

Supplementary Statement

1. Background

- 1.1. The Applicant seeks to apply for planning permission under Section 16 of the Town Planning Ordinance (Cap. 131) to use Lots 665 S.A. (Part), 666 S.A. (Part), 667, 669 S.B. RP, 685, and Adjoining Land in D.D. 90, Man Kam To, New Territories (the Site) for “Proposed Temporary Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land” (Proposed development).
- 1.2. As the popularity of electric vehicles (EV) has increased in recent years, there is a shortage of EV charging facilities in Hong Kong, particularly in rural areas of the New Territories. In view of that, the applicant would like to operate a public vehicle park (for private cars, light buses, and coaches) with ancillary EV charging facilities to serve nearby local residents and cross border travel.
- 1.3. The application is directly across from the San Uk Ling Village, where parking spaces are limited and many residential buildings have limited road access. There is a pressing demand for parking spaces with EV charging facilities in the area.
- 1.4. Since the opening of the borders last year, the demand for land based cross boundary travel has increased dramatically, and will continue to increase with the development in the Northern Metropolis. Demand for parking are thus needed to support the transportations that facilitate these travels. With the site ideally situated next to the Man Kam To Boundary Control Point, and 3km from the Heung Yuen Wai Boundary Control Point, the site is the perfect location for the proposed use.
- 1.5. There is an extreme shortage of coach parking space. Currently in Hong Kong, there is a 0.6 Commercial vehicle to Parking Space ratio due to the difficulty of find suitable parking locations. This has forced many coaches to park illegally, often being ticketed and causing disturbances to traffic. More coach parking is needed to help alleviate these problems.

2. Planning Context

- 2.1. The Application Site falls within an area zoned as “AGR” on the Approved Man Kam To OZP No. S/NE-MKT/4. The planning intention of this zone is primarily to retain and safeguard good quality agricultural land/farm/ fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- 2.2. The Application Site falls wholly within “AGR” zone. Although the applied use is not in line with the planning intention of “AGR” zone, the applied use is proposed to serve the transportation industry and nearby residents and meet the pressing demand of EV parking and charging spaces in the Man Kam To area. Since the application is only on a temporary basis, it will not frustrate the long-term planning intention of the “AGR” zone. Furthermore, the surrounding area is predominantly workshops, open storage, and residential dwellings, the applied use is not incompatible with the surrounding land.
- 2.3. The proposed use- Proposed Temporary Public Vehicle Park (Excluding container Vehicle) with Ancillary Electric Vehicle Charging Facility is neither one of the Column 1 or Column 2 uses under the Schedule of Uses for the subject “AGR” zone. However, according to the Notes of the OZP, the TPB may grant planning permission for temporary use or development of any land or building not exceeding a period of three years within “AGR” zone.

3. Development Proposal

3.1. The Application site consists of an area of 4,364m² (about). 2 Temporary structures are provided at the site for site offices and meter room with total GFA of about 68m². Details of development parameters are shown in Table 1 below:

Table 1: Development Parameters

| | |
|---|-----------------------------|
| Table 1: Development Parameters of the Proposed Development Application Site Area | 4,364m ² (about) |
| Covered Area | 68m ² (about) |
| Uncovered Area | 4,296m ² (about) |
| Plot Ratio | 0.02 |
| Site Coverage | About 1.6% |
| Number of Structure | 2 |
| Building Height | Not more than 4m |
| Total GFA | 68m ² (about) |
| Domestic GFA | Not Applicable |
| Non-Domestic GFA | 68m ² (about) |

1.1.1 Two structures of one story (not more than) 4m in height are proposed at the Site for transformer/switch gear and site office with total GFA 68m² (about) (**Table 2**). The site office is to provide indoor workspace for administrative staff to support the daily operation of the Site.

