S.16 Planning Application

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years at Taxlord Lot T14 RP (Part) in D.D. 82, Ping Che, Ta Kwu Ling, New Territories

1. Introduction

1.1 This Supplementary Statement is submitted to the Town Planning Board in support of a planning application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years (hereinafter referred to as "the proposed development") at Taxlord Lot T14 RP (Part) in D.D. 82, Ping Che, Ta Kwu Ling, New Territories (hereinafter referred to as "the application site") (**Figure 1** refers).

2. Site Context

2.1 The application site has an area of about 2,998 m^2 and is accessible from Ping Che Road. The application site is paved with some temporary structures for animal boarding establishment.

3. Planning Context

3.1 The application site falls within an area zoned "Agriculture" ("AGR") on the Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 (**Figure 2** refers). The applied use is 'Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years', which requires planning permission from the Town Planning Board.

4. Development Proposal

4.1 It is proposed to utilise the application site for the proposed development (i.e. Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years). The application site has an area of about 2,998 m^2.

4.2 The proposed development will provide a total of 38 nos. of parking spaces (15 nos. of parking space for private cars (PC) and 16 nos. for light goods vehicle (LGV) and 7 nos. for medium goods vehicle (MGV)), all of which will be served by electric vehicle charging facilities (34 sets), each offering output power of no less than 7kW (i.e. medium charger).

4.3 Seven ancillary structures for guard house, electricity room and energy storage with a maximum building height of 3m are proposed within the application site, providing a total floor area of 40 m^2. All parking spaces are situated in open area, and the indicative layout is presented in **Figure 3**. Sufficient space is provided for passing and waiting vehicles entering/exiting the application site, thus avoiding the queuing back of vehicles.

4.4 An ingress/egress point with a width of approximately 9m is proposed at the southern end of the application site. The operation hours of the proposed development are 24 hours daily with an automatic system.

4.5 The application site is paved for feasible traffic flow and vehicle access since previous planning approvals, and it is intended to regularise any filling of land within the application site. The extent of the land filling area has been kept to minimal to meet the operational need. The entire application site is filled with concrete, with depth of about 0.1m (**Figure 4** refers).

4.6

Table 1: Key Development Parameters

Applied Use	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years
Site Area	About 2,998m^2
Covered Area	About 40m^2
Uncovered Area	About 2,958m^2
Ingress/Egress	About 9m Wide
No. of Structures *Guard House* *Electricity Room* *Energy Storage*	7 1 2 4
Total Floor Area	About 40m^2
No. of Parking Spaces *Private Car (5m x 2.5m)* *Light Goods Vehicle (7m x 3.5m)* *Medium Goods Vehicle (11m x 3.5m)*	38 15 16 7
Operation Hours	24 hours daily, Monday to Sunday (including public holidays)
Regularisation of Filling of Land Area Depth Materials	 About 2,998m^2 About 0.1m Concrete

Vehicular Access Arrangement

4.7 The application site is accessible via Ping Che Road. An ingress/egress point with a width of approximately 9m is proposed at the southern end of the application site. As shown in **Figure 3**, the internal road is about 10m wide, and there will be no difficulties in internal traffic circulation as sufficient space for manoeuvring of vehicles is allowed throughout the application site, and no waiting or queuing of vehicles along the public road will arise under any circumstances. No container vehicles will be allowed to park at the application site. The dimension of private car parking space complies with the requirements stipulated in the Hong Kong Planning Standards and Guidelines.

Traffic Considerations

4.8 The estimated average traffic generation and traffic generation rate are as follow:

Table 2: Average Traffic Generation and Traffic Generation Rate

	Traffic Generation (AM)	**Traffic Generation (PM)**	**Traffic Attraction (AM)**	**Traffic Attraction (PM)**
Private Cars	8	4	4	8
Light Goods Vehicles	8	4	4	8
Medium Goods Vehicles	3	2	1	3

4.9 As shown in **Table 2**, most vehicles are expected to arrive at the application site in the early morning and leave late at night, and trip generation/ attraction is not significant. The proposed development should induce no significant negative impacts on the traffic network of the area.

