



Our Ref.: PD2502001/06
Your Ref.: TPB/A/SK-PK/310
16 February 2026

By Email

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

Dear Sir/ Madam,

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE
APPLICATION NO. A/SK-PK/310

Further Information

We refer to the comments in regard to the captioned application.

Please find attached the response to comments to departmental and public comments, as well as replacement pages of Application Form and updated Planning Statement.

Should you require further information or have any queries, please feel free to contact the undersigned or our Larissa Wong at [REDACTED]

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

Junior Ho
Director

Encl.

- Appendix 1 - Response to Comments Table
- Appendix 2 - Replacement Pages of Application Form
- Appendix 3 - Updated Planning Statement

c.c. the Applicant

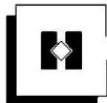




Section 16 Planning Application No. A/SK-PK/310

Response to Departmental Comments Table

No.	Comments Received	Our Responses
<i>A. Comments from Environment and Ecology Bureau received via email dated 10.11.2025 Subject Officer: Mr. LI Chun Leung, Alan (██████████)</i>		
1.	Note that there will be 36 private car (PC) parking spaces, with 5 nos. of 200kW Fast Charger and 13 nos. of 7kW Medium Charger (each medium charger will be equipped with one charging gun; and each fast charger will be equipped with two separate charging guns);	Nil.
2.	To echo with the latest version of Ch.8 of HKPSG about EV charging facilities and to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e., EV chargers with output power of not less than 7kW should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the Site;	Noted.
3.	The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the operations of electric taxis and achieve the aforesaid target. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the Site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis and electric light goods vehicles;	The applicant will take into account the recommendation provided by Environment and Ecology Bureau.



No.	Comments Received	Our Responses
4.	The applicant is also suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles; and	The applicant will take into account the recommendation provided by Environment and Ecology Bureau.
5.	It is recommended that the applicant provide charger information, including the real-time availability data of each charger, through the government-designated mobile applications such as “HKeMobility” of the Transport Department.	The applicant will take into account the recommendation provided by Environment and Ecology Bureau.
<i>B. Comments from Environmental Protection Department received via email dated 27.10.2025</i> <i>Subject Officer: Mr. LI Chun Leung, Alan (██████████)</i>		
1.	Noted that the proposed temporary use is for private cars parking and charging only. Besides, the associated eating place is for serving prepackage food without wastewater generation and the sewage arising from the on-site portable toilets would be collected by license contractor. Overall, no adverse environmental impact is anticipated and we therefore have no objection to the subject application; and	Noted.
2.	The applicant is advised to follow relevant measures for vehicle parks under “Code of Practice on Handling the Environmental Aspects of Temporary uses and Open Storage Sites” promulgated by EPD.	Noted, the applicant will follow relevant measures for vehicle parks under “Code of Practice on Handling the Environmental Aspects of Temporary uses and Open Storage Sites” promulgated by EPD upon approval of this planning application.
<i>C. Comments from Transport Department received via email dated 3.11.2025</i> <i>Subject Officer: Mr. LI Chun Leung, Alan (██████████)</i>		
1.	The proposed bus layby under the Hiram's Highway Improvement Stage 2 (HH2) project has not been indicated in the drawings submitted. Please indicate on the drawing the proposed bus layby under the Hiram's Highway Improvement	Comments noted. Please find the revised layout plan overlaid with the traffic layout plan of HH2 project below.



No.	Comments Received	Our Responses
	Stage 2 (HH2) project to demonstrate that the proposed bus layby would not be affected by the proposed vehicular access;	The vehicular run-in/out has been revised to avoid encroachment on the proposed bus layby under the HH2 project. Please find the revised indicative layout plan at Plan 1 . Swept path analysis for the revised layout at Plan 2 .
2.	Please provide the drawing of all proposed run-in / run-out for comment;	Comments noted. The revised swept path analysis is at Plans 4 3a and 3b .
3.	Re. Plan 3 of Annex 1, please review the location and direction of sign facing of the proposed traffic signs. TS102 is “give way”, rather than “no entry” as indicated in the legend. Please review;	Comments noted. The revised Indicative Access Design is at Plan 4 .
4.	Re. Plan 2 of Annex 2, please review the location and direction of sign facing of the proposed traffic signs. TS102 is “give way”, rather than “no entry” as indicated in the legend. Please review; and	Comments noted. The revised Indicative Access Design is at Plan 4 .
5.	The design and construction of the proposed improvement works, including the proposed run-in/out, proposed traffic signs for implementation of left-in/out arrangement, shall be responsible by the applicant.	Noted, the applicant will be responsible for the design and construction of the proposed improvement works, including the proposed run-in/out, proposed traffic signs for implementation of left-in/out arrangement upon approval of this planning application.
D. Comments Received during the 3-week Public Consultation Period		
1.	Objection on the Proposed Development at the Site.	<p>The Proposed Development is intended to support the wider adoption of EVs in Hong Kong by providing additional EV-charging facilities while providing additional parking spaces to serve the residents and visitors of the area.</p> <p>As suggested in the planning statement and previous FIs, the majority of the vehicles are expected to enter and exit the site approximately twice per day only; under the worst case scenario it</p>