Table 2: Building Parameters

| Structure | Use | Covered Area | GFA | Building Height |
|-----------|----------------------|-------------------|-------------------|------------------------|
| B1 | Electric Transformer | 54 m ² | 54 m ² | 4m (about)(1-Storey) |
| B2 | Site Office | 14 m ² | 14 m ² | 2.5m (about)(1-Storey) |

3.2. Site formation is proposed to form a flat uniform surface as the application site is comprised of two levelled areas, +7.1mPD and +8.4mPD, and a sloped area at the ingress/egress, from +10.2mPD. Filling of land is required to form an even and stable platform for parking and circulation purposes. It is proposed to fill the land for a maximum of 1.2m of rubble and concrete. Concrete site formation is required to provide stronger ground reinforcement to stabilize the existing ground and prevent erosion from surface run-off. Therefore, land filling area is considered necessary and has been kept to minimal for the operation of the proposed development.

3.3. The Site is accessible from Lin Ma Hang Road. The operation hours of the proposed development are 24-hours daily, including public holidays. A local transport service provider will operate the Western portion of the Site, where they intend to park their company's fleet of coaches and light buses. The remaining portion of the Site will be rented on an hourly and monthly basis to nearby residents and cross boundary travellers.

3.4. Local mini buses are available along Lin Ma Hang Road to transport cross boundary travellers to Heung Yuen Wai Boundary Control Point. The site will also offer cross boundary

hire car services from authorized operators for crossings at the Man Kam To Boundary Control Point.

3.5. Details of parking provisions are provided in Table 3 below

Table 3: Parking Provision of the Proposed Development

| Type of Parking Space: | No. of Space |
|---|--------------|
| Parking Space for Private Car/Taxi - 2.5m (W) x 5m (L) | 36 |
| Parking Space for Light Bus - 3.5m (W) x 8m (L) | 8 |
| Parking Space for Coach - 3.5m (W) x 12m (L) | 19 |
| Total | 63 |

3.6. A total of 36 parking spaces for private cars/ taxis will all be equipped with charging facilities at the site. Charging facilities are shared among private cars, and taxis; there are no designated parking space or charging facilities for Taxi charging only. Fee-charging payment will be required for using the EV charges. Smart systems are proposed, which will allow payment through mobile application, and for users to check the availability of charging stations in real-time. Details of the EV chargers are shown in Table 4 below.

Table 4: EV Charging Output

| EV Charging Output | No. of Space | Type of Parking Space |
|------------------------|--------------|-----------------------|
| 7kw AC Charger | 32 | Private Car/ Taxi |
| Over 100kw DC Chargers | 4 | Private Car/ Taxi |
| Total | 36 | |

3.7. Sufficient space is provided for vehicle to smoothly manoeuvre to and from Lin Ma Hang Road and within the Site (**Plan 3**). No vehicles will be allowed to queue back to or reverse onto/from the Site to the public road. No vehicles without valid licenses issued under the Road Traffic (Registration and Licensing of Vehicle) Regulations are allowed to be parked/stored at the Site at any time during the planning approval period. The applicant will install "TS460" and "5KM/H" signs at the site access to alert drivers to slow down and be aware of pedestrians. The trip generation and attraction of the proposed development is shown in Table 5 below; adverse traffic impact to the surrounding road network should not be anticipated.

