

## PLANNING STATEMENT

### The Remaining Portion of Lot No. 37 (Part) in D.D. 7

Application for planning permission as a temporary public vehicle park (excluding container vehicles) with ancillary electric vehicle charging facilities and utility installation for private project (photovoltaic system) for a period of 5 years



Ref. No.: DD7L 37RP

Date: 7 October 2024

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## 1. BACKGROUND

### 1.1 The Instruction

Midland Surveyors Limited was appointed and instructed by Global Mining Engineer Group Company Limited (環球礦業工程技術有限公司) (“the Applicant”) to seek planning permission to use the following lot in D.D. 7, Tai Po, New Territories (the application site, i.e. “the Site”) as a temporary public vehicle park (excluding container vehicles) with ancillary electric vehicle charging facilities and utility installation for private project (photovoltaic system) for a period of 5 years. The Site includes:

**The Remaining Portion of Lot No. 37 (Part) in D.D. 7.**

## 2. PARTICULARS OF THE SITE

### 2.1 Situation

The Site is located at the western side of Tai Wo Service Road West and Fanling Highway in Tai Po. Location Plan is shown in **Appendix I** for identification purpose.

### 2.2 Town Planning

The Site is zoned as “Village Type Development” under the Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11, with the use “public vehicle park (excluding container vehicle)” under column 2 of the said zoning.

### 2.3 Size and Shape

The total area of the Site is approximately 10,678 sq.ft. (992 sq.m.). The Site does not include any Government Land and is irregular in shape.

### 2.4 Ownership

In accordance to the Land Register as obtained from the Land Registry, the registered owner of the lot forming the Site is Man Ching (or Tsing) Lun Tong 文正倫堂, with the following managers:

1. Man Chi-Chung 文志中

2. Man Yan-Ping 文仁炳
3. Man Kwok-Kei Ricky 文國基
4. Man Hei-Yeung 文禧揚

The Applicant had obtained the consent of the above owner(s) in relation to this planning application, please refer to the statement of consent submitted as part of this planning application.

## **2.5 Accessibility**

The Site comprises an ingress/ egress point of at least 6m wide on its eastern boundary. The Site is less than 200m away from Tai Wo Service Road West. The Site can be accessed via a local access road directly connected to Tai Wo Service Road West. The said local access road is currently hard-paved and in a reasonable condition. The portion of the local access road connecting Tai Wo Service Road and the Site mainly sits on Government Land.

## **2.6 Current Condition and Environment**

The Site is currently vacant and is surrounded by abandoned agricultural lands, village houses and other temporary structures. A major portion of the Site is current hard paved with concrete, with existing metal mesh fencing and boundary walls of neighbouring village houses at the periphery of the paved area.

# **3. PROPOSED USE/ DEVELOPMENT**

## **3.1 Use and Justification**

The Site is proposed to be converted to and used as a temporary public vehicle park (excluding container vehicles) with ancillary electric vehicle charging facilities and utility installation for private project (photovoltaic system) (“the Proposed Vehicle Park”) for a period of 5 years. No vehicles without valid licenses issued under the Road Traffic Ordinance is allowed to be parked/stored on the Proposed Vehicle Park.

Currently, village houses in the locality often do not comprise of any car parking space, leading to prominent illegal parking on local village roads and Government land. The Proposed Vehicle Park intends to provide parking facilities and therefore, enhancing the local infrastructure serving the needs of villagers and other local residents, coinciding with the planning intentions of the Site and the surrounding land.

Furthermore, the provision of electric vehicle (“EV”) charging facilities coincide with the Government vision of ‘Zero Carbon Emissions • Clean Air • Smart City’ and contribute to meet the charging network roadmap as set out by the Environment Bureau.

