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Ref: LDS/PLAN/7252

Section 16 Planning Application

Proposed Temporary Green Fuel Station for Electric Private Vehicles with Ancillary Facilities for a Period of 3 Years at Lots 1343RP (Part), 1356RP in D.D. 78 and Adjoining Government Land, Lin Chuk Road, Ta Kwu Ling North, N.T

Planning Statement

Applicant

Wong Kee Engineering Limited (黃記工程有限公司)

Prepared by

Lawson David & Sung Surveyors Limited

February 2026

Executive Summary

This planning statement is prepared in support of a planning application for proposed temporary green fuel station for electric private vehicles with ancillary facilities (“the proposed development”) for a period of 3 years at Lots 1343RP(Part), 1356RP in D.D. 78 and adjoining Government land, Lin Chuk Road, Ta Kwu Ling North, N.T. (the “Application Site”).

The Application Site, covering an area of about 2,582 sq.m. (including Government Land of about 85 sq.m.), falls within an area zoned “Recreation” (“REC”) on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.5.2016. According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board, notwithstanding that the use or development is not provided for under the Notes of the OZP.

The Application Site is currently vacant. In consideration of the growing popularity of the EVs in Hong Kong, the Applicant intends to use the Application Site as a green fuel station to provide EV charging facilities for the local residents.

The proposed green fuel station will provide a total of 25 parking spaces (2.5m x 5m). 22 of the parking spaces will be fee-paying parking spaces and equipped with EV charging devices, which are covered by two open-sided shelters (height: 3m, 171 sq.m. each). All the charging spaces will be direct current (DC) fast chargers with an output power of 100kW. The remaining 3 parking spaces will be designated as 2 waiting spaces for the private vehicles and 1 staff parking space.

A 1-storey transformer and switch room (height: 3.5m, 53 sq.m.) will be situated to the northern portion of the Application Site, while an ancillary site office (height: 3m, 15 sq.m) and a washroom (height: 3m, 15 sq.m), will be placed at the eastern boundary of the Site.

The Applicant will maintain the existing ingress/egress point of about 3.5m wide at the northern boundary of the Application Site, connecting to Chuk Lin Road via a local track. The proposed hours of operation at the Application Site are 24 hours daily from Mondays to Sundays (including public holidays). No vehicle washing, repairing, dismantling, paint spraying or other workshop activities will be conducted at the Application Site.

The justifications of this application are:

1. The proposed development is in line with Government policies to expand charging network and promote EV usage;
2. The proposed development meets the demand for quick EV charging facilities in the area;
3. The proposed development does not contravene the planning intention of “REC” zone;
4. The proposed development is considered not incompatible with surrounding land uses;
5. The proposed development will promote optimization of valuable land resources;
6. The proposed development will not hinder future development of New Territories North New Town; and
7. The proposed development will not generate adverse traffic, drainage and environmental impacts on the surrounding areas.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

行政摘要

此規劃報告書旨在支持在新界打鼓嶺北蓮竹路丈量約份第 78 約地段第 1343 號餘段(部分)、第 1356 號餘段及毗連政府土地（“申請地點”），作為期三年的擬議臨時電動私家車潔淨能源站連附屬設施（“擬議發展”）的規劃申請。

申請地點的面積約 2,582 平方米（包括政府土地約 85 平方米），座落於在 2016 年 5 月 13 日刊憲的打鼓嶺北分區計劃大綱核准圖（圖則編號：S/NE-TKLN/2）上的「康樂」地帶。根據該大綱圖的註釋，不超過三年土地或建築物的臨時用途或發展，須先向城規會提出申請。

申請地點現時為空置土地。考慮到本地電動車日趨普及，申請人擬將申請地點用作電動私家車潔淨能源站，為鄰近的居民提供電動汽車充電設施。

擬議電動車充電站將提供 25 個供私家車停泊的停車位（2.5 米 x 5 米），其中 22 個停車位為配備電動車充電設備的收費停車位，所有充電裝置均是輸出功率為 100kW 的直流快充裝置，並設有兩個 3 米高的上蓋，每個上蓋約 171 平方米。剩餘的 3 個停車位中，2 個將用作等候充電的車位和 1 個職員停車位。

