

Application for Permission under Section
16 of the Town Planning Ordinance
(Cap.131) for Proposed Temporary
Public Vehicle Park (Excluding
Container Vehicle) with Ancillary
Electric Vehicle Charging Facilities and
Utility Installation for Private Project
(Solar Photovoltaic System) for a Period
of 6 Years at Lot 104 RP (Part) in D.D.
115, Yuen Long, New Territories
Supporting Planning Statement

Final | July 2026

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning Application is submitted to seek approval from the Town Planning Board (TPB) for the Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 6 Years at Lot 104 RP (Part) in D.D. 115, Yuen Long, New Territories (Application Site) on the Approved Yuen Long Outline Zoning Plan No. S/YL/29 (the OZP).

The Application Site, with an area of about 3 084m², is located in close proximity to Yuen Long Mass Transit Railway (MTR) Station. It is within a diverse neighbourhood with abundant residential developments (e.g. village settlements in Tung Tau Tsuen, the YOHO Hub), commercial facilities (e.g. the Yoho Mall, the Yoho Midtown) and facilities to meet daily needs. The site has a history of approved temporary uses for vehicle-related purposes and is presently fully paved and occupied by a motor vehicle showroom with shops and services.

The Application Site currently falls within “Open Space” (“O”) zone (about 53%) and “Village Type Development” (“V”) zone (about 47%) on the OZP. With reference to the Notes of the OZP, the proposed ‘Public Vehicle Park (excluding container vehicle)’ and ‘Utility Installation for Private Project’ both fall under Column 2 uses of the “O” zone and “V” zone, which require planning permission from the TPB. According to the Covering Notes of the OZP, for temporary uses of any land or building expected to be over five years, the uses must conform to the zoned use or these Notes. As such, the Proposed Temporary Public Vehicle Park (excluding container vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a period of six years require planning permission from the TPB.

The Proposed Development comprises a total of 68 parking spaces, including spaces for Light Goods Vehicles and Private Cars, all of which will be equipped with Electrical Vehicle (EV) charging facilities. Supporting electrical infrastructure, including power distribution and transformer kiosks, is proposed within the Application Site. Solar photovoltaic system and panels will be installed above selected charging spaces, featuring lightweight steel canopy structures with integrated power systems to generate renewable energy and partially meet the operational electricity demand of the development.

The Planning Application is expected to achieve the following public planning benefits:

- Compliance with Government’s roadmap on population of EV and expansion of EV charging network
- Alleviate growing demand for parking and EV Charging facilities in Yuen Long
- Incorporation of renewable energy through Solar Photovoltaic System
- Not undermining the long-term planning intention of zonings in the OZP
- Resulting in no adverse impacts to the surrounding area

Since the application is on a temporary basis, it will not jeopardize the long-term planning intention of the “O” and “V” zones. In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to support this Section 16 Planning Application.

行政摘要

（內容如有任何差異，應以英文內文為準）

本規劃申請根據《城市規劃條例》（第 131 章）第 16 條於元朗分區計劃大綱核准圖編號 S/YL/29（分區計劃大綱圖），就擬議在新界元朗第 115 約地段第 104 號餘段（部分）（「申請地點」），以作為期六年的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）向城市規劃委員會（城規會）提出申請。

申請地點面積約為 3 084 平方米，位處元朗港鐵站附近，周邊環境多元，包括住宅發展（如東頭村及 YOHO Hub）、商業設施（如 YOHO Mall 及 YOHO Midtown）及各類民生設施。該地點過往曾獲批作與車輛相關的臨時用途，相關地面已全面鋪設，並設有約 120 部車輛的汽車陳列室及 11 座單層臨時構築物作商店及服務行業用途。

根據分區計劃大綱圖《土地用途表》，申請地點現劃為「休憩用地」（約 53%）及「鄉村式發展」（約 47%）。根據分區計劃大綱圖《土地用途表》，擬議「公眾停車場(貨櫃車除外)」及「私人發展計劃的公用設施裝置」均屬「休憩用地」及「鄉村式發展」地帶的第二欄用途，須先向城市規劃委員會申請，可能在有附帶條件或無附帶條件下獲准。

根據分區計劃大綱圖《註釋》，預料為期超過五年的臨時用途，則必須符合有關地帶指定的用途或這份《註釋》的規定。因此，本規劃申請擬議為期六年的臨時公眾停車場(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），須向城市規劃委員會申請規劃許可。

擬議發展將提供合共 68 個車位，包括輕型貨車及私家車車位，全部車位將配備電動車充電設施。申請地點內將設置相關供電設施，包括配電及變壓設施。部分充電車位上方將設置太陽能光伏系統及光伏板，採用輕型鋼結構上蓋並整合供電系統，以產生可再生能源，並支援發展項目的部分用電需求。

本規劃申請將就規劃方面預期可帶來以下規劃增益：

- 配合政府電動車普及化的政策方向，擴大電動車充電網路
- 紓緩元朗區對公眾停車位及電動車充電設施的需求；
- 採用太陽能光伏系統，促進可再生能源的應用；
- 不會影響分區計劃大綱圖相關地帶的長遠規劃意向；以及
- 不會對周邊地區帶來負面影響。

鑑於本規劃申請用途屬臨時性質，不會妨礙「休憩用地」及「鄉村式發展」地帶的長遠規劃意向。基於本規劃申請所闡述的規劃增益及理據，我們懇請城市規劃委員會支持是次第 16 條規劃申請。