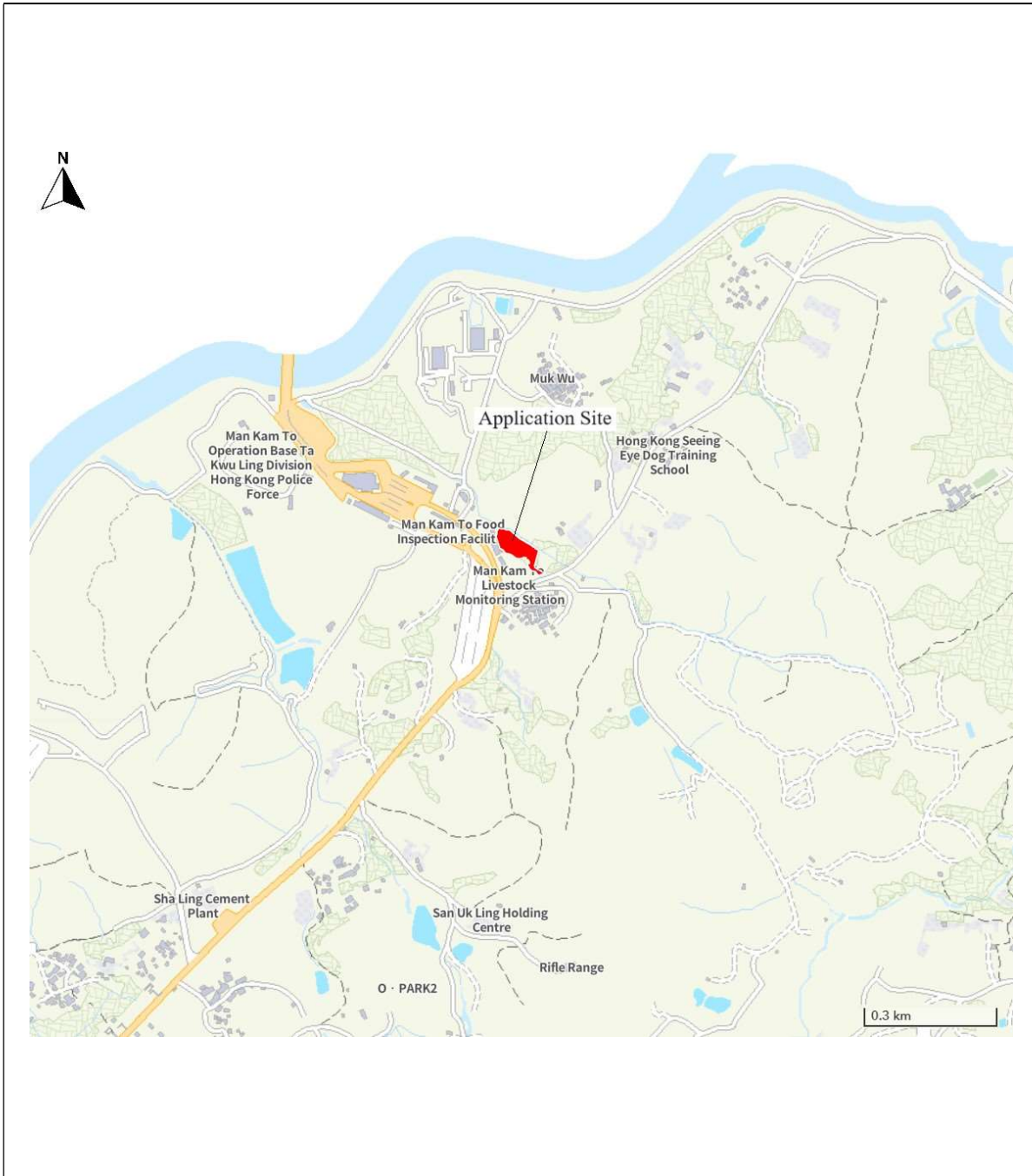
Table 5: Trip Generation and Attraction of the Proposed Development

| Time Period | Private Car | | Light Bus | | Coach | | 2-Way Total |
|---|-------------|-----|-----------|-----|-------|-----|-------------|
| | In | Out | In | Out | In | Out | |
| Trips at AM peak per hour (08:00-09:00) | 2 | 19 | 1 | 4 | 2 | 9 | 37 |
| Trips at PM peak per hour (17:00-18:00) | 14 | 5 | 4 | 1 | 5 | 2 | 31 |
| Traffic Trip per hour (average) | 6 | 6 | 1 | 1 | 3 | 3 | 20 |

