

2026年 6月 2日

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

Appendix I of RNTPC
Paper No. A/NE-FTA/283A

This document is received on - 2 JUN 2026
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

e-form No. S16-III
電子表格第 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

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EPASS

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For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-FTA/283
	Date Received 收到日期	- 2 JUN 2026

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

1. Name of Applicant 申請人姓名/名稱

同興車行有限公司 (Company 公司)

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

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 no. 561 RP, 558 RP(Part), 559RP(Part), 562 S.F, 563(Part), 564 S.B, 565(Part), 567(Part), 568(Part), 481 S.A RP (Part) IN D.D. 89 and adjoining government land
(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 10453.86 sq.m 平方米 ☐ About 約 ☒ Gross floor area 總樓面面積 1772.59 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)	1182.23 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	S/NE-FTA/18
(e) Land use zone(s) involved 涉及的土地用途地帶	AGR
(f) Current use(s) 現時用途	AGR (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)
(g) Additional Information (if applicable) 附加資料（如適用）	

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 20/05/2026 (DD/MM/YYYY), this application involves a total of 4 "current land owner(s)".

根據土地註冊處截至 20/05/2026 (日/月/年) 的記錄，這宗申請共牽涉 4 名「現行土地擁有人」#。

- (b) The applicant 申請人 –

- ☒ has obtained consent(s) of 2 "current land owner(s)".

已取得 2 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)
1	Lot no. 561 RP, 558 RP IN D.D. 89	19/05/2026
1	Lot no. 562 S.F, 564 S.B, 567 IN D.D. 89	19/05/2026

(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 2 "current land owner(s)".

已通知 2 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)
1	Lot no. 559 RP, 563, 565, 568 IN D.D. 89	19/05/2026
1	Lot no. 481 S.A RP IN D.D. 89	19/05/2026

(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	臨時汽車維修工場(貨櫃車,中型及重型貨車)及商店及服務行業(車輛買賣及租賃)連附屬辦公室及相關填土工程(為期3年) (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☒ 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	8902.8	sq.m	☒ About 約
Proposed covered land area 擬議有上蓋土地面積	1551.06	sq.m	☒ About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	9		
Proposed domestic floor area 擬議住用樓面面積	0	sq.m	☐ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	1772.59	sq.m	☐ About 約
Proposed gross floor area 擬議總樓面面積	1772.59	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 Drawing No. A3

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	
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	4
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	17
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	25
Others (Please Specify) 其他 (請列明)	
掛接式車輛	1

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

Monday to Saturday: 8:30am to 6:30pm Sunday and Public Hoildays: Close

(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))

MAN KAM TO ROAD

☐ 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 10453.86 sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 0.15 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?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 ☐</td> <td>No 不會 ☒</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 ☐</td> <td>No 不會 ☐</td> </tr> </table>			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 ☐
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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)
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(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 Planning Statement.

8. Declaration 聲明 (Applicant 申請人 #1)

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
Signed with recognised
e-signature
Signer: 鄭浩源

☒ Applicant 申請人 / ☐ Authorised Agent 獲授權代理人

Clerk

Name
姓名

Position (if applicable)
職位 (如適用)

Professional Qualification(s)
專業資格
☐ Member 會員 / ☐ Fellow of 資深會員

☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會 /

☐ RPP 註冊專業規劃師

Others 其他

On behalf of 代表

同興車行有限公司

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

- 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：
 - 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
 - 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。
- 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。
- 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 also 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 no. 561 RP, 558 RP(Part), 559RP(Part), 562 S.F, 563(Part), 564 S.B, 565(Part), 567(Part), 568(Part), 481 S.A RP (Part) IN D.D. 89 and adjoining government land		
Site area 地盤面積	10453.86 sq. m 平方米 ☐ About 約 (includes Government land of 包括政府土地 1182.23 sq. m 平方米 ☐ About 約)		
Plan 圖則	S/NE-FTA/18		
Zoning 地帶	AGR		
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	臨時汽車維修工場(貨櫃車, 中型及重型貨車)及商店及服務行業(車輛買賣及租賃)連附屬辦公室及相關填土工程(為期 3 年)		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	0 ☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	1772.59 ☐ About 約 ☐ Not more than 不多於	☒ About 約 ☐ Not more than 不多於 0.17

(ii) No. of blocks 幢數	Domestic 住用	
	Non-domestic 非住用	9
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
		Storeys(s) 層 ☐ (Not more than 不多於)
	Non-domestic 非住用	9 m 米 ☒ (Not more than 不多於)
		2 Storeys(s) 層 ☒ (Not more than 不多於)
(iv) Site coverage 上蓋面積	14.84 % ☒ 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 <u>47</u> Private Car Parking Spaces 私家車車位 _____ Motorcycle Parking Spaces 電單車車位 _____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 <u>4</u> Medium Goods Vehicle Parking Spaces 中型貨車泊車位 <u>17</u> Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 <u>25</u> Others (Please Specify) 其他 (請列明) <u>掛接式車輛</u> <u>1</u>	
	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	☐	☐
Air Ventilation Assessment 空氣流通評估	☐	☐
Management Plan 管理計劃	☐	☐
Social Impact Assessment 社會影響評估	☐	☐
Heritage Impact Assessment	☐	☐
Ecological Impact Assessment 生態影響評估	☐	☐
Conservation Management Plan 保育管理計劃	☐	☐
Others (please specify) 其他（請註明）	☐	☐

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。

根據《城市規劃條例》(第131章)

第16條遞交的許可申請

新界沙嶺文錦渡路 丈量約份第89約地段第558號餘段(部分)、第559號餘段(部分)、第561號餘段、第562號F分段、第563號(部分)、第564號B分段、第565號(部分)、第567號(部分)、第568號(部分)、第481號A分段餘段(部分)及毗連政府土地