No.	Comments Received	Our Responses
		<p>is expected that about 36 vehicular trips per hours. Hence, the traffic volume generated by the Proposed Development will be low and minimum traffic noise is anticipated. To ensure traffic safety, a left-in/left-out arrangement will be implemented.</p> <p>The proposed eating place will be used as a café serving solely pre-packaged food. Hence, minimal hygiene issues are expected from the proposed eating place.</p>

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(Mr. 先生 / Mrs. 夫人 / Miss 小姐 / Ms. 女士 / Company 公司 / Organisation 機構)

中匯智能科技有限公司 (Sino Express Intelligence Co. LTD)

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(Mr. 先生 / Mrs. 夫人 / Miss 小姐 / Ms. 女士 / Company 公司 / Organisation 機構)

LCH Planning & Development Consultants Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 1,412 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 629 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	..... sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11
(e) Land use zone(s) involved 涉及的土地用途地帶	Recreation
(f) Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. “Current Land Owner” of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

is the sole “current land owner”^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。

is one of the “current land owners”^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。

is not a “current land owner”[#].
並不是「現行土地擁有人」[#]。

The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

**5. Statement on Owner's Consent/Notification
就土地擁有人同意/通知土地擁有人陳述**

(a) According to the record(s) of the Land Registry as at15/7/2025..... (DD/MM/YYYY), this application involves a total of1..... “current land owner(s)”[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 –

has obtained consent(s) of1..... “current land owner(s)”[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of “current land owner(s)” [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)
1	Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221	15/7/2025

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has notified “current land owner(s)”#
已通知 名「現行土地擁有人」#。

Details of the “current land owner(s)”# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知，詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- sent request for consent to the “current land owner(s)” on _____ (DD/MM/YYYY)#&
於_____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____ (日/月/年)在指定報章就申請刊登一次通知&
- posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	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 (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月
(c) <u>Development Schedule 發展細節表</u>	
Proposed uncovered land area 擬議露天土地面積	783 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	629 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	7
Proposed domestic floor area 擬議住用樓面面積	.....sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	629 .....sq.m <input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	.....sq.m <input type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)	
Refer to Planning Statement Report	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目	
Private Car Parking Spaces 私家車車位	Refer to Planning Statement Report
Motorcycle Parking Spaces 電單車車位	.....
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	.....
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	.....
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	.....
Others (Please Specify) 其他 (請列明)	.....
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
Taxi Spaces 的士車位	Refer to Planning Statement Report
Coach Spaces 旅遊巴車位	.....
Light Goods Vehicle Spaces 輕型貨車車位	.....
Medium Goods Vehicle Spaces 中型貨車車位	.....
Heavy Goods Vehicle Spaces 重型貨車車位	.....
Others (Please Specify) 其他 (請列明)	.....

Proposed operating hours 擬議營運時間 24 Hours daily for the proposed carpark From 9:00 am to 6:00pm daily for the cafe																															
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	<p>Yes 是 <input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p>Tai Mong Tsai Road</p> <p>No 否 <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p><input type="checkbox"/></p>																														
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)																															
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	<p>Yes 是 <input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	<p>Yes 是 <input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
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Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																													

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories 新界西貢大網仔路丈量約份第221約地段第333號B段餘段、第346號、第348號餘段、第349號餘段及第350號
Site area 地盤面積	1,412 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11 北港及沙角尾分區計劃大綱圖編號S/SK-PK/11
Zoning 地帶	Recreation 康樂
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 3 <input type="checkbox"/> Month(s) 月 <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 <input type="checkbox"/> Month(s) 月
Applied use/ development 申請用途/發展	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 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板用途(為期三年)

(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	629 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.45 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用	7	
(iii) Building height/No. of storeys 建築物高度/層數	Domestic 住用	m 米 <input type="checkbox"/> (Not more than 不多於)	
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
	Non-domestic 非住用	3.5	m 米 <input checked="" type="checkbox"/> (Not more than 不多於)
		1	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於)
(iv) Site coverage 上蓋面積	45	%	<input checked="" type="checkbox"/> About 約
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		36
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____		36
Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數			
Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____			



Executive Summary

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

This Application is submitted to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”) for a proposed temporary public vehicle park (private cars only) and eating place with ancillary electric vehicle charging facilities and solar panels for a period of 3 years (“**the Proposed Development**”) at Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories (“**the Application Site**”, “**the Site**”). The Site falls within an area of “Recreation” zone on the Approved Pak Kong and Sha Kok Mei Outline Zoning Plan No. S/SK-PK/11. It involves an area of about 1,412 square meters (“sq. m.”).

The Proposed Development will provide 36 parking spaces for private cars with electric vehicle charging facilities and 7 single storey structures (not more than 3.5 meters (“m”) in height) for solar panels, station café, resting area and toilet. The total covered area of these 7 structures is about 629 sq. m. The proposed car park will be operated 24 hours daily (including public holidays), while the café will be operated from 9:00am to 6:00pm daily (including public holidays).

