

## Supporting Planning Statement

June 2025  
Report : Version 1.0



## **Executive Summary**

*(in case of discrepancy between English and Chinese versions, English version shall prevail)*

This Application is submitted to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”) for a temporary ‘Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels’ use, and proposed filling of land for a period of 3 years (“**the Proposed Development**”) in D.D. 23 Lot No. 241 at Ting Kok, Tai Po, New Territories (“**the Application Site**”).

The Application Site falls within an area of “Agriculture” (“**AGR**”) zone on the Approved Ting Kok Outline Zoning Plan No. S/NE-TK/19 (“**the OZP**”). According to the Notes of the OZP for “AGR” zone, ‘Public Vehicle Park’ is neither a Column 1 nor Column 2 use which requires planning permission from the Board. The Proposed Development comprises 9 parking spaces for private cars (2.5m x 5m each), 1 one-storey structure for accommodating electrical vehicle charging facilities at eastern part of the Site, and 3 single-storey structures (not more than 3 meters (“m”) in height) for solar panels. It is proposed to have a filling of land for an area of about 320 sq.m. by about 0.3m concrete in height. The building height of proposed structures will not be more than 3 m with a total covered area of about 125 sq.m.

This Application aims to meet the increasing demand for electric vehicle (“**EV**”) and accommodate the high demand of the local villagers for car parking spaces in Ting Kok. It is situated at a convenient location that is favourable to operate a public vehicle park and to serve the nearby residents and visitors. The Proposed Development is in line with various of government’s policies, including promotion of wider adoption of EVs, smart living and development of renewable energy to meet the goal of carbon neutrality in Hong Kong. The implementation of the proposed public vehicle park will improve existing traffic condition by increasing the supply of proper parking spaces which reduces illegal roadside parking.

The Proposed Development does not hinder the long-term planning intention of “AGR” zone. Similar applications in the “AGR” zone in the Ting Kok and Yuen Long area have also been considered and approved. There will be no adverse traffic, visual, landscape, drainage and environmental impacts.

In view of the above justifications, we would sincerely seek the favourable consideration of the Board to approve this Application.



## 內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

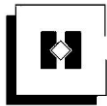
本規劃申請根據《城市規劃條例》第 16 條，就新界大埔汀角丈量約份第 23 約地段第 241 號(「**申請地點**」)的用地，向城市規劃委員會(下稱「**城規會**」)申請作擬議臨時公眾停車場(私家車)連附屬電動車充電設施用途及太陽能板，及擬議填土，為期 3 年(下稱「**擬議發展**」)。

申請地點現時於《汀角分區計劃大綱圖編號 S/NE-TK/19》(下稱「**大綱圖**」)劃作「農業」地帶。根據「農業」地帶的分區計劃大綱圖註釋說明，「公共停車場」既不屬於第 1 列用途，也不屬於第 2 列用途，因此需獲得委員會的規劃許可。擬議發展包括 9 個私家車停車位(每個 2.5 米 x 5 米)及位於申請場地地盤東面一個一層高的構築物作為電錶房及 3 座 1 層高的構築物用作太陽能板(高度不超過 3 米)。申請場地面積約 320 平方米，並將會進行填土，深度將不多於 0.3 米。擬議構築物的高度不超過 3 米，總覆蓋面積約為 125 平方米。

申請旨在滿足近年社會對電動車日益增長的需求，並滿足汀角當地村民對停車位的大量需求。其地理位置便利，有利於經營公共停車場，並為附近的居民和遊客提供服務。擬議發展項目亦符合政府的多項政策，包括推動在香港更廣泛地採用電動車、智慧生活和發展再生能源，以實現香港碳中和的目標。擬議公共停車場的發展將增加適當停車位的供應，並減少路邊非法泊車，從而改善現有的交通狀況。

