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

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

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

250 2146 17/9 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-KLH/659
	Date Received 收到日期	19 SEP 2025

1. 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。

2. 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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. 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。

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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)

Wing Lee (Kong Shum) Transportation Ltd.

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)

KTA Planning Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑ Site area 地盤面積 9,064 sq.m 平方米 ☐ About 約 ☑ Gross floor area 總樓面面積 277 sq.m 平方米 ☑ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☐ About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11
(e)	Land use zone(s) involved 涉及的土地用途地帶	Agriculture
(f)	Current use(s) 現時用途	Plant Nursery with Ancillary Storage Area (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"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (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"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☐ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ 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) "#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)" # obtained 取得「現行土地擁有人」#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)

(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）

_____
_____
_____
_____

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

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
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
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (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	Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land (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	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	8,787	sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	277	sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	8	
Proposed domestic floor area 擬議住用樓面面積	N/A	sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	277	sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	277	sq.m ☑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)

Please refer to the attached Supporting Planning Statement

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	201
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 / Coaches	10
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
24 hours daily

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ 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)) Tai Wo Service Road West ☐ 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）
	No 否	☐

(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?	Yes 是	☐ Please provide details 請提供詳情
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (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) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☑ Filling of land 填土 Area of filling 填土面積 ..... 9,064 sq.m 平方米 ☑About 約 Depth of filling 填土厚度 ..... 0.2 m 米 ☑About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☐

(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？			
On environment 對環境	Yes 會 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

	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) Please refer to the attached Supporting Planning Statement

(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas 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	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

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）。

Please refer to the attached Supporting Planning Statement

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

WONG PUI SAI KITTY
Name in Block Letters 姓名（請以正楷填寫）

Director
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 (No. 324)
Others 其他 .....

on behalf of 代表 KTA Planning Limited

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

Date 日期 17/09/2025 (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	Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories
Site area 地盤面積	9,064 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11
Zoning 地帶	Agriculture
Type of Application 申請類別	☑ 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 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ 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 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land

(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	N/A	☐ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	277	☑ About 約 ☐ Not more than 不多於	0.031 ☑About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A		
	Non-domestic 非住用	8		
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	m 米 ☐ (Not more than 不多於)	
		N/A	Storeys(s) 層 ☐ (Not more than 不多於)	
	Non-domestic 非住用	About 3 - 4.5	m 米 ☐ (Not more than 不多於)	
		1	Storeys(s) 層 ☑ (Not more than 不多於)	
(iv) Site coverage 上蓋面積		3.1	%	☑ 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			211
	Private Car Parking Spaces 私家車車位			201
	Motorcycle Parking Spaces 電單車車位			
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位			
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位			
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位/Coaches			10
	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 中型貨車位			
	Heavy Goods Vehicle Spaces 重型貨車車位			
	Others (Please Specify) 其他 (請列明)			

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估 on Water Gathering Ground	☐	☑
Others (please specify) 其他（請註明）	☐	☑
Condition Survey of Existing Trees, Drainage Proposal and Photos of Existing Drainage Channels		

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。

S16 PLANNING APPLICATION
APPROVED KAU LUNG HANG OUTLINE ZONING PLAN NO. S/NE-KLH/11

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years,
Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP
in DD7, Kau Lung Hang, Tai Po, New Territories

SUPPORTING PLANNING STATEMENT

September 2025

Applicant:
Wing Lee (Kong Shum) Transportation Limited

Consultancy Team:
KTA Planning Limited
LT Development Consultants Limited
CKM Asia Limited

S3145_PS_V02

PLANNING LIMITED
規劃顧問有限公司

Executive Summary

The Applicant, Wing Lee (Kong Shum) Transportation Limited, is seeking approval from Town Planning Board ("TPB") under section 16 of the Town Planning Ordinance for the Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land ("Proposed PVP") at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po ("the Site") for a period of 3 years. The Site is zoned "Agriculture" ("AGR") on the Approved Kau Lung Hang Outline Zoning Plan ("Approved OZP") No. S/NE-KLH/11.

With a site area of about 9,064 sq.m., a total of 201 nos. of parking spaces for electric vehicles ("EV"), and 10 nos. of parking spaces for coaches / Heavy Goods Vehicles will be provided at the Site. The Proposed PVP is fully justified due to the following reasons:

- The Proposed PVP is in-line with Government's Policy for increasing parking spaces in the rural areas;
- The Proposed PVP is necessary to address the increasing demand of charging facilities for EVs;
- The Proposed PVP is temporary in nature and will not affect the long-term agricultural development in the "AGR" zone;
- The proposed use is compatible with the surrounding land use context;
- Approval of planning application will not result in degradation of natural environment in the Site;
- EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the public vehicle park;
- Proposed use will strictly comply with the "*Condition for Working within Gathering Grounds*" outlined by Water Supplies Department;
- No adverse drainage and traffic impact due to the Proposed PVP will be anticipated;

In view of the above, the Planning Application should be supported by the TPB from planning and technical points of view.

行政摘要
（內文如有差異，應以英文版本為準）

申請人 Wing Lee (Kong Shum) Transportation Limited 擬根據《城市規劃條例》第 16 條向城市規劃委員會（下稱「城規會」）申請於大埔九龍坑丈量約份第 7 約地段第 237 號 E 分段餘段、第 237 號 F 分段餘段、第 237 號 G 分段餘段、第 237 號 H 分段、第 237 號 I 分段、第 237 號 J 分段餘段、第 237 號 K 分段餘段、第 237 號 L 分段餘段、第 237 號 M 分段、第 237 號 O 分段餘段及第 237 號 P 分段餘段作臨時臨時公眾停車場、電動車充電設施及填土工程（下稱「擬議發展」），為期三年。申請地點位於九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11 之「農業」地帶內。

申請地點的總面積約為 9,064 平方米，並提供 201 個私家車泊車位，以及 10 個旅遊巴 / 重型貨車泊車位。申請人提出是次規劃申請是基於以下理據：

- 擬議公眾停車場符合現行政府在鄉郊地區增加停車位的政策。
- 擬議發展提供停車位及充電設施，以滿足電動車對停車位及充電設施的日益需求。
- 擬議發展僅為臨時性質，不會對「農業」地帶內的長遠農業發展造成影響。
- 擬議發展與周遭土地用途相容。
- 擬議發展不會破壞周遭的自然環境。
- 電動車為環保的交通工具，擬議發展不會在營運時對附近環境帶來滋擾。
- 擬議公眾停車場會嚴格遵守水務署於集水區內發展的指引。
- 擬議發展不會帶來不良的交通及渠務影響。

根據以上各點，申請人希望是次規劃申請能在規劃及技術層面上獲城規會支持。

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S16 Planning Application
Approved Kau Lung Hang Outline Zoning Plan No. S/NE-KLH/11

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This Planning Statement is prepared and submitted on behalf of Wing Lee (Kong Shum) Transportation Limited ("The Applicant") to seek approval from Town Planning Board ("TPB") for the Proposed Temporary Public Vehicle Park with Electric Vehicle ("EV") Charging Facilities and Filling of Land at Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories ("The Site") for a period of 3 years. The Site is zoned "Agriculture" on the prevailing Approved Kau Lung Hang Outline Zoning Plan ("Approved OZP") No. S/NE-KLN/11. This Supporting Planning Statement is to provide TPB members with the necessary information to facilitate the consideration of this Planning Application.

1.2 Report Structure

1.2.1 Following this Introductory section, the site and planning context will be briefly set out in Section 2. The development proposal is presented in Section 3. The planning justifications for the Proposed PVP are provided in Sections 4 while Section 5 concludes and summarizes this Supporting Planning Statement.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Use

2.1.1 The Site is located at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po. The Site is bounded by drainage channel to the west and east, Mannes Villa to its north and northwest and Tai Wo Service Road West to the southeast (**Figure 2.1** refers).

2.1.2 The Site is surrounded mainly by rural village settlements with a mix of domestic structures, active/fallow agricultural fields and open storages with temporary structures (**Figure 2.1** refers):

- To the immediate north of the Site across the drainage channel is a low-rise residential development namely Mannes Villa. To the further north and northwest are the village houses in Tai Hang Chung Sum Wai;

- A plant nursery with temporary structure and shelter is situated to the northeast of the Site across the drainage channel. Some village houses are situated to the further northeast;

- To the west and southwest of the Site across the drainage channel are the car parking spaces for private cars and coaches. Some active/fallow agricultural fields, temporary structures and low-rise domestic structures are situated to the further southwest;

- Tai Wo Service Road West is situated to the immediate southeast of the Site. Fanling Highway is situated to the further southeast. To the south and southwest of the Site is a cluster of temporary workshops associated with the open storage uses.

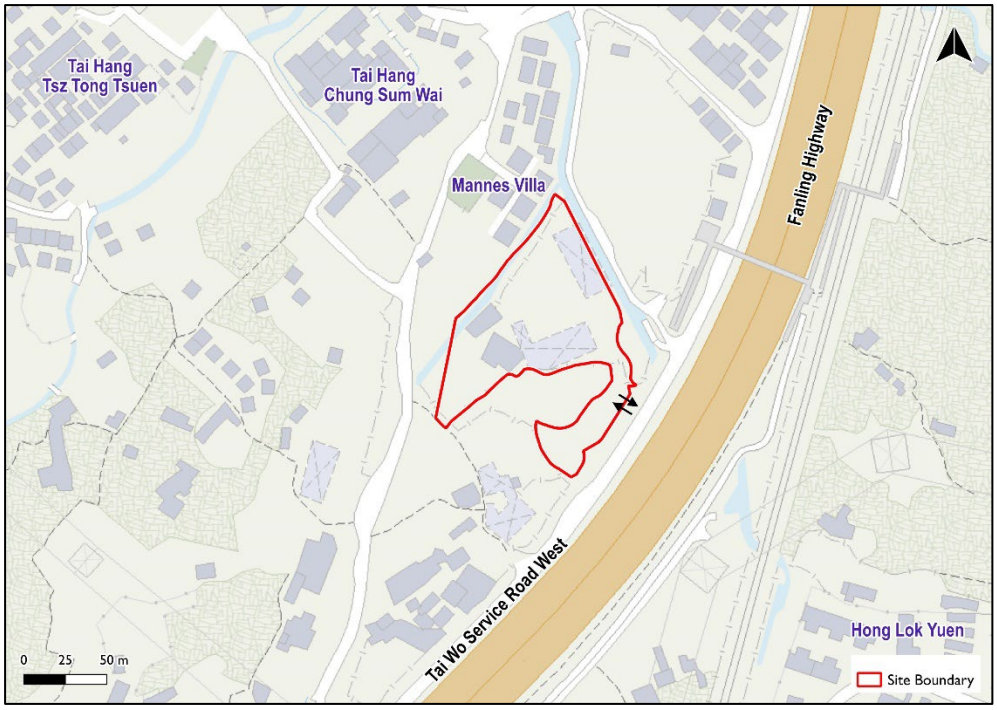

Figure 2.1 Site Location Plan

2.1.3 The Site is currently used as a plant nursery with some temporary shelters and ancillary storage area (**Figures 2.2** and **2.3** refer). The existing vehicular access is via Tai Wo Service Road West. The Site is fully paved with concrete.

Figure 2.2 Existing Condition of the Site (view towards west)

Figure 2.3 Existing Condition of the Site (view towards south)

Figure 2.4 Existing Vehicular Access of the Site

2.2 Land Status

2.2.1 According to the land status plan (**Figure 2.5** refers), there are a total of 11 nos. of private lots (i.e. the total area of the Site is about 9,064 sq.m.) within the Site.

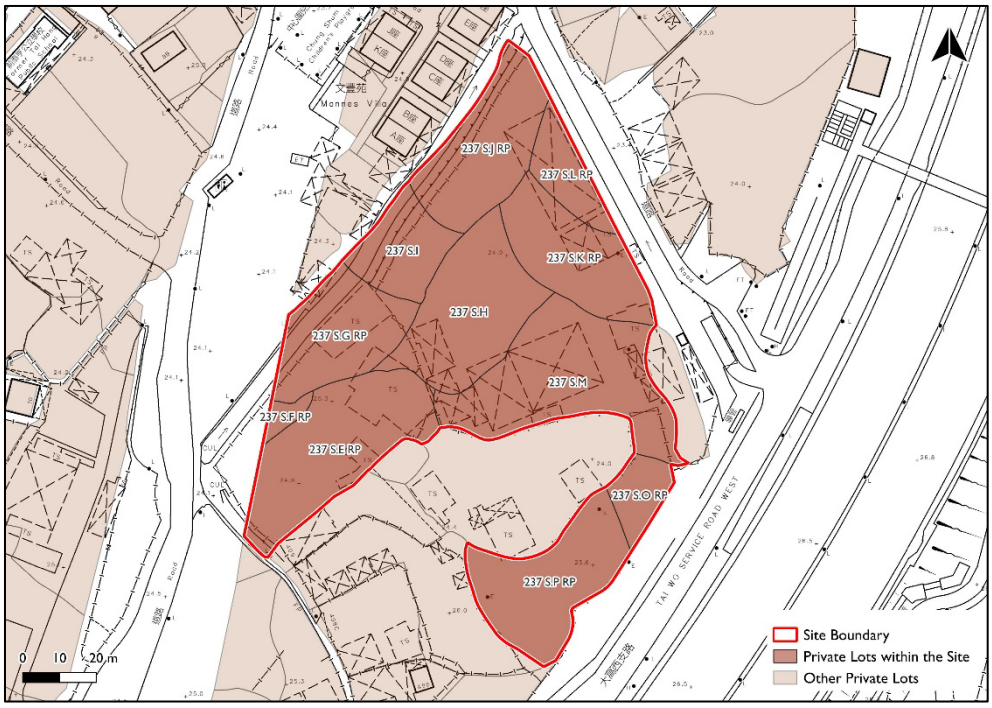

Figure 2.5 Land Status Plan

2.3 Water Gathering Ground

2.3.1 The Site is situated within the upper indirect water gathering ground ("WGG") delineated by Water Supplies Department ("WSD") (**Figure 2.6** refers).

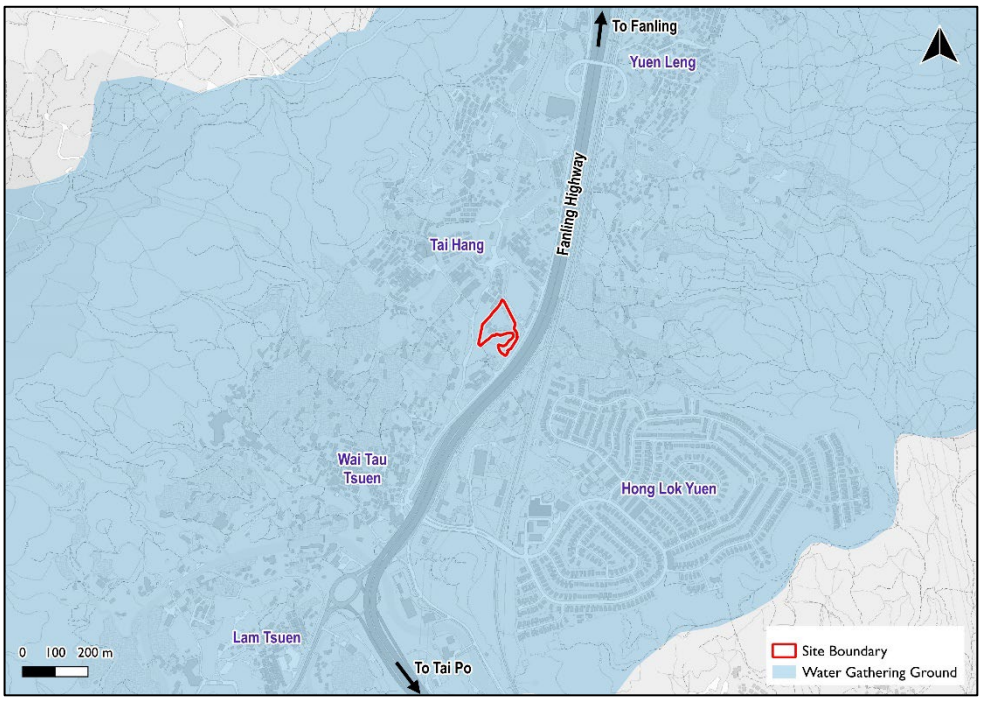

Figure 2.6 Water Gathering Ground and the Site

2.4 Statutory Planning Context

2.4.1 The Site falls within area zoned "Agriculture" ("AGR") zone on the Approved Kau Lung Hang OZP No. S/NE-KLH/11 (**Figure 2.7** refers) gazetted on 27 October 2006. According to the Statutory Notes of the Approved OZP, the planning intention of "AGR" zone is "*primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes*". It is also stated that the zone is "*intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*". According to the Covering Notes attached to the Approved OZP, "*temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board".* It is also stated that *"Notwithstanding that the use of development is not provided for in terms of the Plan, the TPB may grant permission, with or without conditions, for a maximum of period of three years, or refuse to grant permission".*

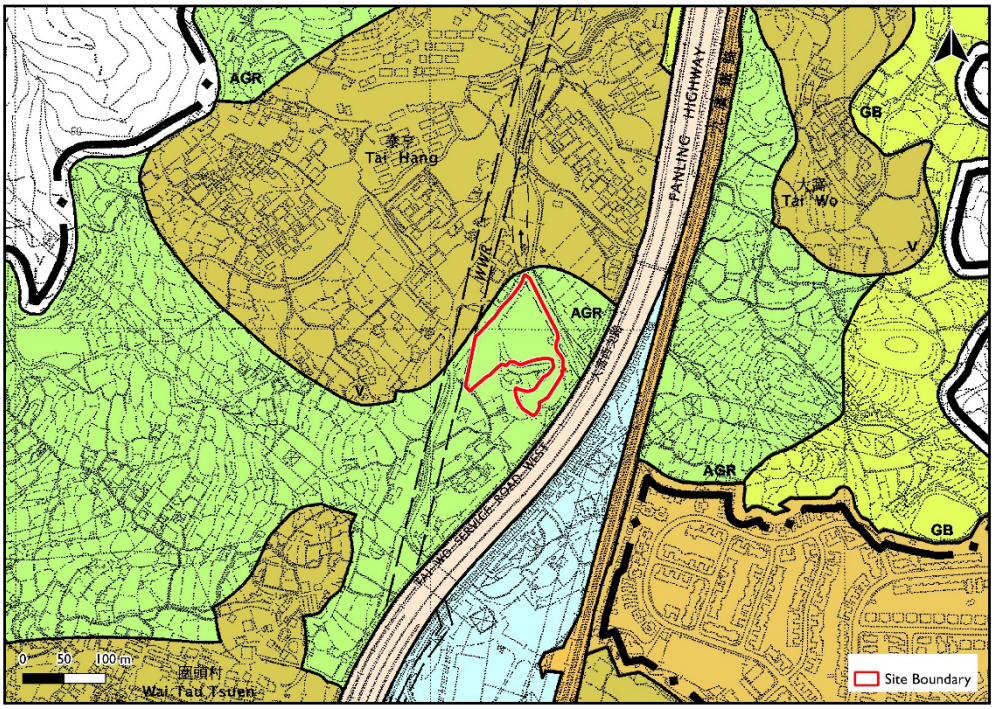

Figure 2.7 Zoning Context Plan

2.5 Non-Statutory Planning Context

Hong Kong Planning Standard and Guidelines ("HKPSG")

2.5.1 According to the Chapter 8 of HKPSG on the parking standards for residential development, one car parking space is provided for each standard New Territories Exempted House ("NTEH") with a size not exceeding 65 sq.m. It is also stated that the parking space will be provided in communal parking areas within the village environ.

2.6 Existing Government Policies on Promoting the Use of Electric Vehicles

2.6.1 The policy initiative of promoting EVs was first announced in the Policy

Address 2014. Since then, the Government has been actively promoting the use of EVs with a view to reduce greenhouse gas emissions and create green business opportunities. Series of policies and measures including the provision of financial incentives such as tax concessions for EV owners, expanding the public charging networks, and providing funding for the trial of EVs and relevant technologies are in place to encourage the use of EVs. Under the existing policies, the percentage of electric private vehicles among newly registered private cars in Hong Kong has been growing from 5.2% in 2015 to 12.4% in 2020. The total number of EVs in Hong Kong has also increased from about 180 in 2010 to over 18500 by the end of 2020.

2.6.2 In order to further encourage the use of EVs and achieve zero carbon emissions from vehicles before 2050, the Chief Executive launched the first long-term strategy on popularising the use of EVs in the Policy Address 2020. The Environment and Ecology Bureau ("EEB") published the "Roadmap on Popularisation of Electric Vehicles" ("the Roadmap") in 2021 with a number of policies initiatives. Apart from increasing the concession cap of First Registration Tax and replacing Government's small and medium vehicles by EVs, the Roadmap has also indicated that no new registration of fuel-propelled private cars and hybrid vehicles in 2035 or earlier. Furthermore, the target of increasing provision of charging facilities in both public and private developments to about 200,000 by mid-2027 are proposed to support the increasing number of EVs.

2.7 Shortage of Parking Spaces in the Rural Area

2.7.1 The Government has been pursuing a number of short-term and medium- to long-term measures to increase parking spaces to meet parking demand in the territory, including the utilisation of spaces underneath flyovers for parking spaces; to open up parking spaces at government building for public use during non-office hours; and to revise the parking facilities standard for private cars in the HKPSG in 2021.

2.7.2 According to the enquiries from the LegCo Member on February 2024[1], it is noted that the provision of parking spaces in rural residential areas has long been insufficient, and no additional parking spaces can be provided for some adjacent village houses as they do not meet the relevant parking standards. In response to the enquiries, the Secretary for Transport and Logistics stated that a planning application can be submitted to the Town Planning Board for planning permission of the provision of a temporary car park on a rural site for villagers' use.

2.8 Agricultural Priority Areas

2.8.1 To promote the overall sustainable development and industrial diversification

[1] LCQ3: Easing Shortage of Parking Space, https://www.info.gov.hk/gia/general/202402/28/P2024022800207.htm

of the local agriculture industry, the Government proposed to delineate some quality farmland as Agricultural Priority Areas ("APAs") through administrative means to achieve the policy objective of putting the relevant land into agricultural use, and to roll out support measures to facilitate long-term active farming use, and to engage stakeholders on the recommendations of the consultancy study on the APAs. The "Consultancy Study on Agricultural Priority Areas" recommended the delineation of 37 APAs, involving around 980 hectares of land in total, of which about 760 hectares are intended for farming uses. Among the 760 hectares, around 80 hectares are Government Land while about 680 hectares are private land.

2.8.2 The delineation of APAs does not impose mandatory restrictions on the use of private land. Even if the private land is located in APAs, landowners may still submit planning applications in accordance with established procedures, and the TPB will make a decision after holistic consideration of relevant factors as well as opinions of various Government Departments (including Agriculture, Fisheries and Conservation Department) and the public. As for private land outside APAs, landowners may consider converting their farmland for other suitable non-agricultural developments according to their needs, and their applications will be processed under the existing mechanism.

3. PROPOSED SCHEME

3.1 The Indicative Carpark Layout

3.1.1 The Proposal involves the provision of the public vehicle park ("PVP") for electric vehicles ("EV") with charging facilities for a period of 3 years. It includes 201 nos. of parking spaces for EVs and 10 nos. of parking spaces for coaches/Heavy Goods Vehicle. The Proposal also comprises 8 nos. of structures with the building height of not more than 1 storey and a Gross Floor Area ("GFA") of about 277m^2. The maximum building height for the proposed structures are about 3m to 4.5m. These structures include switch rooms, entrance control room, transformer and toilets. The layout of the proposed temporary public vehicle park with charging facilities at the Site is annexed at **Appendix 1** of this Supporting Planning Statement. **Table 3.1** below summarizes the key development parameter for the Site.

Table 3.1 Summary of Development Proposal

Key Parameters	
Site Area	About 9,064m^2
Total Gross Floor Area (GFA)	About 277m^2
No. of Structure	8
Maximum Height of the Structure	About 3 - 4.5m
Plot Ratio	About 0.031
Site Coverage	About 3.1%
Summary of Development Proposal	
Provision of Car Parking Spaces	
Car Parking Spaces for Private Vehicle	201
Car Parking Spaces for Coaches/Heavy Goods Vehicle	10
Structure in the Site	
Entrance Control Room	About 14.2m^2
Toilet 1	About 14.2m^2
Toilet 2	About 14.2m^2
Charging Facilities	
No. of Charging Facilities	201 nos.
Proposed Structure for Utilities	
Transformer	About 113m^2
Main Switch Room	About 42.5m^2
Switch Room 1	About 26.3m^2
Switch Room 2	About 26.3m^2
Switch Room 3	About 26.3m^2

3.1.2 The Site is fully paved with concrete. Adequate fire services installations will be provided on Site. Apart from the main entrance at the Tai Wo Service Road West, a pedestrian entrance is proposed at the southwestern tip of the Site connecting to the village road.

3.1.3 A portion of the existing drainage channel falls within the lot boundary and no parking spaces will encroach onto the drainage channel. A new solid fence

wall with the height of about 2.5m is proposed at the northwest portion of the Site adjoining the drainage channel to serve as a noise/visual barrier for adjacent residential development. A maintenance space for an existing watermain has been provided at the southwestern corner of the Site. The operation hours of the PVP will be 24 hours daily.

3.2 Vehicular Access Arrangement and Internal Transport Facilities

3.2.1 The Site is accessible from Tai Wo Service Road West. The vehicles to and from the Site will be accessed to major roads in the vicinity such as Fanling Highway and Lam Tsuen Interchange via Tai Wo Service Road West.

3.2.2 No vehicle without valid licence issued under the Road Traffic Ordinance are allowed to enter/be parked on the Site at all times. No vehicle washing, vehicle repair, dismantling, paint spraying or other workshop activities is allowed on the Site at any time. No vehicle is allowed to queue back to or reverse onto/from public road at all times.

3.3 Existing Landscaping on Site

3.3.1 It is noted that there are some existing vegetation including trees and shrubs along the northwestern Site boundary (**Figures 3.1** and **3.2** refer). These vegetations will be retained to screen off and soften the fence wall along the Site as well as to maintain the amenity of the area. The condition survey of the existing trees on Site is included at **Appendix 3**.

Figure 3.1 Existing Vegetation within the Site (view towards north)

Figure 3.2 Existing Vegetation within the Site (view towards south)

4. PLANNING MERITS AND JUSTIFICATIONS

4.1 The Proposal will in-line with Government's Policy for Increasing Parking Spaces in the Rural Area

4.1.1 HKPSG stipulates the parking standard for village house with one car parking space for each standard NTEH (i.e. with the area of 65m^2). The Proposal with the provision of vehicle parks can help alleviate the demand of parking spaces in the rural area (**Figure 4.1** refers). The proposed PVP can provide about 201 nos. of parking spaces for electric private cars. The provision of parking spaces in the Site will help combat of illegal parking at the village/rural road. The Proposed PVP is totally in-line with Governments' Policy for increasing parking spaces in the rural area.

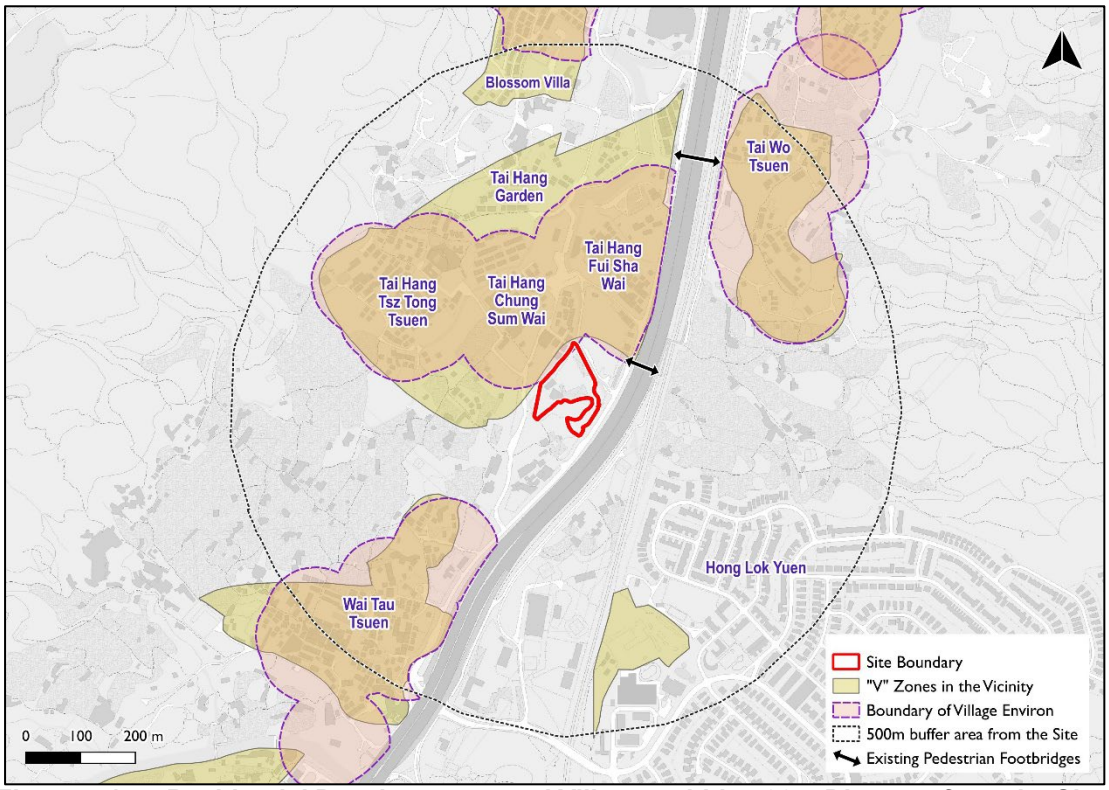

Figure 4.1 Residential Developments and Villages within 500m Distance from the Site

4.2 The Proposal is needed to Address the Increasing Demand of Charging Facilities for Electric Vehicles

4.2.1 According to the statistics of the EEB, it is noted that the number of EV ownership has increased rapidly from about 18,500 in 2020 to 107,000 in 2024. The Policy Address 2022 stated the target of increasing the total number of public and private parking spaces with charging facilities to about 200,000 by mid-2027. However, up to September 2024, the data from EEB showed that only 9,107 nos. of EV chargers are installed for public use in Hong Kong. With the promulgation of various policies on encouraging the use of EVs, it is inevitable that the number of EV ownership will increase constantly. Hence, the proposal would echo with the policy of increasing

public charging facilities to meet the increasing demand for charging facilities for EVs.

4.2.2 Both Tai Po and Fanling are home to densely populated residential estates. As more drivers are shifting to EVs, there is a direct need for accessible EV parking and charging options near their homes. There are currently limited EV parking and charging infrastructure compared to the growing number of EV users. This gap between supply and demand has demonstrated the need for more dedicated EV parking facilities. Tai Po and Fanling are also key transit points in the New Territories, serving commuters traveling to and from Kowloon or Shenzhen. The Site would be a suitable location for the provision of EV parking to cater to both local residents and transient EV users.

4.3 The Proposal is Temporary in Nature and Will not Jeopardise the Long-Term Planning Intention of "AGR" Zone

4.3.1 The Site is currently zoned "AGR" on the Approved Kau Lung Hang OZP No. S/NE-KLH/11 (**Figure 2.5** refers). According to the Notes of the OZP for "AGR", the zone is *"primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes*". It is also stated that the zone is "*intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes".* The Site has been fully paved and no farming activities have been identified in the past 20 years. The proposed use for a period of 3 years is temporary in nature and will not jeopardise the planning intention of the "AGR" zone in the long run.

4.3.2 The Government has proposed to delineate some quality farmland as APAs through administrative means to promote the overall sustainable development and industrial diversification of local agriculture industry so as to facilitate long term active farming use in the territories and the Site falls outside the APAs. For private land outside APAs, landowners may consider converting their farmland for other suitable non-agricultural use according to their needs. The Site has not been used for farming activities for over 20 years and the proposed temporary public carpark with EV charging facilities would not induce adverse effects on the agricultural activities in the vicinity.

4.4 The Proposed PVP is compatible with the Surrounding Land Use Context

4.4.1 The Site is situated in the Kau Lung Hang area which is in rural context. Some village houses, low-rise residential developments with active/fallow agricultural fields and temporary structures are scattered in the area. The proposed temporary open vehicle park is compatible with the character of its surrounding areas and will not cause any adverse impact to the surrounding. The proposed 2.5m tall fence wall with retained greenery

within the Site will serve as a noise / visual mitigation measure for the adjacent residential development and will also enhance visual amenity of the Site. As such, the Proposed PVP is considered compatible with surrounding context.

4.5 Approval of the Planning Application Will Not Result in Degradation of the Natural Environment

4.5.1 Although the Site falls within the area zoned "AGR" on the Approved OZP, the Site is fully paved since 2005. All of the vegetation within the Site including the greenery along the northwestern boundary will be retained. Therefore, it is anticipated that the approval of the Planning Application will not degrade the natural environment.

4.6 No Environmental Nuisance

4.6.1 EVs are environmentally friendly without any exhaust emission and engine noise. Hence, no environmental nuisance in terms of air and noise pollution will be anticipated during the operation of the open vehicle park at the Site. Furthermore, environmental mitigation measures have been adopted in the development scheme in compliance with Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites issued by Environmental Protection Department to minimise the adverse environmental impacts to the surrounding.

4.7 The Proposal Will Not Cause Adverse Impact to the Water Gathering Grounds

4.7.1 The Site is situated within the upper indirect water gathering ground ("WGG") delineated by Water Supplies Department ("WSD"). In order to prevent any anticipated adverse impact on the WGG, the construction and operation of the proposed temporary PVP with charging facilities will strictly comply with the "*Condition for Working within Gathering Grounds*" outlined by WSD. There will be no earth, building materials, fuel, oil or toxic materials and other materials which may cause contamination to the water gathering grounds within the Site. Sewage will be discharged to the foul water drainage system along Tai Wo Service Road West. The parking space will be located away from the water courses/drainage channel as far as possible. Therefore, it is anticipated that no adverse impact to the WGG will be incurred by the Proposed PVP. The Risk Assessment Report on Water Gathering Ground is included at **Appendix 4** of this Supporting Planning Statement.

4.8 No Adverse Traffic Impact

4.8.1 A Traffic Impact Assessment was carried out to assess the traffic impact associated with the Proposed PVP (**Appendix 2** refers). According to the operator, the traffic generation of existing use is 30 vehicles and 39 vehicles (two-way) during the AM and PM peak hours. The Proposed PVP is expected to generate 27 vehicles and 35 vehicles in AM and PM peak hours. As compared to the existing uses, a reduction of -3 and -4 vehicles (two-way) is identified from the traffic generation. Junction capacity assessment was carried out for the assessment year 2029 and the results revealed that the concerned junction would perform satisfactorily with sufficient capacity in 2029. It is anticipated that the proposed PVP will not induce adverse traffic impact to the surrounding road network.

4.9 No Adverse Drainage Impact

4.9.1 It is noted that the Site is fully paved and the surface runoff by the Proposed PVP in the Site will be remained unchanged upon the operation stage of the proposed PVP with EV charging facilities. Drainage facilities including peripheral surface channels, catchpits and discharge points will be provided on-site. No adverse drainage impact is anticipated. A Drainage Proposal and photos showing condition of existing drainage channels in the vicinity of the Site is included at **Appendix 5**.

5. SUMMARY AND CONCLUSION

5.1 The Applicant is seeking permission from the TPB for the Proposed Temporary Public Vehicles Park (for Electric Vehicle Only) with Charging Facilities for a period of 3 years in "AGR" zone at Various Lots in DD7, Kau Lung Hang, Tai Po. The Site falls within the area zoned "Agriculture" on the Approved Kau Lung Hang OZP no. S/NE-KLH/11.

5.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the Proposed PVP based on the followings:

(a) The Proposed PVP is in-line with Government's Policy for increasing parking spaces in the rural areas.

(b) The proposal is much-needed to address the increasing demand of charging facilities for EVs.

(c) The Proposed PVP is temporary in nature and not affect the long-term active farming uses in "AGR" zone.

(d) The proposed use is compatible with the surrounding land use context.

(e) The approval of planning application will not result in degradation of natural environment in the Site as the existing vegetation within the Site will be maintained.

(f) EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the PVP.

(g) The Site is situated within the Water Gathering Grounds delineated by WSD. The proposed use will strictly comply with the "*Condition for Working within Gathering Grounds*" outlined by WSD.

(h) Results of TIA revealed that there would be no adverse impact onto the surrounding environment.

(i) Drainage facilities will be provided on-site to ensure no adverse drainage impact will be made. A drainage plan will be submitted in compliance with approval conditions after acquiring planning approval.

Appendix 1

Schematic Site Layout

NEW 2.5m
SOILD FENCE WALL

EXISTING TREE
TO BE RETAINED

CHARGER TYPE 2

CHARGER TYPE 1

SWITCH ROOM

MAINTANENCE
SPACE FOR WSD

BOLLARD

DROP GATE

MAIN ENTRANCE

ENTRANCE
CONTROL ROOM

TOILET

TRANSFORMER
& MAIN SWITCH ROOM

B.D. REFERENCE 屋宇署檔案	-
F.S.D. REFERENCE 消防處檔案	-
W.W.O. REFERENCE 水務署檔案	-
CAD FILE NAME 檔案編號	202500913 - MLP.DWG
NOTE : 注釋	

DATE 日期	NO. 修定號	REVISIONS 修定內容	BY 經手人

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PROJECT 項目名稱
PROPOSED TEMPORARY
OPEN VEHICLE PARK &
PUBLIC UTILITY INSTALLATION
(SOLAR ENERGY SYSTEM)
AT VARIOUS LOTS IN DD7 LOT 237

DRAWING TITLE 標題
MASTER LAYOUT PLAN

SCALE 比例	1:800
DATE 日期	08 / 05/ 2024
DRAWN BY 製作人	QC
CHECKED BY 檢查	FL
JOB NO. 工程項目	24-025
DRAWING NO. 圖號	D-1

Appendix 2

Traffic Impact Assessment

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

Traffic Impact Assessment
Final Report
September 2025

Prepared by: CKM Asia Limited

Prepared for: Wing Lee (Kong Shum) Transportation Limited

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

CONTENTS

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

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NUMBER

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 The application site is located at various lots in D.D. 7 at Kau Lung Hang, in Tai Po. The location of the application site is shown in **Figure 1.1**.

1.2 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to prepare a traffic assessment in connection with the S16 application for a temporary public vehicle park with 201 car parking spaces and 10 parking spaces shared-use for HGV and coach for a period of 3 years (the "Proposed Temporary Public Vehicle Park"). Access to the Proposed Temporary Public Vehicle Park is via its existing vehicular access, which is provided at Tai Wo Service Road West, some 600m north of its junction with Hong Lok Yuen Road.

1.3 This report describes the traffic assessment undertaken for the Proposed Temporary Public Vehicle Park.

Structure of the Report

1.4 The report is structured as follows:

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

2.0 THE EXISTING SITUATION

The Application Site

2.1 The application site is currently used as a plant nursery with some temporary shelters and ancillary storage area. It fronts onto Tai Wo Service Road West to the east, some 600m north of its junction with Hong Lok Yuen Road.

The Road Network

2.2 Tai Wo Service Road West is classified as rural road, and is of single carriageway 2-lane standard. It connects with Wo Hing Road to the north, and with Hong Lok Yuen Road, Fanling Highway and Lam Kam Road Interchange to the south.

2.3 Lam Kam Road is classified as a rural road, and is of single carriageway 2-lane standard. It connects with the Lam Kam Road Interchange and Tolo Highway to the north and with Route Twisk, Kam Sheung Road and Kam Tin Road to the south.

Manual Classified Traffic Counts

2.4 To quantify the traffic flows in the vicinity of the application site, manual classified counts were conducted on Wednesday, 19th June 2024 during the AM and PM peak periods at the following junctions:

- J1: Tai Wo Service Road West / Hong Lok Yuen Road;
- J2: Lam Kam Road Interchange / Tai Po Road – Tai Wo; and
- J3: Lam Kam Road Interchange.

2.5 The locations of these junctions are shown in **Figure 2.1** and the layouts are shown in **Figures 2.2 – 2.4** respectively.

2.6 From the traffic survey conducted, the AM and PM peak hours are found between 0730 – 0830 hours and 1715 – 1815 hours respectively. The existing AM and PM peak hour flows are presented in **Figures 2.5**.

Existing Junction Performance

2.7 The existing operating performance of the surveyed junctions is calculated based on the existing traffic flows, and the analysis was undertaken using the method found in the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.1**, and detailed calculations are presented in the **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	AM Peak	PM Peak
J1	Tai Wo Service Road West / Hong Lok Yuen Road	Signal (RC)	65%	58%
J2	Lam Kam Road Interchange / Tai Po Road – Tai Wo	Priority (DFC)	0.581	0.484
J3	Lam Kam Road Interchange	RA (DFC)	0.484	0.631

Note: RA – roundabout RC – reserve capacity DFC - design flow/capacity ratio

2.8 **Table 2.1** shows that the junctions operate with capacities.

Public Transport Services

2.9 At present, 10 franchised bus and 3 green minibus ("GMB") routes operate in the vicinity of the Proposed Temporary Public Vehicle Park. Details of public transport services are presented in **Table 2.2**.

TABLE 2.2 EXISTING PUBLIC TRANSPORT SERVICES OPERATING IN THE VICINITY OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

Route	Routing	Headway (minutes)
KMB 73	Fanling (Wah Ming) – Tai Po Industrial Estate	20 – 30
KMB 73A	Fanling (Wah Ming) – Yu Chui Court	20 – 35
KMB 73B	Chuen On Road (Nethersole Hospital) – Sheung Shui (Circular)	25 – 60
KMB 74C	Kau Lung Hang – Kwun Tong Ferry	AM Peak
KMB 74D	Kau Lung Hang – Kwun Tong Ferry	25 – 60
KMB 271P	Kau Lung Hang – Tsim Sha Tsui (Canton Road)	AM Peak
KMB 273C	Kau Lung Hang – Tsuen Wan West Station	AM Peak
KMB 373	Sheung Shui – Central (Hong Kong Station)	AM, PM Peak
KMB N373	Fanling (Luen Wo Hui) – Central (Macau Ferry)	Overnight
KMB N73	Shatin Central – Lok Ma Chau	Overnight
GMB 502	Ching Ho Estate – Nethersole Hospital	8 – 15
GMB 25A	Tai Po Market – Nam Wa Po	5 - 10
GMB 25B	Tai Po Market – Kau Lung Hang / Yuen Leng	4 – 8

Note: KMB – Kowloon Motor Bus GMB – Green Minibus

3.0 THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

The Proposed Temporary Public Vehicle Park

3.1 The Proposed Temporary Public Vehicle Park provides 201 car parking spaces and 10 parking spaces shared-use for HGV and coach, and the layout plan is shown in **Figure 3.1**.

Swept Path Analysis

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

4.0 TRAFFIC ANALYSIS

Design Year

4.1 The Proposed Temporary Public Vehicle Park is scheduled to commence operation in 2026 and operate until 2029. Hence, the design year adopted for traffic analysis is 2029.

Traffic Forecasting

4.2 Year 2029 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to existing traffic flows; (ii) estimated traffic growth rate from 2024 to 2029; and (iii) expected net increase in traffic generation due to the Proposed Temporary Public Vehicle Park.

Estimated Traffic Growth Rate from 2024 to 2029

4.3 Reference is made to the (i) the Annual Average Daily Traffic ("AADT") of the core stations which are located in the vicinity found in the Annual Traffic Census ("ATC") published by Transport Department, and (ii) the population projection for Tai Po District from the "Projections of Population Distribution 2023 – 2031" published by the Planning Department. The above information is presented in **Tables 4.1** and **4.2** respectively.

TABLE 4.1 AADT OF THE CORE STATIONS LOCATED IN THE VICINITY OF THE APPLICATION SITE

Station	**5507**	**5461**	**Overall**
Road	**Tai Wo Service Rd W**	**Fanling Highway**	**–**
From	Lam Kam Rd INT	Lam Kam Rd INT	–
To	Kau Lung Hang Flyover near Kiu Tau Rd	Kau Lung Hang Lo Wai	–
2017	5,540*	92,220*	97,760
2018	5,670*	95,160*	100,830
2019	4,570	95,760	100,330
2020	4,330	92,630	96,960
2021	4,500*	97,150*	101,650
2022	4,360*	92,840*	97,200
2023	4,470*	98,660*	103,130
Average Annual Growth (2017-2023)	**-3.51%**	**1.13%**	**0.90%**

Note: * Estimated by Growth Factor

TABLE 4.2 POPULATION PROJECTIONS OF TAI PO DISTRICT

Year	**Population in Tai Po**
2024	331,800
2029	341,200
Average Annual Growth 2024 to 2029	**0.56%**

4.4 **Table 4.1** shows that the annual average traffic growth of 0.90%, between 2017 and 2023. **Table 4.2** shows that the annual population growth between 2024 – 2029 is 0.56%. To be conservative, an annual average traffic growth of 0.90% is adopted for year 2024 – 2029.

Net Increase in Traffic Generation of the Proposed Temporary Public Vehicle Park

Traffic Generation of the Existing uses

4.5 The traffic generation of the existing uses are estimated based on the traffic generation survey conducted at the application site during AM and PM peak of Wednesday, 19th June 2024. The survey result is presented in **Table 4.3**.

TABLE 4.3 TRAFFIC GENERATION OF EXISTING USES

Items	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Traffic Generation of Existing Uses (plant nursery, ancillary storage) (pcu/hr)	**17**	**13**	**18**	**21**
	30 (2-way)		**39 (2-way)**	

4.6 **Table 4.3** shows that the existing uses generates 30 and 39 pcu (2-way) in AM and PM peak hours respectively.

Traffic Generation of the Proposed Temporary Public Vehicle Park

4.7 The TPDM has no trip rates for temporary public vehicle park, hence, the traffic generation of the Proposed Temporary Public Vehicle Park is calculated based on the trip rates derived from the traffic generation survey conducted at a temporary car park at Ma Wo Road in Tai Po. The traffic generation survey was conducted on Wednesday, 19th June 2024, and the survey results, the derived trip rate and the calculated traffic generation of the Proposed Temporary Public Vehicle Park is presented in **Table 4.4**.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

Items		Parameter	AM Peak		PM Peak	
			GEN	ATT	GEN	ATT
Skye Parking, Ma Wo Road, Tai Po (246 spaces)	Traffic Generation [1]	pcu/hr	16	15	10	30
	Derived Trip Rate [2]	pcu/space/hr	0.0650	0.0610	0.0407	0.1220
The Proposed Temporary Public Vehicle Park (Total 211 spaces: 201 for car, 10 for HGV/Coach)	Traffic Generation [1]	pcu/hr	14	13	9	26
			27 (2-way)		**35 (2-way)**	

GEN – Generation ATT – Attraction

4.8 **Table 4.4** shows that the Proposed Temporary Public Vehicle Park is expected to generate 27 and 35 pcu (2-way) in AM and PM peak hours respectively.

Net Increase in Traffic Generation

4.9 The net increase in traffic generation between the existing uses and the Proposed Temporary Public Vehicle Park is presented in **Table 4.5**.

TABLE 4.5 NET INCREASE IN TRAFFIC GENERATION

Scheme	Traffic Generation (pcu/ hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
The Proposed Temporary Public Vehicle Park (from Table 4.4) [a]	14	13	9	26
Existing Uses (from Table 4.3) [b]	17	13	18	21
Net Increase [a] – [b]:	**-3**	**+0**	**-9**	**+5**
	-3 *(2-way)*		**-4 *(2-way)***	

4.10 Compared to the existing uses, the Proposed Temporary Public Vehicle Park is expected to have net increase of -3 and -4 pcu / hour (2-way) in AM and PM peak respectively.

Year 2029 Peak Hour Traffic Flows

4.11 Year 2029 peak hour traffic flows for the following cases are derived:

Year 2029 Without the Proposed Temporary Public Vehicle Park [A] = *Existing Traffic Flow + estimated traffic growth between 2024 and 2029*

Year 2029 With the Proposed Temporary Public Vehicle Park [B] = *[A] + Net Increase in traffic generation*

4.12 Year 2029 peak hour traffic flows for the above two cases are shown in **Figures 4.1** and **4.2** respectively.

2029 Junction Capacity Analysis

4.13 Year 2029 junction capacity analysis for the case without and with the Proposed Temporary Public Vehicle Park are summarised in **Table 4.6** and detailed calculations are found in the **Appendix A**.

TABLE 4.6 2029 JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	Without the Proposed Temporary Public Vehicle Park		With the Proposed Temporary Public Vehicle Park	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Tai Wo Service Road West / Hong Lok Yuen Road	Signal (RC)	57%	51%	57%	51%
J2	Lam Kam Road Interchange / Tai Po Road – Tai Wo	Priority (DFC)	0.615	0.514	0.615	0.516
J3	Lam Kam Road Interchange	RA (DFC)	0.510	0.665	0.510	0.669

Note: RA – roundabout RC – reserve capacity DFC - design flow/capacity ratio

4.14 The results in **Table 4.6** indicate that the junctions analysed will operate with sufficient capacities in 2029, and the Proposed Temporary Public Vehicle Park has no adverse traffic impact.

5.0 SUMMARY

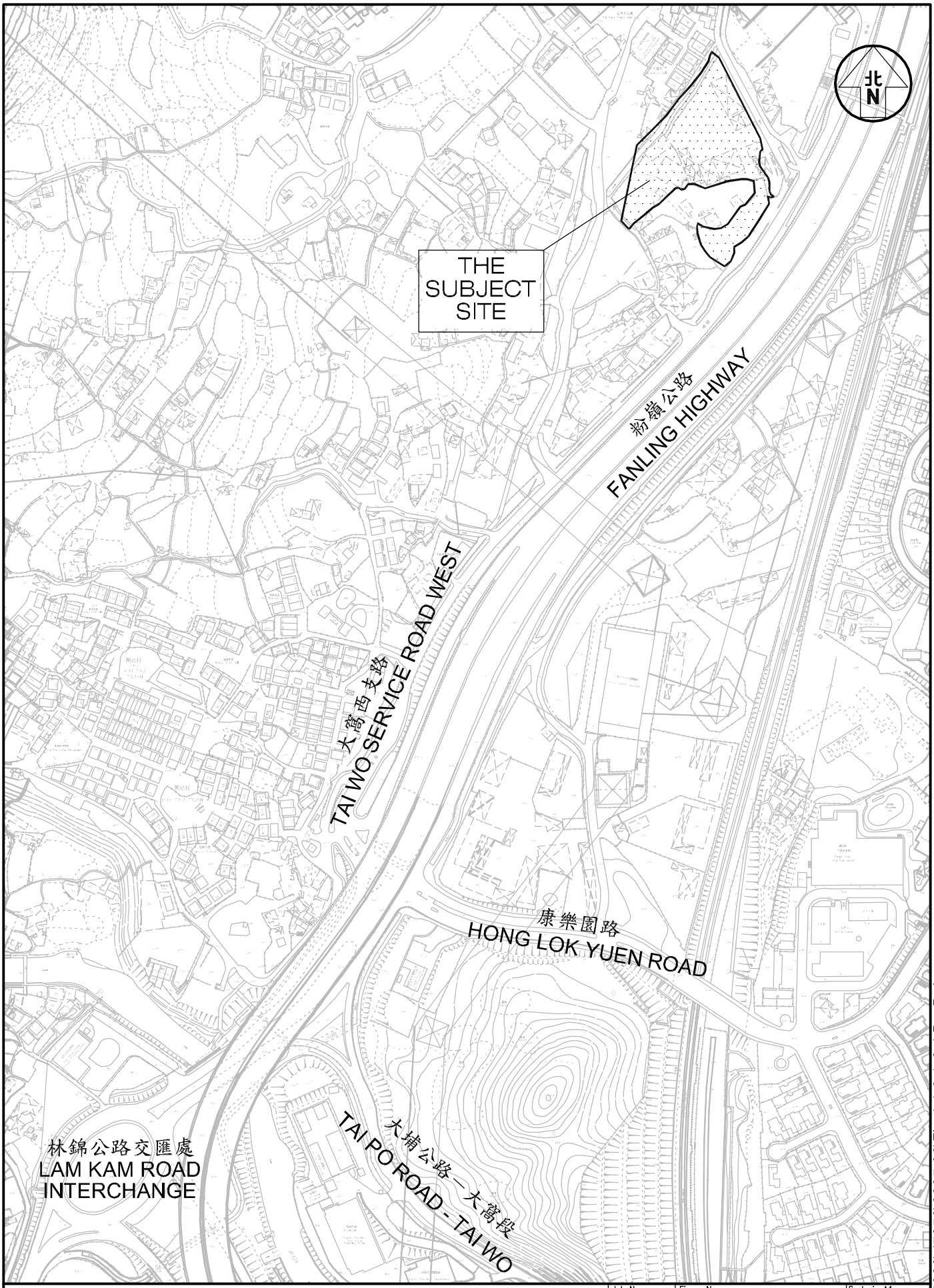
5.1 The application site is located at various lots in D.D. 7 at Kau Lung Hang, Tai Po. Access to the Proposed Temporary Public Vehicle Park is via its existing vehicular access which is provided at the Tai Wo Service Road West.

5.2 The Proposed Temporary Public Vehicle Park provides 201 car parking spaces and 10 parking spaces shared-use for HGV and coach for a period of 3 years.

5.3 Year 2029 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to existing traffic flows; (ii) estimated traffic growth rate from 2024 to 2029; and (iii) expected net increase in traffic generation due to the Proposed Temporary Public Vehicle Park.

5.4 A comparison is made of the performance of the junctions assessed for the cases without and with the Proposed Temporary Public Vehicle Park. The traffic analysis concluded that the junctions analysed will operate with sufficient capacities in 2029, and the Proposed Temporary Public Vehicle Park has no adverse traffic impact.

