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By Hand

Form No. S16A
表格第 S16A 號

2026年 6月 1 5日

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

15 JUN 2026

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The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

A/NE-TKLN/112-2 (M.A)

Received Date: 15/6/2026

**APPLICATION FOR AMENDMENT TO
PERMISSION UNDER SECTION 16A(2) OF
THE TOWN PLANNING ORDINANCE (CAP. 131)**

根據《城市規劃條例》(第131章)
第16A(2)條遞交的修訂許可申請

General Note and Annotation for the Form 填寫表格的一般指引及註解

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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TKLN/112-2 (M.A.)
	Date Received 收到日期	15 JUN 2026

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填悉的申請表格及其他支持申請的文件（倘有）送交北角渣華道 333 號北角政府合署 15 樓城市規劃委員會秘書收。
- Please read the “Guidance Notes” and the “Town Planning Board Guidelines on Class A and Class B Amendments to Approved Development Proposals” carefully before you fill in this form. Both documents can be downloaded from the Town Planning Board’s (the Board’s) website at <http://www.tpb.gov.hk/>. They 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》的資料單張及有關「對核准發展計劃作出 A 類及 B 類修訂」的城市規劃委員會規劃指引，然後填寫此表格。這兩份文件均可從城市規劃委員會（下稱「委員會」）的網頁下載（網址：<http://www.tpb.gov.hk/>），亦可向委員會秘書處（香港北角渣華道 333 號北角政府合署 15 樓 - 電話：2231 4810 或 2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓）索取。
- This form can be downloaded from the Board’s website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. 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，填寫的資料宜中英文兼備。如果申請人所提交的資料或文件的副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名 / 名稱 (☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organization 機構*) Bliss Achieve Limited	
2. Name of Authorised Agent (if applicable) 獲授權代理人姓名 / 名稱（如適用） (☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organization 機構*) DeSPACE (International) Limited	
3. Relevant Permission Granted under the Town Planning Ordinance 按《城市規劃條例》批給的有關許可	
Application number to which the permission relates 與許可有關的申請編號	A/NE-TKLN/112
Date of approval 獲批給許可的日期	23.1.2026
Full address/Location of the application site 申請地點的詳細地址／地點	Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and adjoining government land, Lin Ma Hang Road, Ta Kwu Ling North, New Territories
Approved use/development 已批給的用途／發展	Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years

* Applicant of this application must be the person to whom the relevant permission mentioned in Part 3 is granted. In case there is a change in land ownership, the original applicant may appoint the subsequent owner of the site as his/her authorised representative to submit this application.
這宗申請的申請人必須是上述第 3 部分提及的獲批給有關許可的人士。若土地擁有權有所改變，原申請人可授權該用地其後的擁有人為其代表，提交這宗申請。

4. Amendment(s) to Permission Sought 要求修訂許可的事項				
(a) Proposed amendments which can be quantified 可量化的擬議修訂				
Amendment(s) sought 要求修訂事項	Amount approved 已獲許可的數量 [a]	Amount sought 現要求的數量 [b]	Change 改變	
			Amount 數量 [b] - [a]	% $\frac{[b] - [a]}{[a]} \times 100$
☐ Increase in total gross floor area (sq. m.) 總樓面面積有所增加 (平方米)				
☐ Increase in plot ratio 地積比率有所增加				
☐ Change in gross site area (sq. m.) 地盤總面積有所改變 (平方米)				
☐ Change in number of units 單位數目有所改變				
☐ Change in number of building blocks 樓宇數目有所改變				
☐ Increase in 以下項目有所增加： ☐ absolute building height (m.) 建築物的實際高度 (米) ☐ number of storeys 層數 ☐ meters above Principal Datum (mPD) 主水平基準上米數				
☐ Increase in site coverage (%) 上蓋面積有所增加 (%)				
☐ Change in gross floor area distribution from domestic to non-domestic (sq. m.) 把住用樓面面積改為非住用用途 (平方米)				
☐ Change in gross floor area distribution from non-domestic to domestic (sq. m.) 把非住用樓面面積改為住用用途 (平方米)				
☐ Change in gross floor area for non-domestic uses for one category to another as set out in # below: from to 把非住用用途的總樓面面積改作#所列另一類別的用途：..... 改作.....				
☐ Change in floor area(s) of government, institution or community facilities (sq. m.) (Please specify the type(s) of facilities) 政府、機構或社區設施的樓面面積有所改變 (平方米) (請註明設施類別)				
☐ Reduction in total area of public open space (sq. m.) 公眾休憩用地的總面積有所減少 (平方米)				
☐ Change in area of active/passive public open space : 動態/靜態公眾休憩用地的面積有所改變： ☐ change in area of active public open space (sq. m.) 動態公眾休憩用地的面積有所改變 (平方米) ☐ change in area of passive public open space (sq. m.) 靜態公眾休憩用地的面積有所改變 (平方米)				

#The categories of non-domestic uses include (1) hotel, (2) office and (3) other commercial uses, including but not limited to kindergarten, child care centre and public car park.

非住用用途類別包括(1)酒店、(2)辦公室及(3)其他商業用途，包括但不限於幼稚園、幼兒中心及公眾停車場。

4. Amendment(s) to Permission Sought (Continued) 要求修訂許可的事項 (續)**(a) Proposed amendments which can be quantified (continued) 可量化的擬議修訂 (續)**

Amendment(s) sought 要求修訂事項	Amount approved 已獲許可的數量 [a]	Amount sought 現要求的數量 [b]	Change 改變	
			Amount 數量 [b] - [a]	% $\frac{[b] - [a]}{[a]} \times 100$
☐ Reduction in total area of private open space (sq. m.) 私人休憩用地的總面積有所減少 (平方米)				
☐ Change in number of the followings: 以下項目的數目有所改變: ☒ parking spaces (please specify the type(s) and number(s)) 停車位 (請註明車位類別及數目) ☐ loading and unloading spaces (please specify the type(s) and number(s)) 上落客貨車位 (請註明車位類別及數目) ☐ ingress/egress point(s) 入口/出口	90 (including 2 disabled car parking spaces)	120 (including 2 disabled car parking space)	+30	+33%
☐ Change in size of the followings, not initiated by the relevant government departments: 以下項目的大小有所改變, 而有關改變並非由相關政府部門提出: ☐ non-building area (m.) 非建築用地 (米) ☐ setback (m.) 後移範圍 (米) ☐ building gap (m.) 建築物間距 (米)				
☐ Change in number of the followings: 以下項目的數目有所改變: ☐ increase in number of trees to be felled 砍伐樹木的數目有所增加 ☐ decrease in number of preserved trees 保存樹木的數目有所減少				
☐ Change in floor area of public indoor recreational facilities (sq. m.) 公眾室內康樂設施的樓面面積有所改變 (平方米)				

(b) ☐ To extend the time for commencement of approved development for more month(s).
將展開獲批准發展的期限延長多.....個月。

☐ To extend the time for compliance with planning condition(s) for more month(s).
將履行規劃許可附帶條件的期限延長多.....個月。
(please specify the planning condition(s) involved 請註明涉及的規劃條件)

.....
.....
.....

4. Amendment(s) to Permission Sought (Continued) 要求修訂許可的事項 (續)

(c) Other proposed amendments (please illustrate on plan, if necessary)

其他擬議修訂 (如需要的話, 請在圖則顯示)

Amendment(s) sought 要求修訂事項	Details 詳情
☐ Change in building blocks 樓宇有所改變 ☐ change in form of building(s) where the affected portion(s) of the concerned block(s) is(are) the subject of environmental mitigation measures (多幢) 建築物的外形有所改變, 而有關的 (多幢) 樓宇的受影響部分與環境緩解措施有關 ☐ minor change in disposition of building block(s) (other than house, New Territories Exempted House/ Small House) 輕微改變樓宇 (屋宇、新界豁免管制屋宇 / 小型屋宇除外) 的布局	
☐ Change in : 以下項目有所改變 : ☐ internal layout of premises 處所的內部設計 ☐ disposition of premises 處所的布局	
☐ Change in provision of government, institution or community facilities 政府、機構或社區設施的供應有所改變 ☐ change in types of the facilities 改變設施的種類 ☐ change in locations of the facilities 改變設施的位置 ☐ deletion of facilities initiated by the relevant government departments 由有關政府部門提出刪除設施 (please specify the type(s) of facilities 請註明設施類別)	
☐ Change in location of the public open space on the same street/podium level(s) where the location of the public open space is the subject of environmental mitigation measures 在同一街道 / 平台層調動公眾休憩用地的位置, 而有關公眾休憩用地的位置與環境緩解措施有關	
☐ Change in location of the private open space 私人休憩用地的位置有所改變	
☒ Change in location of : 以下項目的位置有所改變 : ☒ ingress/egress point(s) 入口 / 出口 ☐ footbridge(s)/subway(s) 行人天橋 / 行人隧道 ☐ public transport terminus 公共車輛總站 ☐ car park 停車場 ☐ loading/unloading area/lay-bys 上落客貨車處 / 避車處	The location of the ingress/egress will slightly shift towards the northeast adjoining the unnamed road in accordance with existing car park operation.

4. Amendment(s) to Permission Sought (Continued) 要求修訂許可的事項 (續)

(c) Other proposed amendments (continued) (please illustrate on plan, if necessary)
其他擬議修訂 (續) (如需要的話, 請在圖則顯示)

Amendment(s) sought 要求修訂事項	Details 詳情
☐ Change in layout of emergency vehicular access 緊急車輛通道的布局設計有所改變	
☐ Change in location of the followings, not initiated by the relevant government departments: 以下項目的位置有所改變, 而有關改變並非由相關政府部門提出: ☐ non-building area 非建築用地 ☐ setback 後移範圍 ☐ building gap 建築物間距	
☐ Change in tree preservation and landscape proposals/master plan: 樹木的保存及園景設計建議/總圖有所改變: ☐ change in soft/hard landscape design 種植花卉樹木/園景建築設計有所改變 ☐ change in implementation programme 實施計劃有所改變 ☐ change in individual trees identified for preservation 已選定的予以保存的個別樹木有所改變	
☐ Change in provision of public indoor recreational facilities other than floor area (e.g. location, layout and type) 除了樓面面積外, 公眾室內康樂設施的供應有所改變 (例如: 位置、布局設計及種類)	
☐ Change in provision of ancillary major utility installation: 主要附屬公用設施裝置的提供應有所改變: ☐ change in location of the facility 設施的位置有所改變 ☐ deletion of the facility initiated by the relevant government departments 由有關政府部門提出刪除設施	
☐ Minor change in phasing or implementation schedule affecting: 輕微改變分期推行計劃或實施時間表, 以致影響: ☐ the provision of government, institution or community facilities 政府、機構或社區設施 ☐ the provision of public open space 公眾休憩用地的供應	

5. Justifications 理由

The applicant is invited to provide justifications in support of the application (Preferably not more than 500 words in English and/or Chinese. 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（篇幅宜不超過 500 個英文字及／或中文字，如有需要，請另頁說明。）

Please refer to the attached supplementary planning statement.

6. Plans, Drawings and Documents 圖則、繪圖及文件

Please list plans, drawings and other documents submitted with the application.

請列明連同申請一併遞交的圖則、繪圖及文件。

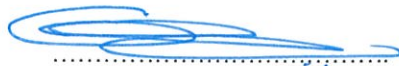
Please refer to the Appendices of the Planning Statement.

7. 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



Gregory K.C. Lam

Name in Block Letters
姓名（請以正楷填寫）

☐ Applicant / ☒ Authorised Agent

申請人 / 獲授權代理人

Director

Position (if applicable)
職位（如適用）

Professional ☐ Member 會員 / ☐ Fellow of 資深會員

Qualification(s) ☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

專業資格 ☐ 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.267)

Others 其他

on behalf of
代表

DeSPACE (International) Limited



☒ Company / ☐ Organization Name and Chop (if applicable)

公司 / 機構名稱及蓋章（如適用）

Date

日期..... 3/6/2026 (DD/MM/YYYY 日/月/年)

Warning 警告

Any person who knowingly or willfully 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:

- (a) the processing of this application; and
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments

in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

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) 處理這宗申請；以及
- (b) 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。

SUPPLEMENTARY PLANNING STATEMENT

SECTION 16A(2) APPLICATION TOWN PLANNING ORDINANCE (CHAPTER 131)

APPLICATION FOR PROPOSED CLASS B AMENDMENT(S)
TO AN APPROVED SECTION 16 TOWN PLANNING
APPLICATION FOR TEMPORARY PUBLIC VEHICLE PARK
(EXCLUDING CONTAINER VEHICLE) AND SHOP AND
SERVICES FOR A PERIOD OF FIVE YEARS IN
"RECREATION" ZONE IN LOT NOS. 35 RP, 36, 42 RP, 43,
44, 45 RP, 59 RP, 64 S.B RP IN D.D. 80 AND ADJOINING
GOVERNMENT LAND, LIN MA HANG ROAD, TA KWU LING
NORTH, NEW TERRITORIES

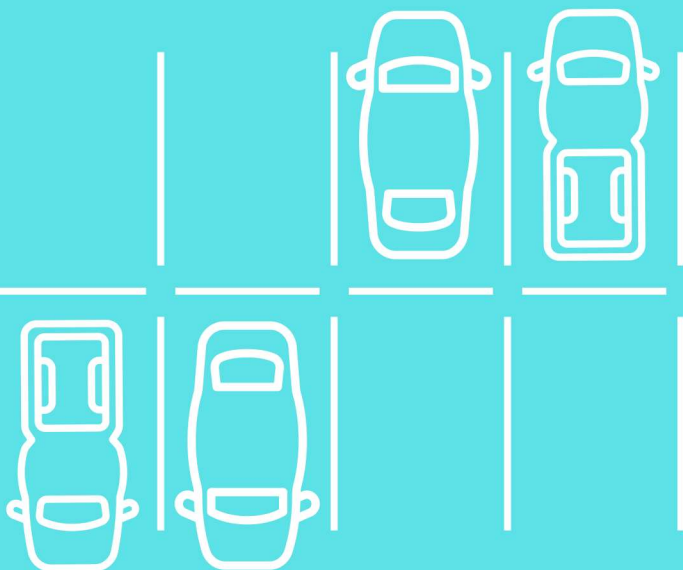
(APPLICATION NO.: A/NE-TKLN/112)

Applicant:

Bliss Achieve Limited



JUNE 2026



Consultant:



DeSPACE (International) Limited

Executive Summary

The Applicant, **Bliss Achieve Limited**, seeks town planning permission from the Town Planning Board for the Proposed Class B Amendments to the Approved Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years which was approved with conditions by the Rural and New Town Planning Committee on 23.01.2026 under Section 16 Town Planning Application No. A/NE-TKLN/112. A comparison table of the major development parameters is prepared as follows:

Comparison Table of the Major Development Parameters

Category	Major Development Parameters	Last Approved Scheme (A/NE-TKLN/112) (a)	Revised Proposal (b)	Difference (b) - (a)	TPB PG-No. 36C
Category 4 Building blocks	No. of Building Blocks	6	5	-1	Class A
	Form of Building Blocks	Form of Building Blocks is proposed to be revised.			Class A
Category 12 Provision of carparking, loading/unloading, etc.	No. of car parking spaces				Class B
	- Private Car	90 (incl. 2 disabled car parking spaces)	120 (incl. 2 disabled car parking spaces)	+30	
	- L/UL for LGV	1	1	No change	
	Internal Layout of Car Park	Internal layout of car park is proposed to be revised.			Class B
	Location of Ingress/egress	Location of ingress/egress is proposed to be revised.			Class B

The proposed revised scheme is similar to the last approved scheme. The increase in the number of parking spaces and the revision to the internal car park layout are intended to make more effective use of the Site in addressing the pressing parking demand in the border control point area.

