

**Section 16 Planning Application for Proposed
Temporary Public Vehicle Park (Private Car Only) and
Electric Vehicle Charging Station for a Period of 3 Years,
Lot 645 RP (Part) in D.D. 9, Yuen Leng, Tai Po**

PLANNING STATEMENT



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Executive Summary

In view of the genuine demand for car parking spaces for the villagers of Yuen Leng Village, and no suitable site is available for an additional car park within the village, Mr. Li Sai Hang – the indigenous villager of Yuen Leng Village and the member of executive committee of Tai Po Rural Committee, has spent effort in identifying suitable sites for a village car park in the area. This section 16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant to seek permission from the Town Planning Board for a proposed temporary village car park with 20 private car parking spaces and electric vehicle (EV) charging station for a period of 3 years at Lot 645 RP (part) in D.D. 9, Yuen Leng, Tai Po. The application site is about 925.45m² in area and is zoned “Agriculture” (“AGR”) on the approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11.

Planning assessment shows that the application site is well suitable for the proposed village car park cum EV charging station uses since it has long been hard paved with no vegetation for a long period of time. It has a direct vehicular access to a local track leading to Tai Wo Service Road East. Being adjacent to the village proper, the proposed uses are compatible with the adjacent land uses which are predominantly village houses, temporary structures and vacant land. It will not result in any significant adverse impacts on the traffic, environmental, drainage, sewerage and landscape aspects of the locality. Being temporary in nature, the approval of this small village car park will not set an undesirable precedent for similar applications and frustrate the long-term planning intention of “AGR” zone. It will help relieve the current parking problem in Yuen Leng Village and have positive impact to the traffic condition in the village by reducing the illegal roadside parking and the safety risk of vehicle-pedestrian conflicts, traffic deadlock situation and blockage of emergency vehicles. It will also help meet the genuine demand more charging facilities to serve the EV users in Yuen Leng Village.

行政摘要

(內容如有差異，應以英文版本為準)

鑒於元嶺村村民的村民對停車位的切實需求，但村內沒有可用的適合土地作額外停車場，因此李世恆先生作為元嶺村原居村民兼大埔鄉事委員會執行委員，不遺餘力地在當地物色合適地點作村用停車場。申請人於是透過達材都市規劃顧問有限公司，根據城市規劃條例第 16 條向城市規劃委員會遞交規劃許可申請，以准許在丈量約份第 9 約地段第 645 號餘段（部份），擬作為期 3 年的臨時私家車之村用停車場，以提供 20 個私家車泊車位及電動車充電站。申請地點面積約有 925.45 平方米，在九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11 上被訂為「農業」地帶。

規劃評估指出，由於申請地點長久以來都有硬地鋪裝並且沒有植被，加上有車輛通道連接小徑以通往大窩東支路，因此非常適合用作擬建的村用停車場兼電動車充電站。而申請地點毗鄰村莊，周邊地方主要是村屋、臨時構築物和空地，因此擬議用途不會與毗連土地利用不相協調，同時亦不會對區內的交通、環境、排水、排污及園景造成不良影響。另外，因擬議用途屬臨時性，所以批准是次細小的村用停車場不會為類似申請立下不良先例，從而影響「農業」地帶的長遠規劃意向。相反，本計劃不但能舒緩元嶺村對電動私家車的充電設施需求，而且有助改善現時元嶺村的泊車問題，及減少路旁違例泊車及減低安全風險包括人車爭路、對頭車情況及阻塞緊急車輛通道，對村內交通情況有正面效果。

