

## Supporting Planning Statement

**September 2025**  
Report : Version 2



## **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 6 single storey structures (not more than 3.5 meters (“m”) in height) for solar panels, station café and resting area. The total covered area of these 6 structures is about 587 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 6 座 1 層構築物 (高度不超過 3.5 米) 用作太陽能板、咖啡店及休息室。總樓面面積為約 587 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。



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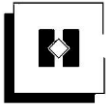
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## 1 INTRODUCTION

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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 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 (hereinafter referred to as the **“Proposed Development”**) in Lots 333 S.B RP, 346, 348 RP, 349RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories (**Figure 1**) (hereinafter referred to as the **“Application Site”** or **“the 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 “Recreation” (“REC”) zone on the Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11 (**“the Pak Kong and Sha Kok Mei OZP”**) (**Figure 3**). While ‘Eating Place’ is Column 2 use under “REC” zone in Pak Kong and Sha Kok Mei OZP, ‘Public Vehicle Park (Excluding Container Vehicle)’ is a Column 2 use. Nevertheless, temporary use or development of any land or building not exceeding a period of three years requires permission from the Board.



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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 square feet 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 EV infrastructure in response to rising EV sales and to achieve its 2050 carbon neutrality goal.
- 2.2.2 Additionally, photovoltaic power generation, energy storage, and EV charging will be integrated into innovative business models, creating a smarter and greener renewable energy supply system. 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, eating place, resting area and ancillary solar panels in Sai Kung and is pursuing planning approval for this development.



### 3 THE APPLICATION SITE AND DEVELOPMENT PROPOSAL

#### 3.1 Current Condition of the Application Site

- 3.1.1 The Application Site covers a total of about 1,412 square meters ("sq. m."). It is formed and is currently vacant.
- 3.1.2 The Application Site is located at the periphery of the "REC" zone on the Pak Kong and Sha Kok Mei OZP. It adjoins the western portion of Tai Mong Tsai Road, which connects Sai Kung Town to Pak Tam Chung. Context and location of the Application Site of the Site is shown in **Diagram 1** and **Figure 1** respectively.



**Diagram 1** Site Context

#### 3.2 Land Status

- 3.2.1 The Application Site falls within the boundary of 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 Lot") (**Figure 2**).
- 3.2.2 Upon approval of this planning application, relevant short term waiver (STW) application of the Site will be submitted to Lands Department.

#### 3.3 Surrounding Context

- 3.3.1 The Application Site is located in Sai Kung which is a sub-urban area in the New Territories. It is situated within 15-minute walking distance to the Sai Kung Town, fronting Tai Mong Tsai Road.
- 3.3.2 The surrounding areas are rural in character intermixed with recreation use, temporary structures, village houses, open storage site:
- to its immediate west are a recreational use and an outdoor garden venue. To the further west is Wang Kong Village and across a stream course is Sha Kok Mei Village within "V" zone;
  - to the further south are a residential development named The



