



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) for a Period of 3 Years

Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599,
1600, 1601 (Part) in D.D. 129 and adjoining
Government Land, Lau Fau Shan, Yuen Long,
New Territories

Planning Statement

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September 2024

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) for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599, 1600, 1601 (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）（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、1599、1600、1601號（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二〇二一年公布的《香港電動車普及化路線圖》，提出在二〇三五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) for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599, 1600, 1601 (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 14,605m², including about 1,760m² 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...”. In this connection, the Applicant wishes 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).

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.

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...”. 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
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 14,605m², including about 1,760m² 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 227 parking spaces are proposed at the application site, including 116 spaces for private cars, 81 spaces for van-type light goods vehicles (LGVs), and 30 spaces for coaches. Additionally, the application site will feature one service counter with two CLP package substations, an energy storage unit, and ten charging stations to support the proposed use. 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**.



Photo 1. Proposed Solar Photovoltaic System

- 4.1.3 The Indicative Layout Plan is shown in **Figure 3** 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)
Total Site Area	About 14,605m ² (including about 1,760m ² Government land)
Uncovered Area	About 13,108m ² (About 90%)
Covered Area	About 1,497m ² (About 10%)
Proposed Use(s)	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 3 Years
Ancillary Structures No(s). Service Counter	1 2m(W) x 2m(D) x 3m(H)
Supporting Facilities CLP Package Substation (2 Nos.) Energy Storage Unit Charging Station (10 Nos.)	4.96m (W) x 2.39m(D) x 2.3m(H) (Disregard from GFA calculation) 6.01m (W) x 2.44m(D) x 2.9m(H) (Disregard from GFA calculation) 0.8m (W) 0.55m(D) x 1.85m(H) (Disregard from GFA calculation)
Total Floor Area	About 4m ²
Covered Area of Solar Photovoltaic Panels	About 1,450m ²
No. of Parking Spaces	227
Private Car (5m x 2.5m)	116
Van-type LGV (7m x 3.5m)	81
Coach (12m x 3.5m)	30
Operation Hours of the PVP	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 7.3m wide

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 2** 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 generation 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 227CPS	107	80	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 As shown in **Table 3**, no significant increase in traffic trip rate is anticipated. The traffic management measures proposed in **Section 4.4** would be implemented. 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 partly covered by shrubs and weeds without any old and valuable trees. 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 227 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 the incorporation 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. 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. 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

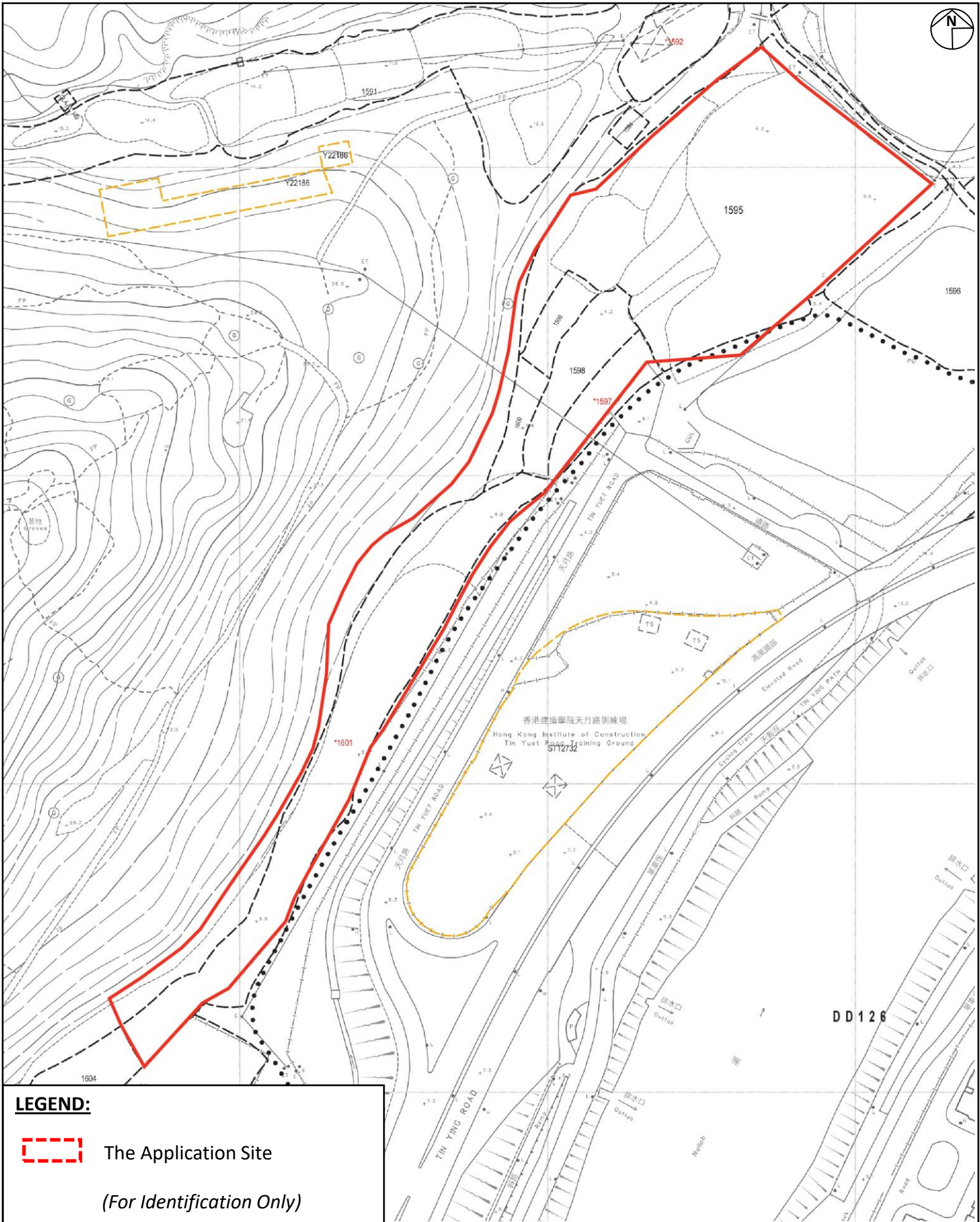
- 5.8.1 In consideration of the previous approvals granted by the Board for temporary public vehicle park uses, as discussed in **Section 3.3**, these precedents more or less imply the Board's recognition to allow certain degree of flexibility being given to public vehicle park uses on a temporary basis 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 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 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

