

**Application For Permission  
Under Section 16 of The Town Planning Ordinance  
(CAP.131)**

Proposed Temporary Private Vehicle Park (for private cars only) for a  
period of 3 years

Location: Ng Tung Chai, Lam Tsuen, Tai Po, NT  
Lot Number: DD10 Lot 1204 (Part)  
Est. Area: 1338.19 sq.m  
Current Land Owner: Tung Hing Tong

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## Ng Tung Chai

Tung Hing Tong's Justifications for Proposed  
Temporary Private Vehicle Park (for private cars  
only) for a period of 3 Years



Ng Tung Chai, Circa 1900

# Planning Statement

The proposed temporary private vehicle park (for private cars only) for a period of 3 years has gained the full support from the majority of homeowners and residents of Ng Tung Chai Village. Tung Hing Tong, the land owner of DD10-Lot 1204 (part) has embraced the proposal. It will reduce the village parking problems in an orderly manageable manner. More importantly, the proposed temporary private vehicle park (for private cars only) will provide sufficient space for emergency vehicle parking and entry/egress when responding to emergency calls from hikers and visitors to the popular Ng Tung Chai Waterfalls.

## Background

Ng Tung Chai Village is a rural community located in Lam Tsuen, Tai Po District nestled at the foot north of Tai Mo Shan. The village is almost a kilometer up from Lam Kam Road and is accessed via a paved footpath and a single lane asphalt vehicular road. At the present, there is no public transit nor public light bus linking Ng Tung Chai Village to Tai Po, the closeby town where villagers are getting their day-to-day supplies. Most of the village family owns and rely on a vehicle to get in and out of the village.

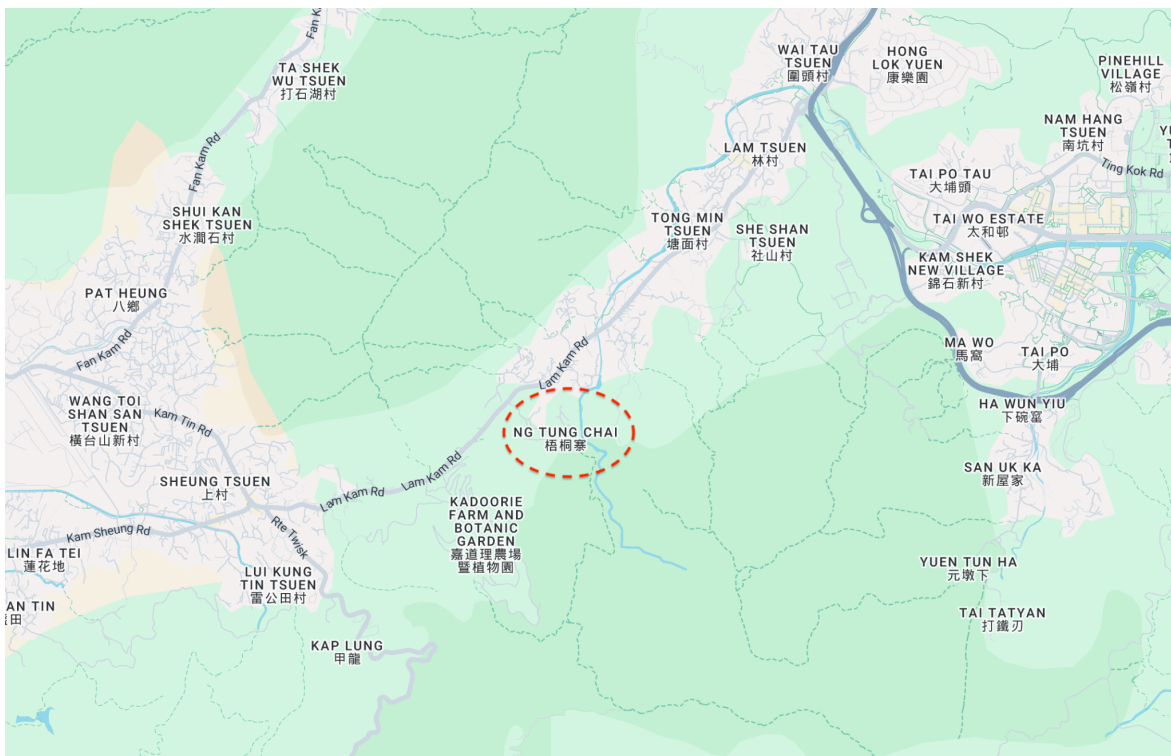


Figure 1: Map of Ng Tung Chai

## Village community challenges

### Elderly population

Ng Tung Chai, a historic Hakka village rich in tradition, experienced a significant wave of migration between the 1960s and 1980s. During this period, many of the younger generation left to seek opportunities in the UK and Europe, driven by the promise of better prospects abroad. As a result, the village's demographic shifted, with the aging population remaining behind. This has led to a community where the older generation now makes up a large portion of the population, contributing to the village's unique social and cultural dynamics.