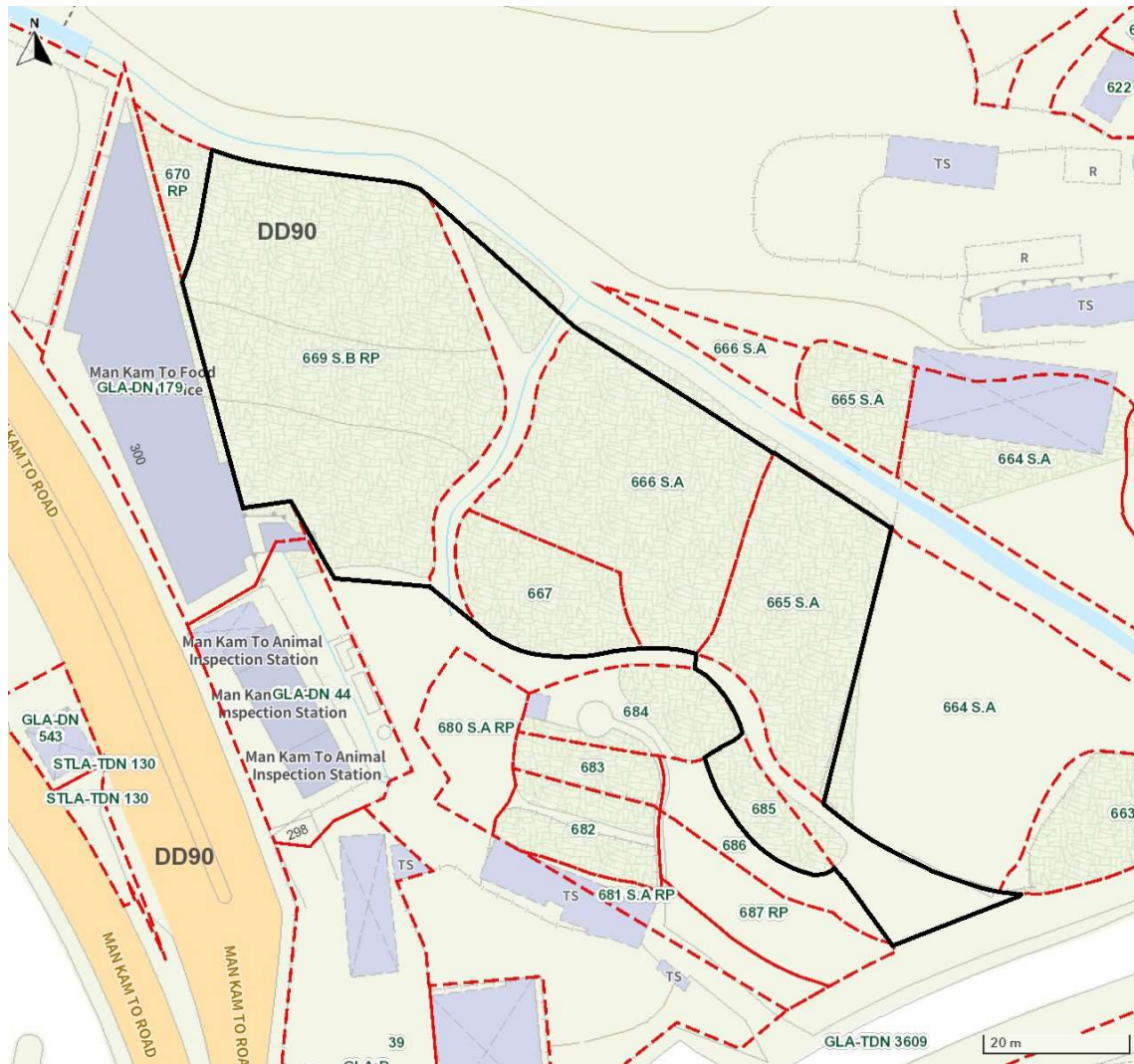
- 3.8. There is no existing drainage system within the Site. The Applicant submitted a drainage proposal, with provision of peripheral u-channels and catchpits to mitigate adverse drainage impact generated by the development. The Applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by Drainage Services Department/ the Board.
- 3.9. 8 Trees have been identified at the site; details of the trees found are submitted along with this application. No old and valuable trees or protected species has been identified at the Site. All existing trees will be affected and none of the existing trees is proposed to be retained in the site. The applicant proposes to plant 8 new trees, of proposed species *Bauhinia blakenna/Ficus benjamina*, will be planted near the northern boundary at the site for compensation. The applicant will ensure that a continuous planting strip of not less than 1m wide and free from drainage will be allowed for planting.
- 3.10. The applicant will strictly follow the 'Code of Practice on handling the Environmental Aspects of Temporary Uses and Open Storage Site' issued by the Environmental Protection Department (EPD) to minimize adverse environmental impacts and nuisance to the surrounding area. The Applicant will strictly follow the Professional Persons Environmental Consultative Committee Practice notes (ProPECCPNs 5/93) for sewage treatment at the Site.
- 3.11. 2.5m high solid metal fencing with thickness of 5mm will be erected along the site boundary to minimize potential nuisance to the surrounding area. At least 3m set back will be placed from the watercourse on the northern boundary. The boundary fencing will be installed by a licensed contractor and maintained regularly.