申請地點的北面將設置一個一層高（高度約 3.5 米，約 52 平方米）的電力變壓器房 / 掣房，而東面會設置一個附屬辦公室（高度約 3 米，約 15 平方米）及洗手間（高度約 3 米，約 15 平方米）。

申請人將繼續使用申請地點北面的出入口（約 3.5 米闊），由一條道路連接蓮竹路。申請地點的營運時間為星期一至日（包括公眾假期）24 小時運作。擬議發展不會在申請地點進行車輛清洗、維修、拆卸、噴漆或其他工場活動。

本規劃申請的理據為：

1. 擬議發展支持政府擴充充電網絡及推動電動車普及化的政策；
2. 擬議發展能滿足鄰近居民對電動車快速充電的需求；
3. 擬議發展不會違背「康樂」地帶的規劃意向；
4. 擬議發展與周邊土地用途兼容；
5. 擬議發展可有效利用寶貴的土地資源；
6. 擬議發展不會阻礙未來新界北新市鎮的發展；及
7. 擬議發展不會對附近的交通、排水及環境構成不良的影響。

基於本規劃報告書所述的理據，敬希 各城規會委員及有關政府部門能批准此項申請，作為期三年的臨時用途。

TABLE OF CONTENTS

Page

1. INTRODUCTION 1

 1.1 Purpose

 1.2 Background of the Application

 1.3 Organization of the Planning Statement

2. SITE CONTEXT 2

 2.1 The Application Site and Its Existing Condition

 2.2 Surrounding Land Uses

 2.3 Accessibility

 2.4 Land Status

3. PLANNING CONTEXT 3

 3.1 Outline Zoning Plan

 3.2 Previous Application

 3.3 Similar Application

4. DEVELOPMENT PROPOSAL 3

 4.1 Site Configuration and Layout

 4.2 Site Operations

 4.3 Traffic Arrangement

 4.4 Drainage Proposal

 4.5 Landscape

 4.6 Fire Service Installations

 4.7 Environmental Consideration

5. PLANNING JUSTIFICATIONS 5

 5.1 In Line with Government Policies to Expand Charging Network and Promote EVs Usage

 5.2 Meeting the Demand for Quick EV Charging Facilities in the area

 5.3 Not Contravene the Planning Intention of ‘REC’ Zone

 5.4 Not Incompatible with Surrounding Land Uses

 5.5 Optimization of Valuable Land Resources

 5.6 Will not Hinder Future Development of New Territories North New Town

 5.7 No Adverse Impacts on the Surrounding Areas

6. CONCLUSION 7

List of Figures

Figure 1 Location Plan

Figure 2 Lot Index Plan

Figure 3 Vehicular Access to the Site

Figure 4 Indicative Layout Plan

Figure 5 Swept Path analysis

Site Photos

1. Introduction

1.1 Purpose

Pursuant to Section 16 of the Town Planning Ordinance, this Planning Statement Report is submitted to the Town Planning Board (“the Board”) in support of a planning application for proposed Temporary Green Fuel Station for Electric Private Vehicles with Ancillary Facilities (“the proposed development”) for a period of 3 years at Lots 1343RP(Part), 1356RP in D.D. 78 and Adjoining Government Land, Lin Chuk Road, Ta Kwu Ling North, N.T. (hereafter referred to as “the Application Site”). **Figure 1** shows the location of the Application Site and the Lot Index Plan indicating the concerned lots are shown as **Figure 2**.

The Application Site, covering an area of about 2,582 sq.m. (including Government land of about 85 sq.m.), falls within an area zoned “Recreation” (“REC”) on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.5.2016. According to the Notes of the OZP, ‘Green Fuel Station’ is neither Column 1 nor Column 2 use of the “REC” zone, and temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board.

In view of the growing demand for electric vehicles (EVs), the Applicant intends to convert the Application Site into a green fuel station to provide EV charging facilities for electric private vehicles to serve the local villagers/residents. It is considered a preferred location for the proposed development.

1.2 Background of the Application

As outlined in Hong Kong’s Climate Action Blueprint 2050, the government has established four key decarbonisation strategies — “Net Zero Electricity Generation”, “Energy Saving and Green Buildings”, “Green Transport” and “Waste Reduction” — to steer the city towards achieving carbon neutrality before 2050. As transport accounts for nearly 20% of total carbon emissions, the development of green transport is critical to meeting this target. A cornerstone of this strategy is the promotion of electric vehicles (EVs).