Figures



Project Title
PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A4
J7353	1.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	B	03 SEP 2025

Figure Title
LOCATION OF THE APPLICATION SITE

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk

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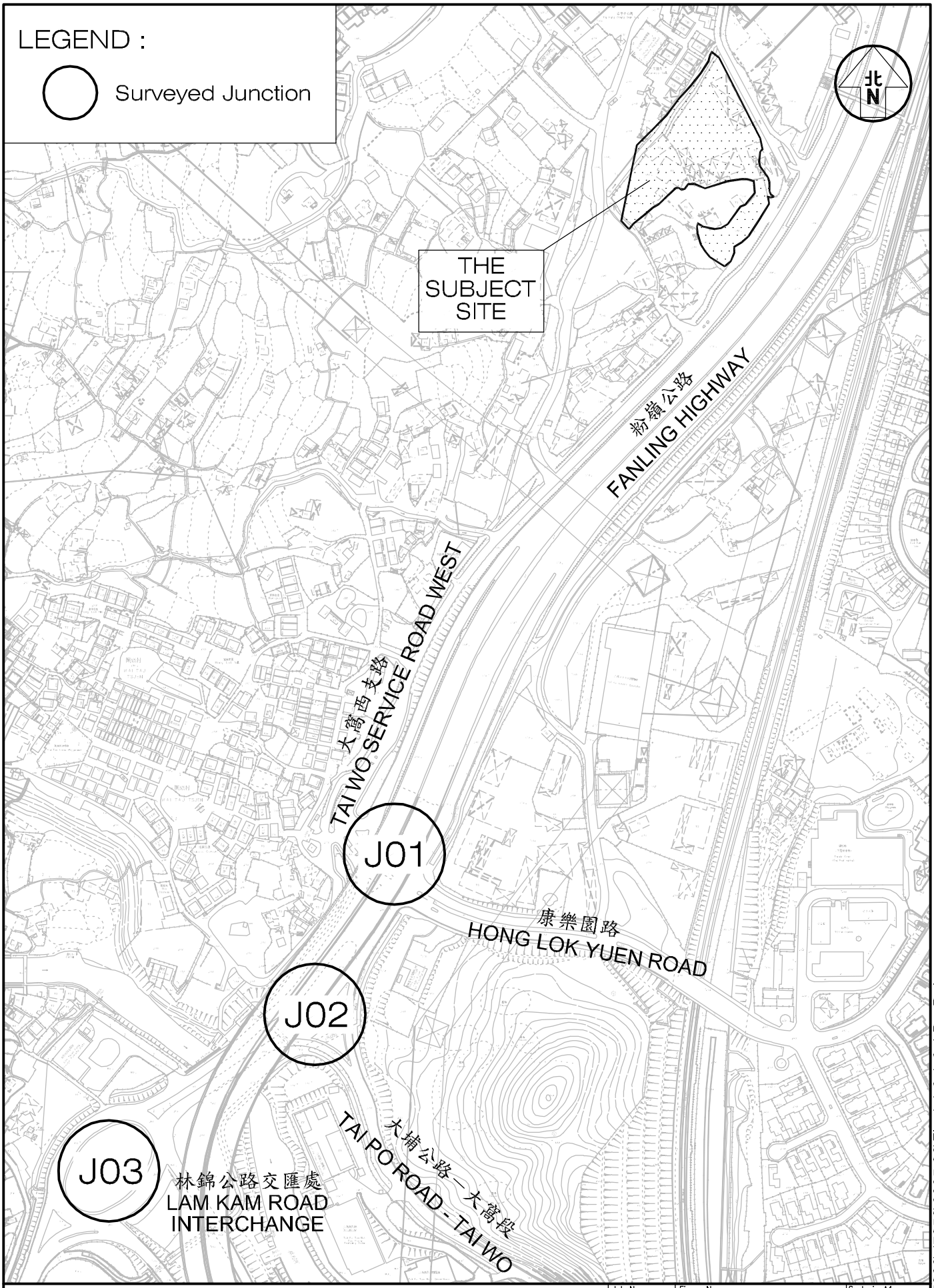

Project Title
PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A4
J7353	2.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	B	03 SEP 2025

Figure Title
LOCATIONS OF SURVEYED JUNCTIONS

CKM Asia Limited
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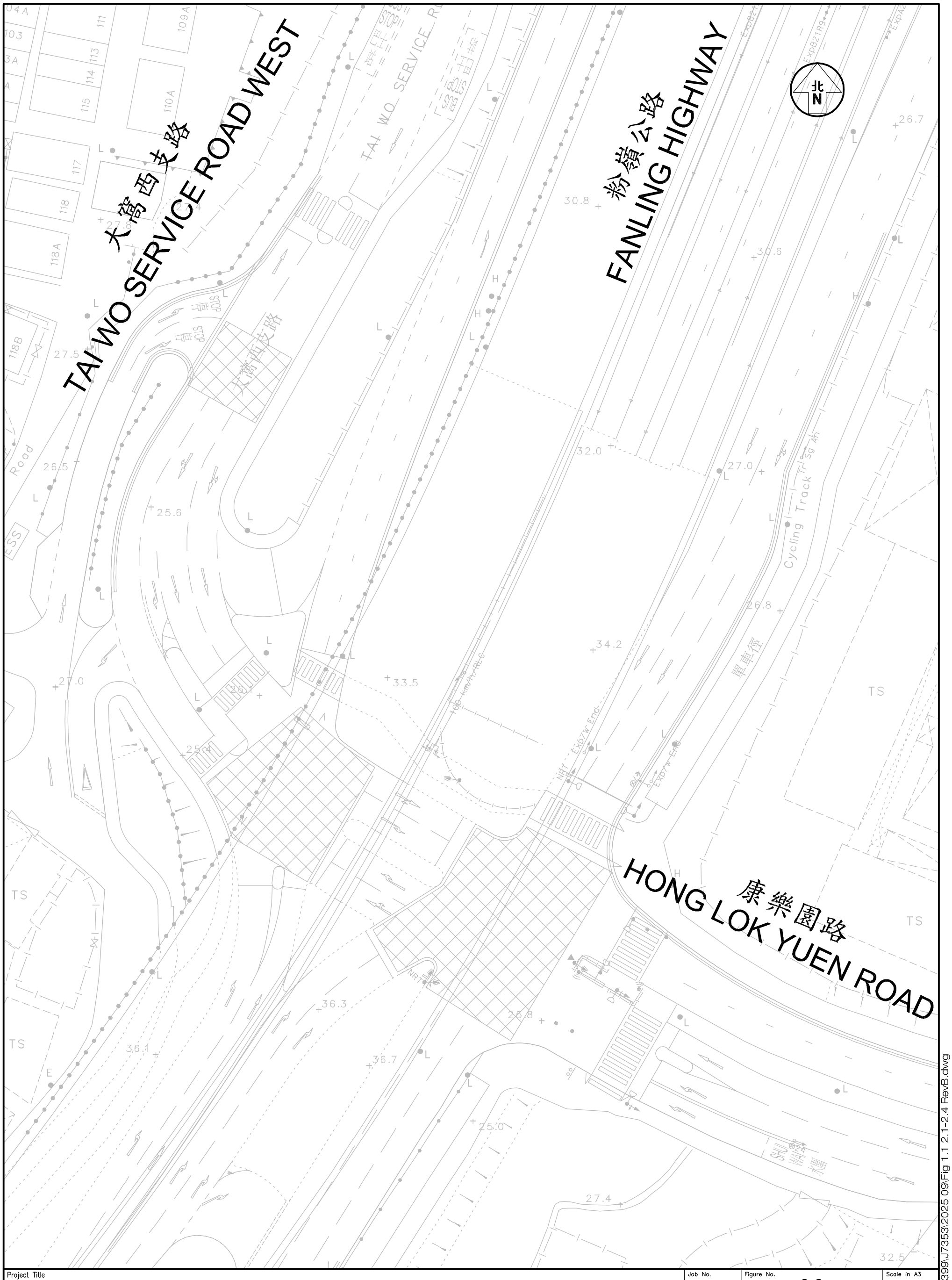
T:\JOB\J7350-J7399\J7353\2025 09\Fig 1.1 2.1-2.4 RevB.dwg



Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A3
J7353	2.2			1 : 500
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	B	03 SEP 2025

Figure Title

LAYOUT OF TAI WO SERVICE ROAD WEST / HONG LOK YUEN ROAD

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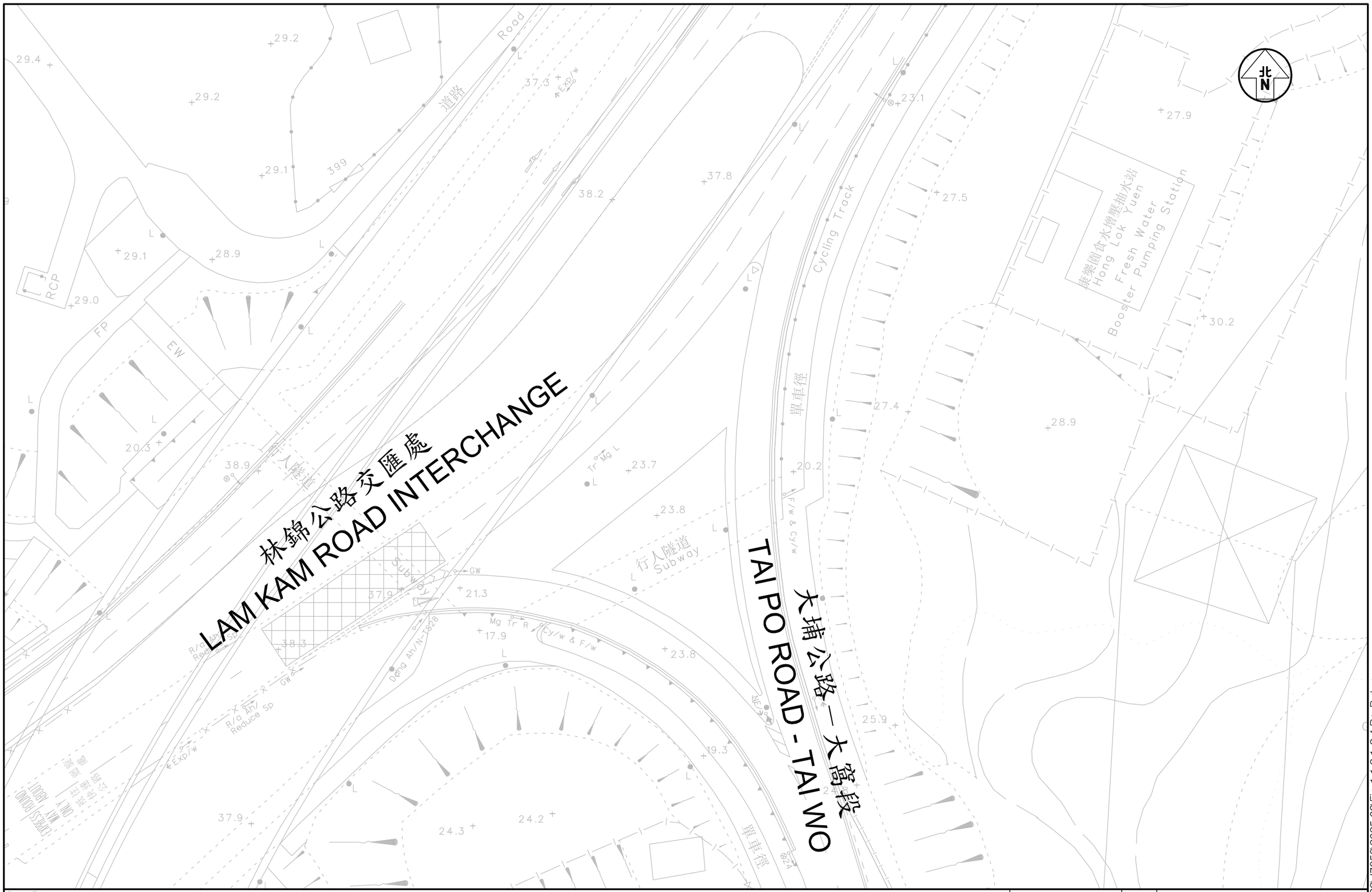

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 2.3 / Revision B
Figure Title	LAYOUT OF LAM KAM ROAD INTERCHANGE / TAI PO ROAD – TAI WO	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A3 1 : 500 / Date 03 SEP 2025

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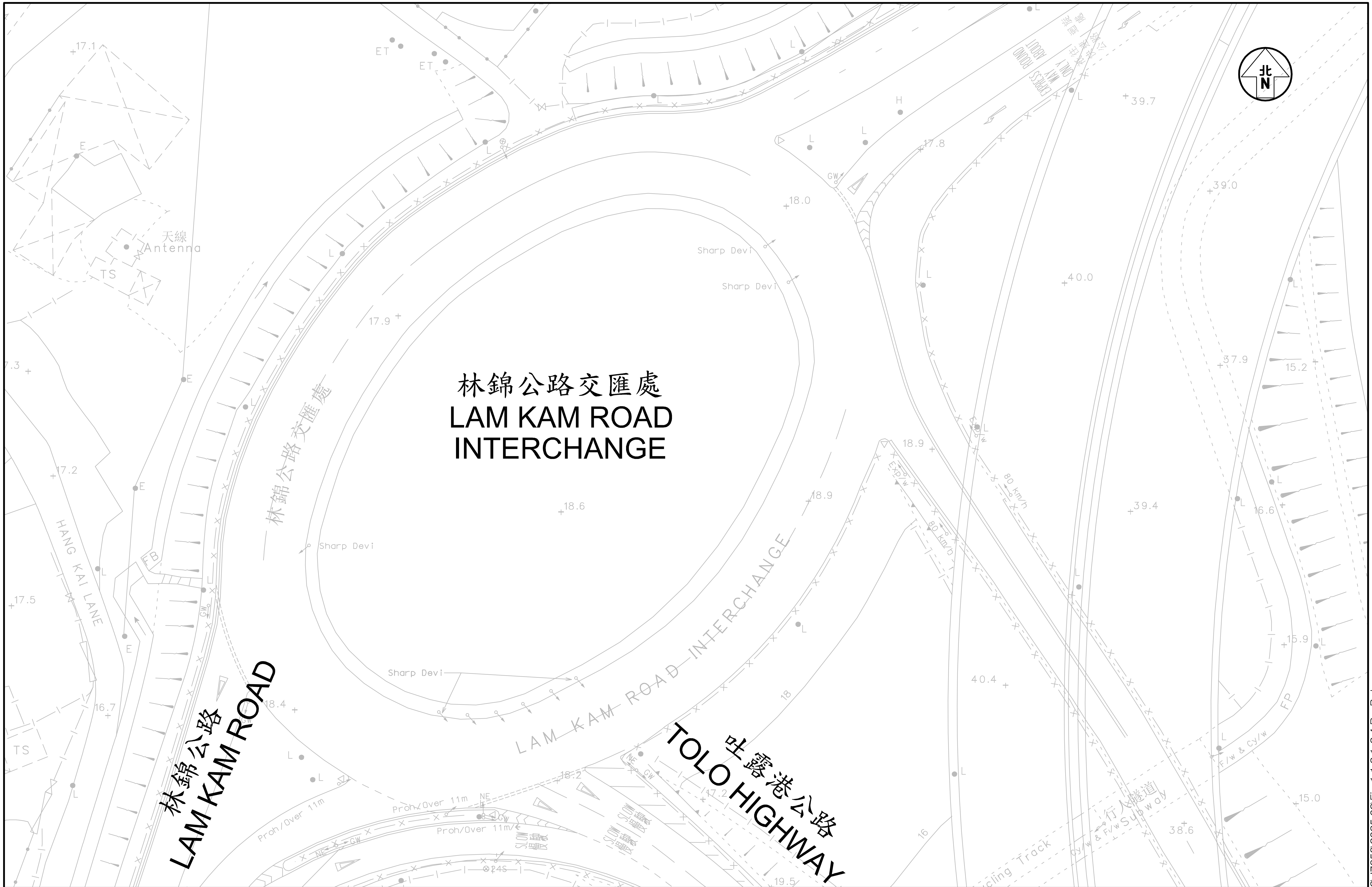
T:\JOBs\J7350-J7399\J7353\2025 09\Fig 1.1 2.1-2.4 RevB.dwg



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 2.4	Revision B
Figure Title	LAYOUT OF LAM KAM ROAD INTERCHANGE		Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A3 1 : 500 / Date 03 SEP 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
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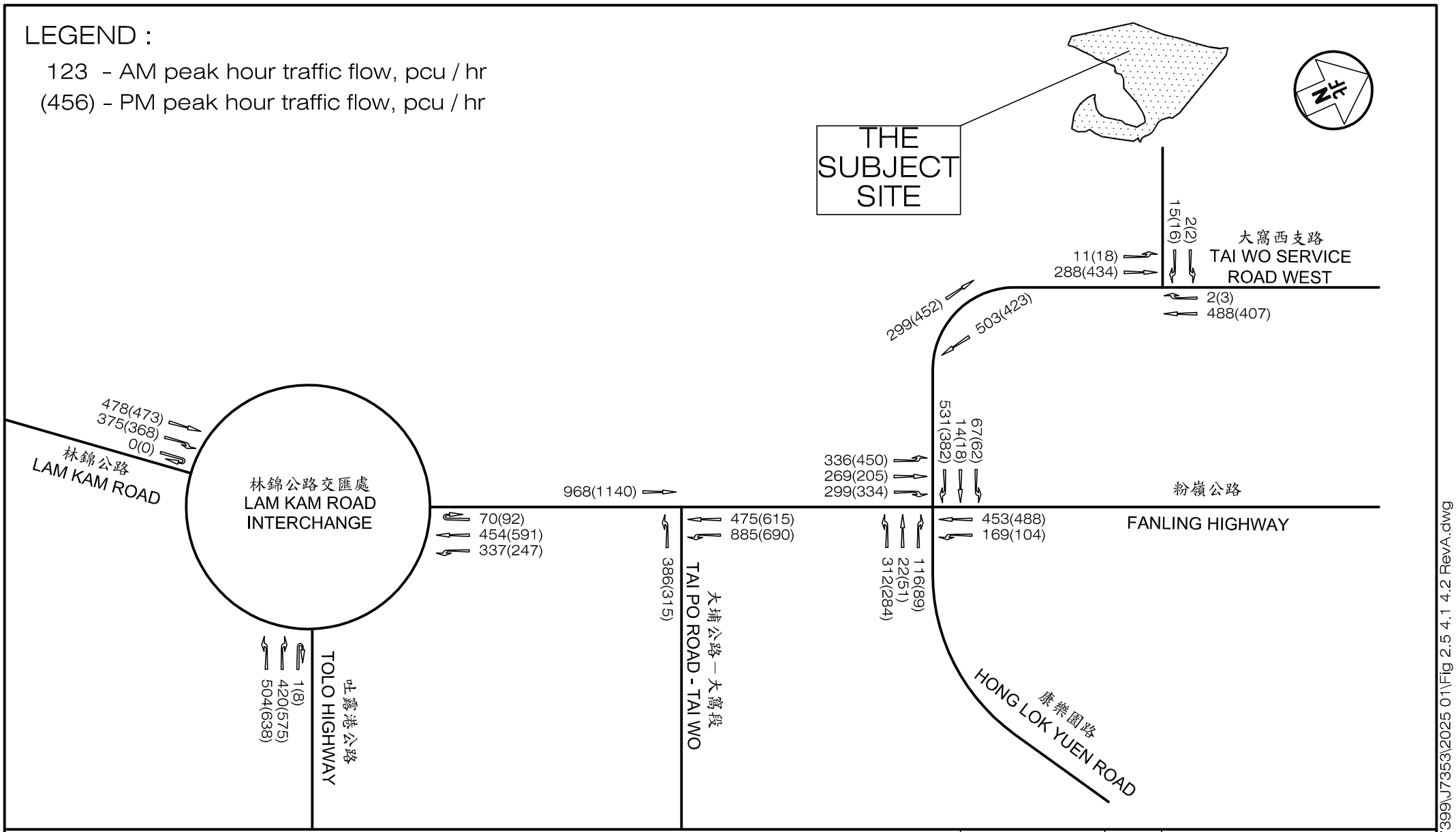
T:\JOB\J7350-J7399\J7353\2025 09\Fig 1.1 2.1-2.4 RevB.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 2.5 / Revision B
Figure Title	EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 03 SEP 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
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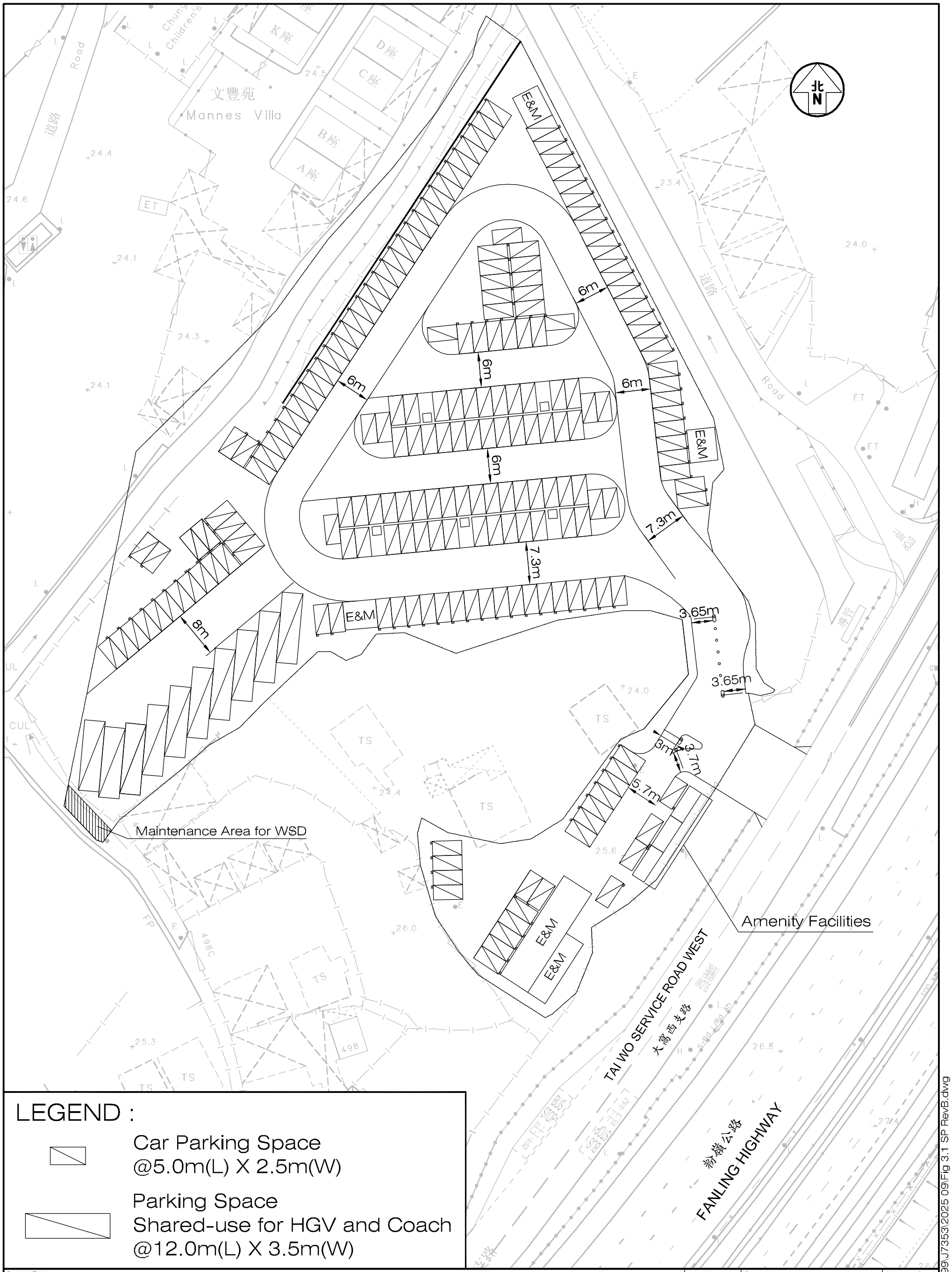
T:\JOB\J7350-J7399\J7353\2025 01\Fig 2.5 4.1 4.2 RevA.dwg



LEGEND :

Car Parking Space
@5.0m(L) X 2.5m(W)

Parking Space
Shared-use for HGV and Coach
@12.0m(L) X 3.5m(W)

Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A3
J7353	3.1			1 : 600
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	B	12 SEP 2025

Figure Title

LAYOUT PLAN OF PROPOSED TEMPORARY PUBLIC VEHICLE PARK

CKM Asia Limited
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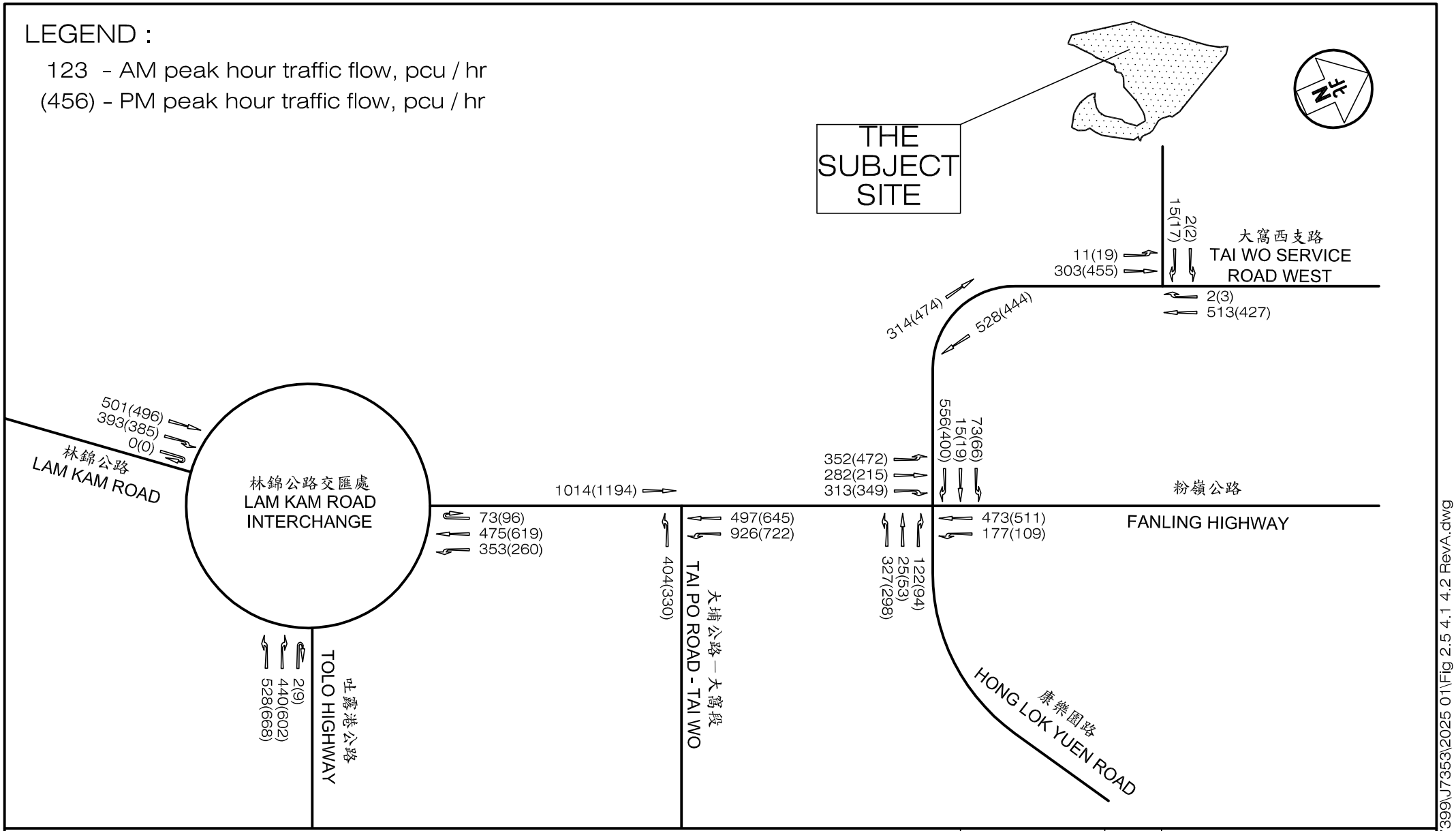
T:\JOB\J7350-J7399\J7353\2025 09\Fig 3.1 SP RevB.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 4.1 / Revision B
Figure Title	2029 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 03 SEP 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
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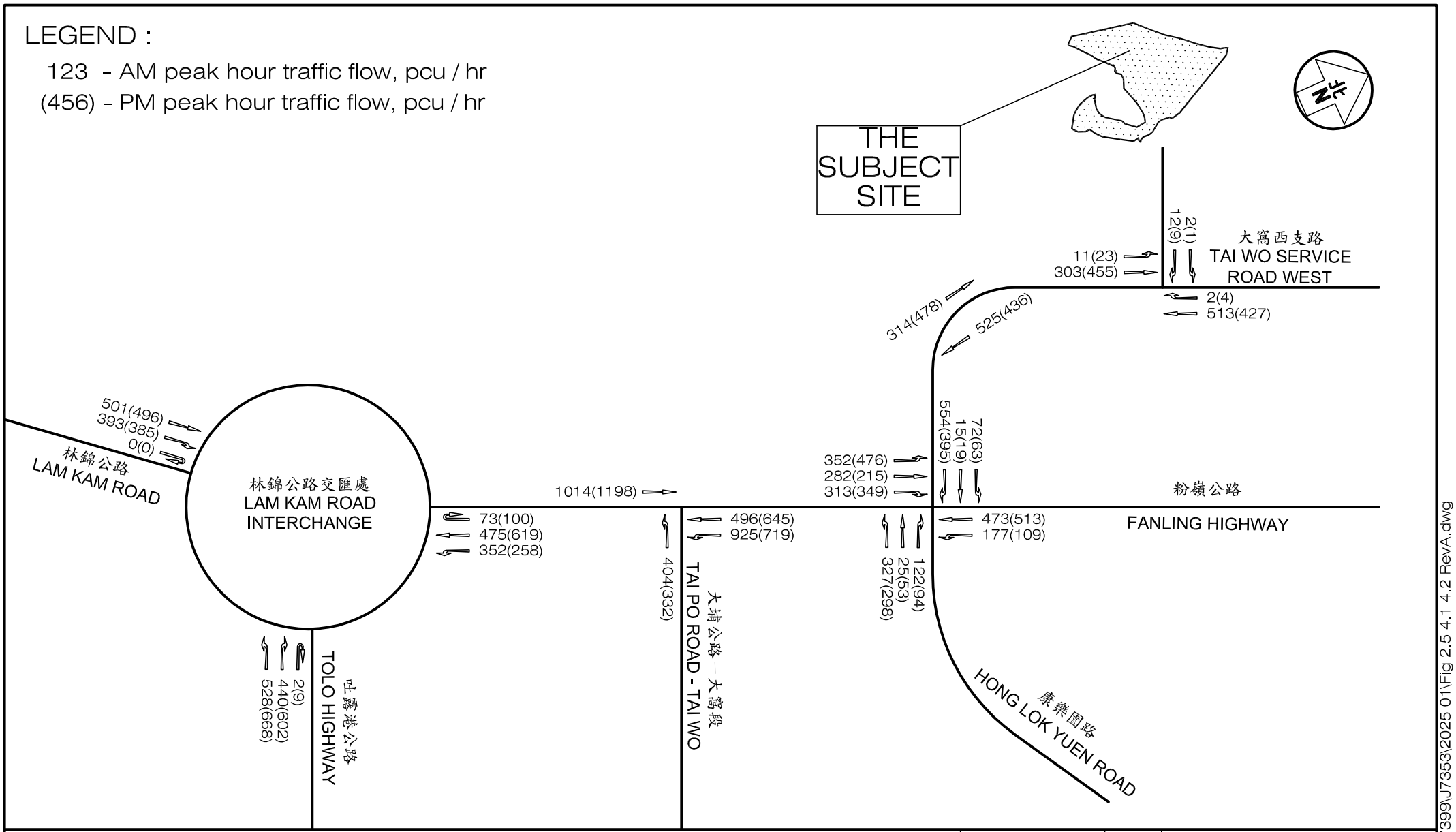
T:\JOB\J7350-J7399\J7353\2025 01\Fig 2.5 4.1 4.2 RevA.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 4.2 / Revision B
Figure Title	2029 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK		Designed by L K W / Drawn by S C Y / Checked by K C; Scale in A4 N.T.S. / Date 03 SEP 2025

CKM Asia Limited
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Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7353\2025 01\Fig 2.5 4.1 4.2 RevA.dwg

Appendix A
Junction Analysis

Signal Junction Analysis

Junction: Tai Wo Service Road West / Hong Lok Yuen Road Job Number: J7353

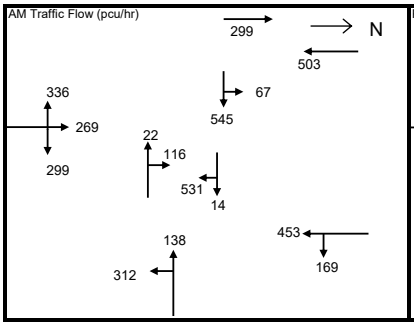
Scenario: Existing Condition P. 1

Design Year: 2024 Designed By: Checked By: Date: 8 Sep 2025

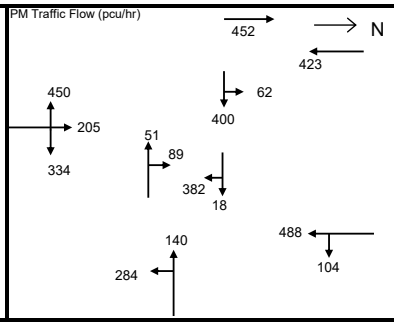
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Fanling Highway NB	LT	A1	1,2	3.50	25.0		100	1854	336	0.181		100	1854	450	0.243	
	SA	A2	1,2	3.50				1965	269	0.137			1965	205	0.104	
	RT	B1	2	3.50	30.0		100	2005	150	0.075		100	2005	168	0.084	
	RT	B2	2	3.50	25.0		100	1986	149	0.075	0.075	100	1986	166	0.084	0.084
Fanling Highway SB	LT+SA	F1	1	3.50	10.0		94	1722	181	0.105	0.105	58	1808	178	0.098	0.098
	SA	F2	1	3.50				2105	221	0.105			2105	207	0.098	
	SA	F3	1	3.50				2105	221	0.105			2105	207	0.098	
Hong Lok Yuen Road WB	LT	C1	2,3	3.50	10.0		100	1709	147	0.086		100	1709	134	0.078	
	LT	C2	2,3	3.50	15.0		100	1914	165	0.086		100	1914	150	0.078	
	SA	D1	3	3.50				1965	138	0.070	0.070		1965	140	0.071	0.071
	SA+RT	E1	3	4.00	15.0		69	2016	70	0.035		29	2094	72	0.035	
	RT	E2	3	4.00	15.0		100	1959	68	0.035		100	1959	68	0.035	
Tai Wo Service Rd West EB	LT+SA	H1	4	4.00	10.0		24	1754	275	0.157	0.157	30	1749	207	0.118	0.118
	SA	H2	4	4.00				2155	337	0.157			2155	255	0.118	
	SA+RT	G1	4	4.00	20.0		95	1881	267	0.142		91	1886	196	0.104	
	RT	G2	4	4.00	15.0		100	1959	278	0.142		100	1959	204	0.104	
Tai Wo Service Road West SB	SA	I1	1,2,4	4.00				2015	503	0.250			2015	423	0.210	
Tai Wo Service Road West NB	SA	I2	1,2,4	4.00				2015	299	0.148			2015	452	0.224	

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec	
	$K_{(P)}$	4		min crossing time =	9	sec GM +	7	sec FGM =	16	sec	
	$L_{(P)}$	2,3,4		min crossing time =	7	sec GM +	12	sec FGM =	19	sec	
	$M_{(P)}$	3		min crossing time =	14	sec GM +	11	sec FGM =	25	sec	
	$N_{(P)}$	1,2,3		min crossing time =	7	sec GM +	9	sec FGM =	16	sec	
	$O_{(P)}$	1,4		min crossing time =	7	sec GM +	10	sec FGM =	17	sec	
	$P_{(P)}$	3		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)

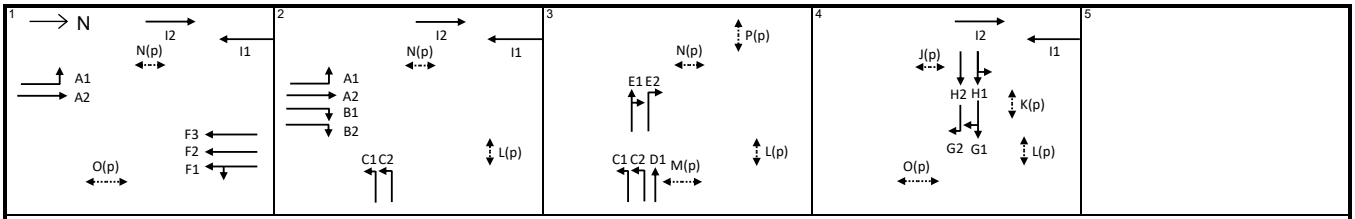


PM Traffic Flow (pcu/hr)



	$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$		$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$	
	1+2+3+4 AM Peak	1,2+3+4 AM Peak	1+2+3+4 PM Peak	1,2+3+4 PM Peak
Sum y	0.407	0.408	0.372	0.432
L (s)	29	24	29	24
C (s)	114	114	100	100
practical y	0.671	0.711	0.639	0.684
R.C. (%)	65%	74%	72%	58%

Note:



AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		

Signal Junction Analysis

Junction: Tai Wo Service Road West / Hong Lok Yuen Road — Job Number: J7353

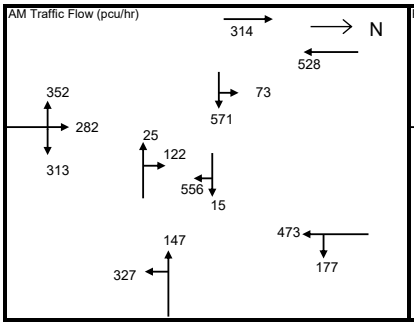
Scenario: Without the the Proposed Temporary Public Vehicle Park — P. 2

Design Year: 2029 — Designed By: — Checked By: — Date: 8 Sep 2025

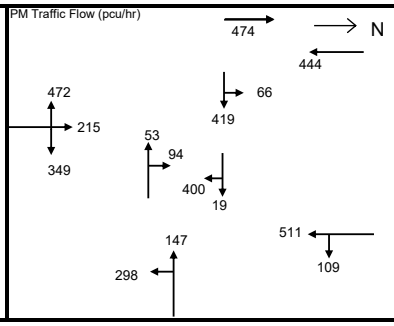
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Fanling Highway NB ↑ LT	A1	1,2	3.50	25.0		100	1854	352	0.190		100	1854	472	0.255	
↑ SA	A2	1,2	3.50				1965	282	0.144			1965	215	0.109	
RT	B1	2	3.50	30.0		100	2005	157	0.078		100	2005	175	0.087	
RT	B2	2	3.50	25.0		100	1986	156	0.078	0.078	100	1986	174	0.087	0.087
Fanling Highway SB ↑ LT+SA	F1	1	3.50	10.0		94	1722	189	0.110	0.110	59	1805	186	0.103	0.103
SA	F2	1	3.50				2105	231	0.110			2105	217	0.103	
SA	F3	1	3.50				2105	231	0.110			2105	217	0.103	
Hong Lok Yuen Road WB ↑ LT	C1	2,3	3.50	10.0		100	1709	154	0.090		100	1709	141	0.082	
LT	C2	2,3	3.50	15.0		100	1914	173	0.090		100	1914	157	0.082	
↑ SA	D1	3	3.50				1965	147	0.075	0.075		1965	147	0.075	0.075
SA+RT	E1	3	4.00	15.0		67	2020	75	0.037		30	2092	76	0.036	
RT	E2	3	4.00	15.0		100	1959	72	0.037		100	1959	71	0.036	
Tai Wo Service Road West EB ↑ LT+SA	H1	4	4.00	10.0		25	1752	289	0.165	0.165	30	1740	217	0.125	0.125
SA	H2	4	4.00				2155	355	0.165			2155	268	0.125	
SA+RT	G1	4	4.00	20.0		95	1881	280	0.149		91	1886	206	0.109	
RT	G2	4	4.00	15.0		100	1959	291	0.149		100	1959	213	0.109	
Tai Wo Service Road West SB ↑ SA	I1	1,2,4	4.00				2015	528	0.262			2015	444	0.220	
Tai Wo Service Road West NB ↑ SA	I2	1,2,4	4.00				2015	314	0.156			2015	474	0.235	

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec
	$K_{(P)}$	4		min crossing time =	9	sec GM +	7	sec FGM =	16	sec
	$L_{(P)}$	2,3,4		min crossing time =	7	sec GM +	12	sec FGM =	19	sec
	$M_{(P)}$	3		min crossing time =	14	sec GM +	11	sec FGM =	25	sec
	$N_{(P)}$	1,2,3		min crossing time =	7	sec GM +	9	sec FGM =	16	sec
	$O_{(P)}$	1,4		min crossing time =	7	sec GM +	10	sec FGM =	17	sec
	$P_{(P)}$	3		min crossing time =	7	sec GM +	6	sec FGM =	13	sec

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

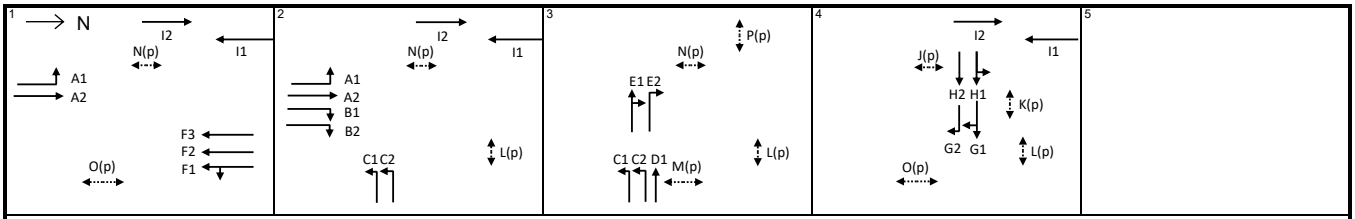


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	1+2+3+4 AM Peak	1,2+3+4 AM Peak	1+2+3+4 PM Peak	1,2+3+4 PM Peak
Sum y	0.428	0.430	0.390	0.454
L (s)	29	24	29	24
C (s)	114	114	100	100
practical y	0.671	0.711	0.639	0.684
R.C. (%)	57%	65%	64%	51%



AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	

Signal Junction Analysis

Junction: Tai Wo Service Road West / Hong Lok Yuen Road — Job Number: J7353

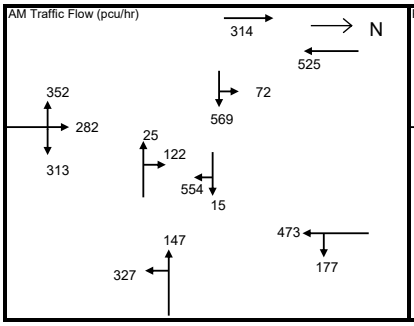
Scenario: With the the Proposed Temporary Public Vehicle Park — P. 3

Design Year: 2029 — Designed By: — Checked By: — Date: 8 Sep 2025

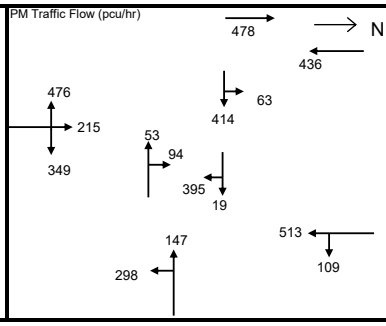
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Fanling Highway NB	LT	A1	1,2	3.50	25.0		100	1854	352	0.190		100	1854	476	0.257	
	SA	A2	1,2	3.50				1965	282	0.144			1965	215	0.109	
	RT	B1	2	3.50	30.0		100	2005	157	0.078		100	2005	175	0.087	
	RT	B2	2	3.50	25.0		100	1986	156	0.078	0.078	100	1986	174	0.087	0.087
Fanling Highway SB	LT+SA	F1	1	3.50	10.0		94	1722	189	0.110	0.110	58	1808	187	0.103	0.103
	SA	F2	1	3.50				2105	231	0.110			2105	218	0.103	
	SA	F3	1	3.50				2105	231	0.110			2105	218	0.103	
Hong Lok Yuen Road WB	LT	C1	2,3	3.50	10.0		100	1709	154	0.090		100	1709	141	0.082	
	LT	C2	2,3	3.50	15.0		100	1914	173	0.090		100	1914	157	0.082	
	SA	D1	3	3.50				1965	147	0.075	0.075		1965	147	0.075	0.075
	SA+RT	E1	3	4.00	15.0		67	2020	75	0.037		30	2092	76	0.036	
	RT	E2	3	4.00	15.0		100	1959	72	0.037		100	1959	71	0.036	
Tai Wo Service Road West EB	LT+SA	H1	4	4.00	10.0		25	1752	287	0.164	0.164	30	1740	213	0.122	0.122
	SA	H2	4	4.00				2155	354	0.164			2155	264	0.122	
	SA+RT	G1	4	4.00	20.0		95	1881	279	0.148		91	1886	203	0.108	
	RT	G2	4	4.00	15.0		100	1959	290	0.148		100	1959	211	0.108	
Tai Wo Service Road West SB	SA	I1	1,2,4	4.00				2015	525	0.261			2015	436	0.216	
Tai Wo Service Road West NB	SA	I2	1,2,4	4.00				2015	314	0.156			2015	478	0.237	

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec	
	$K_{(P)}$	4		min crossing time =	9	sec GM +	7	sec FGM =	16	sec	
	$L_{(P)}$	2,3,4		min crossing time =	7	sec GM +	12	sec FGM =	19	sec	
	$M_{(P)}$	3		min crossing time =	14	sec GM +	11	sec FGM =	25	sec	
	$N_{(P)}$	1,2,3		min crossing time =	7	sec GM +	9	sec FGM =	16	sec	
	$O_{(P)}$	1,4		min crossing time =	7	sec GM +	10	sec FGM =	17	sec	
	$P_{(P)}$	3		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

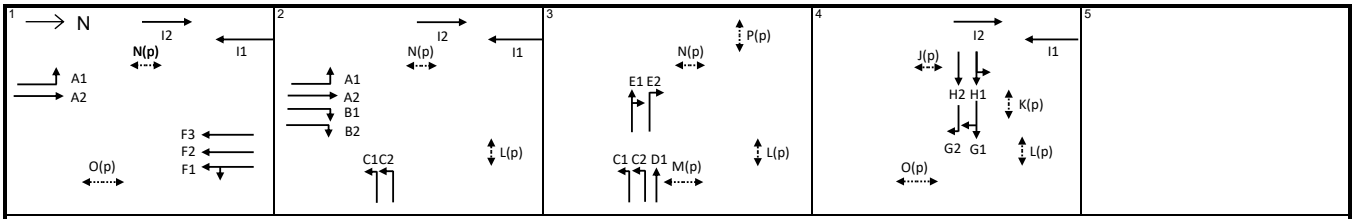


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

	1+2+3+4 AM Peak	1,2+3+4 AM Peak	1+2+3+4 PM Peak	1,2+3+4 PM Peak
Sum y	0.427	0.429	0.388	0.454
L (s)	29	24	29	24
C (s)	114	114	100	100
practical y	0.671	0.711	0.639	0.684
R.C. (%)	57%	66%	65%	51%

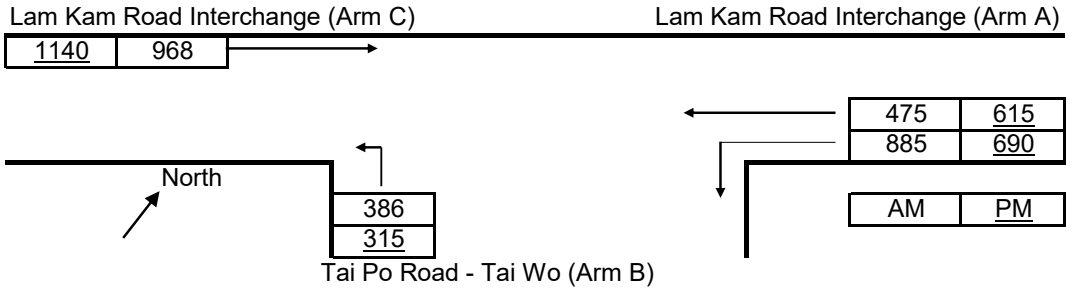
Note:



AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	

Priority Junction Analysis

Junction:	Lam Kam Interchange / Tai Po Road – Tai Wo				
Design Year:	2024	Job Number:	J7353	Date:	8 Sep 2025
Scenario:	Existing Condition				P. 4



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	14.40	V-rBA		w-BA		D	0.5332
	W-CR	9.00	V-lBA		w-BC	4.70	E	1.1185
			V-rBC	140	w-CB		F	0.5860
			V-rCB				Y	0.5032

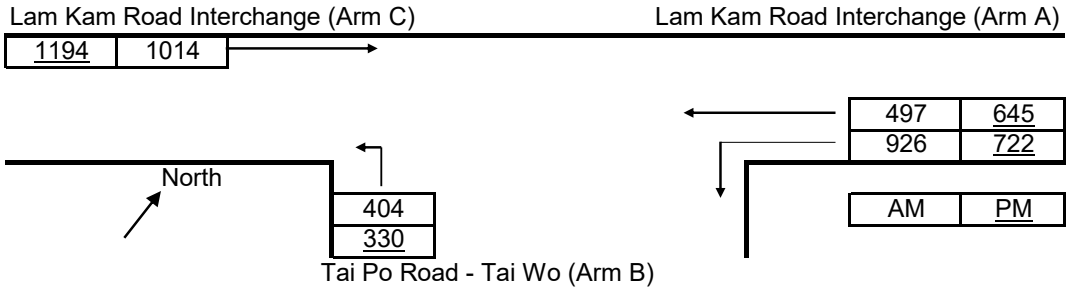
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	968	1140	Q-BA	261	245
q-CB	0	0	Q-BC	664	651
q-AB	885	690	Q-CB	291	296
q-AC	475	615	Q-BAC	664	651
q-BA	0	0			
q-BC	386	315			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.581	0.484
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Lam Kam Interchange / Tai Po Road – Tai Wo				
Design Year:	2029	Job Number:	J7353	Date:	8 Sep 2025
Scenario:	Without the Proposed Temporary Public Vehicle Park				P. 5



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	14.40	V-rBA		w-BA		D	0.5332
	W-CR	9.00	V-lBA		w-BC	4.70	E	1.1185
			V-rBC	140	w-CB		F	0.5860
			V-rCB				Y	0.5032

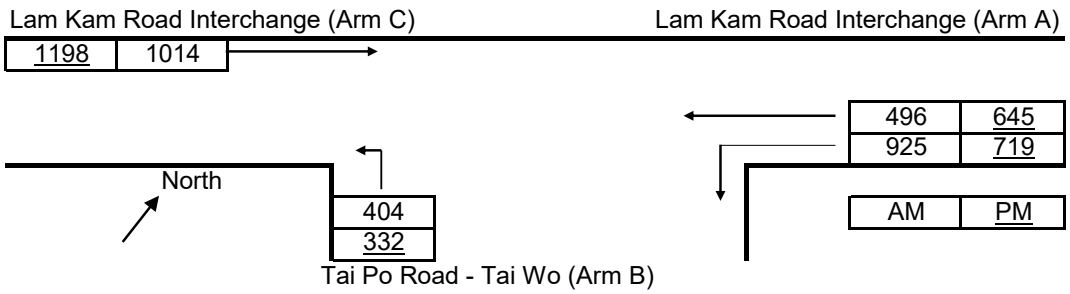
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1014	1194	Q-BA	255	237
q-CB	0	0	Q-BC	656	643
q-AB	926	722	Q-CB	284	290
q-AC	497	645	Q-BAC	656	643
q-BA	0	0			
q-BC	404	330			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.615	0.514
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Lam Kam Interchange / Tai Po Road – Tai Wo				
Design Year:	2029	Job Number:	J7353	Date:	8 Sep 2025
Scenario:	With the Proposed Temporary Public Vehicle Park				P. 6



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	14.40	V-rBA		w-BA		D	0.5332
	W-CR	9.00	V-lBA		w-BC	4.70	E	1.1185
			V-rBC	140	w-CB		F	0.5860
			V-rCB				Y	0.5032

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1014	1198	Q-BA	255	237
q-CB	0	0	Q-BC	657	643
q-AB	925	719	Q-CB	284	290
q-AC	496	645	Q-BAC	657	643
q-BA	0	0			
q-BC	404	332			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.615	0.516
C-B	0.000	0.000

Roundabout Analysis

Location Lam Kam Interchange
Scenario Existing Condition Page 7
Design Year 2024 Job Number J7353 Date 08 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	478	375						853	491
From B	454	70	0						524	376
From C	0	420	1						421	524
From D										
From E										
From F										
From G										
From H										
Total	454	968	376						1798	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	473	368						841	675
From B	591	92	0						683	376
From C	0	575	8						583	683
From D										
From E										
From F										
From G										
From H										
Total	591	1140	376						2107	

Legend

Arm	Road (in clockwise order)
A	Lam Kam Road
B	Lam Kam Road Interchange
C	Slip Road to Tolo Highway
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.0	6.0	100.0	14.5	78	18	0.1
From B	4.5	4.0	33.5	9.5	78	60	0.1
From C	8.5	7.0	42.3	9.5	78	22	0.3
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	6.819	6.050	1.071	1.081	2066	0.532	1951	1845	853	841	0.437	0.456
From B	4.428	6.050	1.071	0.916	1342	0.424	1082	1082	524	683	0.484	0.631
From C	7.997	6.050	1.071	1.055	2423	0.585	2234	2136	421	583	0.188	0.273
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Kam Interchange
Scenario Without the Proposed Temporary Public Vehicle Park Page 8
Design Year 2028 Job Number J7353 Date 08 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	501	393						894	515
From B	475	73	0						548	395
From C	0	440	2						442	548
From D										
From E										
From F										
From G										
From H										
Total	475	1014	395						1884	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	496	385						881	707
From B	619	96	0						715	394
From C	0	602	9						611	715
From D										
From E										
From F										
From G										
From H										
Total	619	1194	394						2207	

Legend

Arm	Road (in clockwise order)
A	Lam Kam Road
B	Lam Kam Road Interchange
C	Slip Road to Tolo Highway
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.0	6.0	100.0	14.5	78	18	0.1
From B	4.5	4.0	33.5	9.5	78	60	0.1
From C	8.5	7.0	42.3	9.5	78	22	0.3
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	6.819	6.050	1.071	1.081	2066	0.532	1937	1827	894	881	0.461	0.482
From B	4.428	6.050	1.071	0.916	1342	0.424	1075	1075	548	715	0.510	0.665
From C	7.997	6.050	1.071	1.055	2423	0.585	2219	2116	442	611	0.199	0.289
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Kam Interchange
Scenario With the Proposed Temporary Public Vehicle Park Page 9
Design Year 2028 Job Number J7353 Date 08 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	501	393						894	515
From B	475	73	0						548	395
From C	0	440	2						442	548
From D										
From E										
From F										
From G										
From H										
Total	475	1014	395						1884	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	496	385						881	711
From B	619	100	0						719	394
From C	0	602	9						611	719
From D										
From E										
From F										
From G										
From H										
Total	619	1198	394						2211	

Legend

Arm	Road (in clockwise order)
A	Lam Kam Road
B	Lam Kam Road Interchange
C	Slip Road to Tolo Highway
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.0	6.0	100.0	14.5	78	18	0.1
From B	4.5	4.0	33.5	9.5	78	60	0.1
From C	8.5	7.0	42.3	9.5	78	22	0.3
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

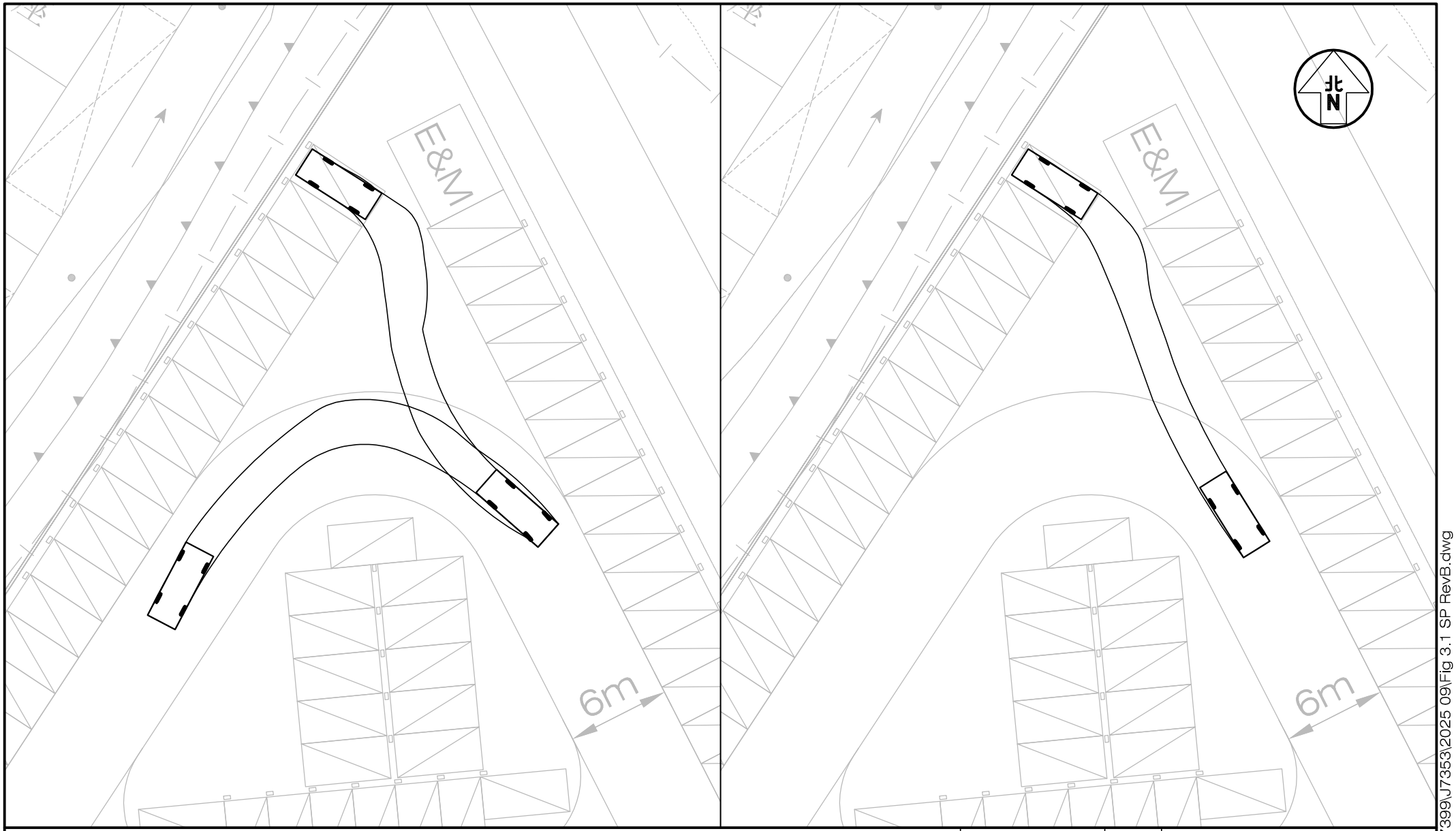
Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	6.819	6.050	1.071	1.081	2066	0.532	1937	1825	894	881	0.461	0.483
From B	4.428	6.050	1.071	0.916	1342	0.424	1075	1075	548	719	0.510	0.669
From C	7.997	6.050	1.071	1.055	2423	0.585	2219	2113	442	611	0.199	0.289
From D												
From E												
From F												
From G												
From H												

