

**Section 16 Planning Application for
Proposed Temporary Petrol Filling Station
for a Period of 7 Years, Lot 453RP (Part) in D.D. 401 and Adjoining Government Land,
Po Lam Road, Tseung Kwan O**

PLANNING STATEMENT



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Executive Summary

This section 16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of Fortune Board Ltd. (the Applicant), the landowner of Lot 453 RP in D.D. 401. The Applicant seeks planning permission from the Town Planning Board for the provision of temporary petrol filling station (electricity charging only) with 18 electric vehicle charging spaces for electric private cars (E-PC) and ancillary supporting facilities for a period of 7 years in a portion of the aforesaid private lot and its adjoining Government land, Po Lam Road, Tseung Kwan O. The development proposal also involves the improvement of an existing access road between Po Lam Road and the proposed EV charging station from about 3m to 6m. The application site is about 2,388m² in area and currently falls within “Green Belt” (“GB”) zone on the draft Tseung Kwan O Outline Zoning Plan No. S/TKO/31.

EVs have become increasingly popular in Hong Kong. The Government welcomes the wider use of EVs and they announced in 2021 the “Hong Kong Roadmap on Popularisation of EVs”, which setting out the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. However, there are local concerns of inadequate charging facilities to cater the growing EV uptake in the society.

Planning assessment has indicated that the application site is suitable for the proposed temporary EV charging station. The site is in proximity to Ma Yau Tong Village and several clusters of housing developments. It is relatively flat and is accessible by vehicles from Po Lam Road via an existing track. Due to close proximity to the explosive store at Ma Yau Tong (ceased operation in 1999) and Anderson Road Quarry, the application site has along been used as a works area and open storage of large size building materials since the 1980s. In view of the nature of the use, the site is already paved and equipped with high voltage power supply facilities. Although the current vehicular access has been narrowed due to occupation of Government land adjoining the subject private lot by the current tenant of GLA-TSK 4085 (GLA user), and it poses safety problem as the current sightline of the ingress and egress is not ideal, the development scheme has proposed to modify the access road from currently about 3m to 6m wide for 2-way traffic. Notwithstanding the above, the approval of this application will not reduce the occupation area of GLA user because a 1:1 temporary land exchange ratio will be adopted by the Applicant to temporary surrender part of the private lot within the application site in exchange of the Government land covering both the existing access road and its widened portion (i.e. a total of 271.5m²).

The proposed small scale development will not result in any significant adverse impacts on the land use, traffic, environmental, drainage, sewerage, landscape and visual aspects of the locality. Being temporary in nature, the approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “GB” zone. It will help meet the genuine demand more charging facilities to serve the electric private cars users in the vicinity, in particular the northern part of Tseung Kwan O area.

行政摘要

(內容如有差異，應以英文版本為準)

恒長有限公司是丈量約份第 401 約地段第 453 號餘段之土地業主，現透過達材都市規劃顧問有限公司，根據城市規劃條例第 16 條向城市規劃委員會遞交規劃許可申請，以准許在將軍澳寶琳路之上述私人地段之部分地方及毗連政府土地，提供一個臨時加油站（只限充電）包括 18 個電動私家車充電位及附屬支援設施，為期 7 年。發展建議亦涉將寶琳路及擬議電動車充電站之間的通道加以改善，由現時約 3 米擴闊至 6 米。申請地點面積約有 2,388 平方米，現時在將軍澳分區計劃大綱核准圖編號 S/TKO/31 上被訂為「綠化地帶」。

電動車在香港越來越受歡迎，這得益於電池技術的突破及其減少路邊排放的環境效益。政府歡迎更廣泛地使用電動車，並於 2021 年公佈了《電動車普及化路線圖》，列出了推動香港採用電動車及其相關配套設施的長期政策目標和計劃。然而，公眾擔心充電設施不足迎合社會日益增長的電動車使用量。

規劃評估認為申請地點很適合作擬議臨時電動汽車充電站，申請地點除了鄰近馬游塘村及多個住宅發展群，而且地勢平坦和有車道由寶琳道直達。鑒於鄰近爆炸品貯存庫（1999 年已經停止運營）及安達臣石礦場，申請地點由 80 年代開始長久用作工場及存放大型建築物資的露天倉用途，因此申請地點已經被鋪平並配備了大型供電設施。雖然毗鄰上述私人地段的政府土地有部分現時由 GLA-TSK 4085 號之租戶所使用而令到現有車輛通道的闊度有所縮窄，因而導致出入口視線不佳並構成安全隱患，不過是次申請已經建議將該通道進行改善，由現有約 3 米闊增至 6 米寬以容許雙線行車。儘管如此，申請人會將申請地點內的私人土地與位於現時通道及擬議通道擴闊的政府土地範圍以 1:1 之比率（大約 271.5 平方米）與 GLA-TSK 4085 號之租戶對換，因此 GLA-TSK 4085 號將來的使用面積不會因擬議發展的獲批而有所減少。

鑒於擬議發展規模細小，因此不會對區內的土地利用、交通、環境、排水、排污及園景及視覺景觀造成不良影響。由於擬議用途屬臨時性，因此批准是次申請不會為類似申請立下不良先例，從而影響「綠化地帶」地帶的長遠規劃意向。相反，本計劃有助舒緩區內對電動私家車的充電設施需求，特別是將軍澳北部。