### Accessing the village

All villagers depend on vehicular access to travel to and from Ng Tung Chai, or alternatively, must walk along a steep mountain path leading to Lam Kam Road before transferring to transport bound for Tai Po. For elderly residents, this journey can take up to 20 minutes and often requires frequent stops due to the physical strain. In adverse weather conditions, the footpath becomes especially difficult and potentially hazardous, making it impractical for daily use. As a result, many villagers face significant challenges using the path, and reliable vehicular access has become essential to their daily lives. To address this need, most households own a vehicle to ease the burden of transportation.



Figure 2: Walking path to Ng Tung Chai

## Growing population and rising demand for parking

Over the past decade, the construction of new homes within the village proper has led to a noticeable increase in the local population. As most residents own at least one vehicle, this growth has brought a corresponding surge in demand for adequate parking. Currently, seven townhouses, with 21 separated units are under construction, further escalating the pressure on limited parking resources.

In response, Tung Hing Tong and the village council have been actively exploring solutions to improve the parking situation. However, the shortage of designated parking spaces has already led to tensions and disputes among villagers in the past, highlighting the urgency of addressing this issue in a sustainable and orderly manner.

## Outside factors affecting the village

### Hiking-related Incidents at Ng Tung Chai Waterfalls

Ng Tung Chai is home to the picturesque Ng Tung Chai Waterfalls, a popular hiking destination for locals and tourists alike. Many visitors begin their 2.5 to 5-hour loop trail from the village, with foot traffic peaking on weekends and public holidays throughout the year.



Figure 3,4: Popular hike to Ng Tung Chai waterfalls

The Ng Tung Chai trail is also regularly used for organized trail races, further increasing foot traffic in the area. Naturally, with more hikers comes a higher risk of accidents. Emergency rescue demands at the waterfalls have been steadily rising. The trail itself is physically demanding—particularly for casual or ill-prepared hikers—and the hot, humid, and often wet summer conditions make the ascent and descent even more challenging. Hiker incidents happen all year round day and night, frequently in the summer with as many as two to three calls weekly. Over the years, numerous incidents have occurred along the trail requiring emergency response. In nearly all cases, Ng Tung Chai Village serves as the only practical and accessible entry point for rescue vehicles.



Figure 5: Emergency vehicles responding to a hiker incident (Jan 29th, 2025)

## Ensuring Emergency Vehicle Access and Parking

Emergency rescue operations typically arrive via the village's single-lane access road with a convoy that includes two fire trucks, one ambulance, and a police vehicle. This has, on numerous occasions, resulted in significant traffic congestion, blocking access in and out of the village. In such situations, village heads and residents often step in to help manage and direct traffic to restore flow.

In addition to meeting villagers' parking needs, DD10 - Lot 1204 (part) has served as a vital layover and turnaround area for emergency vehicles during rescue missions. Ng Tung Chai Village urgently requires a designated parking lot that not only alleviates everyday parking demands but also ensures reliable access and operational space for emergency services when needed.



Figure 6,7,8,9: Emergency vehicles responding to a hiker incidents (2024 - 2025)

It is with hope that the Town Planning Board would understand the village's request for a temporary private vehicle park (for private cars only) for DD10 Lot 1204 (part) to amend the village parking situation.

## Environmental assessment (noise, air and/or water pollutions)

Ng Tung Chai village and its temporary private vehicle park (private cars only) provide a tranquil environment, largely free from noticeable noise pollution and commercial vehicle traffic. Vehicle emissions are minimal, restricted to regular village vehicles operating within a spacious, well-ventilated parking area. Tung Hing Tong enforces strict rules prohibiting auto repairs and commercial activities within the parking lot and discourages car washing to prevent noise disturbances, air pollution, and water contamination. Additionally, Tung Hing Tong commits to implementing relevant guidelines outlined in the Code of Practice (COP) and bans any form of open storage to maintain the area's environmental quality.



