

RNTPC Paper No. A/NE-TK/800B  
For Consideration by the  
Rural and New Town Planning  
Committee on 28.2.2025

**APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/NE-TK/800**

- Applicant** : Ms. CHEUNG Suk Fan Fennie
- Site** : Various lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories
- Site Area** : About 1,512m<sup>2</sup>
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Ting Kok Outline Zoning Plan (OZP) No. S/NE-TK/19
- Zonings** : “Green Belt” (“GB”) (about 86% of the Site);  
“Village Type Development” (“V”) (about 6% of the Site); and  
Area shown as ‘Road’ (about 8% of the Site)
- Application** : Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years and Associated Filling of Land

**1. The Proposal**

- 1.1 The applicant seeks planning permission for temporary private vehicle park (private cars and light goods vehicles (LGVs) only) for a period of three years and associated filling of land at the application site (the Site) falling within areas largely zoned “GB”, partly zoned “V” and partly shown as ‘Road’ on the OZP (**Plan A-1**). According to the covering Notes of the OZP, temporary use or development within the “GB” and “V” zones not exceeding a period of three years and all uses or developments within an area shown as ‘Road’ require planning permission from the Town Planning Board (the Board). Filling of land within the “GB” zone also requires planning permission from the Board. The Site has been filled and partly hard-paved, which is currently occupied by the applied use without any valid planning permission (**Plans A-4a** and **A-4b**).
- 1.2 The Site is accessible via a local track leading to Ting Kok Road (**Plans A-1** and **A-2**). According to the applicant, 37 parking spaces for private cars and one parking space for LGVs are provided for the use by residents of Houses No. 361 to 365 and 371 to 379, Shuen Wan Chim Uk adjacent to the Site (**Plan A-2**). 33 out of the 38 parking spaces under application are covered by movable canopies (**Drawing A-1**). The applied use will operate 24 hours daily. The applicant also seeks to regularise filling of land on the Site to facilitate operation of the applied

use. Although the Site has been partly hard-paved, the applicant advises that the application involves filling of land of about 625m<sup>2</sup> (about 41.3% of the Site) within part of the “GB” zone with concrete of not more than 0.4m in depth for providing parking and circulation spaces (**Drawing A-1**). The applicant is committed that the existing hard-paved concrete surface within part of the “GB” zone, which is not included in the current application for filling of land (**Drawing A-1**), will be removed if the application is approved by the Board. The layout plan submitted by the applicant is at **Drawing A-1**.

1.3 Part of the Site is the subject of a previous application No. A/NE-TK/314 for a proposed house (New Territories Exempted House (NTEH) – Small House), which was rejected by the Board on review in 2011 (**Plans A-1** and **A-2**). Details of the previous application are set out in paragraph 6.1 below.

1.4 In support of the application, the applicant has submitted the following documents:

- (a) Application Form with attachments and supplementary information (SI) received on 26.7.2024 and 5.8.2024 respectively (**Appendix I**)
- (b) Further Information (FI) received on 2.9.2024\* (**Appendix Ia**)
- (c) FI received on 12.11.2024 and 13.11.2024# (**Appendix Ib**)
- (d) FI received on 13.1.2025\* (**Appendix Ic**)
- (e) FI received on 6.2.2025 and 10.2.2025\* (**Appendix Id**)
- (f) FI received on 12.2.2025\* (**Appendix Ie**)

\* *accepted and exempted from publication and recounting requirements*

# *accepted but not exempted from publication and recounting requirements*

1.5 On 20.9.2024 and 10.1.2025, the Rural and New Town Planning Committee (the Committee) of the Board decided to defer making a decision on the application as requested by the applicant for two months each.

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the Application Form, SI and FI at **Appendices I to Ie**, as summarised below:

- (a) the applied use is to meet the personal and family parking needs of the residents of Houses No. 361 to 365 and 371 to 379, Shuen Wan Chim Uk adjacent to the Site<sup>1</sup> (**Plan A-2**);
- (b) the existing public transport services in the area are insufficient. It is necessary for the residents to use their own vehicles for daily commute;

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<sup>1</sup> Houses No. 361 to 365 and 371 to 379, Shuen Wan Chim Uk fall within the “GB” zone, with planning approvals granted under applications No. A/NE-TK/242, 246-251, 254-256 and 374 between 2008 and 2011 respectively (**Plan A-2**). It is noted that the areas to the south of the Site and adjoining the Houses No. 361 to 365 and 371 to 379, Shuen Wan Chim Uk subject to planning approvals under the above-mentioned applications are currently occupied by private garden use within the “GB” zone without any valid planning permission (**Plans A-2** and **3b**).

- (c) the applicant has submitted a drainage proposal (**Appendices Ib to Id**) to demonstrate that the applied use with associated filling of land will not cause adverse drainage impacts on the adjacent areas; and
- (d) the existing canopies at the Site are covered by the current application, while the land administrative matters will be resolved after the approval of the current application.

### **3. Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is one of the “current land owners” and has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by obtaining the consents of the remaining “current land owners”. Detailed information would be deposited at the meeting for Members’ inspection.

### **4. Town Planning Board Guidelines**

The Town Planning Board Guidelines for ‘Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 10) is relevant to the application. Relevant extracts of the Guidelines are at **Appendix II**.

### **5. Background**

- 5.1 The Site was partly covered with vegetation, cleared of vegetation and used for open storage when the Ting Kok Interim Development Permission Area (IDPA) Plan No. IDPA/NE-TK/1 was gazetted on 7.9.1990 (**Plan A-3a**). During 2013 to 2015, construction of a cluster of village houses to the south of the Site commenced. Vegetation within the Site and in the surrounding areas was cleared and part of the Site was subsequently hard-paved (**Plan A-3b**).
- 5.2 The Site is not subject to any active planning enforcement action. Recent site inspection revealed that vehicles are found on-site. Warning letters were issued to the land owners.

### **6. Previous Application**

- 6.1 Part of the Site is the subject of a previous application No. A/NE-TK/314 for a proposed house (NTEH – Small House) (**Plans A-1 and A-2**), which was rejected by the Board on review in 2011 mainly on the consideration that the proposed development did not comply with the Interim Criteria for Consideration of Application for NTEH/Small House in New Territories as the site encroached onto the possible future road widening area. The planning consideration of this previous application is not relevant to the current application.

- 6.2 Details of the previous application are summarised at **Appendix III** and its location is shown on **Plans A-1** and **A-2**.

## **7. Similar Applications**

- 7.1 There are 39 similar applications No. A/NE-TK/714-731, 733, 758 and 802 to 820 for temporary private vehicle park and/or access road for connecting the adjoining temporary private car parking spaces in the vicinity of the Site within the same “GB” zone in the past five years (**Plans A-1** and **A-2**).
- 7.2 Applications No. A/NE-TK/714-731 and 733<sup>2</sup> for temporary private vehicle parks (private cars and/or LGVs only) and access road connecting the adjoining temporary private car parking spaces for a period of three years, were approved with conditions by the Committee in 2021. Applications No. A/NE-TK/802 to 820<sup>3</sup> covering the same sites as applications No. A/NE-TK/714-731 and 733 for the same uses for a period of three years, were approved with conditions by the Committee in 2024. These application sites had been cleared of vegetation and used for open storage when the Ting Kok IDPA Plan No. IDPA/NE-TK/1 was gazetted on 7.9.1990, which were subsequently occupied for parking of vehicles in 2003. These applications were approved mainly on sympathetic considerations that the sites had been cleared of vegetation and hard-paved for years; adverse landscape impact arising from the applied uses were not envisaged; the applied uses were considered not entirely incompatible with the surrounding environment; and approving applications would facilitate regularisation of the applied uses with planning conditions and address the parking need in a coordinated manner.
- 7.3 Application No. A/NE-TK/758 for a temporary private vehicle park (private cars only) for a period of three years was rejected by the Committee in 2022, mainly on the considerations of being not in line with the planning intention of the “GB” zone and TPB PG-No. 10. The application site was mainly covered by vegetation when the Ting Kok IDPA Plan No. IDPA/NE-TK/1 was gazetted on 7.9.1990.
- 7.4 Details of the similar applications are summarised at **Appendix IV** and their locations are shown on **Plans A-1** and **A-2**.

## **8. The Site and Its Surrounding Areas (Plans A-1 to A-4b)**

- 8.1 The Site is :
- (a) filled and partly hard-paved, which is currently occupied by the applied use without any valid planning permission (**Plans A-4a** and **A-4b**);

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<sup>2</sup> Applications No. A/NE-TK/714 and 802 are for access road connecting the adjoining temporary private car parking spaces, while applications No. A/NE-TK/715-731, 733 and 803 to 820 are for temporary private vehicle parks (private cars and/or LGVs only).

- (b) located adjacent to a cluster of village houses to the south (**Plans A-2 and A-3b**);
  - (c) surrounded by a transitional housing development known as Lok Sin Village (樂善村), under application No. A/NE-TK/702 approved with conditions by the Committee on 26.3.2021 with the validity of planning permission up to 26.3.2026 (**Plan A-2**); and
  - (d) accessible via a local track leading to Ting Kok Road (**Plans A-1 and A-2**).
- 8.2 The surrounding areas are rural in character with clusters of low-rise residential developments/village houses, unused land, fallow farmland, vegetated areas and clusters of trees groups (**Plans A-1, A-2 and A-3b**). To its immediate north and west are the said transitional housing development (**Plan A-2**). To its further west is fallow farmland within “Conservation Area” (“CA”) zone (**Plans A-1 and A-2**).

## 9. **Planning Intentions**

- 9.1 The planning intention of the “GB” zone is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone.
- 9.2 Filling of land within the “GB” zone may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment, permission from the Board is required for such activities.
- 9.3 The planning intention of the “V” zone is to designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services.
- 9.4 Part of the Site falls within an area shown as ‘Road’ on the OZP which forms part of the area reserved for future road use.

## 10. **Comments from Relevant Government Departments**

- 10.1 Apart from the government departments as set out in paragraph 10.2 below, other government departments consulted have no objection to or no adverse comment on the application. Their general comments on the application and advisory comments in the Recommended Advisory Clauses are provided at **Appendices V and VI** respectively.
- 10.2 The following government department supports the application:

## **Transport**

### 10.2.1 Comments of the Commissioner for Transport (C for T):

- (a) she supports the application in view of the parking demand in the vicinity; and
- (b) her advisory comment is at **Appendix VI**.

## **11. Public Comments Received During Statutory Publication Period**

- 11.1 On 9.8.2024 and 26.11.2024, the application and FI submitted by the applicant were published for public inspection respectively. During the statutory public inspection periods, a total of 23 public comments were received.
- 11.2 Three comments from individuals support the application on the considerations of optimising land use of the Site; providing benefits and convenience to residents for daily commute; provision of canopies to ease the accessibility of elderly with wheel chairs in rainy days; being small in scale with minimal environmental impacts in comparison to the adjacent transitional housing; infrequent existing public transport services and no public car park nearby; and the Site already paved for the residents' usage and emergency services (**Appendix VIIa**).
- 11.3 17 comments from local residents and individuals object to the application mainly for the reasons of blockage of access to the adjacent private properties; negative impacts on property values in the surrounding area; obstructed and gated route deterring/delaying emergency services; security concerns due to increase in strangers in the community; not being in line with public interests and community character; traffic congestion with overburdened infrastructure and pollution; road safety concerns for pedestrians and cyclists; noise and disturbance affecting the quality of life and well-being of local residents; sufficiency of existing parking spaces; environmental, noise, air quality and ecological impacts during construction; and being suspected to cater for the adjacent transitional housing (**Appendix VIIb**).
- 11.4 Two comments from The Conservancy Association and one comment from World Wide Fund for Nature Hong Kong raise objection to the application mainly for the reasons of not being in line with the planning intention of "GB" zone; and setting an undesirable precedent for "destroy first, build later" cases (**Appendix VIIb**).

## **12. Planning Considerations and Assessments**

- 12.1 This application is for a temporary private vehicle park (private cars and LGVs only) for a period of three years and associated filling of land at the Site largely zoned "GB" (86% of the Site), partly zoned "V" (6% of the Site) and partly shown as 'Road' (8% of the Site) on the OZP (**Plan A-1**). The applied use with associated filling of land is not in line with the planning intention of the "GB"

zone, which is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within the “GB” zone. Although C for T supports the application in view of the parking demand in the vicinity, there is no strong planning justification in the current submission for a departure from the planning intentions of the “GB” zone, even on a temporary basis.

- 12.2 According to TPB PG-No.10, an application for new development in “GB” zone will only be considered in exceptional circumstances and must be justified with very strong planning grounds. The development should not involve extensive clearance of existing natural vegetation and affect the existing natural landscape (**Appendix II**). The aerial photo taken in 2015 reveals that vegetation on the concerned area were cleared (**Plan A-3b**), and the Site has been filled and partly hard-paved, which is currently occupied by the applied use without any valid planning permission (**Plans A-4a and 4b**). While the Site is surrounded by the transitional housing development, which is temporary in nature under the application No. A/NE-TK/702 approved with conditions by the Committee on 26.3.2021 with the validity of planning permission up to 26.3.2026. The transitional housing development is in line with the government policy with in-principle policy support given by the Housing Bureau (HB) to provide short-term accommodation for those in need, and the site with scrutiny of HB would need to be reinstated to an amenity area upon the expiry of the planning permission to uphold the planning intention of the “GB” zone. From the land use perspective, the Site falling within “GB” zone is located at the northern periphery of the village cluster, serving as a buffer area between the village cluster and the marsh at Shuen Wan within “CA” zone to the north to conserve its ecological value. Nevertheless, it is noted that the areas to the south of the Site and adjoining the Houses No. 361 to 365 and 371 to 379, Shuen Wan Chim Uk subject to planning approvals under applications No. A/NE-TK/242, 246-251, 254-256 and 374 are currently occupied by private garden use within the “GB” zone without any valid planning permission (**Plans A-2 and 3b**). There are no other strong planning grounds in the submission to merit an exceptional consideration for the current application. In view of the above, the application is considered not in line with TPB PG-No.10. Approval of the application would probably induce the proliferation of development within the “GB” zone, which would result in a general degradation of the environment of the area.
- 12.3 The applied use with associated filling of land is considered not incompatible with its surrounding areas predominated by low-rise residential developments/village houses, unused land, fallow farmland, vegetated areas and clusters of trees groups (**Plans A-1, A-2 and A-3b**). Given that part of the Site is hard-paved and currently occupied by a car park, the Chief Town Planner/Urban Design and Landscape of Planning Department considers that significant adverse landscape impact on the existing landscape resources arising from the applied use is not anticipated.
- 12.4 Noting that the Site is currently filled and partly hard-paved, the applicant also seeks to regularise filling of land of about 625m<sup>2</sup> (about 41.3% of the Site) within part of the “GB” zone on the Site to facilitate operation of the applied use (**Drawing A-1**). Filling of land within the “GB” zone requires planning

permission from the Board as it may cause adverse drainage impacts on the adjacent areas and adverse impacts on the natural environment. The Chief Engineer/Mainland North of Drainage Services Department has no adverse comment on the application subject to approval condition for maintenance of existing drainage facilities and submission of drainage record. The Director of Environmental Protection has no objection to the application from environmental perspective. Considering that the Site is formed and occupied by some existing structures, the Director of Agriculture, Fisheries and Conservation has no comment on the application. As part of the Site is zoned “GB”, an approval condition requiring the reinstatement of the “GB” portion of the Site upon expiry of the planning permission so as to uphold the planning intention of the “GB” zone and restore the greenery of the area is recommended should the Committee decide to approve the application.

- 12.5 There are 39 similar applications No. A/NE-TK/714-731, 733, 758 and 802 to 820 for temporary private vehicle parks (private cars and/or LGVs only) and access road connecting the adjoining temporary private car parking spaces for a period of three years in the vicinity of the Site within the same “GB” zone in the past five years (**Plans A-1 and A-2**). These applications were approved by the Committee between 2021 and 2024 mainly on sympathetic considerations as stated in paragraph 7.2 above. As these application sites had been cleared of vegetation and used for open storage when the Ting Kok IDPA Plan No. IDPA/NE-TK/1 was gazetted on 7.9.1990 and were subsequently occupied for parking of vehicles in 2003, the planning circumstances of these similar applications are different from those of the current application. On the contrary, application No. A/NE-TK/758 for a temporary private vehicle park (private cars only) for a period of three years at the site mainly covered by vegetation when the Ting Kok IDPA Plan No. IDPA/NE-TK/1 was gazetted on 7.9.1990, was rejected by the Committee in 2022 mainly on the considerations of being not in line with the planning intention of the “GB” zone and TPB PG-No. 10. The planning considerations of this rejected application are applicable to the current application. Rejection of the current application is in line with the previous the Committee’s decision.
- 12.6 Regarding the public comments on the application as detailed in paragraph 11, the government departments’ comments and planning assessments above are relevant. For the concerns on obstructed and gated route deterring/delaying emergency services, the Director of Fire Services has no in-principle objection to the application subject to fire service installations and water supplies for firefighting being provided to his satisfaction.

### **13. Planning Department’s Views**

- 13.1 Based on the assessments made in paragraph 12 and having taken into account the public comments mentioned in paragraph 11 above, the Planning Department does not support the application for the following reasons:

the applied use with associated filling of land is not in line with the planning intention of the “Green Belt” zone which is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban



sprawl as well as to provide passive recreational outlets, and the Town Planning Board Guidelines for ‘Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 10). There is a general presumption against development within this zone. There is no strong planning justification in the submission for a departure from such planning intention.

- 13.2 Alternatively, should the Committee decide to approve the application, it is suggested that the permission shall be valid on a temporary basis for a period of three years until 28.2.2028. The following approval conditions and advisory clauses are also suggested for Members’ reference:

Approval Conditions

- (a) the submission of a drainage proposal within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 28.8.2025;
- (b) in relation to (a) above, the implementation of the drainage proposal within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the Town Planning Board by 28.11.2025;
- (c) in relation to (b) above, the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (d) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 28.8.2025;
- (e) in relation to (d) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 28.11.2025;
- (f) if any of the above planning condition (a), (b), (d) or (e) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice;
- (g) if the above planning condition (c) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (h) upon the expiry of the planning permission, the reinstatement of the “Green Belt” portion of the Site, including the removal of fill materials and hard paving, and grassing of the “Green Belt” portion of the Site to the satisfaction of the Director of Planning or of the Town Planning Board.

Advisory Clauses

The Recommended Advisory Clauses are at **Appendix VI**.

**14. Decision Sought**

- 14.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 14.2 Should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.
- 14.3 Alternatively, should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the period of which the permission should be valid on a temporary basis.

**15. Attachments**

<b>Appendix I</b>	Application Form with attachments and SI received on 26.7.2024 and 5.8.2024
<b>Appendix Ia</b>	FI received on 2.9.2024
<b>Appendix Ib</b>	FI received on 12.11.2024 and 13.11.2024
<b>Appendix Ic</b>	FI received on 13.1.2025
<b>Appendix Id</b>	FI received on 6.2.2025 and 10.2.2025
<b>Appendix Ie</b>	FI received on 12.2.2025
<b>Appendix II</b>	Relevant Extracts of TPB PG-No. 10
<b>Appendix III</b>	Previous Application
<b>Appendix IV</b>	Similar Applications
<b>Appendix V</b>	Government Departments' General Comments
<b>Appendix VI</b>	Recommended Advisory Clauses
<b>Appendices VIIa and VIIb</b>	Public Comments
<b>Drawing A-1</b>	Layout Plan submitted by the Applicant
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plans A-3a and 3b</b>	Aerial Photos
<b>Plans A-4a and 4b</b>	Site Photos

2024年 7月 26日

此文件在 收到・城市規劃委員會  
只會在收到所有必要的資料及文件後才正式確認收到  
申請的日期。

Appendix I of RNTPC  
Paper No. A/NE-TK/800B

26 JUL 2024

This document is received on \_\_\_\_\_  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

Form No. S16-III  
表格第 S16-III 號

**APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF  
THE TOWN PLANNING ORDINANCE  
(CAP. 131)**

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas, or Renewal of Permission for such Temporary Use or Development\***

**適用於祇涉及位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議\***

*\*Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

*\*其他土地上及/或建築物內的臨時用途/發展(例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期,應使用表格第S16-I號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:  
[https://www.tpb.gov.hk/en/plan\\_application/apply.html](https://www.tpb.gov.hk/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:  
[https://www.tpb.gov.hk/tc/plan\\_application/apply.html](https://www.tpb.gov.hk/tc/plan_application/apply.html)

**General Note and Annotation for the Form**

**填寫表格的一般指引及註解**

# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made

「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2401657

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By hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TK/800
	Date Received 收到日期	26 JUL 2024

- 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)

CHEUNG SUK FAN FENNIE

### 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)

### 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)	Various Lots In D.D.26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N.T. 地段號碼請看附件一
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 ..... 1,525 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 ..... sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積(倘有)	不適用 ..... sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	S/NE-TK/19汀角分區計劃大綱核准圖
(e) Land use zone(s) involved 涉及的土地用途地帶	GB, V, ROAD
(f) Current use(s) 現時用途	私人泊車 / 行車通道  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- is the sole "current land owner"<sup>#&</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#&</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。
- is one of the "current land owners"<sup>#&</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#&</sup> (請夾附業權證明文件)。
- is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。
- The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"<sup>#</sup>.  
根據土地註冊處截至 ..... 2024 ..... 年 ..... 7 ..... 月 ..... 8 ..... 日的記錄，這宗申請共牽涉 ..... 33 ..... 名「現行土地擁有人」<sup>#</sup>。

(b) The applicant 申請人 -

- has obtained consent(s) of ..... "current land owner(s)"<sup>#</sup>.  
已取得 ..... 33 ..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</sup> 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)
33	請看附件一	07/07/2024

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has notified ..... “current land owner(s)”#  
已通知 ..... 名「現行土地擁有人」#。

Details of the “current land owner(s)”# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of ‘Current Land Owner(s)’ 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- has taken reasonable steps to obtain consent of or give notification to owner(s):  
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- sent request for consent to the “current land owner(s)” on \_\_\_\_\_ (DD/MM/YYYY)#&  
於 \_\_\_\_\_ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- published notices in local newspapers on \_\_\_\_\_ (DD/MM/YYYY)&  
於 \_\_\_\_\_ (日/月/年)在指定報章就申請刊登一次通知&
- posted notice in a prominent position on or near application site/premises on \_\_\_\_\_ (DD/MM/YYYY)&  
於 \_\_\_\_\_ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- sent notice to relevant owners’ corporation(s)/owners’ committee(s)/mutual aid committee(s)/management office(s) or rural committee on \_\_\_\_\_ (DD/MM/YYYY)&  
於 \_\_\_\_\_ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- others (please specify)  
其他（請指明）

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Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

<b>6. Type(s) of Application 申請類別</b>	
<b>(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas</b> 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 <b>(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))</b> (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	臨時私人停車場(私家車及輕型貨車)(為期三年)  (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 ..... <b>3</b> ..... <input type="checkbox"/> month(s) 個月 .....
<b>(c) Development Schedule 發展細節表</b>	
Proposed uncovered land area 擬議露天土地面積	..... <b>1,525</b> .....sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	..... <b>438</b> .....sq.m <input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	.....sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	.....sq.m <input type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	.....sq.m <input type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) ..... ..... ..... .....	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目	
Private Car Parking Spaces 私家車車位	..... <b>38</b> .....
Motorcycle Parking Spaces 電單車車位	.....
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	..... <b>1</b> .....
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)	.....
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
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)	.....

Proposed operating hours 擬議營運時間 星期一至日及公眾假期 (24小時) .....	
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	<p>Yes 是 <input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) 大埔汀角路 .....</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p>No 否 <input type="checkbox"/></p>
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)	
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	<p>Yes 是 <input type="checkbox"/> Please provide details 請提供詳情 ..... ..... .....</p> <p>No 否 <input checked="" type="checkbox"/></p>
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	<p>Yes 是 <input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... 1,314 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填土厚度 ..... 0.4 ..... m 米 <input checked="" type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約</p> <p>No 否 <input type="checkbox"/></p>
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<p>On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/></p> <p>Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/></p> <p>.....</p> <p>.....</p>



	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
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<b>(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas</b> 位於鄉郊地區或受規管地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/ _____ / _____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<p><input type="checkbox"/> year(s) 年 ..... </p> <p><input type="checkbox"/> month(s) 個月 ..... </p>

**7. Justifications 理由**

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.  
 現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明)。

我們居民欲申請地址 Various Lots In D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N.T.  
 地段編號: 請看附件一, 申請改變土地用途, 由船灣詹屋門牌號361-365及371-379相關居民使用私人停車場, 地點位於大埔汀角路中段, 往來市中心、巴士總站、港鐵等公共交通, 是必需乘搭接駁交通工具才能到達。

每天上下班繁忙時間, 公共交通非常繁忙, 經常滿座, 導致每天花在交通的時間很多, 只好自行駕駛車輛出入, 增加效率。

其實大部份時間同樣也很難搭到車的, 小巴基本上是滿座, 巴士班次疏落及行走時間又長, 居民花在出入候車的時間需要很多, 構成生活壓力和浪費時間等問題, 所以居民只好駕駛車輛方便出入, 解決日常上下班、接送放學、購物、看病等生活所需。

考慮到居民大多是老少共住, 有私家車便可接送孩童上學, 老少若有病痛時也方便迅速地前往診所/醫院看病。

加上毗鄰樂善村過渡性房屋, 已於今天四月份入伙, 令該地段居住人數急劇增加多2,000人出入, 而公共運輸亦未有追加班次疏導居民, 可想像現時已不勝負荷的公共交通配套就令居民出入更難。基於居民對私家車在日常生活便捷的需求, 故停車場位置亦屬殷切需要。

僅此, 希望規劃署批准對該地段的申請改為臨時私人停車場用途, 盼望批准。

敬希垂注!

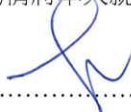
**8. Declaration 聲明**

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.  
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.

本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署



Applicant 申請人 /  Authorised Agent 獲授權代理人

CHEUNG SUK FAN FENNIE

Name in Block Letters  
姓名（請以正楷填寫）

Position (if applicable)  
職位（如適用）

Professional Qualification(s)  
專業資格

Member 會員 /  Fellow of 資深會員

HKIP 香港規劃師學會 /  HKIA 香港建築師學會 /

HKIS 香港測量師學會 /  HKIE 香港工程師學會 /

HKILA 香港園境師學會 /  HKIUD 香港城市設計學會

RPP 註冊專業規劃師

Others 其他 .....

on behalf of  
代表

Company 公司 /  Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

08/07/2024

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and

處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.

方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. 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	Various Lots In D.D.26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N.T.
Site area 地盤面積	1,525 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	S/NE-TK/19汀角分區計劃大綱核准圖
Zoning 地帶	GB, V, ROAD
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____ <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	臨時私人停車場(私家車及輕型貨車)(為期三年)

(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	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
(iii) Building height/No. of storeys 建築物高度/層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)
	Non-domestic 非住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)
(iv) Site coverage 上蓋面積		%	<input type="checkbox"/> About 約
(v) 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		<b>39</b>
	Private Car Parking Spaces 私家車車位		<b>38</b>
Motorcycle Parking Spaces 電單車車位			<b>1</b>
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)			
_____			
_____			
Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數			
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)			
_____			
_____			

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

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

# 附件一

## Various Lots In D.D. 26, SHUEN WAN CHIM UK, TING KOK ROAD, TAI PO, N.T.

私家車位 1	D.D. 26 Lot 254 S.W ss.1	私家車位 23	D.D. 26 Lot 254 S.Y ss.7 & S.Y ss.8
私家車位 2	D.D. 26 Lot 254 S.W ss.2	私家車位 24	D.D. 26 Lot 254 S.Y ss.9 & S.Y ss.10 & Lot 255 S.R ss.12 S.A
私家車位 3	D.D. 26 Lot 254 S.W ss.3	私家車位 25	D.D. 26 Lot 254 S.Y. ss.11 & Lot 255 S.R ss.12 S.B
私家車位 4	D.D. 26 Lot 254 S.W ss.4	私家車位 26	D.D. 26 Lot 255 S.R ss.12 S.C & Lot 255 S.R ss.12 S.D
私家車位 5	D.D. 26 Lot 254 S.W ss.5	私家車位 27	D.D. 26 Lot 255 S.R ss.11 RP
私家車位 6	D.D. 26 Lot 254 S.W. ss.6	私家車位 28	D.D. 26 Lot 255 S.R. ss.11 S.B & Lot 254 S.Z RP
私家車位 7	D.D. 26 Lot 254 S.W ss.7	私家車位 29	D.D. 26 Lot 254 S.Z ss.11 & Lot 255 S.R ss.11 S.A
私家車位 8	D.D. 26 Lot 254 S.W RP	私家車位 30	D.D. 26 Lot 254 S.Z ss.10
私家車位 9	D.D. 26 Lot 254 S.X RP	私家車位 31	D.D. 26 Lot 254 S.Z ss.9
私家車位 10	D.D. 26 Lot 254 S.X ss.6	私家車位 32	D.D. 26 Lot 254 S.Z ss.8
私家車位 11	D.D. 26 Lot 254 S.X ss.5	私家車位 33	D.D. 26 Lot 254 S.Z ss.7
私家車位 12	D.D. 26 Lot 254 S.X ss.4	私家車位 34	D.D. 26 Lot 254 S.Z ss.6
私家車位 13	D.D. 26 Lot 254 S.X ss.3	私家車位 35	D.D. 26 Lot 254 S.Z ss.5
私家車位 14	D.D. 26 Lot 254 S.X ss.2	私家車位 36	D.D. 26 Lot 254 S.Z ss.4
私家車位 15	D.D. 26 Lot 254 S.X ss.1	私家車位 37	D.D. 26 Lot 254 S.Z ss.3
私家車位 16	D.D. 26 Lot 254 S.T	私家車位 38	D.D. 26 Lot 254 S.Z ss.2
私家車位 17	D.D. 26 Lot 254 S.U	私家車位 39	D.D. 26 Lot 254 S.Z ss.1
私家車位 18	D.D. 26 Lot 254 S.V	行車通道	D.D. 26 Lot 291 S.A RP
私家車位 19	D.D. 26 Lot 254 S.Y ss.1	行車通道	D.D. 26 Lot 291 S.B ss.1 (部份)
私家車位 20	D.D. 26 Lot 254 S.Y ss.2 & S.Y ss.3 RP	行車通道	D.D. 26 Lot 254 RP (部份)
私家車位 21	D.D. 26 Lot 254 S.Y ss.3 S.A & S.Y ss.4	行車通道	D.D. 26 Lot 254 S.AB
私家車位 22	D.D. 26 Lot 254 S.Y ss.5 & S.Y ss.6	行車通道	D.D. 26 Lot 255 S.R RP (部份)

# 車位及行車通道布局設計圖



Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N. T.





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地圖列印於 2024 年 7 月 9 日

WIP Jan 2024

由「地理資訊地圖」網站提供: <https://www.map.gov.hk>

注意: 使用此地圖受「地理資訊地圖」的使用條款及條件以及知識產權告示約束。



Urgent Return receipt Expand Group Restricted Prevent Copy

**John Michael AUSTIN/PLAND**

---

寄件者: cheung fennie [REDACTED]  
寄件日期: 2024年09月02日星期一 16:52  
收件者: John Michael AUSTIN/PLAND  
主旨: 回覆: A/NE-TK/800 Application Form & layout plan  
附件: A\_NE-TK\_800 申請位置圖.pdf  
類別: Internet Email

Dear Mr. Ho

回答問題如下:

混凝土  
帶有轆可移動上蓋將會移走

Best regards,  
Fennie Cheung

---

寄件者: John Michael AUSTIN/PLAND <jmaustin@pland.gov.hk>  
寄件日期: 2024 年 9 月 2 日 16:11  
收件者: cheung fennie <[REDACTED]>  
副本: Charlotte Tsz Wing WUN/PLAND <ctwwun@pland.gov.hk>  
主旨: Re: A/NE-TK/800 Application Form & layout plan

Dear Ms. CHEUNG ,

As spoken, I refer to the captioned planning application.  
Please find below comments from Lands Department for your follow up aciton.

**Lands Department (LandsD):**

- There are unauthorized uses on the private lots which are already subject to lease enforcement actions according to case priority. The Lot owner(s) **should rectify the lease breaches as demanded by LandsD.**

- We would also like you to address these issues for further processing.

- Please advise on the filling of land materials.
- Please identify the location of the car park for Light Goods Vehicles on the plan.

please feel free to contact the undersigned for other enquires.

# 車位及行車通道布局設計圖



Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N. T.

Urgent Return receipt Expand Group Restricted Prevent Copy

**John Michael AUSTIN/PLAND**

---

主旨: Fw: [A/NE-TK/800] - Comments from the Drainage Services Department

---

**From:** cheung fennie [REDACTED]  
**Sent:** Wednesday, November 13, 2024 3:18 PM  
**To:** John Michael AUSTIN/PLAND <jmaustin@pland.gov.hk>  
**Subject:** Re: 回覆: [A/NE-TK/800] - Comments from the Drainage Services Department

Dear Mr. Ho

現在申請範圍大約是1512平方米，填土共845平方米。

謝謝！

Best regards,  
Fennié Cheung

Urgent Return receipt Expand Group Restricted Prevent Copy

**John Michael AUSTIN/PLAND**

---

寄件者: John Michael AUSTIN/PLAND  
寄件日期: 2024年11月12日星期二 12:03  
收件者: tpbpd/PLAND  
主旨: Fw: [A/NE-TK/800] - Comments from the Drainage Services Department  
附件: A\_NE-TK\_800 申請位置圖.pdf; 附件一.xlsx; drainage proposal report 20241106-1.pdf

Dear TPB ,

Applicant of A/NE-TK/800 submitted FI on 12.11.2024 for your information please.

Best regards,

**John AUSTIN**

*Sha Tin, Tai Po & North District Planning Office*

*Planning Department*

*TPG/TP2*

*2158 6037*

---

**From:** cheung fennie [REDACTED]  
**Sent:** Friday, November 8, 2024 9:10 AM  
**To:** John Michael AUSTIN/PLAND <jmaustin@pland.gov.hk>  
**Subject:** 回覆: [A/NE-TK/800] - Comments from the Drainage Services Department

Dear Mr. Ng

(更新通知)

現通知減小一個車位的申請，現在合共38個車位申請及附上渠務報告，詳細請看附件，謝謝！

Thanks and regards,  
Fennié Cheung

# 車位及行車通道布局設計圖



- GB 申請範圍(擬填土位置)
- GB 申請範圍(不填土位置)
- V 申請範圍
- ROAD 申請範圍
- 擬建可移動上蓋
- 擬放置滅火筒及沙筒

私家車位 1-38 及行車通道  
詳細丈量約份及地段請看附件一

Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N. T.

添比建設有限公司

Ratio Architecture & Construction Limited

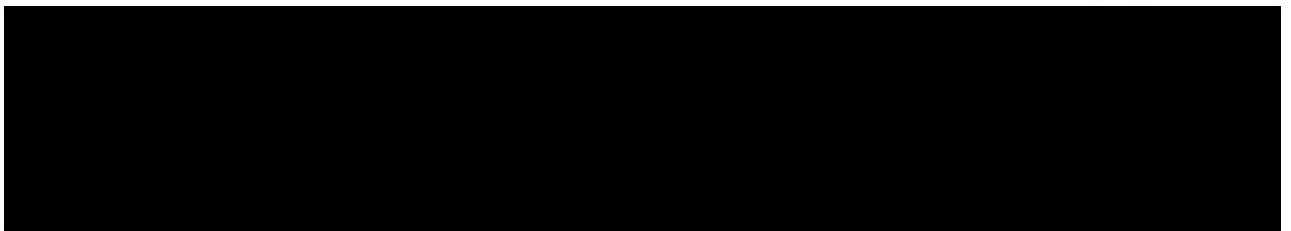


SUBMISSION REPORT  
FOR  
DRAINAGE PROPOSAL DESIGN  
FOR  
TEMPORARY PRIVATE VEHICLE PARK  
(PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
FOR A PERIOD OF 3 YEARS  
AT  
VARIOUS LOTS IN D.D.26, SHUEN WAN CHIM UK  
TING KOK, TAI PO, NEW TERRITORIES



Ratio Architecture & Construction Limited

Date : November 2024





## **TABLE OF CONTENTS**

1. Introduction
2. Existing Drainage Condition
3. Design parameters & assumptions
4. Proposed Stormwater Drainage
5. Effect on Drainage Characteristics and potential Drainage Impacts
6. Conclusions

## **APPENDIX**

- |            |                                   |
|------------|-----------------------------------|
| Appendix A | Stormwater Drainage Proposal Plan |
| Appendix B | Surface Drainage Design           |

## REFERENCES

1. Stormwater Drainage Manual, Planning Design and Management by DSD
2. Geotechnical Manual for Slopes by GEO
3. Standard Drawings by DSD

## 1. Introduction

This proposal is prepared for the proposed stormwater drainage works for the temporary private vehicle park (private cars and light goods vehicles only) for a period of 3 years at various lots in D.D.26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories.

## 2. Existing Drainage Condition

A plan showing the existing catchments is enclosed in **Appendix B**. Currently, the surface runoff collected from the site is collected by the existing 225mm and 375mm u-channel as shown in **Appendix A**. A drainage proposal is required to be carried out for the assessment on the effect on the existing drainage system from the proposed development.

## 3. Design Parameters & Assumptions

The design criteria to be used for the modeling assessment are based on the standards set out in the Stormwater Drainage Manual, Third Edition (SDM). According to Section 6.6.1 of the SDM, the existing village drainage system in the vicinity of the development is classified as main rural catchment drainage system. Table 10 of the SDM recommends to be adopted a 50 year design return period storm event for the urban drainage branch system.

### Stormwater Runoff (Q)

The rate of stormwater runoff used in this assessment report is estimated by the “Rational method” in which the peak runoff is calculated from the formula:

$$Q = K \times i \times A / 3600$$

where	Q	=	maximum runoff (L/s)
	i	=	design mean intensity of rainfall (mm/hr)
	A	=	area of catchment (m <sup>2</sup> )
	K	=	runoff coefficient

### Time of Concentration (tc)

The time of concentration is defined as the time required for stormwater runoff to flow from the most remote part of the catchment area to the point in the drainage system under consideration. Based on the assumptions adopted in the Rational Method, this is the time taken for the peak runoff to become established at the considered section.

The time of concentration comprises the time for water flowing within natural catchments and along the man-made drainage pipes/channels. For natural catchments, the time of concentration is estimated by the modified form of the Brandsby William's equation.

$$t_o = \frac{0.14465L}{H^{0.2} A^{0.1}}$$

Where  $t_o$  = time of concentration of a natural catchment (min.)

A = catchment area (m<sup>2</sup>)

H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

### Mean Rainfall Intensity (i)

Mean rainfall intensity-duration curves attached in this report are based on the Statistical analysis of long term rainfall records from the Hong Kong Observatory. A return period of 50 years is adopted.

### Runoff Coefficient (K)

The value of K is taken as 0.95 for developed area. For vegetated ground, the value of K is taken as 0.3.

#### **4. Assessment on Existing Stormwater Drainage**

The existing stormwater drainage works include surface U-channels at the peripheral of the site collecting the runoff from catchments within the site. As per the existing site condition, an existing drainage system of the site is considered adequate for the development and no additional surface channel is required. As stated by the local villagers, no flooding was occurred so far and even during the “once-in-500-years: rainstorm in September 2023.

In addition, regarding the concern of drainage impact arising from the newly-built “Lok Sin Village” development, a joint site visit was held in March 2024 with the presence of representatives from Drainage Services Department (DSD), building contractor from Lok Sin Village and various lots owners of the application. During the site visit, the representatives from DSD made some comments to the building contractor of Lok Sin Village. After that, the building contractor had improved the existing stormwater drainage works which was accepted by the DSD’s representatives.

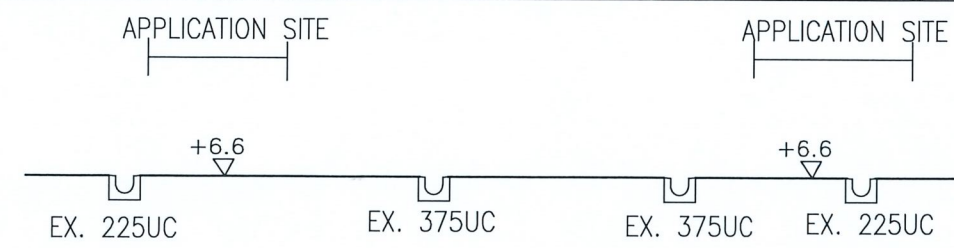
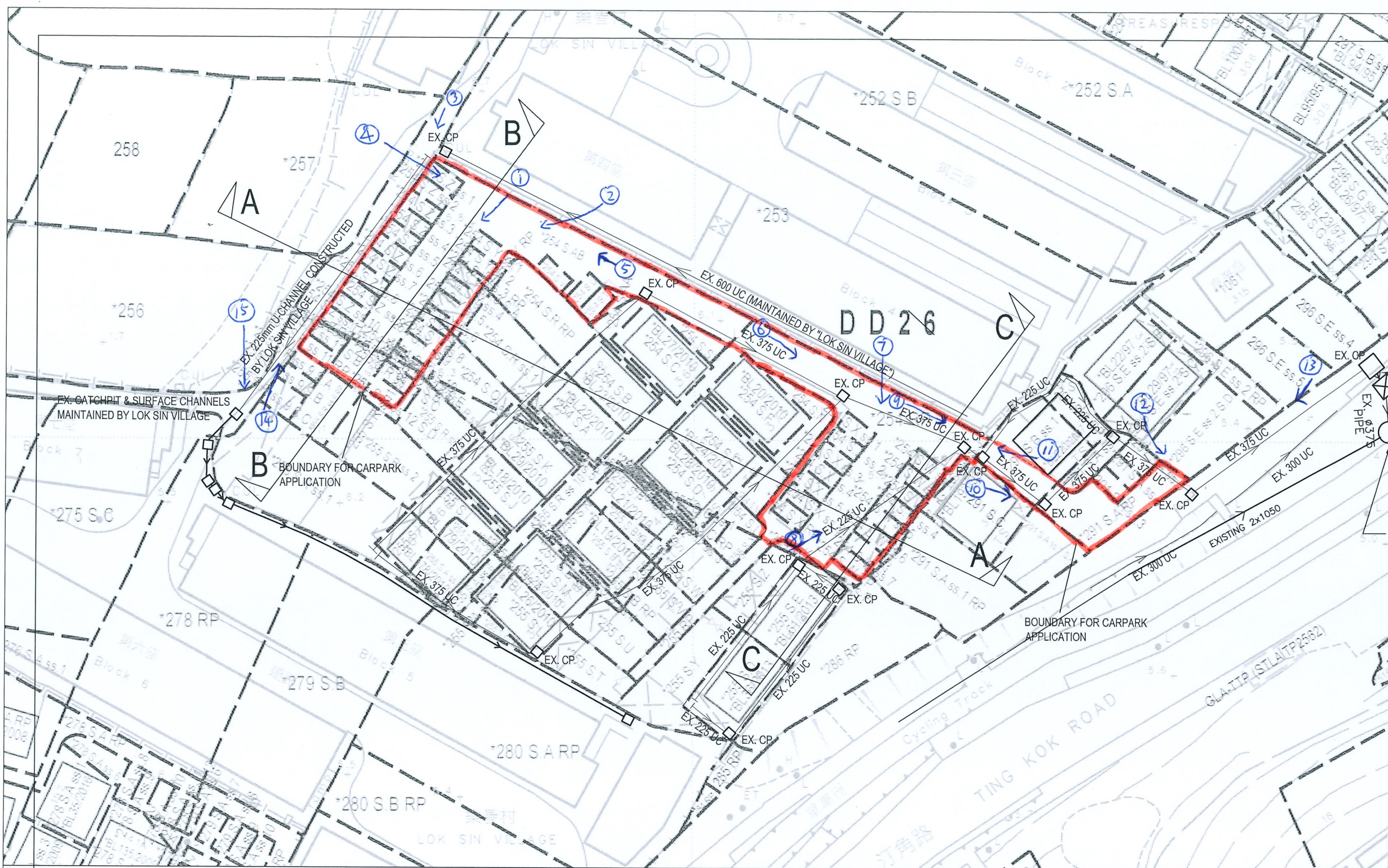
The existing stormwater drainage layout plan is shown in **Appendix A**.

#### **5. Conclusion**

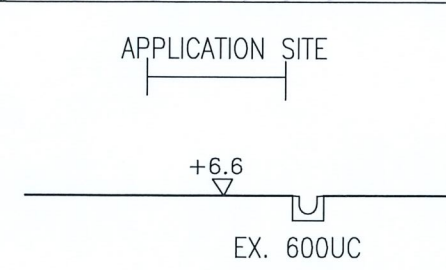
Since there is no additional hard paving and no additional landfilling works proposed for the development and the existing surface system has enough capacity to collect the runoff from the application site and its adjacent area, it is considered that the drainage conditions of adjacent areas will not be adversely affected.

