INV 創新土地規劃顧問有限公司

Innovative Land Use Planning Consultancy Co. LTD

Executive Summary

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

This proposal is submitted to the Town Planning Board ('the Board") for the proposed temporary public vehicle park (taxis and private cars only) with ancillary electric vehicle charging facilities and solar panels for a period of 5 years. The proposed application Site is at Ting Kok, Tai Po.

The subject Site falls within "Recreation" ("REC") zone on the approved Ting Kok Outline Zoning Plan No. S/NE-TK/19 ("the OZP"). According to the Notes of OZP, public vehicle park is a Column II use which requires planning application to the Board.

The proposed public vehicle park is with electric charging facilities and solar panel which are in line with the Government policy on sustainability on energy saving. Upon approval of the planning application, the container within the Site will be removed accordingly.

The Site is accessible via a local road which linking to Ting Kok Road. The Board has previously approved similar applications for public vehicle park in the vicinity of the subject Site. Those public vehicle park under the above mentioned previously approved similar applications are used for monthly parking purposes. However, the public vehicle park under the current application provides 6 parking spaces with EV charging facilities and 4 parking spaces for the use of waiting space for EV charging or monthly and hourly parking purposes.

In the past years, there is no traffic problem along the local road taking into account only a small number of cars using the local road. The current application will not create adverse traffic, environmental, air, noise and drainage impact in the area.

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內容摘要

（如中文與其英文版本有差異，則以英文版本為準）

本規劃申請是向城市規劃委員會（下稱「城規會」）徵求意見作擬議臨時公眾停車場(只限的士及私家車)連附屬電動車充電設施和太陽能板 (為期 5 年)。擬議地點位於新界大埔汀角。

申請地點現時於《汀角分區計劃大綱核准圖編號 S/NE – TK/19》劃作「康樂」用途。由於公衆停車場屬「康樂」用途地帶第二欄用途，故此需向城規會申請。

這公衆停車場與一般公衆停車場不同。此停車場附設電動車充電設施及太陽能板。電動車充電設施及太陽能板均符合香港政府能源「持續發展」施政。在城規會批准這份申請後，申請地點內的貨櫃會被移走。

申請地點可由汀角路經村路直達。城規會過往已在申請地點附近批出臨時公眾停車場的申請，那些公眾停車場均被用作車輛月租用途。但本申請的公眾停車場會提供 6 個電動車充電停車位，另外 4 個停車位或會用作等待充電停車位或時租及月租用途。

由於車輛數目經過此村路不多，過去數年並沒有出現擠塞情況。所以，此申請(只有 10 個車位)不會影響當區交通擠塞問題。

申請的用途不會產生任何不良的交通，環境，空氣，噪音以及渠務影響。

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Planning Statement

S.16 Application for the

Proposed Temporary Public Vehicle Park

(Taxis and Private Cars Only) with Ancillary Electric Vehicle Charging Facilities

and Solar Panels

for a Period of 5 Years

At

Lots 1611, 1612 (part)

in

D.D.17

Ting Kok, Tai Po

New Territories

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1. Background

1.1 The subject Site is zoned for “Recreation” “(REC)”on the approved Ting Kok Outline Zoning Plan (OZP) No. S/NE-TK/19 (Plan 1). According to the Notes of the OZP, public vehicle park is a column II use which require planning permission from the Town Planning Board (TPB). The current application is for the proposed temporary public vehicle park (taxis and private cars only) with ancillary electric vehicle charging facilities and solar panels for a period of 5 years at the subject Site.

1.2 The Site is currently vacant located at Lot 1611 and 1612 (part) in DD 17, Ting Kok, Tai Po (Plan 2). It has been used for parking of vehicles previously without planning application. The applicant now submits a planning application for the proposed temporary public vehicle park (taxis and private cars only) with ancillary electric vehicle charging facilities and solar panels for a period of 5 years at the subject Site for the consideration of the TPB.