An existing electrical transformer tower is erected by CLP inside the Site. The Applicant has also liaised with EV charging facility service provider for installation of charging facilities and the photovoltaic system. The Applicant has laid the infrastructural groundwork and is ready to commence the conversion and operation of the Proposed Vehicle Park immediately upon the planning approval. Moreover, the Applicant proposes employ renewable energy, i.e. a photovoltaic system, to further reduce the carbon footprint of the Proposed Vehicle Park. At the initial stage of operation of the Proposed Vehicle Park, 12 out of 27 proposed car parking spaces will be provided with EV charging facilities. More EV charging facilities can be provided or converted to quick chargers depending on the future demand and operation of the Proposed Car Park.

Overall, no permanent structure will be erected for the Proposed Vehicle Park, thus the Site can be easily reverted to the existing condition or converted for any future development upon the expiry of the planning permission.

### 3.2 Layout and Structure

In total, 27 parking spaces for private cars is proposed to be provided. In addition to the electrical transformer tower, two temporary structures are proposed to be erected throughout the planning approval period in support of the operation of the Proposed Vehicle Park, for the purpose of or known as the Electrical Equipment Container (“Container”) and the Photovoltaic Shelter (“Shelter”), with their details as follows:

Structure	Total GFA (m <sup>2</sup> )	No. of Storey	No. of PV Panels	Building Height (m)
1 Container	About 15m <sup>2</sup>	1	4	Not exceeding 3m
1 Shelter	About 180m <sup>2</sup>	1	65	Not exceeding 3m

Photovoltaic panels (PV panels) are proposed to be laid on top of the Electrical Equipment Container and the Photovoltaic Shelter to maximize the generation of renewable energy at the Proposed Vehicle Park. The size of the PV panel is proposed to be 2.278m x 1.134m x 0.035m (Long x Width x Height). The applicant pledge to obtain any other necessary approval required by the relevant authorities upon the approval of the planning application to ensure the lawfulness of the erection of the aforementioned temporary structures throughout the planning application period.

Proposed Layout Plan is shown in **Appendix II** and Dimension Plan of the PV Panel and the PV Shelter is shown in **Appendix III** for identification purpose.

### 3.3 Operation

As the Proposed Vehicle Park intends to serve the daily needs of the local residents, the operation hours are from Monday to Sunday for 24 hours, including public holidays.

### 3.4 Traffic

As the Proposed Vehicle Park mainly serves the already existing local community of residents, only minimal additional traffic impact to the locality will be generated. Instead, existing illegal parking occupying the local village roads might be attracted to move into the Proposed Vehicle Park, reducing the obstruction and facilitating the traffic flow. Sufficient maneuvering space is reserved within the Site, no vehicle will be allowed to queue back to or reverse onto/from public roads at any time.

### 3.5 Drainage

Upon approval from the relevant authorities, the Applicant will, at his own expense, implement and maintain the proposed drainage facilities as shown in **Appendix IV** for identification purpose, to minimize the drainage impact generated by the Proposed Vehicle Park. The construction of the U-channels and catchpits shall follow the relevant standard drawings published by the Civil Engineering and Development Department and typical details in the Geotechnical Manual for Slopes published by the Geotechnical Engineering Office.

### 3.6 Landscape

No existing and valuable tree has been identified at the Site. Existing low-rise shrubs can be found along the periphery of the Site.

### 3.7 Fire Safety

A fire service installation proposal will be submitted by the Applicant after granting of the planning approval. Upon acceptance of the fire service installation proposal, the Applicant will implement and maintain the proposed fire service installations at his own expense.

#### 4. CONCLUSION

The Proposed Vehicle Park falls within column 2 of the “Village Type Development” zoning, which the Site is designated as. Approval of the planning application can allow better utilization of otherwise deserted land in the rural area. The temporary nature (5 years) of the application will not disrupt any long-term planning and development intention of the Government regarding the Site.

The provision of EV charging facilities at the Proposed Vehicle Park coincides with the Government vision on popularisation of electric vehicles. Setting up of the photovoltaic system would allow the application of renewable energy, resulting in the enhancement of the sustainability of the Proposed Vehicle Park from an environmental standpoint, further contributing to the cause of building a greener Hong Kong.

