



**LCH Planning and Development
Consultants Limited**

Our Ref.: PD2502001/09
Your Ref.: TPB/A/SK-PK/310

21 May 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 departmental comments and revised planning statement for consideration of the Town Planning Board (**Appendixes 1 and 2**).

We confirm that there is no change to the development parameters. This Further Information contains the responses to comments of relevant Government departments and minor changes in the indicative layout plan for clarification without changing the major development parameters of the proposed development. Thus, according to TPB Planning Guideline No. 32B, this Further Information does not constitute a material change to the nature of the application and should therefore be accepted by the Town Planning Board for incorporation into the application.

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

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

Junior Ho

Director
Encl.

- Appendix 1 - Responses to Departmental Comments
- Appendix 2 - Revised Supporting Planning Statement

c.c. the Applicant

[REDACTED]



APPENDIX 1

RESPONSES TO DEPARTMENTAL COMMENTS TABLE



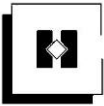
Section 16 Planning Application No. A/SK-PK/310

Response to Departmental Comments Table

No.	Comments Received	Our Responses
<i>A. Comments from Highways Department received dated 14.5.2026 Subject Officer: Mr. LING Kin Lam, Catherine (T: ██████████)</i>		
1.	Please note the following advisory comments on the subject application: (a) Hiram's Highway Improvement Stage 2 (HH2) project has no objection to the proposed location of run-in/out subject to the following conditions: i. The applicant shall provide detailed information, including detailed design, their construction & operation programme, for HH2 contractor to review and consent. No additional site constraints should be imposed to the progress of works of HH2 contractor. Prior consent should be obtained from HH2 contractor before carrying out any works within the Working Areas.	Noted with thanks.
2.	ii. The applicant should note and take into account the traffic condition, including any traffic impact arising from the HH2 project and temporary traffic arrangement of HH2 project, and obtain necessary agreement from relevant department(s) before commencement of work.	Noted.
3.	iii. For the works constructed by the applicant, the applicant is responsible for seeking comments and obtaining consent from relevant maintenance department for handing-over the works.	Noted.
4.	iv. The applicant should be responsible for the design and construction of traffic signs and other ancillary facilities related to the proposed run in/out.	Noted.
5.	v. The applicant should be responsible for the design and construction of any modification to the run-in/out to cater for	Noted.



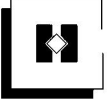
No.	Comments Received	Our Responses
	the construction and operation of permanent run-in/out or other permanent works to be constructed under HH2.	
6.	vi. The details of the proposed run-in/out should conform to relevant Highways Standards including but not limited to HyD Guidance Notes RD/GN/042, HyD Standard Drawings, etc., and their latest revisions.	Noted.
B. Comments from Lands Department received dated 14.5.2026 Subject Officer: Mr. WONG Hing Yan (T: [REDACTED])		
1.	Please note the following advisory comments on the subject application: (a) Please note that Lands Department is not a works agent. Thus, Lands Department will not undertake any maintenance works for the proposed run in/out.	Noted.
2.	(b) Further, Lands Department has no expertise to undertake the management work for the proposed run-in/out.	Noted.
3.	(c) As such, the applicant should properly identify the management party and maintenance party for the proposed run-in/out.	Noted with thanks.
C. Comments from Environment and Ecology Bureau (EEB) received dated 14.5.2026 Subject Officer: Mr. FONG Yiu Sang, Vincent (T: [REDACTED])		
1.	Please note the following advisory comments on the subject application: (a) It is noted that there will be 36 nos. of parking space for private cars, and only 27 of them will be provided with EV charging guns.	Noted.
2.	(b) 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	Noted with thanks.



No.	Comments Received	Our Responses
	installed in all parking spaces for private cars, light goods vehicles and motorcycles of the subject site.	
3.	(c) The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3 000 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 addition, the Government announced the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles in February 2026, which states that the Government will leverage market forces in the future to build a public charging network with fast chargers as the backbone. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the subject site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis, electric light goods vehicles.	Noted.
4.	(d) The applicant is also suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles.	Noted with thanks.
5.	(e) 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.	Noted.
<i>D. Comments from Transport Department received dated 14.5.2026</i> <i>Subject Officer: Mr. BOEDIHARDJO Johnathan (T: [REDACTED])</i>		
1.	Please find the following comments on the application: (a) We have no objection to the captioned planning application, subject to the following approval condition:	Noted.



No.	Comments Received	Our Responses
	"The design, construction and implementation of the traffic improvement measures proposed by the applicant to the satisfaction of the Commissioner for Transport or of the Town Planning Board."	
<i>E. Comments from Planning Department received dated 18.5.2026</i> <i>Subject Officer: Mr. CHENG Tsz Chung, Gordon (T: [REDACTED])</i>		
1.	It is noted from your updated Supporting Planning Statement (SPS) that the ancillary solar panels are proposed to partly supply the electricity required for the proposed development, please provide more details on the operation and confirm whether the solar panels would fall within the Feed-in Tariff (FiT) Scheme.	The energy input from ancillary solar panels may not be stable and efficient enough to support the EV charging. Thus, connection to existing power grid is necessary to provide the necessary service of this operation. Subject to further study of the power system, the energy input from the ancillary solar panels would mainly support the operational activities of the proposed development, while the residual energy input from ancillary solar panels, if there is any, would be transferred to the existing power grid by joining the Feed-in-Tariff Scheme.
2.	It is noted that the classification of fast charger adopted in your updated SPS differs from that stated in the Secretary for Environment and Ecology's comments. You may wish to rectify the discrepancy, if necessary.	Noted. The discrepancy has been revised accordingly.



APPENDIX 2

REVISED SUPPORTING PLANNING STATEMENT



Executive Summary

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

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

The Proposed Development will provide 36 parking spaces for private cars with electric vehicle charging facilities and 8 single storey structures (not more than 3.5 meters (“m”) in height) for solar panels, station café, resting areas and toilet. The total covered area of these 8 structures is about 637 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 8 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 637 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 (“**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 (“**Application Site**” or “**the Site**”) (**Figure 1**) 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**). Both ‘Eating Place’ and ‘Public Vehicle Park (excluding container vehicle)’ are Column 2 uses under “REC” zone on the Pak Kong and Sha Kok Mei OZP, which require 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 areas 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 are 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 (**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.