## **Appendix A**

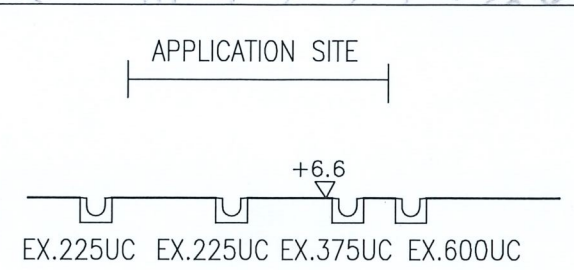
### **Stormwater Drainage Proposal Plan**



SECTION A-A  
(NO FILLING AND EXCAVATION WORKS IS PROPOSED)



SECTION B-B  
(NO FILLING AND EXCAVATION WORKS IS PROPOSED)



SECTION C-C  
(NO FILLING AND EXCAVATION WORKS IS PROPOSED)

REV	DLO SUBMIT	RC	AY	RY	NOV 24
	DESCRIPTION	CHECKED	APPROVED	DWN	DATE
ENGINEERING CONSULTANT					
RATIO ARCHITECTURE & CONSTRUCTION COMPANY					
2/F, NO.73 KWONG FUK ROAD, TAI PO, N.T.					
PROJECT TITLE:					
STORMWATER DRAINAGE PROPOSAL FOR					
TEMPORARY PRIVATE VEHICLE PARK (PRIVATE					
CARS AND LIGHT GOODS VEHICLES ONLY) FOR					
A PERIOD OF 3 YEARS AT VARIOUS LOT IN D.D. 26					
AT SHUEN WAN CHIM UK, TAI PO					
DRAWING TITLE:					
DRAINAGE PROPOSAL PLAN					
AND TYPICAL DETAILS					
SCALE :	N.T.S.	CAD FILE: CAD_REF			
DRAWN	RY	DRAWING NO.			
S.D	RY	SDP001			
DESIGNED	RC	B.D. REF. NO.:			
CHECKED	AY				

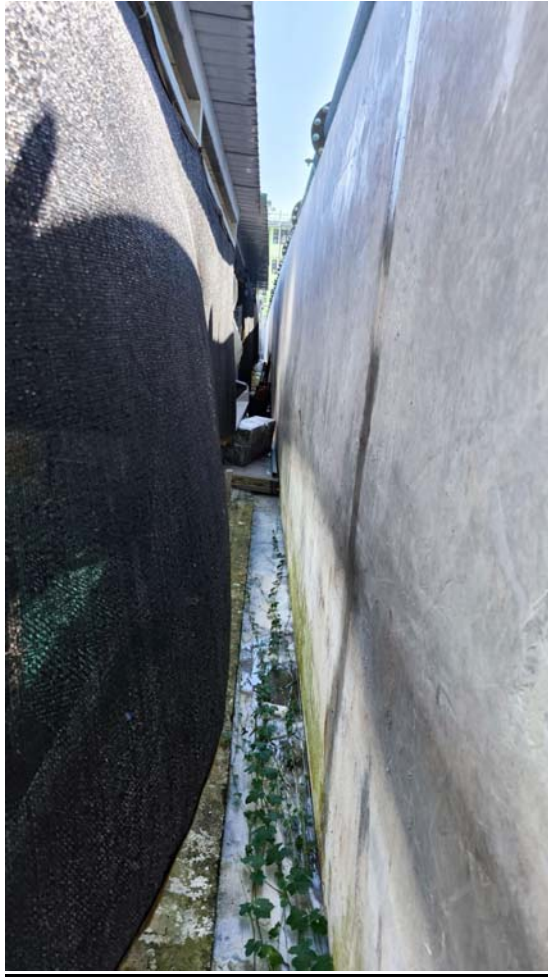
**Photo 1**



**Photo 2**



**Photo 3**



**Photo 4**





**Photo 5**



**Photo 6**



**Photo 7**



**Photo 8**



**Photo 9**



**Photo 10**



**Photo 11**



**Photo 12**



**Photo 13**



**Photo 14**



**Photo 15**



## **Appendix B**

### **Surface Drainage Design**





Project No.: Drainage Design at Chim Uk, Tai Po Date: 6-Nov-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 375UC

Catchment area,	A1	=	2122	m <sup>2</sup>	Assume k = 0.95 for paved surface
	A2	=	456	m <sup>2</sup>	
	A4	=	513	m <sup>2</sup>	Assume k = 0.3 for unpaved surface
Total Catchment Area, A = (A1+A2)x0.95 + A4x0.3 =			<b>2603</b>	m <sup>2</sup>	

Use Rational Method from Geo-Manual

$$Q = kiA/3600 \quad \text{where,}$$

Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Pt W (Ld) = 161.00 m  
 Shortest distance from summit point to outlet, Pt W (Ls) = 140.00 m

Elevation of remote point (Pt C) = 6.60 mPD  
 Elevation of outlet point, Pt W = 4.20 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 1.71 m per 100m

From TGN30

$$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$$

= 9.52 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

$$i = 270 \text{ mm/hr}$$

$$Q = \frac{kiA}{60} \times 1.138$$

13330 lit/min

From TGN 43A1

For existing 375 UC with 1 in 100 gradient

Maximum capacity = 15000 lit/min > 13330 o.k.  
 The corresponding velocity = 2.00 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 6-Nov-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 225UC

Catchment area, A2 = 456 m<sup>2</sup> Assume k = 0.95 for paved surface  
 Total Catchment, A= A2 x 0.95 = 433.2 m<sup>3</sup>

Use Rational Method from Geo-Manual

$Q = kiA/3600$  where,  $Q = \text{Maximum runoff (lit/sec)}$   
 $k = \text{Runoff coefficient}$   
 $i = \text{Design mean intensity of rainfall (mm/hr)}$   
 $A = \text{Total catchment area (m}^2\text{)}$

Longest distance from summit point to outlet, Pt Y (Ld) = 70.00 m  
 Shortest distance from summit point to outlet, Pt Y (Ls) = 53.00 m

Elevation of remote point (Pt B) = 6.60 mPD  
 Elevation of outlet point, Pt Y = 4.35 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 4.25 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 4.13 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

$i = 340 \text{ mm/hr}$   
 $Q = kiA/60 \times 1.138$   
 = 2794 lit/min

From TGN 43A1

For existing 225 UC with 1 in 100 gradient

Maximum capacity = 3900 lit/min > 2794 o.k.  
 The corresponding velocity = 1.40 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 6-Nov-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 225UC

Catchment area, A3 = 726 m<sup>2</sup> Assume k = 0.3 for unpaved surface  
 = 726 x 0.3 = m<sup>2</sup>  
 = 217.8 m<sup>2</sup>

Use Rational Method from Geo-Manual

$$Q = kiA/3600$$

where,

Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Pt Z (Ld) = 69.00 m  
 Shortest distance from summit point to outlet, Pt Z (Ls) = 55.00 m

Elevation of remote point (Pt A) = 6.60 mPD  
 Elevation of outlet point, Pt Z = 5.92 mPD

Average fall, H = (z<sub>1</sub>-z<sub>2</sub>)/L<sub>s</sub> x 100  
 = 1.24 m per 100m

From TGN30

$$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$$

$$= 5.58 \text{ min}$$

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 315 mm/hr  
 Q = kiA/60 x 1.138  
 = 1301 lit/min

From TGN 43A1

For existing 225 UC with 1 in 100 gradient

Maximum capacity = 3900 lit/min > 1301 o.k.  
 The corresponding velocity = 1.40 m/s < 4 o.k.

**GEO Technical Guidance Note No. 30 (TGN 30)**  
**Updated Intensity-Duration-Frequency Curves with Provision for**  
**Climate Change for Slope Drainage Design**

Issue No.: 2	Revision: -	Date: 23.10.2018	Page: 3 of 4
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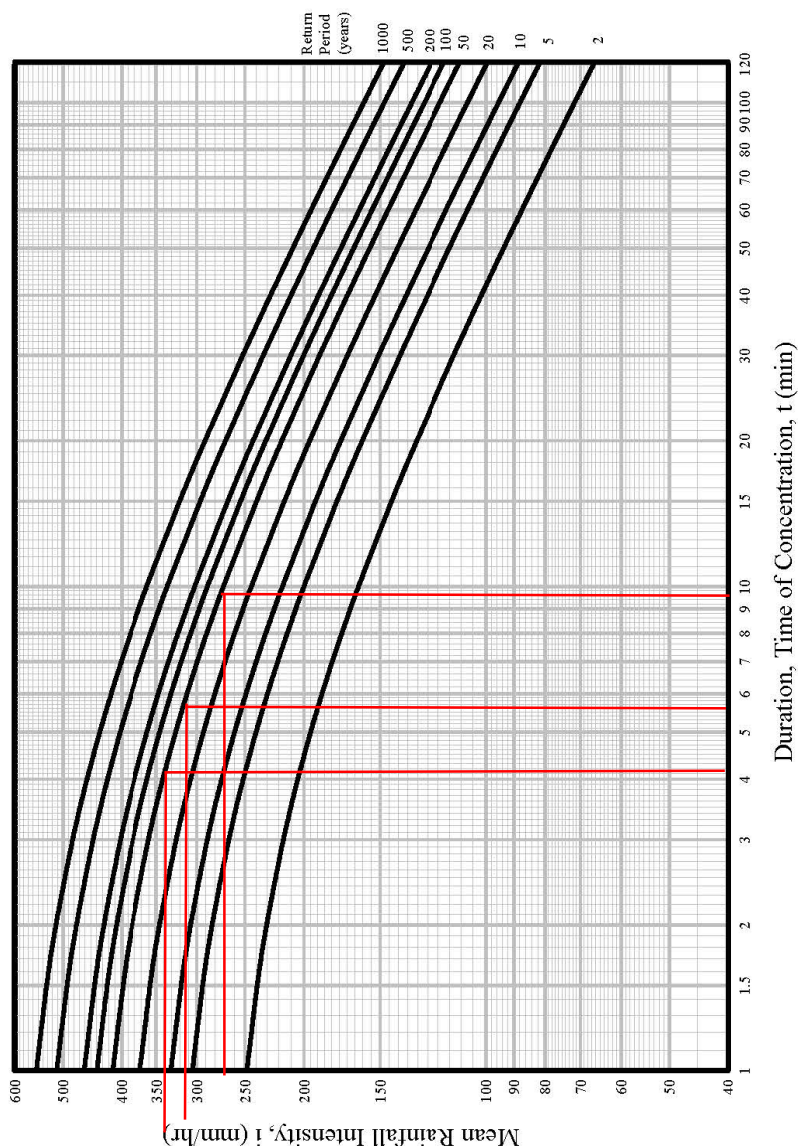
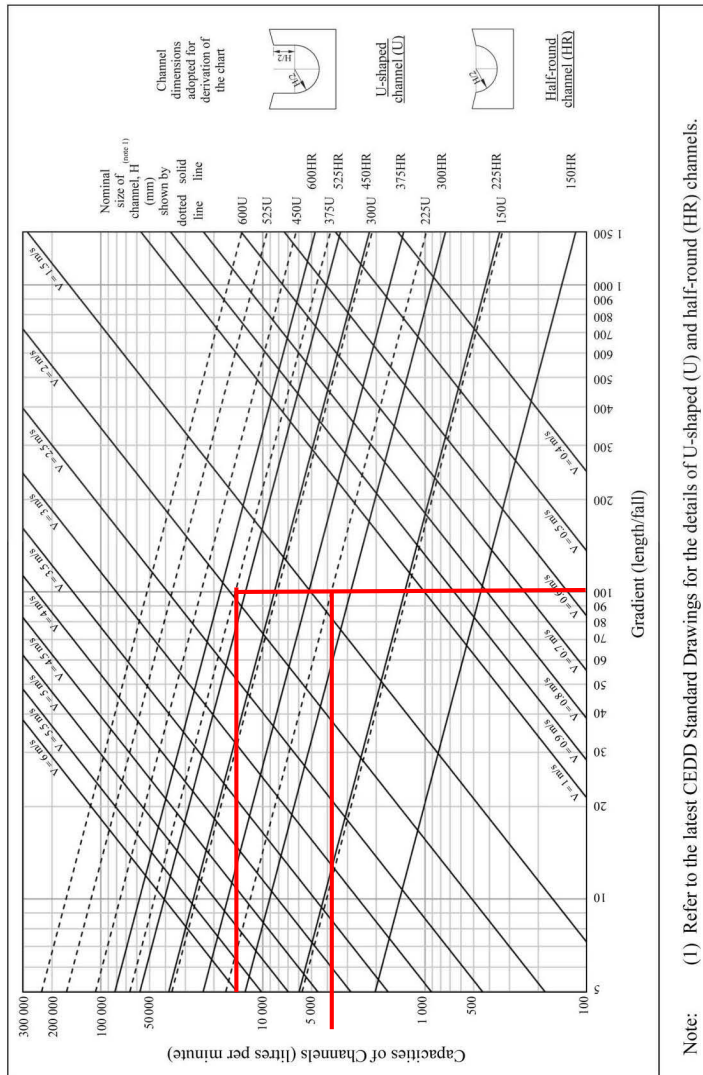


Figure 1 – Updated Intensity-Duration-Frequency Curves

- Notes:
1. These IDF curves are to supersede those given in Figure 8.2 of the Geotechnical Manual for Slopes (GCO, 1984).
  2. These IDF curves have not incorporated any projected climate change effects. Except for temporary slope drainage design, the mean rainfall intensity given by these IDF curves shall be increased by 13.8% for incorporating climate change effects.
  3. The mathematical formulae of these IDF curves are shown in Table 1 of Annex TGN 30 A1.

**GEO Technical Guidance Note No. 43 (TGN 43)**  
**Guidelines on Hydraulic Design of U-shaped and Half-round Channels on Slopes**

Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm



Urgent Return receipt Expand Group Restricted Prevent Copy Confidential

**Charlotte Tsz Wing WUN/PLAND**

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寄件者: cheung fennie [REDACTED]  
寄件日期: 2025年01月13日星期一 16:32  
收件者: Charlotte Tsz Wing WUN/PLAND  
主旨: 回覆: [A/NE-TK/800] - Comments from the Drainage Services Department  
附件: stormwater proposal 2nd submission to TPB (A\_NE-TK\_800).pdf  
類別: Internet Email

Dear Miss Wun,

現附上第二次渠務報告，請看附見，謝謝！

Best regards,  
Fennie Cheung

寄件者: John Michael AUSTIN/PLAND <jmaustin@pland.gov.hk>  
寄件日期: 2024年12月23日 16:34  
收件者: cheung fennie [REDACTED]  
副本: Charlotte Tsz Wing WUN/PLAND <ctwwun@pland.gov.hk>; Ching Hoi Ching NG/PLAND <chcng@pland.gov.hk>  
主旨: Re: [A/NE-TK/800] - Comments from the Drainage Services Department

張小姐:

如電話所述，本署已收到你就規劃申請No. A/NE-TK/800提交的延期申請。如日後有任何有關題述規劃申請的疑問，請與助理城市規劃師溫小姐 (電郵: [ctwwun@pland.gov.hk](mailto:ctwwun@pland.gov.hk) ;電話: 2158 6018 ) 聯絡，謝謝。

祝好  
沙田，大埔及北區規劃處  
見習城市規劃師/大埔(2)  
何曉暉

---

**From:** cheung fennie [REDACTED]  
**Sent:** Thursday, December 19, 2024 3:52 PM  
**To:** John Michael AUSTIN/PLAND <jmaustin@pland.gov.hk>  
**Subject:** Re: [A/NE-TK/800] - Comments from the Drainage Services Department

Dear Mr.Ho

Urgent Return receipt Expand Group Restricted Prevent Copy Confidential

我現申請延期兩個月，原因是為了回應渠務署的建議，謝謝

Best regards  
Fennie Cheung

John Michael AUSTIN/PLAND <[jmaustin@pland.gov.hk](mailto:jmaustin@pland.gov.hk)>於2024年12月5日 下午2:51寫道：

Dear Ms Cheung ,

please find the below comments from the Drainage Services Department for your follow up action please:

Comments from the CE/MN, DSD (Contact Person: Karen HO, Tel: 2300 1364)

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<image001.jpg>

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If you intend to make response to the comments or provide further information to supplement your application, please make reference to the Town Planning Board Guidelines (TPB PG-No. 32) which is available for public viewing at the website of the TPB ([http://www.info.gov.hk/tpb/en/forms/Guidelines/TPB\\_PG\\_32.pdf](http://www.info.gov.hk/tpb/en/forms/Guidelines/TPB_PG_32.pdf)).

- Should you have any questions related to the comments from DSD, please contact the relevant department, please feel free to contact the undersigned for other enquires.

Best regards,  
**John AUSTIN**  
*Sha Tin, Tai Po & North District Planning Office*  
*Planning Department*  
*TPG/TP2*  
*2158 6037*

---

**From:** cheung fennie [REDACTED]  
**Sent:** Wednesday, November 13, 2024 3:18 PM  
**To:** John Michael AUSTIN/PLAND <[jmaustin@pland.gov.hk](mailto:jmaustin@pland.gov.hk)>  
**Subject:** Re: 回覆: [A/NE-TK/800] - Comments from the Draiang Services Department

Dear Mr. Ho

現在申請範圍大約是1512平方米，填土共845平方米。

謝謝！

Best regards,  
Fennié Cheung

Your Ref.: TPB/A/NE-TK/800

24 December, 2024

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

Dear Sir/Madam,

**Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only)  
for a Period of 3 Years and Associated Filling of Land in “Green Belt”, “Village  
Type Development” and area shown as “Road”  
Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories  
(Application No. A/NE-TK/800)  
Submission of Revised Stormwater Drainage Proposal**

Further to your email with comments from Drainage Services Department (DSD), we are pleased to tabulate the following responses to your comments for your easy reference:

Item	DSD comments	Our Responses
(a)	Please verify there is no landfilling works carried out at the application site as “no filling and excavation works is proposed: is specified on the drainage proposal plan.	As stated in the stormwater drainage proposal, it is confirmed that there will be no more landfilling works at the application site.
(b)	Cover and invert levels of the existing catchpits should be provided	The cover and invert levels of the existing catchpits is provided in this resubmission.
(c)	The rainfall intensity should be increased by 16% according to Table 28 of SDM Corrigendum No. 1/2022.	The rainfall intensity is increased by 16% in the drainage design in this resubmission.
(d)	Reduction in flow area should be taken in account in accordance with Section 9.3 of Stormwater Drainage Manual (SDM) (Fifth Edition, January 2018).	The flow area of the surface channel is considered in the drainage design in this resubmission.
(e)	Please demonstrate the hydraulic	Please note that the 250mm dia.



# 添比建設有限公司

Ratio Architecture & Construction Limited



RATIO 添比  
ARCHITECTURE & PLANNING  
建築・規劃事務所

	adequacy of the 250mm dia. and 375mm dia. storm drains at upstream of the manhole no. SMH1009338.	stormwater drain is no longer existed. The hydraulic calculation of 375mm dia. storm drains is carried out and found that its capacity is adequate to collect and discharge the runoff collected from site and adjacent area.
(f)	Please clarify if the existing 375mm dia. storm drain shown on the drainage proposal plan is feature no. SWD1043960.	The existing 375mm dia. storm drain is feature no. SWD1043960 and indicated on the drainage proposal in this resubmission.
(g)	Please provide photo showing the ground condition of catchment area A4 to justify the use of runoff coefficient of 0.3.	The previous catchment area A4 is assumed as paved area in the drainage design in this resubmission.
(h)	The catchpit with trap should be provided before connecting to the public stormwater drainage system.	The catchpit with trap (CP19) is provided before connecting to the public drainage system in this resubmission.

We are pleased to submit herewith revised stormwater drainage plan and revised catchment area plan of the captioned development for DSD's approval.

Yours faithfully,

On behalf of

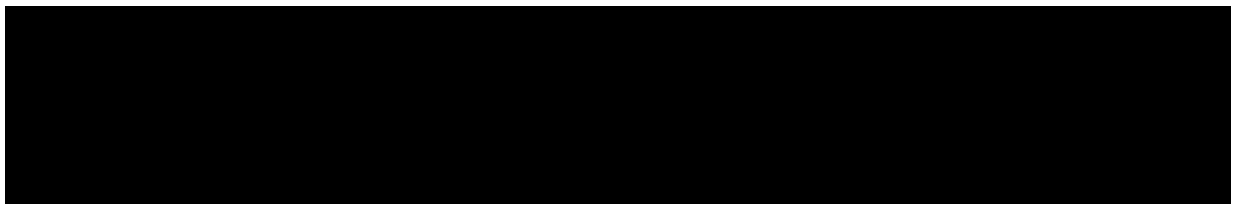


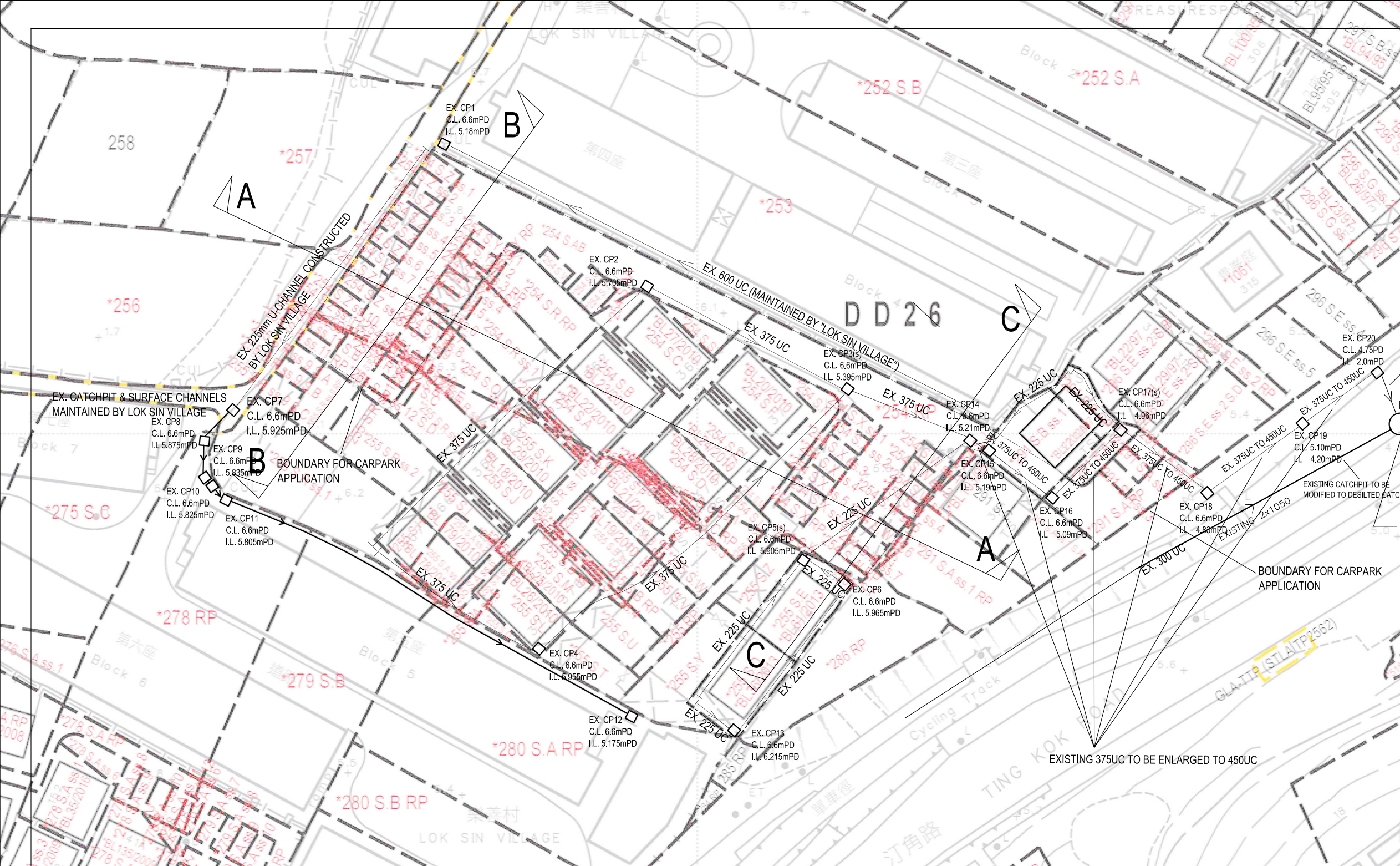
Ratio Architecture & Construction Limited

Mr. Dennis TSE

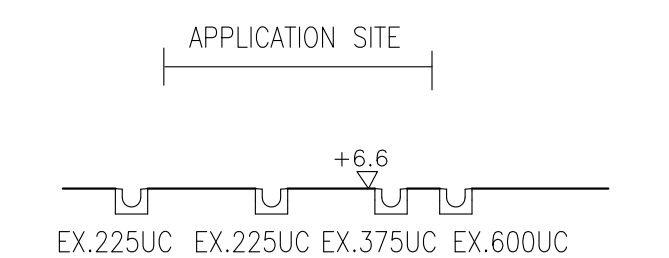
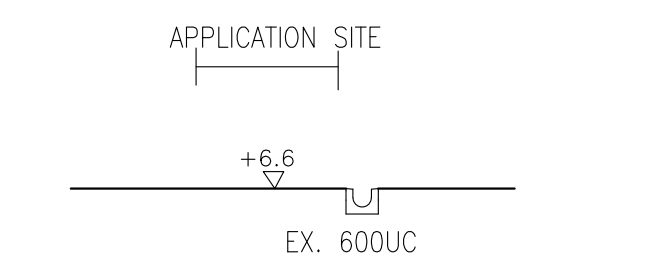
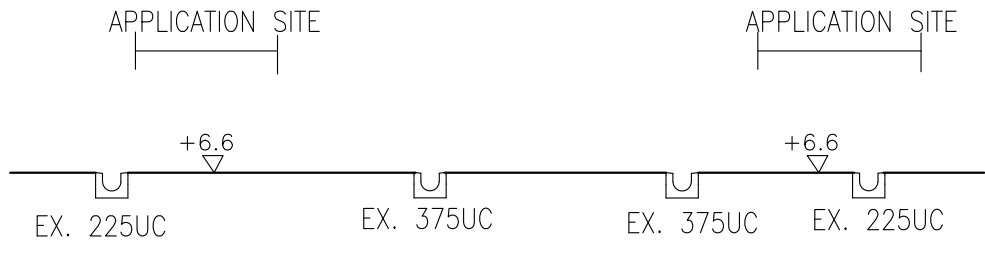
Director

Encl. As stated





- LEGEND:**
- EX. 225UC EXISTING 225mm U-CHANNEL
  - EX. 375UC EXISTING 375mm U-CHANNEL
  - EX. CP EXISTING CATCHPIT
  - EX. CP3(s) EXISTING DESILTED CATCHPIT



A	DSD'S COMMENT	RC	AY	RY	DEC 24
	DLO SUBMIT	RC	AY	RY	NOV 24
REV	DESCRIPTION	CHECKED	APPROVED	DWN	DATE

ENGINEERING CONSULTANT  
 RATIO ARCHITECTURE & CONSTRUCTION COMPANY  
 2/F, NO.73 KWONG FUK ROAD, TAI PO, N.T.

PROJECT TITLE:  
 STORMWATER DRAINAGE PROPOSAL FOR  
 TEMPORARY PRIVATE VEHICLE PARK (PRIVATE  
 CARS AND LIGHT GOODS VEHICLES ONLY) FOR  
 A PERIOD OF 3 YEARS AT VARIOUS LOT IN D.D. 26  
 AT SHUEN WAN CHIM UK, TAI PO

DRAWING TITLE:  
 DRAINAGE PROPOSAL PLAN  
 AND TYPICAL DETAILS

SCALE :	N.T.S.	CAD FILE:	CAD_REF
DRAWN	RY	DRAWING NO.	SDP001A
S.D	RY		
DESIGNED	RC		
CHECKED	AY		
		B.D. REF. NO.:	



Project No.: Drainage Design at Chim Uk,Tai Po Date: 14-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 375UC

Catchment area, A1 = 2085 m<sup>2</sup> Assume k = 0.95 for paved surface  
 Total Catchment Area, A = A1 x 0.95 = 1980.75 m<sup>2</sup>

Use Rational Method from Geo-Manual

$Q = kiA/3600$  where, Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Ex. CP14 (Ld) = 102.00 m  
 Shortest distance from summit point to outlet, Ex. CP14 (Ls) = 84.00 m

Elevation of remote point (Pt C) = 6.60 mPD  
 Elevation of outlet point, Ex. CP14 = 4.80 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 2.14 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 5.93 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 310 mm/hr  
 $Q = kiA/60 \times 1.16$   
 = 11871 lit/min

From TGN 43A1

For existing 375 UC with 1 in 100 gradient

Maximum capacity = 13500 lit/min > 11871 o.k.  
 The corresponding velocity = 2.00 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk,Tai Po Date: 14-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 375UC

Catchment area, A1 = 2085 m<sup>2</sup> Assume k = 0.95 for paved surface  
 Total Catchment Area, A = A1 x 0.95 = **1980.75** m<sup>2</sup>

Use Rational Method from Geo-Manual

$Q = kiA/3600$  where, Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Ex. CP14 (Ld) = 102.00 m  
 Shortest distance from summit point to outlet, Ex. CP14 (Ls) = 84.00 m

Elevation of remote point (Pt C) = 6.60 mPD  
 Elevation of outlet point, Ex. CP14 = 4.80 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 2.14 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 5.93 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 310 mm/hr  
 $Q = \frac{kiA}{60} \times 1.16$   
 = 11871 lit/min

From TGN 43A1

For existing 375 UC with 1 in 100 gradient

Maximum capacity = 13500 lit/min > 11871 o.k.  
 The corresponding velocity = 2.00 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 14-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 225UC

Catchment area, A2 = 456 m<sup>2</sup> Assume k = 0.95 for paved surface  
 Total Catchment, A= A2 x 0.95 = 433.2 m<sup>3</sup>

Use Rational Method from Geo-Manual

$$Q = kiA/3600$$

where,

Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Pt Y (Ld) = 70.00 m  
 Shortest distance from summit point to outlet, Pt Y (Ls) = 53.00 m

Elevation of remote point (Pt B) = 6.60 mPD  
 Elevation of outlet point, Pt Y = 4.35 mPD

Average fall, H = (z<sub>1</sub>-z<sub>2</sub>)/L<sub>s</sub> x 100  
 = 4.25 m per 100m

From TGN30

$$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$$

= 4.13 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 340 mm/hr  
 Q = kiA/60 x 1.16  
 2848 lit/min

From TGN 43A1

For existing 225 UC with 1 in 100 gradient

Maximum capacity = 3510 lit/min > 2848 o.k.  
 The corresponding velocity = 1.40 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 14-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 225UC

Catchment area, A3 = 726 m<sup>2</sup> Assume k = 0.3 for unpaved surface  
 = 726 x 0.3 m<sup>2</sup>  
 = 217.8 m<sup>2</sup>

Use Rational Method from Geo-Manual

$$Q = kiA/3600$$

where,

Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Pt Z (Ld) = 69.00 m  
 Shortest distance from summit point to outlet, Pt Z (Ls) = 55.00 m

Elevation of remote point (Pt A) = 6.60 mPD  
 Elevation of outlet point, Pt Z = 5.92 mPD

Average fall, H = (z<sub>1</sub>-z<sub>2</sub>)/L<sub>s</sub> x 100  
 = 1.24 m per 100m

From TGN30

$$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$$

$$= 5.58 \text{ min}$$

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 315 mm/hr  
 Q = kiA/60 x 1.16  
 = 1326 lit/min

From TGN 43A1

For existing 225 UC with 1 in 100 gradient

Maximum capacity = 3510 lit/min > 1326 o.k.  
 The corresponding velocity = 1.40 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk,Tai Po Date: 16-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of proposed 450UC

Catchment area,	A1	=	2085	m <sup>2</sup>	Assume k = 0.95 for paved surface
	A2	=	456	m <sup>2</sup>	
	A4	=	550	m <sup>2</sup>	
Total Catchment Area, A = (A1+A2+A4) x 0.95 =			<b>2936.45</b>	m <sup>2</sup>	

Use Rational Method from Geo-Manual

$Q = kiA/3600$  where,  $Q = \text{Maximum runoff (lit/sec)}$   
 $k = \text{Runoff coefficient}$   
 $i = \text{Design mean intensity of rainfall (mm/hr)}$   
 $A = \text{Total catchment area (m}^2\text{)}$

Longest distance from summit point to outlet, Pt W (Ld) = 161.00 m  
 Shortest distance from summit point to outlet, Pt W (Ls) = 140.00 m

Elevation of remote point (Pt C) = 6.60 mPD  
 Elevation of outlet point, Pt W = 4.20 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 1.71 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 9.41 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

$i = 270 \text{ mm/hr}$   
 $Q = kiA/60 \times 1.16$   
 = 15038 lit/min

From TGN 43A1

For proposed 450 UC with 1 in 100 gradient

Maximum capacity = 22500 lit/min > 15038 o.k.  
 The corresponding velocity = 2.00 m/s < 4 o.k.

*The capacity of the existing 375mm dia. Underground pipe = 28,728 lit/min > 15038lit/min O.K.*



**GEO Technical Guidance Note No. 30 (TGN 30)**  
**Updated Intensity-Duration-Frequency Curves with Provision for**  
**Climate Change for Slope Drainage Design**

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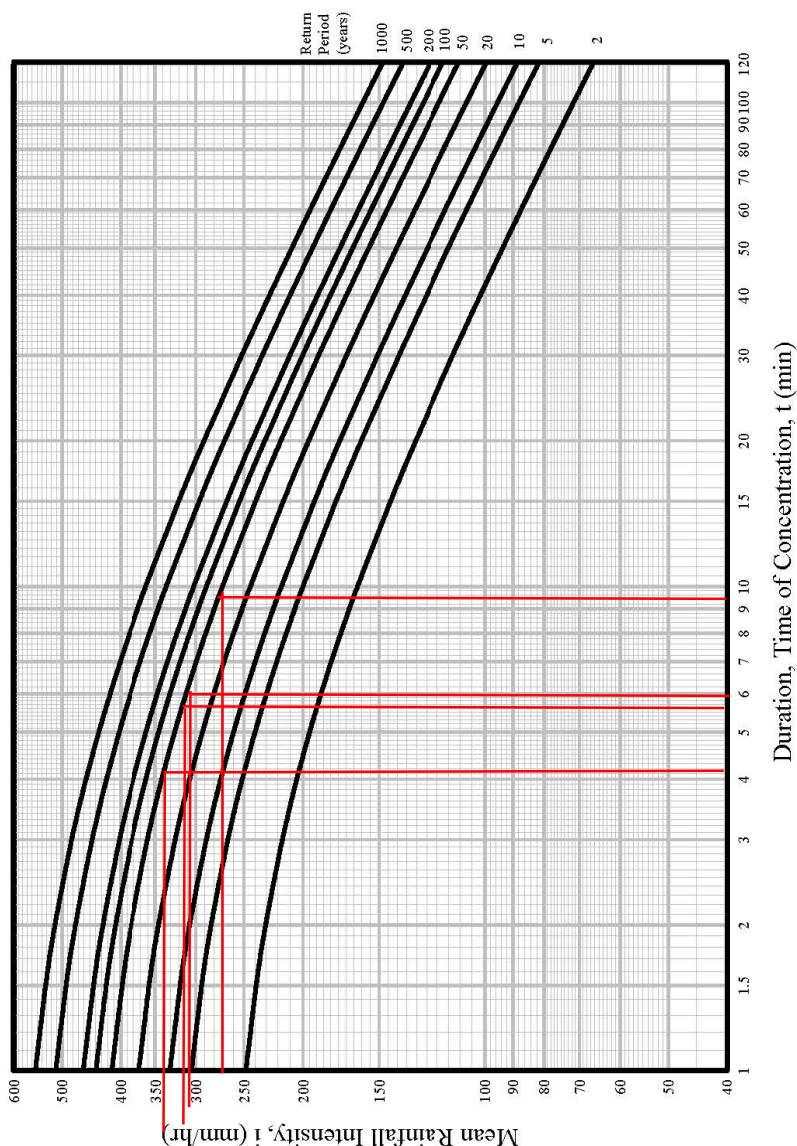
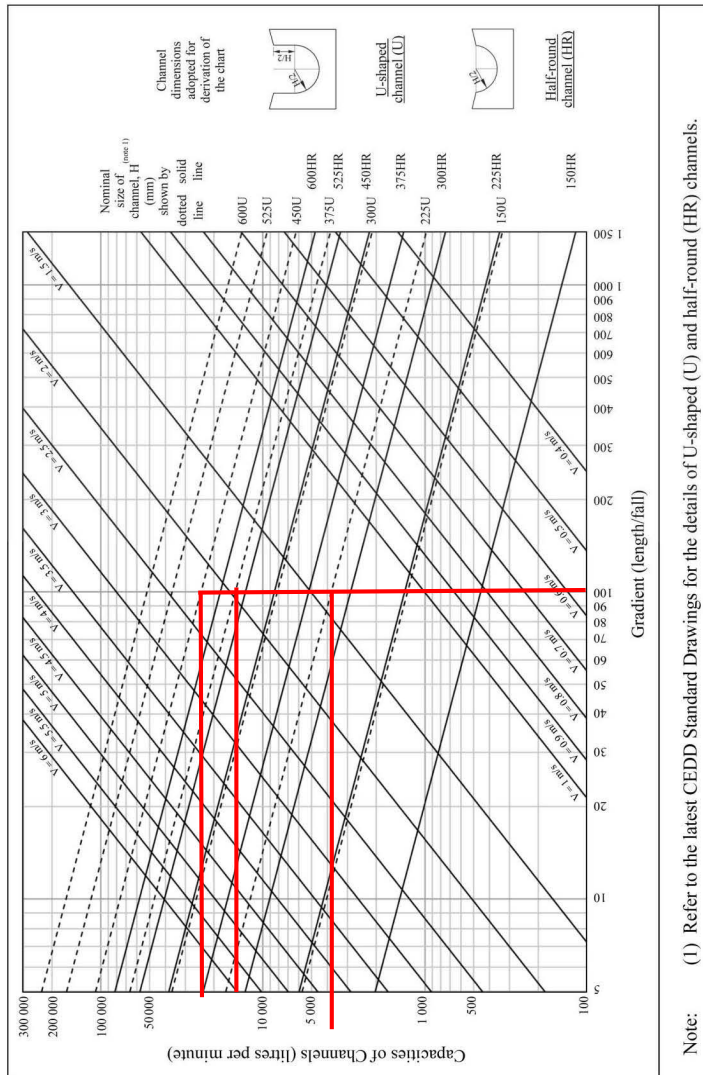


Figure 1 – Updated Intensity-Duration-Frequency Curves

- Notes:
1. These IDF curves are to supersede those given in Figure 8.2 of the Geotechnical Manual for Slopes (GCO, 1984).
  2. These IDF curves have not incorporated any projected climate change effects. Except for temporary slope drainage design, the mean rainfall intensity given by these IDF curves shall be increased by 13.8% for incorporating climate change effects.
  3. The mathematical formulae of these IDF curves are shown in Table 1 of Annex TGN 30 A1.

**GEO Technical Guidance Note No. 43 (TGN 43)**  
**Guidelines on Hydraulic Design of U-shaped and Half-round Channels on Slopes**

Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm



Since 10% reduction would be considered for deposition of sediment, the capacity of the proposed  
 225UC should be  $3,900 \times 0.9 = 3,510$ lit/min,  
 375UC should be  $15,000 \times 0.9 = 13,500$ lit/min,  
 450UC should be  $25,000 \times 0.9 = 22,500$ lit/min

Upstream level of SWD1043960 is +2.0mPD  
 Downstream level of SWD1043960 is +1.6mPD  
 Length of SWD1043960 is 5.4m  
 Gradient of SWD1043960 = 5.4/(2-1.6) = 1:13.5

ks = 0.600mm  
 i = 0.004 to 0.1

ie hydraulic gradient =  
 1 in 250 to 1 in 10

Water (or sewage) at 15°C  
 full bore conditions.

velocities in m/s  
 discharges in m<sup>3</sup>/s

The Capacity of SWD1043960 = 0.532 x 1000 x 60 x 0.9 = 28,728 l/min > 15,038 l/min

Gradient	Pipe diameters in mm :											
	350	375	400	450	500	525	600	675	700	750	800	825
0.02000 1/ 50	2.456	2.566	2.673	2.879	3.076	3.171	3.444	3.710	3.795	3.962	4.123	4.203
	0.236	0.283	0.336	0.458	0.604	0.687	0.975	1.328	1.461	1.750	2.073	2.247
0.02200 1/ 45	2.577	2.692	2.804	3.020	3.227	3.327	3.617	3.892	3.981	4.156	4.325	4.409
	0.248	0.297	0.352	0.480	0.634	0.720	1.023	1.393	1.532	1.836	2.174	2.357
0.02400 1/ 42	2.692	2.812	2.929	3.155	3.371	3.476	3.778	4.066	4.159	4.341	4.518	4.605
	0.259	0.311	0.368	0.502	0.662	0.752	1.068	1.455	1.601	1.918	2.271	2.462
0.02600 1/ 38	2.803	2.928	3.050	3.284	3.509	3.618	3.933	4.233	4.329	4.519	4.703	4.794
	0.270	0.323	0.383	0.522	0.689	0.783	1.112	1.515	1.666	1.996	2.364	2.563
0.02800 1/ 36	2.909	3.039	3.165	3.409	3.642	3.755	4.082	4.393	4.493	4.690	4.882	4.975
	0.280	0.336	0.398	0.542	0.715	0.813	1.154	1.572	1.729	2.072	2.454	2.660
0.03000 1/ 33	3.012	3.146	3.277	3.529	3.770	3.888	4.225	4.548	4.652	4.855	5.053	5.151
	0.290	0.347	0.412	0.561	0.740	0.842	1.195	1.627	1.790	2.145	2.540	2.753
0.03200 1/ 31	3.111	3.250	3.385	3.645	3.895	4.015	4.365	4.697	4.805	5.015	5.220	5.320
	0.299	0.359	0.425	0.580	0.765	0.869	1.234	1.681	1.849	2.216	2.624	2.844
0.03400 1/ 29	3.207	3.350	3.489	3.758	4.015	4.140	4.500	4.842	4.953	5.170	5.381	5.484
	0.309	0.370	0.438	0.598	0.788	0.896	1.272	1.733	1.906	2.284	2.705	2.932
0.03600 1/ 28	3.300	3.448	3.591	3.867	4.132	4.260	4.631	4.983	5.097	5.320	5.537	5.644
	0.318	0.381	0.451	0.615	0.811	0.922	1.309	1.783	1.962	2.350	2.783	3.017
0.03800 1/ 26	3.391	3.542	3.690	3.974	4.245	4.377	4.758	5.120	5.237	5.466	5.689	5.799
	0.326	0.391	0.464	0.632	0.834	0.948	1.345	1.835	2.015	2.415	2.860	3.100
0.04000 1/ 25	3.480	3.635	3.786	4.077	4.356	4.491	4.882	5.253	5.374	5.609	5.837	5.950
	0.335	0.401	0.476	0.648	0.855	0.972	1.380	1.880	2.068	2.478	2.934	3.180
0.04200 1/ 24	3.566	3.725	3.880	4.178	4.464	4.602	5.005	5.384	5.507	5.747	5.982	6.097
	0.343	0.411	0.488	0.665	0.877	0.996	1.415	1.926	2.119	2.539	3.007	3.259
0.04400 1/ 23	3.650	3.813	3.972	4.277	4.569	4.711	5.121	5.511	5.637	5.883	6.123	6.241
	0.351	0.421	0.499	0.680	0.897	1.020	1.448	1.972	2.169	2.599	3.078	3.336
0.04600 1/ 22	3.733	3.899	4.061	4.374	4.672	4.817	5.236	5.635	5.764	6.016	6.261	6.381
	0.359	0.431	0.510	0.696	0.917	1.043	1.481	2.016	2.218	2.658	3.147	3.411
0.04800 1/ 21	3.813	3.983	4.149	4.468	4.773	4.921	5.349	5.756	5.888	6.145	6.396	6.519
	0.367	0.440	0.521	0.711	0.937	1.065	1.512	2.060	2.266	2.715	3.215	3.485
0.05000 1/ 20	3.892	4.066	4.235	4.560	4.872	5.023	5.460	5.875	6.010	6.272	6.528	6.654
	0.374	0.449	0.532	0.725	0.957	1.087	1.544	2.102	2.313	2.771	3.281	3.557
0.05500 1/ 18	4.083	4.265	4.442	4.784	5.111	5.269	5.727	6.163	6.304	6.579	6.848	6.979
	0.393	0.471	0.558	0.761	1.003	1.141	1.619	2.205	2.426	2.907	3.442	3.731
0.06000 1/ 17	4.265	4.455	4.640	4.997	5.338	5.504	5.982	6.437	6.585	6.872	7.153	7.290
	0.410	0.492	0.583	0.795	1.048	1.191	1.692	2.304	2.534	3.036	3.595	3.897
0.06500 1/ 15	4.440	4.638	4.830	5.202	5.557	5.729	6.227	6.701	6.854	7.154	7.445	7.589
	0.427	0.512	0.607	0.827	1.091	1.240	1.761	2.398	2.638	3.160	3.742	4.057
0.07000 1/ 14	4.608	4.813	5.013	5.399	5.767	5.946	6.463	6.954	7.113	7.424	7.727	7.876
	0.443	0.532	0.630	0.859	1.132	1.287	1.827	2.489	2.738	3.280	3.884	4.210
0.07500 1/ 13	4.770	4.983	5.190	5.589	5.970	6.155	6.690	7.199	7.364	7.685	7.999	8.153
	0.459	0.550	0.652	0.889	1.172	1.332	1.892	2.576	2.834	3.395	4.021	4.358
0.08000 1/ 13	4.927	5.147	5.360	5.772	6.167	6.358	6.910	7.436	7.606	7.938	8.262	8.420
	0.474	0.568	0.674	0.918	1.211	1.376	1.954	2.661	2.927	3.507	4.153	4.501
0.08500 1/ 12	5.079	5.306	5.526	5.951	6.357	6.554	7.123	7.665	7.840	8.183	8.516	8.680
	0.489	0.586	0.694	0.946	1.248	1.419	2.014	2.743	3.017	3.615	4.281	4.640

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**Charlotte Tsz Wing WUN/PLAND**

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寄件者: cheung fennie [REDACTED]  
寄件日期: 2025年02月06日星期四 17:34  
收件者: Charlotte Tsz Wing WUN/PLAND  
主旨: 回覆: Planning Application No. A/NE-TK/800 - Comments from the Drainage Services Department  
類別: Internet Email

Dear Miss Wun,

現回覆以下問題，謝謝!

1. 是
2. 規劃申請獲批准後會處理

Best regards,  
Fennie Cheung

---

寄件者: Charlotte Tsz Wing WUN/PLAND <ctwwun@pland.gov.hk>  
寄件日期: 2025年2月3日 11:20  
收件者: cheung fennie [REDACTED]  
副本: Shing Fung CHAIR/PLAND [REDACTED] Ching Hoi Ching NG/PLAND <chcng@pland.gov.hk>  
主旨: Re: Planning Application No. A/NE-TK/800 - Comments from the Drainage Services Department

Dear Ms. CHEUNG,

I refer to your planning application (No. A/NE-TK/800) for temporary private vehicle park (private cars and light goods vehicles only) for a period of 3 years and associated filling of land at various lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories.

Please find the following items for your clarification:

- Whether the existing canopies at the application site is covered by the current planning application.
- As the Lands Department (LandsD) advised that there are unauthorized uses on the private lots subject to lease enforcement actions according to case priority and the lot owners should rectify

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the lease breaches as demanded by LandsD, please advise if the lands matters have been resolved or will be resolved should the planning application be approved.

If you intend to make response to the comments or provide further information to supplement your application, please make reference to the Town Planning Board Guidelines (TPB PG-No. 32B) which is available for public viewing at the website of the TPB ([https://www.tpb.gov.hk/en/forms/Guidelines/TPB\\_PG\\_32B.pdf](https://www.tpb.gov.hk/en/forms/Guidelines/TPB_PG_32B.pdf)).

Should you have any questions, please feel free to contact the undersigned.

Thank you.

Regards,  
Charlotte WUN  
ATP/TP5  
Sha Tin, Tai Po and North District Planning Office  
Planning Department  
Tel: 2158 6018

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**Charlotte Tsz Wing WUN/PLAND**

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寄件者: cheung fennie [REDACTED]  
寄件日期: 2025年02月10日星期一 10:48  
收件者: Charlotte Tsz Wing WUN/PLAND  
主旨: 回覆: Planning Application No. A/NE-TK/800 - Comments from the Drainage Services Department  
  
類別: Internet Email

Dear Miss Wun,

填土面積約 625m2

謝謝!

Regards,  
Fennie Cheung

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**Charlotte Tsz Wing WUN/PLAND**

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寄件者: cheung fennie [REDACTED]  
寄件日期: 2025年02月10日星期一 9:36  
收件者: Charlotte Tsz Wing WUN/PLAND  
主旨: 回覆: Planning Application No. A/NE-TK/800 - Comments from the Drainage Services Department  
附件: A\_NE-TK800申請位置圖.pdf; stormwater proposal 3rd submission cover to TPB dated 7.2.2025 (A\_NE-TK\_800).pdf  
類別: Internet Email

Dear Miss Wun,

現附上第三次渠報告及更新申請位置圖，請看附件，謝謝！

Best Regards,  
Fennie Cheung

# 車位及行車通道布局設計圖



Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N. T.



Your Ref.: TPB/A/NE-TK/800

7 February, 2025

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

Dear Sir/Madam,

**Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only)  
for a Period of 3 Years and Associated Filling of Land in “Green Belt”, “Village  
Type Development” and area shown as “Road”**

**Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories  
(Application No. A/NE-TK/800)**

**Submission of Revised Stormwater Drainage Proposal**

Further to your email with comments from Drainage Services Department (DSD), we are pleased to tabulate the following responses to your comments for your easy reference:

Item	DSD comments	Our Responses
(a)	R to C Item H refers. Please indicate on the drainage proposal that catchpit with trap (CP19) will be provided. Details of the catchpit with trap should also be provided.	The "existing catchpit CP19 to be modified to desilted catchpit" is already marked on drainage plan and the details of desilted catchpit is provided in this resubmission.
(b)	It is noted that the existing 375 U-channels between catchpits CP15 and CP20 will be upgraded to 450 U-channels. Please advise if the invert levels of the proposed 450 U-channels will be same as the invert levels of the existing 375 U-channels. Details of the proposed u-channel and its grating cover should also be provided.	The invert level of the catchpit CP15 to CP20 and proposed 450UC is already revised in this resubmission. Besides, the details of u-channel and its grating cover are provided in this resubmission.
(c)	Sections A-A, B-B and C-C do not match with the existing site condition. Please review.	The section A-A, B-B and C-C is revised to match with the existing condition in this resubmission.