Figure 10, 11: Ng Tung Chai open-air parking lot

## Traffic impact assessment (on vehicles)

Nestled in a secluded cul-de-sac within the village, the proposed temporary private vehicle park (for private cars only) experiences no thorough or pedestrian traffic, except for drivers and passengers. This temporary parking provides appropriately sized spaces, and village drivers using it adhere to the parking management and the village parking committee's directions. Perimeter fencing is erected.

Tung Hing Tong adopts a standard open car park space of 5 meters in length and 2.5 meters in width according to the HKPSG. Parallel park spots are 6 meters in length and 2.5 meters in width. Lane width is a minimum of 3 meters. As the lot is intended for limited village parking only with assigned spots, we do not foresee any congestion. The site, a cul-de-sac, is away from the public road so there is no queueing back to the public road. The access to the site is clear from any private land and does not trespass personal property. Tung Hing Tong is to observe and post parking signs relevant to open-air parking according to the Traffic Department's "Traffic Signs Giving Order".



Figure 12,13: Perimeter fencing

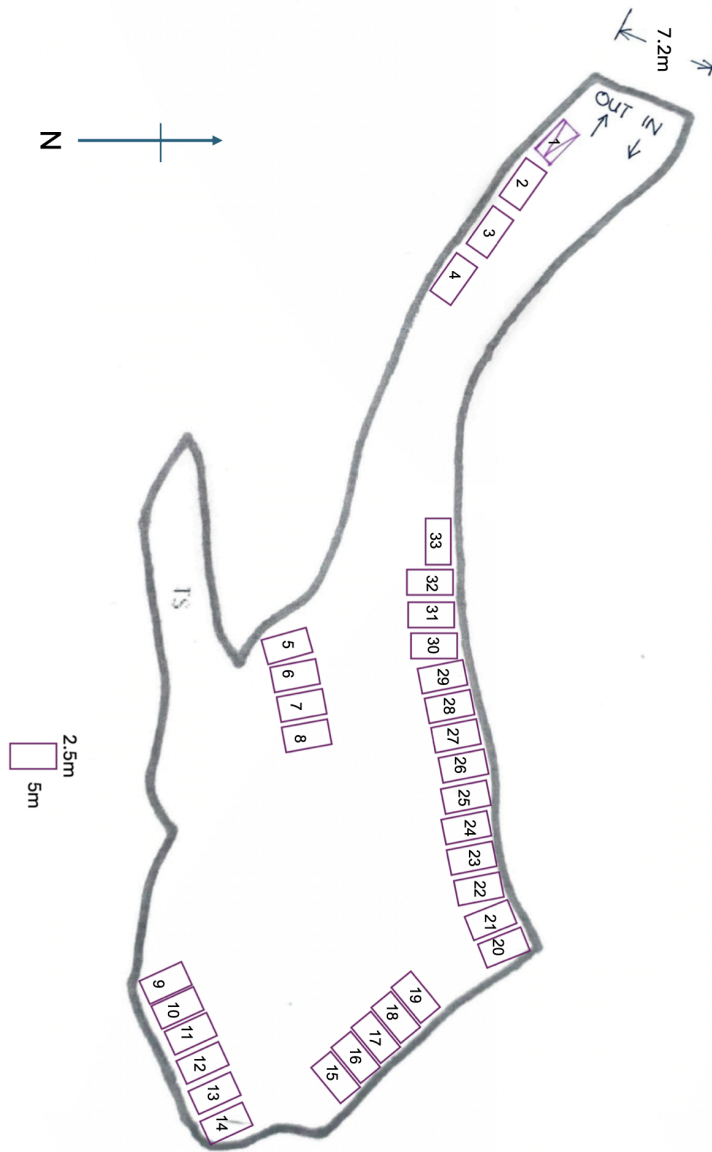


Figure 14: Parking schematic proposed 33 car park spaces

### Traffic impact assessment (on pedestrians)

The proposed temporary private vehicle park (for private cars only) is in a cul-de-sac and there is no impact on village pedestrians. Solar lighting is installed to illuminate the lot for drivers and pedestrians.

The installation of a chain linked fence along the North and South side of the proposed parking lot helps to provide a secure perimeter. Proper safety signages are to be posted on site.



Figure 15: Perimeter Fencing North Side



Figure 16: Perimeter Fencing South Side

## Visual impact assessment no

The proposed parking area is tucked away in an isolated, low elevation corner barely noticeable to the villagers. The parking lot is flat and there is no building structure on site. There is no negative visual impact. Vegetation outside the site is not affected.



