

Response-to-Comment (RtC)

**Proposed Temporary Public Vehicle Park (excluding Container Vehicle)
for a Period of 5 Years in “Village Type Development” Zone,
Various Lots in D.D. 96, Pun Uk Tsuen, San Tin, Yuen Long, New Territories**

(S.16 Application No. A/STT/38)

(i) An RtC table:

Departmental Comments		Applicant's Responses
1. Comments of the Commissioner for Transport (C for T)		
(a)	Please provide information on the traffic data of Chau Tau West Road with single lane and two-way traffic.	A traffic survey was conducted by the applicant at Chau Tau West Road during the AM and PM peaks on 01.09.2026. Please refer to the traffic data at Table 1 below.
(b)	Please provide information on the traffic impact of the additional traffic attraction/generation to the above road section.	With reference to the <i>Transport Planning and Design Manual</i>, the normal daily 2-way traffic flow of a single-track access road has the capacity of not more than 500 vehicles/day. Given that the proposed development would only induce an additional hourly average of <u>12 nos. of vehicular trip</u> along Chau Tau West Road <u>during PEAK hours</u>, the additional traffic attraction/generation is considered capable in respect of the concerned road section.

Table 1 – Traffic data of Chau Tau West Road

Time period		Number of vehicular trips		
		In	Out	2-way total
AM Peak	08:00 – 09:00	2	4	6
	09:00 – 10:00	2	1	3
PM Peak	17:00 – 18:00	3	2	5
	18:00 – 19:00	4	2	6

(ii) The applicant provides the following supplementary information in response to the comments of the District Planning Officer/Fanling, Sheung Shui and Yuen Long East, Planning Department (DPO/FSYLE, PlanD):

- according to site investigation on 01.09.2026, no existing tree is observed at the application site (the Site). As such, no tree felling would take place therewithin.

- (iii) The applicant provides the following supplementary information in response to the public comments during the public inspection period of the captioned application:

Traffic aspects

- no heavy traffic would be involved in the proposed development. According to the applicant, the proposed development would only induce an hourly average of 12 nos. of vehicular trip **during PEAK hours**, which is considered negligible comparing to the two-way traffic flow capacity of the single-track access road, i.e. Chau Tai West Road, as defined in the *Transport Planning and Design Manual*, i.e. not more than 500 vehicles per day;
- an existing pedestrian footpath is provided along Chau Tau West Road (see below photo). Given that pedestrian is expected to make use of the existing pedestrian facilities, the additional road traffic induced by the proposed development is not anticipated to impose hazards on the pedestrian along Chau Tau West Road;



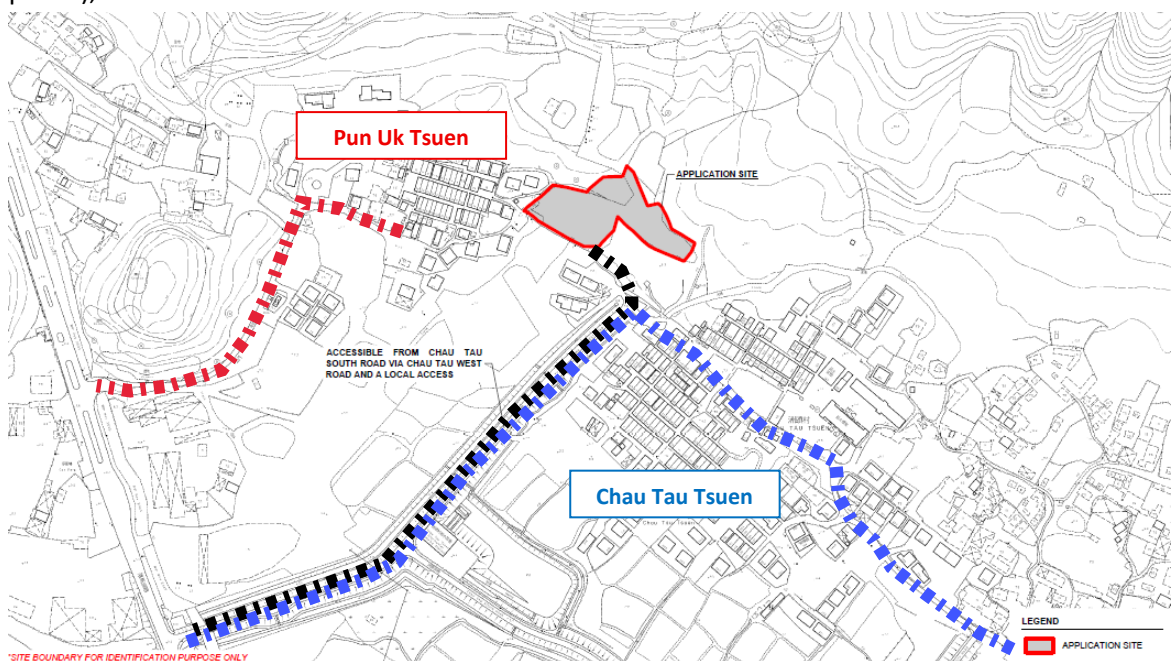
(Source: Google Map)