1 INTRODUCTION

- 1.1.1 This Supporting Planning Statement is submitted in accordance with Section 16 of the Town Planning Ordinance (TPO), to seek approval of the Town Planning Board (TPB) for the Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 6 Years (the Proposed Development) at Lot 104 RP (Part) in D.D. 115, Yuen Long, New Territories.
- 1.1.2 The Application Site, with an area of about 3 084m², is in close proximity to the Yuen Long MTR station. It is within a diverse neighbourhood with abundant residential developments (e.g. village settlements in Tung Tau Tsuen, the YOHO Hub), commercial facilities (e.g. the Yoho Mall, the Yoho Midtown) and daily livelihood facilities (e.g. Fung Kam Street Sports Centre, Tung Yik Market, Yuen Long Jockey Club Town Square). The Application Site currently falls within “Open Space” (“O”) zone (about 53%) and “Village Type Development” (“V”) zone (about 47%) on the Approved Yuen Long Outline Zoning Plan No. S/YL/29.
- 1.1.3 The Proposed Development to provide EV charging services to the Yuen Long District is in line with the Government’s policy on EV adoption, low-carbon transport and renewable energy. Since 2021, the Hong Kong Roadmap on Popularisation of Electric Vehicles (EVs) ¹ had set clear strategies in promoting the use of EVs. In its version issued in February 2026 ², it announced the target of ceasing new registration of fuel-propelled private cars, including hybrid vehicles, in 2035 or earlier, while expanding EV charging infrastructure. The Proposed Development also accords with the Transport Strategy Blueprint ³ formulated under the Traffic and Transport Strategy Study, which promotes smart mobility, green low-carbon travel and improved connectivity through an integrated and people-centric transport system. Such as, goals were set to ensure the provision of EV charging facilities in key Transport Interchange Hubs. Recognising the growing demand and insufficiency of EV charging facilities in the Yuen Long District⁴, the Proposed Development with such a strategic location could assist and alleviating the demand.
- 1.1.4 A layout plan showing the distribution of parking spaces with EV charging facilities is prepared while demonstrating technical feasibility of the Proposed Development. The structure of the Supporting Planning Statement is as below:
- **Section 2** provides a brief description of the Application Site and its surrounding environment.
 - **Section 3** provides an overview of the planning context of the Application.
 - **Section 4** details the Proposed Development in relation to its development parameters, operation management and facilities provision.
 - **Section 5** presents the planning justification in support of the application.
- 1.1.5 We sincerely seek for favourable consideration from the TPB to grant approval to this well justified S16 Application.

¹ Environment and Ecology Bureau. (2021). Hong Kong Roadmap on Popularisation of Electric Vehicles.

² Environment and Ecology Bureau. (February 2026). Hong Kong Roadmap on Popularisation of Electric Vehicles. https://www.eeb.gov.hk/sites/default/files/pdf/Updated_EV_Roadmap_eng.pdf

³ Transport and Logistics Bureau, Transport Department. (February 2026). Transport Strategy Blueprint. [https://www.tlb.gov.hk/doc/Transport%20Strategy%20Blueprint%20\(English\).pdf](https://www.tlb.gov.hk/doc/Transport%20Strategy%20Blueprint%20(English).pdf)

⁴ Yuen Long District Council. (14 October 2025). Minutes of the Eleventh Meeting.

https://www.districtcouncils.gov.hk/yl/doc/2024_2027/en/dc_meetings_minutes/2025_11th_Meeting_DC_Minutes_Eng.pdf

2 SITES CONTEXT

2.1 Location

- 2.1.1 The Application Site, with a total area of about 3 084m², is situated partly at the south-western portion of the “V” zone of Tung Tau Tsuen (about 1 447 m²) and the adjacent “O” zone (about 1 637 m²). It is surrounded by village-type settlements in Tung Tau Tsuen, Tsoi Uk Tsuen, and Nam Pin Wai, and higher-rise residential developments such as the YOHO Hub and the YOHO Midtown. The Application Site is accessible from Long Yat Road to its south via a local track and from the Yuen Long Hau Hui Road via a local access road to the north-west of the Application Site. The Application Site is around 50m to the nearest exits of the Yuen Long Mass Transit Railway (MTR) Station to its south.
- 2.1.2 Please refer to **Figure 1** for the location of the Application Site.

2.2 Land Status

- 2.2.1 The Application is held under Lot No. 104 RP (Part) in D.D 115. Please refer to **Figure 2** for the Lot Index Plan of the Application Site.

2.3 Existing Uses and Condition

- 2.3.1 The Application Site is subject to prevailing planning approval (i.e. A/YL/328) for Temporary Shop and Services (Motor Vehicle Showroom) with Ancillary Office for a Period of 6 Years with S16A approved on 13.2.2026. The Application Site is fully paved and occupied by a motor vehicle showroom of about 120 cars with 11 single-storey temporary structures for shop and services, office and rain shelters. A total of 10 private car parking spaces is also included. Please refer to **Figure 3** for the existing condition of the Application Site.

2.4 Surrounding Land Uses

- 2.4.1 The Application Site situates in the fringe of Yuen Long Kau Hui and is surrounded by low-rise “Village Type Development” (“V”) zones such as Tung Tau Tsuen and Nim Pin Wai. It is close to Yuen Long MTR Station, the YOHO HUB and the YOHO Mall Phase I & II.
- 2.4.2 To the **north and northeast** is an area zoned “V”, the Application Site is adjoined by Tung Tau Tsuen and Tsoi Uk Tsuen, characterised by maximum 3-storey village houses. The Tung Tau Tsuen Public Toilet is located immediately adjacent to the Application Site. Opposite the local road are the Tung Tau Village Office and an associated plaza. Further northeast, Tin Hau Temple is located, which may generate temporary parking demand during festive periods.
- 2.4.3 To the **east** is the area zoned “O” and “V”, the Application Site abuts a local road connecting to Long Yat Road. The area is currently largely occupied by open-air car parking and related activities, serving nearby villagers and residents. Further east, Ying Lung Wai Village and Tai Wai Tsuen are located.