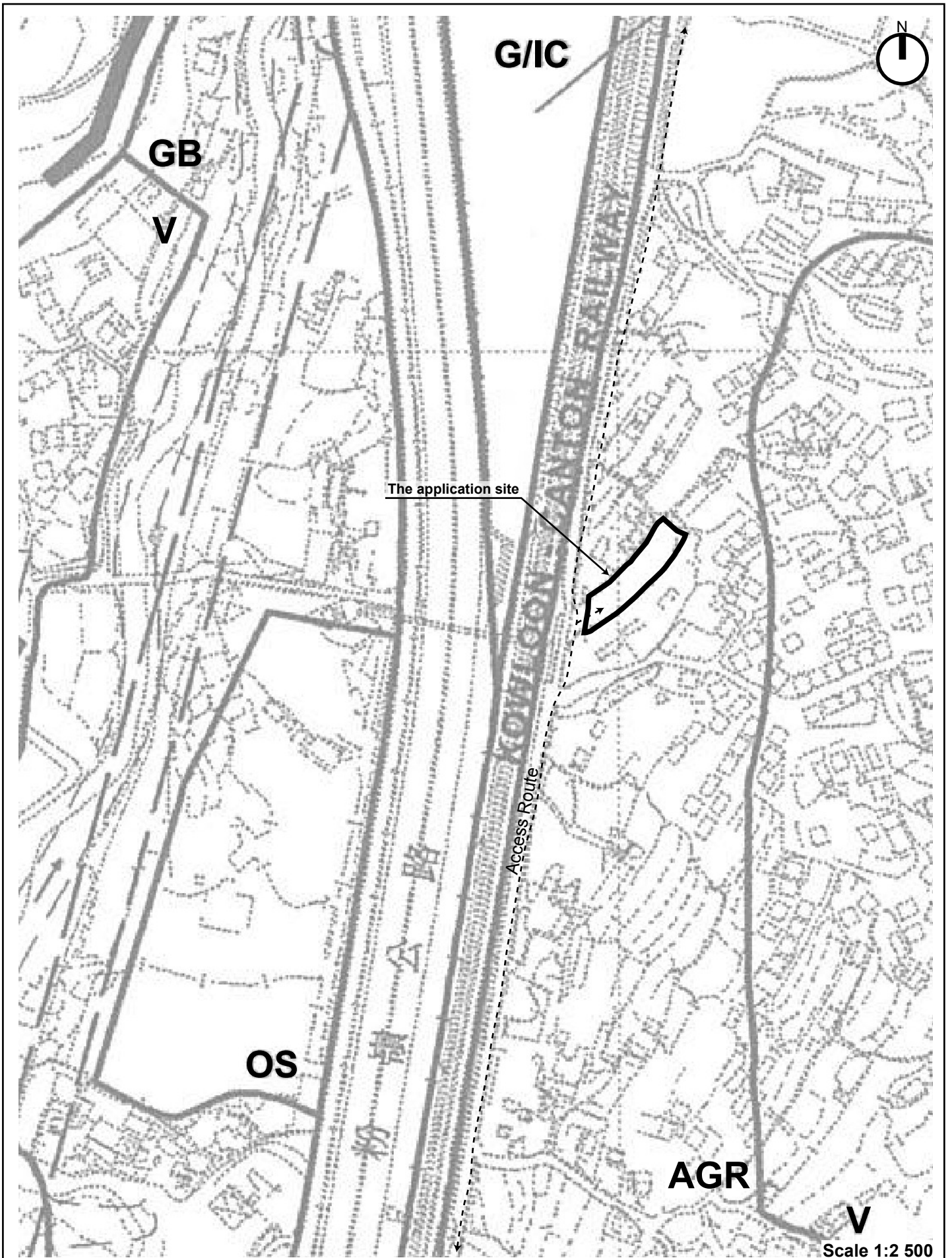
1. INTRODUCTION

This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. (TOCO) on behalf of Mr. Li Sai Hang (the Applicant), who is an indigenous villager of Yuen Leng Village and the member of executive committee of Tai Po Rural Committee. It seeks the permission of the Town Planning Board (the Board/ TPB) for a proposed temporary village car park with private car parking spaces and electric vehicle (EV) charging station for a period of 3 years at Lot 645 RP (part) in D.D. 9, Yuen Leng, Tai Po. The application site is about 925.45m² in area and is zoned "Agriculture" ("AGR") on the approved Kau Lung Hang Outline Zoning Plan (OZP) No. S/NE-KLH/11 (**Plan A**).

The application site is located in Yuen Leng Village which is a well-established local village with a number of residential dwellings. In view of its relatively remote location with limited public transportation nearby and insufficient vehicle parking spaces/ suitable area for providing additional village car park in Yuen Leng Village, this resulted in a genuine demand for car parking spaces to serve the local residents in the village. Currently, there is a number of illegal roadside parking inside the village which creates vehicle-pedestrian conflicts. Over the years, the Applicant has spent effort in identifying suitable sites for a village car park and finally Lot 645 RP (part) in D.D. 9 right next to the village core is considered to be the most suitable choice. The application site is accessible by proper access and has been paved for a very long time. In view of the current popularisation of EVs and site suitability for providing EV charging facility, the Applicant intends to provide a temporary village car park with 20 private car parking spaces and EV charging station at the site.

Planning and technical assessments have been conducted and shown that the proposed scheme under this application is well justified based on the following reasons:-

- (a) the proposed EV charging station is in line with the policy's initiative to promote the adoption of EVs and their associated supporting facilities in Hong Kong;
- (b) the proposed car park is intended to relieve the genuine demand for parking spaces to serve the villagers in the area;
- (c) it would have positive impact to the traffic condition within the village by reducing the illegal roadside parking and minimizing vehicle-pedestrian conflicts;
- (d) the application site is suitable for the proposed uses since it is accessible by vehicles, already paved and is located right next to the village core;
- (e) the proposed village car park scheme is compatible with the surrounding land uses without affecting the "AGR" zone;
- (f) the small scale development will not result in any significant traffic, environmental, drainage, sewerage and landscape impacts; and
- (g) being temporary in nature and many similar approved cases in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the "AGR" zone.



Plan A: Zoning and Location Plan

Extract of Approved Kau Lung Hang Outline Zoning Plan No.S/NE-KLH/11

2. PLANNING BACKGROUND

2.1 Site Location and Accessibility (Plan A)

The application site is located at the western fringe of Yuen Leng Village, Tai Po. It is bounded by a footpath to the northwest (**Photo 7**); paved area with some domestic structures (and fenced off) to the northeast; a piece of vacant land with turf (and fenced off) to the southeast; and a local track to the southwest. The site is accessible via local track (**Photo 6**) leading to Tai Wo Service Road East.

2.2 Site and Adjacent Land Uses (Plan B)

The application site has a total area of about 925.45m² and is currently vacant. It is hard paved, flat and fenced off (**Photo 2 - Photo 5**). There are no trees in the site. The current vehicular ingress/egress access is located at the south-western corner of the site (**Photo 1**).

The surrounding land uses are predominantly rural in character intermixed with village houses, temporary structures and vacant land. The village proper of Yuen Leng Village is located immediate east of the site (**Photo 8**). It is noted that majority portion of the internal access roads inside the village are relatively narrow with a number of illegal roadside parking.