In recent years, EVs, particularly private cars, have become increasingly popular in Hong Kong. The proportion of electric private cars among newly registered private cars has increased significantly, rising from 6.3% in 2019 to 70.6% in August 2025. In other words, around seven out of 10 newly registered private cars are now electric, putting Hong Kong among the global leaders in terms of EV growth rate. By the end of August 2025, Hong Kong had over 131,000 EVs, of which around 129,000 were private cars — nine times more than six years ago — accounting for 20% of the total private car population.

A critical factor in the popularisation of electric vehicles (EVs) is the charging network. Currently, around 120,000 parking spaces in Hong Kong are equipped with charging infrastructure. Of these, around 14,500 are public charging facilities, which is approximately three times the number in 2021. In order to accommodate the rapid growth in the number of EVs, the government is expanding the EV charging infrastructure across Hong Kong. The target is to increase the total number of parking spaces with charging facilities from around 120,000 to around 200,000 by mid-2027, which represents an increase of over 66%.

As EVs become more popular, drivers will expect faster and more convenient charging. The government is committed to increasing the installation of fast chargers (FCs). However, given the rapid advancements in EV and charging technologies, the actual charging demand will fluctuate in line with technological developments and the number of EVs in use. Through policy guidance and measures, the government will encourage the private sector to participate actively in continuously enhancing the charging network to meet demand.

In support of the Government's initiatives, the Applicant intends to use the Application Site as a green fuel station, providing charging facilities for electric private vehicles. All chargers will be direct current (DC) with an output power of 100 kW to increase charging efficiency.

1.3 Organization of the Planning Statement

This planning statement is divided into 6 chapters. Chapter 1 is an introduction outlining the above background of the planning application. Chapter 2 will then illustrate the site context and land status followed by Chapter 3 which describes the planning context in details. Chapter 4 gives the particulars of the proposed development. Detailed accounts of planning justifications of the proposed development are presented in Chapter 5. The planning statement finally concludes with a summary in Chapter 6.

2. Site Context

2.1 The Application Site and Its Existing Condition

The Application Site, with an area of about 2,582 sq.m. (including Government land of about 85 sq.m.), is located to the south of Lin Chuk Road in Ta Kwu Ling North. The Application Site is a piece of flat land, currently vacant and overgrown with wild grasses and trees (see **Site Photos**).

2.2 Surrounding Land Uses

The surrounding areas are predominantly rural in character, comprising mainly village houses, temporary structures, chicken farm, agricultural land, vegetated areas and Heung Yuen Wai Highway. To the north is a coach parking area. To its immediate northeast and further east are groups of village houses (i.e. Chuk Yuen Tsuen). To the further north across Lin Chuk Road is a chicken farm. To the west is Heung Yuen Wai Highway. To the northwest, across the Heung Yuen Wai Highway, are temporary structures and the Chuk Yuen (South) sewage pumping station.

2.3 Accessibility

The Application Site is accessible from Lin Chuk Road via a local track. The vehicles to and from the Application Site will be accessed to the major roads, Lin Ma Hang Road and Heung Yuen Wai Highway via Lin Chuk Road. The ingress/egress of the Application Site is about 3.5m wide which is located to the north. A plan showing the vehicular access to the Application Site is provided at **Figure 3**.

2.4 Land Status

According to the records of the Land Registry, the subject lots are held under Block Government Lease and demised as agricultural use with a lease term for 75 years, commenced from 1.7.1898 and is renewable for a further term of 24 years.

The Applicant will apply for a Short Term Waiver (STW) for the proposed structures and a Short Term Tenancy (STT) for the use of the Government land to the Lands Department upon obtaining planning approval for this application.

3. Planning Context

3.1 Outline Zoning Plan

The Application Site currently falls within an area zoned "Recreation" ("REC") on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which gazetted on 13.5.2016 (see **Figure 1**).

The planning intention of "REC" zone is primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.

According to the covering Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires planning permission from the Board.