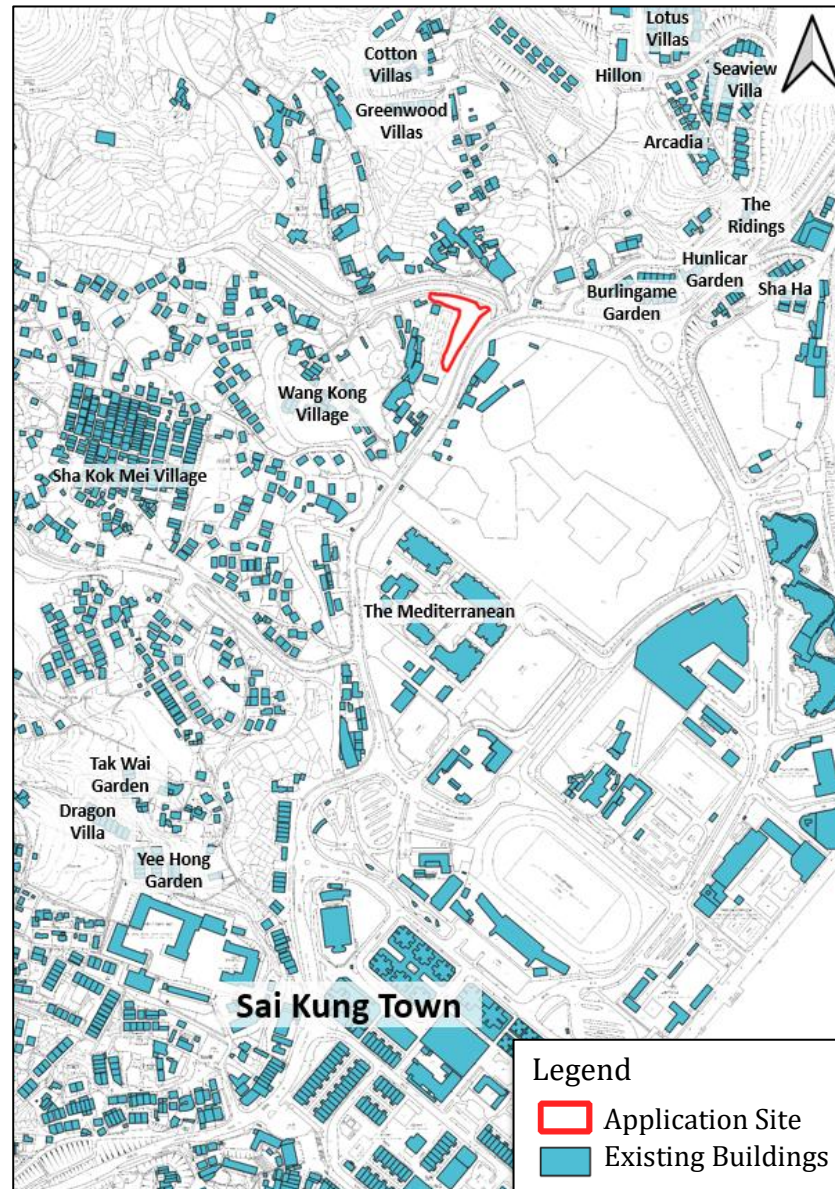


Diagram 2 Existing Village Clusters and Residential Developments
(Source: Hong Kong Map Service 2.0, HKSAR Government)

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) with a total of 27 charging guns and all parking spaces could be served by these 27 charging guns¹. The Proposed Development will also comprises ancillary EV charging equipment including a movable E&M

¹ There will be 9 nos. of over 22kW quick charger (each has two separate charging guns, providing 18 guns in total) and 9 nos. of 7kW medium chargers (each only has one charging gun, providing 9 guns in total).



facility (i.e. storage for batteries, distribution boards and cabling) and a detachable HV Pillar to connects adjacent electrical cable network to supply power to EV charging points².

3.5.2 Considering that waiting time is required for charging electric vehicles, a thoughtful design on providing an eating place (i.e. station café³) and resting areas⁴ 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 and resting areas 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	8
Covered Area	About 637 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 entrances will continue to serve the Proposed Development with the northern entrance proposed to be the entrance of eating place (café) for pedestrian access. The southern entrance with a width of about 7.5m will be served as the ingress/egress point to access the car park (**Figure 4**).

3.6.3 It is noted that under the Hiram's Highway Improvement Stage 2 (HH2) project, there is a permanent run-in/out reserved for the Application Site, which is currently directly adjacent to a fire hydrant and a lamp post. The relocation works of the existing fire hydrant and lamp post will not be conducted until the commencement on construction works of the relevant section of the HH2 project. Therefore, a temporary run-in/out is proposed

² In view of the E&M facility and HV pillar are movable, they are not considered as structure.

³ <https://www.sinoexpresshk.com/en/solutions-archives/station-cafe/>

⁴ 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.



during this interim period and a permanent run-in/out will be adopted upon the permanent road works is completed under HH2 project (**Annex 2**).

3.6.4 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;
- 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.
- Implementation of left-in/left-out arrangement with signage on the opposite road of the proposed car park.

3.6.5 Indicative road improvement works are proposed at **Annex 2**. The applicant will be responsible for the design and construction of the proposed improvement works, including the temporary run-in/out, traffic signs for implementation of left-in/out arrangement upon approval of this planning application.



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 the Pak Kong and Sha Kok Mei OZP, both ‘Eating Place’ and ‘Public Vehicle Park (excluding container vehicle)’ are Column 2 uses under the “REC” zone, which require permission from the Board.

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 EV⁵.

4.4.3 As at March 2026, there are 55 nos. of EV chargers for public access in Sai Kung (**Diagram 3**)⁶, among which, 15 nos. are quick chargers and the remaining 40 nos. are medium chargers. With the Proposed Development, the total number of quick and medium EV chargers in Sai Kung will be increased.

⁵https://www.districtcouncils.gov.hk/sk/doc/2020_2023/en/committee_meetings_doc/TT C/19792/SK_TTC_2021_163_TC.pdf

⁶https://www.epd.gov.hk/epd/english/environmentinhk/air/promotion_ev/locations_ev_chargers.html