是次擬議發展不會妨礙「農業」地帶的長遠規劃意向。而且於汀角及元朗區內「農業」地帶的相關申請亦曾被批准。擬議發展不會對交通、視覺、景觀、排水和環境造成不利影響。

鑒於以上提出的依據，我們真誠地尋求城規會批准該申請。



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## 1 INTRODUCTION

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### 1.1 The Application

- 1.1.1 We are commissioned by the Applicant to prepare and submit on its behalf this planning application for a temporary ‘Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels’ use and proposed filling of land for a period of 3 years (hereinafter referred to as the “**Development**”) at Ting Kok, Tai Po (**Figure 1**) (hereinafter referred to as the “**Application Site**”) to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”).
- 1.1.2 The Application Site falls within an area designated as “Agriculture” (“**AGR**”) zone on the Approved Ting Kok Outline Zoning Plan No. S/NE-TK/19 (“**the OZP**”) (**Figure 4**). According to the Notes of the OZP for “AGR” zone, ‘Public Vehicle Park’ is neither a Column 1 nor Column 2 use that may be permitted by the Board.
- 1.1.3 According to the Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years.
- 1.1.4 According to the Notes of the OZP for “AGR” zone, any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.



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## **2 BACKGROUND**

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### **2.1 Brief Information**

- 2.1.1 The Applicant, Sino Express Intelligence Co., Limited (Sino Express), founded in Hong Kong in August 2022, is dedicated to creating and managing an advanced EV charging network across the region, supported by the Hong Kong Government and favourable policies. Sino Express is committed to not only enhancing charging efficiency but also upholding Environmental, Social, and Governance (ESG) principles including to reduce carbon emissions, promote clean energy, and provide Hong Kong residents with more convenient green travel options. Through this innovative initiative, the Applicant aspires to bring cleaner air, more sustainable development and a better living environment for future generations in Hong Kong and beyond.

### **2.2 Vision and Goals**

- 2.2.1 The vision and goals of the Applicant is to establish 165 to 300 EV charging stations across 3,000,000 sq.ft by 2029. This initiative will include at least 1,200 ultra-fast charging points and 12,000 smart parking spaces, aligning with recent policy updates and budget plans aimed at expanding the existing EV charging network. This effort supports the government's initiatives to enhance electric vehicle infrastructure in response to rising EV sales and to achieve its 2050 carbon neutrality goal. Committed to meeting the increasing demand for EVs and promoting sustainable transportation, the Applicant is seeking to propose a public vehicle park with EV charging facilities and ancillary solar panels in Ting Kok and is pursuing planning approval for this development.



### 3 THE APPLICATION SITE AND DEVELOPMENT PROPOSAL

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#### 3.1 Current Condition of the Application Site

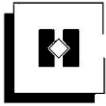
- 3.1.1 The Application Site covers a total of about 337 square metres ("sq. m."). The Application Site has been abandoned and left vacant. It is currently fenced off.
- 3.1.2 The Application Site is attached to a local track that connects the site to Tung Tsz Road and Universal Gate Road. The site is situated in close proximity with local village of Wai Ha and San Tau Kok at the north of Tung Tsz Road and the west of Universal Gate Road.
- 3.1.3 **Figure 1** illustrates the location of the Application Site and its immediate vicinity, and the existing condition of the Site (**Diagram 1**).
- 3.1.4 The Site is located at the boundary of Ting Kok and in the area of rural village landscape character which is surrounded by 3-storeys residential dwellings on its west and east. Some of the land areas in close proximity to the Site are used for vehicles parking. To the immediate north-west and east, there are village houses of Wai Ha. The village development of San Tau Village is also located on the further east of the site, across Universal Gate Road.

#### 3.2 Land Status

- 3.2.1 The Application Site falls within the boundary of Lot No. 241 in Demarcation District 23, Ting Kok, Tai Po ("**the Lot**") (**Figure 3**).
- 3.2.2 The Lot is subject to a Government Lease. Upon permission with or without conditions of this planning application, the Applicant shall apply for a short-term waiver from the Lands Department for the Lot, in order to temporarily relax user restriction of the Government Lease of the Subject Lot for the erection of temporary structures.

#### 3.3 Surrounding Context

- 3.3.1 Ting Kok is a suburban area located northeast of Tai Po Industrial Estate in Tai Po in the New Territories. The surrounding areas of the Site are characterized by various land uses, predominantly low-rise residential buildings, open storage and vehicle parking. To the north and east, the areas are surrounded by open storage and vehicle parking. Along Universal Gate Road to the north, much of the area at two sides is covered with vegetation, with part being used as cemeteries. Tsz Shan Monastery is located at the end of Universal Gate Road in the north.
- 3.3.2 In the south-eastern portion of the Site, there is a conservation area, with Tung Tsz Nursery located just beyond it. The southern area is mostly characterized by clusters of trees, grass and several ponds. Shuen Wan Temple can be found nestled among the vegetated areas. To the further south, there are village houses of Ha Tei Ha. To the west, the area is dominated by open storage, while the Hong Kong Police Force Tung Tsz Holiday Home lies even further



north-western of the Site.