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	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) for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600, 1601 in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

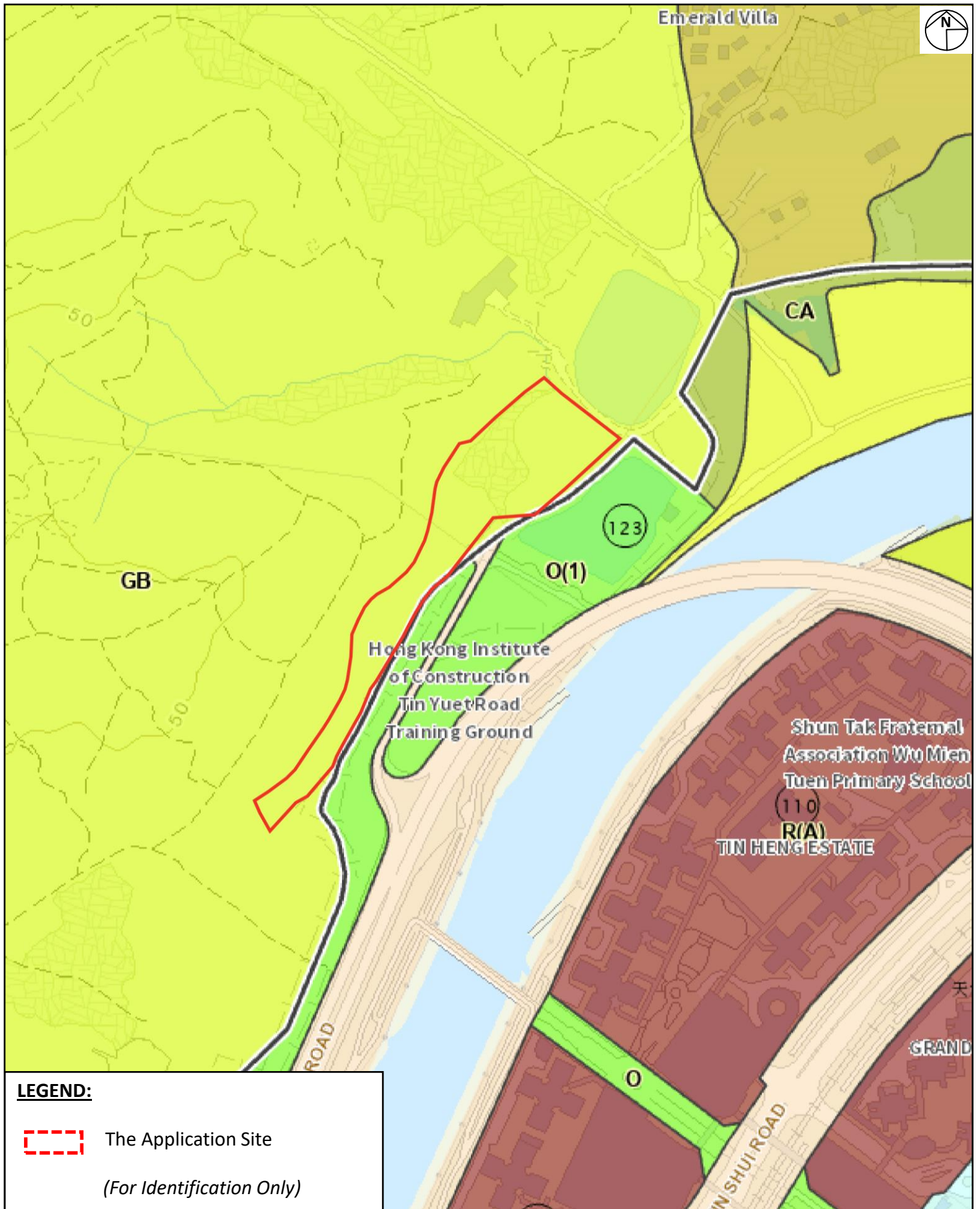
Title:
Extract of Lot Index Plan
(No. ags_S00000131713_0001)

Ref.: ADCL/PLG-10301-R001/F001

Figure:
1
Scale:
Not to Scale
Date:
Sep 2024



GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司



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) for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600, 1601 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-R001/F002