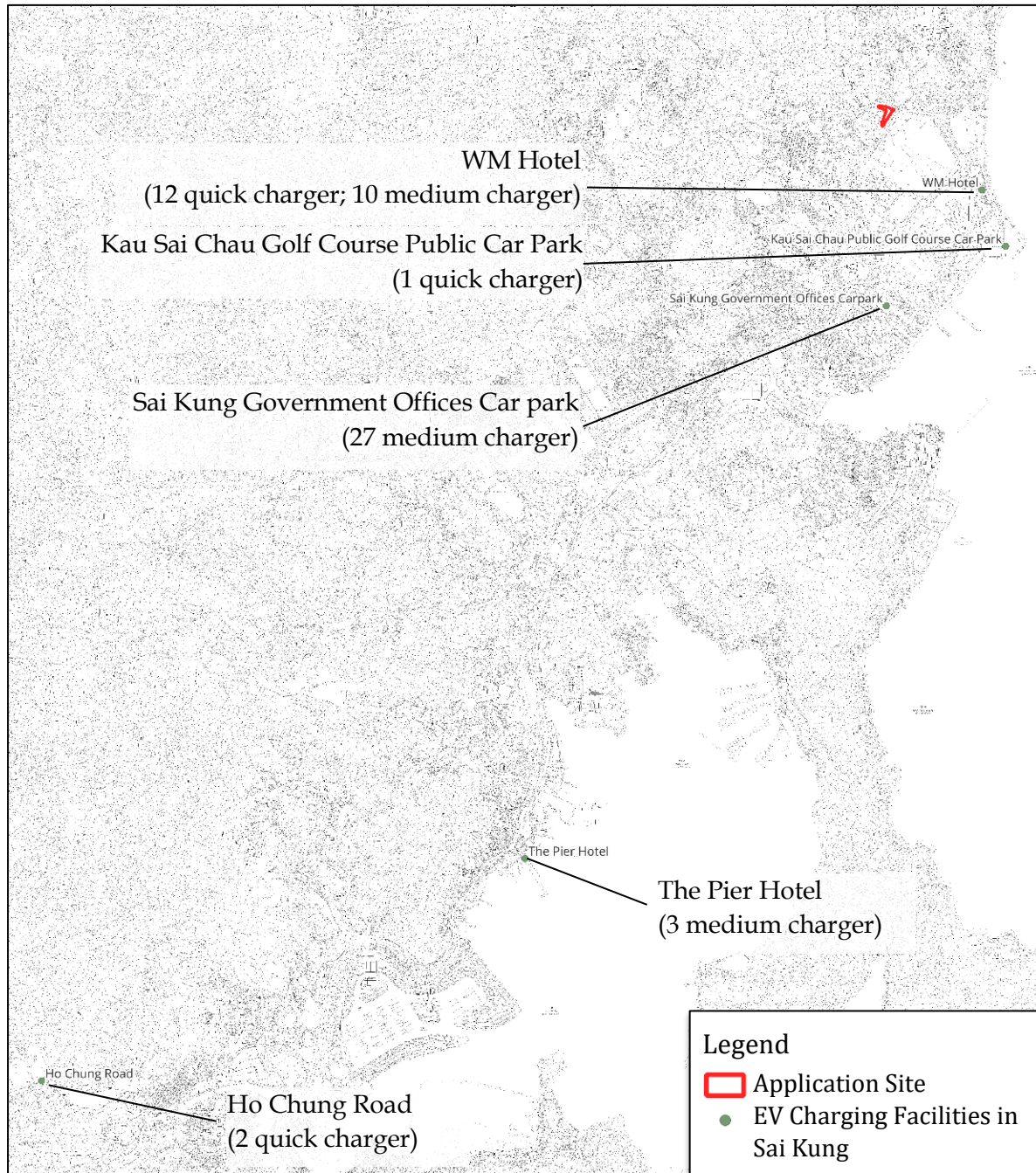


Diagram 3 Location of EV chargers for Public Access in Sai Kung
(Source: CSDI and Hong Kong Map Service 2.0, HKSAR Government)

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.

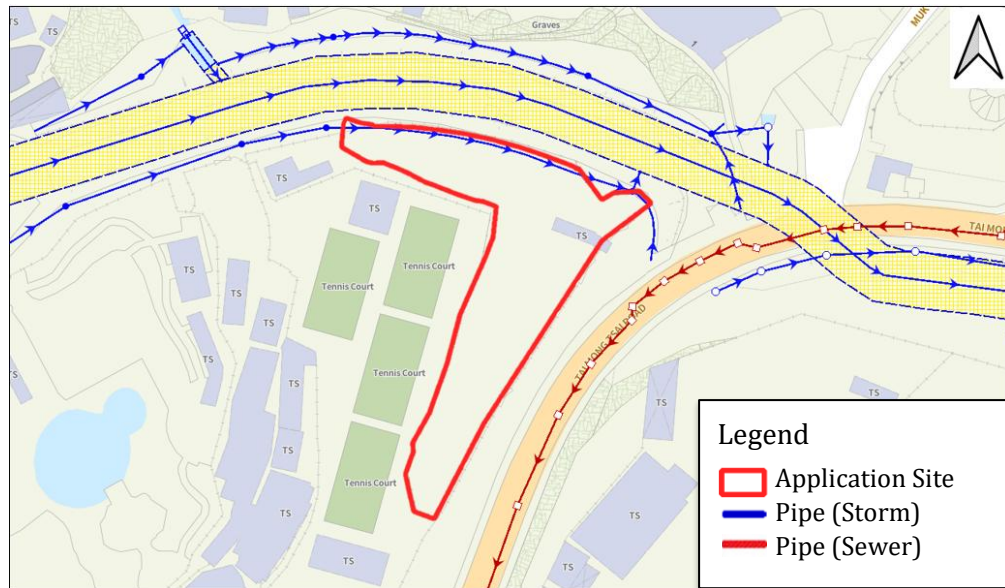


Diagram 4 Existing Drainage Facilities
(Source: Geoinfo Map, HKSAR Government)

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 3.6.4 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 continue to promote the expansion of EV charging infrastructure through targeted funding initiatives to support the installation of additional charging facilities across the territory. In response to the anticipated growth in EV adoption, the Proposed Development in this Application which includes 18 quick charging guns and 9 medium charging guns are accessible to the public is aligning with the Government's targets to enhance charging network capacity and support sustainable transport development.

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 areas) 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. Technical assessments including swept path analysis and sightline analysis were conducted to demonstrate the Site is technically feasible for operating as a car park (**Annexes 1 and 3** refers). In addition, traffic management measures have also been proposed in order to ensure the traffic and 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