3.2 Previous Application

The Application Site is not involved in any previous planning application.

3.3 Similar Application

There is no similar application for the use of 'Green Fuel Station' within the same "REC" zone under the OZP No. S/NE-TKLN/2. However, a number of public vehicle parks to the east of Heung Yuen Wai Boundary Control Point were approved by the Board. These public vehicle parks serve the local residents and cross-boundary travellers by providing car parking spaces.

4. Development Proposal

4.1 Site Configuration and Layout

The Applicant proposes to use the Application Site for a temporary green fuel station for electric private vehicles for a period of 3 years. The proposed development intends to provide EV charging facilities for the local villagers and residents.

The Application Site has an area of about 2,582 sq.m. The proposed green fuel station will provide a total of 25 spaces (2.5m x 5m) (see Layout Plan at **Figure 4**). 22 of the parking spaces will be fee-paying charging spaces and equipped with EV charging devices, which are covered by two open-sided shelters (height: 3m, 171 sq.m. each). All of which will be direct current (DC) fast chargers with an output power of 100kW. The remaining 3 parking spaces will be designated as 2 waiting spaces for the charging facilities and 1 staff parking space.

In addition, a 1-storey transformer room and switch room (height: 3.5m) with an area of 53 sq.m will be situated to the northern portion of the Application Site, while an ancillary site office (3m high, 15 sq.m) and a washroom (3m high, 15 sq.m), will be placed at the eastern boundary of the Site. The Application Site will be fenced off by 2.5m high chain-link fence on all sides. The key development parameters of the application are shown below: -

Applied Use	Proposed Temporary Green Fuel Station for Electric Private Vehicles with Ancillary Facilities for a Period of 3 Years
Site Area	About 2,582 sq.m. (including 85 sq.m. of Government land)
Total Floor Area (Non-domestic)	About 425 sq.m.
No. of Structures	5 <ul style="list-style-type: none"> - 1 transformer room and switch room (53 sq.m., Height: 3.5m) - 1 ancillary site office (15 sq.m., Height: 3m) - 1 washroom (15 sq.m., Height: 3m) - 2 Open-sided shelters for EVs charging spaces (Height: 3m, 171 sq.m. each)
Height of Structures	About 3 – 3.5m (1 storey)
No. of Parking Spaces	25 Nos. (2.5m x 5m) <ul style="list-style-type: none"> - 22 EV charging spaces for private vehicles - 2 waiting spaces for private vehicles - 1 parking space for staff

4.2 Site Operations

The proposed development will provide electric vehicle (EV) charging facilities for private electric vehicles. All EV chargers on site will be quick chargers, with vehicles taking approximately 45–60 minutes to charge fully.

The proposed hours of operation at the Application Site are 24 hours daily, Mondays to Sundays (including public holidays). The Applicant confirms that no vehicle without valid license issued under the Road Traffic Ordinance is allowed to enter or be parked on the Site at any times. Vehicle washing, repairing, dismantling, paint spraying, or other workshop activities are not allowed on the Site at any time.

4.3 Traffic Arrangement

The Application Site can be accessed from Lin Chuk Road via a local track (see **Figure 3**). The Applicant will maintain the existing ingress/egress at the northern boundary of about 3.5m wide. Since the proposed green fuel station will mainly serve the local villagers/ residents, the proposed development would not generate a high traffic volume.

According to the Hong Kong Planning Standards and Guidelines (HKPSG), section 3.9.4 of Chapter 12, a minimum of 2 waiting spaces should be provided in each EV charging station to avoid the awaiting vehicles to queue on public roads. Hence, 2 waiting spaces will be provided within the Application Site to meet the requirements. A holding area is also provided at the northern portion of the site to help deal with the high number of traffic entering and leaving during busy times.

The estimated traffic generation and attraction for the proposed development during the peak operation hour will not be more than 22 round trips (22 EV charging spaces x 1 because of 45-60 minutes charging time for each private vehicle), which could be absorbed by the existing road.

A swept path analysis (see **Figure 5**) demonstrates that vehicles can manoeuvre satisfactorily when entering, exiting, and circulating within the Application Site. There will be no difficulties in internal traffic circulation sense as sufficient spaces for vehicle manoeuvring have been reserved within the Application Site, such that no vehicle has to queue back to or reverse onto/from Lin Chuk Road.

