LCH Planning and Development
Consultants Limited

Our Ref.: PD2502002/07
Your Ref.: TPB/A/NE-TK/837

14 October 2025

By Email

Town Planning Board Secretariat
15/F, North Point Government Offices,
333 Java Road,
North Point,
Hong Kong

Dear Sir/Madam,

APPLICATION NO. A/NE-TK/837 FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

We refer to the comments regarding the captioned application.

Please find attached our responses to departmental comments and replacement pages of the supporting planning statement.

This Further Information contains the responses to comments of relevant Government departments and minor changes in the indicative layout plan without changing the major development parameters of the proposed development. Thus, according to TPB Planning Guideline No. 32B, this Further Information does not result in a material change of the nature of the application and should be accepted by the TPB for inclusion into the application

Should you require further information or have any query, please feel free to contact the undersigned or Cherie Lee at

Yours faithfully,
For and on behalf of
LCH Planning & Development Consultants Limited

Junior Ho *RPS RPP*
Director

Encl.
c.c. the Applicant
- Response to Comments Table
- Revised Annex 2 – Indicative Layout Plan
- Revised Annex 4 - Swept Path Analysis
- Revised Annex 5 - Sightline Analysis
- Revised Annex 6 – Preliminary Drainage Proposal
- Replacement Pages of Supporting Planning Statement

Section 16 Application No. A/NE-TK/837

Annex 1 - Response to Comments Table

No.	Comments Received	Our Responses
1.	*Comments from Drainage Services Department received on 11 August 2025*	
a	Please provide topographic survey results to demonstrate that the revised site formation level will not cause adverse drainage impact to the adjacent areas.	A preliminary topographic survey result is demonstrated in **Annex 6**, showing the flow direction to the existing drainage system nearby and the revised site formation level will not cause adverse drainage impact to the adjacent areas. A more detailed drainage plan will be submitted and implemented to the satisfaction of Director of DSD upon the approval of the planning application.
b	Please provide a drainage plan showing the proposed drainage system. Cover levels, invert levels, dimensions and types of the proposed drainage facilities should be indicated.	A preliminary drainage plan is provided in **Annex 6**. Upon planning approval, a more detailed drainage plan will be submitted and implemented to the satisfaction of Director of DSD.
c	Surface channels should be provided along the perimeter of the site to collect all the runoff generated from the site or passing through the site, and discharge the runoff collected to a proper discharge point.	Noted, a preliminary drainage plan is provided in **Annex 6**.
d	The catchment area appears underestimated.	Noted, a preliminary drainage plan is provided in **Annex 6**.
e	The rainfall intensity should be increased by 16% according to Table 28 of SDM Corrigendum No. 1/2022.	Noted.
f	Reduction in flow area should be taken in account in accordance with Section 9.3 of SDM.	Noted.
g	The drainage flow path from the drainage facilities within the Site to the public drainage system/streamcourse/sea/any recognized drainage facilities shown in LandsD map should be provided in associated with supporting site photos.	Noted, the supporting site photos are provided in **Annex 6**.
h	Furthermore, I would like to draw the applicant's attention to the following general comments/requirements:	Noted.

	The proposed drainage works, whether within or outside the project boundary, should be constructed and maintained by the applicants at his expense.	
i	DSD noticed that the proposed drainage connection to the surrounding/downstream area will run through Government land and/or other private lot(s). The applicant shall demonstrate that the proposed drainage construction/improvement/modification works and the operation of the drainage can be practically implemented on site.	Noted, the Applicant ensures that the proposed drainage facilities and its operation can be practically implemented on site.
j	The applicant is required to rectify/modify the drainage system if it is found to be inadequate or ineffective during operation. The applicant shall also be liable for and shall indemnify Government against claims and demands arising out of damage or nuisance caused by failure of the system.	Noted.
k	The applicant should take all precautionary measures to prevent any disturbance, damage and pollution from the development to any parts of the existing drainage facilities, the applicant would be held responsible for the cost of all necessary repair works, compensation and any other consequences arising therefrom.	Noted.
l	The applicant should also be advised that the limited desk-top checking by Government on the drainage proposal covers only the fundamental aspects of the drainage design which will by no means relieve his obligations to ensure that (i) the proposed drainage works will not cause any adverse drainage or environmental impacts in the vicinity; and (ii) the proposed drainage works and the downstream drainage systems have the adequate capacity and are in good conditions to receive the flows collected from his project and all upstream catchments.	Noted.

2.	***Comments from Agriculture Fisheries and Conservation Department received on 11 August 2025***	
	The subject site is zoned "AGR" and is a paved vacant land. There are some agricultural activities in the vicinity, and agricultural infrastructures such as road access and water source are available in the area. The subject site can be used for agricultural activities such as greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the application is not supported from agricultural perspective.	It is important to note that the subject site does not fall within any designated Agricultural Priority Areas (APA). Since the subject site is located on private land outside of these APAs, landowners may consider converting their farmland for other suitable non-agricultural developments according to their needs, and their applications will be processed under the existing mechanism as stated in Islands District Council Paper No. IDC 1/2025. This approach allows for adaptive land management while balancing economic viability for private owners. Even if it falls within APA, based on its nature and existing condition such as topography and surrounding land uses, it is not a favourable environment for such designation. APAs are intended for areas with strong potential for active farming, but this site lacks those attributes. It is noted that the delineation of APAs does not impose mandatory restrictions on the use of private land, landowners may still submit planning applications in accordance with established procedures, and TPB will make a decision after holistic consideration of relevant factors as well as opinions of various Government departments (including AFCD) and the public. *Agricultural Viability and Land Use Alternatives for the Subject Site* Analysis of aerial photos between 2000 and 2023 in **Annex 1** reveals no evidence of agricultural rehabilitation efforts or ongoing farming activities at the subject site or in its immediate vicinity. This absence of agricultural use over more than two decades highlights fundamental challenges to its viability for farming, including limited scale that hinders efficient operations, suboptimal environmental conditions such as fragmented parcels and proximity to non-agricultural influences such as residential or industrial developments. Hence, the site and its surroundings are not conducive to long-term agricultural development, making alternative uses a more practical and efficient option to maximise land productivity and contribute to community needs.

		EV Charging Disparity in Tai Po Compared to Other Districts Recent population statistics from the Census and Statistics Department further indicate that Tai Po District has a population of 316,470 in 2021. In comparison, North District and Yuen Long District have populations of 309,631 and 668,080 respectively. [1] While North District has similar demographic characteristics to Tai Po, Yuen Long has a significantly larger population. However, according to EPD's database, both North District (910) and Yuen Long District (659) have more public EV chargers than Tai Po District (315) in 2025. [2] This reflects a significant disparity in the availability of EV charging facilities in Tai Po District, particularly in suburban areas like Ting Kok. As Hong Kong accelerates its transition to sustainable mobility to combat climate change and reduce emissions, this gap hinders EV adoption among residents in less central areas, potentially slowing overall progress toward the government's carbon neutrality goals. *Alarming Needs for EV Charging in Tai Po District* Supportive comments from local residents and rural committees are also received and they have voiced frustrations over the lack of convenient parking options, therefore, vehicles often end up parked informally along roadsides or in distant locations which may raise safety concerns. According to Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 8 on Internal Transport Facilities, parking provisions for residential developments in rural areas like Ting Kok should ideally be integrated within a 500-meter radius (roughly equivalent to a 5-minute walking distance) of key public transport nodes, such as rail stations, to support efficient park-and-ride systems and encourage public transport usage. However, Ting Kok currently lacks any such parking facilities within this accessible range, leaving residents without viable options and underscoring an urgent community demand for new vehicle parking spaces with EV charging to alleviate these everyday pressures. The Proposed Development