臨時汽車維修工場(貨櫃車,中型及重型貨車)及商店及服務行業(車輛買賣及租賃)連附屬辦工室及相關填土工程(為期3年)

申請報告書及擬議發展的計劃細節

目 錄

1. 擬議發展細節-----P.3
2. 本申請與先前批准申請之分別-----P.4
3. 申請原因-----P.5-6
4. 擬議發展計劃的各方面影響-----P.7-8

擬議發展細節

1. 申請人根據《城市規劃條例》(第131章)第16條，提交有關新界沙嶺文錦渡路丈量約份第89約地段第558號餘段(部分)、第559號餘段(部分)、第561號餘段、第562號F分段、第563號(部分)、第564號B分段、第565號(部分)、第567號(部分)、第568號(部分)、第481號A分段餘段(部分)及毗連政府土地的規劃申請，擬在上述地段設立為期三年的臨時汽車維修工場(貨櫃車、中型及重型貨車)及商店及服務行業(車輛買賣及租賃)連附屬辦公室及相關填土工程。
2. 本申請涵蓋先前已獲城市規劃委員會批准的規劃申請(編號：A/NE-FTA/267)範圍，以及新增的第481號A分段餘段(部分)及毗連政府土地。申請地點位於虎地坳及沙嶺附近，在《虎地坳及沙嶺分區計劃大綱核准圖編號 S/NE-FTA/18》上主要劃為「農業」地帶。
3. 申請地盤總面積約10,453.86平方米(其中私人土地約9,239.22平方米，毗連政府土地約1,182.23平方米)。其中上蓋總樓面面積約1,551平方米(全部位於先前批准申請 A/NE-FTA/267 的部分)，露天地盤面積約8,902.8平方米，上蓋覆蓋率約14.84%。
4. 擬議發展設有9個單層或雙層構築物(高度均不多於9米，全部位於先前批准申請 A/NE-FTA/267 的部分)，用途及面積維持不變，包括辦公室、接待處、儲物室、洗手間及中型 / 重型貨車維修工場等。
5. 地盤內合共設有47個泊車位，包括4個私家車位、17個中型貨車位及25個重型貨車位及1個掛接式車輛車位(其中29個泊車位位於先前批准申請 A/NE-FTA/267 的部分，新增18個泊車位位於露天新增部分)，專供待維修及安裝配件的車輛長期停泊使用。

6. 擬議用途主要涉及車輛維修、冷氣安裝及停泊，作業強度低，車輛均處於熄匙狀態，不涉及高噪音或污染源。
7. 地點可直接由文錦渡路進入，共用入口寬約8米。擬議發展的營運時間為星期一至星期六上午8時30分至下午6時30分，星期日及公眾假期休息。

本申請與先前批准申請之分別

1. 先前規劃申請（編號：A/NE-FTA/267）已獲城市規劃委員會批准，涵蓋地段為丈量約份第89約地段第558號餘段（部分）、第559號餘段（部分）、第561號餘段、第562號F分段、第563號（部分）、第564號B分段、第565號（部分）、第567號（部分）及第568號（部分），面積約8,107.97平方米，包括9個上蓋構築物（總樓面面積1,551平方米）及29個泊車位。
2. 本申請為將上述已獲批准地段與新增地段——第481號A分段餘段（部分）及毗連政府土地（總新增面積約2,313.48平方米）——一併納入，形成單一完整地盤。新增部分全為露天使用，無任何上蓋構築物，僅提供額外18個泊車位（4個中型貨車位及14個重型貨車位）。
3. 主要分別在於：本申請擴大整體地盤面積，新增露天停車及輔助維修空間，並納入毗連政府土地，以連接原先分隔的土地，實現更有效率的整體運作。已獲批准部分的構築物及設施維持不變，擬議用途及臨時期限（3年）亦相同。

申請理由

1. 申請人為同興車行有限公司，現時在上水古洞北及粉嶺北新發展區經營相關業務，受有關新發展區計劃影響而需遷移。
2. 先前規劃申請（編號：A/NE-FTA/267）已獲城市規劃委員會批准，證明該類臨時用途與地帶規劃意向相容，並可接受。然而，該批准範圍與新增地段（第481號A分段餘段（部分）及毗連政府土地）之間存在政府土地分隔，導致土地無法連貫使用，影響日常運作效率。
3. 政府部門在審核過程中明確要求申請人將整個連續地塊一併申請規劃許可，以避免土地分割使用及潛在違規情況。因此，本申請將已獲批准部分與新增毗連土地一併納入，符合政府部門的行政要求。
4. 新增地段與已批准地段毗連，中間僅隔政府土地。合併後可形成單一連貫的操作區域，大幅提升土地利用效率，讓車輛可在內部順暢流轉及調配，無需頻繁進出公共道路，從而減低對文錦渡路的交通負荷及潛在安全風險。
5. 額外18個泊車位（4個中型貨車位及14個重型貨車位）將提供更充裕的停泊空間，遠超原有批准的29個泊車位，能夠更好地滿足業務高峰期的需求，避免車輛因空間不足而暫停於公共道路或周邊地區，進一步防止違規及提升現場管理水平。
6. 合併使用有助優化整體作業流程，包括維修區與停車區的合理分隔、配件運輸距離縮短，以及員工監管範圍集中，從而提高運作安全及效率，減低意外風險。
7. 擬議臨時用途不屬「農業」地帶的第一欄或第二欄准許用途，故需重新根據第16條申請規劃許可。新增部分屬低強度露天使用，與已批准部分的維修工場高度互補，不會改變整體發展的臨時性質及規模。
8. 周邊地區已有類似臨時用途（如貨倉、車輛相關設施），擬議發展與周邊環境協調，不會構成不相容用途。

