

**Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years,
Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP,
237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP
in DD7, Kau Lung Hang, Tai Po, New Territories
(Planning Application No. A/NE-KLH/659)**

Comments	Responses
Comments from District Lands Office, Lands Department (received on 10 October 2025) (Contact Person: Ms. Y L LAM, Irene; Tel.: 2654 1215)	
(i) There are unauthorized structures erected on private land concerned without LandsD's prior approval. Warning Letters against Lot Nos. 237 S. H, 237 S. J RP, 237 S. K RP, 237 S. L RP and 237 S. M all in D.D. 7 were registered in Land Registry. The lot owner should immediately rectify the lease breaches and this office reserves the rights to take necessary lease enforcement action against the breaches without further notice. The applicant should clarify if they are going to remove unauthorized structures erected in connection with the proposed car parking use.	Please note that on-site structures will be removed to allow the construction and operation of proposed temporary public vehicle park.
(ii) A piece of Government land in the western side of Lot Nos. 237 S. E RP and 237 S. F RP both in D.D. 7 has been illegally occupied without any permission and is not included in the application. Please clarify the extent of the application site with the applicant. Any occupation of Government land without Government's prior approval is not allowed. The applicant should demolish the hoarding / gate erected on Government land immediately. The office reserves the rights to take appropriate land control action against illegal occupation of Government land without further notice.	Noted.
(iii) There is no guarantee to the grant of a right of way to the Site or approval of the EVA thereto.	Noted.
<u>Part B: Advisory Comments for the Applicant</u>	
(iv) The lot owner should rectify the breach of lease condition of all concerned private lots by removing all the unauthorized structures thereon and remove the hoarding / gate erected on Government	Noted.

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land concerned.	
(v) If the planning application is approved, the lot owners shall apply to this office for a Short Term Waiver (STW) to permit the structures erected or to be erected (including EV charging facilities to be erected on ground) within the said private lots. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered.	Noted.
(vi) The applicant will likely make use of the adjoining unleased / unallocated Government land as vehicles access to and from the application site. The maintenance and management responsibility of the said Government land and any other Government land leading to the application site should be sorted out with the relevant Government departments, prior to the use of access purpose.	Noted.
Comments from Transport Department (received on 14 October 2025) (Contact Person: Ms. Yanny LI; Tel.: 2399 6936)	
1. According to TPDM Vol 1 Cl. 4.3.7, “when a development has the frontage of two roads, the opportunity should be used to select the one which would have less adverse effect on the local traffic.” The applicant shall consider relocating the main access to the local village road near the western side of the site, and reduce the traffic impact of Tai Wo Service Road West (a major local road managed by TD) due to the operation of the PVP. Strong justifications should be provided as to why the access must be located at Tai Wo Service Road West, and assessment should be provided to justify the queue waiting at the entrance would not extend to Tai Wo Service Road West.	It should be noted that to address comments from Environmental Protection Department, the layout of Proposed Temporary Public Vehicle Park is amended and now provides 205 car parking spaces and 6 “Shared-use” HGV and coach parking space as shown in revised Figure 3.1 (Rev.C) (Annex 1 refers). The justifications on the provision of vehicular access at Tai Wo Service Road West are presented below: 1. The vehicular access of the Proposed Temporary Public Vehicle Park remains the same as the existing, which now serves a plant nursery with some temporary shelters and ancillary storage area, and is some 600m north of its junction with Hong Lok Yuen Road. 2. The estimated traffic generation of the Proposed Temporary Public Vehicle Park is 3 pcu less in the AM peak hour and 4 pcu less in the PM peak hour, compared to the existing use. Hence, there is no net increase in traffic to Tai Wo Service Road with the run-in/out provided at