[1] https://www.censtatd.gov.hk/en/EIndexbySubject.html?scode=600&pcode=D5212109
[2] https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/locations_ev_chargers.html

		is supported by the comment previously received from the Environment and Ecology Bureau as well. Hence, although the subject site is zoned "AGR" and is a paved vacant land, there are no active agricultural activities in the vicinity, despite the presence of agricultural infrastructure such as road access and water sources. The subject site is unsuitable for agricultural uses, including greenhouses or plant nurseries. Given the site lacks potential for agricultural rehabilitation, the Applicant is sincerely seeking support from the relevant department from an agricultural perspective.
3.	***Comments from Transport Department received on 25 August 2025***	
m	The number of vehicular access for a development site shall be limited to one from traffic management viewpoint. The applicant shall review the number and location of the vehicular access.	Noted, the indicative layout plan in **Annex 2** has been revised according to the departmental comment.
n	The applicant shall indicate on plan clearly whether there is boundary fence/wall arid demonstrate the maneuvering of vehicles does not clash with the fence/wall. The swept path analyses clashes with both black line and red line on plan which indicates vehicles have to go beyond the proposed 6m wide ingress/egress when entering or leaving the site.	Noted, the indicative layout plan and the corresponding swept path analysis in **Annexes 2 and 4** have been revised to reflect departmental comment. There will be bollards instead of fences to define the site boundary and entrance, ensuring no conflicts with fences or walls during vehicle entry or exit. The swept path analysis is provided for indicative purposes only.
o	There are limited maneuvering spaces within the site and the adjacent local access, swept path analyses for the vehicles at other parking spaces shall be provided to demonstrate the practicability.	The indicative layout plan and the corresponding swept path analysis in **Annexes 2 and 4** have been revised, demonstrating that there will be sufficient space for maneuvering within the site and the adjacent local access.
p	The swept path analyses reveals that reverse steering is required to park the vehicles, the applicant shall review and propose management measure to reduce the risk due to frequent reverse steering on the local access and within the site.	Noted, the revised swept path analysis in **Annex 4** has demonstrated that there will be sufficient space for reverse steering manoeuvres within the site. To further mitigate associated risks, management measures such as the provision of highly visible signage and ground markings will guide drivers during reverse steering. In addition, regular monitoring and reviews will be

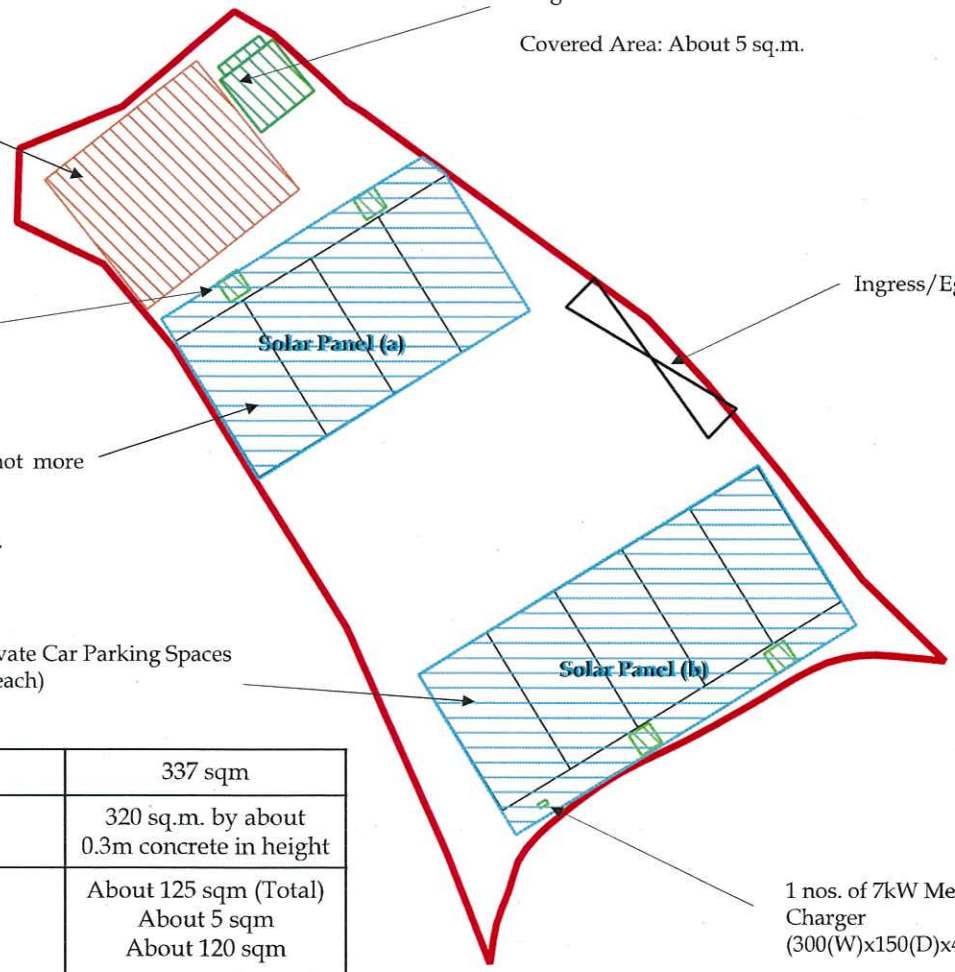
		conducted to identify and address any emerging safety concerns during the operation of the proposed vehicle park.
q	The sightline assessment shall be conducted at a point 2m from the edge of access road and the sightline shall cover the entire section of access road.	Noted, the sightline analysis in **Annex 5** have been revised according to the departmental comment.
r	All plans shall be in scale.	Noted.

Equipment
E&M Facility to support Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels

Movable and not considered as structures

Structure 1
Electric Meter Room with height not more than 3m

Covered Area: About 5 sq.m.



4 nos. of 600kW Fast Charger (650(W)x500(D)x2210(H) each)

Ingress/Egress of 6m wide

Structures 2 - 3
Solar Panels with height of not more than 3m

Covered Area: About 120 q. m.

9 nos. of Private Car Parking Spaces (2.5m x 5m each)

1 nos. of 7kW Medium Charger (300(W)x150(D)x410(H) each)

Legend

- Application Site
- 7kW/200kW Charger
- Ancillary Electric Vehicle Charging Facilities
- E&M Facility
- Solar Panels
- Car Parking Space (private car)

Site Area	337 sqm
Land Filling	320 sq.m. by about 0.3m concrete in height
Covered Area **1. Electric Meter Room** **2. Solar Panels** **(a) 5m x 10m x 2.5m (about 50 sq.m)** **(b) 5m x 14m x 2.5m (about 70 sq.m)**	About 125 sqm (Total) About 5 sqm About 120 sqm
Parking Space	9

