basis would therefore not frustrate the long-term planning intention of the "V" zone.

5.3 IN LINE WITH GOVERNMENT POLICY ON ELECTRIC VEHICLES

5.3.1 The Proposed Development is strongly aligned with the Government's policies on promoting the wider adoption of EVs in Hong Kong. The Secretary for Environment and Ecology has previously expressed support for the Approved Scheme, stating that it is "in line with the Government's policies and directions in promoting the wider use of EVs in Hong Kong."

5.3.2 The Government's Hong Kong Roadmap on Popularisation of Electric Vehicles targets zero vehicular emissions before 2050, with cessation of new registrations of fuel-propelled private cars by 2035. Achieving these targets requires a comprehensive network of EV charging facilities across Hong Kong, including in rural areas of the New Territories where such facilities are currently scarce.

5.3.3 The Proposed Development will provide 65 EV charging points with varying output powers suitable for different vehicle types, including quick chargers for electric coaches and commercial vehicles. This is particularly significant in light of the Government's target to introduce about 3,000 electric taxis by the end of 2027 and the publication of the roadmap for electric public transport and commercial vehicles. The proposed facility will contribute to the charging infrastructure network necessary to support these policy objectives.

5.3.4 The Proposed Development represents a model for integrating parking and EV charging facilities in rural New Territories areas, demonstrating how temporary uses can contribute to the Government's decarbonisation objectives while meeting genuine community needs.

5.4 MEETING PUBLIC DEMAND FOR PARKING AND EV CHARGING

5.4.1 As the popularity of electric vehicles has increased in recent years, there is a recognised shortage of EV charging facilities in Hong Kong, particularly in rural areas of the New Territories. The Nam Sang Wai area, which comprises a mix of residential developments, storage yards, and commercial operations, has limited access to dedicated EV parking and charging facilities.

5.4.2 The Proposed Development will serve nearby residents and workers by providing publicly accessible parking spaces with EV charging capabilities on a 24-hour basis. The Commissioner for Transport has previously supported the Approved Scheme that it can meet the public demand of car parking spaces.

5.4.3 The facility will cater to diverse vehicle types, including private cars and taxis, light goods vehicles, and coaches, reflecting the varied transportation needs of the area. A local coach service provider intends to operate from the southern portion of the Site, parking their fleet of electric coaches, while the remaining portion will be rented on an hourly and monthly basis to nearby residents and workers.

5.5 COMPATIBILITY WITH SURROUNDING LAND USES

5.5.1 The Proposed Development is considered not incompatible with the surrounding land uses, which are predominantly characterised by public vehicle parking (Planning Application No. A/YL-NSW/353), vacant land, grassland, fish ponds, and residential dwellings. The Proposed Development is consistent with the land use character in the vicinity.

5.5.2 With respect to the residential dwellings to the southeast, the Applicant proposes comprehensive mitigation measures including a 2m setback from the site boundary, 2.5m high solid metal fencing along the entire boundary, and the restriction of vehicle types to exclude medium/heavy goods vehicles and container vehicles. These measures will effectively screen the Proposed Development from the surrounding residential developments and minimise potential nuisance.

5.6 NO INSURMOUNTABLE ENVIRONMENTAL IMPACTS

5.6.1 It is confirmed that, in connection with the Approve Scheme, that the Site was a piece of wasteland which is vacant and partly paved, the surrounding area is disturbed, and the Proposed Development is unlikely to bring significant increase in the disturbance level the Site is currently subject to. These considerations remain valid for the current application and the Site conditions have not materially changed since the previous assessment. The Proposed Development does not involve filling of any fish ponds or wetlands, and is unlikely to have any negative off-site disturbance impact on the ecological value of fish ponds within the Wetland Conservation Area.

5.6.2 The Applicant will strictly follow the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" and statutory requirements under relevant pollution control ordinances to minimise adverse environmental impacts. The applicant will also follow the ProPECCPNs 5/93 for sewage treatment at the Site. Mitigation measures detailed in section 4.4, which is identical of the Approved Scheme, would remain in place for the Proposed Development.

5.7 NO INSURMOUNTABLE TRAFFIC IMPACT

5.7.1 The Site is accessible from Kam Pok Road East via an existing local access. The ingress/egress has a width of about 5.5m, which is adequate for two-way traffic of the largest permitted vehicle type (coaches at 2.5m(W)x11m(L) length). A swept path analysis (**Figure 8**) has been prepared demonstrating that coaches can enter and exit the Site without encroaching on opposing traffic lanes. Sufficient manoeuvring space is provided within the Site to ensure that all vehicles can enter and exit in a forward direction without the need to reverse onto public roads.

5.7.2 With reference to **Table 3** below for the trip generation and attraction of the Proposed Development, adverse traffic impact to the surrounding road network is not anticipated. Staff will be deployed at the ingress/egress of the Site to direct incoming and outgoing vehicles to enhance pedestrian safety. The Smart Vehicle Parking System with advance reservation requirement will further reduce unplanned vehicle arrivals and potential queuing. No vehicle will be allowed to queue back to or reverse onto/from public road at all times.

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	2
<i>Trips at PM peak per hour (17:00-18:00)</i>	15	5	8	2	6	1	6
<i>Traffic trip per hour (average)</i>	5	5	3	3	3	3	6

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.