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	its existing location at Tai Wo Service Road. 3. The entrance gate of the Proposed Temporary Public Vehicle Park will be equipped with license plate recognition and Octopus payment systems etc., to reduce the handling time of vehicle entering and leaving the Proposed Temporary Public Vehicle Park. In addition, queuing space for 5 vehicles are provided, which is 1.5 times more than the TPDM Vol 7 Cl. 7.5.2.4 recommendation, <i>“Storage space should be provided outside entry barriers, not only for cars waiting for vacancies to arise in a full car park, but also for cars arriving at random. The amount of space required should be evaluated based on factors such as arrival pattern, turnover rate and entry control system. As a rough guideline, a reservoir of at least 2 spaces per entry lane should be provided with a ticket dispenser entry system ...”</i> 4. The Government land between the Proposed Temporary Public Vehicle Park and the local village road at the western-side, is occupied by an open storage, and is excluded from the site area of the Proposed Temporary Public Vehicle Park. Hence, vehicular access from the Proposed Temporary Public Vehicle Park and the local village road <u>could not be provided</u>. 5. If vehicular access is provided from the local village road at the western-side of the Proposed Temporary Public Vehicle Park, additional traffic is generated and attracted to the local village road. 6. Figure 3.1 (Rev.C) shows that a Waterworks Reserve (“WWR”) abuts the western-side to the Proposed Temporary Public Vehicle Park. As commented by Lands Department (see comment (ii) from Lands Department <i>“A piece of Government land in the western side of Lot Nos. 237 S. E RP and 237 S. F RP both in D.D. 7 has been illegally occupied without any permission and is not included in the application. Please clarify the extent of the application site with the applicant. Any occupation of Government land without Government’s prior approval is not allowed. The applicant should demolish the hoarding / gate erected on Government land immediately...”</i>. In line with the above, vehicular access to the Proposed Temporary Public Vehicle Park is not provided via Government Land from the local village road at the western-side of the Proposed Temporary Public Vehicle Park.

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Comments from District Planning Officer, Planning Department (received on 17 October 2025) (Contact Person: Ms. Theodora CHAN; Tel.: 2158 6235)	
I should be grateful if you would further clarify or provide the followings:	
1. the dimensions of the 8 structures in length (L), width (W) and height (H);	Please refer to the updated MLP (Annex 2 refers) on the dimensions (i.e. length, width and height) of the proposed 8 nos. of structures.
2. the annotation for each structure, in particular the 3 switch rooms, the transformer and the main switch room, in the master layout plan; and	Please note that the annotations for the structures have been supplemented in the updated MLP (Annex 2 refers).
3. indications of the trees to be retained in the master layout plan.	The indication of trees has been supplemented in the updated MLP accordingly (Annex 2 refers).
Comments from Environmental and Ecology Bureau (received on 17 October 2025) (Contact Person: Mr. Vincent FONG; Tel.: 2594 6507)	
1. To echo with the latest version of the 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 (i.e. medium chargers) should be installed in all parking spaces for PCs, light goods vehicles and motorcycles of the subject site. Please advise whether each of the parking spaces for PCs, light goods vehicles and motorcycles of the subject site could be provided with at least 7kW EV charging simultaneously (i.e. when all parking spaces are occupied and are re-charging at the same time, each of the parking spaces for PCs, light goods vehicles and motorcycles could still be provided with at least 7kW EV charging.)	Please note that the total number of EV charging facilities proposed within the Site has been updated to 144 nos., which includes 5 nos. of Type 1 EV chargers and 139 nos. of Type 2 EV chargers. The rated output power of Type 1 charger is 500kW which is equivalent to a high-speed charger. The rated output power of Type 2 charger is about 7 – 20kW, which is equivalent to a medium-speed charger.
2. It is noted from P.14 of 92 of the Planning Statement that there will be 201 charging facilities at the subject site. Please advise the rated output power of these 201 charging facilities.	Please note that the total number of EV charging facilities proposed within the Site has been updated to 144 nos., which includes 5 nos. of Type 1 EV chargers and 139 nos. of Type 2 EV chargers. The rated output power of Type 1 charger is 500kW which is equivalent to a high-speed charger. The rated output power of Type 2 charger is about 7 – 20kW, which is equivalent to a medium-speed charger.