This Application aims to accommodate the high demand for EV-charging facilities in Sai Kung. It is situated at a convenient location that is favourable to operate a public vehicle park and to serve the nearby residents and visitors. The Proposed Development is in line with various of government’s policies, including promotion of wider adoption of EVs and development of renewable energy in Hong Kong.

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

In consideration of the above justifications, we sincerely seek the Board to support this Application.



內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請根據《城市規劃條例》第 16 條，就新界西貢大網仔路丈量約份第 221 約地段第 333 號 B 分段餘段、第 346 號、第 348 號餘段、第 349 號餘段及第 350 號(下稱「申請地點」) 的用地，向城市規劃委員會 (下稱「城規會」) 申請作擬議臨時公眾停車場 (只限私家車) 和食肆連附屬電動車充電設施及太陽能電池板用途，為期 3 年 (下稱「擬議發展」)。申請地點現時於《北港及沙角尾分區計劃大綱草圖編號 S/SK-PK/11》劃作「康樂」地帶。申請地點的地盤面積約 1,412 平方米。

擬議發展將提供 36 個私家車停車位連電動車充電設施及 7 座 1 層構築物 (高度不超過 3.5 米) 用作太陽能板、咖啡店、休息室及洗手間。總樓面面積為約 629 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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1 INTRODUCTION

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.



2 BACKGROUND

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.

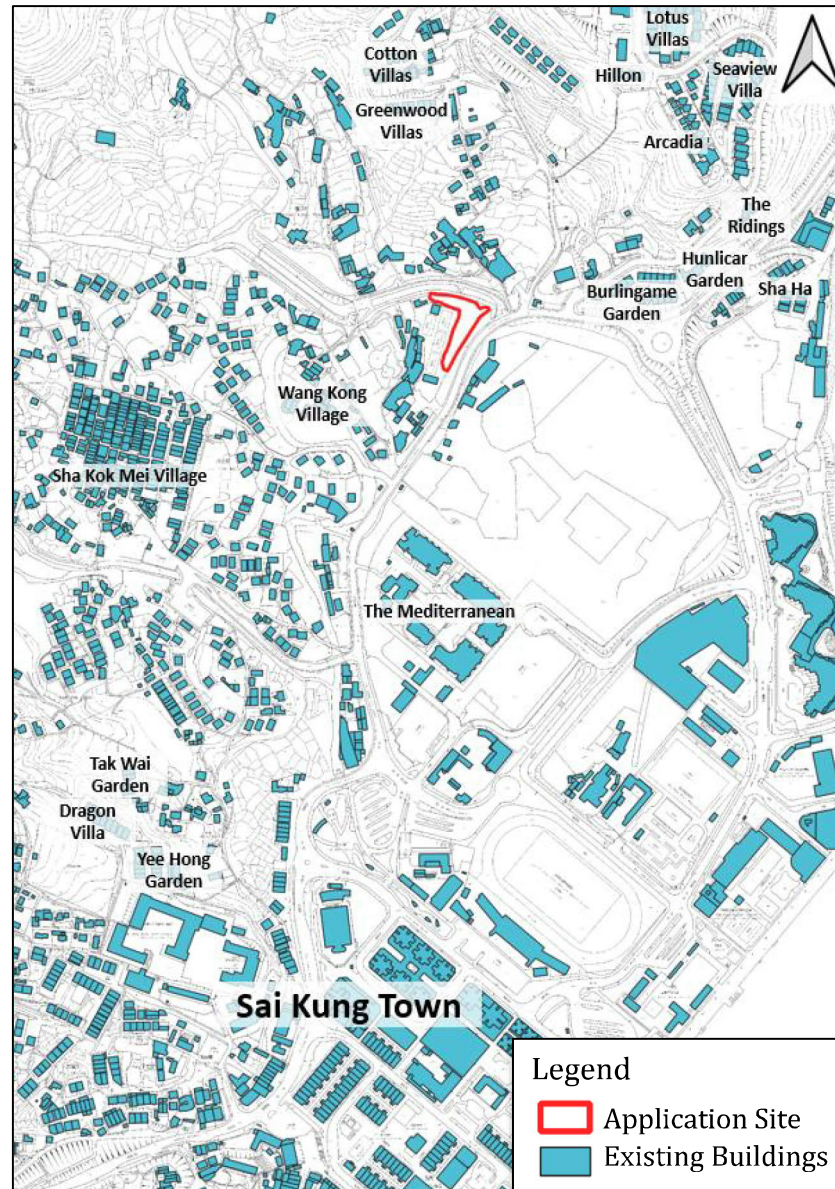


Diagram 2 Existing Village Clusters and Residential Developments
(Source: Hong Kong Map Service 2.0, HKSAR Government)

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 café¹) and a resting area² where customers may rest during charging of vehicle are proposed. Ancillary solar panels will be installed on top of the parking spaces and rooftop of the station café to partly supply the electricity required for the Proposed Development.