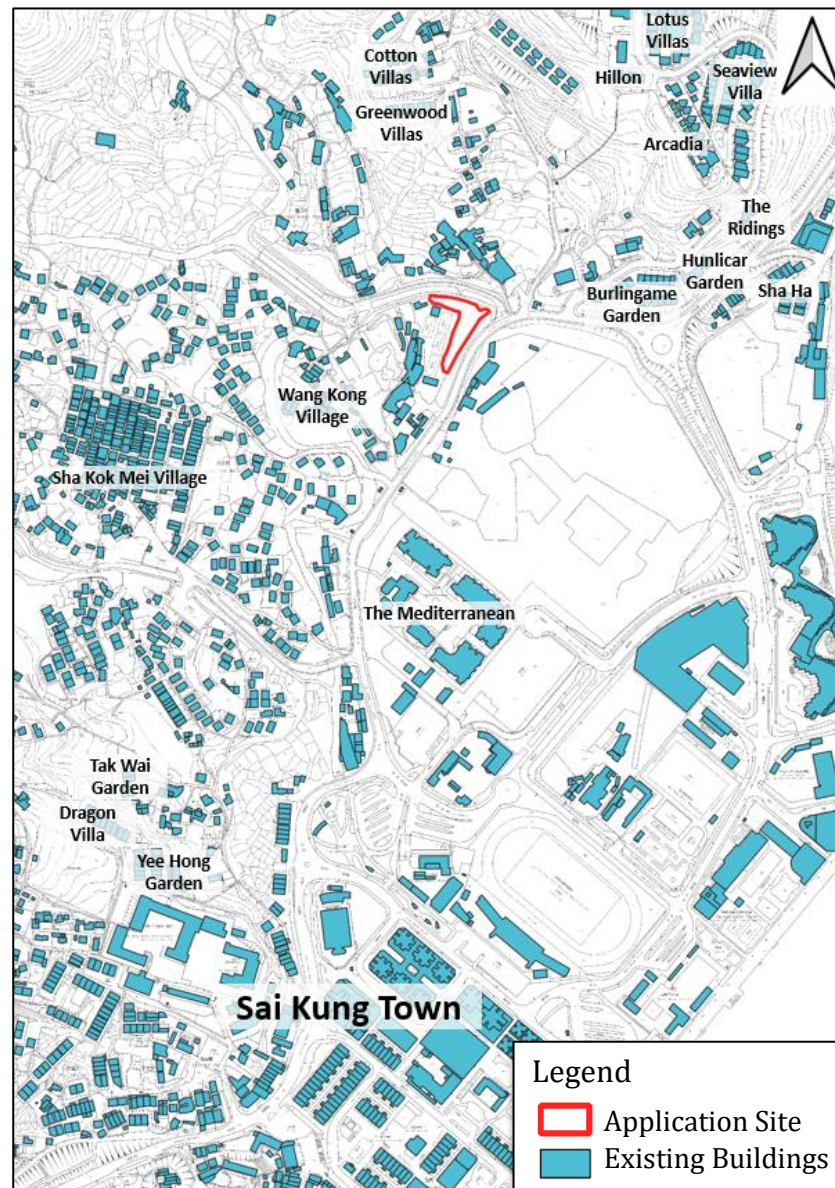
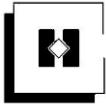
Mediterranean and Sai Kung Town. To the southeast across Tai Mong Tsai Road is open storage use within “CDA” zone;

- to the further east along Chuk Yeung Road are residential developments named Burlingame Garden, Hunlicar Garden and etc within “R(C)” zone; and
- to the immediate north is an access road and grave. Some temporary structures are found in the further north.

### **3.4 Existing Village Clusters and Residential Developments**

- 3.4.1 The Application Site is surrounded by village clusters and private residential developments (i.e. houses and flats) (**Diagram 2**). Wang Kong Village and Sha Kok Mei Village are at the west of the Site. To the further South and further East along Tai Mong Tsai Road are The Mediterranean, Burlingame Garden, village houses in Sha Ha. Private residential development such as Greenwood Villas and Cotton Villas are at the north of the Site along Muk Min Shan Road.





**Diagram 2** Existing Village Clusters and Residential Developments  
(Source: Hong Kong Map Service 2.0, HKSAR Government)

### 3.5 Integrated Solar EV Charging Car Park - Temporary Public Vehicle Park for Private Car and Eating Place with Ancillary EV Charging Facilities and Solar Panels

- 3.5.1 The Application Site covers an area of about 1,412 sq. m. The Proposed Development will provide a total of 36 nos. of parking spaces for private cars (2.5m x 5m each). Each parking space will be equipped with EV charging facilities. Among the 36 nos. of parking space, 10 will be the 200kw charging point (fast speed) and the remaining parking spaces will be 7kW charging point (medium speed).
- 3.5.2 Considering that waiting time is required for charging electric vehicles, a



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**.

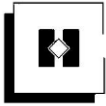
Site Area	About 1,412 sq. m.
No. of Structure	6
Covered Area	587 sq. m.
Maximum Height of Structure	Not more than 3.5 m, one-storey
Site Coverage	About 41%
Plot Ratio	About 0.41
No. of Parking Spaces for Private Cars	36

### 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.



- A notice should be posted at the ingress and egress points 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; and
- Sufficient spaces are reserved in the site and hence no queue back to Tai Mong Tsai Road or reverse onto/ from Tai Mong Tsai 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 “Recreation” zone on the Pak Kong and Sha Kok Mei OZP. The planning intention of the “REC” zone is *“intended primarily for 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 recreational developments may be permitted subject to planning permission”*.
- 4.1.2 According to Pak Kong and Sha Kok Mei OZP, while ‘Eating Place’ is Column 2 use under “REC” zone, ‘Public Vehicle Park (Excluding Container Vehicle)’ is a Column 2 use. Nevertheless, temporary use or development of any land or building not exceeding a period of three years requires permission from the Board.
- 4.1.3 Approval of this application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the “REC” zone.