- 3.3.3 The Application Site is situated between the villages of Wai Ha and San Tau Kok and within walking distance to these villages, with village houses, open storage and vehicle parking surrounding the site. The run-in and out is located at the northeast and southeast boundaries of the Applications Site, and the site is accessible from a local track from Tung Tsz Road and Universal Gate Road.



**Diagram 1** Accessibility to the Site from Tung Tsz Road

#### 3.4 Existing Open Storage, Vehicle Parking Space and Village Clusters in the Vicinity

- 3.4.1 While Wai Ha Village is located in the western edge of the Site, San Tau Kok Village is just situated to the southwest across the Universal Gate Road. The predominant uses in the vicinity at the north and east of the Application Site are open storage and vehicle parking. The concentration of open storage and vehicle parking indicates its significant role in supporting economic activities such as storage and car parking.



**Diagram 2** Existing Open Storage, Vehicle Parking Space and Village Clusters (Source: HK GEODATA STORE, HKSAR Government)



### 3.5 Integrated Solar-Storage-Charging Car Park - Temporary Public Vehicle Park for Private Car with EV charging facilities and Ancillary Solar Panels

3.5.1 The Application Site covers an area of about 337 sq.m. The Proposed Development provides a total of 9 parking spaces for private cars (2.5m x 5m each) within the Application Site to alleviate the parking demand of the local residents in the area. Each parking space will be equipped with EV charging facilities. Among the 9 nos. of parking space, 7 will be the 200kW charging point (fast speed) and the remaining parking spaces will be 7kW charging point (medium speed). Ancillary solar panels (1722mm x 1134mm x 30mm each) will be installed on top of the parking spaces to provide electricity required for the Proposed Development. The proposed development will comprise a movable E&M facility (i.e. storage for batteries, distribution boards and cabling) (with dimension of 6100mm x 5200mm x 2500mm) and a one-storey structure for electric meter room. There will also be about 3 various structures (not more than 3m in height) above the car parking spaces, to be equipped with ancillary solar panels to supply electricity.

Parameters	Proposed Development
Site Area	About 337 sq.m.
No. of Structure	4
Built Over Area	About 125 sq.m.
Maximum Height of Structure	Not more than 3 metres, one-storey
Maximum Total Site Coverage	About 37%
Maximum Plot Ratio	0.37
No. of Parking Spaces for Private Cars	9

3.5.2 It is proposed to have a filling of land for an area of about 320 sq.m by about 0.3m concrete in height to form an even and stable platform for parking and circulation purposes.

3.5.3 The indicative layout plan of the Development is shown in **Annex 2**.

3.5.4 There has been discussion with the CLP Power Hong Kong Limited already. It is understood that consent has been given by CLP Power Hong Kong Limited.

### 3.6 Operation Arrangement

3.6.1 The car park operates on an hourly rental basis from Monday to Sunday, including public holidays for local residents and visitors 24 hours a day. Enter and exit of the car park will be through the gates opening along the local track at northeast and southeast of the site boundary with a width of 6m. The following traffic management measures are proposed to follow:

- No vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Site;
- Only private car as defined in the Road Traffic Ordinance will be allowed



to be parked/stored on or enter/exit the Site;

- No medium or heavy goods vehicle exceeding 5.5 tonnes, including container tractor/ trailer will be permitted to park at the Site;
- A notice should be posted at the ingress/ egress point of the site to indicate that no medium or heavy goods vehicle (i.e. exceeding 5.5 tonnes) including container trailers/tractors, as defined in the Road Traffic Ordinance, will be allowed to be parked/stored on the Site; and
- No car washing, vehicle repair or other workshop activities will be allowed on the Site.
- Sufficient spaces are reserved in the site and hence no queue back to the local track connected to Tung Tze Road or reverse onto/ from the local track connected to Tung Tze Road.



