□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

Adrian Tsz Hin TAM/PLAND

寄件者: Cannis Lee <[redacted]>
寄件日期: 2026年10月28日星期三 16:08
收件者: tpbpd/PLAND
副本: William Shu Tai WONG/PLAND; Johnny Chung Yin LAM/PLAND; Adrian Tsz Hin TAM/PLAND; 'Yancy'
主旨: 回覆: Planning Application No. A/NE-MUP/239 --- Proposed Temporary Green Fuel Station for Electric Taxi and Shop and Services (Motor Vehicle Showroom and Refreshment Kiosk) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years
附件: MUP239_FI2_LTR20261028.pdf

類別: Internet Email

Dear Sir/Madam,

We submit herewith our responses to departmental comments for your consideration.

Should you have any queries, please feel free to call me at [redacted]. Thank you.

Best Regards,
Cannis Lee
****
Lawson David & Sung Surveyors Ltd.
[redacted]
Tel : [redacted]
Fax : [redacted]
http://www.lawsonsurveyors.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. The content and opinions contained in this email are not necessarily those of Lawson David & Sung Surveyors Ltd.

If you have received this email in error please contact the sender.

羅迅測計師行
Lawson David & Sung
SURVEYORS LIMITED

RICS
The mark of
property professionalism worldwide

LDS 4th Anniversary
Lawson David & Sung Surveyors Limited
Est. 1992

宋梓華
Sung Tze Wah
FRICS FHKIS MSISV MCIREA ACIArb R.P.S.(GP)

吳恆廣
Ng Hang Kwong, BBS
FRICS FHKIS R.P.S.(GP)
Honorary World Valuer (WAVO)

宋樹鴻
Sung Shu Hung
FRICS MHKIS R.P.S.(GP)(PD) MCIREA
MHIREA BSc (Hons)

Consultant :

劉志光
Lau Chi Kwong
FRICS FHKIS ALS MHKIUS
R.P.S.(LS)(PFM) MSc

李霧儀
Lee Mo Yi
MPIA RPP MUDD BA (Hons)

林桂金
Daniel K.K. Lam
MRICS MHKIS MCIREA R.P.S.(GP) BSc

趙慧姿
Chiu Wai Chi
MRICS MHKIS MSc BBus (MKtg)

陳志凌
Elwyn C. Chan
RPE PMgr CEnv FIHE FCIOB MICE
MHKIE MSOE FCMI MCIArb MSc

潘孝維
Pun How Wai
B.Arch.HK RIBA

By Email and Post

Date : 28 October 2026
Your Ref.: TPB/A/NE-MUP/239
Our Ref. : LDS/PLAN/7305

Secretary
Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point, Hong Kong

Dear Sir/Madam,

Proposed Temporary Green Fuel Station for Electric Taxi and Shop and Services (Motor Vehicle Showroom and Refreshment Kiosk) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Lot 91RP(Part) in D.D. 81, Man Uk Pin, N.T.
(Application No. A/NE-MUP/239)

We refer to the comments received from the Transport Department (TD), the Geotechnical Engineering Office of the Civil Engineering and Development Department (GEO, CEDD) and Environment and Ecology Bureau (EEB) on the captioned application.

In response to the departmental comments, we submit our responses together with relevant replacement pages of the Traffic Impact Assessment report and revised Geotechnical Planning Review Report for your consideration.

Should there be any queries, please contact our Ms. Cannis Lee or Ms. Yancy Fung at [redacted].

Yours faithfully,
For and on behalf of
Lawson David & Sung Surveyors Limited

Lawson David & Sung

Encl.

c.c. DPO/STN (Attn.: Mr. William Wong) – By Email
Client

[redacted]

Responses to Departmental Comments (Planning Application No. A/NE-MUP/239) (28 October, 2026)

	COMMENTS	RESPONSES
1.	**Transport Department (TD)**	
(a)	tables 3.2 and 4.5: Sha Tau Kok Road is a standard rural road with 7.3m width. The applicant should review and adopt the appropriate design flow capacity for assessing the traffic impact;	**Tables 3.2** and **4.5** are reviewed and updated accordingly. Please refer to attached replacement pages of the TIA report for details (see **Annex 1**).
(b)	the local access road between Sha Tau Kok Road - Wo Hang and the application site is a single-track access road which is not wide enough to accommodate two-way traffic flows. The applicant shall consider widening the local road section between the site access and Sha Tau Kok Road - Wo Hang to a single two-lane access in order to avoid potential clashing between vehicles entering and exiting the application site which may lead to local traffic interruption;	Noted. The applicant is committed to widen the access road between Sha Tau Kok Road – Wo Hang and the site access to 6.0m for two-way traffic as shown in the attached updated **Figure 2.2** (see **Annex 1**). Detailed design can be provided upon obtaining the planning approval.
(c)	the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety;	Revolving lamps will be provided at both sides of the vehicular access to warn the pedestrians when there is a vehicle exiting from the Site. Please refer to **Figure 2.2** for the location of the revolving lamps.
(d)	the applicant shall advise measures to prevent illegal parking by visitors of the application site;	A traffic controller will be stationed to monitor and prevent illegal parking at the entrance of the applicant site.