1. INTRODUCTION

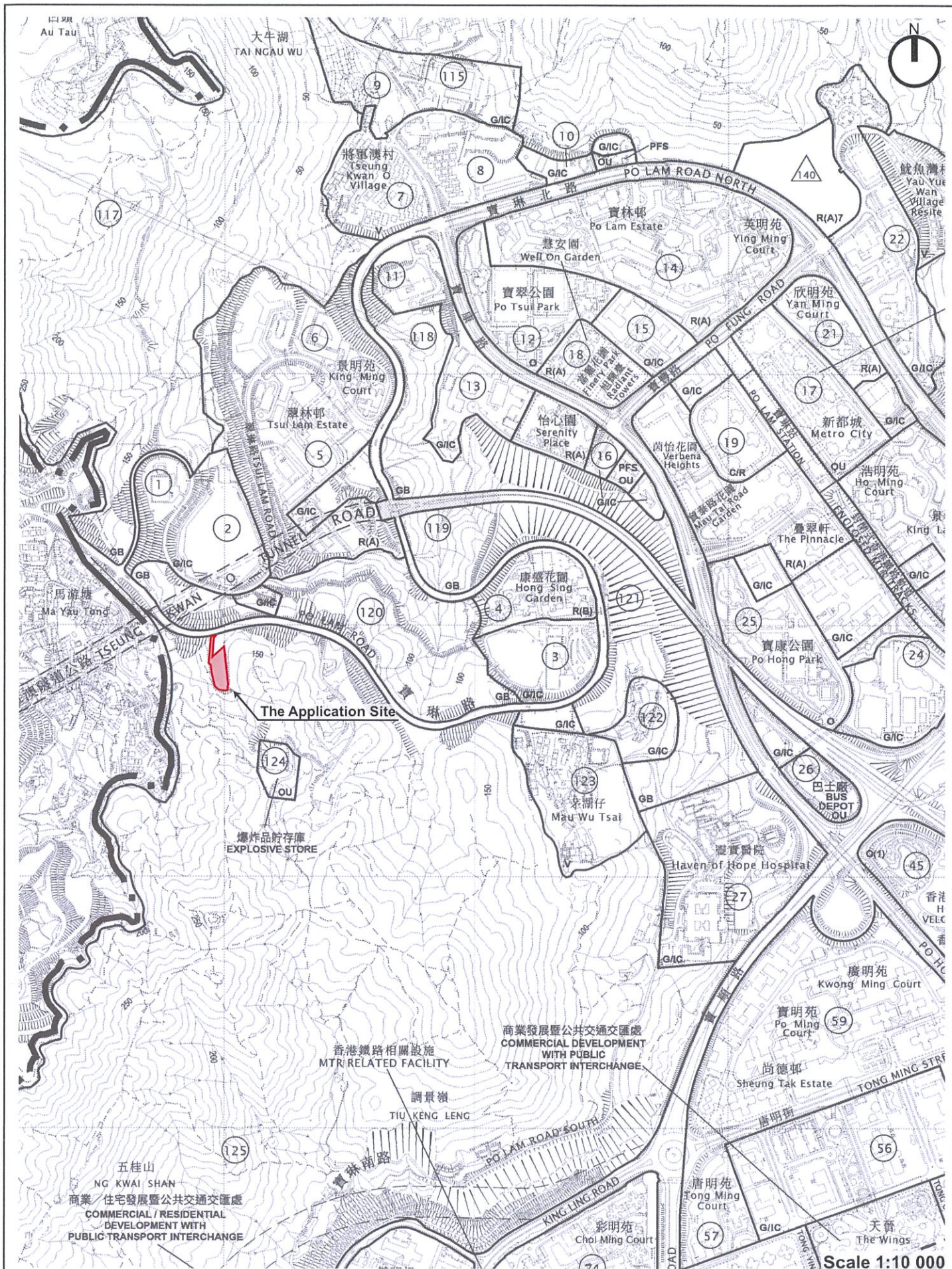
This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of Fortune Board Ltd. (the Applicant), the landowner of Lot 453 RP in D.D. 401. The Applicant seeks planning permission from the Town Planning Board (the Board/ TPB) for the provision of temporary petrol filling station (electricity charging only) with 18 electric vehicle charging spaces for electric private cars (E-PC) and ancillary supporting facilities for a period of 7 years in a portion of the aforesaid private lot and its adjoining Government land (GL), Po Lam Road, Tseung Kwan O. The development proposal also involves the improvement of an existing access road between Po Lam Road and the proposed EV charging station from about 3m to 6m. The application site is about 2,388m² in area and currently falls within “Green Belt” (“GB”) zone on the draft Tseung Kwan O Outline Zoning Plan (OZP) No. S/TKO/31 (**Plan A**).

The application site is located at the outskirts of Tseung Kwan O New Town and is in proximity to Ma Yau Tong Village and several clusters of housing developments. It is located on a flat paved ground with an existing track connecting Po Lam Road. Due to its close proximity to the explosive store at Ma Yau Tong (ceased operation in 1999) and Anderson Road Quarry, the site had been used as a works area and open storage of large size building materials since the 1980s. In view of the nature of the use, the site is already paved and equipped with high voltage power supply facilities.

EVs have become increasingly popular in Hong Kong. The Government welcomes the wider use of EVs and, on 17.3.2021, they announced the “Hong Kong Roadmap on Popularisation of EVs”, which sets out the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong. However, there are local concerns of inadequate charging facilities to cater the growing EV uptake in the society. In view of the current popularisation of EVs and site suitability for providing EV charging facility, the Applicant intends to provide an EV charging station with 18 spaces for E-PC and ancillary supporting facilities at the site.

The current vehicular access has been narrowed by the current tenant of GLA-TSK 4085 adjoining the subject private lot, and it poses safety problem as the current sightline of the ingress and egress is not ideal. Hence, road widening has been proposed to modify the vehicular access from the existing access width of about 3m to 6m wide for 2-way traffic. Planning assessment has indicated that this application is well justified based on the following reasons:-

- (a) the proposed EV charging station is in line with the policy’s initiative to promote the adoption of EVs and their associated supporting facilities in Hong Kong;
- (b) it will help meeting the genuine demand for more EV charging facilities to serve the E-PC users in the vicinity, in particular the northern part of Tseung Kwan O area;
- (c) the application site is suitable for the proposed use since it is highly accessible by vehicles, already paved with high power supply facilities and is located in



Plan A: Zoning and Location Plan

Extract of Draft Tseung Kwan O Outline Zoning Plan No. S/TKO/31

- proximity to several clusters of residential developments;
- (d) the proposed road widening will improve the safety of the drivers entering and exiting the site to Po Lam Road;
 - (e) the proposed temporary use is small scale in nature and is compatible with the surrounding environment. It will not undermine the long-term planning intention of the "GB" zone;
 - (f) it is in line with the TPB Guidelines for development within "GB" zone;
 - (g) it will not result in any significant impacts on the technical aspects of the locality;
 - (h) the temporary use will not set a bad precedent for similar application.