9. 擬議發展僅為臨時性質（為期3年），政府尚未展開土地收回程序，「農業」地帶的長遠規劃意向在短期內難以實現，故不會妨礙地帶的長遠規劃意向。
10. 申請人承諾盡量保留現有植被，嚴格控制作業強度，並實施有效環境緩解措施，不會對周邊天然環境、景觀或生態造成重大負面影響。

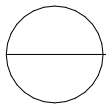
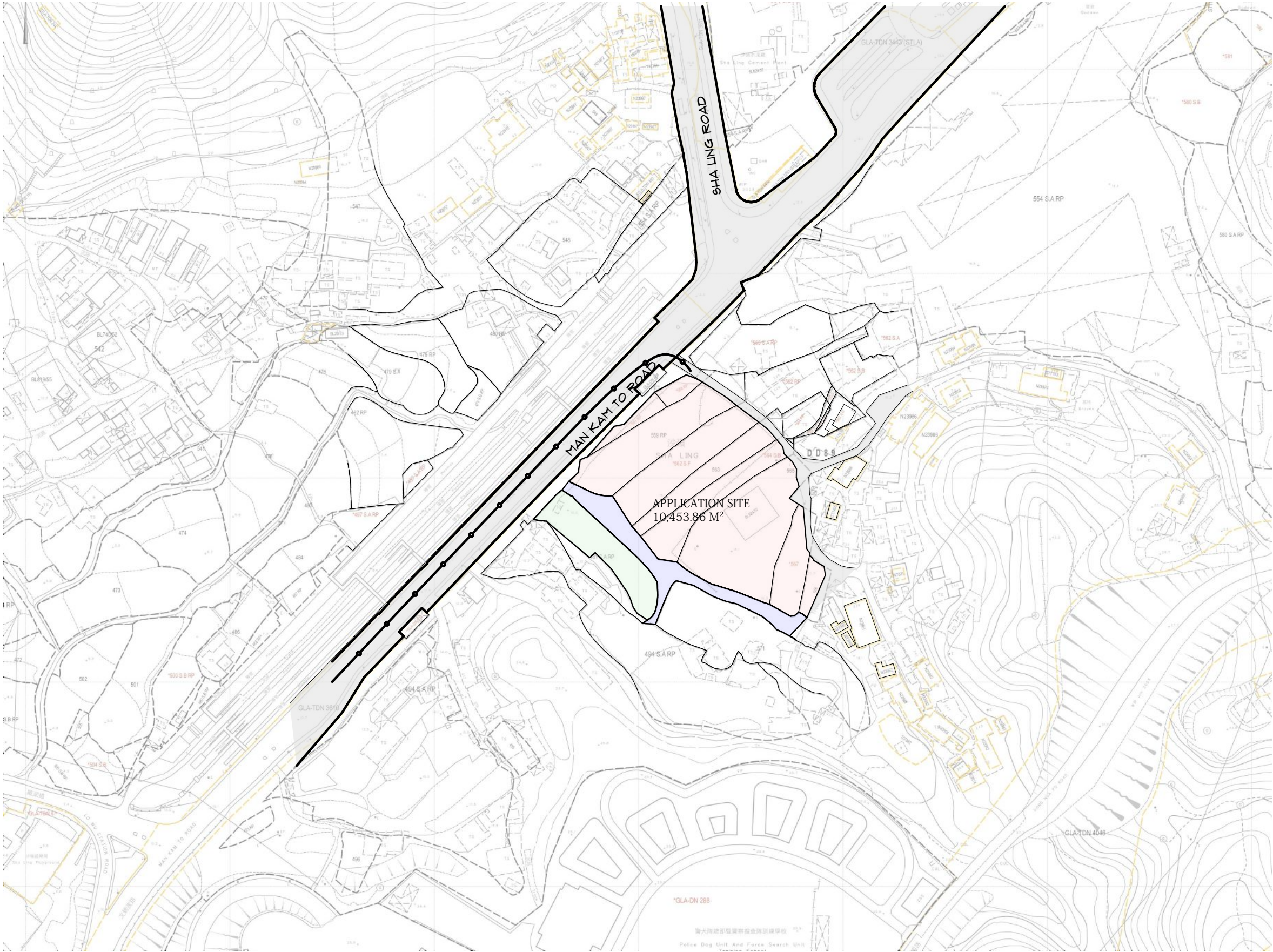
基於上述理由，特別是政府部門的明確要求、與已獲批准申請（A/NE-FTA/267）的連續性及土地整合的必要性與整體運作效益，申請人誠摯請求城市規劃委員會批准本申請。

擬議發展計劃的各方面影響

1. 土地行政方面：申請地段包括私人農地及毗連政府土地（約1,182.23平方米）。上蓋構築物僅位於已獲批准部分；新增部分為露天使用。申請人將按需要向地政總署申請相關政府土地的臨時使用安排。
2. 交通方面：維持共用文錦渡路入口，入口寬闊足以容納車輛。合併後可優化內部車輛流轉，減少進出頻率，對周邊道路網絡無不利影響。
3. 環境方面：申請人將嚴格遵守環境保護署有關臨時設施的技術指引，將潛在影響減至最低。
4. 空氣污染方面：車輛長期處於熄火停泊狀態，無引擎運轉或燃燒程序，不會產生空氣污染物。
5. 噪音方面：不進行高噪音作業，僅限低強度維修；作業僅於指定時間進行，對附近居民無重大影響。
6. 排污及渠務方面：洗手間設施位於已批准部分，將維持原有化糞池及定期清吸安排；新增露天部分無產生廢水，雨水將依指引引導，不影響周邊排水系統。
7. 消防安全方面：維持原有消防設備，並確保新增部分通道暢通，符合消防處要求。
8. 景觀及綠化方面：盡量保留現有樹木及植被；如填土工程需移除植被，將以本地草本或低維護植物補償並負責保養。
9. 其他緩解措施：張貼告示要求車輛熄火、定期清潔地盤、限制同時作業車輛數量、妥善處理少量廢油。