### **4.2 Previous Application**

- 4.2.1 Part of the Application Site is subject to three previous applications (No. A/SK-PK/145, 210 and 219) for residential institution (hostel) use. Apart from the first application, both Applications No. A/SK-PK/210 and 219 were approved with conditions by the Board between November 2014 and September 2015. Nevertheless, both approved applications were not commenced within the valid planning permission date and the planning permissions were lapsed in November 2018 and September 2019 respectively.

### **4.3 Integrated EV Charging Facilities**

- 4.3.1 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 the Hong Kong Planning Standards and Guidelines for internal transport facilities.

### **4.4 Demand for EV Charging Facilities in Sai Kung**

- 4.4.1 The demand for EV and the charging facilities are rising across Hong Kong, including in suburban areas like Sai Kung.
- 4.4.2 Sai Kung is known as the “back garden of Hong Kong” with beautiful scenery and array of outdoor activities available. Given this unique characteristic, the demand for EV charging facilities is driven by both the residents and influx of tourists. Apart from having a mix of residential areas, including villages and luxury housing, which residents with EV require convenient charging facilities, Sai Kung is also a popular tourist destination for both locals and



tourists where visitors travelling by EV also require accessible charging options. To this end, members of Sai Kung District Council had previously requested the Government to provide additional EV charging facilities in Sai Kung district as a complement to the popularisation of EV<sup>3</sup>.

- 4.4.3 As at March 2025, there are 57 nos. of EV chargers for public access in Sai Kung (**Diagram 3**)<sup>4</sup>, among which, 17 nos. are fast chargers and the remaining 40 nos. are medium chargers. With the Proposed Development, the number of EV chargers in Sai Kung will be boosted to 93 (including 27 fast chargers and 66 medium chargers).

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<sup>3</sup>[https://www.districtcouncils.gov.hk/sk/doc/2020\\_2023/en/committee\\_meetings\\_doc/TT C/19792/SK\\_TTC\\_2021\\_163\\_TC.pdf](https://www.districtcouncils.gov.hk/sk/doc/2020_2023/en/committee_meetings_doc/TT C/19792/SK_TTC_2021_163_TC.pdf)

<sup>4</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)