4. Conclusion

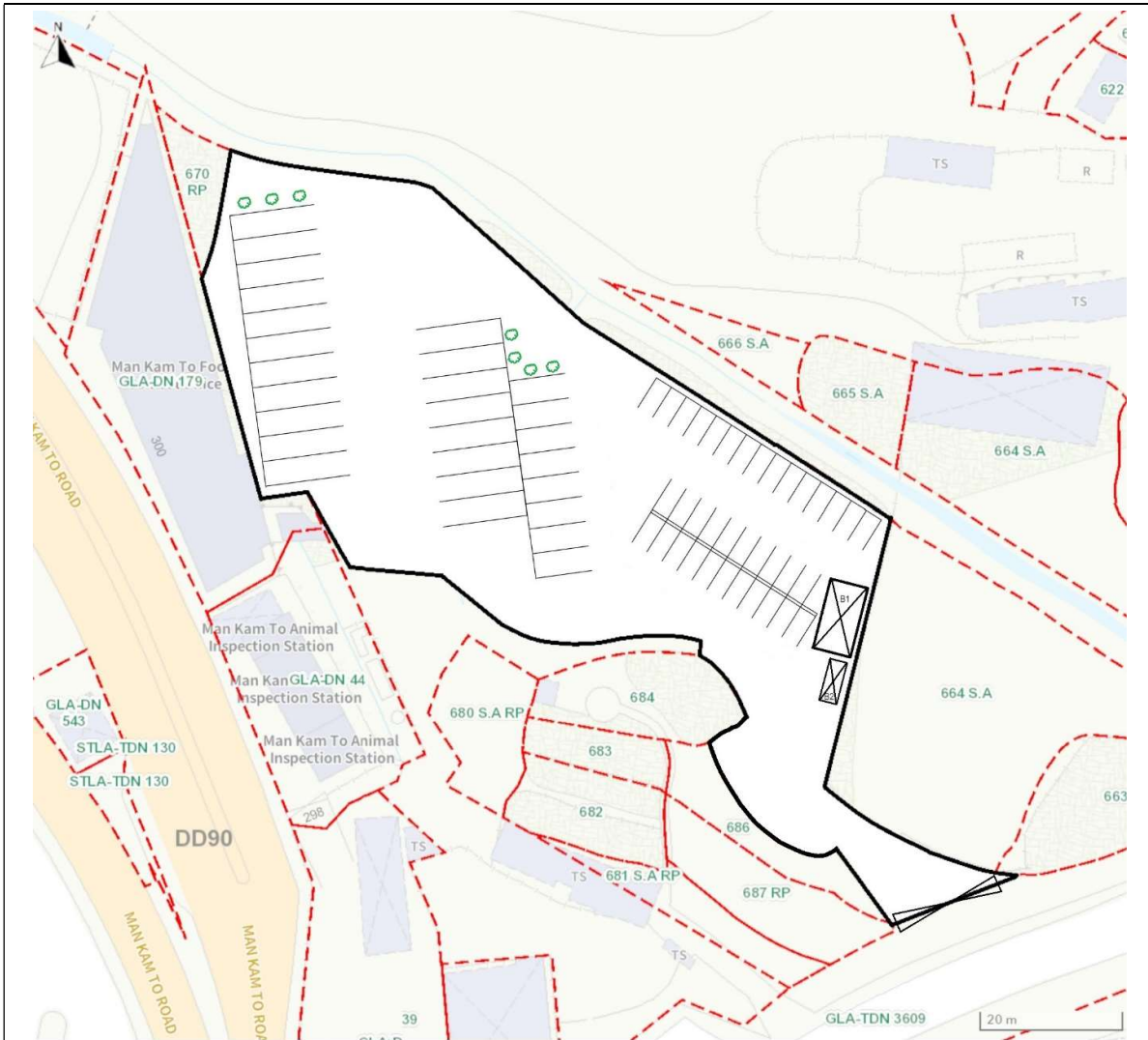
- 4.1. The proposed development will help provide necessary parking space to the transportation industry. Particularly with increasing demands for cross border travels, demand for parking space in the area will only continue to grow.
- 4.2. There is a shortage of EV charging facilities, particularly in the rural areas, the proposed development is necessary to serve local residents.
- 4.3. The proposed development will not create significant nuisance to the surrounding area. Adequate mitigation measures will be provided, i.e. fire service installations proposals to mitigate any adverse impact arising from the proposed development after the planning approval has been obtained from the Board.
- 4.4. In view of the above, the Board is hereby respectfully recommended to approve the subject application for "Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land."