# 添比建設有限公司

## Ratio Architecture & Construction Limited



We are pleased to submit herewith revised stormwater drainage plan and revised catchment area plan of the captioned development for DSD's approval.

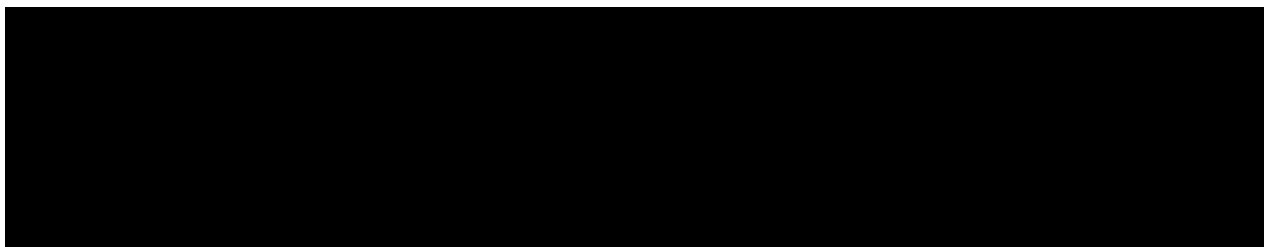
Yours faithfully,  
On behalf of

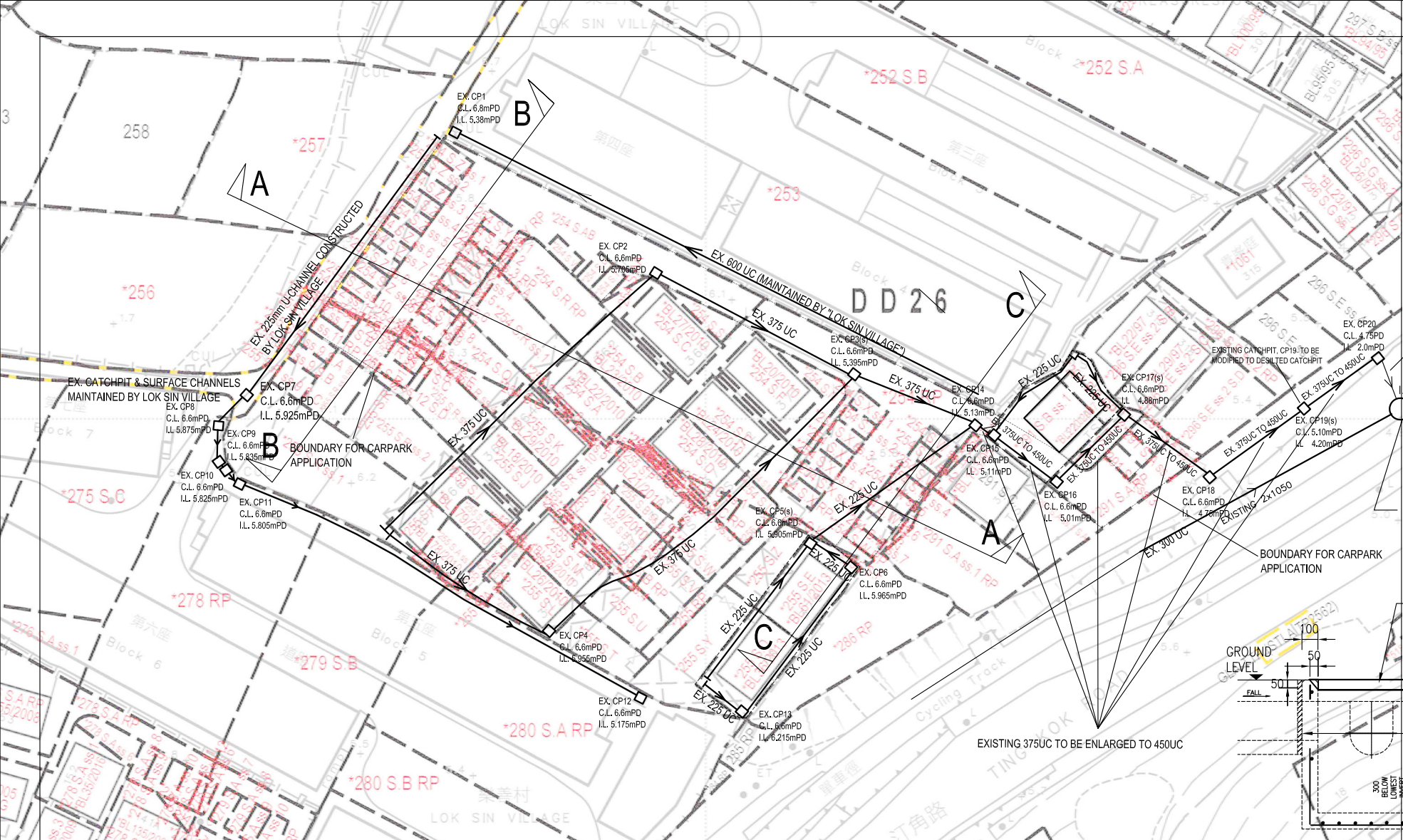


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Ratio Architecture & Construction Limited  
Mr. Dennis TSE  
Director

Encl. As stated





- LEGEND:**
- EX. 225UC EXISTING 225mm U-CHANNEL
  - EX. 375UC EXISTING 375mm U-CHANNEL
  - EX. CP EXISTING CATCHPIT
  - EX. CP3(s) EXISTING DESILTED CATCHPIT

**GENERAL NOTE**

- THE PROPOSED DRAINAGE WORK, WHETHER WITHIN OR OUTSIDE THE LOT BOUNDARY, SHOULD BE CONSTRUCTED AND MAINTAINED BY THE LOT OWNER AT HIS OWN EXPENSE. FOR WORKS TO BE UNDERTAKEN OUTSIDE THE LOT BOUNDARY, PRIOR CONSENT AND AGREEMENT FROM DLO AND/OR RELEVANT PRIVATE LOT OWNER SHOULD BE SOUGHT.
- THE 100mm OPENING AT 1m C/C SHALL BE PROVIDED AT THE BOTTOM OF HOARDING OR WALLS IF ANY.

**CONCRETE STRENGTH AND STEEL REINFORCEMENT SPECIFICATION FOR DRAINAGE DETAILS**

- CONCRETE GRADE FOR CATCHPITS AND U-CHANNEL SHALL BE 30D DESIGN IN COMPLIANCE WITH CS1 : 2010 FOR BLINDING LAYER SHALL BE 15D, DESIGN COMPLY WITH CS1-2010.
- ALL MAIN BARS TO BE HOT ROLLED HIGH YIELD STEEL DEFORMED BAR COMPLM WITH CS2 : 2012  
Y - HIGH YIELD BAR 500 MPa  
M - MILD STEEL BAR 250 MPa
- CONCRETE COVER TO MAIN REINFORCEMENT TO BE 50mm.
- LAP LENGTH FOR ALL BARS TO BE 46x DIAMETER OF LARGER BAR TO BE LAPPED.
- REACTIVE ALKALI CONTENT EXPRESSED IN SODIUM OXIDE PER CUBIC METER OF CONCRETE SHOULD NOT EXCEED 3KG AS PER PNAP APP-74.

**HALF ROUND, U, AND STEPPED - CHANNELS**

- ALL DIMENSIONS ARE IN MILLIMETERS
- CONCRETE SURFACE FINISHING SHALL BE CLASS U2 OR F2 AS APPROPRIATE
- FOR HALF ROUND AND U - CHANNEL, SPACING OF EXPANSION JOINT IN CHANNELS, BERMS AND APRON TO BE 10m MAXIMUM. FOR STEPPED CHANNELS, EXPANSION JOINTS TO BE PROVIDED AT A MAXIMUM SPACING OF 10m.
- DIMENSIONS FOR HALF ROUND AND U-CHANNELS SEE TABLE 1.
- THE COVER FOR U-CHANNELS AND CATCHPIT SHALL COMPLY WITH CEDD'S STANDARD DRAWINGS NO. C2405 TO C2407 AND C2412.
- ALL PROPOSED U-CHANNELS SHALL BE COVERED WITH GRATING

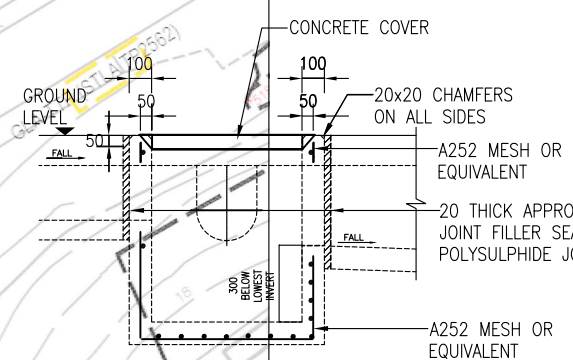
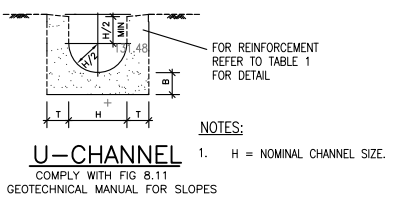
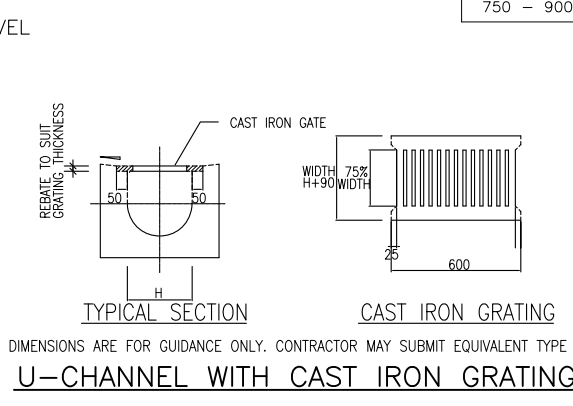
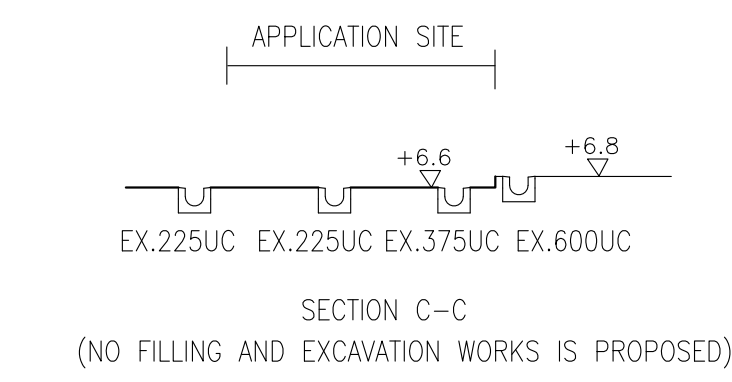
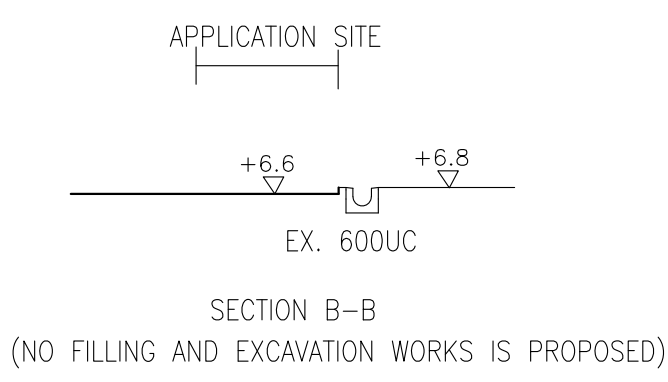
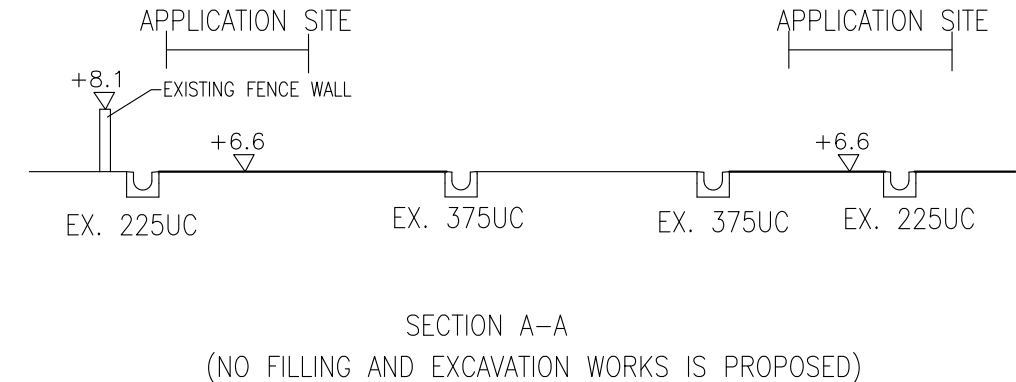
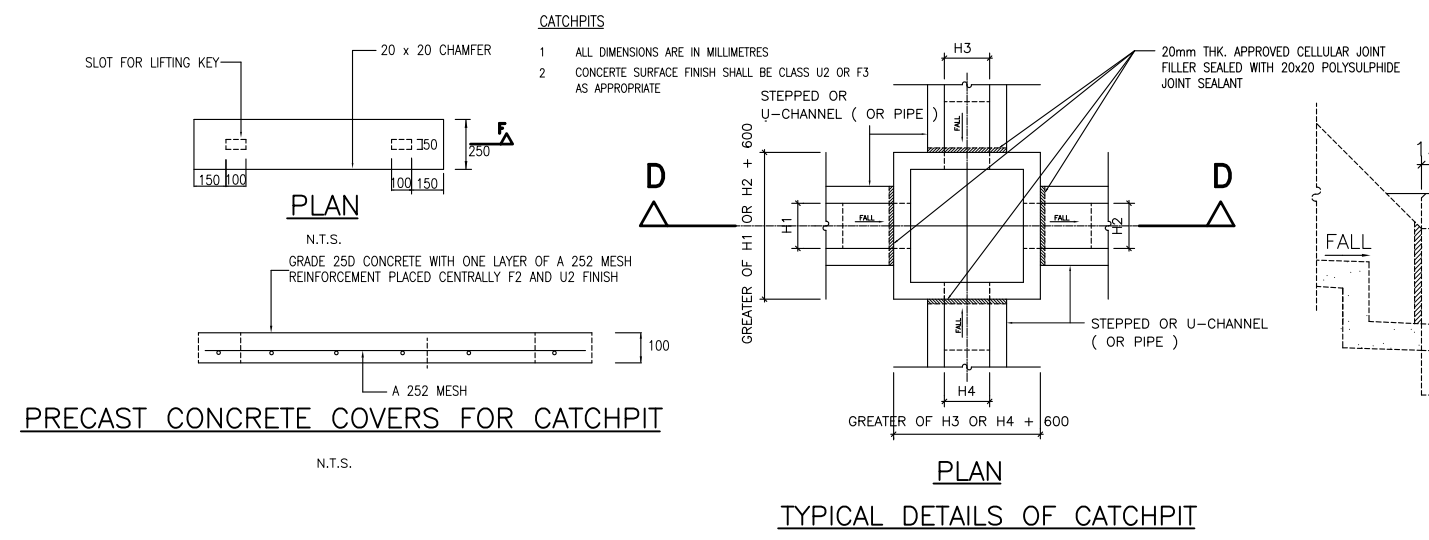


TABLE 1 : DIMENSION OF U-CHANNEL AND HALF-ROUND CHANNEL

NORMAL SIZE H	T	B	REINFORCING
<300	100	100	NIL
375 - 675	150	150	NIL
750 - 900	175	175	A252 MESH PLACED CENTRALLY

**SECTION D - D WITH DESILTED TRAP**  
COMPLY WITH CEDD'S DRAWING NO. DS C2405 AND C24061



REV	DESCRIPTION	CHECKED	APPROVED	DWN	DATE
B	DSD'S COMMENT	RC	AY	RY	FEB 25
A	DSD'S COMMENT	RC	AY	RY	DEC 24
	DLO SUBMIT	RC	AY	RY	NOV 24

ENGINEERING CONSULTANT  
RATIO ARCHITECTURE & CONSTRUCTION COMPANY  
2/F, NO.73 KWONG FUK ROAD, TAI PO, N.T.

PROJECT TITLE:  
STORMWATER DRAINAGE PROPOSAL FOR TEMPORARY PRIVATE VEHICLE PARK (PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY) FOR A PERIOD OF 3 YEARS AT VARIOUS LOT IN D.D. 26 AT SHUEN WAN CHIM UK, TAI PO

DRAWING TITLE:  
DRAINAGE PROPOSAL PLAN AND TYPICAL DETAILS

SCALE :	N.T.S.	CAD FILE:	CAD_REF
DRAWN	RY		
S.D	RY		
DESIGNED	RC		
CHECKED	AY		
		DRAWING NO.	SDP001B
		B.D. REF. NO.:	

**LEGEND:**

EX. 225UC

EX. 375UC

EX. CP

EX. CP20(s)

Pt W

EX. #375 PIPE

EXISTING 2 X 1050

SMH1009338

I.L. 1.25

BOUNDARY FOR CARPARK APPLICATION

EXISTING 2x1050

EXISTING 2x1050

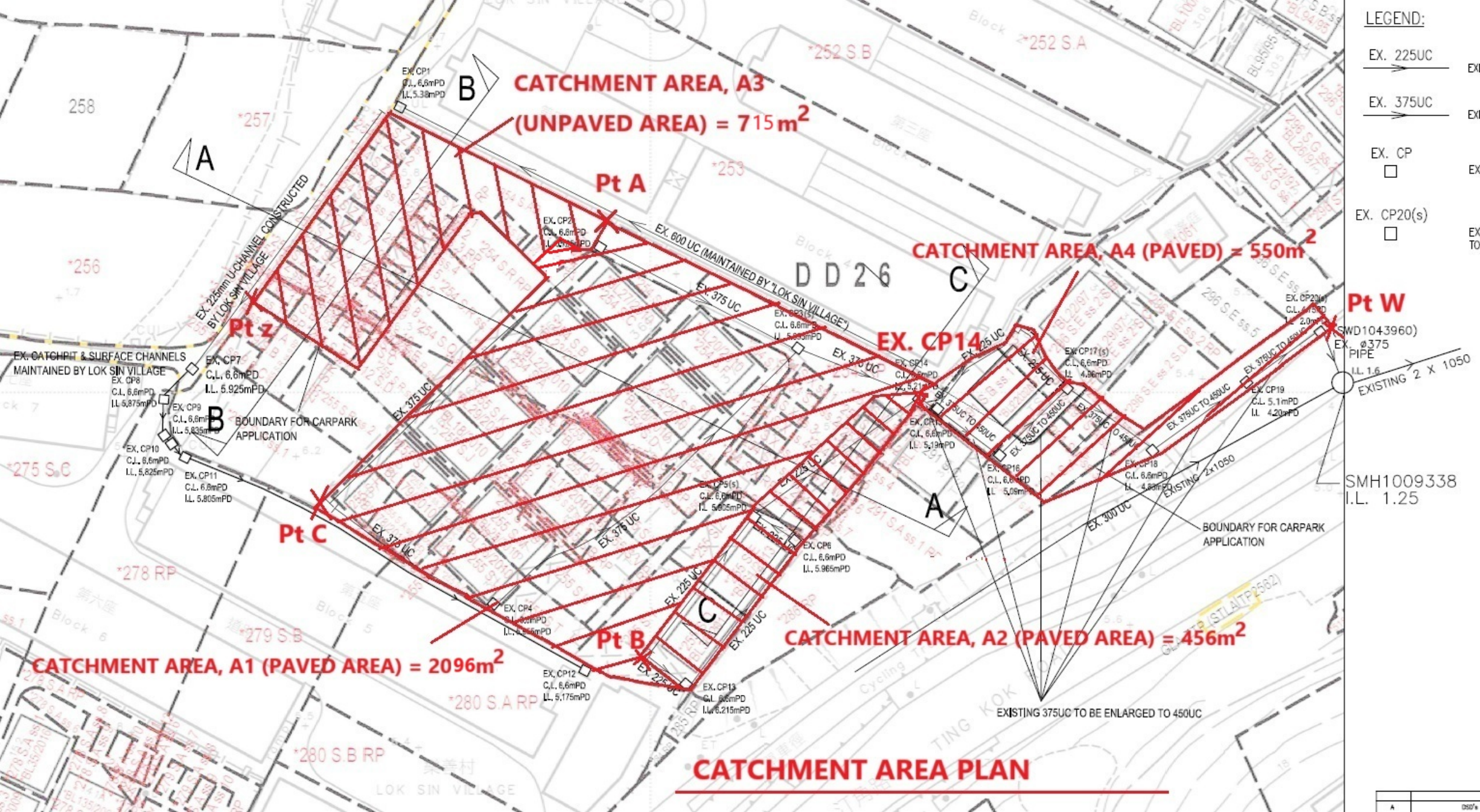
EXISTING 375UC TO BE ENLARGED TO 450UC

EXISTING 2x1050

EXISTING 2x1050

EXISTING 2x1050

EXISTING 2x1050



**CATCHMENT AREA PLAN**

Project No.: Drainage Design at Chim Uk, Tai Po Date: 7-Feb-25  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 375UC

Catchment area, A1 = 2096 m<sup>2</sup> Assume k = 0.95 for paved surface

Total Catchment Area, A = A1 x 0.95 = 1991.2 m<sup>2</sup>

Use Rational Method from Geo-Manual

$Q = kiA/3600$  where,  $Q =$  Maximum runoff (lit/sec)  
 $k =$  Runoff coefficient  
 $i =$  Design mean intensity of rainfall (mm/hr)  
 $A =$  Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Ex. CP14 (Ld) = 102.00 m  
 Shortest distance from summit point to outlet, Ex. CP14 (Ls) = 84.00 m

Elevation of remote point (Pt C) = 6.60 mPD  
 Elevation of outlet point, Ex. CP14 = 4.80 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 2.14 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 5.93 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

$i = 310$  mm/hr  
 $Q = \frac{kiA}{60} \times 1.16$   
 = 11934 lit/min

From TGN 43A1

For existing 375 UC with 1 in 100 gradient

Maximum capacity = 13500 lit/min > 11934 o.k.  
 The corresponding velocity = 2.00 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 14-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 225UC

Catchment area, A2 = 456 m<sup>2</sup> Assume k = 0.95 for paved surface  
 Total Catchment, A= A2 x 0.95 = 433.2 m<sup>3</sup>

Use Rational Method from Geo-Manual

$$Q = kiA/3600$$

where,

Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Pt Y (Ld) = 70.00 m  
 Shortest distance from summit point to outlet, Pt Y (Ls) = 53.00 m

Elevation of remote point (Pt B) = 6.60 mPD  
 Elevation of outlet point, Pt Y = 4.35 mPD

Average fall, H = (z<sub>1</sub>-z<sub>2</sub>)/L<sub>s</sub> x 100  
 = 4.25 m per 100m

From TGN30

$$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$$

$$= 4.13 \text{ min}$$

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 340 mm/hr  
 Q = kiA/60 x 1.16  
 2848 lit/min

From TGN 43A1

For existing 225 UC with 1 in 100 gradient

Maximum capacity = 3510 lit/min > 2848 o.k.  
 The corresponding velocity = 1.40 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 7-Feb-25  
 Prepared by: Ray Cheng

Check for the drainage capacity of existing 225UC

Catchment area, A3 = 715 m<sup>2</sup> Assume k = 0.3 for unpaved surface  
 = 715 x 0.3 m<sup>2</sup>  
 = 214.5 m<sup>2</sup>

Use Rational Method from Geo-Manual

$Q = kiA/3600$

where,

Q = Maximum runoff (lit/sec)  
 k = Runoff coefficient  
 i = Design mean intensity of rainfall (mm/hr)  
 A = Total catchment area (m<sup>2</sup>)

Longest distance from summit point to outlet, Pt Z (Ld) = 69.00 m  
 Shortest distance from summit point to outlet, Pt Z (Ls) = 55.00 m

Elevation of remote point (Pt A) = 6.60 mPD  
 Elevation of outlet point, Pt Z = 5.92 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 1.24 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 5.59 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

i = 315 mm/hr  
 Q =  $kiA/60 \times 1.16$   
 = 1306 lit/min

From TGN 43A1

For existing 225 UC with 1 in 100 gradient

Maximum capacity = 3510 lit/min > 1306 o.k.  
 The corresponding velocity = 1.40 m/s < 4 o.k.

Project No.: Drainage Design at Chim Uk, Tai Po Date: 16-Dec-24  
 Prepared by: Ray Cheng

Check for the drainage capacity of proposed 450UC

Catchment area,	A1	=	2085	m <sup>2</sup>	Assume k = 0.95 for paved surface
	A2	=	456	m <sup>2</sup>	
	A4	=	550	m <sup>2</sup>	
Total Catchment Area, A = (A1+A2+A4) x 0.95 =			<b>2936.45</b>	m <sup>2</sup>	

Use Rational Method from Geo-Manual

$Q = kiA/3600$  where,  $Q = \text{Maximum runoff (lit/sec)}$   
 $k = \text{Runoff coefficient}$   
 $i = \text{Design mean intensity of rainfall (mm/hr)}$   
 $A = \text{Total catchment area (m}^2\text{)}$

Longest distance from summit point to outlet, Pt W (Ld) = 161.00 m  
 Shortest distance from summit point to outlet, Pt W (Ls) = 140.00 m

Elevation of remote point (Pt C) = 6.60 mPD  
 Elevation of outlet point, Pt W = 4.20 mPD

Average fall, H =  $(z_1 - z_2) / L_s \times 100$   
 = 1.71 m per 100m

From TGN30

$T_c = 0.14465 \times L_d / (H^{0.2} \times A^{0.1})$   
 = 9.41 min

Assume a 1 in 50 year design rainfall return period for rural area  
 From Geo-Manual (Fig 8.2)

$i = 270 \text{ mm/hr}$   
 $Q = kiA/60 \times 1.16$   
 = 15038 lit/min

From TGN 43A1

For proposed 450 UC with 1 in 100 gradient

Maximum capacity = 22500 lit/min > 15038 o.k.  
 The corresponding velocity = 2.00 m/s < 4 o.k.

*The capacity of the existing 375mm dia. Underground pipe = 28,728 lit/min > 15038lit/min O.K.*



**GEO Technical Guidance Note No. 30 (TGN 30)**  
**Updated Intensity-Duration-Frequency Curves with Provision for**  
**Climate Change for Slope Drainage Design**

Issue No.: 2	Revision: -	Date: 23.10.2018	Page: 3 of 4
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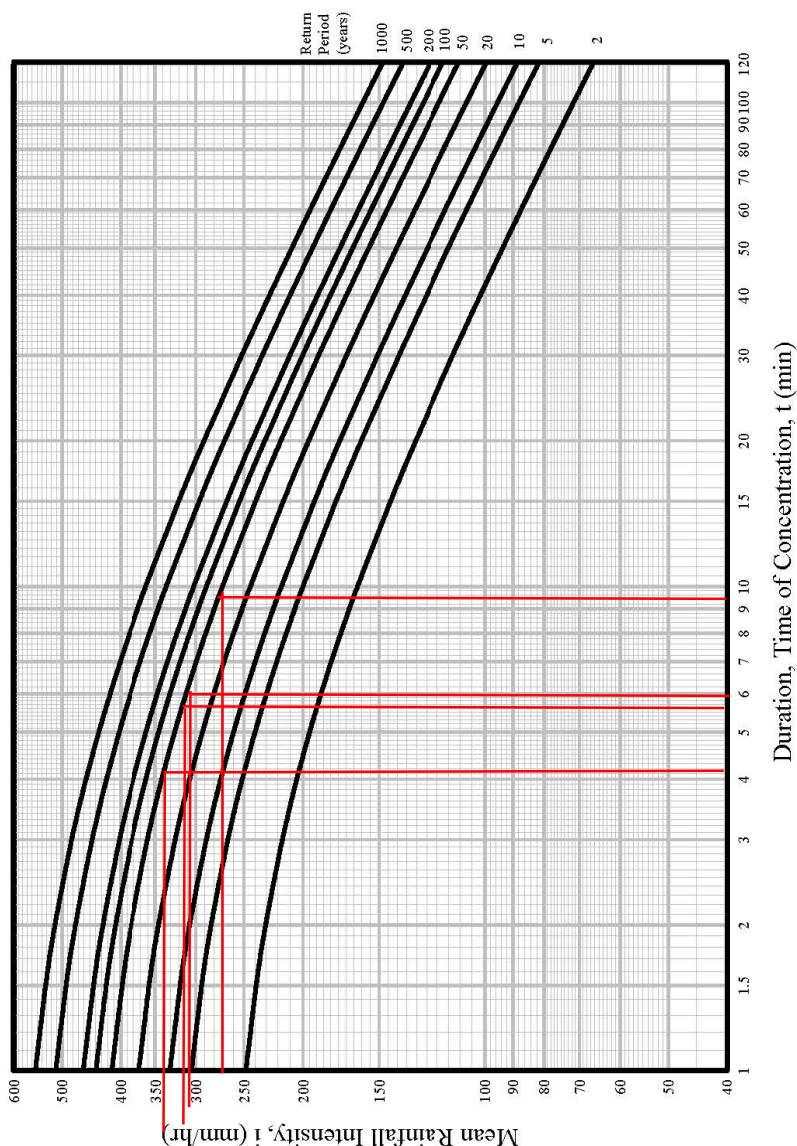
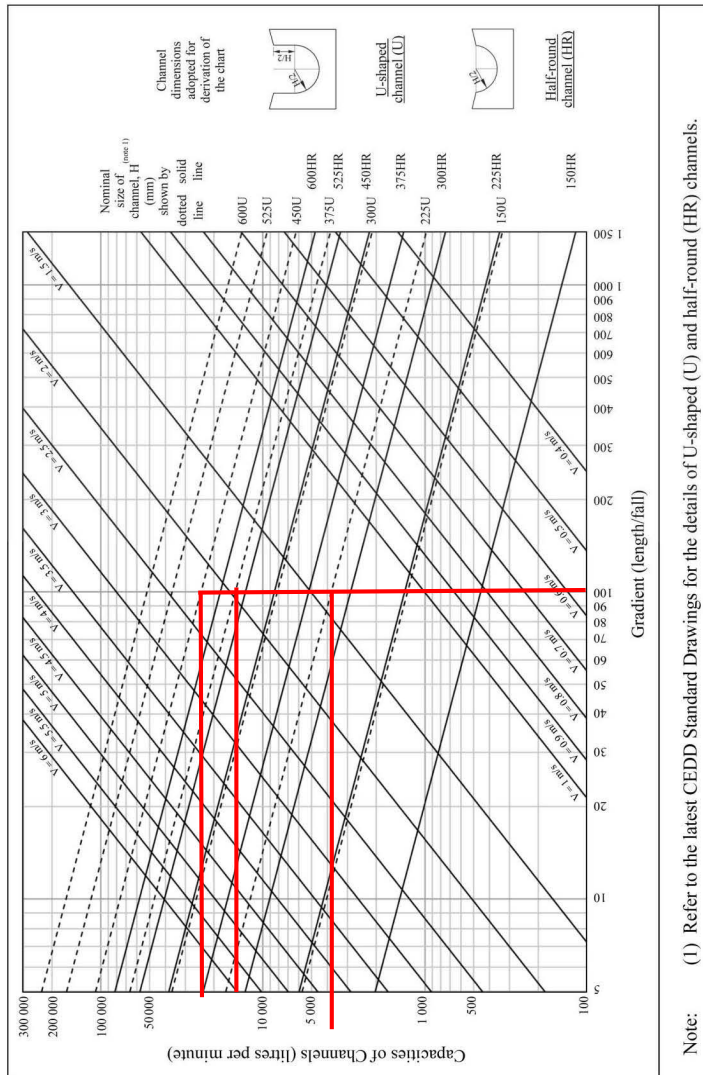


Figure 1 – Updated Intensity-Duration-Frequency Curves

- Notes:
1. These IDF curves are to supersede those given in Figure 8.2 of the Geotechnical Manual for Slopes (GCO, 1984).
  2. These IDF curves have not incorporated any projected climate change effects. Except for temporary slope drainage design, the mean rainfall intensity given by these IDF curves shall be increased by 13.8% for incorporating climate change effects.
  3. The mathematical formulae of these IDF curves are shown in Table 1 of Annex TGN 30 A1.

**GEO Technical Guidance Note No. 43 (TGN 43)**  
**Guidelines on Hydraulic Design of U-shaped and Half-round Channels on Slopes**

Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm



Since 10% reduction would be considered for deposition of sediment, the capacity of the proposed  
 225UC should be  $3,900 \times 0.9 = 3,510$ lit/min,  
 375UC should be  $15,000 \times 0.9 = 13,500$ lit/min,  
 450UC should be  $25,000 \times 0.9 = 22,500$ lit/min

Upstream level of SWD1043960 is +2.0mPD  
 Downstream level of SWD1043960 is +1.6mPD  
 Length of SWD1043960 is 5.4m  
 Gradient of SWD1043960 = 5.4/(2-1.6) = 1:13.5

ks = 0.600mm  
 i = 0.004 to 0.1  
 ie hydraulic gradient =  
 1 in 250 to 1 in 10

Water (or sewage) at 15°C  
 full bore conditions.  
 velocities in m/s  
 discharges in m<sup>3</sup>/s

The Capacity of SWD1043960 = 0.532 x 1000 x 60 x 0.9 = 28,728 l/min > 15,038 l/min

Gradient	Pipe diameters in mm :											
	350	375	400	450	500	525	600	675	700	750	800	825
0.02000 1/ 50	2.456	2.566	2.673	2.879	3.076	3.171	3.444	3.710	3.795	3.962	4.123	4.203
	0.236	0.283	0.336	0.458	0.604	0.687	0.975	1.328	1.461	1.750	2.073	2.247
0.02200 1/ 45	2.577	2.692	2.804	3.020	3.227	3.327	3.617	3.892	3.981	4.156	4.325	4.409
	0.248	0.297	0.352	0.480	0.634	0.720	1.023	1.393	1.532	1.836	2.174	2.357
0.02400 1/ 42	2.692	2.812	2.929	3.155	3.371	3.476	3.778	4.066	4.159	4.341	4.518	4.605
	0.259	0.311	0.368	0.502	0.662	0.752	1.068	1.455	1.601	1.918	2.271	2.462
0.02600 1/ 38	2.803	2.928	3.050	3.284	3.509	3.618	3.933	4.233	4.329	4.519	4.703	4.794
	0.270	0.323	0.383	0.522	0.689	0.783	1.112	1.515	1.666	1.996	2.364	2.563
0.02800 1/ 36	2.909	3.039	3.165	3.409	3.642	3.755	4.082	4.393	4.493	4.690	4.882	4.975
	0.280	0.336	0.398	0.542	0.715	0.813	1.154	1.572	1.729	2.072	2.454	2.660
0.03000 1/ 33	3.012	3.146	3.277	3.529	3.770	3.888	4.225	4.548	4.652	4.855	5.053	5.151
	0.290	0.347	0.412	0.561	0.740	0.842	1.195	1.627	1.790	2.145	2.540	2.753
0.03200 1/ 31	3.111	3.250	3.385	3.645	3.895	4.015	4.365	4.697	4.805	5.015	5.220	5.320
	0.299	0.359	0.425	0.580	0.765	0.869	1.234	1.681	1.849	2.216	2.624	2.844
0.03400 1/ 29	3.207	3.350	3.489	3.758	4.015	4.140	4.500	4.842	4.953	5.170	5.381	5.484
	0.309	0.370	0.438	0.598	0.788	0.896	1.272	1.733	1.906	2.284	2.705	2.932
0.03600 1/ 28	3.300	3.448	3.591	3.867	4.132	4.260	4.631	4.983	5.097	5.320	5.537	5.644
	0.318	0.381	0.451	0.615	0.811	0.922	1.309	1.783	1.962	2.350	2.783	3.017
0.03800 1/ 26	3.391	3.542	3.690	3.974	4.245	4.377	4.758	5.120	5.237	5.466	5.689	5.799
	0.326	0.391	0.464	0.632	0.834	0.948	1.345	1.835	2.015	2.415	2.860	3.100
0.04000 1/ 25	3.480	3.635	3.786	4.077	4.356	4.491	4.882	5.253	5.374	5.609	5.837	5.950
	0.335	0.401	0.476	0.648	0.855	0.972	1.380	1.880	2.068	2.478	2.934	3.180
0.04200 1/ 24	3.566	3.725	3.880	4.178	4.464	4.602	5.005	5.384	5.507	5.747	5.982	6.097
	0.343	0.411	0.488	0.665	0.877	0.996	1.415	1.926	2.119	2.539	3.007	3.259
0.04400 1/ 23	3.650	3.813	3.972	4.277	4.569	4.711	5.121	5.511	5.637	5.883	6.123	6.241
	0.351	0.421	0.499	0.680	0.897	1.020	1.448	1.972	2.169	2.599	3.078	3.336
0.04600 1/ 22	3.733	3.899	4.061	4.374	4.672	4.817	5.236	5.635	5.764	6.016	6.261	6.381
	0.359	0.431	0.510	0.696	0.917	1.043	1.481	2.016	2.218	2.658	3.147	3.411
0.04800 1/ 21	3.813	3.983	4.149	4.468	4.773	4.921	5.349	5.756	5.888	6.145	6.396	6.519
	0.367	0.440	0.521	0.711	0.937	1.065	1.512	2.060	2.266	2.715	3.215	3.485
0.05000 1/ 20	3.892	4.066	4.235	4.560	4.872	5.023	5.460	5.875	6.010	6.272	6.528	6.654
	0.374	0.449	0.532	0.725	0.957	1.087	1.544	2.102	2.313	2.771	3.281	3.557
0.05500 1/ 18	4.083	4.265	4.442	4.784	5.111	5.269	5.727	6.163	6.304	6.579	6.848	6.979
	0.393	0.471	0.558	0.761	1.003	1.141	1.619	2.205	2.426	2.907	3.442	3.731
0.06000 1/ 17	4.265	4.455	4.640	4.997	5.338	5.504	5.982	6.437	6.585	6.872	7.153	7.290
	0.410	0.492	0.583	0.795	1.048	1.191	1.692	2.304	2.534	3.036	3.595	3.897
0.06500 1/ 15	4.440	4.638	4.830	5.202	5.557	5.729	6.227	6.701	6.854	7.154	7.445	7.589
	0.427	0.512	0.607	0.827	1.091	1.240	1.761	2.398	2.638	3.160	3.742	4.057
0.07000 1/ 14	4.608	4.813	5.013	5.399	5.767	5.946	6.463	6.954	7.113	7.424	7.727	7.876
	0.443	0.532	0.630	0.859	1.132	1.287	1.827	2.489	2.738	3.280	3.884	4.210
0.07500 1/ 13	4.770	4.983	5.190	5.589	5.970	6.155	6.690	7.199	7.364	7.685	7.999	8.153
	0.459	0.550	0.652	0.889	1.172	1.332	1.892	2.576	2.834	3.395	4.021	4.358
0.08000 1/ 13	4.927	5.147	5.360	5.772	6.167	6.358	6.910	7.436	7.606	7.938	8.262	8.420
	0.474	0.568	0.674	0.918	1.211	1.376	1.954	2.661	2.927	3.507	4.153	4.501
0.08500 1/ 12	5.079	5.306	5.526	5.951	6.357	6.554	7.123	7.665	7.840	8.183	8.516	8.680
	0.489	0.586	0.694	0.946	1.248	1.419	2.014	2.743	3.017	3.615	4.281	4.640

Urgent Return receipt Expand Group Restricted Prevent Copy Confidential

**Charlotte Tsz Wing WUN/PLAND**

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寄件者: cheung fennie [REDACTED]  
寄件日期: 2025年02月12日星期三 12:00  
收件者: Charlotte Tsz Wing WUN/PLAND  
主旨: Re: 回覆: Planning Application No. A/NE-TK/800 - Comments from the Drainage Services Department  
  
類別: Internet Email

Dear Miss Wun,

綠化地帶不填土位置現有石屎部份，如申請獲批後會清理，謝謝！

Best regards,  
Fennie Cheung

**Relevant Extract of Town Planning Board Guidelines for  
Application for Development within Green Belt Zone  
under Section 16 of the Town Planning Ordinance  
(TPB-PG No. 10)**

- (a) there is a general presumption against development (other than redevelopment) in a “GB” zone. In general the Board will only be prepared to approve applications for development in the context of requests to rezone to an appropriate use;
- (b) an application for new development in a “GB” zone will only be considered in exceptional circumstances and must be justified with very strong planning grounds. The scale and intensity of the proposed development including the plot ratio, site coverage and building height should be compatible with the character of surrounding areas;
- (c) the design and layout of any proposed development should be compatible with the surrounding area. The development should not involve extensive clearance of existing natural vegetation, affect the existing natural landscape, or cause any adverse visual impact on the surrounding environment;
- (d) the vehicular access road and parking provision proposed should be appropriate to the scale of the development and comply with relevant standards. Access and parking should not adversely affect existing trees or other natural landscape features. Tree preservation and landscaping proposals should be provided;
- (e) the proposed development should not overstrain the capacity of existing and planned infrastructure such as sewerage, roads and water supply. It should not adversely affect drainage or aggravate flooding in the area;
- (f) the proposed development should not be susceptible to adverse environmental effects from pollution sources nearby such as traffic noise, unless adequate mitigating measures are provided, and it should not itself be the source of pollution; and
- (g) any proposed development on a slope or hillside should not adversely affect slope stability.

**Previous s.16 Application**

**Rejected Application**

<b>Application No.</b>	<b>Proposed Use/Development</b>	<b>Date of Consideration</b>	<b>Rejection Reason</b>
A/NE-TK/314	Proposed House (New Territories Exempted House - Small House)	25.2.2011 (on review)	R1

**Rejection Reason**

- R1. The proposed development did not comply with the Interim Criteria for Consideration of Application for New Territories Exempted House/Small House in New Territories as the site encroached onto the possible future road widening area.

**Similar s.16 Applications**

**Approved Applications**

<b>Application No.</b>	<b>Proposed Uses/Developments</b>	<b>Zoning(s)</b>	<b>Date of Consideration</b>
A/NE-TK/714 <sup>1</sup>	Access Road for Connecting the Adjoining Temporary Private Car Parking Spaces for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/715 <sup>2</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/716 <sup>3</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/717 <sup>4</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/718 <sup>5</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/719 <sup>6</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/720 <sup>7</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/721 <sup>8</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/722 <sup>9</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/723 <sup>10</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/724 <sup>11</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021

<b>Application No.</b>	<b>Proposed Uses/Developments</b>	<b>Zoning(s)</b>	<b>Date of Consideration</b>
A/NE-TK/725 <sup>12</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/726 <sup>13</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/727 <sup>14</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/728 <sup>15</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/729 <sup>16</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/730 <sup>17</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of 3 Years	“GB”	15.10.2021
A/NE-TK/731 <sup>18</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/733 <sup>19</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	15.10.2021
A/NE-TK/802 <sup>1</sup>	Access Road for Connecting the Adjoining Temporary Private Car Parking Spaces for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/803 <sup>2</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/804 <sup>3</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/805 <sup>4</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/806 <sup>5</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024



<b>Application No.</b>	<b>Proposed Uses/Developments</b>	<b>Zoning(s)</b>	<b>Date of Consideration</b>
A/NE-TK/807 <sup>6</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/808 <sup>7</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/809 <sup>8</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/810 <sup>9</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/811 <sup>10</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/812 <sup>11</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/813 <sup>12</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/814 <sup>13</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/815 <sup>14</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/816 <sup>15</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/817 <sup>16</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/818 <sup>17</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024
A/NE-TK/819 <sup>18</sup>	Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of Three Years	“GB”	6.12.2024

<b>Application No.</b>	<b>Proposed Uses/Developments</b>	<b>Zoning(s)</b>	<b>Date of Consideration</b>
A/NE-TK/820 <sup>19</sup>	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	6.12.2024

Remarks

- <sup>1</sup>: The site of previous application No. A/NE-TK/714 is the same site as current application No. A/NE-TK/802).
- <sup>2</sup>: The site of previous application No. A/NE-TK/715 is the same site as current application No. A/NE-TK/803.
- <sup>3</sup>: The site of previous application No. A/NE-TK/716 is the same site as current application No. A/NE-TK/804.
- <sup>4</sup>: Part of the site under previous application No. A/NE-TK/717 is the same site as current application (No. A/NE-TK/805.
- <sup>5</sup>: The site of previous application No. A/NE-TK/718 is the same site as current application No. A/NE-TK/806.
- <sup>6</sup>: The site of previous application No. A/NE-TK/719 is the same site as current application No. A/NE-TK/807.
- <sup>7</sup>: The site of previous application No. A/NE-TK/720 is the same site as current application No. A/NE-TK/808.
- <sup>8</sup>: The site of previous application No. A/NE-TK/721 is the same site as current application No. A/NE-TK/809.
- <sup>9</sup>: The site of previous application No. A/NE-TK/722 is the same site as current application No. A/NE-TK/810.
- <sup>10</sup>: The site of previous application No. A/NE-TK/723 is the same site as current application No. A/NE-TK/811.
- <sup>11</sup>: The site of previous application No. A/NE-TK/724 is the same site as current application No. A/NE-TK/12.
- <sup>12</sup>: The site of previous application No. A/NE-TK/725 is the same site as current application No. A/NE-TK/813.
- <sup>13</sup>: The site of previous application No. A/NE-TK/726 is the same site as current application No. A/NE-TK/814.
- <sup>14</sup>: The site of previous application No. A/NE-TK/727 is the same site as current application No. A/NE-TK/815.
- <sup>15</sup>: The site of previous application No. A/NE-TK/728 is the same site as current application No. A/NE-TK/816.
- <sup>16</sup>: The site of previous application No. A/NE-TK/729 is the same site as current application No. A/NE-TK/817.
- <sup>17</sup>: The site of previous application No. A/NE-TK/730 is the same site as current application No. A/NE-TK/818.
- <sup>18</sup>: The site of previous application No. A/NE-TK/731 is the same site as current application No. A/NE-TK/819.
- <sup>19</sup>: The site of previous application No. A/NE-TK/733 is the same site as current application No. A/NE-TK/820.

## Rejected Application

Application No.	Proposed Uses/Developments	Zoning(s)	Date of Consideration	Rejection Reasons
A/NE-TK/758	Temporary Private Vehicle Park (Private Cars Only) for a Period of Three Years	“GB”	14.10.2022	R1 and R2

### Rejection Reasons

- R1. The applied use is not in line with the planning intention of the “Green Belt” zone, which is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis.
- R2. The applied use is not in line with the Town Planning Board Guidelines for ‘Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 10) in that there are no strong planning grounds in the submission to merit an exceptional consideration and the applicant fails to demonstrate that the applied use does not involve extensive clearance of natural vegetation.

## **Government Departments' General Comments**

### **1. Lands Administration**

Comments of the District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD):

- no objection to the application;
- the Site comprises 53 Old Schedule Agricultural Lots all in D.D. 26, including Lot 291 s.B ss.1 with which a Building Licence No. 220/2007 was issued covering the said lot and Lot No. 291 s.B RP (not included in this application). Lot 291 s.B ss.1 in D.D. 26 is permitted under Building Licence No. 220/2007 to erect one building for non-industrial purposes. Except for the building site, the remainder of the said lots together with all Old Schedule Agricultural Lots under the Block Government Lease which contain the restriction that no structures are allowed to be erected without the prior approval of the Government;
- a recent inspection revealed that there were fences and gate found erected at the ingress and egress of the Site on government land. The concerned government land was enclosed and occupied as shown on **Attachment 1 of Appendix VI**. The applicant should clarify whether the concerned Government Land used as vehicular access will be included to the application;
- no permission is given for occupation of the government land adjoining the Site. Any occupation of Government land without Government's prior approval is not allowed;
- there is no guarantee to the grant of a right of way to the Site or approval of the emergency vehicular access thereto; and
- his advisory comments are at **Appendix VI**.

