

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/SK-PK/310

- Applicant** : Sino Express Intelligence Co. Ltd. represented by LCH Planning & Development Consultants Limited
- Site** : Lots 333 S.B RP, 346, 348 RP, 349 RP and 350 in D.D. 221, Tai Mong Tsai Road, Sai Kung, New Territories
- Site Area** : About 1,412m²
- Land Status** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Pak Kong and Sha Kok Mei Outline Zoning Plan (OZP) No. S/SK-PK/11
- Zoning** : “Recreation” (“REC”)
- Application** : 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

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed temporary public vehicle park (PVP) (private cars only) and eating place with ancillary electric vehicle (EV) charging facilities and solar panels for a period of three years at the application site (the Site) falling within an area zoned “REC” on the OZP (**Plan A-1**). According to the Notes of the OZP for “REC” zone, ‘Public Vehicle Park (excluding container vehicle)’ and ‘Eating Place’ are Column 2 uses which require planning permission from the Town Planning Board (the Board). The Site is currently fenced-off and largely vacant, partly hard-paved and partly covered by vegetation with temporary structures erected (**Plans A-3 to A-4c**).
- 1.2 The Site is accessible via Tai Mong Tsai Road (**Plan A-2**). According to the applicant, the proposed uses comprise a PVP providing thirty-six parking spaces for private cars (5m(L) x 2.5m(W) each) and a station café. All thirty-six parking spaces will be served by ancillary EV charging facilities (including nine quick chargers (>22kW) providing 18 charging guns; and nine medium chargers (7kW) providing nine charging guns). The parking spaces will be covered by four single-storey canopies with a total floor area of about 517m² and not more than 3m

in height, which will be installed with ancillary solar panels to supply part of the electricity required for the proposed uses. In addition, two single-storey resting areas (each with a floor area of about 18m² and not more than 3.5m in height) and a single-storey station café (with a floor area of about 80m² and not more than 3.5m in height) with ancillary solar panels installed on top, as well as a single-storey toilet (with a floor area of about 4m² and not more than 3m in height) and movable High Voltage Pillar & electrical and mechanical facility, will be erected at the Site. The layout plan submitted by the applicant is shown at **Drawing A-1**.

- 1.3 The proposed PVP will operate 24 hours daily, while the opening hours of the proposed station café for customers to rest during charging of their vehicles will be from 9:00 a.m. to 6:00 p.m. daily, both including public holidays. A combination of monthly and hourly rental private car parking spaces will be provided. According to the applicant, there will be no car washing, vehicle repair or other workshop activities and no medium or heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, and vehicles without valid licences issued under the Road Traffic Ordinance will be allowed to park at the Site. According to the applicant, electricity generated from the ancillary solar panels would mainly support the proposed uses and if there is any residual electricity generated, the applicant would apply for CLP Power Hong Kong Limited's Feed-in-Tariff Scheme.
- 1.4 Besides, the applicant proposes traffic improvement measures including traffic signs for implementation of left-in/out arrangement. As requested by the Highways Department (HyD), a temporary run-in/out is proposed in order to align with the traffic and road arrangements during the Hiram's Highway Improvement Stage 2 (HH2) Project, while the applicant will further adopt a permanent run-in/out upon completion of road works under the HH2 Project (**Drawings No. A-2 and A-3**).
- 1.5 In support of the application, the applicant has submitted the following documents:
 - (a) Application form with Supporting Planning Statement (SPS) (**Appendix I**) received on 11.9.2025
 - (b) Supplementary Information (SI) received on 19.9.2025 (**Appendix Ia**)
 - (c) Further Information (FI) received on 23.10.2025* (**Appendix Ib**)
 - (d) FI received on 11.11.2025# (**Appendix Ic**)
 - (e) FI received on 16.2.2026# (**Appendix Id**)
 - (f) FI received on 27.4.2026* (**Appendix Ie**)
 - (g) FI received on 26.5.2026# (**Appendix If**)

**accepted but not exempted from publication and recounting requirements*
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- 1.6 On 19.12.2025 and 27.3.2026, the Rural and New Town Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months each as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Application Form with attachments, SI and FI at **Appendices I to If**. They can be

summarised as follows:

- (a) the proposed uses, provided with EV charging spaces, is considered in line with government's policies on promoting the wider use of EVs in Hong Kong. The installation of solar photovoltaic system also echoes with government's policies for achieving the carbon neutrality target;
- (b) the proposed uses are in line with the Traffic and Transport Strategy Study's vision of creating more sustainable neighbourhoods by better integrating transport and land use planning while supporting the suburb neighbourhood;
- (c) the Site is situated at a convenient location in proximity to the Sai Kung Town while surrounded by village houses and residential development, thereby offering highly accessible EV charging facilities to serve the nearby residents and visitors;
- (d) the proposed uses are visually compatible with the surrounding environment. Temporary approval for a period of three years would not jeopardise the long-term planning intention of the "REC" zone; and
- (e) no insurmountable adverse traffic, visual, landscape, drainage and environmental impacts are anticipated from the proposal.