申請人承諾全力執行上述措施，並於許可到期後自行還原地盤至原狀。

懇請城市規劃委員會寬大批准上述地段作為期不超過三年的臨時汽車維修工場(貨櫃車,中型及重型貨車)及商店及服務行業(車輛買賣及租賃)連附屬辦公室及相關填土工程。



SITE PLAN
1:2000

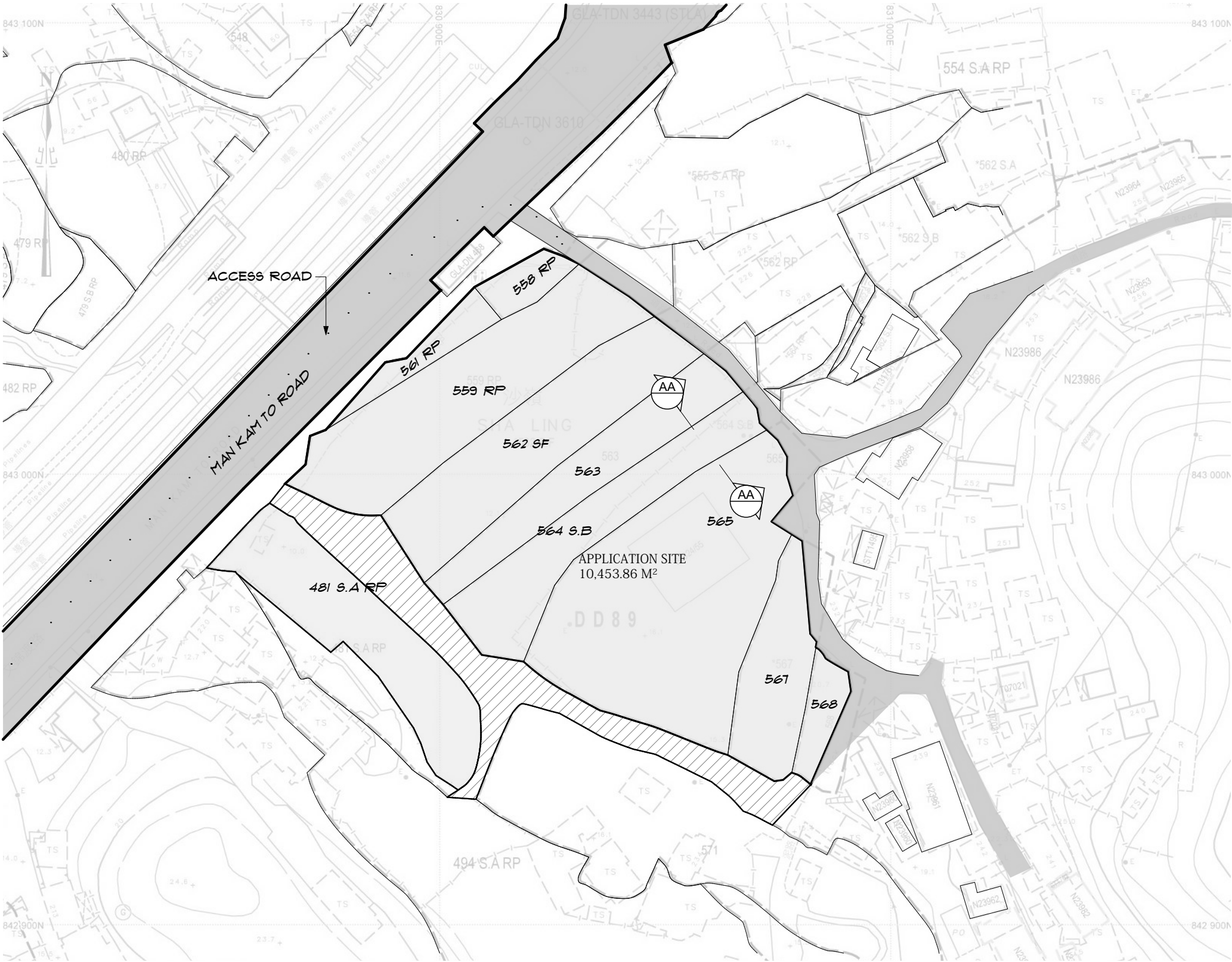


BLUE SEALINE LIMITED
Building Design Consultants

UNIT 1403 PRESIDENT COMM
CTR 6 0 8 NATHAN ROAD
MONGKOK KL HONGKONG

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Client	Project Name		
Drawing Title: Site Plan			
Scale: as shown @ A3		Date:	Dec 2025
Drawn By:	TC	Checked By:	VY
Project No: 0909	Drawing No.: A1		Issue: C
Plot Date:		24/12/2025	



LOT INDEX PLAN
1:1000

AREA (ABOUT)		
	PRIVATE LAND (A)	8,140.38 M²
	PRIVATE LAND (B)	1,131.25 M²
	GOVERNMENT LAND (C)	1,182.23 M²
SITE AREA		10,453.86 M²