- 2.4.4 To the **south**, the Application Site fronts Long Yat Road. Beyond Long Yat Road are areas zoned “Comprehensive Development Area” and “Other Specified Uses (Light Rail Transit Terminus with Commercial / Residential Development)”, comprising high-density mixed-use developments including The YOHO Hub and Grand YOHO (both at +174.5mPD). Commercial and transport facilities are provided at ground and podium levels, including Yoho Mall, Yuen Long MTR Station, Light Rail Yuen Long Terminus, and Yuen Long Station (North) Public Transport Interchange.
- 2.4.5 To the **west** is Yuen Long Kau Hui Road and the area zoned “V” covering Nam Pin Wai, characterised predominantly by 3-storey village houses (8.23m). Further northwest is Chung Sing School and Cumberland Presbyterian Church Yao Dao Secondary School, which may generate localised parking demand.
- 2.4.6 Please refer to **Figure 4** for the surrounding context of the Application Site.

2.5 Accessibility

- 2.5.1 The Application Site is accessible via a local access road to the east, which connects to the wider road network including Ng Wo Road, Yuen Long Kau Hui Road and Long Yat Road. The Application Site is well served by a range of public transport services. Yuen Long MTR Station is located approximately 50m from the Application Site. Road-based public transport services, including franchised buses and green minibuses, are available along Long Yat Road and at the Yuen Long Station (North) Public Transport Interchange.

3 PLANNING CONTEXT

3.1 Statutory Land Use Zoning

- 3.1.1 The Application Site currently falls within “O” (about 53%) and “V” (about 47%) on the Approved Yuen Long Outline Zoning Plan No. S/YL/29. According to the Notes of the OZP, “O” zone is intended primarily for *“the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public”*. The planning intention of “V” zone is to *“reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects”*. Since the application is on a temporary basis for a period of six years, it will not frustrate the long-term planning intentions of both “O” and “V” zones. The proposed ‘Public Vehicle Park (excluding container vehicle)’ and ‘Utility Installation for Private Project’ are both Column 2 uses of the “O” zone and “V” zone. Moreover, Remark (6) in the Covering Notes states that *“... For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.”*. Hence, a S.16 application to seek the planning permission from the TPB for the Proposed Development submitted.
- 3.1.2 Please refer to **Figure 5-1a to 5-1b** and **5-2a to 5-2c** for the extracted Notes and Explanatory Statement of the OZP in relation to “O” and “V” zones respectively, and **Figure 5-3** for the extracted Covering Notes of the OZP.

3.2 Planning History

- 3.2.1 The Application Site has been used as a motor-vehicle showroom since 2018. The Application Site is subject to 3 approved S16 Planning Application (No. A/YL/328, No. A/YL/328, A/YL/247 and A/YL/301). The latest Proposed Development remain similar in nature to those previously approved, as summarised in the table below.

Table 3-1 Summary Table of Previous Planning Applications at Application Site

Application No.	Proposed Use(s)	Decisions
A/YL/328	Temporary Shop and Services (Motor Vehicle Showroom) with Ancillary Office for a Period of 6 Years	Approved with condition(s) on a temporary basis in August 2025
A/YL/301	Temporary Shop and Services (Motor-vehicle Showroom) with Ancillary Office for a Period of 6 Years	Approved with condition(s) on a temporary basis in June 2023
A/YL/247	Temporary Shop and Services (Motor-vehicle Showroom) with Ancillary Offices for a Period of 6 Years	Approved with condition(s) on a temporary basis in August 2018

3.3 Growing Numbers of Electric Vehicles and Rising Demand of EV Charging Facilities

- 3.3.1 Over the past few years, with vigorous government promotion and concerted efforts of stakeholders, EVs have developed rapidly in Hong Kong. The number of electric vehicles has

grown more than fourfold in just four years, from around 28 000 in 2021⁵ to around 166 000 by March 2026, representing about 18.2% of the total number of vehicles. However, comparing to the number of EVs, there are only around 130 000 parking spaces equipped with charging infrastructure, the anticipated shortage of EV chargers is alarming.

- 3.3.2 Zooming into the Yuen Long District, an insufficiency of EV charging facilities was observed, where merely 659 public chargers were provided. In an area where village cluster is abundant, lack of EV charging facilities in rural areas is also concerned. To cope with the rising number of EVs and the shortage of supply, the Proposed Development in close proximity to the village cluster and the Yuen Long MTR station, could offer immediate and ample alleviation of EV charging services at a convenient location.

3.4 Government's Staunch Commitment to the Popularisation of Electric Vehicles

- 3.4.1 The Hong Kong Government has been actively promoting the wider adoption of Electric Vehicles (EVs) as part of its long-term strategy to improve air quality and achieve carbon neutrality. Adhering to the city-wide goal of reaching carbon neutrality by 2050, the projected number of EVs to reach approximately 800 000 units by 2035.
- 3.4.2 The "Hong Kong Roadmap on Popularisation of Electric Vehicles" updated February this year sets an aggressive target to establish 200 000 charging-enabled parking spaces by mid-2027 to support the expanding fleet of EVs. Apart from the provision of free public chargers, there is also a shift towards a market-driven, user-pay charging ecosystem. The Government is progressively marketising the EV charging services at its car parks, entrusting contractors with the operation and collection of charging fees. The objective is to accelerate the expansion of Hong Kong's charging network by stimulating the private sector participation. Examples include the 1 600 medium chargers operating on a market-based approach in the 74 Government carparks. Various initiatives were also introduced to provide incentives for private investment of EV charging facilities, including GFA concession for EV charging provision in new private buildings and the launch of EV-charging at Home Subsidy Scheme for existing private residential building carparks.
- 3.4.3 In addition to the Hong Kong Roadmap on Popularisation of Electric Vehicles, the Transport Strategy Blueprint promulgated in February 2026, which promotes smart mobility, green low-carbon travel and improved connectivity through an integrated and people-centric transport system. As such, the Proposed Development complements the Government's overall direction in increasing the supply of private EV charging facilities and the promotion of sustainable transport.