Appendix B
Swept Path Analysis



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP3 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C; Scale in A4 1 : 300 / Date 12 SEP 2025

CKM Asia Limited
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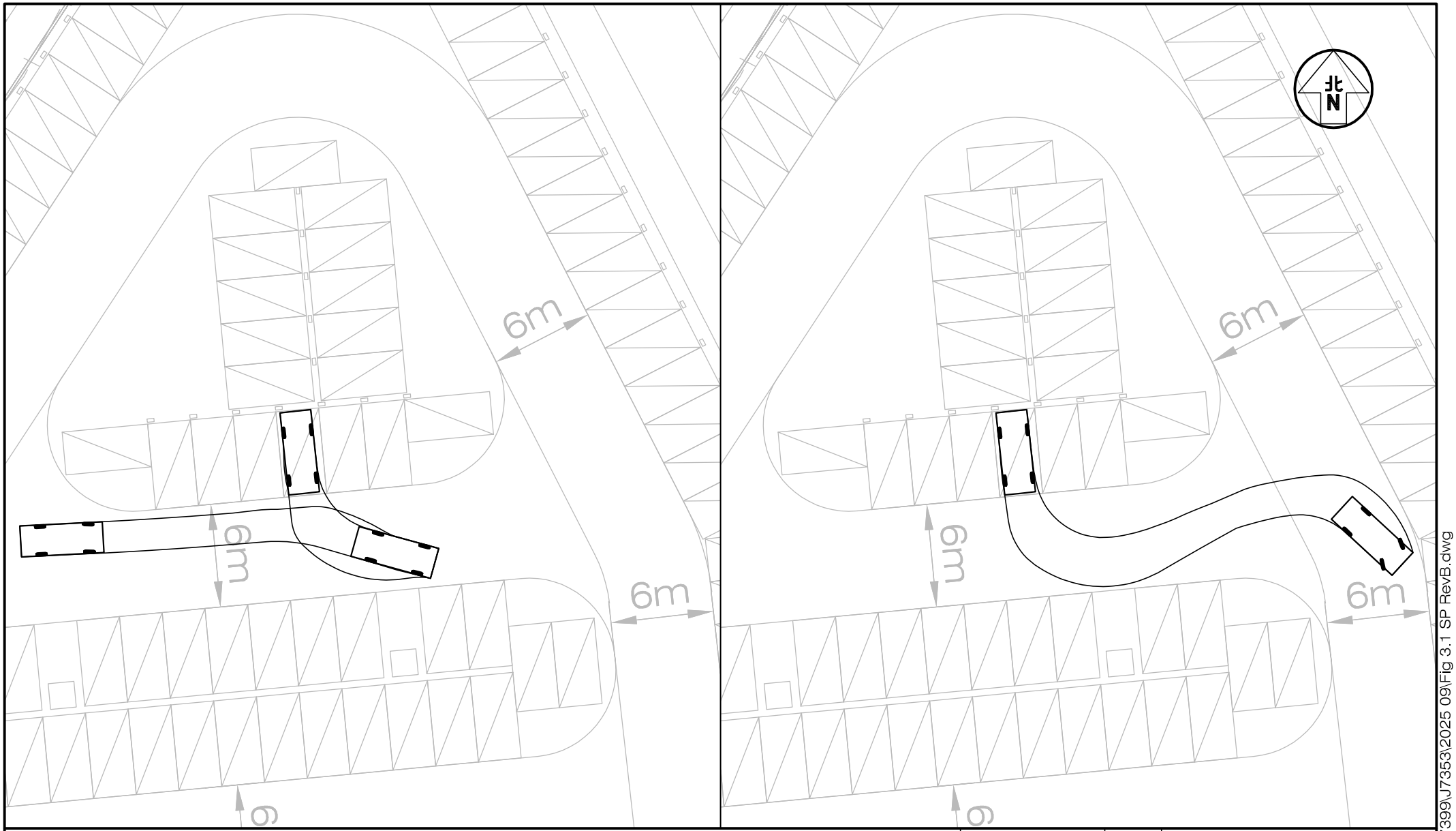

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP4 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C; Scale in A4 1 : 300 / Date 12 SEP 2025

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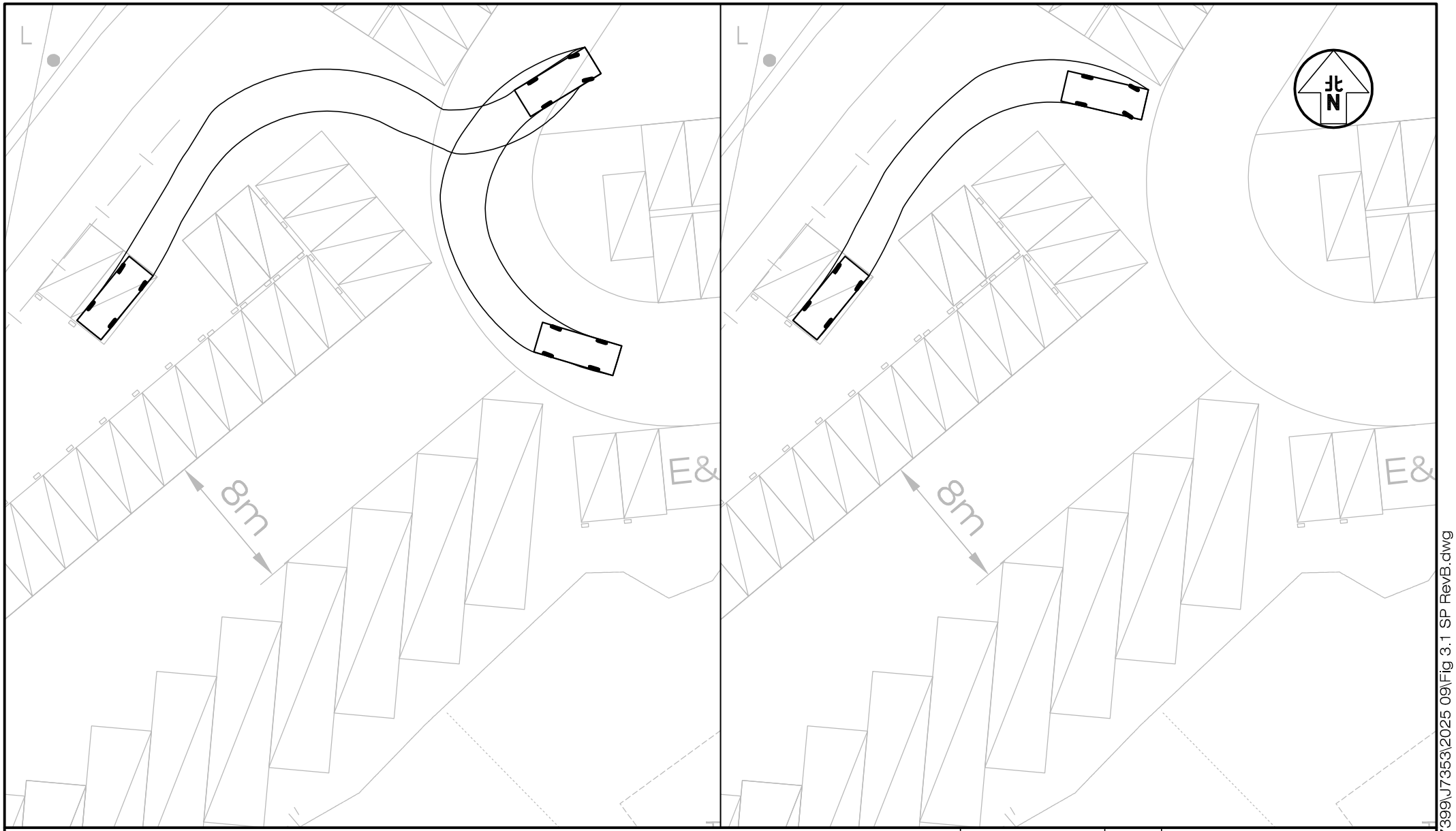

Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

J7353

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE

Figure No.	Revision
SP5	B

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4	Date
1 : 300	12 SEP 2025

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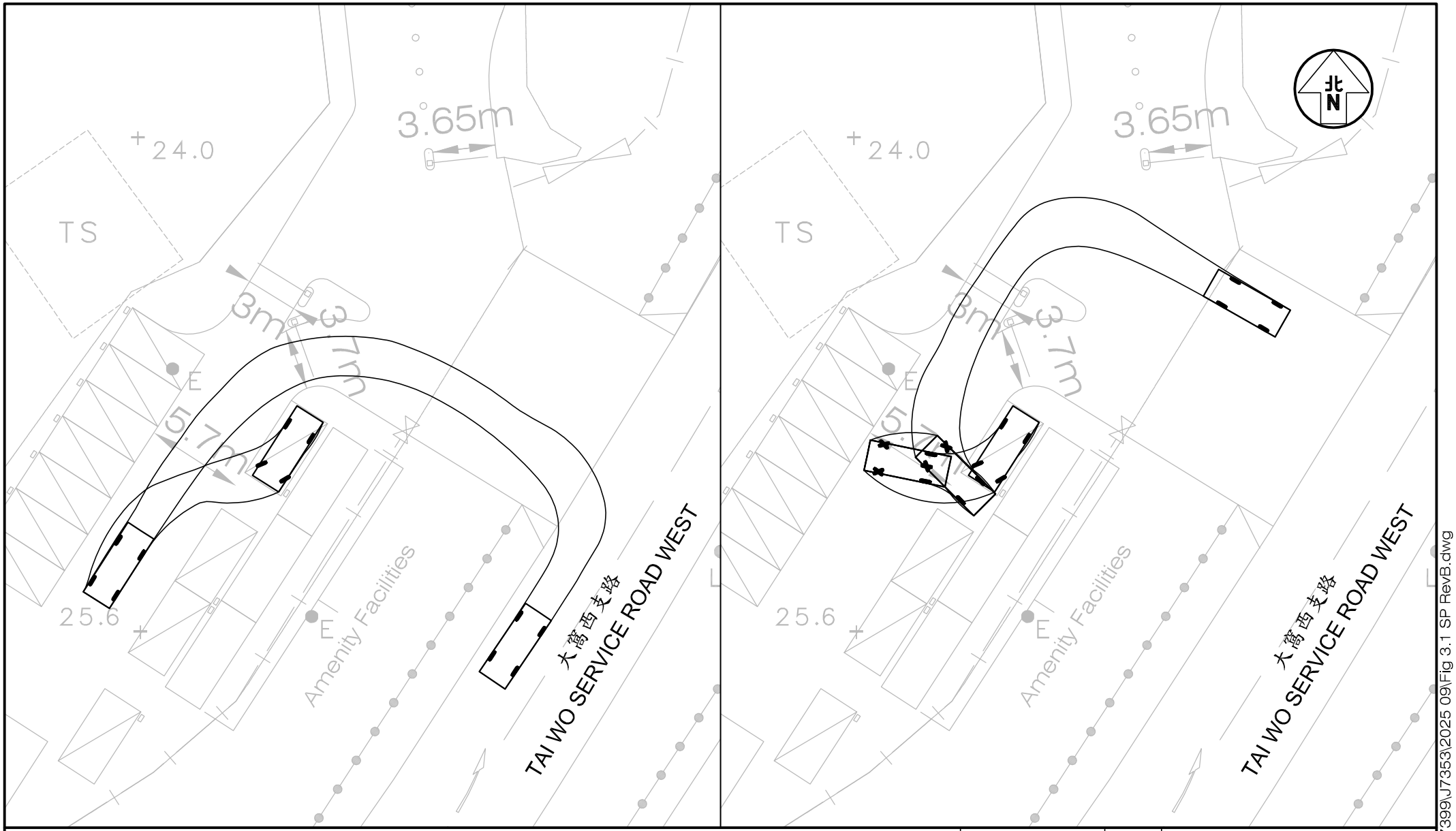

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP6 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C; Scale in A4 1 : 300 / Date 12 SEP 2025

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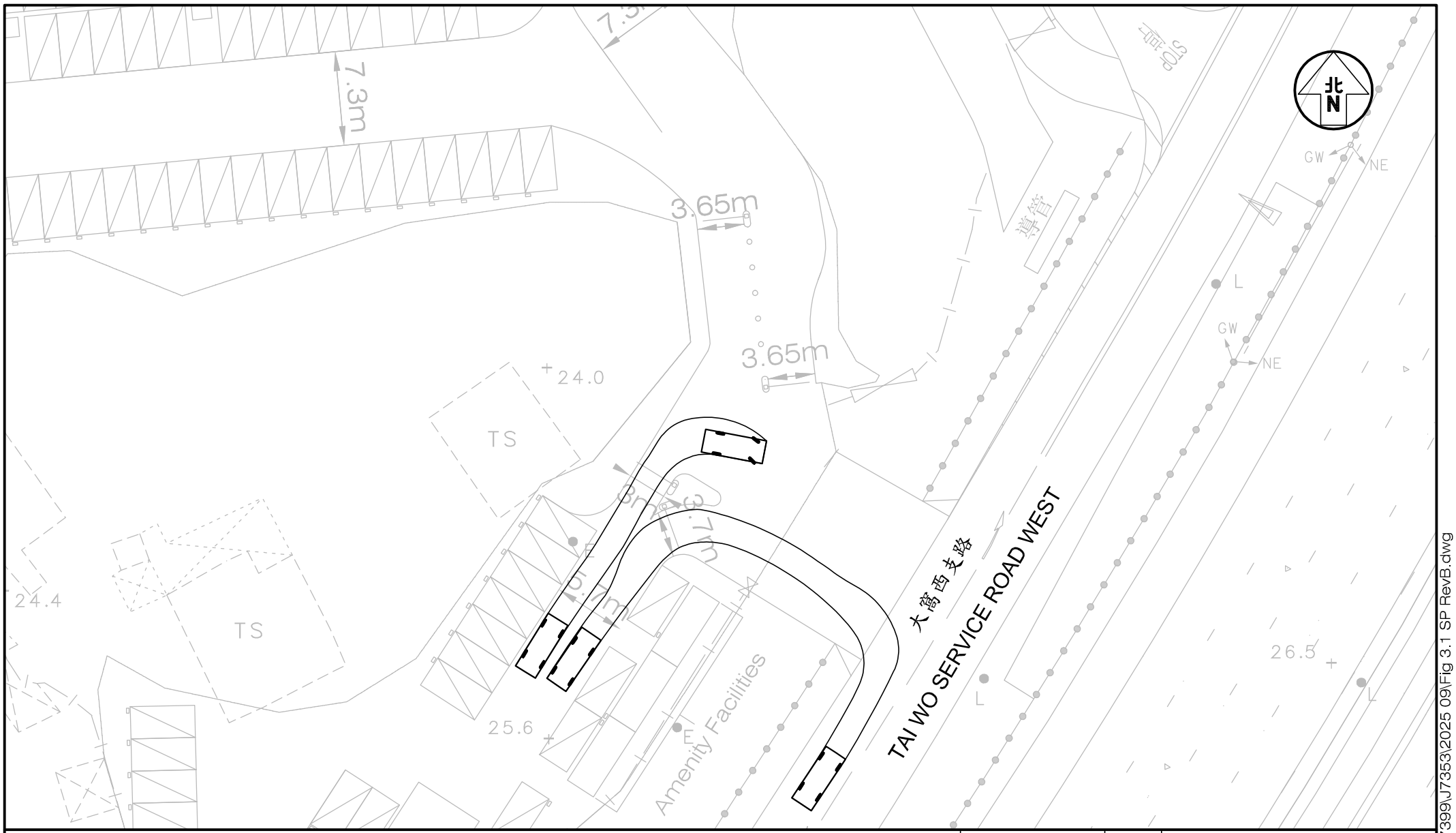

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP7 / Revision B
Figure Title	SWEPT PATH OF PRIVATE CAR 2-WAY MANOEUVRING AT ENTRANCE GATE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 400 / Date 12 SEP 2025

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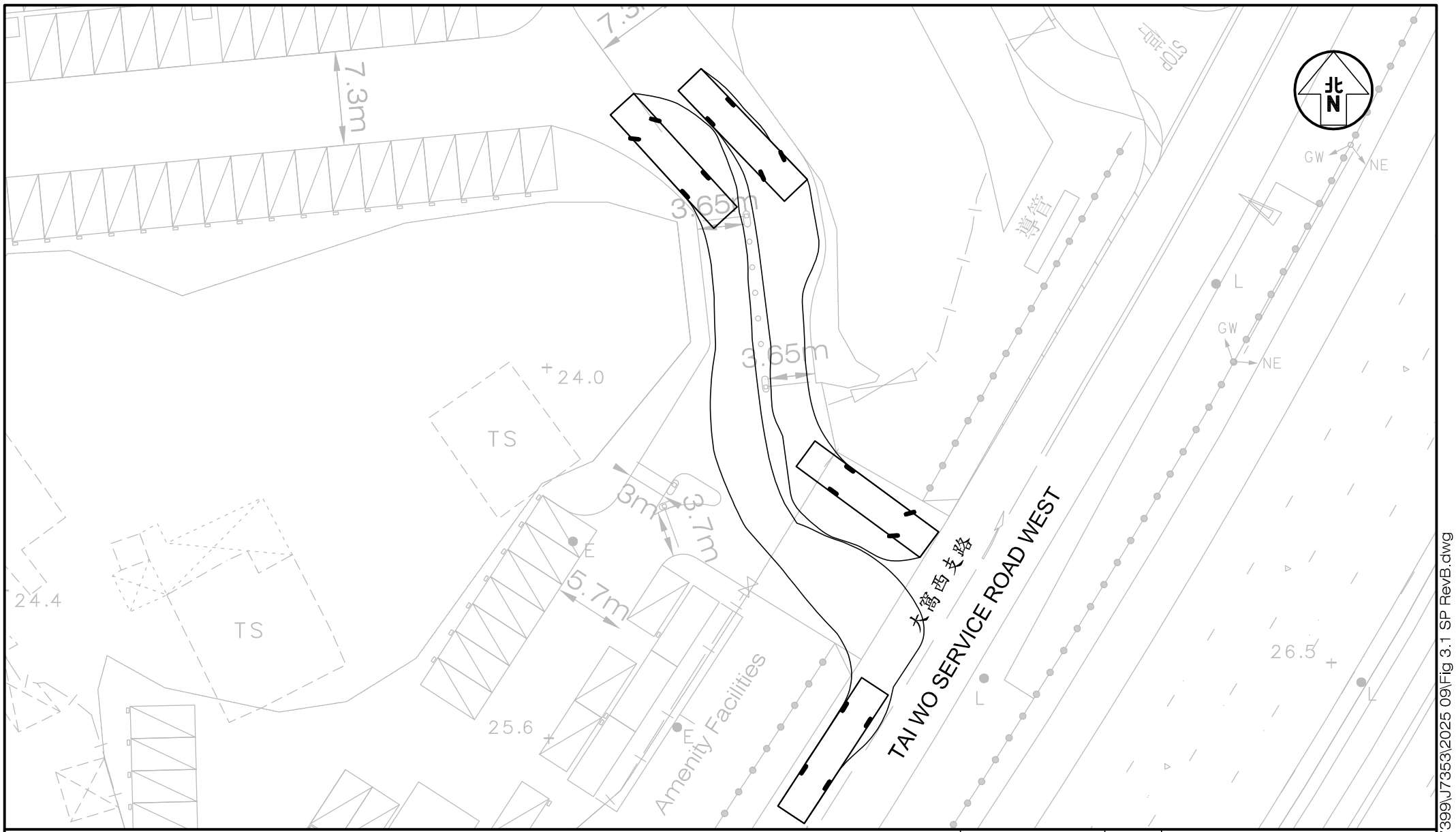

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP8 / Revision B
Figure Title	SWEPT PATH OF COACH 2-WAY MANOEUVRING AT ENTRANCE GATE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 400 / Date 12 SEP 2025

CKM Asia Limited
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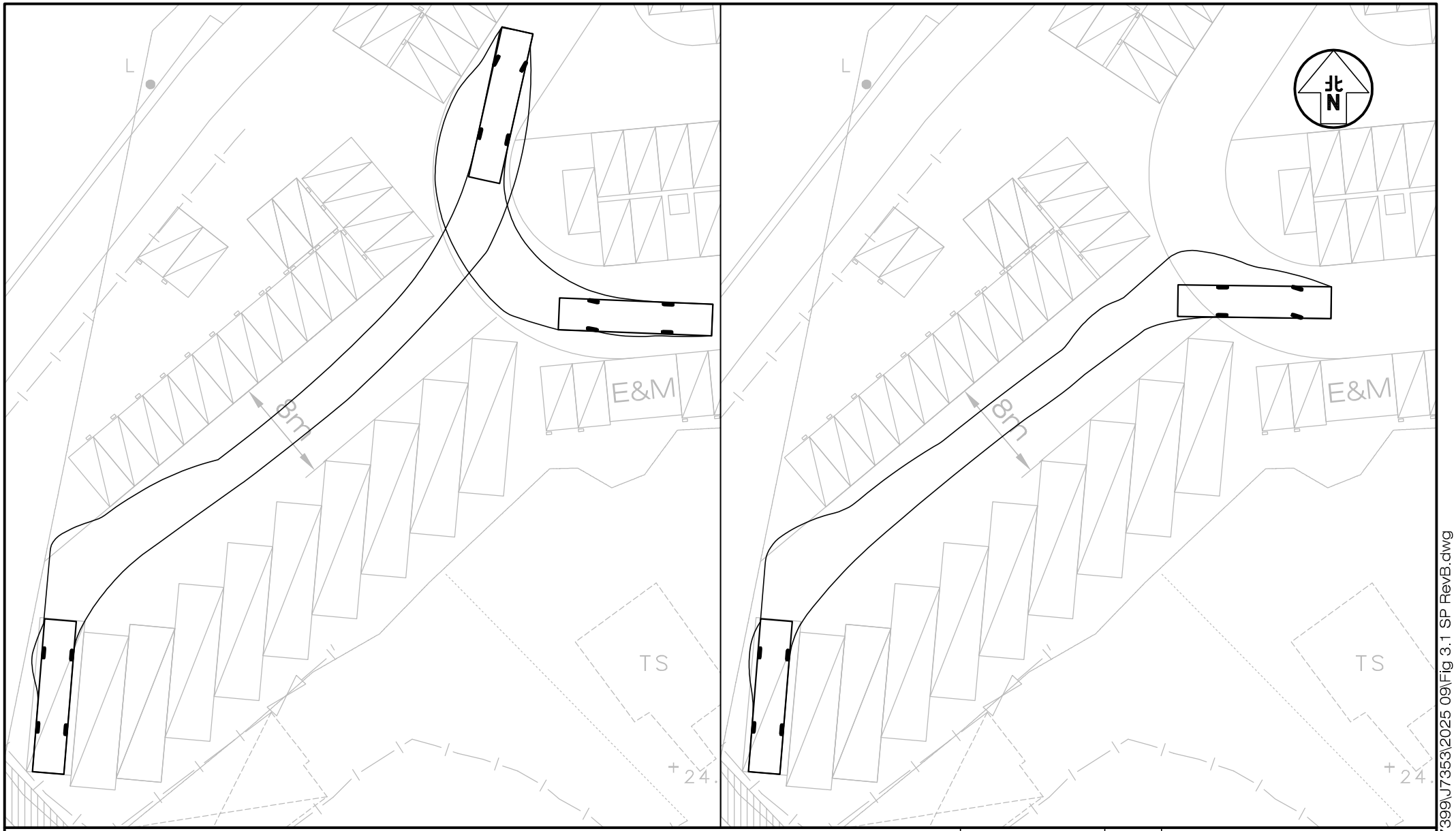

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP1 / Revision B
Figure Title	SWEPT PATH OF COACH ENTERING & LEAVING THE PARKING SPACE SHARED-USE FOR HGV AND COACH		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 400 / Date 12 SEP 2025

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7353\2025 09\Fig 3.1 SP RevB.dwg

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP2 / Revision B
Figure Title	SWEPT PATH OF COACH ENTERING & LEAVING THE PARKING SPACE SHARED-USE FOR HGV AND COACH		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 400 / Date 12 SEP 2025

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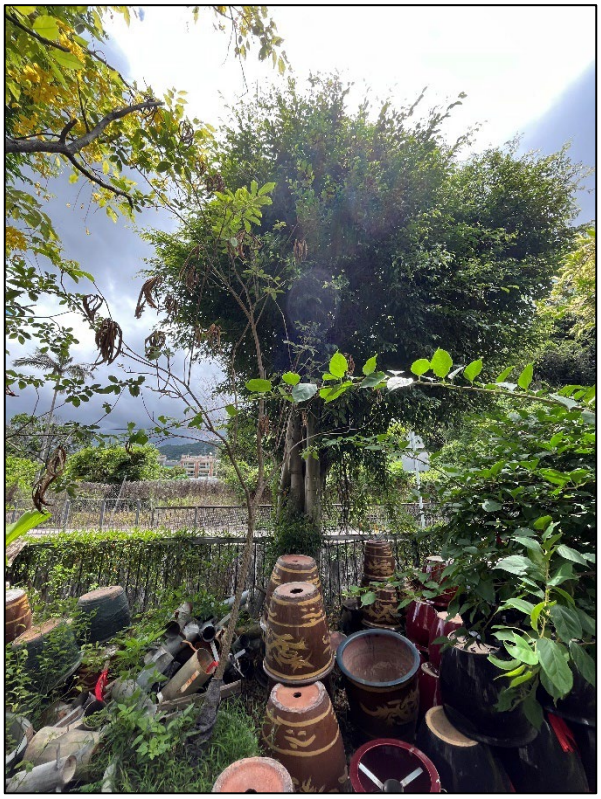
Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7353\2025 09\Fig 3.1 SP RevB.dwg

Appendix 3

Condition Survey of Existing Trees

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years at Various Lots in DD7 and Adjoining Government Land, Kau Lung Hang, Tai Po, New Territories



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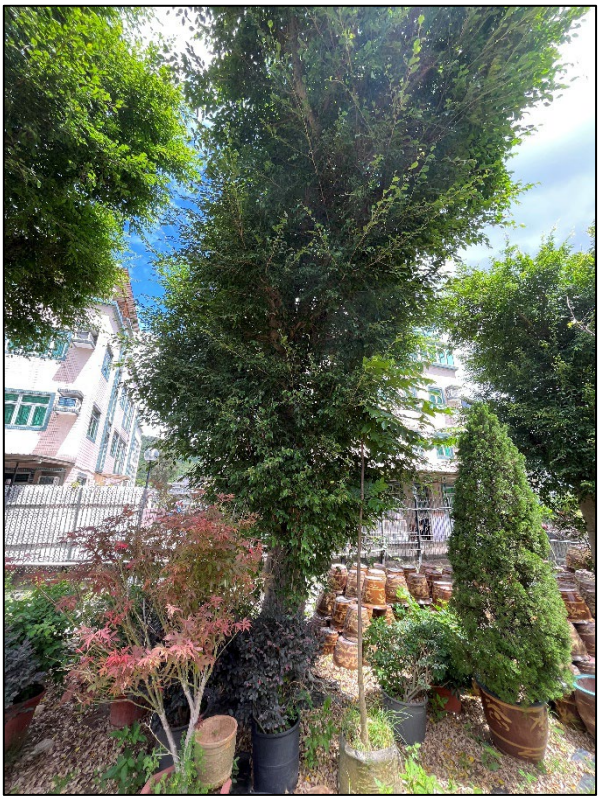

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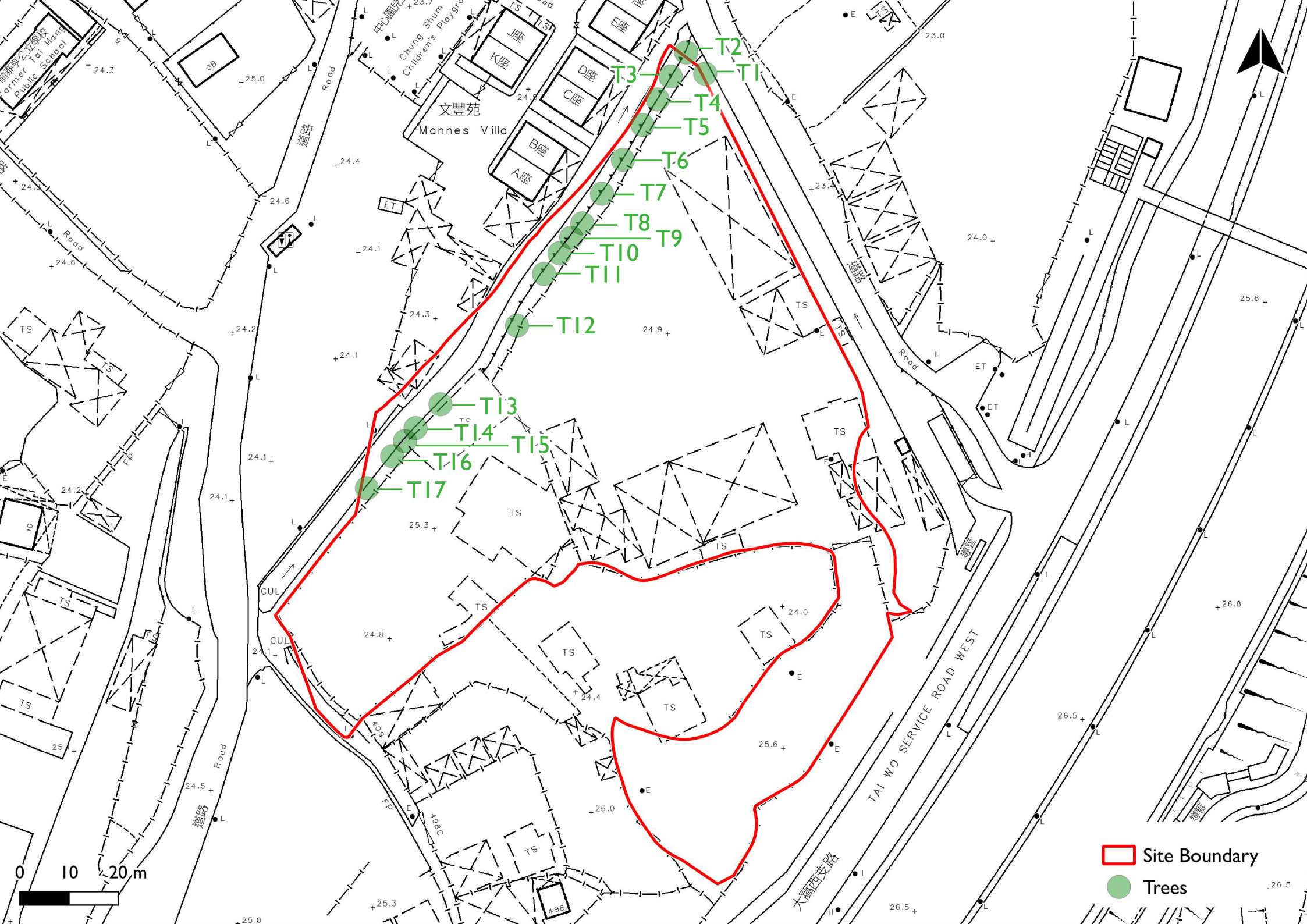
T1
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T11
T12
T13
T14
T15
T16
T17
Site Boundary
Trees
0
10
20 m
Mannes Villa
文豐苑
TAI WO SERVICE ROAD WEST
Road
道路

Appendix 4

Risk Assessment Report on Water Gathering Ground

EnviroSolutions & Consulting Ltd
16/F & 17/F, 700 Nathan Road, Mong Kok, Kowloon Hong Kong
Tel: No. +852 3960 7211 | enquiries@envirosc.com
www.envirosc.com | www.simplyehs.com

S16 Planning Application

Proposed Temporary Public Vehicle Park (for Electric Vehicle Only) with Charging Facilities for a Period of 3 Years at Various Lots in DD7, Kau Lung Hang, Tai Po, NT

Risk Assessment Report on Water Gathering Ground

Prepared for:
Wing Lee (Kong Shum) Transportation Limited

20 August 2025

EnviroSolutions & Consulting Ltd
16/F & 17/F, 700 Nathan Road, Mong Kok, Kowloon Hong Kong
Tel: No. +852 3960 7211 | enquiries@envirosc.com
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Proposed Temporary Public Vehicle Park (for Electric Vehicle Only) with Charging Facilities for a Period of 3 Years at Various Lots in DD7, Kau Lung Hang, Tai Po, NT
Risk Assessment Report on Water Gathering Ground

Prepared for
Wing Lee (Kong Shum) Transportation Limited

For and on behalf of
EnviroSolutions & Consulting

Gerald CHAN
Principal in Charge

ESC Project No.	J25.00148.HK.01
Deliverable No.	D01
Revision No.	1

File Location

https://envirosc.sharepoint.com/teams/newsharepoint/shared documents/new sharepoint/05. jobs/j25.00148.hk.01 - s16 for proposed temporary pvp at kau lung hang/06. deliverables/risk assessment for wgg v1.docx

Rev.	Description	Prepared	Reviewed	Approved	Date
0	Risk Assessment Report on Water Gathering Ground	PL	CL	AW	25/06/2025
1	Risk Assessment Report on Water Gathering Ground	CL	CL	AW	20/08/2025

Distribution ☒ Internal ☒ Confidential ☐ Public

CONTENTS

FIGURES

1 PROJECT BACKGROUND

1.1 Introduction

1.1.1 In response to government policy encouraging the adoption of Electric Vehicles ("EVs") and addressing the shortage of parking spaces in rural areas, a Proposed Temporary Public Vehicle Park ("PVP") for EVs with Charging Facilities ("the Proposed Development") with a period of three (3) years is planned. The Proposed Development is to be located at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories ("the Site").

1.1.2 The Site falls within an area zoned "Agriculture" ("AGR") zone on the Approved Kau Lung Hang Outline Zoning Plan ("OZP") No. S/NE-KLN/11. A planning application under Section 16 of the *Town Planning Ordinance* ("TPO") is required for the Proposed Development.

1.1.3 The Site covers an area of approximately 9,064m^2. It is bounded by drainage channels to the west and east, Mannes Villa to its north and northwest, and Tai Wo Service Road West to the southeast. The site locations and its environs are shown in **Figure 1-1**.

1.1.4 Based on a sketch provided by the Water Services Department ("WSD") via email on 23 April 2025, the Site is located entirely within the Upper Indirect Water Gathering Grounds ("WGG"). The aforementioned sketch is re-provided in **Figure 1-2** for reference.

1.2 Objectives of the Report

1.2.1 With reference to Chapter 10 of the *Hong Kong Planning Standards and Guidelines* ("HKPSG"), WGG are designated areas conserved for use as water catchment. The WSD imposes specific requirements to regulate development and land use within WGG. For proper planning and management within WGG, consultation with the WSD is necessary.

1.2.2 As mentioned in **paragraph 1.1.4**, the Site lies entirely within the Upper Indirect WGG . To evaluate and mitigate potential risks associated with the construction and operation phases of Proposed Development within the WGG, EnviroSolutions & Consulting Limited ("ESC" or "the Consultant") has been appointed by the Applicant to prepare this Risk Assessment Report to support the Section 16 Planning Application.

Figure 1-1 Site Location and its Environs

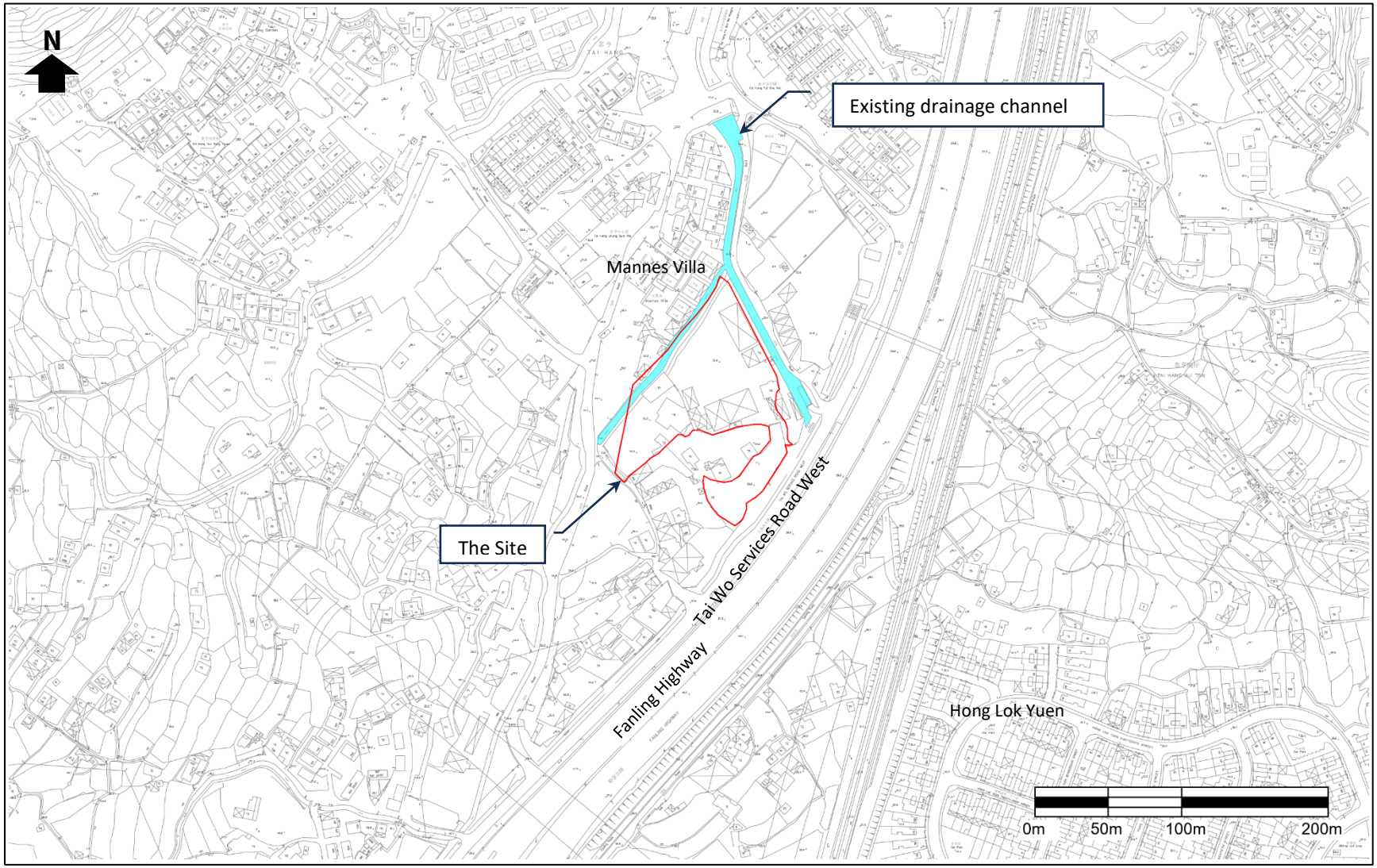
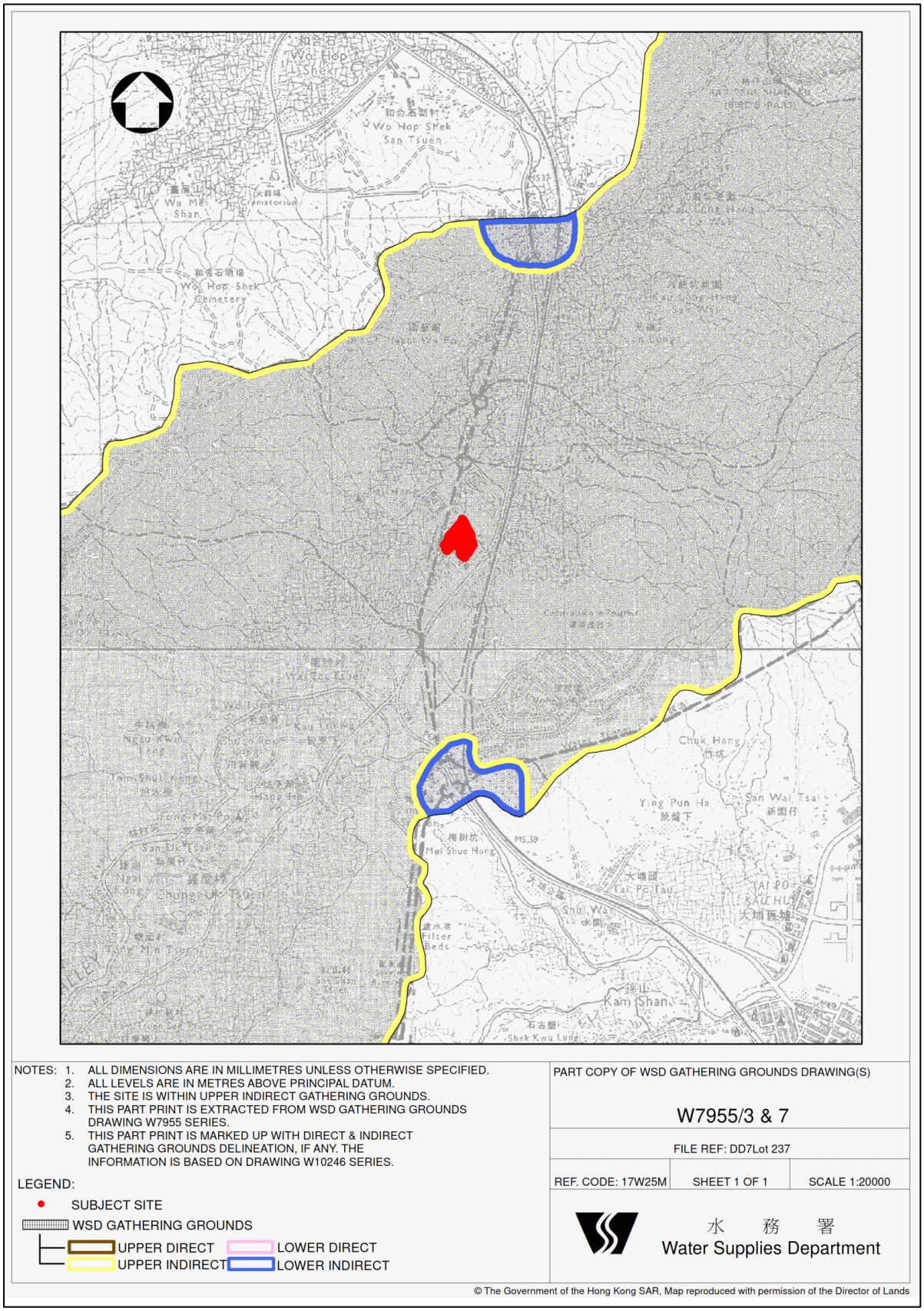


Figure 1-2 Part Plan of WSD Gathering Grounds Drawings



Note: this drawing was provided by WSD via email on 23 April 2025.

2 Site Conditions

2.1 Site Description

2.1.1 The Site is located within a village setting, to the west of Tai Wo Services Road West, where minimal heavy traffic is anticipated. An existing stream course is located in close proximity to the northwest and northeast boundaries of the Site.

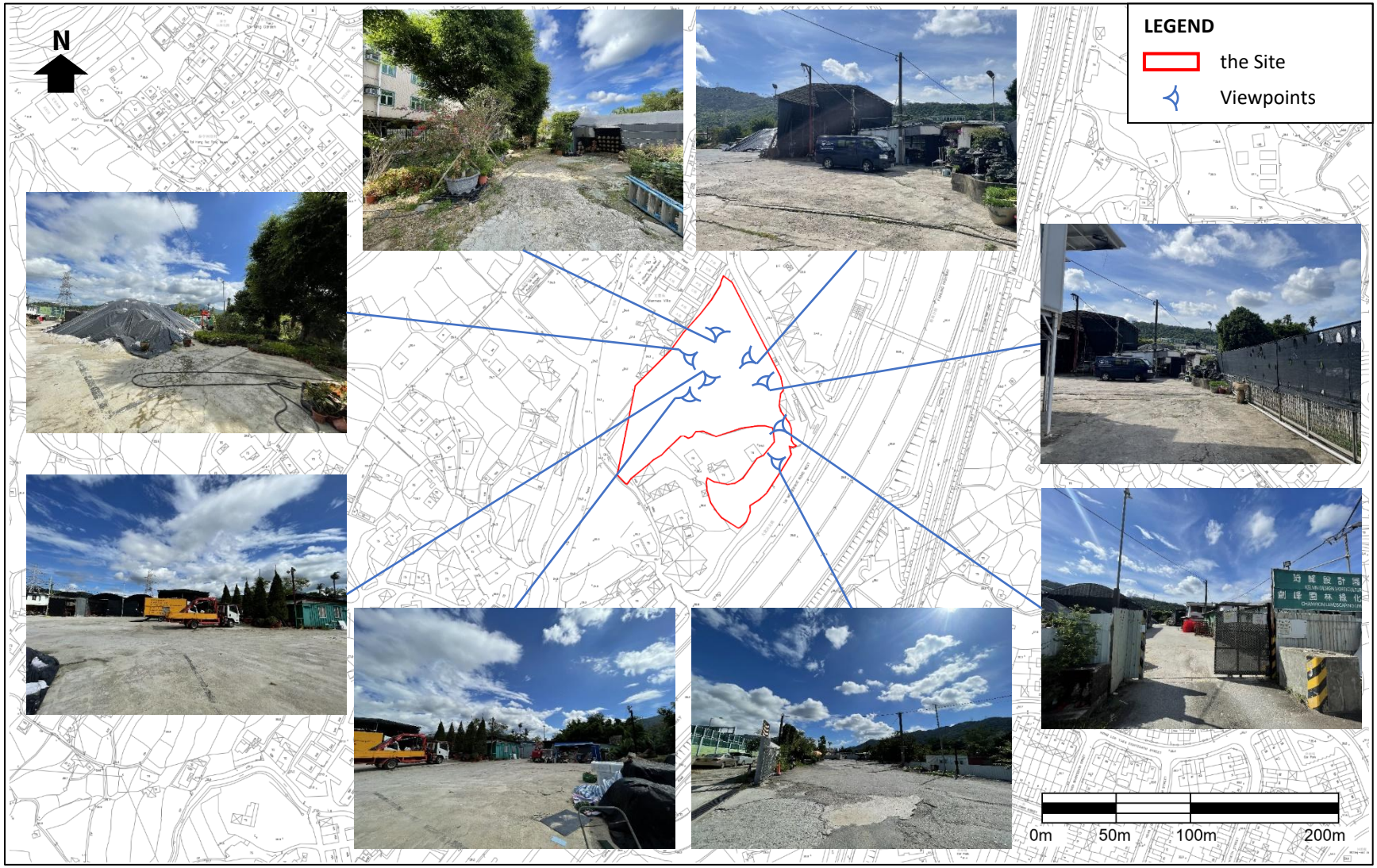
2.1.2 A site visit was conducted on 10 June 2025 to review the site condition. The Site is located on a flat and concrete paved area which is currently occupied by a landscaping company. Some existing vegetation including trees and shrubs were observed along the northwestern boundary. Site photographs have been provided in **Figure 2-1** for reference.

2.2 Stormwater Drainage Conditions

2.2.1 The Site is fully paved with concrete, with some vegetation including trees and shrubs along the northwestern site boundary. As shown on **Figure 1-1**, a portion of the existing drainage channel falls within the northwest lot boundary and no parking spaces will encroach onto the drainage channel. The Proposed Development will not increase the impervious area resulting in any change of the flow pattern and no increase of the surface runoff.

2.2.2 Drainage facilities including peripheral surface drains and catchpits will be provided on-site to ensure no adverse drainage impact is anticipated. The surface stormwater runoffs will be collected by the peripheral drainage system. The applicant will maintain such peripheral drainage system properly and rectify the systems throughout the operation.

Figure 2-1 Site Photographs with Viewpoints



3 Risk Assessment

3.1.1 This section discusses the potential impact arising from the construction and operation phases of the Proposed Development. Suitable mitigation measures and recommendation have been proposed to refrain from contaminating the WGG and Waterworks.

3.2 Construction Phase

Potential Impact

3.2.1 The Site is currently paved with concrete, with some vegetation including trees and shrubs along the northwestern site boundary. No significant excavation works will be anticipated during construction phase. The only construction activities involved in the Proposed Development include erection of associated structures and proposed fence wall along the northwest boundary, and installation of the EV charging facilities, which may involve minor site clearance and excavation works. Muddy runoff generated from the construction activities would be the potential pollution source of water quality.

Proposed Mitigation Measures

3.2.2 To minimise the potential adverse impact on the water quality, the construction contractor shall follow good site practices and ensure proper implementation of the mitigation measures as specified in *ProPECC PN 2/24 for Construction Site Drainage*. Key good practices and mitigation measures are summarized below:

- Surface run-off from construction sites should be directed into storm drains via suitable sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sandbag barriers should be provided on site to guide storm water to these silt removal facilities.
- Construction works should be scheduled so as to minimise soil excavation works during rainy reasons. If soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered by tarpaulin.
- Earthworks final surfaces should be well compacted and the subsequent permanent works or surface protection works should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar impermeable fabric during rainstorms.
- Drainage channels (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system.
- All vehicles and plants should be cleaned before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm water drains.

3.2.3 Besides, in order to minimise the potential risk of affecting the WGG, additional mitigation measures will be implemented during the construction phase as follows:

- During erection of the proposed structures and installation of the electrical and charging facilities, no earth and other construction materials which may cause contamination to WGG are allowed to be stockpiled or stored on site.
- All excavated or filled surfaces will be protected from erosion and siltation to any water courses shall be prevented within WGG.
- All construction spoils will be contained and protected; and effluent containing spoils will be disposed of after desilting.

3.3 Operation Phase

Potential Impact

3.3.1 During operation phase, the major potential source of impacting on water quality will be runoff from raining . Runoff may cause sources of non-point/diffuse source pollution such as dust, tyre, scraps oil, etc. into the drainage channels. Besides, toilet facilities will be provided for the Proposed Development. Discharge of sewage generated from the visitors will be another potential source of impacting on water quality.

Proposed Mitigation Measures

3.3.2 In order to minimise the potential risk arising from the sources identified above, following management mitigation measures will be implemented:

- No discharge of sewage effluent or foul water into adjoining land, storm water drain, channel, stream or river course is allowed. All foul water or sewage effluent will be collected onsite and then disposed of outside the WGG.
- All solid waste and sludge arising from the Proposed Development will be disposed of properly outside the WGG. A signboard of WSD Standard Drawings WSD 7.66B will be erected at noticeable position for alerting public not to pollute WGG and the management team will provide cleaning to the site on an as-needed basis.
- The use and storage of pesticides, herbicides, toxicants, chemical solvents, larvicidal oil, rodenticide, tar and petroleum oil are strictly prohibited within the WGG.
- No chemicals including fertilisers and detergents will be used/stored without the prior approval from the Water Authority.
- Oil leakage and spillage are not allowed within the WGG at all times. As a contingency measure, oil and grease decontamination kit such as absorbent pads will be made available to decontaminate any possible oil leakage or spillage.
- Oil tanker will not be allowed to park inside the Proposed Development to avoid oil leakage or spillage in the WGG. A notice will be posted at the entrance of the Site to prohibit oil tanker to enter the Site.
- The vehicle park, associated facilities and related activities will be located away from any watercourses as far as possible. The toilet facilities will be placed no less than 30m from the nearest watercourse.
- The generated sewage will be either discharged to the public sewerage system underneath Tai Wo Service Road West, or collected with sewage holding tank for off-site disposal. If the offsite disposal is adopted, the sewage holding tanks will be designed to be leak-proof. Signage for alerting not to pollute WGG should be displayed.

- Fencing will be erected on the sides facing the nearest stream course to trap all wind-blown litters within the Site.
- Site surface should be impermeable to oil and grease as far as practicable. Any soil contaminated with fuel leakage will be immediately removed off site and the voids arising from removal of contaminated soil will be replaced by suitable material to the satisfaction of the Water Authority.
- The Site will be surrounded by kerbs and drains. Drainage traps such as grease traps and petrol interceptors will be installed at each of the drainage outlets and will be under proper maintenance. All such drainage traps will have sufficient capacity to ensure the proper interception and collection of fuel and lubricants in surface run-off for off-site disposal. Proper maintenance and disposal records should be maintained.
- Other than the vehicle parking, any other activities such as on-site vehicle inspection, maintenance, repairing and washing activities will not be allowed in the Proposed Development.
- Operation and maintenance of the vehicle park, associated structures (including switch room, transformer room, control room, tuck shop and toilets) and the charging facilities will not cause any contamination or any leaching of contaminants to the WGG.
- The *"Conditions of Working within Gathering Grounds"* will be complied with.

3.4 Waterworks Risk Management

3.4.1 As the Site is located within the WSD tunnel reserve of Plover Cove Tau Pass Culvert, the following additional conditions should be imposed and followed:

- No blasting, drilling or piling at the Site shall be permitted.
- No well shall be sunk at the Site.
- In prior to carrying out any excavation works, the Purchaser/Grantee shall submit his proposals for such excavation works in writing to the Water Authority for approval in all respects, and shall not carry out any work whatsoever until the Water Authority has given written approval to such excavation work, and shall comply with any requirement of the Water Authority in respect of the said excavation works.
- In the event that as a result or arising out of any development of the Site or any part thereof any subsidence of the ground occurs at any time, the Purchaser/Grantee shall indemnify the Government against all actions, claims and demands arising out of any damage or nuisance to private property caused by such subsidence.

3.4.2 Besides, as part of the Site also encroaches upon the 30m Waterworks Reserve ("WWR") for Tai Po Tau & Tau Pass, the following conditions shall also be imposed:

- No structure shall be erected over this WWR and such area shall not be used for storage purposes except with the prior written consent of the Water Authority.
- No tree planting shall be permitted within the WWR except with the prior written consent of the Waterworks Authority.
- For the protection of the existing Government water mains, no blasting or pile driving works shall be carried out within the WWR except with the prior written consent of the Water Authority.

- The grantee/applicant shall indemnify and keep indemnified the Government from and against all liability, damages, expenses, claims, costs, demands, charges, actions and proceedings of whatsoever nature the grantee/applicant, his servants, workmen and contractors in connection with any damage to the existing Government water mains.
- The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains. All other services across, through or under the WWR are required to seek authorization from the Water Authority.
- Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the site.

3.4.3 Besides, as advised by WSD, existing water mains were observed inside the Site and will be affected by the Proposed Development. The applicant will either divert or protect the water mains found on site, where appropriate.

3.4.4 If diversion is required, the existing water mains would be diverted outside the site boundary of the Proposed Development and to lie in Government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before commencement of the works.

3.4.5 If diversion is not required, the following conditions shall be met:

- Existing water mains are affected as indicated on the site plan and no development which requires resiting of water mains will be allowed.
- Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works.
- No structures shall be built or materials stored within 1.5m from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.
- No trees or shrubs with penetrating roots may be planted within the WWR or in the vicinity of the water main(s) shown on the plan. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe.
- No planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet.
- Tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.

4 Conclusion

4.1.1 A risk assessment has been conducted to evaluate potential risk arising from the Proposed Development. To minimize the potential risk to the WGG, appropriate mitigation measures will be implemented to ensure that the Proposed Development will not cause any contamination and leaching of contaminants to the WGG.

4.1.2 The assessment concludes that there is no material increase in pollution effect resulting from the Proposed Development. Therefore, no adverse impact on the WGG is anticipated.

EnviroSolutions & Consulting

Singapore | Indonesia | Malaysia | Hong Kong | Vietnam | India

Accountability

We understand the importance of being accountable to each other and our clients.

Passion

We are completely passionate about providing practical solutions and outcomes that deliver for our clients.

Insight

We work in an environment that encourages and values insight as a critical quality which informs our decisions and our clients and supports practical solutions and project delivery.

Integrity

We behave with respect and honesty toward each other, our clients and our stakeholders.

