



DeSPACE (International) Limited

Date: 21st November 2025

Page(s): 13 +Appendices
BY EMAIL
(tpbpd@pland.gov.hk)

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

Dear Sir/Madam,

**SECTION 16 APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)**

**APPLICATION FOR PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING
CONTAINER VEHICLE) AND SHOP AND SERVICES FOR A PERIOD OF FIVE YEARS
IN "RECREATION" ZONE IN LOTS 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP AND 64 S.B
RP IN D.D. 80 AND ADJOINING GOVERNMENT LAND, TA KWU LING NORTH,
NEW TERRITORIES**

**Town Planning Application No. A/NE-TKLN/112 – Submission of Further Information
(2)**

References are made to the emails dated 11th November 2025 and 20th November 2025, respectively from the Planning Department in relation to technical comments from various departments.

In order to address the comments above, attached please find the response-to-comment table and relevant attachment.

We should be most grateful if you notify us of any queries on the application for our corresponding action in due course. Should there be any queries, please do not hesitate to contact Mr Mario LI or Mr. Kin LEUNG at [REDACTED]

Yours faithfully,
FOR AND ON BEHALF OF
DeSPACE (INTERNATIONAL) LIMITED

pp. [Signature]

Greg Lam



Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years, Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/112)

Departmental Comments (Email from Planning Department dated 11.10.2025)	
Departmental Comments	Response
<u>STN/DPO</u>	
1. According to the key plan of the submitted elevational drawing and sectional drawing, it is noted that there will be two ingress/egress points for the applied uses, while only one ingress/egress point is shown on other drawings and the submitted planning statement. Please clarify.	There will be only one ingress/egress point, which abuts a 6m-wide unnamed road along the northern boundary of the application site. Please find attached the Revised Figure 4: Elevational Drawing and Sectional Drawing at Appendix E .
2. It is noted that a portion of Government Land (GL) is included in the southern part of the application site, while no specific use for such portion is mentioned. Please advise.	The mentioned Government Land will not be included in the application site. Please find attached the Revised Figure 3: Schematic Layout Plan at Appendix D and the replacement page of the application form at Appendix A and planning statement at Appendix B .
3. Please supplement the nature of a rectangular structure located to the west of the guard room.	The rectangular structure located to the west of the guard room has been removed.
4. Please advise the nature of the red dot-dash line shown on Figure 3 as it seems to be different from the 'application site' boundary as shown on Figure 2 of the submission.	The red dot-dash line shown on Figure 3 is revised to be the same as the 'application site' boundary as shown on Figure 2. Please find attached the Revised Figure 2: Application Site and Outline Zoning Plan at Appendix C and Revised Figure 3: Schematic Layout Plan at Appendix D .

5. Please advise if any vehicles without valid license under the Road Traffic Ordinance will enter or will be parked/stored at the application site.	No vehicles without valid license under the Road Traffic Ordinance will be allowed to enter or will be parked/stored at the application site.
<u>TD</u>	
1. The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated / attracted by the development will not cause substantial traffic impact to the surrounding road network, in particular whether there would be any issue on the road capacity of the adjacent Lin Ma Hang Road;	Traffic count survey at Appendix F was conducted at the junction of Lin Ma Hang Road and the Unnamed Road, as well as the Unnamed Road. The results are presented in Chapter 2 of the Traffic Review. Junction capacity and road link capacity assessments are conducted, and are presented in Chapters 2 and 4 of Traffic Review. The results show that the traffic generated by the Proposed Temporary Public Vehicle Park has no adverse impact to the junction and the road link.
2. The applicant shall justify the need and purpose of “the Government Land A with an area of 53.9sqm” at the southern side of the site that is currently included in the development proposal;	“The Government Land A” has been excluded.
3. The applicant shall demonstrate the satisfactory maneuvering of the heavy goods vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the loading/unloading spaces, preferably using the swept path analysis;	Provision of one LGV loading / unloading bay for the Ancillary Retail which is a convenience store selling drinks and snacks, could serve the operational needs, which is the delivery of drinks and snacks, several times a month, by goods van or LGV. The revised layout and associated swept path of LGV entering and leaving the LGV loading /unloading bay are presented in Figure 3.1 and Figure SP1 in Appendix B of Traffic Review.

4. The applicant shall advise the stall dimensions for the loading/unloading spaces for the goods vehicles and presented on the layout plan;	The dimensions of LGV loading / unloading bay are 7m (length) x 3.5m (width), please refer to the revised layout in Figure 3.1 .
5. The applicant shall revise the private car parking spaces with a minimum stall dimension of 2.5m x 5m;	The dimensions of car parking spaces are 5m (length) x 2.5m (width). Please refer to the revised layout in Figure 3.1 .
6. The applicant should advise the proposed unnamed road is adequate on the vehicular access arrangement for the ingress and egress routes leading to and from the development;	The width of the Unnamed Road is generally a minimum of 6m, and it is hard-paved and adequately lit. The Unnamed Road is generally flat along its route from its junction with Lin Ma Hang Road to the Proposed Temporary Public Vehicle Park. Appendix X1 presents on-site photos of the Unnamed Road from its junction with Lin Ma Hang Road to the Proposed Temporary Public Vehicle Park. To cater for the ease of manoeuvring of vehicle access to the Unnamed Road, a section of Unnamed Road at its junction with Lin Ma Hang Road will be widened as shown in Figure 3.2.
7. The applicant should confirm the access point at the southern side of the site is for pedestrian only;	The location of pedestrian access is now located at the Unnamed Road. Please refer to revised Figure 3.1 .
8. The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;	Figure X1 shows the pedestrian route between Lin Ma Hang Road and Proposed Temporary Public Vehicle Park via the Unnamed Road. The Proposed Temporary Public Vehicle Park will offer frequent free transportation for its customers to the Pedestrian Tunnel leading to the Heung Yuen Wai Port.