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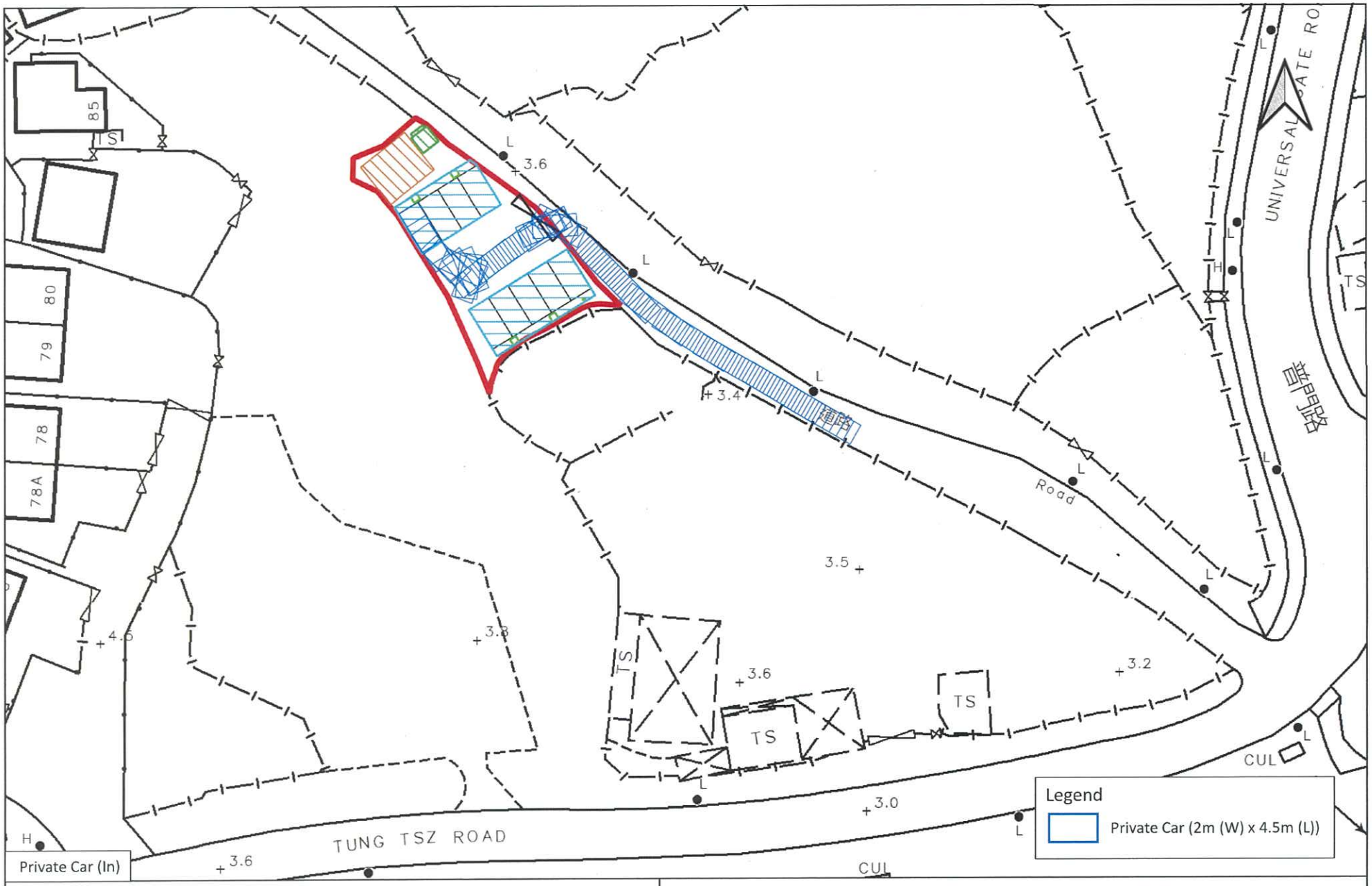
Annex 2 : Indicative Layout Plan

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

(Source: Town Planning Board and HK GEODATA STORE, HKSAR Government)



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Annex 4 : Swept Path Analysis

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

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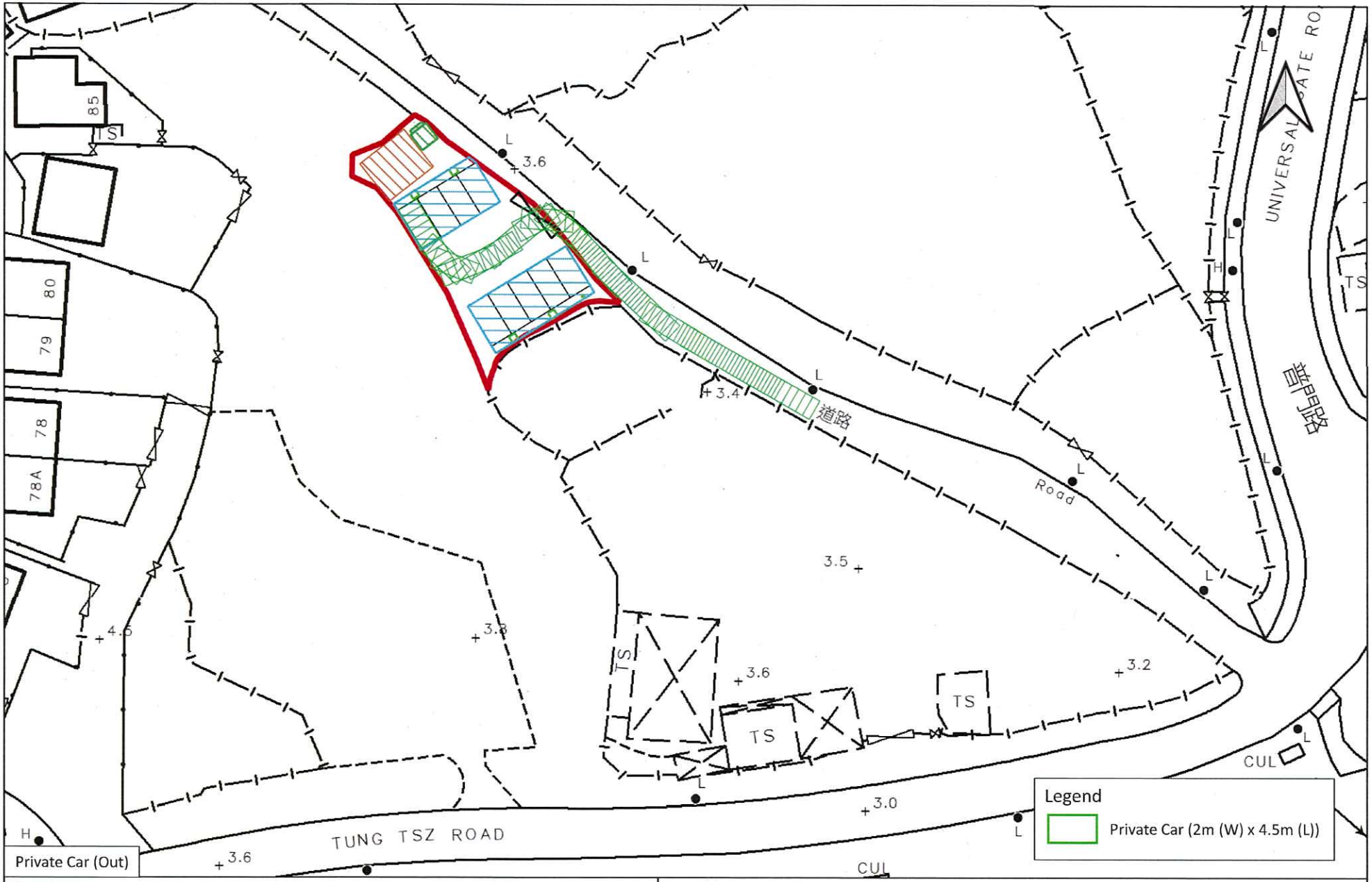