### **2. Nature Conversation**

Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- considering that the Site is formed and occupied by some existing structures, he has no comment on the application.

### **3. Landscape**

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- based on the aerial photo of 2023, the Site is situated in an area of rural coastal plains landscapes character comprising low rise residential development, village houses, car parks, vegetated area and clusters of trees groups. Significant impact on the landscape character arising from the applied use is not anticipated; and

- based on the recent site photos, the Site is hard paved and currently occupied by a carpark. No sensitive landscape resources is observed within the Site. Given that part of the Site has been cleared of vegetation and hard-paved, significant adverse landscape impact on the existing landscape resources arising from the applied use is not anticipated. She has no objection to the application from landscape planning perspective.

#### 4. Environment

Comments of the Director of Environmental Protection (DEP):

- no objection to the application from the environmental perspective;
- no environmental complaint in relation to the Site was received in the past three years; and
- his advisory comments are at **Appendix VI**.

#### 5. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- an approval condition on submission and implementation of drainage proposal for the Site is recommended to ensure that it will not cause adverse drainage impact to the adjacent areas;
- public sewerage are not available near the Site; and
- her advisory comments are at **Appendix VI**.

#### 6. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no in-principle objection to the application subject to fire service installations and water supplies for fire-fighting being provided to his satisfaction; and
- his advisory comments are at **Appendix VI**.

#### 7. Buildings Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no objection to the application;
- there is no record of approval granted by the Building Authority (BA) for the existing structures at the Site;
- it is noted that movable canopies and land filling works is/are applied in the application. Before any new building works (including container / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and

consent of the BA should be obtained, otherwise they are unauthorized building works under the Buildings Ordinance (BO). An Authorized Person should be appointed as the coordinator for the proposed building works in accordance with the BO; and

- his advisory comments are at **Appendix VI**.

## **8. Other Departments**

The following departments have no objection to/no comment on the application:

- Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD);
- Project Manager/North, Civil Engineering and Development Department (PM/N, CEDD);  
and
- District Officer (Tai Po), Home Affairs Department (DO(TP), HAD).

**Appendix VI of RNTPC  
Paper No. A/NE-TK/800B**

**Recommended Advisory Clauses**

- (a) prior planning permission should have been obtained before commencing the applied use at the Site;
- (b) to resolve any land issue relating to the applied use with other concerned owner(s) of the Site;
- (c) failure to reinstate the “Green Belt” portion of the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorized development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;
- (d) to note the comments of the District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD) that:
  - (i) a recent inspection revealed that there were fences and gate found erected at the ingress and egress of the Site on government land. The concerned government land was enclosed and occupied as shown on **Attachment 1**. The applicant should clarify whether the concerned Government Land used as vehicular access will be included to the application;
  - (ii) no permission is given for occupation of the government land adjoining the Site. Any occupation of the government land without the Government’s prior approval is not allowed;
  - (iii) the lots owner(s) are required to submit applications for Short Term Waiver (“STW”) if they wish to erect structures on the Site. LandsD will consider the STW applications in accordance with the established procedures and guidelines. However, there is no guarantee at this stage that the STW applications would be approved. If the application is approved by LandsD acting in the capacity as landlord at its sole discretion, such approval will be subject to such terms and conditions as may be imposed by LandsD including the payment of, waiver fee and administrative fee as considered appropriate. Besides, given the applied use is temporary in nature, only erection of temporary structures will be considered;
  - (iv) the applicant will likely make use of the adjoining unleased/unallocated government land as vehicles access to and from Ting Kok Road. The maintenance and management responsibility of the said government land and any other government land leading to the Site should be sorted out with the relevant Government departments, prior to the use of access purpose. Moreover, access to the Site may also fall on adjoining private lots all in D.D. 26. The applicant should sort out the relevant issues with the lots owners concerned; and
  - (v) there is no guarantee to the grant of a right of way to the Site or approval of the emergency vehicular access thereto;
- (e) to note the comments of the Commissioner for Transport (C for T) that the concerned area and the village road connecting to the Site from Ting Kok Road is not managed by Transport

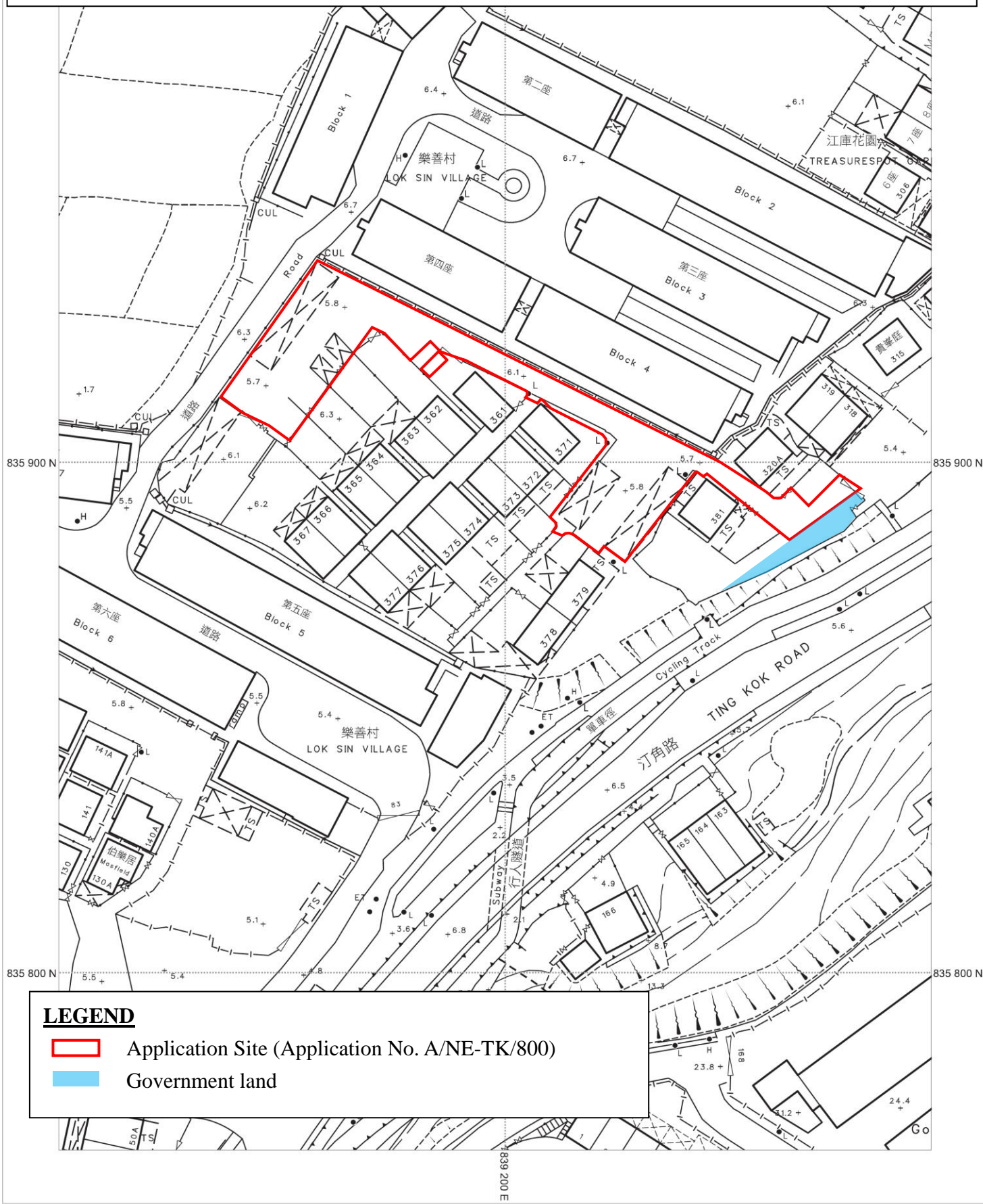
Department. Comments from the management and maintenance party of the concerned area and local road should be sought. In addition, it is noted that in order to access the parking spaces, vehicles may have to encroach onto the adjacent private lots. The applicant shall make their own arrangement with the concerned land owners for using the road, and its land status, management and maintenance responsibilities should be clarified with the relevant lands and maintenance authorities accordingly in order to avoid potential land disputes;

- (f) to note the comments of the Director of Environmental Protection (DEP) that the applicant is reminded to follow the relevant mitigation measures and requirements in Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites and to meet the statutory requirements under relevant pollution control ordinances;
- (g) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
  - (i) while there are DSD's public stormwater drains in this area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works; and
  - (ii) the applicant shall resolve any conflict/disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on government land (where required) outside the Site;
- (h) to note the comments of the Director of Fire Services (D of FS):
  - (i) the applicant should submit relevant layout plans incorporated with the proposed fire service installations (FSIs) for approval. The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of the proposed FSIs to be installed should be clearly marked; and
  - (ii) the applicant is reminded that if the structure(s) is required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans. If there is electric vehicle charging station involved, the requirement of Fireman's Emergency Switch at **Attachment 2** should be observed;
- (i) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):



- (iii) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;
- (iv) if the existing structures (not being a New Territories Exempted House) is/are erected on lease land without the approval Building Authority, they are unauthorised building works (UBW) on the Site under the BO and should not be designated for any applied use under the application;
- (v) for the UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be constructed as an acceptance of any existing building works or UBW on the Site under the BO;
- (vi) any temporary shelters or converted container for office, storage, washroom or other uses are considered as temporary buildings are subject to control of Part VII of the B(P)R; and
- (vii) detailed checking under the BO will be carried out at the building plan submission stage.

**Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of 3 Years  
and Associated Filling of Land  
Various Lots in D.D. 26, Shuen Wan Chim Uk, Tai Po, N.T.  
(Application No. A/NE-TK/800)**



**Requirements for the Fireman's Emergency Switch**

1. A fireman's emergency switch conforming EMSD's Code of Practice shall be provided to cut off the power supply of **all** EV charging facilities within the car parking facilities.
2. The switch shall be situated in a conspicuous position, yet out of reach of the public in general. Thus, switch(es) provided at vehicle entrance(s) shall be positioned no more than 3m but not less than 2.5 from ground level. Where more than one fireman's emergency switch is installed on any one building, such switches shall be clearly marked to distinguish one from another.
3. In case the switch is installed at a location other than the vehicle entrance, notice plate(s) shall be provided at conspicuous location(s) of vehicle entrance(s) acceptable to the Director of Fire Services to indicate the location of fireman's emergency switch.
4. The 'ON' and 'OFF' position of the fireman's emergency switch shall be conventional (i.e. push upward – 'OFF'; push downward – 'ON') and clearly indicated by lettering legible to a person standing on the ground at the intended site.
5. The switch is to be affixed on a board approximately 300 mm long by 250 mm wide, which is painted white and edged with a 50 mm red border. The inscription 'EV CHARGING FACILITIES - FIREMAN'S SWITCH' in English is to be painted on the top and '電動車充電設施 - 消防員開關掣' in Chinese at the bottom of the board in black. The switch is to be positioned in the middle of the board.

12

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

欲申請土地可作私人海車地盤，  
如可以想加建蓬頂，方便雨天上落  
車，因家有老人輪椅出入會方便些。

「提意見人」姓名/名稱 Name of person/company making this comment \_\_\_\_\_

簽署 Signature \_\_\_\_\_

日期 Date 20 Aug 2024



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk



有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800Received on 13/11/2024 , 12/11/2024**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

① 因香港土地不足，這樣可以發揮土地的價值，作出最適  
合用途，作為私家車同客貨車停泊，比起空置還有更大發揮價值

② 可以方便有關主戶出入、上班、小孩上學、購物同老人家睇  
醫生，讓其他地方居民可以較大概會同方便使用公共交通，  
縱然獲得雙贏效果。

③ 因停車場比起同附近樂善村中轉屋所作地方不多簡直九牛一毛  
對環境不會產生任何壞影響。

「提意見人」姓名/名稱 Name of person/company making this comment

*Christine Chan*

簽署 Signature

日期 Date

*11 Dec 2024*

至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號： The application no. to which the comment relates  
A/NE-TK/800 Received on 13/11/2024 及 12/11/2024



意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

Horizontal lines for writing the details of the comment.

「提意見人」姓名/名稱 Name of person/company making this comment CHAN KWONG TAK

簽名 Signature [Signature] 日期 Date 11 Dec 2024

There is constant debate between the need for development versus environment protection. After evaluating the pros and cons, I support the application of A/NE-TK/800.

1. Traffic is always a problem for most of the residents living along Ting Kok Road especially those in Shuen Wan Chim Uk. The situation deteriorates after the completion of Lok Sin Village which adds more than 2,000 residents to this district. Another transitional housing project near The Beverly Hills is to be completed too. Bus route 75K is the only bus serving between Tai Po Market Station and Tai Mei Tuk. However, the bus is not frequent as shown below from the Kowloon Motor Bus mobile app.

Arrival	Journey	Timetable	Notice
75K To TAI PO MARKET STATION BUS TERMINUS			
Mondays To Fridays			
			Minutes
05:25-05:45			20
05:45-09:10			10-15
09:10-19:55			15-20
19:55-23:40			25
Saturdays			
			Minutes
05:25-22:50			15-20
22:50-23:40			25
Sundays & Holidays			
			Minutes
05:25-06:15			25
06:15-21:10			15-20
21:10-23:40			25

There are also mini buses 20C and 20B available but usually they are already full at Shuen Wan Chim Uk when they depart from Tai Mei Tuk and Tung Tsz. Their schedule is infrequent too.

Main roads en route	
From <b>Tai Po Market Station</b>	via Nga Wan Road, Nam Wan Road, Tai Po Tai Wo Road, Yuen Shin Road and Ting Kok Road.
From <b>Tai Mei Tuk</b>	via Ting Kok Road, Yuen Shin Road, Tai Po Tai Wo Road, Nam Wan Road and Nga Wan Road.

Tai Po Market Station <-> Tai Mei Tuk		
Timetable		
From Tai Po Market Station	From Tai Mei Tuk	Frequency (Minutes)
Mondays to Fridays (Public Holidays Excepted) 07:00 am - 10:00 pm	07:00 am - 08:00 pm	12 - 15
Saturdays, Sundays and Public Holidays 09:00 am - 09:00 pm	09:00 am - 07:00 pm	12 - 15



Main roads en route	
From <b>Tai Po Market Station</b>	via Nga Wan Road, Nam Wan Road, Wan Tau Street, Heung Sze Wui Street, Po Heung Street, Po Heung Bridge, On Cheung Road, On Chee Road, Ting Kok Road and Tung Tsz Road.
From <b>Tung Tsz</b>	via Tung Tsz Road, *(Tung Tsz Shan Road, Tung Tsz Road), Ting Kok Road, On Chee Road, On Cheung Road, Po Heung Bridge, Po Heung Street, Kwong Fuk Road, Wan Tau Street, Nam Wan Road and Nga Wan Road.

Remark: \*Services are operated via Tung Tsz Shan Road after 10.00 am daily.

Tai Po Market Station <-> Tung Tsz		
Timetable		
From Tai Po Market Station	From Tung Tsz	Frequency (Minutes)
Mondays to Saturdays (Public Holidays Excepted) 05:25 am - 11:40 pm	05:50 am - 12:05 am	10 - 20
Sundays and Public Holidays 05:25 am - 11:40 pm	05:50 am - 12:05 am	12 - 20

Private car provides an alternative to the residents but there is no public carpark nearby. If the application is successful, the residents can drive their private cars which not only make their life easier, but also help those who rely on public transport to have more chance to get on the bus or mini bus.

2. Turing the land into carpark should have minimal impact to the environment. The area is already pavement for the residents and for fire trucks and ambulance to enter in case of emergency. Compared to the construction of the nearby Lok Sin village which destructs hundreds of trees, the environment impact is insignificant.

Although the area applied is classified as green belt zone, it serves the best interest of the nearby residents to allow it as temporary parking lots. It helps realize the value of the land and provide benefits to the residents.



Urgent Return receipt Expand Group Restricted Prevent Copy

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**From:**  
**Sent:** 2024-08-28 星期三 15:45:53  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Opposition to Planning Application A/NE-TK/800

To: Secretary, Town Planning Board

**Subject: Opposition to Planning Application A/NE-TK/800**

I am writing to formally oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a resident and owner of a property directly adjacent to the proposed development area, I have several concerns regarding this project.

**1. Access Pathway Blockage to Private Property:**

My rights to access my property at \_\_\_\_\_, is protected by Property Rights under Articles 6 and 105 of the Basic Law. The proposed development will block the only access pathway to my private properties adjacent to the proposed development area.

- a. The proposed development will block the entrance to my house which is a violation of my legal rights. I reserve the rights to take legal action to enforce these rights and remove the obstruction.
- b. The Building Ordinance regulates construction activities in Hong Kong. The current blockage (a gate has already been build) is unauthorized construction. Please investigate and enforce the law and protect property owner's right.
- c. Blocking access to my property is nuisance and trespass. I reserve the rights to seek legal remedies through the courts to remove the obstruction and claim any damages.
- d. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Blockage to access for private property for the interest of the applicant is unlawful, inconsiderate and unreasonable.

**2. Property Values:**

There is a concern that the development could negatively impact property values in the surrounding area, which is a significant concern for homeowners.

**3. Safety and Emergency Vehicle Access:**

The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents.

**4. Public Interests:**

The development does not align with the broader public interests of our community. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents. Instead, it prioritizes private interests over the collective well-being of the community by occupying the already very limited leisure space for the community.

**5. Environmental Impact:**

The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

**6. Traffic and Infrastructure:**

The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

**7. Community Character:**

The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

**8. Noise and Disturbance:**

The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting the quality of life for existing residents.

I urge the planning committee to consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.

Best regards,

Ko Bo Bo

**DISCLAIMER:**

This e-mail and any attachments are confidential and may be privileged. If you are not the intended recipient, you must not further distribute this message, disclose its contents to any one, use it for any purpose, store, copy, or reproduce in whole or in part in any form, or take any action based on the contents hereof. You should inform the sender by return e-mail and delete this message immediately.

Hong Kong Aircraft Engineering Company Limited 香港飛機工程有限公司

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號

**Reference Number:**

240828-134858-89260

提交限期

**Deadline for submission:**

30/08/2024

提交日期及時間

**Date and time of submission:**

28/08/2024 13:48:58

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TK/800

「提意見人」姓名/名稱

**Name of person making this comment:**

小姐 Miss Ko Bo Bo

意見詳情

**Details of the Comment :****Subject: Opposition to Planning Application A/NE-TK/800**

I am writing to formally oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a resident and owner of the property directly adjacent to the proposed development area, I have several serious concerns regarding this project.

**1. Access Pathway Blockage to Private Property:**

The proposed development will block the only access pathway to private properties adjacent to the proposed development area. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Blockage to access for private property for the interest of the applicant is inconsiderate and unreasonable.

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The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

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The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

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The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

**8. Noise and Disturbance:**

The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting the quality of life for existing residents.

I urge the planning committee to consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.

---

**From:**  
**Sent:** 2024-08-28 星期三 15:01:56  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Cc:** Peter Li <peter@cahk.org.hk>  
**Subject:** Comments on the Section 16 Application No. A/NE-TK/800  
**Attachment:** TPB20240830(TK800).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Your faithfully,  
Ng Hei Man (Mr.)  
Campaign Manager  
The Conservancy Association

Registered Name 註冊名稱 : The Conservancy Association 長春社  
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社

Since 1968

The Conservancy Association

30<sup>th</sup> August 2024

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

By e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

Dear Sir/Madam,

Comments on the Section 16 Application No. A/NE-TK/800

The Conservancy Association (CA) OBJECTS to the captioned application.

**1. Not in line with planning intention of Green Belt zone**

According to the Approved Ting Kok Outline Zoning Plan (OZP) No. S/NE-TK/19, the planning intention of Green Belt zone “*is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone*”. We opine that to facilitate daily commuting purpose, as stated in the planning application, can hardly be regarded as a strong justification for a departure from current planning intention of Green Belt, even on a temporary basis.

**2. Undesirable precedent for similar applications**

According to aerial photos of Google Earth Pro, this site has been subject to land formation and vegetation clearance (Figure 1-2) in November 2013. The site was then paved with concrete and car parking can also be spotted afterwards (Figure 3-4). Worse still, more structures have been erected on the site. We suspected that this is a case of “destroy first, build later”.

Planning Department and members of Town Planning Board (TPB) should alert that TPB has announced approaches to deter “destroy first, build later” activities in 2011. It stated that “the Board is determined to conserve the rural and natural environment and will not tolerate any deliberate action to destroy the rural and natural environment in



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The Conservancy Association

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the hope that the Board would give sympathetic consideration to subsequent development on the site concerned”<sup>1</sup>. Therefore, this application should not be given any sympathetic consideration, or it will set an undesirable precedent for similar cases in future.

Yours faithfully,

The Conservancy Association

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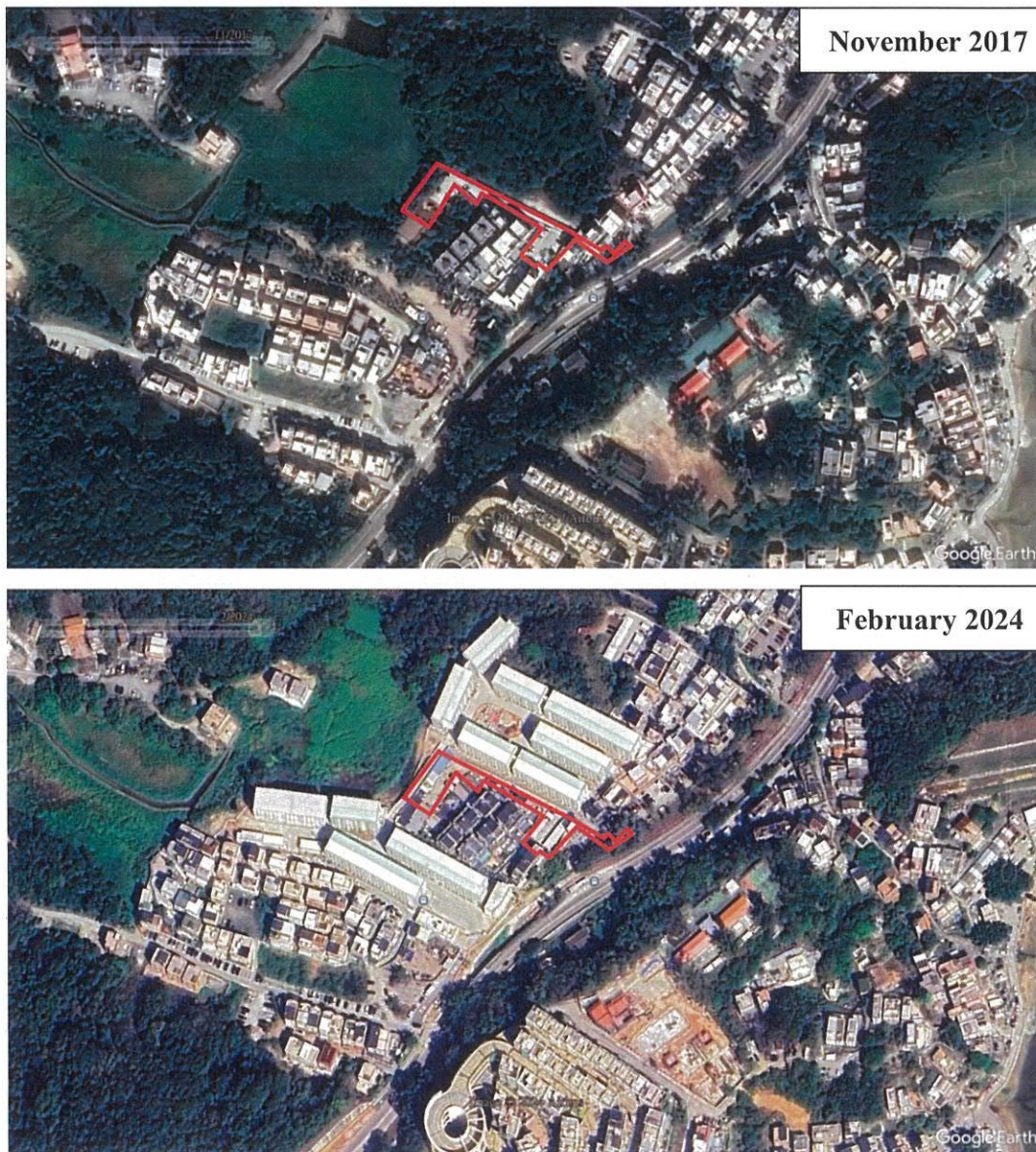
<sup>1</sup> Town Planning Board adopts approaches to deter "destroy first, build later" activities (2011).  
<http://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>

Figure 1-2 According to aerial photos of Google Earth Pro, this site (marked in red) has been subject to land formation and vegetation clearance (Figure 1-2) in November 2013





Figure 3-4 The site (marked in red) was then paved with concrete and car parking can also be spotted afterwards



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-152545-30275

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 15:25:45

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 女士 Ms. Anne Ko

意見詳情  
**Details of the Comment :**

主題：反對規劃申請 A/NE-TK/800

我反對規劃申請 A/NE-TK/800，擬在新界大埔汀角船灣占屋第26約的多個地段進行開發。  
原因：

1. 通道阻塞，影響居民進出其物業的能力，帶來極大的不便。
2. 安全風險，外面馬路路段車速快，住宅區頻密有車輛出入容易造成交通意外，加上馬路兩邊為單車徑，對使用單車人士亦構成危險。
3. 緊急車輛通道考慮，交通量的增加和開發的性質可能會妨礙緊急車輛的通行，可能會延誤關鍵的響應時間。

我敦促規劃委員會考慮這些觀點並拒絕該申請。優先考慮對鄰近交通安全和環境造成的影響。

感謝您對這一問題的關注。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-152606-38596

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 15:26:06

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 女士 Ms. bbk

意見詳情  
**Details of the Comment :**

My rights to access my property at \_\_\_\_\_, is protected by Property Rights under the Basic Law: Articles 6 and 105 of the Basic Law. The proposed development right in front of my house is a violation of my legal rights. I reserve the rights to take legal action to enforce these rights and remove the obstruction. The Building Ordinance regulates construction activities in Hong Kong. The current blockage is unauthorized construction. Please investigate and enforce the law and protect property owner's right. Blocking access to my property is nuisance and trespass. I reserve the rights to seek legal remedies through the courts to remove the obstruction and claim any damages.

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-155301-30361

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 15:53:01

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 先生 Mr. Wong Wai

意見詳情  
**Details of the Comment :**

I have concerned that the development could negatively impact property values in the surrounding area. The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents.

The development does not align with the public interests of our community. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents.

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
Reference Number: 240828-183541-45871

提交限期  
Deadline for submission: 30/08/2024

提交日期及時間  
Date and time of submission: 28/08/2024 18:35:41

有關的規劃申請編號  
The application no. to which the comment relates: A/NE-TK/800

「提意見人」姓名/名稱  
Name of person making this comment: 女士 Ms. KO KEE KEE

意見詳情  
Details of the Comment :

強烈反對規劃申請 A/NE-TK/800  
強烈反對規劃申請 A/NE-TK/800，擬在新界大埔汀角船灣占屋第26約的多個地段進行開發的項目。原因：

1. 項目會引致附近居民安全問題，包括通道阻塞，可能令居民繞道而造成交通意外。
2. 相關停車場項目只會增加該區閑雜人，對區內治安構成嚴重威脅。
3. 停車場製造大量車輛進出，產生更多汽車廢氣，對附近居民的健康造成嚴重影響。
4. 有關地段施工工程產生環境污染，空氣、生態等，破壞環境之餘亦造成居民健康威脅。
5. 對周邊地區的物業價值產生負面影響
6. 開發項目可能會妨礙緊急車輛的通行，延誤關鍵服務(eg 消防、救援等)，令附近居民失去安全保障，失去使用有關救援服務的權利，對生命造成威脅。

為了社區和居民的福祉，請勿只考慮商業利益，強烈要求取消有關項目。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-222820-48427

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 22:28:20

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 先生 Mr. ko man kit

意見詳情  
**Details of the Comment :**

反對規劃申請 A/NE-TK/800

我反對規劃申請 A/NE-TK/800，擬在新界大埔汀角船灣占屋第26約的多個地段進行開發。

反對理由  
安全問題

原道路使用者的權利會被剝削，間接變成私人土地，規劃地域接連旁邊的單車徑，令單車使用者、行人及車輛會有爭路的情況出現，容易發生意外。由於地域通道狹窄，只需一輛汽車等候，便能阻塞通道，這也大大增加緊急車輛進行救援時被車輛阻塞的機會。這也直接令這條行人路變成行車路，會影響路人安全，特別是不熟悉環境的訪客。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-230103-49816

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 23:01:03

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 女士 Ms. Joyce Wong

意見詳情  
**Details of the Comment :**

**Subject: Opposition to Planning Application A/NE-TK/800**

I am cordially writing to strongly oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. Due to the following reasons, I have strong reservations against this proposed development as a resident and property owner directly next to it.

**1. Access Pathway Blockage to Private Property:**

The proposed development will block the only access pathway to private properties adjacent to the proposed development area. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Such blockage to access for private property for the interest of the applicant is inconsiderate and unreasonable.

**2. Property Valuation:**

I believe that the development could negatively impact property valuation in the surrounding area, which is a significant concern for homeowners. This will pose severe economic challenges to all property owners in this region amidst the already challenging local property outlook.

**3. Safety and Emergency Vehicle Access:**

The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents.

**4. Public Interests:**

The development does not align with the broader public interests of our community at all. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents. Instead, it prioritizes private interests over the collective well-being of the community by occupying the already very limited leisure space for the community.

**5. Environmental Impact:**

The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

6. Traffic and Infrastructure:

The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

7. Community Character:

The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

8. Noise and Disturbance:

The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting the quality of life for existing residents.

Based on the above, I strongly urge the planning committee to carefully consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-231203-49846

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 23:12:03

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 小姐 Miss Janice

**意見詳情  
Details of the Comment :**

I am writing to formally express my opposition to planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a nearby resident, I have several concerns about this project.

**Access Pathway Obstruction:** The proposed development will obstruct the only access route to the adjacent private properties. This obstruction would greatly inconvenience residents, making it difficult for them to enter and exit their properties, and would raise significant safety concerns. Blocking access for the benefit of the applicant is both inconsiderate and unreasonable.

**Impact on Property Values:** There is a concern that the development may negatively affect property values in the surrounding area, which is a major issue for homeowners.

**Safety and Emergency Access:** This development poses serious safety risks. The increase in traffic and the nature of the project could hinder emergency vehicle access, potentially delaying critical response times. Ensuring unobstructed access for emergency services is crucial for the safety of all residents.

**Public Interest:** The proposed development does not align with the broader public interests of our community. The temporary parking area for private cars and light goods vehicles does not offer long-term benefits to residents, and instead, prioritizes private interests at the expense of our already limited community leisure space.

**Environmental Concerns:** The construction and associated landfilling are likely to destroy green spaces and wildlife habitats, which are essential for maintaining the ecological balance in our area. Environmental protection should be a priority in any development plan.

**Traffic and Infrastructure:** The expected increase in traffic due to this development will worsen traffic congestion and strain our already overburdened infrastructure, leading to increased pollution and disrupting the harmony of the community.

**Preserving Community Character:** The scale and design of the proposed development do not fit with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

**Noise and Disturbance:** The proximity of the parking area to residential areas will cause disturbance.

nces. The construction phase, along with the anticipated rise in population, will lead to higher noise levels and disruptions, affecting the quality of life for current residents.

I urge the planning committee to carefully consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, community safety, and environmental sustainability.

Thank you for your attention to this matter.

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240829-133329-46760

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 29/08/2024 13:33:29

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 女士 Ms. Rebecca Chan

意見詳情  
**Details of the Comment :**

主題：反對規劃申請 A/NE-TK/800  
 本人反對規劃申請 A/NE-TK/800，擬在新界大埔汀角船灣占屋第26約的多個地段進行開發。

有關地區為私人物業及民居，已有足夠的泊車及停車空間，開發停車場實屬無必要。而此舉卻嚴重影響居民生活及帶來安全風險，為少數商家的利益而犧牲居民的福祉，實屬不合理。

擬議開發的規模和設計影響當區自然環境，並與大埔社區的特徵相違背，工程噪音和污染將對該區生態造成干擾。

有關地區鄰近單車徑，為本地居民和旅客假日休閒旅遊必到之處，有關工程將嚴重影響附近空氣質素及破壞環境面貌，影響整體經濟發展，而工程並非必要，實在不值得。

懇請有關當局重新審視有關申請，謝謝！

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**From:**  
**Sent:** 2024-08-29 星期四 03:46:40  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** A/NE-TK/800 DD 26 Shuen Wan Chim Uk

A/NE-TK/800

Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po

Site area: About 1,525sq.m

Zoning: "Green Belt", "VTD" and area shown as 'Road'

Applied use: 39 Vehicle Park / Filling of Land

Dear TPB Members,

It is not clear if the parking is for the private developments or to cater for the residents of the transitional housing?

Whatever, part of the site is a road and parking could pose safety, obstruction and noise pollution issues that members should inquire into.

Mary Mulvihill

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-144830-27741

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 14:48:30

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 夫人 Mrs. 鄧太

**意見詳情  
Details of the Comment :**

主題：反对规划申请 A/NE-TK/800  
 我写信正式反对规划申请 A/NE-TK/800，拟在新界大埔汀角船湾占屋第26约的多个地段进行开发。作为拟开发区域旁边物业的居民和业主，我对该项目有以下几个方面的担忧。

1. 私人物业通道阻塞：拟议的开发将阻塞通往拟开发区域旁边私人物业的唯一通道。这将严重影响居民进出其物业的能力，带来极大的不便和安全风险，并对业主造成重大影响和担忧。为了申请人的利益而阻塞私人物业的通道是不体贴和不合理的。
2. 物业价值：担心该开发可能会对周边地区的物业价值产生负面影响，这对业主来说是一个重大关切。
3. 安全和紧急车辆通道：拟议的开发引发了重大安全问题。交通量的增加和开发的性质可能会妨碍紧急车辆的通行，可能会延误关键的响应时间。确保紧急服务的通道畅通无阻对所有居民的安全至关重要。
4. 公共利益：该开发不符合我们社区的更广泛公共利益。临时私人车辆停车场对居民没有长期利益。相反，它优先考虑私人利益而不是社区的整体福祉，占用了本已非常有限的社区休闲空间。
5. 环境影响：施工和相关的填土可能会导致绿地和野生动物栖息地的破坏，这对于维持我们地区的生态平衡至关重要。保护环境应是任何开发计划的优先事项。
6. 交通和基础设施：由于该开发导致的交通量增加将加剧交通拥堵，并对我们已经超负荷的基础设施造成额外压力。这可能会导致污染增加并影响社区的和谐。
7. 社区特征：拟议开发的规模和设计与我们社区的特征不符。保持我们社区的独特身份和魅力非常重要，而该项目威胁到这一点。
8. 噪音和干扰：紧邻住宅区的停车场和运营将对社区造成干扰。施工阶段和随之而来的人口增加将导致噪音水平和干扰增加，影响现有居民的生活质量。

我敦促规划委员会考虑这些观点并拒绝该申请。优先考虑邻近物业业主的权利、现有居民的福祉、我们社区的安全和环境的可持续性是非常重要的。  
 感谢您对这一问题的关注

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-150543-90237

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 15:05:43

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 小姐 Miss miss ko

意見詳情  
**Details of the Comment :**

該申請範圍會完全阻塞通往381號地下嘅私人通道，引致381號嘅租客住戶業主商戶冇辦法返回家中，堅決反對。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-150644-09744

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 15:06:44

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 小姐 Miss Li Ka Yan

**意見詳情  
Details of the Comment :**

**主題：反對規劃申請 A/NE-TK/800**  
 我寫信正式反對規劃申請 A/NE-TK/800，擬在新界大埔汀角船灣占屋第26約的多個地段進行開發。作為擬開發區域旁邊物業的居民和業主，我對該項目有以下幾個方面的擔憂。

**私人物業通道阻塞：**擬議的開發將阻塞通往擬開發區域旁邊私人物業的唯一通道。這將嚴重影響居民進出其物業的能力，帶來極大的不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人物業的通道是不體貼和不合理的。

**物業價值：**擔心該開發可能會對周邊地區的物業價值產生負面影響，這對業主來說是一個重大關切。

**安全和緊急車輛通道：**擬議的開發引發了重大安全問題。交通量的增加和開發的性質可能會妨礙緊急車輛的通行，可能會延誤關鍵的響應時間。確保緊急服務的通道暢通無阻對所有居民的安全至關重要。

**公共利益：**該開發不符合我們社區的更廣泛公共利益。臨時私人車輛停車場對居民沒有長期利益。相反，它優先考慮私人利益而不是社區的整體福祉，占用了本已非常有限的社區休閒空間。

**環境影響：**施工和相關的填土可能會導致綠地和野生動物棲息地的破壞，這對於維持我們地區的生態平衡至關重要。保護環境應是任何開發計劃的優先事項。

**交通和基礎設施：**由於該開發導致的交通量增加將加劇交通擁堵，並對我們已經超負荷的基礎設施造成額外壓力。這可能會導致污染增加並影響社區的和諧。

**社區特徵：**擬議開發的規模和設計與我們社區的特徵不符。保持我們社區的獨特身份和魅力非常重要，而該項目威脅到這一點。

**噪音和干擾：**緊鄰住宅區的停車場和運營將對社區造成干擾。施工階段和隨之而來的人口增加將導致噪音水平和干擾增加，影響現有居民的生活質量。

我敦促規劃委員會考慮這些觀點並拒絕該申請。優先考慮鄰近物業業主的權利、現有居民的福祉、我們社區的安全和環境的可持續性是至關重要的。

感謝您對這一問題的關注。

**主题：反对规划申请 A/NE-TK/800**  
 我写信正式反对规划申请 A/NE-TK/800，拟在新界大埔汀角船湾占屋第26约的多个地段进行开发。作为拟开发区域旁边物业的居民和业主，我对该项目有以下几个方面的担忧。

**私人物业通道阻塞：**拟议的开发将阻塞通往拟开发区域旁边私人物业的唯一通道。这将严重影响居民进出其物业的能力，带来极大的不便和安全风险，并对业主造成重大影响

和担忧。为了申请人的利益而阻塞私人物业的通道是不体贴和不合理的。

物业价值：担心该开发可能会对周边地区的物业价值产生负面影响，这对业主来说是一个重大关切。

安全和紧急车辆通道：拟议的开发引发了重大安全问题。交通量的增加和开发的性质可能会妨碍紧急车辆的通行，可能会延误关键的响应时间。确保紧急服务的通道畅通无阻对所有居民的安全至关重要。

公共利益：该开发不符合我们社区的更广泛公共利益。临时私人车辆停车场对居民没有长期利益。相反，它优先考虑私人利益而不是社区的整体福祉，占用了本已非常有限的社区休闲空间。

环境影响：施工和相关的填土可能会导致绿地和野生动物栖息地的破坏，这对于维持我们地区的生态平衡至关重要。保护环境应是任何开发计划的优先事项。

交通和基础设施：由于该开发导致的交通量增加将加剧交通拥堵，并对我们已经超负荷的基础设施造成额外压力。这可能会导致污染增加并影响社区的和谐。

社区特征：拟议开发的规模和设计与我们社区的特征不符。保持我们社区的独特身份和魅力非常重要，而该项目威胁到这一点。

噪音和干扰：紧邻住宅区的停车场和运营将对社区造成干扰。施工阶段和随之而来的人口增加将导致噪音水平和干扰增加，影响现有居民的生活质量。

我敦促规划委员会考虑这些观点并拒绝该申请。优先考虑邻近物业业主的权利、现有居民的福祉、我们社区的安全和环境的可持续性是非常重要的。

感谢您对这一问题的关注

**Subject: Opposition to Planning Application A/NE-TK/800**

I am writing to formally oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a resident and owner of a property directly adjacent to the proposed development area, I have several concerns regarding this project.

**Access Pathway Blockage to Private Property:**

The proposed development will block the only access pathway to private properties adjacent to the proposed development area. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Blockage to access for private property for the interest of the applicant is inconsiderate and unreasonable.

**Property Values:**

There is a concern that the development could negatively impact property values in the surrounding area, which is a significant concern for homeowners.

**Safety and Emergency Vehicle Access:**

The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents.

**Public Interests:**

The development does not align with the broader public interests of our community. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents. Instead, it prioritizes private interests over the collective well-being of the community by occupying the already very limited leisure space for the community.

**Environmental Impact:**

The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

**Traffic and Infrastructure:**

The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

**Community Character:**

The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.



Noise and Disturbance:

The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting the quality of life for existing residents.

I urge the planning committee to consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**

參考編號  
**Reference Number:** 240828-151255-01264

提交限期  
**Deadline for submission:** 30/08/2024

提交日期及時間  
**Date and time of submission:** 28/08/2024 15:12:55

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TK/800

「提意見人」姓名/名稱  
**Name of person making this comment:** 先生 Mr. Chan chi wa

意見詳情  
**Details of the Comment :**

主题：反对规划申请 A/NE-TK/800  
 我寫信正式反對規劃申請 A/NE-TK/800，擬在新界大埔汀角船灣占屋第26約的多個地段進行開發。作為擬開發區域旁邊物業的居民和業主，我對該項目有以下幾個方面的擔憂。

私人物業通道阻塞：擬議的開發將阻塞通往擬開發區域旁邊私人物業的唯一通道。這將嚴重影響居民進出其物業的能力，帶來極大的不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人物業的通道是不體貼和不合理的。

物業價值：擔心該開發可能會對周邊地區的物業價值產生負面影響，這對業主來說是一個重大關切。

安全和緊急車輛通道：擬議的開發引發了重大安全問題。交通量的增加和開發的性質可能會妨礙緊急車輛的通行，可能會延誤關鍵的響應時間。確保緊急服務的通道暢通無阻對所有居民的安全至關重要。

公共利益：該開發不符合我們社區的更廣泛公共利益。臨時私人車輛停車場對居民沒有長期利益。相反，它優先考慮私人利益而不是社區的整體福祉，占用了本已非常有限的社區休閒空間。

環境影響：施工和相關的填土可能會導致綠地和野生動物棲息地的破壞，這對於維持我們地區的生態平衡至關重要。保護環境應是任何開發計劃的優先事項。

交通和基礎設施：由於該開發導致的交通量增加將加劇交通擁堵，並對我們已經超負荷的基礎設施造成額外壓力。這可能會導致污染增加並影響社區的和諧。

社區特徵：擬議開發的規模和設計與我們社區的特徵不符。保持我們社區的獨特身份和魅力非常重要，而該項目威脅到這一點。

噪音和干擾：緊鄰住宅區的停車場和運營將對社區造成干擾。施工階段和隨之而來的人口增加將導致噪音水平和干擾增加，影響現有居民的生活質量。

我敦促規劃委員會考慮這些觀點並拒絕該申請。優先考慮鄰近物業業主的權利、現有居民的福祉、我們社區的安全和環境的可持續性是至關重要的。

感謝您對這一問題的關注。

主题：反对规划申请 A/NE-TK/800  
 我写信正式反对规划申请 A/NE-TK/800，拟在新界大埔汀角船湾占屋第26约的多个地段进行开发。作为拟开发区域旁边物业的居民和业主，我对该项目有以下几个方面的担忧。

私人物业通道阻塞：拟议的开发将阻塞通往拟开发区域旁边私人物业的唯一通道。这将严重影响居民进出其物业的能力，带来极大的不便和安全风险，并对业主造成重大影响

和担忧。为了申请人的利益而阻塞私人物业的通道是不体贴和不合理的。

物业价值：担心该开发可能会对周边地区的物业价值产生负面影响，这对业主来说是一个重大关切。

安全和紧急车辆通道：拟议的开发引发了重大安全问题。交通量的增加和开发的性质可能会妨碍紧急车辆的通行，可能会延误关键的响应时间。确保紧急服务的通道畅通无阻对所有居民的安全至关重要。

公共利益：该开发不符合我们社区的更广泛公共利益。临时私人车辆停车场对居民没有长期利益。相反，它优先考虑私人利益而不是社区的整体福祉，占用了本已非常有限的社区休闲空间。

环境影响：施工和相关的填土可能会导致绿地和野生动物栖息地的破坏，这对于维持我们地区的生态平衡至关重要。保护环境应是任何开发计划的优先事项。

交通和基础设施：由于该开发导致的交通量增加将加剧交通拥堵，并对我们已经超负荷的基础设施造成额外压力。这可能会导致污染增加并影响社区的和谐。

社区特征：拟议开发的规模和设计与我们社区的特征不符。保持我们社区的独特身份和魅力非常重要，而该项目威胁到这一点。

噪音和干扰：紧邻住宅区的停车场和运营将对社区造成干扰。施工阶段和随之而来的人口增加将导致噪音水平和干扰增加，影响现有居民的生活质量。

我敦促规划委员会考虑这些观点并拒绝该申请。优先考虑邻近物业业主的权利、现有居民的福祉、我们社区的安全和环境的可持续性是非常重要的。

感谢您对这一问题的关注

Subject: Opposition to Planning Application A/NE-TK/800

I am writing to formally oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a resident and owner of a property directly adjacent to the proposed development area, I have several concerns regarding this project.

Access Pathway Blockage to Private Property:

The proposed development will block the only access pathway to private properties adjacent to the proposed development area. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Blockage to access for private property for the interest of the applicant is inconsiderate and unreasonable.

Property Values:

There is a concern that the development could negatively impact property values in the surrounding area, which is a significant concern for homeowners.

Safety and Emergency Vehicle Access:

The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents.

Public Interests:

The development does not align with the broader public interests of our community. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents. Instead, it prioritizes private interests over the collective well-being of the community by occupying the already very limited leisure space for the community.

Environmental Impact:

The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

Traffic and Infrastructure:

The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

Community Character:

The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

Noise and Disturbance:

The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting the quality of life for existing residents.

I urge the planning committee to consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.

17

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

240830-130854-62425

## 提交限期

Deadline for submission:

30/08/2024

## 提交日期及時間

Date and time of submission:

30/08/2024 13:08:54

## 有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TK/800

## 「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Ms Kong

## 意見詳情

Details of the Comment :

Subject: Opposition to Planning Application A/NE-TK/800

I am writing to formally oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories.

1. The proposed area has been enclosed now and a security gate has been put up where password is required to both ENTER and EXIT the area.
2. There is no security guard, no contact number to call in case of enquiry, accident or emergency. It is imposing severe safety risk to the community. For old people and kids who need to be evacuated from the proposed area now, a "private" password has to be input to the gate. Without the password, there is no way to exit the area even during emergency.
3. The proposed area is too narrow for a gate / security booth to ensure 24-hours access. In case of fire or emergency, there is no way out.
4. The whole access is being controlled by one or two individual whose real identity unknown. There is no way for emergency vehicles such as ambulance or fire engines to reach the properties in the enclosed area. If the password holder does not "permit" or approve, then there is no way for any individual to exit or enter even their own properties / address in the area even if you are an owner or tenant.

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

240830-131414-40773

## 提交限期

Deadline for submission:

30/08/2024

## 提交日期及時間

Date and time of submission:

30/08/2024 13:14:14

## 有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TK/800

## 「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Teng

## 意見詳情

Details of the Comment :

Subject: 反對規劃申請 A/NE-TK/800

我寫信正式反對規劃申請 A/NE-TK/800，該申請涉及在新界大埔汀角船灣尖屋丈量約份第26約的多個地段進行開發。

該地區現已被封閉，並設置了一個需要密碼才能進入和退出的安全門。沒有保安人員，也沒有聯絡電話以便在有查詢、事故或緊急情況時聯絡。這對社區構成了嚴重的安全風險。對於需要從該地區撤離的老人和孩子來說，必須輸入“私人”密碼才能通過大門。在緊急情況下，如果沒有密碼，無法離開該地區。

該地區太狹窄，無法設置確保24小時通行的門或保安亭。在火災或緊急情況下，無法逃生。

整個通道由一兩個身份不明的個人控制。緊急車輛如救護車或消防車無法到達封閉區域內。

如果密碼持有者不“允許”或“批准”，則即使是業主或租戶，也無法進出該地區的房產或地址。

F22 19

Urgent Return receipt Expand Group Restricted Prevent Copy

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**From:**  
**Sent:** 2024-12-04 星期三 03:10:32  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Re: A/NE-TK/800 DD 26 Shuen Wan Chim Uk

Dear TPB Members,

Slight reduction is size to 1,512sq.m and number of vehicles 38.