9. The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site; and	The Proposed Temporary Public Vehicle Park provides online reservation to ensure the availability of the car parking spaces. The revised Figure 3.1 shows that a 10m-long queuing space, which could accommodate 2 cars, at the entrance gate to avoid tailback from the Unnamed Road. When the Proposed Temporary Public Vehicle Park is full, additional staff will be stationed near the junction of Lin Ma Hang Road / Unnamed Road to alert drivers. In addition to the above, the real-time availability of car parking spaces will be provided via Transport Department's HKeMobility.
10. The proposed vehicular access between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted.
<u>EPD</u>	
From the information provided, it is noted that lavatories will be provided within the site. The applicant shall advise the measures for sewage treatment and disposal (e.g. septic tank and soakaway system).	A septic tank and soakaway system will be adopted for on-site sewage treatment and disposal. The detailed design and installation will comply with the latest <i>EPD Code of Practice</i>. The design will also follow the requirements and technical guidelines as set out in ProPECC Note 1/23. The septic tank and soakaway system will be located within the site boundary with adequate access for maintenance and desludging. Please find attached the Revised Figure 3: Schematic Layout Plan at Appendix D.
<u>FEHD</u>	

1. Objects to this application beyond the land reversion and site clearance date for the development of Heung Yuen Wai Food Control Facilities	Noted.
2. According to the Development Proposals of New Territories North New Town (NTN NT) and Ma Tso Lung as announced in December 2024, and the proposed location of the Heung Yuen Wai Food Control Facilities (HYW FCF) as announced in February 2025, the application site for the Proposed Public Vehicle Park (Excluding Container Vehicle) and Shop and Services is within the Priority Development Area (PDA) of NTN NT and would overlap with the FCF location. If this planning application is approved, the application site would have to be vacated for the site formation/construction works relating to the PDA of NTN NT and FCF. This Department does not agree with the proposed usage under this application beyond the land reversion and site clearance date for the above site formation/construction works. Please take note of the followings: The applicant should take into account of the potential impact of NTN NT development, including the relocation of FCF to HYW. It should also be noted that the FCF falls within the PDA of NTN NT. The proposed FCF relocation exercise will involve diversion of a section of Lin Ma Hang Road, site formation and construction of FCF. Subject to the finalisation of the project boundary, the aforesaid works cover an area of about 5 ha, of which	It is understood that the subject application overlaps with the proposed location of the Heung Yuen Wai Food Control Facilities (HYW FCF). Given that the government has not yet initiated the statutory town planning application process or land resumption procedures for the FCF development, the temporary nature of the proposed development would not impede the long term planning intention of the subject zone.

about 3 ha of private land will be acquired. North District Council was consulted for the relocation project at the meeting on 18 February 2025. To take forward the FCF relocation exercise, this Department would submit a s.16 planning application under the Town Planning Ordinance (Cap. 131). The statutory procedures for land resumption are planned to commence after obtaining TPB's permission. Subject to such procedures, land reversion and site clearance would commence in due course. In general, ex-gratia land compensation may be offered to the owners of private land in the New Territories being affected by land resumption. For business undertakings affected by land resumption/clearance exercises, ex-gratia allowances may be offered to eligible business undertakings operating for at least two years immediately preceding the Pre-clearance Survey (PCS) and not in breach of the lease or conditions of relevant land instruments.	
3. No Food and Environmental Hygiene Department's (FEHD) facilities should be affected.	Noted.
4. Proper licence / permit issued by this Department is required if there is any food business /catering service / activities regulated by the Director of Food and Environmental Hygiene (DFEH) under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. In accordance with the	Noted.

Public Health and Municipal Services Ordinance (Cap. 132) and the Food Business Regulation (Cap. 132X), a food business licence shall be obtained for any premises intended to operate the relevant type of food business (e.g. restaurant, food factory, fresh provision shop, etc.) listed in the Regulation. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments such as the Buildings Department, Fire Services Department and Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements.	
5. Depending on the mode of operation, generally there are several types of food business licence/permits that the operator of a convenience store may apply for under the Food Business Regulation: a. if food is sold to customers for consumption on the premises, a restaurant licence should be obtained; b. if food is only prepared for sale for consumption off the premises, a food factory licence should be obtained; c. if fresh, chilled or frozen meat is sold, a fresh provision shop licence should be obtained; d. if restricted foods like milk, frozen confections, non-bottled drinks, cut fruit etc. are to be sold, relevant restricted food permits should be obtained.	Noted.

6. When choosing a premises, the applicant must ensure that the operation of food business at the subject premises is in compliance with the requirements imposed under the legislation administered by the Department, other government departments and the relevant authorities. Applicants are strongly advised to check well in advance the following documents: (a) the Government Lease, (b) the Occupation Permit of the building, and (c) the statutory plan. No part of a food premises shall be located in, under or over any structures built without the approval and consent of the Building Authority.	Noted.
7. When a restaurant licensee/licence applicant wishes to use any outside seating accommodation (OSA) outside the restaurant premises for alfresco dining, he/she should take notice of the main licensing criteria for OSA, covering matters such as legal right to use the land concerned, planning, building safety, fire safety, and traffic requirements, etc. as well as to obtain approval from the Director of Food and Environmental Hygiene before commencement. Restaurateurs operating OSA business without approval may be subject to prosecution pursuant to the Food Business Regulation (Cap. 132X). Repeated	Noted.

convictions may lead to suspension or cancellation of their licences.	
8. Proper licence issued by this Department is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public entertainment (PPE) Ordinance (Cap.172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display, a circus, a lecture or story—telling, an exhibition of any 1 or more of the following, namely, pictures, photographs, books, manuscripts or other documents or other things, a sporting exhibition or contest, a bazaar, a dance party or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.	Noted.