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Kowloon
Hong Kong

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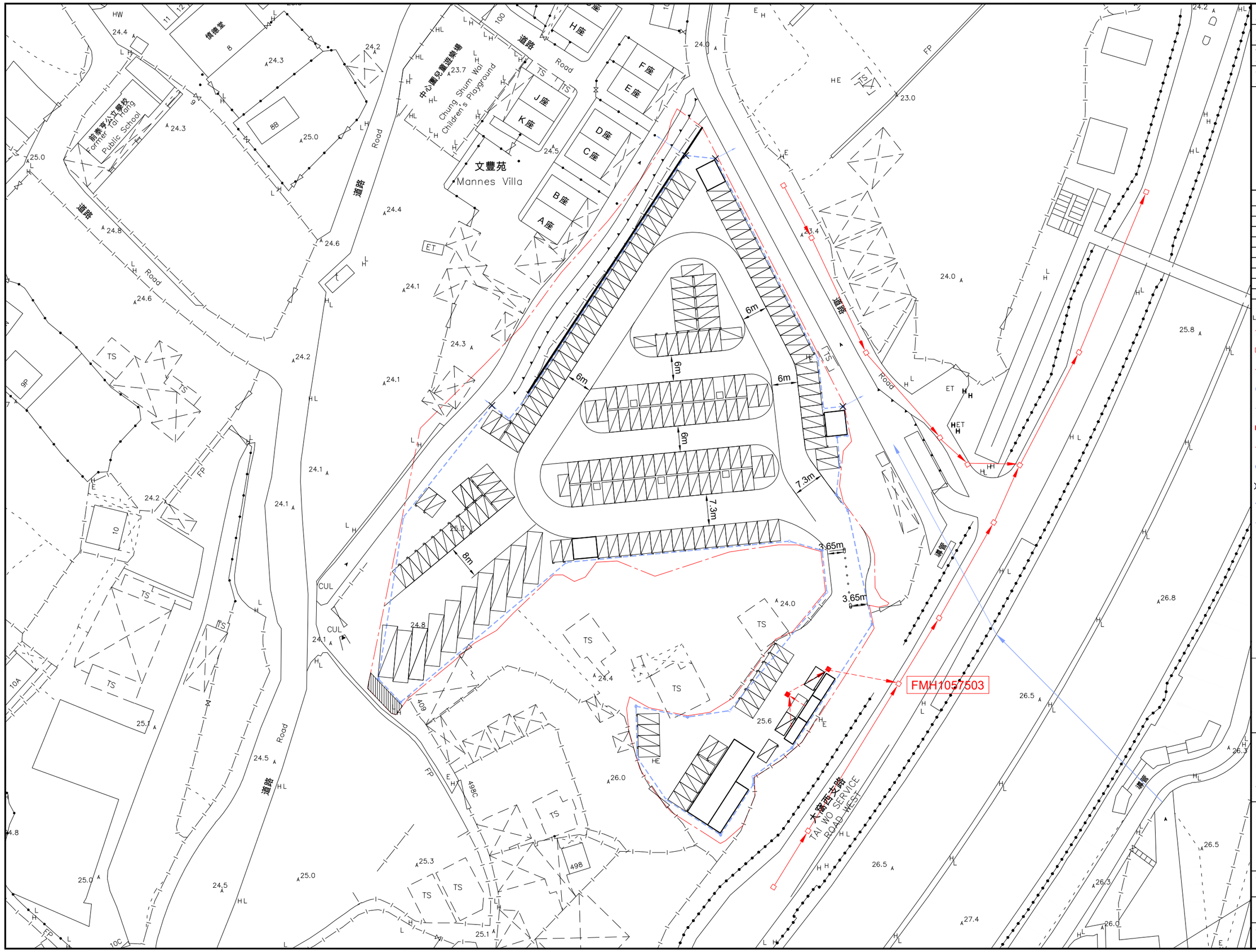
Website: www.envirosc.com | www.simplyehs.com

Appendix 5

Drainage Proposal and Photos of Existing Drainage Channels



B.D. REFERENCE 屋宇署檔案	
-	
F.S.D. REFERENCE 消防處檔案	
-	
W.W.O. REFERENCE 水務署檔案	
-	
CAD FILE NAME 檔案圖號	
202500913 - MLP.DWG	
NOTE : 注釋	

DATE 日期	NO. 修定號	REVISIONS 修定內容	BY 經手人

LEGEND:

- APPLICATION SITE
- EXISTING FOUL WATER MANHOLE
- EXISTING FOUL WATER PIPE
- EXISTING STORM WATER MANHOLE
- EXISTING STORM WATER PIPE
- PROPOSED FOUL WATER MANHOLE
- EXISTING FOUL WATER PIPE (UNDERGROUND)
- PROPOSED STORM WATER MANHOLE
- PROPOSED SAND TRAP
- PROPOSED U-CHANNEL
- PROPOSED STORM WATER DISCHARGE (DIRECT TO EXISTING CULVERT THROUGH PROPOSED SAND TRAP)

LT DEVELOPMENT CONSULTANTS LTD.
良視顧展顧問有限公司
ARCHITECTS
PROJECT MANAGERS
INTERIOR DESIGNERS
UNIT C, 15/F THOMSON COMMERCIAL BUILDING, 8 THOMSON ROAD, WAN CHAI, HONG KONG
TEL (852) 28800396 FAX (852) 23647321

PROJECT 項目名稱

PROPOSED TEMPORARY OPEN VEHICLE PARK & PUBLIC UTILITY INSTALLATION (SOLAR ENERGY SYSTEM) AT VARIOUS LOTS IN DD7 LOT 237

DRAWING TITLE 標題

PRELIMINARY DRAINAGE PROPOSAL (FOR INDICATIVE PURPOSE ONLY)

SCALE 比例	DATE 日期
1:800	08 / 05/ 2024
DRAWN BY 繪作人	CHECKED BY 檢查
QC	FL
JOB NO. 工程項目	DRAWING NO. 圖號
24-025	D-1

Figure 1: Existing Drainage Facilities from the view towards north

Figure 2: Existing Drainage Facilities from the view towards south

APPENDIX 6

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

Our Ref: S3145/DD7THPVP/25/002Lg

19 September 2025

By Email and Hand

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories - S16 Planning Application -

Reference is made to the captioned S16 Planning Application which was submitted to the Town Planning Board on 17 September 2025.

We would like to clarify that the total area of land filling is approximately 9,064 sq.m and the depth is about 0.2m. Furthermore, concrete will be used as the material for filling of land in the Site. Please find enclosed a plan showing the extent of the filling of land for your consideration. Updated pages of Form No. S. 16-III and the Authorisation Letter are attached for onward replacement.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8452 or Mr Faith Lai at 3563 7280.

Thank you for your kind attention.

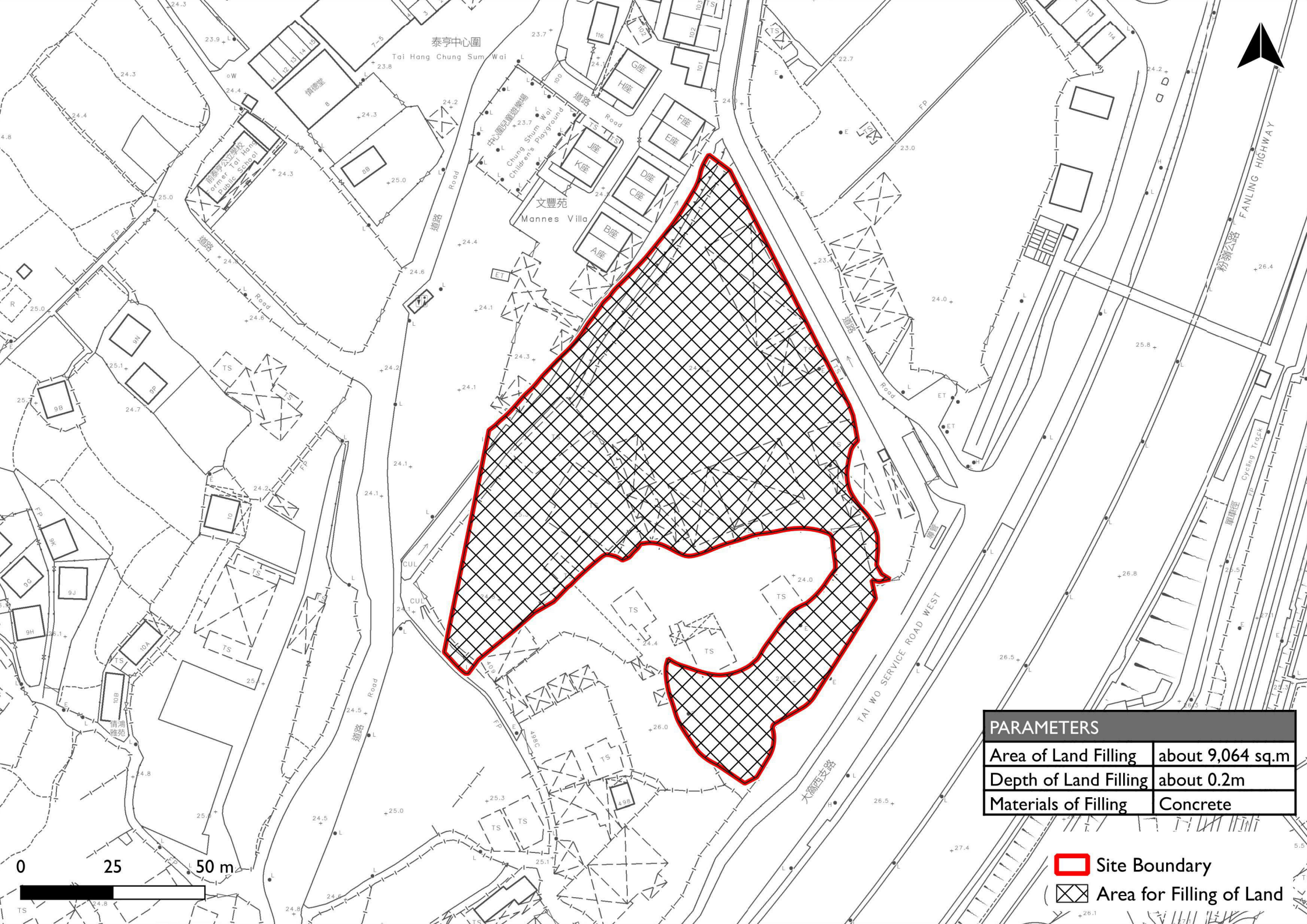
Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Plan on Filling of Land, Updated Pages of Form No. S.16-III and Authorisation Letter

cc. Applicant and Team

KT/KW/FL/vy


泰亨中心圍
Tai Hang Chung Sum Wai
文豐苑
Mannes Villa
中心圍兒童遊樂場
Chung Shum Wai Children's Playground
前泰亨公立學校
Former Tai Hang Public School
Road
道路
FANLING HIGHWAY
粉嶺公路
TAI WO SERVICE ROAD WEST
大窩西支路
Cycling Track
PARAMETERS
Area of Land Filling | about 9,064 sq.m
Depth of Land Filling | about 0.2m
Materials of Filling | Concrete
Site Boundary
Area for Filling of Land
0
25
50 m

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
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傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

Our Ref: S3145/DD7THPVP/25/003Lg

10 October 2025

By Email

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659) - Further Information No. 1 -

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") on 7 November 2025 and the comments from Shatin, Tai Po and North District Planning Office ("DPO") received on 30 September 2025.

Please find enclosed a table containing our responses together with the replacement pages of the Supporting Planning Statement for your kind consideration.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [redacted] or Mr Faith Lai at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

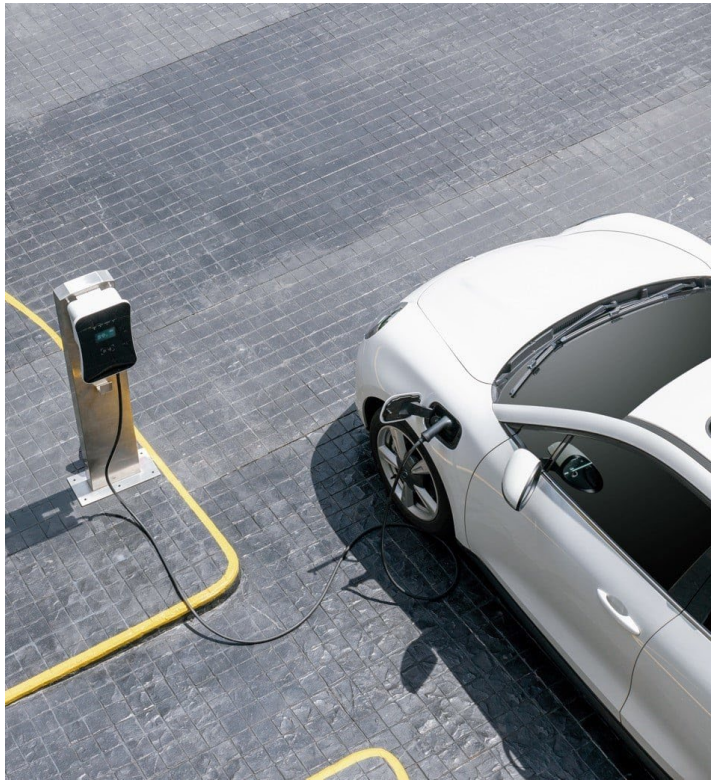
Encl. Responses-to-Comments Table and Replacement Pages of Supporting Planning Statement

cc. STNDPO
Applicant and Team

KT/KW/FL/vy

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659)

Comments	Responses
Comments from Sha Tin, Tai Po & North District Planning Office (received on 30 September 2025) (Contact Person: Ms. CHAN Pui Shan, Theodora; Tel.: 2158 6235)	
Comments/Observation 2. I should be grateful if you would clarify or provide the followings:	
(i) the number of charging facilities. It seems the number as stated in Table 3.1 of the supporting planning statement (SPS) is not tally with that in Master Layout Plan and other drawings;	Please note that 5 nos. of Type 1 EV chargers and 139 nos. of Type 2 EV chargers are proposed within the Site. Type 1 EV chargers will serve up to 14 cars at the same time, while Type 2 EV chargers will serve one car only. Paragraph 3.1.2 and Table 3.1 of the Planning Statement have been updated accordingly.
(ii) sample drawing(s) of charger type 1 and 2, if available;	Noted. Please refer to Figures 1 and 2 below for the sample photos of the Type 1 and 2 EV chargers.  **Figure 1 Type 1 EV chargers**

Comments	Responses
	 **Figure 2 Type 2 EV chargers**
(iii) the proposed output power of the charging facilities;	Please note that the output power of Type 1 charger is 500kW which is equivalent to a high-speed charger. The output power of Type 2 charger is about 7 – 20kW, which is equivalent to a medium-speed charger.
(iv) the height of each proposed structure on the site; and	Please note that the height of proposed transformer is about 4.5m and the height of other structures within the Site is about 3m. Table 3.1 of the Planning Statement has been updated accordingly.

Comments	Responses
(v) whether the land filling plan refers to the existing site condition or proposed land filling.	Please note that the land filling plan reflects the existing site condition.

Compiled by: KTA
Date: 10 October 2025

3. PROPOSED SCHEME

3.1 The Indicative Carpark Layout

3.1.1 The Proposal involves the provision of the public vehicle park ("PVP") for electric vehicles ("EV") with charging facilities for a period of 3 years. It includes 201 nos. of parking spaces for EVs and 10 nos. of parking spaces for coaches/Heavy Goods Vehicle. The Proposal also comprises 8 nos. of structures with the building height of not more than 1 storey and a Gross Floor Area ("GFA") of about 277m^2. The maximum building height for the proposed structures are about 3m to 4.5m. These structures include switch rooms, entrance control room, transformer and toilets. The layout of the proposed temporary public vehicle park with charging facilities at the Site is annexed at **Appendix 1** of this Supporting Planning Statement. **Table 3.1** below summarizes the key development parameter for the Site.

Table 3.1 Summary of Development Proposal

Key Parameters	
Site Area	About 9,064m^2
Total Gross Floor Area (GFA)	About 277m^2
No. of Structure	8
Maximum Height of the Structure	About 3 - 4.5m
Plot Ratio	About 0.031
Site Coverage	About 3.1%
Summary of Development Proposal	
Provision of Car Parking Spaces	
Car Parking Spaces for Private Vehicle	201
Car Parking Spaces for Coaches/Heavy Goods Vehicle	10
Structure in the Site	
Entrance Control Room (Height of 3m)	About 14.2m^2
Toilet 1 (Height of 3m)	About 14.2m^2
Toilet 2 (Height of 3m)	About 14.2m^2
Charging Facilities	
Total no. of Charging Facilities	139 nos.
Type 1 EV chargers	5 nos.
Type 2 EV chargers	134 nos.
Proposed Structure for Utilities	
Transformer (Height of 4.5m)	About 113m^2
Main Switch Room (Height of 3m)	About 42.5m^2
Switch Room 1 (Height of 3m)	About 26.3m^2
Switch Room 2 (Height of 3m)	About 26.3m^2
Switch Room 3 (Height of 3m)	About 26.3m^2

3.1.2 Two types of EV chargers (i.e. Type 1 and Type 2) will be installed in the Site. Type 1 EV chargers with the output power of 500kW will serve up to 14 cars at a time. Type 2 EV chargers with the output power of 7 - 20kW will serve one car only.

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Our Ref: S3145/DD7THPVP/25/005Lg

10 November 2025

By Email

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659) -Further Information No. 2-

Reference is made to the captioned S16 Planning Application which was deferred by the Town Planning Board ("TPB") at its meeting on 7 November 2025 and the departmental comments forwarded from Shatin, Tai Po and North District Planning Office ("DPO") between the period of 14 and 21 October 2025.

To address the comments received, further information ("FI") has been prepared. This FI submission consists of:

Responses-to-Comments Table
Annex 1 – Updated Figure 3.1 Traffic Impact Assessment
Annex 2 – Updated Schematic Site Layout
Annex 3 – Replacement Pages of Supporting Planning Statement
Annex 4 – Updated Risk Assessment Report on Water Gathering Ground
Annex 5 – Updated Drainage and Sewerage Proposals

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at 3426 8452 or Mr Faith Lai at 3563 7280. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Responses-to-Comments table with Annexes A to E

cc. STNDPO – Ms Theodora Chan (by Email)
Applicant and Team

KT/KW/FL/vy

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659)

Comments	Responses
Comments from District Lands Office, Lands Department (received on 10 October 2025) (Contact Person: Ms. Y L LAM, Irene; Tel.: 2654 1215)	
(i) There are unauthorized structures erected on private land concerned without LandsD's prior approval. Warning Letters against Lot Nos. 237 S. H, 237 S. J RP, 237 S. K RP, 237 S. L RP and 237 S. M all in D.D. 7 were registered in Land Registry. The lot owner should immediately rectify the lease breaches and this office reserves the rights to take necessary lease enforcement action against the breaches without further notice. The applicant should clarify if they are going to remove unauthorized structures erected in connection with the proposed car parking use.	Please note that on-site structures will be removed to allow the construction and operation of proposed temporary public vehicle park.
(ii) A piece of Government land in the western side of Lot Nos. 237 S. E RP and 237 S. F RP both in D.D. 7 has been illegally occupied without any permission and is not included in the application. Please clarify the extent of the application site with the applicant. Any occupation of Government land without Government's prior approval is not allowed. The applicant should demolish the hoarding / gate erected on Government land immediately. The office reserves the rights to take appropriate land control action against illegal occupation of Government land without further notice.	Noted.
(iii) There is no guarantee to the grant of a right of way to the Site or approval of the EVA thereto.	Noted.
Part B: Advisory Comments for the Applicant (iv) The lot owner should rectify the breach of lease condition of all concerned private lots by removing all the unauthorized structures thereon and remove the hoarding / gate erected on Government	Noted.

Comments		Responses
	land concerned.	
(v)	If the planning application is approved, the lot owners shall apply to this office for a Short Term Waier (STW) to permit the structures erected or to be erected (including EV charging facilities to be erected on ground) within the said private lots. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered.	Noted.
(vi)	The applicant will likely make use of the adjoining unleased / unallocated Government land as vehicles access to and from the application site. The maintenance and management responsibility of the said Government land and any other Government land leading to the application site should be sorted out with the relevant Government departments, prior to the use of access purpose.	Noted.
Comments from Transport Department (received on 14 October 2025) (Contact Person: Ms. Yanny LI; Tel.: 2399 6936)		
1.	According to TPDM Vol 1 Cl. 4.3.7, "when a development has the frontage of two roads, the opportunity should be used to select the one which would have less adverse effect on the local traffic." The applicant shall consider relocating the main access to the local village road near the western side of the site, and reduce the traffic impact of Tai Wo Service Road West (a major local road managed by TD) due to the operation of the PVP. Strong justifications should be provided as to why the access must be located at Tai Wo Service Road West, and assessment should be provided to justify the queue waiting at the entrance would not extend to Tai Wo Service Road West.	It should be noted that to address comments from Environmental Protection Department, the layout of Proposed Temporary Public Vehicle Park is amended and now provides 205 car parking spaces and 6 "Shared-use" HGV and coach parking space as shown in revised Figure 3.1 (Rev.C) **(Annex 1 refers)**. The justifications on the provision of vehicular access at Tai Wo Service Road West are presented below: 1. The vehicular access of the Proposed Temporary Public Vehicle Park **remains the same** as the existing, which now serves a plant nursery with some temporary shelters and ancillary storage area, and is some 600m north of its junction with Hong Lok Yuen Road. 2. The estimated traffic generation of the Proposed Temporary Public Vehicle Park is **3 pcu less in the AM peak hour and 4 pcu less in the PM peak hour, compared to the existing use**. Hence, there is no net increase in traffic to Tai Wo Service Road with the run-in/out provided at

Comments	Responses
	its existing location at Tai Wo Service Road. 3. The entrance gate of the Proposed Temporary Public Vehicle Park will be equipped with license plate recognition and Octopus payment systems etc., to reduce the handling time of vehicle entering and leaving the Proposed Temporary Public Vehicle Park. In addition, queuing space for 5 vehicles are provided, which is **1.5 times more** than the TPDM Vol 7 Cl. 7.5.2.4 recommendation, *"Storage space should be provided outside entry barriers, not only for cars waiting for vacancies to arise in a full car park, but also for cars arriving at random. The amount of space required should be evaluated based on factors such as arrival pattern, turnover rate and entry control system. As a rough guideline, a reservoir of at least 2 spaces per entry lane should be provided with a ticket dispenser entry system …"* 4. The Government land between the Proposed Temporary Public Vehicle Park and the local village road at the western-side, is occupied by an open storage, and is excluded from the site area of the Proposed Temporary Public Vehicle Park. Hence, vehicular access from the Proposed Temporary Public Vehicle Park and the local village road **could not be provided**. 5. If vehicular access is provided from the local village road at the western-side of the Proposed Temporary Public Vehicle Park, additional traffic is generated and attracted to the local village road. 6. Figure 3.1 (Rev.C) shows that a Waterworks Reserve ("WWR") abuts the western-side to the Proposed Temporary Public Vehicle Park. As commented by Lands Department (see comment (ii) from Lands Department *"A piece of Government land in the western side of Lot Nos. 237 S. E RP and 237 S. F RP both in D.D. 7 has been illegally occupied without any permission and is not included in the application. Please clarify the extent of the application site with the applicant. Any occupation of Government land without Government's prior approval is not allowed. The applicant should demolish the hoarding / gate erected on Government land immediately…".* In line with the above, vehicular access to the Proposed Temporary Public Vehicle Park is not provided via Government Land from the local village road at the western-side of the Proposed Temporary Public Vehicle Park.

Comments	Responses
Comments from District Planning Officer, Planning Department (received on 17 October 2025) (Contact Person: Ms. Theodora CHAN; Tel.: 2158 6235)	
I should be grateful if you would further clarify or provide the followings: 1. the dimensions of the 8 structures in length (L), width (W) and height (H);	Please refer to the updated MLP (**Annex 2** refers) on the dimensions (i.e. length, width and height) of the proposed 8 nos. of structures.
2. the annotation for each structure, in particular the 3 switch rooms, the transformer and the main switch room, in the master layout plan; and	Please note that the annotations for the structures have been supplemented in the updated MLP (**Annex 2** refers).
3. indications of the trees to be retained in the master layout plan.	The indication of trees has been supplemented in the updated MLP accordingly (**Annex 2** refers).
Comments from Environmental and Ecology Bureau (received on 17 October 2025) (Contact Person: Mr. Vincent FONG; Tel.: 2594 6507)	
1. To echo with the latest version of the Ch.8 of HKPSG about EV charging facilities and to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e. EV chargers with output power of not less than 7kW (i.e. medium chargers) should be installed in all parking spaces for PCs, light goods vehicles and motorcycles of the subject site. Please advise whether each of the parking spaces for PCs, light goods vehicles and motorcycles of the subject site could be provided with at least 7kW EV charging simultaneously (i.e. when all parking spaces are occupied and are re-charging at the same time, each of the parking spaces for PCs, light goods vehicles and motorcycles could still be provided with at least 7kW EV charging.)	Please note that the total number of EV charging facilities proposed within the Site has been updated to 144 nos., which includes 5 nos. of Type 1 EV chargers and 139 nos. of Type 2 EV chargers. The rated output power of Type 1 charger is 500kW which is equivalent to a high-speed charger. The rated output power of Type 2 charger is about 7 – 20kW, which is equivalent to a medium-speed charger.
2. It is noted from P.14 of 92 of the Planning Statement that there will be 201 charging facilities at the subject site. Please advise the rated output power of these 201 charging facilities.	Please note that the total number of EV charging facilities proposed within the Site has been updated to 144 nos., which includes 5 nos. of Type 1 EV chargers and 139 nos. of Type 2 EV chargers. The rated output power of Type 1 charger is 500kW which is equivalent to a high-speed charger. The rated output power of Type 2 charger is about 7 – 20kW, which is equivalent to a medium-speed charger.

Comments		Responses
3.	Please advise the details of charger type 1 and charger type2 (e.g. the respective number of chargers, output powers, etc.) as indicated in the Master Layout Plan on P.23 out of 92 of the Planning Statement.	Please refer to our responses above.
4.	In particular, please further clarify/revised table 3.1 of the supporting planning statement regarding whether the total no. of type 2 chargers is 134 or 139 and the total no. of all chargers is 139 or 144.	Noted. Table 3.1 of the SPS has been updated (**Annex 3** refers)
5.	The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3 000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the operations of electric taxis and achieve the aforesaid target. In this connection, we recommend that the applicant consider installing some fast chargers with a rated output power of 100kW or higher at the subject site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis and electric light goods vehicles.	Noted. Please note that 5 nos. of Type 1 EV chargers with a rated output power of 500kW will be provided at the Site.
6.	For the coach/HGV parking spaces, please note the following: To cater for charging of EVs, all parking spaces, including those for private cars, motorcycles, goods vehicles, light buses and coaches, of new developments are encouraged to be EV charging-enabling with reservation of adequate space for installation of EV chargers and associated fixed electrical installations. The detailed technical requirements are specified in the "Technical Guidelines for EV Charging enabling for Car Parks of New Building Developments", in particular Appendix 1, which stipulates the required output power of EV charger for light buses, coaches, medium and heavy goods vehicles, among other vehicle classes, issued by the Environment and Ecology Bureau*. *Technical Guidelines for EV Charging-enabling for Car Parks of New Building Developments: https://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/air/prob_solutions/files/guidelines_on_enabling_eng.pdf	Noted.
Comments from Environmental Protection Department (received on 17 October 2025) (Contact Person: Ms. Winnie TANG; Tel.: 2835 1096)		
1.	Having reviewed the submission, we consider that the information	Noted. Please refer to our responses below.

Comments		Responses
	is insufficient to demonstrate whether the operation of the proposed temporary public vehicle park would/ would not result in adverse environmental impacts. We are **unable to lend support to the application at this stage** until the applicant submits further information for our consideration to demonstrate the environmental acceptability of the proposed development. Please find our comments on the application for your consideration:	
2.	Compared with the pre-submission previously circulated to EPD on 14 February 2025, we note that the site area, number of structures, layout and number of parking spaces have been updated. In particular, coaches/ heavy goods vehicle (HGV) parking spaces have been increased from 4 to 10 and the parking location has moved further closer to the residential development located at the Northwest of the site. The applicant has proposed to erect a 2.5m high solid fence wall along the Northwest portion of the site boundary to serve as a noise barrier for adjacent residential development. However, in view of the latest coaches/ HGV parking location, the solid fence wall may not serve as an effective noise barrier to minimize nuisance to nearby sensitive receivers. The applicant shall further review the proposed noise mitigation measures and the layout/ location of the coaches/ HGV parking spaces.	Please note that the number of coaches/heavy goods vehicle parking spaces have been reduced from 10 nos. to 6 nos. and relocated to area closer to Tai Wo Service Road West. In view of the considerable distance (about 110m) of the coaches/heavy goods vehicle parking spaces from the adjacent residential development, the proposed 2.5m high solid fence wall will serve as an effective noise barrier to minimize nuisance to the nearby sensitive receivers.
3.	The applicant proposes to connect the proposed development to public sewers along Tai Wo Service Road West, or collect the sewerage with sewerage holding tank for offsite disposal. According to our record, public sewage connection is available in the vicinity of the application site. The applicant shall confirm the measures for sewage treatment and disposal and submit a detailed sewage disposal plan for our comment, if he/she wishes to connect the proposed development to public sewers. The applicant should also observe that written consent(s) obtained from the adjacent lot owner(s) and/ or LandsD for laying and maintaining sewers, if any, may be required.	Noted. The proposed development will be connected to the public sewers along Tai Wo Service Road West. Detailed sewage disposal plan will be submitted to EPD for comments prior to the commencement of operation. Consent from adjacent lot owner(s) or LandsD, if any, will be obtain prior to the laying and/or maintaining sewers.
Comments from Water Supplies Department (received on 21 October 2025) (Contact Person: Ms. Kathy WONG; Tel.: 2152 5752)		
Major Comments on the Application / Main Reasons of Objection: 1. The application site is located within upper indirect water gathering		Please note that the proposed temporary vehicle park will be used for Electric Vehicle only and no large-scale construction works will be

Comments	Responses
grounds (WGG). The proposed development will pose a high risk of pollution to WGG due to large-scale construction works, contamination caused by surface runoff, sewage discharge as well as intentional and unintentional human activities including but not limited to general refuse, public transports and vehicle parking. There is insufficient information to prove and demonstrate to the satisfaction of the WSD that the proposed development would cause no material increase in pollution effect within WGG. With a view to safeguarding the water quality in WGG, the specific concerns are:00	conducted at the Site. Hence, no adverse impact on the water gathering ground will be anticipated.
(a) There are potential pollution, erosion, siltation risks and surface runoff caused by the construction and operation phase including stockpiling of earth, concrete and other construction materials as well as storage of wastes on the site. The water quality mitigation measures proposed in the Supporting Planning Statement cannot totally remove the risks of polluting the WGG due to the factors including but not limited to mismanagement, accidental leakage, and extreme weather conditions.	Please refer to the S3.2 and S3.3 of the updated Risk Assessment Report on Water Gathering Ground (**Annex 4** refers) for the discussion on the water quality mitigation measures.
(b) The proposed site has a close proximity to the watercourse (about 12 metres) and there are risks of contamination to WGG due to operation, maintenance and possible leaching of contaminants from vehicle park including but not limited to the electric vehicle charging facilities and its associated activities.	Noted.
(c) The Applicant shall note that unless for exceptional circumstances, the discharge of treated effluent within gathering grounds would not be allowed during the construction and operation phase of the proposed development.	Noted.
(d) It is note that the Applicant provides toilet facilities in the proposed site. However, details on the drainage plan of the toilet facilities have not been mentioned in the proposed development. Besides, the applicant shall be reminded that use of septic tank and soakaway pit system is not accepted in WGG.	The Applicant confirmed that septic tank and soakaway pit system will not be adopted in the Proposed Development. The waste water from toilet facilities will be connected to the existing foul water manhole directly (**Annex 5** refers). Details of drainage and sewerage proposal will be submitted to Buildings Department for approval.
(e) It is noted that the Applicant undertakes to install drainage traps. The Applicant should indicate the location of drainage traps such as grease traps and petrol interceptors in the drainage proposal.	The proposed development will be used for Electric Vehicle ONLY. As such, grease traps and petrol interceptors may not be required. Details of drainage proposal will be submitted to Buildings Department for approval.
(f) The “Conditions of Working within Water Gathering Grounds” shall be complied with.	Noted.

Comments	Responses
2. As the Site is located within the WSD tunnel reserve of Plover cover Tau Pass Culvert, the following additional conditions should be imposed:	Noted.
(a) No blasting, drilling or oiling on the lot shall be permitted.	Noted.
(b) No well shall be sunk on the lot.	Noted.
(c) The Purchaser/Grantee shall before carrying out any excavation work submit his proposals for such excavation work in writing to the Water Authority for approval in all respects, and shall not carry out any work whatsoever until the Water Authority has given written approval to such excavation work, and shall comply with any requirement of the Water Authority in respect of the said excavation work.	Noted.
(d) In the event that as a result or arising out of any development of the lot or any part thereof any subsidence of the ground occurs at any time, the Purchaser / Grantee shall indemnify the Government against all actions, claims and demands arising out of any damage or nuisance to private property caused by such subsidence.	Noted.

Compiled by: KTA
Date: 10 November 2025

Annex 1

Updated Figure 3.1 of Traffic Impact Assessment

Unnamed road to local village

Maintenance Area for WSD

Amenity Facilities

TAI WO SERVICE ROAD WEST

FANLING HIGHWAY

大窩西支路

粉嶺公路

E&M

6m

5.5m

7.3m

3.65m

7.7m

LEGEND :

Waterworks Reserve

Car Parking Space
@5.0m(L) X 2.5m(W)

"Shared-use"
HGV and Coach Parking Space
@12.0m(L) X 3.5m(W)

Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A3
J7353	3.1			1 : 800
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	C	05 NOV 2025

Figure Title

LAYOUT PLAN OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
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T:\JOB\J7350-J7399\J7353\2025 11\Fig 3.1 SP RevC.dwg

Annex 2

Updated Schematic Site Layout

NEW 2.5m
SOILD FENCE WALL

EXISTING TREE
TO BE RETAINED

CHARGER TYPE 2

CHARGER TYPE 1

SWITCH ROOM
(4.75m(L) x 5.60m(W) x 3.00m(H)

MAINTANENCE
SPACE FOR WSD

SWITCH ROOM
(5.60m(L) x 4.75m(W) x 3.00m(H)

SWITCH ROOM
(4.75m(L) x 5.60m(W) x 3.00m(H)

BOLLARD

DROP GATE

MAIN ENTRANCE

ENTRANCE
CONTROL ROOM
(6.00m(L) x 2.40m(W) x 3.00m(H)

TOILET
(6.00m(L) x 2.40m(W) x 3.00m(H) EACH

TRANSFORMER
(20.00m(L) x 5.60m(W) x 4.50m(H)

MAIN SWITCH ROOM
(12.00m(L) x 3.50m(W) x 4.50m(H)

B.D. REFERENCE 屋宇署檔案	-
F.S.D. REFERENCE 消防處檔案	-
W.W.O. REFERENCE 水務署檔案	-
CAD FILE NAME 檔案名稱	20251104 - MLP.DWG
NOTE : 註釋	

DATE 日期	NO. 修定號	REVISIONS 修定內容	BY 經手人

LT DEVELOPMENT CONSULTANTS LTD.
良程顧問有限公司
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PROJECT 項目名稱
PROPOSED TEMPORARY
OPEN VEHICLE PARK &
PUBLIC UTILITY INSTALLATION
(SOLAR ENERGY SYSTEM)
AT VARIOUS LOTS IN DD7 LOT 237

DRAWING TITLE 標題
MASTER LAYOUT PLAN

SCALE 比例	DATE 日期
1:800	08 / 05/ 2024
DRAWN BY 繪作人	CHECKED BY 檢查
QC	FL
JOB NO. 工程項目	DRAWING NO. 圖號
24-025	D-1

Annex 3

Replacement Pages of Supporting Planning Statement

Executive Summary

The Applicant, Wing Lee (Kong Shum) Transportation Limited, is seeking approval from Town Planning Board ("TPB") under section 16 of the Town Planning Ordinance for the Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land ("Proposed PVP") at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po ("the Site") for a period of 3 years. The Site is zoned "Agriculture" ("AGR") on the Approved Kau Lung Hang Outline Zoning Plan ("Approved OZP") No. S/NE-KLH/11.

With a site area of about 9,064 sq.m., a total of 205 nos. of parking spaces for electric vehicles ("EV"), and 6 nos. of parking spaces for coaches / Heavy Goods Vehicles will be provided at the Site. The Proposed PVP is fully justified due to the following reasons:

- The Proposed PVP is in-line with Government's Policy for increasing parking spaces in the rural areas;
- The Proposed PVP is necessary to address the increasing demand of charging facilities for EVs;
- The Proposed PVP is temporary in nature and will not affect the long-term agricultural development in the "AGR" zone;
- The proposed use is compatible with the surrounding land use context;
- Approval of planning application will not result in degradation of natural environment in the Site;
- EVs are environmentally friendly and no environmental nuisance is anticipated during the operation of the public vehicle park;
- Proposed use will strictly comply with the "*Condition for Working within Gathering Grounds*" outlined by Water Supplies Department;
- No adverse drainage and traffic impact due to the Proposed PVP will be anticipated;

In view of the above, the Planning Application should be supported by the TPB from planning and technical points of view.

行政摘要
（內文如有差異，應以英文版本為準）

申請人 Wing Lee (Kong Shum) Transportation Limited 擬根據《城市規劃條例》第 16 條向城市規劃委員會（下稱「城規會」）申請於大埔九龍坑丈量約份第 7 約地段第 237 號 E 分段餘段、第 237 號 F 分段餘段、第 237 號 G 分段餘段、第 237 號 H 分段、第 237 號 I 分段、第 237 號 J 分段餘段、第 237 號 K 分段餘段、第 237 號 L 分段餘段、第 237 號 M 分段、第 237 號 O 分段餘段及第 237 號 P 分段餘段作臨時臨時公眾停車場、電動車充電設施及填土工程（下稱「擬議發展」），為期三年。申請地點位於九龍坑分區計劃大綱核准圖編號 S/NE-KLH/11 之「農業」地帶內。

申請地點的總面積約為 9,064 平方米，並提供 205 個私家車泊車位，以及 6 個旅遊巴 / 重型貨車泊車位。申請人提出是次規劃申請是基於以下理據：

- 擬議公眾停車場符合現行政府在鄉郊地區增加停車位的政策。
- 擬議發展提供停車位及充電設施，以滿足電動車對停車位及充電設施的日益需求。
- 擬議發展僅為臨時性質，不會對「農業」地帶內的長遠農業發展造成影響。
- 擬議發展與周遭土地用途相容。
- 擬議發展不會破壞周遭的自然環境。
- 電動車為環保的交通工具，擬議發展不會在營運時對附近環境帶來滋擾。
- 擬議公眾停車場會嚴格遵守水務署於集水區內發展的指引。
- 擬議發展不會帶來不良的交通及渠務影響。

根據以上各點，申請人希望是次規劃申請能在規劃及技術層面上獲城規會支持。

3. PROPOSED SCHEME

3.1 The Indicative Carpark Layout

3.1.1 The Proposal involves the provision of the public vehicle park ("PVP") for electric vehicles ("EV") with charging facilities for a period of 3 years. It includes 205 nos. of parking spaces for EVs and 6 nos. of parking spaces for coaches/Heavy Goods Vehicle. The Proposal also comprises 8 nos. of structures with the building height of not more than 1 storey and a Gross Floor Area ("GFA") of about 277m^2. The maximum building height for the proposed structures are about 3m to 4.5m. These structures include switch rooms, entrance control room, transformer and toilets. The layout of the proposed temporary public vehicle park with charging facilities at the Site is annexed at **Appendix 1** of this Supporting Planning Statement. **Table 3.1** below summarizes the key development parameter for the Site.

Table 3.1 Summary of Development Proposal

Key Parameters	
Site Area	About 9,064m^2
Total Gross Floor Area (GFA)	About 277m^2
No. of Structure	8
Maximum Height of the Structure	About 3 - 4.5m
Plot Ratio	About 0.031
Site Coverage	About 3.1%
Summary of Development Proposal	
Provision of Car Parking Spaces	
Car Parking Spaces for Private Vehicle	205
Car Parking Spaces for Coaches/Heavy Goods Vehicle	6
Charging Facilities	
Total no. of Charging Facilities	144 nos.
Type 1 EV chargers	5 nos.
Type 2 EV chargers	139 nos.
Proposed Structures	
Transformer (Height of 4.5m)	About 112m^2
Main Switch Room (Height of 4.5m)	About 42m^2
Switch Room 1 (Height of 3m)	About 26.6m^2
Switch Room 2 (Height of 3m)	About 26.6m^2
Switch Room 3 (Height of 3m)	About 26.6m^2
Toilets	About 28.8m^2
Entrance Control Room	About 14.4m^2

3.1.2 Two types of EV chargers (i.e. Type 1 and Type 2) will be installed in the Site. Type 1 EV chargers with the output power of 500kW will serve up to 14 cars at a time. Type 2 EV chargers with the output power of 7 - 20kW will serve one car only.

3.1.3 The Site is fully paved with concrete. Adequate fire services installations will be provided on Site. Apart from the main entrance at the Tai Wo Service

Annex 4

Updated Risk Assessment Report on Water Gathering Ground

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S16 Planning Application

Proposed Temporary Public Vehicle Park (for Electric Vehicle Only) with Charging Facilities for a Period of 3 Years at Various Lots in DD7, Kau Lung Hang, Tai Po, NT

Risk Assessment Report on Water Gathering Ground

Prepared for:
Wing Lee (Kong Shum) Transportation Limited

6 November 2025

EnviroSolutions & Consulting Ltd
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Prepared for
Wing Lee (Kong Shum) Transportation Limited

For and on behalf of
EnviroSolutions & Consulting

Gerald CHAN
Principal in Charge

ESC Project No.	J25.00148.HK.01
Deliverable No.	D01
Revision No.	2

File Location

https://envirosc.sharepoint.com/teams/newsharepoint/shared documents/new sharepoint/05. jobs/j25.00148.hk.01 - temp pvp_kau lung hang/06. deliverables/risk assessment for wgg v2.docx

Rev.	Description	Prepared	Reviewed	Approved	Date
0	Risk Assessment Report on Water Gathering Ground	PL	CL	AW	25/06/2025
1	Risk Assessment Report on Water Gathering Ground	CL	CL	AW	20/08/2025
2	Risk Assessment Report on Water Gathering Ground	ALW	DL	AW	06/11/2025

Distribution ☒ Internal ☒ Confidential ☐ Public

CONTENTS

APPENDICES

FIGURES

1 PROJECT BACKGROUND

1.1 Introduction

1.1.1 In response to government policy encouraging the adoption of Electric Vehicles ("EVs") and addressing the shortage of parking spaces in rural areas, a Proposed Temporary Public Vehicle Park ("PVP") for EVs with Charging Facilities ("the Proposed Development") with a period of three (3) years is planned. This facility is designed exclusively for the parking and charging of electric vehicles only. The Proposed Development is to be located at Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories ("the Site").

1.1.2 The Site falls within an area zoned "Agriculture" ("AGR") zone on the Approved Kau Lung Hang Outline Zoning Plan ("OZP") No. S/NE-KLH/11. A planning application under Section 16 of the *Town Planning Ordinance* ("TPO") is required for the Proposed Development.

1.1.3 The Site covers an area of approximately 9,064m^2. It is bounded by drainage channels to the west and east, Mannes Villa to its north and northwest, and Tai Wo Service Road West to the southeast. The site locations and its environs are shown in **Figure 1-1**.

1.1.4 Based on a sketch provided by the Water Services Department ("WSD") via email on 23 April 2025, the Site is located entirely within the Upper Indirect Water Gathering Grounds ("WGG"). The aforementioned sketch is re-provided in **Figure 1-2** for reference.

1.2 Objectives of the Report

1.2.1 With reference to Chapter 10 of the *Hong Kong Planning Standards and Guidelines* ("HKPSG"), WGG are designated areas conserved for use as water catchment. The WSD imposes specific requirements to regulate development and land use within WGG. For proper planning and management within WGG, consultation with the WSD is necessary.

1.2.2 As mentioned in **paragraph 1.1.4**, the Site lies entirely within the Upper Indirect WGG. To evaluate and mitigate potential risks associated with the construction and operation phases of Proposed Development within the WGG, EnviroSolutions & Consulting Limited ("ESC" or "the Consultant") has been appointed by the Applicant to prepare this Risk Assessment Report to support the Section 16 Planning Application.

Figure 1-1 Site Location and its Environs

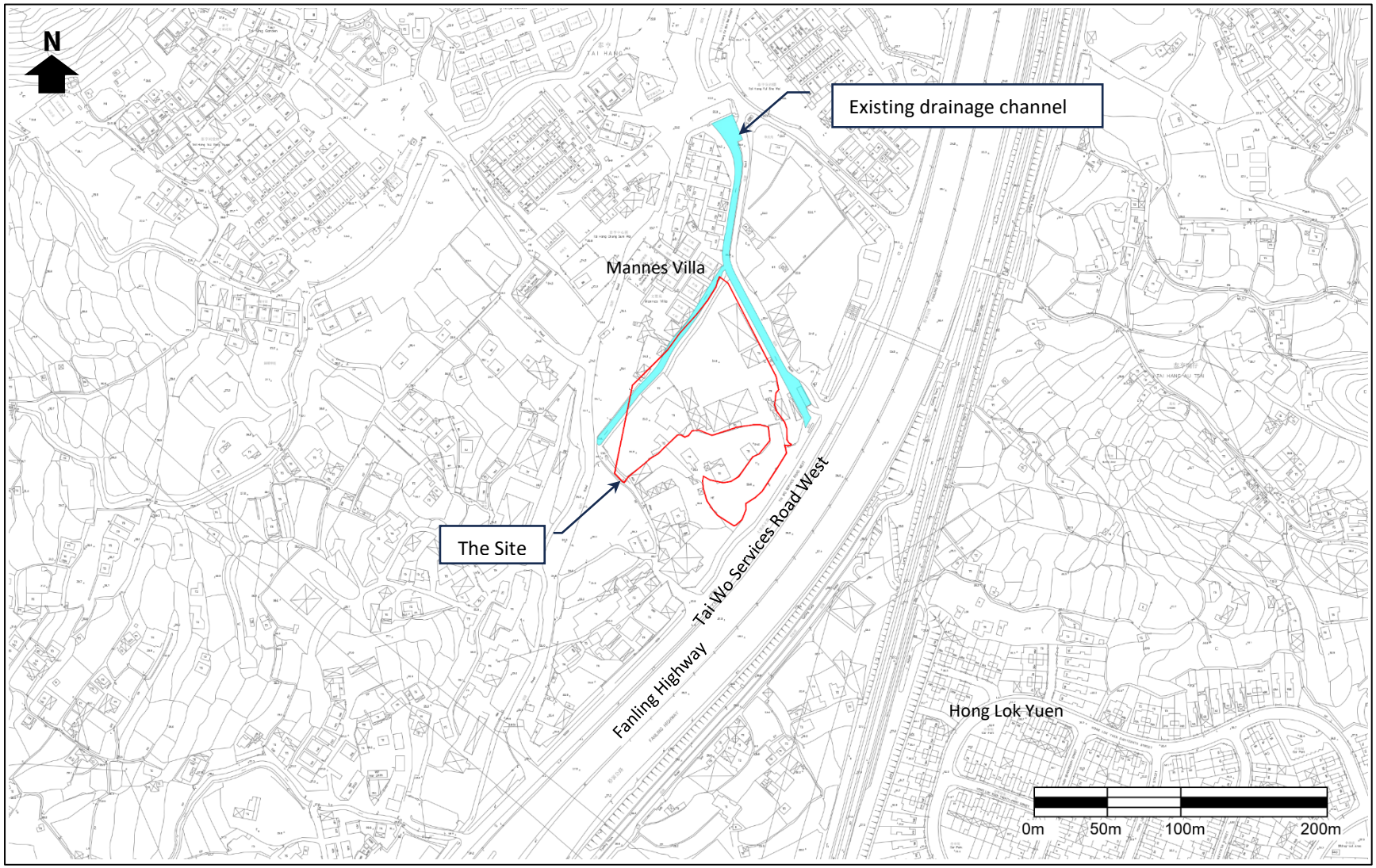
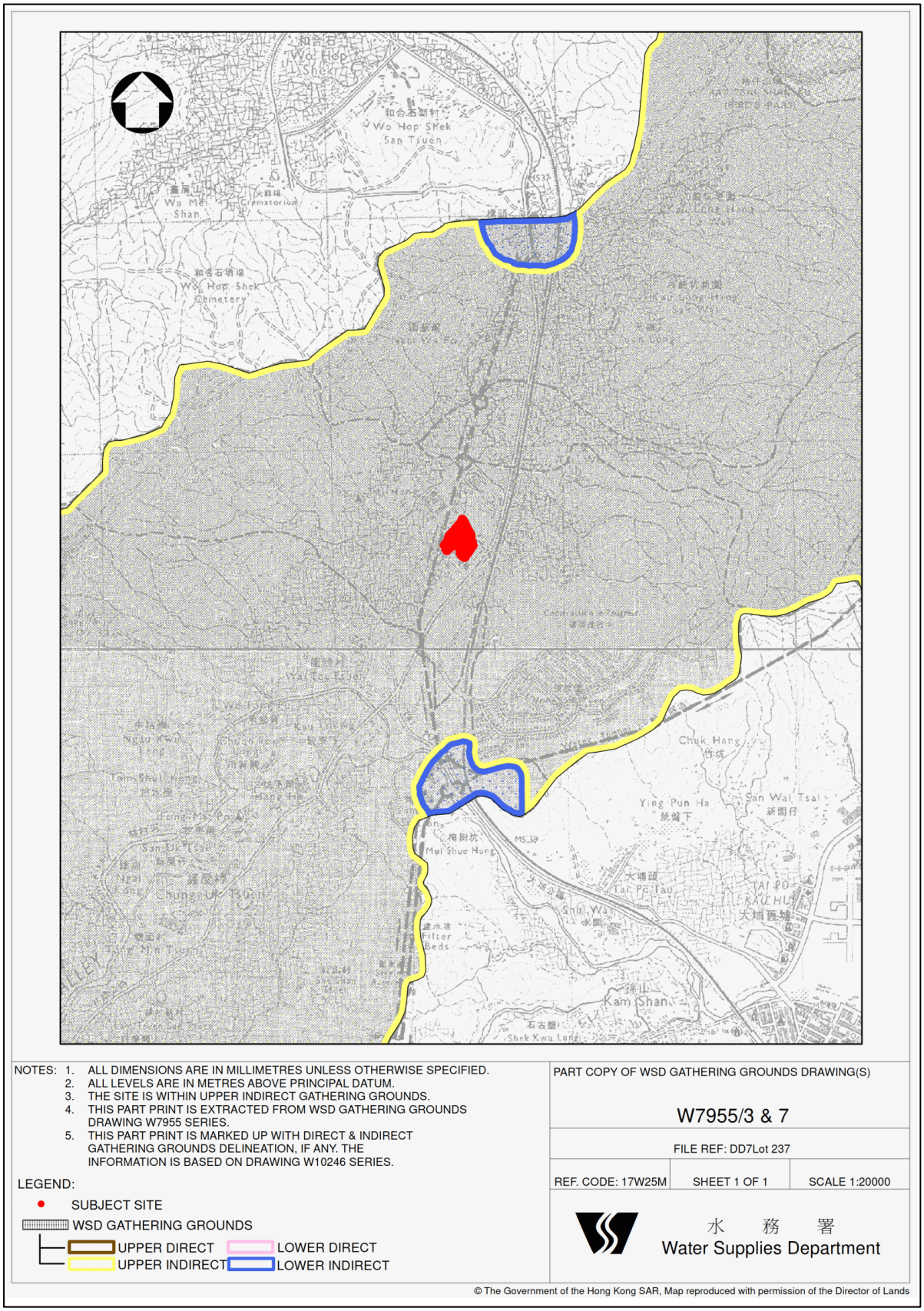


Figure 1-2 Part Plan of WSD Gathering Grounds Drawings



Note: this drawing was provided by WSD via email on 23 April 2025.

2 Site Conditions

2.1 Site Description

2.1.1 The Site is located within a village setting, to the west of Tai Wo Services Road West, where minimal heavy traffic is anticipated. An existing drainage channel is located in close proximity to the northwest and northeast boundaries of the Site.

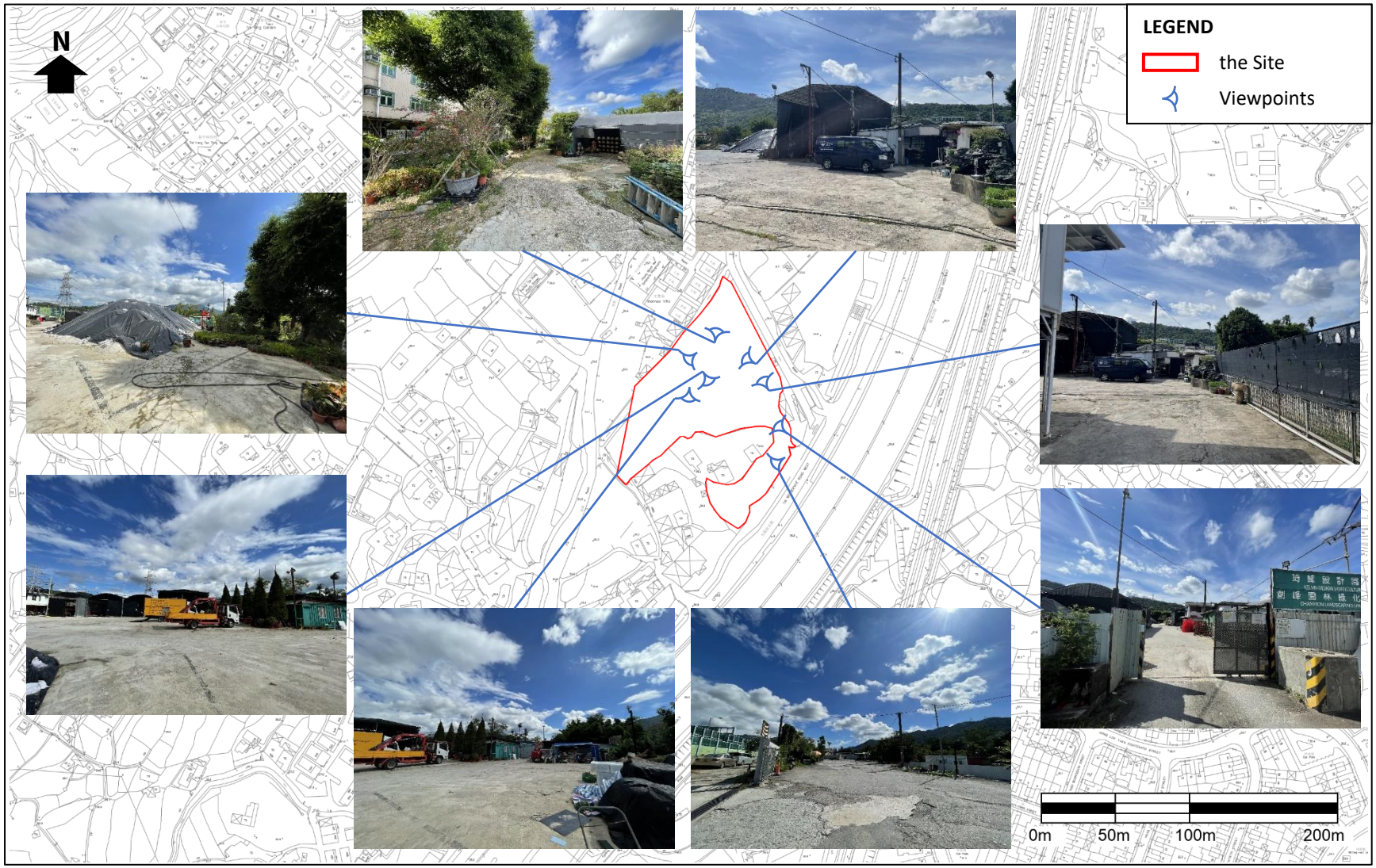
2.1.2 A site visit was conducted on 10 June 2025 to review the site condition. The Site is located on a flat and concrete paved area which is currently occupied by a landscaping company. Some existing vegetation including trees and shrubs were observed along the northwestern boundary. Site photographs have been provided in **Figure 2-1** for reference.

2.2 Stormwater Drainage Conditions

2.2.1 The Site is fully paved with concrete, with some vegetation including trees and shrubs along the northwestern site boundary. As shown on **Figure 1-1**, a portion of the existing drainage channel falls within the northwest lot boundary and no parking spaces will encroach onto the drainage channel. The Proposed Development will not increase the impervious area resulting in any change of the flow pattern and no increase of the surface runoff.