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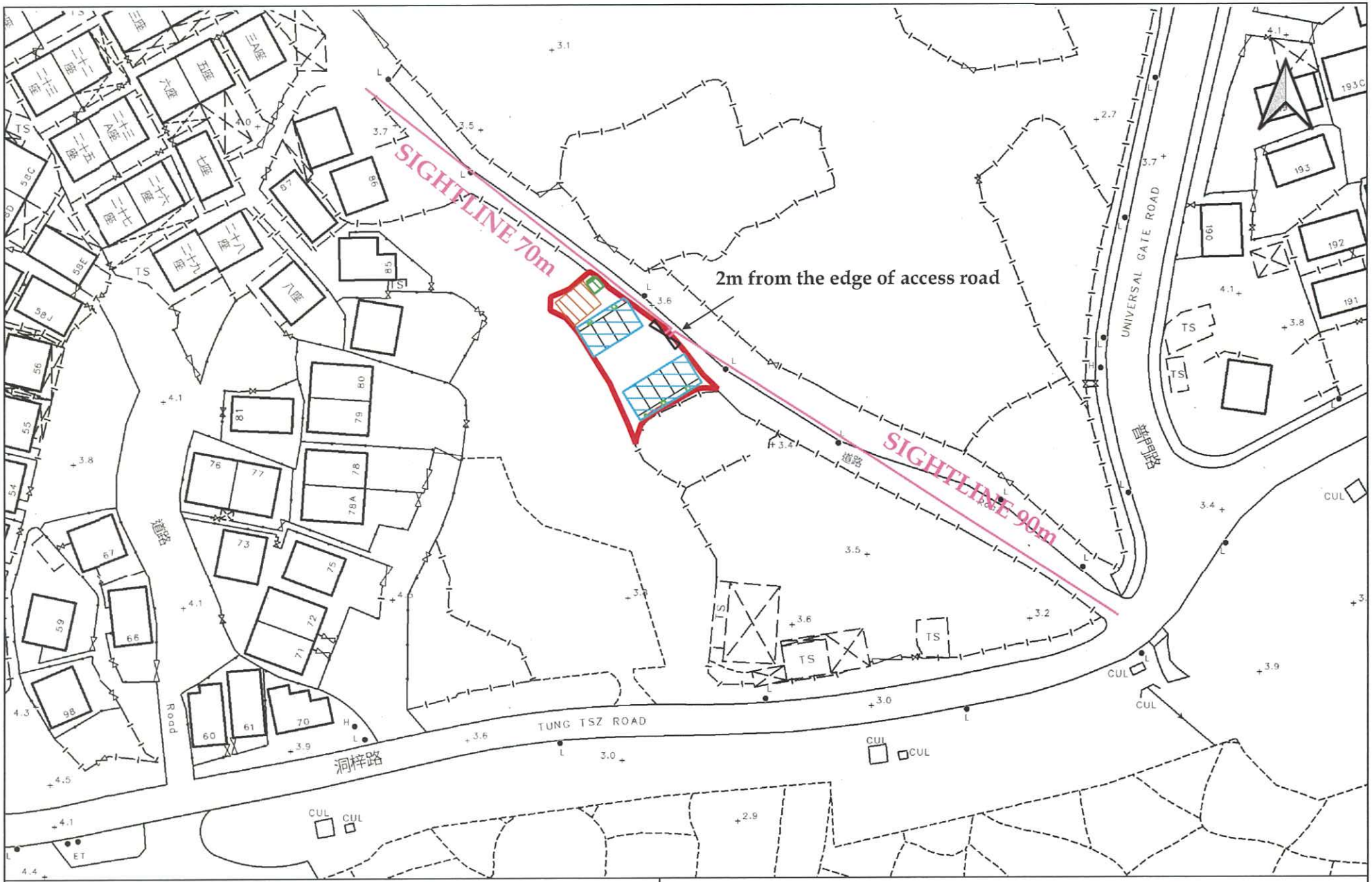

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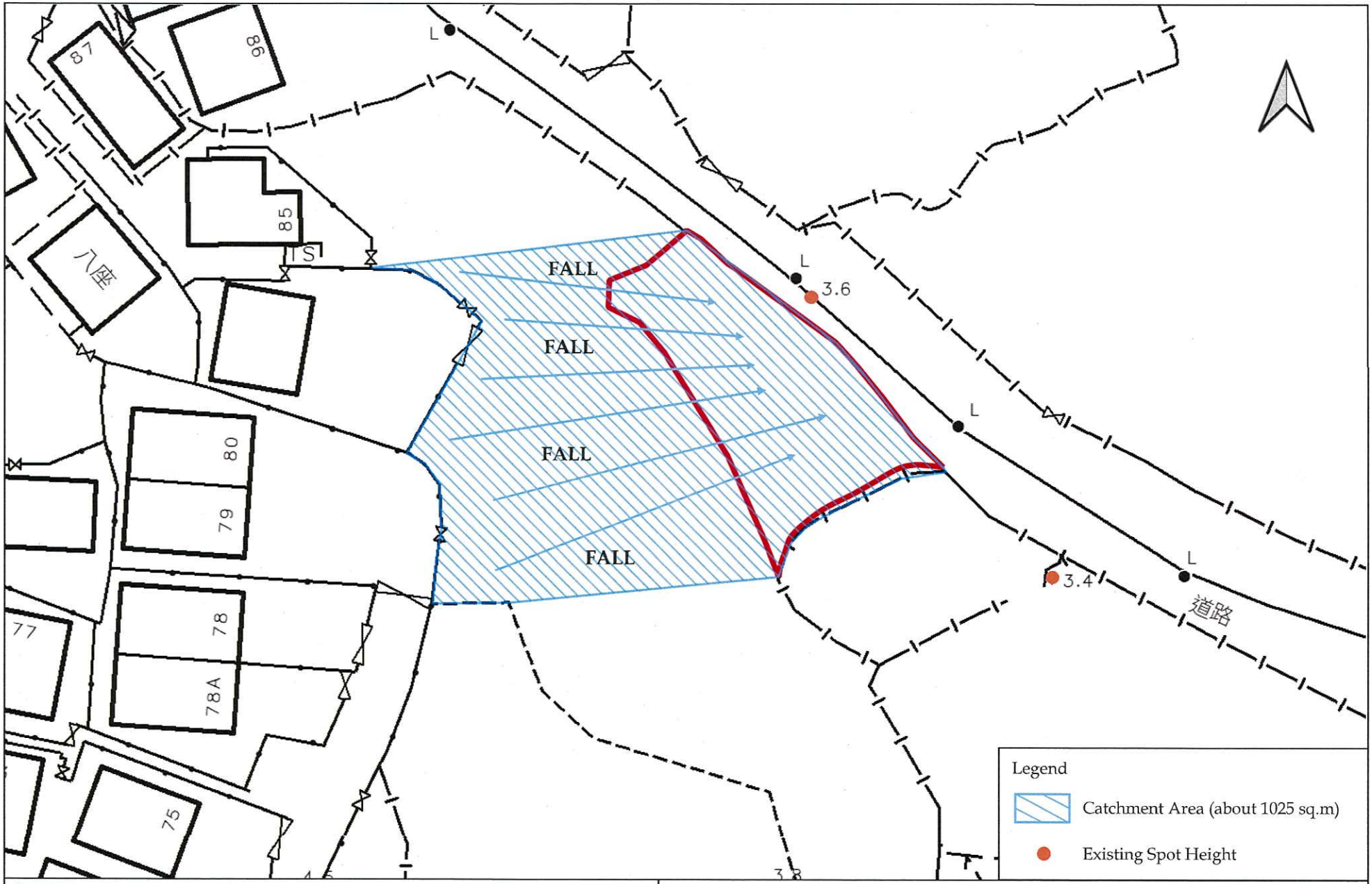
Annex 5 : Sightline Analysis

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

(Source: HK GEODATA STORE, HKSAR Government)



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Annex 6 : Drainage Proposal

Section 16 Application for Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities and Ancillary Solar Panels and Associated Filling of Land for a Period of 3 Years at Lot No. 241 in D.D. 23 at Ting Kok, Tai Po, New Territories