9. There should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. For any waste generated from the such activity /operation, the applicant should arrange disposal properly at their own expenses.	Noted.
Departmental Comments (Phone Call from Planning Department dated 12.11.2025)	
<u>PlanD</u>	
1. Please clarify if the site is fenced off.	The site is fenced off.
Departmental Comments (Email from Planning Department dated 20.10.2025)	
<u>LandsD</u>	
1. Have adverse comment on the application;	Noted.
2. The application site comprises Government land and Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. It is noted that a piece of Government land adjoining Lot No. 64 SB RP in DD. 80, not being a vehicular access point, is proposed to include in the application site. The applicant should fully justify and this office has reservation.	The mentioned Government Land will not be included in the application site. Please find attached the Revised Figure 3: Schematic Layout Plan at Appendix D and the replacement page of the application form at Appendix A and planning statement at Appendix B .
3. The private lots are covered by Short Term Wavier (STW) No. 1653 for the purpose of parent-child play area and ancillary uses with non-exclusive right-of—way	Noted.

of Government land (GL) adjoining the said private lots. An application for modification of STW for the purpose of structures for public vehicle park and ancillary uses with Built-Over-Area (BOA) of 510m2 is under processing.	
4. The following irregularity not covered by the subject planning application has been detected by this office: <u>Unlawful occupation of Government land not covered by the planning application</u> The GL adjoining Lot Nos. 42 RP, 45RP and 59 RP all in DD. 80 has been fenced off without permission. The Government land being illegally occupied is not included in the application. Please clarify the extent of the application site with the applicant. Regularization would not be considered according to prevailing policy. Any occupation of Government land without Government's prior approval is an offence under Cap. 28. This office reserves the rights to take necessary land control action against the illegal occupation of Government land without further notice.	Noted. The fenced off GL adjoining Lot Nos. 42 RP, 45RP and 59 RP all in DD. 80 will be unleashed.
5. The lot owner shall cease the illegal occupation of the Government land not covered by the subject planning application immediately and, subject to the approval of the Town Planning Board to the planning application	Noted. The lot owner will cease the illegal occupation of the Government land not covered by the subject planning application immediately and apply for modification of the STW after approval of the planning application.

which shall have reflected the rectification as aforesaid required, apply to this office for modification of the STW conditions where appropriate to permit the structures erected/to be erected within the said private lots. The application for STW modification will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW modification, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. In addition, LandsD reserves the right to take land control action for any unlawful occupation of Government land. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered.	
6. Unless and until the unlawful occupation of Government land is duly rectified by the lot owner, please take it as this office's adverse comment to the application which must be brought to the attention of the Town Planning Board when they consider the application.	Noted.

Appendix A

Replacement Pages of Application Form

For Official Use Only 請勿填寫此欄	Application No. 申請編號	
	Date Received 收到日期	

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Bliss Achieve Limited

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

DeSPACE (International) Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	☒ Site area 地盤面積 5206.3 sq.m 平方米 ☒ About 約 ☒ Gross floor area 總樓面面積 634 sq.m 平方米 ☒ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	 13.9 sq.m 平方米 ☒ About 約

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 to 至
- ☐ Gross floor area restriction 總樓面面積限制 From 由sq. m 平方米 to 至sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由% to 至 %
- ☐ Building height restriction 建築物高度限制
From 由m 米 to 至 m 米
From 由 mPD 米 (主水平基準上) to 至mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由m to 至 m
- ☐ Others (please specify) 其他 (請註明)
.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Temporary Public Vehicle Park (excluding container vehicle)
and Shop and Services for a Period of Five Years

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

- Proposed gross floor area (GFA) 擬議總樓面面積 **634** sq.m 平方米 ☒ About 約
- Proposed plot ratio 擬議地積比率 **0.12** ☒ About 約
- Proposed site coverage 擬議上蓋面積 **Not exceeding 13** % ☐ About 約
- Proposed no. of blocks 擬議座數 **6**
- Proposed no. of storeys of each block 每座建築物的擬議層數 **1** storeys 層
- ☐ include 包括 storeys of basements 層地庫
- ☐ exclude 不包括 storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 mPD 米(主水平基準上) ☐ About 約
- **Not more than 5.4** m 米 ☐ About 約

7. Anticipated Completion Time of the Development Proposal

擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

May 2026

8. Vehicular Access Arrangement of the Development Proposal

擬議發展計劃的行車通道安排

[illegible]

Gist of Application 申請摘要			
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Ta Kwu Ling, New Territories		
Site area 地盤面積	5206.3 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 13.9 sq. m 平方米 ☒ About 約)		
Plan 圖則	Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2		
Zoning 地帶	Recreation		
Applied use/ development 申請用途／發展	Proposed Temporary Public Vehicle Park (excluding container vehicle) and Shop and Services for a Period of Five Years		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	634 ☒ About 約 ☐ Not more than 不多於	0.12 ☒ About 約 ☐ Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用	6	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Non-domestic 非住用	Not more than 5.4m	m 米 ☒ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
		1	Storeys(s) 層 ☒ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
	Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐ Include 包括 ☐ Exclude 不包括 ☐ Carport 停車間 ☐ Basement 地庫 ☐ Refuge Floor 防火層 ☐ Podium 平台)
(iv) Site coverage 上蓋面積	Not exceeding 13 % ☐ About 約		
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於	
	Public 公眾	sq.m 平方米 ☐ Not less than 不少於	

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	90
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Disabled car parking spaces	88 2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	1
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	 1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他 (請註明)	☐	☒
Location Plan, Application Site and Outline Zoning Plan		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他 (請註明)	☐	☐
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

Appendix B

Replacement Pages of Planning Statement

Executive Summary

The Applicant, the registered land owner of Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North, New Territories, now seeks town planning permission from the Town Planning Board (TPB) for a proposed temporary public vehicle park (excluding container vehicle) and shop and services on a temporary basis of 5 years at the aforementioned site and adjoining government land (the proposed development).

According to the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 (the OZP), the proposed “Public Vehicle Park (excluding container vehicle)” and “Shop and Services” are a Column 2 use that require planning permission from the Town Planning Board. The proposed access road is always permitted under the OZP. There is no development restriction on the proposed development.

Given the Heung Yuen Wai Boundary Control Point (HYWBCP) has been fully commissioned, the Applicant intends to upgrade the existing public vehicle park by increasing the portions of shops and services to serve the visitors and cross-border travellers. Although the proposed development does not align with the planning intention of the “Recreation” (“REC”) zone, upon considering its scale and the aim to cater to the local community, granting temporary approval for a period of five years would not frustrate the long-term planning intention of the area.

In due compliance with the prevailing town planning regulations, the Applicant proposes to develop the Site into an outdoor car parking with a total of 90 parking spaces (including 2 disabled car parking spaces), a total of 1 loading and unloading space, 6 single-storey structures which is in non-domestic nature. The proposed development is at a compatible development scale with its nearby car parking facilities. The proposed development and its layout should blend in harmoniously with its vicinity functionally and visually.