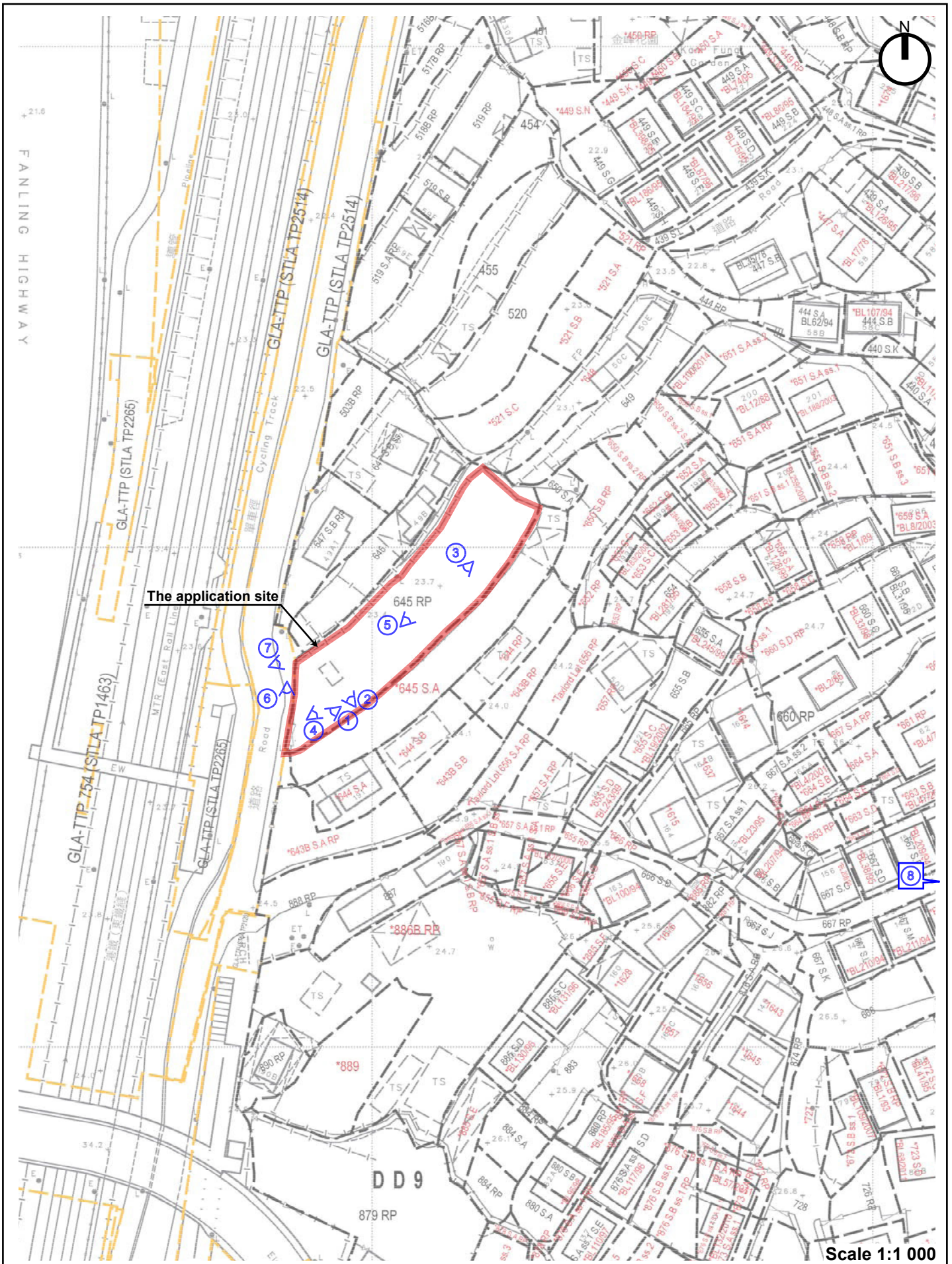
2.3 Planning History

The application site is zoned “AGR” on the approved Kau Lung Hang OZP No. S/NE-KLH/11. According to the Notes of the OZP, the planning intention of this zone is primarily to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purposes. The proposed temporary village car park and electric vehicle charging station for a period of 3 years requires planning permission from the Board.

The Notes of the OZP also states that any filling of land, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes, shall not be undertaken or continued on or after the date of gazetting the notice of the draft Kau Lung Hang OZP No. S/NE-KLH/9 (i.e. 1.4.2005) without the permission from the Board under s.16 of the Town Planning Ordinance. Since the application site has long been hard paved before 2005, the hard paved area covering the site could be regarded as an “Existing Use”.

2.4 Land Status (Plan B)

The application site involves Lot 645 RP (part) in D.D. 9. The subject private lot is an Old Scheduled Agricultural Lot under Block government Lease. After this s.16 planning application is approved by the Board, the Applicant will submit a Short Term Waiver application to the Lands Department (LandsD) to allow the proposed uses at the site.



The application site

Scale 1:1 000



Plan B: Site and Land Status Plan



Photo 1: Site entrance.



Photo 2: Western corner of the site.



Photo 3: South-western part of the site.



Photo 4: Central part of the site.



Photo 5: North-eastern part of the site.



Photo 6: Accessible via local track.



Photo 7: Footpath north of the site.



Photo 8: Yuen Leng Village.



Site Photos

(View Points Shown on Plan B)

3. DEVELOPMENT PROPOSAL

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

(i) **Car Parking Layout**

With a total application site area of 925.45m², there will be 20 parking spaces (measuring 2.5m x 5m each) within the site for the parking of private cars only. There will be EV charging facilities provided on-site and the supporting facilities, such as meter cabinets and outdoor H-pole switchgear demarcation (samples attached in **Plan D**), will be located near the entrance of the site. Apart from a proposed small structure which is intended to store the meter's cabinet and its supporting facilities (with a maximum size of 2.65m (W) x 4.4m (L) x 2.5m (H)), no other structure or kiosk will be erected on the site.

Since the application site is already hard paved and is relatively flat, no land filling will be involved for the proposed car park. The existing boundary fence in the site will be maintained while the site entrance is proposed to be slightly shifted eastward. The back door of the site (i.e. northeast of the site) will not be sealed so as to allow the adjacent landowners freely enter their land at anytime.

(ii) **Access Arrangement**





The application site is accessible via local track leading to Tai Wo Service Road East. The existing ingress/ egress of the site will be shifted eastward for about 3m - 5m and its width will be widened from 4.5m to 6m to allow sufficient space for vehicles access the site. A preliminary swept path analysis has been provided in **Plan E** to ensure ease of vehicle manoeuvring within the proposed scheme.