1.3 The subject Site is located in the area in the vicinity of “V” zones (including Lo Tze Tin in the north-west and Lung Mei Village in the east) The number of small houses in the nearby villages of the Site including Ting Kok Village, Lo Tze Tin and Lung Mei Village is over 1000. The estimated population is about 7000 to 9000 persons and the estimated number of cars in these villages is about 2000. The demand for electric vehicle charging is huge. The household electricity supply for vehicle charging is only 7Kw. Due to the low voltage, the owners of the electric vehicles need the whole night time (at least 7 to 10 hours) to charge their electric vehicles. Some owners could not have their car reaching their house for electric charging. That is the reason why there are so many fuel vehicles instead of electric vehicles in the area.

1.4 There are number of planning applications at the nearby sites of the subject Site, have been applied and approved by the TPB previously for the temporary vehicle park use. They are mostly used for monthly parking.

1.5 The proposed temporary public vehicle park at the Site is not just for public vehicle park. It also provides electric vehicle charging facilities for electric vehicles in the area which is also in line with Government policy on promoting electric vehicles. Other provision of solar panels under the current application also complies with the Government Policy in energy savings and carbon emission reductions. The ancillary electric vehicle charging facilities and solar panels enhance the sustainability of energy resources.

1.6 Demand for electric vehicle charging facility is increasing particularly for those vehicle owners living in small houses at the nearby villages. The provision of electric vehicle charging facility at the subject Site can speed up the desire or needs of car owners (in nearby villages and residential dwellings) to change their vehicles from fuel vehicles to electric vehicles.

1.7 There are ten public vehicle parks provided within the subject Site. Only six parking spaces are used with provision of electric charging facilities (each 20kW). The remaining four parking spaces are used either for hourly parking and monthly parking or the waiting space for electric charging within the Site. There is sufficient space within the subject site for the maneuvering of vehicles. Swept path analysis for the vehicles entering and leaving the car parking spaces are shown on Plans 4.1 and 4.2.

1.8 The solar panel of A and B as shown on Plan 3.2 is covering an area of less than 150m^2 each. There is an uncovered area in between two solar panels for the provision of natural lighting in the proposed vehicle park.

2. Planning Context

2.1 The Site is falling within an area zoned for "Recreation" ("REC") on the approved Ting Kok Outline Zoning Plan No. S/NE-TK/19 (the OZP) (Plan 1). Public Vehicle Park is a Column 2 use under the Notes of the Plan which requires planning permission from the TPB. The proposed temporary public vehicle park (taxis and private cars only) at the Site comprises ancillary facilities of electric vehicle charging and solar panels.

2.2 Approval of the subject planning application for the proposed temporary public vehicle park will not frustrate the long-term planning intention of the "REC" zone. Indeed, the subject Site with electric vehicle charging and solar panels enhance the Government Policy on the sustainability of energy saving resources.

2.3 Similar and previous planning applications for the temporary public vehicle parks in the vicinity of the subject Site were previously approved by the TPB.

2.4 Scarcity of the provision of electric vehicle charging in the area should be the consideration of the TPB in order to be in line with the Government Policy on the promotion of electric vehicles in Hong Kong.

Inv

3. Subject Site (the Site)

3.1 The Site is located within an area zoned for “REC” on the approved Ting Kok Outline Zoning Plan No. S/NE-TK/19 (Plan 1). The Site comprises lots 1611 and 1612 (part) in D.D.17, Ting Kok, Tai Po (Plan 2).

3.2 The Site is accessed by a single lane local road which leading from Ting Kok Road. Small piece of land at the south east of Lot 1612 is used for local road use. This portion does not form part of the subject Site (Plan 2).

3.3 The Site is currently vacant (Plan 5.2). The total number of proposed vehicle parking spaces is 10 within the Site. Only 6 vehicle parking spaces will be provided electric charging facilities due to the limit of two 63A meters. The remaining four vehicle parking spaces could either be used for monthly and hourly parking spaces or provided for as the waiting spaces for vehicles on queue for electric vehicle charging.