⁵ Environment and Ecology Bureau. (February 2026). Hong Kong Roadmap on Popularisation of Electric Vehicles. https://www.eeb.gov.hk/sites/default/files/pdf/Updated_EV_Roadmap_eng.pdf

4 THE PROPOSED DEVELOPMENT

4.1 The Proposal

- 4.1.1 The Application Site has a total area of about 3 084m². The Proposed Development provides a total of 68 nos. of parking spaces, including 6 for Light GV's (LGVs) (3.5m x 7m), and 62 for private vehicles (2.5m x 5m). All proposed parking spaces will be equipped with EV charging facilities. The Proposed Development will include one power distribution kiosk (for Medium Voltage (MV) and Low Voltage (LV)), one power transformer kiosk, one 11kV MV switch kiosk, and one CLP 11kV pillar box, to be located at the southern portion of the Application Site to support the proposed uses. The layout plan of the Proposed Development is shown in **Appendix A**. Considering that waiting time is required for charging electric vehicles, a resting area is proposed at the north-eastern corner of the Application Site.

4.2 Operation Arrangement

- 4.2.1 The operation hours of the Proposed Development will be 24 hours daily (including public holidays) and no manning power is required. It will adopt a dual-rate mechanism that accommodates both charging and non-charging vehicles. EV-charging vehicles would subject to a base entrance fee with hourly charging rate; the vehicles are permitted to remain parked even when the charging cycle is completed.
- 4.2.2 The EV charging facilities would be fast chargers of speed 100kW or above, where the charging time is estimated to take around 30 to 45 minutes generally. A mobile application would be developed to show the real-time charging process of the vehicles and the real-time occupancy of the charging spots within the vehicle park. A smart booking feature would be available to enable users to reserve spaces in advance. The aforementioned measures could minimise the possible queuing outside the Proposed Development thus avoiding possible adverse traffic impacts on the surroundings.
- 4.2.3 Vehicular access to the Application Site will be provided via the adjoining local road to the east. Separate ingress and egress points (both in 8.5m wide) will be designated to facilitate smooth traffic circulation. Adequate and ample space for internal manoeuvring is reserved within the Application Site, offering sufficient flexibility to accommodate occasional vehicle waiting if necessary.

4.3 Halo Point Structure (Solar Photovoltaic System)

- 4.3.1 Halo Point Structures (i.e. Solar Photovoltaic System) would be installed atop the Direct Current (DC) chargers along the proposed EV charging spots (please refer to **Appendix B** of the structural plan of the Halo Point). Approximately every two-charging spot would share one Halo Point Structure.
- 4.3.2 Each Halo Point Structure comprises a steel frame system supported by vertical columns and horizontal beams next to the parking area. The structures are approximately 2.6 m in height with a canopy of dimensions around 2.5m x 2.7 m, providing sufficient clearance for vehicles while enabling effective solar exposure. An integrated support system with distribution units

and cabling will be included in the structure, where DC charger would be installed within the Halo Point Structure. The generated electricity would supply to the lighting and display monitors at the Proposed Development, alleviating necessary energy demand.

Table 2 Key Development Parameters Table

Total Site Area	3 084m ²
Number of Parking Spaces	- Total 68 Parking Spaces (all with EV charging facilities) • 6 for Light Goods Vehicles • 62 for Private Vehicles
Number of Ancillary Structures	- 5 EV Charging Electricity Supply and Distribution Structures • 1 CLP 11kV pillar box (2.7m x 1.2m x 2.7m) • 1 11kV MV switch kiosk (1.2m x 3m x 2.8m) • 1 power distribution (MV + LV) kiosk (7m x 2.4m x 2.8m) • 1 power transformer kiosk (9.8m x 2.4m x 2.8m) • 1 underground CLP draw pit - 55 Halo Point Structures (Solar Photovoltaic System) (2.5m x 1.5m x 2.6m), of which 34 contain DC chargers

Note: Dimensions of ancillary structures shown above are in Length (L) x Width (W) x Height (H).

4.4 Traffic Arrangement

- 4.4.1 The Application Site is accessible via a local access road to the east, which connects to the wider road network including Ng Wo Road, Yuen Long Kau Hui Road and Long Yat Road. An 8.5m wide ingress and 8.5m wide egress are proposed to serve the development.
- 4.4.2 The proposed ingress/egress arrangement is designed to accommodate a range of vehicle types associated with the operation of the public vehicle park. Swept path analysis has been undertaken for the critical vehicular movements, as shown in **Appendix C**. The results indicate that sufficient manoeuvring space can be provided within the Application Site.

5 PLANNING JUSTIFICATIONS

5.1 Responding to Government's Endeavours on the Popularisation of the Use of Electric Vehicles

- 5.1.1 In alignment with the Government's proactive agenda to accelerate the adoption of EVs in Hong Kong as set out in the Hong Kong Roadmap on Popularisation of Electric Vehicles (issued in 2021 and updated in 2026), the Proposed Development actively integrates EV charging to the Public Vehicle Park, offering 68 charging spots to the Yuen Long District. By providing a substantial proportion of parking spaces equipped with EV charging facilities, the Proposed Development directly supports the increasing demand for accessible and convenient charging options. This approach is consistent with the Government's objective to expand the EV charging network and to foster a user-oriented, market-driven charging ecosystem, thereby facilitating a seamless transition from conventional vehicles to EVs.
- 5.1.2 Furthermore, the Proposed Development response to the strategic direction set in the Blueprint in the TTSS, which promotes a reliable, smart, and environmentally friendly transport system. Through the incorporation of EV charging facilities alongside smart parking management measures, the development supports enhanced transport efficiency and low-carbon mobility in line with the Government's people-centric transport policy. The provision of such facilities within a public vehicle park enhances accessibility for both residents from nearby village settlements and visitors, complements ongoing Government initiatives to encourage private sector participation in EV infrastructure, and contributes to the wider adoption of green transport. As such, the Proposed Development represents a timely and policy-aligned initiative that supports Hong Kong's transition towards sustainable and intelligent mobility and its long-term carbon neutrality targets.