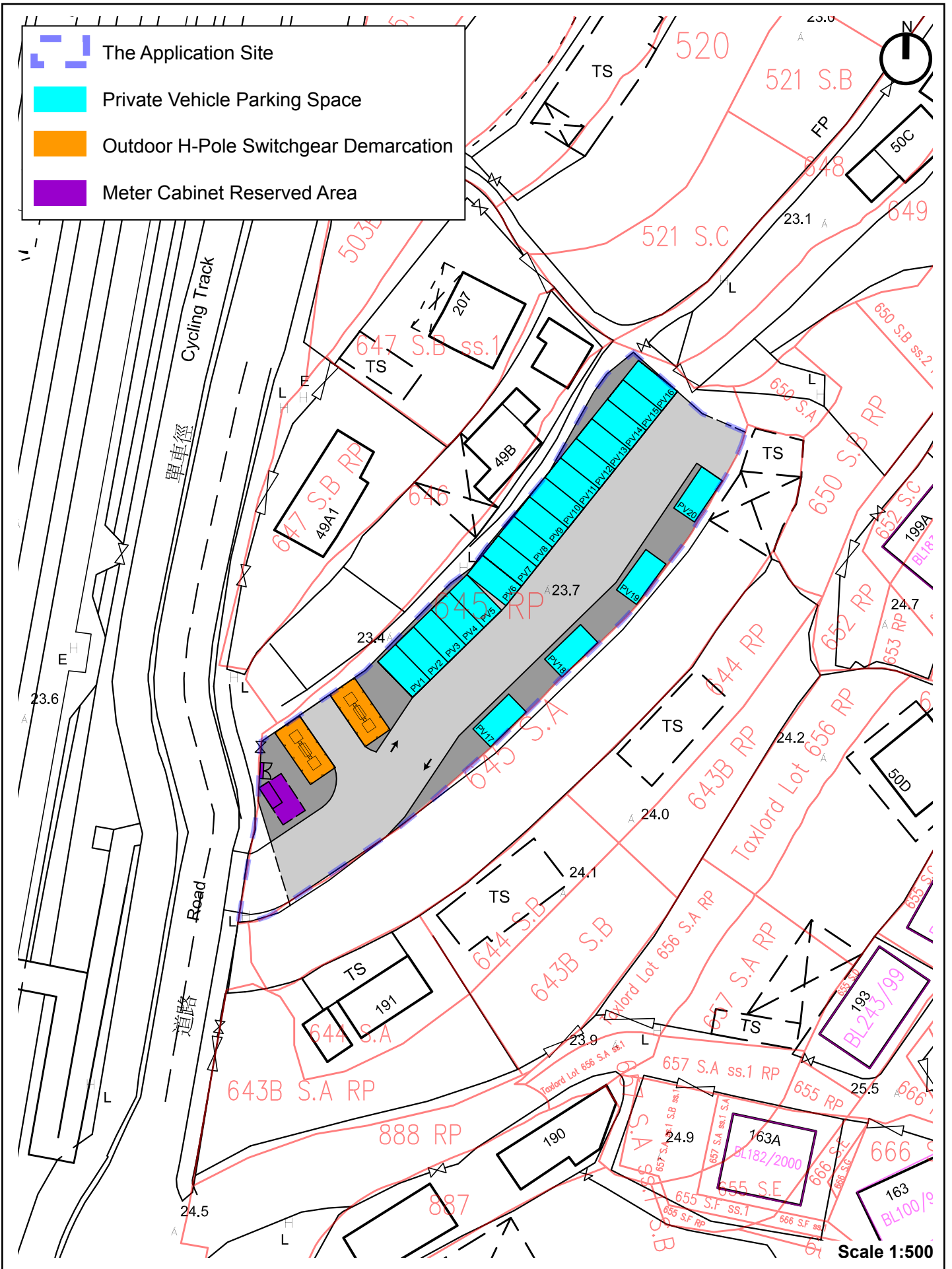
(iii) **The Operation**

The proposed temporary car park is anticipated to be completed by mid-2024 in view of the small scale development and no site formation will be required. It is only to serve the nearby villagers. The operation hours of the car park will be 24 hours per day. Similar to the normal practice of the local villages in the N.T., the proposed public vehicle park will be on payment of a fee on monthly basis. It will only be available for the use of villagers of Yuen Leng Village and the payment procedure shall be made in the Rural Committee/ Village Office.

(iv) **Environmental Consideration**

No car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site. Besides, no toilet facility will be provided on-site. The Applicant will follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by Environmental Protection Department (EPD) and comply with all environmental protection/ pollution control ordinances, in particular the Water Pollution Control Ordinance (WPCO).

-  The Application Site
-  Private Vehicle Parking Space
-  Outdoor H-Pole Switchgear Demarcation
-  Meter Cabinet Reserved Area



Scale 1:500



Plan C: Layout Plan

(For Indicative Purpose Only)

CLP 中電

CLP 中電

AS REQUIRED BY CUSTOMER
接客戶要求

TRANSPARENT UNBREAKABLE UV-RESISTANT POLYCARBONATE WINDOW
透明、防碎、防紫外光、聚碳酸酯膠片

DUAL LOCKS (SEE DRG. No. 1/20N/25500/01/33/0238/01)
印發利拉多拿字號

CLP SERVICE END BOX AND METERING EQUIPMENT
中電的錶箱和量器設備

CUSTOMER'S MAIN SWITCH
客戶的主開關

DOOR STOPPER/DOOR FIXER
門檔

150 DIA. DUCT FOR CABLE ENTRY
直徑150公分的電纜引入管

CURLED AND CHAMFERED
屈曲及打磨成圓邊

STAINLESS STEEL BOARD
不銹鋼板

DETAIL "A" 詳細 "A"

3mm THK. S.S. DOOR
3毫米厚不銹鋼門

OPENING FOR CUSTOMER'S MAIN WIRING
客戶的電纜入口

HANDLE
門把

1500 x 900 x 20 THK. WHITE FIRE RETARDANT PAINTED WOODEN BOARD
1500 x 900 x 20毫米厚白色阻燃塗層木紋板

STEEL CHECKER PLATE
鋼板

GROUND LEVEL
地平面

CONCRETE
混凝土

2 x ϕ 150 DUCTS
2個直徑150公分的電纜管

EXPANSIBLE FOAM
膨脹填縫劑

DRAIN PIPES AT EACH CORNER
每個角落的排水管

橫切面 A-A

正面圖

橫切面 B-B

2毫米厚可裝拆的不銹鋼蓋以M6螺絲及螺母安裝在錶箱內。

550 x 320地線入口

可裝拆的不銹鋼角鐵以M6螺絲及螺母安裝在錶箱內。

屈曲及打磨成圓邊 不銹鋼板

備註：
1. 註單位為毫米。
2. 所有前邊切口必須屈曲及打磨成圓邊，看詳圖'A'。
3. 白色阻燃塗層要符合英國標準 BS 476 : 第 7 部 1 級 (或相等標準)，香港消防處網頁中核對的防火液目錄。

DRWN: C. W. WONG DATE: 5 MAR, 2021
CHECKED: JOE MAK APPROVED: CHRIS CHEUNG
SCALE: N. T. S. SHEET(S) IN SET: 1 PROJECT NO. CONTRACT NO.
ASSET MANAGEMENT DRG. NO. TCCN255000133023801

REV. NO. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

CLP 中電

TYPICAL CONCRETE METER KIOSK (TYPE 2)
標準混凝土錶箱 (二型)

DRWN: C. W. WONG DATE: 12 MAR, 2024
CHECKED: TOMMY HO APPROVED: K. Y. LEUNG
SCALE: 1:50 SHEET(S) IN SET: 1 PROJECT NO. CONTRACT NO.
ASSET MANAGEMENT DRG. NO. TCCN255000133023801

REV. NO. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

150mm DIA. x 2000mm LONG STEEL POLE
ERECTED 150mm ABOVE GROUND LEVEL.
(1) PAINTED WITH YELLOW/BLACK ENAMEL PAINT 100mm INTERSECTED.
(2) STEEL POLE FILLED WITH CONCRETE.
(3) TO BE PROVIDED & CONSTRUCTED BY DEVELOPER.
長2000毫米，直徑150毫米鋼柱，其中150毫米處填混凝土。
(1) 塗上100毫米黃黑相間電鍍漆。
(2) 鋼柱內填實混凝土。
(3) 由用戶提供及建造。

MN. 50mm THICK CONCRETE SURFACE
(TO BE CONSTRUCTED BY DEVELOPER)
最少50毫米厚的三合土地面
(由用戶提供)

600mm x 600mm CONCRETE FOOTING
(TO BE CONSTRUCTED BY DEVELOPER)
600毫米 x 600毫米 三合土地基
(由用戶提供)

YELLOW ENAMEL STRIP 100mm PAINTED ON MN. 50mm THICK CONCRETE SURFACE
(TO BE PAINTED BY DEVELOPER)
100毫米寬黃色漆線塗在最少50毫米厚的三合土表面上
(由用戶塗上)