2. PLANNING BACKGROUND

2.1 Site Location and Accessibility (Plan A)

The application site is located at the northern part of Tseung Kwan O. It is bounded by an existing track (**Photo 1**) with a width of approximately 3m to the north and slopes on the other three sides. The site is accessible by vehicle from Po Lam Road via an existing track, and is about 5 minutes drive from Po Lam Town Centre and 8 minutes drive from Tseung Kwan O Town Centre.

2.2 Site and Adjacent Land Uses (Plan B)

The application site has a total area of about 2,388m². It contains a flat ground at the northern portion of the site and a ramp leading up to an approximately 1.95m high platform at the southern portion of the site (**Photo 2, Photo 4 and Photo 5**). The site at present is mainly flat, fenced off and vacant. It has long been used as a works area and open storage of large size building materials since the 1980s. There are no trees within the site. Adjoining north of the application site is currently occupied by Drainage Services Department (DSD) under GLA-TSK 4085 as a maintenance depot (**Photo 1 and Photo 6**). An existing H-pole with high voltage and meter cabinet is located adjoining west of the application site (**Photo 3**).

The surrounding area of the application site is mainly characterized by sub-urban developments along the Po Lam Road which are predominantly covered with several clusters of medium and high-density residential developments, village houses, communal uses, infrastructures and vegetated slopes.

2.3 Planning History

The application site is currently zoned "GB" on the draft Tseung Kwan O OZP No. S/TKO/31. According to the TPB's Index of Terms, an EV charging station has been classified as "Petrol Filling Station" which is a Column 2 use in "GB" zone. Hence, planning permission from the TPB is required in order to allow the proposed use at the site.

2.4 Land Status (Plan B)

The application site involves private Lot No. 453 RP (Part) in D.D. 401 and adjoining GL. It covers an area of about 2,116.5m² for the private lot and 271.5m² for the GL. The private lot is an agricultural lot held under Block Government Lease owned by the Applicant – Fortune Board Ltd.. Upon the approval of the TPB, an application for a Short Term Waiver covering the private lot will be submitted to the Lands Department (LandsD) in order to allow the erection of the proposed structures at the application site.



Photo 1: Existing track from the application site leading to Po Lam Road



Photo 2: Leading up to the upper platform of the application site



Photo 3: Existing H-pole and meter cabinet adjoining the application site



Photo 4: Upper platform of the application site



Photo 5: Lower platform north of the application site



Photo 6: Overlooking the application site and the GLA-4085 site



Site Photos (see viewpoints on Plan B)

The GL within the application site that is currently covered by the access road which has an area of about 145.8m², while another portion of the GL (about 125.7m²) is under GLA-TSK 4085 (GLA) being let out to the DSD for as a maintenance depot. In order to minimise the site area affected to the GLA user, it is proposed that a 1:1 temporary land exchange ratio for the Government land that is currently as both the access road and a portion of GL under the GLA (i.e. total of 271.5m²) to be for road access with private land no. 453 RP in D.D. 401. The new shape of the GLA land could be more efficiently utilize as a storage site. In regards to the said portion of private lot, the Applicant proposes to rent it to the GLA user for \$1 per year with expiry terms to be in line with the STT. Upon the approval of the Board, an application for a Short Term Tenancy (STT) application covering the subject GL will be submitted to the LandsD to facilitate the proposed road improvement. The Applicant will be responsible for the management and maintenance of the access road between Po Lam Road and the proposed EV charging station.

3. DEVELOPMENT PROPOSAL

3.1 Layout Plan and Development Parameters

A layout plan for the temporary use proposal is attached in **Plan C**. It has the following facilities and operation:-

(i) EV Charging Station Layout

With a total application site area of 2,388m², there will be 18 charging spaces (measuring 2.5m x 5m each) within the site for the private EVs with valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations only. There will be EV charging facilities provided on-site and the supporting facilities, such as meter cabinets and outdoor H-pole switchgear demarcation, will be located to the southeast corner of the site. Apart from a proposed small structure which is intended to store the meter's cabinet and its supporting facilities, a guard house and a temporary chemical toilet will also be provided within the site. A table summarizing the development parameters of the proposed development is shown in **Table 3.1** below.