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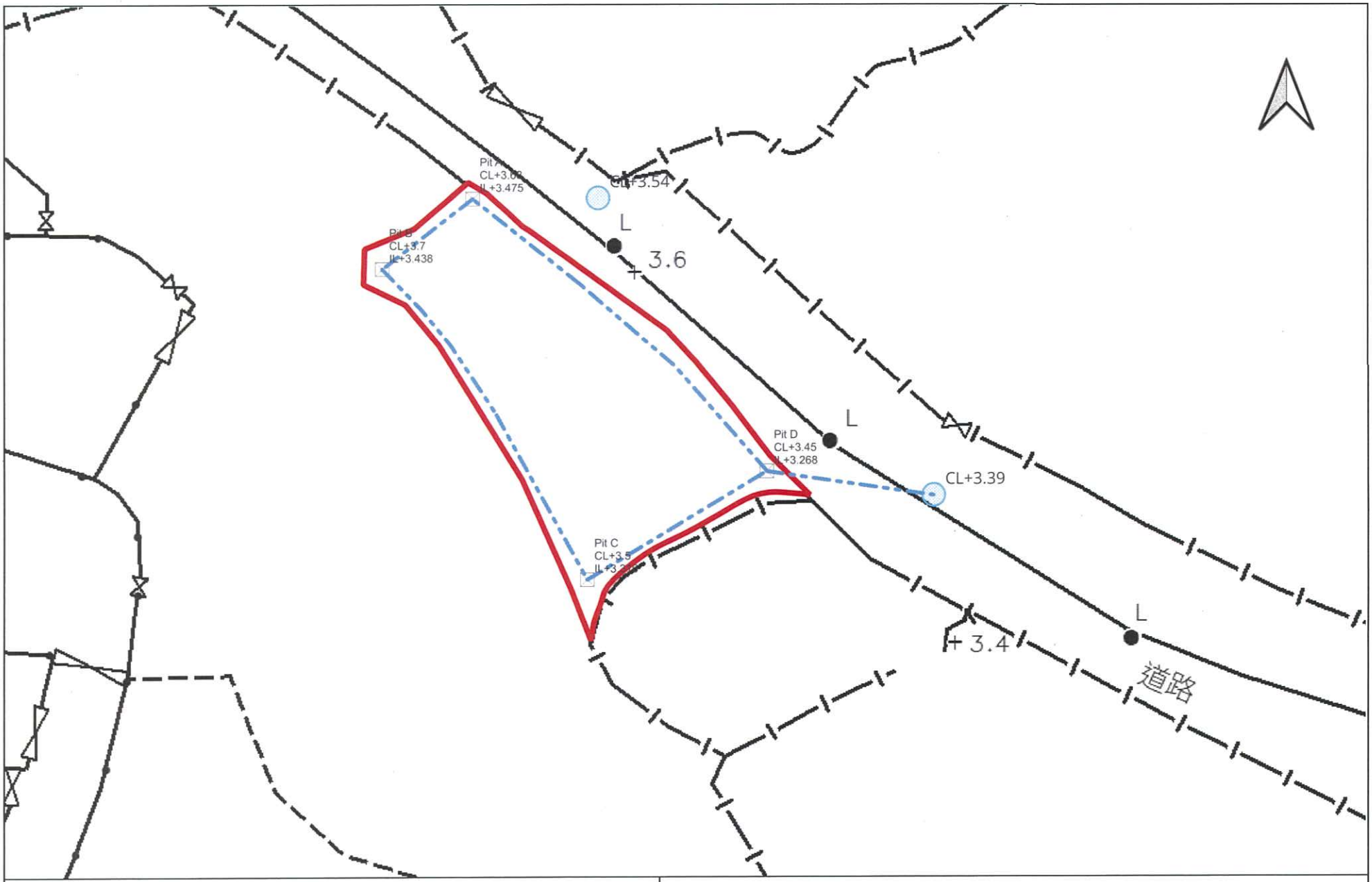

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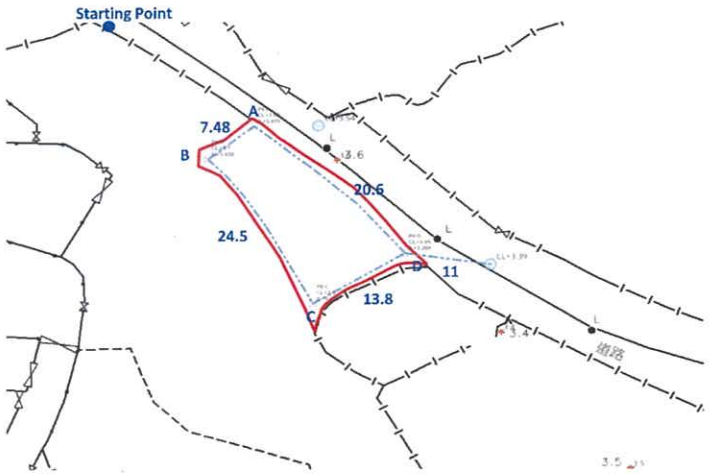
Calculation for channels:

Catchment Zone A	Lot 241 and adjacent lands												
Area		=	1025	sqm									
		=	0.001025	sqkm									
Peak runoff in m^3/s		=	0.278	x		0.95	x		250	mm/hr	x	0.00103	sqkm x 1.16 (percentage of rainfall increase due to climate change)
		=	0.0785037	m^3/s									
		=	4710	liter/min									
Total Peak runoff in m^3/s		=	**4,710**										
According to Figure 7.1 Chart for the rapid design of channels. For gradient 1:275, 225UC will be suitable for the subject site													
Terminal													
Peak runoff of whole site in m^3/s		=	4710	liter/min									
Manning Equation	V	=	$R^{2/3}xS_f^{\wedge 0.5}/n$		dia	225	mm						
where	R	=	$\pi r^2 / 2\pi r$	r=	0.1125	m							
		=	r/2										
		=	0.05625	m									
	n	=	0.012	(Based on Table 13 of Stormwater Drainage Manual)									
1/ 275	Sf	=	0.0275										
Thus,	V	=	0.05625	^	2/3	x	0.0275	^	0.5	/	0.012		
		=	2.03	m/sec									
Provide 225mm dia underground pipe (1:200)													
Maximum Capacity (Q_{max})		=	V x A										
		=	2.03	x	πr^2								
		=	0.0806247	m/sec									
1 nos of pipe		=	**4,837**	liter/min	>	4,710	OK	97%					

	Site (Lot 241)
	25.8
slope	0.001550388
gradient	1 in 645
Length of catchpit A to catchpit B	7.48
slope	0.002673797
gradient	1 in 374
Length of catchpit B to catchpit C	24.5
slope	0.00122449
gradient	1 in 816
length of catchpit C to catchpit D	13.8
slope	0.001449275
gradient	1 in 690
length of catchpit A to catchpit D	26
slope	0.003076923
gradient	1 in 325
length of catchpit D to terminal manhole	11
slope	0.003636364
gradient	1 in 275