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

Site Area	About 1,412 sq. m.
No. of Structure	7
Covered Area	629 sq. m.
Maximum Height of Structure	Not more than 3.5 m, one-storey
Site Coverage	About 45%
Plot Ratio	About 0.45
No. of Parking Spaces for Private Cars	36

3.6 Operation Arrangement

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

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

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

- No vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Site;
- Only private car as defined in the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Site;
- No medium or heavy goods vehicle exceeding 5.5 tonnes, including container tractor/ trailer will be permitted to park at the Site;

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

² 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.



4 PLANNING ASSESSMENT

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’ is neither a Column 1 nor 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 EV³.

- 4.4.3 As at March 2025, there are 57 nos. of EV chargers for public access in Sai Kung (**Diagram 3**)⁴, 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 35 fast chargers and 58 medium chargers).

³https://www.districtcouncils.gov.hk/sk/doc/2020_2023/en/committee_meetings_doc/TT C/19792/SK_TTC_2021_163_TC.pdf

⁴https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/locations_ev_chargers.html

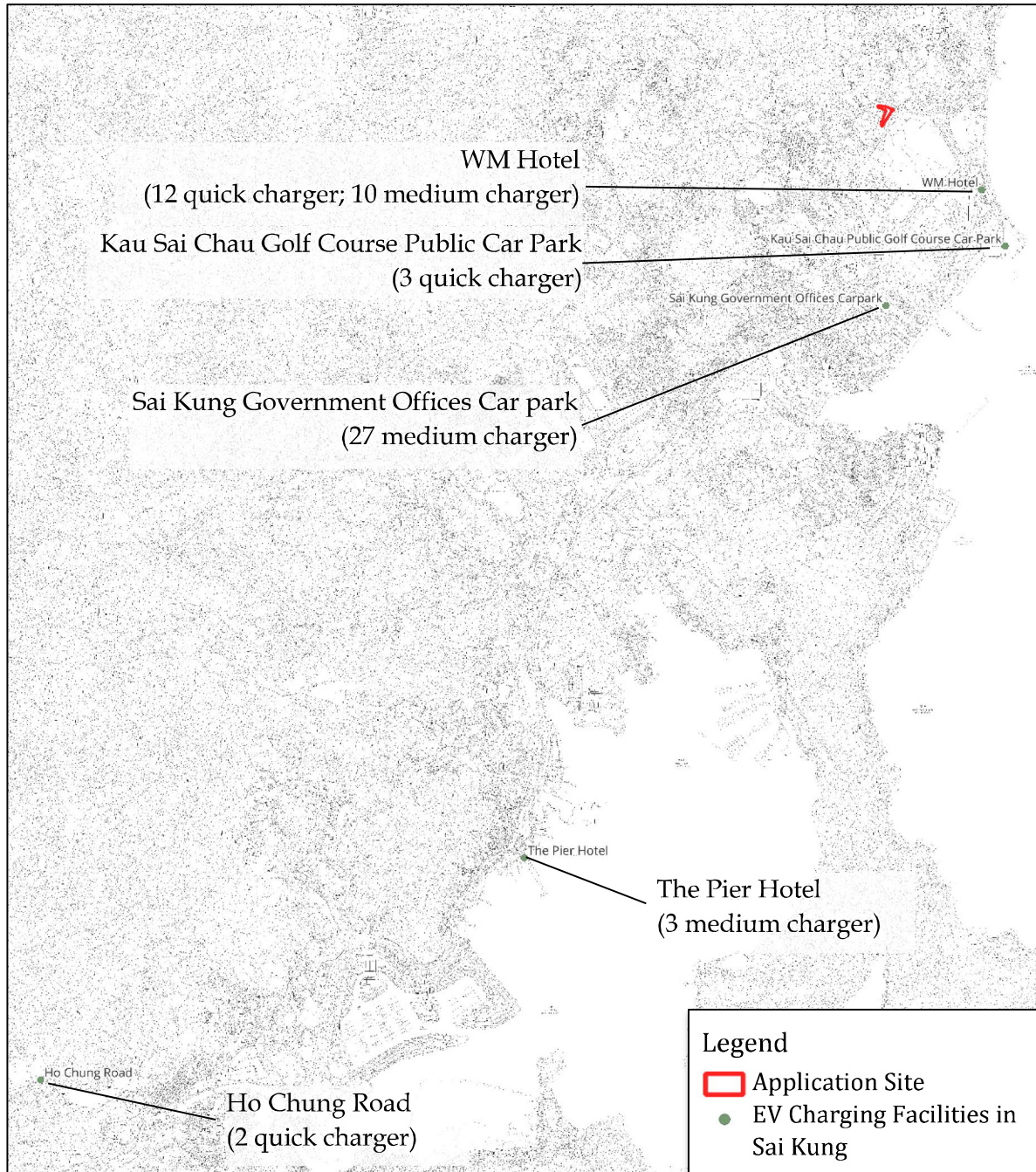


Diagram 3 Location of EV chargers for Public Access in Sai Kung
(Source: CSDI and Hong Kong Map Service 2.0, HKSAR Government)

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.