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## 4 PLANNING ASSESSMENT

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### 4.1 Statutory Planning Context

- 4.1.1 The Application Site falls within an area designated as “Agriculture” zone on the Approved Ting Kok Outline Zoning Plan No. S/NE-TK/19 (**Figure 4**) (also known as the “OZP”). The planning intention of the “AGR” zone is *“intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.”*.
- 4.1.2 According to Notes of “AGR” zone of OZP, ‘Public Vehicle Park’ is neither a Column 1 nor Column 2 use under “AGR” zone. According to the Notes of the OZP, temporary use not exceeding a period of three years within “AGR” zone requires planning permission from the Town Planning Board notwithstanding that the use is not provided for in terms of the Plan.
- 4.1.3 Given the current condition of the site do not provide a favourable environment for cultivation because of its scale, location and its surrounding environment, the Applicant would like to fully utilise the site for non-agricultural use in the short term to address the current demand for vehicle parking spaces for local residents, particularly for those villagers who own EVs.
- 4.1.4 Aerial photos between 2000 and 2023 in **Annex 1** shows that the Application Site has remained vacant, with no active agricultural activities in the surrounding areas over the past decades. This historical context suggests that the site is not currently viable for agricultural use.
- 4.1.5 Approval of this application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the “AGR” zone.



S/NE-TK/19

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	Animal Boarding Establishment
Government Use (Police Reporting Centre only)	Barbecue Spot
On-Farm Domestic Structure	Burial Ground
Public Convenience	Field Study/Education/Visitor Centre
Religious Institution (Ancestral Hall only)	Government Refuse Collection Point
Rural Committee/Village Office	Government Use (not elsewhere specified)
	House (New Territories Exempted House only, other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
	Picnic Area
	Place of Recreation, Sports or Culture (Horse Riding School, Hobby Farm, Fishing Ground only)
	Public Utility Installation
	Religious Institution (not elsewhere specified)
	School
	Utility Installation for Private Project

This zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.

(a) Any filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the interim development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

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## 4.2 Similar Approved Applications for Public Vehicle Parks

- 4.2.1 There are several similar applications for temporary public vehicle park use in the vicinity of the Application Site and similar rural areas Ting Kok, Tai Po and Yuen Long areas in New Territories, which falls within “AGR” zone.
- 4.2.2 There are four similar applications (Nos. A/NE-TK/712, 782, 783 and 823) of similar uses within the same “AGR” zone in Ting Kok area were approved in 2021 and 2024 respectively. Three similar applications (A/NE-KLH/633, A/YL-KTN/1038 and A/YL-KTS/968) of similar uses within the “AGR” zone in Tai Po and Yuen Long areas were approved in 2024.
- 4.2.3 There are other three similar applications (A/NE-KLH/633, A/YL-KTN/1038 and A/YL-KTS/968) within the “AGR” zone in Tai Po and Yuen Long areas involving three sites for temporary public vehicle parks with electric vehicle charging facilities.

## 4.3 High Demand for Private Car Parking Spaces in the Vicinity

- 4.3.1 Existing public transport services from Tai Po Market MTR Station to the vicinity are shown below:

<u>Mode</u>	<u>Route No.</u>	<u>Origin - Destination</u>	<u>Frequency</u>
Scheduled Green Minibus	20B	Tai Po Market Station –Tung Tsz	30 – 35 minutes
	20C	Tai Po Market Station –Tai Mei Tuk	25 – 30 minutes
	20E	Tai Po Market Station –Shan Liu	25 – 30 minutes
	20R	Tai Po Market Station –Wu Kau Tang	35 – 40 minutes

- 4.3.2 Among the four scheduled green minibus routes, all of the routes have stops along Ting Kok Road near Tung Tsz Road. Currently, there is no public transport providing direct access to the inner villages near the Application Site, such as Wing Ha Village and San Tau Kok Village. The minibus stop located along Ting Kok Road is far away from the existing village clusters, which takes about 8 to 10 minutes of walking to these villages.
- 4.3.3 As the public transport service to the surrounding village clusters is limited, private car is the major transportation mode. This results in a relatively high car ownership rate in the villages clusters, creating high demand for private car parking spaces, particularly those incorporated with electric vehicle charging facilities for villagers who own EVs. Villagers are in shortage of proper car parking spaces, especially those parking spaces with EV charging facilities.