2.2.2 Drainage facilities including peripheral surface drains and catchpits will be provided on-site to ensure no adverse drainage impact is anticipated. The surface stormwater runoffs will be collected by the peripheral drainage system. The applicant will maintain such peripheral drainage system properly and rectify the systems throughout the operation. The tentative drainage plan of the Proposed Development is shown in **Appendix A**.

Figure 2-1 Site Photographs with Viewpoints



3 Risk Assessment

3.1.1 This section discusses the potential impact arising from the construction and operation phases of the Proposed Development. Suitable mitigation measures and recommendation have been proposed to refrain from contaminating the WGG and Waterworks.

3.2 Construction Phase

Potential Impact

3.2.1 The Site is currently paved with concrete, with some vegetation including trees and shrubs along the northwestern site boundary. No significant excavation works or large-scale construction works will be anticipated during construction phase. The only construction activities involved in the Proposed Development are limited to low-impact, minor site clearance and excavation works, including erection of associated structures and proposed fence wall along the northwest boundary, and installation of the EV charging facilities. No blasting, drilling or pilling will be carried out on site.

3.2.2 As the Site is paved with concrete with minor construction works would be proceeded, the potential risk for erosion and siltation risks is considered minimal. Any muddy runoff generated from the construction activities will be managed according to the guideline *"ProPECC PN 2/24 for Construction Site Drainage"* as stated in **paragraph 3.2.3.**

Proposed Mitigation Measures

3.2.3 To minimise the potential adverse impact on the water quality, the construction contractor shall follow good site practices and ensure proper implementation of the mitigation measures as specified in *ProPECC PN 2/24 for Construction Site Drainage*. Key good practices and mitigation measures are summarized below:

- Surface run-off from construction sites should be directed into storm drains via suitable sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sandbag barriers should be provided on site to guide storm water to these silt removal facilities.
- Construction works should be scheduled so as to minimise soil excavation works during rainy reasons. If soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, for the purpose of preventing soil erosion, temporarily exposed slope surfaces should be covered by tarpaulin.
- Earthworks final surfaces should be well compacted and the subsequent permanent works or surface protection works should be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms.
- Drainage channels (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system.
- All vehicles and plants should be cleaned before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable and wash-water should have sand and silt settled out or removed before discharging into storm water drains.

3.2.4 Besides, in order to minimise the potential risk of affecting the WGG, additional mitigation measures will be implemented during the construction phase as follows:

- During erection of the proposed structures and installation of the electrical and charging facilities, no earth and other construction materials which may cause contamination to WGG are allowed to be stockpiled or stored on site.
- All excavated or filled surfaces will be protected from erosion and siltation to any water courses shall be prevented within WGG.
- All construction spoils will be contained and protected; and effluent containing spoils will be disposed of after desilting.
- To prevent erosion and contamination to WGG during extreme weathers, construction works should be arranged to avoid working under extreme weather, and mitigation measures as stated in **paragraph 3.2.3** should be provided to minimise the potential impacts caused by extreme weather.

3.3 Operation Phase

Potential Impact

3.3.1 During operation phase, the major potential source of impacting on water quality will be runoff from raining. Runoff may cause sources of non-point/diffuse source pollution such as dust, tyre, scraps oil, etc. into the drainage channels. However, the electric vehicles do not contain engine oil, therefore, spillage or leakage of such oil from the electric vehicles is considered minimal and negligible. Besides, toilet facilities will be provided for the Proposed Development. Discharge of sewage generated from the visitors will be another potential source of impacting on water quality.

Proposed Mitigation Measures

3.3.2 In order to minimise the potential risk arising from the sources identified above, following management mitigation measures will be implemented:

- The use and storage of pesticides, herbicides, toxicants, chemical solvents, larvicidal oil, rodenticide, tar and petroleum oil are strictly prohibited within the WGG.
- No chemicals including fertilisers and detergents will be used/stored without the prior approval from the Water Authority.
- The Proposed Development is for a temporary car park for electric vehicles only, and a signboard of “Electric Vehicles Only” should be erected at noticeable position at the entrance alerting public only electric vehicles are allowed to use the carpark. As the electric vehicles are not likely to produce any contaminants or petroleum waste such as oil leakage or spillage, the risk of pollution or causing contamination by the electric vehicles is negligible.
- Oil tanker will not be allowed to park inside the Proposed Development to avoid oil leakage or spillage in the WGG. A notice will be posted at the entrance of the Site to prohibit oil tanker to enter the Site.
- The vehicle park, associated facilities and related activities will be located away from any watercourses as far as possible. The toilet facilities will be placed no less than 30m from the nearest watercourse.

- Site surface should be paved with impervious material as far as practicable.
- The Site will be surrounded by kerbs and drains. Proper maintenance and disposal records should be maintained.
- Other than the vehicle parking, any other activities such as on-site vehicle inspection, maintenance, repairing and washing activities will not be allowed in the Proposed Development.
- All solid waste and sludge arising from the Proposed Development will be disposed of properly outside the WGG. A signboard of WSD Standard Drawings WSD 7.66B will be erected at noticeable position for alerting public not to pollute WGG and the management team will provide cleaning to the site on an as-needed basis.
- The generated sewage will be discharged to the public sewerage system underneath Tai Wo Service Road West. The tentative drainage plan is provided in **Appendix A.** The impact from the sewage effluent during operation phase is not anticipated.
- Fencing will be erected on the sides facing the nearest stream course to trap all wind-blown litters within the Site.
- Operation and maintenance of the vehicle park, associated structures (including switch room, transformer room, control room, tuck shop and toilets) and the charging facilities will not cause any contamination or any leaching of contaminants to the WGG.
- The *"Conditions of Working within Water Gathering Grounds"* will be complied with.

3.4 Waterworks Risk Management

3.4.1 As the Site is located within the WSD tunnel reserve of Plover Cove Tau Pass Culvert, the following additional conditions should be imposed and followed:

- No blasting, drilling or piling at the Site shall be permitted.
- No well shall be sunk at the Site.
- In prior to carrying out any excavation works, the Purchaser/Grantee shall submit his proposals for such excavation works in writing to the Water Authority for approval in all respects, and shall not carry out any work whatsoever until the Water Authority has given written approval to such excavation work, and shall comply with any requirement of the Water Authority in respect of the said excavation works.
- In the event that as a result or arising out of any development of the Site or any part thereof any subsidence of the ground occurs at any time, the Purchaser/Grantee shall indemnify the Government against all actions, claims and demands arising out of any damage or nuisance to private property caused by such subsidence.

3.4.2 Besides, as part of the Site also encroaches upon the 30m Waterworks Reserve ("WWR") for Tai Po Tau & Tau Pass, the following conditions shall also be imposed:

- No structure shall be erected over this WWR and such area shall not be used for storage purposes except with the prior written consent of the Water Authority.
- No tree planting shall be permitted within the WWR except with the prior written consent of the Waterworks Authority.

- For the protection of the existing Government water mains, no blasting or pile driving works shall be carried out within the WWR except with the prior written consent of the Water Authority.
- The grantee/applicant shall indemnify and keep indemnified the Government from and against all liability, damages, expenses, claims, costs, demands, charges, actions and proceedings of whatsoever nature the grantee/applicant, his servants, workmen and contractors in connection with any damage to the existing Government water mains.
- The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains. All other services across, through or under the WWR are required to seek authorization from the Water Authority.
- Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the site.

3.4.3 Besides, as advised by WSD, existing water mains were observed inside the Site and will be affected by the Proposed Development. The applicant will either divert or protect the water mains found on site, where appropriate.

3.4.4 If diversion is required, the existing water mains would be diverted outside the site boundary of the Proposed Development and to lie in Government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before commencement of the works.

3.4.5 If diversion is not required, the following conditions shall be met:

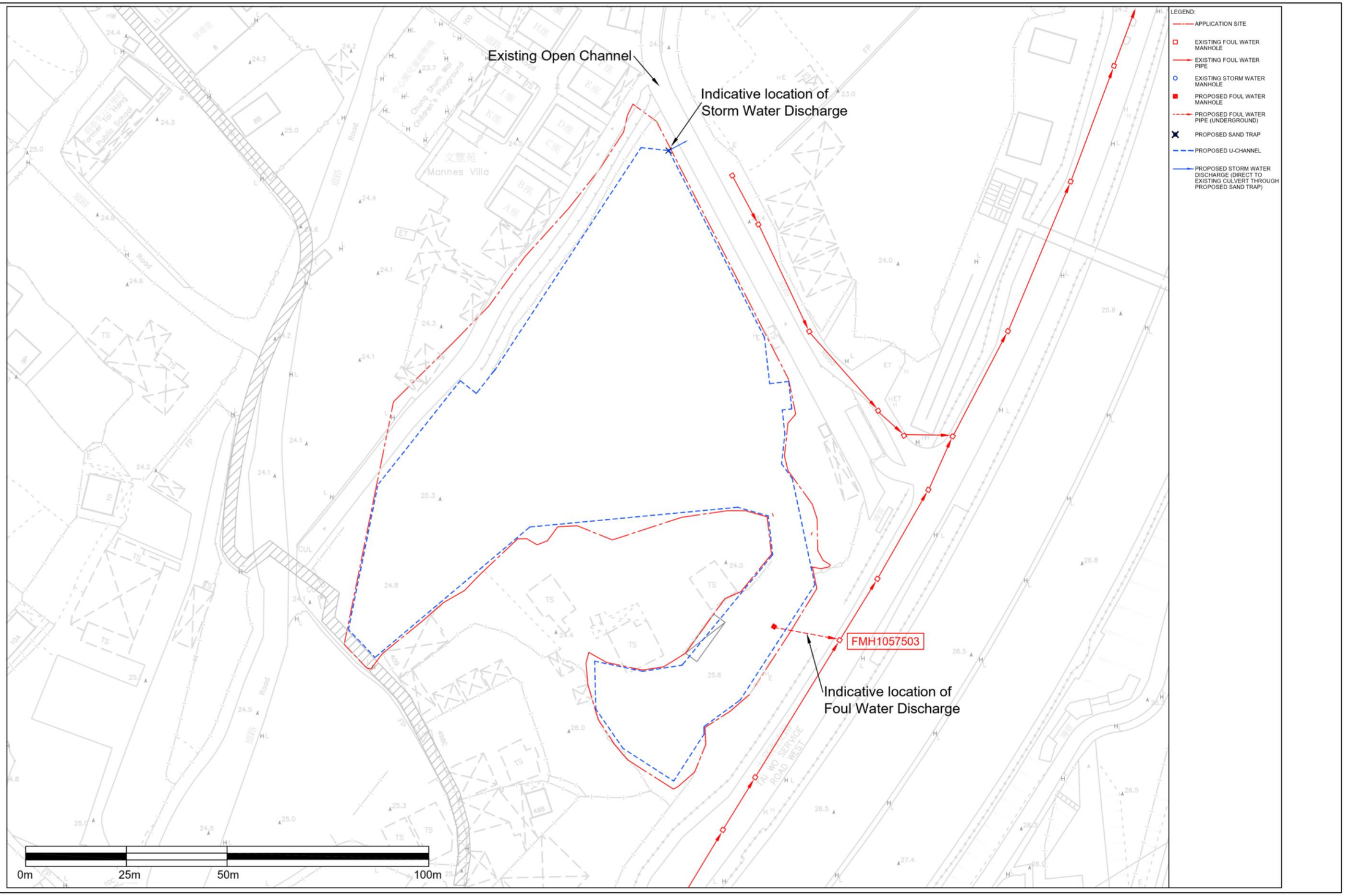
- Existing water mains are affected as indicated on the site plan and no development which requires resiting of water mains will be allowed.
- Details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works.
- No structures shall be built or materials stored within 1.5m from the centre line(s) of water main(s) shown on the plan. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.
- No trees or shrubs with penetrating roots may be planted within the WWR or in the vicinity of the water main(s) shown on the plan. No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe.
- No planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 metre from any hydrant outlet.
- Tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.

4 Conclusion

4.1.1 A risk assessment has been conducted to evaluate potential risk arising from the Proposed Development. To minimize the potential risk to the WGG, appropriate mitigation measures will be implemented to ensure that the Proposed Development will not cause any contamination and leaching of contaminants to the WGG.

4.1.2 Based on the nature of the Proposed Development, which is a low-risk electric vehicles only carpark, and with the mitigation measures, this assessment concludes that there is no material increase in pollution effect resulting from the Proposed Development. Therefore, no adverse impact on the WGG is anticipated.

Appendix A TENTATIVE DRAINAGE PLAN


Existing Open Channel
Indicative location of Storm Water Discharge
FMH1057503
Indicative location of Foul Water Discharge
LEGEND:
APPLICATION SITE
EXISTING FOUL WATER MANHOLE
EXISTING FOUL WATER PIPE
EXISTING STORM WATER MANHOLE
PROPOSED FOUL WATER MANHOLE
PROPOSED FOUL WATER PIPE (UNDERGROUND)
PROPOSED SAND TRAP
PROPOSED U-CHANNEL
PROPOSED STORM WATER DISCHARGE (DIRECT TO EXISTING CULVERT THROUGH PROPOSED SAND TRAP)
0m
25m
50m
100m

EnviroSolutions & Consulting

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Accountability

We understand the importance of being accountable to each other and our clients.

Passion

We are completely passionate about providing practical solutions and outcomes that deliver for our clients.

Insight

We work in an environment that encourages and values insight as a critical quality which informs our decisions and our clients and supports practical solutions and project delivery.

Integrity

We behave with respect and honesty toward each other, our clients and our stakeholders.

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Hong Kong

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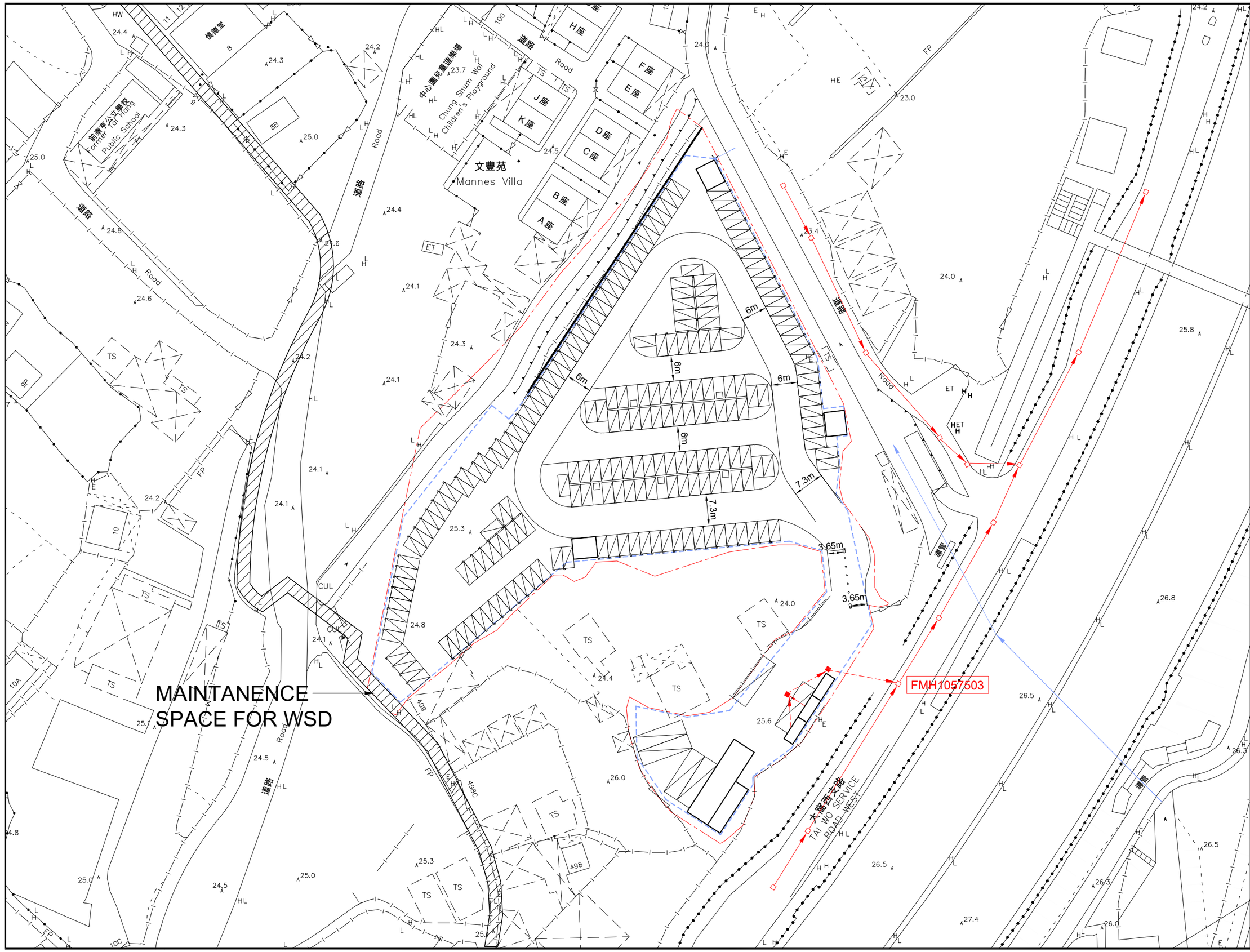
Annex 5

Updated Drainage and Sewerage Proposals


B.D. REFERENCE 屋宇署檔案
-
F.S.D. REFERENCE 消防處檔案
-
W.W.O. REFERENCE 水務署檔案
-
CAD FILE NAME 檔案檔名
20251104 - MLP.DWG
NOTE : 注釋
DATE 日期 | NO. 修定號 | REVISIONS 修定內容 | BY 經手人
LEGEND:
APPLICATION SITE
EXISTING FOUL WATER MANHOLE
EXISTING FOUL WATER PIPE
EXISTING STORM WATER MANHOLE
EXISTING STORM WATER PIPE
PROPOSED FOUL WATER MANHOLE
PROPOSED FOUL WATER PIPE (UNDERGROUND)
PROPOSED SAND TRAP
PROPOSED U-CHANNEL
PROPOSED STORM WATER DISCHARGE (DIRECT TO EXISTING CULVERT THROUGH PROPOSED SAND TRAP)
MAINTANENCE SPACE FOR WSD
FMH1057503
前泰安公立學校 Former Tai Hang Public School
中心圍兒童遊樂場 Chung Shum Wai Children's Playground
文豐苑 Mannes Villa
道路 Road
大窩西支路 TAI WO SERVICE ROAD WEST
6m
7.3m
3.65m
LT DEVELOPMENT CONSULTANTS LTD.
良根顧策顧問有限公司
ARCHITECTS
PROJECT MANAGERS
INTERIOR DESIGNERS
UNIT C, 15/F THOMSON COMMERCIAL BUILDING, 8 THOMSON ROAD, WAN CHAI, HONG KONG
TEL (852) 28800396 FAX (852) 25647321
PROJECT 項目名稱
PROPOSED TEMPORARY OPEN VEHICLE PARK & PUBLIC UTILITY INSTALLATION (SOLAR ENERGY SYSTEM) AT VARIOUS LOTS IN DD7 LOT 237
DRAWING TITLE 標題
PRELIMINARY DRAINAGE PROPOSAL (FOR INDICATIVE PURPOSE ONLY)
SCALE 比例 1:800
DATE 日期 08 / 05/ 2024
DRAWN BY 繪作人 QC
CHECKED BY 檢查 FL
JOB NO. 工程項目 24-025
DRAWING NO. 圖號 D-1

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
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KOWLOON, HONG KONG
九龍觀塘海濱道133號
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電郵EMAIL kta@ktaplanning.com

Our Ref: S3145/DD7THPVP/25/006Lg

11 December 2025

By Email

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659) -Further Information No. 3-

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") at its meeting on 9 January 2026 and the departmental comments forwarded from Shatin, Tai Po and North District Planning Office ("DPO") between the period of 25 November and 8 December 2025.

To address the comments received, further information ("FI") has been prepared. This FI submission consists of:

Responses-to-Comments Table
Annex 1 – Updated Schematic Site Layout
Annex 2 – Replacement Page of Supporting Planning Statement
Annex 3 – Replacement Pages of Risk Assessment Report on Water Gathering Ground
Annex 4 – Simple Calculation of Wastewater Generation

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [redacted] or Mr Faith Lai at [redacted]. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Responses-to-Comments table with Annexes 1 to 4

cc. STNDPO
Applicant and Team

KT/KW/FL/vy

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659)

Comments	Responses
Comments from District Lands Office, Lands Department (received on 25 November 2025) (Contact Person: Ms. Y L LAM, Irene; Tel.: 2654 1215)	
(i) Please further clarify your response to comment point (ii) (see below) in your r-t-c table dated 10.11.2025. Please confirm (i) the extent of the application site and (ii) if you would demolish the hoarding / gate erected on Government land immediately. RtC Table Point (ii) dated 10.11.2025 *"A piece of Government land in the western side of Lot Nos. 237 S. E RP and 237 S. F RP both in D.D. 7 has been illegally occupied without any permission and is not included in the application. Please clarify the extent of the application site with the applicant. Any occupation of Government land without Government's prior approval is not allowed. The applicant should demolish the hoarding / gate erected on Government land immediately. The office reserves the rights to take appropriate land control action against illegal occupation of Government land without further notice."*	(i) Please refer to the revised MLP with legend indicating the extent of the application site (**Annex 1** refers). (ii) The hoarding/ gate erected on Government land will be demolished prior to commencement of works.
Comments from Environmental and Ecology Bureau (received on 25 November 2025) (Contact Person: Mr. Vincent FONG; Tel.: 2594 6507)	
1. It is noted from the revised planning statement that the numbers of parking spaces for private cars and coaches/heavy goods vehicles are planned to be 205 and 6, respectively. Please advise the corresponding number of EV chargers and their output power for each type of parking space.	Please note that the number of EV chargers has been updated. There will be 9 nos. of Type 1 charger (output power of 500kW which is equivalent to a high-speed charger) and 143 nos. of Type 2 charger (output power of about 7 – 20kW which is equivalent to a medium-speed charger) (**Annex 2** refers).
2. In view of EEB's comments, you are suggested to: (i) clearly state the number of parking spaces which will be supported by Type 1 and Type 2 chargers respectively;	The 9 nos. of Type 1 charger will be supporting 62 nos. of parking spaces for private car and 6 nos. of parking spaces for HGV while the 143 nos. of

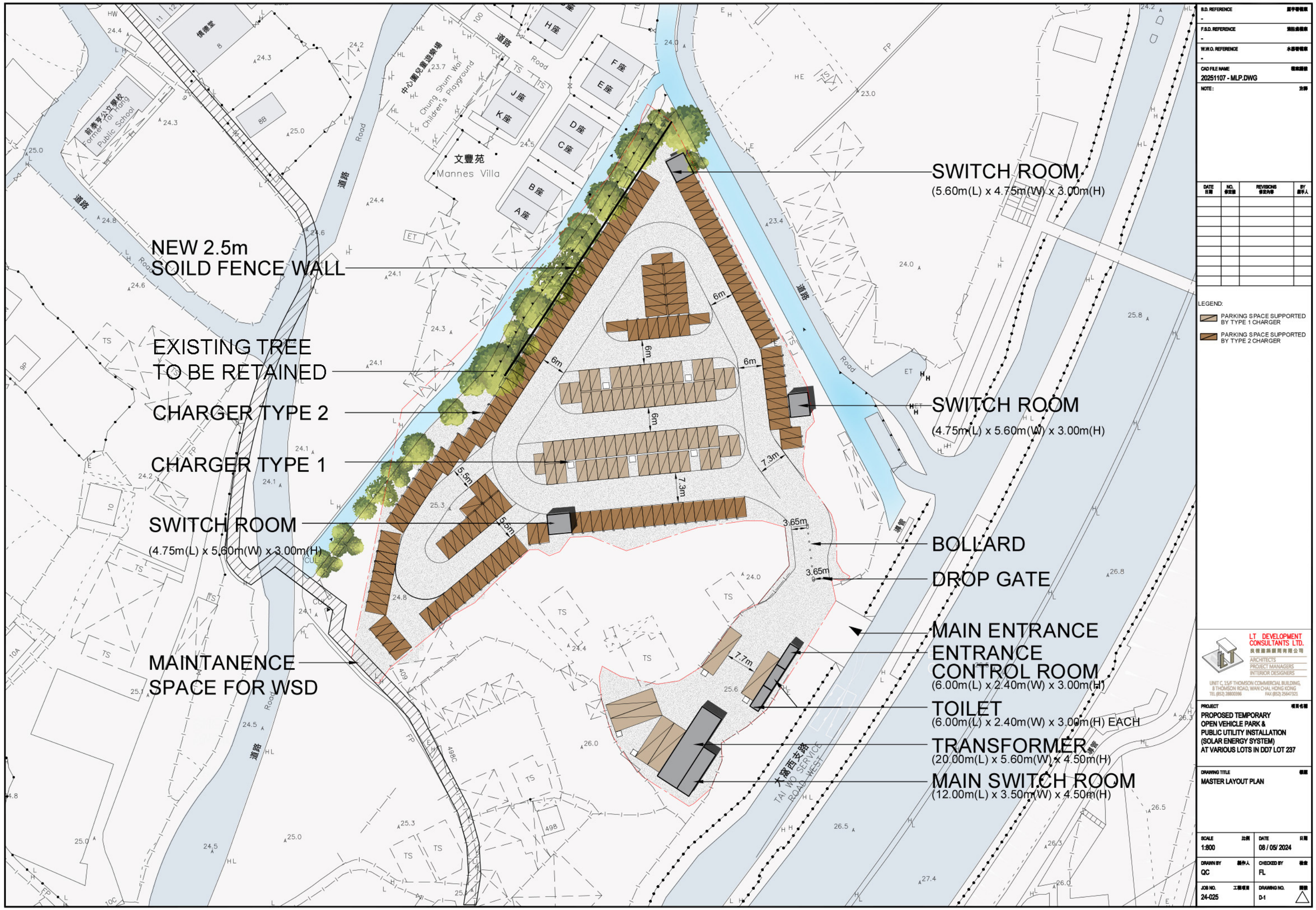
Comments	Responses
	Type 2 chargers will be supporting 143 nos. of parking spaces for private car.
(ii) clearly state the number of Type 1 and Type 2 chargers (it is noted that these have been included in the revised supporting statement, please double-check their numbers if there further revision are made); and	There will be 9 nos. of Type 1 chargers and 143 nos. of Type 2 chargers.
(iii) colour the parking spaces supported by corresponding Type 1 and Type 2 charger with different colours in the schematic site layout plan, with a specified legend.	The schematic site layout plan has been updated to indicate the types of chargers with different colour (**Annex 1** refers).
Advisory Comments 3. The applicant is also suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles.	 Noted.
4. It is recommended that the applicant provide charger information, including the real-time availability data of each charger, through the government-designated mobile applications such as "HKeMobility" of the TD. For any queries, please contact the EPD's EV Hotline at 3757-6222 or email to ev@epd.gov.hk .	Noted.
Comments from Water Supplies Department (received on 4 December 2025) (Contact Person: Ms. Kathy WONG; Tel.: 2152 5752)	
1. After review of FI-02 enclosed in email dated 12.11.2025, the information is considered insufficient to prove and demonstrate to the satisfaction of the WSD that the proposed development would cause no material increase in pollution effect within WGG. Specific concerns are provided below with a view to safeguarding the water quality in WGG:	Noted.
a. It is noted that the Applicant undertakes to allow electric vehicles only in the proposed development. The Applicant should clarify whether electric coaches are exclusively permitted.	The Applicant confirms that the vehicle park will be exclusively used for electric vehicles, including electric coaches.
b. It is noted that the Applicant may not install grease traps and petrol interceptors because the proposed development is used for electric vehicles only. Considering the substantial land coverage (9,064m2) and vehicle parking number (211 nos.) as well as its closed proximity with the watercourse (about 12m), the Applicant should review and elaborate any mitigation measures on minimizing the risk of contamination to WGG due to vehicle activities including but not limited to accidental leakage of oil,	Noted. Paragraphs 3.3.2 and 3.3.3 of the Risk Assessment Report have been updated and paragraph 3.3.4 has been added with further elaboration on the mitigation measures to the vehicle activities during the operation phase (**Annex 3** refers).

Comments	Responses
grease, lubricant or functional fluid involved in electric vehicle system during the operation phase.	
Environmental Protection Department (received on 8 December 2025) (Contact Person: Ms. Winnie TANG, Tel.: 2835 1096	
1. The applicant shall submit a detailed sewage disposal plan to review the sewerage system of the proposed development and recommend suitable mitigation measures, if necessary. The applicant should also observe that written consent(s) obtained from the adjacent lot owner(s) and/ or LandsD for laying and maintaining sewers, if any, may be required.	Noted. A simple calculation of wastewater generation from the lavatories provided on site is included at **Annex 4**. As the discharge is very minimal, the impact to the public sewerage system would be negligible.

Compiled by: KTA
Date: 11 December 2025

Annex 1

Updated Schematic Site Layout


NEW 2.5m
SOILD FENCE WALL
EXISTING TREE
TO BE RETAINED
CHARGER TYPE 2
CHARGER TYPE 1
SWITCH ROOM
(4.75m(L) x 5.60m(W) x 3.00m(H)
MAINTANENCE
SPACE FOR WSD
SWITCH ROOM
(5.60m(L) x 4.75m(W) x 3.00m(H)
SWITCH ROOM
(4.75m(L) x 5.60m(W) x 3.00m(H)
BOLLARD
DROP GATE
MAIN ENTRANCE
ENTRANCE
CONTROL ROOM
(6.00m(L) x 2.40m(W) x 3.00m(H)
TOILET
(6.00m(L) x 2.40m(W) x 3.00m(H) EACH
TRANSFORMER
(20.00m(L) x 5.60m(W) x 4.50m(H)
MAIN SWITCH ROOM
(12.00m(L) x 3.50m(W) x 4.50m(H)
文豐苑
Mannes Villa
中心圍兒童遊樂場
Chung Shum Wai
Children's Playground
前泰亨公立學校
Former Tai Hang
Public School
道路
Road
大窩西支路
TAI WO SERVICE
ROAD WEST
6m
7.3m
5.5m
3.65m
7.7m
B.D. REFERENCE
-
F.S.D. REFERENCE
-
W.W.O. REFERENCE
-
CAD FILE NAME
20251107 - MLP.DWG
NOTE :
DATE
NO.
REVISIONS
BY
LEGEND:
PARKING SPACE SUPPORTED BY TYPE 1 CHARGER
PARKING SPACE SUPPORTED BY TYPE 2 CHARGER
LT DEVELOPMENT CONSULTANTS LTD.
ARCHITECTS
PROJECT MANAGERS
INTERIOR DESIGNERS
UNIT C, 15/F THOMSON COMMERCIAL BUILDING, 8 THOMSON ROAD, WAN CHAI, HONG KONG
TEL (852) 28800396
FAX (852) 25647321
PROJECT
PROPOSED TEMPORARY OPEN VEHICLE PARK & PUBLIC UTILITY INSTALLATION (SOLAR ENERGY SYSTEM) AT VARIOUS LOTS IN DD7 LOT 237
DRAWING TITLE
MASTER LAYOUT PLAN
SCALE
1:800
DATE
08 / 05/ 2024
DRAWN BY
QC
CHECKED BY
FL
JOB NO.
24-025
DRAWING NO.
D-1

Annex 2

Replacement Page of Supporting Planning Statement

3. PROPOSED SCHEME

3.1 The Indicative Carpark Layout

3.1.1 The Proposal involves the provision of the public vehicle park ("PVP") for electric vehicles ("EV") with charging facilities for a period of 3 years. It includes 205 nos. of parking spaces for EVs and 6 nos. of parking spaces for coaches/Heavy Goods Vehicle. The Proposal also comprises 8 nos. of structures with the building height of not more than 1 storey and a Gross Floor Area ("GFA") of about 277m^2. The maximum building height for the proposed structures are about 3m to 4.5m. These structures include switch rooms, entrance control room, transformer and toilets. The layout of the proposed temporary public vehicle park with charging facilities at the Site is annexed at **Appendix 1** of this Supporting Planning Statement. **Table 3.1** below summarizes the key development parameter for the Site.

Table 3.1 Summary of Development Proposal

Key Parameters	
Site Area	About 9,064m^2
Total Gross Floor Area (GFA)	About 277m^2
No. of Structure	8
Maximum Height of the Structure	About 3 - 4.5m
Plot Ratio	About 0.031
Site Coverage	About 3.1%
Summary of Development Proposal	
Provision of Car Parking Spaces	
Car Parking Spaces for Private Vehicle	205
Car Parking Spaces for Coaches/Heavy Goods Vehicle	6
Charging Facilities	
Total no. of Charging Facilities	152 nos.
Type 1 EV chargers	9 nos.
Type 2 EV chargers	143 nos.
Proposed Structures	
Transformer (Height of 4.5m)	About 112m^2
Main Switch Room (Height of 4.5m)	About 42m^2
Switch Room 1 (Height of 3m)	About 26.6m^2
Switch Room 2 (Height of 3m)	About 26.6m^2
Switch Room 3 (Height of 3m)	About 26.6m^2
Toilets	About 28.8m^2
Entrance Control Room	About 14.4m^2

3.1.2 Two types of EV chargers (i.e. Type 1 and Type 2) will be installed in the Site. Type 1 EV chargers with the output power of 500kW will serve up to 14 cars at a time. Type 2 EV chargers with the output power of 7 - 20kW will serve one car only.

3.1.3 The Site is fully paved with concrete. Adequate fire services installations will be provided on Site. Apart from the main entrance at the Tai Wo Service

Annex 3

Replacement Pages of Risk Assessment Report for Water Gathering Ground

3.2.4 Besides, in order to minimise the potential risk of affecting the WGG, additional mitigation measures will be implemented during the construction phase as follows:

- During erection of the proposed structures and installation of the electrical and charging facilities, no earth and other construction materials which may cause contamination to WGG are allowed to be stockpiled or stored on site.
- All excavated or filled surfaces will be protected from erosion and siltation to any water courses shall be prevented within WGG.
- All construction spoils will be contained and protected; and effluent containing spoils will be disposed of after desilting.
- To prevent erosion and contamination to WGG during extreme weathers, construction works should be arranged to avoid working under extreme weather, and mitigation measures as stated in **paragraph 3.2.3** should be provided to minimise the potential impacts caused by extreme weather.

3.3 Operation Phase

Potential Impact

3.3.1 During operation phase, the major potential source of impacting on water quality will be runoff from raining. Runoff may cause sources of non-point/diffuse source pollution such as dust, tyre, scraps oil, etc. into the drainage channels. However, the electric vehicles do not contain engine oil, therefore, spillage or leakage of such oil from the electric vehicles is considered minimal and negligible. Besides, toilet facilities will be provided for the Proposed Development. Discharge of sewage generated from the visitors will be another potential source of impacting on water quality.

Proposed Mitigation Measures

3.3.2 In order to minimise the potential risk arising from the sources identified above, following management mitigation measures will be implemented:

- The use and storage of pesticides, herbicides, toxicants, chemical solvents, larvicidal oil, rodenticide, tar and petroleum oil are strictly prohibited within the WGG.
- No chemicals including fertilisers and detergents will be used/stored without the prior approval from the Water Authority.
- ~~The Proposed Development is for a temporary car park for electric vehicles only, and a signboard of "Electric Vehicles Only" should be erected at noticeable position at the entrance alerting public only electric vehicles are allowed to use the carpark. As the electric vehicles are not likely to produce any contaminants or petroleum waste such as oil leakage or spillage, the risk of pollution or causing contamination by the electric vehicles is negligible.~~
- ~~Oil tanker will not be allowed to park inside the Proposed Development to avoid oil leakage or spillage in the WGG. A notice will be posted at the entrance of the Site to prohibit oil tanker to enter the Site.~~
- The vehicle park, associated facilities and related activities will be located away from any watercourses as far as possible. The toilet facilities will be placed no less than 30m from the nearest watercourse.

- Site surface should be paved with impervious material as far as practicable.
- The Site will be surrounded by kerbs and drains. Regular inspections, ~~P~~proper maintenance and disposal records should be maintained.
- ~~Other than the vehicle parking, any other activities such as on-site vehicle inspection, maintenance, repairing and washing activities will not be allowed in the Proposed Development.~~
- All solid waste and sludge arising from the Proposed Development will be disposed of properly outside the WGG. A signboard of WSD Standard Drawings WSD 7.66B will be erected at noticeable position for alerting public not to pollute WGG and the management team will provide cleaning to the site on an as-needed basis.
- The generated sewage will be discharged to the public sewerage system underneath Tai Wo Service Road West. The tentative drainage plan is provided in **Appendix A.** The impact from the sewage effluent during operation phase is not anticipated.
- Fencing will be erected on the sides facing the nearest stream course to trap all wind-blown litters within the Site.
- Operation and maintenance of the vehicle park, associated structures (including switch room, transformer room, control room, tuck shop and toilets) and the charging facilities will not cause any contamination or any leaching of contaminants to the WGG.
- The *"Conditions of Working within Water Gathering Grounds"* will be complied with.

Potential Contamination from Vehicle Activities and Proposed Mitigation Measures

3.3.3 To minimize the risk of contamination to WGG due to vehicle activities, following mitigation measures will be implemented:

- The Proposed Development is for a temporary car park for electric vehicles only, and a signboard of "Electric Vehicles Only" should be erected at noticeable position at the entrance alerting public only electric vehicles are allowed to use the carpark. As the electric vehicles are not likely to produce any contaminants or petroleum waste such as oil leakage or spillage, the risk of pollution or causing contamination by the electric vehicles is negligible.
- Oil tanker will not be allowed to park inside the Proposed Development to avoid oil leakage or spillage in the WGG. A notice will be posted at the entrance of the Site to prohibit oil tanker to enter the Site.
- As a contingency measure due to the oil leakage or spillage, oil and grease decontamination kit such as absorbent pads or chemical spill kit will be made available to decontaminate any potential oil leakage or spillage.
- An emergency spill response plan should be developed and implemented for the vehicle park, including provision of decontamination kits and staff training for immediate containment and cleanup.
- A routine inspection of the site surface and drainage facilities should be conducted to ensure the integrity and cleanliness of the vehicle park.
- Other than the vehicle parking, any other activities such as on-site vehicle inspection, maintenance, repairing and washing activities are strictly prohibited in the Proposed Development to eliminate the generation of wastewater and minimise the risk of fluid

leakage of oil, grease, lubricant and any functional fluid involved in electric vehicles activities.

~~3.3.3~~3.3.4 Access to the electric vehicle park will be strictly limited to electric vehicles, and activities such as vehicle washing and maintenance will be prohibited. Consequently, no wastewater will be generated or discharged into the nearby drainage channel, and the likelihood of oil leakage or spillage from electric vehicles will be negligible. As a precautionary measure, an emergency spill response plan shall be implemented, and appropriate decontamination kits shall be provided on-site.

3.4 Waterworks Risk Management

3.4.1 As the Site is located within the WSD tunnel reserve of Plover Cove Tau Pass Culvert, the following additional conditions should be imposed and followed:

- No blasting, drilling or piling at the Site shall be permitted.
- No well shall be sunk at the Site.
- In prior to carrying out any excavation works, the Purchaser/Grantee shall submit his proposals for such excavation works in writing to the Water Authority for approval in all respects, and shall not carry out any work whatsoever until the Water Authority has given written approval to such excavation work, and shall comply with any requirement of the Water Authority in respect of the said excavation works.
- In the event that as a result or arising out of any development of the Site or any part thereof any subsidence of the ground occurs at any time, the Purchaser/Grantee shall indemnify the Government against all actions, claims and demands arising out of any damage or nuisance to private property caused by such subsidence.

3.4.2 Besides, as part of the Site also encroaches upon the 30m Waterworks Reserve ("WWR") for Tai Po Tau & Tau Pass, the following conditions shall also be imposed:

- No structure shall be erected over this WWR and such area shall not be used for storage purposes except with the prior written consent of the Water Authority.
- No tree planting shall be permitted within the WWR except with the prior written consent of the Waterworks Authority.
- For the protection of the existing Government water mains, no blasting or pile driving works shall be carried out within the WWR except with the prior written consent of the Water Authority.
- The grantee/applicant shall indemnify and keep indemnified the Government from and against all liability, damages, expenses, claims, costs, demands, charges, actions and proceedings of whatsoever nature the grantee/applicant, his servants, workmen and contractors in connection with any damage to the existing Government water mains.
- The Water Authority and his officers and contractors, his or their workmen shall have free access at all times to the said area with necessary plant and vehicles for the purpose of laying, repairing and maintenance of water mains. All other services across, through or under the WWR are required to seek authorization from the Water Authority.

Annex 4

Simple Calculation of Wastewater Generation

Lavatories on Site

Male Toilet

Discharge Unit (DU) from WC (Qty * DU)	=	5.4 L/s
Discharge Unit (DU) from Single Urinal with Cistern (Qty * DU)	=	1.2 L/s
Discharge Unit (DU) from Basin (Qty * DU)	=	0.9 L/s
Sum of DUs	=	7.5 L/s
Wastewater Flow Rate ($K\sqrt{\Sigma DU}$)	=	2.74 L/s

Remarks

1. Calculation of Wastewater Flow Rate is followed Plumbing Engineering Services Design Guide (PESDG).

2. Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s; DU of Single Urinal with Cistern = 0.4L/s; DU of Shower with plug = 1.3L/s, extracted from Table 5 of PESDG.

3. Total number of WC = 3; total number of Single Urinal with Cistern = 3; Total number of Basin = 3

4. Frequency of use, K = 1, extracted from Table 6 of PESDG.

Female Toilet

Discharge Unit (DU) from WC (Qty * DU)	=	5.4 L/s
Discharge Unit (DU) from Single Urinal with Cistern (Qty * DU)	=	0 L/s
Discharge Unit (DU) from Basin (Qty * DU)	=	0.9 L/s
Sum of DUs	=	6.3 L/s
Wastewater Flow Rate ($K\sqrt{\Sigma DU}$)	=	2.51 L/s

Remarks

1. Calculation of Wastewater Flow Rate is followed Plumbing Engineering Services Design Guide (PESDG).

2. Discharge Unit (DU) of WC = 1.8 L/s; DU of Basin = 0.3 L/s; DU of Single Urinal with Cistern = 0.4L/s; DU of Shower with plug = 1.3L/s, extracted from Table 5 of PESDG.

3. Total number of WC = 3; total number of Single Urinal with Cistern = 0; Total number of Basin = 3

4. Frequency of use, K = 1, extracted from Table 6 of PESDG.

PLANNING LIMITED
規劃顧問有限公司

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萬兆豐中心16樓K室
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電郵EMAIL kta@ktaplanning.com

Our Ref: S3145/DD7THPVP/25/007Lg

16 December 2025

By Email

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659) -Further Information No. 4-

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") at its meeting on 9 January 2026.

We would like to submit herewith an updated Drainage and Sewerage Proposals with the addition of chargers for the HGV parking spaces for replacement of the version previously submitted.

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [redacted] or Mr Faith Lai at [redacted].

Thank you for your kind attention.

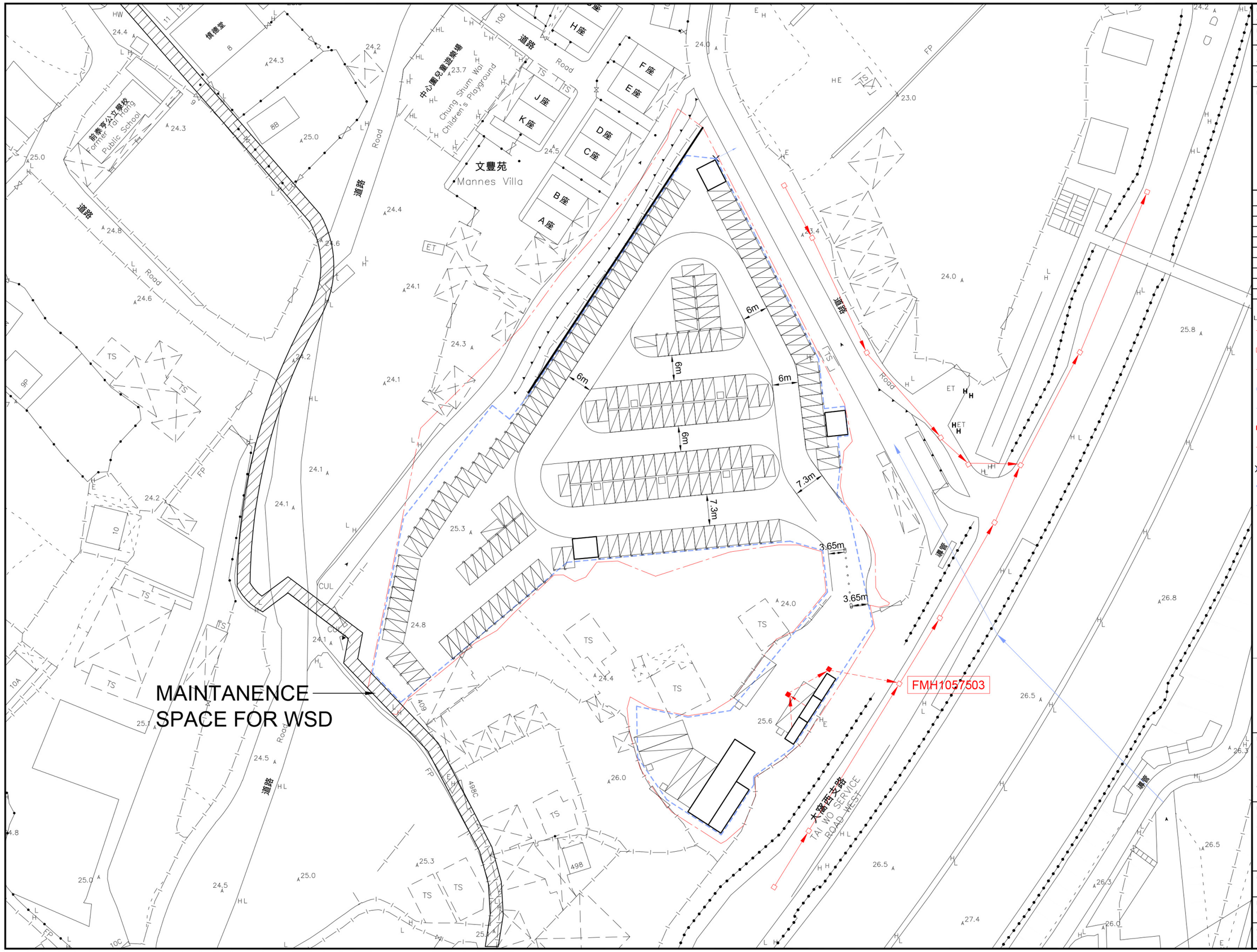
Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Updated Drainage and Sewerage Proposals

cc. STNDPO
Applicant and Team

KT/KW/FL/vy



B.D. REFERENCE 屋宇署檔案	-
F.S.D. REFERENCE 消防處檔案	-
W.W.O. REFERENCE 水務署檔案	-
CAD FILE NAME 檔案圖名	20251104 - MLP.DWG
NOTE : 註釋	

DATE 日期	NO. 修定號	REVISIONS 修定內容	BY 經手人

LT DEVELOPMENT CONSULTANTS LTD.
良機建築顧問有限公司
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PROJECT MANAGERS
INTERIOR DESIGNERS
UNIT C, 15/F THOMSON COMMERCIAL BUILDING, 8 THOMSON ROAD, WAN CHAI, HONG KONG
TEL (852) 28800396 FAX (852) 25647321

PROJECT 項目名稱
PROPOSED TEMPORARY OPEN VEHICLE PARK & PUBLIC UTILITY INSTALLATION (SOLAR ENERGY SYSTEM) AT VARIOUS LOTS IN DD7 LOT 237

DRAWING TITLE 標題
PRELIMINARY DRAINAGE PROPOSAL (FOR INDICATIVE PURPOSE ONLY)

SCALE 比例	DATE 日期
1:800	08 / 05/ 2024
DRAWN BY 繪作人	CHECKED BY 檢查
QC	FL
JOB NO. 工程項目	DRAWING NO. 圖號
24-025	D-1

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電郵EMAIL kta@ktaplanning.com

Our Ref: S3145/DD7THPVP/25/008Lg

19 December 2025

By Email

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659) -Further Information No. 5-

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") at its meeting on 9 January 2026.

We submit herewith the updated Traffic Impact Assessment ("TIA") with incorporation of the updated scheme layout for your consideration. Please note that the results of the TIA would remain unchanged.

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned at [redacted] or Mr Faith Lai at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Updated Traffic Impact Assessment

cc. STNDPO
Applicant and Team

KT/KW/FL/vy

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

Traffic Impact Assessment
Final Report
December 2025

Prepared by: CKM Asia Limited

Prepared for: Wing Lee (Kong Shum) Transportation Limited

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

CONTENTS

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

TABLES

NUMBER

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Various Lots in DD7, Kau Lung Hang, Tai Po, New Territories

FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 The application site is located at various lots in D.D. 7 at Kau Lung Hang, in Tai Po. The location of the application site is shown in **Figure 1.1**.

1.2 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to prepare a traffic assessment in connection with the S16 application for a temporary public vehicle park with 205 car parking spaces and 6 parking spaces shared-use for HGV and coach for a period of 3 years (the "Proposed Temporary Public Vehicle Park"). Access to the Proposed Temporary Public Vehicle Park is via its existing vehicular access, which is provided at Tai Wo Service Road West, some 600m north of its junction with Hong Lok Yuen Road.

1.3 This report describes the traffic assessment undertaken for the Proposed Temporary Public Vehicle Park.

Structure of the Report

1.4 The report is structured as follows:

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

2.0 THE EXISTING SITUATION

The Application Site

2.1 The application site is currently used as a plant nursery with some temporary shelters and ancillary storage area. It fronts onto Tai Wo Service Road West to the east, some 600m north of its junction with Hong Lok Yuen Road.

The Road Network

2.2 Tai Wo Service Road West is classified as rural road, and is of single carriageway 2-lane standard. It connects with Wo Hing Road to the north, and with Hong Lok Yuen Road, Fanling Highway and Lam Kam Road Interchange to the south.

2.3 Lam Kam Road is classified as a rural road, and is of single carriageway 2-lane standard. It connects with the Lam Kam Road Interchange and Tolo Highway to the north and with Route Twisk, Kam Sheung Road and Kam Tin Road to the south.

Manual Classified Traffic Counts

2.4 To quantify the traffic flows in the vicinity of the application site, manual classified counts were conducted on Wednesday, 19th June 2024 during the AM and PM peak periods at the following junctions:

- J1: Tai Wo Service Road West / Hong Lok Yuen Road;
- J2: Lam Kam Road Interchange / Tai Po Road – Tai Wo; and
- J3: Lam Kam Road Interchange.

2.5 The locations of these junctions are shown in **Figure 2.1** and the layouts are shown in **Figures 2.2 – 2.4** respectively.

2.6 From the traffic survey conducted, the AM and PM peak hours are found between 0730 – 0830 hours and 1715 – 1815 hours respectively. The existing AM and PM peak hour flows are presented in **Figures 2.5**.

Existing Junction Performance

2.7 The existing operating performance of the surveyed junctions is calculated based on the existing traffic flows, and the analysis was undertaken using the method found in the Transport Planning and Design Manual ("TPDM"). The results are summarised in **Table 2.1**, and detailed calculations are presented in the **Appendix A**.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	AM Peak	PM Peak
J1	Tai Wo Service Road West / Hong Lok Yuen Road	Signal (RC)	65%	58%
J2	Lam Kam Road Interchange / Tai Po Road – Tai Wo	Priority (DFC)	0.581	0.484
J3	Lam Kam Road Interchange	RA (DFC)	0.484	0.631

Note: RA – roundabout RC – reserve capacity DFC - design flow/capacity ratio

2.8 **Table 2.1** shows that the junctions operate with capacities.

Public Transport Services

2.9 At present, 10 franchised bus and 3 green minibus ("GMB") routes operate in the vicinity of the Proposed Temporary Public Vehicle Park. Details of public transport services are presented in **Table 2.2**.

TABLE 2.2 EXISTING PUBLIC TRANSPORT SERVICES OPERATING IN THE VICINITY OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

Route	Routing	Headway (minutes)
KMB 73	Fanling (Wah Ming) – Tai Po Industrial Estate	20 – 30
KMB 73A	Fanling (Wah Ming) – Yu Chui Court	20 – 35
KMB 73B	Chuen On Road (Nethersole Hospital) – Sheung Shui (Circular)	25 – 60
KMB 74C	Kau Lung Hang – Kwun Tong Ferry	AM Peak
KMB 74D	Kau Lung Hang – Kwun Tong Ferry	25 – 60
KMB 271P	Kau Lung Hang – Tsim Sha Tsui (Canton Road)	AM Peak
KMB 273C	Kau Lung Hang – Tsuen Wan West Station	AM Peak
KMB 373	Sheung Shui – Central (Hong Kong Station)	AM, PM Peak
KMB N373	Fanling (Luen Wo Hui) – Central (Macau Ferry)	Overnight
KMB N73	Shatin Central – Lok Ma Chau	Overnight
GMB 502	Ching Ho Estate – Nethersole Hospital	8 – 15
GMB 25A	Tai Po Market – Nam Wa Po	5 - 10
GMB 25B	Tai Po Market – Kau Lung Hang / Yuen Leng	4 – 8

Note: KMB – Kowloon Motor Bus GMB – Green Minibus

3.0 THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

The Proposed Temporary Public Vehicle Park

3.1 The Proposed Temporary Public Vehicle Park provides 205 car parking spaces and 6 parking spaces shared-use for HGV and coach, and the layout plan is shown in **Figure 3.1**.

Swept Path Analysis

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

4.0 TRAFFIC ANALYSIS

Design Year

4.1 The Proposed Temporary Public Vehicle Park is scheduled to commence operation in 2026 and operate until 2029. Hence, the design year adopted for traffic analysis is 2029.

Traffic Forecasting

4.2 Year 2029 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to existing traffic flows; (ii) estimated traffic growth rate from 2024 to 2029; and (iii) expected net increase in traffic generation due to the Proposed Temporary Public Vehicle Park.

Estimated Traffic Growth Rate from 2024 to 2029

4.3 Reference is made to the (i) the Annual Average Daily Traffic ("AADT") of the core stations which are located in the vicinity found in the Annual Traffic Census ("ATC") published by Transport Department, and (ii) the population projection for Tai Po District from the "Projections of Population Distribution 2023 – 2031" published by the Planning Department. The above information is presented in **Tables 4.1** and **4.2** respectively.

TABLE 4.1 AADT OF THE CORE STATIONS LOCATED IN THE VICINITY OF THE APPLICATION SITE

Station	**5507**	**5461**	**Overall**
Road	**Tai Wo Service Rd W**	**Fanling Highway**	**–**
From	Lam Kam Rd INT	Lam Kam Rd INT	–
To	Kau Lung Hang Flyover near Kiu Tau Rd	Kau Lung Hang Lo Wai	–
2017	5,540*	92,220*	97,760
2018	5,670*	95,160*	100,830
2019	4,570	95,760	100,330
2020	4,330	92,630	96,960
2021	4,500*	97,150*	101,650
2022	4,360*	92,840*	97,200
2023	4,470*	98,660*	103,130
Average Annual Growth (2017-2023)	**-3.51%**	**1.13%**	**0.90%**

Note: * Estimated by Growth Factor

TABLE 4.2 POPULATION PROJECTIONS OF TAI PO DISTRICT

Year	**Population in Tai Po**
2024	331,800
2029	341,200
Average Annual Growth 2024 to 2029	**0.56%**

4.4 **Table 4.1** shows that the annual average traffic growth of 0.90%, between 2017 and 2023. **Table 4.2** shows that the annual population growth between 2024 – 2029 is 0.56%. To be conservative, an annual average traffic growth of 0.90% is adopted for year 2024 – 2029.

Net Increase in Traffic Generation of the Proposed Temporary Public Vehicle Park

Traffic Generation of the Existing uses

4.5 The traffic generation of the existing uses are estimated based on the traffic generation survey conducted at the application site during AM and PM peak of Wednesday, 19th June 2024. The survey result is presented in **Table 4.3**.

TABLE 4.3 TRAFFIC GENERATION OF EXISTING USES

Items	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Traffic Generation of Existing Uses (plant nursery, ancillary storage) (pcu/hr)	**17**	**13**	**18**	**21**
	30 (2-way)		**39 (2-way)**	

4.6 **Table 4.3** shows that the existing uses generates 30 and 39 pcu (2-way) in AM and PM peak hours respectively.

Traffic Generation of the Proposed Temporary Public Vehicle Park

4.7 The TPDM has no trip rates for temporary public vehicle park, hence, the traffic generation of the Proposed Temporary Public Vehicle Park is calculated based on the trip rates derived from the traffic generation survey conducted at a temporary car park at Ma Wo Road in Tai Po. The traffic generation survey was conducted on Wednesday, 19th June 2024, and the survey results, the derived trip rate and the calculated traffic generation of the Proposed Temporary Public Vehicle Park is presented in **Table 4.4**.