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Building Design Consultants

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MONGKOK KL HONGKONG

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Client	Project Name
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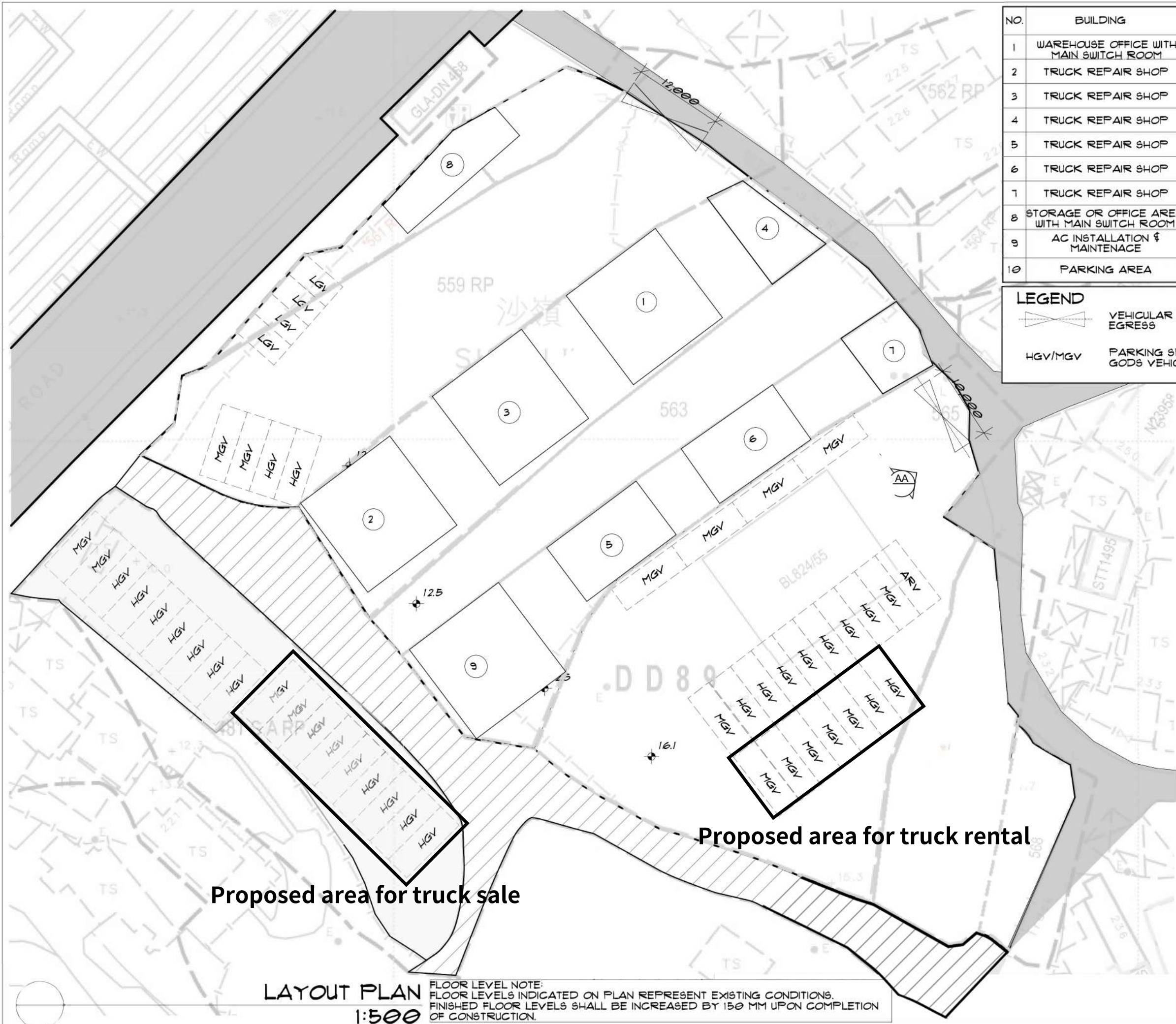
Drawing Title:
LOT INDEX PLAN

Scale: as shown @ A3	Date: Dec 2025
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Drawn By: TC	Checked By: VY
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Project No: 0909	Drawing No.: A2	Issue: C
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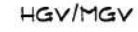
Plot Date:	24/12/2025
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NO.	BUILDING	FLOOR AREA APPROX.	COVER AREA APPROX.	STOREYS	HEIGHT
1	WAREHOUSE OFFICE WITH MAIN SWITCH ROOM	443.06M ²	221.53M ²	2	9M
2	TRUCK REPAIR SHOP	228M ²	228M ²	1	9M
3	TRUCK REPAIR SHOP	228M ²	228M ²	1	9M
4	TRUCK REPAIR SHOP	114M ²	114M ²	1	9M
5	TRUCK REPAIR SHOP	168M ²	168M ²	1	9M
6	TRUCK REPAIR SHOP	168M ²	168M ²	1	9M
7	TRUCK REPAIR SHOP	84M ²	84M ²	1	9M
8	STORAGE OR OFFICE AREA WITH MAIN SWITCH ROOM	111.53M ²	111.53M ²	1	9M
9	AC INSTALLATION & MAINTENANCE	228M ²	228M ²	1	9M
10	PARKING AREA	2756.62M ²	0M ²	0	0M

LEGEND

VEHICULAR INGRESS/EGRESS

HGV/MGV

ARV

ARTICULATED CONTAINER VEHICLES (16M(L) X 2.5M(W))

PARKING SPACE FOR HEAVY GODS VEHICLE (11M(L) X 3.5M(W))



BLUE SEALINE LIMITED
Building Design Consultants

UNIT 1403 PRESIDENT COMM
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MONGKOK KL HONGKONG

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Client

Project Name

Drawing Title:

LAYOUT PLAN

Scale: as shown @ A3

Date: Dec 2025

Drawn By: TC

Checked By: VY

Project No: 0909

Drawing No.: A3

Issue: C

Plot Date:

24/12/2025

LAYOUT PLAN
1:500

FLOOR LEVEL NOTE:
FLOOR LEVELS INDICATED ON PLAN REPRESENT EXISTING CONDITIONS.
FINISHED FLOOR LEVELS SHALL BE INCREASED BY 150 MM UPON COMPLETION OF CONSTRUCTION.

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Esther Hiu Laam LI/PLAND

寄件者: Ho Yuen Cheng [REDACTED]
寄件日期: 2026年06月05日星期五 18:12
收件者: Esther Hiu Laam LI/PLAND
主旨: Application No. A/NE-FTA/283 – Submission of Additional Document
附件: IMG_0002.pdf
類別: Internet Email

Dear Ms. Li,

Thank you for your call and for your kind assistance in processing our application.