2800mm MINIMUM SAFETY CLEARANCE ZONE (CLEAR FROM CLP LIVE PARTS)
NO STORAGE OF MATERIAL ALLOWED
2800毫米最少安全距離區
(電器內不得堆放或懸掛任何物料)

LEGENDS

2800mm MINIMUM SAFETY CLEARANCE ZONE (CLEAR FROM CP LIVE PARTS)
NO STORAGE OF MATERIAL ALLOWED
2800毫米最少安全距離區
(電器內不得堆放或懸掛任何物料)

11kV SWITCHGEAR (BY CLP POWER)
11kV 掛線開關
(由中電提供)

WOOD POLE (BY CLP POWER)
木桿
(由中電提供)

200kVA TRANSFORMER (BY CLP POWER)
200kVA 變壓器
(由中電提供)

PLAN

SECTION A-A

TITLE :
OUTDOOR H-POLE WITH 11kV SWITCHGEAR DEMARCATION
戶外 H 形木桿連 11kV 掛線開關界限圖

DRAWING NO. NR-G-2011-44
SCALE: 1:50mm(A4)
SHEET 1 OF 1

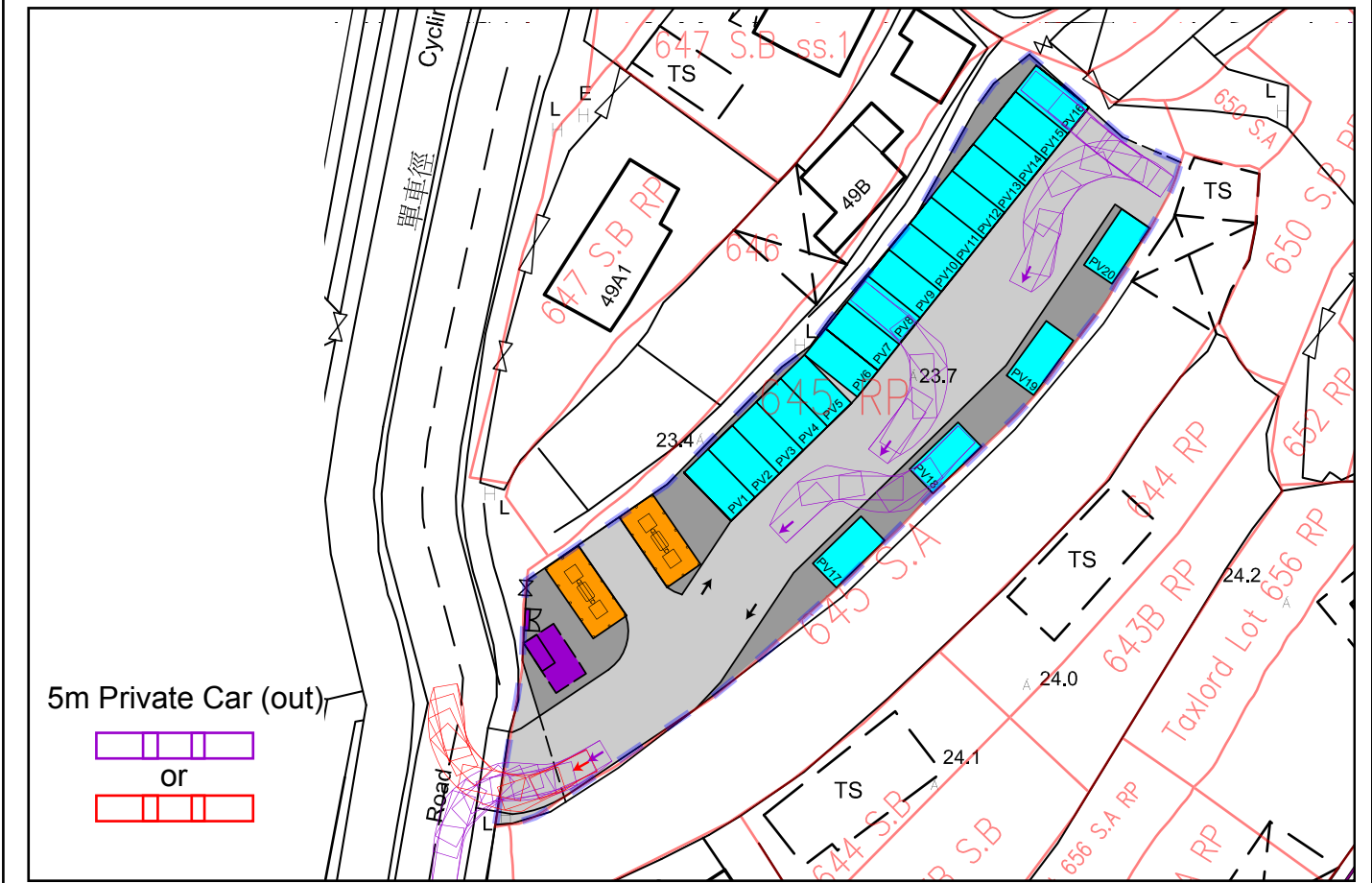
PLANNING & DESIGN - NORTH REGION
DRAWN: CY KWOK DATE: 23-NOV-2011
CHECKED: DATE: 23 Nov 2011
APPROVED: DATE: 28-11-2011

CLP 中電

Plan D: Samples of the Supporting Facilities for Electric Vehicle Charging Station



Not to Scale



Plan E: Preliminary Swept Path Analysis

(v) Drainage Consideration

Perimeter drainage channels (i.e. 500mm) will be provided on site and connect to existing underground stormwater drain along the local track to the satisfaction of the Drainage Services Department (DSD). Drainage proposals will be submitted upon approval of this s.16 planning application. A qualified engineer shall be engaged in the detailed design stage to provide designs for the internal site drainage layout and the drainage connection between the site and the existing drainage system in the vicinity.

(vi) Fire Safety Arrangement

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

4. PLANNING JUSTIFICATION

4.1 Background of the Application Site

The application site is located at the western fringe of Yuen Leng Village and is accessible via local track (two-way vehicular access) leading to Tai Wo Service Road East. Although the application site is currently zoned “AGR” on the approved Kau Lung Hang OZP, it has a unique site character that the site has long been hard paved with no vegetation for more than 30 years. The aerial photo dated 5.3.2004 below has clearly shown that the application site was clear with no vegetation before 2005 and is similar to the present site configuration.

As described in **Section 2.3**, such filling of land exists on or before 1.4.2005 could be regarded as an “Existing Use”. Besides, the application site does not function as an “AGR” site after the statutory plan came into force on 24.8.1990. The site is paved and has low potential for agricultural rehabilitation.