(e)	the applicant shall advise measures to prevent vehicle queuing and traffic congestion outside the application site; and	No roadside pick-up or drop-off activity, or loading or unloading activity, will be permitted outside or within the Site during operation. A mobile application for electric taxi drivers will be adopted to provide real-time information on the availability of EV charging and waiting spaces at EV charging stations managed by the Applicant. An electronic gate will be installed at the entrance of the Site and only pre-booked vehicles will be allowed to access the site.
(f)	the proposed vehicular access between Sha Tau Kok Road - Wo Hang and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted. Comments from the responsible party will be sought.
2.	**Geotechnical Engineering Office of the Civil Engineering and Development Department (GEO, CEDD)**	
(a)	it is noted from Section 3 and Section 4 of the 1st FI that there is no credible flowpath from the northern hillside and southern hillside to the application site as the debris from the two hillsides would be caught within the buffer zones between the toe of the two hillsides and the application site. The runout of the debris should be determined based on the findings of a detailed natural terrain hazard study (NTHS) which includes determination of debris volume and runout assessment. Therefore, it is premature at this stage to conclude the debris could be caught before reaching the application site; and	Noted. A revised GPRR report (see **Annex 2**) is attached. Should this application be approved, the Applicant will submit a natural terrain hazard study (NTHS) for your consideration.

(b)	the comments on the application provided previously on 21.9.2026 are still valid.	Noted.
3.	**Environment and Ecology Bureau (EEB)**	
(a)	no adverse comment from electric vehicle (EV) charging policy perspective on the application provided that relevant statutory requirements and procedures (such as land lease, traffic and safety requirements) are fulfilled;	Noted.
(b)	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 addition, the Government announced the 'Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles' in February 2026, which states that the Government will leverage market forces in the future to build a public charging network with fast chargers as the backbone. In this connection, EEB recommends that the applicant consider adopting diverse charging solutions, such as battery energy storage systems, mobile charging robots, etc. with a view to providing some fast chargers with a rated output power of higher (i.e. >120kW) at the application site and open up a certain number of charging spaces for use by	Fast chargers with an output power of 120kW will be installed at the Application Site to serve electric taxis. The Application Site will only serve a taxi fleet operator and provide charging facilities for electric taxis.

	other private electric vehicles and other electric commercial vehicles for use, e.g. electric public light buses and electric light goods vehicles, if appropriate;	
(c)	the applicant is also suggested to consider arranging some of the chargers to also be compatible with 'Guobiao' charging standard to support southbound vehicles; and	Noted.
(d)	it is recommended that the applicant provide charger information, including the real-time availability data of each charger, through Government-designated mobile applications such as 'HKeMobility' of the Transport Department. For any queries, please contact the Environmental Protection Department's EV Hotline at 3757-6222 or email to ev@epd.gov.hk.	Noted.

Annex 1

Replacement Pages of the Traffic Impact Assessment (TIA) Report

3.4 Existing Link Capacity Assessment

3.4.1 The Volume to Capacity (V/C) Ratios of Sha Tau Kok Road – Wo Hang is assessed and the results are presented in **Table 3.2**.

Table 3.2 Link Capacity Assessments

Road	Capacity(1) (pcu/hr)	Peak Hour Traffic Volume (pcu/hr)	Peak Hour V/C Ratio
Sha Tau Kok Road E/B (between Heung Yuen Wai Highway and Local Access Road)	918	337	0.37
Sha Tau Kok Road W/B (between Heung Yuen Wai Highway and Local Access Road)	918	285	0.31

Note: (1) Capacity refers to TPDM Vol.2 Ch. 2.4.

The concerned section of Sha Tau Kok Road is 7.3m standard rural road which the capacity for both directions is 1,700 veh/hr, a capacity of 850 veh/hr is therefore adopted for each bound. Having considered the proportion of heavy vehicles, 10% reduction is adopted for the capacity.

A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr. The capacity for each bound is calculated as follow: 850 x (1 - 10%) x 1.2 = 918 pcu/hr.