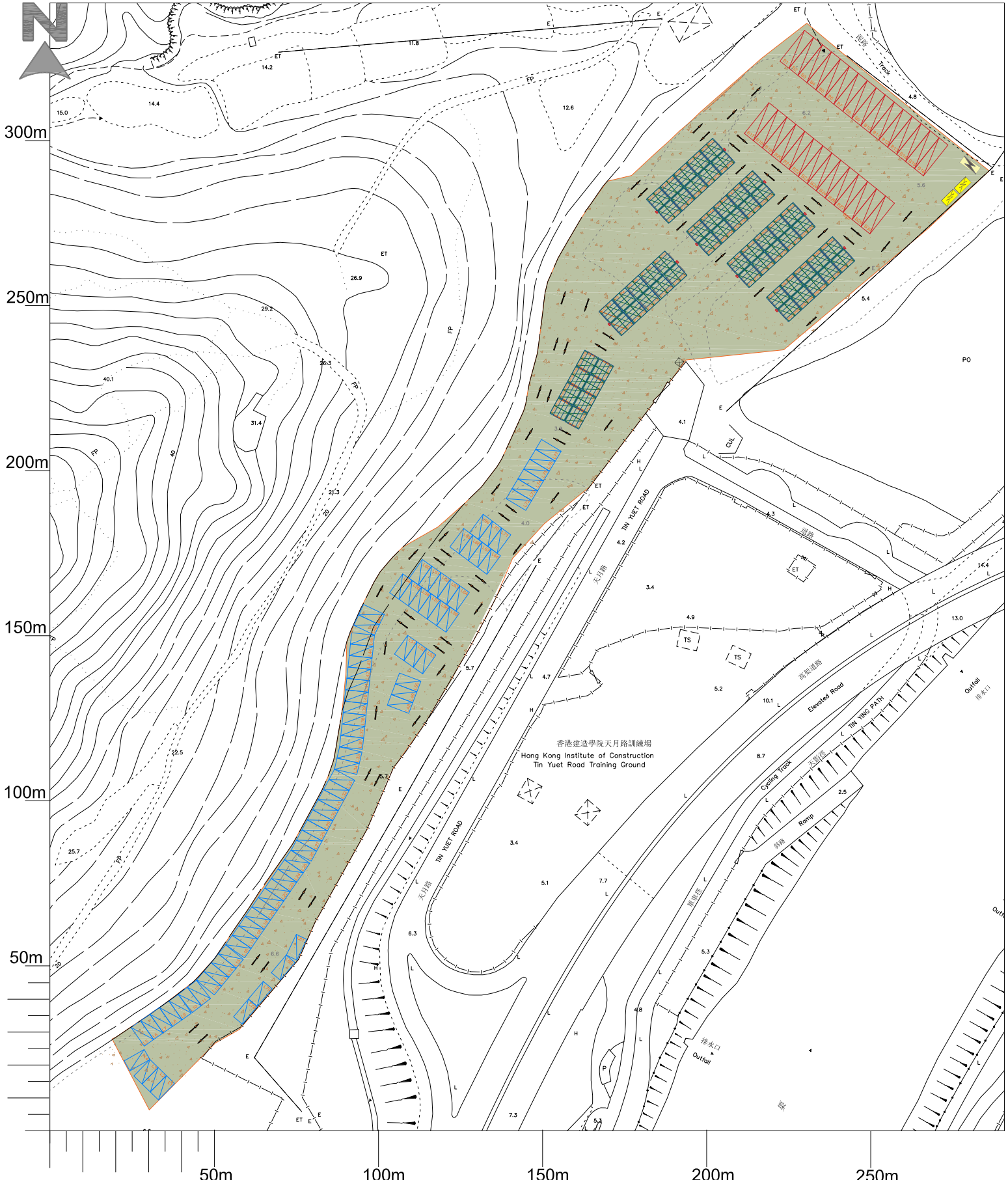
Figure:
2

Scale:
Not to Scale

Date:
Sep 2024



GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司



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) for a Period of 3 Years at Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599, 1600, 1601 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