The Applicant is well-noted that in the event that the planning permission is given, it is required to apply to the Lands Department for a temporary waiver to effect the proposed development.

The Proposed Development is fully justified in terms of planning considerations with various planning and design merits. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject Application.

行政摘要

申請人為新界打鼓嶺蓮麻坑路丈量約份第 80 約地段第 35 號餘段、第 36 號、第 42 號餘段、第 43 號、第 44 號、第 45 號餘段、第 59 號餘段及第 64 號 B 分段餘段的唯一「現行土地擁有人」，現尋求城市規劃委員會（下稱城規會）的批准，擬議於上述地點及毗鄰政府土地申請五年臨時許可作公眾停車場(貨櫃車除外)及商店及服務行業。

根據打鼓嶺北分區計劃大綱核准圖編號 S/NE-TKLN/2（下稱大綱核准圖），申請地點劃作「康樂」地帶。擬議的「公眾停車場(貨櫃車除外)」和「商店及服務行業」為第二欄用途，需要獲准城市規劃委員會的規劃許可。擬議行車通道於大綱核准圖上是屬於經常准許的發展。擬議的用途均無發展限制。

為協助香園圍邊境管制站全面啟用，申請人打算透過增加店舖及服務設施的比重，提升現有「公眾停車場(貨櫃車除外)」服務，以滿足訪客及香園圍邊境管制站的旅客的需求。雖然擬議的開發不符合“康樂”的規劃意圖，但考慮到擬議發展項目的規模能為邊境管制站員工、當地村民及旅客提供服務，臨時批准五年的申請規模不會影響該地區的長期規劃意圖。

以遵守現行的城市規劃規例，申請人擬將場地發展成一個可提供 90 個私人車位（包括 2 個殘障人士專用停車位）及 1 個上落客貨車位的室外停車場，附以 6 個單層結構的設施，均為非住宅性質。擬議的發展項目與附近的私人停車場項目具有相稱的發展規模。擬議的發展項目及其佈局能在功能上和視覺上與附近建築物和諧融合。

申請人清楚地得悉，如果獲得規劃許可，則必須向地政總署申請臨時豁免書，以實現擬議的發展。

在各種規劃和設計優點的考慮而言，本發展計劃有充份理據獲得支持。鑑於上述理由，申請人謹請城規會批准本主題申請。

（內容如與英文版本有任何差異，應以英文版本為準）

SECTION FOUR | THE PROPOSED SCHEME

4.1 Proposed PVP and Shop and Services

4.1.1 As aforementioned, the Site benefits from its advantageous location in close proximity to HYWBCP, making it an ideal location for a PVP and shop and services. The key development parameters of the Proposed PVP and shop and services are summarized in **Table 3** below:

Table 3: Major Development Parameters

Development Parameters Table		
	Approved Scheme under S16 Application No. A/NE-TKLN/68	Proposed Scheme
Site Area	Total: about 5,260.2 sq. m. (including about 5,192.4 sq. m. of Private Land (99%) and about 67.8 sq. m. of Government Land (1%))	Total: about 5,206.3 sq. m. (including about 5,192.4 sq. m. of Private Land (99%) and about 13.9 sq. m. of Government Land (1%))
Gross Floor Area (GFA) (Non-domestic)	Total: about 400 sq. m. 1) Retails: about 366 sq. m. 2) Lavatories: about 28 sq. m. 3) Guard Room: about 6 sq. m.	Total: about 634 sq. m. 1) Retails: about 600 sq. m. 2) Lavatories: about 28 sq. m. 3) Guard Room: about 6 sq. m.
No. of structure	Total 5 structures 1) 1 single-storey structure for guard room 2) 1 single-storey structure for lavatories, FSI Cabinet and retails 3) 2 single-storey structures for retails 4) 1 single-storey structure for retails and E&M facilities areas <i>Remark: E&M facilities areas will take up a non-accountable GFA of not exceeding 110 sq. m. (but 103.8 sq. m. in the scheme)</i>	Total 6 structures 5) 1 single-storey structure for guard room 6) 1 single-storey structure for lavatories, FSI Cabinet and retails 7) 3 single-storey structures for retails 8) 1 single-storey structures for retails and E&M facilities areas <i>Remark: E&M facilities areas will take up a non-accountable GFA of not exceeding 110 sq. m. (but about 108 sq. m. in the scheme)</i>
Building Height	Not more than 5.4m	Not more than 5.4m
No. of Storeys	1	1

Site Coverage	Not exceeding 10%	Not exceeding 13%
No. of parking spaces and loading/unloading spaces	94 private car parking spaces (2.5m x 5m)	88 private car parking spaces (2.5m x 5m)
	2 disabled car parking spaces (2.5m x 5m with a common loading/ unloading area of 1.2m width)	2 disabled car parking spaces (2.5m x 5m with a common loading/ unloading area of 1.2m width)
	1 loading/ unloading space of HGV (3.5m x 11m)	1 loading/ unloading space of LGV (3.5m x 7m)
	1 loading/ unloading space of LGV (3.5m x 7m)	
Planter area	about 73 sq. m.	about 73 sq. m.
Operation hours	PVP: 24 hours a day and 7 days a week including public holidays Shop and Services (Retails): 7 days a week including public holidays from 9am to 9pm	PVP: 24 hours a day and 7 days a week including public holidays Shop and Services (Retails): 7 days a week including public holidays from 9am to 9pm