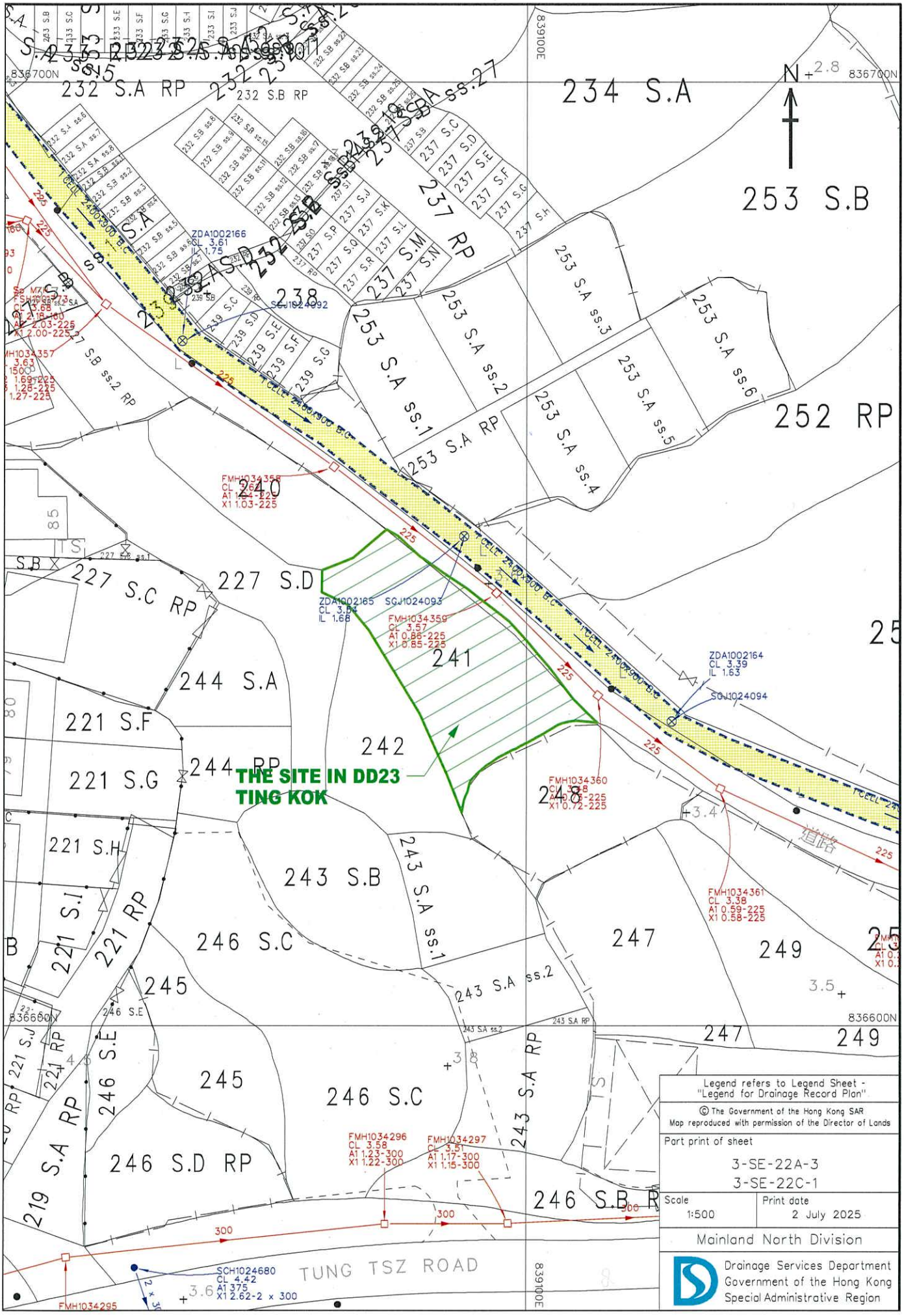


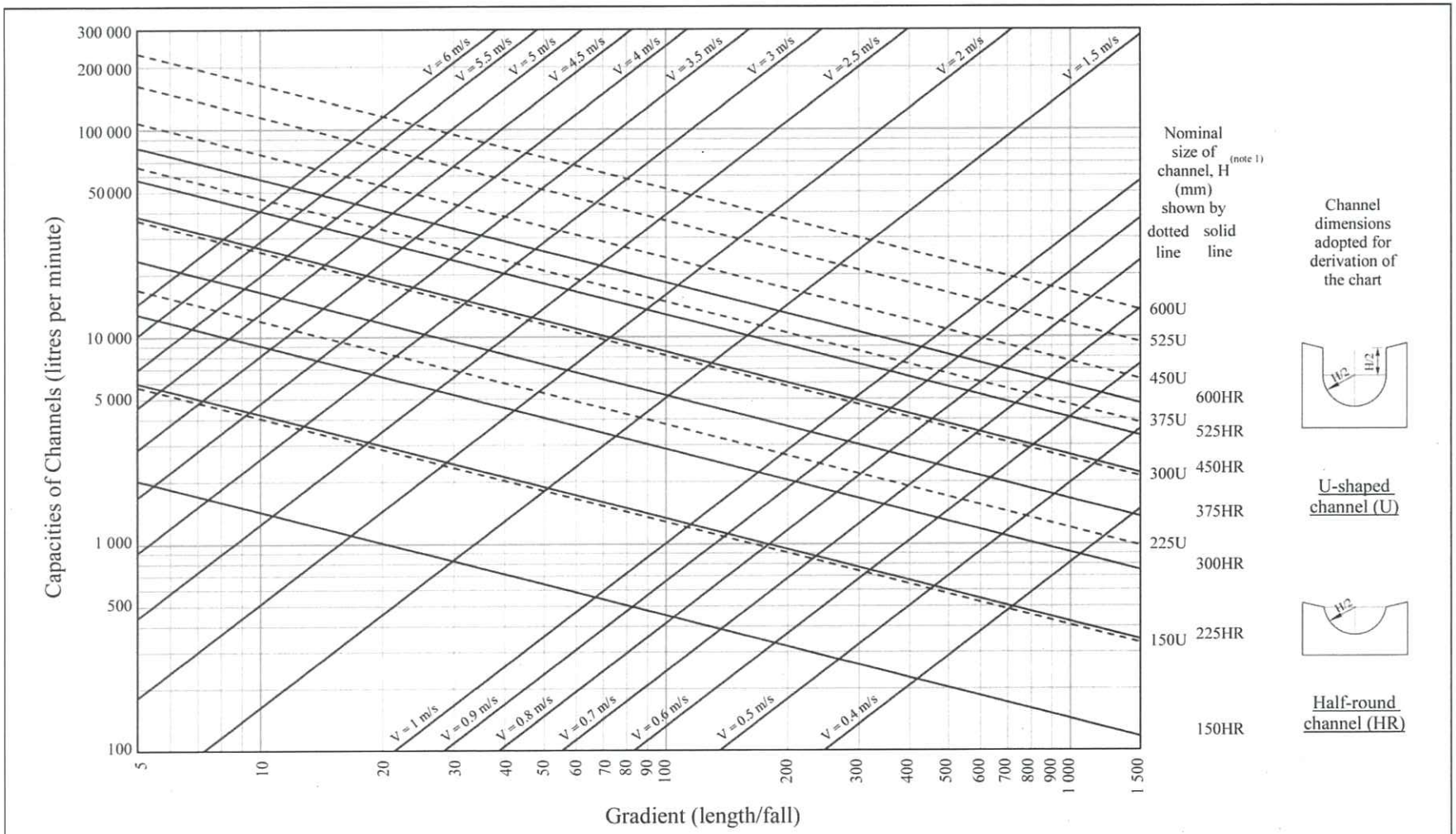
https://www.archlogbook.co/posts/drainage-design-basics

spot height	
Starting point	
Catchpit A	3.68
Catchpit B	3.7
Catchpit C	3.5
Catchpit D	3.45
terminal manhole	3.39

Site (Lot 241)	CL	IL	depth
A	3.68	3.475	0.205
B	3.7	3.438	0.262
C	3.5	3.316	0.184
D	3.45	3.268	0.182

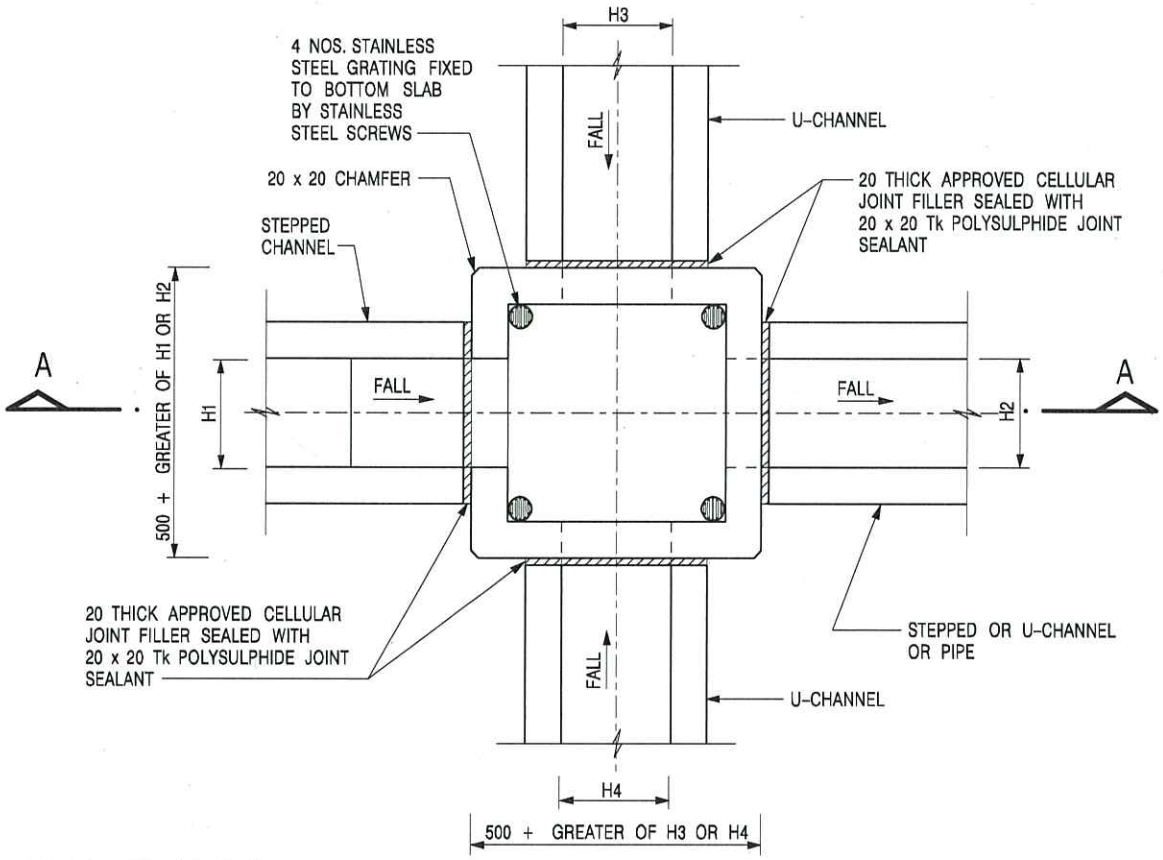
Site (Lot 241)	Distance	Starting Height	Slope	End Height	U Channel
A to B	7.48	**3.475**	200	3.438	225
B to C	24.50	3.438	200	3.316	225
C to D	13.80	3.316	200	3.268	225