Previous onjections relevant and upheld.

Mary Mulvihill

---

**From:**  
**To:** tpbpd <tpbpd@pland.gov.hk>  
**Date:** Thursday, 29 August 2024 3:46 AM HKT  
**Subject:** A/NE-TK/800 DD 26 Shuen Wan Chim Uk

A/NE-TK/800

Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po

Site area: About 1,525sq.m

Zoning: "Green Belt", "VTD" and area shown as 'Road'

Applied use: 39 Vehicle Park / Filling of Land

Dear TPB Members,

It is not clear if the parking is for the private developments or to cater for the residents of the transitional housing?

Whatever, part of the site is a road and parking could pose safety, obstruction and noise pollution issues that members should inquire into.

Mary Mulvihill

Urgent Return receipt Expand Group Restricted Prevent Copy

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**From:**  
**Sent:** 2024-12-16 星期一 23:20:15  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** WWF submission on the proposed Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of 3 Years and Associated Filling of Land in Ting Kok, Tai Po (Application No.: A/NE-TK/800)  
**Attachment:** s16A\_NE\_TK\_800 20241216\_WWF.pdf

Dear Sir/Madam,

Please find WWF-Hong Kong's submission on the captioned application.  
See attached file:

s16A\_NE\_TK\_800 20241216\_WWF.pdf

Thank you for your attention.

Best regards,  
Bonnie Leung (Ms.)

Conservation Officer, Conservation Policy | WWF 世界自然基金會香港分會

Tel:

Registered Name 註冊名稱: World Wide Fund For Nature Hong Kong 世界自然(香港)基金會

(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司).

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16 December 2024

**Chairman and members  
Town Planning Board**  
15/F North Point Government Offices,  
333 Java Road, North Point, Hong Kong  
(E-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk))

**By E-mail ONLY**

Dear Sir/ Madam,

**Re: Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only)  
for a Period of 3 Years and Associated Filling of Land in “Green Belt”, “Village  
Type Development” and area shown as ‘Road’ in Shuen Wan Chim Uk, Ting Kok,  
Tai Po (A/NE-TK/800)**

WWF would like to lodge an objection to the captioned proposal.

**Undesirable precedent of “develop first, apply later”**

According to the latest available satellite image, the site was used as a vehicle park until at least 11 February 2024 (Figure 1). Although the applicant claimed that vehicle park is needed to alleviate the added stress on transportation in the area due to the influx of residents in Lok Sin Village transitional housing, we found out that vegetation clearance dates back to 22 November 2013 (Figure 2) and the vehicle park has been in place since 3 March 2017 (Figure 3), well before the establishment of Lok Sin Village transitional housing. As such, we consider that the applicants' claim is unjustified.

Given our limited knowledge of the current environmental conditions at the site, we would be grateful if the Town Planning Board members could request relevant government departments to investigate whether the captioned proposal is linked to any unauthorised development. If that is the case, we urge the Town Planning Board to reject the application to prevent legitimizing actions to destroy the environment in pursuit of development approval.

**together possible™**

We would be grateful if our comments could be considered by the Town Planning Board.

Yours faithfully,  
Ms. Bonnie LEUNG  
Conservation Officer, Conservation Policy  
WWF Hong Kong

Figure 1 Satellite image showing the site was used as a vehicle park until at least 11 February 2024

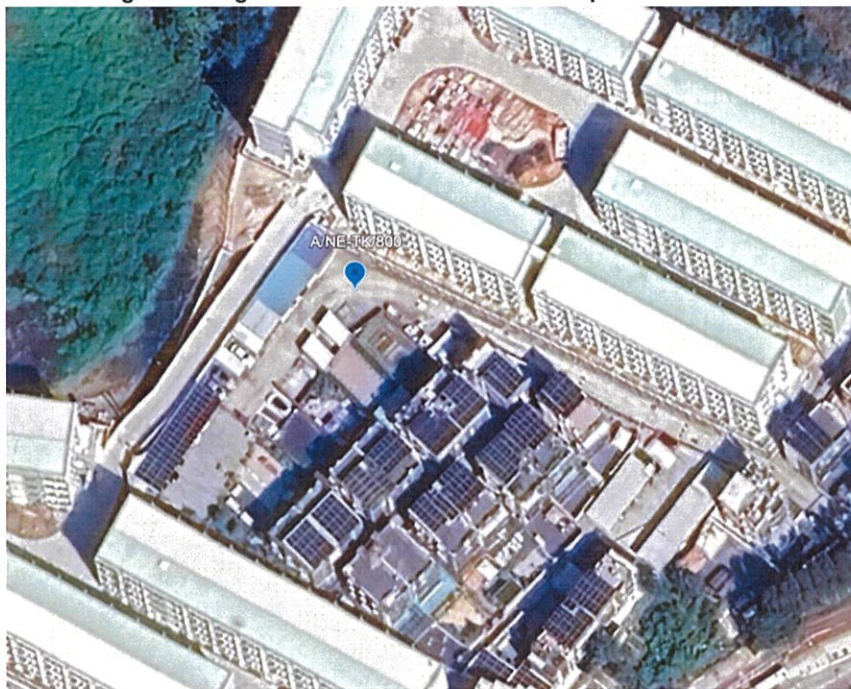


Figure 2 Satellite image showing vegetation clearance took place at the site at 22 November 2013



Figure 3 Satellite image showing the site has been used as a vehicle park since 3 March 2017

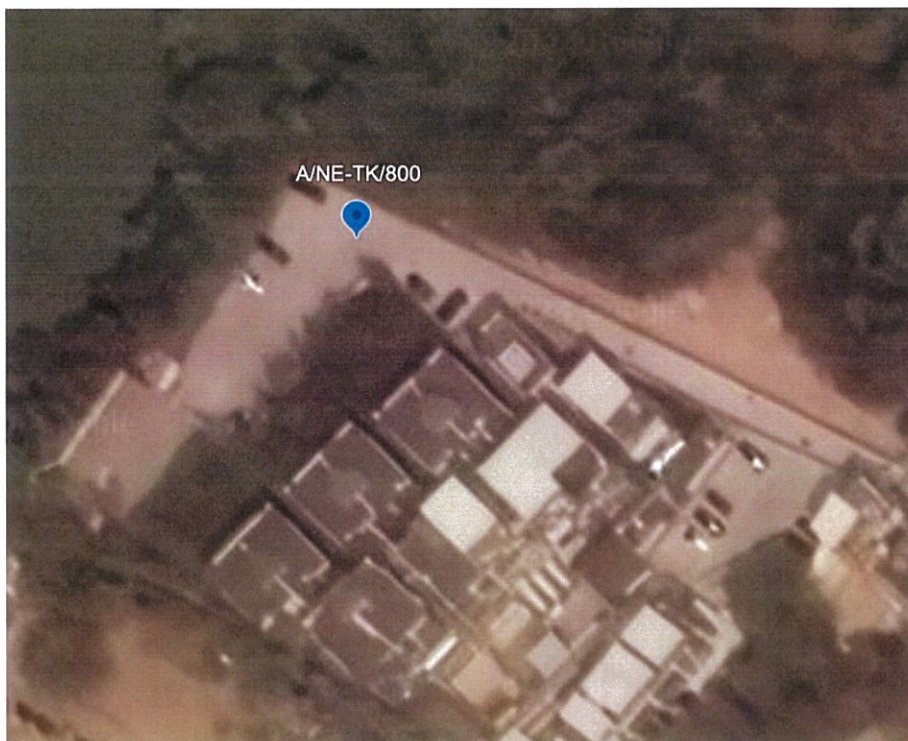


Image sources: Google Earth (Accessed on 9 December 2024)

Urgent Return receipt Expand Group Restricted Prevent Copy

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**From:**  
**Sent:** 2024-12-17 星期二 08:00:00  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Comments on the Section 16 Application No. A/NE-TK/800  
**Attachment:** TPB20241217(TK800).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,  
Ng Hei Man (Mr.)  
Campaign Manager  
The Conservancy Association

T:

D:

F:

Registered Name 註冊名稱 : The Conservancy Association 長春社  
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社

Since 1968

The Conservancy Association

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17<sup>th</sup> December 2024

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

By e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

Dear Sir/Madam,

Comments on the Section 16 Application No. A/NE-TK/800

The Conservancy Association (CA) OBJECTS to the captioned application.

**1. Not in line with planning intention of Green Belt zone**

According to the Approved Ting Kok Outline Zoning Plan (OZP) No. S/NE-TK/19, the planning intention of Green Belt zone “*is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone*”. We opine that to facilitate daily commuting purpose, as stated in the planning application, can hardly be regarded as a strong justification for a departure from current planning intention of Green Belt, even on a temporary basis.

**2. Undesirable precedent for similar applications**

According to aerial photos of Google Earth Pro, this site has been subject to land formation and vegetation clearance (Figure 1-2) in November 2013. The site was then paved with concrete and car parking can also be spotted afterwards (Figure 3-4). Worse still, more structures have been erected on the site. We suspected that this is a case of “destroy first, build later”.

Planning Department and members of Town Planning Board (TPB) should alert that TPB has announced approaches to deter “destroy first, build later” activities in 2011. It stated that “the Board is determined to conserve the rural and natural environment and



長春社 Since1968

The Conservancy Association

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will not tolerate any deliberate action to destroy the rural and natural environment in the hope that the Board would give sympathetic consideration to subsequent development on the site concerned"<sup>1</sup>. Therefore, this application should not be given any sympathetic consideration, or it will set an undesirable precedent for similar cases in future.

Yours faithfully,

The Conservancy Association

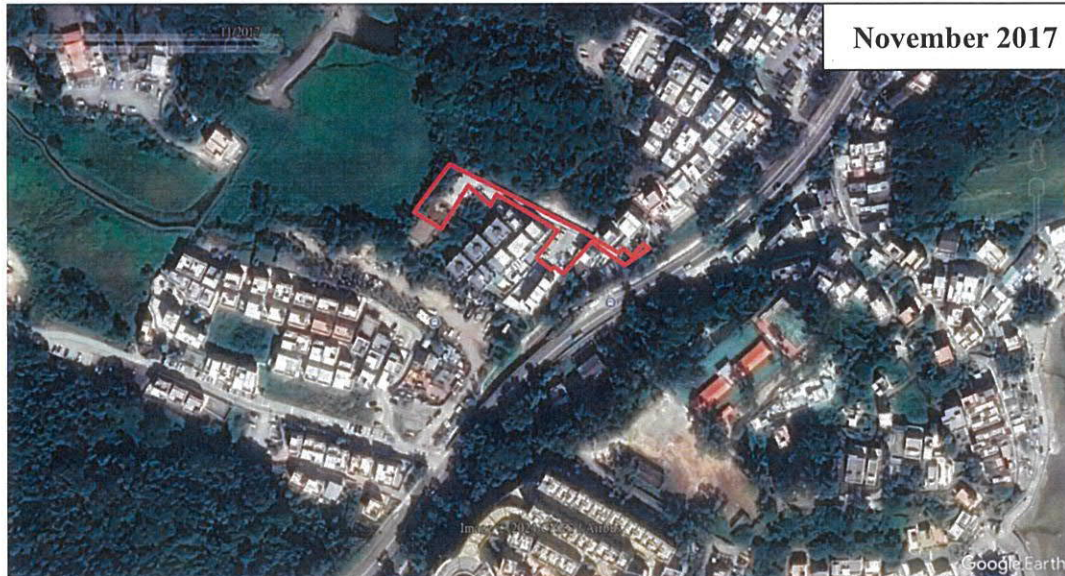
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<sup>1</sup> Town Planning Board adopts approaches to deter "destroy first, build later" activities (2011).  
<http://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>

Figure 1-2 According to aerial photos of Google Earth Pro, this site (marked in red) has been subject to land formation and vegetation clearance (Figure 1-2) in November 2013



Figure 3-4 The site (marked in red) was then paved with concrete and car parking can also be spotted afterwards





# 車位及行車通道布局設計圖

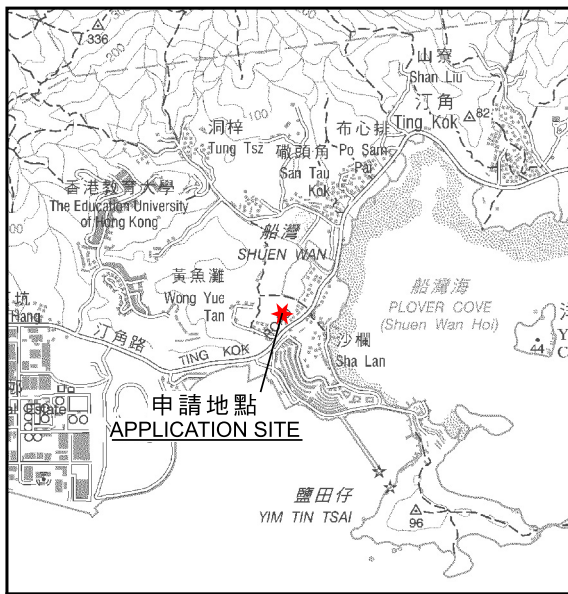


Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N. T.

參考編號  
REFERENCE No. A/NE-TK/800

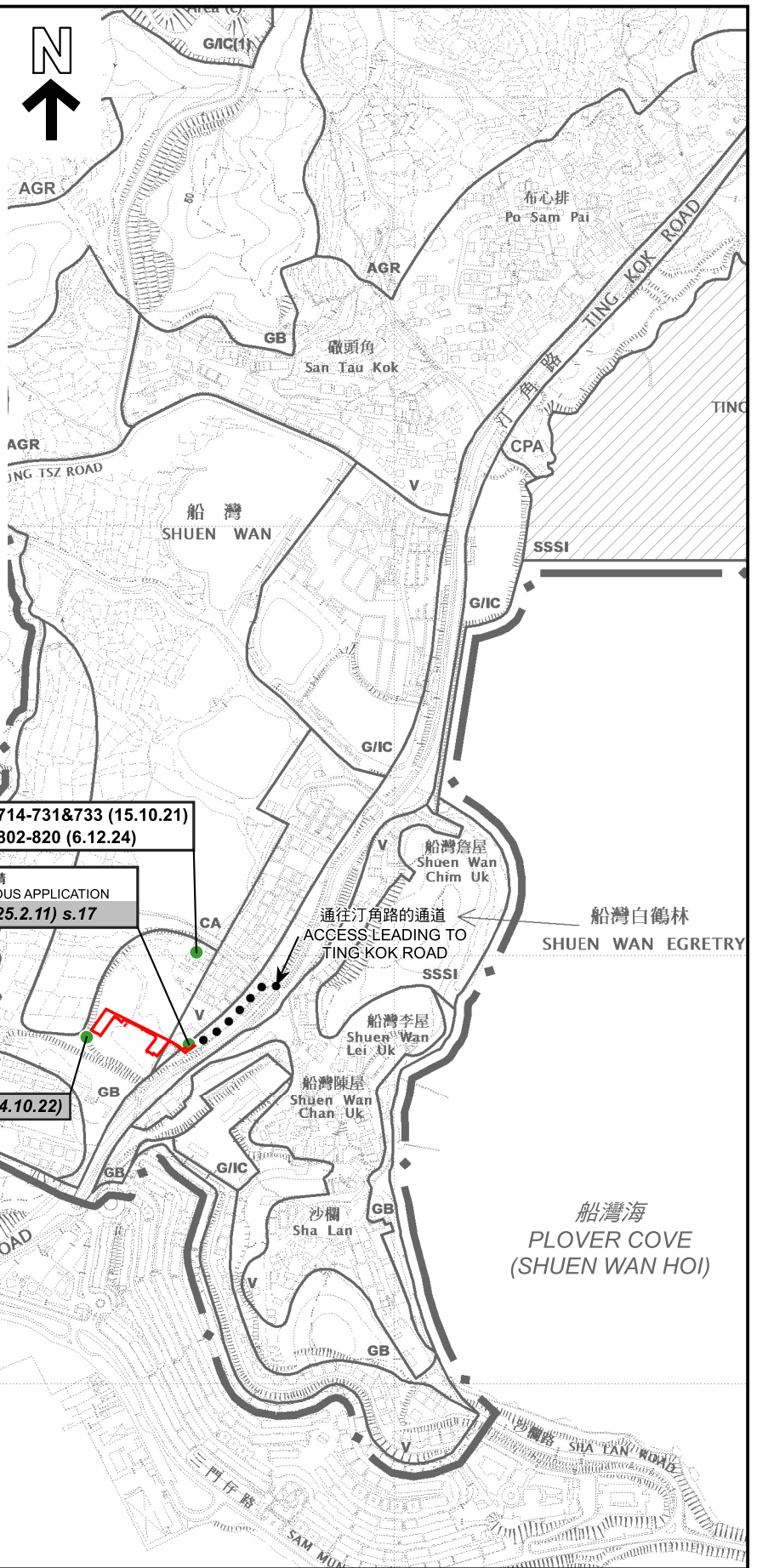
繪圖 DRAWING A-1

(來源：申請人建議書)  
(SOURCE: APPLICANT'S SUBMISSION PLAN)



**要覽圖 KEY PLAN**

SCALE 1 : 50 000 比例尺



**大埔新市鎮 TAI PO NEW TOWN**

714-731&733 (15.10.21)  
802-820 (6.12.24)

先前申請  
PREVIOUS APPLICATION  
314 (25.2.11) s.17

758 (14.10.22)

**圖例 LEGEND**

- 申請地點 (界線只作識別用)  
APPLICATION SITE  
(BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY)
- 獲批准的申請  
APPROVED APPLICATION
- 被拒絕的申請  
REJECTED APPLICATION
- 139 (7.11.97) 會議日期  
DATE OF MEETING
- 申請編號  
APPLICATION NUMBER

**位置圖 LOCATION PLAN**

臨時私人停車場 (只限私家車及輕型貨車) (為期3年) 及相關填土工程  
新界大埔汀角船灣倉屋丈量約份第26約多個地段  
TEMPORARY PRIVATE VEHICLE PARK  
(PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
VARIOUS LOTS IN D.D. 26,  
SHUEN WAN CHIM UK, TING KOK, TAI PO, NEW TERRITORIES

SCALE 1 : 7 500 比例尺  
METRES 100 0 100 200 300 METRES

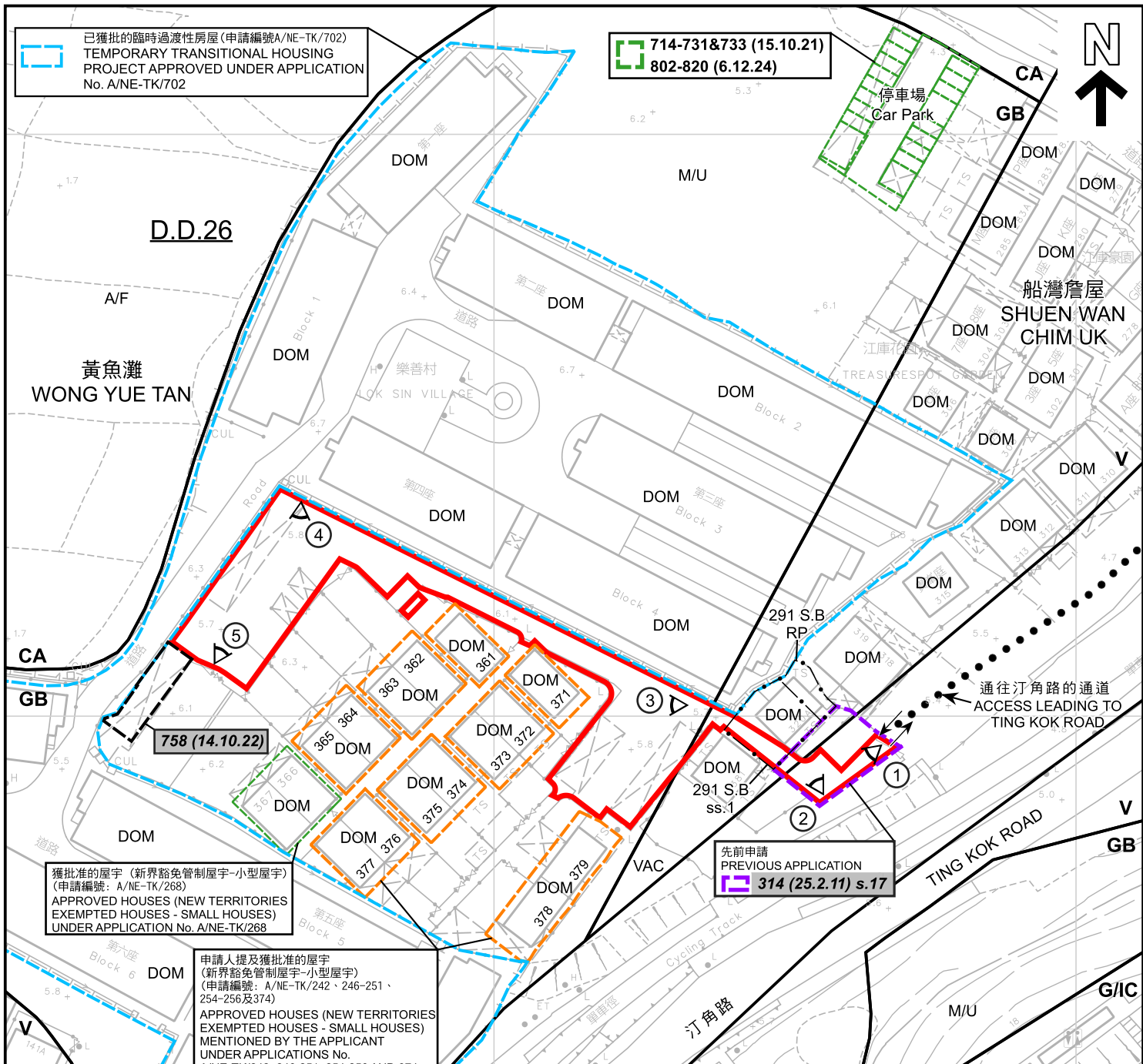
本摘要圖於2025年2月4日擬備，  
所根據的資料為於2015年10月27日  
核准的分區計劃大綱圖編號S/NE-TK/19  
EXTRACT PLAN PREPARED ON 4.2.2025  
BASED ON OUTLINE ZONING PLAN  
No. S/NE-TK/19 APPROVED ON 27.10.2015

**規劃署  
PLANNING  
DEPARTMENT**



參考編號  
REFERENCE No.  
**A/NE-TK/800**

**圖 PLAN  
A-1**



已獲批的臨時過渡性房屋(申請編號A/NE-TK/702)  
TEMPORARY TRANSITIONAL HOUSING  
PROJECT APPROVED UNDER APPLICATION  
No. A/NE-TK/702

714-731&733 (15.10.21)  
802-820 (6.12.24)



D.D.26

黃魚灘  
WONG YUE TAN

船灣倉屋  
SHUEN WAN  
CHIM UK

758 (14.10.22)

先前申請  
PREVIOUS APPLICATION  
314 (25.2.11) s.17

獲批准的屋宇(新界豁免管制屋宇-小型屋宇)  
(申請編號: A/NE-TK/268)  
APPROVED HOUSES (NEW TERRITORIES  
EXEMPTED HOUSES - SMALL HOUSES)  
UNDER APPLICATION No. A/NE-TK/268

申請人提及獲批准的屋宇  
(新界豁免管制屋宇-小型屋宇)  
(申請編號: A/NE-TK/242、246-251、  
254-256及374)  
APPROVED HOUSES (NEW TERRITORIES  
EXEMPTED HOUSES - SMALL HOUSES)  
MENTIONED BY THE APPLICANT  
UNDER APPLICATIONS No.  
A/NE-TK/242, 246-251, 254-256 AND 374

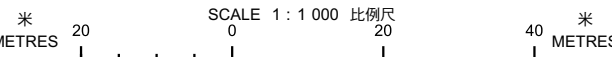
圖例 LEGEND

- |  |  |     |   |
|--|--|-----|---|
|  | 申請地點(界線只作識別用)<br>APPLICATION SITE<br>(BOUNDARY FOR IDENTIFICATION<br>PURPOSE ONLY) | M/U | 荒地<br>UNUSED LAND                       |
|  | 鄉村式發展<br>VILLAGE TYPE DEVELOPMENT  | VAC | 空置<br>VACANT                            |
|  | 政府、機構或社區<br>GOVERNMENT, INSTITUTION<br>OR COMMUNITY                                |     | 入口/出口<br>INGRESS / EGRESS               |
|  | 綠化地帶<br>GREEN BELT   |     | 實地照片的觀景點<br>VIEWING POINT OF SITE PHOTO |
|  | 自然保育區<br>CONSERVATION AREA   |     | 獲批准的申請<br>APPROVED APPLICATION          |
|  | 休耕農地<br>FALLOW AGRICULTURAL LAND   |     | 被拒絕的申請<br>REJECTED APPLICATION          |
|  | 住用構築物<br>DOMESTIC STRUCTURE  |     | 會議日期<br>DATE OF MEETING                 |
|  |  |     | 申請編號<br>APPLICATION NUMBER              |

註釋 Note:  
(1) 2025年2月12日勘測的土地用途  
Land uses shown on this plan are in accordance with the land use survey  
conducted by the Planning Department on 12.2.2025

平面圖 SITE PLAN

臨時私人停車場(只限私家車及輕型貨車)(為期3年)及相關填土工程  
新界大埔汀角船灣倉屋丈量約份第26約多個地段  
TEMPORARY PRIVATE VEHICLE PARK  
(PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
VARIOUS LOTS IN D.D. 26,  
SHUEN WAN CHIM UK, TING KOK, TAI PO, NEW TERRITORIES



規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
A/NE-TK/800

圖 PLAN  
A-2

本摘要圖於2025年2月19日擬備，  
所根據的資料為測量圖編號  
3-SE-22C和7-NE-2A  
EXTRACT PLAN PREPARED ON 19.2.2025  
BASED ON SURVEY SHEETS No.  
3-SE-22C and 7-NE-2A

於1990年9月7日拍得的航攝照片  
 編號A22529  
 AERIAL PHOTO No. A22529  
 TAKEN ON 7.9.1990

蝦地下  
 HA TEI HA



黃魚灘  
 WONG YUE  
 TAN

汀角路  
 TING KOK ROAD

船灣  
 SHUEN WAN

汀角路

**圖例 LEGEND**  
 申請地點 (界線只作識別用)  
 APPLICATION SITE  
 (BOUNDARY FOR IDENTIFICATION  
 PURPOSE ONLY)

於2005年4月3日拍得的航攝照片  
 編號CW64217  
 AERIAL PHOTO No. CW64217  
 TAKEN ON 3.4.2005

蝦地下  
 HA TEI HA



S/NE-TK/9

S/TP/18

黃魚灘  
 WONG YUE  
 TAN

CA  
 GB

汀角路  
 TING KOK ROAD

船灣  
 SHUEN WAN

汀角路

**圖例 LEGEND**  
 申請地點 (界線只作識別用)  
 APPLICATION SITE  
 (BOUNDARY FOR IDENTIFICATION  
 PURPOSE ONLY)

沒有分區計劃  
 大綱圖覆蓋的範圍  
 AREA NOT  
 COVERED  
 BY OZP

**航攝照片 AERIAL PHOTOS**

臨時私人停車場 (只限私家車及輕型貨車) (為期3年) 及相關填土工程  
 新界大埔汀角船灣唐屋丈量約份第26約多個地段  
 TEMPORARY PRIVATE VEHICLE PARK  
 (PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
 FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
 VARIOUS LOTS IN D.D. 26,  
 SHUEN WAN CHIM UK, TING KOK, TAI PO, NEW TERRITORIES

本摘要圖於2024年12月13日擬備  
 EXTRACT PLAN PREPARED ON 13.12.2024

**規劃署**  
 PLANNING DEPARTMENT



參考編號  
 REFERENCE No.  
 A/NE-TK/800

**圖 PLAN**  
 A-3a

於2015年6月3日拍得的航攝照片  
編號CW114156  
AERIAL PHOTO No. CW114156  
TAKEN ON 3.6.2015




**圖例 LEGEND**  
 申請地點 (界線只作識別用)  
 APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

沒有分區計劃  
大綱圖覆蓋的範圍  
AREA NOT COVERED BY OZP

於2023年2月24日拍得的航攝照片  
編號E187539C  
AERIAL PHOTO No. E187539C  
TAKEN ON 24.2.2023



**圖例 LEGEND**  
 申請地點 (界線只作識別用)  
 APPLICATION SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

沒有分區計劃  
大綱圖覆蓋的範圍  
AREA NOT COVERED BY OZP

**航攝照片 AERIAL PHOTOS**

臨時私人停車場 (只限私家車及輕型貨車) (為期3年) 及相關填土工程  
 新界大埔汀角灣唐屋丈量約份第26約多個地段  
 TEMPORARY PRIVATE VEHICLE PARK  
 (PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
 FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
 VARIOUS LOTS IN D.D. 26,  
 SHUEN WAN CHIM UK, TING KOK, TAI PO, NEW TERRITORIES

本摘要圖於2024年12月13日擬備  
EXTRACT PLAN PREPARED ON 13.12.2024

**規劃署**  
 PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
A/NE-TK/800

**圖 PLAN**  
A-3b



申請地點界線只作識別用  
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**實地照片 SITE PHOTOS**

臨時私人停車場（只限私家車及輕型貨車）（為期3年）及相關填土工程  
新界大埔汀角船灣倉屋丈量約份第26約多個地段  
TEMPORARY PRIVATE VEHICLE PARK  
(PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
VARIOUS LOTS IN D.D. 26,  
SHUEN WAN CHIM UK, TING KOK, TAI PO, NEW TERRITORIES

規劃署  
PLANNING  
DEPARTMENT



本摘要圖於2025年2月17日擬備，所根據的資料為攝於2025年2月12日的實地照片  
PLAN PREPARED ON 17.2.2025 BASED ON SITE PHOTOS TAKEN ON 12.2.2025

參考編號  
REFERENCE No.  
A/NE-TK/800

圖 PLAN  
A-4a



申請地點界線只作識別用  
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**實地照片 SITE PHOTOS**

臨時私人停車場（只限私家車及輕型貨車）（為期3年）及相關填土工程  
新界大埔汀角船灣倉屋丈量約份第26約多個地段  
TEMPORARY PRIVATE VEHICLE PARK  
(PRIVATE CARS AND LIGHT GOODS VEHICLES ONLY)  
FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND  
VARIOUS LOTS IN D.D. 26,  
SHUEN WAN CHIM UK, TING KOK, TAI PO, NEW TERRITORIES

規劃署  
PLANNING  
DEPARTMENT



本摘要圖於2025年2月17日擬備，所根據的資料為攝於2025年2月12日的實地照片  
PLAN PREPARED ON 17.2.2025 BASED ON SITE PHOTOS TAKEN ON 12.2.2025

參考編號  
REFERENCE No.  
A/NE-TK/800

圖 PLAN  
A-4b

**Agenda Item 15**

**Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/NE-TK/800            Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of 3 Years and Associated Filling of Land in “Green Belt” and “Village Type Development” Zones and area shown as ‘Road’, Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po  
  
(RNTPC Paper No. A/NE-TK/800B)

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**Presentation and Question Sessions**

86.            With the aid of some plans, Mr Jeffrey P.K. Wong, STP/STN, briefed Members on the background of the application, the applied use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department (PlanD) did not support the application.

87.            A Member enquired the reasons for the presence of village houses to the south of the application site (the Site) within the same “Green Belt” (“GB”) zone. In response, Mr Jeffrey P.K. Wong, STP/STN, with the aid of some plans, said that the village houses were the subject of previously approved applications by the Committee between 2008 and 2011 before the Board had formally adopted a more cautious approach in 2015 when considering applications for Small House development.

**Deliberation Session**

88.            While noting the general presumption against development within the “GB” zone, a Member enquired whether sympathetic consideration could be given to the proposed temporary ‘private vehicle park’ use at the Site, taking into account the circumstances of the Site, including the infill nature of the Site resulted from approval of a s.16 application for temporary transitional housing development (No. A/NE-TK/702) to the north and approvals of s.16 applications for village houses to the south within the same “GB” zone, the fact that the Site was already filled and partly hard paved, and the pressing demand for vehicle parking in the nearby villages. Should the application be approved, an approval condition requiring



the reinstatement of the Site could be imposed to ensure that the buffer function of the “GB” zone would be restored upon expiry of the planning approval.

89. Other Members did not support the application, considering that the “GB” zone, where the Site was located, served as a buffer to the “Conservation Area” in Wong Yue Tan and Ha Tei Ha to the north of the Site. While an s.16 application had been approved for temporary transitional housing development, an approval condition on reinstatement had been imposed, requiring the project proponent to reinstate the site to an amenity area to the satisfaction of the Director of Planning or of the Board. The buffer function of the “GB” zone in the long term would not be undermined by the approval of the s.16 application for the temporary transitional housing development. As such, the Site could not be considered as an infill site in the long term.

90. The Committee noted that if the current application was approved, the approval would remain valid until 2028 while the planning permission for the temporary transitional housing development would expire in 2026. The reinstatement works required for the temporary transitional housing project would be subject to scrutiny by the Housing Bureau. In that regard, approval of the current application might hinder the early resumption of buffer function of the “GB” zone.

91. The Vice-chairperson enquired about the site conditions of the temporary transitional housing site prior to the commencement of construction works. The Committee noted that the area had remained largely vegetated since 1990 until construction works for the transitional housing development commenced in 2023.

92. Referring to an application for a temporary public vehicle park in “GB” zone under item 56 (Application No. A/YL-LFS/533) in which PlanD raised no objection, a Member expressed concern as to whether a consistent approach had been adopted in assessing planning applications for temporary uses within “GB” zone. The Chairperson explained that previous approval had been granted for the application site under application No. A/YL-LFS/533, whereas the Site under the current application was not the subject of any previous approval. The Vice-chairperson added that applications within “GB” zone would only be approved in exceptional circumstances, such as where previous approval had been granted for the site. A Member considered that shortage of car parking spaces was not

uncommon in rural villages, which did not warrant special consideration to deviate from the presumption against development within the “GB” zone. Rejection of the current application could convey a clear message to deter ‘destroy first, build later’ activities.

93. After deliberation, the Committee decided to reject the application. The reason was:

“the applied use with associated filling of land is not in line with the planning intention of the “Green Belt” zone which is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets, and the Town Planning Board Guidelines for ‘Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance’ (TPB PG-No. 10). There is a general presumption against development within this zone. There is no strong planning justification in the submission for a departure from such planning intention.”

[The Chairperson thanked PlanD’s representatives for attending the meeting. They left the meeting at this point.]

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**Fanling, Sheung Shui and Yuen Long East District**

[Messrs Alexander W.Y. Mak and Kimson P.H. Chiu, Ms Lucille L.S. Leung, STPs/FSYLE, and Mr Gary T.L. Lam, Town Planner/Fanling, Sheung Shui and Yuen Long East, were ~~invited to the meeting at this point.~~]

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城市規劃委員會

香港北角渣華道三百三十三號  
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices  
333 Java Road, North Point,  
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-TK/800

By Email

14 March 2025

Cheung Suk Fan Fennie

Dear Sir/Madam,

**Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only)  
for a Period of 3 Years and Associated Filling of Land in "Green Belt"  
and "Village Type Development" Zones and area shown as 'Road',  
Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po**

I refer to my letter to you dated 20.2.2025.

After giving consideration to the application, the Town Planning Board (TPB) decided to reject the application and the reason is :

- the applied use with associated filling of land is not in line with the planning intention of the "Green Belt" zone which is primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets, and the Town Planning Board Guidelines for 'Application for Development within Green Belt Zone under Section 16 of the Town Planning Ordinance' (TPB PG-No. 10). There is a general presumption against development within this zone. There is no strong planning justification in the submission for a departure from such planning intention.

A copy of the TPB Paper in respect of the application is available at TPB website at this link ([https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/760\\_rnt\\_agenda.html](https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/760_rnt_agenda.html)). A copy of the TPB Paper in Chinese in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 28.2.2025, in both English and Chinese, are enclosed herewith for your reference.

Under section 17(1) and 17(1A) of the Town Planning Ordinance (the Ordinance), an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. The application must be in writing and must set out the grounds for the review. If you wish to seek a review, you should inform me and provide the grounds for review within 21 days from the date of this letter (on or before 5.4.2025). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to

attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

Under the Ordinance, the TPB can only reconsider at the review hearing the original application in the light of further written and/or oral representations. Should you decide at this stage to materially modify the original proposal, such proposal should be submitted to the TPB in the form of a fresh application under section 16 of the Ordinance.

If you wish to seek further clarifications/information on matters relating to the above decision, please feel free to contact Mr. Jeffrey Wong of the Sha Tin, Tai Po & North District Planning Office at 2158 6372.

Yours faithfully,



( Leticia LEUNG )

for Secretary, Town Planning Board

(With Chinese Translation)

LL/CN/cl

Urgent Return receipt Expand Group Restricted Prevent Copy Confidential

**Charlotte Tsz Wing WUN/PLAND**

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寄件者: cheung fennie [REDACTED]  
寄件日期: 2025年04月03日星期四 11:18  
收件者: Charlotte Tsz Wing WUN/PLAND  
主旨: 申請編號: TPB/A/NE-TK/800  
附件: 覆核申請.pdf; 支持信.pdf  
類別: Internet Email

Dear Miss Wun

有關上述申請編號，本人現提出覆核申請，詳細內容請看附件共 2 個檔案，謝謝!

Best regards,  
Fennie Cheung

致： 城市規劃委員會  
香港北角渣華道 333 號  
北角政府合署 15 樓

副件抄送： 規劃署

申請編號： TPB/A/NE-TK/800

電郵函件

**tpbpd@pland.gov.hk**

**尊敬的主席/委員：**

我們收到貴會在三月十四日的回覆，拒絕該申請的決定感到非常失望，所以我們現提出覆核申請。

### **填土部分的釐清**

首先，我們想澄清一些事實，在填寫改變土地用途申請表時，規劃署職員要求我加入填土項目，當時我解釋不是現有業主填土的，業主購入物業時行車通道及部份車位的狀況已經填土，規劃署職員說已有記錄的，已知不是現在業主填土的，還說明這是標準的申請表寫法，我很無奈只好依照規劃署職員的意見加入填土項目在申請表上。

後來在公眾諮詢的告示上看到標題寫了『進行相關的填土工程』，隨即我聯絡規劃署負責的職員再說明多一次事實，職員再說已知不是現有業主填土的，但在外來人看到這個標題會誤以為這個地方會開闢新的填土，實際上這項申請並不涉及新填土工程，以免引起不必要誤會，所以本人有必要再次作出釐清。

我們搬到屋苑後才得知發展商，需把已鋪築的硬地面部份範圍還原(請參閱車位及行車通道圖(Part 2 綠色)部份，當時有業主擔心，曾在 2016 年親自到沙田規劃署查詢屋苑已鋪的築硬地面(Part 1 藍色)部份是否也要還原，規劃署職員口頭回覆(Part 1)行車通道在批建築時，因消防規劃需要，可使緊急車輛(消防車、救護車)可通過原因，准許鋪築硬地面。

而本人在 2017 - 2018 年期間看到(Part 2)行車通道及車位曾多次翻土還原，而(Part 1)行車通道及車位仍是保留硬地面，確信當時規劃處職員所說該部份不需還原。

車位及行車通道圖



Various Lots in D. D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N. T.

## 公眾反對的意見

我們的申請收到一些反對的意見，我們想提出這些意見的不正確之處。

1. 據我們理解，其中十多個反對意見都來自我們屋苑附近的居民，因我們有私人土地可以停泊車輛，而他們只能霸佔政府土地泊車，所以提出反對我們申請臨時停車場用途。
2. 我們屋苑的行車通道闊 4.5 米，絕不會影響救護車及消防車在發生事故時進入屋苑，出入完全暢通無阻，不會如反對意見所說引起安全問題延誤緊急服務。
3. 在 2025 年 3 月 18 日，我們隔鄰船灣詹屋 319 號發生火警，村長收到消防局通知第一時間聯絡我們，請我們協助隔鄰有否需要幫忙。當時蝦地下入口近公廁位置有違泊車輛阻塞通道，因此阻延消防車及救護車進來拯救，我們居民協助下找出相關人士請他們把車輛駛走，才能順利通過道路。在我們屋苑前面空地亦有違泊車輛阻塞，所以讓消防車利用我們屋苑的道路來調頭，就今次事件可證明本屋苑車位及通道上的安排不會影響緊急車輛出入。
4. 反對的意見也包括世界自然基金會、長春社，這些組織似乎對每一個申請都作出反對，我們不是先破壞後建設。





## 規劃理據

貴會回信拒絕我們的申請，理由是申請用途及相關填土工程不符合「綠化地帶」的規劃意向。申請書沒有提出有力的規劃理據，以支持偏離有關的規劃意向。對以上的拒絕理由，我們提出以下的規劃理據供貴會再考慮。

1. **規劃原則:** 毫無疑問，綠化地帶的目的是在城市和農村之間建立一個緩衝區，但隨著社會的發展，城鄉越來越融合。

英國皇家城市規劃學會 (Royal Town Planning Institute) 有以下論述:

<https://www.rtpi.org.uk/become-a-planner/about-planning/why-plan/#:~:text=As%20populations%20grew%20and%20humans,of%20urban%20and%20rural%20areas>

**Planners are interested in people, places and sustainability.** A town planner helps find the solution to these issues and 'planning' has been around since the first settlements were built thousands of years ago, located by rivers and near to shelter and food. As populations grew and humans developed systems for making decisions, such as governments, then planning - as a set of rules - emerged as a way to manage the different demands and uses of land. As a professional activity, town planning balances the social, economic and environmental needs of urban and rural areas.

因此城市規劃應考慮包括城鄉、社會、經濟和環境需求在內的所有因素。

在綠化地帶發展並不罕見，大埔區內成功的例子:

1. 近年落成位於大埔半山山塘路 8 號高樓大廈住宅(天鑽)，共有 17 座，提供 1,620 個單位。

2. 位於大埔馬窩路 19 號(上然),項目由 6 座住宅大樓組成,共提供 1,650 伙。
3. 在我們同一「綠化地帶」內申請地點附近亦有批准個案 A/NE/TK/802-820 ,大埔汀角第 26 約地段第 298 號,批出臨時停車場 (為期 3 年)。

此外,還有其他綠化地帶改變土地用途申請正在進行中。城市規劃委員會三月二十八日宣布修訂大埔分區計劃大綱核准圖。

#### 修訂項目主要涉及

- (i) 把位於露輝路與汀角路交界處的一幅用地由「綠化地帶」和顯示為「道路」的地方改劃為「住宅(甲類) 11」地帶,以便進行土地共享先導計劃下的一項公營房屋發展項目。
- (ii) 把位於汀角路雅景花園以北的一幅用地由「綠化地帶」和顯示為「道路」的地方改劃為「住宅(甲類) 12」地帶,以便進行土地共享先導計劃下的一項私人住宅發展項目。

2. **以民為本**：香港政府是為人民服務的,以民為本。各委員應該聽過「法律不外乎人情」的原則,這並不是鼓勵市民不遵守法律,而是解釋及執行法律時要合情合理。西方亦有衡平法 (Equity Law) 的傳統。衡平法主要以公平、正義、合理的方式來處理案件,遇上與普通法所訂立的原則有所衝突時,衡平法會考慮案件的實際情況,酌情作出決定。

香港於 1997 年回歸中國後，香港特別行政區的法律制度以基本法作為基礎。基本法第 8 條說明香港原有法律，即普通法、衡平法、條例、附屬立法和習慣法，除同基本法相抵觸或經香港立法機關作出修改歷史者外，將予以保留。所以希望各委員在條文之外加入公平、公義、合理的考慮。

3. **同情考慮:** 在二月二十八日的城市規劃委員會會議，一名委員表示，應該給予同情考慮(*sympathetic considerations*)。委員考慮到該我們屋苑地點的具體情況，對臨時車輛停車用途給予同情考慮。這包括地點性質和附近居民對停車位的迫切需求。過去曾有基於此考慮而獲批准的申請過案。二月二十八日會議文件上也有列出這些過案。

我們現有物業的位置受到 1990 年法定圖則的「綠化地帶」規限，發展商向政府申請興建住宅，相信你們也有研究城市規劃，相信是土地不足在鄉郊位置可解決住屋需求，才會在 2010 及 2013 年批准在該地點興建住宅用途。

但批准建設住宅而旁邊的土地不能用作停泊車輛，需要我們現時居民申請改變土地用途才能合法使用。

政府增設城市規劃部門目的是為了改善城市、地方配套整體上的問題，改善民生，希望在規劃土地用途上取得平衡而批出使用。有人住自然有交通的需求，但批准建設住宅，同時連接車輛通道和停泊車輛沒有全面給予規劃，其實當年這個批出都有一個不完善的問題遺留，而貴會把問題帶了給現時的居民。

4. **人口急增及老化:** 根據人口普查，大埔區的人口由 2016 年的 303,926 人增加至 2021 年的 316,470 人（增加 12,544 人，增幅 4.1%），單是船灣區的人口就由 2016 年的 19,459 人增加至 2021 年的 22,465 人（增加 3,006 人，增幅 15.4%）。

近年我們現居的地點毗鄰興建了兩個過渡性房屋「樂善村」及「善樓」，分別在 2024 及 2025 入伙，因此船灣詹屋一帶增加約 2,600 人居住，船灣區人口將進一步增加，導致公共交通嚴重負荷，居民出入市區百上加斤。

更嚴重的是，隨著香港人口老化趨勢加劇，大埔區 9 歲以下及 60 至 80 歲以上的居民已佔總人口的 36%。這使得居民對便捷的交通工具的需求十分迫切。

		百分比
年齡	年齡分佈 (2021)	
80+	13,244	4%
70-79	21,617	7%
60-69	55,242	17%
50-59	49,160	16%
40-49	46,870	15%
30-39	52,869	17%
20-29	32,965	10%
10-19	21,492	7%
0-9	23,011	7%
	316,470	100%

5. **公共運輸不足**: 交通一直是汀角路一帶居民的問題。由於人口迅速增加和過渡性房屋項目居民的湧入，尤其是船灣居民面臨重大挑戰，人口激增導致公共交通服務嚴重負荷。

該地區的公共交通選擇有限，75K 號巴士路線是連接大埔市中心及大埔墟鐵路站與大美督之間唯一一條巴士路線。然而巴士班次並不頻密。

另外還有 20C 和 20B 號小巴可供選擇，但通常當它們從大尾督和洞梓出發，到船灣詹屋站已經滿座了，行車班次並不頻密。

雖然住在鄉郊，但我們也需要工作，每日上班、有些是工作車輛、小孩上學、老人出入醫院看病，購買日常用品等，必須出入市區，但公共交通配套完全不足，現時每日輪候公共交通在繁忙時段長達 1 小時，非繁忙時段亦要輪候 45 分鐘，人口增加自然會影響交通需求的問題，例如繁忙時候只有數小時，在這數小時內怎樣才能把汀角民居疏通人流，有關部門有否考慮到這個問題。

這種不足迫使我們出入自駕車輛代步，能自行安排車輛停泊安置，減少政府部門負擔，自行解決民生需求，避免增加違泊情況，亦確實減少使用公共交通服務，能減輕汀角一帶居民使用公共交通之負擔，可讓沒辦法駕駛之人士享用公共交通服務外，亦增加了整體社會效益，共享繁榮。

各委員也應知道，特別是在週末和假日期間，有很多區外人士湧入大美督進行休閒活動，例如遠足、燒烤、騎自行車、到龍尾沙灘游泳等，這使得交通問題更加嚴重。

香港一直人多地少，政府也用綠化地帶去建造過渡性房屋幫助排候公屋的市民，為何政府又不體恤我們小市民的交通苦況，批准我們用私人土地作臨時停車場，這也有助解決繁重的交通問題，如果沒有地方安置車輛停泊，居民會面臨重大的不便和日常生活的困擾。

這方面運輸署署長的意見上也明白泊車的需求，支持我們的申請。

### 汀角路公共運輸班次：

75K 巴士 繁忙時段輪候達 1 小時以上，非繁忙亦要輪候 45 分鐘

服務改動 Service Adjustment		顧客服務熱線 2745 4466 Customer Service Hotline		www.kmb.hk		
75K 修訂行車時間表 Frequency Adjustment						
路線	大美督 - 大埔墟站					
生效日期	由 2024 年 8 月 19 日 起					
Route	Tai Mei Tuk - Tai Po Market Station					
Effective Date	From 19 August 2024					
時間表 Timetable	<b>大美督 開 From Tai Mei Tuk</b>					
	星期一至五 Mondays to Fridays	班次 (分) Frequency (minutes)	星期六 Saturdays	班次 (分) Frequency (minutes)	星期日及公眾假期 Sundays and Public Holidays	班次 (分) Frequency (minutes)
	05:25 - 05:45	20	05:25 - 22:50	15-20	05:25 - 06:15	25
	05:45 - 09:10	10-15	22:50 - 23:40	25	06:15 - 21:10	15-20
	09:10 - 19:55	15-20			21:10 - 23:40	25
	19:55 - 23:40	25				
	<b>大埔墟站 開 From Tai Po Market Station</b>					
	星期一至五 Mondays to Fridays	班次 (分) Frequency (minutes)	星期六 Saturdays	班次 (分) Frequency (minutes)	星期日及公眾假期 Sundays and Public Holidays	班次 (分) Frequency (minutes)
	06:05 - 06:45	20	06:05 - 06:55	25	06:05 - 07:45	25
	06:45 - 08:25	10-15	06:55 - 21:55	15-20	07:45 - 20:40	15-20
08:25 - 00:00	20-25	21:55 - 00:00	25	20:40 - 00:00	25	

20B & 20C 繁忙時段或非繁忙時段，小巴到詹屋站基本上已經坐滿，無法上車。

專線小巴服務 GMB Service

# 20c

大埔墟站  ⇌ 大美督  
TAI PO MARKET STATION ⇌ TAI MEI TUK

**服務時間 SERVICE HOURS**

大埔墟站開	班次(分鐘)
From Tai Po Market Station	Headway (mins)
每日 Daily	<b>4-10</b>
<b>0500 - 0100</b>	
大美督開	班次(分鐘)
From Tai Mei Tuk	Headway (mins)
每日 Daily	<b>4-10</b>
<b>0520 - 0130</b>	

以上資料僅供參考之用，實際班次或會因應交通情況而作出調整，恕不另行通知。  
The above timetable will be adjusted subject to actual traffic condition without prior notice.