Figure 17, 18: Visual impact of the parking lot

## Landscape impact assessment

There is no noticeable landscape impact on the proposed site. It is a rather leveled open-air area with trees and scrub along the North side of the site boundary.

## Tree Survey

The proposed area is free from vegetation and trees. There are no trees to survey.  
Tree survey is deemed unnecessary.



Figure 19, 20, 21, 22: Showing lush vegetation around site

## Geotechnical Assessment

The existing condition of the site is of leveled paved concrete . It is capable of handling regular vehicular traffic in and out of the parking lot. Vehicular traffic is light and infrequent. Tung Hing Tong takes a proactive approach to maintain the site. No above ground building structures nor heavy loading objects on the proposed site. The perimeter of the site is well defined, fenced off and solid.

Tung Hing Tong is to adopt a minimum set back of 6 meters from the edge of the east slope and the south east slope registered feature no 7NW-A/C245 from parking consideration. The virgin slope is lush, full of vegetation and has not been disturbed.



Figure 23: Level and paved concrete of the parking lot

## Drainage impact assessment

The drainage pattern of DD10 Lot1204 has remained consistent for decades. The relatively flat lot gently slopes north, allowing surface runoff to dissipate, as in the past decades without issues, into adjacent vacant fields acting as a catchment area. The site with the neighboring vacant fields, exhibits good drainage, good agricultural runoff and has not been impacted by heavy rainfall with no reports of flooding or pooling. Surface runoff smoothly dissipates and drains northward and downward. The proposed open-air parking doesn't disrupt nor burden the existing drainage pattern . A robust government-installed drainage basin along the south side of the site effectively intercepts and prevents surface runoff from the south emptying onto the site. There are

more than 17 drainage outlets at the bottom of the north boundary fence facilitating the smooth drainage. Tung Hing Tong is proactive to DD10 Lot 1204(part) drainage and will address issues arising in a responsible manner. Tung Hing Tong is to maintain the effective drainage practices on site. Recent bouts of heavy rainfall did not impact the site drainage nor the neighbouring fields. The proposed parking lot does not cause adverse drainage nor additional surface runoff.