THE SITE IN DD23
TING KOK
TUNG TSZ ROAD
232 S.A RP
232 S.B RP
234 S.A
253 S.B
252 RP
237 RP
238
240
241
242
244 S.A
244 RP
243 S.B
246 S.C
246 S.D RP
245
247
249
227 S.C RP
227 S.D
221 S.F
221 S.G
221 S.H
221 RP
219 S.A RP
246 S.E
243 S.A RP
243 S.A ss.1
243 S.A ss.2
253 S.A RP
253 S.A ss.1
253 S.A ss.2
253 S.A ss.3
253 S.A ss.4
253 S.A ss.5
253 S.A ss.6
836700N
836600N
839100E
N
Legend refers to Legend Sheet - "Legend for Drainage Record Plan"
© The Government of the Hong Kong SAR
Map reproduced with permission of the Director of Lands
Part print of sheet
3-SE-22A-3
3-SE-22C-1
Scale 1:500
Print date 2 July 2025
Mainland North Division
Drainage Services Department
Government of the Hong Kong Special Administrative Region



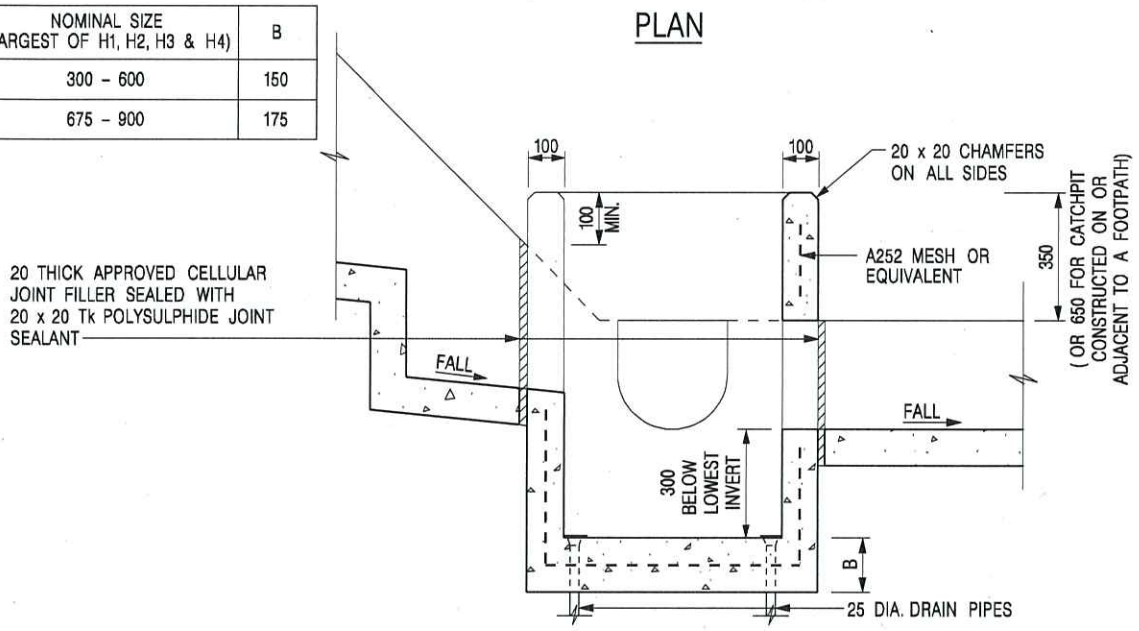
Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

Figure 7.1 Chart for the Rapid Design of U-shaped and Half-round Channels up to 600 mm



PLAN

NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 – 600	150
675 – 900	175



SECTION A – A

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

–	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

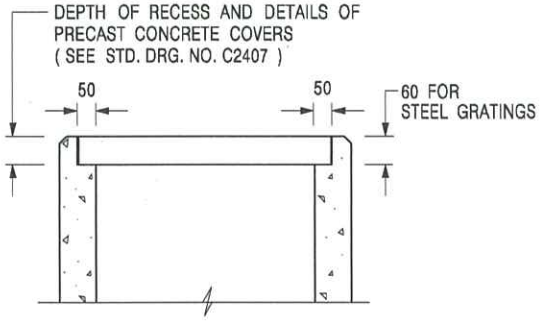
CATCHPIT WITH TRAP

(SHEET 1 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20	DRAWING NO. C2406 /1
DATE JAN 1991	

卓越工程 建設香港 We Engineer Hong Kong's Development



ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'G' ON STD. DRG. NO. C2405; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'F' ON STD. DRG. NO. C2405.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