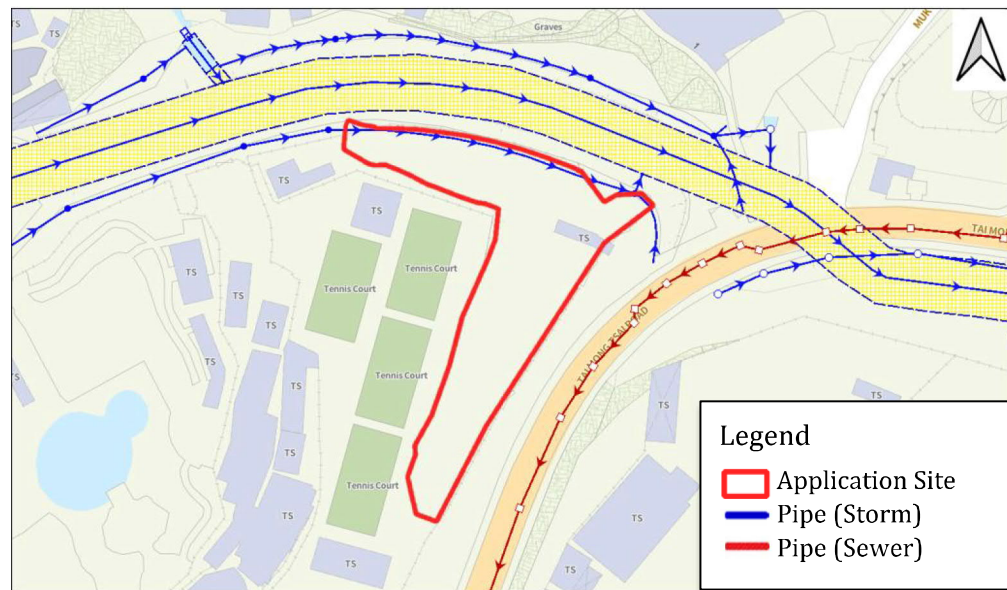


Diagram 4 Existing Drainage Facilities
(Source: Geoinfo Map, HKSAR Government)

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.



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 18 fast charging spaces and 18 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

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

Structures 7

Resting Area with Solar Panels on rooftop with height of not more than 3.5 m

Covered Area: About 18 sq. m.

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

Structures 1

Solar panels with height of not more than 3 m

Covered Area: About 166 sq. m.

Structure 2

Station Café with Solar Panels on rooftop with height of not more than 3.5 m

Covered Area: About 80 sq. m.

Structure 6

Toilet with height of not more than 3 m

Covered Area: About 4 sq. m.

5 nos. of 250kW Fast Charger

Structures 5

Solar panels with height of not more than 3 m

Covered Area: About 217 sq. m.

3 nos. of 500kW Fast Charger

Structures 4

Solar panels with height of not more than 3 m

Covered Area: About 58 sq. m.

Structures 3

Solar panels with height of not more than 3 m

Covered Area: About 86 sq. m.

13 nos. of 7kW Medium Charger

Legend

- Application Site
- Parking Space
- Parking Space (Fast Charger)
- 7kW/250kW/500kW Charger
- Joint Box
- HV Pillar
- E&M
- Structures and Other Structures**
- Structures (about 102 sq.m.)
- Solar Panels (about 527 sq.m.)