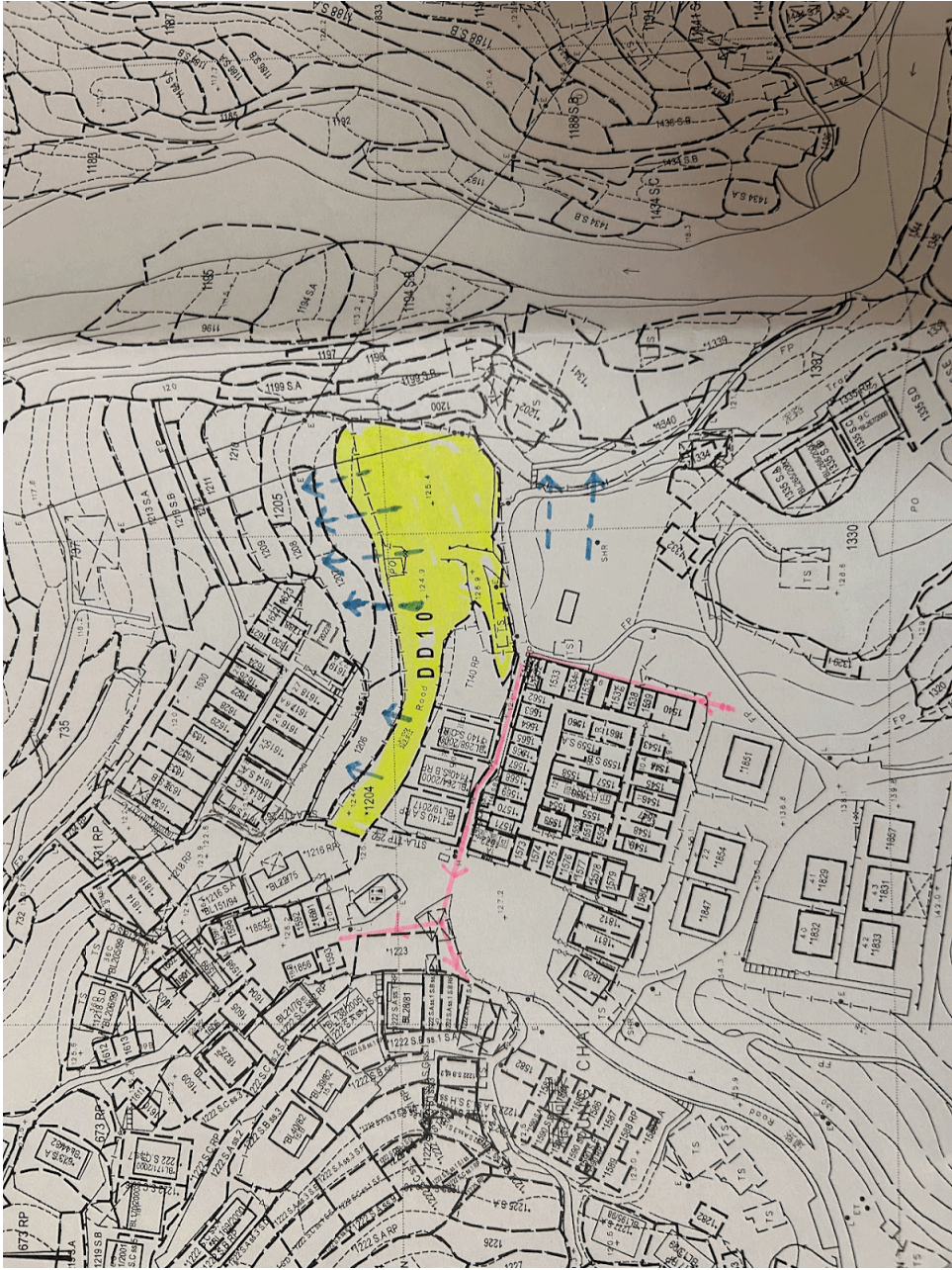


Figure 24: One of the 17 northward drainage outlets at bottom of perimeter fencing



Figure 25: On site drain

# Surface Runoff Direction



Blue arrows — Direction of surface runoff  
Runoff northward into vacant fields and downward

Pink Line — Existing Water catchment basin  
Effectively cutting off runoff from the south



Figure 26, 27: Robust water catchment draining north, downward

## Sewerage impact assessment

The proposed site is completely devoid of any sewerage sources. Ng Tung Chai Village benefits from the recently completed (within the last 3 years) Lam Tsuen Village Sewerage Plan, with all eligible houses within the village properly connected. Consequently, DD10 Lot 1204 is entirely free from any sewerage-related concerns. Tung Hing Tong prohibited sewage discharge on site.