To accommodate the proposed increase in parking spaces, the number of building blocks is proposed to be reduced. There will be no material change to the major development parameters, including the site area, total GFA, SC and BH. As such, no significant adverse impact on the surrounding environment is anticipated.

行政摘要

(以英文版本為準)

申請人 **Bliss Achieve Limited** 向城市規劃委員會申請城市規劃許可，以進行擬議的 B 類修訂，涉及五年臨時許可作公眾停車場(貨櫃車除外)及商店及服務行業。該申請於 2026 年 1 月 23 日獲得 TPB 的鄉郊及新市鎮規劃小組委員會（委員會）有條件批准，項目下的第 16 條城市規劃申請編號為 A/NE-TKLN/112。為方便參考，以下是擬議修訂計劃與已獲核准計劃的概括發展規範對照：

擬議修訂概括發展規範對照表

類別	發展規範	已獲核准的計劃 (申請編號 A/NE-TKLN/112) (a)	擬議修訂 (b)	差距 (b) - (a)	規劃指引編號36C
第4 類 樓宇	樓宇幢數	6	5	-1	A 類修訂
	建築物外形	擬議對建築物外形進行修訂。			A 類修訂
第 12 類 停車位、上落客貨設施及其他交通設施的提供	停車位數目 - 私家車 - 輕型貨車 上落貨區	90 個 (包括 2 個傷殘人士泊車位) 1	120 個 (包括 2 個傷殘人士泊車位) 1	+30 不變	B 類修訂
	停車場內部設計	擬議對停車場內部設計進行修訂。			B 類修訂
	入口 / 出口位置	擬議對入口 / 出口位置進行修訂。			B 類修訂

擬議修訂方案與上一個已獲批准方案大致相若。增加泊車位數目及修訂停車場內部布局，旨在更有效善用該用地，以應對邊境管制站一帶迫切的泊車需求。

為配合擬增加的泊車位數目，建築物座數將相應減少。地盤面積、總樓面面積、上蓋面積及建築物高度等主要發展參數均沒有重大改變。因此，預計不會對周邊環境造成任何顯著不良影響。

1. INTRODUCTION

1.1 Project Background

DeSPACE (International) Limited acts on behalf of the Applicant, **Bliss Achieve Limited** (hereinafter referred to as “the Applicant”), to prepare and submit this Section 16A(2) Town Planning Application to the Town Planning Board (TPB) to seek planning permission on the proposed amendments to the last approved scheme with planning permission previously granted under Application No. A/NE-TKLN/112 dated 23th January 2026 (**Appendix 1 - Approval Letter of Section 16 Town Planning Application No. A/NE-TKLN/112 dated 23.01.2026**). It is permitted for a Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years.

The Application Site is comprised of Lot Nos. 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and adjoining government land, Lin Ma Hang Road, Ta Kwu Ling North, New Territories. It is currently zoned as “Recreation” (“REC”) under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2 (the OZP).

1.2 Land Status

The private lots are covered by Short Term Wavier (STW) No. 1653 for the purpose of parent-child play area and ancillary uses with non-exclusive right-of-way of Government land (GL) adjoining the said private lots. An application for modification of STW for the purpose of structures for public vehicle park and ancillary uses is under processing.

1.3 Summary of Proposed Class A and Class B Amendments

According to the TPB Guideline No. 36C (TPBG 36C), the Applicant would like to apply for amendments to the followings:

1.3.1 Class A Amendment(s):

- The number of storeys is proposed to be decreased from 6 to 5 and the form of building blocks is revised to enhance the efficiency and flexibility of the layout for shops and services (Category 4).

1.3.2 Class B Amendment(s):

- The number of private car parking space is proposed to be increased from 90 (including 2 disabled car parking spaces) to 120 (including 2 disabled car parking spaces). The additional parking spaces while the internal layout of car park has been revised to utilize the site and accommodate for the increased number of car parking space, thereby addressing the parking demand in the area of border control point. The location of the ingress/egress will slightly shift towards the northeast adjoining the unnamed road in accordance with existing car park operation. (Category 12)

1.4 Structure of Statement

This Planning Statement sets out the project background, applicant background, site context, town planning context, the proposed Class A and Class B Amendments for of the revised scheme and planning justifications for the proposed revised scheme.

It is divided in to 6 sections:

Section 1	Introduces project background and proposed Class A and Class B amendments;
Section 2	Gives a brief overview of the site context;
Section 3	Points out the planning context to the Application Site;
Section 4	Contains a full description of the Proposed Scheme;
Section 5	Lays out the planning justifications for the subject planning application; and
Section 6	Presents the concluding remarks and summarizes the grounds for approval of the Application.

2. SITE CONTEXT

2.1. Local Site Context

The Application Site is currently flat and hard paved. It is currently accessible via a local access of Lin Ma Hang Road which is located to the western side of the Site. The Application Site is zoned as the “Priority Development Area” in the “Industries” Zone of the “Heung Yuen Wai Enterprise Park” under the “Development Proposals of New Territories North New Town and Ma Tso Lung” by the Civil Engineering and Development Department and Planning Department announced on 5 April 2025.

2.2. Surrounding Areas

The Application Site is in the north of New Territories North (NTN) Development Area and within a “Recreation” (“REC”) Zone. The surrounding areas have the following characteristics, including:

- (a) to the north of the Site is the "Green Belt" (GB) zone;
- (b) to the south of the Site is the Lin Ma Hang Road;
- (c) to the further south is Tsung Yuen Ha Tsuen which are predominantly development of Small House by indigenous villagers; and
- (d) to the southwest are the HYWBCP, the bus terminus, Heung Yuen Wai Fire Station and Heung Yuen Wai Operational Base.

3. TOWN PLANNING CONTEXT

3.1. Statutory Planning Requirements

The Site is currently zoned “REC” on the OZP. In accordance with the Notes of the OZP with regard to “REC” zone, its primary planning intention is for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission. In addition, “Public Vehicle Park (excluding container vehicle)” and “Shop and Services” uses fall into Column 2 uses that may be permitted with or without conditions on application to the TPB. Under the “REC” zone, there is no development restriction on height, plot ratio and site coverage ratio on the proposed use.

In accordance with the Notes of the OZP for temporary uses expected to be over 3 years, the uses must require permission from TPB in accordance with the terms of the Plan. It is essential to highlight that the approved temporary uses are to better serve the local staff and visitors and would not frustrate the long-term planning intention of the area.

A Section 16 planning application for Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years is submitted to the Town Planning Board and has been approved under Application No. A/NE-TKLN/112 dated 23th January 2026.

3.2. Town Planning History

On 23th January 2026, the Application No. A/NE-TKLN/112 was approved with conditions by the TPB (**Appendix 1**). The planning permission shall be valid until 9th January 2031. According to RNTPC Paper No. A/NE-TKLN/112, the approval grounds are stated in paragraph 11 as extracted below:

- C for T commented that there is a shortfall in parking spaces in the area, and the applied public vehicle park which is located in close proximity to HYW BCP, can alleviate the demand for parking spaces in the area;
- It is considered that the applied uses are to provide parking spaces and services for meeting the need of the local residents and cross-boundary travellers which has no objection from PlanD.
- CTP/UD&L, PlanD has no adverse comment on the application from landscape planning perspective and considers that significant adverse impact on the landscape character and existing landscape resources within the Site is not anticipated.
- Concerned government departments consulted, including C for T, DEP, CE/MN of DSD, D of FS and CE/C of WSD, PlanD have no objection to or no adverse comment on the application. Significant adverse traffic, environmental, drainage, sewerage, fire safety and landscape impacts on the surrounding areas are not envisaged.

The permission is subject to the following approval conditions:

- (a) the submission of a condition record of the existing drainage facilities on the Site within 3 months from the date of planning approval to the satisfaction of the Director

of Drainage Services or of the Town Planning Board by 9.4.2026;

- (b) the existing drainage facilities on the Site shall be maintained at all times during the planning approval period;
- (c) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 9.7.2026;
- (d) in relation to (c) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the Town Planning Board by 9.10.2026;
- (e) the submission of traffic improvement and traffic management measures within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 9.7.2026;
- (f) in relation to (e) above, the implementation of the traffic improvement and traffic management measures within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board by 9.10.2026;
- (g) in relation to (f) above, the implemented traffic improvement and traffic management measures shall be maintained at all times during the planning approval period;
- (h) if any of the above planning condition (b) or (g) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (i) if any of the above planning condition (a), (c), (d), (e) or (f) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

4. THE REVISED PROPOSAL

4.1. The Revised Development Parameters

The proposed revisions intend to make minor amendments to the last approved scheme mainly to respond to the current shortfall in parking spaces in the area by increasing the number of parking spaces. Other than the number of parking spaces and number of structures, the proposed development parameters including site area, total GFA and maximum height of structures are remained unchanged. Please refer to **Table 1** for the Revised Development Parameters.

The number of parking spaces will be increased from 88 to 118 under the revised scheme, while the number of disabled parking spaces and LGV loading/unloading spaces will remain unchanged, thereby providing additional parking spaces to cater for the increasing parking demand in the area. The internal layout of car park will be revised to accommodate the additional parking spaces. The ingress and egress for vehicular access to and from the Site will be slightly shifted towards the northeast adjoining the unnamed road in accordance with existing car park operation.

In the revised scheme, the number of structures will be reduced from 6 to 5 to allow more space for the parking space. The form of the building blocks is also amended to enhance the efficiency and flexibility of the layout for shops and services.

The Applicant has re-tailored the Proposal with revised layout plan. The key changes are summarized below. Please refer to **Appendix 2** for the revised layout plan (hereinafter referred to as “revised scheme”) and **Appendix 3** for the comparison between the last approved town planning scheme and the revised layout plan.

TABLE 1 – MAJOR DEVELOPMENT PARAMETERS OF THE LAST APPROVED SCHEME AND THE CURRENT REVISED SCHEME

Major Development Parameters	Last Approved Scheme (A/NE-TKLN/112)	Current Revised Scheme	Comparison / (%)
Site Area (about)	5,206.3 m ²	5,206.3 m ²	No change
Total GFA (about)	634m ² 1) Retails: about 600 m ² 2) Lavatories: about 28 m ² 3) Guard Room: about 6 m ²	634m ² 1) Retails: about 594 m ² 2) Guard Room: about 40 m ²	No change
No. of Structure(s)	6	5	-1 (-17%)
Max. Height of Structures	Not more than 5.4m	Not more than 5.4m	No change
No. of Private Car Parking Spaces	90 (including 2 disabled car parking spaces)	120 (including 2 disabled car parking spaces)	+30 (+33%)
No. of L/UL Bay for LGVS	1	1	No change

4.2. Proposed Class A and Class B Amendments

Town Planning Board Guideline for Class A and Class B Amendments to Approved Development Proposals (TPBG 36C) is carefully observed and a comparison table between the last approved proposal and the current proposal by 19 categories is prepared as shown below.

TABLE 2 – PROPOSED CLASS A AND CLASS B AMENDMENTS WITH JUSTIFICATIONS						
Category	Development Parameters	Last Approved Scheme (a)	Revised Proposal (b)	Difference (b) – (a)	Amendments under TPBG 36C	Justification
Category 1 Site Area and site boundary	Site Area and Site Boundary	5,206.3 m ² (about)	5,206.3 m ² (about)	No change	N/A	N/A
Category 2 Total gross floor area (GFA) and plot ratio (PR)	Total GFA	634 m ² (about)	634 m ² (about)	No change	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
Category 3 No. of units						
Category 4 Building blocks	No. of Building Blocks	6	5	-1	Class A Amendment	The reduction in the number of building blocks from 6 to 5 allows for enlarged block size, providing greater flexibility for shops and services.
	Form of Building Blocks	Form of Building Blocks is proposed to be revised.			Class A Amendment	The form of the proposed building blocks has been revised to enhance the efficiency and flexibility of the layout for shops and services.
Category 5 Building height	Building Height	Not more than 5.4m	Not more than 5.4m	No change	N/A	N/A
	No. of Storeys	1	1	No change	N/A	N/A
Category 6 Site coverage	Site Coverage	Not more than 12%	Not more than 12%	No change	N/A	N/A
	Non-domestic uses	Public Vehicle Park (excluding container vehicle) and Shop and Services	Public Vehicle Park (excluding container vehicle) and Shop and Services	No change	N/A	N/A
Category 7 Type and mix of uses						
Category 8 Internal layout and disposition of premises	Internal layout & disposition of the site	N/A	N/A	N/A	N/A	N/A
	Provision of Government, Institutional or community facilities	N/A	N/A	N/A	N/A	N/A
Category 9 Provision of Government, Institutional or community facilities						
Category 10 Provision of public open space	Provision of Public Open Space	N/A	N/A	N/A	N/A	N/A
	Provision of Private Open Space	N/A	N/A	N/A	N/A	N/A
Category 11 Provision of private open space						

Category 12 Provision of carparking, loading/unloading, etc.	No. of car parking spaces	90 (including 2 disabled car parking spaces)	120 (including 2 disabled car parking spaces)	+30	Class B Amendment	The proposed number of carparking space has increased from 90 (including 2 disabled car parking space) to 120 (including 2 disabled car parking space) to address the pressing parking demand of the border control point area. No adverse traffic impact will be generated. Please refer to Appendix 5: Traffic Review Report .
	- Private Car - Loading/unloading Space for LGV	1	1	No change		
Category 13 Location and size of non-building area	Location of Ingress/egress	Location of ingress/egress is proposed to be revised.			Class B Amendment	The location of the ingress/egress will slightly shift towards the northeast adjoining the unnamed road in accordance with existing car park operation.
	N/A	N/A	N/A	N/A		
Category 14 Tree preservation and Landscape Master Plan	N/A	N/A	N/A	N/A		N/A
Category 15 Provision of indoor recreational facilities	N/A	N/A	N/A	N/A		N/A
Category 16 Location of ancillary major utility installation	N/A	N/A	N/A	N/A		N/A
Category 17 Phasing and implementation schedule	N/A	N/A	N/A	N/A		N/A
Category 18 Extension of time for commencement of development	N/A	N/A	N/A	N/A		N/A
Category 19 Extension of time for compliance with approval conditions	N/A	N/A	N/A	N/A		N/A

5. PLANNING AND DEVELOPMENT JUSTIFICATIONS

5.1. No Material Change in the Nature of the Application and Minor Amendments in line with the TPBG 36C

All changes fall within Class A and Class B amendments according to the Town Planning Board (TPB) Guidelines No. 36C for Class A and Class B Amendments to Approved Development Proposals. There is no change in the major parameters including the site area, total GFA, overall building height and Site Coverage, except for number of blocks which are slightly decreased. The increase in the number of parking spaces is to make good use of the site to meet the rapidly rising public demand of car parking spaces. There has been no material change in the land use zoning and development restrictions of the application site since the granting of the planning permission.

5.2. Compatible with the Surrounding Areas

All the slight amendments do not affect the primary intention of the development – to respond to the current shortfall in parking spaces in the area by increasing the number of parking spaces. The maximum building height of not more than 5.4m with only 1 storey, is compatible with the surrounding areas. It is worth noting that there have been recent approvals for PVPs in the area including the planning approval of the Application Site. The HYWBCP has been fully commissioned and has led to a significant increase in cross-border travel, particularly during weekends and public holidays. Therefore, the proposed amendment is compatible with the surrounding areas.

5.3. Optimising the Site to Address the Pressing Demand for Cross-Boundary Travel Demand at Heung Yuen Wai Boundary Control Point

Following a review of the scheme, an opportunity has been identified to optimize the internal car park layout and free up additional space within the Site. The revised layout will allow for the provision of additional parking spaces, thereby helping to address the increasing parking demand generated by individuals travelling to the Mainland via the Heung Yuen Wai Boundary Control Point (HYWBCP). As such, the proposed revision will enhance the parking capacity of the Site and better respond to the pressing demand for parking facilities in the vicinity of the border control point.