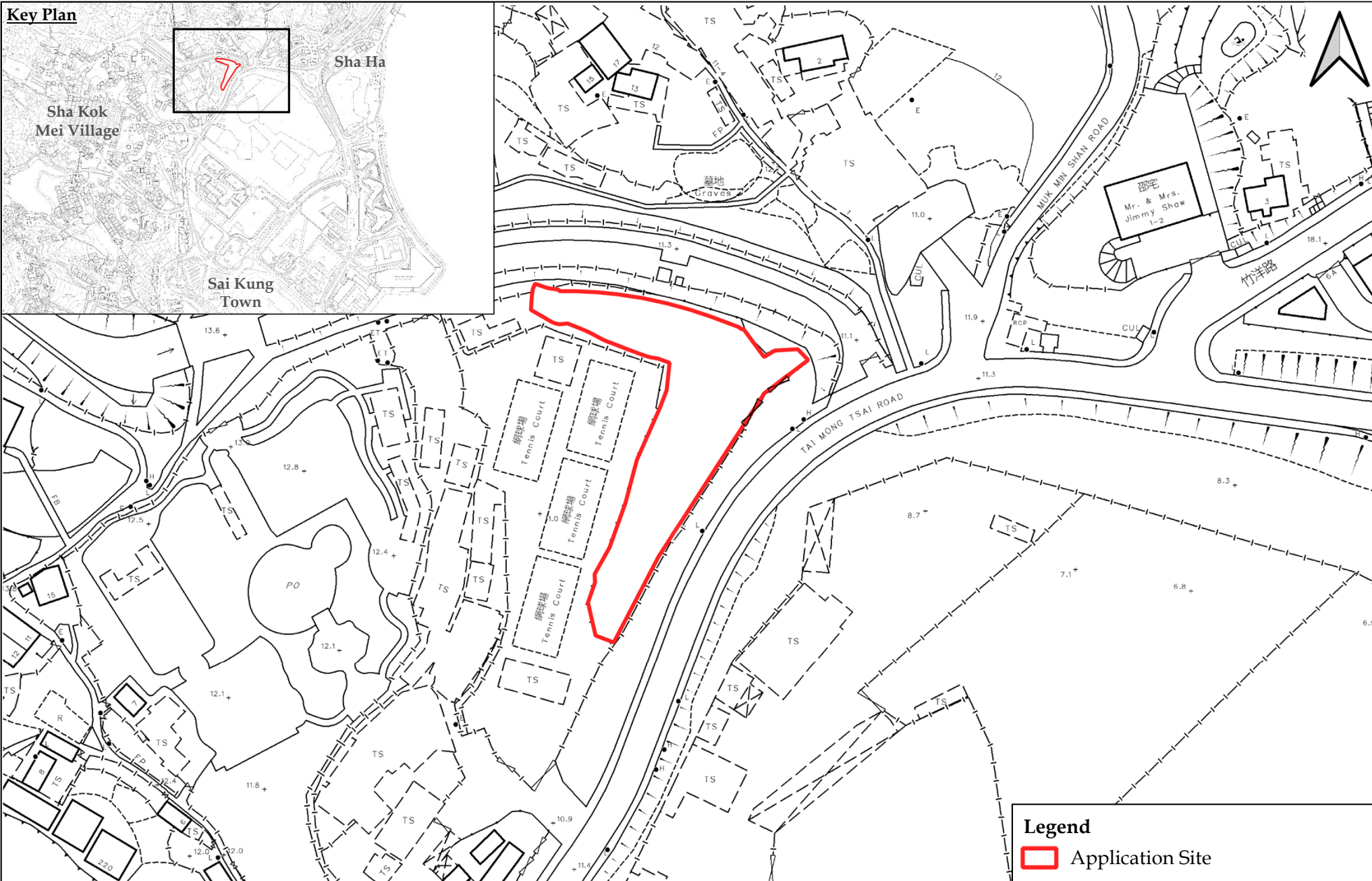
or similar workshop activities would not be permitted on the Site. Moreover, the latest *“Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses”* issued by Environmental Protection Department will also be followed. Therefore, no adverse environment impacts including noise 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.



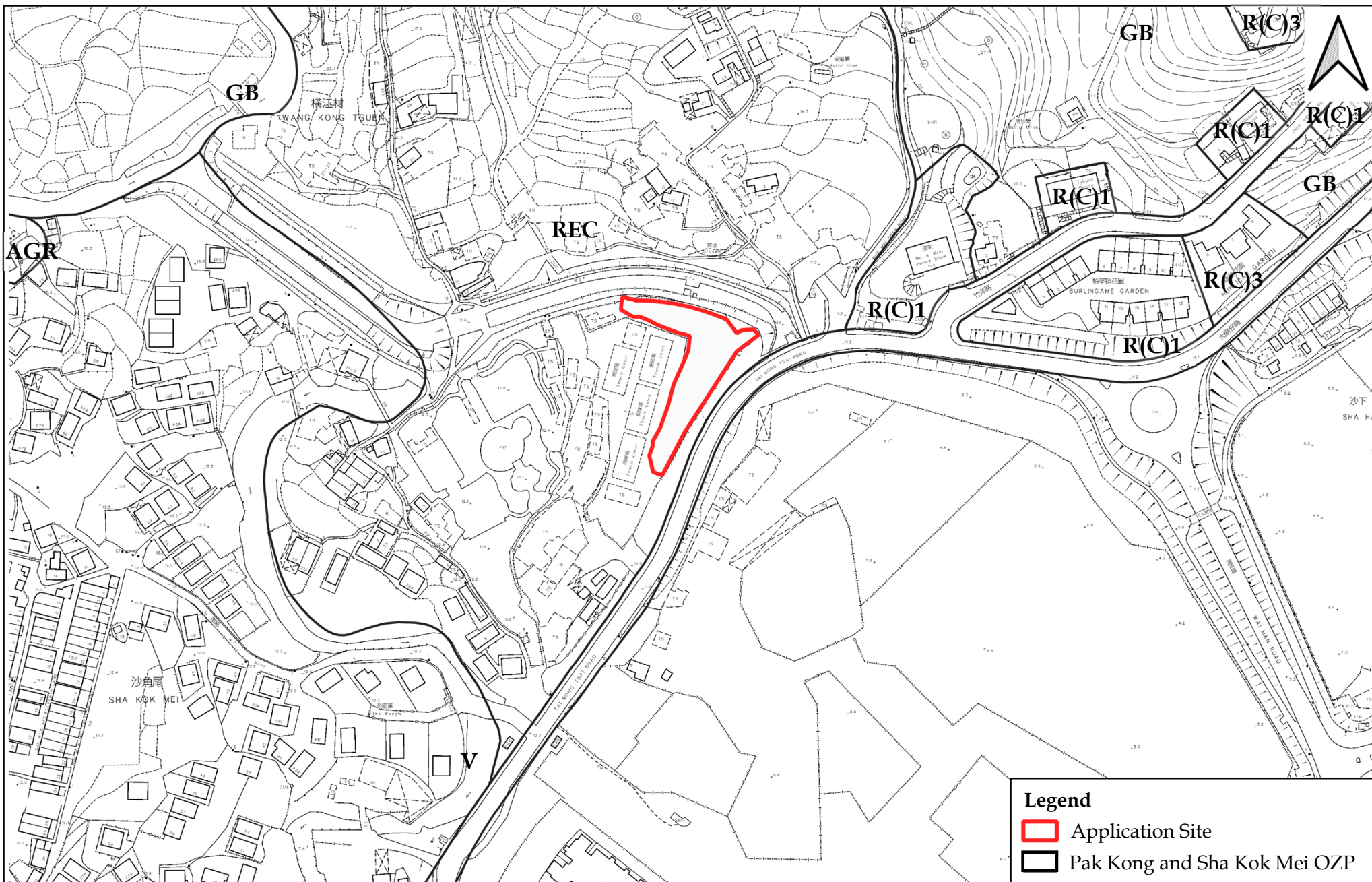
Legend
 Application Site

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Section 16 Application for 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 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

Figure 1 : Location Plan
 (For reference only. Not to scale.)