4.2 Strong Demand for Car Parking Spaces in Yuen Leng Village

The application site is situated at the western fringe of Yuen Leng Village, which is a well-established local village with a number of residential dwellings. It is located at a relatively remote area with very limited public transportation nearby. This resulted in a genuine demand for parking spaces for the local villagers in the area. However, there is currently a lack of vehicle parking spaces and also insufficient suitable area for providing an additional village car park inside the village.

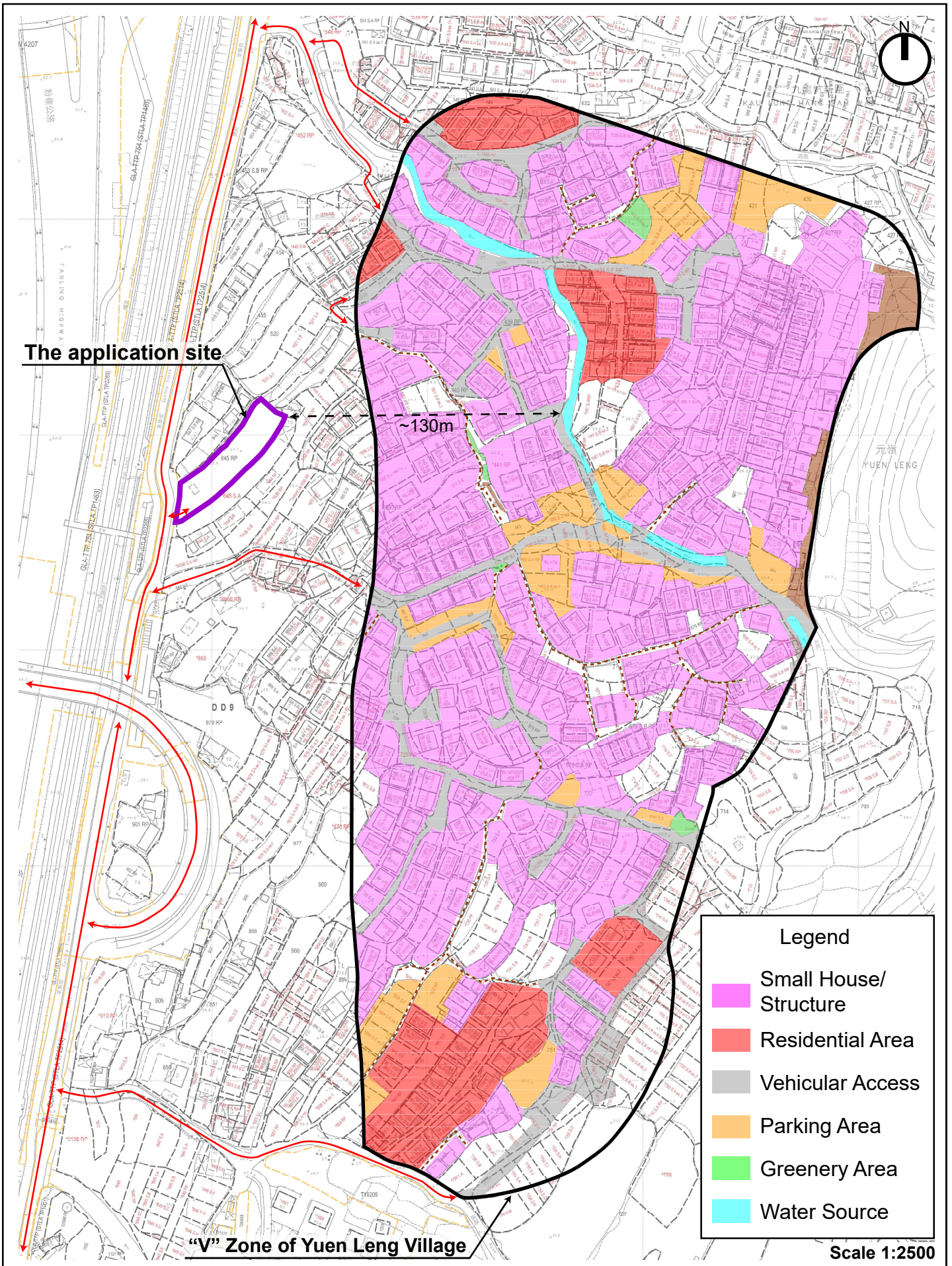
A land use distribution plan of Yuen Leng Village is shown in **Plan F**. Over 80% of the land (i.e. pink and red colour) within the “V” zone is already occupied by small houses and residential developments. The remaining portion within the “V” zone is occupied by village track, footpath, existing car park, green area, stream and vacant land. It is important to note that majority of the vacant area within the “V” zone is not accessible by vehicular road (i.e. grey colour), which is not suitable for the provision of village car park. In view of the constraints of the existing land use character of Yuen Leng Village, it is difficult to find a suitable area for providing an additional village car park inside the village.

The Applicant and the representatives of Yuen Leng Village also stressed that it is very difficult to secure an agreement from the landowner for an additional village car park inside the village. According to the Rural and New Town Planning Committee (RNTPC) Paper No. A/NE-KLH/544, LandsD indicated that the number of outstanding small house applications and the number of 10-years small house demand for Yuen Leng Village as of 14.10.2022 are 84 and 257 respectively. Therefore, sufficient land would have to be reserved within “V” zone to accommodate the small house demand. Currently, the local villagers have no choice but to disorderly park their vehicles along the narrow roadside inside the village.

4.3 Policy Initiatives to Promote the Use of Electric Vehicles

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

Even though the total registration of EV in Hong Kong has increased significantly, there are concerns of inadequate charging facilities to cater the growing EV uptake. The Applicant earmarked that most of the small houses in the village are not accessible by vehicular road. Those villagers are unable to provide EV charging facilities via their house to charge their EVs. Besides, there is a prevailing policy that they are required to secure 100% ownership of a house (i.e. owned the entire three floors of the small house) in order to provide EV charging facilities via their house. Therefore, the Applicant and



Plan F: Land Use Distribution of Yuen Leng Village

the representatives of Yuen Leng Village stressed that there is a strong demand for EV charging station in Yuen Leng Village.

It is understood that the Government has been actively reviewing suitable places to install EV chargers and also encourage developers and property management companies to install EV chargers at their commercial buildings or any appropriate places. Thus, the proposed EV charging station under this application is in line with the recent policy initiatives to promote the use of EVs.