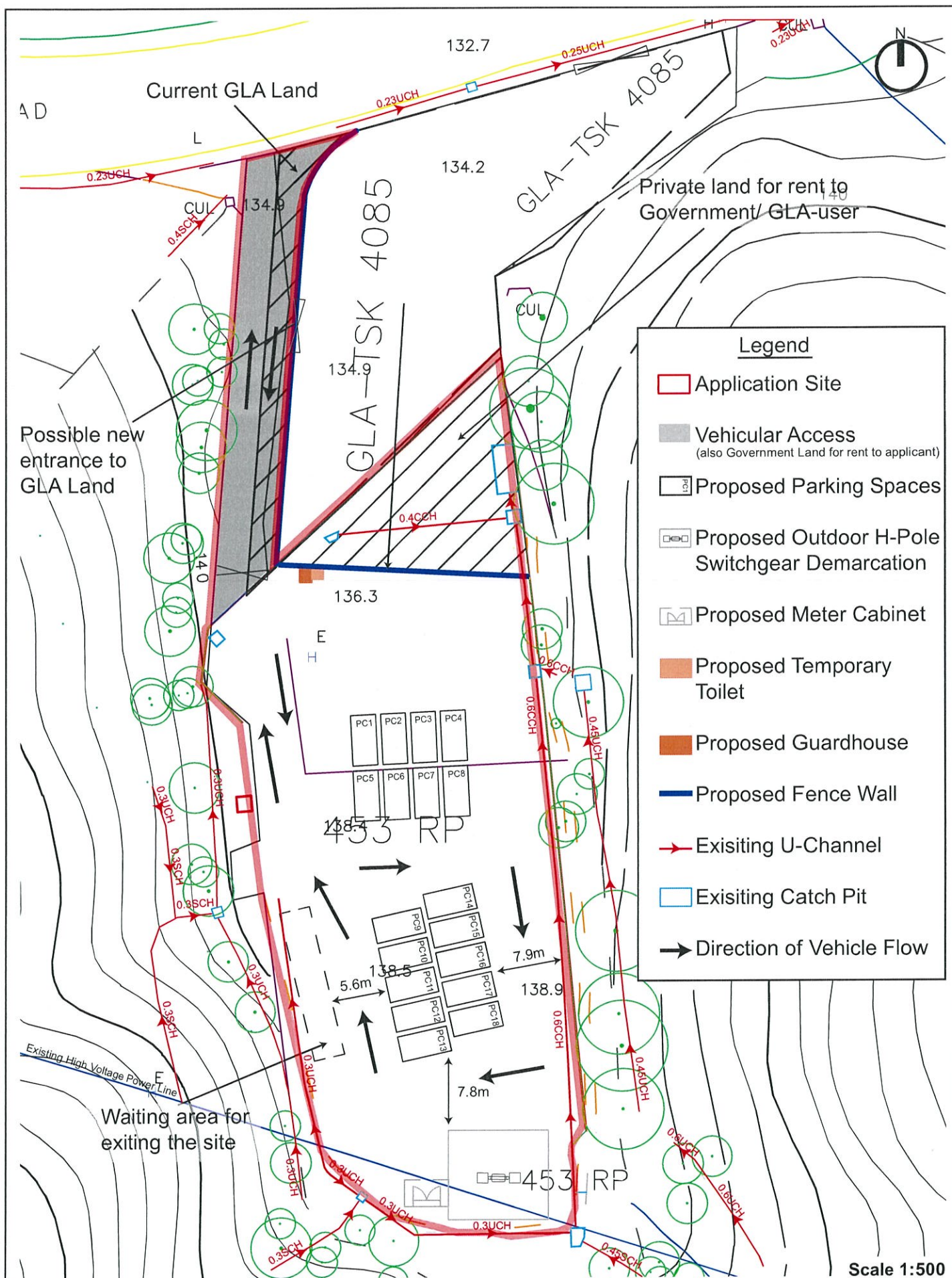
Table 3.1: Development Schedule of the Proposed Development

	Application Site	
Site Area (m ²)	About 2,388m ²	
Proposed GFA (m ²)	Total	About 14.87m ²
	Small Structure for meter's cabinet 2.65m (W) x 4.4m (L) x 2.5m (H)	About 11.66m ²
	Guard House 1.21m (W) x 1.52m (L) x 2.15(H)	About 1.84m ²
	Temporary Chemical Toilet 1.12m(W) x 1.22m (L) x 2.29m (H)	About 1.37m ²
No. of Structure(s)	3	
Maximum Building Height	1 storey (Not exceeding 2.5m)	
No. of EV Charging Space	18 (2.5m x 5m)	

Since the application site is already hard paved and is relatively flat, no land filling will be involved for the proposed EV charging station. The existing H-Pole located on Government land adjoining west of the private lot is proposed to be relocated to the southeast corner of the application site. According to CLP, for 300kVA transformer installation on one H-pole, the spatial requirement is roughly **9.9m x 8.84m** (including 4 x stays).

(ii) Access Arrangement

The application site is accessible via local track leading to Po Lam Road. The existing ingress/ egress of the site has been proposed to be widened from



Plan C: Indicative Layout Plan

approximately 3m to 6m wide to allow sufficient space for vehicles access the site. A preliminary swept path analysis has been provided in **Plan D** to ensure ease of vehicle manoeuvring within the proposed scheme. In addition, an alternative option of providing a shared access to the adjoining GLA land could be considered for increase safety for the GLA user when entering and exiting the site to Po Lam Road.

(iii) Operation

The operation hours of the proposed development will be 9:30am - 9:30pm and 7 days per week, including public holidays. The daily working population in the application site will be approximately 2-3. Each day there will be 12 sessions (1 hour session each).

The application site is equipped with high voltage of 400amp, thus all spaces could be equipped with quick- charging facilities. It is expected on average the maximum time needed to charge up to 80% is approximately 45 minutes. When the charging is close to complete, the Mobile App will remind the visitor of the charging status. If the vehicle has been recorded to stay more than 1 hour, the operator will double charge the visitor every hour recorded.

A membership-only and visit-by-appointments will be strictly implemented so that all of the members could be properly managed. Only E-PC users who have joined the membership of the proposed development and have made an appointment via a Mobile App or website (or by telephone phone if required) can enter the site and use the facilities during the booked session. If a member has successfully booked a session, the booking confirmation will notify the member the booked EV charging station number and the time of arrival. The member will have to scan the QR Code at the entrance gate and could only be allowed in once the booking information has been verified. Each session will allow sufficient buffer time (i.e. approximately 15 minutes) for late comers due to traffic jam or other unexpected situations. If the member does not arrive within the 15 minutes after the reserved time, the app will automatically cancel the booking and will not be allowed to enter. To enter, the member will have to re-book available time slots. When the member arrives, he/she will drive to the allotted EV charging station. Once the vehicle has completed charging, the member can leave the application site by scanning the QR Code at the exit gate.