**Diagram 3** Public Transport Service  
(Source: HK GEODATA STORE, HKSAR Government)

#### **4.4 Integrated EV Charging Facilities**

4.4.1 Hong Kong Government has been promoting adoption of EV through incentives such as tax exemptions, subsidies, and policies aimed at reducing carbon emissions. The Proposed Development is in line with the “Hong Kong Roadmap on Popularisation of Electric Vehicles” as published by the Environment Bureau as well as Chapter 8 of the Hong Kong Planning Standards and Guidelines.

#### **4.5 Demand for EV Charging Facilities in Tai Po District**

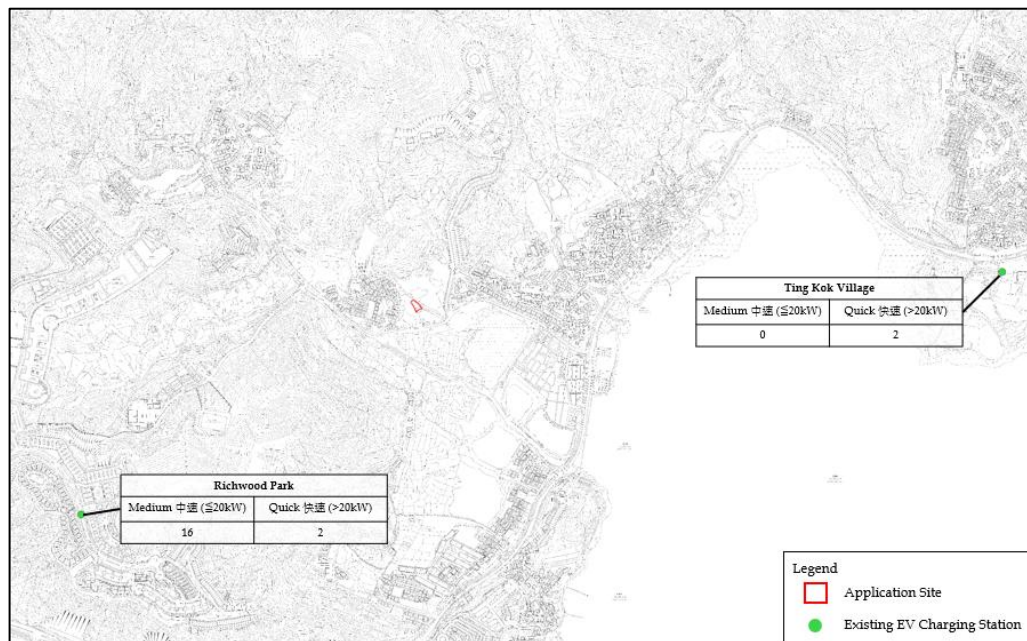
4.5.1 The demand for EV and its charging facilities are surging in Hong Kong, including villages in suburban areas like Ting Kok. Approximately 70 percent of newly registered private cars in Hong Kong are electric vehicles, leading to an increasing demand for EV charging infrastructure. However, the distribution of EV chargers varies significantly across districts. According to the recent survey conducted by Environmental Protection Department (EPD), Tai Po has the fewest EV chargers, with only 277 available for public use.<sup>1</sup> Under the current government policy, car owners are encouraged to primarily charge their vehicles at home, at workplace, or in parking lots they frequently use, while public EV charging facilities are intended for short-term use when needed.

4.5.2 Recent population statistics from the Census and Statistics Department further indicate that Tai Po District has a population of 331,000. In contrast, Wan Chai District and Central and Western District have populations of 164,000 and 232,000 respectively, both of which are smaller than that of Tai

<sup>1</sup> [https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion\\_ev/locations\\_ev\\_chargers.html](https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/locations_ev_chargers.html)



Po. Despite this, the number of public EV chargers in Wan Chai and Central and Western Districts are still more than that in Tai Po.<sup>2</sup> This reflects a significant disparity in the availability of EV charging facilities in Tai Po District, particularly in suburban areas like Ting Kok.