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3. Please advise the details of charger type 1 and charger type2 (e.g. the respective number of chargers, output powers, etc.) as indicated in the Master Layout Plan on P.23 out of 92 of the Planning Statement.	Please refer to our responses above.
4. In particular, please further clarify/revised table 3.1 of the supporting planning statement regarding whether the total no. of type 2 chargers is 134 or 139 and the total no. of all chargers is 139 or 144.	Noted. Table 3.1 of the SPS has been updated (Annex 3 refers)
5. 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 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 and electric light goods vehicles.	Noted. Please note that 5 nos. of Type 1 EV chargers with a rated output power of 500kW will be provided at the Site.
6. For the coach/HGV parking spaces, please note the following: To cater for charging of EVs, all parking spaces, including those for private cars, motorcycles, goods vehicles, light buses and coaches, of new developments are encouraged to be EV charging-enabling with reservation of adequate space for installation of EV chargers and associated fixed electrical installations. The detailed technical requirements are specified in the “Technical Guidelines for EV Charging enabling for Car Parks of New Building Developments”, in particular Appendix 1, which stipulates the required output power of EV charger for light buses, coaches, medium and heavy goods vehicles, among other vehicle classes, issued by the Environment and Ecology Bureau*. *Technical Guidelines for EV Charging-enabling for Car Parks of New Building Developments: https://www.epd.gov.hk/epd/sites/default/files/epd/english/environmenthk/air/prob_solutions/files/guidelines_on_enabling_eng.pdf	Noted.
Comments from Environmental Protection Department (received on 17 October 2025) (Contact Person: Ms. Winnie TANG; Tel.: 2835 1096)	
1. Having reviewed the submission, we consider that the information	Noted. Please refer to our responses below.

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is insufficient to demonstrate whether the operation of the proposed temporary public vehicle park would/ would not result in adverse environmental impacts. We are unable to lend support to the application at this stage until the applicant submits further information for our consideration to demonstrate the environmental acceptability of the proposed development. Please find our comments on the application for your consideration:	
2. Compared with the pre-submission previously circulated to EPD on 14 February 2025, we note that the site area, number of structures, layout and number of parking spaces have been updated. In particular, coaches/ heavy goods vehicle (HGV) parking spaces have been increased from 4 to 10 and the parking location has moved further closer to the residential development located at the Northwest of the site. The applicant has proposed to erect a 2.5m high solid fence wall along the Northwest portion of the site boundary to serve as a noise barrier for adjacent residential development. However, in view of the latest coaches/ HGV parking location, the solid fence wall may not serve as an effective noise barrier to minimize nuisance to nearby sensitive receivers. The applicant shall further review the proposed noise mitigation measures and the layout/ location of the coaches/ HGV parking spaces.	Please note that the number of coaches/heavy goods vehicle parking spaces have been reduced from 10 nos. to 6 nos. and relocated to area closer to Tai Wo Service Road West. In view of the considerable distance (about 110m) of the coaches/heavy goods vehicle parking spaces from the adjacent residential development, the proposed 2.5m high solid fence wall will serve as an effective noise barrier to minimize nuisance to the nearby sensitive receivers.
3. The applicant proposes to connect the proposed development to public sewers along Tai Wo Service Road West, or collect the sewerage with sewerage holding tank for offsite disposal. According to our record, public sewage connection is available in the vicinity of the application site. The applicant shall confirm the measures for sewage treatment and disposal and submit a detailed sewage disposal plan for our comment, if he/she wishes to connect the proposed development to public sewers. The applicant should also observe that written consent(s) obtained from the adjacent lot owner(s) and/ or LandsD for laying and maintaining sewers, if any, may be required.	Noted. The proposed development will be connected to the public sewers along Tai Wo Service Road West. Detailed sewage disposal plan will be submitted to EPD for comments prior to the commencement of operation. Consent from adjacent lot owner(s) or LandsD, if any, will be obtain prior to the laying and/or maintaining sewers.
Comments from Water Supplies Department (received on 21 October 2025) (Contact Person: Ms. Kathy WONG; Tel.: 2152 5752)	
<u>Major Comments on the Application / Main Reasons of Objection:</u> 1. The application site is located within upper indirect water gathering	Please note that the proposed temporary vehicle park will be used for Electric Vehicle only and no large-scale construction works will be