By optimizing the use of available space, the aim is to provide a more efficient internal layout for accommodating the growing need for parking space in the area.

5.4. No Insurmountable Impacts to the Surroundings

5.4.1 No Adverse Visual Impact

With the view of the surroundings with the overall visual context of low to medium-rise development and in the vicinity of the Site, the revised PVP and shop and services are considered to be compliant without leading adverse visual impact on visual penetration of an open sky view, light penetration into the surrounding environment and visual openness since the number of storeys and the maximum building height remain unchanged. The one-store structures ensure that it does not cause any visual distractions for drivers, pedestrians, or villagers. It is anticipated that there is no adverse visual impact from the Proposed Development.

5.4.2 No Adverse Traffic Impact

The revised ingress/egress point will slightly shift towards the northeast adjoining the unnamed road in accordance with existing car park operation which will be able to cope with the traffic generated by the proposed development. Given that 30 additional car parking spaces are proposed in the revised scheme and there is one approved loading/unloading bay for LGV, they will provide more car parking supply to the area which will accommodate the needs of the occupiers, their bona fide guests, visitors or invitees. According to **Appendix 5: Traffic Review Report**, the traffic trips generated by the proposed parking space can be absorbed by the nearby road network. It is considered that the proposed development will not generate any adverse traffic impact.

5.4.3 No Adverse Landscape Impact

There are no changes to the previously site condition. The site remains flat, hard paved and used as temporary public vehicle park and surrounded by temporary structures, village houses and vegetation. It is considered that the Proposed Development will not have any adverse landscape impact.

6. CONCLUSION

Planning permission from the Town Planning Board (TPB) is being sought for the Proposed Class B Amendments to an Approved Application for a Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years which was approved with conditions by the Committee of the TPB on 23th January 2026 under Section 16 Town Planning Application No. A/NE-TKLN/112.

This application seeks permission for the mentioned minor changes of the proposed development, which falls under Class A and B Amendments. The application is fully justified based on the following grounds:

- ✓ No material changes in the major parameters, with minor amendments in line with the TPBG 36C;
- ✓ Compatibility with the surrounding areas;
- ✓ Optimization of the site to address the pressing demand for cross-boundary travel demand at Heung Yuen Wai Boundary Control Point; and
- ✓ No adverse visual, traffic and landscape impacts

The proposed revised scheme is similar to the last approved scheme and anticipated to incur no significant impacts to the surrounding environment. Insofar as minor amendments to the last approved scheme are proposed and considering the fact that the proposed amendments can bring profound parking supply to the area, the TPB or its delegated authority is respectfully invited to approve the proposed amendments to the last approved scheme and stipulate the same set of approval conditions as for the last approved scheme for the revised scheme.

Appendix 1

Approval Letter of Section 16 Town Planning

Application No. A/NE-TKLN-112 dated 23.1.2026

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD

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

傳 真 Fax: 2877 0245

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-TKLN/112

By Email

kinleung@despacehk.com

23 January 2026

DeSPACE (International) Ltd.
Suite 1601, Tower 2, Lippo Centre
89 Queensway
Admiralty, Hong Kong
(Attn.: Gregory K.C. Lam)

Dear Sir/Madam,

Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years in "Recreation" Zone, Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling North

I refer to my letter to you dated 16.12.2025.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance (the Ordinance) on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 5 years until 9.1.2031 and is subject to the following conditions :

- (a) the submission of a condition record of the existing drainage facilities on the site within 3 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 9.4.2026;
- (b) the existing drainage facilities on the site shall be maintained at all times during the planning approval period;
- (c) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 9.7.2026;
- (d) in relation to (c) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 9.10.2026;
- (e) the submission of traffic improvement and traffic management measures within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB by 9.7.2026;
- (f) in relation to (e) above, the implementation of the traffic improvement and traffic management measures within 9 months from the date of planning

approval to the satisfaction of the Commissioner for Transport or of the TPB by 9.10.2026;

- (g) in relation to (f) above, the implemented traffic improvement and traffic management measures shall be maintained at all times during the planning approval period;
- (h) if any of the above planning condition (b) or (g) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (i) if any of the above planning condition (a), (c), (d), (e) or (f) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix V of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, including the total time period for compliance that might be granted, please refer to the TPB Guidelines No. 34D and 36C. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website (<https://www.tpb.gov.hk/en/resources/index.html>), the Planning Enquiry Counters (PECs) of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 10.1.2031. You may submit an application to the TPB for renewal of the temporary permission no less than two months and normally no more than four months before its expiry by completing an application form (Form No. S16-I). Application submitted more than four months before expiry of the temporary approval may only be considered based on the individual merits and exceptional circumstances of each case. For details, please refer to TPB Guidelines No. 34D. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved development that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36C for details.

The TPB Paper in respect of the application is available at this link (https://www.tpb.gov.hk/en/meetings/RNTPC/Agenda/780_rnt_agenda.html) and the relevant extract of minutes of the TPB meeting held on 9.1.2026 is enclosed herewith for your reference.

Under section 17(1) and 17(1A) of the Ordinance, an applicant aggrieved by a decision of the TPB may in writing apply to the TPB for a review of the decision and set out the grounds for the review. If you wish to seek a review, you should inform me and provide the grounds for the review within 21 days from the date of this letter (on or before 13.2.2026). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Ms. Ivy Wong of the Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



(Leticia LEUNG)

for Secretary, Town Planning Board

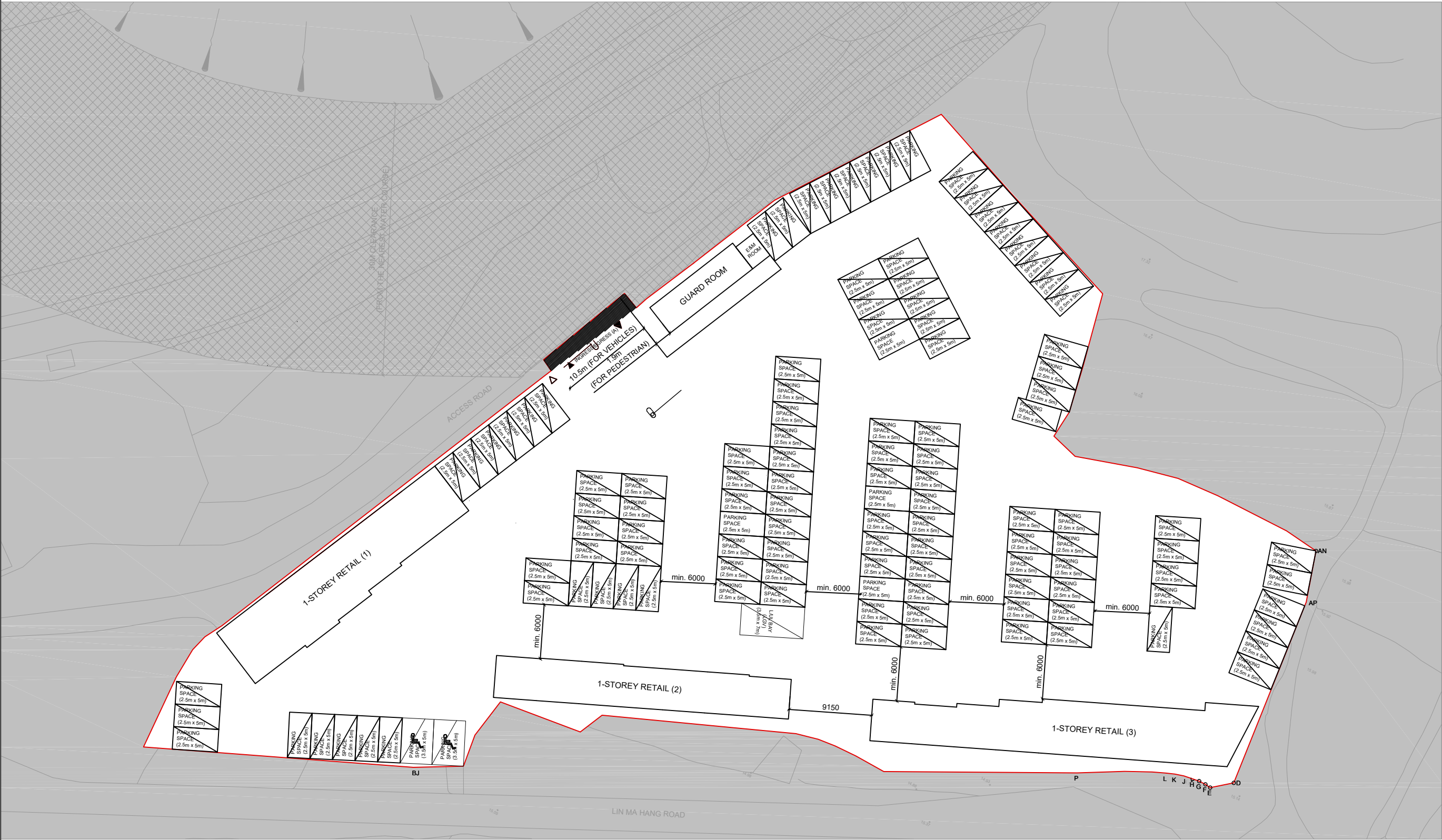
List of Government Department Contacts

(Application No. A/NE-TKLN/112)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
渠務署 Drainage Services Department	新界北渠務部 Mainland North Division	戴瑋軒先生 Mr. TAI Wai Hin	3965 8931	3965 8935
消防處 Fire Services Department	策劃及發展課 Planning and Development Division	王卓祺先生 Mr. WONG Cheuk Kei	2733 7737	2739 8775
運輸署 Transport Department	交通工程 (新界東) 部 Traffic Engineering (NTE) Division	劉宗奇先生 Mr. LAU Chung Ki, Elton	2399 2228	2381 3799

Appendix 2

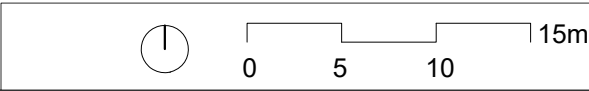
Revised Development Scheme



Total GFA:
1-Storey Retail (1): 210 sqm
1-Storey Retail (2): 181 sqm
1-Storey Retail (3): 203 sqm
Guard Room: 40 sqm
E&M Room: 8 sqm

No. of Parking Space:
120 (incl. 2 disabled parking space)

SCHEMATIC LAYOUT PLAN
1:400@A3



NOTES:
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6	10/12/2025	FOR INFORMATION
5	02/12/2025	FOR INFORMATION
4	28/11/2025	FOR INFORMATION
3	11/11/2025	FOR INFORMATION
2	13/10/2025	FOR INFORMATION
1	08/10/2025	FOR INFORMATION
0	21/09/2025	FOR INFORMATION

DESIGNER

PROJECT MANAGER

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

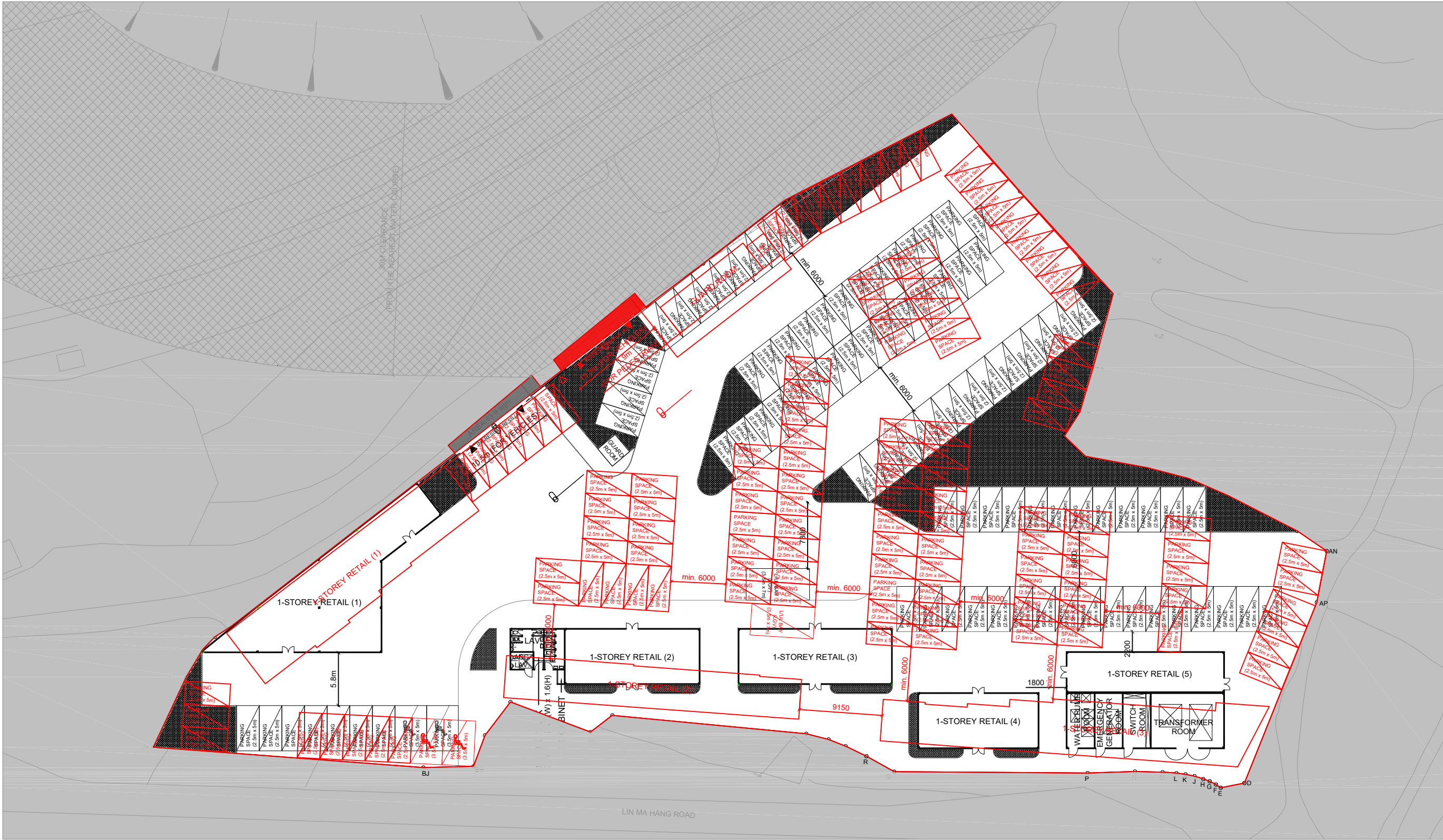
DRAWING TITLE

A.S. @ A3

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Appendix 3

Comparison Between the Last Approved Town
Planning Scheme and the Revised Development
Scheme



SCHEMATIC LAYOUT PLAN (COMPARISON)
1:400@A3

Notes: THE OWNERSHIP OF THE COPYRIGHT IN THIS DRAWING IS RETAINED BY THE EMPLOYER. ANY UNAUTHORIZED USE, DISCLOSURE, DISSEMINATION OR DUPLICATION OF ANY INFORMATION CONTAINED HEREIN MAY RESULT IN LIABILITY UNDER APPLICABLE LAW. DO NOT SCALE DRAWINGS AND DIMENSIONS. ALL DIMENSIONS SHOULD BE VERIFIED ON SITE BY THE CONTRACTORS BEFORE PROCEEDING AND ANY DISCREPANCIES SHOULD BE REPORTED TO PROJECT MANAGER & ARCHITECT IMMEDIATELY.		
6	10/12/2025	FOR INFORMATION
5	02/12/2025	FOR INFORMATION
4	28/11/2025	FOR INFORMATION
3	11/11/2025	FOR INFORMATION
2	13/10/2025	FOR INFORMATION
1	08/10/2025	FOR INFORMATION
0	21/09/2025	FOR INFORMATION
DESIGNER		
PROJECT MANAGER		
PROJECT		
PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) AND SHOP AND SERVICES FOR A PERIOD OF FIVE YEARS IN "RECREATION" ZONE IN LOTS 35 RP, 36, 42RP, 43, 44, 45RP, 59RP AND 64S.B RP D.D. 80 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES		
DRAWING TITLE		
A.S.	@ A3	
DRAWN BY		

Appendix 4

Approval Letter of Approval Condition (a) dated
10.3.2026

規劃署

沙田、大埔及北區規劃處
香港新界沙田上禾輦路一號
沙田政府合署
十三樓1301-1314室



Planning Department

Sha Tin, Tai Po & North
District Planning Office
Rooms 1301-1314, 13/F,
Shatin Government Offices,
1 Sheung Wo Che Road, Sha Tin,
N.T., Hong Kong

來函檔號 Your Reference
本署檔號 Our Reference () in TPB/A/NE-TKLN/112
電話號碼 Tel. No. : 2158 6220
傳真機號碼 Fax No. : 2691 2806

By Email

kinleung@despacehk.com

DeSPACE (International) Ltd.
Suite 1601, Tower 2, Lippo Centre
89 Queensway
Admiralty, Hong Kong
(Attn.: Greg LAM)

10 March 2026

Dear Sir/Madam,

Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 5 Years in "Recreation" Zone, Lots 35 RP, 36, 42 RP, 43, 44, 45 RP, 59 RP and 64 S.B RP in D.D. 80 and Adjoining Government Land, Lin Ma Hang Road, Ta Kwu Ling North (Compliance with Approval Condition (a) for Planning Application No. A/NE-TKLN/112)

I refer to your submission dated 13.2.2026 for compliance with approval condition (a) in relation to the submission of a condition record of the existing drainage facilities on the site to the satisfaction of the Director of Drainage Services or of the Town Planning Board under the captioned planning application.