4.4 Drainage Proposal

Part of the Application Site is currently served by drainage channels to discharge the surface runoff. The Applicant will provide drainage facilities within the Application Site to allow surface runoff from

the Application Site to be collected and diverted to the existing village drains. The Applicant will submit a drainage proposal to demonstrate the proposed arrangement of the drainage facilities upon approval of this application.

4.5 Landscape

The northern part of the Application Site is covered by wild grasses while the southern part is overgrown with trees. No old and valuable trees are found within the site. As the existing trees are in conflict with the proposed parking/charging spaces and manoeuvring space, they are all proposed to be felled.

The Application Site is located within an area of rural character intermixed with village settlements, temporary structures, farmland and vacant / unused land, in which private vehicles of the villagers / residents are commonly parked at vacant Government land. Since the proposed development intends to provide EV charging facilities for serving the surrounding villagers and residents, it is considered not incompatible with the landscape character of the surrounding areas.

4.6 Fire Service Installations

To minimize the fire hazard, the Applicant will provide fire service installations (FSIs) to the satisfaction of the Fire Services Department upon approval of this application.

4.7 Environmental Consideration

The nature of the proposed use will merely involve provision of EV charging facilities. To minimize the possible environmental nuisance, the Applicant will follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and undertake the following mitigation measures:

- (a) No more than 25 private vehicles will be allowed at the Application Site at the same time;
- (b) No car washing, repairing, paint spraying and other workshop activities will be conducted at the Application Site;
- (c) On-site staff will be deployed to manage the in and out of private vehicles;
- (d) The Application Site will be fenced off by 2.5m high chain-link fence along the site boundary;
and
- (e) Septic tank will be provided to treat the sewage generated from the washroom. The Applicant will follow ProPECC PN 1/23 to prevent any water pollution.

5. Planning Justifications

5.1 In Line with Government Policies to Expand Charging Network and Promote EV Usage

The proposed EV charging station will offer parking spaces equipped with rapid EV charging facilities. This initiative aligns with the Government's plans to expand the charging network and promote the use of EVs in Hong Kong. The proposed development also supports Government policies to make effective use of land resources and meet market demand for charging facilities. Technological advancements will ensure that fast charging facilities are provided within the Application Site.

5.2 Meeting the Demand for Quick EV Charging Facilities in the area

The Application Site is located close to several villages, including Chuk Yuen Village (within a 3–4 minute walk) and Kaw Liu Village (within a 10 minute walk). The proposed development will provide 22 charging spaces for private vehicles, helping to meet the daily EV charging needs of nearby villagers and residents. According to data from the EPD, the nearest public EV charging facility is

located at the Heung Yuen Wai Control Point. It provides 126 medium-speed chargers (≤ 20 kW) for private vehicles, but online booking is required for reservations and entry. To improve charging efficiency, the proposed development will provide EV charging spaces equipped with rapid chargers to meet the demand for fast charging and provide a more convenient service for local residents.

5.3 Not Contravene the Planning Intention of "REC" Zone

The Application Site falls within an area zoned "REC" on the approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. Given the surrounding developments, which are mainly village houses, temporary structures, a parking area, farmland and vacant land, the planning intention of the 'REC' zone has not yet been realised. Furthermore, no recreational activities have been identified at the Application Site or in the surrounding areas in the past. As the application is temporary, the proposed development will not jeopardise the long-term planning intention of the 'REC' zone.

5.4 Not Incompatible with Surrounding Land Uses

The proposed development is considered not incompatible with the surrounding land uses. The surrounding area comprises village houses, farmland, temporary structures, a parking area and vacant land. As the development is intended to serve local residents, it could coexist well with existing land uses without having an environmental impact. As the proposed development is not considered incompatible with other developments/facilities in adjacent areas in terms of nature and scale of use, approval of the application would not result in interface problems with the surrounding areas, nor would it cause degradation of the natural environment.

5.5 Optimization of Valuable Land Resources

The Application Site is considered a suitable and preferred location for the proposed development. It is a flat piece of land, so converting it into a green fuel station will be straightforward. Meanwhile, the Application Site is close to existing villages. Providing EV charging spaces will meet the growing demand for EV charging facilities in these areas. The proposed development is therefore considered fully commensurate with its local geographical setting and ideal for maximising land use.