- noting that Chau Tau West Road is a single-lane two-way access road, it is expected that vehicles would travel along the access road under relatively low velocity. Under normal circumstances, it is observed that vehicles usually travel with a speed of not more than 25 km/h along Chau Tau West Road. In view of the low traffic flow and low vehicle speed, as well as the provision of existing pedestrian footpath, the potential traffic hazard to the pedestrian is not envisaged;
- the narrowest part of the local access between Chau Tau West Road and the Site measures about 3 m in width. As mentioned above, the applicant proposes to display a 'NO ILLEGAL PARKING' sign at the ingress/egress, such that road users are reminded not to obstruct the concerned local access. The potential adverse impact to the Emergency Vehicular Access (if any) is not anticipated; and
- the application sites of planning application Nos. A/STT/33 and A/STT/34 are accessible from Lok Ma Chau Road via two different local accesses, whereas the Site of the current application is accessible from Chau Tau South Road and Chau Tau West Road. The traffic considerations of the

two planning applications are therefore not relevant to the current application. In view of the small scale of the proposed development and the different accesses from the two applications, the cumulative traffic impact on the local access and Chau Tau West Road is not anticipated;

Operational aspects

- the installation of EV charging facilities involves the erection of structures, which requires prior Short Term Waiver approval from the Lands Department, and subject to the payment of additional wavier and/or administrative fees. In consideration of financial viability, the applicant has no intention to provide any EV charging facilities in the temporary development;
- with a view to reducing the potential nuisance to the surroundings, the applicant proposes the following measures at the Site:
 - ♦ a display screen showing the real-time available parking spaces will be installed at the ingress/egress to remind road users not to queue outside the Site when no space is available;
 - ♦ vehicle manoeuvring therewithin will be restricted to the speed of 8 km/h to ensure pedestrian and road safety;
 - ♦ 'BEWARE OF PEDESTRIAN' and 'NO ILLEGAL PARKING' signs will be shown at the ingress/egress to enhance pedestrian and road safety, as well as to remind road users not to park along the local access illegally; and
 - ♦ 1 no. of staff will be deployed at the Site during the operation to direct incoming/outgoing vehicles (Section 3.1 of the supplementary statement refers); and
- the proposed development falls entirely on private lots, on which no encroachment onto any pedestrian passage have taken place. Currently, local residents of Pun Uk Tsuen can get access to the public transportation along Lok Ma Chau Road via another local access to the west of Pun Uk Tsuen (see the route indicated red in the below photo); whereas local residents of Chau Tau Tsuen can get access to Lok Ma Chau Road via Chau Tau West Road and Chau Tau South Road, as well as to Castle Peak Road – Chau Tau via a village access (see the routes indicated blue in the below photo);