<p>Proposal -</p> <p>Drawing Title -</p> <p>Dwg. No. - 08 11</p> <p>Scale - 1:1500@A4</p>	<p>Layout Plan</p> <p>Rev. -</p> <p>Date - August 2024</p>	<p>Legend</p> <ul style="list-style-type: none"> Counter 2m x 2m Side Elevation Footing - 250mm(W) x 4795mm(D) CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Solar Photovoltaic Panels Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos]
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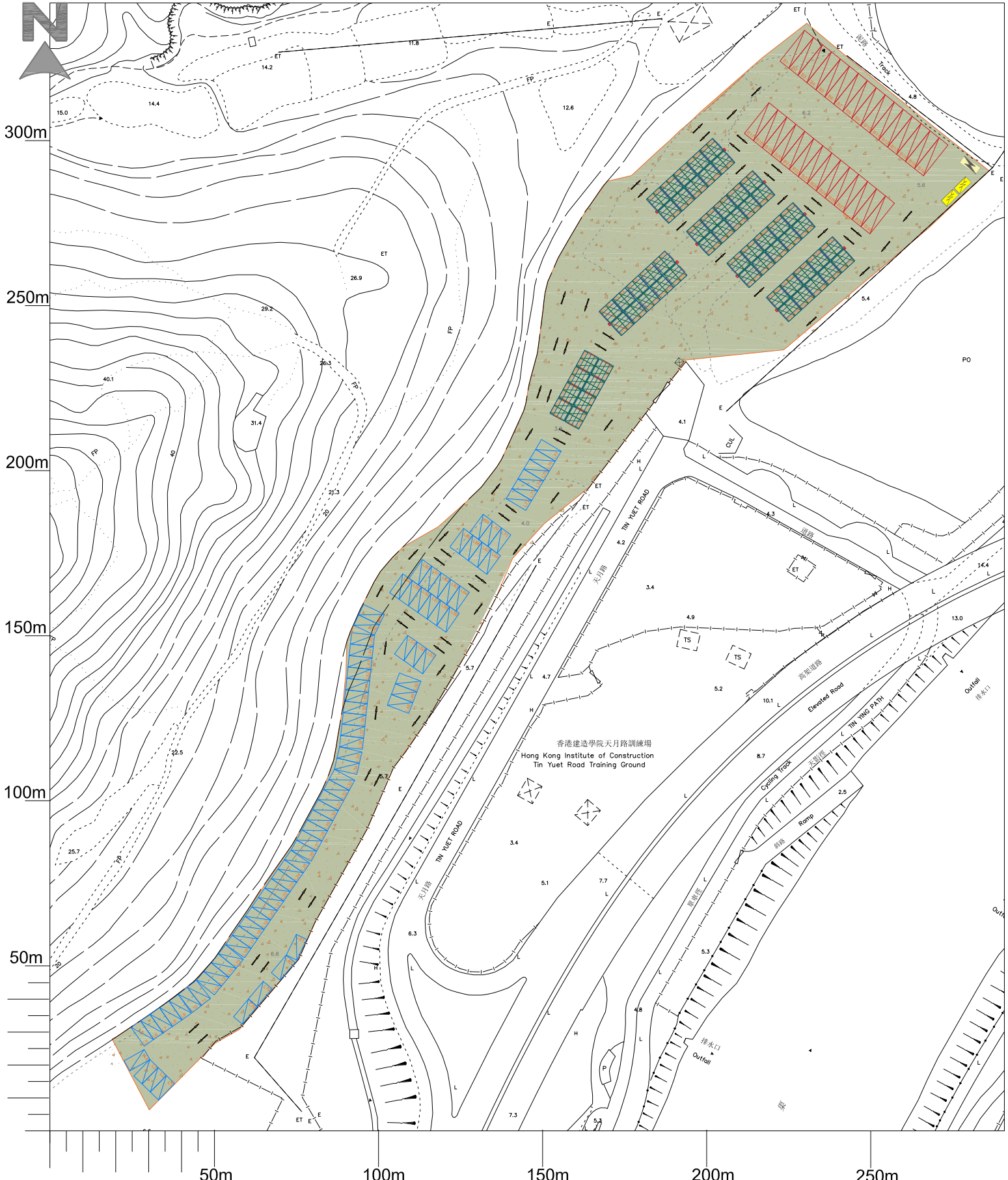