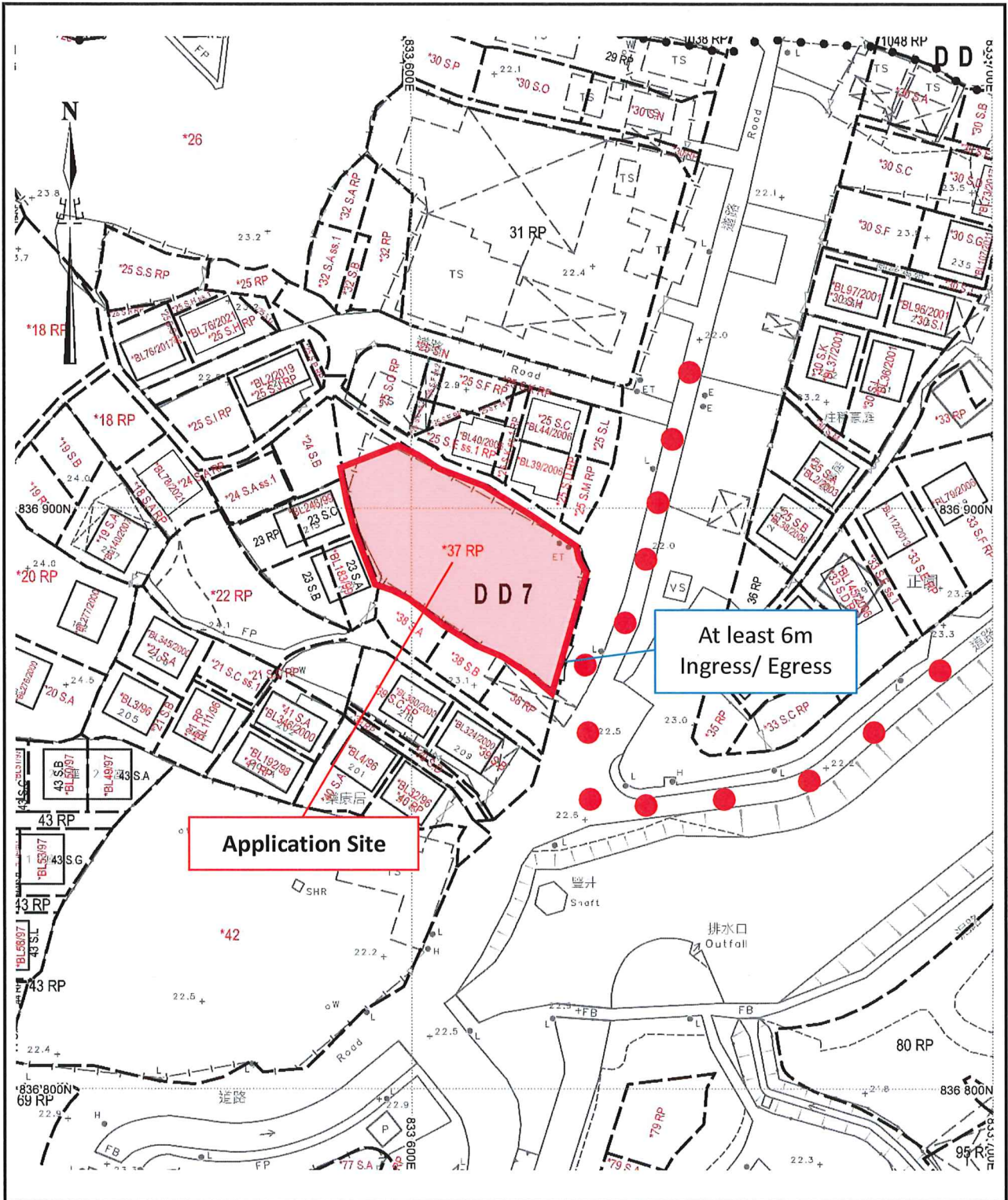
The Applicant is prepared to implement the proposed mitigation measures and also any additional condition(s) imposed by the Town Planning Board upon the approval of the planning permission. The Applicant will also ensure no storage, workshop activities or parking of other types of vehicles except those included in the planning application will be carried out. In view of the above, we hereby respectfully recommend the Town Planning Board to approve the planning permission to use the Site as a temporary public vehicle park (excluding container vehicles) with ancillary electric vehicle charging facilities and utility installation for private project (photovoltaic system) for a period of 5 years.