Environmental Considerations

4.10 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 applied use is anticipated.

Drainage Considerations

4.11 Should the current application be approved, the Applicant is prepared to submit a detailed drainage proposal, including a comprehensive investigation of the existing drainage system, and to implement any necessary measures to the satisfaction of the Board and relevant government departments.

5. Justifications and Conclusion

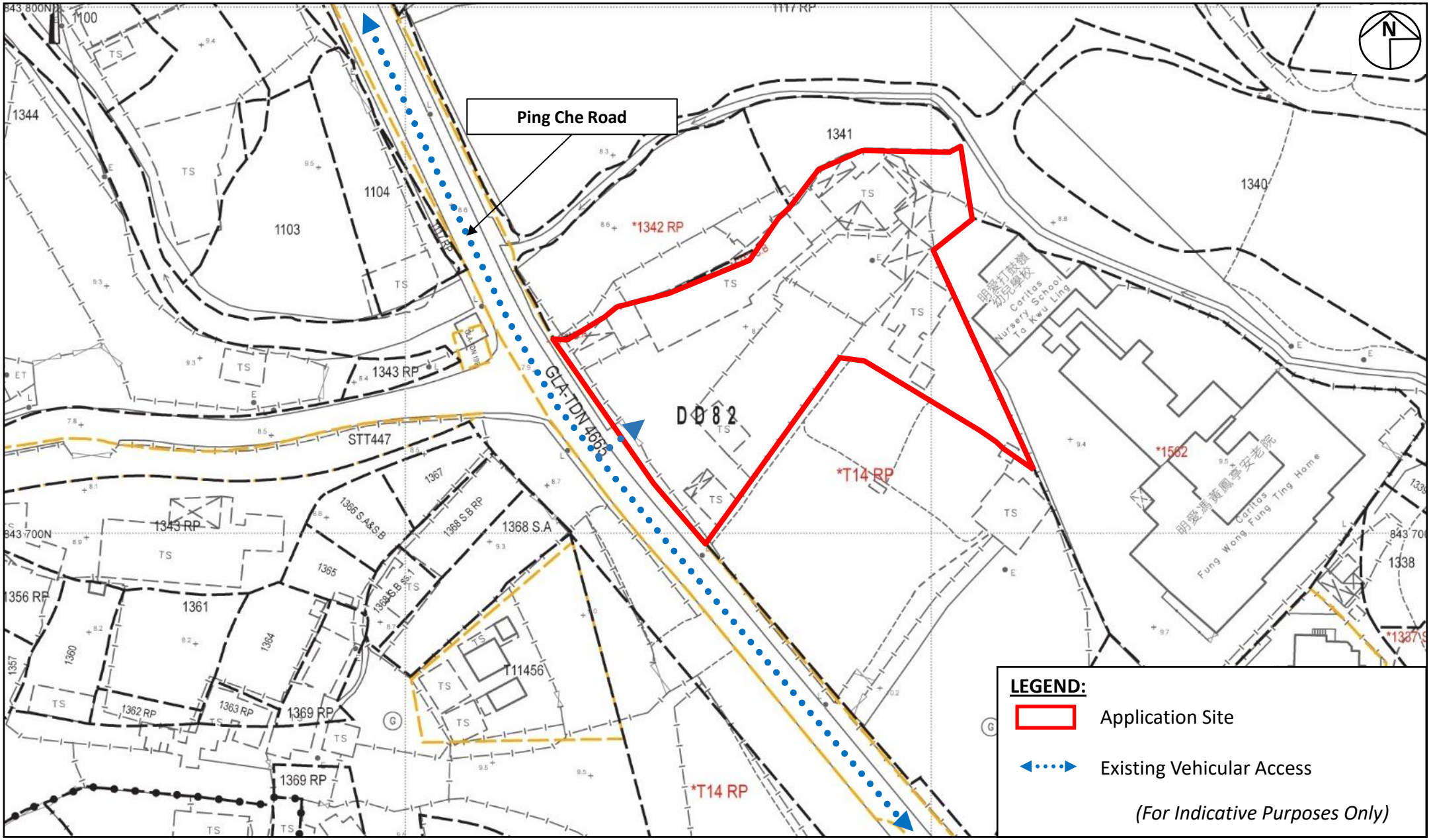
5.1 The proposed development supports the Government's direction in accelerating the adoption of electric vehicles in Hong Kong, as set out in the Hong Kong Roadmap on Popularisation of Electric Vehicles. By integrating EV charging into a public car park, the proposed development will offer 38 charging spots to the Ta Kwu Ling area.