TABLE 4.4 TRAFFIC GENERATION OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

Items		Parameter	AM Peak		PM Peak	
			GEN	ATT	GEN	ATT
Skye Parking, Ma Wo Road, Tai Po (246 spaces)	Traffic Generation (1)	pcu/hr	16	15	10	30
	Derived Trip Rate (2)	pcu/space/hr	0.0650	0.0610	0.0407	0.1220
The Proposed Temporary Public Vehicle Park (Total 211 spaces: 205 for car, 6 for HGV/Coach)	Traffic Generation (1)	pcu/hr	14	13	9	26
			27 (2-way)		**35 (2-way)**	

GEN – Generation ATT – Attraction

4.8 **Table 4.4** shows that the Proposed Temporary Public Vehicle Park is expected to generate 27 and 35 pcu (2-way) in AM and PM peak hours respectively.

Net Increase in Traffic Generation

4.9 The net increase in traffic generation between the existing uses and the Proposed Temporary Public Vehicle Park is presented in **Table 4.5**.

TABLE 4.5 NET INCREASE IN TRAFFIC GENERATION

Scheme	Traffic Generation (pcu/ hr)			
	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
The Proposed Temporary Public Vehicle Park (from Table 4.4) [a]	14	13	9	26
Existing Uses (from Table 4.3) [b]	17	13	18	21
Net Increase [a] – [b]:	**-3**	**+0**	**-9**	**+5**
	-3 *(2-way)*		**-4 *(2-way)***	

4.10 Compared to the existing uses, the Proposed Temporary Public Vehicle Park is expected to have net increase of -3 and -4 pcu / hour (2-way) in AM and PM peak respectively.

Year 2029 Peak Hour Traffic Flows

4.11 Year 2029 peak hour traffic flows for the following cases are derived:

Year 2029 Without the Proposed Temporary Public Vehicle Park [A] = *Existing Traffic Flow + estimated traffic growth between 2024 and 2029*

Year 2029 With the Proposed Temporary Public Vehicle Park [B] = *[A] + Net Increase in traffic generation*

4.12 Year 2029 peak hour traffic flows for the above two cases are shown in **Figures 4.1** and **4.2** respectively.

2029 Junction Capacity Analysis

4.13 Year 2029 junction capacity analysis for the case without and with the Proposed Temporary Public Vehicle Park are summarised in **Table 4.6** and detailed calculations are found in the **Appendix A**.

TABLE 4.6 2029 JUNCTION PERFORMANCE

Ref	Junction	Type of Junction (Parameter)	Without the Proposed Temporary Public Vehicle Park		With the Proposed Temporary Public Vehicle Park	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Tai Wo Service Road West / Hong Lok Yuen Road	Signal (RC)	57%	51%	57%	51%
J2	Lam Kam Road Interchange / Tai Po Road – Tai Wo	Priority (DFC)	0.615	0.514	0.615	0.516
J3	Lam Kam Road Interchange	RA (DFC)	0.510	0.665	0.510	0.669

Note: RA – roundabout RC – reserve capacity DFC - design flow/capacity ratio

4.14 The results in **Table 4.6** indicate that the junctions analysed will operate with sufficient capacities in 2029, and the Proposed Temporary Public Vehicle Park has no adverse traffic impact.

5.0 SUMMARY

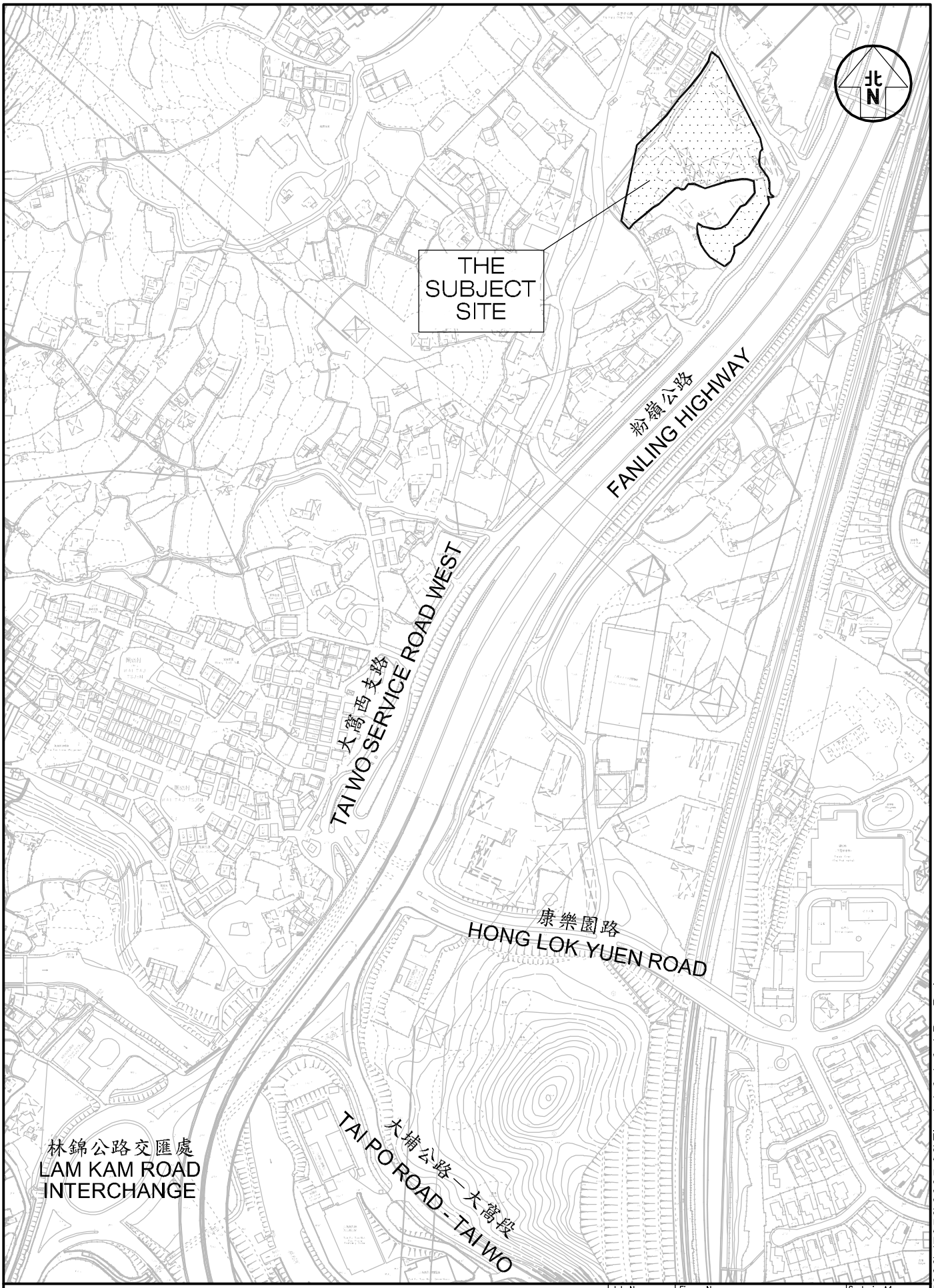
5.1 The application site is located at various lots in D.D. 7 at Kau Lung Hang, Tai Po. Access to the Proposed Temporary Public Vehicle Park is via its existing vehicular access which is provided at the Tai Wo Service Road West.

5.2 The Proposed Temporary Public Vehicle Park provides 205 car parking spaces and 6 parking spaces shared-use for HGV and coach for a period of 3 years.

5.3 Year 2029 peak hour traffic flows for the junction capacity analysis is produced (i) with reference to existing traffic flows; (ii) estimated traffic growth rate from 2024 to 2029; and (iii) expected net increase in traffic generation due to the Proposed Temporary Public Vehicle Park.

5.4 A comparison is made of the performance of the junctions assessed for the cases without and with the Proposed Temporary Public Vehicle Park. The traffic analysis concluded that the junctions analysed will operate with sufficient capacities in 2029, and the Proposed Temporary Public Vehicle Park has no adverse traffic impact.

Figures



Project Title
PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A4
J7353	1.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	B	03 SEP 2025

Figure Title
LOCATION OF THE APPLICATION SITE

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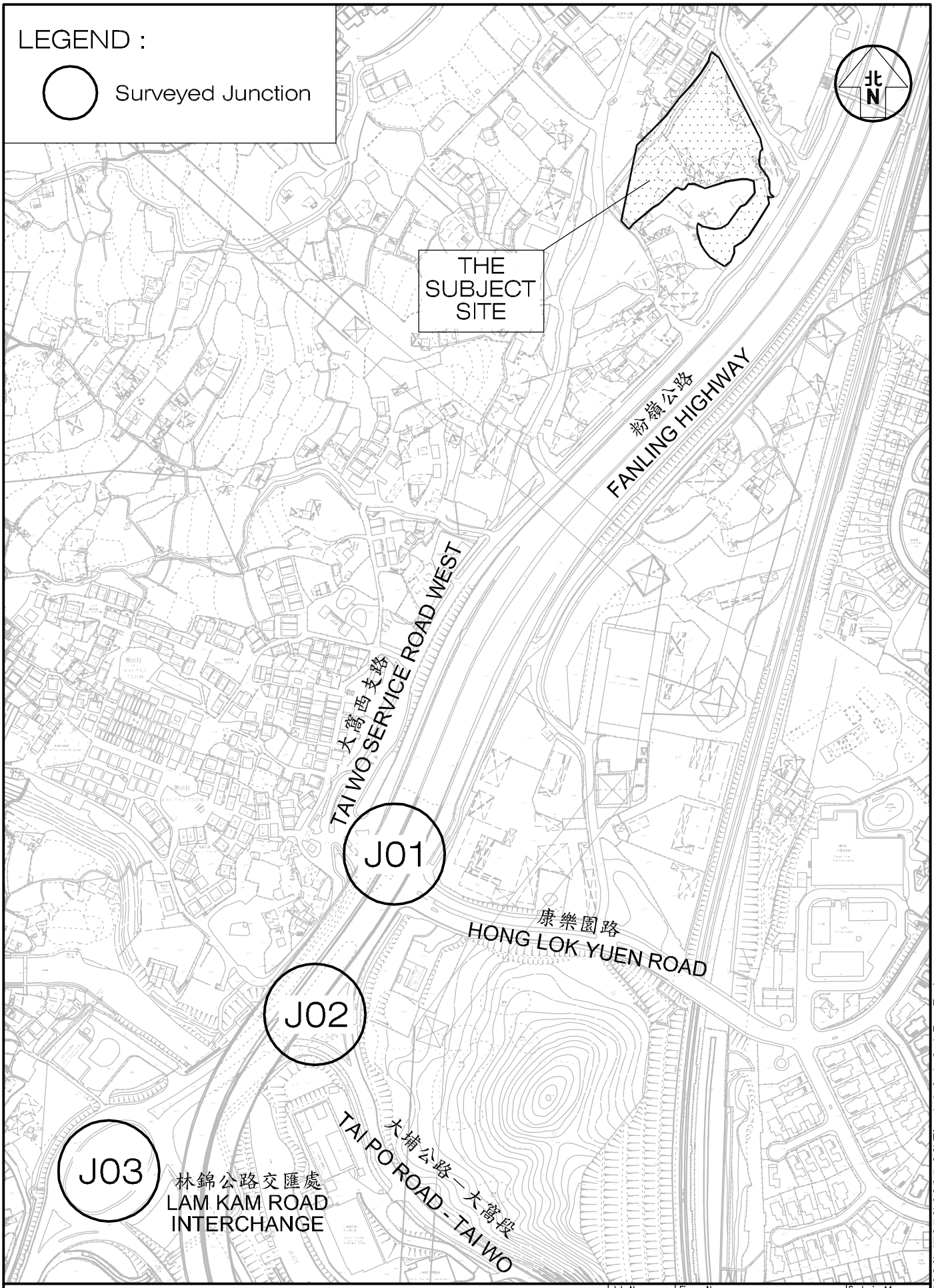

Project Title
PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A4
J7353	2.1			1 : 4,000
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	B	03 SEP 2025

Figure Title
LOCATIONS OF SURVEYED JUNCTIONS

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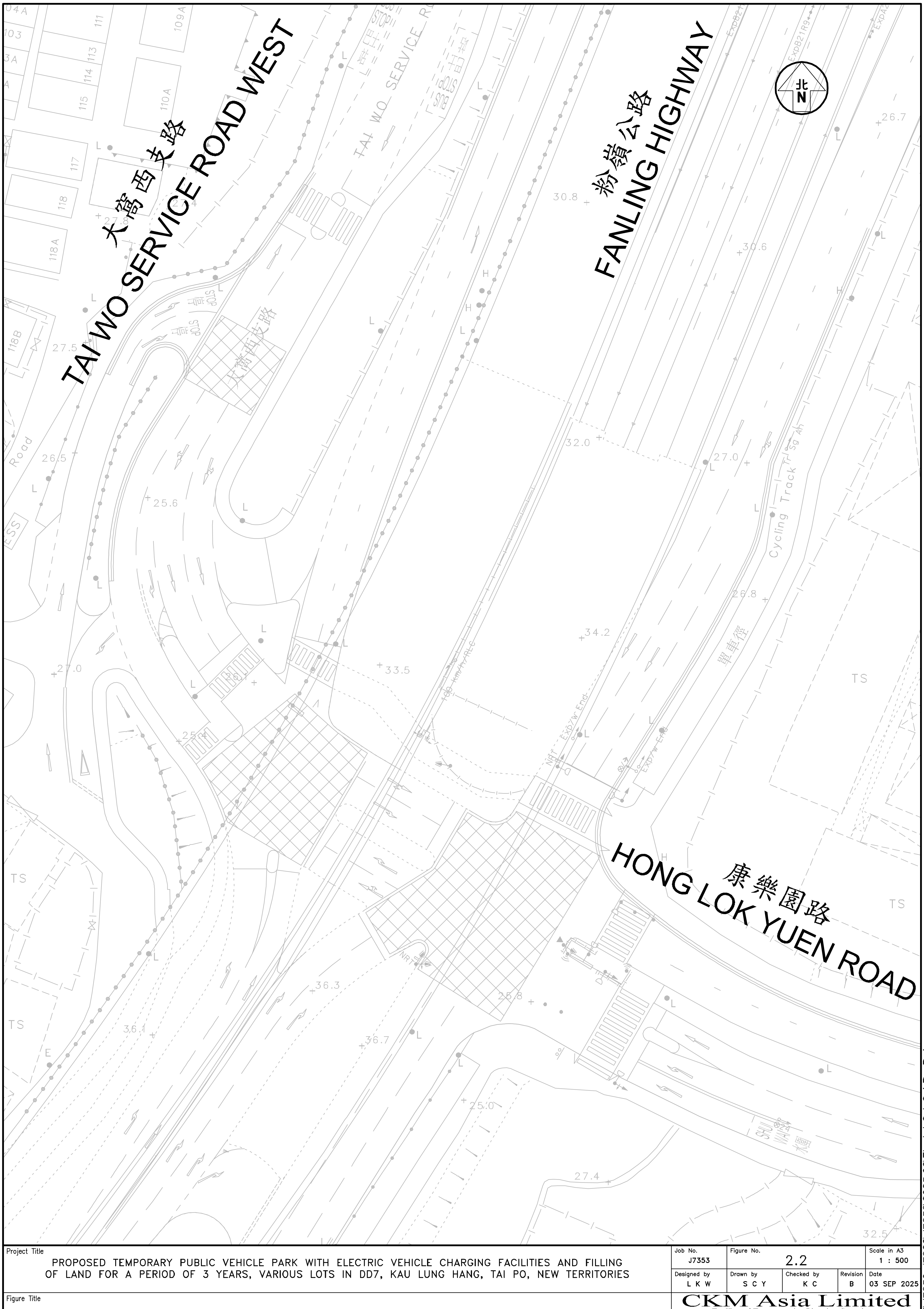

Project Title	Job No.	Figure No.		Scale in A3
PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	2.2		1 : 500
	Designed by: L K W	Drawn by: S C Y	Checked by: K C / Revision: B	Date: 03 SEP 2025

Figure Title

LAYOUT OF TAI WO SERVICE ROAD WEST / HONG LOK YUEN ROAD

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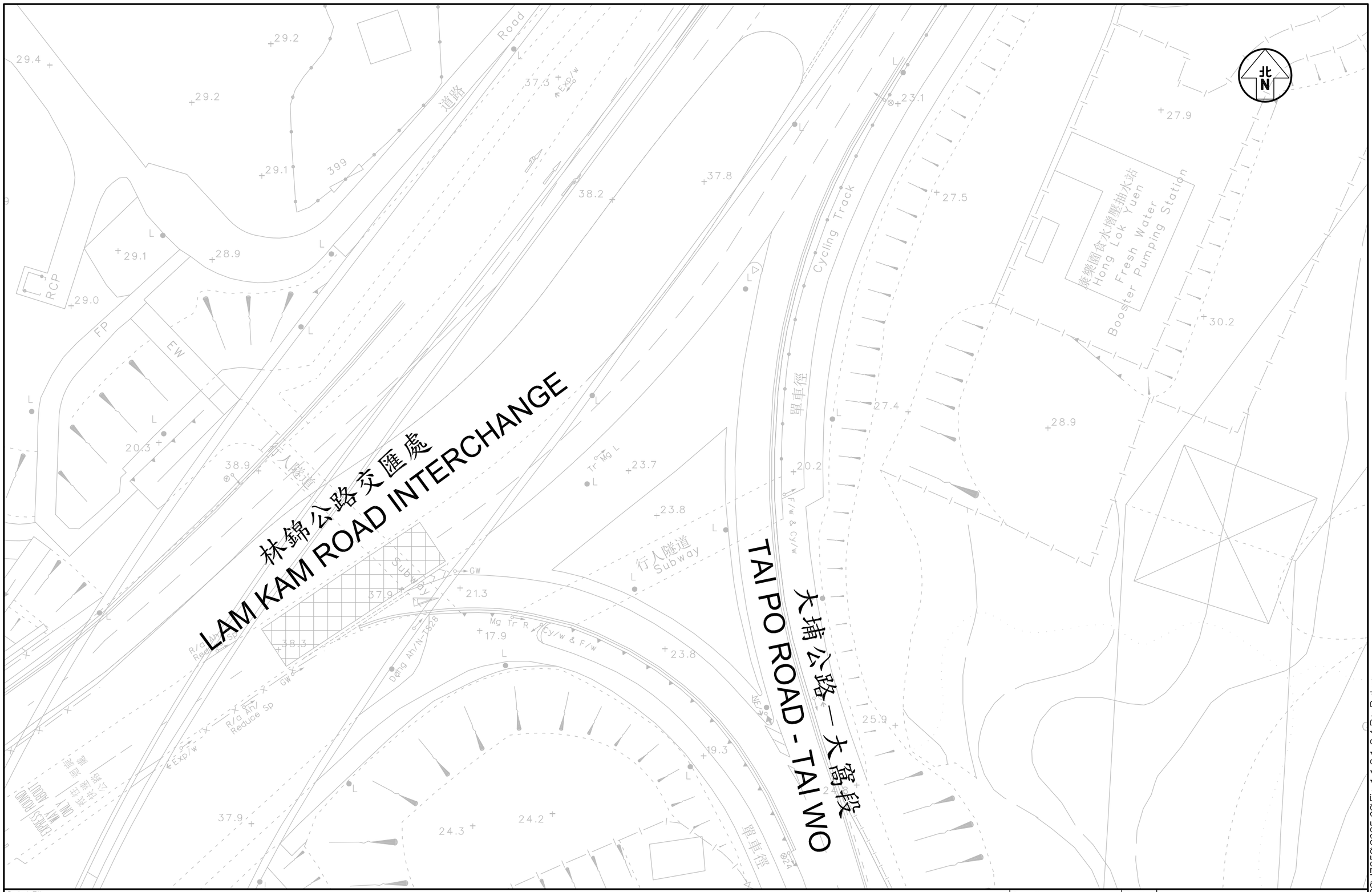

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 2.3 / Revision B
Figure Title	LAYOUT OF LAM KAM ROAD INTERCHANGE / TAI PO ROAD – TAI WO	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A3 1 : 500 / Date 03 SEP 2025

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林錦公路交匯處
LAM KAM ROAD
INTERCHANGE

LAM KAM ROAD INTERCHANGE

林錦公路
LAM KAM ROAD

吐露港公路
TOLO HIGHWAY

天線
Antenna

HANG KAI LANE

Sharp Devi

Proh/Over 11m

行人隧道
Pedestrian Subway

Cycling Track

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES
	J7353
Figure Title	LAYOUT OF LAM KAM ROAD INTERCHANGE
Figure No.	2.4
Revision	B
Designed by	L K W
Drawn by	S C Y
Checked by	K C
Scale in A3	1 : 500
Date	03 SEP 2025

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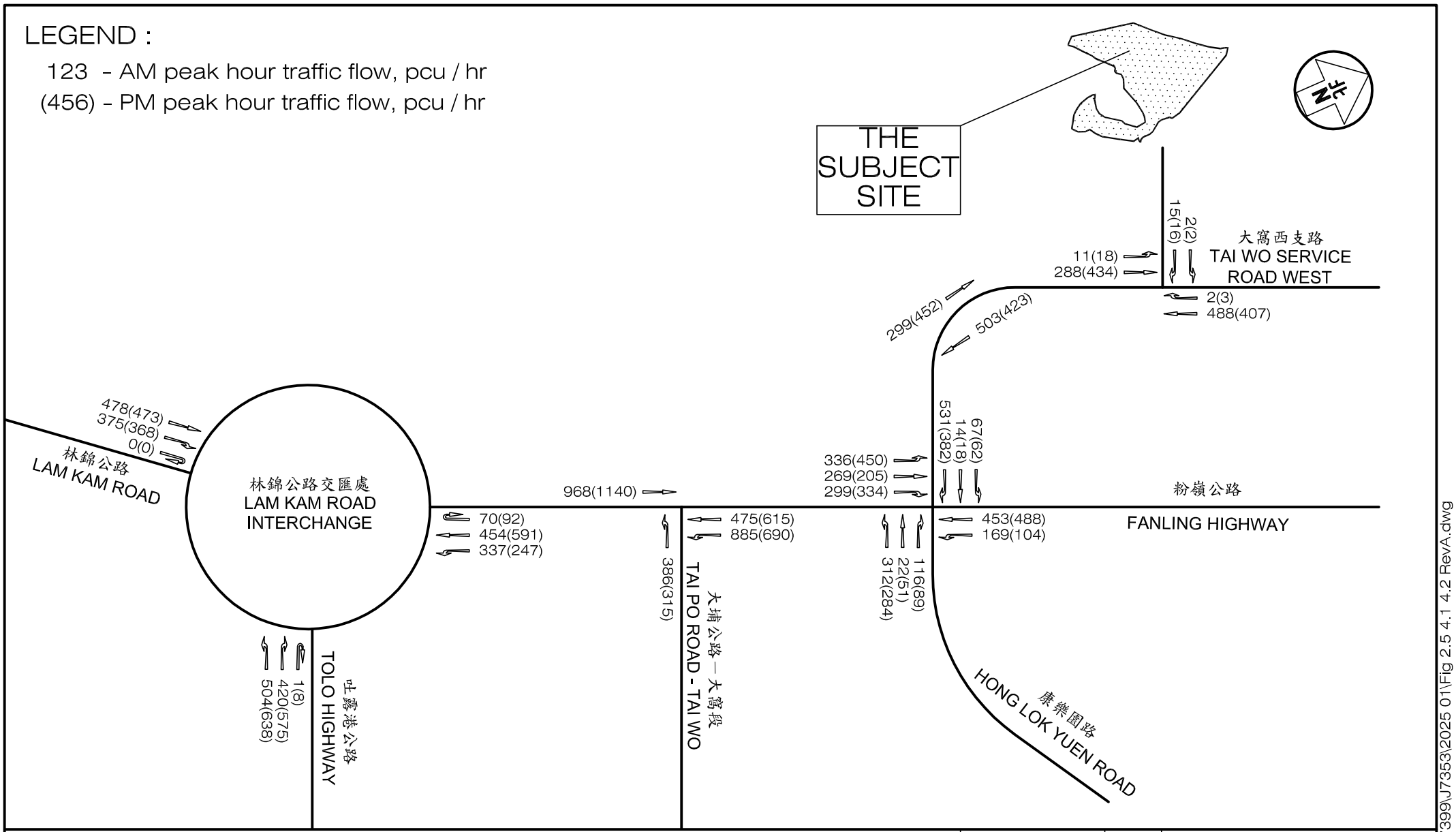
LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 2.5 / Revision B
Figure Title	EXISTING PEAK HOUR TRAFFIC FLOWS	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 03 SEP 2025

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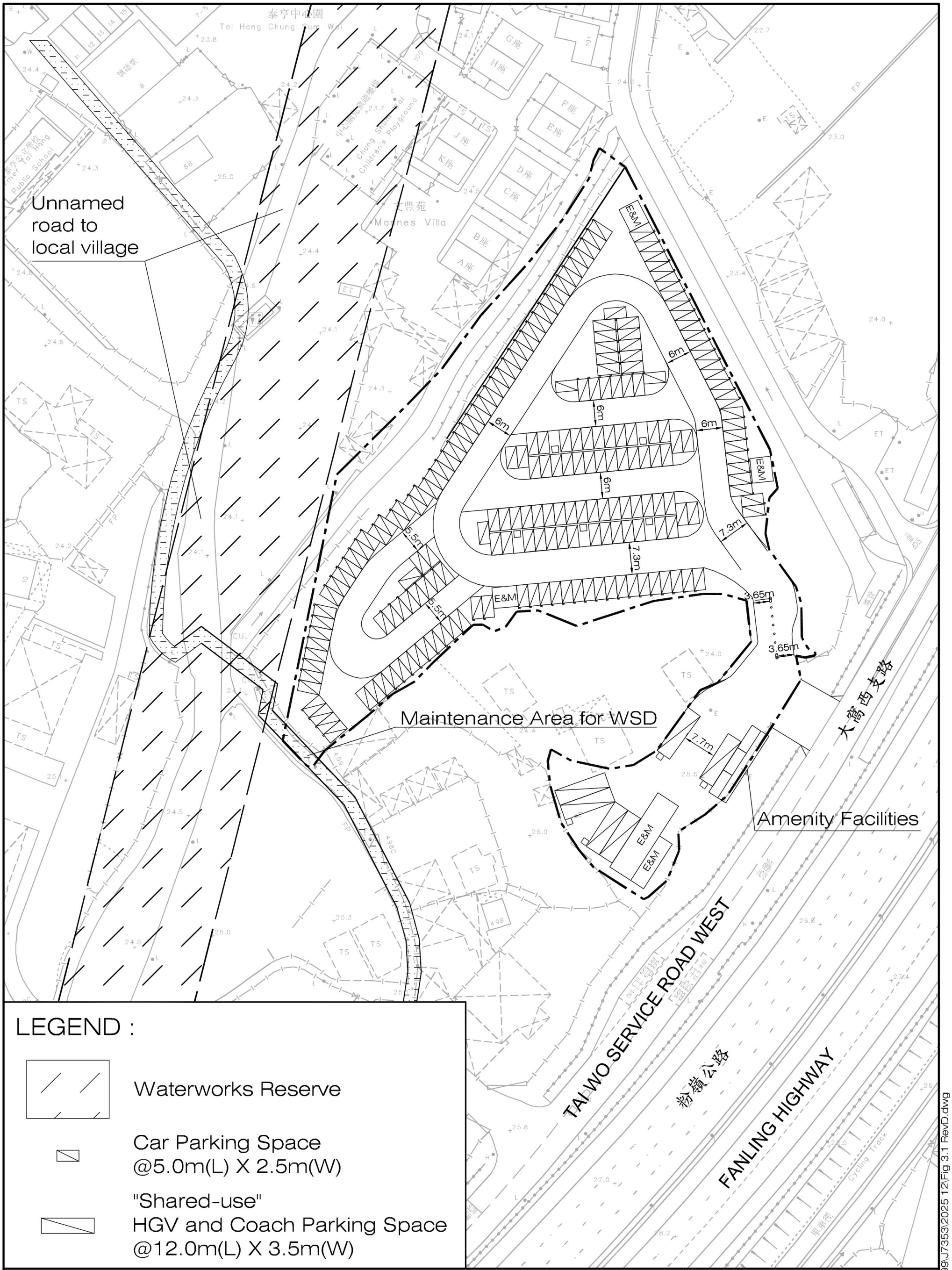

Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

Job No.	Figure No.			Scale in A3
J7353	3.1			1 : 800
Designed by	Drawn by	Checked by	Revision	Date
L K W	S C Y	K C	D	18 DEC 2025

Figure Title

LAYOUT PLAN OF THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

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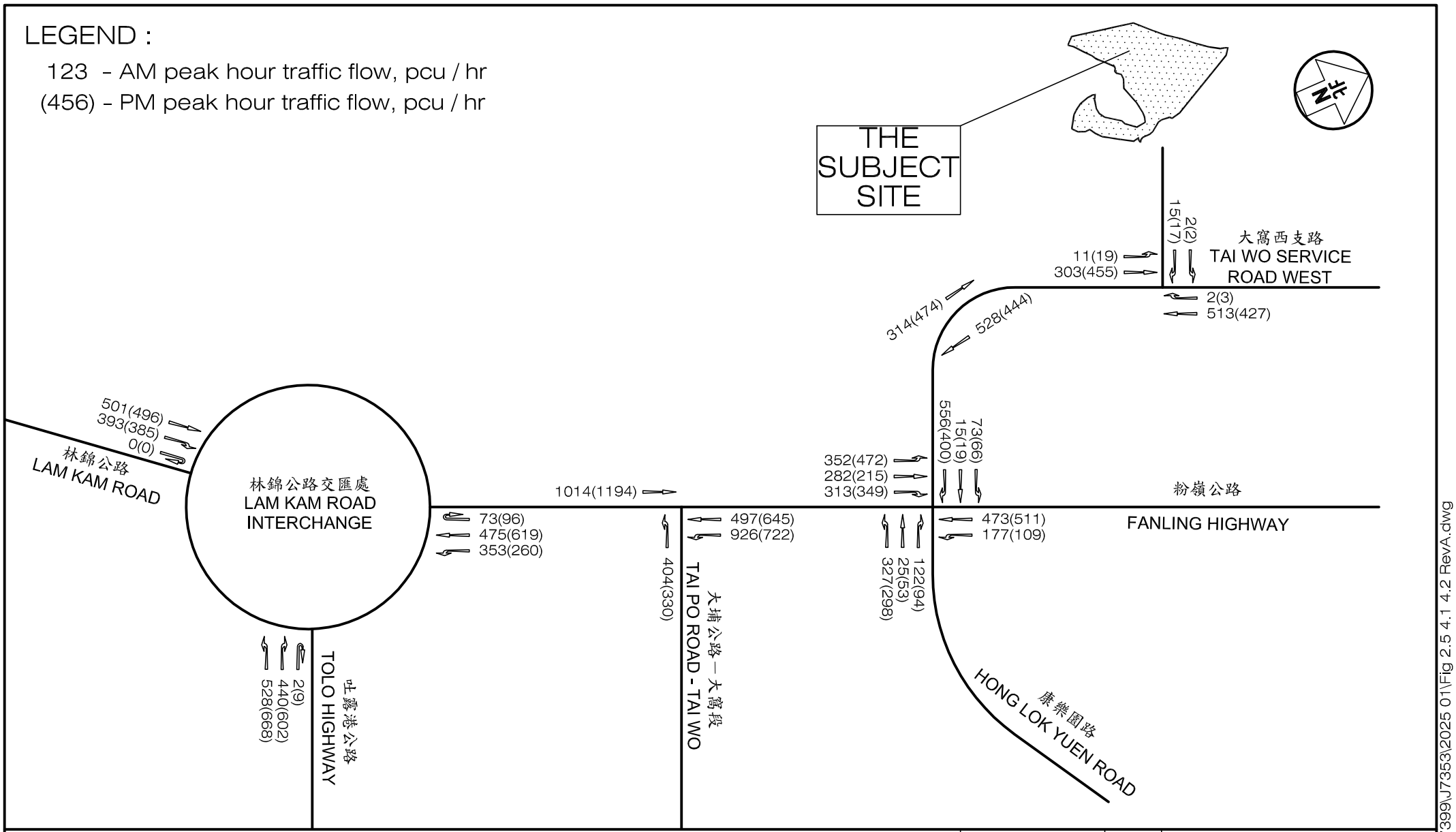
T:\JOB\J7350-J7399\J7353\2025 12\Fig 3.1 RevD.dwg

LEGEND :

123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 4.1 / Revision B
Figure Title	2029 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 03 SEP 2025

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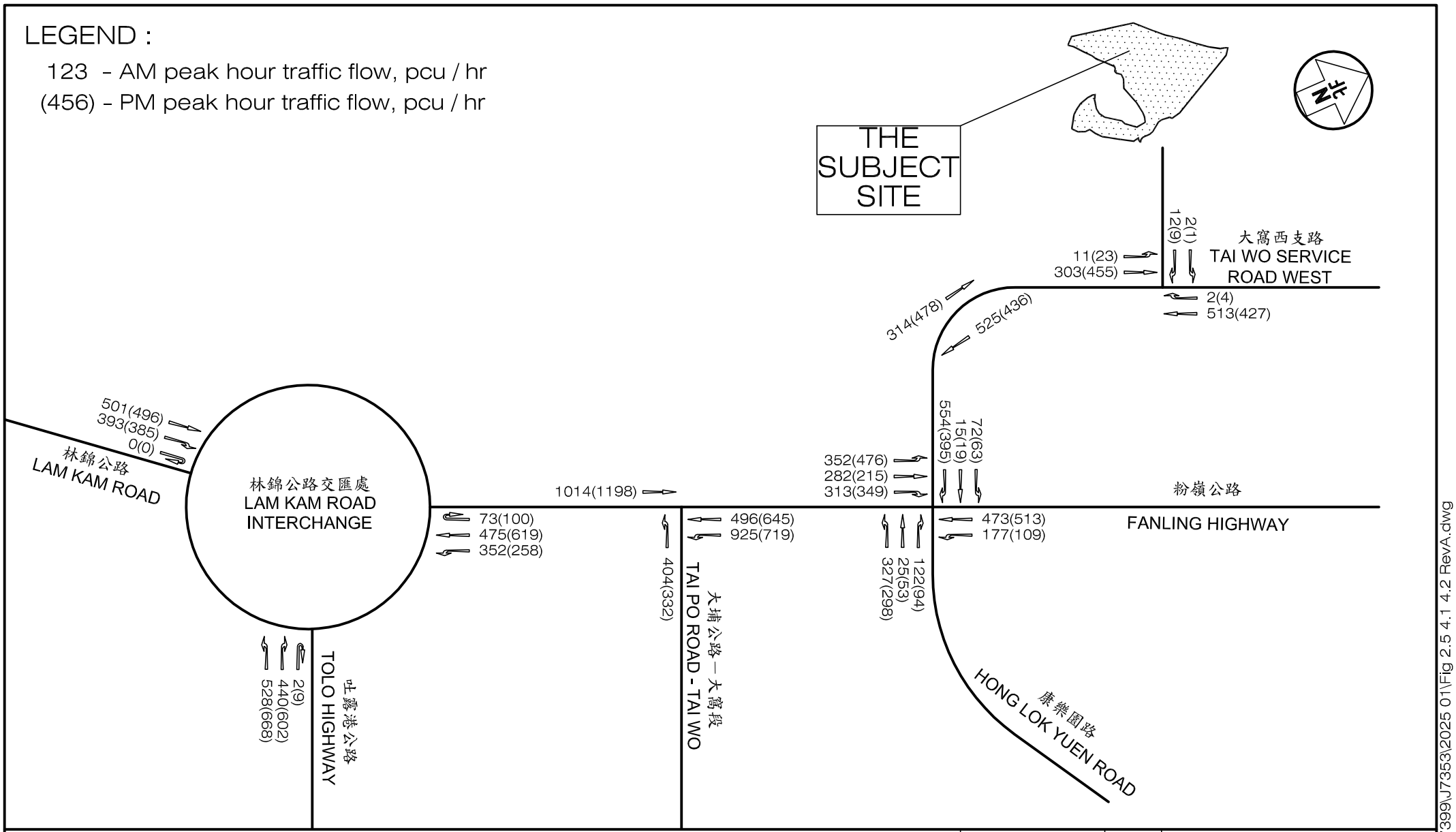
123 - AM peak hour traffic flow, pcu / hr

(456) - PM peak hour traffic flow, pcu / hr



Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. 4.2 / Revision B
Figure Title	2029 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK	Designed by L K W / Drawn by S C Y / Checked by K C	Scale in A4 N.T.S. / Date 03 SEP 2025

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Appendix A
Junction Analysis

Signal Junction Analysis

Junction: Tai Wo Service Road West / Hong Lok Yuen Road Job Number: J7353

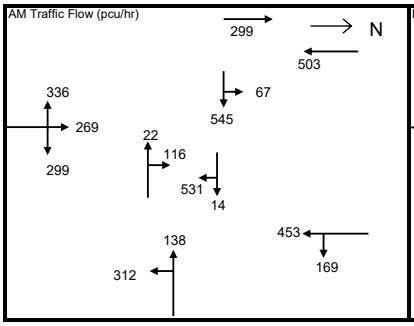
Scenario: Existing Condition P. 1

Design Year: 2024 Designed By: Checked By: Date: 8 Sep 2025

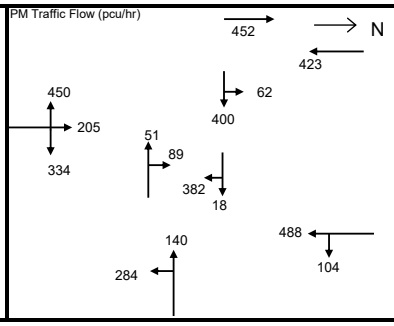
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Fanling Highway NB	LT	A1	1,2	3.50	25.0		100	1854	336	0.181		100	1854	450	0.243	
	SA	A2	1,2	3.50				1965	269	0.137			1965	205	0.104	
	RT	B1	2	3.50	30.0		100	2005	150	0.075		100	2005	168	0.084	
	RT	B2	2	3.50	25.0		100	1986	149	0.075	0.075	100	1986	166	0.084	0.084
Fanling Highway SB	LT+SA	F1	1	3.50	10.0		94	1722	181	0.105	0.105	58	1808	178	0.098	0.098
	SA	F2	1	3.50				2105	221	0.105			2105	207	0.098	
	SA	F3	1	3.50				2105	221	0.105			2105	207	0.098	
Hong Lok Yuen Road WB	LT	C1	2,3	3.50	10.0		100	1709	147	0.086		100	1709	134	0.078	
	LT	C2	2,3	3.50	15.0		100	1914	165	0.086		100	1914	150	0.078	
	SA	D1	3	3.50				1965	138	0.070	0.070		1965	140	0.071	0.071
	SA+RT	E1	3	4.00	15.0		69	2016	70	0.035		29	2094	72	0.035	
	RT	E2	3	4.00	15.0		100	1959	68	0.035		100	1959	68	0.035	
Tai Wo Service Rd West EB	LT+SA	H1	4	4.00	10.0		24	1754	275	0.157	0.157	30	1749	207	0.118	0.118
	SA	H2	4	4.00				2155	337	0.157			2155	255	0.118	
	SA+RT	G1	4	4.00	20.0		95	1881	267	0.142		91	1886	196	0.104	
	RT	G2	4	4.00	15.0		100	1959	278	0.142		100	1959	204	0.104	
Tai Wo Service Road West SB	SA	I1	1,2,4	4.00				2015	503	0.250			2015	423	0.210	
Tai Wo Service Road West NB	SA	I2	1,2,4	4.00				2015	299	0.148			2015	452	0.224	

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec	
	$K_{(P)}$	4		min crossing time =	9	sec GM +	7	sec FGM =	16	sec	
	$L_{(P)}$	2,3,4		min crossing time =	7	sec GM +	12	sec FGM =	19	sec	
	$M_{(P)}$	3		min crossing time =	14	sec GM +	11	sec FGM =	25	sec	
	$N_{(P)}$	1,2,3		min crossing time =	7	sec GM +	9	sec FGM =	16	sec	
	$O_{(P)}$	1,4		min crossing time =	7	sec GM +	10	sec FGM =	17	sec	
	$P_{(P)}$	3		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)

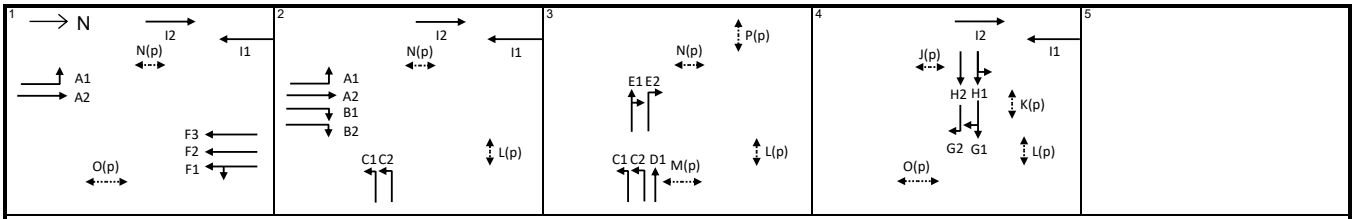


PM Traffic Flow (pcu/hr)



	$S=1940+100(W-3.25)$ $S_M=S\div(1+1.5f/r)$		$S=2080+100(W-3.25)$ $S_M=(S-230)\div(1+1.5f/r)$	
	1+2+3+4 AM Peak	1,2+3+4 AM Peak	1+2+3+4 PM Peak	1,2+3+4 PM Peak
Sum y	0.407	0.408	0.372	0.432
L (s)	29	24	29	24
C (s)	114	114	100	100
practical y	0.671	0.711	0.639	0.684
R.C. (%)	65%	74%	72%	58%

Note:



AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =		

Signal Junction Analysis

Junction: Tai Wo Service Road West / Hong Lok Yuen Road Job Number: J7353

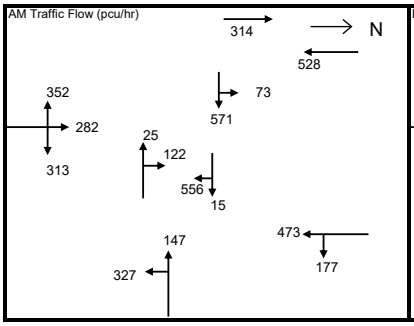
Scenario: Without the the Proposed Temporary Public Vehicle Park P. 2

Design Year: 2029 Designed By: Checked By: Date: 8 Sep 2025

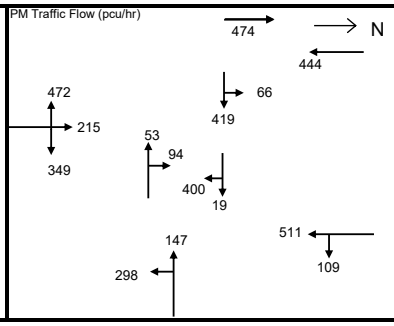
Approach	Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Fanling Highway NB ↑ LT	A1	1,2	3.50	25.0		100	1854	352	0.190		100	1854	472	0.255	
↑ SA	A2	1,2	3.50				1965	282	0.144			1965	215	0.109	
RT	B1	2	3.50	30.0		100	2005	157	0.078		100	2005	175	0.087	
RT	B2	2	3.50	25.0		100	1986	156	0.078	0.078	100	1986	174	0.087	0.087
Fanling Highway SB ↑ LT+SA	F1	1	3.50	10.0		94	1722	189	0.110	0.110	59	1805	186	0.103	0.103
SA	F2	1	3.50				2105	231	0.110			2105	217	0.103	
SA	F3	1	3.50				2105	231	0.110			2105	217	0.103	
Hong Lok Yuen Road WB ↑ LT	C1	2,3	3.50	10.0		100	1709	154	0.090		100	1709	141	0.082	
LT	C2	2,3	3.50	15.0		100	1914	173	0.090		100	1914	157	0.082	
↑ SA	D1	3	3.50				1965	147	0.075	0.075		1965	147	0.075	0.075
SA+RT	E1	3	4.00	15.0		67	2020	75	0.037		30	2092	76	0.036	
RT	E2	3	4.00	15.0		100	1959	72	0.037		100	1959	71	0.036	
Tai Wo Service Road West EB ↑ LT+SA	H1	4	4.00	10.0		25	1752	289	0.165	0.165	30	1740	217	0.125	0.125
SA	H2	4	4.00				2155	355	0.165			2155	268	0.125	
SA+RT	G1	4	4.00	20.0		95	1881	280	0.149		91	1886	206	0.109	
RT	G2	4	4.00	15.0		100	1959	291	0.149		100	1959	213	0.109	
Tai Wo Service Road West SB ↑ SA	I1	1,2,4	4.00				2015	528	0.262			2015	444	0.220	
Tai Wo Service Road West NB ↑ SA	I2	1,2,4	4.00				2015	314	0.156			2015	474	0.235	

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec	
	$K_{(P)}$	4		min crossing time =	9	sec GM +	7	sec FGM =	16	sec	
	$L_{(P)}$	2,3,4		min crossing time =	7	sec GM +	12	sec FGM =	19	sec	
	$M_{(P)}$	3		min crossing time =	14	sec GM +	11	sec FGM =	25	sec	
	$N_{(P)}$	1,2,3		min crossing time =	7	sec GM +	9	sec FGM =	16	sec	
	$O_{(P)}$	1,4		min crossing time =	7	sec GM +	10	sec FGM =	17	sec	
	$P_{(P)}$	3		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

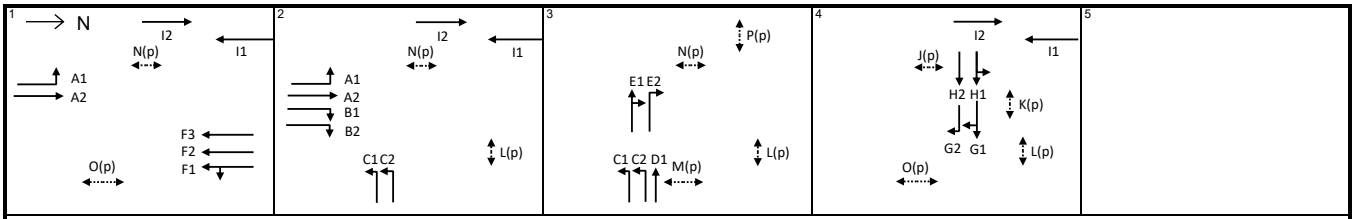


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

	1+2+3+4 AM Peak	1,2+3+4 AM Peak	1+2+3+4 PM Peak	1,2+3+4 PM Peak
Sum y	0.428	0.430	0.390	0.454
L (s)	29	24	29	24
C (s)	114	114	100	100
practical y	0.671	0.711	0.639	0.684
R.C. (%)	57%	65%	64%	51%



AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =

Signal Junction Analysis

Junction: Tai Wo Service Road West / Hong Lok Yuen Road — Job Number: J7353

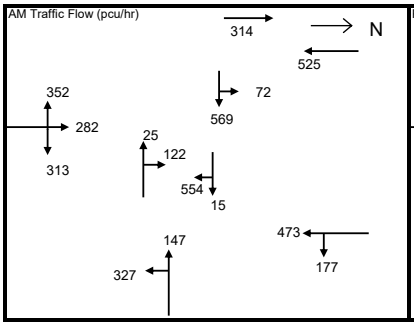
Scenario: With the the Proposed Temporary Public Vehicle Park — P. 3

Design Year: 2029 — Designed By: — Checked By: — Date: 8 Sep 2025

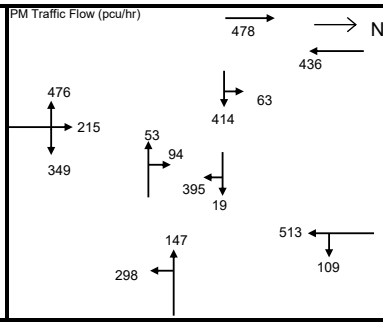
Approach		Phase	Stage	Width (m)	Radius (m)	% Up-hill Gradient	AM Peak Turning %	AM Peak Sat. Flow (pcu/hr)	AM Peak Flow (pcu/hr)	AM Peak y value	AM Peak Critical y	PM Peak Turning %	PM Peak Sat. Flow (pcu/hr)	PM Peak Flow (pcu/hr)	PM Peak y value	PM Peak Critical y
Fanling Highway NB	LT	A1	1,2	3.50	25.0		100	1854	352	0.190		100	1854	476	0.257	
	SA	A2	1,2	3.50				1965	282	0.144			1965	215	0.109	
	RT	B1	2	3.50	30.0		100	2005	157	0.078		100	2005	175	0.087	
	RT	B2	2	3.50	25.0		100	1986	156	0.078	0.078	100	1986	174	0.087	0.087
Fanling Highway SB	LT+SA	F1	1	3.50	10.0		94	1722	189	0.110	0.110	58	1808	187	0.103	0.103
	SA	F2	1	3.50				2105	231	0.110			2105	218	0.103	
	SA	F3	1	3.50				2105	231	0.110			2105	218	0.103	
Hong Lok Yuen Road WB	LT	C1	2,3	3.50	10.0		100	1709	154	0.090		100	1709	141	0.082	
	LT	C2	2,3	3.50	15.0		100	1914	173	0.090		100	1914	157	0.082	
	SA	D1	3	3.50				1965	147	0.075	0.075		1965	147	0.075	0.075
	SA+RT	E1	3	4.00	15.0		67	2020	75	0.037		30	2092	76	0.036	
	RT	E2	3	4.00	15.0		100	1959	72	0.037		100	1959	71	0.036	
Tai Wo Service Road West EB	LT+SA	H1	4	4.00	10.0		25	1752	287	0.164	0.164	30	1740	213	0.122	0.122
	SA	H2	4	4.00				2155	354	0.164			2155	264	0.122	
	SA+RT	G1	4	4.00	20.0		95	1881	279	0.148		91	1886	203	0.108	
	RT	G2	4	4.00	15.0		100	1959	290	0.148		100	1959	211	0.108	
Tai Wo Service Road West SB	SA	I1	1,2,4	4.00				2015	525	0.261			2015	436	0.216	
Tai Wo Service Road West NB	SA	I2	1,2,4	4.00				2015	314	0.156			2015	478	0.237	

pedestrian phase	$J_{(P)}$	4		min crossing time =	7	sec GM +	7	sec FGM =	14	sec	
	$K_{(P)}$	4		min crossing time =	9	sec GM +	7	sec FGM =	16	sec	
	$L_{(P)}$	2,3,4		min crossing time =	7	sec GM +	12	sec FGM =	19	sec	
	$M_{(P)}$	3		min crossing time =	14	sec GM +	11	sec FGM =	25	sec	
	$N_{(P)}$	1,2,3		min crossing time =	7	sec GM +	9	sec FGM =	16	sec	
	$O_{(P)}$	1,4		min crossing time =	7	sec GM +	10	sec FGM =	17	sec	
	$P_{(P)}$	3		min crossing time =	7	sec GM +	6	sec FGM =	13	sec	

AM Traffic Flow (pcu/hr)



PM Traffic Flow (pcu/hr)

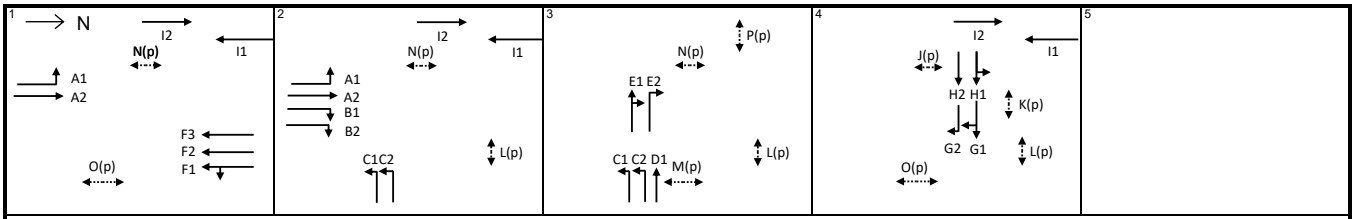


$S=1940+100(W-3.25)$ $S=2080+100(W-3.25)$

$S_M=S\div(1+1.5f/r)$ $S_M=(S-230)\div(1+1.5f/r)$

Note:

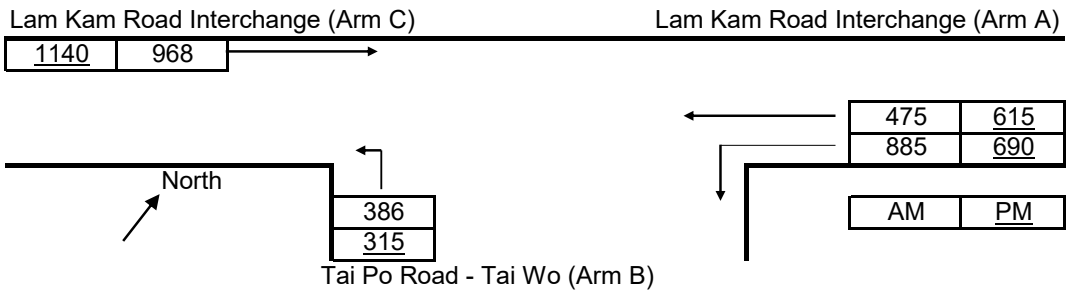
	1+2+3+4 AM Peak	1,2+3+4 AM Peak	1+2+3+4 PM Peak	1,2+3+4 PM Peak
Sum y	0.427	0.429	0.388	0.454
L (s)	29	24	29	24
C (s)	114	114	100	100
practical y	0.671	0.711	0.639	0.684
R.C. (%)	57%	66%	65%	51%



AM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
PM	G =	I/G = 6	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	
	G =	I/G =	G =	I/G = 5	G =	I/G = 13	G =	I/G = 9	G =	

Priority Junction Analysis

Junction:	Lam Kam Interchange / Tai Po Road – Tai Wo				
Design Year:	2024	Job Number:	J7353	Date:	8 Sep 2025
Scenario:	Existing Condition				P. 4



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	14.40	V-rBA		w-BA		D	0.5332
	W-CR	9.00	V-lBA		w-BC	4.70	E	1.1185
			V-rBC	140	w-CB		F	0.5860
			V-rCB				Y	0.5032

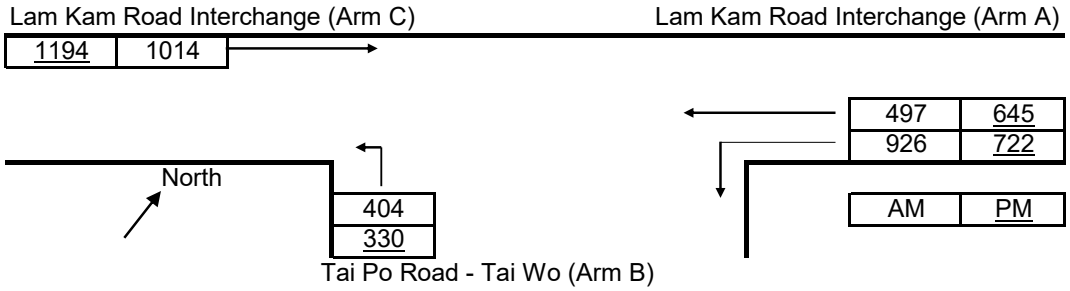
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	968	1140	Q-BA	261	245
q-CB	0	0	Q-BC	664	651
q-AB	885	690	Q-CB	291	296
q-AC	475	615	Q-BAC	664	651
q-BA	0	0			
q-BC	386	315			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.581	0.484
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Lam Kam Interchange / Tai Po Road – Tai Wo				
Design Year:	2029	Job Number:	J7353	Date:	8 Sep 2025
Scenario:	Without the Proposed Temporary Public Vehicle Park				P. 5



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	14.40	V-rBA		w-BA		D	0.5332
	W-CR	9.00	V-lBA		w-BC	4.70	E	1.1185
			V-rBC	140	w-CB		F	0.5860
			V-rCB				Y	0.5032