REF.	REVISION	SIGNATURE	DATE
-	FORMER DRG. NO. C2406J.	Original Signed	03.2015

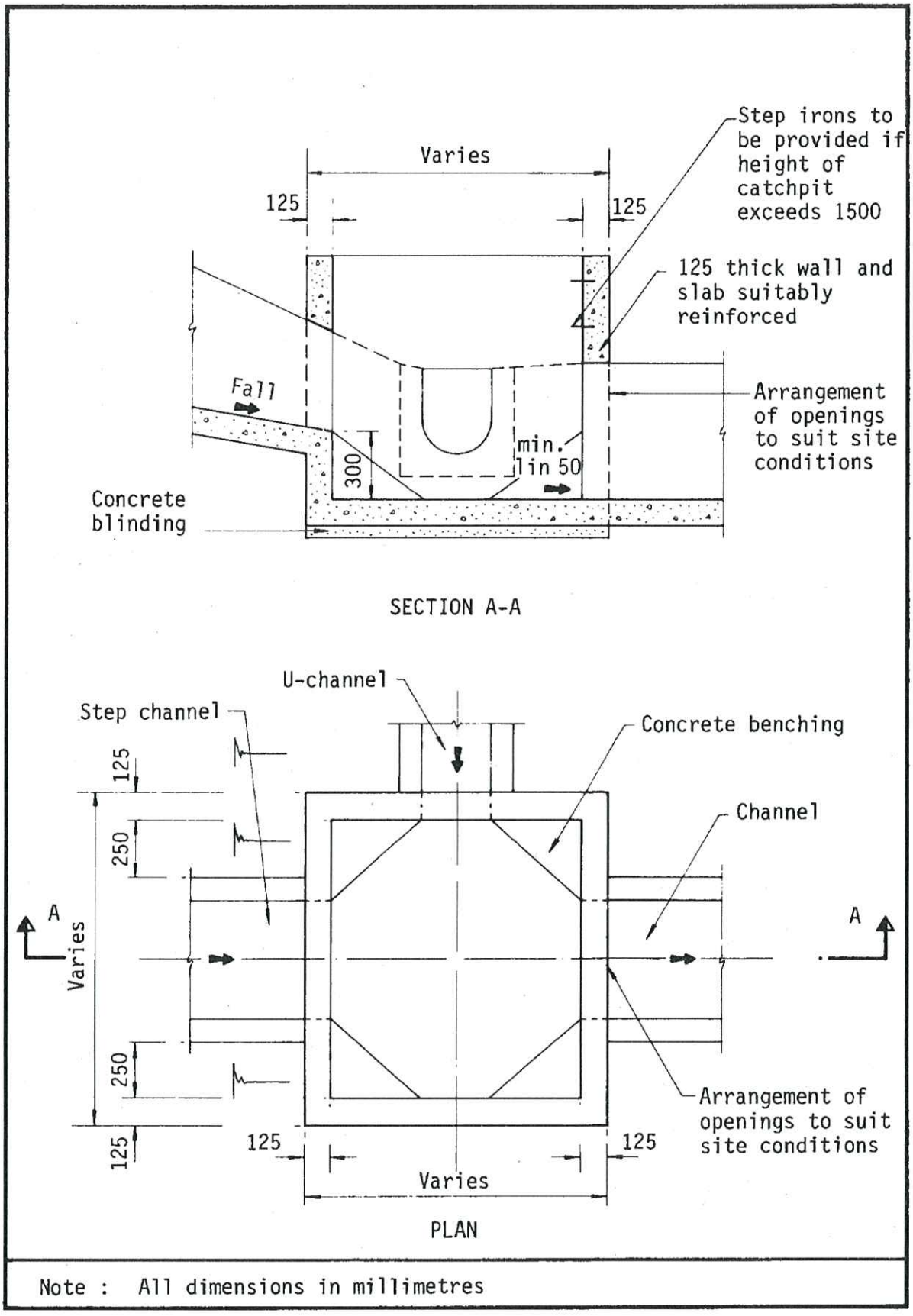
CATCHPIT WITH TRAP (SHEET 2 OF 2)

CEDD CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE 1 : 20

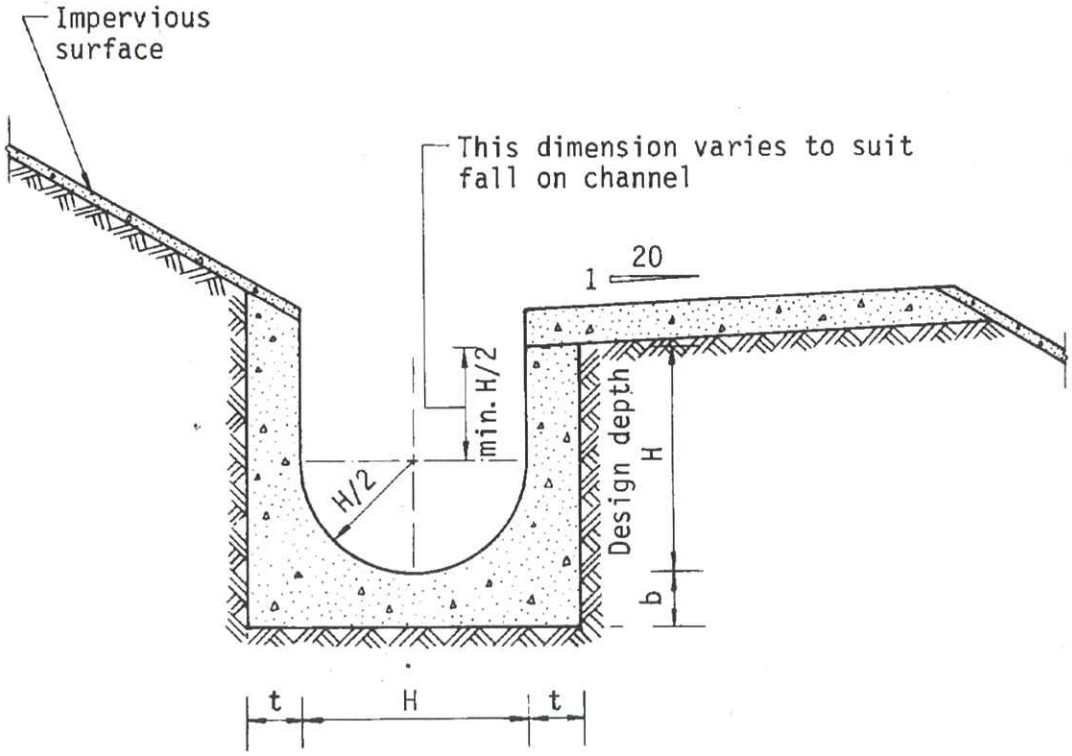
DATE JAN 1991

DRAWING NO. C2406 /2



Note : All dimensions in millimetres

Figure 8.10 - Typical Details of Catchpits

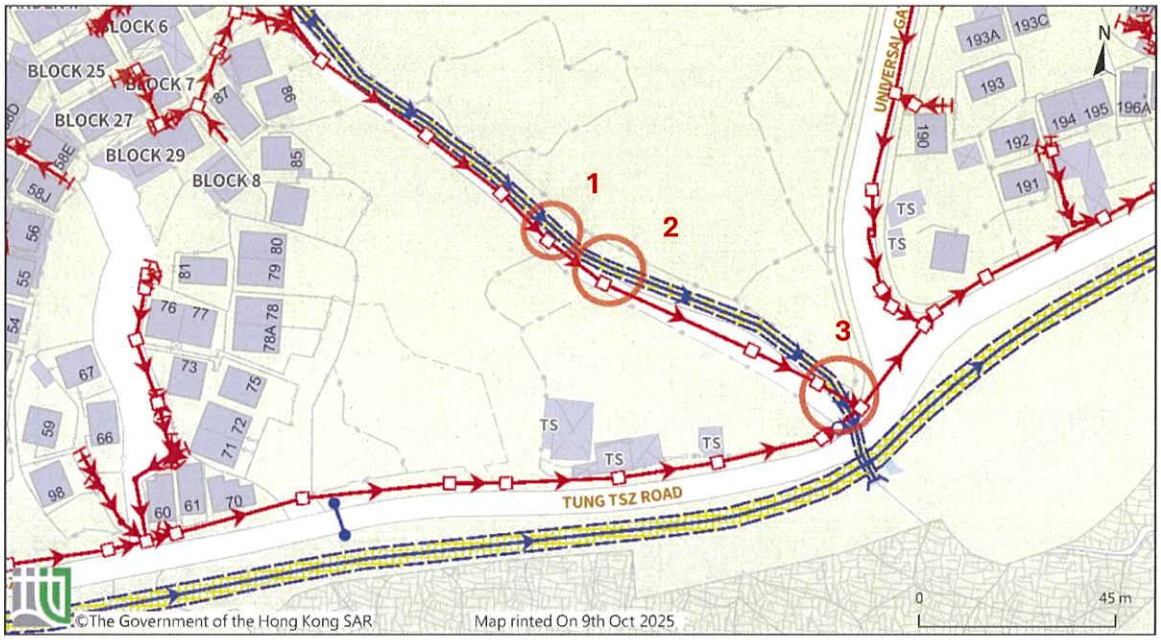


Dimensions of U - channel

Nominal size of channel H (mm)	Thickness t (mm)	Thickness b (mm)
225 to 600	150	150
675 to 1200	175	225

Figure 8.11 - Typical U-channel Details

Annex 6 Supporting Photos of Existing Drainage System



1

2

3

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 2 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 2 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。

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, 8 will be the 600kW charging point (fast speed) and the remaining parking spaces will be 7kW charging point (medium speed). Ancillary solar panels (5m x 10m x 2.5m and 5m x 14m x 2.5m) 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	3
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

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 eight 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