5.2 The proposed development supports local demand for EV charging facilities. Located at Ping Che, in close proximity to Government, Institution or Community (GIC) facilities and brownfield operations, the application site serves local residents and workers who heavily rely on driving due to the remote location. However, there is currently an insufficient supply of EV charging infrastructure. The proposed development will enable users, nearby villagers, and residents to conveniently combine private vehicle use with other public transport modes for onward journeys.

5.3 The application site is zoned "AGR" on the current OZP and was paved under previous planning approvals. The proposed development is on a temporary basis and is considered compatible with the surrounding land uses. Being temporary in nature, it would neither jeopardize nor pre-empt the long-term planning intention of the "AGR" zone.

5.4 Given the presence of numerous brownfield operations in the vicinity, the proposed development is considered compatible with adjoining GIC uses and could serve as a buffer zone. No adverse impacts on the surrounding areas are anticipated.

5.5 In view of the above, it is sincerely hoped that the Board will give favourable consideration to approve the current application for a temporary period of 3 years.



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Title:
Location Plan

Ref.: ADCL/POT-10937-R001/F001

Figure:
1

Scale:
Not to Scale

Date:
Oct 2026

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Project:
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years at Taxlord Lot T14 RP (Part) in D.D. 82, Ping Che, Ta Kwu Ling, New Territories

Title:
Extract of Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14

Ref.: ADCL/POT-10937-R001/F002

Figure:
2

Scale:
Not to Scale

Date:
Oct 2026

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DEVELOPMENT PARAMETERS

APPLICATION SITE	:	2,998 m^2 (ABOUT)
COVERED AREA	:	40 m^2 (ABOUT)
UNCOVERED AREA	:	2,958 m^2 (ABOUT)
FLOOR AREA	:	40 m^2 (ABOUT)