5.6 Will not Hinder Future Development of New Territories North New Town

The Application Site is located within the New Territories North New Town project boundary. The Applicant understands that the proposed development is temporary and agrees to vacate the site when it is resumed by the government for the development of the new town. Due to the temporary nature of the application, the proposed development will not hinder future development of the New Town at the Application Site.

5.7 No Adverse Impacts on the Surrounding Areas

Due to the nature and size of the proposed development, it is not anticipated that there will be any adverse impacts on the surrounding areas, as discussed below:

Traffic

The design of the proposed green fuel station takes vehicular circulation and manoeuvring into account. Only 25 parking spaces will be provided on the site. Two waiting spaces and a holding area have been reserved within the Application Site to prevent cars from queuing outside. The Applicant will implement traffic management measures to ensure pedestrian safety. It is concluded that the proposed development will not have a significant impact on traffic in the surrounding area and is considered acceptable from a traffic engineering point of view.

Drainage

Upon approval of this application, the Applicant will submit a drainage proposal demonstrating the arrangement of the drainage facilities. Drainage facilities will be provided within the Application Site to effectively collect and discharge surface runoff. Therefore, no adverse drainage impact on the surrounding area is anticipated.

Environment

As the proposed EV charging station is intended for the parking of electric private vehicles only, it will not generate adverse noise, air pollution or visual intrusion. In addition, no car washing, repairing, paint spraying and other workshop activities will be carried out on the premises. Therefore, the proposed development will not have any adverse environmental impact on the surrounding area.

6. Conclusion

The Application Site falls within “REC” zone on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. It is currently vacant and overgrown with wild grasses and trees. The Applicant intends to use the site as a green fuel station for electric private vehicles, serving local villagers and residents. Given the location of the site, its existing conditions and the surrounding land uses, the proposed development is not considered to be incompatible with them. As the planning intention for the “REC” zone has not yet been realised, and given the temporary nature of the proposed development, it does not therefore contravene the long-term planning intention of the “REC” zone.

The Application Site is considered a suitable venue for the proposed development, given its geographical location and potential for maximising land use. Additionally, the proposed development will meet local demand for EV charging facilities, particularly by providing quick chargers for electric private vehicles. The development therefore aligns with government policy to expand EV charging networks and promote the wider usage of EVs in Hong Kong.

Meanwhile, the temporary nature of the development will not hinder the future development of the New Territories North New Town. It is anticipated that the development will not have adverse impacts on the surrounding environment and that any technical concerns raised by the relevant government departments can be addressed through the implementation of approval conditions.

In view of the justifications as presented in this planning statement, it is hoped that members of the Board and relevant Government departments will approve this application for a period of 3 years.

Lawson David & Sung Surveyors Limited
February 2026

Figures

- Figure 1 Location Plan
- Figure 2 Lot Index Plan
- Figure 3 Vehicular Access to the Site
- Figure 4 Indicative Layout Plan
- Figure 5 Swept Path Analysis



蓮塘/香園圍道路 (路線有待詳細設計)
 TANG / HEUNG YUEN WAI CONNECTING ROAD
 (PROJECT SUBJECT TO DETAILED DESIGN)