4.2 Temporary PVP & Ancillary Office/Shops and Services

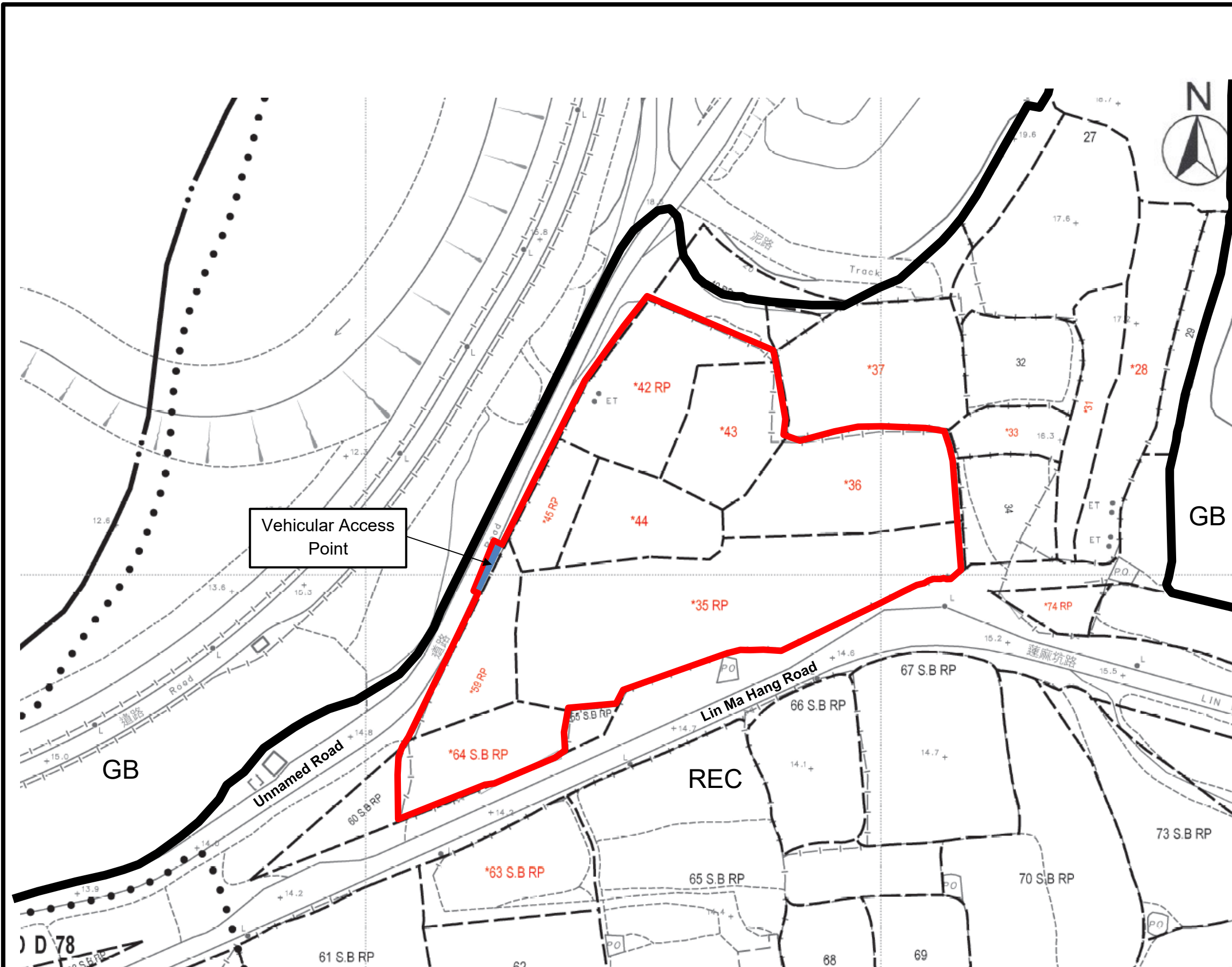
To cater for the parking needs of staff and visitors in the vicinity of the proposed development, an outdoor temporary private vehicle park is planned for the majority of the Site. It will consist of 88 private car parking spaces, 2 disabled car parking space and 1 L/UL of LGV. Additionally, 6 single-storey structure will be provided next to the entrance of the Site and at the southern part of the Site for the proposed shop and services including supporting facilities such as lavatories, guard room, FSI cabinet and E&M facilities. (please refer to **Figure 3 for the Schematic Layout Plan** and **Figure 4 for Elevation Plan**) The loading/unloading bay is provided in support of the proposed shop and services for 7 days a week including public holidays from 9am to 9pm.

4.3 Proposed Ingress and Egress

- 4.3.1 The proposed access to the Site will traverse through a strip of unallocated Government land situated between Lin Ma Hang Road and the Site. As shown in **Figure 3**, 1 section of ingress and egress is proposed at Lot No. 59 RP in D.D. 80. Certain adjoining Government Land is proposed to be included in light of the narrow lot configuration of the western edge of the Lot No. 59 RP.

Appendix C

Revised Application Site and Outline Zoning Plan



Legend

-  Application Site
-  Government Land

Location

Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP and Adjoining Government Land in D.D. 80, Ta Kwu Ling, New Territories

Drawing Title

Application Site and Outline Zoning Plan
(Extracted from the Lot Index Plan)

Drawing No

Figure 2

Scale

1 : 700 at A3

Date

November 2025

Prepared by



Appendix D

Revised Schematic Layout Plan

DO NOT SCALE DRAWINGS AND DIMENSIONS. ALL DIMENSIONS SHOULD BE VERIFIED ON SITE BY THE CONTRACTORS BEFORE PROCEEDING AND ANY DISCREPANCIES SHOULD BE REPORTED TO PROJECT MANAGER & ARCHITECT IMMEDIATELY.

1. Proposed Ingress/Edgress Subject to DLO, TD & HYD Acceptance
2. Carparking No.s is subject to
 - (a) Requirements imposed by HKPSG
 - (b) TPB approval
3. TIA may be required