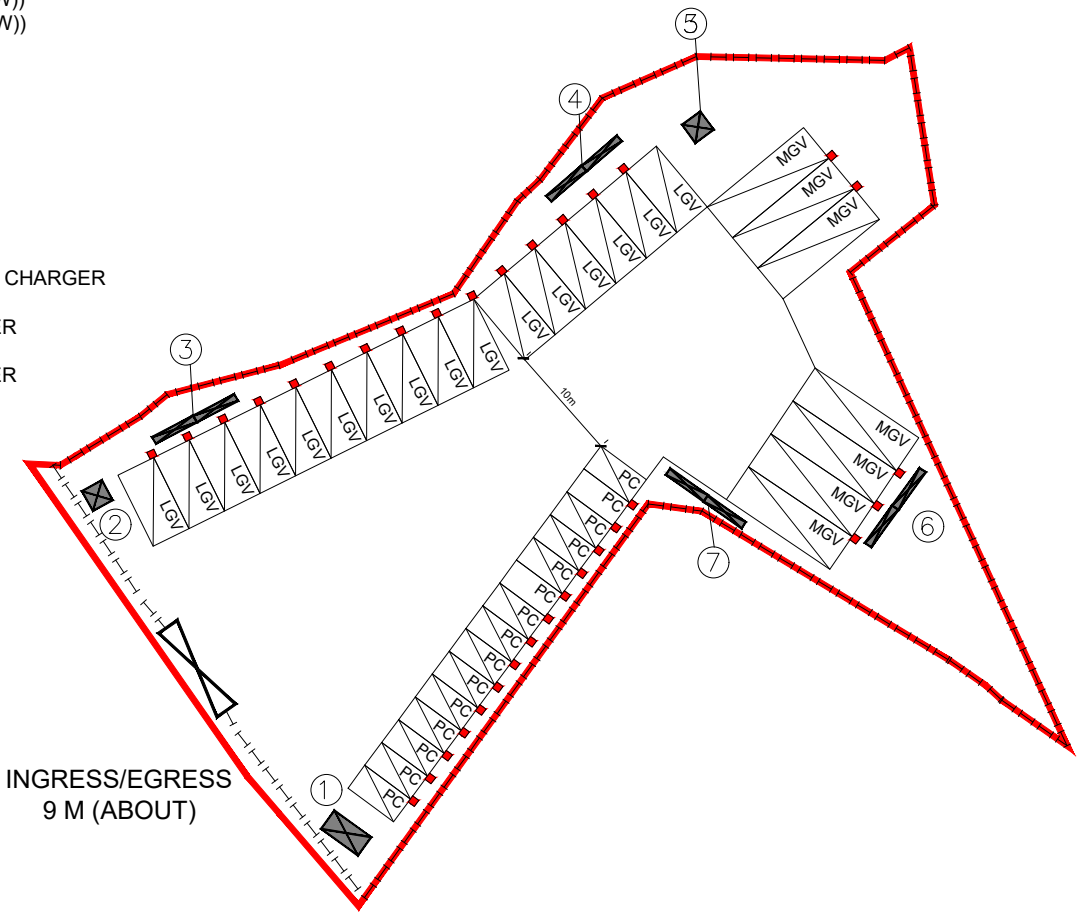
PARKING AND LOADING/UNLOADING PROVISION

EV PARKING SPACE (PC)	:	15 NOS. (5 M(L) X 2.5 M(W))
EV PARKING SPACE (LGV)	:	16 NOS. (7 M(L) X 3.5 M(W))
PARKING SPACE (MGV)	:	7 NOS. (11 M(L) X 3.5 M(W))

STRUCTURE	USES	FLOOR AREA (ABOUT)	BUILDING HEIGHT
1	GUARD HOUSE	8 m^2	3m (NOT MORE THAN) (1-STOREY)
2	ELECTRICITY ROOM	4 m^2	3m (NOT MORE THAN) (1-STOREY)
3	ENERGY STORAGE	6 m^2	3m (NOT MORE THAN) (1-STOREY)
4	ENERGY STORAGE	6 m^2	3m (NOT MORE THAN) (1-STOREY)
5	ELECTRICITY ROOM	4 m^2	3m (NOT MORE THAN) (1-STOREY)
6	ENERGY STORAGE	6 m^2	3m (NOT MORE THAN) (1-STOREY)
7	ENERGY STORAGE	6 m^2	3m (NOT MORE THAN) (1-STOREY)
	TOTAL	40 m^2	

LEGEND

- APPLICATION SITE BOUNDARY
- BOUNDARY FENCING
- PROPOSED STRUCTURE
- PC — PARKING SPACE (PRIVATE CAR) FITTED WITH EV CHARGER
- LGV — PARKING SPACE (LGV) FITTED WITH EV CHARGER
- MGV — PARKING SPACE (MGV) FITTED WITH EV CHARGER
- EV CHARGING FACILITIES (34 SETS) 1000MM (W) * 1000MM(D) * 1850MM (H)
- INGRESS/EGRESS (9M-WIDE)



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Title:
Indicative Layout Plan

Ref.: ADCL/POT-10937/R001/F003

Figure:
3

Scale:
Not to Scale

Date:
Oct 2026

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FILLING OF LAND

APPLICATION SITE AREA	:	2,998 m^2(About)
PROPOSED SITE LEVEL	:	+8.7 mPD (About)
DEPTH OF LAND FILLING	:	About 0.1m
LAND FILLING MATERIAL	:	Concrete

THE SITE HAS BEEN PAVED. THE PROPOSED FILLING OF LAND SERVES TO ALIGN SITE LEVELS AND ALLOW ERECTION OF TEMPORARY STRUCTURES AND SMOOTH VEHICLE PARKING AND MANEUVERING.