If the charging stations for a certain session are fully booked (i.e. 18 charging stations), the booking for the particular session on the Mobile App/ website will be closed and members would not be able to choose that certain session so as to avoid over-booking.

(iv) Landscape and Visual Consideration

Adequate buffer space has been provided between the application site and the

surrounding vegetation. Only minor resurfacing of the existing paved surface will need to be carried out for the development.

(v) Environmental Consideration

No car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site. A temporary chemical toilet will be provided on-site. Sewage from the chemical toilet will be tinkered away off-site by licenced collector at least once every other day.

(vi) Drainage Consideration

There are existing drainage facilities located within the site. Since there is no significant change in site condition and planning circumstances in the area, all the existing drainage facilities will be maintained in-situ.

(vii) Fire Safety Arrangement

Fire protection facilities such as fire extinguishers will be provided at the site to meet the standards of relevant departments.

3.2 Road Access Improvement Proposal

Lot No. 453 RP in D.D. 401 had a vehicular access to Po Lam Road via the strip of Government land adjoining Lot No. 453 in D.D. 401 which had been resumed by Government for the widening of Po Lam Road.

However, the entrance of the said vehicular access has now been reduced to only approximately 3m wide caused by the tenant of the GLA-TSK 4085 adjoining the private lot. This has greatly affected the ingress and egress to and from the site to Po Lam Road, and also the safety of the driver.

In order to minimize the potential impact it may cause to the tenant by the proposed use, it is proposed that a 1:1 temporary land exchange ratio of about 271.5m² for the portion of government land under the GLA to be for road access with private land no. 453RP in D.D. 401 so that the total site area of the GLA will not be affected (see **Plan C**). The new shape of the GLA land could be more efficiently utilize as a storage site. The proposed road access improvement especially at the entrance could increase the safety of the driver and reduce potential traffic accidents at Po Lam Road. In addition, an alternative option of providing a shared access to the adjoining GLA land could be considered for increase safety for the GLA user when entering and exiting the site to Po Lam Road.

4. PLANNING JUSTIFICATION

4.1 In Line with Policy Initiatives to Promote the Use of Electric Vehicles

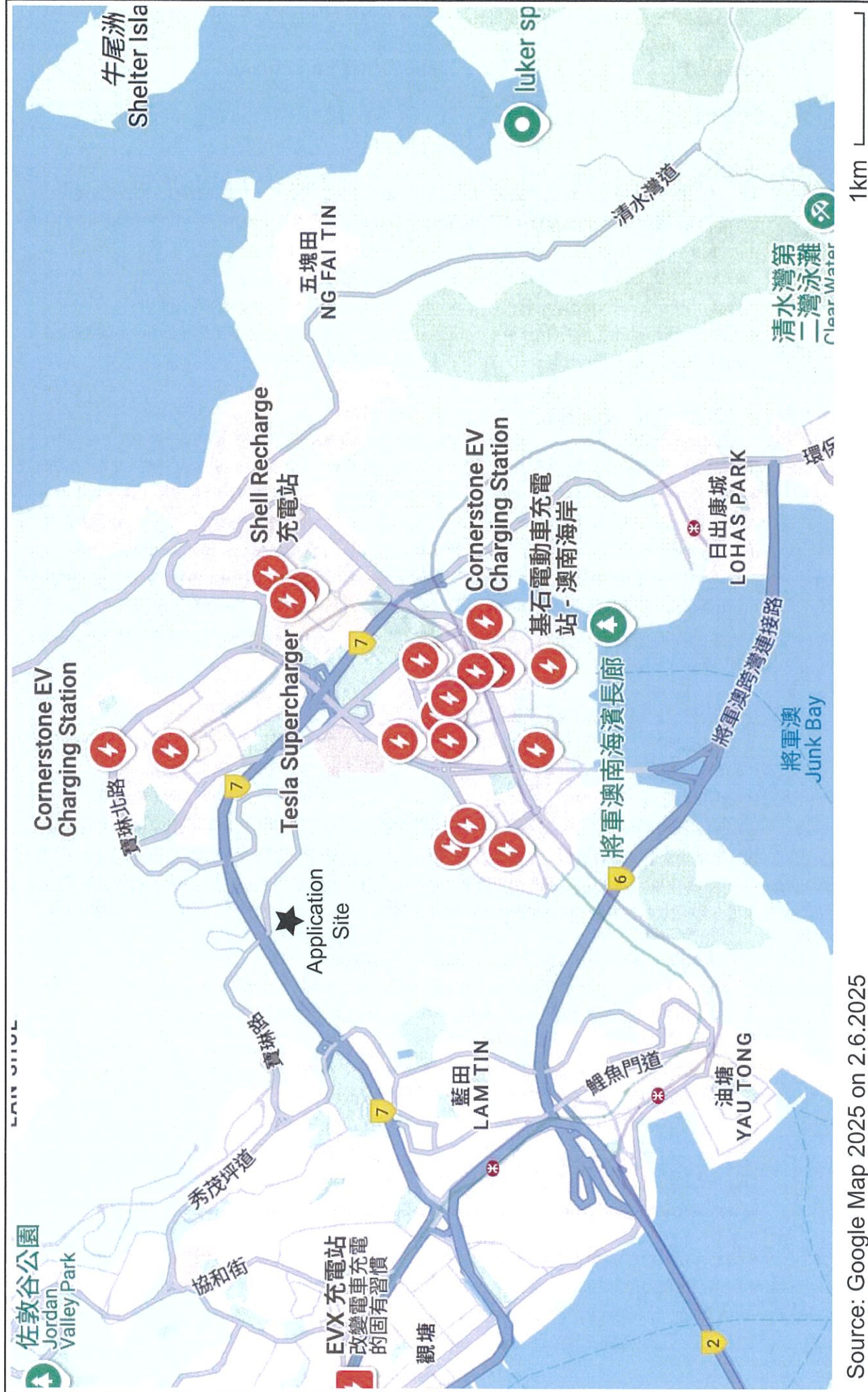
The Hong Kong Government has been promoting the use of EVs as early as in 1994, through primarily tax incentives. Since EVs have no tailpipe emissions, therefore replacing conventional vehicles with EVs can help improve roadside air quality and reduce greenhouse gas emissions. The Government welcomes the wider use of EVs and, on 17.3.2021, they announced the “Hong Kong Roadmap on Popularisation on EVs” which setting out the long-term policy objectives and plans to promote the adoption of EVs and their associated supporting facilities in Hong Kong.