4.4 The Best Available Site for the Proposed Village Car Park

In order to resolve the parking problem for the village and the urgent demand for EV charging station, the Applicant – the indigenous villager of Yuen Leng Village and the member of executive committee of Tai Po Rural Committee has spent effort over the years in identifying suitable sites for the provision of a village car park which must meet the following several criteria:

- The **location** of the site is preferably selected near the village core for the convenience of the villagers and the **size** of the site should not be too small so as to meet a reasonable number of car parking spaces for the villagers;
- The site must have proper **access** (or no right of way problem) to allow vehicles entering the site. It should not be elongated in **shape** and should have sufficient spaces for manoeuvring of vehicles; and
- **Rental price** offer of the site cannot be too high. Sites with sensitive **zoning** or required substantial clearance of vegetation shall not be considered.

Eventually, the Applicant had identified the application site as the best available option based on the following reasons:

1. The site has a reasonable size which will be able to provide a suitable number of car parking spaces to serve the local residents in the area. Rental offer of the site is within the budget of the villagers.
2. The site can be accessed from (and is close to) Tai Wo Service Road East via a local track without right of way problem. It is located at the western fringe of Yuen Leng Village, which is within a short walking distance to the village proper.
3. The site is hard paved, flat, fenced off and vacant for a long time without planned development. Clearance of vegetation or site formation is not required for the development.

The village representatives and many villagers of Yuen Leng Village have expressed their strong support to the proposed development (see **Appendices I and II**).

4.5 Brings Positive Impact to the Traffic Condition of Yuen Leng Village

As stated in **Section 4.2**, Yuen Leng Village has long been facing serious problem of insufficient vehicle parking spaces. While majority portion of the internal access roads in Yuen Leng Village are relatively narrow, there is still a number of illegal roadside parking occurring inside the village which creates vehicle-pedestrian conflicts, and also would affect the access of emergency vehicles (see photos below). Some access roads had to implement a one-way vehicular routing system in order to minimise the risk of traffic deadlock. After consulting the local villagers, the Applicant has decided to propose a village car park near the village core to serve the nearby residents as well as better utilise land resource.



With the provision of the subject village car park adjoining the village core, the vehicles which originally park at the roadside inside the village could be consolidated at the proposed car park. It would not only provide remedial measures for shortage of parking supply to serve the local residents and villagers in the area, but also reduce the illegal roadside parking thereby minimizing vehicle-pedestrian conflicts. It would have positive impact to the traffic condition inside the village and improve roadside air quality of the village (i.e. less vehicles entering the village core).

4.6 Compatible Temporary Village Car Park without Affecting the “AGR” Zone

The application site is considered suitable for a temporary village car park. It is accessible from (and is close to) the westbound carriageway of Tai Wo Service Road East via a local track. It is located at the western fringe of Yuen Leng Village, which is within a short walking distance to the village proper. There are no sensitive zonings such as “Green Belt” in the vicinity of the site.

Although the application site falls within an area zoned “AGR” on the approved Kau Lung Hang OZP, it is considered less susceptible to the local environment since the site is hard paved and has been vacant for a very long time and there is no current or planned agricultural program at the site. It is flat and no significant landscape resource is observed. Therefore, site formation and land or pond filling or substantial clearance of vegetation is not required for the proposed development.

The site has been left idle for some years, with no agricultural activities being carried out. The continuous abandonment of the site would only result in the waste of valuable land resources and gradual degradation of the general environment. In view of the current status of the site, it is obvious that the planning intention of the existing “AGR” zoning could no longer be fulfilled. This represents an opportunity to better utilize the obsolete site for more desirable alternative uses that are compatible with the surrounding area. Under this application, the proposed temporary village car park could provide an interim solution to maximise land utilization of the abandoned land and, at the same time, to meet the strong demand of car parking spaces for Yuen Leng Village.

Given the temporary nature and small scale of the development, the proposed village car park is considered compatible with the surrounding land uses which are predominantly village houses, local tracks and vacant land. The application site is hard paved and fenced off, and is far away from water source (see **Plan F**). It has low potential for agricultural rehabilitation.

In light of the planning gains and the insignificant impacts generated, it is considered that the proposed temporary use could warrant a departure from the planning intention of the “AGR” zone. The approval of the application on a temporary basis for a period of three years will not frustrate the long-term planning intention of the “AGR” zone.

4.7 No Adverse Impact on Technical Aspects

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

(a) Minimum Traffic Impact

The temporary use is small scale in nature and will not result in significant traffic impact due to the small number of car parking spaces provided (i.e. only 20 car parking spaces). According to the previous experience, there will be only about 40 daily trips made by private cars to/ from the site and the peak hourly vehicle trips to/ from the site are about 18. The ingress/ egress of the site will be maintained 6m width to allow sufficient space for vehicles entering the site. Sufficient space has been reserved within the site for turning of vehicles.

(b) Minimum Environmental Impact

The application site will have no parking of goods vehicle or container truck. No car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site. The Applicant will follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by EPD and comply with all environmental protection/ pollution control ordinances, in particular the WPCO.

(c) Minimum Drainage Impact

The application site is hard paved and fenced off. It is relatively flat and thus site formation will not be required for the proposed temporary car park. Perimeter drainage channels (i.e. 500mm) will be provided on-site and connect to the existing underground stormwater drain along the local track to the satisfaction of DSD. Drainage proposals will be submitted upon approval of the s.16 planning application. A qualified engineer shall be engaged in the detailed design stage to provide designs for the internal site drainage layout and the drainage connection between the site and the existing drainage system in the vicinity.

(d) Minimum Sewerage Impact

The application site is located at the western fringe of Yuen Leng Village and approximately 130m away from the nearest water source. The proposal only consists of 20 private car parking spaces and EV charging station with an outdoor H-Pole Switchgears and meter cabinet. No toilet facility, car washing or repair activity will be allowed. No wastewater will be generated from the proposed use, thus no sewerage impact to the nearest water course is anticipated. The Applicant will follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by EPD and comply with all environmental protection/ pollution control ordinances, in particular the WPCO.

(e) **Minimum Landscape Impact**

The application site is cleared and hard paved and no trees are found within the site. Therefore, adverse impact on landscape resources due to the proposed development is not anticipated.

4.8 Unlikely to Set an Undesirable Precedent

Even though there is no similar application within the “AGR” zone on the same OZP, the proposed use is not an undesirable use because the Government is promoting the adoption of EVs and their associated supporting facilities in Hong Kong as stated in the Roadmap. Moreover, the application site has unique site characteristics as described in **Section 2.3**, the hard paved area has been in existence on or before 1.4.2005, which could be regarded as an “Existing Use”. Besides, the application site does not function as an “AGR” site after the statutory plan came into force on 24.8.1990. The site is paved and has low potential for agricultural rehabilitation.