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grounds (WGG). The proposed development will pose a high risk of pollution to WGG due to large-scale construction works, contamination caused by surface runoff, sewage discharge as well as intentional and unintentional human activities including but not limited to general refuse, public transports and vehicle parking. There is insufficient information to prove and demonstrate to the satisfaction of the WSD that the proposed development would cause no material increase in pollution effect within WGG. With a view to safeguarding the water quality in WGG, the specific concerns are:00	conducted at the Site. Hence, no adverse impact on the water gathering ground will be anticipated.
(a) There are potential pollution, erosion, siltation risks and surface runoff caused by the construction and operation phase including stockpiling of earth, concrete and other construction materials as well as storage of wastes on the site. The water quality mitigation measures proposed in the Supporting Planning Statement cannot totally remove the risks of polluting the WGG due to the factors including but not limited to mismanagement, accidental leakage, and extreme weather conditions.	Please refer to the S3.2 and S3.3 of the updated Risk Assessment Report on Water Gathering Ground (Annex 4 refers) for the discussion on the water quality mitigation measures.
(b) The proposed site has a close proximity to the watercourse (about 12 metres) and there are risks of contamination to WGG due to operation, maintenance and possible leaching of contaminants from vehicle park including but not limited to the electric vehicle charging facilities and its associated activities.	Noted.
(c) The Applicant shall note that unless for exceptional circumstances, the discharge of treated effluent within gathering grounds would not be allowed during the construction and operation phase of the proposed development.	Noted.
(d) It is note that the Applicant provides toilet facilities in the proposed site. However, details on the drainage plan of the toilet facilities have not been mentioned in the proposed development. Besides, the applicant shall be reminded that use of septic tank and soakaway pit system is not accepted in WGG.	The Applicant confirmed that septic tank and soakaway pit system will not be adopted in the Proposed Development. The waste water from toilet facilities will be connected to the existing foul water manhole directly (Annex 5 refers). Details of drainage and sewerage proposal will be submitted to Buildings Department for approval.
(e) It is noted that the Applicant undertakes to install drainage traps. The Applicant should indicate the location of drainage traps such as grease traps and petrol interceptors in the drainage proposal.	The proposed development will be used for Electric Vehicle ONLY. As such, grease traps and petrol interceptors may not be required. Details of drainage proposal will be submitted to Buildings Department for approval.
(f) The “Conditions of Working within Water Gathering Grounds” shall be complied with.	Noted.

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2. As the Site is located within the WSD tunnel reserve of Plover cover Tau Pass Culvert, the following additional conditions should be imposed:	Noted.
(a) No blasting, drilling or oiling on the lot shall be permitted.	Noted.
(b) No well shall be sunk on the lot.	Noted.
(c) The Purchaser/Grantee shall before carrying out any excavation work submit his proposals for such excavation work in writing to the Water Authority for approval in all respects, and shall not carry out any work whatsoever until the Water Authority has given written approval to such excavation work, and shall comply with any requirement of the Water Authority in respect of the said excavation work.	Noted.
(d) In the event that as a result or arising out of any development of the lot or any part thereof any subsidence of the ground occurs at any time, the Purchaser / Grantee shall indemnify the Government against all actions, claims and demands arising out of any damage or nuisance to private property caused by such subsidence.	Noted.

Compiled by: KTA

Date: 10 November 2025