List of Appendices

Appendix I Swept Path Analysis

Appendix I

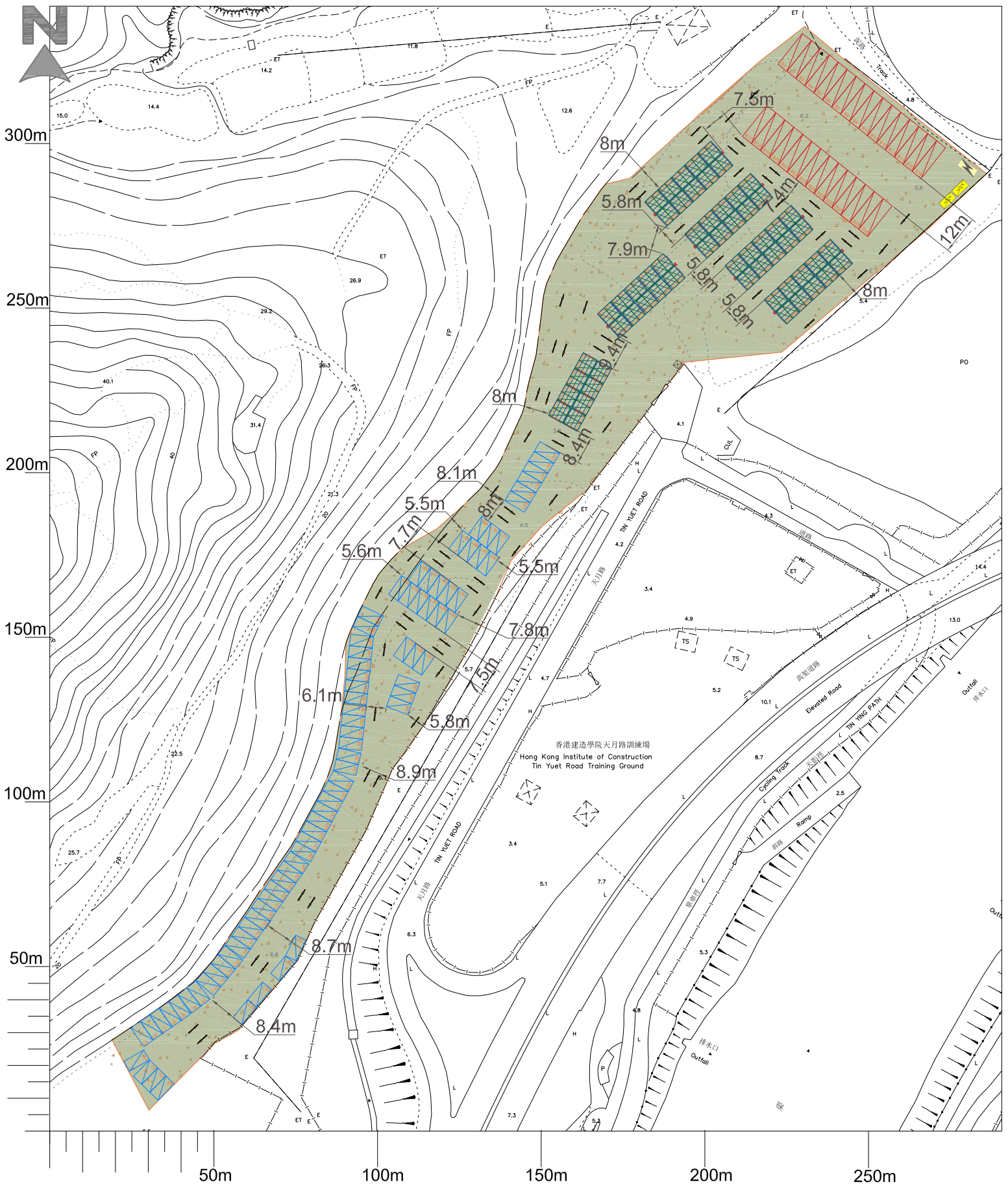
Swept Path Analysis



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) for a Period of 3 Years at Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599, 1600, 1601 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories

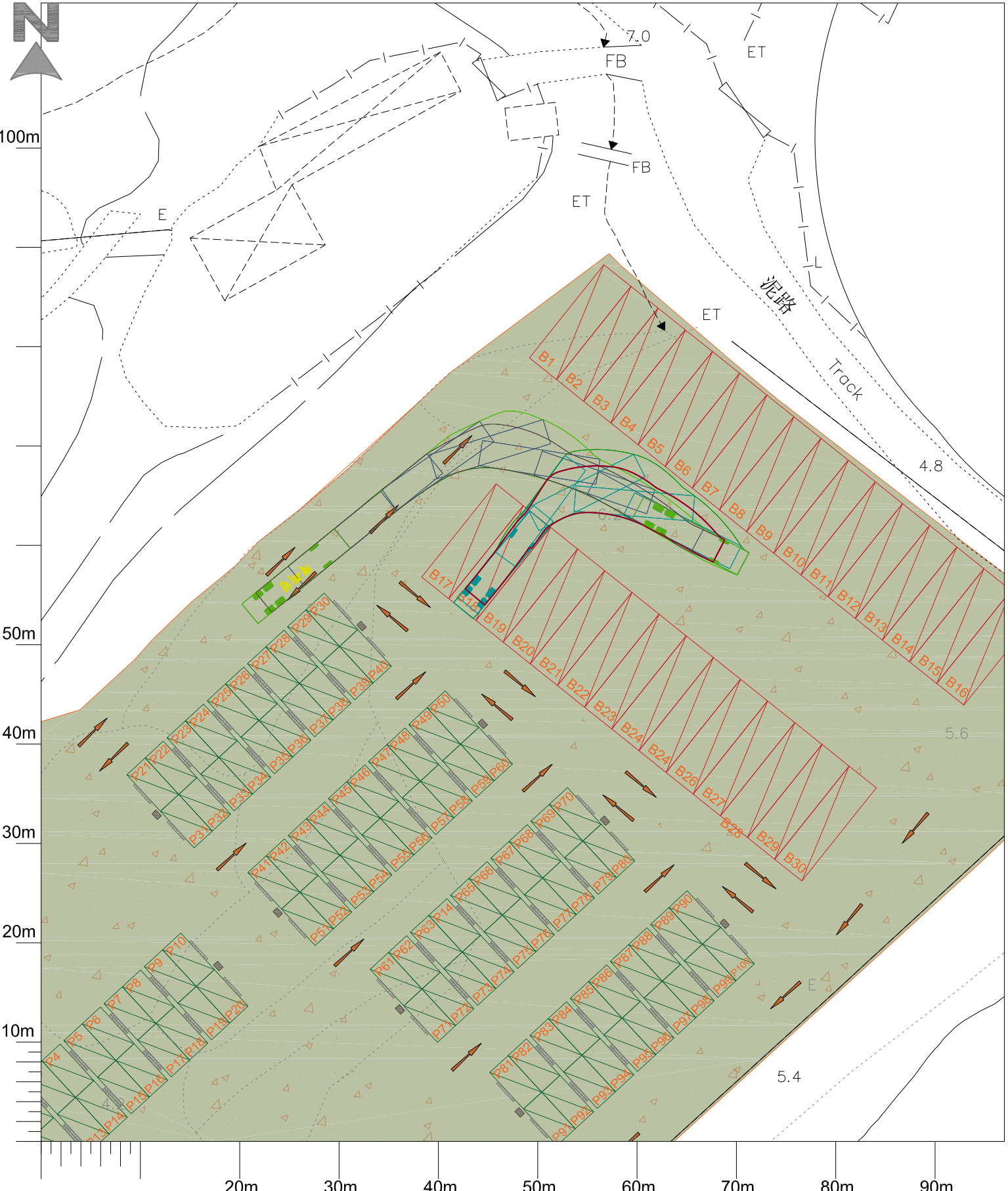
<p>Legend</p> <ul style="list-style-type: none"> Counter 2m x 2m Side Elevation Footing - 250mm(W) x 4795mm(D) CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Solar Photovoltaic Panels Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos] 	
<p>Drawing Title - Layout Plan</p>	
<p>Dwg. No. - P8107-L1</p>	<p>Rev. -</p>
<p>Scale - 1:1500@A4</p>	<p>Date - August 2024</p>