0 10 20 m



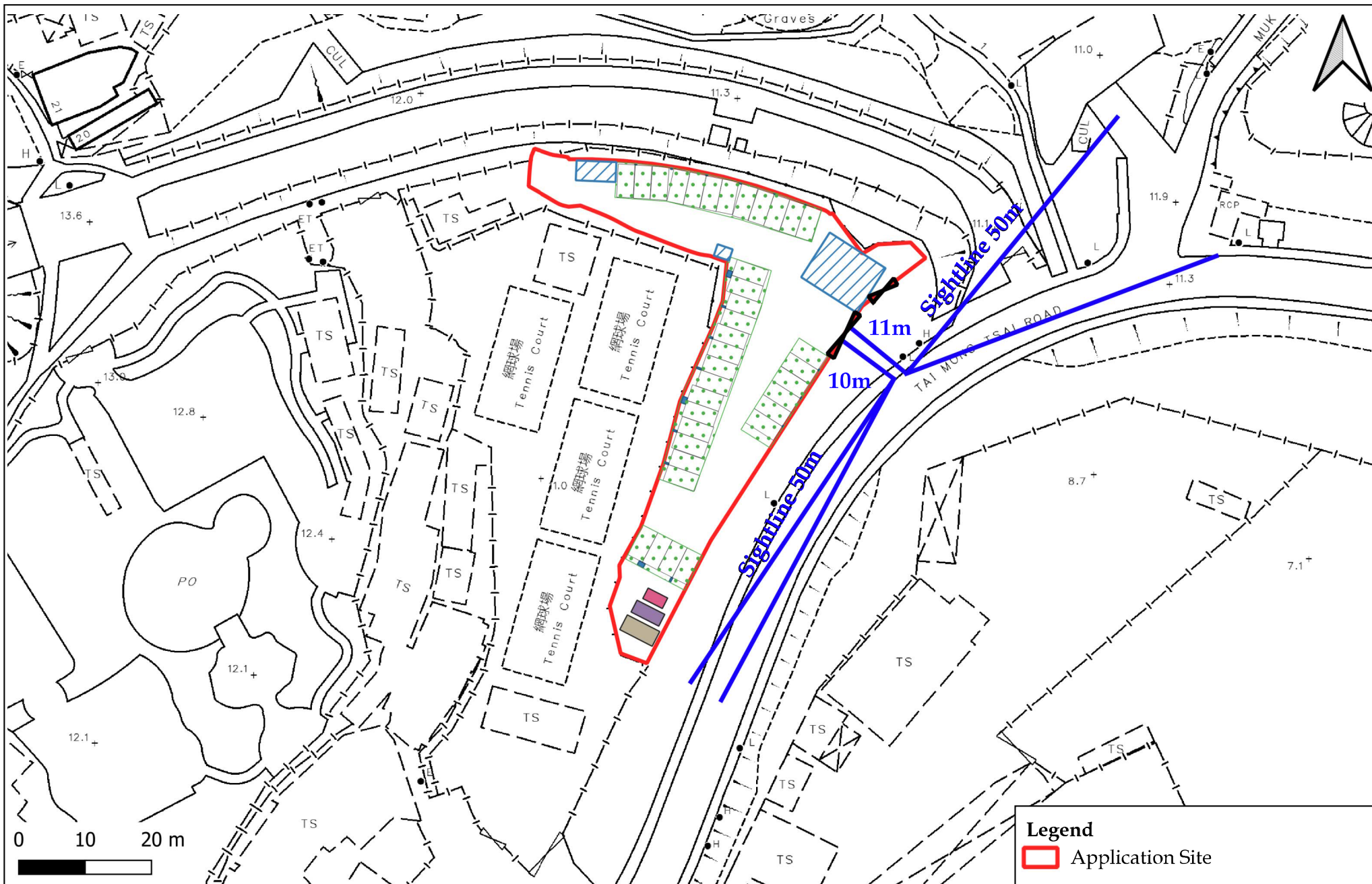
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Plan 1: Revised Indicative Layout Plan

(For reference only. Not to scale.)

Section 16 Application for Proposed Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities, Eating Place, Drivers Lounge and Solar Panels for a Period of 3 Years 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