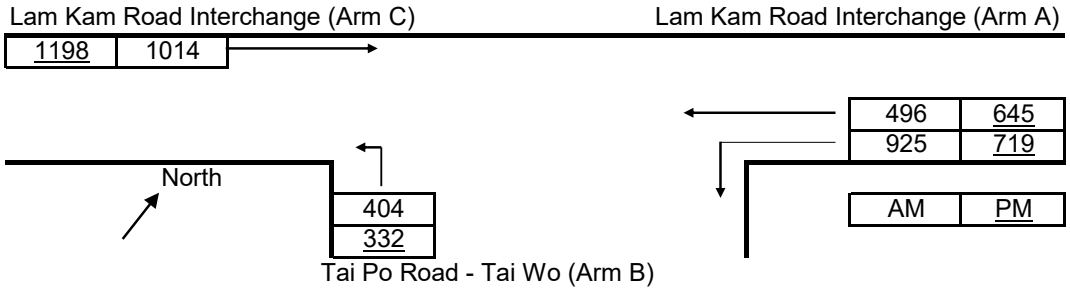
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1014	1194	Q-BA	255	237
q-CB	0	0	Q-BC	656	643
q-AB	926	722	Q-CB	284	290
q-AC	497	645	Q-BAC	656	643
q-BA	0	0			
q-BC	404	330			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.615	0.514
C-B	0.000	0.000

Priority Junction Analysis

Junction:	Lam Kam Interchange / Tai Po Road – Tai Wo				
Design Year:	2029	Job Number:	J7353	Date:	8 Sep 2025
Scenario:	With the Proposed Temporary Public Vehicle Park				P. 6



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

The geometric parameters represented by D, E, F are:

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	14.40	V-rBA		w-BA		D	0.5332
	W-CR	9.00	V-lBA		w-BC	4.70	E	1.1185
			V-rBC	140	w-CB		F	0.5860
			V-rCB				Y	0.5032

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	1014	1198	Q-BA	255	237
q-CB	0	0	Q-BC	657	643
q-AB	925	719	Q-CB	284	290
q-AC	496	645	Q-BAC	657	643
q-BA	0	0			
q-BC	404	332			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM
B-A	0.000	0.000
B-C	0.615	0.516
C-B	0.000	0.000

Roundabout Analysis

Location Lam Kam Interchange
Scenario Existing Condition Page 7
Design Year 2024 Job Number J7353 Date 08 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	478	375						853	491
From B	454	70	0						524	376
From C	0	420	1						421	524
From D										
From E										
From F										
From G										
From H										
Total	454	968	376						1798	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	473	368						841	675
From B	591	92	0						683	376
From C	0	575	8						583	683
From D										
From E										
From F										
From G										
From H										
Total	591	1140	376						2107	

Legend

Arm	Road (in clockwise order)
A	Lam Kam Road
B	Lam Kam Road Interchange
C	Slip Road to Tolo Highway
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.0	6.0	100.0	14.5	78	18	0.1
From B	4.5	4.0	33.5	9.5	78	60	0.1
From C	8.5	7.0	42.3	9.5	78	22	0.3
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	6.819	6.050	1.071	1.081	2066	0.532	1951	1845	853	841	0.437	0.456
From B	4.428	6.050	1.071	0.916	1342	0.424	1082	1082	524	683	0.484	0.631
From C	7.997	6.050	1.071	1.055	2423	0.585	2234	2136	421	583	0.188	0.273
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Kam Interchange
Scenario Without the Proposed Temporary Public Vehicle Park Page 8
Design Year 2028 Job Number J7353 Date 08 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	501	393						894	515
From B	475	73	0						548	395
From C	0	440	2						442	548
From D										
From E										
From F										
From G										
From H										
Total	475	1014	395						1884	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	496	385						881	707
From B	619	96	0						715	394
From C	0	602	9						611	715
From D										
From E										
From F										
From G										
From H										
Total	619	1194	394						2207	

Legend

Arm	Road (in clockwise order)
A	Lam Kam Road
B	Lam Kam Road Interchange
C	Slip Road to Tolo Highway
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.0	6.0	100.0	14.5	78	18	0.1
From B	4.5	4.0	33.5	9.5	78	60	0.1
From C	8.5	7.0	42.3	9.5	78	22	0.3
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	6.819	6.050	1.071	1.081	2066	0.532	1937	1827	894	881	0.461	0.482
From B	4.428	6.050	1.071	0.916	1342	0.424	1075	1075	548	715	0.510	0.665
From C	7.997	6.050	1.071	1.055	2423	0.585	2219	2116	442	611	0.199	0.289
From D												
From E												
From F												
From G												
From H												

Roundabout Analysis

Location Lam Kam Interchange
Scenario With the Proposed Temporary Public Vehicle Park Page 9
Design Year 2028 Job Number J7353 Date 08 Sep 2025

AM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	501	393						894	515
From B	475	73	0						548	395
From C	0	440	2						442	548
From D										
From E										
From F										
From G										
From H										
Total	475	1014	395						1884	

PM Peak

Arm	To A	To B	To C	To D	To E	To F	To G	To H	Total	q_c
From A	0	496	385						881	711
From B	619	100	0						719	394
From C	0	602	9						611	719
From D										
From E										
From F										
From G										
From H										
Total	619	1198	394						2211	

Legend

Arm	Road (in clockwise order)
A	Lam Kam Road
B	Lam Kam Road Interchange
C	Slip Road to Tolo Highway
D	
E	
F	
G	
H	

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	7.0	6.0	100.0	14.5	78	18	0.1
From B	4.5	4.0	33.5	9.5	78	60	0.1
From C	8.5	7.0	42.3	9.5	78	22	0.3
From D							
From E							
From F							
From G							
From H							

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	6.819	6.050	1.071	1.081	2066	0.532	1937	1825	894	881	0.461	0.483
From B	4.428	6.050	1.071	0.916	1342	0.424	1075	1075	548	719	0.510	0.669
From C	7.997	6.050	1.071	1.055	2423	0.585	2219	2113	442	611	0.199	0.289
From D												
From E												
From F												
From G												
From H												

Appendix B
Swept Path Analysis

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP1 / Revision D
Figure Title	SWEPT PATH OF COACH ENTERING & LEAVING THE "SHARED-USE" HGV AND COACH PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 300 / Date 18 DEC 2025

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Email : mail@ckmasia.com.hk

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Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP2 / Revision D
Figure Title	SWEPT PATH OF COACH ENTERING & LEAVING THE "SHARED-USE" HGV AND COACH PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 300 / Date 18 DEC 2025

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Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP3 / Revision D
Figure Title	SWEPT PATH OF COACH ENTERING & LEAVING THE "SHARED-USE" HGV AND COACH PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 300 / Date 18 DEC 2025

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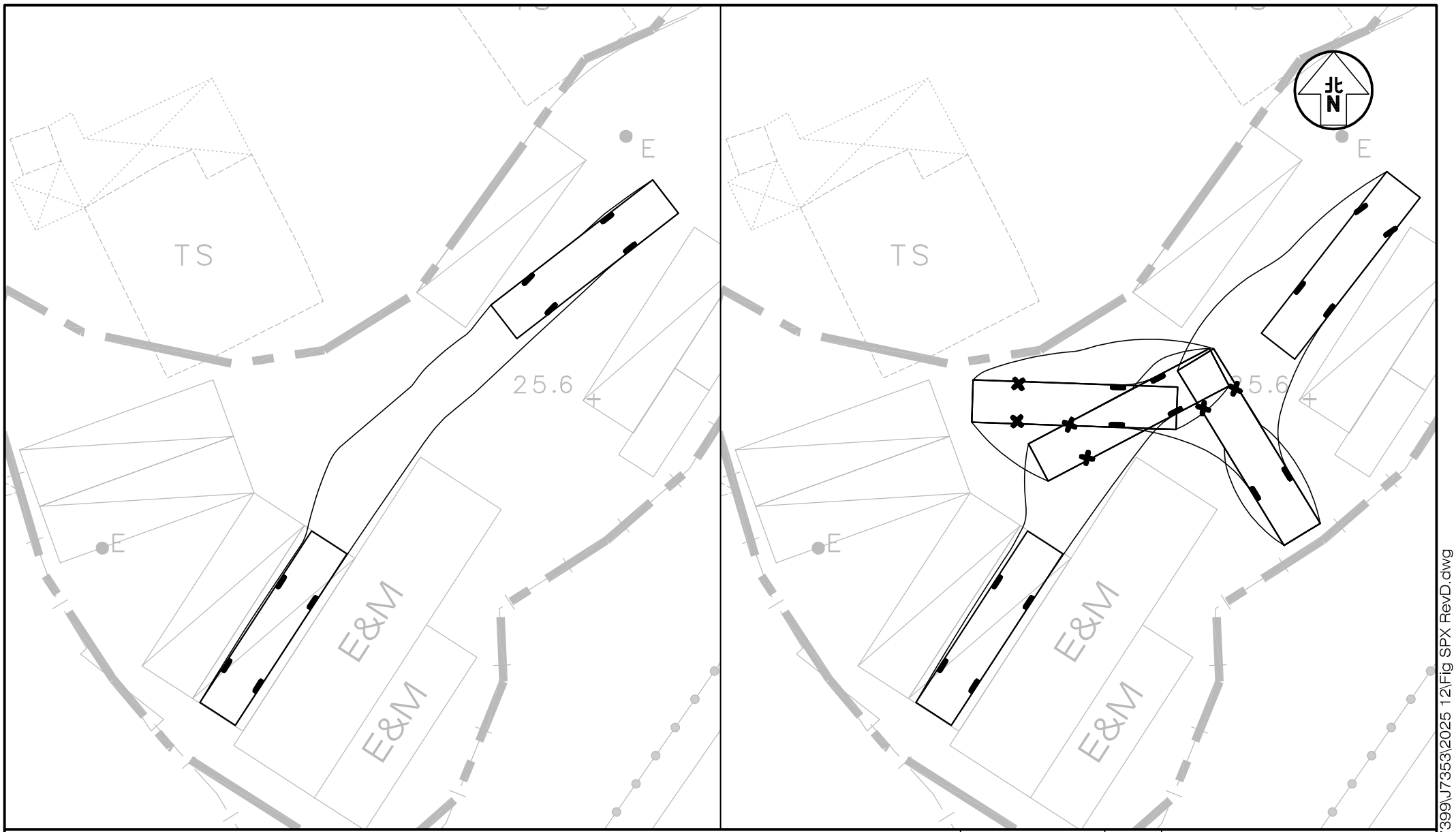

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP4 / Revision D
Figure Title	SWEPT PATH OF COACH ENTERING & LEAVING THE "SHARED-USE" HGV AND COACH PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 300 / Date 18 DEC 2025

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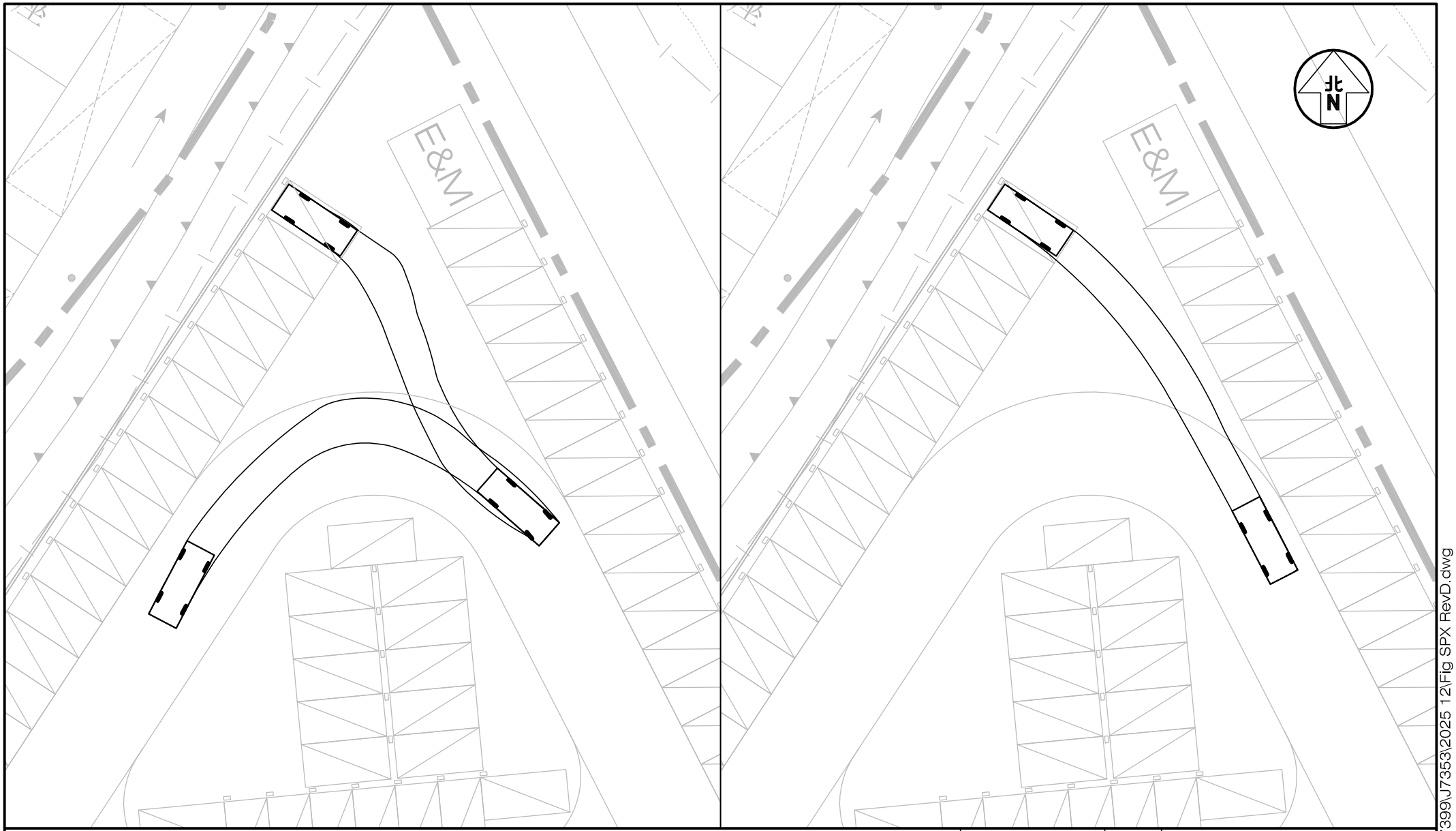

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP5 / Revision D
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C; Scale in A4 1 : 300 / Date 18 DEC 2025

CKM Asia Limited
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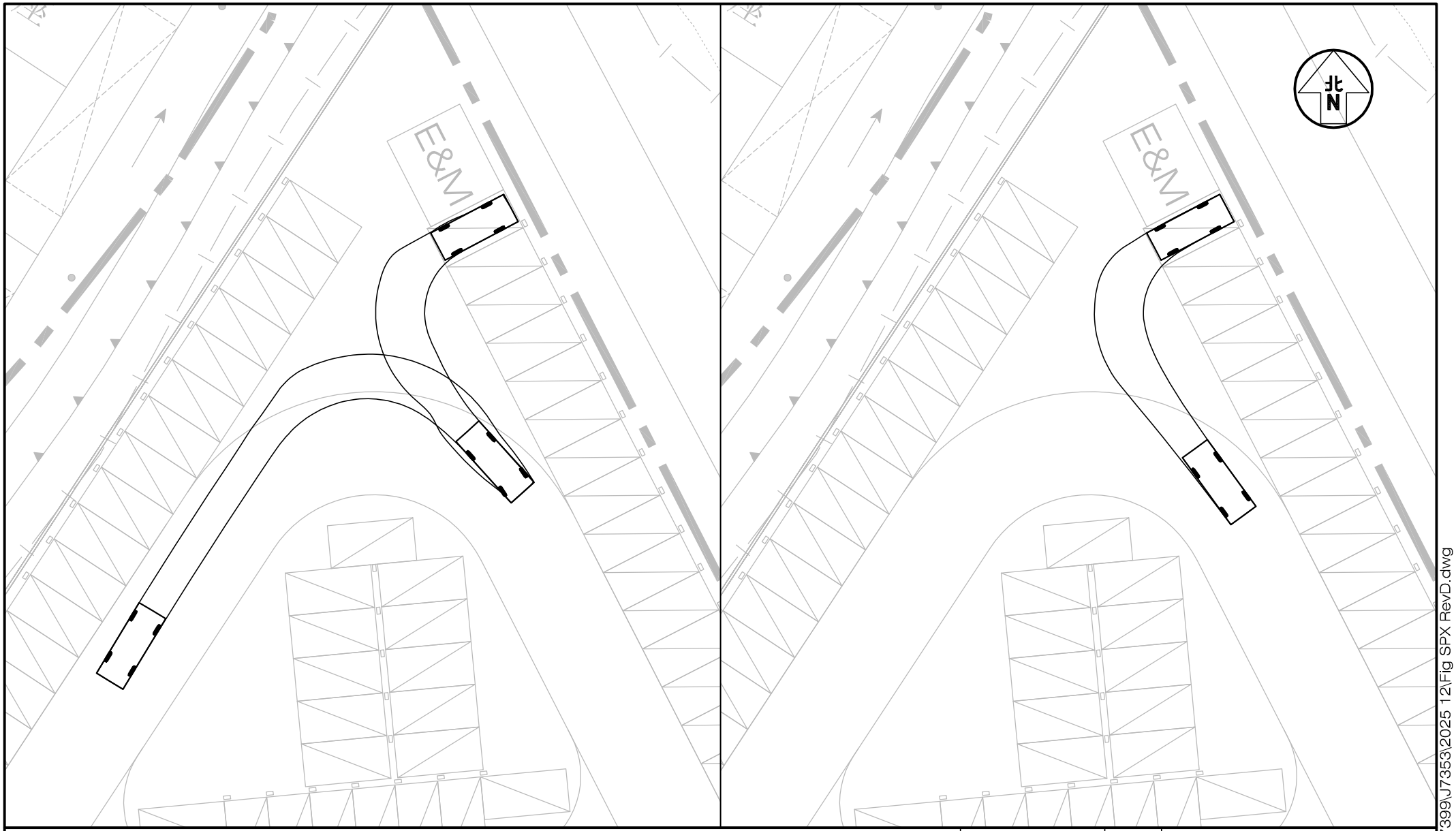

Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

J7353

Figure No. SP6

Revision D

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4: 1 : 300

Date: 18 DEC 2025

CKM Asia Limited
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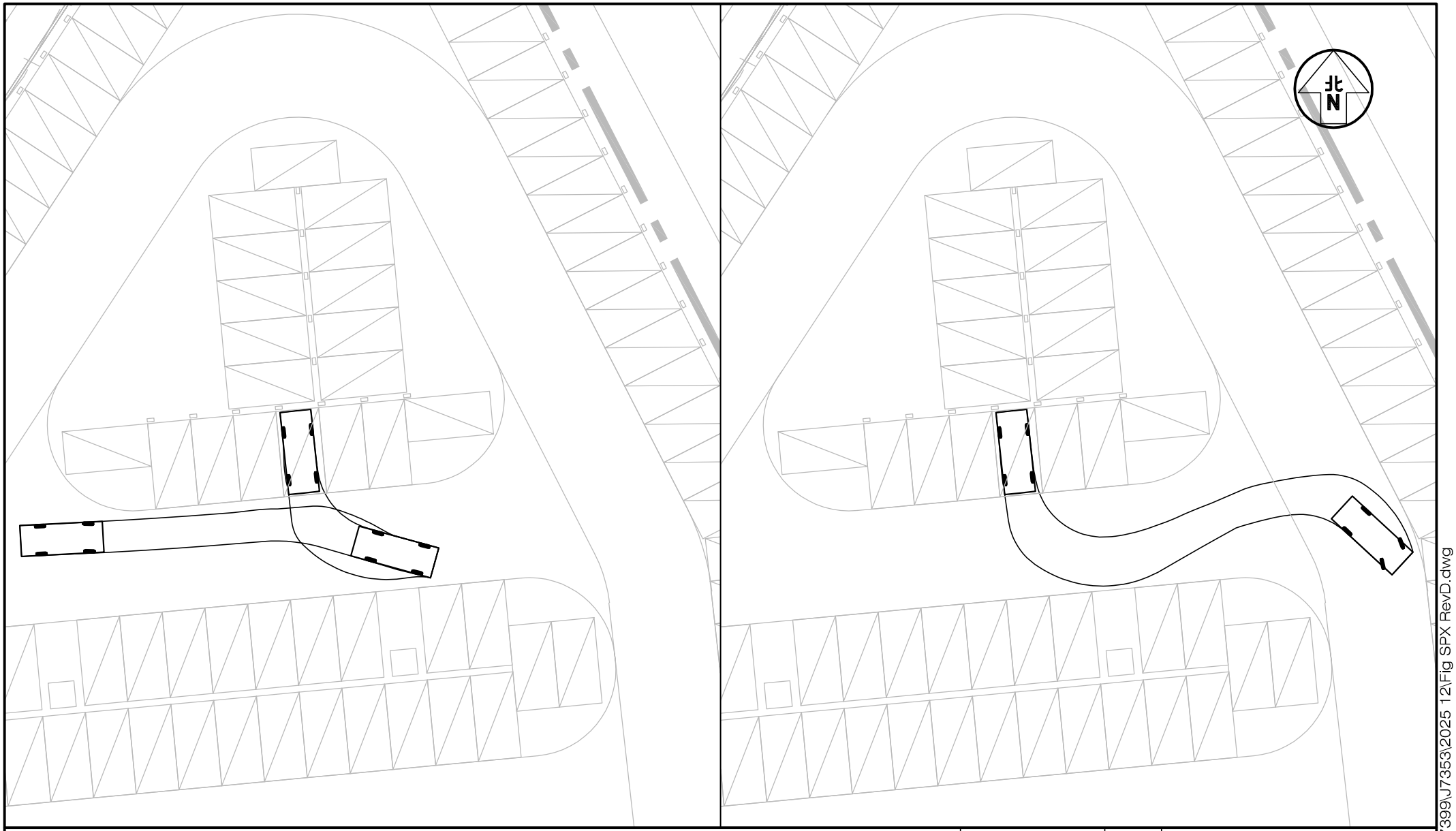

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP7 / Revision D
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 300 / Date 18 DEC 2025

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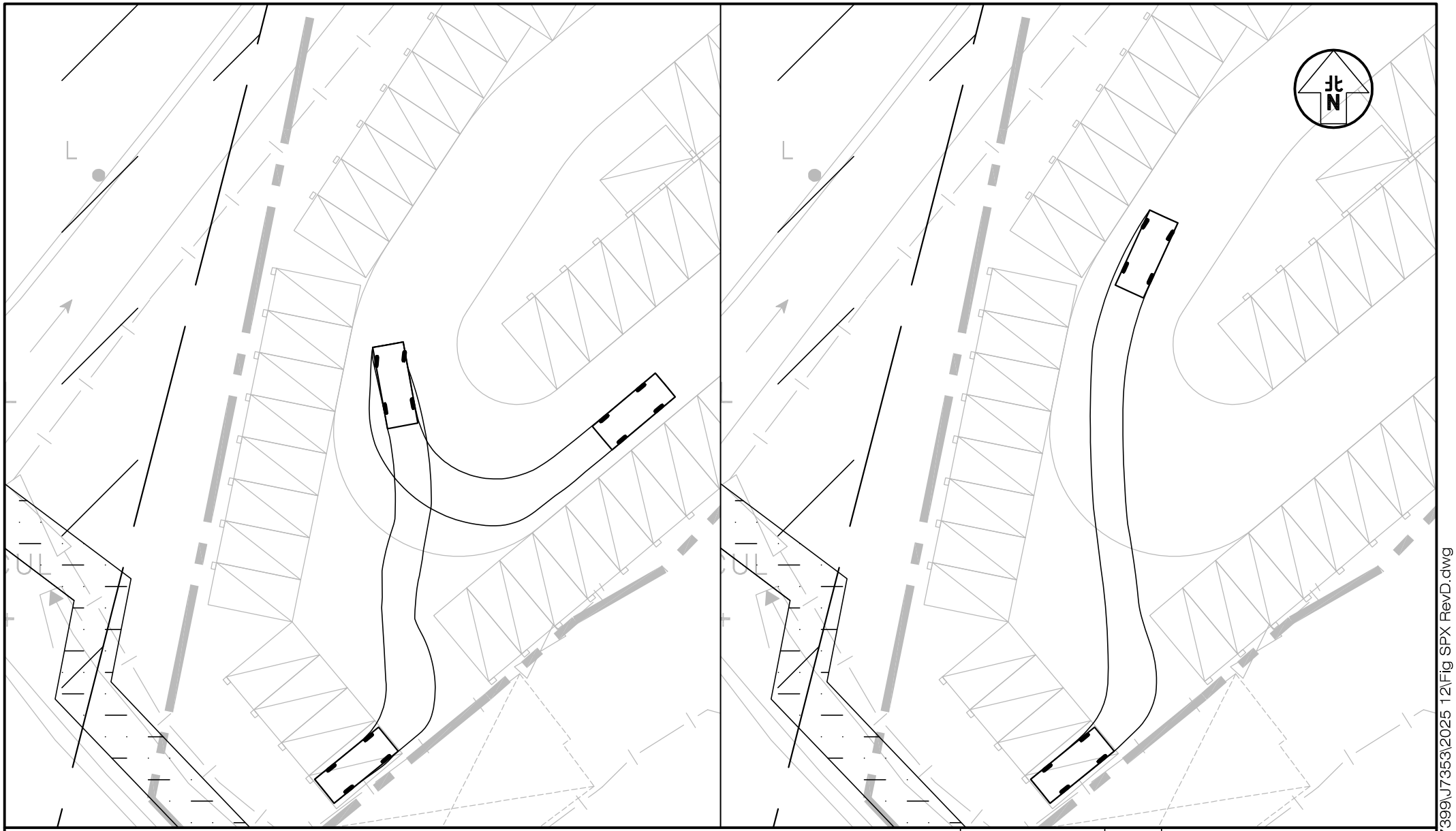

Project Title

PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES

J7353

Figure Title

SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE

Figure No.	Revision
SP8	D

Designed by	Drawn by	Checked by
L K W	S C Y	K C

Scale in A4	Date
1 : 300	18 DEC 2025

CKM Asia Limited
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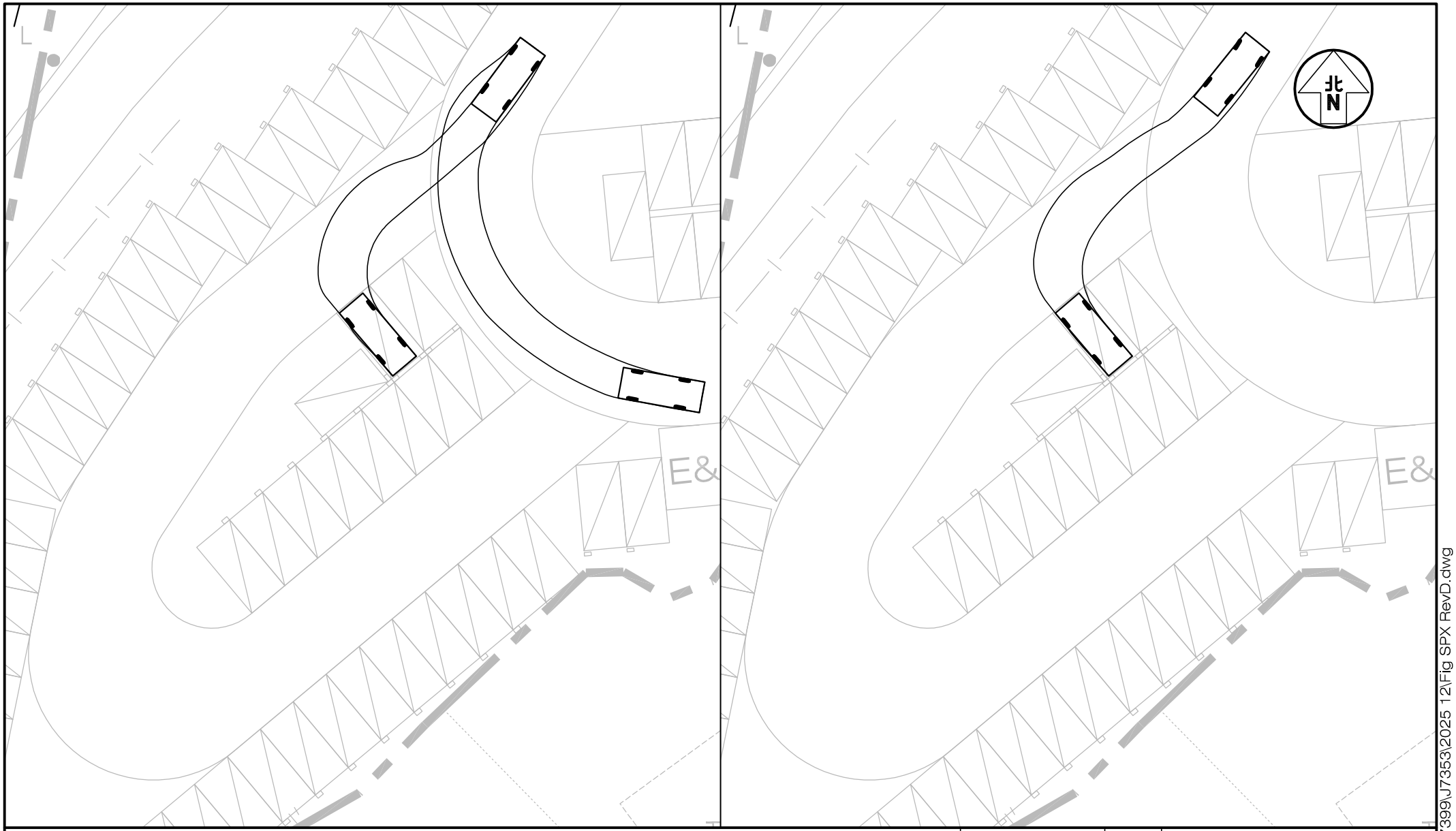

Project Title	PROPOSED TEMPORARY PUBLIC VEHICLE PARK WITH ELECTRIC VEHICLE CHARGING FACILITIES AND FILLING OF LAND FOR A PERIOD OF 3 YEARS, VARIOUS LOTS IN DD7, KAU LUNG HANG, TAI PO, NEW TERRITORIES	J7353	Figure No. SP9 / Revision D
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING & LEAVING THE CAR PARKING SPACE		Designed by L K W / Drawn by S C Y / Checked by K C
			Scale in A4 1 : 300 / Date 18 DEC 2025

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PLANNING LIMITED
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電郵EMAIL kta@ktaplanning.com

Our Ref: S3145/DD7THPVP/25/009Lg

24 December 2025

By Email

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659) -Further Information No. 6-

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") at its meeting on 9 January 2026 and the comments from Environmental and Ecology Bureau forwarded from Sha Tin, Tai Po and North District Planning Office on 24 December 2025.

Enclosed please find the responses-to-comments table for your consideration.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [redacted] or Mr Faith Lai at [redacted].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl. Responses-to-Comments Table

cc. STNDPO
Applicant and Team

KT/KW/FL/vy

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659)

Comments	Responses
Comments from Environmental and Ecology Bureau (received on 24 December 2025) (Contact Person: Mr. Vincent FONG; Tel.: 2594 6507)	
It is noted from the Applicant's FI that "The 9 nos. of Type 1 charger will be supporting 62 nos. of parking spaces for private car and 6 nos. of parking spaces for HGV while the 143 nos. of Type 2 chargers will be supporting 143 nos. of parking spaces for private car" and noted from Section 3.1.2 of the Revised Annex 2 that "Two types of EV chargers (i.e. Type 1 and Type 2) will be installed in the Site. Type 1 EV chargers with the output power of 500kW will serve up to 14 cars at a time. Type 2 EV chargers with the output power of 7 - 20kW will serve one car only."	/
We would like to seek clarification whether (1) the 62 parking spaces for private cars (PCs) would be provided with at least 7kW EV charging simultaneously (i.e. when all 62 parking spaces are parked with e-PCs and are re-charging at the same time, each of the 62 parking spaces could be provided with at least 7kW EV charging); and (2) on the number of Type 1 chargers that will serve the 6 HGV parking spaces.	The Applicant would like to confirm the followings: (1) Each of the 62 nos. of parking spaces would be provided with at least 7kW EV charging when all parking spaces are parked with e-PCs and are recharging at the same time. (2) 4 nos. of Type 1 chargers will be serving the 6 nos. of HGV parking spaces.

Compiled by: KTA
Date: 24 December 2025

PLANNING LIMITED
規劃顧問有限公司

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傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

By Email

Our Ref: S3145/DD7THPVP/25/010Lg

30 December 2025

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

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Associated Filling of Land for a Period of 3 Years, At Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, N. T. (Planning Application No. A/NE-KLH/659)
- Further Information No. 7 -

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") at its meeting on 9 January 2026.

In response to the comments from **Environmental and Ecology Bureau**, as conveyed via the email from Sha Tin, Tai Po on 29 December 2025, please find enclosed the Responses-to-Comments table together with the relevant drawings for their kind consideration.

Regarding the queries raised by the Planning Department, our responses are set out below:

(i) **Proposed land filling** area for the development, which previously covered the existing drains and trees to be retained along the northwestern side of the Site, please find enclosed an updated land filling plan and a replacement page of the application form showing the revised area of land filling for your information.

(ii) **Extent of the proposed solid fence wall** – The proposed public PVP with ancillary electric vehicle charging facilities is largely noise-free and does not give rise to air pollution concerns in nature. However, in view of the proximity of the adjoining Mannes Villa to the northwest, a solid fence wall is proposed along the northwestern boundary of the Site to avoid direct visual interface with the residential neighbourhood. Along the remaining site boundaries, corrugated panels with a height of approx. 2m to 2.4m are currently provided within the Site.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at [redacted] or Mr Faith Lai at [redacted]. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Kitty Wong

Encl. Responses-to-Comments Table

cc. STNDPO –
Applicant and Team

PL/KW/FL/vy

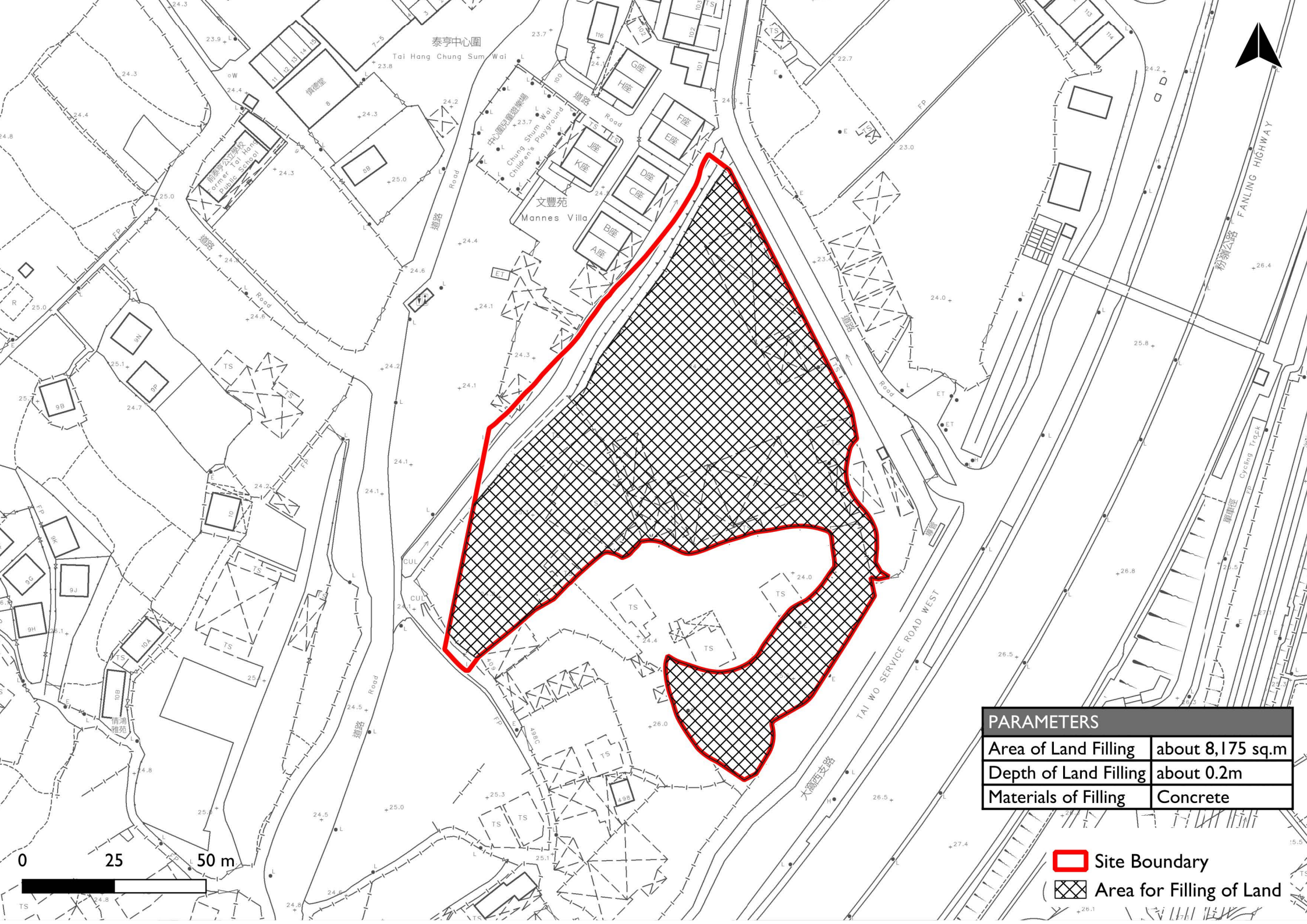
Proposed operating hours 擬議營運時間
24 hours daily

(d)	Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ 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)) Tai Wo Service Road West ☐ 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）
		No 否	☐

(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?	Yes 是	☐ Please provide details 請提供詳情
		No 否	☑
(ii)	Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (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) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 …… sq.m 平方米 ☐About 約 Depth of filling 填塘深度 …… m 米 ☐About 約 ☑ Filling of land 填土 Area of filling 填土面積 8,175 sq.m 平方米 ☑About 約 Depth of filling 填土厚度 0.2 m 米 ☑About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積…… sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ……m 米 ☐About 約
		No 否	☐

(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
		On traffic 對交通	Yes 會 ☐	No 不會 ☑
		On water supply 對供水	Yes 會 ☐	No 不會 ☑
		On drainage 對排水	Yes 會 ☐	No 不會 ☑
		On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
		Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
		Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
		Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
		Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
		Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
		_____		
		_____		

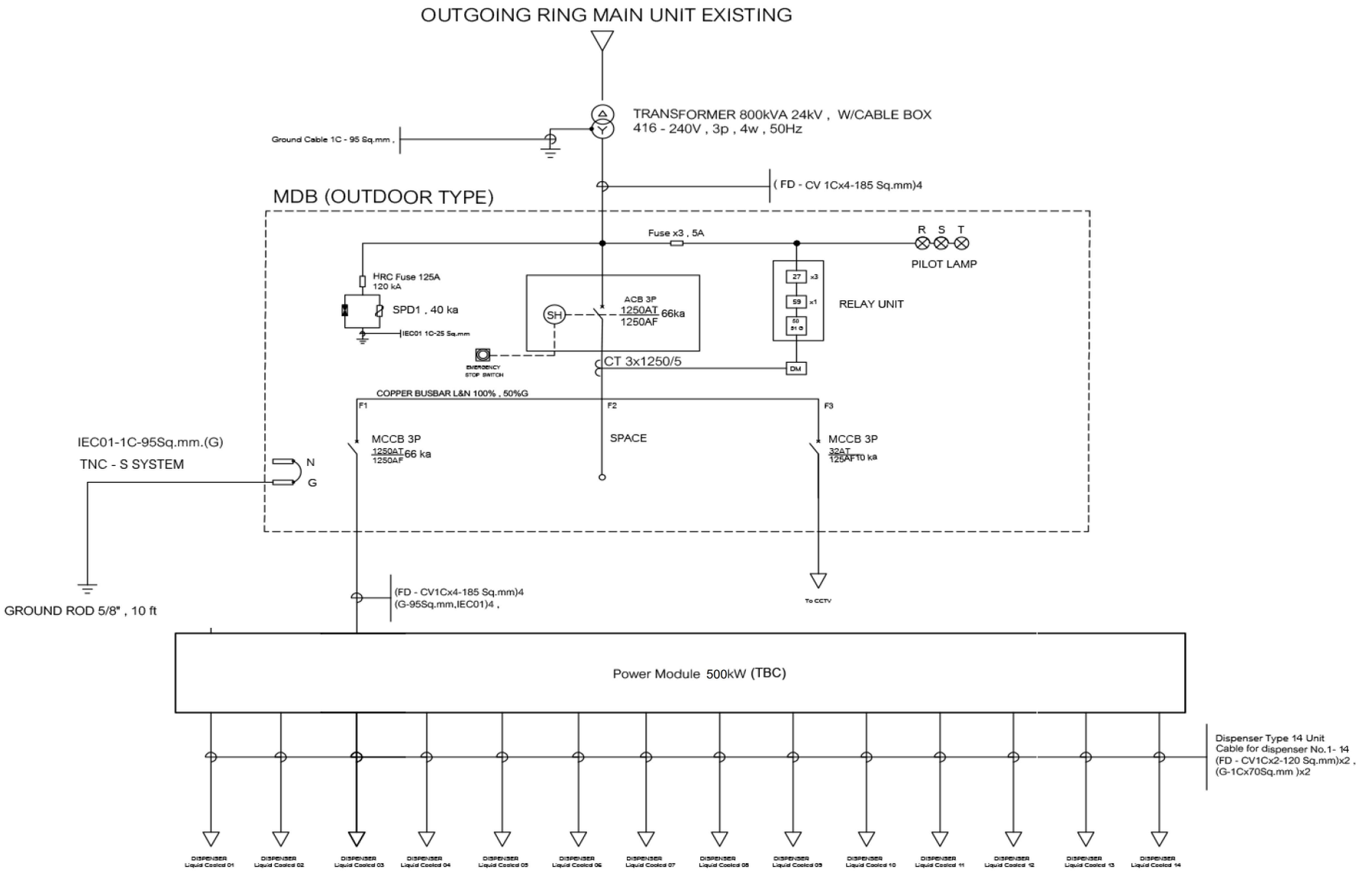


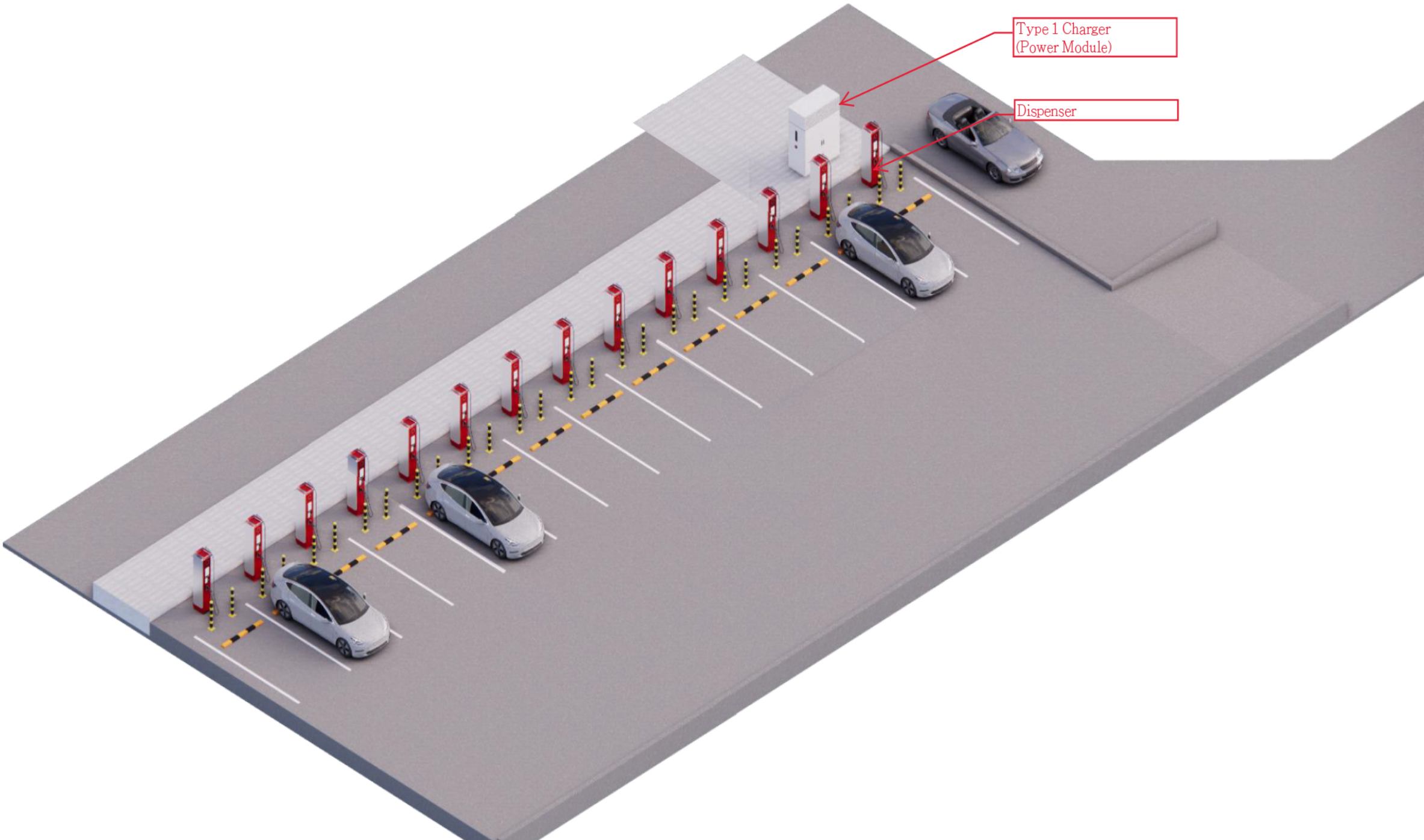
PARAMETERS	
Area of Land Filling	about 8,175 sq.m
Depth of Land Filling	about 0.2m
Materials of Filling	Concrete

Proposed Temporary Public Vehicle Park with Electric Vehicle Charging Facilities and Filling of Land for a Period of 3 Years, Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in DD7, Kau Lung Hang, Tai Po, New Territories (Planning Application No. A/NE-KLH/659)

Comments	Responses
Comments from Environmental and Ecology Bureau (received on 29 December 2025) (Contact Person: Mr. Vincent FONG; Tel.: 2594 6507)	
Grateful for the applicant to clarify on how the five (5) out of nine (9) Type 1 chargers can serve 62 PC parking spaces at the same time (as the remaining four (4) Type 1 chargers will serve the six (6) HGV parking spaces), and providing each of the 62 PC parking spaces with at least 7kW EV charging simultaneously.	Each Type 1 Charger can be connected to a max. of 14 dispensers. With 62 PC parking spaces using Type 1 Charger, 5 nos. of Type one Charger is considered sufficient. For the 6 nos. of HGV Parking spaces, 4 nos. of Type 1 Charger would be adequate. Please note that it is the applicant's intention to provide electric vehicle charging facilities for a max. of 62 PC parking spaces and 6 HGV parking spaces at the Site. The actual implementation will be subject to approval from CLP regarding the overall electric power supply available in the area. For the minimum output power, please refer to RtoC item (iii) for details.
In view of EEB's comments, you are suggested to clearly state the following: (i) How each Type 1 charger can charge 14 private cars simultaneously (as mentioned in your supporting statement).	Please refer to the enclosed illustration of EV charger.
(ii) Whether split chargers or other devices / installations are provided for each Type 1 charger.	Please refer to the enclosed illustration of EV charger.
(iii) If applicable, how many of those devices are available and the minimum output power of each of them.	Each Charger (Power Module) can distribute Max. 14 dispenser, and the minimum output power shall be approx. 50kW – 80kW, subject to the final design of Power Module.

Compiled by: KTA
Date: 30 December 2025


OUTGOING RING MAIN UNIT EXISTING
TRANSFORMER 800kVA 24kV , W/CABLE BOX
416 - 240V , 3p , 4w , 50Hz
Ground Cable 1C - 95 Sq.mm ,
(FD - CV 1Cx4-185 Sq.mm)4
MDB (OUTDOOR TYPE)
Fuse x3 , 5A
R S T
PILOT LAMP
HRC Fuse 125A
120 kA
SPD1 , 40 ka
IEC01 1C-25 Sq.mm
ACB 3P
1250AT 66ka
1250AF
SH
27 x3
59 x1
50 51 G
RELAY UNIT
EMERGENCY STOP SWITCH
CT 3x1250/5
DM
COPPER BUSBAR L&N 100% , 50%G
F1
F2
F3
IEC01-1C-95Sq.mm.(G)
TNC - S SYSTEM
N
G
MCCB 3P
1250AT 66 ka
1250AF
SPACE
MCCB 3P
32AT 10 ka
125AF
GROUND ROD 5/8" , 10 ft
(FD - CV1Cx4-185 Sq.mm)4
(G-95Sq.mm,IEC01)4 ,
To CCTV
Power Module 500kW (TBC)
Dispenser Type 14 Unit
Cable for dispenser No.1- 14
(FD - CV1Cx2-120 Sq.mm)x2 ,
(G-1Cx70Sq.mm)x2
DISPENSER Liquid Cooled 01
DISPENSER Liquid Cooled 02
DISPENSER Liquid Cooled 03
DISPENSER Liquid Cooled 04
DISPENSER Liquid Cooled 05
DISPENSER Liquid Cooled 06
DISPENSER Liquid Cooled 07
DISPENSER Liquid Cooled 08
DISPENSER Liquid Cooled 09
DISPENSER Liquid Cooled 10
DISPENSER Liquid Cooled 11
DISPENSER Liquid Cooled 12
DISPENSER Liquid Cooled 13
DISPENSER Liquid Cooled 14


Type 1 Charger
(Power Module)
Dispenser

Previous Applications

Rejected Applications

Application No.	Proposed Use(s) / Development(s)	Date of Consideration	Rejection Reasons
A/NE-KLH/201	Temporary Private Car and Coach/Container Trailer Park for a Period of 3 Years	22.10.1999	R1 – R3, R5
A/NE-KLH/206	Coach and Private Car Park for a Temporary Period of 3 Years	14.1.2000	R1 – R3, R5
A/NE-KLH/249	Temporary Open Vehicle Park with Ancillary On-site Vehicle Checking for a Period of 3 Years	3.1.2003	R1, R2, R4, R5
A/NE-KLH/322	Temporary Open Vehicle Park with Ancillary Vehicle Checking for a Period of 3 Years	21.11.2003	R1 – R3, R5

Rejected Reasons:

R1. The development was not in line with the planning intention of the "Agriculture" ("AGR") zone which was to retain and safeguard good agricultural land for agricultural purposes and to retain fallow agricultural land with good potential for rehabilitation. There was no strong justification in the submission for a departure from the planning intention, even on a temporary basis.

R2. The development did not comply with Town Planning Board Guidelines for "Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance" in that the development was not compatible with the land uses of the surrounding areas which comprises predominantly village houses and agricultural land; and/or the nearby residents would be affected by the noise nuisance generated by the development.

R3. There was insufficient information in the submission to demonstrate that the development would not generate adverse environmental, landscape and/or traffic impacts on the surrounding areas.

R4. There was insufficient information in the submission to demonstrate that the development located within the water gathering grounds would not cause adverse impact on water quality in the area.

R5. The approval of the application would set an undesirable precedent for similar applications within the "AGR" zone. The cumulative effect of approving such applications would result in a general degradation of the environment and further encroachment of good quality agricultural land.

Government Departments' General Comments

1. Policy Aspect

Comments of the Secretary for Environment and Ecology (SEE):

- no adverse comment on the application from the electric vehicle (EV) charging policy perspective;
- it is noted that the applicant's further information is in line with his general comments that "EV chargers with output power of not less than 7kW should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the Site"; and
- his advisory comments are at **Appendix IV**.

2. Environment

Comments of the Director of Environmental Protection (DEP):

- no objection to the application from environmental planning perspective; and
- his advisory comments are at **Appendix IV**.

3. Nature Conservation

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

- no comment on the application from nature conservation perspective.

4. Landscape

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

- no adverse comment on the application from landscape planning perspective;
- based on the aerial photo of August 2024, the Site is located in an area of rural landscape character comprising scattered tree groups, farmland, small houses and temporary structures. The proposed temporary use is not entirely incompatible with the landscape setting in the proximity; and
- it is noted that the Site is mostly hard-paved with temporary structures and open storages. According to the Supporting Planning Statement (**Appendix I**), there are existing vegetation including trees and shrubs along the northwestern Site boundary. The surveyed trees T1 to T17 are demarcated on a location plan with tree photos provided. Those trees are observed to be fair in conditions and proposed to be retained. Significant adverse on existing landscape resources within the Site from the proposed use is not anticipated.

5. Drainage

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

- no in-principle objection to the application from public drainage point of view;
- if the application is approved, an approval condition on the submission and implementation of a revised drainage proposal for the Site to her satisfaction is recommended to ensure that it will not cause adverse drainage impact to the adjacent areas; and
- her advisory comments are at **Appendix IV**.

6. Water Supply

Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- no objection to the application, subject to the following:
  - the implementation of preventive, control and mitigation measure identified in the accepted risk assessment report on pollution or contamination to the Water Gathering Grounds (WGG) to the satisfaction of the Director of Water Supplies; and
  - the development should not cause any water pollution to the upper indirect WGG at any time during the planning approval period; and
- his advisory comments are at **Appendix IV**.

7. Fire Safety

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

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

8. Building Matters

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

- no objection to the application;
- before any new building works are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW) under the Buildings Ordinance (BO). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

- 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;

- the Site does not abut a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage; and

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

9. Electricity and Town Gas Safety

Comment of Director of Electrical and Mechanical Services (DEMS):

- no adverse comment to the application from electricity supply and town gas safety perspective; and

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

10. Other Departments

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

- Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);

- Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD);

- Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD); and

- District Officer (Tai Po), Home Affairs Department (DO(TP), HAD).

Recommended Advisory Clauses

(a) failure to reinstate the Site as required under the relevant approval condition upon the Town Planning Ordinance and be subject to enforcement and prosecution actions;

(b) to note the comments of the Secretary for Environment and Ecology (SEE) that:

- to echo with the latest version of the Chapter 8 of Hong Kong Planning Standards and Guidelines (HKPSG) about electric vehicle (EV) charging facilities and to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e. EV chargers with output power of not less than 7kW (i.e., medium chargers) should be installed at all parking spaces of the Site;

- the Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, including measures to realise the target of introducing about 3,000 electric taxis by end-2027. A comprehensive fast charging network is needed to effectively support the operations of electric taxis and achieve the aforesaid target. In this connection, the applicant is recommended to consider installing some fast chargers with a rated output power of 100kW or higher at the subject site and open up a certain number of charging spaces for electric commercial vehicles for use, e.g. electric taxis and electric light goods vehicles;

- for the coach/HGV parking spaces, the applicant shall note that in order to cater for charging of EVs, all parking spaces, including those for private cars, motorcycles, goods vehicles, light buses and coaches, of new developments are encouraged to be EV charging-enabling with reservation of adequate space for installation of EV chargers and associated fixed electrical installations. The detailed technical requirements are specified in the "Technical Guidelines for EV Charging-enabling for Car Parks of New Building Developments", in particular Appendix 1, which stipulates the required output power of EV charger for light buses, coaches, medium and heavy goods vehicles, among other vehicle classes, issued by the Environment and Ecology Bureau[1];

- the applicant is suggested to consider arranging some of the chargers to also be compatible with Guobiao charging standard to support southbound vehicles; and

- the applicant is recommended to provide charger information, including the real-time availability data of each charger, through the government-designated mobile applications such as "HKeMobility" of the Transport Department[2];

(c) to note the comments of the Commissioner for Transport (C for T) that sufficient manoeuvring spaces shall be provided within the Site or its adjacent area. No vehicles are allowed to queue back to public roads or reverse onto/from public roads;

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[1] Technical Guidelines for EV Charging-enabling for Car Parks of New Building Developments: https://www.epd.gov.hk/epd/sites/default/files/epd/english/environmentinhk/air/prob_solutions/files/guidelines_on_enabling_eng.pdf

[2] For any enquiries, the applicant is advised to contact the Environmental Protection Department's Electric Vehicles Hotline at 3757-6222 or email to ev@epd.gov.hk.