Yours faithfully,  
For and on behalf of  
**Midland Surveyors Limited**

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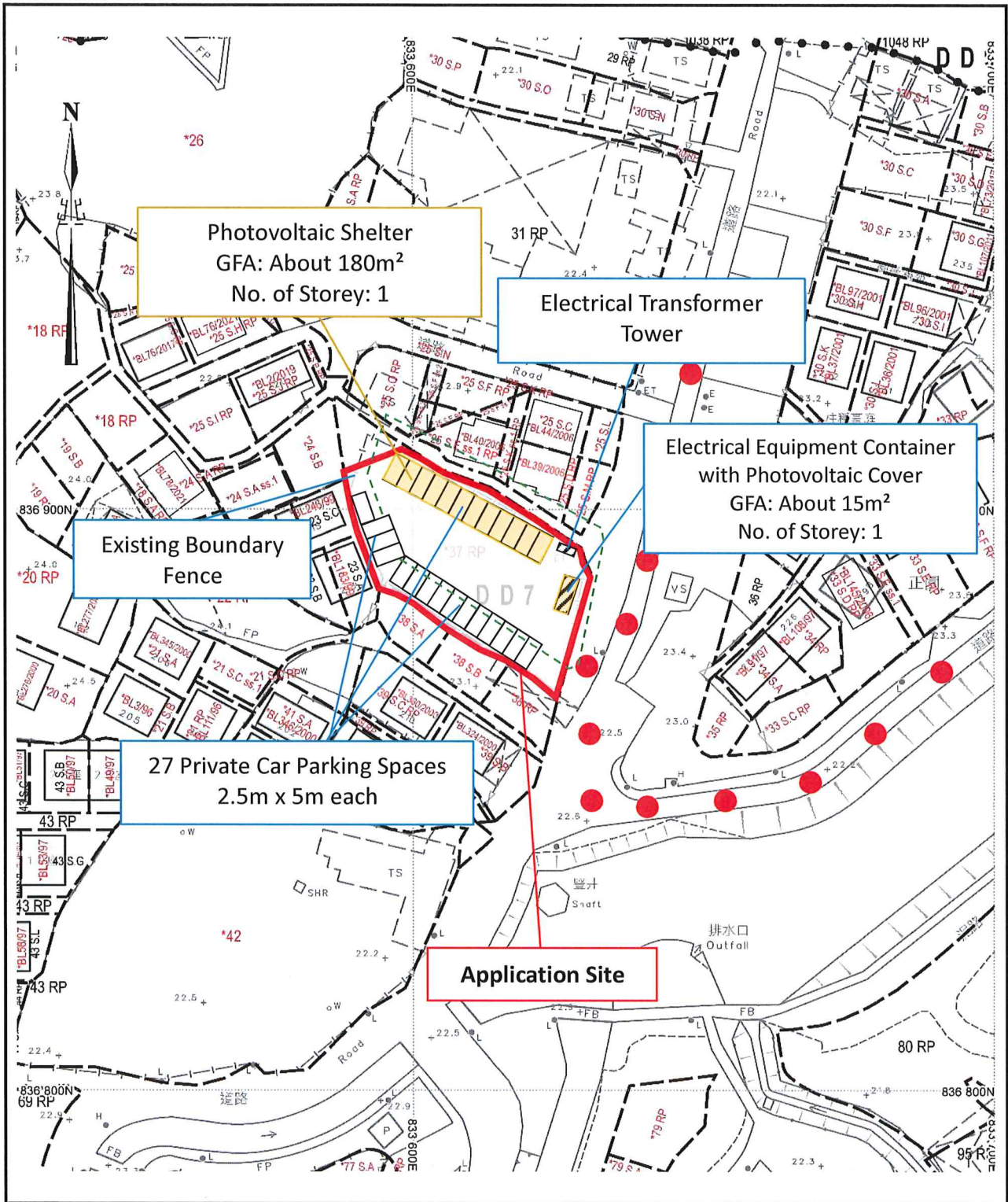
**Hui Wai Chun, Raymond**  
*MHKIS, RPS(GP), MCIREA*  
Associate Director