Even though the total registration of EV in Hong Kong has increased significantly, there are concerns of inadequate charging facilities to cater the growing EV uptake. The Government has been actively reviewing suitable places to install EV chargers and also encourage developers and property management companies to install EV chargers at their commercial buildings or any appropriate places. Thus, the proposed EV charging station under this application is in line with the recent policy initiatives to promote the use of EVs.

4.2 Meeting the Strong Demand for Electric Vehicles Charging Stations in the Area

Tseung Kwan O has undergone tremendous changes since its designation as a New Town in 1982. With the implementation of planned projects for housing, infrastructures and other developments, it is envisaged that the area will continue to grow in the forthcoming decades. According to the Explanatory Statement of the draft Tseung Kwan O OZP No. S/TKO/31, the population of Tseung Kwan O area was estimated by the Planning Department as about 417,700 persons and it is estimated that the planned population of the area would be about 608,900 persons. In view of the population growth in the area, the current popularisation of EVs and the Government's policy to promote zero carbon emissions, it is expected that more EVs charging stations would be required to meet the future demand of the area.

However, it is noticed that majority of the EV charging stations are located around the southern part of Tseung Kwan O such as Lohas Park and Tseung Kwan O Town Centre (see **Plan E**). There are currently no EV charging station to be provided near the Po Lam Town Centre or along the Po Lam Road, which covers several clusters of residential developments such as Tsui Lam Estate, Hong Sing Garden, Tseung Kwan O Village, Mau Wi Tsai (Village), Ma Yau Tong (Village) and On Tat Estate. Hence, this has stimulated a very strong demand for EVs charging station around the northern part of Tseung Kwan O. The application site, where is abutting Po Lam Road in between Po Lam and On Tat Estate, presents an opportunity for better land utilisation and change in land use to provide EVs charging facilities in an appropriate location.



Source: Google Map 2025 on 2.6.2025



Plan E: Electric Charging Stations in Tseung Kwan O Area

4.3 Site Suitable for Temporary Electric Vehicles Charging Station

The application site is suitable for the proposed uses based on the following reasons:

(a) **Ideal Location**

The application site is suitable for the proposed EV charging station to serve the E-PC users as it is located 5 minutes drive from Po Lam Town Centre and 8 minutes drive from Tseung Kwan O Town Centre. It is facing Po Lam Road, a primary distributor connecting to Po Hong Road towards the Tseung Kwan O direction, and Anderson Road and Sau Mau Ping Road towards the Eastern Kowloon direction. E-PC users could easily access the site via the well-developed road networks in the area.

(b) **Accessible by Vehicles**

The application site is accessible by vehicles from Po Lam Road via an existing track. This existing track serves the user(s) of the application site. Given the small scale of the development (only 18 charging spaces) and the implementation of the membership only and visit by appointment system as proposed by the Applicant, it is anticipated that there will not be any significant adverse traffic impact to be induced by the development. There are sufficient spaces for queuing and manoeuvring of vehicles within the site. The proposed road widening to 6m would further improve the ingress and egress and the driver's safety to and from the site to Po Lam Road.

(c) **Suitable Existing Site Condition**

The application site is flat and paved, and no significant landscape resource (i.e. trees) is observed. It is currently vacant without planned development. Only minor resurfacing of the existing concrete paving at the site would be required and equipments of the proposed EV charging station could be easily installed and dismantled (if needed). In view of the nature of the historical (storage) use, the site is equipped with substantial power supply facilities. The approval of this application would help relieve the lack of EV charging facilities near Po Lam area.

(d) **Compatible with the Surrounding Environment**

Although the application site is zoned "GB" on the approved Tseung Kwan O OZP, it has been paved with concrete and used for open storage before the first statutory town plan of the area came into force, i.e. 11.12.1992. The site is accessible by Po Lam Road and is close to a number of residential and other developments including Ma Yau Tong (Village) and Hong Sing Garden. The proposed use would be less susceptible to the local environment as the EV charge station is a clean facility to promote "zero carbon emissions". The small scale development at the site is considered compatible with the surrounding area which is mainly characterized by sub-urban developments.

In view of the unique characteristics of the application site which could readily provide a reliable power supply to facilitate EV charging, the Applicant considers that the site is an ideal place to provide an EV charging station to cater the demand of EV users in the area.

4.4 Temporary Use with Compatible Operation Would not Affect the “GB” Zone

The application site is zoned “GB” which is intended to limit the urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. However, the site has never been functioned as “GB” since gazettal of the first Tseung Kwan O OZP. Due to its close proximity to the explosive store at Ma Yau Tong and Anderson Road Quarry, it has been used as a works area and open storage of large size building materials since the 1980s (see **Plan F**). In order to support the storage use, the site has long been paved and equipped with power supply facilities.

In view of the explosive store had ceased operation in 1999, the subject storage site presents a rare opportunity to maximise the utilisation of valuable land resources by introducing the proposed use which is a relative clean facility, rather than leaving the deterioration of the site in “GB” zone. Notwithstanding, approval of this application on a temporary basis for a period of 7 years will not frustrate the long-term planning intention of the “GB” zone. It will enable short term benefits for the public and local community by relieving the lack of EV charging facilities in the area and supporting Government’s initiatives. When necessary, the proposed facility can be assembled and removed in a relatively short time of period.