3.4.2 As shown in **Table 3.2**, the concerned road sections are operating with spare capacity during the peak hour.

4.6 Link Capacity Assessment

4.6.1 The V/C Ratios of Sha Tau Kok Road were assessed and the results are presented in **Table 4.5**.

Table 4.5 2029 Link Capacity Assessments

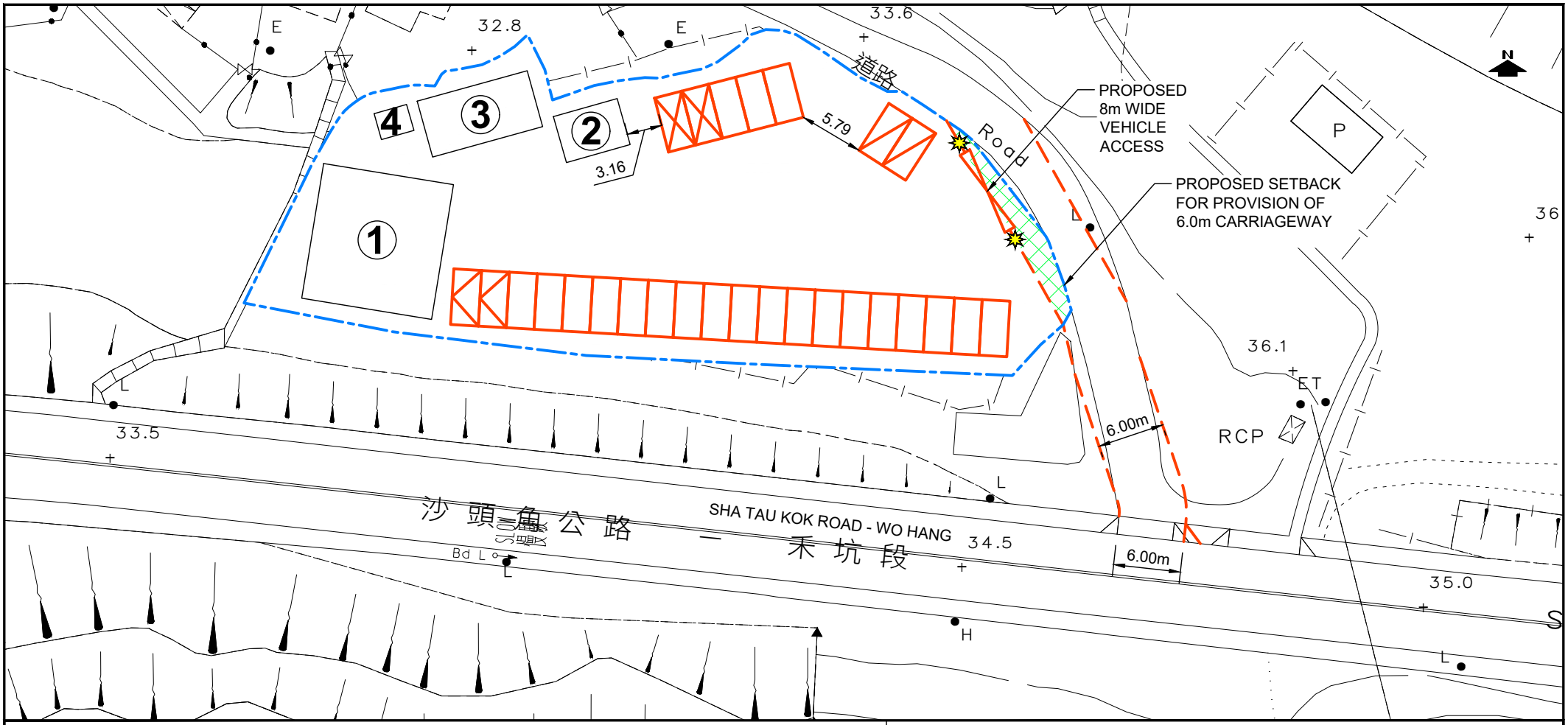
Road	Capacity[(1)] (pcu/hr)	2029 Traffic Volume		2029 V/C Ratio	
		Reference Scenario	Design Scenario	Reference Scenario	Design Scenario
Sha Tau Kok Road E/B (between Heung Yuen Wai Highway and Local Access Road)	918	346	389	0.38	0.42
Sha Tau Kok Road W/B (between Heung Yuen Wai Highway and Local Access Road)	918	293	336	0.32	0.37

Note: (1) Capacity refers to TPDM Vol.2 Ch. 2.4.

The concerned section of Sha Tau Kok Road is 7.3m standard rural road which the capacity for both directions is 1,700 veh/hr, a capacity of 850 veh/hr is therefore adopted for each bound. Having considered the proportion of heavy vehicles, 10% reduction is adopted for the capacity.

A factor of 1.2 (based on the traffic count survey result) is adopted to convert the capacity from veh/hr to pcu/hr. The capacity for each bound is calculated as follow: 850 x (1 - 10%) x 1.2 = 918 pcu/hr.