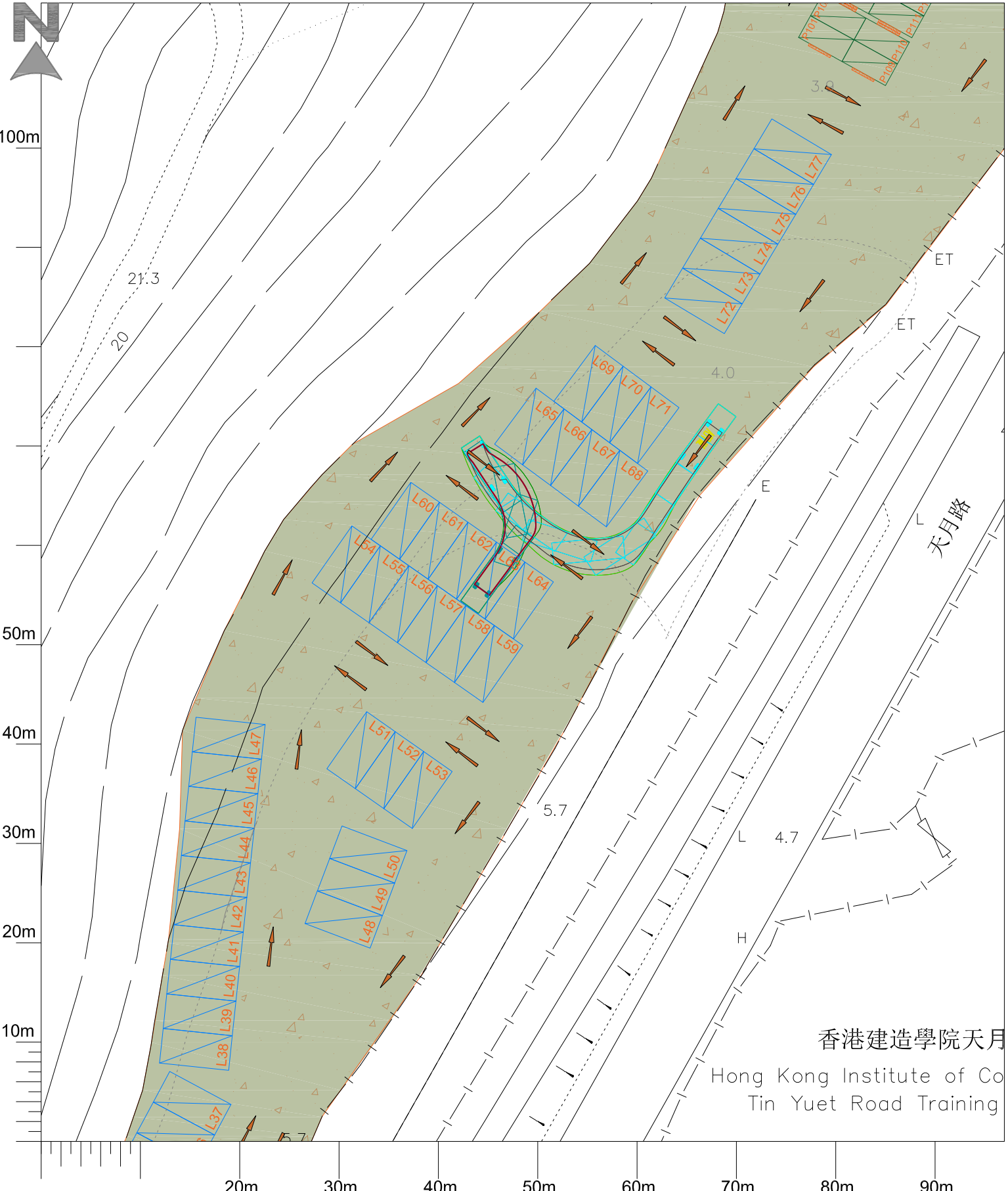


Proposal -	Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Utility Installation for Private Project (Solar Photovoltaic System) for a Period of 3 Years at Lot Nos. 1595 (Part), 1597 (Part), 1598, 1599, 1600, 1601 (Part) in D.D. 129 and adjoining Government Land, Lau Fau Shan, Yuen Long, New Territories		
Legend	Counter 2m x 2m	Side Elevation Footing - 250mm(W) x 4795mm(D)	
Drawing Title -Layout Plan (With Dimension)	CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos]	Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H)	
Dwg. No. - P8107-LD1	Rev. -	Solar Photovoltaic Panels	Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos]
Scale - 1:1500@A4	Date - August 2024	Private Car Parking Space - 5m x 2.5m [116nos]	Light Goods Vehicle Parking Space - 7m x 3.5m [81nos]
		Travel Bus Parking Space - 12m x 3.5m [30nos]	






Proposal - Drawing Title - Dwg. No. - Scale -	S.16 Application for Proposed Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600,1601 in D.D.129, LFS) Swept Path Analysis for 12m Travel Bus P8107-L1-SP1 1:500@A4
Rev. - Date -	August 2024
Legend	
<ul style="list-style-type: none"> Counter 2m x 2m CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos] 	<ul style="list-style-type: none"> Side Elevation Footing - 250mm(W) x 4795mm(D)
 8FM Consultancy Limited	