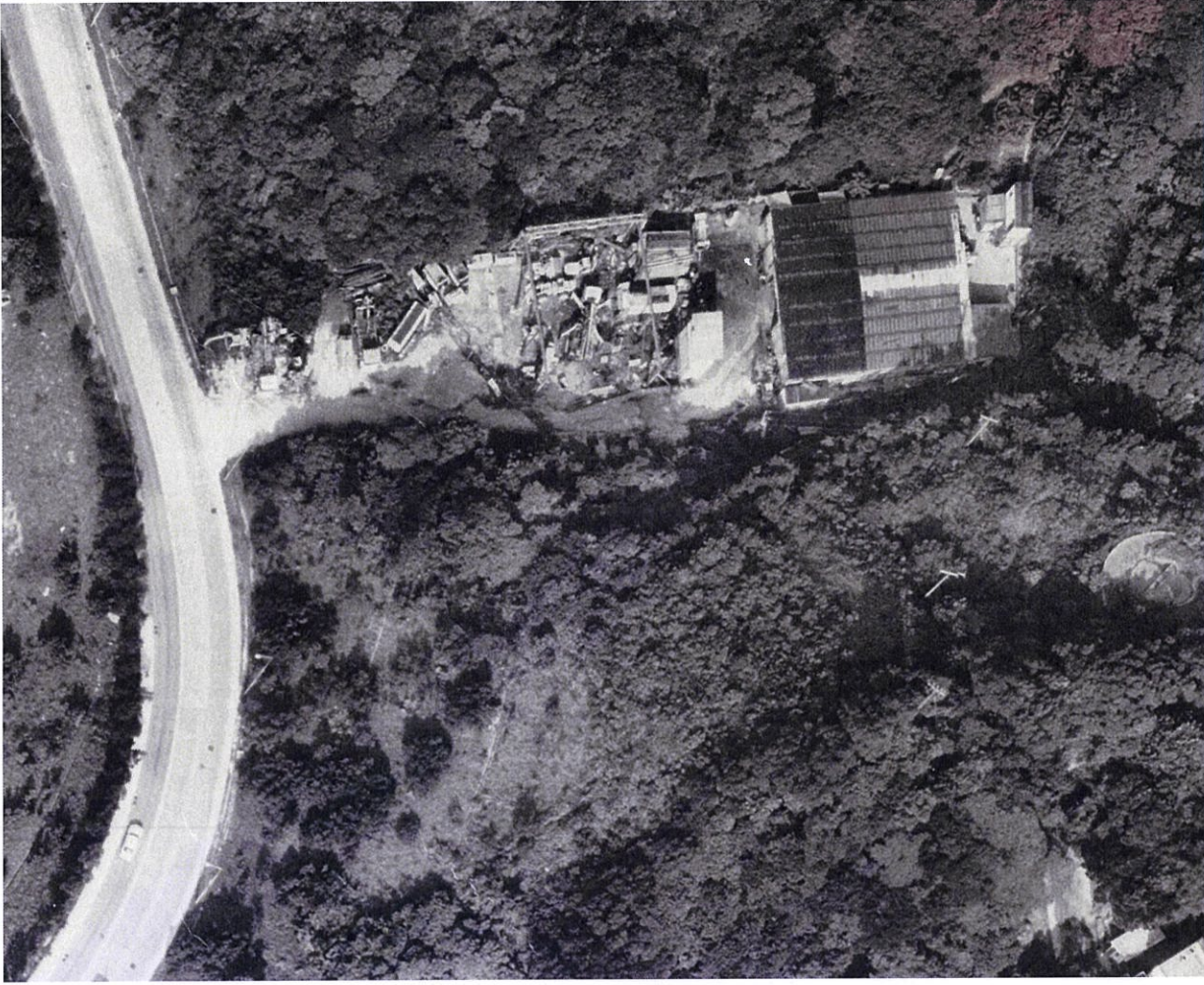
4.5 In Line with the Relevant TPB Guidelines

The proposed use is in line with the relevant criteria as stipulated in the TPB Guideline No. 10 for application for development within “GB” zone under s.16 of the Town Planning Ordinance based on the following reasons:-

- The Explanatory Statement of the OZP states that development proposals will be considered on individual merits taking into account the relevant TPB Guidelines. The proposed temporary use is small scale in nature and is in line with the current policy to promote “zero carbon emissions”. It will also bring visual improvement in the vicinity by changing the land use from a vacant concrete open storage site to a well-planned EV charging station. (Para. 2(a) of TPB PG-No. 10 refers)
- The proposed development is strongly justified since it has unique features and characteristics: (Para. 2(b) of TPB PG-No. 10 refers)
 - i) The site has been covered by concrete paving and used for open storage since the 1980s (before the gazettal of the first OZP in the area). It does not involve “destroy first, build later” activities.
 - ii) The site is separated from the edge of Ma On Shan Country Park, the closest Country Park from the site, by a buffer distance of at least 2.2km. It is in close proximity to several clusters of medium and high-density residential developments, communal uses and infrastructures. It is facing Po



Aerial Photo dated 13.12.78



Aerial Photo dated 16.7.91



Plan F: Historical Aerial Photos of the Application Site

Lam Road, which is a dual-lane vehicular road with pedestrian footpath connecting Tseung Kwan O to Kwun Tong areas.