3.4 The EV charger is of dimension of 780mm x 600mm x215mm (HxWxD) with a pole mounting on the ground. The total height of the EV charger with pole is of 1.3m. The photo of the EV charger is also shown on Plan 3.1.

3.5 Two transformer rooms of 2.44m (L) x 2.44m (W) x 2.44 (H) for the installation of two 63A meters are provided within the Site. Location of the two transformer rooms is shown on Plan 3.2.

3.6 There are two solar panels (A and B) provided within the site with 3m above the ground (Plan 3.2). Sufficient poles (100mm x 100mm) made of iron will be provided to support the solar panels. The location of the poles is illustrated on Plan 3.2. Each solar panel covers an area of less than 150m^2. The location of poles supporting the solar panels will not affect the maneuvering of vehicles within the subject Site.

3.7 There is a stop bar at the entrance of the Site for electric payment. Vehicles entering the Site can have sufficient space to turn and leave the Site even under the situation that all vehicles parking spaces are full or occupied.

3.8 No vehicles except taxis and private car can only enter the Site for parking or electric vehicle charging. No other vehicles are allowed. A signage of “Taxis and Private Car only” will be erected at the entrance of the subject Site.

3.9 In case of the subject vehicle park is full, a sign of “FULL” will be posted facing Ting Kok Road.

3.10 The design of the vehicle parking space and the swept path analysis of vehicles entering and leaving the Site are shown on Plans 3.1, 4.1 and 4.2.

3.11 The dimension of vehicle parking space is 2.8m(w)x5.2(L) which is larger than the standard parking space due to allowing the space for the erection of electric charger pole and the supporting pole for solar panels.

Inv

3.12 The condition of the Site is shown on Plan 5.2 with view point shown on Plan 5.1.

4. The proposed temporary public vehicle park and ancillary facilities under the current application are as follow:

Proposed Temporary Public Vehicle Park (Plans 3.1,4.1,4.2)

The dimension of the proposed temporary public vehicle park with electric charging facilities is 2.8m(W) x 5.2m(L) which is a bit larger than the standard public vehicle park of 2.5m(W)x 5m(L) due to the space required for the erection of electric charger pole and the pole (100 mm x 100 mm) supporting the solar panels (A and B) which are erected 3m above ground. The design and location of the proposed temporary vehicle park with electric charging facilities and solar panels are illustrated in Plans 3.1, 3.2, 4.1, 4.2 and 4.3.

Stop-Bar Provision at the entrance of Public Vehicle Park

A stop bar will be provided for vehicles entering and leaving the vehicle park. Users can use octopus or other electronic payments for parking fee and electric charging fee.

Swept Path Analysis

Swept Path analysis for cars entering and leaving the parking spaces is illustrated on Plan 4.1 and 4.2. The swept path analysis as shown on Plan 4.1 and 4.2 has proven that there is sufficient space for the maneuvering of vehicle parking within the Site. Swept Path Analysis is also provided on Plan 4.3 showing that how cars can enter and leave the Site during full occupancy. Cars are allowed to enter the Site (15 minutes free of charge) for making turns leaving the Site during full occupancy. This enhances no queue back situation at the entrance of the Site so as to ensure smooth traffic on the local road.

Electric Charging Facilities

The electricity supply for the electric charging facilities is supported by the provisions of two 63A CLP meters. This can support 6 electric chargers for 6 parking spaces with 20kw each. The dimension of the electric charger with a pole mounting on ground is 1.3 m (H) x 0.6m(W) x 0.215m (D) (Plan 3.1). The electric chargers are installed and mounted on the ground on the locations as shown on Plan 3.1.

Transformer Rooms

Two transformer rooms (with dimension of 2.44m (L) x 2.44m (W) x 2.44 (H) are located at the proposed locations as shown on Plan 3.1. The transformer rooms are the enclosed containers for the installation of CLP meter boxes.