The Chief Engineer/Mainland North, Drainage Services Department (Contact person: Mr. Wilson TAI; Tel.: 3965 8931) has been consulted and considered that approval condition (a) has been complied with.

Should you have any other queries related to planning matters, please contact Mr. Timothy WU of this Office at 2158 6031.

Yours faithfully,

(Rico TSANG)

for Director of Planning

Appendix 5

Traffic Review Report

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

Traffic Review Report

June 2026



CTA Consultants Limited

志達顧問有限公司

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Figure 4.1	Planned / Committed Development in the Vicinity
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1. INTRODUCTION

1.1 Background

1.1.1 We, CTA Consultants Limited (CTA) has been commissioned by the Applicant to prepare a traffic review in connection with the S16 application for a temporary public vehicle park (PVP) with 120 car parking spaces and Ancillary Retail (i.e. convenience store selling drinks and snacks) with 594m² GFA, for a period of 5 years (the “Proposed Temporary Public Vehicle Park”).

1.1.2 The application site is located at various lots in D.D. 80 in Ta Kwu Ling North. The location of the application site is shown in **Figure 1.1**.

1.2 Study Objectives

1.2.1 The main objectives of this study are as follows:

- To assess the existing traffic condition in the vicinity of the application site;
- To estimate traffic trips related to the application site;
- To carry out forecasts about traffic demand of the adjacent road network in design year 2031;
- To assess the traffic impacts of the proposed construction works on the relevant road links and junctions, taking into account background traffic, construction traffic, and future traffic patterns.
- To appraise any possible traffic impact induced by the application site on the adjacent road network;
- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.



2. THE PROPOSED TEMPORARY PUBLIC VEHICLE PARK

2.1 The Proposed Temporary Public Vehicle Park

- 2.1.1 The application site fronts onto Lin Ma Hang Road to the south and an unnamed road (“Unnamed Road”) to the west. Access to the Proposed Temporary PVP will be via the Unnamed Road, which connects to Lin Ma Hang Road approximately 350 metres northeast of the Heung Yuen Wai Fire Station.
- 2.1.2 The Proposed Temporary PVP layout plan is shown in **Figure 2.1**, and the development parameters are presented in **Table 2.1**.

Table 2.1 Development Parameters

Development Parameters	Details
Site area	5,206.3 m ² (about)
Ancillary Retail (i.e. convenience store selling drinks and snacks)	594 m ² GFA
Public car parking spaces	120 nos. (of which 2 are for persons with disabilities)
Light Good Vehicle (LGV) loading / unloading bay for Ancillary Retail (i.e. convenience store selling drinks and snacks)	1 no.



2.2 Provision of Internal Transport Facilities for Ancillary Retail

- 2.2.1 In view of the fact that the Ancillary Retail (i.e. convenience store selling drinks and snacks) will only serve users of the Proposed Temporary PVP, and no other customers are expected to patronise the facility, as observed at other similar Temporary PVPs nearby. In light of this, the provision of dedicated car parking spaces is considered unnecessary.
- 2.2.2 Provision of one Light Goods Vehicle (LGV) loading/unloading bay for the Ancillary Retail (i.e. convenience store selling drinks and snacks) is considered sufficient to meet operational requirements. This facility will adequately accommodate deliveries of drinks and snacks using goods vans or LGVs.

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

- 2.3.1 To facilitate ease of manoeuvring for vehicles accessing the Unnamed Road, a section of the Unnamed Road at its junction with Lin Ma Hang Road will be widened by converting part of the verge into carriageway, as illustrated in **Figure 2.2**. The associated swept path analysis results are presented in **Figure 2.3**.

2.4 Swept Path Analysis

- 2.4.1 Swept path analysis of Private Car and LGV has been conducted for ingress/egress of the critical parking space as shown in **Appendix A**. The results show that there are no manoeuvring problems.



3. EXISTING SITUATION

3.1 Existing Road Network

3.1.1 To the west of the junction with Lin Ma Hang Road / Unnamed Road, Lin Ma Hang Road is a single-track access road, connecting to the local villages. To the east of this junction, Lin Ma Hang Road is a 7.3m-wide single-carriageway 2-lane standard, connecting with Heung Yuen Wai Highway and Ping Che Road.

3.1.2 The Unnamed Road is a local road which connects with Lin Ma Hang Road. The section from its junction with Lin Ma Hang Road to the Proposed Temporary PVP is generally 6m wide.

3.2 Manual Classified Traffic Counts

3.2.1 Traffic counts were conducted during the busy days, i.e., Saturday, 15th November 2025 and Sunday, 16th November 2025, and during the busy period i.e., 1230 - 1430 hours, at the junction of the Lin Ma Hang Road and Unnamed Road, and at the section of the Unnamed Road to the immediate west of the Application Site. From the traffic survey conducted, the weekend peak hour is found to be between 1245 - 1345 hours on Sunday. Hence, the traffic analysis is conducted for this peak period on the peak day.

3.2.2 The locations of the surveyed junction and road link are shown in **Figure 3.1**. The layout of junction at Lin Ma Hang Road / Unnamed Road is shown in **Figure 3.2**. The existing weekend peak hour traffic flows are presented in **Figures 3.3**.

3.3 Performance of the Surveyed Junction

3.3.1 Year 2025 performance of the surveyed junction has been assessed based on the observed traffic counts, with analyses undertaken in accordance with the methodologies set out in Volume 2 of the Transport Planning and Design Manual (“TPDM”), published by the Transport Department. Year 2025 junction performance is presented in **Table 3.1**, while detailed calculation results are provided in **Appendix B**.

Table 3.1 Year 2025 Junction Performance

Ref.	Junction	Method of Control	Year 2025 RFC ⁽¹⁾
			Sunday Peak
J1	Lin Ma Hang Road / Unnamed Road	Priority	0.319

Notes: (1) RFC = Ratio of Flow to Capacity for Priority Junction

3.3.2 The assessment results in **Table 3.1** indicated that the junctions are operating within their capacities during Sunday peak hour in 2025.

3.4 Existing Road Link Performance

3.4.1 Volume / Capacity Ratio (V/C ratio analysis were carried out to reveal the performance for the surveyed road link during Sunday Peak hours and the results are shown in **Table 3.2**.

Table 3.2 Year 2025 Road Link Capacity Assessment

Ref.	Road Link	Direction	Capacity ⁽¹⁾ (veh/hr)	Flow ⁽²⁾ (veh/hr)	V/C Ratio
				Year 2025	Year 2025
L1	Unnamed Road	Two-way	800	122	0.192

Notes: (1) Road link capacity is referring to the design flow of 2-lane single carriageway of local roads according to TPDM Volume 2 Clause 2.4.1.1.

(2) As a conservative approach, 1.0 pcu factor has been adopted for the conversion between pcu and vehicle in this assessment.

3.4.2 **Table 3.2** shows that assessed road link operate with capacities during the Sunday peak hour in 2025.



4. TRAFFIC IMPACTASSESSMENT

4.1 Design Year

4.1.1 The Proposed Temporary PVP is scheduled to operate until 2031. Accordingly, the design year adopted for the traffic analysis is 2031.

4.2 Traffic Forecasting

4.2.1 Year 2031 peak hour traffic flows for the junction capacity analysis is produced with reference to:

- (i) The 2025 traffic flows;
- (ii) The estimated traffic growth rate from 2025 to 2031;
- (iii) The traffic generation by planned/ committed developments in the vicinity, and
- (iv) The net increase in traffic generation due to the Proposed Temporary PVP.

4.3 Estimated Traffic Growth Rate from 2025 to 2031

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

Table 4.1 Historical Traffic Data from Annual Traffic Census (ATC)

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)						Avg. Annual Growth Rate
		2019	2020	2021	2022	2023	2024	
5660	Sha Tau Kok Road (from On Kui Street to Ping Che Road)	33,630	23,740	22,980	22,280	22,810	22,870	-7.42%
5041	Lung Shan Tunnel (Fanling Highway to Sha Tau Kok Road)	13,540	13,840	16,870	16,400	20,630	23,520	11.68%
Total		47,170	37,580	39,850	38,680	43,440	46,390	-0.33%



4.3.2 **Table 4.1** shows that the annual average traffic growth of -0.33%, between 2019 and 2024. As a conservative approach, an annual growth rate **+1.0% p.a.** is adopted for the traffic forecast of this assessment.

4.4 Planned/ Committed Developments in the Vicinity

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

Table 4.2 Planned/Committed Developments in the Vicinity

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

4.5 Traffic Generation of the Proposed Temporary Public Vehicle Park

120 Public Car Parking Spaces

- 4.5.1 As the TPDM does not provide trip rates for public car parking spaces, the traffic generation of the Proposed Temporary PVP has been estimated based on trip rates derived from surveys of similar temporary public car parks.

594 m² GFA for Ancillary Retail

- 4.5.2 The associated traffic generation of the Ancillary Retail (i.e. convenience store selling drinks and snacks) is considered negligible. Nevertheless, adopting a conservative approach, the traffic generation of the convenience store has been estimated with reference to the mean trip rate for retail uses provided in the TPDM.
- 4.5.3 The trip rates and the calculated traffic generation of the Proposed Temporary PVP are presented in **Table 4.3**.

Table 4.3 Traffic Generation of the Proposed Temporary Public Vehicle

Land Use		Sunday Peak	
		Generation	Attraction
Adopted Trip Rate			
Temporary PVP ⁽¹⁾	pcu/hr/space	0.4479	0.7917
Retail ⁽²⁾	pcu/hr/100m ² GFA	0.3100	0.3563
Estimated Traffic Generation and Attraction (pcu/hr)			
Temporary PVP	120 spaces	54	95
Retail	594 m ² GFA	2	3
	Total	56	98

- Notes: (1) According to the traffic counts survey of the existing temporary PVP in vicinity (Gen. = 43pcu/hr and Att. = 76pcu/hr) with 96 parking spaces during Sunday Peak.
 (2) Mean trip rate for retail uses provided in the TPDM is adopted in this assessment.

- 4.5.4 **Table 4.3** shows that the Proposed Temporary PVP is expected to generate 154 pcu (2-way) during the Sunday peak hour.



4.6 Year 2031 Traffic Flows

4.6.1 The 2031 reference traffic flows (i.e. without the Proposed Temporary PVP) are derived as follows.

$$\begin{array}{l} \text{2031} \\ \text{Reference Traffic Flows} \\ \text{(Without Proposed} \\ \text{PVP)} \end{array} = \begin{array}{l} \text{2025} \\ \text{Observed} \\ \text{Traffic Flows} \end{array} \times \begin{array}{l} \text{Adopted Growth Factor} \\ \text{i.e. +1.0\% p.a. for 6 years} \end{array} + \begin{array}{l} \text{Planned/ committed} \\ \text{developments in the} \\ \text{Vicinity} \end{array}$$

4.6.2 The 2031 design traffic flows (i.e. with the Proposed Temporary PVP) are derived as follows.

$$\begin{array}{l} \text{2031} \\ \text{Design Traffic Flows} \\ \text{(With Proposed PVP)} \end{array} = \begin{array}{l} \text{2031} \\ \text{Reference} \\ \text{Traffic Flows} \end{array} + \begin{array}{l} \text{Traffic Trips} \\ \text{of the Proposed PVP} \end{array}$$

4.6.3 The Year 2031 peak hour traffic flows without and with Proposed Temporary PVP is shown in **Figure 4.2**.

4.7 Year 2031 Junction Capacity Analysis

4.7.1 Year 2031 junction capacity analysis for the both reference case (without Proposed Temporary PVP) and design case (with the Proposed Temporary PVP) are presented in **Table 4.4** and detailed calculations are found in the **Appendix B**.

Table 4.4 Year 2031 Junction Performance

Ref.	Junction	Method of Control	Year 2031 RFC ⁽¹⁾	
			Reference Case (Without Proposed Temporary PVP)	Design Case (With Proposed Temporary PVP)
			Sunday Peak	Sunday Peak
J1	Lin Ma Hang Road / Unnamed Road	Priority	0.571	0.745

Notes: (1) RFC = Ratio of Flow to Capacity for Priority Junction



4.7.2 The assessment results in **Table 4.4** revealed that the concerned junction would still operate within their capacities in both reference and design year 2031 during the Sunday peak hour.

4.8 Year 2031 Link Capacity Assessment

4.8.1 2031 link capacity of the concerned road link are assessed and the results are shown in **Table 4.5**.

Table 4.5 Year 2031 Road Link Capacity Assessment

Ref.	Road Link	Direction	Capacity ⁽¹⁾ (veh/hr)	Year 2031 Sunday Peak			
				Reference Case (Without Proposed Temporary PVP)		Design Case (With Proposed Temporary PVP)	
				Flow ⁽²⁾ (veh/hr)	V/C Ratio	Flow ⁽²⁾ (veh/hr)	V/C Ratio
L1	Unnamed Road	Two-way	800	130	0.163	284	0.355

Notes: (1) Road link capacity is referring to the design flow of 2-lane single carriageway of local roads according to TPDM Volume 2 Clause 2.4.1.1.

(2) As a conservative approach, 1.0 pcu factor has been adopted for the conversion between pcu and vehicle in this assessment.

4.8.2 **Table 4.5** shows that assessed road link operate within capacities during the Sunday peak hour in 2031 for both Reference Case and Design Case.