Further to our telephone conversation, please find attached the additional documents as requested for the above-mentioned application (Application No. A/NE-FTA/276) for your review and consideration.

Should you require any further information or clarification, please do not hesitate to contact us.

We appreciate your continued support and guidance throughout this process.

Yours sincerely,

Cheng Ho Yuen
[REDACTED]

同興車行有限公司

電話 Tel: 3529 2415
圖文傳真 Fax: 3793 4547
電郵地址 Email: grc3@landsd.gov.hk
本署檔號 Our Ref: LD/C(NDA)/DN/1
來函檔號 Your Ref:

來函請註明本署檔號

Please quote our reference in your reply

Serial No.: 25/C(NDA)/090



地政總署
新發展區組清拆小組
CLEARANCE TEAM
NEW DEVELOPMENT AREA SECTION
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.
新界上水彩園邨彩屏樓地下 129 至 136 號
Unit 129-136, G/F, Choi Ping House, Choi Yuen Estate,
Sheung Shui, N.T.
網址 Website: www.landsd.gov.hk

LAND (MISCELLANEOUS PROVISIONS) ORDINANCE
(Chapter 28 of The Laws of Hong Kong Special Administrative Region)
NOTICE UNDER SECTION 6(1)

LOCATION: Unleased land as shown coloured pink on Plan 1 in the Remaining Phase Development of Fanling North New Development Area, New Territories

TAKE NOTICE that the Authority designated pursuant to section 3 of the captioned Ordinance hereby requires unlawful occupation of the unleased land at the above location to cease **before the 30th day of November of 2025.**

Date 28 August 2025

(FU Yue-ping)

for Director of Lands

NOTE:

Pursuant to section 6(2) of the Land (Miscellaneous Provisions) Ordinance (the Ordinance), if the occupation of unleased land does not cease as required by this Notice, any public officer, or other person, acting on the direction of the Authority may, with the assistance of such other public officers or other persons as may be necessary (a) remove from the unleased land the persons (if any) thereon; and (b) take possession of any property or structure on the unleased land in question. By virtue of section 6(3) of the Ordinance, any property or structure of which possession is taken under section 6(2)(b) of the Ordinance shall become the property of the Government free from the rights of any person and may be demolished or otherwise dealt with as the Authority thinks fit. Any person who, without reasonable excuse, does not cease the occupation as required by this Notice, may be convicted under section 6(4) of the Ordinance. According to section 6(5) of the Ordinance, the Authority may recover from the person convicted of an offence under section 6(4) of the Ordinance any cost incurred in or arising out of the demolition of any property or structure in the unleased land under section 6(3) of the Ordinance and the exercise of the powers conferred by section 6 of the Ordinance.

編號: 25/C(NDA)/090

土地(雜項條文)條例
(香港特別行政區法例第 28 章)
根據第 6(1)條所發的通知

現公布，依據上述條例第 3 條指定的當局現飭令不合法佔用位於新界粉嶺北新發展區餘下階段發展在圖則一中粉紅色所示範圍內的未批租土地的情況於二零二五年十一月三十日之前停止。

地政總署署長

(傅裕平

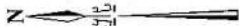


代行)

二零二五年八月廿八日

附註：

依據《土地(雜項條文)條例》(該條例)第 6(2)條，如佔用未批租土地的情況未有遵照本通知所飭令者而停止，則按當局指示行事的任何公職人員或其他人(有需要時由其他公職人員或其他人協助)，可(a)將該未批租土地上的任何人(如有的話)驅逐；及(b)接管該未批租土地上的任何財產或構築物。憑藉該條例第 6(3)條，根據該條例第 6(2)(b)條接管的任何財產或構築物即成為政府的財產而不再受任何人在該財產或構築物中的任何權益所規限，並可按當局認為適合的任何方式，將該財產或構築物拆掉或作其他處理。任何人在無合理辯解下未有遵照本通知所飭令者而停止佔用情況，可因觸犯該條例第 6(4)條而被定罪。此外，根據該條例第 6(5)條，當局可向根據該條例第 6(4)條被定罪的人收回因根據該條例第 6(3)條拆掉該未批租土地上的財產或構築物以及行使該條例第 6 條所賦權力而招致或引起的任何費用。



任何財產或構築物 (包括但不限於構築物編號) 不合法佔用粉紅色所示範圍的未批租土地的情況應在二零二五年十一月三十日之前停止。

Unlawful occupation by any property or structure (including but not limited to structure numbers) on the unleased land as shown coloured pink should cease before the 30th day of November 2025.