3. Compliance with the "Owner's Consent/Notification" Requirements

The applicant is not a "current land owner" but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by obtaining consent from the "current land owner". Detailed information would be deposited at the meeting for Members' inspection.

4. Background

The Site is not subject to any active planning enforcement action.

5. Previous Applications

Part of the Site was subject to three previous applications (No. A/SK-PK/145, 210 and 219). Application No. A/SK-PK/145 for proposed residential institution (hostel) was rejected by the Committee on 3.3.2006, whereas applications No. A/SK-PK/210 and 219 for residential institution (hostel) ancillary to an indoor recreation hobby farm were approved with conditions by the Committee on 14.11.2014 and 4.9.2015 respectively. The considerations of these previous applications are not relevant to the current application due to different uses involved. Details of these previous applications are summarised in **Appendix II** and their locations are shown on **Plans A-1** and **A-2**.

6. Similar Application

There is no similar application for temporary public vehicle park or temporary eating place within the same “REC” zone on the OZP.

7. The Site and Its Surrounding Areas (Plans A-1 to A-2, aerial photo on Plan A-3 and site photos on Plans A-4a to A-4c)

7.1 The Site is:

- (a) fenced off, largely vacant and generally flat;
- (b) partly hard-paved and partly covered by vegetation with two existing temporary structures; and
- (c) accessible via Tai Mong Tsai Road from its east.

7.2 The surrounding areas are of miscellaneous rural fringe landscape character predominated by temporary structures, recreational uses, open storage yards, workshop and residential dwellings.

8. Planning Intention

The planning intention of the “REC” zone is primarily for recreational developments for the use of 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.

9. Comments from Relevant Government Bureaux/Departments

9.1 Apart from the government departments as set out in paragraph 9.2 below, other government bureau/departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses are provided in **Appendices III** and **IV** respectively.

9.2 The following departments provide views or have adverse comments on the application:

Traffic

9.2.1 Comments of the Commissioner for Transport (C for T):

no objection to the captioned planning application, subject to the following approval condition, i.e. “the submission and implementation of traffic improvement proposal to the satisfaction of C for T or of the Board”.

9.2.2 Comments of the Chief Engineer 2/Major Works, HyD (CE2/MW, HyD):

- (a) no objection to the proposed location of run-in/out from HH2 Project's perspective; and
- (b) the advisory comments are at **Appendix IV**.

Land Administration

9.2.3 Comments of the District Lands Officer/Sai Kung, Lands Department (DLO/SK, LandsD):

- (a) has adverse comment on the application;
- (b) the Site falls on five private lots. The private lots are Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government;
- (c) the private lots included in the application are not covered by Short Term Waiver (STW);
- (d) the applicant should remove the unauthorized structures currently erected on the Site;
- (e) the proposed ingress and egress for vehicles are blocked by Simplified Temporary Land Allocation (STLA-TSK 167) which was allocated to the HyD for dualling of Hiram's Highway from Marina Cove to Sai Kung Town (i.e. HH2 Project) until 31.12.2032 and may be further extended;
- (f) should planning approval be given to the subject planning application, the owners of the lots without STW will need to apply to his office for an STW to permit the structures to be erected on site, if any. Given the proposed uses is temporary in nature, only application for erection of temporary structures will be considered. The application will be considered by LandsD acting in the capacity as landlord at its sole discretion and there is no guarantee that such application will be approved. If such application is approved, it will be subject to such terms and conditions as may be imposed by LandsD including the payment of fee as considered appropriate; and
- (g) the advisory comments are at **Appendix IV**.

10. Public Comments Received During Statutory Publication Periods

On 26.9.2025, 28.10.2025, and 8.5.2026, the application and FIs were published for public inspection. During the statutory public inspection periods, a total of 23 public comments were received, including 22 comments from individuals objecting to the application and one comment from a Sai Kung District Council Member indicating no

comment on the application (**Appendix V**). The major grounds of objections are that the proposed development is not in line with the planning intention of the “REC” zone and is incompatible with the surrounding areas; the proposed uses would cause traffic congestion and will have adverse environmental and traffic safety impacts on the surrounding areas and nearby residents; public parking facilities are not insufficient in the locality; EV charging is not a solution to air pollution since electricity production is not clean; and no details are provided for the proposed solar panels.