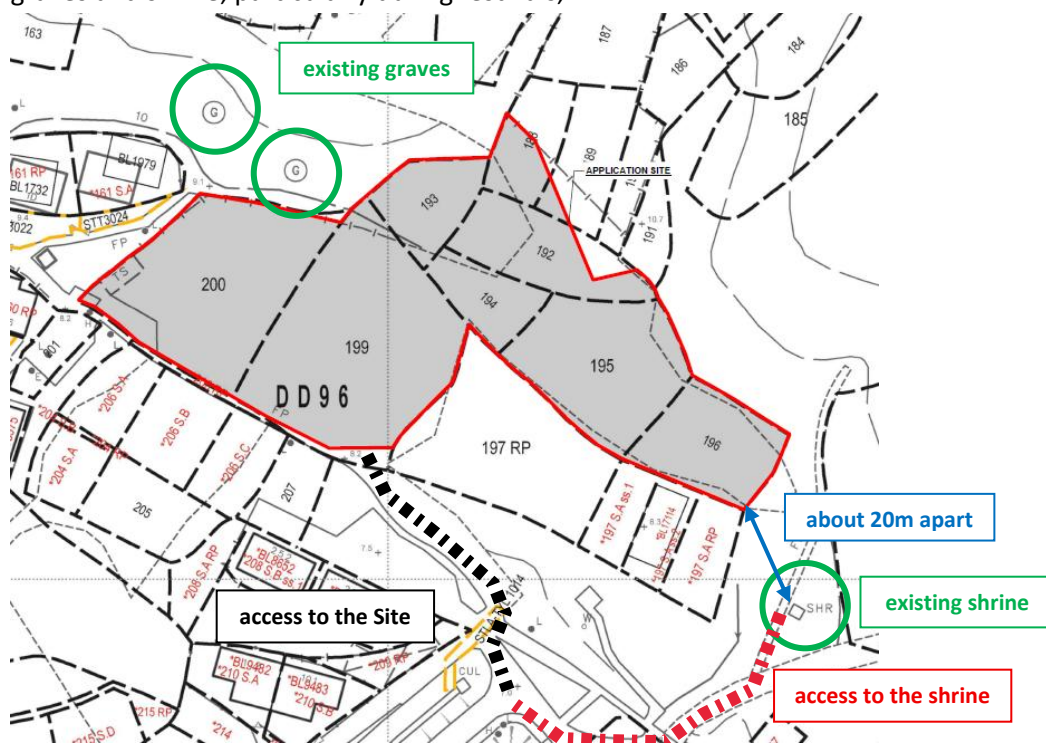
(Source: Location plan of the original submission)

Technical aspects

- should the application be approved by the Town Planning Board (the Board), the applicant will submit a fire service installations proposal with a view to enhancing the fire safety of the proposed development;
- the Site is currently covered with hard-paving. The operation of the proposed development would not alter the existing condition of the site surface. As such, no additional overland flow is expected to be arisen from the proposed development; and
- upon obtaining relevant planning permission from the Board, the applicant will submit a drainage proposal for the consideration of the Drainage Authority with a view to alleviating the potential adverse drainage impact that would have arisen from the proposed development. Should the drainage proposal be accepted by the Drainage Authority, the applicant will implement the recommended drainage facilities therewithin; and

Other aspects

- the proposed development is about 20 m apart from the shrine located to the southeast of the Site (see photo below). The shrine is currently served by a separate footpath. Regarding the graves near the proposed development (see photo below), the applicant will liaise with the residents in relation to the operational arrangements, such as reserving sufficient gathering space near the graves and shrine, particularly during festivals;



(Source: Land status plan of the original submission)

- chain link fencing will be erected along the site boundary to define the extent of the operation and to minimise the potential visual impact to the surroundings;
- the proposed development is about 20 m apart from the shrine located to the southeast of the Site. Given that the proposed development would maintain a certain distance from the shrine and be separated by existing vegetation, the potential direct impact to the shrine is not anticipated;

- with reference to the Outline Zoning Plan, the applied use is a Column 2 use within the “Village Type Development” zone, which may be permitted with or without conditions on application to the Town Planning Board; and
- the applicant will liaise with the local residents regarding any interfacing issues in the future.