(Source: HK GEODATA STORE, HKSAR Government)



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Figure 3 : Extract of Outline Zoning Plan No. S/SK-PK/11

(For reference only. Not to scale.)

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



Structures 7 and 8
2 Resting Areas with Solar Panels on rooftop with height of not more than 3.5 m
Covered Area: About 36 sq. m. (each is about 18 sq. m.)

6 nos. of 7kW Medium Charger

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

Structure 1
Solar panels with height of not more than 3 m
Covered Area: About 162 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.

7 nos. of >22kW Quick Charger

Entrance of about 4.5m wide (for pedestrian access)

Ingress/Egress of about 7.5m wide (for vehicle use)

Structure 5
Solar panels with height of not more than 3 m
Covered Area: About 216 sq. m.

3 nos. of 7kW Medium Charger

Structure 3
Solar panels with height of not more than 3 m
Covered Area: About 81 sq. m.

2 nos. of >22kW Quick Charger

Structure 4
Solar panels with height of not more than 3 m
Covered Area: About 58 sq. m.

Fencing around the Site

Legend

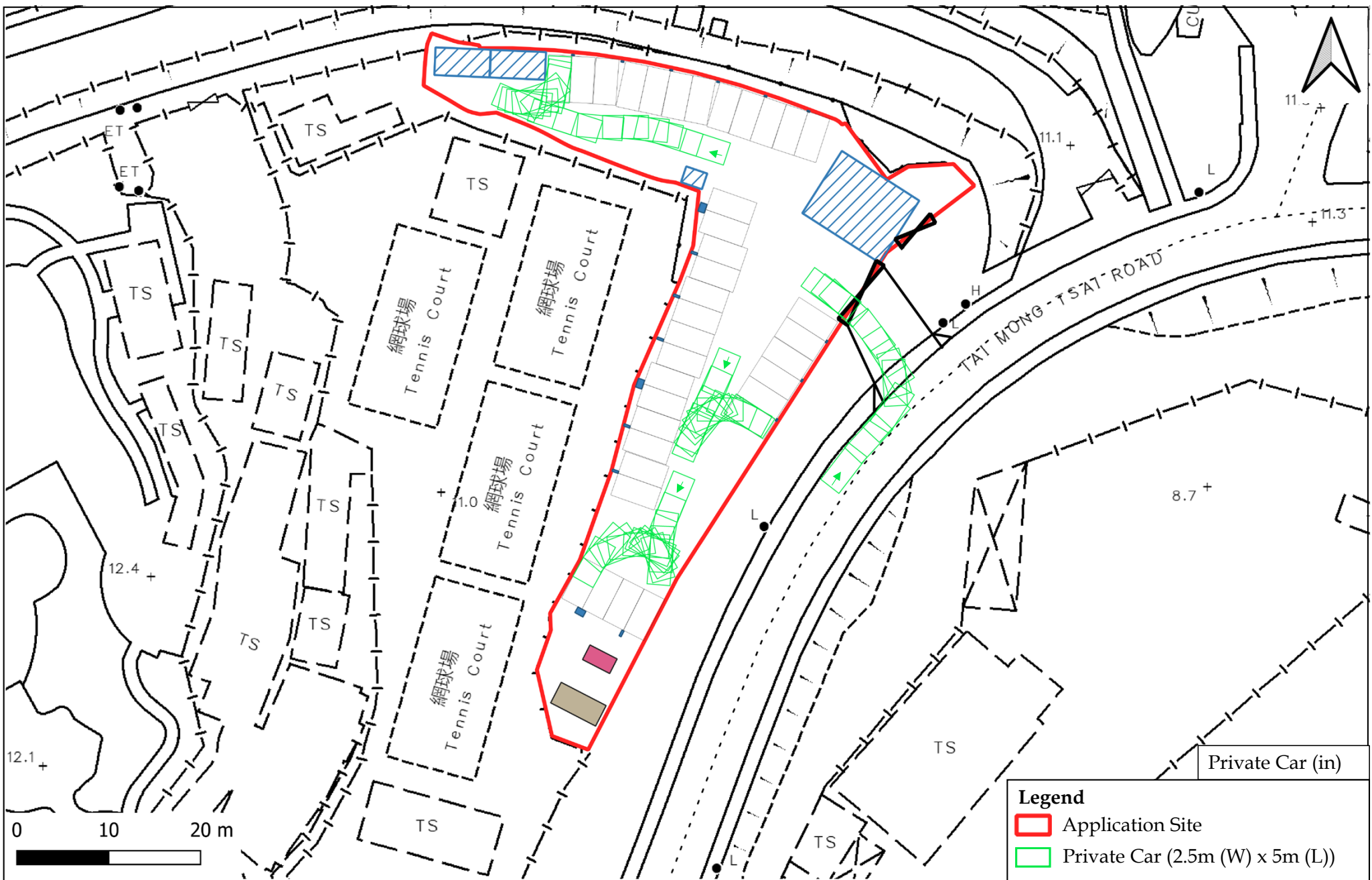
- Application Site
- Parking Space (2.5m x 5m each)
- Parking Space (Quick Charger)
- 7kW/>22kW Charger
- HV Pillar*
- E&M*

**Movable and not considered as structure.*

Structures and Other Structures

- Structures (about 120 sq.m.)
- Solar Panels (about 517 sq.m.)

Figure 4 : Revised Indicative Layout Plan
(For reference only. Not to scale.)