4.6.2 As shown in **Table 4.5**, all the concerned road sections will operate with capacity during peak hour in all scenarios. Hence, it can be concluded that the traffic induced by the proposed temporary use will not induce significant traffic impact to the road network.



STURCTURE NO.	USES	NO. OF STOREY	FLOOR AREA (m²)	HEIGHT (m)
1	MOTOR VEHICLE SHOWROOM	1	145	5.0
2	REFRESHMENT KIOSK	1	26	3.0
3	TRANSFORMER ROOM AND SWITCH ROOM	1	53	3.5
4	WASHROOM	1	7	3.0

LEGEND:

- APPLICATION SITE (AREA: ABOUT 1,626m²)
- EV CHARING SPACES FOR ELECTRIC TAXI (21 nos.) (2.5m X 5m)
- WAITING SPACES FOR ELECTRIC TAXI (2 nos.)
- PRIVATE CAR PARKING SPACES FOR VISITORS (MOTOR VEHICLE SHOWROOM) (2 nos.)
- PRIVATE CAR PARKING SPACES FOR STAFF (2 nos.)
- REVOLVING LAMPS

PROJECT NO. 41071	PROJECT TITLE: PROPOSED TEMPORARY GREEN FUEL STATION FOR ELECTRIC TAXI AND SHOP AND SERVICES (MOTOR VEHICLE SHOWROOM AND REFRESHMENT KIOSK) WITH ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS AT LOT 91RP IN DD81, MAN UK PIN, N.T.	DRAWING NO. FIGURE 2.2	REV. A
DESIGNED SKL / DRAWN CLL / CHECKED SLN; DATE OCT 2026; SCALE 1:500 @ A4	DRAWING TITLE: PROPOSED LAYOUT PLAN	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\41071\DATA\DWG\FIGURE2.2A.DWG PLOT SCALE : 1 = 1

Annex 2

Revised Geotechnical Planning Review Report (GPRR)

Geotechnical Planning Review Report (GPRR)

Please insert a「✔」at the appropriate box(es).

Please use separate sheets to complete the GPRR if the space provided herein is insufficient.

1. Basic Application Information

(a) Name of Applicant(s)

Hong Kong Big Bee Green Energy Technology Limited

(b) Full Address of Application Site

Lot 91 RP (Part) in D.D. 81, Man Uk Pin

(c) Proposed Development:

Criteria Met:

(i) ☐ the maximum gradient across a site from boundary to boundary, or for a large site across any 50 m long strip, is greater than 15°.

(ii) ☐ a man-made slope steeper than 30°, or retaining wall, or combination of the two with a height greater than 6 m exists on the site or within 6 m of the site.

(iii) ☑ there is ground outside the site but in the same catchment that is at an angular elevation of more than 20° from the site, and there is ground sloping at more than 15° within 50 m upslope of the site.

Notes:

1. Where criteria (c)(i) and/or (c)(ii) is/are met [i.e. concerning man-made slopes / retaining walls], please complete Section 2(a).

2. Where criterion (c)(iii) is met [i.e. concerning natural terrain], please complete Section 2(b).

2. Potential Geotechnical Constraints of Development Proposal

(a) Man-made Slopes / Retaining Walls

Geotechnical feasibility assessment concerning man-made features required?

<table>
<tr>
<td>☐ Not Required
[Either type (I), (II) or (III) ticked]</td>
<td>Type of proposed development involving
(I) ☐ Change of use within existing buildings or part thereof, or
(II) ☐ Utility installation (exposed pipes, trenches or pit excavations with a maximum depth of 1.5 m below ground level only), or
(III) ☐ Minor relaxation of Building Height Restriction without change in plot ratio for redevelopment (refer to Town Planning Ordinance (Cap. 131))</td>
</tr>
<tr>
<td>☐ Required
[development type (I) to (III) above not applicable]</td>
<td>(i) Geotechnical feasibility assessment, including the assessment of the effect of the development to the following features or vice versa, is required.

<table>
<tr><th>List of Registered Feature(s) existing on the site</th><th>List of Registered Feature(s) within 6m of the site</th></tr>
<tr><td>(e.g. 7SW-B/C110)</td><td>(e.g. 7SW-B/C110)</td></tr>
<tr><td></td><td></td></tr>
<tr><td></td><td></td></tr>
<tr><td></td><td></td></tr>
<tr><td></td><td></td></tr>
<tr><td></td><td></td></tr>
</table>

[Note: A location plan showing the registered features should be supplemented. Reference could be made to the Slope Information System of the Hong Kong Slope Safety website at https://hkss.cedd.gov.hk/hkss/en/facts-and-figures/slope-information-system/sis/index.html.]

(ii) Presence of suspected Unauthorized Slope Works affecting or being affected by the proposed development?

☐ No
☐ Yes (Please provide details in separate sheets in this application)

(iii) When will the geotechnical feasibility assessment be submitted?