5.2 Promoting the Use of Renewable Energy in Support of Sustainable Transport Infrastructure

- 5.2.1 In addition to the provision of EV charging facilities, the incorporation of the Halo Point Structures within the Proposed Development represents a proactive response to the Government's policy direction on promoting renewable energy and enhancing energy efficiency in the built environment. The integration of Halo Point Structures to generate on-site renewable energy for supporting ancillary uses within the vehicle park (such as display panels, lighting and operational systems) reflects the city's broader objective of achieving carbon neutrality. By adopting clean energy technology in conjunction with EV infrastructure, the development demonstrates a synergistic approach to reducing carbon emissions from both transport and building operations.
- 5.2.2 This dual application of green transport and renewable energy also aligns with Government initiatives to encourage wider adoption of distributed renewable energy systems, including solar energy installations in urban developments. As such, the integration of solar energy features strengthens the overall planning merit of the application and underscores its positive contribution to use of sustainable energy and mobility.

5.3 Bridging the EV Charging Gap in Yuen Long and Supporting Territory-wide Demand

- 5.3.1 Against the demonstrated shortfall in EV charging provision outlined in **Section 3.3**, the Proposed Development serves as a direct and timely planning response to the identified EV charging gap, thus proactively delivers additional charging capacity to help redress the imbalance between the rapid growth of EVs and the lag in supporting facilities in Yuen Long. By incorporating a substantial number of EV charging parking spaces within a purpose-built public vehicle park, the development will make an immediate and tangible contribution to increasing the overall supply of charging infrastructure.
- 5.3.2 At the district level, where the deficiency is more acute, the Proposed Development performs a targeted role in addressing unmet demand in Yuen Long. Its strategic location, situated between established village clusters (including Tung Tau Tsuen and Nam Pin Wai) and major transport and residential nodes such as Yuen Long Station and Yoho Hub, enables it to effectively capture both local and commuter demand that is currently underserved. The provision of publicly accessible charging facilities at this accessible and well-connected location will help bridge existing service gaps, particularly for users without access to private charging. Its proximity to the transport interchange would enable users, primarily nearby villagers and residents, to conveniently combine private vehicle use with multiple public transport modes for onward journeys. In doing so, the development not only alleviates immediate local constraints but also reinforces the broader supply network, thereby supporting a more resilient and comprehensive EV charging framework across Hong Kong.

5.4 Not Undermining the Long-Term Planning Intention of Zoning in the OZP

- 5.4.1 The Application Site is partly zoned “Village Type Development” and partly zoned “Open Space” on the Yuen Long OZP No. S/YL/29. The Proposed Development is on a temporary basis and is considered compatible with the surrounding land use context, which comprises village settlements, open parking areas and transport-related uses. The Proposed Development on a temporary basis would help meet the prevailing demand for parking and EV charging facilities from nearby villages and residential developments, without precluding the long-term implementation of the intended uses under the respective “V” and “O” zones.
- 5.4.2 Furthermore, there is currently no known programme for immediate development of the Application Site for village housing or public open space use. The Proposed Development, being temporary in nature, would not undermine the long-term planning intention of the “V” and “O” zones.

5.5 Ensuring Compatibility with the Surrounding Environment

- 5.5.1 The Application Site is currently used as a motor-vehicle showroom where similar natures of services (e.g. vehicle park and car-repair workshops) are common in the surrounding neighbourhood. In addition, the Proposed Development would not be largely open-air without establishment of any temporary structures. It would be visually compatible with the surrounding village cluster and nearby high-density residential developments.
- 5.5.2 The Application Site is currently fully hard-paved and does not involve any tree felling or major landscape modification in the Proposed Development. There is no known programme for immediate development of the Application Site for village housing or public open space

purposes. Given the temporary nature and minor scale of the Proposed Development, no significant adverse landscape impact is anticipated.

5.6 Resulting in No Adverse Impacts to the Surrounding Area

- 5.6.1 The Traffic Swept Path Analysis (**Appendix C**) has been conducted and included in this Supporting Planning Statement, and confirmed that the Proposed Development is technical feasible and will not generate adverse impacts to the future users on the Application Site.

6 CONCLUSION

- 6.1.1 This Supporting Planning Statement is submitted under Section 16 of TPO (Cap. 131) to seek approval from the Town Planning Board for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 6 Years at Lot 104 RP (Part) in D.D. 115, Yuen Long, New Territories.
- 6.1.2 The Proposed Development is consistent with the Government's policy on promoting electric vehicles, low-carbon transport and the expansion of charging infrastructure, as set out in the latest EV Roadmap and Transport Strategy Blueprint. The provision of additional EV charging facilities, together with supporting parking spaces and renewable energy integration, would help address the growing demand in Yuen Long and facilitate the transition towards sustainable mobility.
- 6.1.3 The Proposed Development represents a planning-compatible and policy-aligned scheme that will provide much-needed public vehicle parking and electric vehicle charging facilities to serve the growing demand in Yuen Long. The integration of solar photovoltaic systems further enhances the environmental performance of the Proposed Development by supporting renewable energy use and reducing reliance on conventional power sources.
- 6.1.4 The Application Site is fully hard-paved, and no major landscape modification is required. The proposed structures are of modest scale and are compatible with the surrounding village and urban context. It is considered compatible with the surrounding land uses and will not undermine the long-term planning intention of the "Open Space" and "Village Type Development" zones of the OZP, given its temporary nature. Technical findings indicate that no adverse impacts are anticipated to the surrounding area.
- 6.1.5 In light of the planning and design merits and justifications being put forward in this Supporting Planning Statement, we sincerely seek for the favourable consideration from the TPB to support this Section 16 Planning Application.