Private Car (in)

Legend

- Application Site
- Private Car (2.5m (W) x 5m (L))

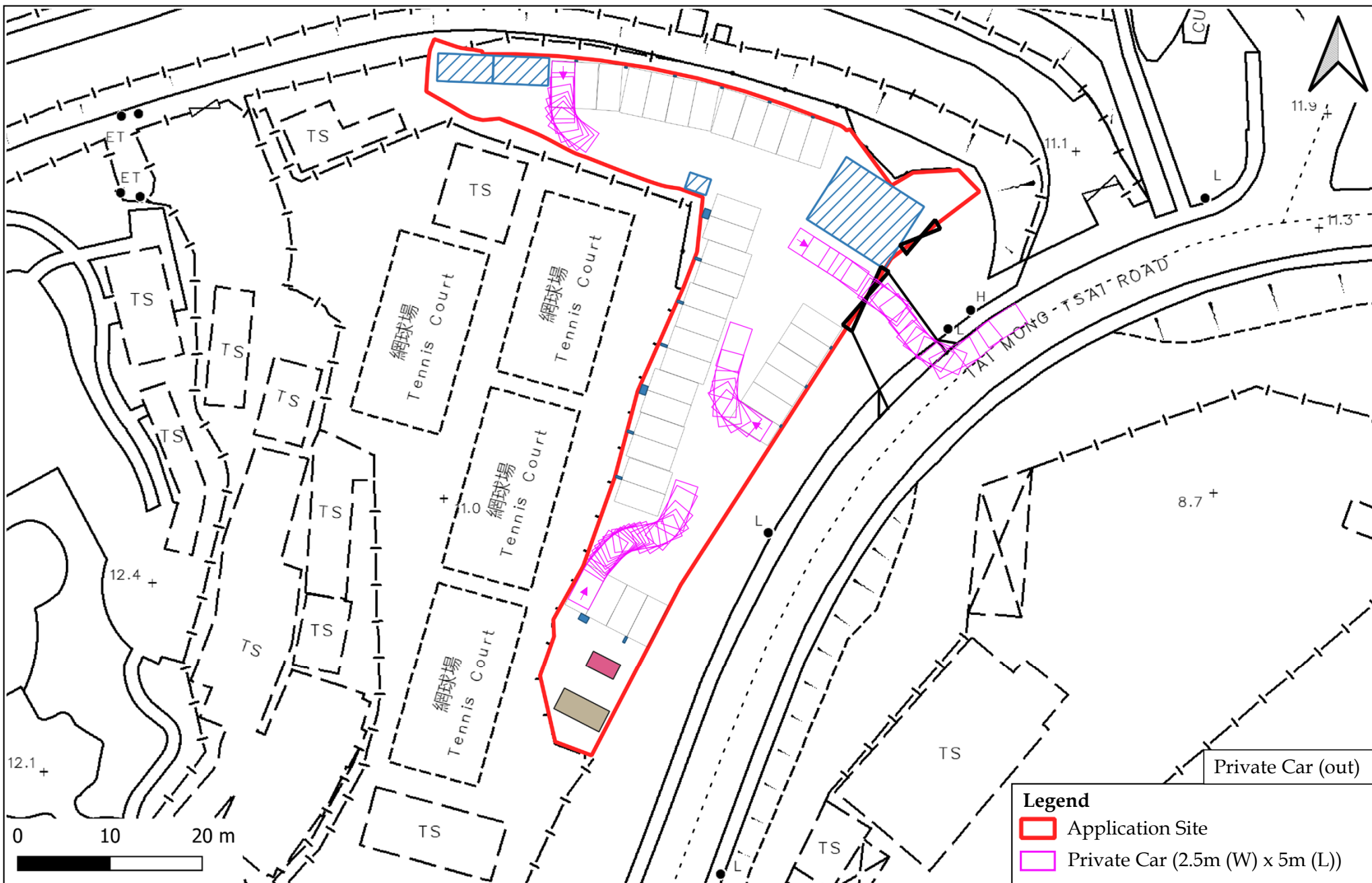


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Annex 1a : Revised Swept Path Analysis (for Temporary Run-in/out)

Section 16 Application for 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 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: HK GEODATA STORE, HKSAR Government)

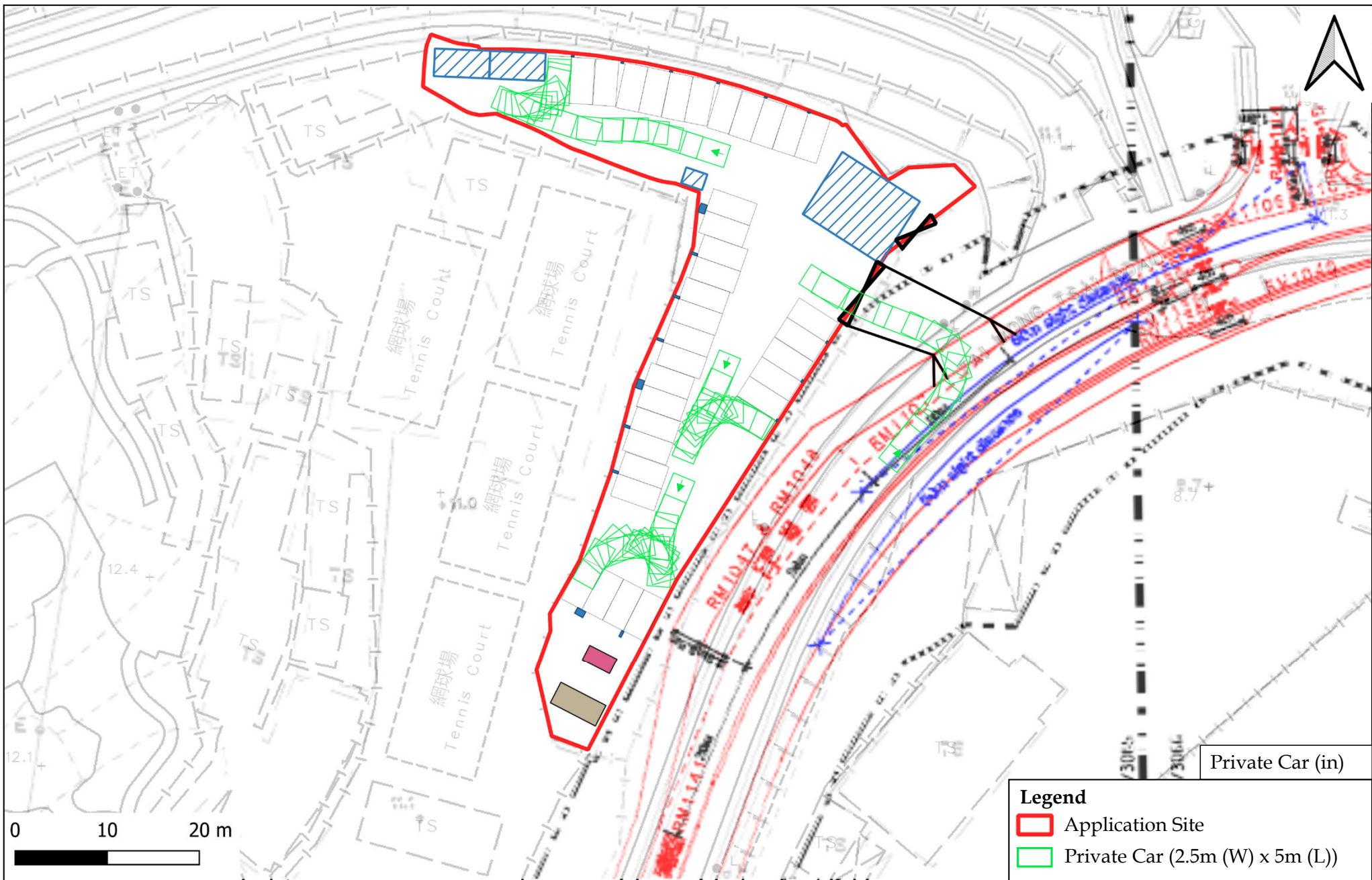


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Annex 1b : Revised Swept Path Analysis (for Temporary Run-in/out)