5. SUMMARY AND CONCLUSION

5.1 Summary

- 5.1.1 We, CTA Consultants Limited (CTA) has been commissioned by the Applicant to prepare a traffic review in connection with the S16 application for a temporary PVP with 120 car parking spaces and Ancillary Retail (i.e. convenience store selling drinks and snacks) with 594 m² GFA, for a period of 5 years.
- 5.1.2 The application site is located at various lots in D.D. 80 in Ta Kwu Ling North. Access to the Proposed Temporary PVP is via the Unnamed Road, which is connected to Lin Ma Hang Road, some 350m to the north east of the Heung Yuen Wai Fire Station.
- 5.1.3 Year 2031 peak hour traffic flows produced for the traffic analysis are derived based on: (i) 2025 traffic flows; (ii) estimated traffic growth rate from 2025 to 2031; (iii) expected traffic generation by planned/ committed developments in the vicinity and (iv) expected net increase in traffic generation due to the Proposed Temporary PVP.
- 5.1.4 A comparison is made of the performance of the junction and road link assessed for the cases of Year 2031 without and with the Proposed Temporary PVP. The traffic analysis concluded that the junctions analysed will operate with sufficient capacities in 2031, and the Proposed Temporary PVP has no adverse traffic impact.

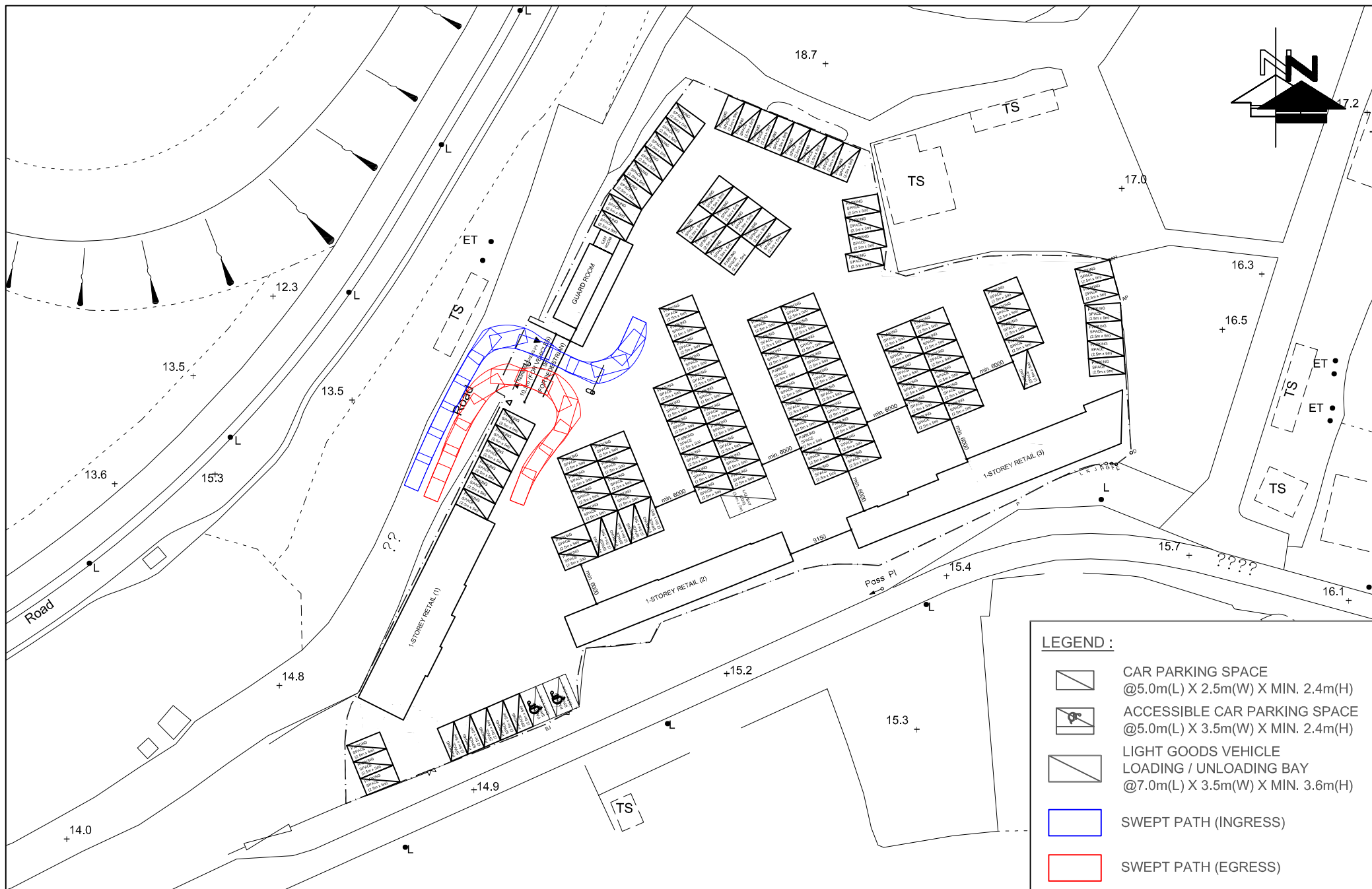
5.2 Conclusion

- 5.2.1 In conclusion, this Traffic Review Report has demonstrated that the related traffic trips related to the Proposed Temporary PVP can be absorbed by the nearby road network and no significant traffic impact will be induced.
- 5.2.2 Therefore, the proposed temporary PVP is reckoned feasible from traffic engineering point of view.



APPENDIX A

Swept Path Analysis



LEGEND :

-  CAR PARKING SPACE
@5.0m(L) X 2.5m(W) X MIN. 2.4m(H)
-  ACCESSIBLE CAR PARKING SPACE
@5.0m(L) X 3.5m(W) X MIN. 2.4m(H)
-  LIGHT GOODS VEHICLE
LOADING / UNLOADING BAY
@7.0m(L) X 3.5m(W) X MIN. 3.6m(H)
-  SWEPT PATH (INGRESS)
-  SWEPT PATH (EGRESS)

FIGURE NO.: SP-1	PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE CAR (INGRESS & EGRESS)	
SCALE: 1 : 700 @A4	DATE: 28 MAY 2026	

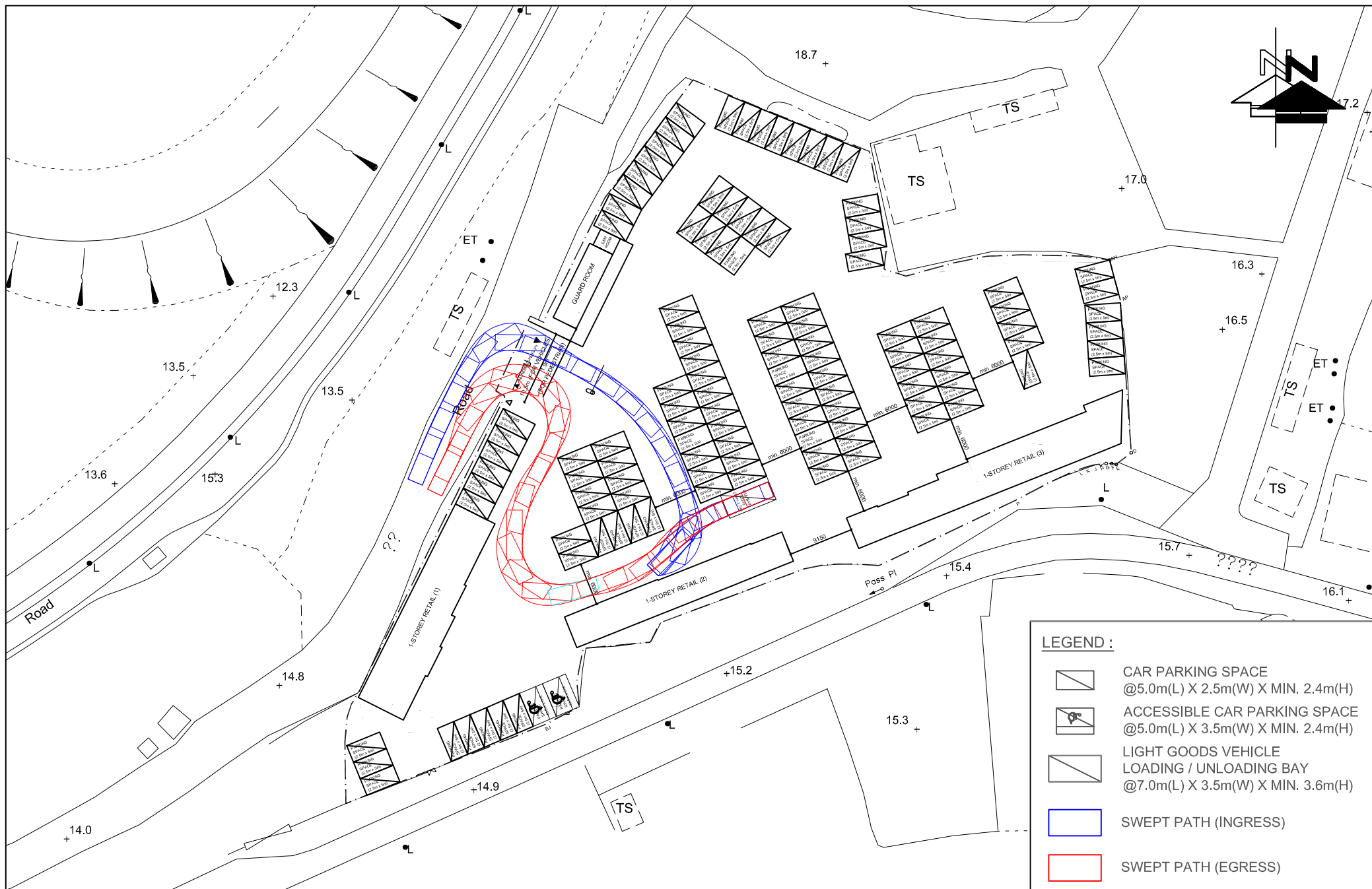


FIGURE NO.: SP-2		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	
PROJECT NO.: 26043HK		DRAWING TITLE: SWEPT PATH ANALYSIS OF LIGHT GOODS VEHICLE (INGRESS & EGRESS)	
SCALE: 1 : 700 @A4	DATE: 28 MAY 2026		



CTA Consultants Limited
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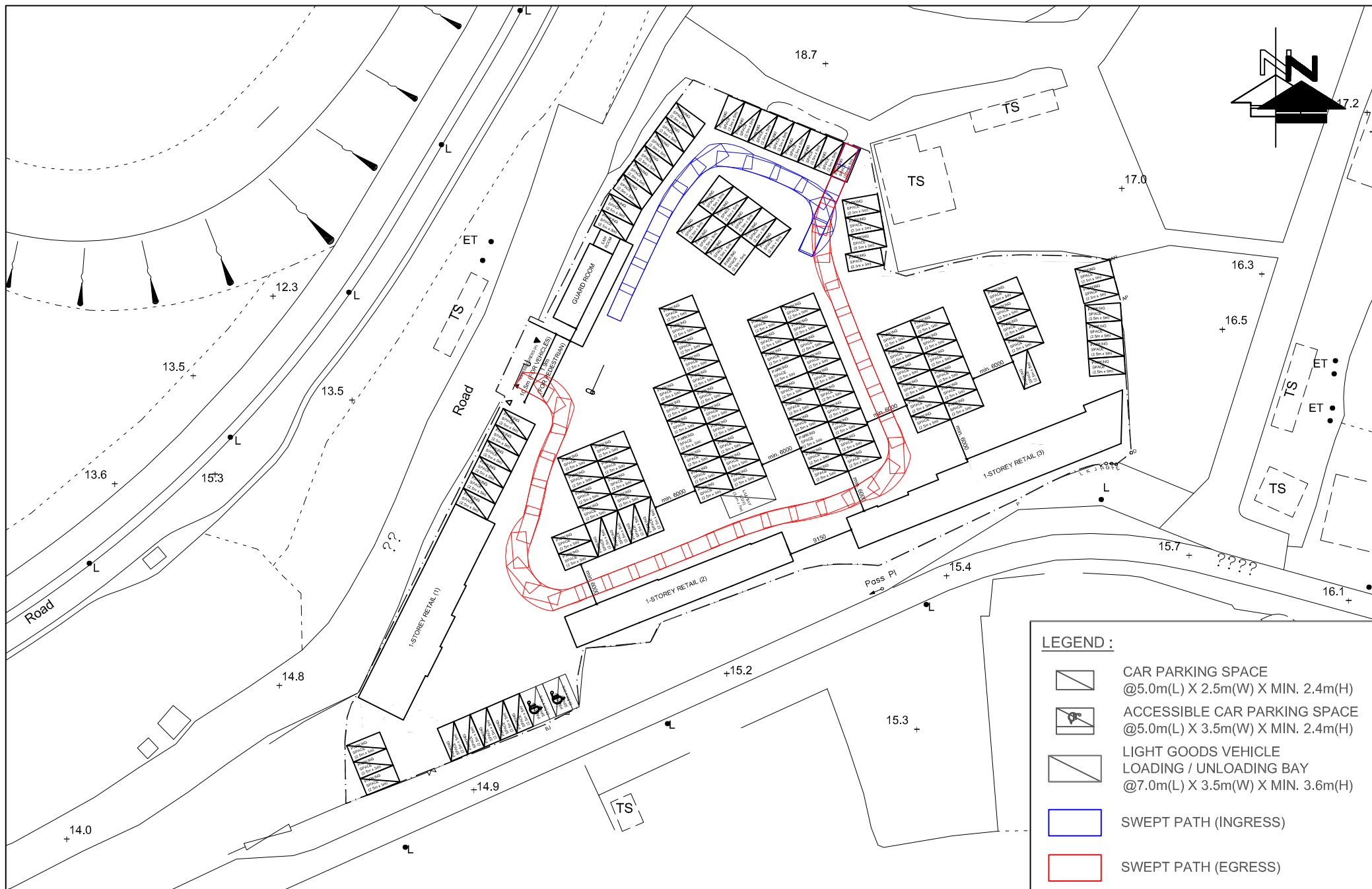
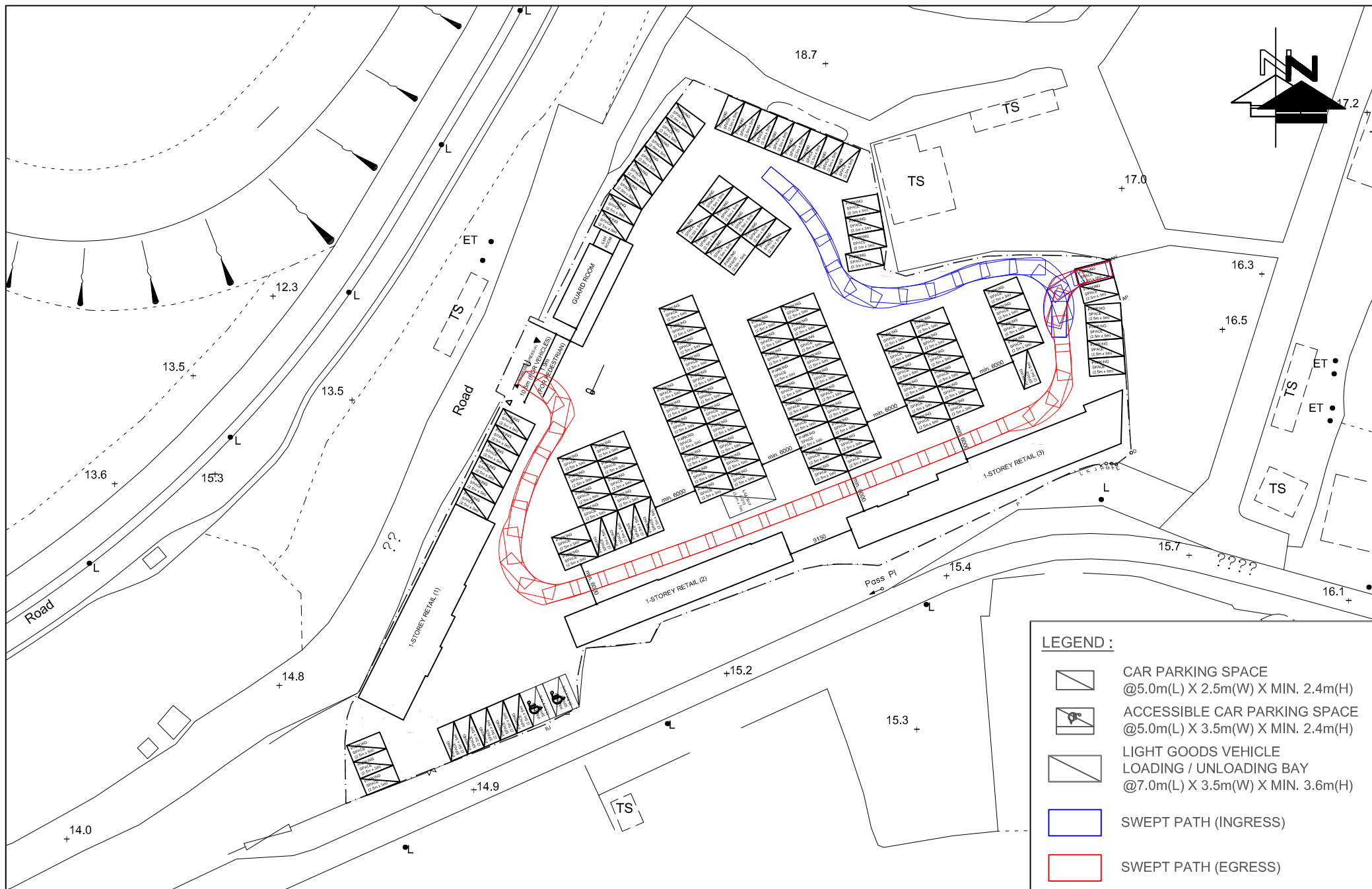