PROJECT

DRAWING TITLE

A.S. @ A3

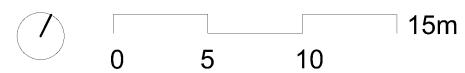
DRAWN BY



1:400@A3

Appendix E

Revised Elevational Drawing and Sectional Drawing

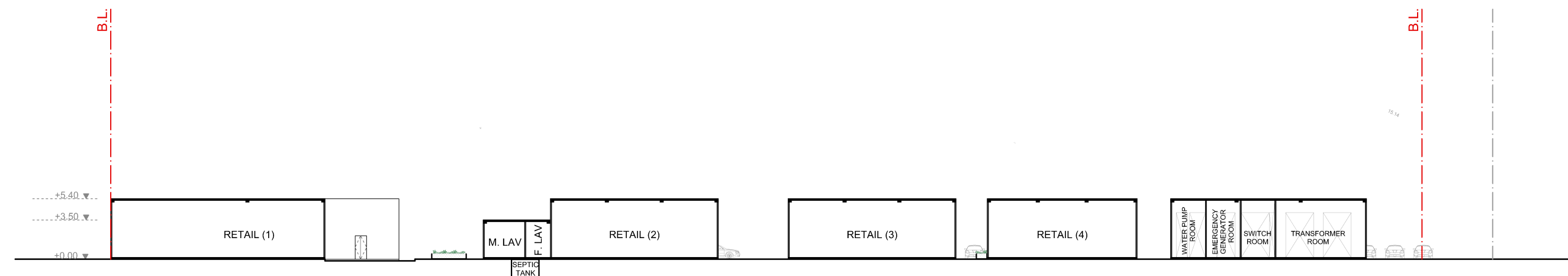


KEY PLAN (N.T.S.)



1 ELEVATIONAL DRAWING

1:400@A3



2 SECTIONAL DRAWING

2

1:400@A3

Notes:
THE OWNERSHIP OF THE COPYRIGHT IN THIS DRAWING IS RETAINED BY THE EMPLOYER. ANY UNAUTHORIZED USE, DISCLOSURE, DISSEMINATION OR DUPLICATION OF ANY INFORMATION CONTAINED HEREIN MAY RESULT IN LIABILITY UNDER APPLICABLE LAW.

DO NOT SCALE DRAWINGS AND DIMENSIONS. ALL DIMENSIONS SHOULD BE VERIFIED ON SITE BY THE CONTRACTORS BEFORE PROCEEDING AND ANY DISCREPANCIES SHOULD BE REPORTED TO PROJECT MANAGER & ARCHITECT IMMEDIATELY.

Remarks:

1. Proposed Ingress/Edgress Subject to DLO, TD & HYD Acceptance
2. Carparking No.s is subject to
 - (a) Requirements imposed by HKPSG
 - (b) TPB approval
3. TIA may be required

3	11/11/2025	FOR INFORMATION
2	13/10/2025	FOR INFORMATION
1	08/10/2025	FOR INFORMATION
0	23/09/2025	FOR INFORMATION

DESIGNER

PROJECT MANAGER

PROJECT

PROPOSED TEMPORARY PUBLIC
VEHICLE PARK (EXCLUDING
CONTAINER VEHICLE) AND SHOP AND
SERVICES FOR A PERIOD OF FIVE
YEARS IN "RECREATION" ZONE IN LOTS
35 RP, 36, 42RP, 43, 44, 45RP, 59RP AND
64S.B RP D.D. 80 AND ADJOINING
GOVERNMENT LAND, TA KWU LING,
NEW TERRITORIES

DRAWING TITLE

Figure 4

A.S. @ A3

DRAWN BY

Appendix F

Traffic Count Survey

**S16 Application for Proposed Temporary Public Vehicle Park
(Excluding Container Vehicle) and Shop and Services for a Period of
5 Years at Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP
in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North
(TPB ref: A/NE-TKLN/112)**

**Traffic Review
Final Report**

November 2025

Prepared by: CKM Asia Limited

S16 Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years at Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North (TPB ref: A/NE-TKLN/112)

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S16 Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years at Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North (TPB ref: A/NE-TKLN/112)

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NUMBER

- 2.1 Existing Junction Performance
- 2.2 Existing Road Link Capacity Assessment
- 2.3 Public Transport Services Operating in the vicinity of the Proposed Temporary Public Vehicle Park

- 3.1 Development Parameters

- 4.1 AADT of the Core Stations located in the vicinity
- 4.2 Planned / Committed Developments in the vicinity
- 4.3 Traffic Generation of the Proposed Temporary Public Vehicle Park
- 4.4 Net Change in Traffic Generation
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- 4.6 Year 2031 Link Capacity Assessment

S16 Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years at Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North (TPB ref: A/NE-TKLN/112)

FIGURES

NUMBER

- 1.1 Location of the Application Site
- 2.1 Location of Surveyed Junction and Road Link
- 2.2 Layout at Junction of Lin Ma Hang Road / Unnamed Road
- 2.3 Existing Peak Hour Traffic Flows
- 3.1 Proposed Layout Plan
- 3.2 Local Widening at Unnamed Road at its junction with Lin Ma Hang Road
- 3.3 Swept Path Analysis Result of Local Widening at Unnamed Road
- 4.1 Planned/ Committed Developments in the Vicinity
- 4.2 2031 Peak Hour Traffic Flow without and with Proposed Temporary Public Vehicle Park

1.0 INTRODUCTION

Background

- 1.1 The application site is located at various lots in D.D. 80 in Ta Kwu Ling North. The location of the application site is shown in **Figure 1.1**.
- 1.2 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to prepare a traffic review in connection with the S16 application for a temporary public vehicle park with 90 car parking spaces and Ancillary Retail (i.e. convenience store selling drinks and snacks) with 634m² GFA, for a period of 5 years (the "Proposed Temporary Public Vehicle Park").

Contents of the Report

- 1.3 The report is structured as follows:

- | | |
|---------------|--|
| Chapter One | - Gives the background of the project; |
| Chapter Two | - Describes the existing situation; |
| Chapter Three | - Presents the Proposed Temporary Public Vehicle Park; |
| Chapter Four | - Describes the traffic impact analysis; and |
| Chapter Five | - Gives the overall conclusion. |

2.0 EXISTING SITUATION

The Application Site

- 2.1 The application site fronts onto Lin Ma Hang Road to the south and an unnamed road ("Unnamed Road") to the west. Access to the Proposed Temporary Public Vehicle Park is via the Unnamed Road, which is connected to Lin Ma Hang Road, some 350m to the north east of the Heung Yuen Wai Fire Station.