Section 16 Application for 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 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: HK GEODATA STORE, HKSAR Government)



Private Car (in)

Legend	
	Application Site
	Private Car (2.5m (W) x 5m (L))

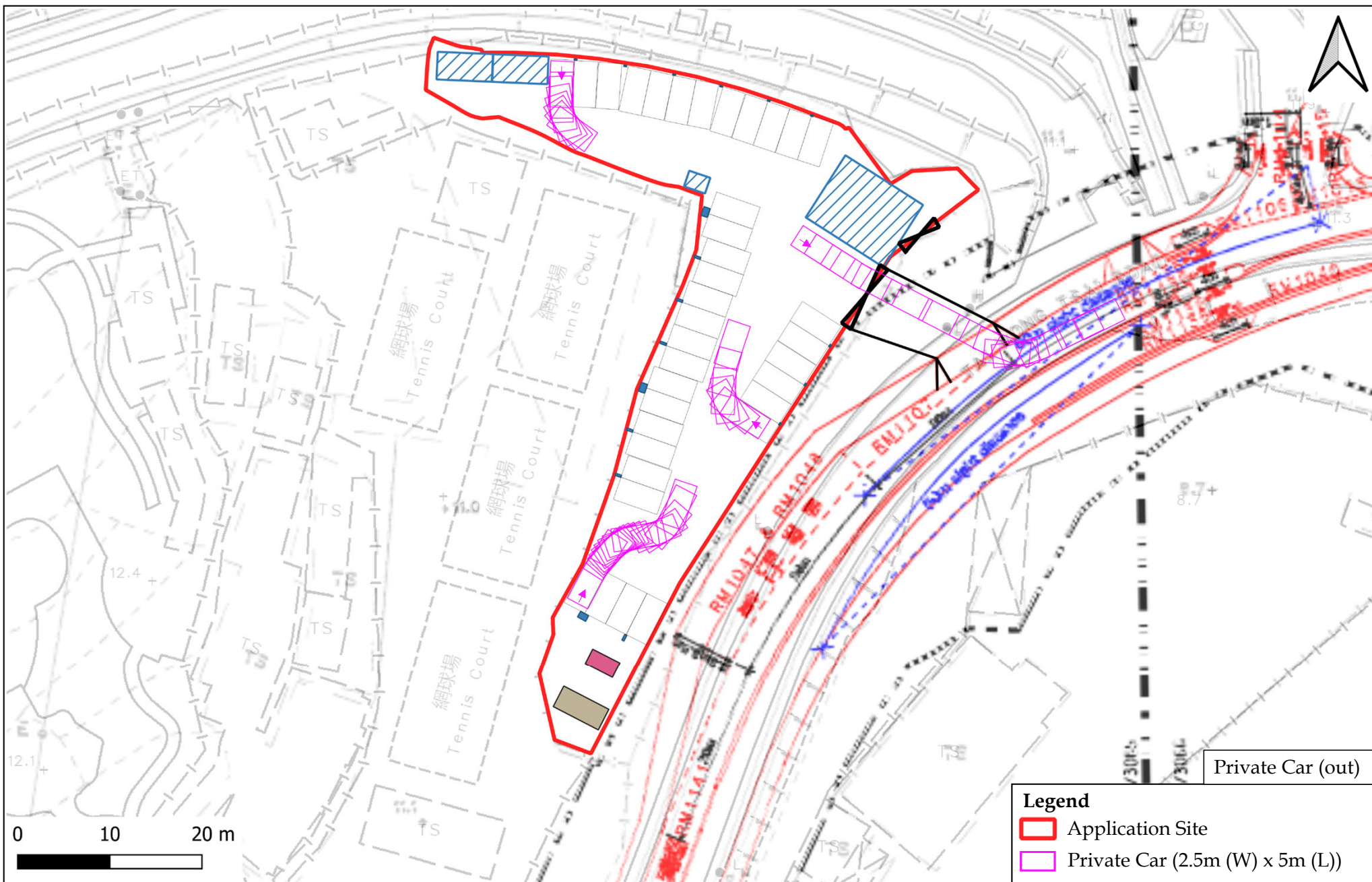


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Annex 1c : Revised Swept Path Analysis (for Permanent Run-in/out)

Section 16 Application for 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 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