(d) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains;

(e) to note the comments of the District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD) that:

- the lot owner should rectify the breach of lease condition of all concerned private lots by removing all the unauthorized structures thereon and remove the hoarding / gate erected on Government land (GL) concerned;

- the lot owners shall apply to his office for a Short Term Waiver (STW) to permit the structure(s) erected or to be erected (including EV charging facilities to be erected on ground) within the private lot(s). The application for STW will be considered by the government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given that the proposed use is temporary in nature, only erection of temporary structures will be considered;

- the applicant will likely make use of the adjoining unleased / unallocated GL for access to the Site. The maintenance and management responsibility of the said GL and any other GL leading to the Site should be sorted out with the relevant government departments, prior to the use of access purpose; and

- there is no guarantee to the grant of a right of way to the Site or approval of the Emergency Vehicular Access (EVA) thereto;

(f) to note the comments of the Director of Environmental Protection (DEP) that:

- the applicant should follow the relevant mitigation measures and requirements in the "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; and

- to follow the requirements of the ProPECC PN 1/23 to properly handle the sewage produced from the development. The applicant should ensure that the public sewerage system will have sufficient capacity to cater for the sewage generation from the proposed development and observe that written consent(s) obtained from the adjacent lot owner(s) and/ or LandsD for laying and maintaining sewers, if any, may be required;

(g) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:

- Section 4.7.1 of the submitted Supporting Planning Statement (SPS) – DSD's maintained public sewers existing in the vicinity but the feasibility of sewerage connection is subject to the invert level of discharge connection pipe leading from the Site. The applicant shall demonstrate the technical feasibility of sewerage connection. Should the applicant choose to dispose of the sewage of the proposed development through other means, view and comments from Environmental

Protection Department should be sought. A copy of the drainage record is attached for reference (**Attachment I**);

- Appendix 5 of the submitted SPS – the submitted drainage proposal is indicative only. A more detailed drainage proposal including the followings should be prepared for approval:

  - please demonstrate with hydraulic calculation that the proposed drainage facilities are adequate to collect, convey and discharge the surface runoff accrued on the Site and the overland flow intercepted from the adjacent land;

  - please indicate clearly the full alignment of the discharge path from the Site all the way down to the ultimate discharge point (e.g. a well-established stream course / public drainage system);

  - the existing nullah / channel / watercourse, to which the applicant proposed to discharge the stormwater from the Site was not maintained by DSD. The applicant should identify the owner of the existing drainage facilities and shall demonstrate that the drainage facilities can be practicably implemented and maintained. In the case that it is a local village drains, District Office/Tai Po should be consulted;

  - the gradients and the sizes of the proposed U-channels should be shown on the drainage plan;

  - the proposal should indicate how the runoff (the flow direction) within the Site would be discharged to the proposed U-channel;

  - consideration should be given to provided grating for the surface channels;

  - the cover levels and invert levels of the proposed U-channels, catchpits / sand traps should be shown on the drainage plan;

  - cross sections showing the existing and proposed ground levels of the Site with respect to the adjacent areas should be given;

  - sand trap or provision alike should be provided before the collected runoff is discharged to the public drainage facilities;

  - standard details should be provided to indicate the sectional details of the proposed U-channel and the catchpit / sand trap;

  - where walls or hoarding are erected are laid along the Site boundary, adequate opening should be provided to intercept the existing overland flow passing through the Site; and

  - the development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.;

- Appendix 6 of the submitted SPS – Filling of land may change the existing flow pattern and interrupt the overland flow from the adjacent area such as Lots 238, 409, 410, 411, 412 S.B RP in D.D. 7. The applicant should indicate the future ground

level for the Site for DSD's consideration when submitting a revised drainage proposal; and

- 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 GL (where required) outside the Site;

(h) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:

- the applicant shall follow and implement the preventive, control and mitigation measures proposed in the submissions under the conditions of approval. Additional mitigation measures may be required when the actual situation renders the initial submissions and/or undertakings inviable; and

- should pollution be detected in future due to the proposed development, the immediate remedial action to clear the pollution must be taken by the grantee;

(i) to note the comments of the Director of Fire Services (D of FS) that

- ***in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be require. The applicant should submit relevant layout plans incorporated with the proposed FSIs for approval. The layout plans should be (i) drawn to scale and depicted with dimensions and the nature of occupancy; and (ii) the locations of where the proposed FSIs to be installed should be clearly marked on the layout plans; and***

- ***if the proposed structures are required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans;***

(j) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

- before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW) under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

- the Site shall be provided with means of obtaining access thereto from a street and EVA in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;

- the site does not abut a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;

- if the existing structure is erected on leased land without the approval of the BA,

they are UBW under the BO and should not be designed for any proposed use under the application;

- for 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;

- any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R; and

- detailed checking under the BO will be carried out at building plan submission stage; and

(k) to note the comments of the Director of Electrical and Mechanical Services (DEMS):

Electricity Safety

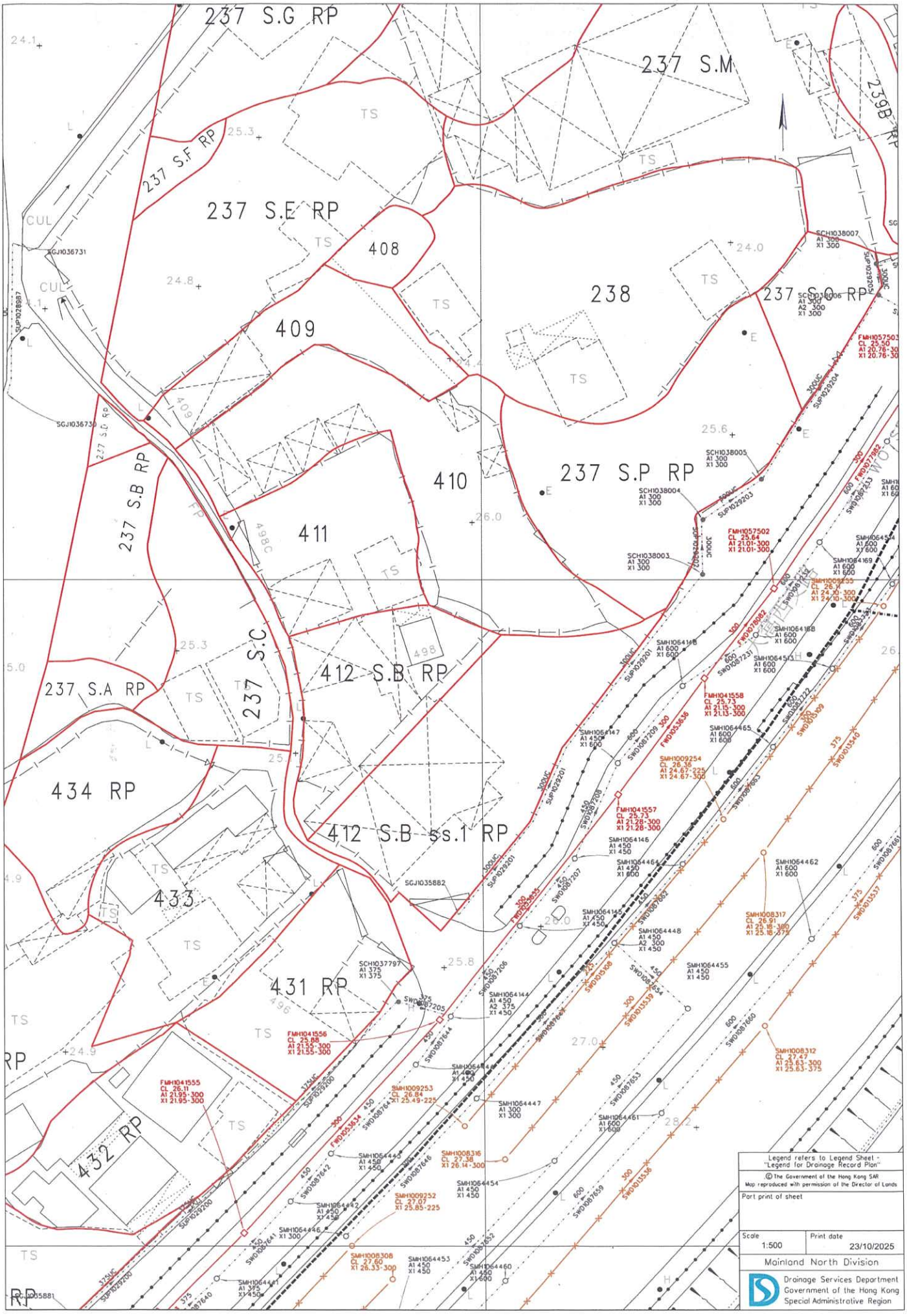
- in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the Site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines;

Town Gas Safety

- there are underground high pressure and intermediate pressure town gas pipes running along Fanling Highway that are very close to the Site;

- if there are any works to be involved in the process, in particular any works involving excavation, the relevant parties shall liaise with The Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the works site and any required minimum set back distance away from them during any works; and

- the relevant parties are required to observe the Electrical and Mechanical Services Department's requirements on the "Avoidance of Damage to Gas Pipes 2nd Edition" for reference. The webpage address is: https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf


237 S.G RP
237 S.M
239B RP
237 S.F RP
237 S.E RP
408
409
238
237 S.O RP
237 S.B RP
410
237 S.P RP
411
237 S.C
412 S.B RP
237 S.A RP
434 RP
412 S.B ss.1 RP
433
431 RP
432 RP
Legend refers to Legend Sheet - "Legend for Drainage Record Plan"
© The Government of the Hong Kong SAR
Map reproduced with permission of the Director of Lands
Port print of sheet
Scale 1:500
Print date 23/10/2025
Mainland North Division
Drainage Services Department
Government of the Hong Kong Special Administrative Region

2

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

參考編號 **Reference Number:**	251008-124328-16106
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	08/10/2025 12:43:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Man kwok yung

意見詳情
Details of the Comment :

此申請嚴重影響大窩西之路之交通
也會令泰亨村衍生治安問題
所以本人反對此項土地申請

3

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

參考編號 **Reference Number:**	251008-124615-00147
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	08/10/2025 12:46:15
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 文敬泉

意見詳情
Details of the Comment :

本人反對此項申請 因為此項申請會嚴重影響大窩西支路之交通狀況 令其非常擠塞
亦會令鄰近泰亨村 衍生嚴重的治安問題

4

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

參考編號 **Reference Number:**	251008-124843-61507
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	08/10/2025 12:48:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. man hing lin

意見詳情
Details of the Comment :

本人反對此項申請
止申請會令大窩西之路之交通嚴重擠塞
亦會令鄰近泰亨村衍生治安問題

5

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

參考編號 **Reference Number:**	251008-125717-69011
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	08/10/2025 12:57:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. ManchenFai

意見詳情
Details of the Comment :

1.交通問題？2.噪音問題？3.環境影响？4坐落於風水地帶5.影响民生日常生活？6.影响本鄉治安
故提出強烈反對該申請

6

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

參考編號 **Reference Number:**	251008-195640-51237
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	08/10/2025 19:56:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Kalyn ip

意見詳情
Details of the Comment :

Strongly object the application, as it will cause the environmental pollution , like noise, light …

7

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

參考編號 **Reference Number:**	251008-202421-49051
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	08/10/2025 20:24:21
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ping Fong Tam

意見詳情
Details of the Comment :

本人乃該項填土工程鄰近住宅文豐苑的居民。二十多年來本人一直在上址居住。一直以來，文豐苑住戶都能夠享受清新空氣、寧靜的居住環境，有鑑該項填土工程將會影響本區的空氣質素，同時會製造噪音、帶來安全隱憂，故此本人對該項目表示反對。更甚者，隨著人車往來，該項目勢必影響本區居民數十年來的生活方式，在沒有足夠交通配套情況下，將提升交通意外潛在風險，特別會為本區長者幼童帶來危險。

8

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

參考編號 **Reference Number:**	251009-091522-47842
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	09/10/2025 09:15:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tony Man

意見詳情
Details of the Comment :

香港城市規劃委員會 編號：A/NE-KLH/659

主旨：反對興建公眾停車場連附屬電動車充電設施及相關填土工程

尊敬的委員會成員：

本人文永東，為大埔泰亨村居民，強烈反對興建公眾停車場連附屬電動車充電設施及相關填土工程。此項目將增加電動車充電意外風險和交通擁堵，從而嚴重影響居民的安全和日常生活。以下是我的具體反對論點，每點均附以相關數據支持：
1. 充電設備近民居，若發生火災意外，將直接威脅附近住宅安全，導致居民財產損失和生命危險。根據WTW報告，電動車充電站的主要風險包括火災隱患和電擊，可能導致電池熱失控和火勢蔓延。
2. 充電意外可能引發爆炸或毒煙釋放，影響空氣質量，增加居民呼吸系統疾病風險。Marsh報告指出，亞洲電動車充電基礎設施的火災風險高達數十宗案例，需加強緩解措施。
3. 近民居的充電站若故障，將造成電磁干擾，影響居民家用電器和健康。科學研究顯示，電動車系統易受網路攻擊，導致系統級漏洞，如北京的軌跡數據分析所示。
4. 充電時間長達1小時以上，將導致車輛排隊，阻塞道路，延長居民出行時間。研究顯示，電動車充電會導致交通流量不均勻，增加擁堵高峰期。
5. 排隊充電的車輛增多，將加劇道路怠速排放，惡化空氣污染，影響居民健康。整合模型研究指出，電動車快速充電會增加交通擁堵和能源消耗。
6. 長時間充電會鼓勵司機在附近逗留，增加人車衝突風險，威脅行人安全。交通模擬顯示，非經常性擁堵會導致電動車充電排隊，影響工作場所抵達時間。
7. 充電站吸引更多車輛，將放大高峰期擁堵，導致居民遲到和壓力增加。研究顯示，電動車充電需求會導致節點擁堵和電壓偏差。
8. 意外風險高將降低居民生活質量，導致心理壓力。IET報告指出，電動車火災可蔓延至鄰近建築。
9. 項目忽略居民安全，將長期影響社區穩定。香港電動車研究顯示，充電挑戰包括事故和基礎設施不足。
10. 填土工程會改變社區景觀，從綠地轉為混凝土結構，降低地區吸引力，導致房價下跌，影響居民的資產價值。
11. 項目建設需大量公帑，可能導致稅收增加或公共服務經費轉移，增加居民的經濟負擔。
12. 電動車充電設施的維護成本高昂，長期可能轉嫁給納稅人，導致居民間接支付額外費用，而非用於更急需的社區設施如公園或學校。
13. 工程期間的工地會阻礙本地商店和餐廳的生意，減少居民的就業機會和消費選擇，影

響社區經濟活力。
14. 項目會減少可用土地用於社區活動空間，如遊樂場或市場，削弱居民的社交互動，導致孤立感和心理健康問題。
15. 更多車輛停放將加劇停車位短缺的感知，引發鄰里糾紛，破壞社區和諧。
16. 填土工程可能影響附近歷史或文化遺址，損害社區身份認同，影響居民的文化自豪感和歸屬感。
17. 項目完工後，停車場管理費和罰款制度可能不公，導致低收入居民無法負擔，加劇社會不平等。
18. 填土工程將導致土壤侵蝕，增加山泥傾瀉風險，威脅附近居民的安全，尤其在雨季期間，可能引發災難性事故。
19. 項目會破壞本地生態系統，包括砍伐樹木和填平濕地，導致生物多樣性喪失，影響鳥類和昆蟲棲息地，進而擾亂食物鏈，對居民的自然環境觀賞和休憩造成永久損害。
20. 電動車充電設施的建設需大量混凝土和填土，會釋放溫室氣體，加劇氣候變化，導致更頻繁的極端天氣事件，如熱浪和洪水，直接影響居民的健康和財產。
21. 填土過程會產生粉塵和污染物，污染空氣和水源，增加居民患上呼吸系統疾病的風險，尤其是兒童和老人。
22. 項目會改變地下水流向，可能導致附近農田或住宅區水浸問題，影響居民的供水和排水系統穩定性。
23. 停車場建設將減少綠化空間，削弱城市的碳匯功能，導致熱島效應加劇，使夏季氣溫上升，居民需增加空調使用，從而提高能源消耗和生活成本。
24. 相關工程會干擾本地野生動物遷徙路徑，增加動物與人類衝突的機會，例如路殺事件，影響居民的社區安全和心理健康。
25. 填土工程可能引入外來物種或有害物質，污染土壤，長期影響附近農民的農作物質量，進而威脅居民的食物安全。
26. 項目會破壞景觀美觀，影響居民的視覺享受和精神健康，特別是對那些依賴自然環境來減壓的居民。
整體而言，此項目違背可持續發展原則，會加速環境退化，留給後代一個更脆弱的生態系統，嚴重影響未來居民的生活質量。此項目優先車輛而非居民需求，會削弱社區可持續發展，導致人口外流和經濟衰退，嚴重影響現有居民的生活穩定。此項目會加劇交通系統負荷，影響居民移動便利性。流量數據分析顯示，充電站位置需考慮擁堵負面影響。

本人呼籲委員會駁回此項目申請，並考慮居民安全優先。感謝閣下考慮我的意見。

此致

9

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

參考編號 **Reference Number:**	251010-191411-61377
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	10/10/2025 19:14:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. too sin nung

意見詳情
Details of the Comment :

強烈反對於鄉村範圍內興建公眾停車場及電動車充電設施的填土工程，此乃造成相當大影響，噪音滋擾，嚴重影響鄉村內幽靜環境，村內有不少長者及村民，如興建公眾車場將有大量車輛進出，嚴重影響長者及村民的生活，對其造成極大不便及滋擾，本人強烈反對

11

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

參考編號 **Reference Number:**	251010-211711-16553
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	10/10/2025 21:17:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chung Ngan Yue Rex

意見詳情
Details of the Comment :

不同意
阻礙交通居民出入

13

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	251011-205955-81406
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	11/10/2025 20:59:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 黃有權

意見詳情
Details of the Comment :

本人極力反對以上工程, 會為村民造成嚴重噪音及污染 。

14

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

參考編號 **Reference Number:**	251011-233104-98693
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	11/10/2025 23:31:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. ng

意見詳情
Details of the Comment :

本人反對有關申請。
由於現時附近已有大量停車場，已經引致鄰近居民經常受到嘈音、廢氣、重型車輛路經引致震盪及車輛燒炭等影響，並且應考慮附近道路承擔能力。
再增加停車場會對附近居民做成損害。
懇請城市規劃委員會拒絕有關申請。

15

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

參考編號 **Reference Number:**	251012-003703-93068
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	12/10/2025 00:37:03
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wong siu kuen

意見詳情
Details of the Comment :

Objection! This will cause noise, traffic and also pollution issue.

17

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

參考編號 **Reference Number:**	251012-225426-75853
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	12/10/2025 22:54:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chau yeuk sze gloria

意見詳情
Details of the Comment :

以下是一些可作為反對住宅後方空地改建為充電站停車場的投訴原因:

1. 安全隱患

· 消防安全：充電站可能因設備故障、線路老化或操作不當引發火災，對附近住宅構成威脅。
· 用電安全：高壓電力設備可能增加漏電或短路風險，尤其在天氣不穩定時（如雷雨、潮濕環境）。
· 車輛管理問題：若充電站開放予外來車輛，可能吸引陌生車輛長時間停放，增加社區治安風險。

2. 環境與健康影響

· 噪音污染：充電設備運作聲、車輛進出與怠速等候的引擎聲（尤其夜間）可能影響居民安寧。
· 光害問題：充電站可能需要24小時照明，強光可能直接照射鄰近住宅，影響居住品質。
· 空氣污染：車輛頻繁進出增加廢氣排放，長期可能影響周邊空氣品質。
· 電磁輻射疑慮：高功率充電設施可能產生電磁場，引發居民對健康影響的擔憂。

3. 交通與停車問題

· 交通堵塞：充電車輛進出可能阻塞周邊道路，尤其於狹窄巷道中，影響居民通行。
· 占用公共空間：若充電站吸引外來車輛，可能加劇周邊停車位不足問題，影響本地居民權益。
· 行安全隱患：增加車輛流量可能提升人車碰撞風險，尤其有兒童或長者活動的社區。

4. 房產價值與生活品質

· 房價下跌：充電站可能被視為「嫌惡設施」，導致附近房產價值下降。
· 隱私受損：車輛與人員聚集可能直接窺視鄰近住宅，降低居住隱私性。
· 綠地減少：空地原可能作為社區綠化或休閒空間，改建後失去改善生活環境的機會。

5. 程序與規劃不當

· 缺乏溝通：決策過程未充分諮詢周邊居民，忽略在地意見。

· 法規疑慮：充電站是否符合當地土地用途分區？是否通過環境評估？
· 配套不足：計劃未考慮周邊設施負荷能力（如電網容量、排水系統等）。

懇切請求暫停土地轉為大型車輛停車場及充電區

18

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	251013-194044-26706
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	13/10/2025 19:40:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tsang Chi keung

意見詳情
Details of the Comment :

本人反對建築物太近民居，會產生嘈音，加重大窩西支路交通負担，造成阻塞。

24

致香港城規會:

本信旨在表達 A/NE-KLH/659 地段對泰亨村興建公眾車場連附屬電動車充電設施的反對意見。

現時的大窩西支路早已因上下班高峰期的交通流量而不勝負荷。停車場和充電設施的使用者將增加車流量，令本已擁擠的道路更加不堪重負，甚至可能導致交通事故的發生。

大窩西支路是居民進出泰亨村的主要通道，若因施工及停車場建設導致交通癱瘓，勢必嚴重影響居民的工作和生活。懇請城規會考慮泰亨村居民的實際需要，取消此項目，避免對當地交通造成長期損害。

反對簽署:

			陳燕霞

此致

敬禮

泰亨村居民

致：城市規劃委員會

25

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程

尊敬的城規會代表：

您好！我是本區居民，謹此提交意見，反對在本區興建公眾停車場連附屬電動車充電設施及相關的填土工程。我反對此項計劃的主要原因是該工程可能對本地環境和生態系統造成長達且不可逆轉的破壞。以下是我的理摟：

1. 生態系統受損：

該項工程涉及大規模的填土和土地改造，會破壞當地的自然生態環境。例如，工程可能對本地的綠化帶‘生物棲息地和水土保持造成嚴重影響，導致生態多樣性下降。許多鳥類、昆蟲和小型哺乳動物可能因此失去棲息地，導致生態平衡被打破。

2. 熟島效應加劇：

停車場的建設通常會增加地區的硬地面覆蓋率（如水泥和瀝青），減少自然土壤和植被的面積。這會導致熱島效應加劇，增加居民日常生活的不適臧，並提升能源消耗（如空調需求）。

3. 水土流失與洪水風險：

填土和土地改造可能改變本區的自然排水系統，使土壤結構變得不穩定，並增加水土流失和洪水風險。尤其在極端天氣頻繁的今天，這樣的工程可能對居民財產和生命安全構成威脅。基於以上理由，我懇請城規會全面審視該項目的環境影響，並優先考慮保護現有的生態和自然資源。販謝您細閱此信，盼能聽取居民意見，避免對環境造成不可挽回的損害。

敬禮

泰亨村居民

15 OCT 2025

反對人簽署:

姓名	姓名	姓名	姓名
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 25附加

尊敬的城規會代表：

本信旨在表達對泰亨村興建公眾停車場連附屬電動車充單設施及相關的填土工程的反對意見。現時的大窩西支路早已因上下班高峰期的交通流量而不勝負荷。填土工程期間將有大量工程車輛進出，勢必進一步加劇交通濟塞，對居民的日常出行造成極大不便。此外，完成工程後，停車場和充電設施的使用者亦將增加車流區，令本已擁揸的道路更加不堪重負，甚至可能導致交通事故的發生。大窩西支路是居民進出泰亨村的主要通道，若因施工及停車場建設導致交通癱瘓，勢必嚴重影響居民的工作和生活。懇請城規會考慮泰亨村居民的實際骼要，取消此項目，避免對當地交通造成長期損害。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1 Gere Lee	2	3	4
5	6	7 羅錦堂	8 李榮鑫
9	10 鄧文傑	11 蘇志平	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

15 OCT 2025

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 25附加

尊敬的城規會代表：

本人就泰亨村興建公眾停車場連附屬電動車充電設施及相關的填土工程，提出嚴正反對。泰亨村是一個歷史悠久的村落，村內的風水佈局對居民的生活有著重要的象徵意義。此項目徭要進行大規模的填土工程，不僅破壞了當地的地勢和環境，更會影響村落的氣場與風水格局，從而對居民的生活福祉構成負面影響。風水是一個深植於本地文化的重要概念，對於泰亨村的居民尤為重要。任何改變地勢的行為，都可能改變村內的氙場流動，導致居民家庭運勢受損，甚至影響村內的和諧與安寧。我們懇請城規會考慮當地居民的文化傳統與情厥，慎重處理此項工程，避免對泰亨村的風水造成不可挽回的影響。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1 Clere Lee	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

15 OCT 2025

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 25附加

尊敬的城規會代表：

本人就泰亨村擬建公眾停車場連附屬電動車充竃設施及相關的填土工程，表達嚴正反對。泰亨村的竃力基建已經多年未升级，過去數年內多次發生停罨事故·顯示現有的罨力設備已經接近負荷上限。若新增電動車充電設施，勢必進一步增加罨網壓力，極有可能導致停電問題更加頻繁，對居民的日常生活造成困擾。此外，停罨問題對充雹設施的使用者來說亦是一大隱患。萬一停電期間有車輛正在充電，不僅可能損壞車輛，也會對用戶的安全構成威脅。基於竃力基建的現狀，我們強烈要求城規會重新檢討該項目，避免對居民的生活增添不必要的困難與風險。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1 Gere Cee	2 [illegible]	3 [illegible]	4 [illegible]
5 Jo Toc Hm	6 [illegible]	7 羅錦榮	8 李東鑫
9 [illegible]	10 郭文傑	11 蘇志平	12 徐小雄
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
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副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 25附加

尊敬的城規會代表：

您好！作為本區居民，我強烈反對建設公眾停車場連附屬電動車充竜設施及相關的填土工程。該項目將對本區的交通狀況及社區生活質素造成嚴重負面影響。以下是我的反對理由：

1・交逼壓力加劇：

新停車場的建設會吸引更多外來車輛進人本區，導致區內道路交通擁堵情況進一步惡化。現時本區已經因道路狹窄和車流量大而飽受交通問題困擾，新增的停車場只會加劇此問題，並增加居民的通勤時間。

2. 空氣污染與噪音污染增加：

停車場的運作和外來車輛的增加，會直接導致區內空氣質素下降，特別是由於停車場內車輛怠速運行產生的廢氣。此外·車流量增加也會帶來持續的噪音污染，影響居民的日常生活和心理健康。

3・社區空間的功能性減弱：

建設停車場意味著犧牲寶貴的社區用地，而這些用地本可以用於興建對居民更有利的設施（如綠化公園、社區活動空間或文化設施）。停車場的存在只會降低社區的宜居性，損害居民生活福祉。為了维護本區居民的利益，我懇請城規會慎重考慮該項目對交通和社區環境的影響。我們需要的是提升社區生活質素的方案，而不是進一步破壞的工程。

此致

反對人簽署:

姓名	姓名	姓名	姓名
1 Gere Lee	2	3	4
5	6	7 黃錦業	8 李榮鑫
9 鍾鏡邦	10 郭文傑	11 蘇志平	12
13	14	15	16
17	18	19	20
21	22	23	24
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29	30	31	32
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副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

15 OCT 2025

13/10/2025

致：城市規劃委員會

26

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程

尊敬的城規會代表：

您好！我是本區居民，謹此提交意見，反對在本區興建公眾停車場連附屬電動車充電設施及相關的填土工程。我反對此項計劃的主要原因是該工程可能對本地環境和生態系統造成長達且不可逆轉的破壞。以下是我的理摟：

1. 生態系統受損：

該項工程涉及大規模的填土和土地改造，會破壞當地的自然生態環境。例如，工程可能對本地的綠化帶‘生物棲息地和水土保持造成嚴重影響，導致生態多樣性下降。許多鳥類、昆蟲和小型哺乳動物可能因此失去棲息地，導致生態平衡被打破。

2. 熟島效應加劇：

停車場的建設通常會增加地區的硬地面覆蓋率（如水泥和瀝青），減少自然土壤和植被的面積。這會導致熱島效應加劇，增加居民日常生活的不適臧，並提升能源消耗（如空調需求）。

3. 水土流失與洪水風險：

填土和土地改造可能改變本區的自然排水系統，使土壤結構變得不穩定，並增加水土流失和洪水風險。尤其在極端天氣頻繁的今天，這樣的工程可能對居民財產和生命安全構成威脅。基於以上理由，我懇請城規會全面審視該項目的環境影響，並優先考慮保護現有的生態和自然資源。販謝您細閱此信，盼能聽取居民意見，避免對環境造成不可挽回的損害。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
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37	38	39	40

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

15 OCT 2025

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 26 附加

尊敬的城規會代表：

本信旨在表達對泰亨村興建公眾停車場連附屬電動車充單設施及相關的填土工程的反對意見。現時的大窩西支路早已因上下班高峰期的交通流量而不勝負荷。填土工程期間將有大量工程車輛進出，勢必進一步加劇交通濟塞，對居民的日常出行造成極大不便。此外，完成工程後，停車場和充電設施的使用者亦將增加車流區，令本已擁擠的道路更加不堪重負，甚至可能導致交通事故的發生。大窩西支路是居民進出泰亨村的主要通道，若因施工及停車場建設導致交通癱瘓，勢必嚴重影響居民的工作和生活。懇請城規會考慮泰亨村居民的實際骼要，取消此項目，避免對當地交通造成長期損害。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1	2	3 Maggie Man	4
5	6	7 Wong Yuk May	8
9	10	11	12
13	14	15 Gary So	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
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副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

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15 OCT 2025

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 26附加

尊敬的城規會代表：

本人就泰亨村興建公眾停車場連附屬電動車充電設施及相關的填土工程，提出嚴正反對。泰亨村是一個歷史悠久的村落，村內的風水佈局對居民的生活有著重要的象徵意義。此項目徭要進行大規模的填土工程，不僅破壞了當地的地勢和環境，更會影響村落的氣場與風水格局，從而對居民的生活福祉構成負面影響。風水是一個深植於本地文化的重要概念，對於泰亨村的居民尤為重要。任何改變地勢的行為，都可能改變村內的氙場流動，導致居民家庭運勢受損，甚至影響村內的和諧與安寧。我們懇請城規會考慮當地居民的文化傳統與情厥，慎重處理此項工程，避免對泰亨村的風水造成不可挽回的影響。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1	2 倪詠詩	3	4 陳愛晴
5	6	7 Maggie Man	8
9	10	11	12
13 陳君浩	14 梁敏政	15	16
17	18	19 Gary So	20
21	22	23	24
25 陳國新	26	27	28
29	30	31	32
33	34	35	36
37	38 黎立恩	39	40

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 26附加0

尊敬的城規會代表：

本人就泰亨村擬建公眾停車場連附屬電動車充竜設施及相關的填土工程，表達嚴正反對。泰亨村的竜力基建已經多年未升级，過去數年內多次發生停罼事故．顯示現有的罼力設備已經接近負荷上限。若新增電動車充電設施，勢必進一步增加罼網壓力，極有可能導致停電問題更加頻繁，對居民的日常生活造成困擾。此外，停罼問題對充雹設施的使用者來說亦是一大隱患。萬一停電期間有車輛正在充電，不僅可能損壞車輛，也會對用戶的安全構成威脅。基於竜力基建的現狀，我們強烈要求城規會重新檢討該項目，避免對居民的生活增添不必要的困難與風險。

敬禮

泰亨村居民

反對人簽署:

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副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

RECEIVED 15 OCT 2025

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 26 附加0

尊敬的城規會代表：

您好！作為本區居民，我強烈反對建設公眾停車場連附屬電動車充竜設施及相關的填土工程。該項目將對本區的交通狀況及社區生活質素造成嚴重負面影響。以下是我的反對理由：

1 ・交逼壓力加劇：

新停車場的建設會吸引更多外來車輛進人本區，導致區內道路交通擁堵情況進一步惡化。現時本區已經因道路狹窄和車流量大而飽受交通問題困擾，新增的停車場只會加劇此問題，並增加居民的通勤時間。

2. 空氣污染與噪音污染增加：

停車場的運作和外來車輛的增加，會直接導致區內空氣質素下降，特別是由於停車場內車輛怠速運行產生的廢氣。此外·車流量增加也會帶來持續的噪音污染，影響居民的日常生活和心理健康。

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建設停車場意味著犧牲寶貴的社區用地，而這些用地本可以用於興建對居民更有利的設施（如綠化公園、社區活動空間或文化設施）。停車場的存在只會降低社區的宜居性，損害居民生活福祉。為了维護本區居民的利益，我懇請城規會慎重考慮該項目對交通和社區環境的影響。我們需要的是提升社區生活質素的方案，而不是進一步破壞的工程。

此致

反對人簽署:

姓名	姓名	姓名	姓名
1	2	3 Maggie Man	4
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RECEIVED 15 OCT 2025

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

13/10/2025

致：城市規劃委員會

27

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程

尊敬的城規會代表：

您好！我是本區居民，謹此提交意見，反對在本區興建公眾停車場連附屬電動車充電設施及相關的填土工程。我反對此項計劃的主要原因是該工程可能對本地環境和生態系統造成長達且不可逆轉的破壞。以下是我的理據：

1. 生態系統受損：

該項工程涉及大規模的填土和土地改造，會破壞當地的自然生態環境。例如，工程可能對本地的綠化帶‘生物棲息地和水土保持造成嚴重影響，導致生態多樣性下降。許多鳥類、昆蟲和小型哺乳動物可能因此失去棲息地，導致生態平衡被打破。

2. 熟島效應加劇：

停車場的建設通常會增加地區的硬地面覆蓋率（如水泥和瀝青），減少自然土壤和植被的面積。這會導致熱島效應加劇，增加居民日常生活的不適臧，並提升能源消耗（如空調需求）。

3. 水土流失與洪水風險：

填土和土地改造可能改變本區的自然排水系統，使土壤結構變得不穩定，並增加水土流失和洪水風險。尤其在極端天氣頻繁的今天，這樣的工程可能對居民財產和生命安全構成威脅。基於以上理由，我懇請城規會全面審視該項目的環境影響，並優先考慮保護現有的生態和自然資源。敗謝您細閱此信，盼能聽取居民意見，避免對環境造成不可挽回的損害。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
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副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 27附加

尊敬的城規會代表：

本信旨在表達對泰亨村興建公眾停車場連附屬電動車充單設施及相關的填土工程的反對意見。現時的大窩西支路早已因上下班高峰期的交通流量而不勝負荷。填土工程期間將有大量工程車輛進出，勢必進一步加劇交通濟塞，對居民的日常出行造成極大不便。此外，完成工程後，停車場和充電設施的使用者亦將增加車流區，令本已擁揸的道路更加不堪重負，甚至可能導致交通事故的發生。大窩西支路是居民進出泰亨村的主要通道，若因施工及停車場建設導致交通癱瘓，勢必嚴重影響居民的工作和生活。懇請城規會考慮泰亨村居民的實際骼要，取消此項目，避免對當地交通造成長期損害。

敬禮

泰亨村居民

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姓名	姓名	姓名	姓名
1	2	3	4
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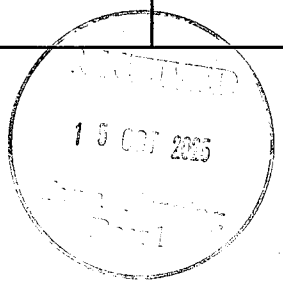
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40

副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處



13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 27 附加

尊敬的城規會代表：

本人就泰亨村興建公眾停車場連附屬電動車充電設施及相關的填土工程，提出嚴正反對。泰亨村是一個歷史悠久的村落，村內的風水佈局對居民的生活有著重要的象徵意義。此項目徭要進行大規模的填土工程，不僅破壞了當地的地勢和環境，更會影響村落的氣場與風水格局，從而對居民的生活福祉構成負面影響。風水是一個深植於本地文化的重要概念，對於泰亨村的居民尤為重要。任何改變地勢的行為，都可能改變村內的氙場流動，導致居民家庭運勢受損，甚至影響村內的和諧與安寧。我們懇請城規會考慮當地居民的文化傳統與情厥，慎重處理此項工程，避免對泰亨村的風水造成不可挽回的影響。

敬禮

泰亨村居民

反對人簽署:

姓名	姓名	姓名	姓名
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
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33	34	35	36
37	38	39	40

副本送:

大埔鄉事委員會

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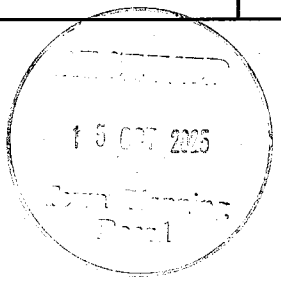

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 27附加

尊敬的城規會代表：

本人就泰亨村擬建公眾停車場連附屬電動車充竜設施及相關的填土工程，表達嚴正反對。泰亨村的竜力基建已經多年未升级，過去數年內多次發生停罷事故，顯示現有的罷力設備已經接近負荷上限。若新增電動車充電設施，勢必進一步增加罷網壓力，極有可能導致停電問題更加頻繁，對居民的日常生活造成困擾。此外，停罷問題對充雹設施的使用者來說亦是一大隱患。萬一停電期間有車輛正在充電，不僅可能損壞車輛，也會對用戶的安全構成威脅。基於竜力基建的現狀，我們強烈要求城規會重新檢討該項目，避免對居民的生活增添不必要的困難與風險。

敬禮

泰亨村居民

反對人簽署:

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37	38	39	40

副本送:

大埔鄉事委員會

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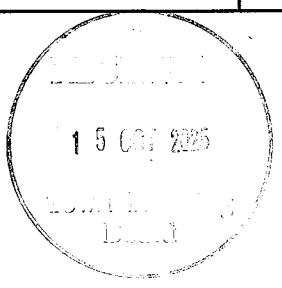

13/10/2025

致：城市規劃委員會

反對A/NE-KLH/659

擬議臨時公眾停車場連附屬電動車充電設施及相關的填土工程 27附加

尊敬的城規會代表：

您好！作為本區居民，我強烈反對建設公眾停車場連附屬電動車充竜設施及相關的填土工程。該項目將對本區的交通狀況及社區生活質素造成嚴重負面影響。以下是我的反對理由：

1．交逼壓力加劇：

新停車場的建設會吸引更多外來車輛進人本區，導致區內道路交通擁堵情況進一步惡化。現時本區已經因道路狹窄和車流量大而飽受交通問題困擾，新增的停車場只會加劇此問題，並增加居民的通勤時間。

2. 空氣污染與噪音污染增加：

停車場的運作和外來車輛的增加，會直接導致區內空氣質素下降，特別是由於停車場內車輛怠速運行產生的廢氣。此外·車流量增加也會帶來持續的噪音污染，影響居民的日常生活和心理健康。

3．社區空間的功能性減弱：

建設停車場意味著犧牲寶貴的社區用地，而這些用地本可以用於興建對居民更有利的設施（如綠化公園、社區活動空間或文化設施）。停車場的存在只會降低社區的宜居性，損害居民生活福祉。為了维護本區居民的利益，我懇請城規會慎重考慮該項目對交通和社區環境的影響。我們需要的是提升社區生活質素的方案，而不是進一步破壞的工程。

此致

反對人簽署:

姓名	姓名	姓名	姓名
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副本送:

大埔鄉事委員會

泰亨鄉公所

大埔民政事務處

13/10/2025

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

tpbpd/PLAND

寄件者: [redacted]
寄件日期: 2025年10月14日星期二 3:23
收件者: tpbpd/PLAND
主旨: A/NE-KLH/659 DD 7 Tai Hang Village

類別: Internet Email

A/NE-KLH/659

Lot Nos. 237 S.E RP, 237 S.F RP, 237 S.G RP, 237 S.H, 237 S.I, 237 S.J RP, 237 S.K RP, 237 S.L RP, 237 S.M, 237 S.O RP and 237 S.P RP in D.D. 7, Tai Hang Village, Tai Po

Site area: About 9,064sq.m

Zoning: "Agriculture"

Applied use: 211 Public Vehicle Park / **Filling of Land**

Dear TPB Members,

The question with this large site is 'what have the govt officials responsible for overseeing land use in the area being doing for the past two decades?"

In 2003 an application for the same use was rejected and since then NADA on record. However, brownfield use went ahead and the lots were filled with only a few trees left on the periphery. No mention of enforcement action being taken.

Presumably someone at Lands Dept got around to checking out the site and now we have a 'lipstick on a pig' application.

That the site would be fully utilized for parking cars is debateable as 40+q.mts per vehicle is clearly not an efficient use of land.

While EV charging is proposed, there is no mention of the installation of solar panels to provide the energy to fuel the service.

As village parking scams are being forced to go legit, both govt depts and TPB members should have the courage to push the envelope and force operators to upgrade the quality of these operations.

Mary Mulvihill

10

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

參考編號 **Reference Number:**	251010-193637-20338
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	10/10/2025 19:36:37
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ho Wing Kuen

意見詳情
Details of the Comment :

這地段有一部份十分接近村民住處，24小時的公眾停車場，汽車聲浪，燈光會十分影響附近的村民。鄉村地方晚上是十分寧靜，一些平時看來不是很嚴重的聲浪，也十分影響。現在的花舖，在一些特別的日子上（聖誕，新年），已經構成十分大的影響（拍打車輛，汽車褪後聲音）。
另外這段區域的主要車路就只有大窩西之路，這路段其實十分不適合大型車輛進出，現在的流量在繁忙時段是會導致車塞車。如高速公路或大窩西支路發生意外，大量的車輛就會令到唔該區癱瘓。所以請謹慎考慮這個新規劃！

12

就規劃申請/覆核提出意見 **Making Comment on Planning Application / Review**	
參考編號 **Reference Number:**	251010-213009-46252
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	10/10/2025 21:30:09
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. chung shing kit

意見詳情
Details of the Comment :

車流太多影響附近村民出入、对行人有一定危險
會產生噪音

16

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

參考編號 **Reference Number:**	251012-004641-20307
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	12/10/2025 00:46:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 梁兆邦

意見詳情
Details of the Comment :

道路已經十分擠塞，再加上車場車輛出入，嚴重影響交通.
噪音影響將會十分嚴重，人車嘈雜影響居民生活。
環境污染，垃圾污水將流入麻笏河。

19

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

參考編號 **Reference Number:**	251017-064626-39352
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	17/10/2025 06:46:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Dicky Man

意見詳情
Details of the Comment :

1.水質污染風險（建設期泥濁徑流）：
文件（Risk Assessment Report, 頁10-11）指出建設期的主要污染源為泥濁徑流，可能影響上層間接集水區（Upper Indirect Water Gathering Grounds）的水質。儘管建議採用良好工地實務（如保護挖掘表面、防止泥土侵蝕），但在雨季或管理不善情況下，徑流可能攜帶泥沙進入附近水道，導致長期水質退化。緩解措施如圍欄和排水渠可能無法完全應對意外洩漏，特別是填土工程深度達0.2米時，土壤擾動加劇風險。
2.操作期非點源污染：
Risk Assessment Report（頁11-12）提到操作期雨水徑流可能帶來輪胎磨損、塵土和少量油污等非點源污染，影響水集區。報告建議安裝油脂截留器（grease traps）和禁用水溶性化學品，但電動車充電設施涉及電池和電器，潛在洩漏風險未充分評估。長期維護難以保證，累積污染可能威脅飲用水安全，尤其地點靠近Plover Cove Tau Pass Culvert水務隧道。
3.排水系統不足導致洪水風險：
Drainage Proposal（頁1）提出使用U型渠和沙阱收集徑流，但文件僅提供現有排水渠道照片，未詳細模擬暴雨情景。填土工程可能改變地表徑流模式，增加積水和溢流風險。Planning Statement（頁4、21）聲稱無不良排水影響，但缺乏獨立洪水風險評估，特別在雨季，新增車輛活動可能加劇渠道堵塞，影響周邊生態。
4.樹木及植被損害：
Tree Survey文件雖調查現有樹木狀況，並建議保留17棵樹，但填土和建設（如圍欄、變壓室）可能損害根系系統，導致樹木枯萎或生物多樣性喪失。Planning Statement（頁19、21）主張維持現有植被而不退化自然環境，但未提供長期監測計劃，填土壓實土壤可能阻礙根部呼吸，間接破壞鄉郊生態平衡。
5.土壤退化與農地流失：
Planning Statement（頁19）承認地點位於「農業」地帶（AGR），但聲稱無自然環境退化。然而，填土工程將改變土壤結構，潛在導致壓實和養分流失，阻礙未來農地復耕。報告忽略累積影響，如多次延期申請可能使臨時發展轉為永久，永久喪失優質農地，違反綱領分區計劃的農業保護意圖。
6.噪音與空氣質素影響：
Traffic Impact Assessment（頁12）評估交通影響，預測2029年高峰期無不良影響，但忽略電動車外重型貨車和旅遊巴的噪音及微粒排放。Planning Statement（頁19）稱電動車環保無滋擾，但車輛出入頻繁可能產生持續噪音，影響附近村屋和野生動物棲息地。缺乏空氣質素模擬，特別在封閉鄉郊環境中，累積排放可能加劇污染。
7.生態系統破壞：
Risk Assessment Report（頁5）確認地點位於水集區，但未評估對本地生態的廣泛影響，如填土影響昆蟲和小型哺乳動物。Planning Statement（頁2、19）強調無退化，但引入停

車場將碎片化棲息地，減少生物走廊。緩解措施僅限於現場管理，忽略周邊農業區的連鎖效應，可能導致物種多樣性下降。
8.化學物質洩漏隱患：
Risk Assessment Report（頁12）嚴禁農藥、溶劑和石油產品，但電動車充電涉及電池酸液和潤滑劑，潛在洩漏風險高。若污水外運或接駁公共系統失敗，可能滲入土壤污染地下水。報告建議更換污染土壤，但未詳述應急計劃，特別在水務隧道保護區內，任何洩漏均可能造成不可逆轉的環境損害。
9.景觀與視覺影響：
Drawings_Plans（Appendix 1）顯示示意布局，包括圍欄和充電設施，但未評估對鄉郊景觀的視覺衝擊。Planning Statement（頁21）主張無不良影響，但新增結構可能破壞寧靜農業景觀，影響遊客和居民的視覺體驗。缺乏景觀影響評估，填土後地勢變化可能永久改變地貌。
10.累積環境負荷與長期監測缺失：
多文件（如Risk Assessment頁13、Traffic Impact頁6）聲稱無不良影響，但未考慮周邊發展的累積效應，如附近其他停車場增加總體污染負荷。Planning Statement（頁12）提及環境及生態局的政策，但申請缺乏長期環境監測機制和獨立審核，忽略氣候變化因素（如增加暴雨頻率），可能低估整體環境退化風險。

20

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

參考編號 **Reference Number:**	251017-065205-03814
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	17/10/2025 06:52:05
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Lisa Chiu

意見詳情
Details of the Comment :

1. 排水渠道照片顯示現況：現有渠道可能已老化，提案未提及升級或維護計劃，增加堵塞和溢流可能性。
2. 操作期污水處理隱患：廁所設施產生的污水需外運或接駁公共系統，若管理不善，可能導致滲漏或溢流，影響附近水道水質。
3. 排水提案設計不完善：提案中僅建議沙阱和U型渠，但未詳細評估暴雨情景，可能無法有效收集地表徑流，增加洪水和積水風險。
4.噪音與空氣質素影響：即使電動車環保，重型貨車及旅遊巴出入可能產生噪音及微粒，規劃聲明未充分評估對附近村屋的滋擾。
5. 交通評估數據偏差：交通影響評估使用2024年數據預測2029年流量，但忽略電動車充電吸引額外車輛的潛力，可能低估高峰期擁堵。停車場增加，總體交通及環境負荷可能超出預期。

21

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

參考編號 **Reference Number:**	251017-064218-11975
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	17/10/2025 06:42:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Man Steve

意見詳情
Details of the Comment :

1.本地停車設施充足吸引外來車輛：本身住附近既人已有停車位置+充電, 根據網絡數據，Tai Po區已有如Po Heung Estate Carpark（28個EV充電站）和Tai Wo Plaza Car Park B等多個停車場，滿足本地居民需求。 Planning Statement（頁19）聲稱計劃提供201個EV車位，但未證明本地需求不足，僅吸引外來車輛增加流量，導致噪音上升。Traffic Impact Assessment（頁12）低估高峰期外來車輛，忽略累積擁堵效應。
2.外來重型車輛增加噪音滋擾：
文件顯示計劃包括10個重型貨車/旅遊巴車位，可能吸引外來商業車輛。Traffic Impact Assessment（頁6）預測2029年流量，但忽略重型車輛噪音，香港研究顯示交通噪音惡化主要因重型車輛增加。 在鄉郊如Kau Lung Hang，噪音傳播更遠，影響附近村屋居民生活質素，緩解措施如時間限制難以執行。
3.空氣質素退化因輪胎磨損及排放：
Risk Assessment Report（頁11）提及操作期輪胎磨損和塵土污染，但電動車外來流量增加微粒排放。香港都市公園研究顯示開放空間空氣質素受交通影響嚴重。 計劃吸引外來車輛將加劇PM2.5水平，特別在封閉鄉郊環境，缺乏空氣監測計劃，長期暴露威脅居民健康。
4.現有EV充電網絡已覆蓋本地需求：
網絡數據顯示Tai Po區有Shell Recharge、CLP Power及Mayfair By The Sea等多個EV充電點，居民無需新設施。 Planning Statement（頁2）主張滿足電動車政策，但未提供需求數據證明，僅吸引外區車輛，增加不必要交通負荷及噪音。
5.鄉郊噪音政策未充分保護：
香港噪音政策審查指出鄉郊及公園區域缺乏特定標準，現有環境良好應予保護。 Kau Lung Hang位於農業區，計劃引入外來車輛將破壞寧靜，Traffic Impact Assessment未評估噪音水平超過70dB的風險，影響野生動物及居民睡眠。
6.車輛出入頻繁加劇空氣污染：
研究顯示香港車艙內空氣質素受外部交通影響，鄉郊車場可能放大污染。 Risk Assessment Report（頁12）建議油脂截留器，但外來車輛帶來更多尾氣及塵埃，累積效應未評估，尤其雨後徑流攜帶污染物進入空氣。
7.重型車輛排放威脅健康：
香港空氣質素研究顯示高密度道路區域空氣差，鄉郊車場引入重型車輛將類似效應。 Traffic Impact Assessment低估外來貨車比例，NO2及CO排放增加心血管風險，緩解措施如綠化屏障不足以阻擋。
8.臨時計劃易延長加劇影響：
雖然為3年臨時，但類似項目往往延期，持續吸引外來車輛。Planning Statement（頁21）聲稱無長期影響，但忽略噪音累積，香港噪音暴露研究顯示36%人口受交通噪音困擾。Kau Lung Hang居民將面臨持久滋擾。

9.車場環境準則未達標：
香港封閉車場空氣質素準則強調通風，但鄉郊開放車場易受風向影響。 Risk Assessment Report未評估外來車輛帶來更多污染物，健康影響如免疫系統損害未考慮，缺乏獨立監測機制放大風險。

22

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

參考編號 **Reference Number:**	251017-214938-73998
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	17/10/2025 21:49:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHAN

意見詳情
Details of the Comment :

1.水質污染風險（建設期泥濁徑流）： 文件（Risk Assessment Report, 頁10-11）指出建設期的主要污染源為泥濁徑流，可能影響上層間接集水區（Upper Indirect Water Gathering Grounds）的水質。儘管建議採用良好工地實務（如保護挖掘表面、防止泥土侵蝕），但在雨季或管理不善情況下，徑流可能攜帶泥沙進入附近水道，導致長期水質退化。緩解措施如圍欄和排水渠可能無法完全應對意外洩漏，特別是填土工程深度達0.2米時，土壤擾動加劇風險。
2.操作期非點源污染： Risk Assessment Report（頁11-12）提到操作期雨水徑流可能帶來輪胎磨損、塵土和少量油污等非點源污染，影響水集區。報告建議安裝油脂截留器（grease traps）和禁用水溶性化學品，但電動車充電設施涉及電池和電器，潛在洩漏風險未充分評估。長期維護難以保證，累積污染可能威脅飲用水安全，尤其地點靠近Plover Cove Tau Pass Culvert水務隧道。
3.排水系統不足導致洪水風險： Drainage Proposal（頁1）提出使用U型渠和沙阱收集徑流，但文件僅提供現有排水渠道照片，未詳細模擬暴雨情景。填土工程可能改變地表徑流模式，增加積水和溢流風險。Planning Statement（頁4、21）聲稱無不良排水影響，但缺乏獨立洪水風險評估，特別在雨季，新增車輛活動可能加劇渠道堵塞，影響周邊生態。
4.樹木及植被損害： Tree Survey文件雖調查現有樹木狀況，並建議保留17棵樹，但填土和建設（如圍欄、變壓室）可能損害根系系統，導致樹木枯萎或生物多樣性喪失。Planning Statement（頁19、21）主張維持現有植被而不退化自然環境，但未提供長期監測計劃，填土壓實土壤可能阻礙根部呼吸，間接破壞鄉郊生態平衡。
5.土壤退化與農地流失： Planning Statement（頁19）承認地點位於「農業」地帶（AGR），但聲稱無自然環境退化。然而，填土工程將改變土壤結構，潛在導致壓實和養分流失，阻礙未來農地復耕。報告忽略累積影響，如多次延期申請可能使臨時發展轉為永久，永久喪失優質農地，違反綱領分區計劃的農業保護意圖。
6.噪音與空氣質素影響： Traffic Impact Assessment（頁12）評估交通影響，預測2029年高峰期無不良影響，但忽略電動車外重型貨車和旅遊巴的噪音及微粒排放。Planning Statement（頁19）稱電動車環保無滋擾，但車輛出入頻繁可能產生持續噪音，影響附近村屋和野生動物棲息地。缺乏空氣質素模擬，特別在封閉鄉郊環境中，累積排放可能加劇污染。
7.生態系統破壞： Risk Assessment Report（頁5）確認地點位於水集區，但未評估對本地生態的廣泛影響，如填土影響昆蟲和小型哺乳動物。Planning Statement（頁2、19）強調無退化，但引入停車場將碎片化棲息地，減少生物走廊。緩解措施僅限於現場管理，忽略周邊農業區的連鎖效應，可能導致物種多樣性下降。
8.化學物質洩漏隱患： Risk Assessment Report（頁12）嚴禁農藥、溶劑和石油產品，但電動車充電涉及電池酸液和潤滑劑，潛在洩漏風險高。若污水外運或接駁公共系統失敗

，可能滲入土壤污染地下水。報告建議更換污染土壤，但未詳述應急計劃，特別在水務隧道保護區內，任何洩漏均可能造成不可逆轉的環境損害。
9.景觀與視覺影響： Drawings_Plans（Appendix 1）顯示示意布局，包括圍欄和充電設施，但未評估對鄉郊景觀的視覺衝擊。Planning Statement（頁21）主張無不良影響，但新增結構可能破壞寧靜農業景觀，影響遊客和居民的視覺體驗。缺乏景觀影響評估，填土後地勢變化可能永久改變地貌。
累積環境負荷與長期監測缺失： 多文件（如Risk Assessment頁13、Traffic Impact頁6）聲稱無不良影響，但未考慮周邊發展的累積效應，如附近其他停車場增加總體污染負荷。Planning Statement（頁12）提及環境及生態局的政策，但申請缺乏長期環境監測機制和獨立審核，忽略氣候變化因素（如增加暴雨頻率），可能低估整體環境退化風險。

23

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

參考編號 **Reference Number:**	251017-214706-69059
提交限期 **Deadline for submission:**	17/10/2025
提交日期及時間 **Date and time of submission:**	17/10/2025 21:47:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-KLH/659
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. MAN

意見詳情
Details of the Comment :

違反農業用地分區：申請地點位於「農業」地帶（AGR），主要用於農業發展，而非停車場，此計劃將破壞長期農業用途，可能導致農地永久流失。

環境破壞風險：填土工程深度達0.2米，可能影響土壤質量和生態系統，儘管聲稱無環境滋擾，但填土可能造成土壤壓實和生物多樣性喪失。

水資源污染隱憂：地點位於集水區內，雖然承諾遵守水務署指引，但電動車充電和車輛活動可能帶來油污或化學物質洩漏，威脅水質安全。

交通負荷增加：交通影響評估預測2029年高峰期流量，但忽略潛在累積效應，新增201個電動車位和10個重型車位可能加劇本地道路擁堵。

不相容周邊土地用途：周邊為鄉村和農業區，停車場引入大量車輛流量，與寧靜鄉郊環境不符，可能影響附近居民生活質素。

臨時性質存疑：雖然申請為3年臨時，但類似計劃往往延長或轉為永久，阻礙農業復耕和長遠規劃。

噪音與空氣污染：即使電動車環保，但重型貨車和旅遊巴操作可能產生噪音和微粒污染，影響附近生態和居民健康。

樹木與景觀影響：雖然保留現有樹木，但填土和建築（如圍欄、變壓室）可能損害景觀和自然棲息地，破壞鄉郊美觀。

無必要性證據：計劃聲稱滿足電動車充電需求，但未提供充足數據證明本地需求，政府政策應優先其他非農地位置。

渠務與排水問題：填土可能改變地表徑流，儘管聲稱無不良影響，但未充分評估洪水風險，尤其在雨季可能加劇排水負荷。