The Road Network

- 2.2 To the west of the junction with Lin Ma Hang Road / Unnamed Road, Lin Ma Hang Road is a single-track access road, connecting to the local villages. To the east of this junction, Lin Ma Hang Road is a 7.3m-wide single-carriageway 2-lane standard, connecting with Heung Yuen Wai Highway and Ping Che Road.
- 2.3 The Unnamed Road is a local road which connects with Lin Ma Hang Road. The section from its junction with Lin Ma Hang Road to the Proposed Temporary Public Vehicle Park is generally 6m wide.

Manual Classified Traffic Counts

- 2.4 Traffic counts were conducted during the busy days, i.e., Saturday, 15th November 2025 and Sunday, 16th November 2025, and during the busy period i.e., 1230 – 1430 hours, at the junction of the Lin Ma Hang Road and Unnamed Road, and at the section of the Unnamed Road to the immediate west of the Application Site. From the traffic survey conducted, the weekend peak hour is found to be between 1245 – 1345 hours on Sunday. Hence, the traffic analysis is conducted for this peak period on the peak day.
- 2.5 The locations of the surveyed junction and road link and the existing Sunday peak hour flows are shown in **Figure 2.1**. The layout of junction at Lin Ma Hang Road / Unnamed Road is shown in **Figure 2.2**. The existing weekend peak hour traffic flows are presented in **Figures 2.3**.

Performance of the Surveyed Junction

- 2.6 The existing performance of the surveyed junction is calculated based on the observed traffic counts, and the analyses were undertaken using the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"), which is published by the Transport Department. The existing junction performance is presented in **Table 2.1**, and detailed calculations are found in **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Junction Type (Parameter)	Sunday Peak
J1	Lin Ma Hang Road / Unnamed Road	Priority (DFC)	0.192

Note: DFC – design flow/capacity ratio RC – Reserve Capacity RA – Roundabout

- 2.7 The results in **Table 2.1** show that the junctions analysed operate with capacity.

Existing Road Link Performance

- 2.8 The existing performance of the surveyed road link are assessed are presented in **Table 2.2**.

TABLE 2.2 EXISTING ROAD LINK CAPACITY ASSESSMENT

Road Link	Peak	Design Flow (veh/hr)	Traffic Demand (veh/hr)	V/C Ratio
L1: Unnamed Road	Sunday	800	122	0.148

- 2.9 **Table 2.2** shows that assessed road link operate with capacities during the Sunday peak hour.

3.0 THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

The Proposed Temporary Public Vehicle Park

- 3.1 The Proposed Temporary Public Vehicle Park layout plan is shown in **Figure 3.1**, and the development parameters are presented in **Table 3.1**.

TABLE 3.1 DEVELOPMENT PARAMETERS

Development Parameters	Details
Site area	5,206.3 m ² (about)
Ancillary Retail (i.e. convenience store selling drinks and snacks)	634m ² GFA
Public car parking spaces	90 nos. (of which 2 are for persons with disabilities)
LGV loading / unloading bay for Ancillary Retail (i.e. convenience store selling drinks and snacks)	1 no.

Provision of Internal Transport Facilities for Ancillary Retail

- 3.2 In view that the Ancillary Retail (i.e. convenience store selling drinks and snacks), apart from users of the Proposed Temporary Public Vehicle Park, no other customers will patronise the Ancillary Retail (i.e. convenience store selling drinks and snacks), as observed at other similar Temporary Public Vehicle Park nearby. Hence, the provision of car parking spaces is considered not required.
- 3.3 One LGV loading / unloading bay is provided for the Ancillary Retail (i.e. convenience store selling drinks and snacks) is considered sufficient for operational needs which include the delivery of drinks and snacks using goods van or LGV.

Local Widening at Unnamed at its junction with Lin Ma Hang Road

- 3.4 To cater for the ease of manoeuvring of vehicle accessing to the Unnamed Road, a section of Unnamed Road at its junction with Lin Ma Hang Road will be widening by converting an area of verge to road carriageway as shown in **Figure 3.2**. The associated swept path analysis result is shown in **Figure 3.3**.

Swept Path Analysis

- 3.5 The CAD-based swept path analysis programme, **AUTODESK VEHICLE TRACKING**, was used to check the ease of manoeuvring of vehicles within the Proposed Temporary Public Vehicle Park, and the swept path analysis drawings are found in **Appendix B**. Vehicles are found to have no manoeuvring problems.

4.0 TRAFFIC IMPACT ASSESSMENT

Design Year

- 4.1 The Proposed Temporary Public Vehicle Park is scheduled to operate until 2031. Hence, the design year adopted for traffic analysis is 2031.

Traffic Forecasting

- 4.2 Year 2031 peak hour traffic flows for the junction capacity analysis is produced with reference to (i) 2025 traffic flows; (ii) estimated traffic growth rate from 2025 to 2031; (iii) expected traffic generation by planned/ committed developments in the vicinity, and (iv) expected net increase in traffic generation due to the Proposed Temporary Public Vehicle Park.

Estimated Traffic Growth Rate from 2025 to 2031

- 4.3 Reference is made to the Annual Average Daily Traffic ("AADT") of the core stations which are located in the vicinity found in the Annual Traffic Census ("ATC") published by Transport Department. Information of the ATC core stations located in the vicinity is presented in **Tables 4.1**.

TABLE 4.1 AADT OF THE CORE STATIONS LOCATED IN THE VICINITY

Station	5660	5041	Overall
Road	Sha Tau Kok Rd	Lung Shan Tunnel	–
From	On Kui St	Fanling Highway	–
To	Ping Che Rd	Sha Tau Kok Rd	–
2019	33,630*	13,540	47,170
2020	23,740	13,840	37,580
2021	22,980	16,870	39,850
2022	22,280*	16,400	38,680
2023	22,810*	20,630	43,440
2024	22,870*	23,520	46,390
Average Annual Growth (2019-2024)	-7.42%	11.68%	-0.33%

- 4.4 **Table 4.1** shows that the annual average traffic growth of -0.33%, between 2019 and 2024. To be conservative, an annual average traffic growth of 1% is adopted for year 2025 – 2031.

Planned/ Committed Developments in the Vicinity

- 4.5 Planned/ committed developments found in the vicinity have been incorporated in the forecast. The planned / committed developments are listed in **Table 4.2** and the locations are presented in **Figure 4.1**.