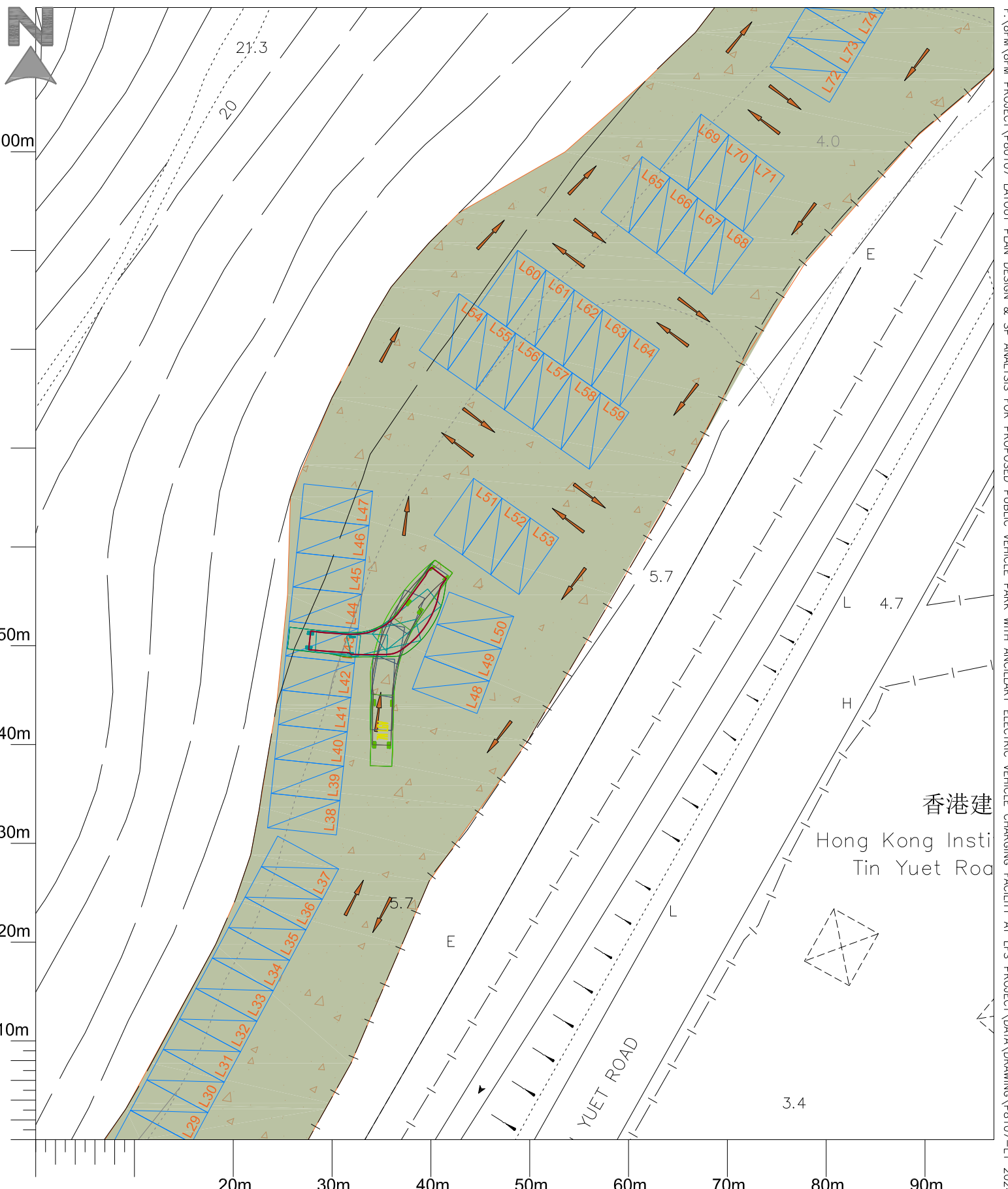


香港建造學院天月
Hong Kong Institute of Co
Tin Yuet Road Training

Proposal - S.16 Application for Proposed Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600,1601 in D.D.129, LFS	
Legend	
Swept Path Analysis Drawing Title - for 7m Light Goods Vehicle	<ul style="list-style-type: none"> Counter 2m x 2m Side Elevation Footing - 250mm(W) x 4795mm(D) CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[116nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos]
Dwg. No. - P8107-L1-SP2	Rev. -
Scale - 1:500@A4	Date - August 2024
 8FM Consultancy Limited	