☐ This Planning Application [Provide supplementary information as per Para. 4 of the Advice Note]
☐ General Building Plan submission
☐ Application for certificate of exemption in respect of site formation works for New Territories Exempted House
☐ Other submissions
(Please specify: _____)</td>
</tr>
</table>

(b) Natural Terrain

(i) ☐ Proposed use / new development / redevelopment involving only Groups 4 and/or 5 facilities (refer to Table 2.2 of GEO Report No. 138, 2nd Edition)

(ii)(a) ☑ Proposed use / new development / redevelopment involving Groups 1 to 3 facilities (refer to Table 2.2 of GEO Report No. 138, 2nd Edition)

(ii)(b) ☑ There is ground outside the site but in the same catchment at an angular elevation > 20° from the site, and there is ground sloping at > 15° within 50 m upslope of the site.

(iii) ☐ There is evidence that the site is subject to past instability, or the site is either intersected by or adjacent to a natural drainage course.

Based on the above, please assess whether a natural terrain hazard study is required:

[For details of assessing whether a natural terrain hazard study is required, please refer to GEO Report No. 138 (2nd Edition)]

(iv) ☑ **A natural terrain hazard study is required**, and suitable hazard mitigation measures, if found necessary, will be provided as part of the proposed development / redevelopment.

[Notes:

1. Applications will not normally be accepted if there is ground outside the site, which is at an angular elevation of greater than 35° from the site and which is also more than 50 m higher than the site, and/or if a site is shown to be subject to major past instability.

2. A natural terrain hazard study is normally required if all criteria in (ii)(a) and (ii)(b), and/or (iii) above are met. Other than these, applications need to be considered on a case-by-case basis.]

☐ **A natural terrain hazard study is NOT required**.

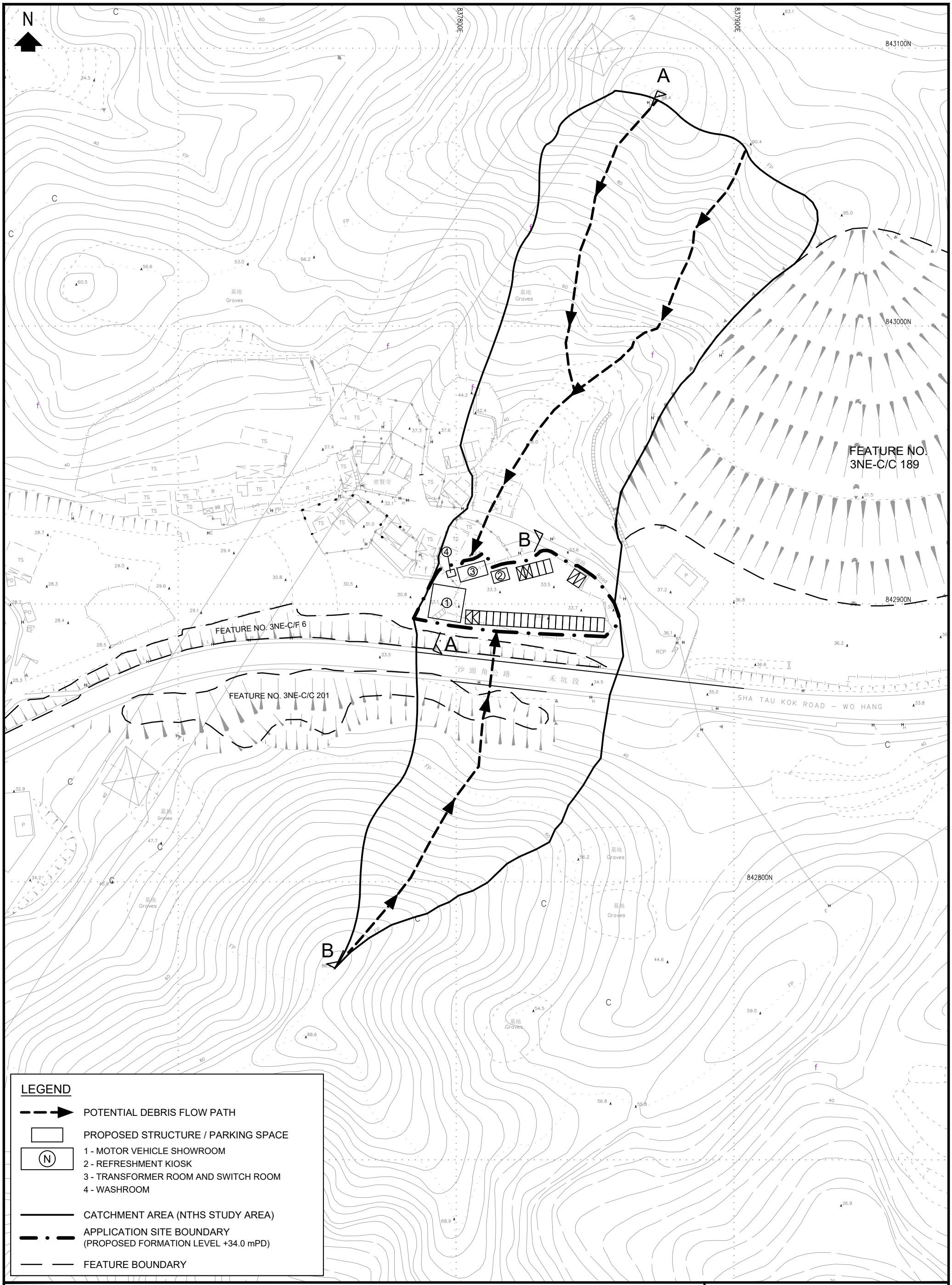
[Notes:

1. A natural terrain hazard is not required if criterion (i) above is met.

2. A natural terrain hazard study is not required if the hazard can be dealt with by alternative means, such as relocating Groups 1 to 3 facilities further away from the natural terrain and/or designating a "No-build Zone" such that the criteria in (ii)(a) and (ii)(b), and/or (iii) above are not met.]

Notes:
1. Plan(s) and section(s) showing the angular elevation of the natural terrain from the site should be provided to support the above assessment.
2. For proposed use / new development / redevelopment requiring a natural terrain hazard study, the boundary of the natural terrain hazard study should be indicated on a plan, which should be submitted as part of the GPRR. Please provide any additional information on supplementary sheet(s) in this application, if necessary.

Date: 23/10/2026

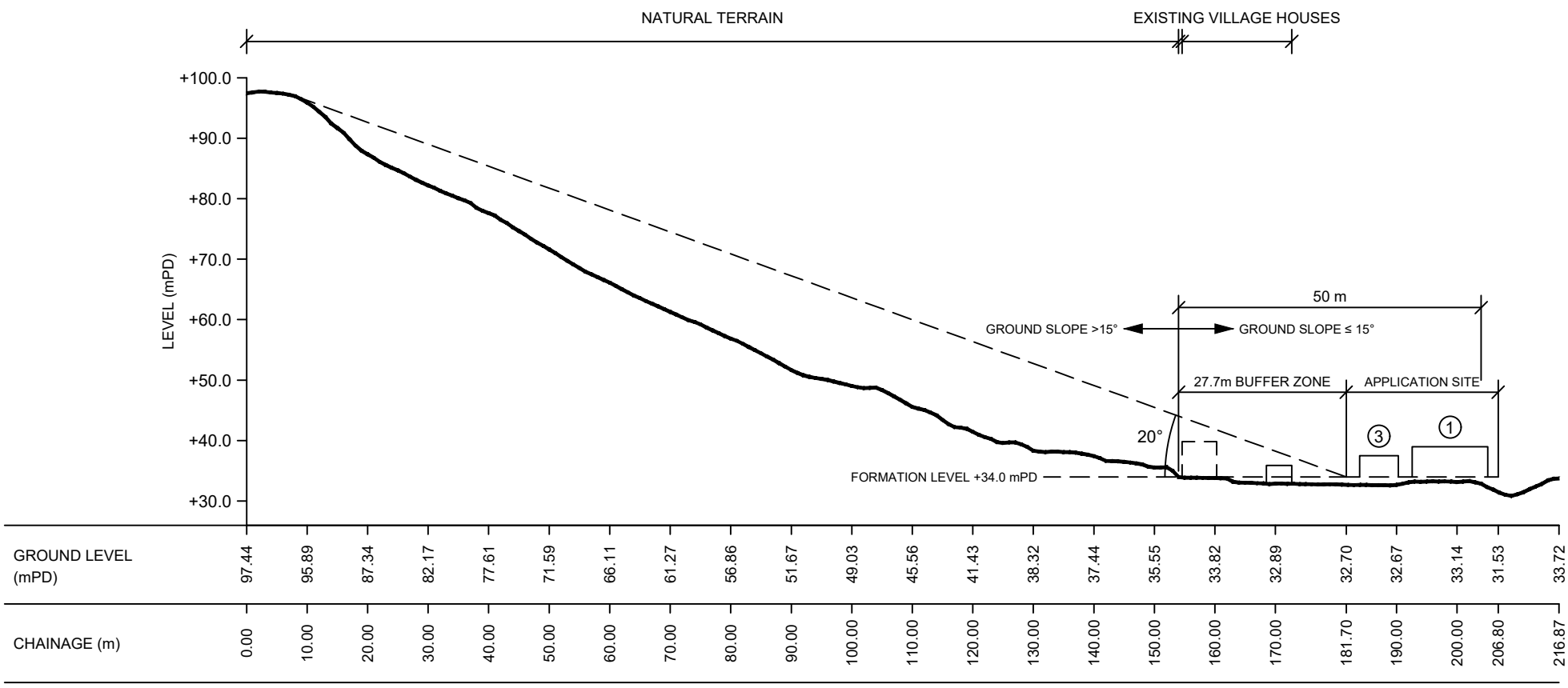


TITLE

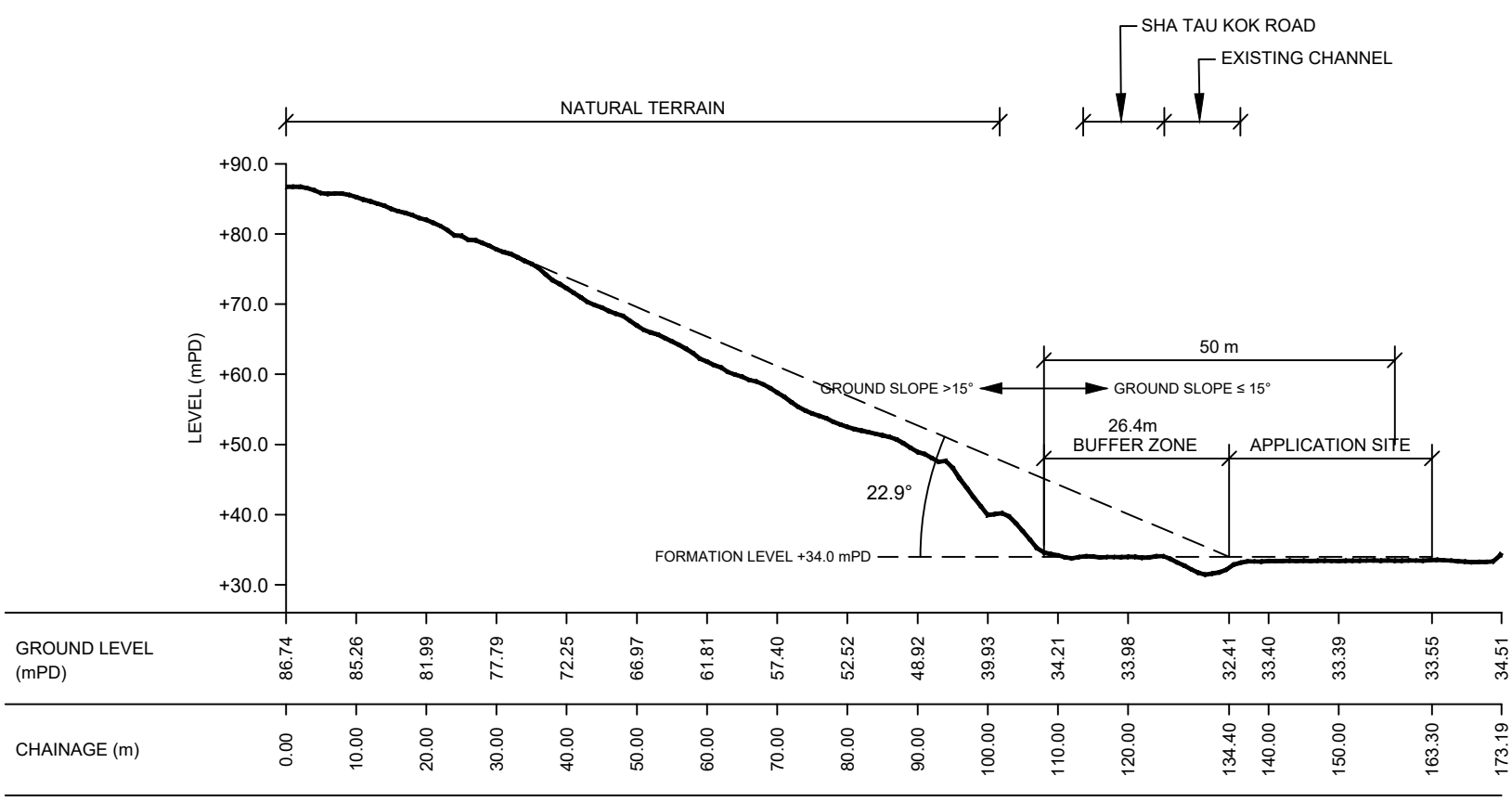
PROPOSED NATURAL TERRAIN HAZARD STUDY (NTHS) AREA

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE	DRAWING No.
1 : 1250 - A3	GPRR PLAN