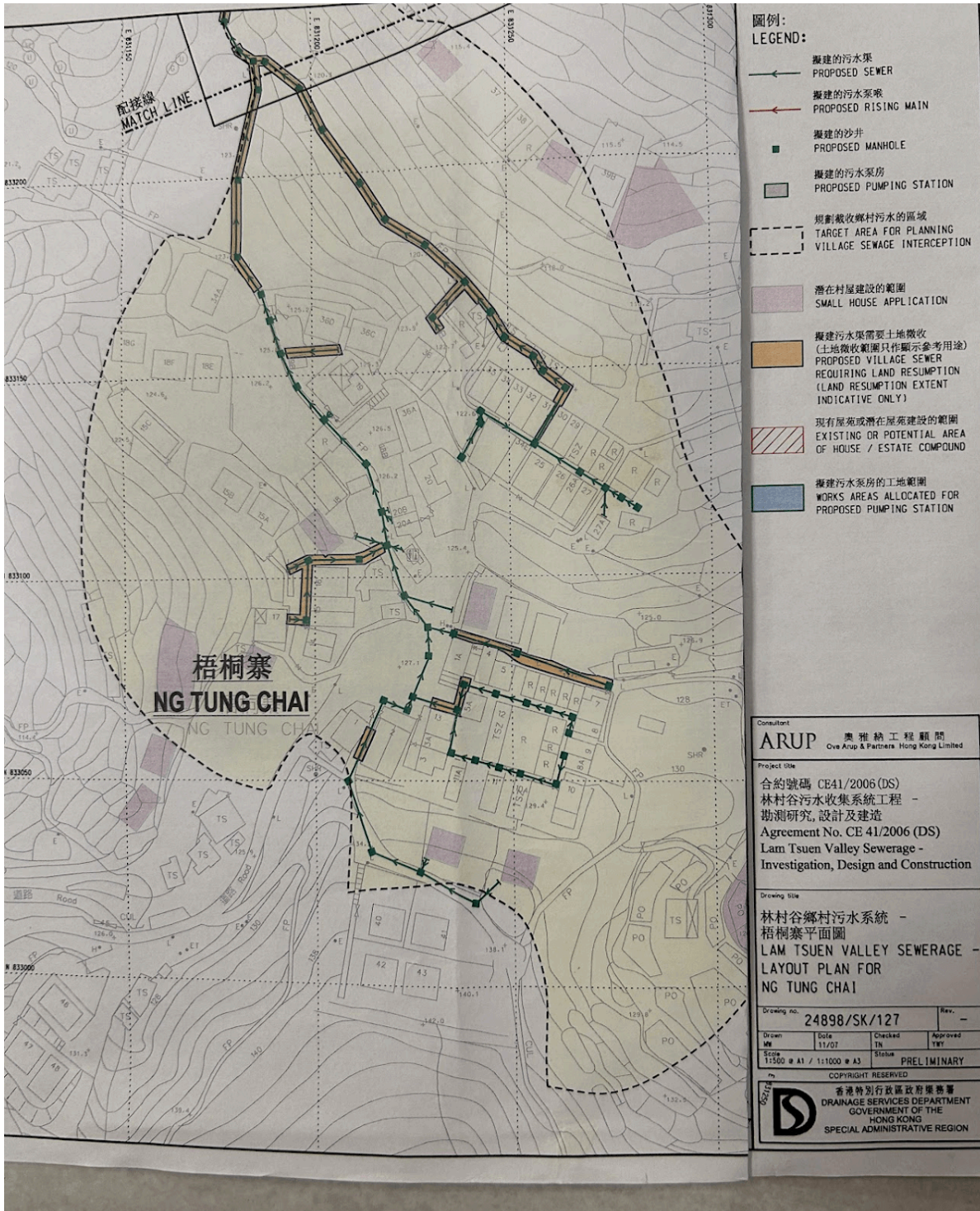


Figure 28: Ng Tung Chai Village Sewerage Coverage Map

## Water Supplies Department

As DD10 Lot 1204(part) lies within the upper indirect Water Gathering Ground (WGG), Tung Hing Tong is committed to maintaining a pristine environment to prevent any risk of contamination. All potential sources of pollution on site will be eliminated, and strict risk management practices will be enforced for all users, including the following measures:

- Perimeter fencing will be installed, with clear signage prohibiting contamination of the WGG area.
- Parking is reserved exclusively for village residents; visitors and outsiders are strongly discouraged from parking on site.
- Tung Hing Tong will uphold high standards of discipline and regulatory compliance among all parking lot users.
- Car washing is strictly prohibited within the parking area.
- Each user will be assigned a designated parking spot to ensure effective risk management and accountability.
- All users must sign an agreement confirming that their vehicles are well-maintained and free of any fluid leaks. Any user found in violation of this agreement will be required to leave immediately.
- Daily visual inspections of the site will be conducted to ensure the WGG environment remains contamination-free.
- No on-site storage of any materials is permitted.
- The storage of pesticides, herbicides, toxic chemicals, larvicides, rodenticides, tar, petroleum products, or any hazardous substances on site is strictly forbidden.
- Discharge of effluent or foul water on the site is strictly prohibited and may result in the loss of parking privileges.
- Disposal of solid waste or sludge on site is not allowed; bi-annual clean-up operations will be conducted.
- A dedicated communication “chat group” will be established to facilitate effective communication and prompt resolution of any concerns.
- Annual user meetings will be held to review parking agreements and ensure continued protection of the WGG environment.
- Emergency spill response materials, including oil-absorbing sheets and socks, will be provided onsite in a cabinet, alongside a container of sawdust for immediate use.

## Ng Tung Chai Open Parking Lot Committee

A four-member Parking Committee will be established, comprising the Village Head, two Village Representatives appointed by Tung Hing Tong, and one representative from the car park users. The committee's responsibilities include:

- Managing the ongoing operation of the parking lot.
- Maintaining effective communication with car park users through posted notices and WhatsApp.
- Scheduling an annual general meeting with all users to review parking rules and regulations.
- Ensuring a safe parking environment, free from any sources of pollution.
- Being accountable to Tung Hing Tong on all matters related to the parking lot.

## Section 16,111 Application DD10 Lot1204(part)

The Section 16, 111 application for the Proposed Temporary Private Vehicle Park (private cars only) for a period of 3 years at DD10 Lot 1204(part), covering an estimated area of 1,338 square meters, has been approved by Tung Hing Tong and endorsed by the majority of homeowners and residents in the village. Tung Hing Tong takes full accountability for the temporary private vehicle park and will establish a Parking Committee to manage its operations and maintain effective communication with all stakeholders. Written communications will be provided in both Chinese and English to ensure clear understanding among all villagers.

For further information regarding this submission, please contact:

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