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|---|--|----------|
| Project: Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land. | Drawing Title: Application Site Location | Remarks: |
| | Drawing No: Plan 1 | |



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|--|----------------------------------|----------|
| Project: Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land. | Drawing Title: Lot Index Plan | Remarks: |
| | Drawing No: Plan 2 | |



PARKING AND LOADING/ UNLOADING PROVISIONS

| | |
|---|------------------------|
| NO. OF PRIVATE CAR PARKING SPACE W/ EV CHARGING | : 36 |
| DIMENSION OF PARKING SPACE | : 5 m (L) x 2.5 m (W) |
| NO. OF LIGHT BUS PARKING SPACE | : 8 |
| DIMENSION OF PARKING SPACE | : 8 m (L) x 3.5 m (W) |
| NO. OF COACH PARKING SPACE | : 19 |
| DIMENSION OF PARKING SPACE | : 12 m (L) x 3.5 m (W) |

| Structure | Use | Covered Area | GFA | Building Height |
|-----------|----------------------|-------------------|-------------------|-----------------------|
| B1 | Electric Transformer | 54 m ² | 54 m ² | 4m (about)1-Storey) |
| B2 | Site Office | 14 m ² | 14 m ² | 2.5m (about)1-Storey) |

LEGEND

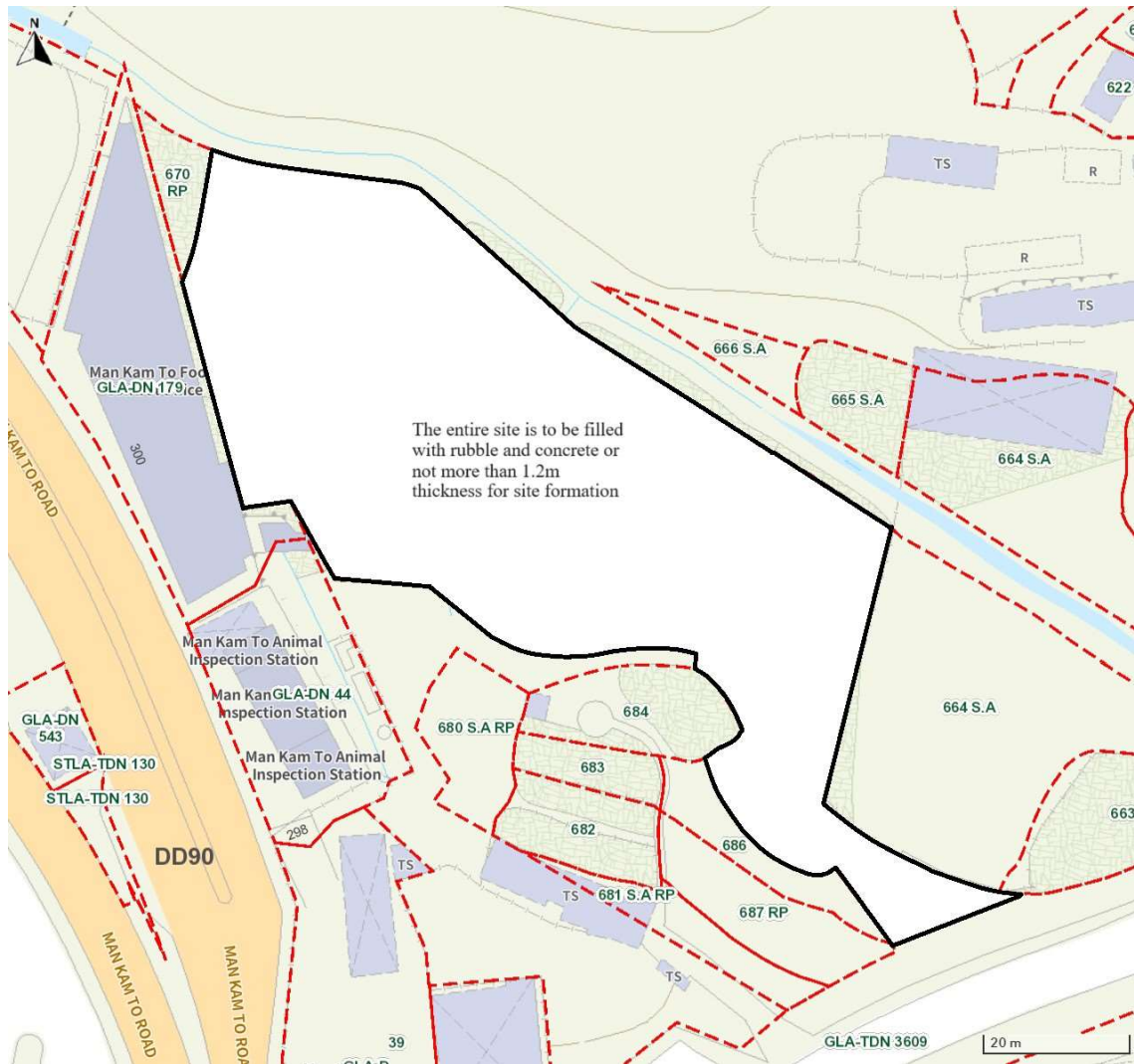
- APPLICATION SITE
- STRUCTURE
- PARKING SPACE
- INGRESS / EGRESS
- PROPOSED TREE

Project:
Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land.

Drawing Title:
Site Layout Plan

Drawing No:
Plan 3

Remarks:



| | | |
|---|---------------------------------------|----------|
| Project: Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Electric Vehicle Charging Facility for a Period of 3 Years and Filling of Land. | Drawing Title: Site Formation Plan | Remarks: |
| | Drawing No: Plan 4 | |