X4/13, X4/14, X4/15, X4/16, X4/17/1-12, X4/18, X4/19, X4/20, X4/21, X4/22, X4/23, X4/24, X4/25, X4/26, X4/27/1-5, X4/28, X4/29, X4/30/1-3, X4/31, X4/32, X4/33, X4/34, X4/35, X4/36, X4/37, X4/38, X4/39, X4/40, X4/41, X4/42, X4/43, X4/44, X4/45, X4/46, X4/47, X4/48, X4/49, X4/50, X4/51, X4/52/1-5, X4/53, X4/54, X4/55, X4/56, X4/57, X4/58/1-4, X4/59, X4/60, X4/61, X4/62, X4/63, X4/64, X4/65, X4/66, X4/67-1-3, X4/68, X4/69, X4/70, X4/71, X4/72, X4/73, X4/74, X4/75, X4/76, X4/77/1-6, X4/78, X4/79, X4/80, X4/81, X4/82, X4/83, X4/84-93, X4/94, X4/95, X4/96, X4/97, X4/98, X4/99, X4/100/1-6, X4/101, X4/102, X4/103, X4/104, X4/105, X4/106/1-4, X4/107, X4/108, X4/109, X4/110 & 112, X4/111/1-13, X4/113, X4/114, X4/115, 115A, 116/1-3, X4/117, X4/118, X4/119, X4/120/1-13, X4/121-122, X4/123, X4/124, X4/125, X4/126, X4/127, X4/128, X4/129-137, X4/138, X4/139, X4/140, X4/141, X4/142/1-8, X4/143, X4/144, X4/145, X4/146-148, X4/149-150, X4/151, X4/152, X4/153, X4/154/1-3, X4/155, X4/156, X4/157, X4/158, X4/159/1-5, X4/160, X4/161, X4/162, X4/163, X4/164, X4/165/1-2, X4/166, X4/167, X4/168, X4/169, X4/170/1-4, X4/171, X4/172, X4/173/1-7, X4/174, X4/175, X4/176, X4/177, X4/178, X4/179, X4/180, X4/181, X4/182, X4/183, X4/184-193, X4/194, X4/195-200, X4/211D, X4/211E, X4/211F, X4/244, X4/245/1-2, X4/246, X4/247, X4/248, X4/249, X4/250, X4/251, X4/252, X4/253, X4/254, X4/255, X4/256, X4/257, X4/258, X4/259/1-13, X4/260, X4/261, X4/262, X4/263, X4/264, X4/265, X4/266, X4/267, X4/268, X4/269, X4/270, X4/271, X4/272, X4/273, X4/274, X4/275, X4/276, X4/277, X4/278, X4/279, X4/280, X4/281, X4/282, X4/283, X4/284, X4/285, X4/286, X4/287, X4/288-290, X4/291, X4/292, X4/293, X4/294, X4/295, X4/296, X4/297, X4/298, X4/299, X4/300, X4/301, X4/302, X4/303, X4/304, X4/305, X4/306, X4/307, X4/308, X4/309, X4/310, X4/311, X4/312, X4/313-315, X4/316, X4/317-322, X4/323, X4/324-327, X4/328, X4/329-331, X4/332, X4/333, X4/334-337, X4/343, X4/344, X4/345A-G, X4/352, X4/353-357, X4/358, X4/372, X4/384, X4/391, X4/392, X4/393, X4/394, X4/395, X4/399, X4/400-410, X7/S/1

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Esther Hiu Laam LI/PLAND

寄件者: Ho Yuen Cheng [REDACTED]
寄件日期: 2026年07月09日星期四 16:10
收件者: Esther Hiu Laam LI/PLAND
副本: Shirley Ka Kei CHAN/PLAND; Shing Fung CHAIR/PLAND
主旨: Consolidated Response to Comments A/NE-FTA/283
附件: 3.pdf; 2.pdf; 1.pdf; 5b.jpg; 4.png; 5a.pdf; 6.pdf

類別: Internet Email

Dear Ms Li,

**Consolidated Response to Comments from the Director of Northern Metropolis Co-ordination
Office, Transport Department and Public Comments**

We refer to your email dated 3 July 2026 enclosing the comments from the Transport Department regarding the captioned planning application, and the relevant comments received from the Director of Northern Metropolis Co-ordination Office, Development Bureau and the public comments received in relation to the application.

We would also like to express our sincere appreciation for your professional handling of the application, timely coordination with the relevant parties, and clear communication throughout the process. Your assistance has been very helpful in enabling us to understand and respond to the relevant comments in an organised manner.

Our consolidated responses are set out below. The supporting documents referred to in this letter are listed at the end for your further consideration.

Background and Relocation Need

By way of background, our vehicle-related business has been operating in Hong Kong for about 40 years. The present application is not intended to introduce a new type of operation to the area, but to facilitate the orderly continuation and relocation of our existing vehicle-related business operations, including vehicle trading, vehicle repair and vehicle rental related services.

Our existing operation has been affected by the Government's development and land resumption arrangements in the North District / Northern Metropolis area. We understand and support the overall Government development programme, and we have been cooperating with the relevant Government departments in relation to the relocation and re-establishment of the affected operation.

In order to continue the existing business in a proper and managed manner, a suitable site is required to accommodate the repair workshop, vehicle sale / rental areas, parking, storage, internal circulation and manoeuvring space. The application site is therefore proposed to consolidate these affected operations within one properly planned site, with appropriate traffic, environmental and site management measures.

Part A - Response to Director of Northern Metropolis Co-ordination Office Comments

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Departmental Comment 1. details of the affected businesses, including their names, nature of operation, and location, together with information demonstrating that they are existing operator;

Response:

The affected businesses comprise three associated companies carrying out vehicle-related operations, namely Tung Heng Vehicles Limited, Tung Heng Cars Co Limited and Easy Vehicle Rent Limited. Tung Heng Vehicles Limited is the principal company making the application and is principally engaged in vehicle trading / dealing and related vehicle business. Tung Heng Cars Co Limited is engaged in vehicle repair. Easy Vehicle Rent Limited is engaged in car rental, vehicle trading and repairing.

Business Registration records of the three companies are enclosed to demonstrate their existence and respective business nature (Supporting Documents 1 to 3). The actual affected operation and location are further supported by the GeoInfo Map extract and the relevant land resumption plan / notice with our highlighted affected operation area (Supporting Documents 4 and 5).

Departmental Comment 2. should the names of these affected business be different from the applicant, reason(s) for not submitting the application under the name of the existing operators and information demonstrating that the application site, if approved, will be used for accommodating the said affected businesses;

Response:

The current application is submitted by Tung Heng Vehicles Limited, which is one of the affected existing operators. The other affected businesses, namely Tung Heng Cars Co Limited and Easy Vehicle Rent Limited, are associated companies carrying out related vehicle business operations, including vehicle repair and vehicle rental. We confirm that Tung Heng Vehicles Limited and Tung Heng Cars Co Limited are owned by the same person, while Easy Vehicle Rent Limited is owned by a direct family member. The three companies therefore form part of the same associated vehicle-related business operation.