- iii) The proposal is intended to make use of a piece of storage site to increase the EV charging facility, which is in line with the current policy. The design of the development blend in with the surrounding area.
- iv) The small scale development will not result in any significant traffic, environmental, sewerage, drainage, geotechnical, visual, and landscape impacts to the locality. It is not an undesirable use.
- The proposed EV charging station is an outdoor facility which is compatible with the surrounding area mainly covered by vegetated slopes and a Government land allocation (GLA) currently used by DSD. The ancillary temporary structures are only one storey high. In fact, the view of the site is mainly blocked by the GLA, thus the proposed development will not adversely affect the view and visual quality of site and its surroundings. Since the site is already paved without vegetation, the proposed use will not involve extensive clearance of existing natural vegetation. (Para. 2(g) of TPB PG-No. 10 refers)
- The proposed development will be served by the existing access and the charging spaces have been carefully designed to comply with the relevant standards. As stated above, the proposal will not affect existing trees or other natural landscape features within and adjoining the site. (Para. 2(h) of TPB PG-No. 10 refers)
- The small scale use (only 18 charging spaces) will not overstrain the capacity of the existing and planned infrastructure such as sewerage, roads and water supply. Temporary portable toilet will be provided and the existing drainage facilities on-site will be maintained properly at all times. (Para. 2(i) of TPB PG-No. 10 refers)
- The proposed operational area falls outside the slope or hillside area. It will not involve land filling and excavation works. (Para. 2(m) of TPB PG-No. 10 refers)

In view of the unique characteristics of the application site, and taking into account the TPB Guidelines, it is considered that the proposed temporary use has discharged its burden of showing the proposed use as an exceptional case which warrants a departure from the planning intention of the “GB” zone.

4.6 No Adverse Impact on Technical Aspects

The small scale temporary use will not result in any significant adverse impact on traffic, environmental, drainage and landscape aspects based on the following assessments:

(a) Minimum Traffic Impact

Prior booking is required so as to allow the Applicant to control the number of vehicles within the site. Given the traffic generated by the proposed development would be minimal (not more than 216 vehicles per day, within only 18 vehicles per session), it is anticipated that there would not be any significant adverse traffic impact to be induced by the development. It is anticipated that visitors will not park their cars longer than the charging period as the site is not immediately close to any major landmarks or residential developments.

The proposed road access improvement especially at the entrance could increase the safety of the driver and reduce potential traffic accidents at Po Lam Road. In addition, an alternative option of providing a shared access to the adjoining GLA land could be considered for increase safety for the GLA user when entering and exiting the site to Po Lam Road.

(b) Minimum Environmental Impact

The proposed EV charging station is clean and quiet in nature. It will have no parking of heavy goods vehicle or container truck. The Applicant will follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by Environmental Protection Department.

(c) Minimum Drainage and Sewerage Impacts

The application site has been paved for a long time and no site formation will be required for the proposed development. The existing drainage facilities on the application site shall be maintained properly at all times. A temporary portable toilet will be proposed at the site. Since the anticipated sewage flow from the small scale development is relatively low, it is considered that the portable toilet would be sufficient to treat the small quantity of sewage.

(d) Minimum Landscape and Visual Impacts

The application site has long been fence off and occupied by open storage and works area without any trees or vegetation for a long period of time. Adequate buffer distance will be provided around the proposed operational area in order to separate the existing trees in the vicinity and the site. Thus, no adverse impact on landscape resources and character are expected.

The proposed EV charging station is an open-air facility and the ancillary temporary structures are only one storey high. The application site could barely be seen from Po Lam Road because it is mainly blocked by the GLA currently used by DSD. Thus, significant visual impact arising from the proposed small scale development is not anticipated.

4.7 Unlikely to Set an Undesirable Precedent

In December 2021, the Board has further refined the definition of terms (DoT) of 'Petrol Filling Station'. In the new definition, 'Petrol Filling Station' means any place or premises where gasoline, liquefied petroleum, gas, oil, grease and electricity may be supplied and dispensed at retail. Even though there is no similar application within the "GB" zone on the same OZP, the proposed use is not an undesirable use because the Government is promoting the adoption of EVs and their associated supporting facilities in Hong Kong as stated in the Roadmap. Moreover, the application site has unique site characteristics as it has been used as a works area and open storage for a long time. The site is already paved and equipped with substantial power supply facilities.

It is considered that the approval of the application on a temporary basis for a period of three years will not frustrate the long-term planning intention of the "GB" zone. It will enable short term benefits for the public and local community by relieving the lack of EV charging facilities in the area and supporting Government's initiatives. The Applicant will comply with the relevant government departments' requirements and make sure the proposed use is acceptable.

5. CONCLUSION

In view of the current popularisation of EVs and site suitability for providing EV charging facility, the present s.16 planning application is submitted by the Applicant to seek TPB's permission for a proposed temporary petrol filling station (electricity charging only) with 18 electric vehicle charging spaces for E-PC and ancillary supporting facilities and road improvement for a period of 7 years in Lot No. 453 RP (Part) in D.D. 401 and adjoining GL, Po Lam Road, Tseung Kwan O. Management plan and membership-only system will be implemented for the development.

Planning assessment has indicated that the present application is well justified based on the following reasons:-

- (a) the proposed EV charging station is in line with the policy's initiative to promote the adoption of EVs and their associated supporting facilities in Hong Kong;
- (b) it will help meeting the genuine demand for more charging facilities to serve the E-PC users in the vicinity, in particular the northern part of Tseung Kwan O area;
- (c) the application site is suitable for the proposed use since it is highly accessible by vehicles, already paved with power supply facilities and is located in proximity to several clusters of residential developments;
- (d) the proposed road widening will improve the safety of the drivers entering and existing the site to Po Lam Road;
- (e) the proposed temporary use is small scale in nature and is compatible with the surrounding environment. It will not undermine the long-term planning intention of the "GB" zone;
- (f) it is in line with the TPB Guidelines for development within "GB" zone;
- (g) it will not result in any significant impacts on the technical aspects of the locality;
- (h) the temporary uses will not set a bad precedent for similar application.

In view of the small scale nature of the proposed temporary use and the justifications presented in the Planning Statement, honourable members of the TPB are requested to approve this planning application.