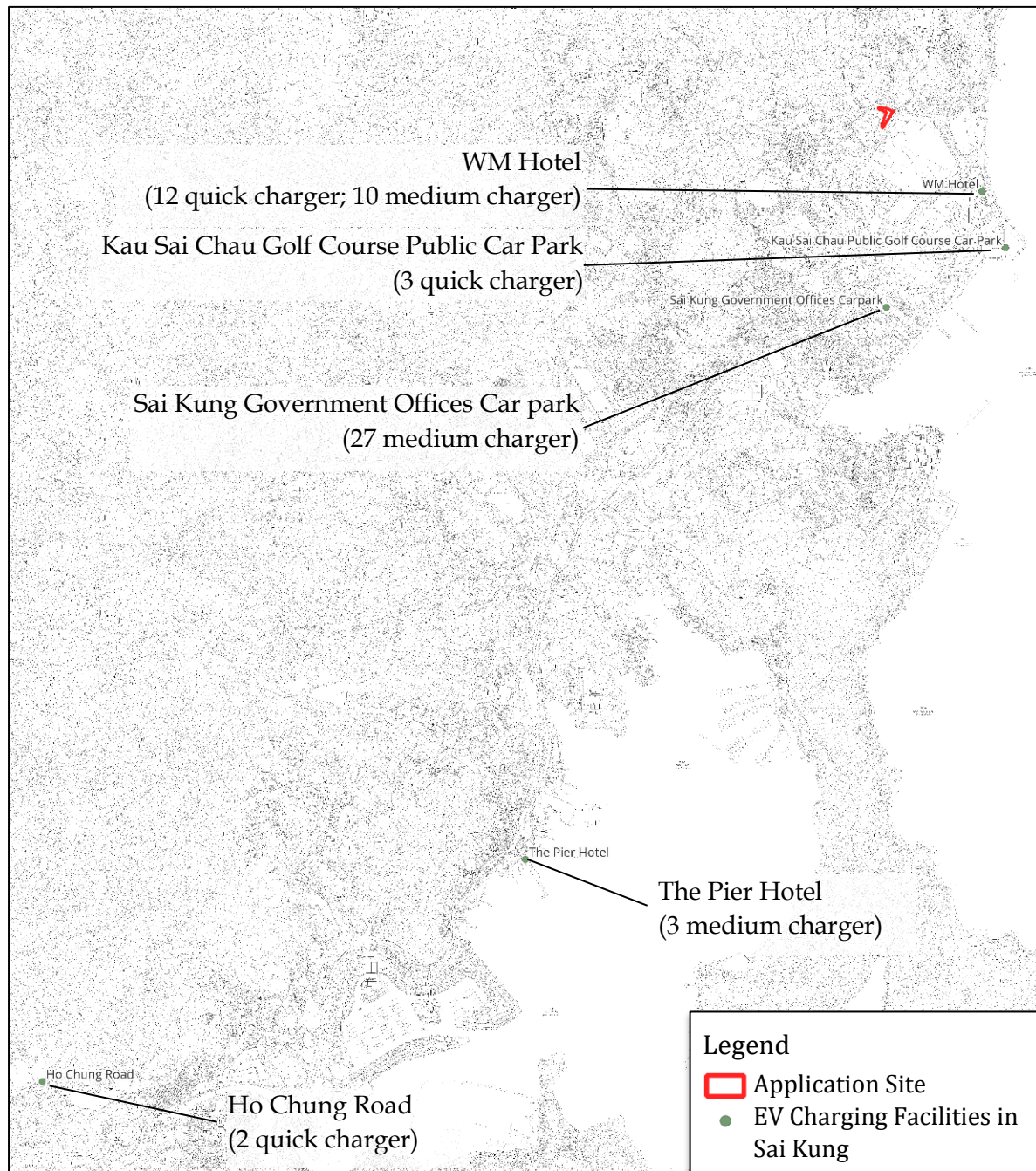
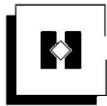
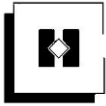


Diagram 3 Location of EV chargers for Public Access in Sai Kung  
(Source: CSDI and Hong Kong Map Service 2.0, HKSAR Government)

## 4.5 Drainage Consideration

- 4.5.1 A 375mm U shape channel (SUP4002500 and SUP4002504) is currently running along the northern site boundary and eventually connect to a three cell box culvert of 3000mm each (SBP4016940) (**Diagram 4**). The existing drainage facilities is adequate in respect of the requirements under “Technical Note to prepare a Drainage Submission” as published by Drainage Services Department. Thus, the Proposed Development will not cause any adverse



drainage impact onto the area.

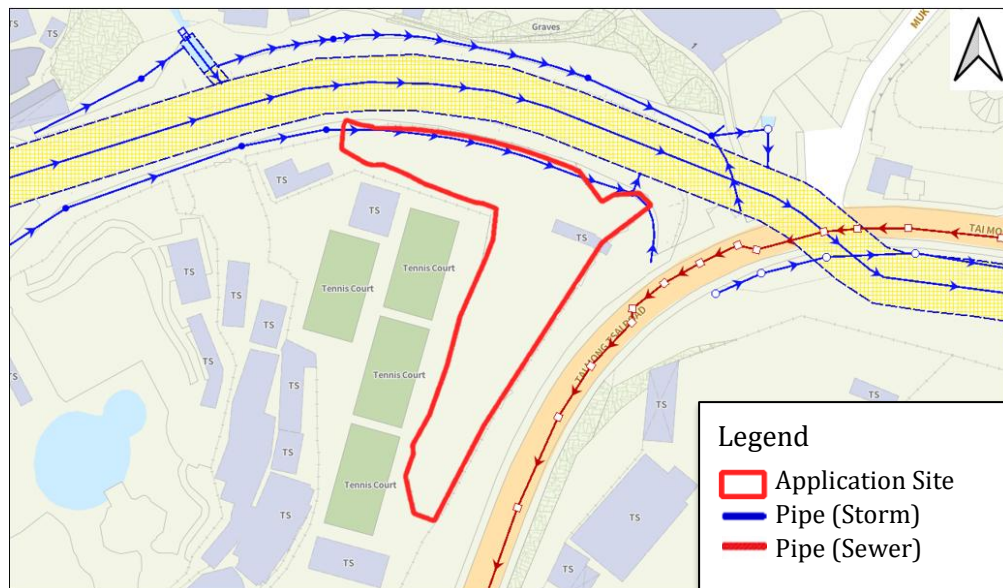


Diagram 4 Existing Drainage Facilities  
(Source: Geoinfo Map, HKSAR Government)