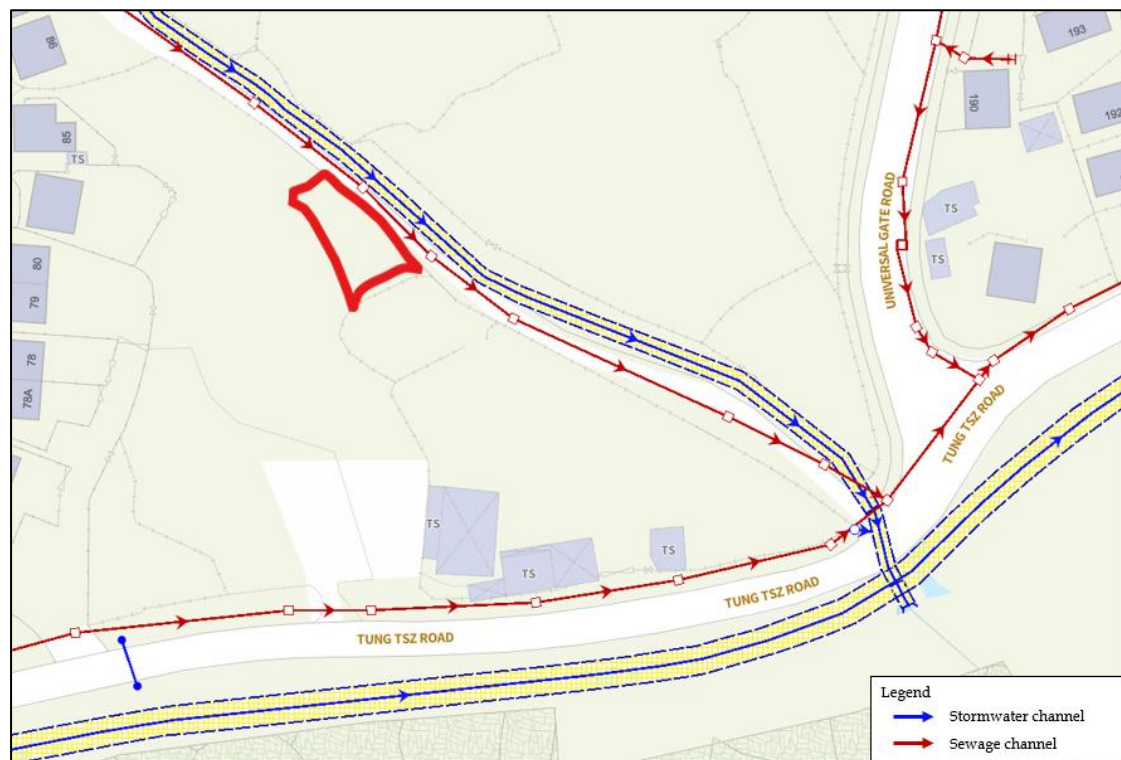
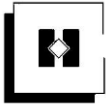


**Diagram 4** Existing EV Chargers in the Vicinity  
(Sources: EPD; HK GEODATA STORE, HKSAR Government)

## 4.6 Drainage Consideration

- 4.6.1 Four 2400mm rectangular shape channels (SBP1011694, SBP1011695, SBP1011696 and SBP1011697) are currently running along the periphery of northeast site boundary and eventually connect to a cell box culvert of 3500mm spanning horizontally to the further west and east (SBP1011608). The existing drainage facilities are adequate in respect of the requirements under “Technical Note to prepare a Drainage Submission” as published by Drainage Services Department (DSD). Hence, the Proposed Development will not cause any adverse drainage impact onto the area and its surrounding for the satisfaction of Drainage Services Department (DSD).
- 4.6.2 A detailed drainage proposals would be submitted to DSD, and afterwards, implemented upon approval of the application.

<sup>2</sup> [https://www.census2021.gov.hk/en/district\\_profiles.html](https://www.census2021.gov.hk/en/district_profiles.html)



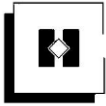
**Diagram 5** Existing Drainage Facilities  
(Source: Geoinfo Map, HKSAR Government)

#### 4.7 Traffic Consideration

- 4.7.1 The proposed temporary public vehicle park will not incur adverse traffic impact. The traffic volume generated by the proposed temporary public vehicle park is low with an estimation of less than 10 vehicular trips per day, and most of the vehicles enter and exit the site approximately once per day only.
- 4.7.2 Traffic management measures as proposed in Section 3.6.1 would be fully complied and, therefore, there will not be any significant negative impacts regarding road safety for road users and pedestrian, as well as traffic network of the area concerned.

