



## **APPENDIX 3**

# **REPLACEMENT PAGES OF PLANNING STATEMENT**



## **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 proposed temporary public vehicle park (private cars only) and eating place with ancillary electric vehicle charging facilities and solar panels for a period of 3 years (“**the Proposed Development**”) at Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories (“**the Application Site**”, “**the Site**”). The Site falls within an area of “Recreation” zone on the Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11. It involves an area of about 1,412 square meters (“sq. m.”).

The Proposed Development will provide 36 parking spaces for private cars with electric vehicle charging facilities and 7 single storey structures (not more than 3.5 meters (“m”) in height) for solar panels, station café, resting area and toilet. The total covered area of these 7 structures is about 636 sq. m. The proposed car park will be operated 24 hours daily (including public holidays), while the café will be operated from 9:00am to 6:00pm daily (including public holidays).

This Application aims to accommodate the high demand for EV-charging facilities in Sai Kung. 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 and development of renewable energy in Hong Kong.

Additionally, the Proposed Development is a small-scale temporary development which does not hinder the long-term planning intention of “REC” zone and is not incompatible with the surrounding areas. No insurmountable adverse traffic, visual, landscape, drainage and environmental impacts are anticipated from the Development.

In consideration of the above justifications, we sincerely seek the Board to support 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，就新界西貢大網仔路丈量約份第 221 約地段第 333 號 B 分段餘段、第 346 號、第 348 號餘段、第 349 號餘段及第 350 號(下稱「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 (只限私家車) 和食肆連附屬電動車充電設施及太陽能電池板用途，為期 3 年 (下稱「擬議發展」)。申請地點現時於《北港及沙角尾分區計劃大綱草圖編號 S/SK-PK/11》劃作「康樂」地帶。申請地點的地盤面積約 1,412 平方米。

擬議發展將提供 36 個私家車停車位連電動車充電設施及 7 座 1 層構築物 (高度不超過 3.5 米) 用作太陽能板、咖啡店、休息室及洗手間。總樓面面積為約 636 平方米。擬建停車場的營運時間為每天 24 小時 (包括公共假期)，而咖啡店的營運時間為每天上午 9:00 至下午 6:00 (包括公共假期)。

是次規劃申請旨在滿足西貢居民和遊客對電動車充電設施的需求。申請地點的地理位置便利，有利於經營公共停車場為附近的居民和遊客提供服務。擬議發展項目同時也符合政府的多項政策，包括推動香港更廣泛採用電動車和發展再生能源。

此外，擬議發展為小規模臨時發展，不會妨礙北港及沙角尾的「康樂」地帶長遠規劃意向，再者與週邊地區並不衝突。擬議發展預計並不會對交通、視覺、景觀、排水系統和環境造成不可克服的不利影響。

基於以上提出的依據，申請人懇請城規會批准是次規劃申請。



thoughtful design on providing an eating place (i.e. station café<sup>1</sup>) and a resting area<sup>2</sup> where customers may rest during charging of vehicle are proposed. Ancillary solar panels will be installed on top of the parking spaces and rooftop of the station café to partly supply the electricity required for the Proposed Development.

3.5.3 Development parameters are shown below and the layout plan of the Proposed Development is at **Figure 4**.

Site Area	About 1,412 sq. m.
No. of Structure	7
Covered Area	636 sq. m.
Maximum Height of Structure	Not more than 3.5 m, one-storey
Site Coverage	About 45%
Plot Ratio	About 0.45
No. of Parking Spaces for Private Cars	36

### 3.6 Operation Arrangement

3.6.1 The operation hours of the proposed car park will be 24 hours daily (including public holidays), while the café will be operated from 9:00am to 6:00pm daily (including public holidays). The proposed temporary public vehicle park will provide a combination of monthly and hourly rental private car parking spaces. The ratio of monthly and hourly rental private car parking spaces will be adjusted based on the future operation situation.

3.6.2 The Site is accessible from Tai Mong Tsai Road. All existing gates will continue to serve the proposed development with the northern entrance proposed to be the entrance of eating place (café). The middle entrance with a width of about 5.4m will be served as the ingress point, while the southern entrance with a width of about 4.2m will be served as the egress point of the proposed car park (**Figure 4**).

3.6.3 For the proposed car park, traffic management measures as listed below are proposed:

- 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;

<sup>1</sup> <https://www.sinoexpresshk.com/en/solutions-archives/station-cafe/>

<sup>2</sup> The resting area is intended to be a place where drivers can access for free and may rest during charging of their vehicles. It is expected that chairs, desks and vending machines will be provided for the use of drivers.