**收費 FARE**

往大美督方向 To Tai Mei Tuk	
大埔墟站	大美督
\$ 8.80	\$ 7.20
往大埔墟站方向 To Tai Po Market Station	
大美督	大埔墟站
\$ 8.80	\$ 8.80
\$ 8.80	\$ 8.30
\$ 8.80	\$ 8.30 \$ 7.20
\$ 8.80	\$ 8.30 \$ 7.20 \$ 6.40
\$ 8.80	\$ 8.30 \$ 7.20 \$ 6.40 \$ 4.70
\$ 8.80	\$ 8.30 \$ 7.20 \$ 6.40 \$ 4.70 \$ 3.50

AMS 途智公交 www.amspt.com  
乘客服務熱線 2873 6808


**大埔墟站 TAI PO MARKET STATION**

- 大埔墟 Tai Po Market
- 南運路(富雅花園 - 運頭塘邨)  
Nam Wan Road
- 運頭街 德華會館(大埔綜合大樓)  
Wan Tau St. Heung Sze Wui St.
- 廣福道 寶德街  
Kwong Fuk Rd. Po Heung St.
- 寶德橋  
Po Heung Bridge
- 八號花園 Eightland Gardens
- 安祥路(昌運中心)  
On Cheung Road
- 安慈路(八號花園)  
On Chee Road
- 汀角路 Ting Kok Road
- 大元邨·富亨邨  
Tai Yuen Estate, Fu Heng Estate
- 怡雅苑·角角  
Yee Nga Court, Yue Kok
- 大埔工業邨  
Tai Po Industrial Estate
- 詹屋·塘頭角  
Chim Uk, San Tau Kok
- 布心排·梨壁山  
Po Sam Pui, Lai Pek Shan
- 汀角·龍尾  
Ting Kok, Lung Mei

大美督 TAI MEI TUK

專線小巴服務 GMB Service

# 20B

大埔墟站  ⇌ 洞梓  
TAI PO MARKET STATION ⇌ TUNG TSZ

**服務時間 SERVICE HOURS**

大埔墟站開	班次(分鐘)
From Tai Po Market Station	Headway (mins)
星期一至六 Mon - Sat	<b>12-20</b>
<b>0535 - 2335</b>	
星期日及公眾假期 Sun & P.H.	<b>15-20</b>
<b>0535 - 2335</b>	
洞梓會軍中心開*	班次(分鐘)
From Tung Tsz (Hk Scout Ass'y)	Headway (mins)
星期一至六 Mon - Sat	<b>12-20</b>
<b>0600 - 0000</b>	
星期日及公眾假期 Sat, Sun & P.H.	<b>15-20</b>
<b>0600 - 0000</b>	

以上資料僅供參考之用，實際班次或會因應交通情況而作出調整，恕不另行通知。  
The above timetable will be adjusted subject to actual traffic condition without prior notice.

\* 途線將在每日 1000 後將線路調梓山道  
\* This route will divert via Tung Tsz Shan Road after 1000 early

**收費 FARE**

往洞梓方向 To Tung Tsz	
大埔墟站	洞梓
\$ 8.30	\$ 6.40
往大埔墟站方向 To Tai Po Market Station	
洞梓	大埔墟站
\$ 8.30	\$ 8.30
\$ 8.30	\$ 7.20
\$ 8.30	\$ 7.20 \$ 6.40
\$ 8.30	\$ 7.20 \$ 6.40 \$ 4.70
\$ 8.30	\$ 7.20 \$ 6.40 \$ 4.70 \$ 3.50

AMS 途智公交 www.amspt.com  
乘客服務熱線 2873 6808

**大埔墟站 TAI PO MARKET STATION**

- 大埔墟 Tai Po Market
- 南運路(富雅花園 - 運頭塘邨)  
Nam Wan Road
- 運頭街 德華會館(大埔綜合大樓)  
Wan Tau St. Heung Sze Wui St.
- 廣福道 寶德街  
Kwong Fuk Rd. Po Heung St.
- 寶德橋  
Po Heung Bridge
- 八號花園 Eightland Gardens
- 安祥路(昌運中心)  
On Cheung Road
- 安慈路(八號花園)  
On Chee Road
- 汀角路 Ting Kok Road
- 大元邨·富亨邨  
Tai Yuen Estate, Fu Heng Estate
- 怡雅苑·角角  
Yee Nga Court, Yue Kok
- 大埔工業邨  
Tai Po Industrial Estate
- 詹屋  
Chim Uk

洞梓 TUNG TSZ



6. 「綠化地帶」緩衝區功能的恢復: 在二月二十八日的城市規劃委員會會議，根據會議記錄有委員表示樂善村的改變土地用途批准將在 2026 年完結，如果我們的申請被批，由 2025 - 2028 年為期三年，就會影響綠化地帶的還原。或會對「綠化地帶」早日回復緩衝功能造成妨礙。

但樂善村涉及地盤面積 21,675 平方米，與我們只有一幅鐵網分隔，而我們的申請只涉及面積 1,512 平方米。樂善村如能還原將會令環境大大改善。我們的申請只是樂善村的 7%，所以我們的申請應獨立考慮。

此外，根據房屋局網站，樂善村竣工日期為 2024 年 2 月，營運年期為約 5 年。據網上資料，該項目入伙日期約為 2024 年 4 月。

房屋局已經表明該臨時過渡性房屋樂善村營運年期為約 5 年，計算方法是自竣工日期即 2024 年 2 月計算，故可確定營辦商必然會於有效期屆滿前作續期申請。如相關續期申請獲批，臨時過渡性房屋項目的規劃許可必然會超過 2028 年，即超過本申請的有效期。

雖然相關營辦商尚未向城規會作出續期申請，但根據公開信息，預計相關營辦商必會作出續期申請，因為只營運兩年並非該臨時過渡性房屋規劃原意，亦不合政府成本效益。

如果我們的申請獲批，可以設置恢復條件，要求規劃許可到期後恢復，以確保「綠化地帶」區的緩衝功能得以恢復。這將平衡臨時停車位需求與長期環境目標。

**7. 對環境的影響:** 在我們的私人擁有空地及車路旁設立建議的 38 個停車位對環境的影響其實極輕微。該位置已經是行人路及車道，供居民通行，並方便消防車和救護車在緊急情況下進入。與附近樂善村的建設毀壞數百棵樹及大片草地相比，或大型屋苑天鑽、上然等，對環境的影響不可相提並論。

建議的位置也不是樹林、濕地、生長寶貴植物或瀕臨絕種生物的所在地。

另外就視覺影響及景觀影響也不構成問題，在汀角路上的行人，根本看不到這些車位，因為車位被四面村屋包圍。近濕地那面，也被樂善村的行人路及車路圍牆阻擋。

### **增加符合綠化地帶及規劃方案**

希望貴署重新覆核我們的申請，獲批後我們將會採取幾項改善措施，以盡量減少對環境的影響，在屋苑範圍車路旁種植攀藤植物，增加自然生態，綠化停車位的垂直牆面，並在停車位地面上種植草皮，合共覆蓋約 558.6 平方米，這些措施將有助於維持該地點的綠化功能。還會把不填土部份已鋪築的硬地面還原，清除所有簷蓬。

為維持綠化原則，居民願意在屋苑範圍周邊多種植空氣淨化功能強的植物，美化環境淨化空氣，使用環保技術，如太陽能照明，減少環境影響，妥善管理停車位，不會堆放廢物，不會翻土平整地塊，只會以現狀整齊地供屋苑居民停泊車輛，會確保渠道暢通保持整潔，這樣比荒廢無人打理更能優化環境。

### 新增綠化植物位置，請看附圖







## 懇請及承諾

現時申請臨時停車場用途屬私人土地，是業主自用的，不是用作收費模式給公眾使用。我們的位置「自成一角」，出入不會阻礙附近居民，不會影響周邊環境、嘈音、廢氣、不會增加閑雜人出入影響社區、不影響單車路徑等問題。如貴署有所憂慮，可登記車輛用戶作記錄。

## 總結

懇請主席/委員會給予同情考慮(*sympathetic considerations*)，在保育綠化地帶功能時，同時顧及居民的生活需求及各項因素。其實居民只想在日常生活上，出入方便，畢竟同住有老有少，車輛是不可或缺的，社區停車位不足，臨時車位可改善居民生活質量，解決嚴重的交通問題。另外臨時停車場可使居民在緊急情況下，使用自己車輛可作為應急之用。

若政府有相關政策支持臨時停車場建設，可作為申請依據，符合城市整體規劃，確保不影響長期發展，明確臨時停車場的使用期限。

我們承諾在批准後，增加幾項改善措施，以盡量減少對環境的影響，將有助於維持該地點的綠化功能。還會把不填土部份已鋪築硬地面還原，清除所有簷蓬。

我們也承諾在批准期結束後恢復該地點的綠化功能。居民只想解決泊車問題，安居樂業。

本申請 38 個車位業主已通過諮詢，確保透明一致。

期待您重新考慮我們的申請，居民很迫切需要一個停車場設施，懇請 貴會考慮當中的因素取得平衡，批出 3 年臨時停車場用途，謝謝！

敬希垂注！



申請人

CHEUNG SUK FAN FENNIE

日期：二零二五年四月三日

致： 城市規劃委員會

申請編號： TPB/A/NE-TK/800

主旨：支持【大埔汀角路船灣詹屋 第 26 約多個地段】之綠化地帶改變臨時停車場用途

敬啟者：

本人詹官福，為大埔船灣詹屋村村長，本村居民於 2024 年向有關政府部門申請現有之私人土地欲改變土地用途，申請改劃臨時停車場之用，由申請直至審批結果期間，我村通力配合多個政府部門，務求能夠達致成功申請之要求，盼望得到貴會審批成功，願能維持原狀，讓村民一如以往安居樂業。

然而，結果並不如理想，申請卻不成功，我村之居民感到非常失望亦感到十分徬徨。

本村地段位於汀角路出市中心方向尾段，乘搭公共交通工具非常之困難，一條巴士路線及兩條小巴線，班次並不頻繁，繁忙時段非常難於乘搭，車程短短，等待需時，等候還比車程長，甚至可多達接近兩小時之久才能到達大埔市中心。

近年本村現居的地點毗鄰興建了兩個過渡性房屋樂善村及善樓，分別在 2024 及 2025 入伙，因此船灣詹屋一帶增加約 2,600 人居住，人口增幅急速，導致公共交通嚴重負荷。

綜合多方因素，顯然反映了駕駛車輛出入是我村居民生活不可或缺的一部份。

全地段房屋衆多，居民人口密度高，每幢屋計算一架車都不夠泊車，如整條汀角路所有人乘搭公共交通，肯定不用上班，迫於無奈申請綠化地帶改臨時停車場用途。

懇請 貴會批准本村申請之土地能改作短期臨時停車場之用，以解燃眉之急。

最後，本村願配合政府規範，確保批准期結束後恢復土地原狀。盼 貴會體察民情，酌情審批此民生所需，接納我們之申請，衷心感謝！

敬希垂注！

此致

城市規劃委員會



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詹官福

大埔船灣詹屋村村長

日期：二零二五年四月二日



**致：城市規劃委員會**

**尊敬的主席/委員：**

主旨： 支持申請編號：TPB/A/NE-TK/800  
〔新界大埔汀角路船灣詹屋第 26 約多個地段〕申請改變土地用途

本人身為大埔汀角路鄉郊區居民，並一直服務大埔，擔任多項公職，包括 2012 - 2019 年出任大埔區議會船灣選區區議員，現時擔任香港特別行政區選舉委員會委員、大埔北分區委員會主席及汀角路民生關注組主席，植根於大埔，一直服務大埔區居民。

本人深深體會到提出申請的船灣詹屋居民對交通問題的苦惱，引致要尋找居住附近的綠化地作為泊車之用。

船灣區居民很常乘搭巴士及公共小巴出入大埔，但卻面對難以乘搭公共交通的情況，尤其是在上班或上學的時間。隨著大埔船灣地區人口的增加，乘搭公共交通的問題更加嚴重。因此很多居民便需要駕車出入。

上述申請(TPB/A/NE-TK/800)在二月二十八日的城市規劃委員會會議被拒絕，主因是 1990 年後，法例是不容許綠化地帶的用途有所改變，除非有充分及合理的理由。

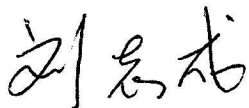
本人現寫信支持並懇求城市規劃委員會主席/委員重新考慮村民的迫切需求，主要原因有以下：

1. 人口大量增加，但交通嚴重繁忙，只得巴士 75K 同小巴 20B 及 20C 作出入交通工具，但巴士班次稀疏，而小巴因中途站卻常滿。
2. 附近沒有大型公眾停車場

3. 該申請對環境的影響輕微，涉及綠化地帶範圍細少，但對居民的日常生活幫助極大，如果這項申請獲得批准，應可以更充分利用香港寶貴的土地資源，為香港市民的福祉創造出最大價值。
4. 附近綠化地帶也有不小改變用途案例，例如：
  - a) 過渡性房屋樂善村及善樓
  - b) 個案 A/NE/TK/802-820，大埔汀角第 26 約地段第 298 號，3 年期臨時停車場批准。

盼 貴會體察民情，酌情審批此民生所需，接納他們之申請，衷心感謝！

敬希垂注！



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汀角路民生關注組  
劉志成主席

日期：二零二五年四月二日



致：城市規劃委員會

支持【新界大埔汀角路船灣詹屋第 26 約多個地段】之綠化地帶改劃  
臨時停車場用途(申請編號：TPB/A/NE-TK/800)

本人近日收到大埔船灣詹屋村村民求助。據了解，該村於 2024 年向有關政府部門申請將現有之私人土地欲改變土地用途，申請改劃為臨時停車場之用，但由於申請不成功，導致該村之居民感到非常無助亦感到十分徬徨。現時，該村再次提出申請。

汀角路一帶，地處偏遠，人口眾多，同時公共交通工具的配套不足，故居民多以私家車代步。然而，該村附近並沒有任何公共停車場可用，泊車配套不足，村路兩旁違泊情況嚴重，憂慮消防通道受阻，影響救援。故此，該村居民向政府申請綠化地帶改臨時停車場用途，以解決日常交通需要。該村村民亦指願配合政府規範，確保批准期結束後恢復土地原狀。

本人希望城市規劃委員會能體恤及理解鄉郊居民對泊車設施的需求，接納該村居民於私人土地上的改變土地用途申請。如需進一步資料提供，歡迎致電本人 [REDACTED]。敬希垂注！

大埔區議員(大埔北選區)、民建聯大埔支部主席

胡綽謙謹上

2025 年 4 月 2 日

## 規 劃 署

中央執行管制及檢控組

新界沙田上禾輦路一號  
沙田政府合署  
13樓 1315室



**By Registered Post**

**Planning Department**

Central Enforcement &  
Prosecution Section

Room 1315, 13/F  
Sha Tin Government Offices  
No. 1, Sheung Wo Che Road  
Sha Tin, N.T.

來函編號 Your Reference

本署編號 Our Reference (17) in CEP/E/NE-TK/82

電話號碼 Tel. No.: 2158 6125

傳真機號碼 Fax No.: 2484 9997

電子郵址 E-mail: ceppd@pland.gov.hk

25 August 2015

IMPORTANT - THIS COMMUNICATION AFFECTS YOUR INTEREST IN THE LAND

Dear Sir/Madam,

Town Planning Ordinance  
(Chapter 131 of the Laws of Hong Kong)

NOTICE UNDER SECTION 23(1)  
Unauthorized Development at  
Lots 253(part), 254RP(part) and 255s.R(part) in D.D.26,  
and adjoining Government Land, Ting Kok, Tai Po, New Territories

According to the record of the Land Registry, you are the registered owner of Lots 254RP and 255s.R in D.D.26.

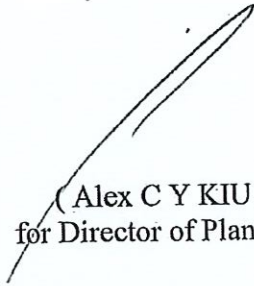
The Director of Planning, being the Authority under the Town Planning Ordinance ("the Ordinance"), has issued a notice under Section 23(1) of the Ordinance relating to the above land and I now serve on you that notice. The notice has been posted in a prominent position on or near the above land and served on other recipient understood to have interests in the land. Notice recipients are required to discontinue the unauthorized development on the land within their respective lot(s). The Authority requires that by 8 September 2015, the matters that constitute or constituted the unauthorized development at the above address shall be discontinued, if they have not by then been discontinued.

You are brought to the attention that failure to comply with the notice served hereunder commits an offence and is liable:

- (i) in the case of a first conviction, to a fine of \$500,000; and in addition, to a fine of \$50,000 for each day, after the date in the notice, during which the offence is proved to have continued; and
- (ii) in the case of a second or subsequent conviction, to a fine of \$1,000,000; and in addition, to a fine of \$100,000 for each day, after the date in the notice, during which the offence is proved to have continued.

The Chinese versions of this letter and the notice are enclosed for your reference. If you have any queries, please contact the undersigned or Ms. Mable M.B. LOK at 2158 6083.

Yours faithfully,



( Alex C Y KIU )  
for Director of Planning

## 規 劃 署

中央執行管制及檢控組

新界沙田禾輦路一號  
沙田政府合署  
13樓 1315室



## 掛號函件

Planning Department  
Central Enforcement &  
Prosecution Section

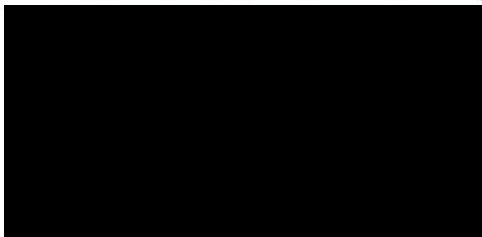
Room 1315, 13/F  
Sha Tin Government Offices  
No. 1, Sheung Wo Che Road  
Sha Tin, N.T.

來函編號 Your Reference

本署編號 Our Reference (17) in CEP/E/NE-TK/82

電話號碼 Tel. No.: 2158 6125

傳真機號碼 Fax No.: 2484 9997 電子郵址 E-mail: ceppd@pland.gov.hk



重要 — 此信影響貴公司的土地權益

先生/女士：

### 《城市規劃條例》

(香港法例第 131 章)

根據第23(1)條發出的通知書

在新界大埔汀角第 26 約地段 253 號(部分)、

254 號餘段(部分)及 255 號 R 段(部分)和毗鄰的政府土地的違例發展

根據土地註冊處的紀錄，貴公司是第26約地段254號餘段及255號R段的註冊業主。

規劃署署長作為《城市規劃條例》(下稱「條例」)所指的「監督」，已根據條例第23(1)條的規定，就上述土地向貴公司發出一份通知書。現隨信夾附該通知書。監督已將該通知書張貼於上述土地上或附近的顯明位置及送達其他理解為享有有關土地權益的收件人。通知書收件人須中止在其有關地段內的土地進行的違例發展。監督在通知書限令貴公司必須在二零一五年九月八日該日或以前，中止構成或曾構成上述違例發展的事項(下稱「有關事項」)(倘有關事項在該日期或之前仍未中止)。

第二頁

貴公司必須注意，倘不遵照通知書的規定辦理，即屬違法，罰則如下：

- (i) 首次定罪，可處罰款500,000元，以及可按通知書指定限期過後證實違法持續的日數，每日另處罰款50,000元；以及
- (ii) 第二次或其後再被定罪，可處罰款1,000,000元，以及可按通知書指定限期過後證實違法持續的日數，每日另處罰款100,000元。

如有任何疑問，可與本信代行人或樂美寶女士(電話：2158 6083)聯絡。

規劃署署長

(喬宗賢



代行)

日期：二零一五年八月二十五日

# 規 劃 署

中央執行管制及檢控組

新界沙田士禾華路一號  
沙田政府合署  
13樓 1315室



## Planning Department

Central Enforcement &  
Prosecution Section

Room 1315, 13/F  
Sha Tin Government Offices  
No. 1, Sheung Wo Che Road  
Sha Tin, N.T.

來函編號 Your Reference  
本署檔號 Our Reference (15) in CEP/E/NE-TK/82  
電話號碼 Tel. No.: 2158 6125  
傳真機號碼 Fax No.: 2484 9997  
電子郵址 E-mail: ceppd@pland.gov.hk

### Town Planning Ordinance (Chapter 131 of the Laws of Hong Kong)

#### NOTICE UNDER SECTION 23(1)

To:

#### WHEREAS :

- (1) In the opinion of the Director of Planning ("the Authority"), being the Authority for the purposes of section 23 of the Town Planning Ordinance ("the Ordinance"), there is or was an unauthorized development on the land or premises ("the land") described in Schedule 1 below.
- (2) The matters which in the opinion of the Authority constitute or constituted the unauthorized development ("the relevant matters") mean the carrying out of engineering operation described in Schedule 2 below.

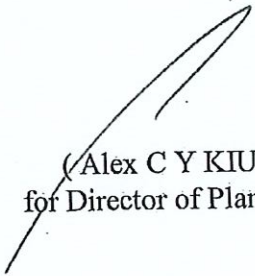
NOTICE IS HEREBY GIVEN that the Authority, pursuant to section 23(1) of the Ordinance, requires that by 8 September 2015, the relevant matters described in Schedule 2 shall be discontinued, if they have not by then been discontinued.



In the event that this notice is not complied with, the person who is served with this notice commits an offence under section 23(6) of the Ordinance, and is liable:

- (i) in the case of a first conviction, to a fine of \$500,000; and in addition, to a fine of \$50,000 for each day, after the date in the notice, during which the person continues to fail to so comply; and
- (ii) in the case of a second or subsequent conviction, to a fine of \$1,000,000; and in addition, to a fine of \$100,000 for each day, after the date in the notice, during which the person continues to fail to so comply.

Issued on: 25 August 2015

  
(Alex C Y KIU)  
for Director of Planning

**SCHEDULE 1**

Lots 253(part), 254RP(part) and 255s.R(part) in D.D.26,  
and adjoining Government Land, Ting Kok, Tai Po, New Territories

(As shown coloured [pink] on the attached plan)

**SCHEDULE 2**

Filling of land

## 規 劃 署

中央執行管制及檢控組

新界沙田上禾輦路一號  
沙田政府合署  
13樓 1315室



## Planning Department

Central Enforcement &  
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Sha Tin Government Offices  
No. 1, Sheung Wo Che Road  
Sha Tin, N.T.

來函檔號 Your Reference  
本署檔號 Our Reference (15) in CEP/E/NE-TK/82  
電話號碼 Tel. No.: 2158 6125  
傳真機號碼 Fax No.: 2484 9997  
電子郵址 E-mail: ceppd@pland.gov.hk

### 《城市規劃條例》 (香港法例第131章)

### 根據第23(1)條發出的通知書

鑑於：

- (1) 規劃署署長作為《城市規劃條例》(下稱「條例」)第 23 條所指的「監督」，認為在本通知書附表 1 所述的土地或處所(下稱「該地」)有或曾有違例發展。
- (2) 監督認為構成或曾構成違例發展的事項(下稱「有關事項」)指：進行本通知書附表 2 所述的工程作業。

現通知如下：監督現按照條例第 23(1)條的規定，限令你們須在二零一五年九月八日該日或以前，中止附表 2 所述的有關事項(倘有關事項在該日或之前仍未中止)。

第二頁

獲送達本通知書的人倘不遵照通知書的規定辦理，根據條例第 23(6)條的規定，即屬違法，罰則如下：

- (i) 首次定罪，可處罰款500,000元，以及倘有關人士在通知書指定限期過後仍不遵照規定辦理，則每日另處罰款50,000元；以及
- (ii) 第二次或其後再被定罪，可處罰款1,000,000元，以及倘有關人士在通知書指定限期過後仍不遵照規定辦理，則每日另處罰款100,000元。

規劃署署長

(喬宗賢



代行)

發出日期：二零一五年八月二十五日

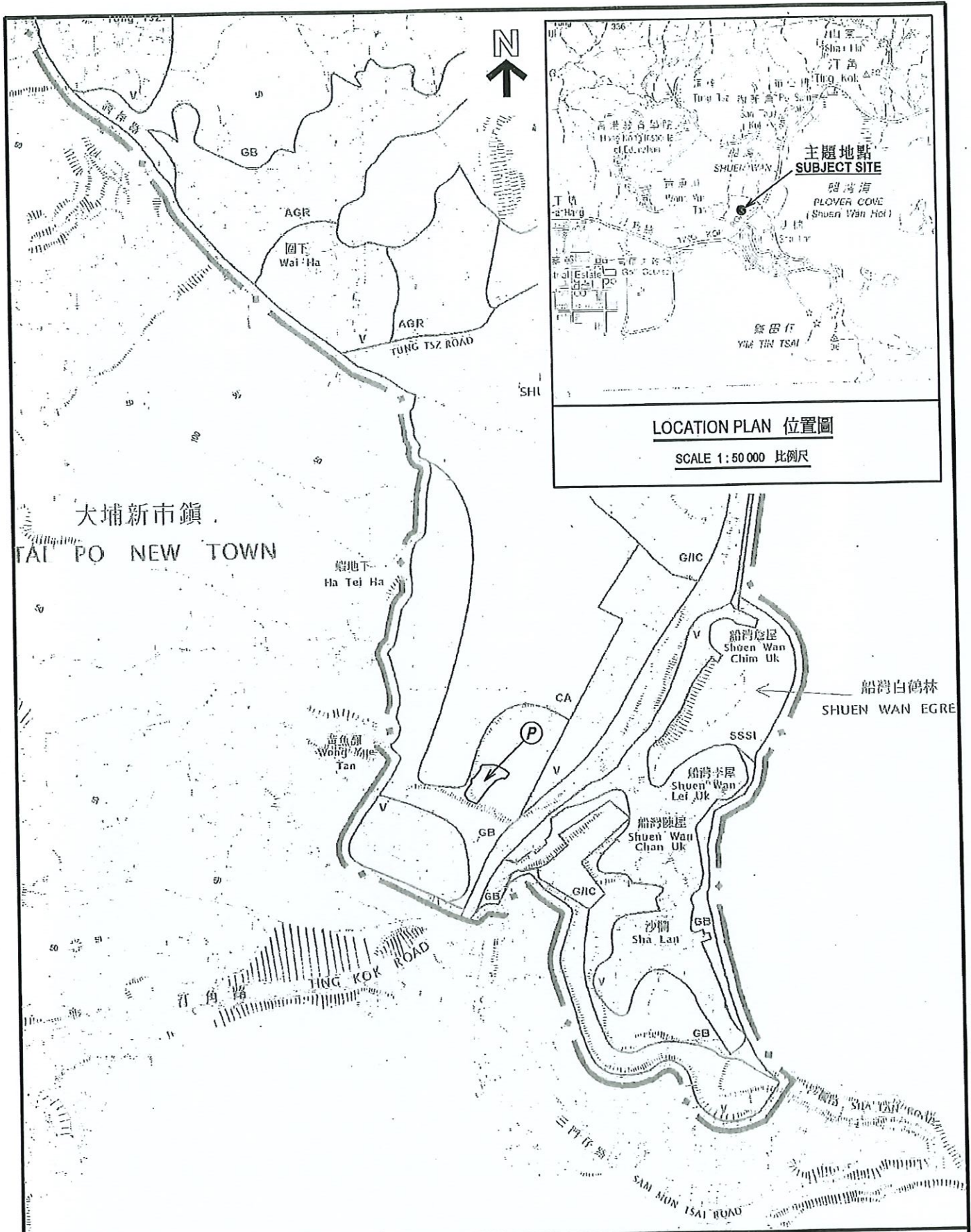
附表 1

新界大埔汀角第 26 約地段 253 號(部分)、  
254 號餘段(部分)及 255 號 R 段(部分)和毗鄰的政府土地

(即在附圖上以[粉紅色]標示的地點)


附表 2


填土工程



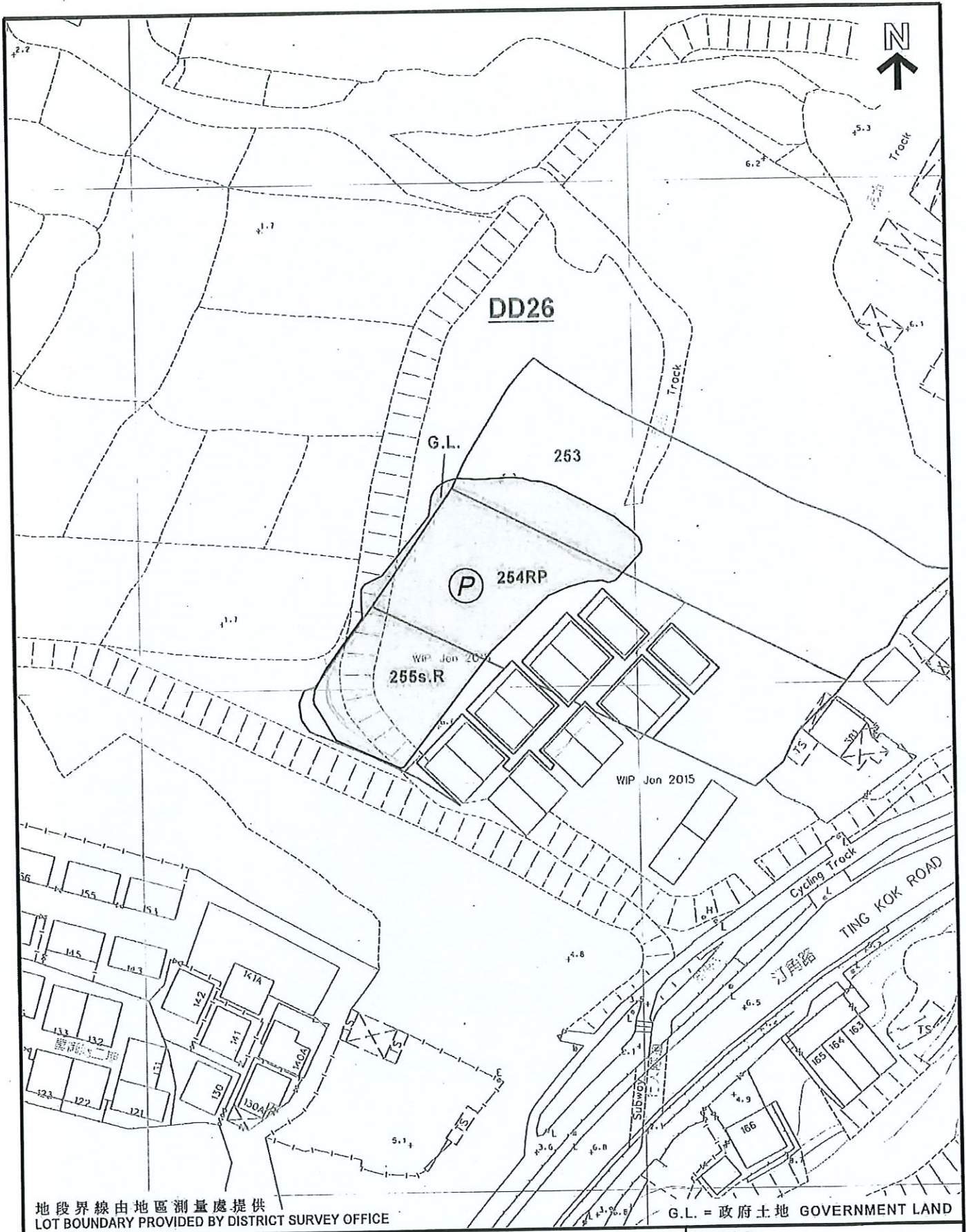
LOCATION PLAN 位置圖

SCALE 1:50 000 比例尺

 進行違例發展的地點(粉紅色標示)  
 SUBJECT SITE (COLOURED PINK)  
 二零一五年八月十七日根據分區計劃大綱圖  
 編號S/NE-TK/18製備的摘要圖  
 EXTRACT PLAN PREPARED ON 17.8.2015  
 BASED ON OUTLINE ZONING PLAN  
 No. S/NE-TK/18

圖則2所示E/NE-TK/82的  
 第26約的地段及毗鄰政府土地  
 LOT(S) AS SHOWN ON PLAN 2 OF E/NE-TK/82  
 IN DD26 AND ADJOINING GOVERNMENT LAND  
 SCALE 1:7 500 比例尺  


規劃署  
 中央執行管制及檢控組  
 PLANNING DEPARTMENT  
 CENTRAL ENFORCEMENT & PROSECUTION SECTION  
  
 檔案編號 CASE No. 圖則 PLAN  
 E/NE-TK/82 1



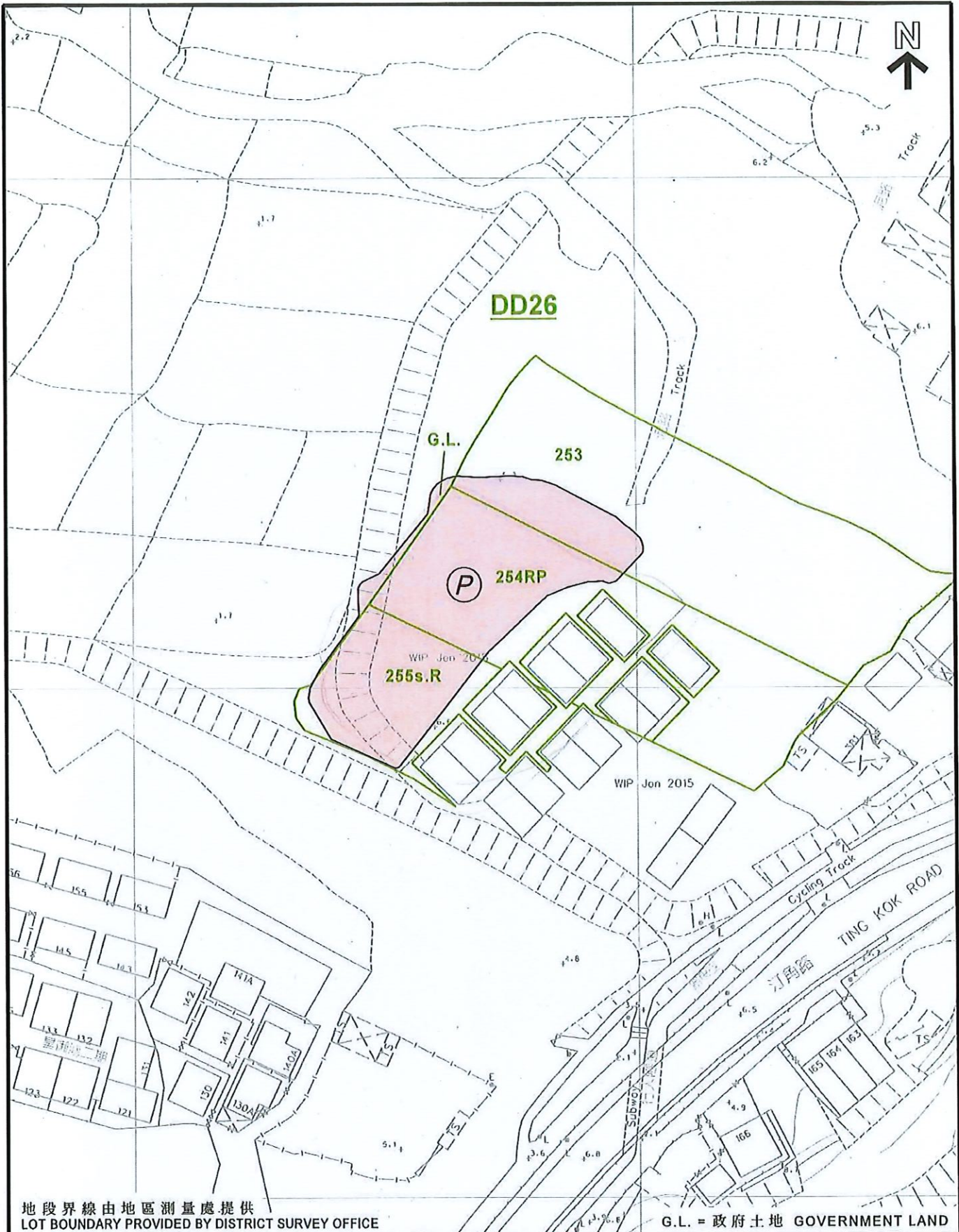
地段界線由地區測量處提供  
 LOT BOUNDARY PROVIDED BY DISTRICT SURVEY OFFICE

G.L. = 政府土地 GOVERNMENT LAND

**(P)** 進行違例發展的地點(粉紅色標示)  
 SUBJECT SITE (COLOURED PINK)  
 二零一五年八月十七日根據測量圖編號  
 3-SE-22C及7-NE-2A製備的摘要圖  
 EXTRACT PLAN PREPARED ON 17.8.2015  
 BASED ON SURVEY SHEET No(s).  
 3-SE-22C&7-NE-2A

圖則所示第26約  
 的地段及毗鄰政府土地  
 LOT(S) AS SHOWN ON THIS PLAN IN DD26  
 AND ADJOINING GOVERNMENT LAND  
 SCALE 1 : 1 000 比例尺  
 m 20 0 20 40 米

規劃署  
 中央執行管制及檢控組  
 PLANNING DEPARTMENT  
 CENTRAL ENFORCEMENT &  
 PROSECUTION SECTION  
 檔案編號 CASE No. 圖則 PLAN  
 E/NE-TK/82 2



地段界線由地區測量處提供  
 LOT BOUNDARY PROVIDED BY DISTRICT SURVEY OFFICE

G.L. = 政府土地 GOVERNMENT LAND

**(P)** 進行違例發展的地點(粉紅色標示)  
 SUBJECT SITE (COLOURED PINK)

二零一五年八月十七日根據測量圖編號  
 3-SE-22C及7-NE-2A製備的摘要圖  
 EXTRACT PLAN PREPARED ON 17.8.2015  
 BASED ON SURVEY SHEET No(s).  
 3-SE-22C&7-NE-2A

圖則所示第26約  
 的地段及毗鄰政府土地  
 LOT(S) AS SHOWN ON THIS PLAN IN DD26  
 AND ADJOINING GOVERNMENT LAND

SCALE 1 : 1 000 比例尺  
 m 20 0 20 40 米

規劃署  
 中央執行管制及檢控組  
 PLANNING DEPARTMENT  
 CENTRAL ENFORCEMENT &  
 PROSECUTION SECTION



檔案編號 CASE No.  
 E/NE-TK/82

圖則 PLAN  
 2

Urgent Return receipt Expand Group Restricted Prevent Copy

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**From:** cheung fennie [REDACTED]  
**Sent:** Thursday, August 21, 2025 10:32 AM  
**To:** Charlotte Tsz Wing WUN/PLAND  
**Subject:** 回覆: [s.17 Review] Planning Application No. A/NE-TK/800 - Departmental Comments

Dear Miss Wun

有關上述申請，現提交進一步資料，詳細內容請看附件，謝謝!

Best regards,  
Fennie Cheung

# 車位及行車通道圖



Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok Road, Tai Po, N.T.



**Recommended Advisory Clauses**

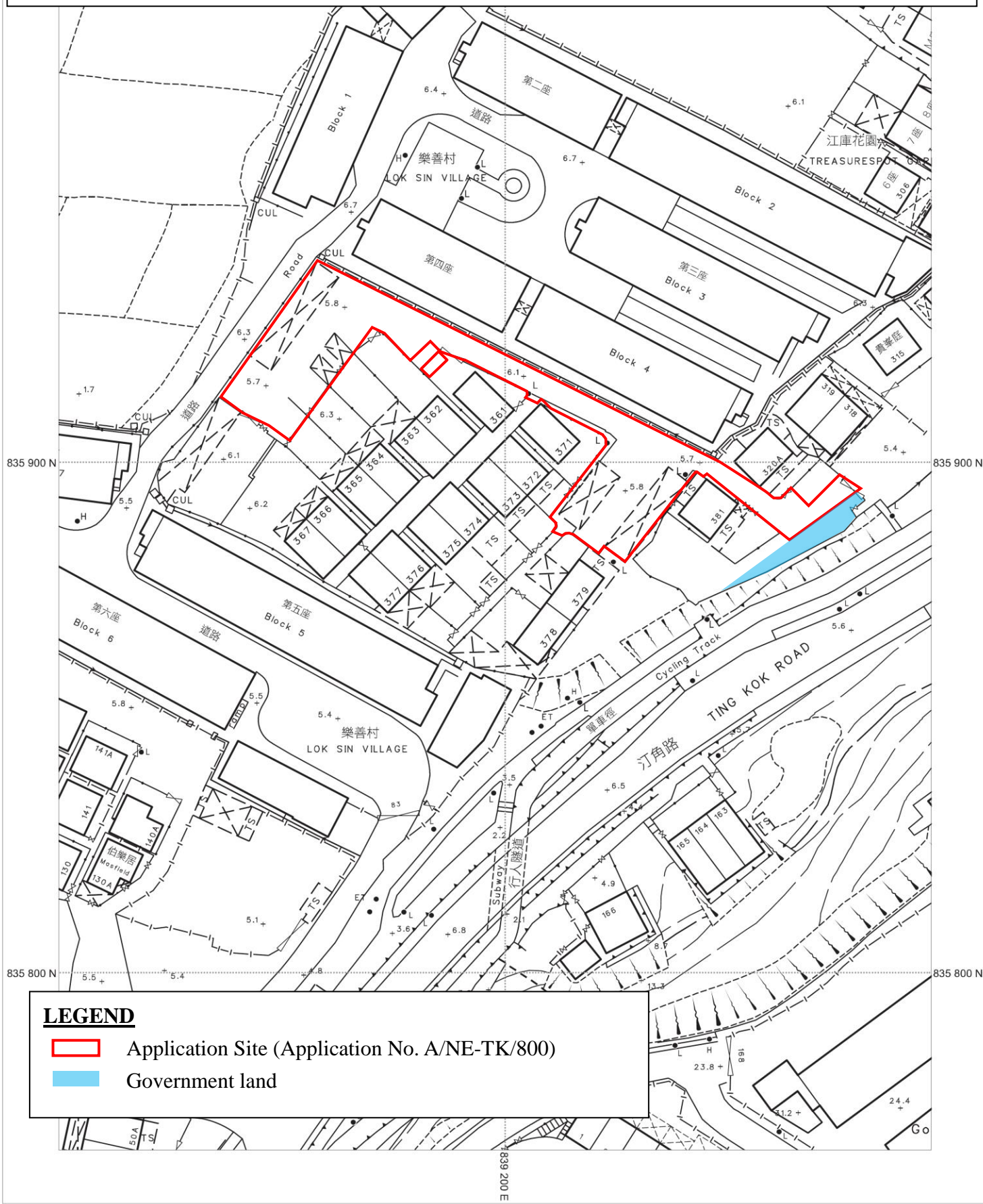
- (a) prior planning permission should have been obtained before commencing the applied use at the application site (the Site);
- (b) to resolve any land issue relating to the applied use with other concerned owner(s) of the Site;
- (c) failure to reinstate the “Green Belt” portion of the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorized development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;
- (d) to note the comments of the District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD) that:
  - (i) a recent inspection revealed that a gate erecting on the ingress and egress of the Site had extended onto and fenced off adjoining Government land. The concerned Government land was enclosed and occupied as shown on **Attachment 1**. The applicant should clarify whether the concerned Government land used as vehicular access will be included to the application;
  - (ii) no permission is given for occupation of the Government land adjoining the Site. Any occupation of the Government land without the Government’s prior approval is not allowed;
  - (iii) the lots owner(s) are required to submit applications for Short Term Waiver (“STW”) if they wish to erect structures on the Site. LandsD will consider the STW applications in accordance with the established procedures and guidelines. However, there is no guarantee at this stage that the STW applications would be approved. If the application is approved by LandsD acting in the capacity as landlord at its sole discretion, such approval will be subject to such terms and conditions as may be imposed by LandsD including the payment of, waiver fee and administrative fee as considered appropriate. Besides, given the applied use is temporary in nature, only erection of temporary structures will be considered;
  - (iv) the applicant will likely make use of the adjoining unleased/unallocated Government land as vehicles access to and from Ting Kok Road. The maintenance and management responsibility of the said Government land and any other Government land leading to the Site should be sorted out with the relevant Government departments, prior to the use of access purpose. Moreover, access to the Site may also fall on adjoining private lots all in D.D. 26. The applicant should sort out the relevant issues with the lots owners concerned; and
  - (v) there is no guarantee to the grant of a right of way to the Site or approval of the emergency vehicular access thereto;

- (e) to note the comments of the Commissioner for Transport (C for T) that the concerned area and the village road connecting to the Site from Ting Kok Road is not managed by Transport Department. Comments from the management and maintenance party of the concerned area and local road should be sought. In addition, it is noted that in order to access the parking spaces, vehicles may have to encroach onto the adjacent private lots. The applicant shall make their own arrangement with the concerned land owners for using the road, and its land status, management and maintenance responsibilities should be clarified with the relevant lands and maintenance authorities accordingly in order to avoid potential land disputes;
- (f) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that the applicant is reminded to carry out proper long-term maintenance for vegetation, including the proposed climbers and pot plants within the Site;
- (g) to note the comments of the Director of Environmental Protection (DEP) that the applicant is reminded to follow the relevant mitigation measures and requirements in Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites and to meet the statutory requirements under relevant pollution control ordinances;
- (h) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
  - (i) while there are DSD's public stormwater drains in this area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works; and
  - (ii) the applicant shall resolve any conflict/disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land (where required) outside the Site; and
- (i) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):
  - (i) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;
  - (ii) if the existing structures (not being a New Territories Exempted House) is/are erected on

lease land without the approval Building Authority, they are unauthorised building works (UBW) on the Site under the BO and should not be designated for any applied use under the application;

- (iii) for the UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be constructed as an acceptance of any existing building works or UBW on the Site under the BO;
- (iv) any temporary shelters or converted container for office, storage, washroom or other uses are considered as temporary buildings are subject to control of Part VII of the B(P)R; and
- (v) detailed checking under the BO will be carried out at the building plan submission stage.