#### 4.8 Environmental Consideration

- 4.8.1 The Applicant will carry out environmental mitigation measures such as provision of peripheral landscaping to delineate the site boundary and serve as visual screening from the adjoining residential areas.
- 4.8.2 The Applicant will also follow the relevant mitigation measures and requirements in the latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites" to minimize any potential environmental impact.



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#### **4.9 Fire Safety Consideration**

- 4.9.1 Adequate FSIs including exit sign, emergency lighting, fire extinguishers, etc., will be provided in situ. Corresponding submission and implementation of the fire services installation proposal will be provided to the Fire Services Department (FSD) for approval in the due course. There will be no fire safety concern for the Development.

#### **4.10 Visual and Landscape Compatibility**

- 4.10.1 The Application Site is situated in area of rural village landscape character which are surrounded by village houses, temporary structures and workshop activities. The proposed car park use is compatible with the surrounding land use and will not disturb the prevailing rural village landscape character.
- 4.10.2 The proposed structure with a maximum height of not more than 3 metres is visually compatible with the 3-storey village houses in the east and west boundaries, and the temporary structures along the north and west boundary.



## 5 PLANNING MERITS & JUSTIFICATIONS

### 5.1 Support Government's Policies in Promoting the Wider Adoption of EVs

5.1.1 The Government has been actively promoting the wider use of EVs in Hong Kong, with a view to improving roadside air quality, reducing greenhouse gas emissions and creating green business opportunities. To outline its long-term policy objectives and plans for encouraging EV adoption and related infrastructure, the Government unveiled the first Hong Kong Roadmap on the Popularisation of Electric Vehicles on 17 March 2021. A key initiative of this roadmap is to develop a comprehensive and proper EV charging network comprising public and private charging facilities.

5.1.2 According to the latest Hong Kong's 2025-26 Budget Plan, the Government will further introduce a \$300 million subsidy scheme in the middle of the year for the industry to install 3,000 fast chargers across Hong Kong by 2030, accommodating an additional 160,000 electric vehicles. As such, the proposed development in this Application which includes six fast-charging spaces accessible to the public is aligning with the aforesaid targets.

### 5.2 Satisfy the Local Needs by Catering the High Demand for Proper Parking Spaces and EV-Charging Facilities

5.2.1 Intention of the proposed temporary public vehicle park with EV charging facilities is to cater the increasing demand for not only parking spaces but also EV-charging facilities in the existing village clusters of Ting Kok area, supported by the latest government's policies. It primarily serves the local villagers and residents. The phenomenon of improper parking of vehicles that can often be observed in the area demonstrates there is an imbalance supply and demand for parking spaces for both residents and their visitors.

5.2.2 It is well understood that there are insufficient private car parking spaces in the vicinity. Illegal parking along the local access road is observed.



Diagram 6 Illegal Parking in Vicinity

### 5.3 Achieving Government's Prevailing Environmental Policies

5.3.1 The development of renewable energy is an important part of the government's response to climate change. Increasing the use of renewable energy will help decarbonise the power generation industry. Providing solar panels for the use of EV charging facilities assist to achieve the Government's



carbon neutrality target.

#### **5.4 Improve Traffic Condition by Providing More Proper Parking Space for EV Users**

- 5.4.1 Presence of improper parking of vehicles on the narrow local tracks adjacent to Tung Tsz Road indicates that there is inadequate parking space for both residents and visitors. The proposed public vehicle park with EV charging facilities in this application, in particular for this area, would take the role of facilitator to not only promote the adoption of green vehicles supported by current policies on one hand, but also more importantly, to regulate and manage existing illegal parking on the street on the other hand.

#### **5.5 Situated at a Convenient Location for Public Vehicle Park**

- 5.5.1 The Application Site is located in a convenient location which is situated near to the intersection of Tung Tsz Road and Universal Gate Road. Located at a highly accessible area, it is less time-consuming for villagers to drive along the narrow local tracks and to search for a free space. Meanwhile, it is surrounded by village houses which allows residents to park close to their homes within a short walking distance.