Application Site	
Vehicle Access	
Scale	1 : 1000

**Appendix I - Location Plan**

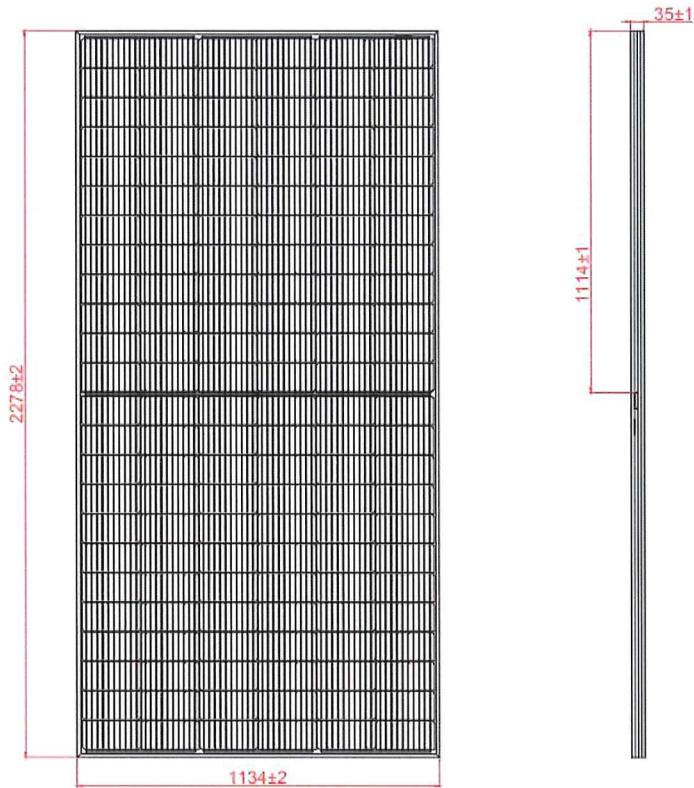




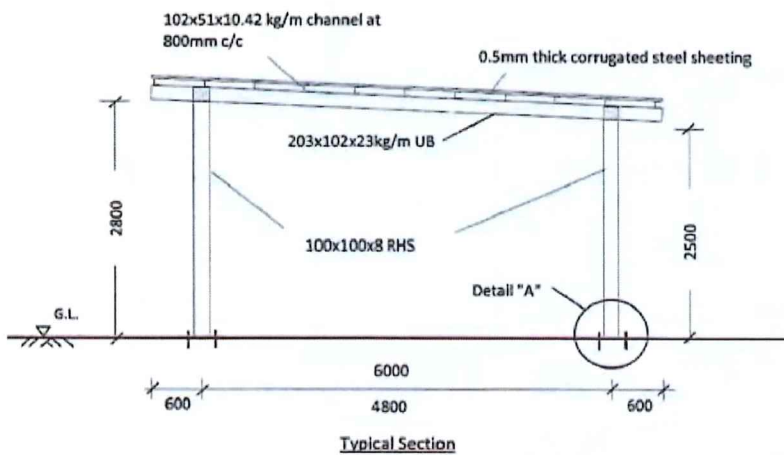
Application Site	
Photovoltaic Panels	
Proposed 27 Private Car Parking Spaces	
Scale	1 : 1000

**Appendix II - Proposed Layout Plan**

(1) A diagram/ drawing indicating the dimensions of each PV panel:

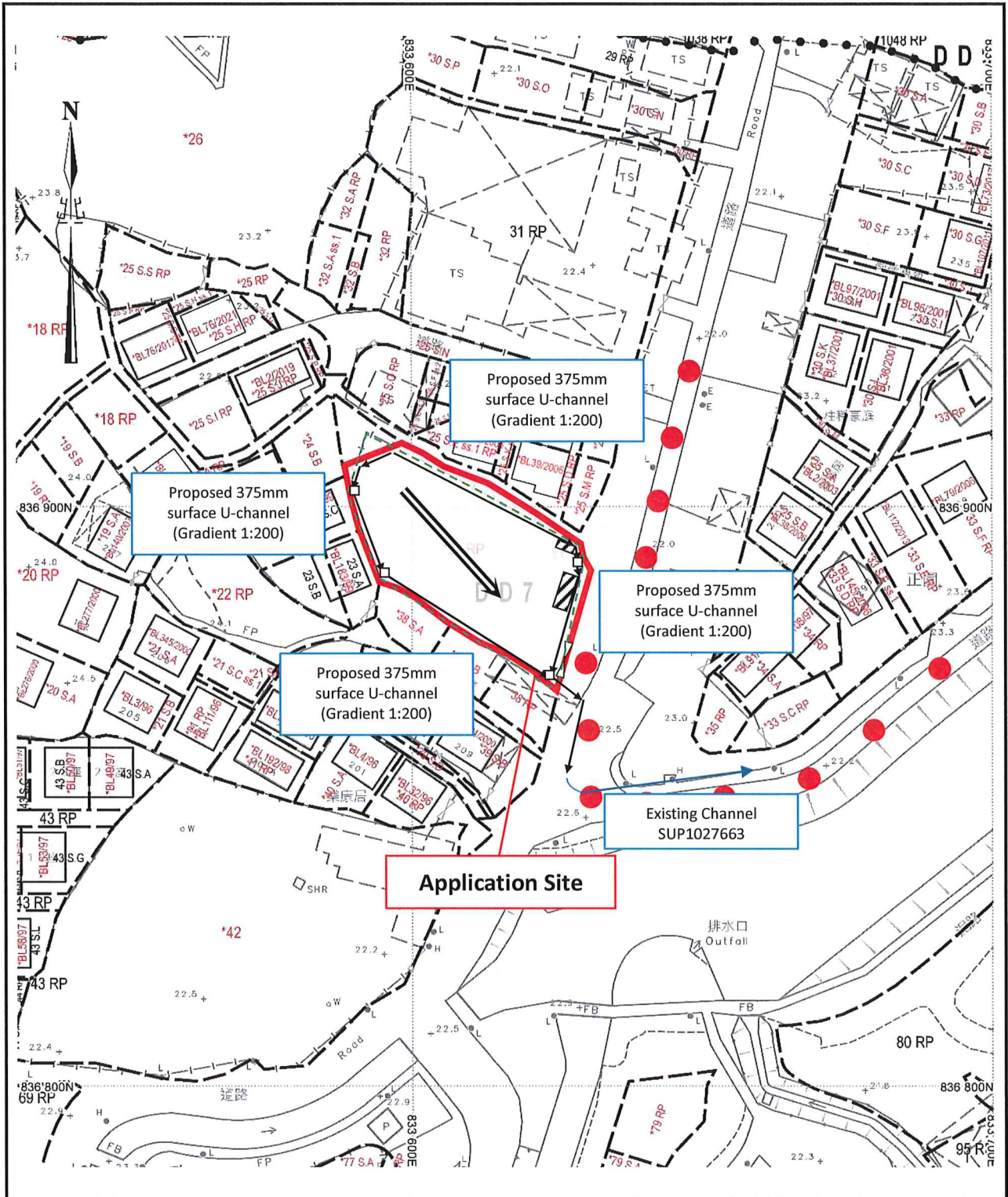






(2) A section/ elevation plan with dimensions indicating the height of the PV shelter:



Notes:

## Appendix III - Dimension Plan (PV Panel & PV Shelter)



Application Site	
Vehicle Access	
Flow of Surface Runoff	
Proposed Catchpit	
Scale	1 : 1000

**Appendix IV - Proposed Drainage Plan**