SECTION A-A



SECTION B-B

SECTION	ANGULAR ELEVATION OF NATURAL TERRAIN FROM FORMATION LEVEL +34.0 mPD	GROUND SLOPING >15° WITHIN 50 m UPSLOPE OF SITE	CREDIBLE DEBRIS FLOW PATH TO THE SITE?	ALERT CRITERIA MET?
A-A	YES (20°)	YES (TOE 27.7 m FROM SITE)	TO BE CONFIRMED (RUNOUT TO BE ASSESSED IN NTHS)	YES
B-B	YES (22.9°)	YES (TOE 26.4 m FROM SITE)	TO BE CONFIRMED (RUNOUT TO BE ASSESSED IN NTHS)	YES

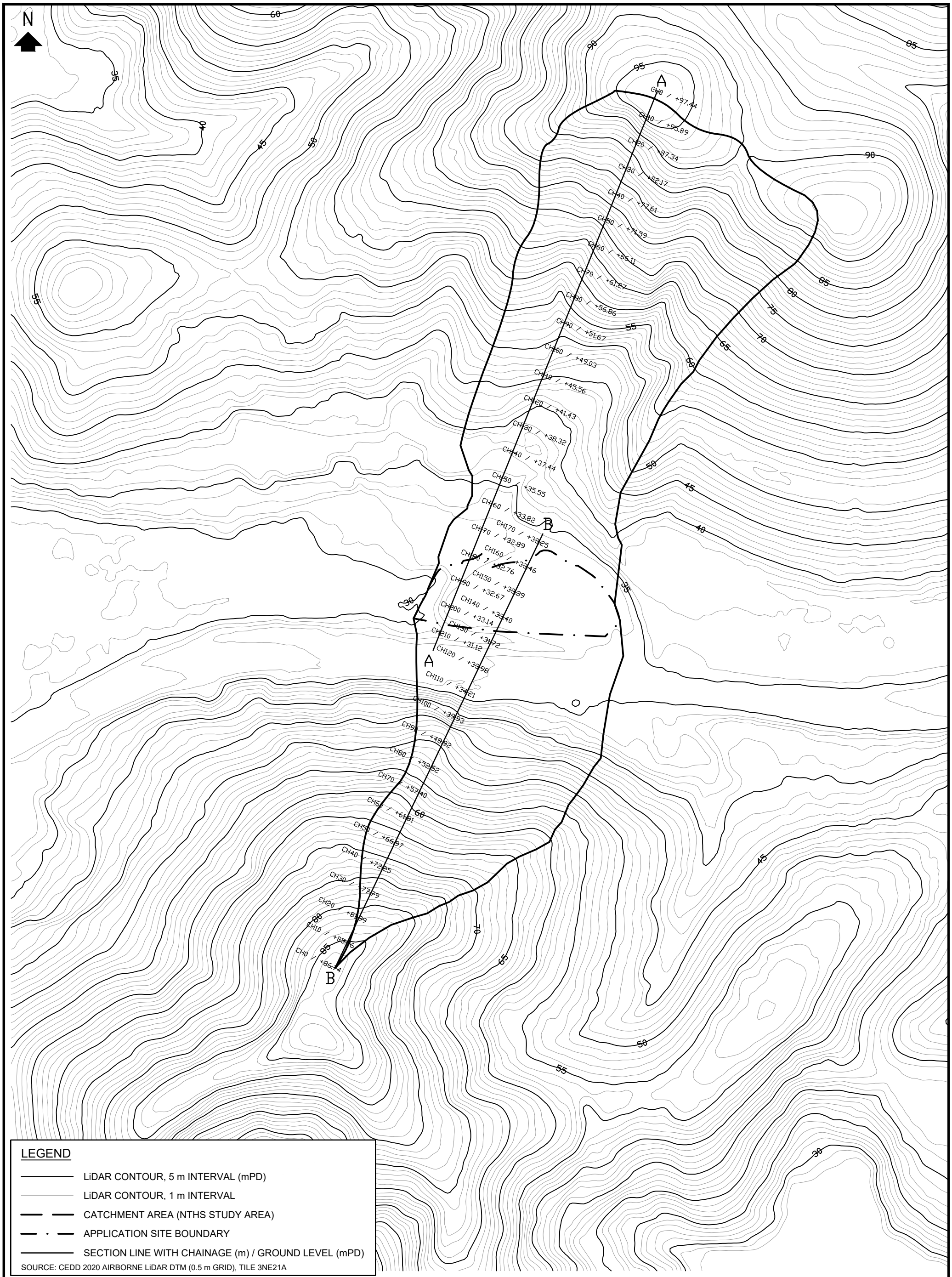
TITLE

SECTIONS PLAN

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

SCALE
1 : 1000 - A3

DRAWING No.
GPRR SECTION



PROJECT

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

TITLE

2020 LiDAR CONTOURS
WITH SECTION LINES A-A AND B-B

SCALE
1 : 1250 - A3

DRAWING No.
GPRR-CONTOUR