FIGURE NO.: SP-3		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	
PROJECT NO.: 26043HK		DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE CAR (INGRESS & EGRESS)	
SCALE: 1 : 700 @A4	DATE: 28 MAY 2026	 CTA Consultants Limited 志達顧問有限公司	



LEGEND :

-  CAR PARKING SPACE
@5.0m(L) X 2.5m(W) X MIN. 2.4m(H)
-  ACCESSIBLE CAR PARKING SPACE
@5.0m(L) X 3.5m(W) X MIN. 2.4m(H)
-  LIGHT GOODS VEHICLE
LOADING / UNLOADING BAY
@7.0m(L) X 3.5m(W) X MIN. 3.6m(H)
-  SWEEP PATH (INGRESS)
-  SWEEP PATH (EGRESS)

FIGURE NO.: SP-4	PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK	DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE CAR (INGRESS & EGRESS)	
SCALE: 1 : 700 @A4	DATE: 28 MAY 2026	

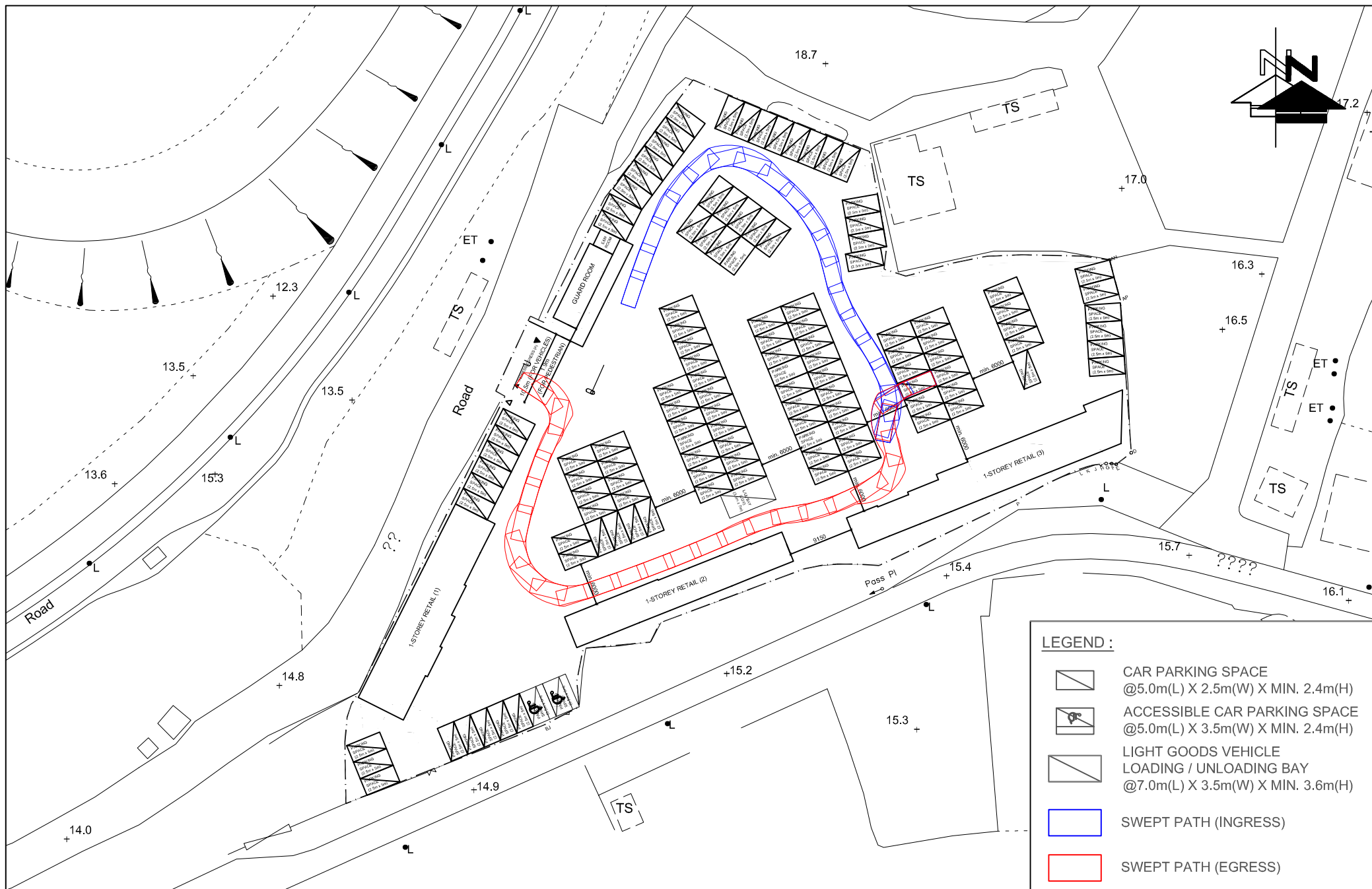


FIGURE NO.: SP-5		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	
PROJECT NO.: 26043HK		DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE CAR (INGRESS & EGRESS)	
SCALE: 1 : 700 @A4	DATE: 28 MAY 2026	 CTA Consultants Limited 志達顧問有限公司	

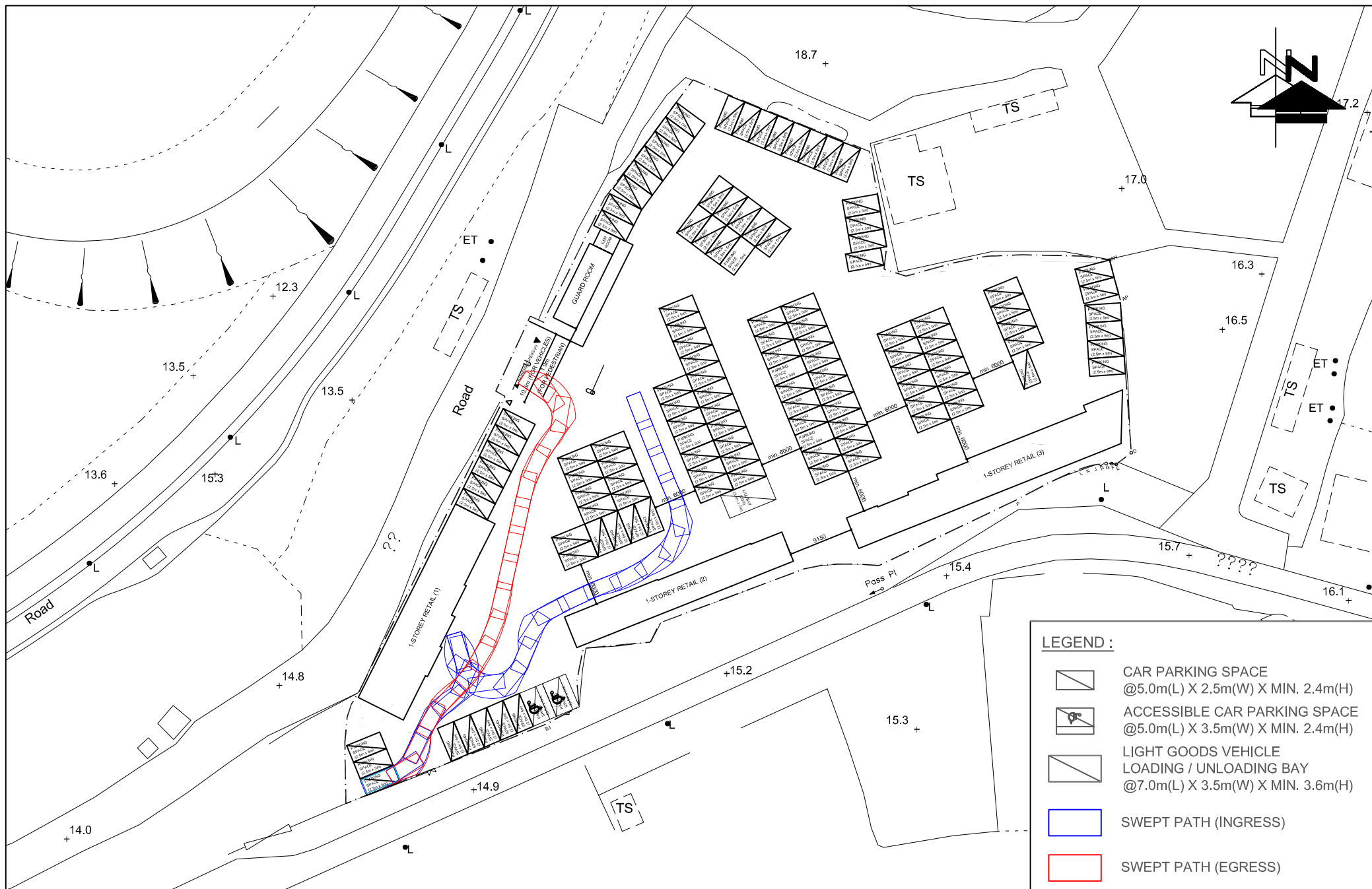


FIGURE NO.: SP-6		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK		DRAWING TITLE: SWEPT PATH ANALYSIS OF PRIVATE CAR (INGRESS & EGRESS)	
SCALE: 1 : 700 @A4	DATE: 28 MAY 2026		



APPENDIX B

Junction Calculation Sheets

Job Title: S16 Application for Proposed Temporary Public Vehicle Park in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North									
Junction: Lin Ma Hang Road / Unnamed Road									
Scheme: Existing								Ref. No.: J1	
Year: 2025				Job No.: 26043HK				Rev.: -	
ARM A: Lin Ma Hang Road Westbound									
ARM B: Lin Ma Hang Road Northbound									
ARM C: Lin Ma Hang Road Eastbound									
ARM D: Unnamed Road									
43 2 Sunday - Sunday - Sunday - Sunday - Sunday -									

T.P.D.M.V.2.4

Appendix 1

Job Title: S16 Application for Proposed Temporary Public Vehicle Park in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North									
Junction: Lin Ma Hang Road / Unnamed Road									
Scheme: Reference (without Proposed PVP)								Ref. No.: J1	
Year: 2031				Job No.: 26043HK				Rev.: -	
ARM A: Lin Ma Hang Road Westbound									
ARM B: Lin Ma Hang Road Northbound									
ARM C: Lin Ma Hang Road Eastbound									
ARM D: Unnamed Road									
46 2 Sunday - Sunday -									

Job Title: S16 Application for Proposed Temporary Public Vehicle Park in D.D. 80 and Adjoining Government Land, Ta Kwu Ling North									
Junction: Lin Ma Hang Road / Unnamed Road									
Scheme: Design (with Proposed PVP)								Ref. No.: J1	
Year: 2031				Job No.: 26043HK				Rev.: -	
ARM A: Lin Ma Hang Road Westbound									
ARM B: Lin Ma Hang Road Northbound									
ARM C: Lin Ma Hang Road Eastbound									
ARM D: Unnamed Road									
102 2 <									



FIGURES

[illegible]

DEVELOPMENT SITE

LOCATION OF THE APPLICATION SITE



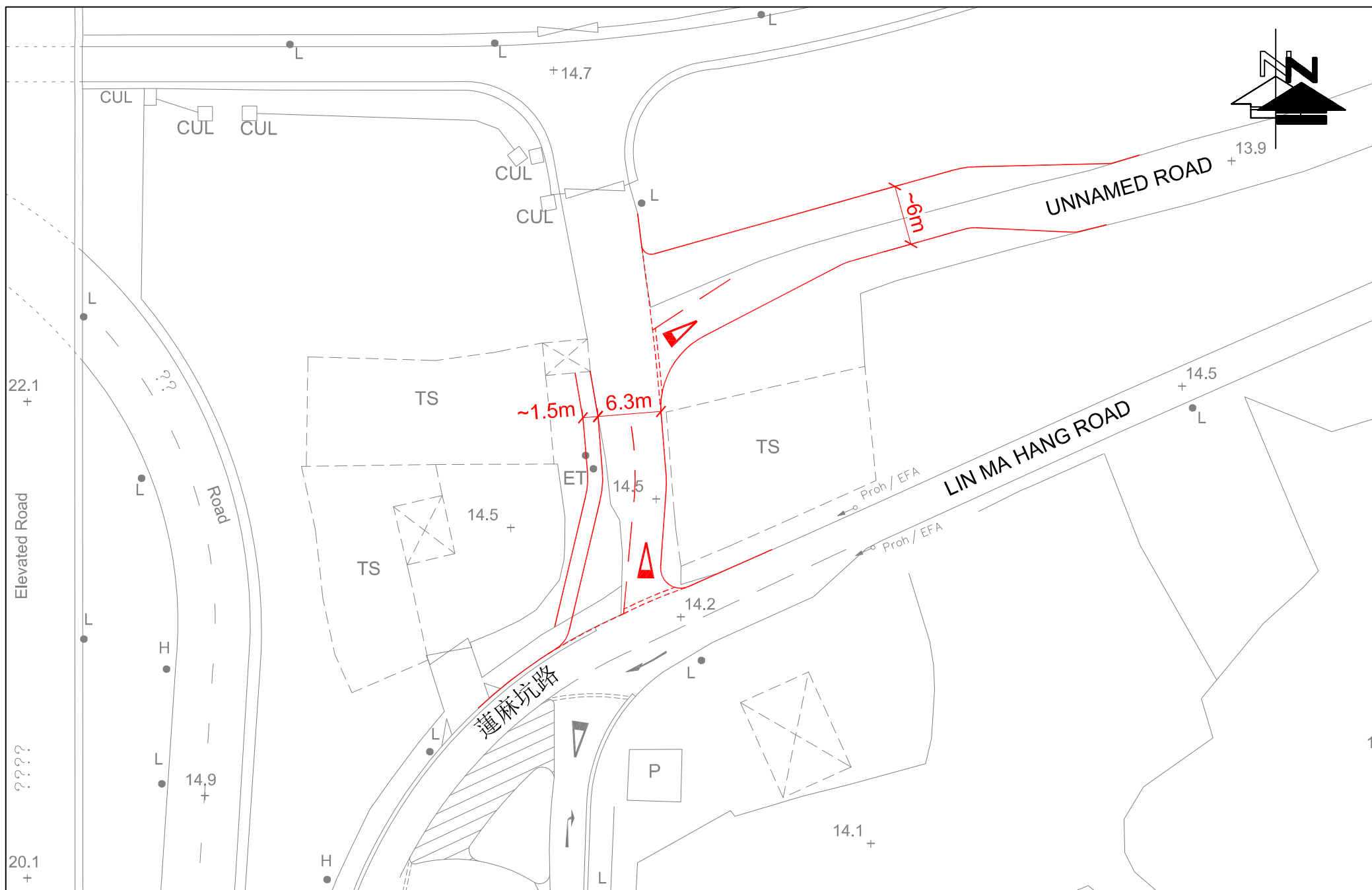


FIGURE NO.:		2.2
PROJECT NO.:		26043HK
SCALE: 1 : 500 @A4	DATE: 28 MAY 2026	

PROJECT TITLE:	Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)
DRAWING TITLE:	LOCAL WIDENING AT UNNAMED ROAD AT ITS JUNCTION WITH LIN MA HANG ROAD