Figures

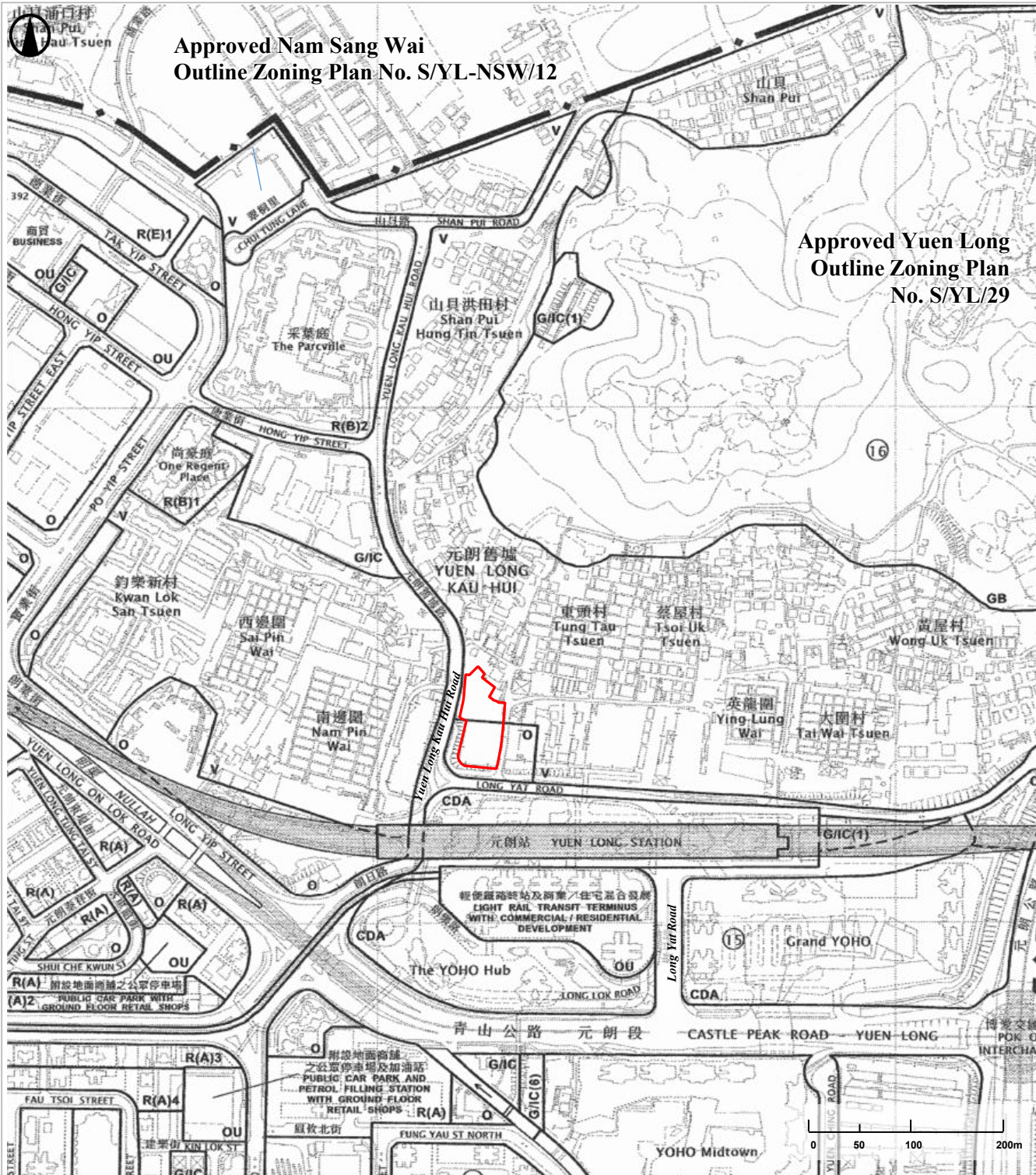


Figure No.	Scale	Figure Title
Figure 1	As shown	Location Plan
ARUP	Date	Source
	June 2026	Extracted from the Approved Yuen Long OZP No. S/YL/29 and Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/12