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

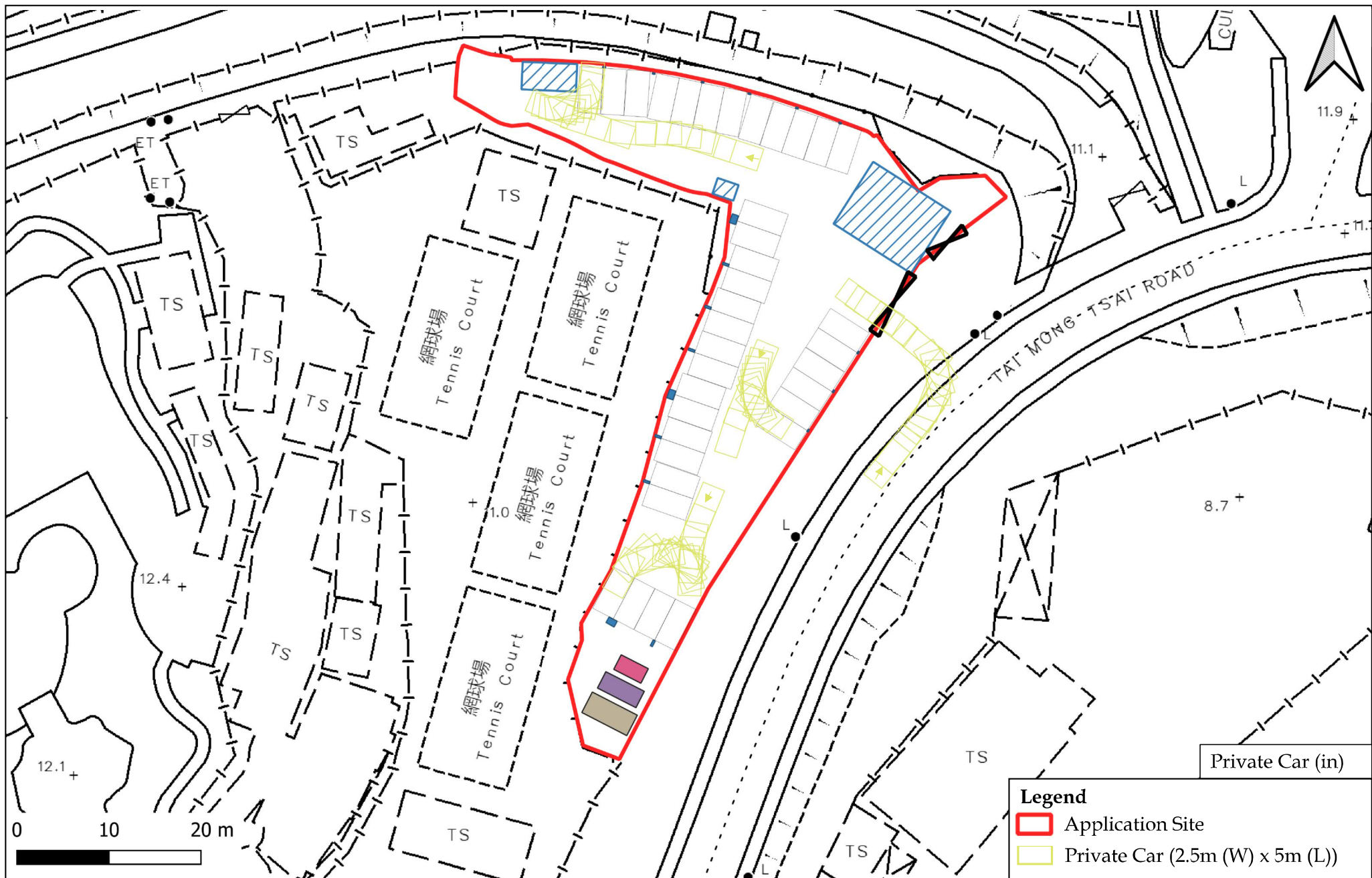


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Plan 2 : Revised Sightline Analysis

Section 16 Application for Proposed Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities, Eating Place, Drivers Lounge and Solar Panels for a Period of 3 Years 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

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

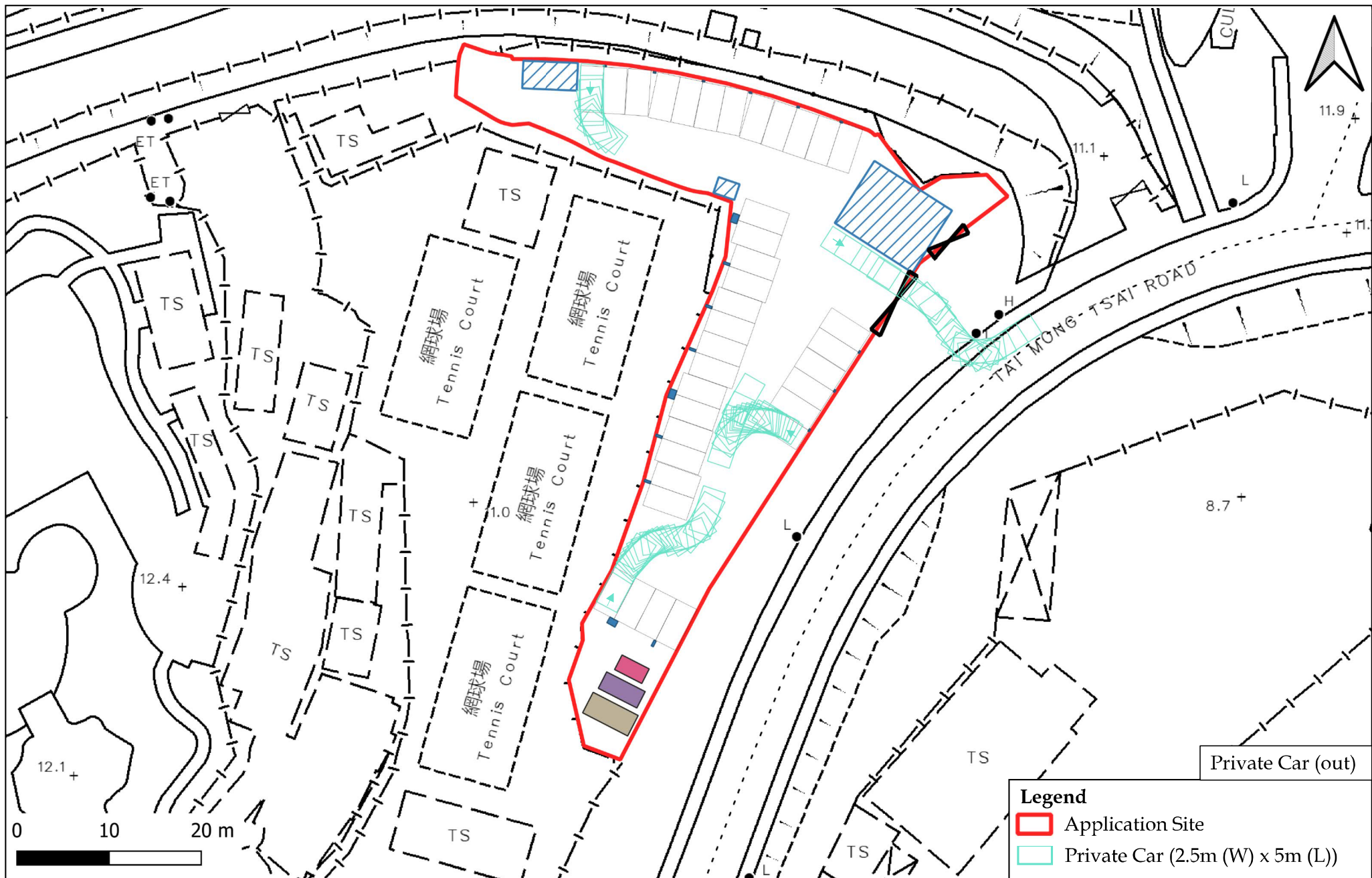


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Plan 3a: Swept Path Analysis for the Combined Run-in/Run-out Access