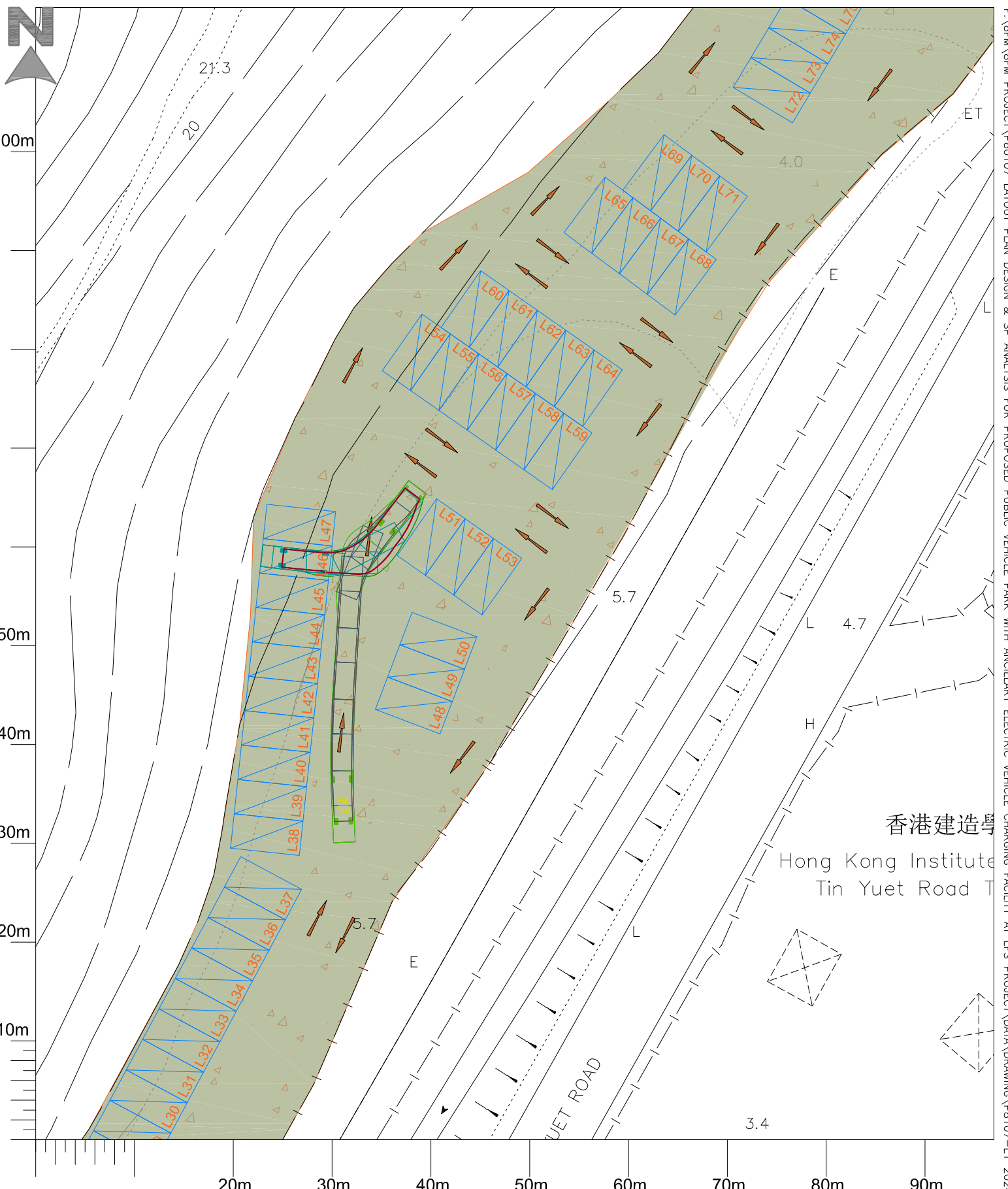


Proposal - S.16 Application for Proposed Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600,1601 in D.D.129, LFS)	
Legend	<ul style="list-style-type: none"> Counter 2m x 2m CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos]
Drawing Title - Swept Path Analysis for 7m Light Goods Vehicle	Side Elevation Footing - 250mm(W) x 4795mm(D)
Dwg. No. - P8107-L1-SP3	Rev. -
Scale - 1:500@A4	Date - August 2024
 8FM Consultancy Limited	



E:\8FM\8FM PROJECT\P81017 LAYOUT PLAN DESIGN & SP ANALYSIS FOR PROPOSED PUBLIC VEHICLE PARK WITH ANCILLARY ELECTRIC VEHICLE CHARGING FACILITY AT LFS PROJECT\DATA\DRAWING\P81017-L1_20241003.DWG

Proposal - S.16 Application for Proposed Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600,1601 in D.D.129, LFS)	
Legend	
Swept Path Analysis Drawing Title - for 7m Light Goods Vehicle	<ul style="list-style-type: none"> Counter 2m x 2m Side Elevation Footing - 250mm(W) x 4795mm(D) CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos]
Dwg. No. - P8107-L1-SP4	Rev. -
Scale - 1:500@A4	Date - August 2024
 8FM Consultancy Limited	



Proposal - S.16 Application for Proposed Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years at Lot Nos. 1595, 1597, 1598, 1599, 1600, 1601 in D.D.129, LFS)	
Legend	
<ul style="list-style-type: none"> Counter 2m x 2m CLP Package Substation - 4960(W) x 2390mm(D) x 2301mm(H)[2nos] Energy Storage - 6058mm(W) x 2438mm(D) x 2896mm(H) Charging station - 800mm(W) x 550mm(D) x 1850mm(H)[10nos] Private Car Parking Space - 5m x 2.5m [116nos] Light Goods Vehicle Parking Space - 7m x 3.5m [81nos] Travel Bus Parking Space - 12m x 3.5m [30nos] 	<ul style="list-style-type: none"> Side Elevation Footing - 250mm(W) x 4795mm(D)
Drawing Title - Swept Path Analysis for 7m Light Goods Vehicle	Dwg. No. - P8107-L1-SP5 Rev. -
Scale - 1:500@A4	Date - August 2024

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