It is considered that the approval of the application on a temporary basis for a period of three years will not frustrate the long-term planning intention of the “AGR” zone. It will enable short term benefits for the public and local community by relieving the lack of EV charging facilities in the area and supporting Government’s initiatives. The village representatives and many villagers of Yuen Leng Village have expressed their strong support to the proposed development (see **Appendices I and II**). The Applicant will comply with the relevant government departments’ requirements and make sure the proposed use is acceptable.

5. CONCLUSION

In view of the genuine demand for car parking spaces and EV charging facilities for the villagers of Yuen Leng village, and no suitable site is available for an additional car park within the village, Mr. Li Sai Hang – the indigenous villager of Yuen Leng Village and the member of executive committee of Tai Po Rural Committee has spent effort in identifying suitable sites for a village car park in the area. This s.16 planning application seeks the TPB's permission for a proposed temporary village car park with 20 private car parking spaces and electric vehicle charging station for a period of 3 years at Lot 645 RP (part) in D.D. 9, Yuen Leng, Tai Po.

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

- (a) the proposed EV charging station is in line with the policy's initiative to promote the adoption of EVs and their associated supporting facilities in Hong Kong;
- (b) the proposed car park is intended to relieve the genuine demand for parking spaces to serve the villagers in the area;
- (c) it would have positive impact to the traffic condition within the village by reducing the illegal roadside parking and minimizing vehicle-pedestrian conflicts;
- (d) the application site is suitable for the proposed uses since it is accessible by vehicles, already paved and is located right next to the village core;
- (e) the proposed village car park scheme is compatible with the surrounding land uses without affecting the "AGR" zone;
- (f) the small-scale development will not result in any significant traffic, environmental, drainage, sewerage and landscape impacts; and
- (g) being temporary in nature and many similar approved cases in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the "AGR" zone.

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

Support Letter from Yuen Leng Village Representatives

敬啟者：

有關在新界大埔元嶺丈量約份第 9 約地段第 645 號餘段
興建臨時公眾停車場（私家車）及電動車充電站（為期 3 年）規劃申請

我們是大埔元嶺李屋村原居民及居民代表，深知本村一直缺乏村用停車場，但是村內沒有可用的適合土地作該用途。我們留意到本村狹窄的車道上不時出現了路旁違泊、人車爭路及對頭車等情況，對村民構成危險。

我們得知李世恆先生作為元嶺李屋原居民及大埔鄉事委員會執行委員，已經與丈量約份第 9 約地段第 645 號餘段之業主達成協議，並會在短期內就村用停車場及電動車充電設施向城規會提交規劃申請。我們對此表示支持，原因如下：

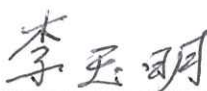
1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違泊、人車爭路及對頭車等情況；
3. 配合政府實行「零碳排放·清新空氣·智慧城市」的目標；及
4. 規模細小，沒有不良影響。

隨信附上本村居民的簽名支持信，我們懇請城規會盡快批准上述申請。

此致

城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓


新界大埔元嶺李屋原居民代表


敬上
(李玉明)

新界大埔元嶺李屋原居民代表


敬上
(李冠榮)

新界大埔元嶺李屋居民代表


敬上
(李郎生)



支持於丈量約份第 9 約地段第 645 號餘段





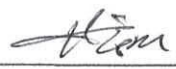


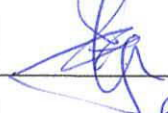
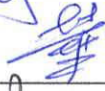




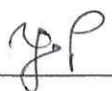



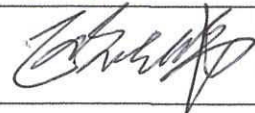
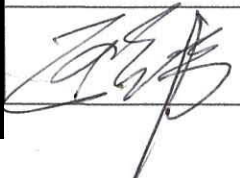
為大埔元嶺李屋村民提供臨時公眾停車場（私家車）及

電動車充電站

我們是大埔元嶺李屋村民，希望在村內或附近地方提供停車場及電動車充電站給本村使用。

	姓名	香港身份證號碼 (前頭 4 英文字連號碼)	簽名	日期
例子	陳小明	A1234		3.7.2023
1	Lau Tsz Koi			7/7/2023
2	Lee Suk Ming			7-7-2023
3	Leung Man Yee			7-7-23
4	LAW HO CHUN			7/7/23
5	LAW HO YUEN			7/7/23
6	LAW HO CHAK			7/7/23
7	LAW Wing Shun			7/7/23
8	李錦生			7/7/23
9	何麗儀			7/7/23
10	李國輝			7.7.2023
11	李國輝			7.7.2023
12	李國輝			7.7.2023

13	刘桂安		刘桂安	7/7/2023
14	天秋北		秋北	7/7/2023
15	陈康		康	7/7/2023
16	江燕儿		Yan	7/7/2023
17	苏明福		苏	7/7/2023
18	李兆辉		李	7/7/2023
19	李运明		李	7/7/2023
20	陈瑞祥		Chan	7/7/2023
21	李天福		李天福	7/7/2023
22	李观发		李观发	7-7-2023
23	陈德明		陈	7-7-2023
24	陈祥皓		陈	7/7/2023
25	李伟良		李	7/7/2023
26	李志强		李	8/7/2023
27	李田田		李	8.7.2023
28	李少文		李	8/8/2023
29	李群莲		李	8/8/2023
30	LEE Koon Hung		LEE Koon Hung	8/7.2023
31	李伟光		李	8.8.2023

32	LEE Kwok Fai			8.7.2023
33	李潤生			8/7/2023
34	李群發			2023.7.8
35	LEE Koon Tuk			8.7.2023
36	李允霖			8.7.2023
37	李澤謙			2023.7.8
38	Lee Yau Lok			8.7.2023
39	李振聲			2023.7.8
40	李煜忠			8-7-2023
41	李玉華			8-7-2023
42	李錫邦			8-7-2023
43	李志亮			9.7.2023
44	徐進才			9-7-23
45	LEUNG CHOI			
46	葉官容			
47	李福求			9.7.2023
48	李國基			
49	吳偉航			9.7.2023
50				9-7-2023

51	LI SAI HANG		li	10/7/2023
52	楊寬熾		楊寬熾	10/7/2023
53	CHAN CHI HONG SIMAU		Chan	10/7/2023
54	LI CHI WAI		Li	10/7/2023
55	李世雄		Li	10/7/23
56	李世華		Li	10/7/23
57	LI PIK MAN		Li	10/7/23
58	Li Yiu Hing		Li	10/7-23
59	GAU PING		Gau	11/7-23
60	Tong Ka Hing		Tong	11/7-23
61	Tong Yung		Tong	11/7-23
62	NGAI TAK YUNG		Ngai	11/7/23
63	PUNG SHUI LING IRENE		Pung	11/7/23
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