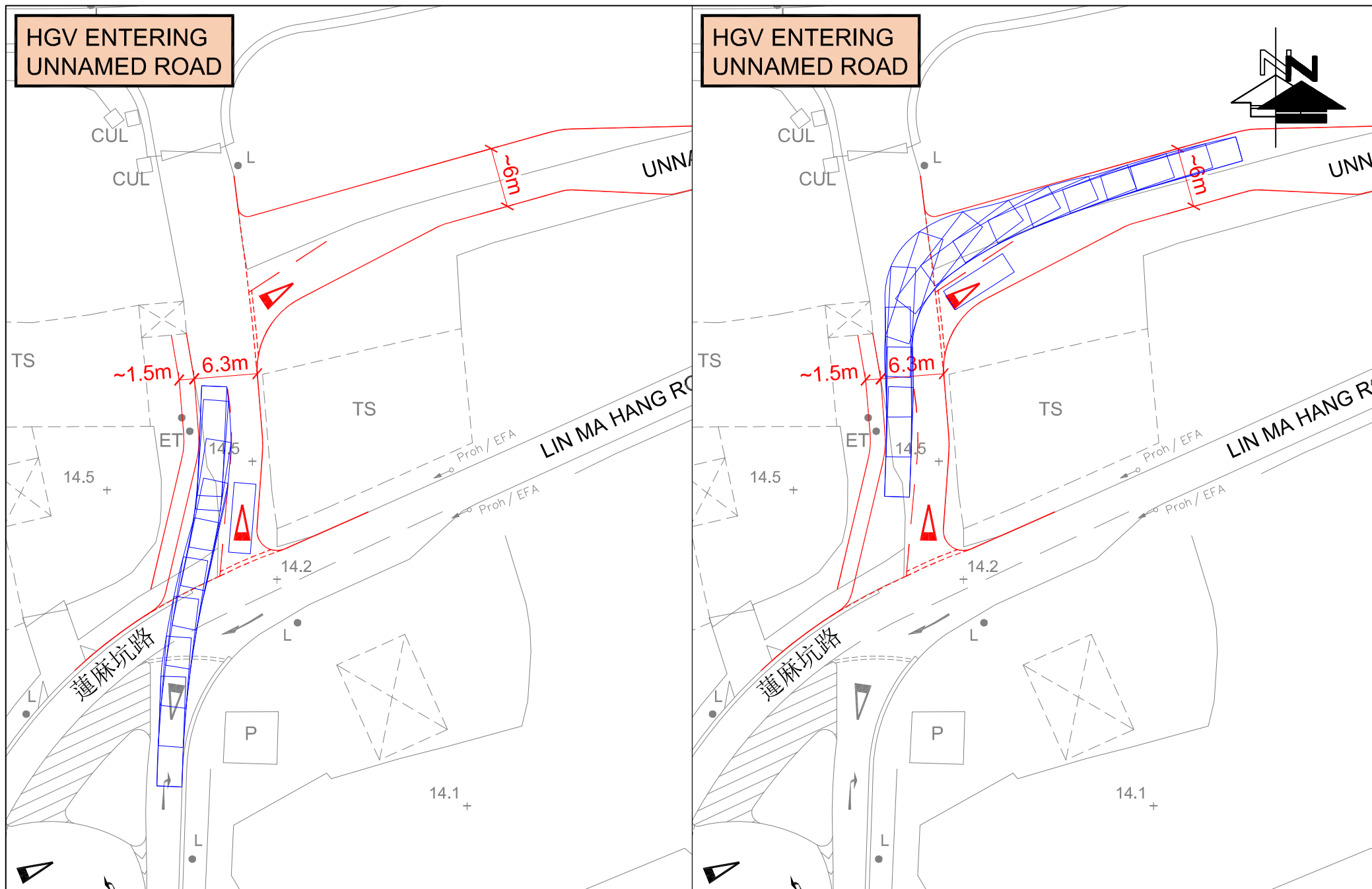


FIGURE NO.: 2.3	PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK	DRAWING TITLE: SWEPT PATH ANALYSIS RESULT OF LOCAL WIDENING AT UNNAMED ROAD	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2026	

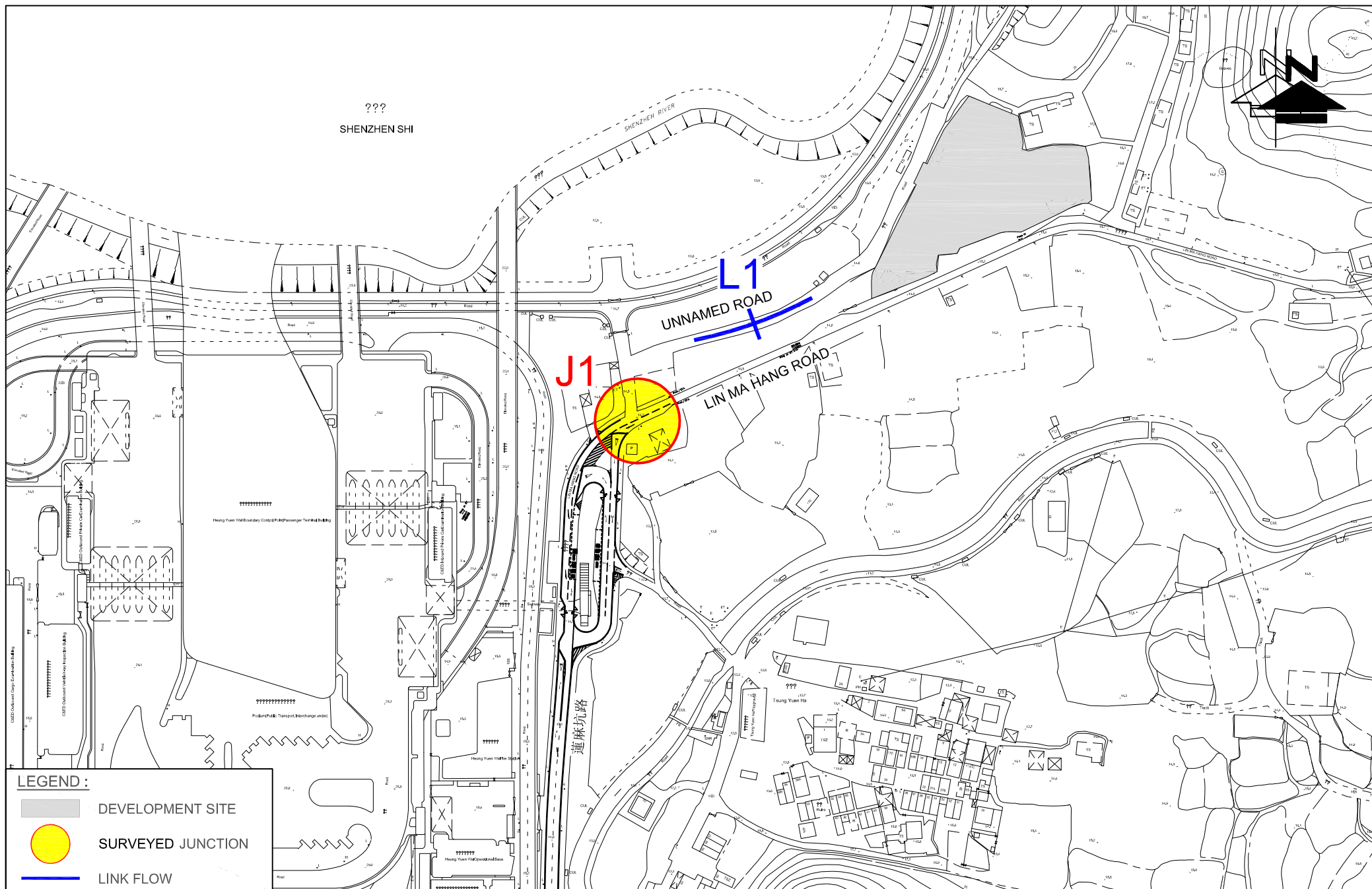


FIGURE NO.: 3.1		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)		CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK		DRAWING TITLE:		
SCALE: 1 : 2500 @A4	DATE: 28 MAY 2026	LOCATION OF SURVEYED JUNCTION AND ROAD LINK		

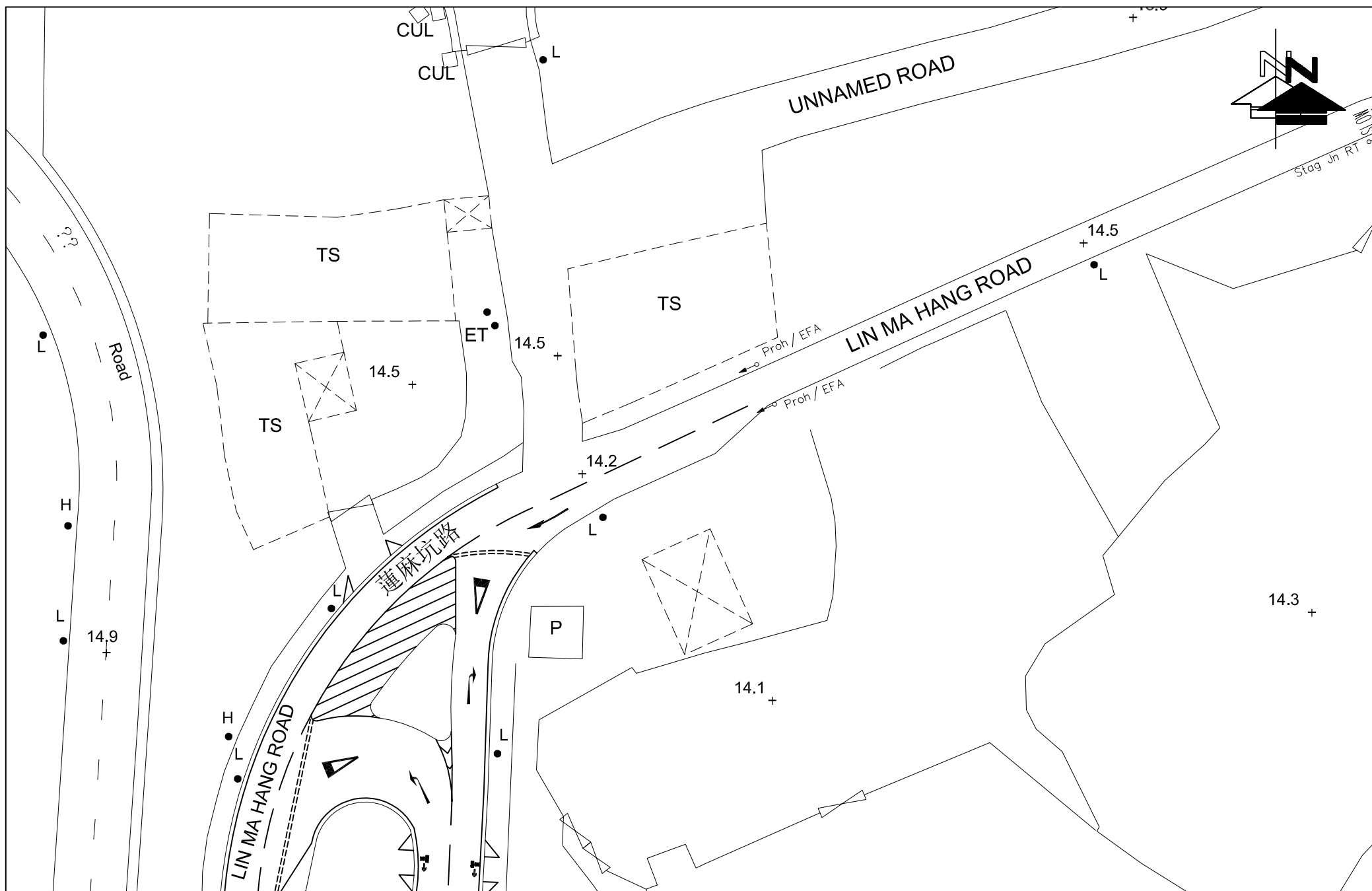
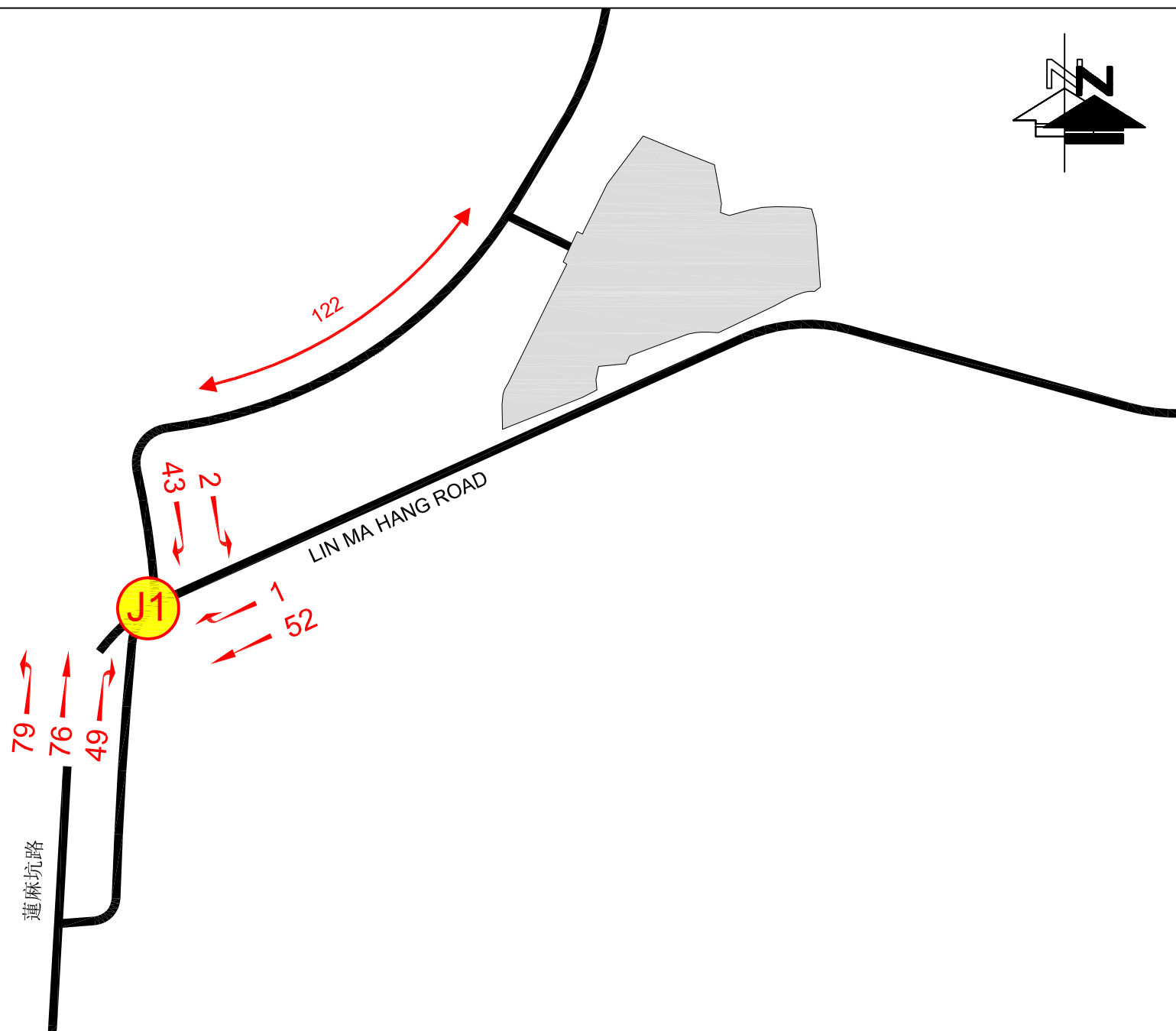
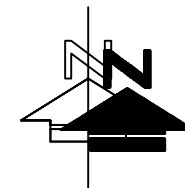