#### **5.6 Would Not Jeopardize the Long-term Planning Intention**

- 5.6.1 Approval of the application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the “AGR” zone. The site in nature do not provide a favourable environment for cultivation. Instead of not fully utilising the land resources, being used as a temporary public vehicle park can accommodate the demand of the villagers for parking spaces which are compatible with the surrounding environment in the village. Mitigation such as provision of peripheral landscaping will be implemented to provide visual screening and noise buffering for residential areas in the vicinity. Hence, the proposed development would not jeopardize the long-term planning intentions; instead, it will support the management and fulfilment of these intentions.

#### **5.7 Not a Favourable Environment for Cultivation**

- 5.7.1 The Application Site falls completely within the “AGR” zone which is intended primarily to retain and safeguard good quality agricultural land/farm /fish ponds for active agricultural purposes. However, the Application Site in nature has no good potential for agricultural rehabilitation.
- 5.7.2 According to the Notes of OZP, it is intended that with proper management, the land would be revitalised and utilised for agricultural uses. Nevertheless, the scale and soil condition of the subject land do not provide a favourable environment for economic planting activities such as cash crop growing, orchards and nurseries. Hence, it is not financially viable for cultivation.
- 5.7.3 Aerial photos between 2000 and 2023 in **Annex 1** also shows that the Application Site has remained vacant over the past decades, with no active agricultural activities in the surrounding areas.



- 5.7.4 The current condition of the site does not provide a favourable environment for cultivation because of its scale, location near the roadside and its surrounding environment characterised by open storages and vehicle parking, the Applicant would like to fully utilise the site for non-agricultural use in the short term to address the current demand for vehicle parking spaces for local residents, particularly for those villagers who own EVs.

## **5.8 Supported by Previous Planning Approvals of Similar Applications**

- 5.8.1 There were seven similar applications of temporary public vehicle park within the same “AGR” zone in the Ting Kok, Tai Po and Yuen Long areas (Nos. A/NE-TK/712, 782, 783, 823, A/NE-KLH/633, A/YL-KTN/1038 and A/YL-KTS/968) approved with conditions by the Committee in the past 5 years mainly on the considerations of several factors, including the high compatibility of the Developments with the surrounding land uses and the low possibility to cause significant impacts on the traffic, environment, drainage and landscape of the area. Therefore, with the support of previous project approvals under similar circumstances, the proposed temporary public vehicle park with ancillary electric vehicle charging facility is not inconsistent with the surrounding land uses and it is unlikely to generate adverse impacts to the surrounding area.

## **5.9 Compatible with the Surrounding Development with No Adverse Visual and Landscape Impact**

- 5.9.1 The temporary public vehicle park will be visually compatible with the surrounding environment, which is mainly composed of village houses, temporary structures and storages. There is no change to the rural village landscape character as well. No adverse visual and landscape impact is anticipated.

## **5.10 No Adverse Traffic Impact**

- 5.10.1 The Development does not incur adverse traffic impact. The traffic volume generated by the proposed temporary public vehicle park is low with an estimation of less than 10 vehicular trips per day, and most of the vehicles enter and exit the site approximately once per day only. In addition, traffic management measures have also been proposed in order to ensure pedestrian safety. Therefore, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

## **5.11 No Adverse Environmental Impact**

- 5.11.1 The temporary public vehicle park is an hourly rental private car park. Related activities such as car washing, repairing or similar workshop activities would not be permitted on the site. Moreover, the latest “Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses” issued by Environmental Protection Department will also be followed. Therefore, there will be no adverse environmental impact on to



the area for Environmental Protection Department including noise and air quality impacts.

#### **5.12 No Adverse Drainage Impact**

There will be adequate drainage facilities including peripheral surface channel and catchpits to be installed to ensure no adverse drainage impact on the area and its surrounding for the satisfaction of Drainage Services Department (DSD). Thus, no adverse drainage impact is anticipated on to the area.

## **6 CONCLUSION**

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- 6.1.1 In view of the above, we respectfully request the Board Members to give favourable consideration on this planning application.