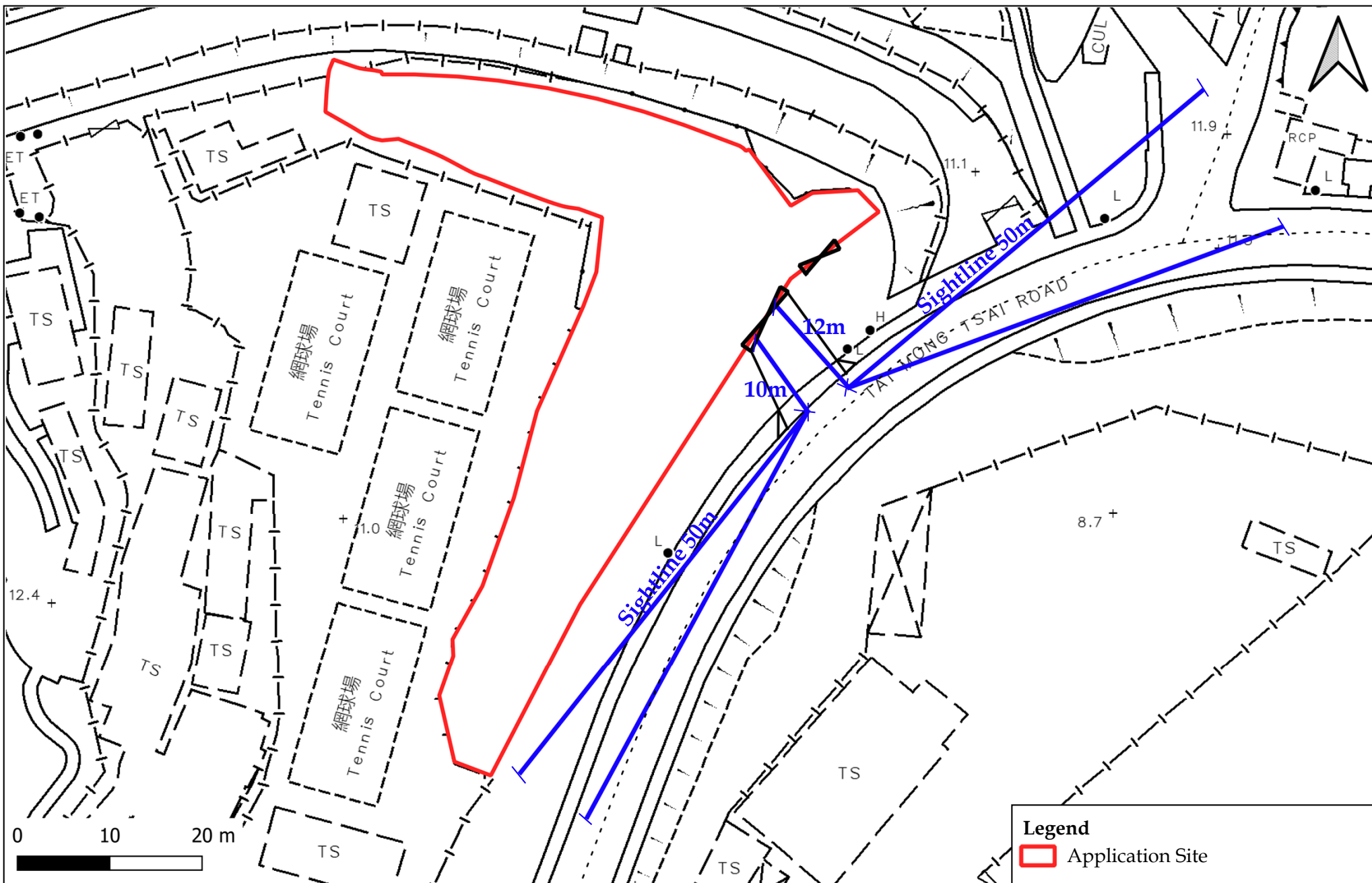
(Source: HK GEODATA STORE, HKSAR Government)



Private Car (out)

Legend

- Application Site
- Private Car (2.5m (W) x 5m (L))

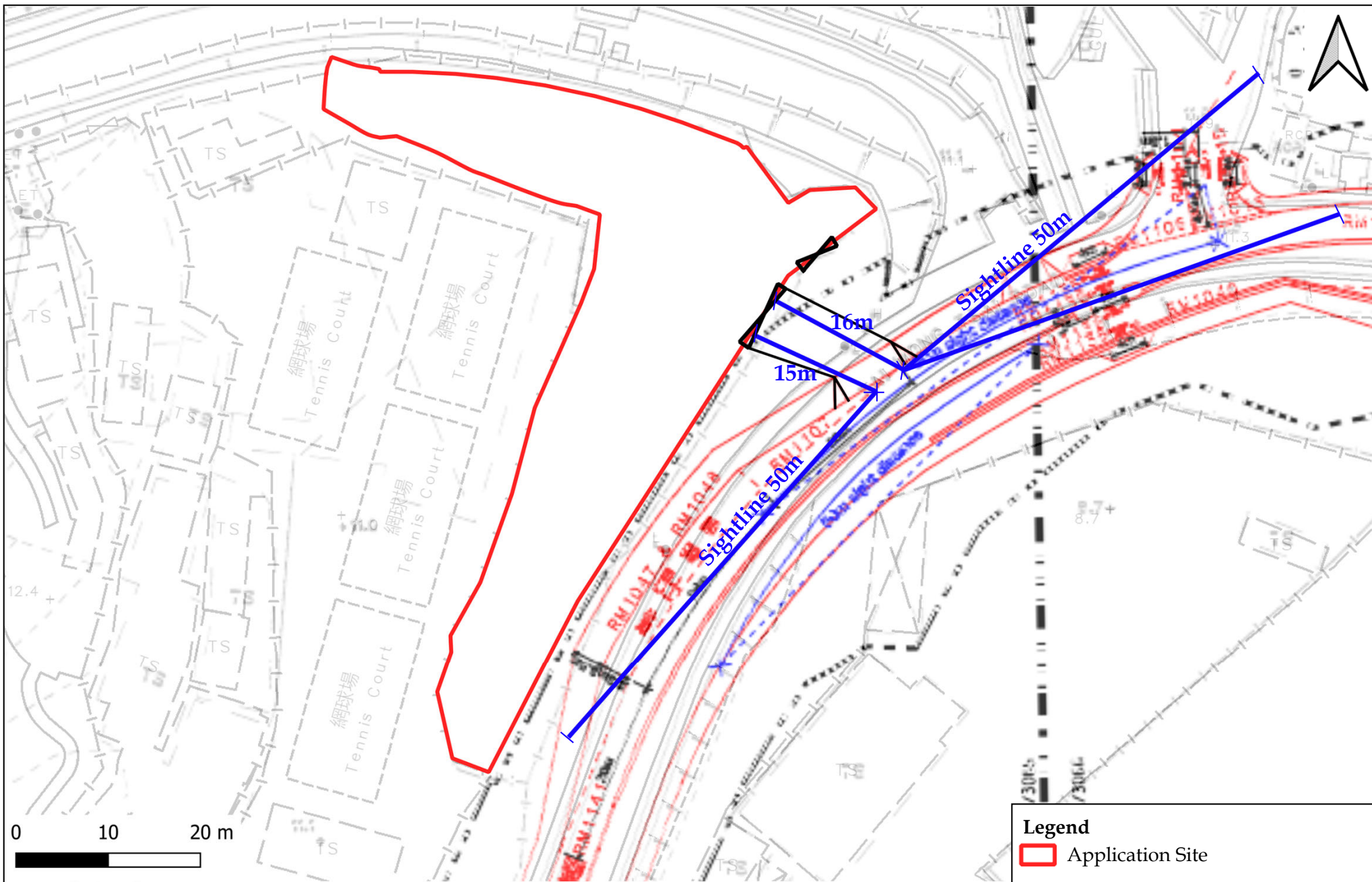


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Annex 3a : Revised Sightline Analysis (for Temporary Run-in/out)

Section 16 Application for 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 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: HK GEODATA STORE, HKSAR Government)



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Annex 3b : Revised Sightline Analysis (for Permanent Run-in/out)

Section 16 Application for 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 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: HK GEODATA STORE, HKSAR Government and Highways Department)