Application Site

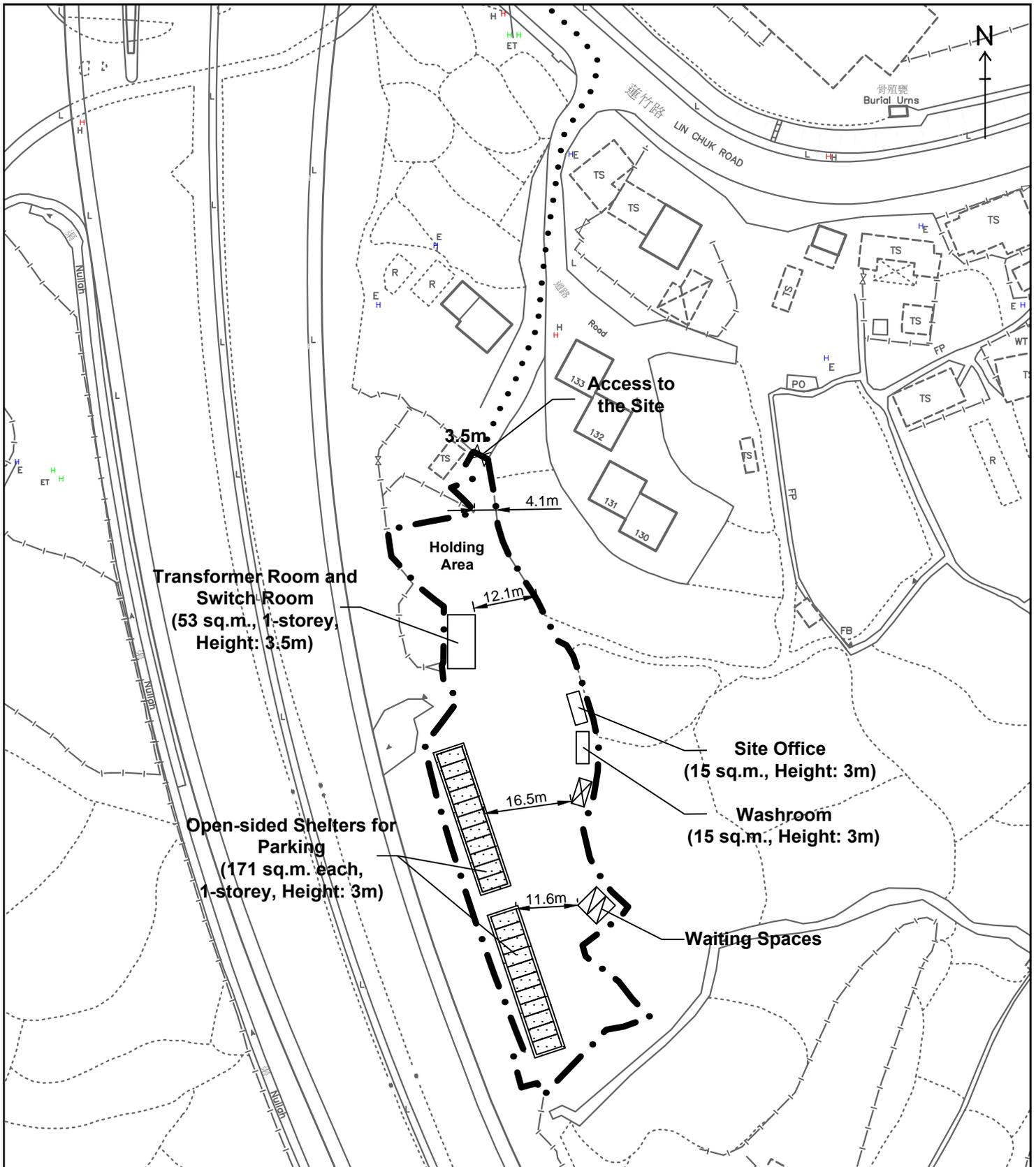
Location Plan
 (Extract from approved Ta Kwu Ling North
 Outline Zoning Plan No. S/NE-TKLN/2)

Figure 1

1 : 7500



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Legend:

- Application Site (Area: about 2,582m²)
- Open-sided Shelters for Charging Spaces
- Charging Spaces for Private Vehicles (22 nos.) (2.5m x 5m)
- Waiting Spaces for Private Vehicles (2 nos.) (2.5m x 5m)
- Parking Space for Staff (1 no.) (2.5m x 5m)

Layout Plan

Figure 4

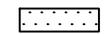
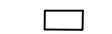
Scale 1:1000



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Legend:

-  Application Site (Area: about 2,582m²)
-  Open-sided Shelters for Parking
-  Charging Spaces for Private Vehicles (22 nos.)
-  Waiting Spaces for Private Vehicles (2 nos.)
-  Parking Space for Staff (1 no.)

Swept Path Analysis - Private Vehicles

Figure 5

Scale 1:1000



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Site Photos



Application Site

Legend:

-  Viewpoint of the Photo
-  Photo No.



Existing Condition of the Application Site and Its Surroundings

Site Photos