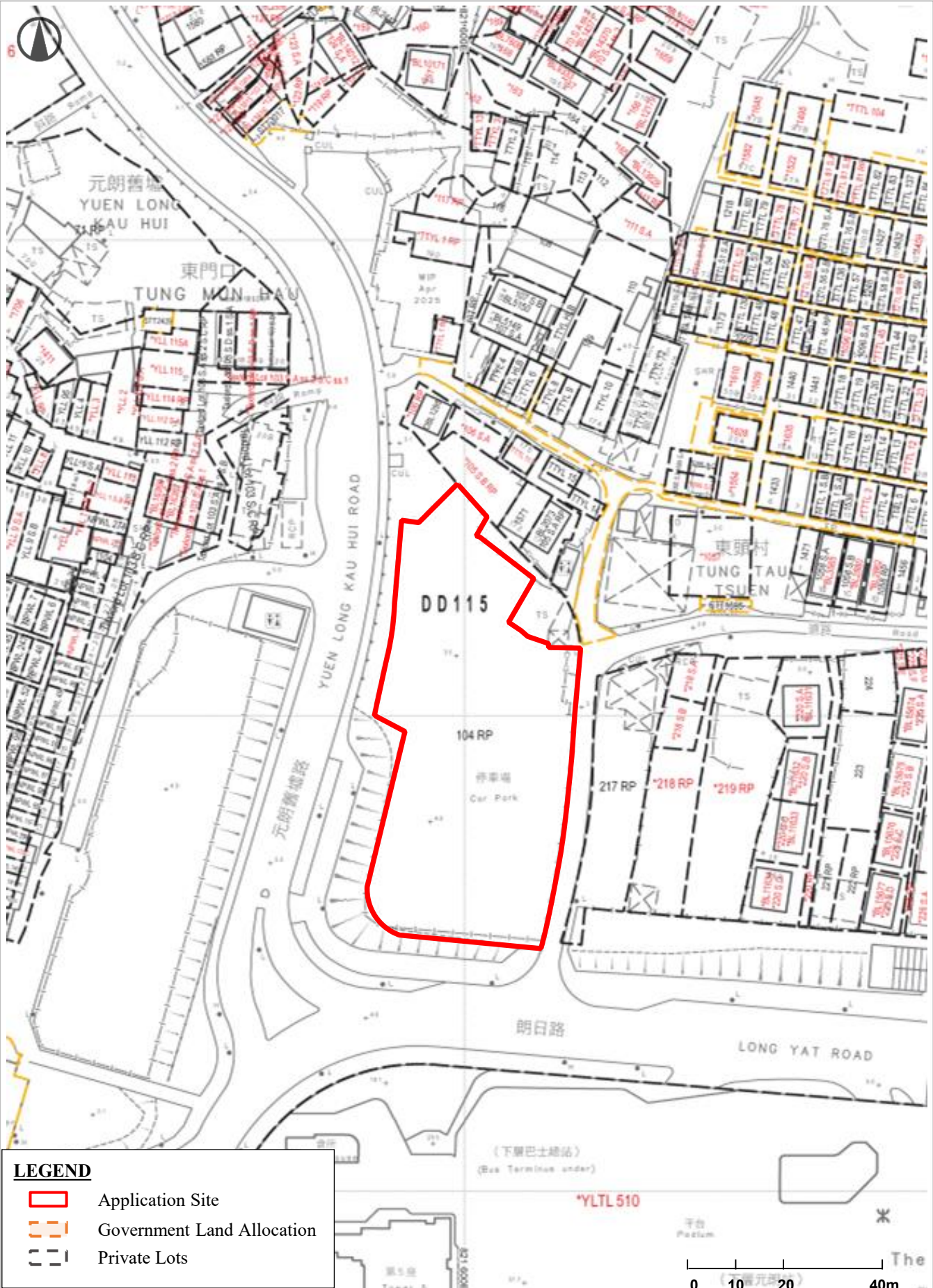


Figure No.	Scale	Figure Title
Figure 2	As shown	Lot Index Plan
ARUP	Date	Source
	June 2026	Adapted from Lot Index Plan No. ags_S00000159329_0001



1 Overall Site Context from Yuen Long Kau Hui Road



2 Existing Temporary Motor Vehicle Showroom and Paved Land



3 Existing South Egress/Ingress along Local Access



4 Existing North Egress/Ingress along Local Access



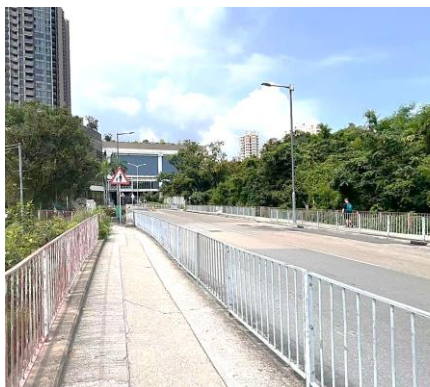
Figure No.	Scale	Figure Title
Figure 3	As shown	Existing Condition of the Application Site
ARUP	Date	Source
	June 2026	Aerial Photo: GeoInfo Map; Site photos taken on 5 June 2026



1 Long Yat Road and Yuen Long Station (North) PTI at Ground Level



2 Yuen Long Kau Hui Road



3 High-rise Residential Developments (The YOHO Hub, Sun Yuen Long Centre)



4 Tung Tau Village Office with Plaza and Tung Tau Tsuen Archway



5 Car Park and Car Services (opposite of the Application Site)



6 Tsoi Uk Tsuen Small Houses and Car Park Area



Figure No.	Scale	Figure Title
Figure 4	As shown	Surrounding Context of the Application Site
ARUP	Date	Source
	June 2026	Aerial Photo: GeoInfo Map; Site photos taken on 5 June 2026

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

Figure No.	Scale	Figure Title
Figure 5-1a	-	Extracted Notes of the “Open Space” Zone Attached to the OZP
ARUP	Date	Source
	June 2026	Approved Yuen Long Outline Zoning Plan No. S/YL/29

a maximum building height of 8 storeys excluding basement(s). The building height restriction could meet the operational requirements of most GIC facilities and serve as visual and spatial relief in Yuen Long New Town.