**Temporary Private Vehicle Park (Private Cars and Light Goods Vehicles Only) for a Period of 3 Years  
and Associated Filling of Land  
Various Lots in D.D. 26, Shuen Wan Chim Uk, Tai Po, N.T.  
(Application No. A/NE-TK/800)**



**LEGEND**

- Application Site (Application No. A/NE-TK/800)
- Government land

R-1

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人支持相關規劃，因附近公眾停車位不足，居民有泊車的需要，加上是次規劃並沒有影響到周邊環境，其他土地持有人的看法推遲，附近亦沒有現有農耕地，故此並沒有影響附近居民生活。本人支持上述建議，為居民提供合理的生活配套。

「提意見人」姓名/名稱 Name of person/company making this comment 加埔區議員胡錦濤

簽署 Signature 

日期 Date 16/4/2025

R-2

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

附近交通配套不足，居民需要自駕出入，亦便需要停車場，希望  
 能將土地所有停車位供停車使用。謝謝！

「提意見人」姓名/名稱 Name of person/company making this comment

黃道基

簽署 Signature

Jolcei Wong

日期 Date

23-4-2025



R-3

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

居民有自駕需要，出入交通  
 不便，對日常生活做成不便，假日更是難搭到公共交通，人太多，故自駕是有需要的，停車場又沒有，所以居民要求更改土地為停車場是有需要的。居民會打理停車場清潔整齊，多種用途，美化環境，配合環保理念，停車場也是供居民自駕使用，不會做成堵車問題，居民會負責管理停車場。

「提意見人」姓名/名稱 Name of person/company making this comment 黃衣芳

簽署 Signature YFang Wong 日期 Date 22-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

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By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

因年紀已九十多歲  
 行動不方便，家人有車接送出入，會方便些，  
 所以便需要停車位，希望能有停車場，方便老  
 人出入。

「提意見人」姓名/名稱 Name of person/company making this comment 馮錦棋

簽署 Signature 馮錦棋 日期 Date 22-4-2025





R-5

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

居民只希望將土地轉  
 乘成住宅車場，供居民日常使用，非商業用途，不會造  
 成車流量增加 居民也預料多線推美化環境，  
 亦求有地方停車，方便日常生活，出入的問題，附  
 近交通確實不便，尤費老人更為不便。懇請老

「提意見人」姓名/名稱 Name of person/company making this comment

黃月清 謹啟

簽署 Signature

*Yau Wing*

日期 Date

15-4-2025



R-6

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

生病或等急事情，家有老人，若發生  
大的需要，所有車位也需是，多謝考慮。  
會

「提意見人」姓名/名稱 Name of person/company making this comment

馮慧儀

簽署 Signature

馮慧儀

日期 Date

22-4-2025



R-7

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

因身體不能自理，  
 出入需要輪椅，家人需要停車位，以  
 便出入接駁。

「提意見人」姓名/名稱 Name of person/company making this comment 莊觀蘭

簽署 Signature 莊觀蘭 日期 Date 22-4-2025



R-8

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

鑽成能可做屋苑  
 停車場，因附近無停車場，居民因生活及出入  
 的需要，希望能有車位，停泊車輛。

「提意見人」姓名/名稱 Name of person/company making this comment 馮瑋玉

簽署 Signature [Signature]

日期 Date 23/4/2025



R-9

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

由於過渡性房屋一繁善邨落成後，區內的公共運輸交通更見擠擁，於繁忙時間，本村的居民很多時候都未能登上巴士或小巴，所以私家車對於我們尤其重要，本人亦深表贊同於以上地段酌情更改為臨時私人停車場及相關填土工程，這不僅可以避免因車輛胡亂停泊而引致交通或行人的安全問題，更可以將原來的綠化地段變得更為整潔不紊，總比一幅雜草叢生，尤如荒廢的用地，更見加大的用途和意義。

「提意見人」姓名/名稱 Name of person/company making this comment Wong Chun Wang

簽署 Signature



日期 Date

2025-04-21



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-10

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

讀成此申請臨時將綠化地改為私人停車用途

理據：本區有大量學生早上返學時很難乘搭公共交通，因本區為公共交通的中途站，巴士或大巴途經此處時經常已客滿，所以家長們開車接送學生們可減少公共交通壓力，學生們也可減少花在交通上的時間

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「提意見人」姓名/名稱 Name of person/company making this comment Tse Kam

簽署 Signature



日期 Date 24 April, 2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-11

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

Approve this application to temporarily convert green land to private parking

Rationale: There are many students in this area who have difficulty taking public transportation when they go back to school in the morning. Because this area is a public transportation stop, buses or minibuses are often full when they pass through here. Therefore, parents driving to pick up students can reduce the pressure on public transportation and students can also spend less time on transportation.

「提意見人」姓名/名稱 Name of person/company making this comment Benson Tse

簽署 Signature

Benson

日期 Date 24 April, 2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-12

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

Hong Kong's high-density urban environment suffers from chronic parking shortages—a challenge exacerbated by the continuous influx of vehicles and the limitations of available on-street parking. Converting a portion of green space into a temporary private parking lot can rapidly alleviate these issues. By providing a designated parking facility, the measure can reduce illegal or haphazard street parking, ease traffic congestion, and improve overall road safety, thereby benefiting both drivers and pedestrians.

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「提意見人」姓名/名稱 Name of person/company making this comment Kelly Su

簽署 Signature

*Kelly Su*

日期 Date 14-04-2025





致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-13

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

緩解停車短缺與交通壅塞

香港土地資源極為緊缺，停車位供應不足一直是市區管理的痛點。臨時改變部分綠化地用途設置私人停車場，

可迅速解決周邊因非法停車與臨時停車而引發的交通堵塞及安全隱患，從而改善道路流動性和整體交通狀況。

這樣的安排對於緩解市區壓力，為居民和商戶提供更安全有序的交通環境，是一項相當務實的措施

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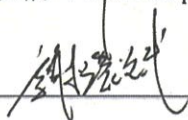
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「提意見人」姓名/名稱 Name of person/company making this comment TSE CHAM PAN

簽署 Signature



日期 Date 14 April, 2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-14

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

讀成此申請臨時將綠化地改為私人停車用途

理據：本區有大量長者因有長期病需要長期到醫院覆診很難乘搭公共交通，因本區為公共交通的中途站，巴士或小巴途經此處時經常已客滿，

長者要日曬雨淋長時間候車，本身已是長期病患此情況實在非常不理想，家人們只好駕車接送

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「提意見人」姓名/名稱 Name of person/company making this comment Lam Fung Lan

簽署 Signature



日期 Date 24-04-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-15

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

讚成此申請臨時將綠化地改為私人停車用途

本區公共交通不嚴重不足，自中轉屋入住後更甚，早上繁忙時間公共交通經常已客滿，居民們自駕出入工作生活，如沒有臨時車位可能造成區內違泊嚴重，影響交通及安全問題

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「提意見人」姓名/名稱 Name of person/company making this comment Ben Tse

簽署 Signature



日期 Date 24 Apr., 25



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-16

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

Below is a collection of supportive opinions and detailed reasoning

Efficient and Flexible Use of Scarce Land Resources.

Given the premium on land in Hong Kong, adopting a temporary solution demonstrates pragmatic and flexible urban planning.

By repurposing green space for a limited duration, the proposal addresses immediate infrastructure needs while preserving the option to revert

the area back to its original green function once the urgent parking demand has subsided.

This dual-use approach makes efficient use of scarce land resources without permanently sacrificing urban greenery.

「提意見人」姓名/名稱 Name of person/company making this comment Ken Lam

簽署 Signature



日期 Date 24 April, 2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-17

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

以下是一些支持性意見和詳細理由

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有效率且靈活地利用稀缺土地資源鑑於香港土地價格昂貴，採取臨時解決方案體現了務實和靈活的城市規劃。

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透過在有限時間內重新利用綠地，該提案解決了當前的基礎設施需求，同時保留了在緊急停車需求消退後將該區域恢復到其原始綠色功能的選擇。

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這種雙重用途方法可以有效利用稀缺的土地資源，而不會永久犧牲城市綠化。

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「提意見人」姓名/名稱 Name of person/company making this comment Tse Wai Yin

簽署 Signature

Tse

日期 Date 24-04-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-18

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

本人謹此对上述规划申请表示明确支持。

居民长期面临「有位难求」困境。区内居民因违泊遭检控个案年均增长,衍生社区矛盾;

部分长者及残障人士因车位不足被迫放弃自驾,影响生活便利性。弹性填补现有规划滞后缺口

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「提意見人」姓名/名稱 Name of person/company making this comment Joyce Lam

簽署 Signature



日期 Date 2025-04-24



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-19

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

We hereby express our strong support for the proposed temporary conversion of the green land into private parking spaces.

Proactive Urban Innovation

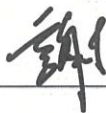
Implementing a temporary parking lot is an innovative way to respond to evolving urban demands.

This strategy reflects a modern and adaptive approach to city management, embracing temporary adjustments to meet pressing infrastructure challenges.

It sets a precedent for a dynamic policy framework where temporary measures can be applied as pragmatic responses to emerging urban issues, pending more permanent urban development strategies.

「提意見人」姓名/名稱 Name of person/company making this comment Peter Tse

簽署 Signature



日期 Date 24April, 2025



R-20

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

250424-115826-12398

## 提交限期

Deadline for submission:

02/05/2025

## 提交日期及時間

Date and time of submission:

24/04/2025 11:58:26

## 有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TK/800

## 「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 吳基駿

## 意見詳情

Details of the Comment :

本人為船灣詹屋村民，本人支持相關項目申請，理由如下：

1. A/NE-TK/800(“現時申請”)的地點經完全被 A/NE-TK/702 臨時過渡性房屋項目所包圍，故此現時申請地點已經失去，規劃指引編號10中1.3設立「綠化地帶」的主要目的相關功能。

2. A/NE-TK/702臨時過渡性房屋項目於二零二一年三月二十六日有條件批准該宗申請有關的規劃許可有效期至二零二六年三月二十六日。根據房屋局網站([https://www.hb.gov.hk/tc/policy/housing/policy/transitionalhousing/details\\_62.html](https://www.hb.gov.hk/tc/policy/housing/policy/transitionalhousing/details_62.html))，該臨時過渡性房屋項目竣工日期為二零二四年二月營運年期為約5年。根據網上資料<sup>3</sup>該項目入伙日期約為二零二四年四月。根據會議紀錄，小組委員會備悉假如申請獲得批准現時申請有效期將至二零二八年止而臨時過渡性房屋發展的規劃許可則會於二零二六年三月屆滿，須就臨時過渡性房屋發展項目進行的恢復原狀工程將由房屋局審視。關於這點批准目前這宗申請或會對「綠化地帶」早日回復緩衝功能造成妨礙(“相關顧慮”)。本人認為上述相關顧慮並不成立，因為房屋局已經表明該臨時過渡性房屋營運年期為約5年，計算方法是自竣工日期即2024年2月計算，故可確定營辦商必然會於有效期屆滿前作續期申請，。如相關續期申請獲批，臨時過渡性房屋項目的規劃許可必然會超過二零二八年即超過本申請的有效期。雖然相關營辦商尚未向城規會作出續期申請，但根據本人調查得悉，相關營辦商必會作出續期申請，因為只營運兩年並非該臨時過渡性房屋劃原意，亦不合政府成本效益，。城規會亦可向A/NE-TK/702的申請人九龍樂善堂或房屋局作出查詢以確定他們意向。

3. 城規會在批核A/NE-TK/702 臨時過渡性房屋項目時，明顯採取較為寬鬆的政策。雖然臨時房屋項目的確為有住屋需要人士帶來支援，但同時相關項目亦對周邊環境，及地區交通造成影響。本身來往船灣詹屋及黃魚灘到大埔市中心的公共交通服務一直嚴重不足，加上臨時房屋新入住的居民，地區公共交通已不足應付當區需求，故船灣詹屋村民需要私家車代步，城規會在審核現時申請時，應考慮臨時房屋項目對原居民所造成的不便及當區私家車車位不足的問題，對現時申請作出酌情處理。



R-21

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250424-122703-54751

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

24/04/2025 12:27:03

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

女士 Ms. WONG PUI TIN

**Name of person making this comment:**

G

**意見詳情****Details of the Comment :**

本人為船灣詹屋村民，自從黃魚灘過渡性房屋項目開始營運後，本區的公共交通服務明顯供不應求，上下班時乘坐想小巴來往大埔市中心及黃魚灘/船灣一帶，往往要等候超過30分鐘。本人要到港島區上班，原本早上有村巴NR507可來往中環，但自2024年1月開始，NR507調整服務將原來早上2班到中環的班次改為1班，並取消晚上由中環開往大美督的班次。另外，運輸處承諾黃魚灘過渡性房屋項目營運後，會有新小巴路線舒緩公共交通需求。的確有一條新小巴線來回黃魚灘過渡性房屋及大埔港鐵站，但該路線只於星期一至六早上6:30-9:30營運，星期一至五每15-20分鐘一班，星期六就只有30分鐘一班，單計黃魚灘過渡性房屋項目就有近2000人居住，新增的小巴路線連滿足黃魚灘過渡性房屋項目居民的需求也未能做到。

請城規會理解現時船灣詹屋村民苦況，合情合理地處理本申請，以解決本區居民車位及交通需求。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-23

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

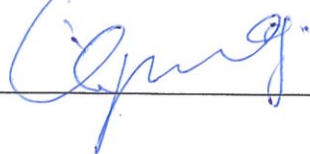
**Details of the Comment** (use separate sheet if necessary)

為數眾居民有不  
少是長者及小孩，因交通配套不足，加上中環區  
的入位令原本的問題更嚴重，老人要等候較  
長時間才搭到車，上車後又因人太多沒位坐，及  
是不方便，懇請能轉停車場，方便居民。

「提意見人」姓名/名稱 Name of person/company making this comment

李奕良

簽署 Signature



日期 Date

23-4-2025



致城市規劃委員會秘書：  
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓  
傳真：2877 0245 或 2522 8426  
電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board  
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong  
By Fax : 2877 0245 or 2522 8426  
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates  
A/NE-TK/800

意見詳情 (如有需要，請另頁說明)  
Details of the Comment (use separate sheet if necessary)

停車場對周圍環境沒有影響，增加土地使用率，  
我是家長，需要車好朋友出入學校上班。  
如沒有停車場十分不便。謝

「提意見人」姓名/名稱 Name of person/company making this comment KONG WKI

簽署 Signature [Signature] 日期 Date 05/04/2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

停車場對我們家造成噪音，我是一位小學生，  
主要的是父母車輛出入。如果否改策拾公共交  
通現居於樂作總字間，行路辛苦。

「提意見人」姓名/名稱 Name of person/company making this comment Kong Fai Chong

簽署 Signature me

日期 Date 25/04/25



D-26

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

本人贊成此項工程，可疏道大埔汀角路使用交通工具之人流，現時一帶公共交通工具實在不能舒緩二  
現時擠迫情況

「提意見人」姓名/名稱 Name of person/company making this comment Ruby ho

簽署 Signature  日期 Date 27/4/25



R-27

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

經常來探望老人及接送  
 去醫院覆診，希望能再停車場停車位方便出入上落

「提意見人」姓名/名稱 Name of person/company making this comment 馮碧華

簽署 Signature 馮碧華 日期 Date 21-4-2025



R-28

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

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By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

讚成將土地轉作住宅居民  
 停車場，鄰近交通 配套不足，居住長者多，居民需要車  
 輛出入，附近亦有停車場，所以居民對停車位有需求，  
 老人突發問題多，日常出入來靠乘搭到車公共交通在  
 輪椅就更難上車，巴士只提供 1 個輪椅位，汀角路  
 老弱人老，好常要等上好幾輛車，才可上輪椅。

「提意見人」姓名/名稱 Name of person/company making this comment 黃丹玲

簽署 Signature C.Y. Wong

日期 Date 15-4-2025



R-28

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

作為附近居民，申請改劃臨時停車場理由如下：  
 附近需要增加有規劃的停車位，避免違例泊車及公共安全  
 事例：如24年3月底，因道路違泊車輛阻擋，當時消防車  
 未能及時進入本屋苑救援，反映停車位短缺之直接威脅居民  
 生命安全，政府應有責任依《消防條例》確保救援通道  
 暢通，中轉屋搬遷前，臨時停車場是惟一可行解決方法。

「提意見人」姓名/名稱 Name of person/company making this comment Cheung

簽署 Signature [Signature]

日期 Date 24-4-2025





R-30

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

同意贊成臨時私人停車場

「提意見人」姓名/名稱 Name of person/company making this comment Winnie

簽署 Signature Winnie 日期 Date 2025-4-24



R-31

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

同意變成臨時私人停車場

「提意見人」姓名/名稱 Name of person/company making this comment Shelly

簽署 Signature Shelly

日期 Date 2025-4-24



R-32

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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To : Secretary, Town Planning Board

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

地區人口急增，隨著本地區興建多幢中轉屋，居民人口明顯增加，日常出行已大多數依賴私家車，區內現時並未有規劃或興建建設正車位停車場，居民只能依賴自己的土地泊車，政府有責任考慮並適時為居民提供安全合法的停車方案而批准此申請將有助及時跟進當前泊車困難亦符合政府善用土地的原則。

設立臨時停車場可有效減少違法泊車情況，釋放路面空間，改善交通流量及行車安全。申請地段屬於私人土地，使用作停車場無需大幅度土地改動，亦符合環境保護及土地善用原則。

基於以上理由，本人懇請規劃署考慮批准該用地作臨時停車場用途，謝謝！

「提意見人」姓名/名稱 Name of person/company making this comment S.S.

簽署 Signature S.S. 日期 Date 24-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-33

**To : Secretary, Town Planning Board**

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

政府應依《城中規劃條例》第12(2)條，批准相關地段改為臨時停車場，理由如下：  
自從2021年中轉屋入伙後，附近交通及公用空間均致不同變化下產生若干問題...  
(1) 人口暴增，長者與貧民家庭被迫更依賴自駕，對臨時停車場需求增加。  
(2) 政府有責依《條例》落實「新舊資源取向平衡」，新增人口地段安排混亂，卻未規劃中轉屋新村的配增增加，公共交通配套不足，實在需要即時填補政策空窗，解決「無車位，無公交」困境。

批准臨時停車場實為合理合法之舉，請當局正視民意，從速考慮予以批准。

「提意見人」姓名/名稱 Name of person/company making this comment

K. Lo

簽署 Signature



日期 Date

20-4-2025



R-34

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250426-172137-20016

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

26/04/2025 17:21:37

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. 許

**意見詳情****Details of the Comment :**

本人支持是次相關改變土地用途，本村居民乘搭公共交通工具往返市區需時，而自行駕駛為接載家中老弱及上班之基本需要，亦因鄰近缺乏公共停車場設施。另外申請範圍屬私人土地，且受村屋包圍而外界不易察覺，並沒有對環境構成影響或污染，亦對周邊其他使用者並不構成任何影響。遂希望主席及各委員批准是次改變土地用途申請。

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250426-210641-83597

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

26/04/2025 21:06:41

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

小姐 Miss 馬

**Name of person making this comment:****意見詳情****Details of the Comment :**

本人支持是次相關改變土地用途，本村居民乘搭公共交通工具往返市區需時，而自行駕駛為接載家中老弱及上班之基本生活需要，亦因鄰近缺乏公共停車場設施。另外申請範圍屬私人土地，且受村屋包圍而外界不易察覺，並沒有對環境構成影響或污染，亦對周邊其他使用者並不構成任何影響。遂希望主席及各委員批准是次改變土地用途申請。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-38

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

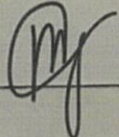
Details of the Comment (use separate sheet if necessary)

敬啟者：本人極信支持此項改劃申請，此村地段位於汀角路尾段，近年受興建之過渡性房屋「樂善村」之人口激增影響，居民面臨嚴重交通配套不足問題，乘搭公共交通困難，只能以自駕代步解決上班、上學、外出等需要，附近並沒有公共停車場可用，出入困難，影響社會效益。居民一直以私人土地解決泊車需要，沒有增加政府工作疲勞，能減少周邊老幼婦孺乘搭公共交通之需要，敬希貴會酌情批出此項申請以解市民實況。

謝謝!

「提意見人」姓名/名稱 Name of person/company making this comment Chui Mei Ling

簽署 Signature



日期 Date

28-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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電郵：tpbpd@pland.gov.hk

R-39

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

敬啟者：本人文符支持此項改劃申請，汀角路口不斷上升，康樂活動增加，龍尾村更增設泳灘，大尾馬一帶已吸引很多區外市民湧入參與活動，而船灣段更興建了過渡性房屋「樂善村」，單是此兩項新建設足已增加汀角路公共交通繁忙，人口激增，班次並不頻繁，嚴重影響此村之交通出入，故此居民必需以自駕車輛解決日常社會需要，工作、上學、外出購物等等，村一直以私人土地解決泊車需要，附近並沒有公共停車場可用，能減少滯泊情況減輕不能自駕之居民剩搭公交之負擔，懇請貴會體察民情，酌情批出申請。

「提意見人」姓名/名稱 Name of person/company making this comment TSUI WAI TAK

簽署 Signature

Tak

日期 Date

28-4-25

感謝





R-40

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人十分贊成此項目因可疏導汀角路一帶乘搭公共交通工具之  
情況，現時汀角路公共交通工具嚴重不足入住人口急劇上昇，  
居住榛湖之居民一直以自架私家車來代替日常公共交通工具足  
之情況，為何政府不考慮榛湖之居民水深火熱之日常需要呢？

「提意見人」姓名/名稱 Name of person/company making this comment \_\_\_\_\_

簽署 Signature Huo 日期 Date 2025-4-28



至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

2-41

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: [tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)

有關的規劃申請編號：The application no. to which the comment relates

[TPB/A/NE-TK/800](#)



意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

在香港的大埔鄉村地區，居民面臨著交通問題，特別是泊車困難的問題。由於公共交通選擇有限，許多居民依賴私家車，但現有的泊車空間不足，導致亂泊車、交通擁擠等問題。因此，將部分綠化帶改為村民專用停車場，不失為一個可行的解決方案。

\*改善道路交通狀況\*

目前，許多村民因缺乏正式的停車空間，只能將車輛停放在狹窄的村道旁，導致擁堵並影響其他道路使用者的安全。若能設立專門的停車場，村內道路就能保持暢通，減少因亂泊車導致的事故，提高行人及駕駛者的安全性。

\*回應居民需求，提升生活便利\*

相比市區，鄉村地區的公共交通選擇更少，居民往往需要依靠私家車上學和上班或運送物資。但如果找不到合適的泊車空間，便會導致許多不便。建設停車場不僅能解決泊車問題，還能提升整體居住環境，使村民的日常生活更加便利。

\*減少違規泊車及罰款\*

由於泊車空間有限，許多村民不得不違規停車，這導致頻繁的罰款及與執法部門的爭執。提供合法的停車場可有效減少違規行為，減少村民因泊車問題而遭受的額外經濟負擔。

\*善用土地資源\*

並非所有的綠化帶都具有高生態價值，部分土地可能已荒廢或未得到有效利用。與其讓這些土地閒置，不如將部分空間改為停車場，讓土地發揮更大作用，同時在規劃過程中採取措施，以減少對環境的影響，尋求發展與保育的平衡。

當然，環境保護仍然重要，但在合理規劃之下，若能在不破壞生態的前提下改善居民的交通問題，改建部分綠化帶為停車場或許是一個值得考慮的方案。在發展與保育之間找到平衡點，才能確保社區持續進步，居民生活質量得以改善。

「提意見人」姓名/名稱 Name of person/company making this comment T N Chan

簽名 Signature \_\_\_\_\_ 日期 Date 28 Apr 2025

至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

P-42

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

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有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

Hong Kong's transportation system is notorious for its congestion and inefficiency, especially in rural areas like Tai Po Shuen Wan Chim Uk. Many residents struggle with the difficulties in getting on buses/public light buses. Private car owners also faced the problem of limited parking spaces. All of this lead to frustration and inconvenience. One viable solution is to repurpose a section of the green belt in Shuen Wan Chim Uk into a car park for local occupants. While green belts serve environmental purposes, balancing urban development with practical needs is essential. Here's why transforming a portion of the green belt into parking space could be a sensible move.

#### 1. Relieving Traffic Congestion

The lack of proper parking facilities forces villagers to park haphazardly along narrow roads, which worsens traffic congestion and creates hazards for pedestrians and other motorists. By designating a specific area for parking, roads can remain clear, ensuring smoother traffic flow and safer conditions for everyone.

#### 2. Meeting Local Needs

Unlike urban districts with access to mass transportation, rural villages have fewer transportation options. Many residents rely heavily on private vehicles, but without sufficient parking spaces, they are left struggling to find secure spots. A designated car park would directly address this issue, enhancing the convenience and quality of life for the community.

#### 3. Reducing Illegal Parking & Fines

Currently, many villagers resort to illegal parking, which results in frequent fines and disputes with authorities. This financial burden could be avoided by providing a proper parking facility, reducing conflicts between residents and law enforcement.

#### 4. Optimizing Land Use

Not all green belt areas are ecologically significant. Some sections are underutilized or degraded, offering little environmental value. Instead of allowing such land to remain neglected, repurposing it for practical use like a car park can maximize its benefit to the community. Of course, this should be done responsibly, ensuring minimal disruption to the surrounding nature.

While environmental concerns should never be overlooked, a balanced approach is key. If the conversion of part of the green belt into a car park can ease transportation woes without severely harming the ecosystem, it could be a worthwhile investment for the Tai Po rural community. At the end of the day, responsible planning and sustainable development should go hand in hand, ensuring a harmonious blend of progress and preservation.

「提意見人」姓名/名稱 Name of person/company making this comment K T Chan

簽名 Signature \_\_\_\_\_ 日期 Date 28/4/2025



至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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R-43

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

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有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

就本村申請改建鄉村綠化帶為私家車停車場一事，向政府表達支持立場，並希望當局予以重視與考量。

當「綠化帶」與「停車場」被對立成「環保派」與「發展派」的戰場時，我們正陷入一場偽善的零和博弈。僵化的綠化帶保護政策正在透支城市的生命力。

大埔船灣簷屋地處偏遠，多年來對外交通主要依賴有限度的巴士及小巴路線。然而，隨著社區人口增長及周邊發展，現有公共交通服務已嚴重不足，不僅班次疏落，高峰時段更常「滿座即走」，村民被迫長時間候車，嚴重影響上班、就醫及日常出行。不少居民因應生活與工作需要，選擇以私家車代步，然而村內泊車空間嚴重不足，令道路擠塞，甚至影響行人安全。因此，將部分鄉村綠化帶適度規劃為私家車停車場，可有效紓緩停車壓力，提升社區交通便利性，同時減低非法停車及相關安全隱患。

根據《香港規劃標準與準則》，綠化帶旨在限制市區擴散及保護自然景觀，然其劃定準則亦強調「因地制宜」的彈性。船灣簷屋所涉地塊屬低生態價值的閒置荒廢用地，長期未發揮保育功能，反因缺乏管理而雜草叢生，衍生蚊蟲問題。與其僵化保留「名存實亡」的綠化帶，不如善用土地資源，轉型為惠及民生的停車設施。此舉既符合「以人為本」的規劃原則，亦能避免過度開發郊野公園等生態敏感區域，實為雙贏之策。

城市規劃不應墨守成規，而須因應社會變遷靈活變通。當「綠化帶」功能與居民福祉產生矛盾時，理應重新檢視土地用途的合理性。我們深信，此申請既能解決迫在眉睫的民生問題，亦能為土地資源善用樹立典範。

綠化帶的用途固然重要，然而在適當規劃下，可同時兼顧環境保育與民生發展。政府可考慮採用綠化停車場設計，如植草磚或垂直綠化，以維持生態平衡，同時提升土地利用效率。

懇請政府本著民生為本的理念，考慮居民的實際需要，在兼顧環境保護的前提下，批准本村的停車場改建申請，以促進社區可持續發展。

「提意見人」姓名/名稱 Name of person/company making this comment S H Chan

簽名 Signature \_\_\_\_\_ 日期 Date 27 Apr 2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-44

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人文符相關改劃，由於居民自駕出入代步，以解汀角路  
公共交通配套不足，附近亦沒有公共停車場可用，懇請  
貴會批出此項申請，讓居民一如以往安居樂業。  
本人支持這項改劃申請！

感謝

「提意見人」姓名/名稱 Name of person/company making this comment CHUI CHUN MAN

簽署 Signature 文 日期 Date 28-4-2025





致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-45

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

我是一個學生，每天我的父母都需要駕駛私家車送我回校，因為我也曾經嘗試過自己返學。我每天須預早兩小時起床，因為我們村的巴士站要排隊至少 45 分鐘才有位子坐車，因為我們附近有很多人居住，上午甚至有中轉車，差不多多了 2500 多人居住，根本沒有可能可以在上班及回校這些高峰時間順利上車，加上我的學校的位置在山上面。我要出到大埔墟火車站然後再轉車回校。從我家回到學校需時至少 1 小時，還沒有計算如有交通意外的情況。因此，我希望可以有一個屬於我們村的停車場。在沒有影響到其他居民的情況下可以給我們一個私人停車場。有了停車場，可以讓我們出入更加便利。

「提意見人」姓名/名稱 Name of person/company making this comment Hoi Yu

簽署 Signature [Signature] 日期 Date 26/4/2025



R-46

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

我們這條村是位於汀角路頭段，如果搭小巴的話好少時  
 都唔會有一位可以上車，而巴士我們約要等三十分鐘先有一班  
 車，這兩年我們附近多了兩個中轉房屋，一個是樂善村，另  
 一個是善樓，這兩個過度性房屋總共多了大概三、四千人  
 居住，在這個情況下我們更加難搭上公共交通了，汀角路亦屬  
 於郊區位置，公共交通路線不多，我們只好選擇用私家車  
 代步，如果我們沒有停車場停泊車輛，我們的車子可以停泊在  
 那裏，而我們停車場只是屬於私人性質，不對外開放的，所以  
 不會對附近居民有任何影響，自駕人士也可以減輕汀角路的交通！

「提意見人」姓名/名稱 Name of person/company making this comment Fung Ho Ki

簽署 Signature

日期 Date

24-4-2025



R-47

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人家中有老人家，常常要覆診看醫生，不方便乘坐公共交通工具，我們是住在鄉郊，自駕車輛較為方便，遇上突發事情看醫生，自駕車輛會比較快到醫院，如果沒有停車場，會非常徬徨。  
希為體諒

「提意見人」姓名/名稱 Name of person/company making this comment Aero Lee

簽署 Signature



日期 Date

25-4-2025



P-48

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

訂角路船灣一帶，現增加了很多人入住，而公共交通沒有增加班次，每天出入市中心，購買生活必需品，等候公共交通時間太長，所以自駕車輛方便出入停車場對於我是非常需要，希望批准臨時停車場。謝謝

「提意見人」姓名/名稱 Name of person/company making this comment Alice Lai

簽署 Signature [Signature] 日期 Date 25-4-2025



R-49

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

停車場是我們居民必須擁有的設施，如果沒有停車場我們的車輛不知道可以放在何處，因為附近都沒有大型的停車場給我們，汀角路是屬於郊區，很多居民都是用私家車為代步工具；如果沒有私家車我們要以公共交通工具代步，增加汀角路公共交通的負擔，也會影響我們作息時間，影響家庭生活！

「提意見人」姓名/名稱 Name of person/company making this comment

Fung Wah Hing

簽署 Signature

日期 Date

- 25-4-2025



R-50

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人十分贊成“大埔汀角那塊屋屋大量的竹茅地約的地段改為臨時私人停車場”，原因如下：—

- 1) 渠善村臨時過渡性屋宇落成後入住人數頗多導致汀角路交通兩層大大不足，居住層居民多法乘搭交通工具嚴重影響正常生活
- 2) 車場純屬私人用途，主要搭載散家鮮魚、小童返學、成人返工(不是對外開)
- 3) 車場純屬私人地段並不會影響任何汀角路居住人士造成阻塞或不便
- 4) 多年以來屋宇並無發生任何交通意外，居民一直以來十分謹慎及小心
- 5) 天氣惡劣期間，車場並無任何變化，如水浸、地陷之類

「提意見人」姓名/名稱 Name of person/company making this comment Ken Li

簽署 Signature [Signature]

日期 Date 2025-4-15



R-51

致城市規劃委員會秘書：  
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓  
傳真：2877 0245 或 2522 8426  
電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong  
By Fax : 2877 0245 or 2522 8426  
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates  
A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

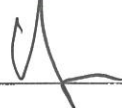
Details of the Comment (use separate sheet if necessary)

敬啟者：

停車場對我們來說真是很重要，我是家庭主婦，主要是駕駛私家車出入，送返學，接放學買餸和老人家睇醫生等，我們村附近沒有一個大型停車場，我們的私家車都不知可以泊在那裏，我們嘗試過用公共交通返學，要早兩小時起床，在巴士站裏等了 45 分鐘先可以上到巴士，出到大埔中心再轉車，真是很折騰，我們小市民很簡單只希望有一個停車的地方，只屬於私人性質，不會破壞環境和騷擾到其他人！希望該處可以以西情給我們一個停泊車輛的地方！

「提意見人」姓名/名稱 Name of person/company making this comment Au Pik Wan

簽署 Signature



日期 Date

26-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

我是一個 95 歲的老人家，我是坐輪椅的。我需要一星期出入大埔醫院複診。如果我的孫女沒有車子的話，我真的不知道可以如何出行，而這個停車場只是屬於我們的私人停車場，考慮到附近居民並沒半點影響，希望該處會考慮我們真正的需要。

「提意見人」姓名/名稱 Name of person/company making this comment 楊玉蘭

簽署 Signature 楊玉蘭 日期 Date 26.4.2025





致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

本人基於以下原因同意A/NE-TK/800之更改土地用途申請：

- 1) 經居民大會協商，居民們均同意於土地上種植足夠植物，令土地可供停車之餘，同時為居民們提供綠化空間。
- 2) 與本地段相鄰之樂善村土地亦經批准興建住宅以解決市民需求，希望城規會認真考慮本村居民實際用車需求批准申請。
- 3) 本人需於凌晨時分出門輪班工作，公共交通未能滿足本人生活所需，懇請城規會酌情批准停車用途。
- 4) 本人入住數年來，居民用車禮讓，車輛出入未構成任何安全問題，實在無從反對。

「提意見人」姓名/名稱 Name of person/company making this comment 黃振華

簽署 Signature



日期 Date 29/4/2025



R-54

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

作為此地區之持份者，本人基於以下原因贊成並同意A/NE-TK/800更改土地用途申請：

1)經居民大會協商，居民們均同意於土地上種植足夠植物，令土地可供停車之餘，同時為社區提供綠化空間。

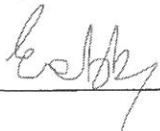
2)與本地段相鄰之樂善村土地亦經批准興建住宅以解決市民需求，希望城規會認真考慮本村居民實際用車需求批准申請。

3)舍弟作為家父母主要供養人，需於凌晨時分出門輪班工作，公共交通未能滿足其生活所需，故必須以私家車通勤及使用該區域停車。

4)本人入住數年來，居民用車禮讓，車輛出入未構成任何安全問題，實在無從反對。

「提意見人」姓名/名稱 Name of person/company making this comment Y.K. Wong

簽署 Signature



日期 Date 29/4/2025



R-55

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522-8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

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By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

- 1) 經居民大會協商，居民們均同意於土地上種植足夠植物，令土地可供停車之餘，同時為社區提供綠化空間。
- 2) 與本地段相鄰之樂善村土地亦經批准興建住宅以解決市民需求，加上樂善村入伙後公共交通排隊時間比以往多出逾倍，希望城規會認真考慮本村居民實際用車需求批准申請。
- 3) 本人兒子需於凌晨時分出門輪班工作，公共交通未能滿足其生活所需，故必須駕車出門及在此地段停車。
- 4) 本人入住數年來，居民用車禮讓，車輛出入未構成任何安全問題，實在無從反對。

「提意見人」姓名/名稱 Name of person/company making this comment 姚潤秀

簽署 Signature 姚潤秀 日期 Date 29/4/2025

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-56

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

1) 經居民大會協商，居民們均同意於土地上種植足夠植物，令土地可供停車之餘，同時為社區提供綠化空間。

2) 與本地段相鄰之樂善村土地亦經批准興建住宅以解決市民需求，加上樂善村入伙後公共交通排隊時間比以往多出逾倍，希望城規會認真考慮本村居民實際用車需求批准申請。

3) 本人兒子需於凌晨時分出門輪班工作，公共交通未能滿足其生活所需，故必須駕車出門及在此地段停車。

「提意見人」姓名/名稱 Name of person/company making this comment 黃日培

簽署 Signature



日期 Date

29/4/2025

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-57

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人支持此改劃申請。此村附近並沒有公共停車場可用，乘搭公車困難，可減輕周邊老幼乘公車之負擔，懇請批准，謝謝

「提意見人」姓名/名稱 Name of person/company making this comment LAI CHI MAN

簽署 Signature Man 日期 Date 29-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-58

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人支持此項申請。此村以私人土地解決泊車民生需要，可減輕必需乘搭公車居民之負擔，減少違泊，增加社會效益。

「提意見人」姓名/名稱 Name of person/company making this comment CHUI MEI SZE

簽署 Signature

SZE

日期 Date

29-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-59

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

你好！本人起草信件支持這項申請改寫土地用途申請。此地段位於汀角路尾段，上班、上學繁忙時段剩搭公共交通極之困難，因此居民一直需以自駕車輛出入代步解決日常生活需要。近年毗鄰興建之「過渡性房屋樂善村」並已於2024年入伙，此項政府規劃幫助了輪候公屋之市民卻忽略一直安居樂業住在這裡之居民，人口劇增導致剩搭公交更困難，若申請不成功，居民就要面臨交通問題。汀角路船灣人口眾多，附近並沒有公共停車場解決泊車問題，懇請貴會酌情批出此項改劃以解民生苦況，衷心感謝！

「提意見人」姓名/名稱 Name of person/company making this comment

Chung Chi Kat

簽署 Signature



日期 Date

29-4-2025



致城市規劃委員會秘書：

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傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-60

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

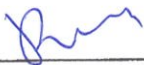
A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人撰寫信件支持此項改劃申請，居民一直以私人土地解決泊車、公共交通配套不足問題，住在這裡一直相安無事，更居樂業。此村居民在這活多年亦沒有對周邊帶來影響，亦不需要有勞政府介入解決民生需求，本人認為批出此項申請更能減輕居民交通負擔，能增加社會效益，故希貴會酌情批出此項申請，謝謝。

「提意見人」姓名/名稱 Name of person/company making this comment Ng Yuen Ping

簽署 Signature  日期 Date 28-4-2025





致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-61

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

你好，本人文符支持批出此改劃，汀角路口一直遞增，康樂配康亦增多，尤其龍尾沙灘引致區外人仕湧入大尾鴛玩樂，船灣毗鄰亦興建了過渡性房屋，導致交通配套嚴重不足，居民必需以自駕車輛代步解決上班、上學、購買日常用品、老人覆診、小孩看病等等生活需要。居民一直以私人土地解決泊車需要，沒有違泊，附近並沒有任何停車場，故希貴會考慮居民苦況，批出這項申請，感謝。

「提意見人」姓名/名稱 Name of person/company making this comment NG KA HO

簽署 Signature HO

日期 Date 28-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-62

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

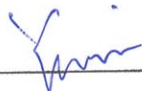
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

你好！本人寫信支持此項改劃申請，汀角路船灣位於汀角路尾段，居民一直難以乘搭公共交通工具，2024年過渡性房屋「樂善村」入伙，引到此帶激增 2600 人口，而汀角路居住人數也是每年上升，居民需以自駕車輛出入解決日常需要，而附近並沒有公共停車場可供泊車，此村居民一直以私人土地自行解決生活所需，年來一直相安無事，並沒有影響周邊環境，懇請貴會批出此項申請，以助政府解決民生苦況！感謝！

「提意見人」姓名/名稱 Name of person/company making this comment Sung Hei Yiu

簽署 Signature



日期 Date

29-4-2025



至城市規劃委員會秘書：

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傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-63

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

您好！在忙於批核無數重要文件和大大小小會議之餘，懇請您撥冗閱讀我們船灣詹屋村民一封來自交通困境的心聲。

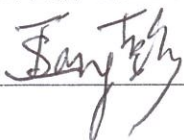
您知道，我們船灣詹屋可是被稱為「綠化世外桃源」的地方，環境優美、景色怡人，這就是為什麼被選擇建造過渡性房屋，但說到交通……嗯，那是一種稀有動物，每逢想搭車必定滿座，讓人懷疑是不是該申請加入人體特技團——站三小時絕不抖動！

所以，我們想將鄉村綠化帶的一小塊區域改建成私人停車場。這樣一來，村民們可以開車上學和上班，解決每日「堵在路上等十輛滿座小巴巴士」的煩惱。當然，我們熱愛環境，也不想讓珍貴的綠意消失，所以我們建議停車場可以裝上草皮地板、種點花草，讓停車也變成「鄉村生態」的一部分！

我們相信，這樣一個小小的舉措，不僅能改善村民的生活品質，也能減少沒有私家車的人苦候公共交通的時間。期待您的大力支持與認真考量，給予船灣詹屋一個嶄新的未來！

「提意見人」姓名/名稱 Name of person/company making this comment Pang Chun Tat

簽名 Signature



日期 Date 27 Apr 2025



至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-64

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

您好！本人謹以此信表達對大埔船灣詹屋村民申請改建部分鄉村綠化帶為停車場計劃的全力支持。此舉不僅能有效緩解該區長期以來的交通困擾，更能改善村民的生活品質，實為一項兼具實用性與迫切性的提案。

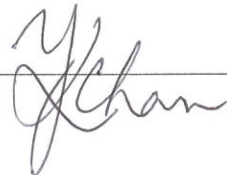
眾所周知，大埔詹屋一帶隨著人口增長及車輛數目上升，公共交通及停車設施已不敷應用。將部分低生態價值的綠化帶改為停車場，既能善用土地資源，又能紓緩亂泊亂放問題，實為務實之舉。

本人理解社會對綠化帶的關注，但此申請並非全面開發，而是針對性地平衡發展與環境需求。建議相關部門在規劃時加入綠化元素（如植樹間隔、透水鋪面等），以減低對環境的影響。

懇請 貴會正視村民訴求，盡快審議並通過此申請，讓船灣詹屋村民早日告別交通困擾。

「提意見人」姓名/名稱 Name of person/company making this comment Chan Lok Yin

簽名 Signature



日期 Date 28 Apr 2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-6x

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人需照顧並接送兩名幼兒，故此很需要擋車，加上  
臨時房屋入伙後，小巴、巴士也很難有位上車。  
希望能夠申請得到臨時車位，並獲得批准。

「提意見人」姓名/名稱 Name of person/company making this comment

Chan Yim Man

簽署 Signature

Chan Yim Man

日期 Date

27/4/2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-66

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

近年我們現居的地點毗鄰興建了兩個過渡性房屋「樂善村」及「善樓」，分別在2024及2025入伙。因此汀角路我方路段激增3千多人居住，導致公共交通嚴重負荷，居民出入市區花費時間百上加斤。公共巴士路線是連接大埔市中心及大埔墟鐵路站與大美督之間唯一一條巴士路線75K。然而巴士班次並不頻密。另外還有 20B 和 20C 號綠色小巴可供選擇。但通常當它們從大尾督和洞梓出發，到[船灣詹屋站]已經滿座了。他們的行車班次並不頻密。汀角路一帶在繁忙時段乘搭公共交通工具出入都非常困難，如果沒有地方安置車輛泊車，必定對我們居民造成非常大之不便及困擾，懇請貴署能處於現在香港居住人口狀況下而調整一下，酌情處理我們的民生需要，實在萬千感謝！

「提意見人」姓名/名稱 Name of person/company making this comment Tony

簽署 Signature

Tony

日期 Date

25-4-2025



12-67

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

增加符合[綠化地帶]及規劃方案：希望貴署重新覆核我們的申請

獲批後我們會在車路旁植種攀藤植物，增加自然生態補償：承諾在其他區域進行綠化補償，減少對環境的負面影響，將停車位置牆身垂直面綠化植物及部份停車位種植草皮約558.6平方米。還會把不填土位置有部份已鋪築硬地面還原，所有簷蓬即會清除。

停車位只屬屋苑居民固定使用，非開放公共使用，不會增加汽車流量做成污染或混亂，如局方有所憂慮，可登記用戶車輛作記錄。申請臨時停車場泊車是給業主自用的，不是用作收費模式給公眾使用，我們的位置自成一角，出入不會阻礙附近居民，不會影響周邊環境、嘈音、廢氣、不會增加閑雜人出入影響社區等問題。

「提意見人」姓名/名稱 Name of person/company making this comment Anthony

簽署 Signature

Anthony

日期 Date

25-4-2025



至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-68

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800



意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

您好！小弟只是一個經常路過大埔、偶爾被困車陣的熱心市民。今日提筆，實在按捺不住內心的激動，想替大埔船灣簷屋村民申請把鄉村綠化帶改建成停車場，為村民解決交通煩惱，貢獻一點綿薄之力。

船灣簷屋附近的交通，每逢假日就像打折的自助餐——人人都想來，但位子永遠不夠！村民與遊客，車水馬龍，連車都停不下，司機們的表情比菜市場的魚還要鮮活——有的焦急、有的憤怒、有的已經放棄治療開始哼小曲。

綠化帶雖然綠油油，賞心悅目，但對村民和駕駛人士來說，這片綠色像極了「只能遠觀，不可褻玩」的初戀。大家只能對著它嘆氣：「要是這裡能停車該多好！」您說，有車位，司機就不用神龍擺尾東繞西繞；有停車場，村民也不用擔心門前路變“塞車長廊”。何樂而不為？綠化帶能夠變身「汽車樂園」，既解決交通問題，又能讓大家把車停好後，悠閒地欣賞周邊綠意，豈不兩全其美！

當然，環保意見我們也很重視。規劃時可考慮在停車場四周種點樹，中間劃條草地跑道，讓人與車都能「綠」意盎然。甚至可以建個「停車場生態區」，讓停車也變得有教育意義。這樣一來，綠化不減，方便加倍，大家都笑逐顏開。

最後，小弟懇請大人您高抬貴手，成全民意，讓船灣簷屋村民與路過司機都能「停得其所」，共同見證交通奇蹟的誕生。萬分感激！

「提意見人」姓名/名稱 Name of person/company making this comment Chan C. W.

簽名 Signature

陳 W

日期 Date

29 Apr. 2025.



至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-69

**To: Secretary, Town Planning Board**

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：



Details of the Comment (use separate sheet if necessary)

I am writing to support the land-use change application to transform the designated green belt area into a car park to address pressing transportation challenges faced by the local residents. This proposal stems from genuine concerns regarding mobility, road congestion, and limited parking availability in our rural community.