#### 4.6 Traffic Consideration

- 4.6.1 The proposed temporary public vehicle park will not incur adverse traffic impact. The private vehicles will be parked for about 20 minutes or more for fully recharge. Under the worst case scenario of peak hour, it is anticipated that the traffic volume generated by the proposed temporary public vehicle park is only 36 vehicular trips per hour.
- 4.6.2 Traffic management measures proposed in section 3.6 would be fully implemented. 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.

#### 4.7 Environmental Consideration

- 4.7.1 The Applicant will 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. No adverse environmental impact is anticipated.

#### 4.8 Visual and Landscape Compatibility

- 4.8.1 The Application Site is situated in area of rural landscape character which are surrounded by recreation places, temporary structures, village houses, open storage site. The proposed car park use is compatible with the surrounding use and will not disturb the prevailing rural landscape character.
- 4.8.2 The proposed structures with a maximum height of not more than 3.5m are



visually compatible with the recreational use in the immediate south and temporary structures in the further north.





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## **5 PLANNING MERITS & JUSTIFICATIONS**

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### **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 10 fast charging spaces and 26 medium charging spaces are accessible to the public is aligning with the aforesaid targets.

### **5.2 Echo with Traffic and Transport Strategy Study (TTSS) for Integrating Better Transport and Land Use Planning**

5.2.1 The proposed integrated solar EV charging car park with supporting facilities (i.e. café and resting area) is in line with the TTSS's direction of creating more sustainable neighbourhoods by integrating better transport and land use planning. The mixed use services support the suburb neighbourhood comprising of villages and private residential developments.

### **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 decarbonize the power generation industry. Installation of the solar photovoltaic system for the operation of the proposed development echoes with the government's policy for achieving the carbon neutrality target.

### **5.4 Satisfy the Local Needs by Catering the High Demand for EV-Charging Facilities**

5.4.1 Intention of the proposed temporary public vehicle park with EV charging facilities is to cater the increasing demand of EV-charging facilities nearby the Sai Kung Town, supported by the latest government's policies. It primarily serves the nearby residents and visitors.

### **5.5 Situated at a Convenient Location for Public Vehicle Park (Private Cars Only) with EV Charging Facilities**

5.5.1 The Application Site is located in a convenient location which is fronting Tai



Mong Tsai Road near Sai Kung Town. Located at a highly accessible area, it is less time-consuming for nearby residents and visitors to drive along to search for a parking space with EV charging facilities. Meanwhile, it is surrounded by village houses and residential developments which allows residents to park close to their homes (i.e. within a 10-minute walking distance to charge their EV).

## **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 “REC” zone. The Site has been left idle for years. Instead of not fully utilising the land resource, the proposed temporary public vehicle park can accommodate the 36 EV charging-enabling parking spaces in Sai Kung, while supporting government’s initiative to promote wider adoption of electric vehicle. 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 Compatible with the Surrounding Development with No Adverse Visual and Landscape Impact**

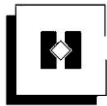
5.7.1 The temporary public vehicle park is visually compatible with the surrounding environment, which is mainly composed of recreation places, temporary structures, village houses, open storage site. In view of no change to the rural landscape character, no adverse visual and landscape impact are anticipated.

## **5.8 No Adverse Traffic Impact**

5.8.1 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 the worst case scenario of about 36 vehicular trips per hour, majority of the vehicles are expected enter and exit the site approximately twice 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.

## **5.9 No Adverse Environmental Impact**

5.9.1 The proposed temporary public vehicle park is a combination of a monthly and hourly rental private car park. 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, no adverse environment impacts including noise and air quality are expected.



#### **5.10 No Adverse Drainage Impact**

- 5.10.1 The existing drainage facilities along the site boundary already satisfy the future drainage conditions. Thus, no adverse drainage impact is anticipated.

### **6 CONCLUSION**

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