- 9.6.4 Eight sites are zoned “G/IC(1)” and subject to a maximum building height of 3 storeys excluding basement(s), except for school and hospital uses which could be developed up to 8 storeys excluding basement(s). The restriction will help ensure that the developments in these sites are in keeping with the adjacent environment.
- 9.6.5 There are three existing GIC developments, namely the Government Offices in Area 4, Maxwell House (CLP Power Substation cum Staff Quarters) and Police Staff Quarters in Area 3, which are significantly taller than other GIC facilities in Yuen Long New Town. They are zoned “G/IC(2)”, “G/IC(3)” and “G/IC(4)” with building height restrictions of 15 storeys, 17 storeys and 25 storeys excluding basement(s) to reflect the height of the existing buildings.
- 9.6.6 A site at the junction of Shap Pat Heung Road and Tai Shu Ha Road West zoned “G/IC(5)” has been developed for a youth hostel, known as “Po Leung Kuk Lee Shau Kee Youth Oasis”, which is subject to a maximum building height of 95mPD.
- 9.6.7 A site near the junction of Castle Peak Road - Yuen Long and Yau Tin East Road is zoned “G/IC(6)”. This zone is intended for a social welfare service complex cum youth hostel. Developments within this sub-area are subject to a maximum building height of 75mPD. Prior to the development of the site, the project proponent is required to submit noise impact assessment and provide noise mitigation measures to meet all relevant criteria under the HKPSG.
- 9.6.8 Adequate areas have been reserved on the Plan for the provision of GIC facilities in accordance with the HKPSG.

9.7 Open Space (“O”) : Total Area 49.84 ha

- 9.7.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. Facilities of particular importance are Yuen Long Park in Area 6, Tung Tau Industrial Area Playground in Area 7 and Yuen Long Jockey Club Town Square in Area 10. More local open spaces will be provided in the detailed layout plans and these are not shown on the Plan.
- 9.7.2 A strip of open space with a width of about 80m has been reserved to the north of Yuen Long Highway. Apart from providing recreational and sports facilities, the open space will also serve as a buffer area between Yuen Long Highway and the areas located to the north.
- 9.7.3 Another strip of land in Area 13 intended for landscape walkway is a key breezeway for the town centre. It is also intended to serve as a pedestrian connection linking the planned open space to the south.

Figure No.	Scale	Figure Title
Figure 5-1b	-	Extracted Explanatory Statement of the “Open Space” Zone Attached to the OZP
ARUP	Date	Source
	June 2026	Approved Yuen Long Outline Zoning Plan No. S/YL/29

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Eating Place
Government Refuse Collection Point	Flat
Government Use (Police Reporting Centre, Post Office only)	Field Study/Education/Visitor Centre
House (New Territories Exempted House only)	Government Use (not elsewhere specified) #
On-Farm Domestic Structure	House (not elsewhere specified)
Public Convenience	Institutional Use (not elsewhere specified) #
Religious Institution (Ancestral Hall only)	Petrol Filling Station
Rural Committee/Village Office	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Transport Terminus or Station
	Public Utility Installation #
	Public Vehicle Park (excluding container vehicle)
	Religious Institution (not elsewhere specified) #
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

In addition, the following uses are always permitted on the ground floor of a New Territories Exempted House :

Eating Place
Library
School
Shop and Services

(Please see next page)

Figure No. Figure 5-2a	Scale -	Figure Title Extracted Notes of the “Village Type Development” Zone Attached to the OZP
ARUP	Date June 2026	Source Approved Yuen Long Outline Zoning Plan No. S/YL/29

VILLAGE TYPE DEVELOPMENT (cont'd)

Planning Intention

The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. 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 New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Figure No.	Scale	Figure Title
Figure 5-2b	-	Extracted Notes of the “Village Type Development” Zone Attached to the OZP
ARUP	Date	Source
	June 2026	Approved Yuen Long Outline Zoning Plan No. S/YL/29

domestic plot ratio of 5, a maximum non-domestic plot ratio of 0.22 and a maximum building height of 85mPD.

- 9.4.8 The plot ratio control under “R(E)2” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

9.5 Village Type Development (“V”) : Total Area 99.3 ha

- 9.5.1 The planning intention of this zone is to reflect existing recognized and other villages, and to provide land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. 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 New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Board.

- 9.5.2 There are many well-established recognized villages within the Area, such as Wang Chau Fuk Hing Tsuen, Wang Chau Tung Tau Wai, Wang Chau Yeung Uk Tsuen, Wang Chau Sai Tau Wai, Wang Chau Lam Uk Tsuen, Wang Chau Chung Sum Wai, Fung Chi Tsuen, Shui Pin Wai, Shui Pin Tsuen, Shui Tin Tsuen, Shan Pui, Nam Pin Wai, Sai Pin Wai, Tai Wai Tsuen, Wong Uk Tsuen, Ying Lung Wai, Tsoi Uk Tsuen, Ma Tin Tsuen, Ha Yau Tin Tsuen, Sheung Yau Tin Tsuen and Lung Tin Tsuen. Village expansion areas and other infrastructural improvements will be guided by more detailed layout plans.

9.6 Government, Institution or Community (“G/IC”) : Total Area 43.74 ha

- 9.6.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

- 9.6.2 Major existing GIC facilities include a community centre, Yuen Long Swimming Pool Complex, Yuen Long Town Hall, Long Ping Community Hall and Yuen Long Stadium in Area 6, 3 clinics in Areas 2 and 9, a divisional fire station in Area 11, a police station and Yuen Long Theatre in Area 3, the Government offices in Areas 2 and 4, and a bus terminus in Area 2. Most of the existing schools also fall within this zone. There are currently 16 primary schools, 15 secondary schools and 2 special schools within this zone in Yuen Long New Town.

- 9.6.3 Developments or redevelopments in areas zoned “G/IC” are restricted to

Figure No.	Scale	Figure Title
Figure 5-2c	-	Extracted Explanatory Statement of the “Village Type Development” Zone Attached to the OZP
ARUP	Date	Source
	June 2026	Approved Yuen Long Outline Zoning Plan No. S/YL/29

- (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/light rail/public light bus stop or lay-by, cycle track, light rail track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board :

toll plaza, on-street vehicle park and railway track.

Figure No.	Scale	Figure Title
Figure 5-3	-	Extracted Covering Notes Attached to the OZP
ARUP	Date	Source
	June 2026	Approved Yuen Long Outline Zoning Plan No. S/YL/29