Currently, the lack of adequate parking has led to numerous logistical and safety issues, including illegal parking, traffic obstructions, and difficulty in emergency vehicle access. This problem is exacerbated by insufficient public transportation options, making private vehicles a necessity for many residents. Without a designated parking area, daily commutes become increasingly stressful, creating a burden for families, elderly residents, and workers reliant on personal transport.

The conversion of a section of the green belt into a well-planned car park will provide several key benefits:

1. Improved Accessibility & Safety – Ensuring organized parking will reduce road congestion and eliminate safety hazards posed by unauthorized parking on narrow village roads.

2. Relief from Transportation Constraints – The parking facility will support residents who lack viable public transport options, allowing them to commute efficiently.


3. Sustainable Planning – By incorporating eco-friendly designs, such as permeable paving, solar-powered lighting, and tree preservation initiatives, the project can mitigate environmental impact while serving a necessary urban function.

4. Enhanced Village Livability – Reducing roadside clutter caused by parked cars will improve the overall landscape and quality of life for residents.

While the protection of green belt areas is vital, a balanced and strategic approach to land use can ensure both environmental conservation and community development coexist. This proposal prioritizes both sustainability and practicality, aiming to serve the interests of residents without compromising ecological values.

We kindly urge the relevant authorities to review this application and consider the needs of the community.

「提意見人」姓名/名稱 Name of person/company making this comment Lam Tung Chi

簽名 Signature  \_\_\_\_\_ 日期 Date 27 Apr 2025

R-70

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

各位也應知道，在週末和假日期間，有很多外來市民來到大美督遠足、燒烤、騎自行車和往龍尾沙灘游泳。這使得交通問題更加嚴重。

私家車為居民提供了另一種選擇，但附近沒有公共停車場。若申請成功，

居民可駕駛私家車出行，特別令老人家及小朋友生活更方便，亦可幫助

依賴大眾運輸的人士有更多機會乘搭巴士或小巴。

我們自己駕車出入，能讓其他居民多些機會乘坐巴士及小巴，這方面運輸處也明白情況，

對我們的申請也不作出反對，懇請城規會委員給予同情考慮，批准我們的申請

「提意見人」姓名/名稱 Name of person/company making this comment Benson.

簽署 Signature Benson 日期 Date 26-4-2025



至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-71

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

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有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

Details of the Comment (use separate sheet if necessary)

我是船灣詹屋的居民，支持更改土地用途的申請，將一部分綠化帶改建私人停車位。

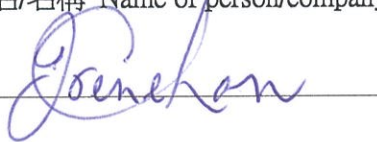
1. 公共交通之困: 九巴班次之不足，小巴服務之缺憾，鄉民出行維艱，

2. 綠化帶之現狀：生態與民生的失衡，大埔鄉村綠化帶空間閒置已久，而村民長期忍受交通不便，這到底是什麼荒謬的規劃？我們申請將此地改建為私家車停車位，不是貪圖利益，不是改建成為 BBQ 場所，而是不得不尋找一個真正能解決交通問題的方案。政府總是口口聲聲說要改善市民生活，難道連這樣簡單的請求都無法回應？

你們可曾真正關心過大埔詹屋村民的日常出行困境？想要搭車卻次次被迫等候，這樣的情況何時才能得到改善？我們的訴求不是無理取鬧，而是生存的基本需要！

「提意見人」姓名/名稱 Name of person/company making this comment Chan Shui Fong

簽名 Signature



日期 Date 27 Apr 2025



至城市規劃委員會秘書：

專人送遞或郵遞： 香港北角渣華道 333 號北角政府合署 15 樓

傳真： 2877 0245 或 2522 8426

電郵： tpbpd@pland.gov.hk

P-72

**To: Secretary, Town Planning Board**

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

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有關的規劃申請編號： The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

**Details of the Comment (use separate sheet if necessary)**

The rural-urban fringe of Tai Po District exemplifies Hong Kong's unresolved tension between land scarcity, transport, equity, and biodiversity conservation. We understand that green belts are our lungs, our escape from the concrete jungle. But let's be real: not all green belt land is created equal. Some patches are underutilized, overgrown with invasive weeds, or tucked away where few tread. Why not convert a small, ecologically non-important corner into a car park that benefits the whole community? We are not talking about paving paradise; we are talking smart repurposing. Plus, we could offset the loss by planting trees elsewhere or adding vertical gardens to the car park structure. Sustainability is two-way street, right? The future of sustainable urbanization lies not in preserving frozen landscapes, but in engineering adaptive systems that harmonize human progress with planetary boundary.

「提意見人」姓名/名稱 Name of person/company making this comment *Christine Chan.*

簽名 Signature

*Christine Chan*

日期 Date *29 Apr 2025*



12-73

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

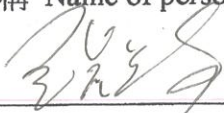
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人支持是次相關改變土地用途，本村居民乘搭公共交通工具往來市區需時，而自行駕駛為接載家中老弱及上班之生活基本需要，亦因鄰近缺乏公共停車場設施。另外申請範圍屬私人土地，且被村屋包圍而外界不易察覺，並沒有對環境構成影響或污染，亦對周邊其他使用者不構成任何影響。遂希望主席及各委員批准是次改變土地用途申請。

「提意見人」姓名/名稱 Name of person/company making this comment \_\_\_\_\_

簽署 Signature \_\_\_\_\_



日期 Date 25-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

R-74

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人支持是次相關改變土地用途，本村居民乘搭公共交通工具往來市區需時，過渡性房屋「樂善村」落成後，令本村居民對公共交通工具需求大增，若本社區停車位不足，只會再加重省長交通的負擔。

而且，申請範圍屬私人土地，受村屋反「樂善村」包圍，外界不易築路，並沒有對環境構成影響。相反，過渡性房屋影響本村景觀卻是不爭的事實。若然過渡性房屋也沒有對本村周邊造成環境影響，本人相信臨時停車場同樣不會對環境構成影響。希望主席及委員批准是次改變土地用途。

「提意見人」姓名/名稱 Name of person/company making this comment \_\_\_\_\_

簽署 Signature

許

日期 Date

25-4-2025



R-75

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250429-184332-64511

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

29/04/2025 18:43:32

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

先生 Mr. Mr. Fung

**Name of person making this comment:****意見詳情****Details of the Comment :****支持臨時停車場**

本人每日的工作是必需駕駛車輛承載物料的，如果不能自駕車輛等同手停口停，沒辦法生計，所以私人停車場對我來說是很重要的，是生活的一部分，希望體諒，批准臨時停車場給居民使用，感謝



R-76

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250429-191007-17619

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

29/04/2025 19:10:07

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

小姐 Miss 鄭小姐

**Name of person making this comment:****意見詳情****Details of the Comment :****支持臨時停車場申請**

本人家中有年幼的小孩，每天需要上學，現在居住這一帶人口增長，乘坐公共交通等候時間非常之長，不想小孩日曬雨淋或寒冷天氣等候公共交通，所以家人自駕車輛方便日常生活，希望體恤居民，批准臨時私人停車場，謝謝

2-77

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250429-200727-92832

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

29/04/2025 20:07:27

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. Kong hau s

**意見詳情****Details of the Comment :****致敬啟者：**

停車場對周圍環境沒有影響，增加土地使用率。我是位老人家，年青家人需要用車方便出入上班。

如果沒有停車場存放車輛

搭公共交通早上出去就業。會影響作息時間，影響家庭生活。

至城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

D-83

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號：The application no. to which the comment relates

TPB/A/NE-TK/800

意見詳情 (如有需要，請另頁說明)：

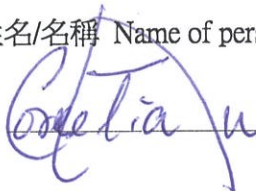
Details of the Comment (use separate sheet if necessary)

謹以萬分沉重之筆墨致函，就大埔船灣詹屋村民申請改建鄉村綠化地段為停車位，眼見當局漠視基層民眾之現狀，特此陳情。本區所謂公共交通服務，實乃有名無實之虛設。往大埔墟站之 20C 小巴人龍，苦候多時亦滿座，遑論老弱婦孺？75K 巴士每廿五分鐘一班之荒謬班次，竟沿用廿一世紀第三個十年，此等運輸規劃較之戰後難民安置何異？更諷刺者，當局近年大興土木，數千伙劏房式「過渡性房屋」拔地而起，卻無配套增設半條巴士路線，致使現有交通系統瀕臨崩潰。我只是想知道，政府或大型開發商的土地用途變更申請就會被批准，而小市民的請求就被全部拒絕？

吾等非不知綠化地帶之珍貴，然當居民每日被迫浪費時間等待公共運輸，所謂環保大義豈非凌駕人民利益？況申請改建車位只為極少量的土地，卻可解私家車停泊死結。懇請局座親臨船灣詹屋體察民瘼：晨光未曦時看學童瑟縮寒風候車；暮色蒼茫時觀長者持柵跋涉半里方抵巴士站。若此等景象仍不足動搖官僚鐵石心腸，則所謂「以人為本」施政理念，豈非欺世謊言？

「提意見人」姓名/名稱 Name of person/company making this comment Au Ho Ying

簽名 Signature



日期 Date 29 Apr 2025



R-84

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人贊成由綠化地段，暫改為可泊車用途，  
方便居民出入。盼望城規會特此批准。

「提意見人」姓名/名稱 Name of person/company making this comment SHR WAI FAN

簽署 Signature [Signature]

日期 Date 27. APRIL 2025



R-85

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates**

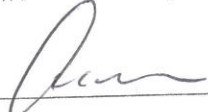
**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

期望城市規劃委員會可將以上申請的地段，  
由綠化地暫改為居民海車用途。

「提意見人」姓名/名稱 Name of person/company making this comment CHAN SIU PO. CLARA

簽署 Signature  日期 Date 27.04.2025



R-87

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

Jeff.jl8302@gmail.com

有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

作為附近居民，我完全同意該項申請，政府應先考慮便民措施配合已經批准的發展，而且該申請項目已經被中轉屋完全包圍，而家係已經承諾興建相應的綠化措施，已經沒理由拒絕行申請。

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

「提意見人」姓名/名稱 Name of person/company making this comment Jeff Lau

簽署 Signature  日期 Date May 1, 2025



R-88

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250501-162055-80159

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

01/05/2025 16:20:55

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. anthony

**意見詳情****Details of the Comment :**

有急切需要望能申請為臨時停泊之用途,因付近地區交通十分不便,經常未能乘坐公座運輸交通工具,故忘盼望當局能認真考慮,重新審議

R-89

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250501-162302-63869

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

01/05/2025 16:23:02

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

夫人 Mrs. yeung

**意見詳情****Details of the Comment :**

有急切需要,望能申請為臨時停泊之用途,因附近地區交通十分不便,經常未能乘坐公座運輸交通工具,故忘盼望當局能認真考慮,重新審議



R-9c

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250501-212002-07384

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

01/05/2025 21:20:02

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. 張先生

**意見詳情****Details of the Comment :**

作為一個在大埔船灣住了十多年的居民。  
一個家庭，基本上也有擁有一輛車。公共交通工具只是輔助其中的家庭成員出入。主要還是以私家車輛出入的。  
申請地段的排水，緊急道路，消防等基本上都符合要求。  
現跟據成規程序申請臨時停車場用途。  
比起隨意在村地官地或路邊亂拍的車輛更合規。  
何必故意刁難村民申請？

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

D-91

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

本人是支持大埔汀角船灣詹屋丈量約第26約多個地段改為臨時停車場建設。

雖然住在鄉郊，但我們也需要工作，要為生活養家，每日上班、孩童上學 老人出入醫院看病，

購買日常用品等，必須出入市區，但公共交通配套完全不足，每日在繁忙時段輪候公共交通

高達2小時以上，非繁忙亦要輪候1小時，汀角路段人口增加自然會影響交通需求的問題，

例如上班、上學繁忙時候只有數小時，在這數小時內怎樣才能把汀角民居疏通人流，有沒有考慮到這個問題。

因增加大量居民入住汀角路，在沒辦法之下，我們唯有自行駕駛，方便出入，不需浪費時間

輪候公共交通，增加效率。我們居民選擇駕駛私家車作出入用途，一定有當中的理由，

希望規劃署考量居民實際情況的需求，接納申請更改有關地段為臨時停車場給業主自用泊車。

「提意見人」姓名/名稱 Name of person/company making this comment

周小姐

簽署 Signature

*Kat*

日期 Date

24-4-2025



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

D-92

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates

A/NE-TK/800

意見詳情 (如有需要，請另頁說明)

**Details of the Comment (use separate sheet if necessary)**

本人是贊成大埔汀角路船灣屋丈量約第26約多個地段改為臨時

其實居民只想在日常生活上，出入方便，畢竟同住有老有少在鄉村居住，車輛是不可或缺的，相應停車位也是。

我們不是一定要求在石屎地停車，只想停在屋苑範圍上便可，方便出入。若政府有相關政策支持臨時停車場建設，可作為申請依據

符合城市整體規劃，確保不影響長期發展，明確知道臨時停車場的使用期限，承諾到期後恢復綠化，居民只想解決停車問題，安居樂業。

申請臨時停車場泊車是給業主自用的，不是用作收費模式給公眾使用，我們的位置自成一角，出入不會阻礙附近居民，

不會影響周邊環境、嘈音、廢氣、不會增加閒雜人出入影響社區等問題。

停車位置是我們居民很迫切的需要，懇請貴處考慮當中的因素取得平衡，批出3年臨時停車場用途，接納我們的申請。

「提意見人」姓名/名稱 Name of person/company making this comment

殷生

簽署 Signature



日期 Date

24-4-2025



Urgent Return receipt Expand Group Restricted Prevent Copy

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**From:** [REDACTED]  
**Sent:** 2025-04-25 星期五 02:06:20  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** Re: A/NE-TK/800 DD 26 Shuen Wan Chim Uk GB

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Dear TPB Members,

Rejected 28/2. Site already paved and being used without approval. Strong objections from local residents impacted by the illegal operation that cannot be ignored.

Their is no justification for a review.

Mary Mulvihill

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**From:** [REDACTED]  
**To:** tpbpd <[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)>  
**Date:** Wednesday, 4 December 2024 3:10 AM HKT  
**Subject:** Re: A/NE-TK/800 DD 26 Shuen Wan Chim Uk

Dear TPB Members,

Slight reduction is size to 1,512sq.m and number of vehicles 38.

Previous onjections relevant and upheld.

Mary Mulvihill

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**From:** [REDACTED]  
**To:** tpbpd <[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)>  
**Date:** Thursday, 29 August 2024 3:46 AM HKT  
**Subject:** A/NE-TK/800 DD 26 Shuen Wan Chim Uk

A/NE-TK/800

Various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po

Site area: About 1,525sq.m

Zoning: "Green Belt", "VTD" and area shown as 'Road'

Applied use: 39 Vehicle Park / Filling of Land

Dear TPB Members,

It is not clear if the parking is for the private developments or to cater for the residents of the transitional housing?

Whatever, part of the site is a road and parking could pose safety, obstruction and noise pollution issues that members should inquire into.

Mary Mulvihill

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250428-121818-51191

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

28/04/2025 12:18:18

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

女士 Ms. Ko Bo Bo

**Name of person making this comment:****意見詳情****Details of the Comment :****Subject: Opposition to Planning Application A/NE-TK/800**

I am writing to oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a resident and owner of a property directly adjacent to the proposed development area, I have several concerns regarding this project.

**1. Access Pathway Blockage to private property:**

The proposed development will block the ONLY access pathway to private properties adjacent to the proposed development area. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Blockage to access for private property for the interest of the applicant is inconsiderate and unreasonable. Every Hong Kong citizen should have the rights to access their own properties. The applicant has already illegally built a car entrance gate blocking all the access into the concerned area in this application. Residents must pay a few thousand dollars to the applicant's private account in order to gain back the access to private property. The access is granted at the mercy of the applicant and can be reverted anytime without notice. Is this something reasonable under Hong Kong Common Law?

**2. Violation of common law - Trespass and Nuisance:** Blocking access to someone's property can be considered a form of trespass or nuisance under common law principles. Such nuisance is addressed under the Conveyancing and Property Ordinance.

**3. Violation of Building Regulations:** The construction of carparks and related structures must comply with the Buildings Ordinance and other relevant regulations. Structures that obstruct access can lead to enforcement actions. Please reject this application because there is no basis for this "blockage" to be approved as a legal blockage. It will end up with legal appeals from neighbouring residents.

**4. Violation of Road Traffic Ordinance:** The carpark is built on a public road and affects traffic and pedestrians' rights in using the road, it is in violation of the Road Traffic Ordinance. The width of the intended pathway is barely wide enough for a car to pass. How about the rights of pedestrians? There is no room left for other road users, or dedicated walking path. There are many el

derlies in the neighborhood that use walking aids and wheelchairs. I have elderly at home using walking stick and wheelchair to commute. Their motions are slow and require adequate space to safely walk around. If the car park has been approved, the applicant will boldly do whatever they want to build fence and more roadblocks to "manage" the car park. Under what basis shall the authority allow the interest of a small number of people overriding the interest of others?

5. Violation of land use: Building a carpark requires landfill and cement project. This is in violation to the policy of ensuring a minimum amount of greenery for residential community. The newly built government houses in the immediate surrounding area have already turned the neighborhood into cement forests. The carpark will further deteriorate the surrounding environment. Please stop this damage further by rejecting this unreasonable and selfish application.

6. Safety and Emergency Vehicle Access:

The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents. The applicant has already illegally blocked the concerned area with a gate. There is no security guard monitoring the access and there is no clear means of contact in case of emergency. In case the applicant and her family are out of town or away, there is no way any emergency vehicles can get pass. If because of the "car park blockage", something fatal happens or someone died due to the delay in emergency vehicle access, who would be responsible?

7. Public interest in greenery space:

The development does not align with the broader public interests of our community. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents. Instead, it prioritizes private interests over the collective well-being of the community by occupying the already very limited leisure space for the community.

8. Rights and safety for Pedestrians: The applicant has already installed car park facilities such as road blocks in various points of the area. Such roadblocks is obstructing and dangerous for pedestrians. I saw an old woman tripped over by one of the roadblocks just outside of her front door. For the interest of a small bunch of private car owners, the neighborhood residents have to give up the right to use the walking paths and risking their lives passing car path and car park roadblocks. This is not reasonable.

9. Environmental Impact:

The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

10. Traffic and Infrastructure:

The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

11. Community Character:

The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

12. Noise pollution, sound pollution and disturbance:

The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting the quality of life for existing residents. The applicant

has already illegally installed a gate blocking car in and out. The gate produces high frequency squeaking sound disturbing nearby residents even in midnight. Nearby residents are disturbed by noise and air pollution from day and night car park traffic.

13. Property Values:

There is a concern that the development could negatively impact property values in the surrounding area, which is a significant concern for homeowners.

I urge the planning committee to consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.



**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250428-123015-51191

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

28/04/2025 12:30:15

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

小姐 Miss Angel Ko

**Name of person making this comment:****意見詳情****Details of the Comment :**

**主題：反對規劃申請 A/NE-TK/800**

我寫信反對規劃申請 A/NE-TK/800，該申請涉及在新界大埔汀角船灣浸屋第26約的多個地段進行擬議開發。作為擬議開發區域旁邊物業的居民和業主，我對這個項目有幾個擔憂。

1. 公共利益中的綠化空間：開發不符合我們社區的更廣泛公共利益。臨時私人車輛停車場不為居民提供長期利益。相反，它優先考慮私人利益，而不是集體福祉，佔用了社區已經非常有限的休閒空間。
2. 安全和緊急車輛通道：擬議的開發引起了重大安全問題。交通量的增加和開發的性質可能會阻礙緊急車輛的通道，可能會延誤關鍵的反應時間。確保緊急服務的通道暢通無阻對所有居民的安全至關重要。申請人已經非法用大門阻塞了所涉及的區域。沒有保安監控通道，也沒有緊急情況下的明確聯繫方式。如果申請人和她的家人不在城裡或外出，緊急車輛無法通過。如果因為“車庫阻塞”而發生致命事件或有人因緊急車輛通道延誤而死亡，誰應負責？
3. 行人的權利和安全：申請人已經在該區域的各個點安裝了車庫設施，如路障。這些路障對行人構成阻礙和危險。我看到一位老婦人在她家門外被其中一個路障絆倒。為了少數私人車主的利益，社區居民不得不放棄使用步行道的權利，並冒著生命危險通過車道和車庫路障。這是不合理的。
4. 環境影響：填土和建設可能會破壞綠地和野生動物棲息地，這對維持我們地區的生態平衡至關重要。保護環境應該是任何開發計劃的優先事項。
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8. 財產價值：擔心開發可能會對周圍地區的財產價值產生負面影響，這對業主來說是一

個重大擔憂。

9. 對私人財產的通道阻塞：擬議的開發將阻塞擬議開發區域旁邊私人財產的唯一通道。這種阻塞將嚴重影響居民進出其財產的能力，造成重大不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人財產的通道是不顧及他人和不合理的。每個香港公民都應該有權進入自己的財產。申請人已經非法建造了一個車入口大門，阻塞了進入申請中所涉及區域的所有通道。居民必須向申請人的私人賬戶支付幾千元才能重新獲得進入私人財產的通道。通道的授予取決於申請人的意願，並且可以隨時撤回而無需通知。這在香港普通法下是否合理？

10. 違反普通法 - 侵入和滋擾：阻塞某人財產的通道可以被視為侵入或滋擾，根據普通法原則。這種滋擾在《轉讓及財產條例》中有所規定。

11. 違反建築法規：車庫和相關結構的建造必須符合《建築物條例》和其他相關法規。阻塞通道的結構可能會導致執法行動。請拒絕這個申請，因為沒有任何基礎可以批准這種“阻塞”作為合法的阻塞。這將導致鄰近居民的法律上訴。

12. 違反《道路交通條例》：車庫建在公共道路上，影響交通和行人使用道路的權利，違反《道路交通條例》。擬議通道的寬度僅足夠一輛車通過。行人的權利怎麼辦？沒有留給其他道路使用者的空間，也沒有專用的步行道。社區中有許多使用助行器和輪椅的老人。我家有老人使用拐杖和輪椅通勤。他們的行動緩慢，需要足夠的空間安全行走。如果車庫被批准，申請人將大膽地建造圍欄和更多路障來“管理”車庫。當局在什麼基礎上允許少數人的利益凌駕於他人利益之上？

13. 違反土地使用：建造車庫需要填土和水泥工程。這違反了確保住宅社區最低綠化量的政策。周圍新建的政府房屋已經將社區變成水泥森林。車庫將進一步惡化周圍環境。請通過拒絕這個不合理和自私的申請來阻止進一步的破壞。

我敦促規劃委員會考慮這些點並拒絕申請。優先考慮鄰近物業業主的權利、現有居民的福祉、社區的安全和環境的可持續性至關重要。

感謝您對此事的關注。

謹上

R-78

## 就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

## 參考編號

Reference Number:

250430-103018-11694

## 提交限期

Deadline for submission:

02/05/2025

## 提交日期及時間

Date and time of submission:

30/04/2025 10:30:18

## 有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TK/800

## 「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Deng - [REDACTED]

## 意見詳情

Details of the Comment :

主題：反對規劃申請 A/NE-TK/800

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12. 違反《道路交通條例》：車庫建在公共道路上，影響交通和行人使用道路的權利，違反《道路交通條例》。擬議通道的寬度僅足夠一輛車通過。行人的權利怎麼辦？沒有留給其他道路使用者的空間，也沒有專用的步行道。社區中有許多使用助行器和輪椅的老人。我家有老人使用拐杖和輪椅通勤。他們的行動緩慢，需要足夠的空間安全行走。如果車庫被批准，申請人將大膽地建造圍欄和更多路障來“管理”車庫。當局在什麼基礎上允許少數人的利益凌駕於他人利益之上？

13. 違反土地使用：建造車庫需要填土和水泥工程。這違反了確保住宅社區最低綠化量的政策。周圍新建的政府房屋已經將社區變成水泥森林。車庫將進一步惡化周圍環境。請通過拒絕這個不合理和自私的申請來阻止進一步的破壞。

我敦促規劃委員會考慮這些點並拒絕申請。優先考慮鄰近物業業主的權利、現有居民的福祉、社區的安全和環境的可持續性至關重要。

感謝您對此事的關注。

謹上

R-79

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250430-105307-60687

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

30/04/2025 10:53:07

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

先生 Mr. 街方 Bobby Chan

**意見詳情****Details of the Comment :**

我寫信反對規劃申請 A/NE-TK/800，該申請涉及在新界大埔汀角船灣浸屋第26約的多個地段進行擬議開發。作為擬議開發區域旁邊物業的居民和業主，我對這個項目有幾個擔憂。

1. 公共利益中的綠化空間：開發不符合我們社區的更廣泛公共利益。臨時私人車輛停車場不為居民提供長期利益。相反，它優先考慮私人利益，而不是集體福祉，佔用了社區已經非常有限的休閒空間。
2. 安全和緊急車輛通道：擬議的開發引起了重大安全問題。交通量的增加和開發的性質可能會阻礙緊急車輛的通道，可能會延誤關鍵的反應時間。確保緊急服務的通道暢通無阻對所有居民的安全至關重要。申請人已經非法用大門阻塞了所涉及的區域。沒有保安監控通道，也沒有緊急情況下的明確聯繫方式。如果申請人和她的家人不在城裡或外出，緊急車輛無法通過。如果因為“車庫阻塞”而發生致命事件或有人因緊急車輛通道延誤而死亡，誰應負責？
3. 行人的權利和安全：申請人已經在該區域的各個點安裝了車庫設施，如路障。這些路障對行人構成阻礙和危險。我看到一位老婦人在她家門外被其中一個路障絆倒。為了少數私人車主的利益，社區居民不得不放棄使用步行道的權利，並冒著生命危險通過車道和車庫路障。這是不合理的。
4. 環境影響：填土和建設可能會破壞綠地和野生動物棲息地，這對維持我們地區的生態平衡至關重要。保護環境應該是任何開發計劃的優先事項。
5. 交通和基礎設施：這個開發項目增加的交通量將加劇交通擁堵，並對我們已經超負荷的基礎設施造成額外壓力。這可能會導致污染增加，影響社區的和諧。
6. 社區特徵：擬議開發的規模和設計不符合我們社區的特徵。保持我們社區的獨特身份和魅力非常重要，而這個項目威脅到這一點。
7. 噪音污染、聲音污染和干擾：停車區和運營直接毗鄰住宅區，將對社區造成干擾。建設階段和隨後人口的增加將導致噪音水平和干擾增加，影響現有居民的生活質量。申請人已經非法安裝了一個大門，阻塞了車輛進出。大門發出高頻尖叫聲，甚至在午夜也會干擾附近居民。附近居民受到日夜車庫交通的噪音和空氣污染的干擾。
8. 財產價值：擔心開發可能會對周圍地區的財產價值產生負面影響，這對業主來說是一個重大擔憂。

9. 對私人財產的通道阻塞：擬議的開發將阻塞擬議開發區域旁邊私人財產的唯一通道。這種阻塞將嚴重影響居民進出其財產的能力，造成重大不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人財產的通道是不顧及他人和不合理的。每個香港公民都應該有權進入自己的財產。申請人已經非法建造了一個車入口大門，阻塞了進入申請中所涉及區域的所有通道。居民必須向申請人的私人賬戶支付幾千元才能重新獲得進入私人財產的通道。通道的授予取決於申請人的意願，並且可以隨時撤回而無需通知。這在香港普通法下是否合理？

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感謝您對此事的關注。

謹上

12-80

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250430-110649-20759

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

30/04/2025 11:06:49

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

先生 Mr. Ray Wong 銜方

**Name of person making this comment:****意見詳情****Details of the Comment :****Subject: Opposition to Planning Application A/NE-TK/800**

I am writing to oppose the planning application A/NE-TK/800 for the proposed development at various Lots in D.D. 26, Shuen Wan Chim Uk, Ting Kok, Tai Po, New Territories. As a resident and owner of a property directly adjacent to the proposed development area, I have several concerns regarding this project.

1. Blockage to access : The proposed development will block the ONLY access pathway to private properties adjacent to the proposed development area. This blockage will severely impact the residents' ability to enter and exit their property, posing significant inconvenience and safety risks, as well as, imposing significant impact and concern to the homeowners. Blockage to access for private property for the interest of the applicant is inconsiderate and unreasonable. Every Hong Kong citizen should have the rights to access their own properties. The applicant has already illegally built a car entrance gate blocking all the access into the concerned area in this application. Residents must pay a few thousand dollars to the applicant's private account in order to gain back the access to private property. The access is granted at the mercy of the applicant and can be reverted anytime without notice. Is this something reasonable under Hong Kong Common Law?
2. Violation of other road user rights: There is no dedicated walking path for pedestrians if the area has been circled as car park. Based on the layout provided by the applicant, the residents will be stepping onto the driveway right after opening their own door, and can possibly be run over on their first step out of their door. This imposes high risk on resident's life. The applicant has already installed car park facilities such as roadblocks in various points of the area. Such roadblocks are obstructing and dangerous for pedestrians. For the interest of a small bunch of private car owners, the neighbourhood residents have to give up the right to use the walking paths and risking their lives passing car path and car park roadblocks. This is not reasonable.
3. Public interest in greenery space: There is no space left for planting and greeneries. The newly built government houses in the immediate surrounding area have already turned the neighbourhood into cement forests. The carpark will further deteriorate the surrounding environment. The development does not align with the broader public interests of our community. The temporary private vehicle park for private cars and light goods vehicles does not provide a long-term benefit to the residents. Instead, it prioritizes private interests over the collective well-being of the community.

munity by occupying the already very limited leisure space for the community.

4. Safety and Emergency Vehicle Access: The proposed development raises significant safety concerns. The increase in traffic and the nature of the development could impede access for emergency vehicles, potentially delaying critical response times. Ensuring clear and unobstructed routes for emergency services is paramount for the safety of all residents. The applicant has already illegally blocked the concerned area with a gate. There is no security guard monitoring the access and there is no clear means of contact in case of emergency. In case the applicant and her family are out of town or away, there is no way any emergency vehicles can get pass. If because of the "car park blockage", something fatal happens or someone died due to the delay in emergency vehicle access, who would be responsible?

5. Violation of common law - Trespass and Nuisance: Blocking access to someone's property can be considered a form of trespass or nuisance under common law principles. Such nuisance is addressed under the Conveyancing and Property Ordinance.

6. Violation of Building Regulations: The construction of car parks and related structures must comply with the Buildings Ordinance and other relevant regulations. Structures that obstruct access can lead to enforcement actions. Please reject this application because there is no basis can this "blockage" be approved as a legal blockage. It will end up with legal appeals from neighbouring residents.

7. Violation of Road Traffic Ordinance: The car park is built on a public road and affects traffic and pedestrians' rights in using the road, it is in violation of the Road Traffic Ordinance. The width of the intended pathway is barely wide enough for a car to pass. How about the rights of pedestrians? There is no room left for other road users, or dedicated walking path. There are many elderly in the neighbourhood that use walking aids and wheelchairs. I have elderly at home using walking stick and wheelchair to commute. Their motions are slow and require adequate space to safely walk around. If the car park has been approved, the applicant will boldly do whatever they want to build fence and more roadblocks to "manage" the car park. Under what basis shall the authority allow the interest of a small number of people overriding the interest of others?

8. Violation of land use: Building a car park requires landfill and cement project. This is in violation to the policy of ensuring a minimum amount of greenery for residential community. The newly built government houses in the immediate surrounding area have already turned the neighbourhood into cement forests. The car park will further deteriorate the surrounding environment. Please stop this damage further by rejecting this unreasonable and selfish application.

9. Environmental Impact: The construction and associated filling of land will likely lead to the destruction of green spaces and wildlife habitats, which are crucial for maintaining the ecological balance in our area. Protecting our environment should be a priority in any development plan.

10. Traffic and Infrastructure: The increase in traffic due to this development will exacerbate traffic congestion and put additional strain on our already overburdened infrastructure. This could lead to increased pollution and impact the harmony of the community.

11. Community Character: The scale and design of the proposed development are not in keeping with the character of our community. It is important to preserve the unique identity and charm of our neighborhood, which this project threatens to undermine.

12. Noise pollution, sound pollution and disturbance: The parking area and operation directly adjacent to the residential area will cause disturbance to the community. The construction phase and subsequent increase in population will result in higher noise levels and disturbances, affecting



the quality of life for existing residents. The applicant has already illegally installed a gate blocking car in and out. The gate produces high frequency squeaking sound disturbing nearby residents even in midnight. Nearby residents are disturbed by noise and air pollution from day and night car park traffic.

13. Property Values: There is a concern that the development could negatively impact property values in the surrounding area, which is a significant concern for homeowners.

I urge the planning committee to consider these points and reject the application. It is essential to prioritize the rights of adjacent property owners, the well-being of current residents, the safety of our community, and the sustainability of our environment.

Thank you for your attention to this matter.

R-81

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號**

250430-111130-94776

**Reference Number:****提交限期**

02/05/2025

**Deadline for submission:****提交日期及時間**

30/04/2025 11:11:30

**Date and time of submission:****有關的規劃申請編號**

A/NE-TK/800

**The application no. to which the comment relates:****「提意見人」姓名/名稱**

小姐 Miss Wong 街方

**Name of person making this comment:****意見詳情****Details of the Comment :****Subject:** 反對規劃申請 A/NE-TK/800

我寫信是為了反對規劃申請 A/NE-TK/800，該申請涉及在新界大埔汀角船灣尖屋第26約的多個地段進行開發。作為一名直接毗鄰擬議開發區的居民和業主，我對這個項目有幾個擔憂。

**通道阻塞：**擬議的開發將阻塞唯一通往毗鄰開發區的私人財產的通道。這種阻塞將嚴重影響居民進出其財產的能力，帶來重大不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人財產的通道是不體貼和不合理的。每個香港市民都應該有權進入自己的財產。申請人已經非法建造了一個車輛入口閘門，阻塞了所有進入申請中涉及區域的通道。居民必須支付幾千元到申請人的私人賬戶才能重新獲得進入私人財產的通道。通道的使用取決於申請人的意願，隨時可以在沒有通知的情況下被撤銷。這在香港普通法下是合理的嗎？

**侵犯其他道路使用者的權利：**如果該區域被劃為停車場，則沒有專門的行人步道。根據申請人提供的佈局圖，居民一打開門就會踏上車道，可能在踏出門的第一步就被車輛撞倒。這對居民的生命構成了極高的風險。申請人已經在該區域的各個點安裝了停車設施，如路障。這些路障對行人來說是阻礙和危險的。為了一小部分私家車主的利益，鄰里居民不得不放棄使用步道的權利，冒著穿過車道和停車場路障的生命危險。這是不合理的。

**公共綠地利益：**沒有空間種植和綠化。周圍新建的政府房屋已經將鄰里變成了水泥森林。停車場將進一步惡化周圍環境。該開發不符合我們社區的更廣泛公共利益。臨時私家車和輕型貨車停車場不會為居民提供長期利益。相反，它優先考慮私人利益，而不是佔用社區已經非常有限的休閒空間的集體福祉。

**安全和緊急車輛通道：**擬議的開發引起了重大安全問題。交通量的增加和開發的性質可能會妨礙緊急車輛的通行，可能會延誤關鍵的反應時間。確保緊急服務的路線暢通無阻對所有居民的安全至關重要。申請人已經非法用閘門阻塞了相關區域。沒有保安監控通道，也沒有明確的緊急聯絡方式。如果申請人及其家人外出或不在，緊急車輛無法通

過。如果因為“停車場阻塞”而發生致命事件或有人因緊急車輛通道延誤而死亡，誰應該負責？

**違反普通法 - 侵入和滋擾：**根據普通法原則，阻塞他人財產的通道可以被視為一種侵入或滋擾。這種滋擾在《房地產條例》中有規定。

**違反建築法規：**停車場和相關結構的建設必須符合《建築物條例》和其他相關法規。阻塞通道的結構可能會導致執法行動。請拒絕這個申請，因為沒有任何依據可以批准這種“阻塞”為合法阻塞。這將導致鄰近居民的法律上訴。

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**違反土地使用：**建設停車場需要填土和水泥工程。這違反了確保住宅社區最低綠化量的政策。周圍新建的政府房屋已經將鄰里變成了水泥森林。停車場將進一步惡化周圍環境。請通過拒絕這個不合理和自私的申請來阻止進一步的破壞。

**環境影響：**建設和相關的填土可能會導致綠地和野生動物棲息地的破壞，這對維持我們地區的生態平衡至關重要。保護環境應該是任何開發計劃的優先事項。

**交通和基礎設施：**由於這一開發，交通量的增加將加劇交通擁堵，並對我們已經超負荷的基礎設施造成額外壓力。這可能會導致污染增加，影響社區的和諧。

**社區特徵：**擬議開發的規模和設計不符合我們社區的特徵。保持我們社區的獨特身份和魅力非常重要，而這個項目威脅到這一點。

**噪音污染和干擾：**停車區和運營直接毗鄰住宅區，將對社區造成干擾。建設階段和隨後的人口增加將導致噪音水平和干擾增加，影響現有居民的生活質量。申請人已經非法安裝了一個阻塞車輛進出的閘門。該閘門發出高頻尖銳聲音，即使在午夜也會打擾附近居民。附近居民受到來自日夜停車場交通的噪音和空氣污染的干擾。

**財產價值：**擔心這一開發可能會對周圍地區的財產價值產生負面影響，這對業主來說是一個重大擔憂。

我敦促規劃委員會考慮這些觀點並拒絕該申請。優先考慮毗鄰財產所有者的權利、現有居民的福祉、我們社區的安全和環境的可持續性是至關重要的。

感謝您對此事的關注

D-82

**就規劃申請/覆核提出意見 Making Comment on Planning Application / Review****參考編號****Reference Number:**

250430-111400-73161

**提交限期****Deadline for submission:**

02/05/2025

**提交日期及時間****Date and time of submission:**

30/04/2025 11:14:00

**有關的規劃申請編號****The application no. to which the comment relates:**

A/NE-TK/800

**「提意見人」姓名/名稱****Name of person making this comment:**

夫人 Mrs. Chan

**意見詳情****Details of the Comment :****Subject:** 反對規劃申請 A/NE-TK/800

我寫信是為了反對規劃申請 A/NE-TK/800，該申請涉及在新界大埔汀角船灣尖屋第26約的多個地段進行開發。作為一名直接毗鄰擬議開發區的居民和業主，我對這個項目有幾個擔憂。

**通道阻塞：**擬議的開發將阻塞唯一通往毗鄰開發區的私人財產的通道。這種阻塞將嚴重影響居民進出其財產的能力，帶來重大不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人財產的通道是不體貼和不合理的。每個香港市民都應該有權進入自己的財產。申請人已經非法建造了一個車輛入口閘門，阻塞了所有進入申請中涉及區域的通道。居民必須支付幾千元到申請人的私人賬戶才能重新獲得進入私人財產的通道。通道的使用取決於申請人的意願，隨時可以在沒有通知的情況下被撤銷。這在香港普通法下是合理的嗎？

**侵犯其他道路使用者的權利：**如果該區域被劃為停車場，則沒有專門的行人步道。根據申請人提供的佈局圖，居民一打開門就會踏上車道，可能在踏出門的第一步就被車輛撞倒。這對居民的生命構成了極高的風險。申請人已經在該區域的各個點安裝了停車設施，如路障。這些路障對行人來說是阻礙和危險的。為了一小部分私家車主的利益，鄰里居民不得不放棄使用步道的權利，冒著穿過車道和停車場路障的生命危險。這是不合理的。

**公共綠地利益：**沒有空間種植和綠化。周圍新建的政府房屋已經將鄰里變成了水泥森林。停車場將進一步惡化周圍環境。該開發不符合我們社區的更廣泛公共利益。臨時私家車和輕型貨車停車場不會為居民提供長期利益。相反，它優先考慮私人利益，而不是佔用社區已經非常有限的休閒空間的集體福祉。

**安全和緊急車輛通道：**擬議的開發引起了重大安全問題。交通量的增加和開發的性質可能會妨礙緊急車輛的通行，可能會延誤關鍵的反應時間。確保緊急服務的路線暢通無阻對所有居民的安全至關重要。申請人已經非法用閘門阻塞了相關區域。沒有保安監控通道，也沒有明確的緊急聯絡方式。如果申請人及其家人外出或不在，緊急車輛無法通

過。如果因為“停車場阻塞”而發生致命事件或有人因緊急車輛通道延誤而死亡，誰應該負責？

**違反普通法 - 侵入和滋擾：**根據普通法原則，阻塞他人財產的通道可以被視為一種侵入或滋擾。這種滋擾在《房地產條例》中有規定。

**違反建築法規：**停車場和相關結構的建設必須符合《建築物條例》和其他相關法規。阻塞通道的結構可能會導致執法行動。請拒絕這個申請，因為沒有任何依據可以批准這種“阻塞”為合法阻塞。這將導致鄰近居民的法律上訴。

**違反《道路交通條例》：**停車場建在公共道路上，影響交通和行人使用道路的權利，這違反了《道路交通條例》。擬議通道的寬度僅夠一輛車通過。行人的權利怎麼辦？沒有留給其他道路使用者的空間，也沒有專門的步道。鄰里中有許多使用助行器和輪椅的老人。我家中有使用拐杖和輪椅的老人。他們的行動緩慢，需要足夠的空間安全行走。如果停車場獲批，申請人將大膽地建造圍欄和更多路障來“管理”停車場。當局在什麼基礎上允許少數人的利益凌駕於他人利益之上？

**違反土地使用：**建設停車場需要填土和水泥工程。這違反了確保住宅社區最低綠化量的政策。周圍新建的政府房屋已經將鄰里變成了水泥森林。停車場將進一步惡化周圍環境。請通過拒絕這個不合理和自私的申請來阻止進一步的破壞。

**環境影響：**建設和相關的填土可能會導致綠地和野生動物棲息地的破壞，這對維持我們地區的生態平衡至關重要。保護環境應該是任何開發計劃的優先事項。

**交通和基礎設施：**由於這一開發，交通量的增加將加劇交通擁堵，並對我們已經超負荷的基礎設施造成額外壓力。這可能會導致污染增加，影響社區的和諧。

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**噪音污染和干擾：**停車區和運營直接毗鄰住宅區，將對社區造成干擾。建設階段和隨後的人口增加將導致噪音水平和干擾增加，影響現有居民的生活質量。申請人已經非法安裝了一個阻塞車輛進出的閘門。該閘門發出高頻尖銳聲音，即使在午夜也會打擾附近居民。附近居民受到來自日夜停車場交通的噪音和空氣污染的干擾。

**財產價值：**擔心這一開發可能會對周圍地區的財產價值產生負面影響，這對業主來說是一個重大擔憂。

我敦促規劃委員會考慮這些觀點並拒絕該申請。優先考慮毗鄰財產所有者的權利、現有居民的福祉、我們社區的安全和環境的可持續性是至關重要的。

感謝您對此事的關注

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

12-86

**To : Secretary, Town Planning Board**

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 **The application no. to which the comment relates**

**A/NE-TK/800**

意見詳情 (如有需要，請另頁說明)

**Details of the Comment** (use separate sheet if necessary)

Attached

請看加頁

「提意見人」姓名/名稱 Name of person/company making this comment

黃雄偉

簽署 Signature



日期 Date

28-4-2025



## 給城市規劃委員會秘書

### 主題：反對規劃申請 A/NE-TK/800

我寫信反對規劃申請 A/NE-TK/800，該申請涉及在新界大埔汀角船灣浸屋第 26 約的多個地段進行擬議開發。作為擬議開發區域旁邊物業的居民和業主，我對這個項目有幾個擔憂。

1. **公共利益中的綠化空間：**開發不符合我們社區的更廣泛公共利益。臨時私人車輛停車場不為居民提供長期利益。相反，它優先考慮私人利益，而不是集體福祉，佔用了社區已經非常有限的休閒空間。
2. **安全和緊急車輛通道：**擬議的開發引起了重大安全問題。交通量的增加和開發的性質可能會阻礙緊急車輛的通道，可能會延誤關鍵的反應時間。確保緊急服務的通道暢通無阻對所有居民的安全至關重要。申請人已經非法用大門阻塞了所涉及的區域。沒有保安監控通道，也沒有緊急情況下的明確聯繫方式。如果申請人和她的家人不在城裡或外出，緊急車輛無法通過。
3. **行人的權利和安全：**申請人已經在該區域的各個點安裝了車庫設施，如路障。這些路障對行人構成阻礙和危險，被路障絆倒。為了少數私人車主的利益，社區居民不得不放棄使用步行道的權利，並冒著生命危險通過車道和車庫路障。這是不合理的。
4. **環境影響：**填土和建設可能會破壞綠地和野生動物棲息地，這對維持我們地區的生態平衡至關重要。保護環境應該是任何開發計劃的優先事項。
5. **交通和基礎設施：**這個開發項目增加的交通量將加劇交通擁堵，並對我們已經超負荷的基礎設施造成額外壓力。這可能會導致污染增加，影響社區的和諧。
6. **社區特徵：**擬議開發的規模和設計不符合我們社區的特徵。保持我們社區的獨特身份和魅力非常重要，而這個項目威脅到這一點。
7. **噪音污染、聲音污染和干擾：**停車區和運營直接毗鄰住宅區，將對社區造成干擾。建設階段和隨後人口的增加將導致噪音水平和干擾增加，影響現有居民的生活質量。申請人已經非法安裝了一個大門，阻塞了車輛進出。大門發出高頻尖叫聲，甚至在午夜也會干擾附近居民。附近居民受到日夜車庫交通的噪音和空氣污染的干擾。
8. **財產價值：**擔心開發可能會對周圍地區的財產價值產生負面影響，這對業主來說是一個重大擔憂。
9. **對私人財產的通道阻塞：**擬議的開發將阻塞擬議開發區域旁邊私人財產的唯一通道。這種阻塞將嚴重影響居民進出其財產的能力，造成重大不便和安全風險，並對業主造成重大影響和擔憂。為了申請人的利益而阻塞私人財產的通道是不顧及他人和不合理的。每

個香港公民都應該有權進入自己的財產。申請人已經非法建造了一個車入口大門，阻塞了進入申請中所涉及區域的所有通道。居民必須向申請人的私人賬戶支付幾千元才能重新獲得進入私人財產的通道。通道的授予取決於申請人的意願，並且可以隨時撤回而無需通知。這在香港普通法下是否合理？

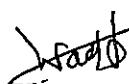
10. 違反普通法 - 侵入和滋擾：阻塞某人財產的通道可以被視為侵入或滋擾，根據普通法原則。這種滋擾在《轉讓及財產條例》中有所規定。
11. 違反建築法規：車庫和相關結構的建造必須符合《建築物條例》和其他相關法規。阻塞通道的結構可能會導致執法行動。請拒絕這個申請，因為沒有任何基礎可以批准這種“阻塞”作為合法的阻塞。這將導致鄰近居民的法律上訴。
12. 違反《道路交通條例》：車庫建在公共道路上，影響交通和行人使用道路的權利，違反《道路交通條例》。擬議通道的寬度僅足夠一輛車通過。行人的權利怎麼辦？沒有留給其他道路使用者的空間，也沒有專用的步行道。社區中有許多使用助行器和輪椅的老人。我家有老人使用拐杖和輪椅通勤。他們的行動緩慢，需要足夠的空間安全行走。如果車庫被批准，申請人將大膽地建造圍欄和更多路障來“管理”車庫。當局在什麼基礎上允許少數人的利益凌駕於他人利益之上？
13. 違反土地使用：建造車庫需要填土和水泥工程。這違反了確保住宅社區最低綠化量的政策。周圍新建的政府房屋已經將社區變成水泥森林。車庫將進一步惡化周圍環境。請通過拒絕這個不合理和自私的申請來阻止進一步的破壞。

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感謝您對此事的關注。

謹上

簽名：



日期：

28 - 4 - 2025

To: Secretary, Town Planning Board

28 April 2025