Poles supporting Solar Panels

Poles with dimension of 100mm x 100 mm made of iron will be installed and mounted on the ground according to the locations as shown on Plan 3.2 to support the solar panels (A and B) which are 3m above the ground.

Solar Panels

The maximum coverage of solar panels A and B is less than 150m^2 each. The total coverage of the solar panels are less than 300 m^2.

Signage

Digital signage will be installed facing Ting Kok Road to display the number of available parking spaces (both for parking and electric charging) within the Site.

5. The Site and Its Surroundings

5.1 The Site

The Site is currently vacant (Site photos on Plan 5.2). The Site occupies an area of about 463m^2 (Private Land) without any encroachment onto any Government Land. The south eastern portion of Lot 1612 is used for local road purpose (Plan 2). This small portion of land is not included in the area of the subject Site.

5.2 Existing Container within the Site area

There is one existing container within the Site at the moment. However, all these existing container and abandoned canopy will be removed upon the implementation of the proposed uses.

5.3 Drainage Report

A drainage report will be submitted to the TPB for consideration upon the planning approval of the subject Application. As advised by the drainage consultant 1m buffer should be allowed along the periphery of the Site to allow sufficient space for the implementation of the drainage facilities. Sufficient room is allowed in our design stage to cater for such need.

5.4 Surroundings of the Site

The Site is located in the center of the “REC” zone in the area. The Site is accessible by a local road linking onto Ting Kok Road (Plan 2). The Site is surrounded by over 1000 numbers of small houses scattered in the nearby villages (i.e. Ting Kok village near Shan Liu Road, Lo Tze Tin village at the north west and Lung Mei Village at the east of the Site.

Buses and minibus stop and taxi stand are available on Ting Kok Road. There is a traffic light at end of the local road fronting onto Ting Kok Road. With this provision of the traffic light, it controls the traffic coming out from the local road onto Ting Kok Road in a good manner.

There are two public carparks (Lung Mei Beach Public Carpark (Plan 1) and Tai Mei Tuk Public Carpark with bus terminus) in the area nearby.

Application No. A/NE-TK/783 in DD 17 and DD 29 Ting Kok Road for temporary barbecue site and car park for a period of 3 years was approved by the TPB on 12.1.2024. However, the provision of EV charger was not included in the application (No. A/NE-TK/783). It was recently found that there are 6 parking spaces with EV charging facilities at the site under Application No. A/NE-TK/783. Numbers of applications for Extension of Time (EOT) were granted due to delay in compliance of planning approval conditions.

Similar applications Nos. A/TK-NE/780 (at Lot 1604sB, 1604 sC RP in DD 17) and A/TK-NE/835 (at Lot 1610RP in DD 17) in the vicinity of the subject Site were approved by the TPB with conditions on 25.8.2023 and 4.7.2025 respectively. Application No. A/NE-TK/775 located at Lots 1657(part), 1658(part), 1663 RP(part) and 1676(part) in D.D 17 Ting Kok was approved on 22.9.2023 and revoked by the TPB on 22.9.2024 due to failure on compliance with planning approval conditions.

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6. Development Proposal

6.1 Temporary Public Vehicle Park

10 number of public vehicle park is provided within the Site with only 6 parking space with EV charging facilities. The remaining 4 parking spaces will be used either for monthly parking and hourly parking or the waiting parking space for on queue vehicles for electric charging within the Site.

6.2 Operation Hour

The operation of the proposed temporary public vehicle park is 24 hours (Mondays to Sundays including public holidays)

6.3 Electric Charging Facilities

The electric charging facilities will be mounted on the ground at the location as shown on Plan 3.1. The location of the electric charging poles will not affect the maneuvering spaces within the Site.

6.4 Solar Panels

Two solar panels of less than 150m^2 each are provided within the Site. The poles (100mm x 100mm each) supporting the solar panel are made of iron to support each panel.