Section 16 Application for Proposed Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities, Eating Place, Drivers Lounge and Solar Panels for a Period of 3 Years 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

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

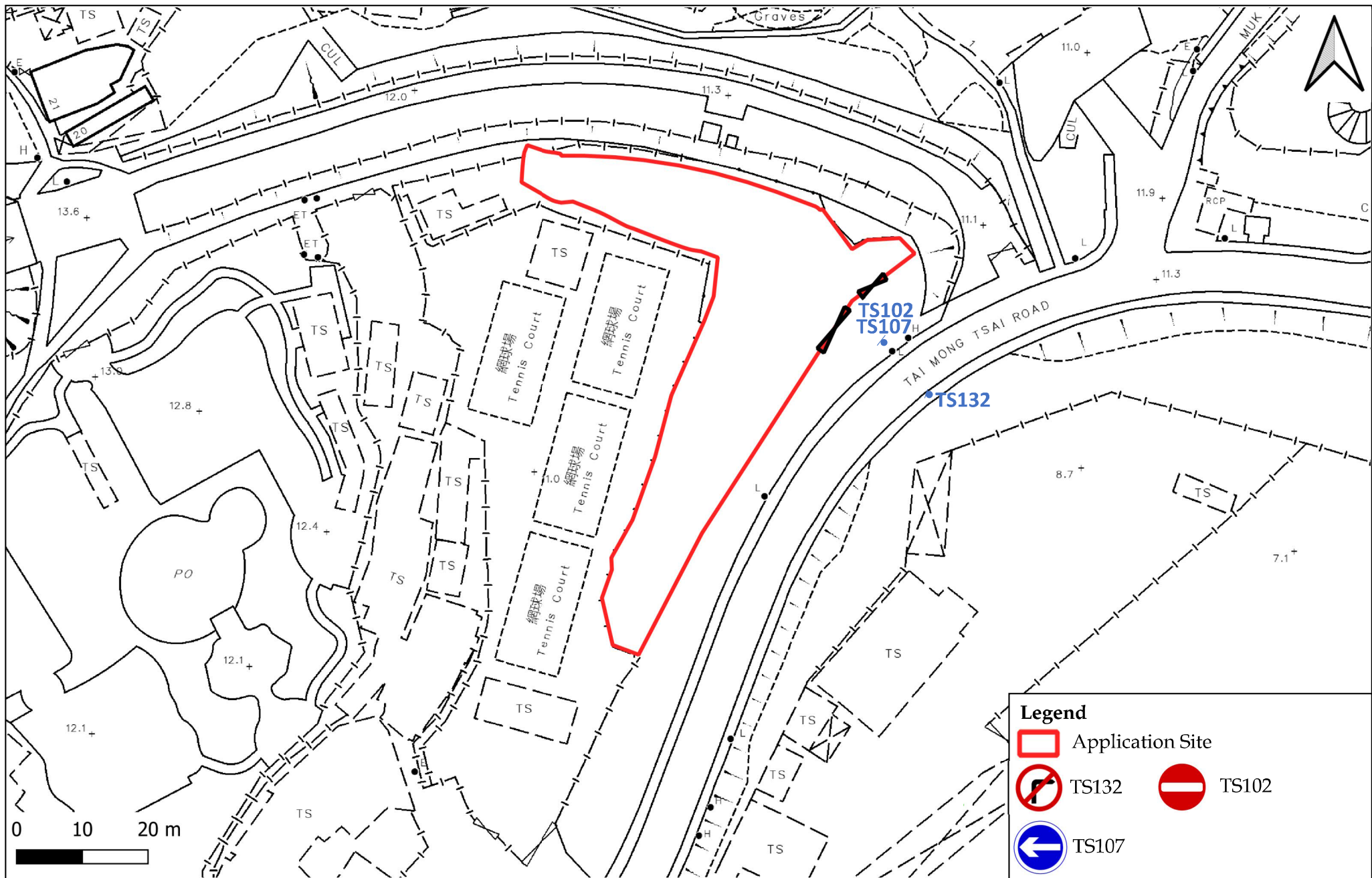


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Plan 3b: Swept Path Analysis for the Combined Run-in/Run-out Access for the Combined Run-in/Run-out Access

Section 16 Application for Proposed Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities, Eating Place, Drivers Lounge and Solar Panels for a Period of 3 Years 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

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



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Plan 4 : Revised Indicative Access Design

Section 16 Application for Proposed Temporary Public Vehicle Park (Private Cars Only) with Ancillary Electric Vehicle Charging Facilities, Eating Place, Drivers Lounge and Solar Panels for a Period of 3 Years 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

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