TABLE 4.2 PLANNED / COMMITTED DEVELOPMENTS IN THE VICINITY

Ref. No.	Address	Use	Retail GFA (m ²)	No. of car parking spaces
A	Lot 385 S.B RP (Part) in D.D. 78 and Adjoining Government Land, Lin Ma Hang Road (Application No.: A/NE-TKLN/104)	Temporary PVP	–	41
B	Lots 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lots 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Lin Ma Hang Road (Application No.: A/NE-TKLN/102)	Temporary PVP and Shop	384	115
C	Lots 67 S.B RP and 70 S.B RP in D.D. 80, Lin Ma Hang Road (Application No.: A/NE-TKLN/100)	Temporary PVP	–	42
D	Lot 390 RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North (Application No.: A/NE-TKLN/95)	Temporary Shop	178.1	–
E	Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP & 398 RP in D.D. 78, Lin Ma Hang Road (Application No.: A/NE-TKLN/111)	Temporary PVP	–	82

Note: PVP – public vehicle park

Traffic Generation of the Proposed Temporary Public Vehicle Park

(i) 90 Public Car Parking Spaces

- 4.6 TPDM does not provide trip rates for public car parking spaces, hence, the traffic generation of the Proposed Temporary Public Vehicle Park is estimated based on the trip rate derived from survey of similar temporary public car park.

(ii) 634m² GFA for Ancillary Retail

- 4.7 In view that the associated traffic generation of Ancillary Retail (i.e. convenience store selling drinks and snacks) is negligible. Nevertheless, to be conservative, the traffic generation of the (i.e. convenience store selling drinks and snacks) is estimated with reference to the TPDM mean trip rate for retail uses.
- 4.8 The trip rates and the calculated traffic generation of the Proposed Temporary Public Vehicle Park are presented in **Table 4.3**.

TABLE 4.3 TRAFFIC GENERATION OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

Items		Parameter	Sunday Peak	
			Generation	Attraction
Trip Rates				
Survey of Temporary Public Vehicle Park (96 car parking spaces)	traffic generation	pcu/hr	43	76
	adopted trip rate	pcu/space/hr	0.4479	0.7917
Mean trip rates for retail uses		pcu/hr/100m ² GFA	0.3100	0.3563
Traffic Generation				
Proposed Temporary Public Vehicle Park	90 public car parking spaces	pcu/hr	41	72
	634m ² retail GFA of Ancillary Retail (i.e. convenience store selling drinks and snacks)	pcu/hr	2	3
	Total	pcu/hr	43	75
			118 (2-way)	

- 4.9 **Table 4.3** shows that the Proposed Temporary Public Vehicle Park is expected to generate 118 pcu (2-way) during the Sunday peak hour.

Year 2031 Traffic Flows

- 4.10 The 2031 traffic flows without and with the Proposed Temporary Public Vehicle Park are derived as follows.

$$\begin{aligned} 2031 \text{ without the Proposed Temporary Public Vehicle Park [A]} &= 2025 \text{ traffic flows} \times (1 + 1\%)^6 \\ &\quad + \text{planned/ committed developments in the Vicinity} \end{aligned}$$

$$2031 \text{ with the Proposed Temporary Public Vehicle Park [B]} = [A] + \text{Proposed Temporary Public Vehicle Park}$$

- 4.11 The Year 2031 peak hour traffic flows without and with Proposed Temporary Public Vehicle Park is shown in **Figure 4.2**.

Year 2031 Junction Capacity Analysis

- 4.12 Year 2031 junction capacity analysis for the cases without and with the Proposed Temporary Public Vehicle Park are presented in **Table 4.5** and detailed calculations are found in the **Appendix A**.

TABLE 4.5 YEAR 2031 JUNCTION PERFORMANCE

Ref.	Junction	Type of Junction / Indicator	2031 Sunday Without the Proposed Temporary Public Vehicle Park	2031 Sunday With the Proposed Temporary Public Vehicle Park
J1	Lin Ma Hang Road / Unnamed Road	priority / DFC	0.416	0.460

Note: RC – reserve capacity DFC – Design Flow / Capacity Ratio

- 4.13 **Table 4.5** shows that the traffic generation associated with the Proposed Temporary Public Vehicle Park has negligible traffic impact to the junction analysed.

Year 2031 Link Capacity Assessment

- 4.14 2031 link capacity of the surveyed road links are assessed and the results are shown in **Table 4.6**.

TABLE 4.6 YEAR 2031 LINK CAPACITY ASSESSMENT

Road Link	Design Flow (veh/hr)	2031 Sunday Without the Proposed Temporary Public Vehicle Park		2031 Sunday With the Proposed Temporary Public Vehicle Park	
		Traffic Demand (veh/hr)	V/C Ratio	Traffic Demand (veh/hr)	V/C Ratio
L1: Unnamed Road	800	130	0.163	248	0.310

- 4.15 **Table 4.6** shows that the traffic generation associated with the Proposed Temporary Public Vehicle Park has negligible traffic impact to the road link analysed.

5.0 SUMMARY

- 5.1 The application site is located at various lots in D.D. 80 in Ta Kwu Ling North. Access to the Proposed Temporary Public Vehicle Park is via the Unnamed Road, which is connected to Lin Ma Hang Road, some 350m to the north east of the Heung Yuen Wai Fire Station.
- 5.2 The Proposed Temporary Public Vehicle Park provides 90 car parking spaces and 634m² GFA for of Ancillary Retail (i.e. convenience store selling drinks and snacks) for 5 years.
- 5.3 Year 2031 peak hour traffic flows produced for the traffic analysis are derived based on: (i) 2025 traffic flows; (ii) estimated traffic growth rate from 2025 to 2031; (iii) expected traffic generation by planned/ committed developments in the vicinity and (iv) expected net increase in traffic generation due to the Proposed Temporary Public Vehicle Park.
- 5.4 A comparison is made of the performance of the junction and road link assessed for the cases of Year 2031 without and with the Proposed Temporary Public Vehicle Park. The traffic analysis concluded that the junctions analysed will operate with sufficient capacities in 2031, and the Proposed Temporary Public Vehicle Park has no adverse traffic impact.