6.5 Stop Bar and Signage

Stop bar with provision of electronic payment will be installed at the appropriate location at the entrance of the Site for vehicles entering and leaving the Site. Signage will be posted facing Ting Kok Road to update the availability of parking and EV charging within the Site. Vehicles are also allowed to enter the Site for maximum of 15 minutes (free of charge) in order to make a turn leaving the Site during full occupancy in order to avoid queue back situation on the local road.

6.6 Drainage Facilities

Drainage proposal covering the whole Site will be submitted to the satisfaction of Drainage Services Department (DSD) or of the TPB upon the approval of this planning application.

6.7 Fire Safety Installation Facilities

Appropriate fire safety installation facilities will be installed within the Site for fire safety purpose to the satisfaction of the Fire Services Department (FSD), or the TPB upon the approval of this planning application.

7. Justifications

7.1 The current application only comprises of 10 parking spaces with 6 parking space with electric charging facilities. Other approved public vehicle park previously approved by the TPB in the vicinity of the subject Site are mostly for monthly parking without EV charging. The proposed vehicle park could meet the increasing demand of electric vehicles which are largely promoted and in line with the Government policy;

7.2 The proposed provision of solar panels is also in line with Government policy on sustainability on energy saving resources;

7.3 Unlike other proposed public vehicle park in the vicinity, the parking space with EV charging facilities could enhance the desire and needs of car owners to change their cars from fuel vehicles to electric vehicles. It is observed that the number of electric vehicles is restricted by the lack of EV charging facilities in the area. The provision of EV charging parking space at the Site could therefore meet the needs of car owners of local residents and visitors;

7.4 In a further vicinity of the Site (Application No. A/NE-TK/783 refers), there are only 6 public parking spaces with EV charging facilities. However, this EV charging facilities do not form part of the application (i.e. No. A/NE-TK/783). The current application of the Site for proposed temporary public vehicle park with EV charging can meet the increasing demand for EV charging facilities in th e area;

7.5 Similar applications for proposed temporary vehicle park were approved by the TPB previously in the vicinity of the Site. There is no adverse traffic impact on the local road so far. The approval of this application will not accumulate the traffic impact to the surroundings taking into account most of the parking spaces approved under similar applications are used for monthly parking. The trip rate of vehicles generated from monthly parking and hourly parking (for EV charging) differs;

7.6 The trip rate generated from the proposed 10 public vehicle parks within the Site is considered insignificant. Adverse traffic impact should not be anticipated. Also, there is sufficient space within the Site for vehicles entering and leaving the Site even during the full occupancy. As such, no queue back situation/blocking of local road will be anticipated at the entrance of the Site;

7.7 The erection of poles for EV charging and the supporting poles for the solar panels will not affect the maneuvering space within the Site. Swept path analysis as shown on Plan 4.1, 4.2 and 4.3 has already proven that the poles will not affect the turning space of vehicles within the Site;

7.8 The provision of EV charging facilities at the Site could meet the increasing demand to meet the needs of car owners of local residents as well as weekend visitors in the area;

7.9 The applicant will submit the drainage proposal and the fire safety installation proposal to support the current application upon approval of the application to the satisfaction of DSD, FSD and the TPB; and

7.10 The subject Site is zoned for “REC”, the provision of EV charging parking space could attract more visitors who own electric cars willing to visit Tai Mei Tuk as they can enjoy their day trip (participating in hiking, biking and eating activities) and charge their electric vehicles at the same time.

8. Plans

Plan 1 – Location Plan
Plan 2 – Site Plan
Plan 3.1 – Layout Plan
Plan 3.2 – Layout Plan (Solar Panel)
Plans 4.1 & 4.2- Swept Path Analysis Plan within the subject Site
Plan 4.3 – Vehicle entering and leaving the Site (full parking situation)
Plan 5.1 – Site Photo (View Points)
Plan 5.2 – Site Photos