11. Planning Considerations and Assessments

- 11.1 The application is for proposed temporary PVP (private cars only) and eating place with ancillary EV charging facilities and solar panels for a period of three years at the Site falling within an area zoned “REC” on the OZP (**Plan A-1**). While the proposed uses are not in line with the planning intention of the “REC” zone, there is no known planned development at the Site. Besides, the proposed PVP with ancillary EV charging facilities and the provision of station café can serve any such demand from the nearby residents and visitors. In this regard, the Secretary for Environment and Ecology has no adverse comment on the application from EV charging policy perspective. In view of the above and taking into account the planning assessments below, there is no objection to the proposed uses on a temporary basis of three years.
- 11.2 The Site is currently fenced off and largely vacant, partly hard-paved and partly covered by vegetation with temporary structures erected (**Plans A-4a and 4b**). The proposed uses are considered not incompatible with the surrounding areas which are of miscellaneous rural fringe landscape character predominated by temporary structures, recreational uses, open storage yards, workshop and residential dwellings (**Plans A-2, A-3 and A-4c**). The Chief Town Planner/ Urban Design and Landscape of Planning Department considers that significant adverse impact on the existing landscape resources arising from the proposed uses is not anticipated and has no adverse comment on the application from landscape planning perspective.
- 11.3 Relevant government departments consulted, including C for T, Director of Environmental Protection, Director of Fire Services, Chief Engineer/Mainland North of Drainage Services Department, Director of Electrical and Mechanical Services and Director of Food and Environmental Hygiene have no objection to or no adverse comment on the application from traffic engineering, environmental, fire safety, drainage, electrical and mechanical matters and environmental hygiene perspectives respectively. The CE2/MW, HyD also has no objection to both the temporary and permanent run-in/out arrangements proposed by the applicant from the HH2 Project’s perspective. To address the technical requirements of the concerned departments, relevant approval conditions are recommended in paragraph 12.2 below, including approval conditions on submission and implementation of traffic improvement proposal to mitigate the potential traffic impact as requested by C for T. Should the application be approved, the applicant will also be advised to follow the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ to minimise any possible environmental nuisance on the surrounding areas.

11.4 Regarding DLO/SK, LandsD's concerns on the unauthorised structure(s) within the Site, the applicant will be advised to liaise with LandsD on the land administration matters should the Committee approve the application.

11.5 Regarding the public comments on the application as detailed in paragraph 10 above, the planning considerations and assessments in paragraphs 11.1 to 11.4 above are relevant.

12. Planning Department's Views

12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10 above, the Planning Department has **no objection** to the application.

12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years until **26.6.2029**. The following approval conditions and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the submission of a drainage proposal within **6** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **26.12.2026**;
- (b) in relation to (a) above, the implementation of the drainage proposal within **9** months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by **26.3.2027**;
- (c) in relation to (b) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (d) the submission of a fire service installations proposal within **6** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **26.12.2026**;
- (e) in relation to (d) above, the implementation of the fire service installations proposal within **9** months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by **26.3.2027**;
- (f) the submission of a traffic improvement proposal within **6** months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by **26.12.2026**;
- (g) in relation to (f) above, the implementation of the traffic improvement proposal within **9** months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by **26.3.2027**;

- (h) if planning condition (c) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (i) if any of the above planning condition (a), (b), (d), (e), (f) or (g) is not complied with by the above specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

Advisory Clauses

The Recommended Advisory Clauses are attached at **Appendix IV**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed uses are not in line with the planning intention of the "REC" zone, which is 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. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form with SPS received on 11.9.2025
Appendix Ia	SI received on 19.9.2025
Appendix Ib	FI received on 23.10.2025
Appendix Ic	FI received on 11.11.2025
Appendix Id	FI received on 16.2.2026
Appendix Ie	FI received on 27.4.2026
Appendix If	FI received on 26.5.2026
Appendix II	Previous Applications
Appendix III	Government Bureau/Departments' General Comments
Appendix IV	Recommended Advisory Clauses
Appendix V	Public Comments
Drawing A-1	Location Plan
Drawing A-2	Indicative Access Design for Temporary Run-in/out

Drawing A-3	Indicative Access Design for Permanent Run-in/out
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4a to A-4c	Site Photos

**PLANNING DEPARTMENT
JUNE 2026**