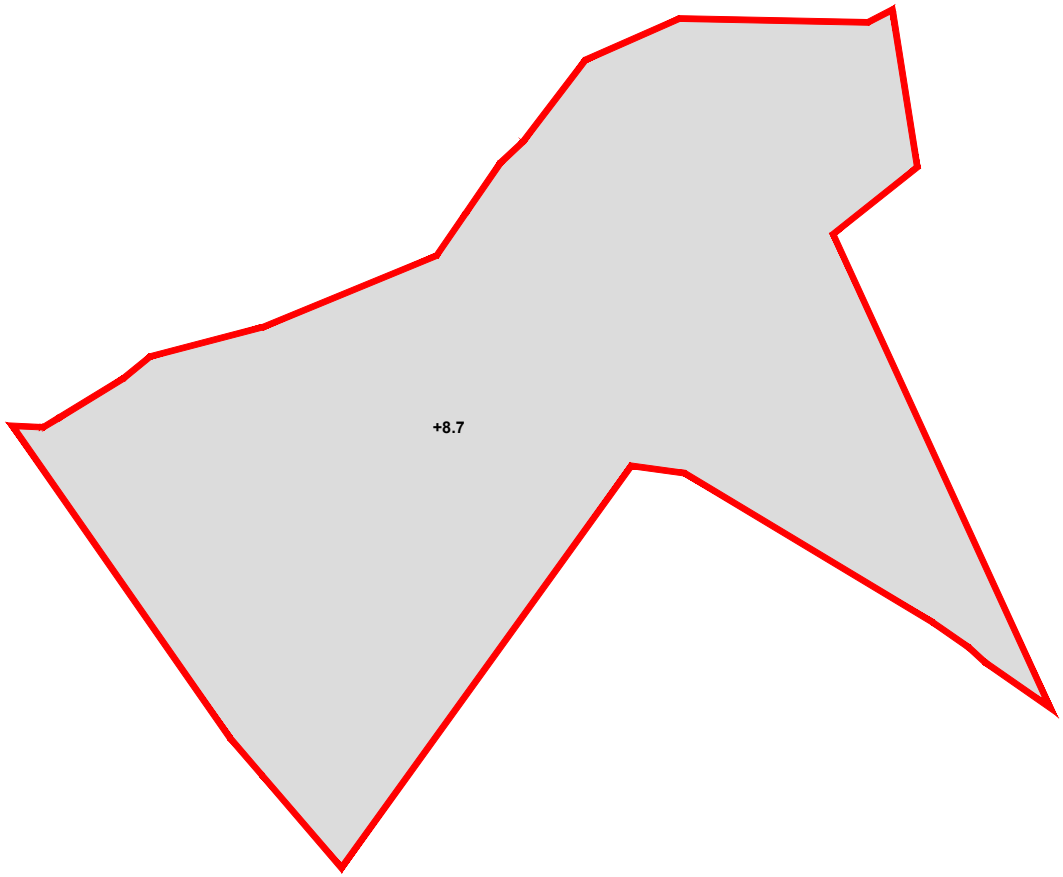
ALL SITE LEVELS ARE FOR REFERENCE ONLY.

LEGEND

APPLICATION SITE BOUNDARY

FILLING OF LAND

+8.7 PROPOSED LEVEL (mPD)



N

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Title:
Indicative Layout Plan

Ref.: ADCL/POT-10937/R001/F004

Figure:
4

Scale:
Not to Scale

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Oct 2026

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