FIGURE NO.: 3.2		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK		DRAWING TITLE: LAYOUT AT JUNCTION OF LIN MA HANG ROAD / UNNAMED ROAD (J1)	
SCALE: 1 : 500 @A4	DATE: 28 MAY 2026		



LEGEND :

- DEVELOPMENT SITE
- 51 SUNNY PEAK HOUR TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 3.3		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK		DRAWING TITLE:	
SCALE: 1 : 2000 @A4	DATE: 28 MAY 2026	2025 EXISTING PEAK HOUR TRAFFIC FLOWS	

LEGEND :

(A)

Lot 385 S.B RP (Part) in D.D. 78
and Adjoining Government Land,
Lin Ma Hang Road
(Application No.: A/NE-TKLN/104)

(B)

Lots 377, 380 S.A, 380 S.B, 380 S.C
and 380 RP in D.D. 78
and Lots 61 S.B RP (Part), 62
and 65 S.B RP (Part)
in D.D. 80, Lin Ma Hang Road
(Application No.: A/NE-TKLN/102)

(C)

Lots 67 S.B RP
and 70 S.B RP in D.D. 80,
Lin Ma Hang Road
(Application No.: A/NE-TKLN/100)

(D)

Lot 390 RP (Part) in D.D. 78
and Adjoining Government Land,
Tsung Yuen Ha, Ta Kwu Ling North
(Application No. : A/NE-TKLN/95)

(E)

Lots 389 RP, 395 S.A, 395 RP,
396 S.A, 396 RP & 398 RP in D.D. 78,
Lin Ma Hang Road
(Application No.: A/NE-TKLN/111)

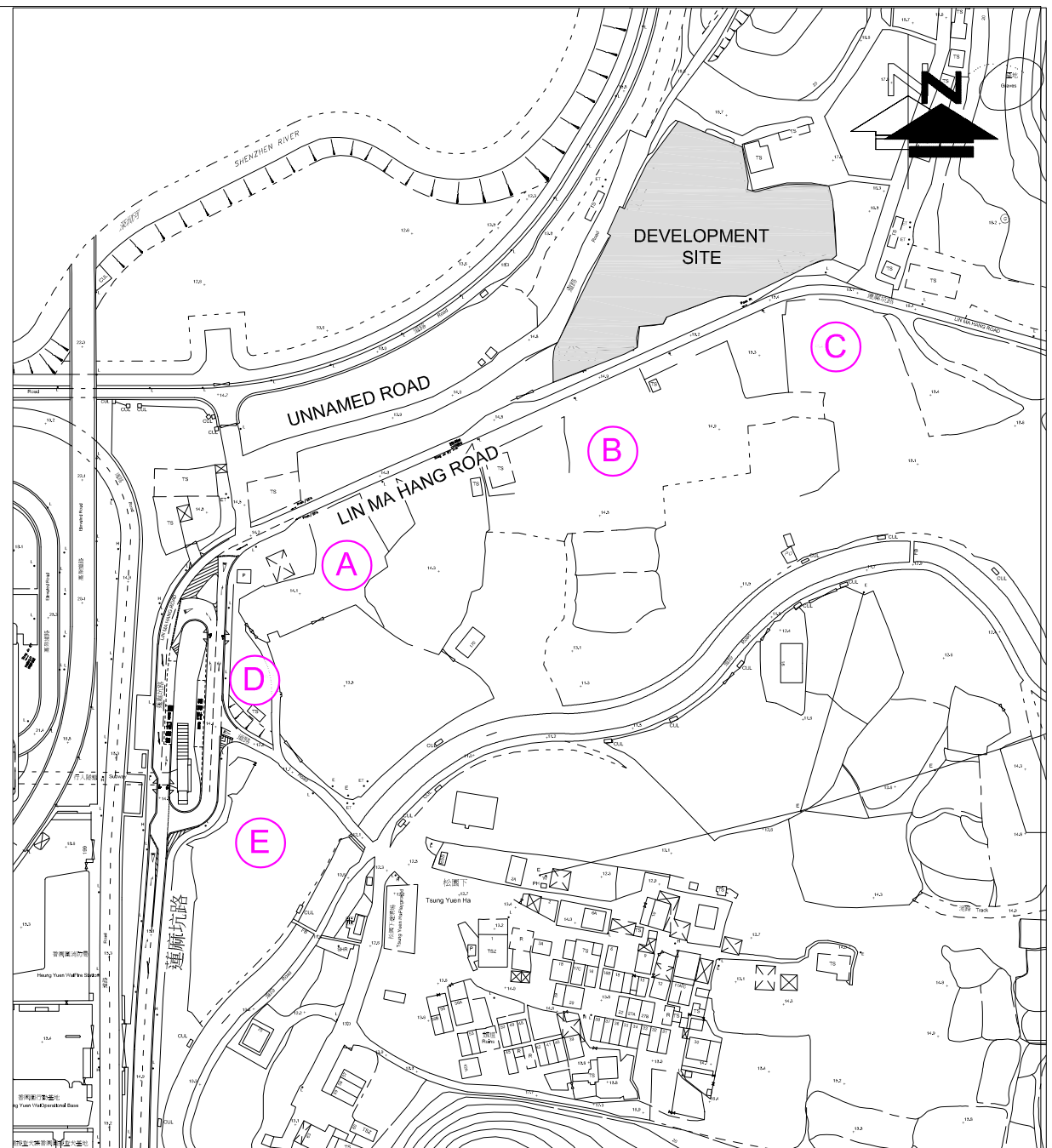
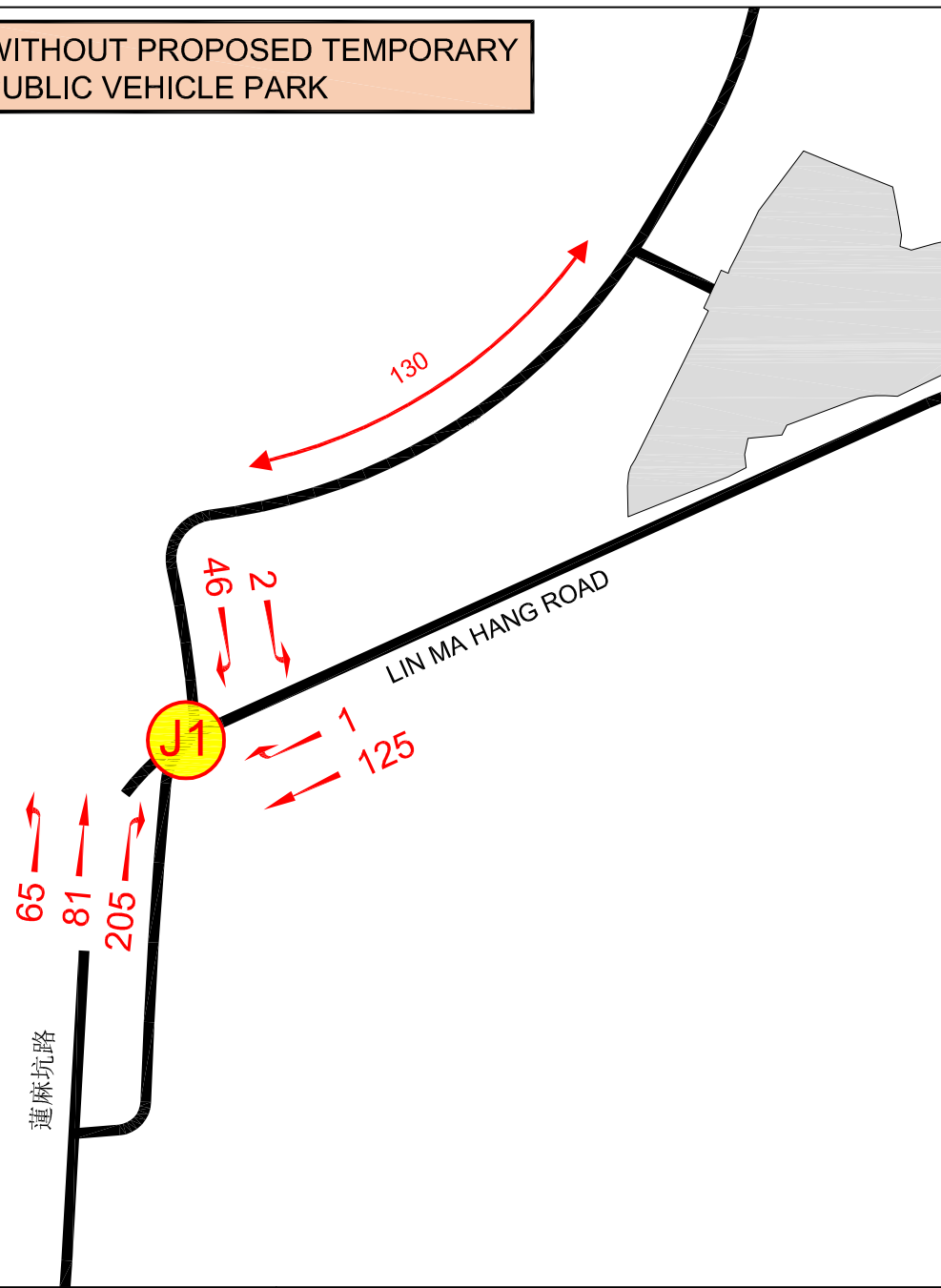
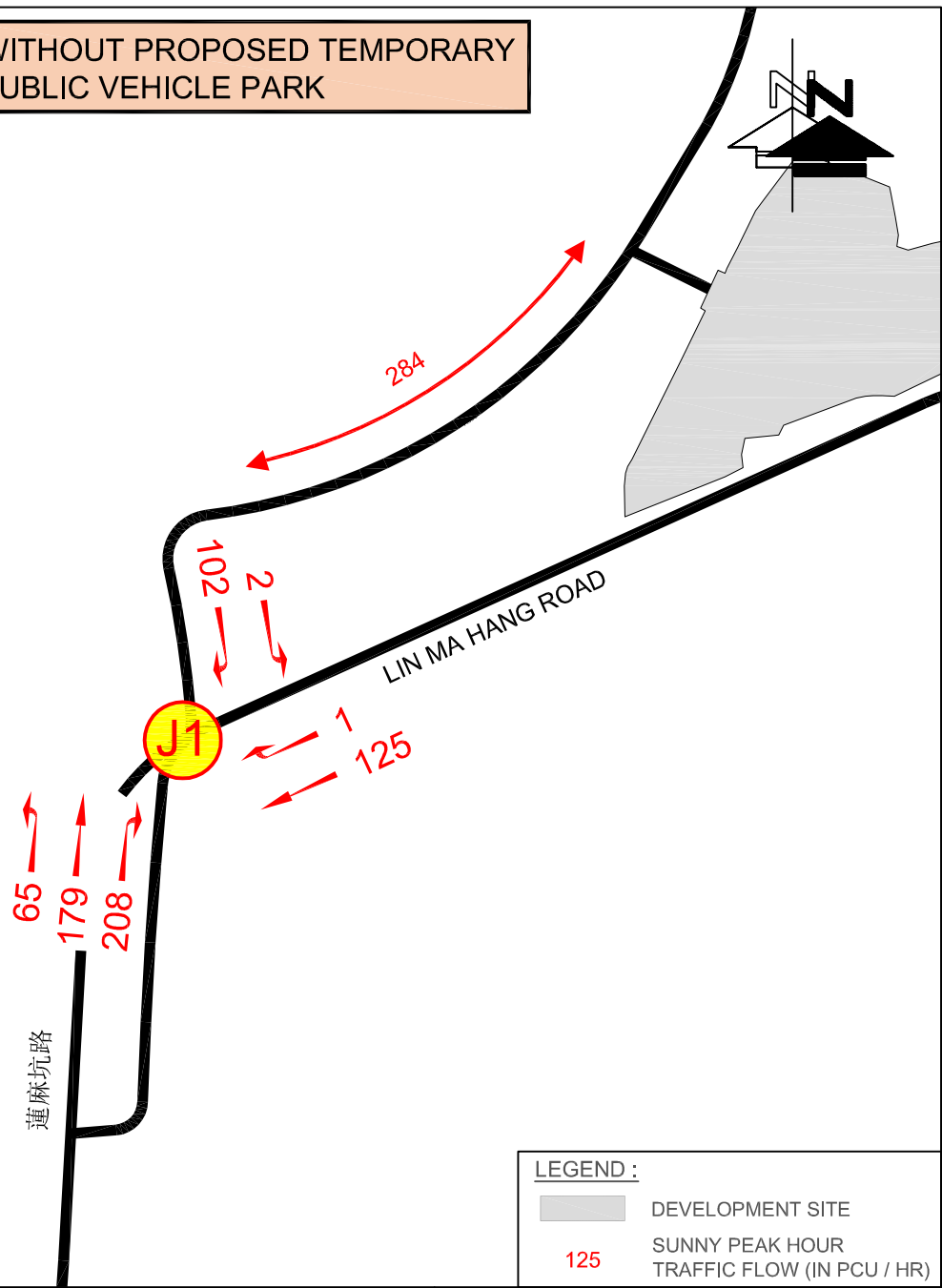


FIGURE NO.: 4.1		PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	
PROJECT NO.: 26043HK		DRAWING TITLE:	
SCALE: 1 : 2500 @A4	DATE: 27 MAY 2026	PLANNED / COMMITTED DEVELOPMENT IN THE VICINITY	

WITHOUT PROPOSED TEMPORARY
PUBLIC VEHICLE PARK



WITHOUT PROPOSED TEMPORARY
PUBLIC VEHICLE PARK



LEGEND :
 DEVELOPMENT SITE
 125 SUNNY PEAK HOUR
 TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 4.2	PROJECT TITLE: Proposed PVP at Various Lots in DD80, Ta Kwu Ling North (A_NE-TKLN_112)	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26043HK	DRAWING TITLE: 2031 SUNDAY PEAK HOUR TRAFFIC FLOWS (WITHOUT AND WITH PROPOSED TEMPORARY PUBLIC VEHICLE PARK)	
SCALE: 1 : 2000 @A4	DATE: 28 MAY 2026	