The application is submitted under the name of Tung Heng Vehicles Limited as the principal applicant and coordinating party for the proposed relocation and re-establishment of the associated vehicle-related operations. The three affected businesses are closely related in operation, and their respective business activities are complementary to the applied use, namely vehicle trading, vehicle repair and vehicle rental.

If the application is approved, the application site will be used to accommodate the affected operations of the said associated businesses. This is reflected in the applied use under the current application, which includes temporary motor vehicle repair workshop and shop and services for vehicle trading and rental, with ancillary office and related facilities. The submitted layout also includes areas for vehicle sale, vehicle rental, repair workshop and parking / circulation for medium and heavy goods vehicles (Supporting Document 6).

Business Registration records are provided to demonstrate the existence and business nature of the three affected companies (Supporting Documents 1 to 3). The submitted layout plan, GeoInfo Map extract and relevant land resumption plan / notice are provided to demonstrate that the application site is intended to accommodate the affected vehicle-related operations, and to support the relocation need (Supporting Documents 4 to 6). Further supporting information can be provided upon request, if required by the relevant departments.

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Departmental Comment 3. whether a site search has been conducted with a view to identifying a suitable site for reestablishment of the affected business operation;

Response:

We have explored available options for re-establishing the affected vehicle-related operation. In identifying a suitable relocation site, we have taken into account the operational requirements of the businesses, including direct vehicular access for medium and heavy goods vehicles, sufficient manoeuvring and parking space, compatibility with vehicle repair, trading and rental uses, and the need to minimise disturbance to nearby sensitive uses.

We consider the application site suitable for re-establishment of the affected operation as it is accessible from Man Kam To Road, is related to the previously approved planning application site, and is capable of accommodating the required repair workshop, vehicle sale / rental areas, parking spaces and internal circulation for medium and heavy goods vehicles. Due to the specific operational requirements of the affected businesses, suitable relocation sites are limited. The application site is therefore considered a practical and appropriate site for accommodating the affected businesses.

Departmental Comment 4. provide more information to justify the area required for relocation, whether it is comparable to its original operation area/premises at Fanling North New Development Area.

Response:

The applied area is required to accommodate the relocation and re-establishment of the affected vehicle-related operations, including vehicle repair, vehicle trading, vehicle rental, ancillary office / storage uses, parking, internal circulation and manoeuvring space for medium and heavy goods vehicles.

The application site has an area of about 10,453.86 sq.m., with about 1,551 sq.m. of covered structures and the remaining area mainly used for open-air parking, circulation and manoeuvring. A total of 47 parking spaces are proposed for private cars, medium goods vehicles, heavy goods vehicles and an articulated vehicle. Given the nature of the operation, a substantial open area is required to allow safe movement, parking and handling of medium / heavy goods vehicles within the site, and to avoid queuing or parking on public roads.

Based on the red marked areas shown on the enclosed GeoInfo Map extract (Supporting Document 4), the original affected operation area is about 9,939.54 sq.m. (The difference from the previously stated size is due to the current figure being calculated based on the total operational area used, rather than only the Government land portion.). The application site area of about 10,453.86 sq.m. is therefore broadly comparable to the original affected operation area, being about 514.32 sq.m., or approximately 5.2% larger. The slight increase is considered necessary and reasonable to provide adequate internal circulation, parking and manoeuvring space, and to consolidate the affected operations within one properly planned site.

Part B - Response to Transport Department Comments

Transport Department Comment (i) The applicant should advise and substantiate the traffic generation from and attraction to the application site and the traffic impact to the nearby road links and junctions.

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Response:

The proposed development is a temporary vehicle repair workshop, showroom and ancillary office. The operation is similar in nature to our existing business and previously approved operation under Application No. A/NE-FTA/267.

The estimated daily traffic generation and attraction is approximately 130 vehicle movements per day, comprising about 65 arrivals and 65 departures during the operating hours from 9:00 a.m. to 6:00 p.m. The average traffic flow is about 13 to 14 vehicle movements per hour, with higher movements expected during the morning opening period and late afternoon period. The traffic generated is considered manageable and would not cause material adverse traffic impact on Man Kam To Road or nearby road links and junctions.

Estimated traffic movements:

Time Slot	Arrivals	Departures	Total
9:00 - 10:00	15	10	25
10:00 - 11:00	8	5	13
11:00 - 12:00	8	5	13
12:00 - 13:00	5	5	10
13:00 - 14:00	5	5	10
14:00 - 15:00	6	6	12
15:00 - 16:00	5	7	12
16:00 - 17:00	8	12	20
17:00 - 18:00	5	10	15
Total	65	65	130

Transport Department Comment (ii) It is noted that the size of parking space for articulated container vehicle is same as medium goods vehicle. The applicant shall review and revise the parking spaces for articulated container vehicles that should have a stall dimension of 16m x 3.5m.

Response:

Noted. The parking stall for articulated container vehicle has been revised to 16m x 3.5m. Please refer to the attached revised layout plan and swept path analysis drawing for the updated arrangement.

Transport Department Comment (iii) The applicant shall demonstrate the satisfactory manoeuvring of articulated container vehicles and medium / heavy goods vehicles, with a design dimension of 16m x 2.5m and 11m x 2.5m respectively, entering and exiting the Site, manoeuvring within the Site and into / out of the parking and loading / unloading spaces, preferably using swept path analysis.

Response:

Noted. Swept path analysis has been prepared for the articulated container vehicle with a design dimension of 16m x 2.5m, which is the largest design vehicle among the vehicle types concerned. The swept path analysis demonstrates that the articulated container vehicle can enter and exit the Site, manoeuvre within the Site, and move into / out of the parking and loading / unloading spaces satisfactorily.

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As the medium / heavy goods vehicle with a design dimension of 11m x 2.5m is smaller than the articulated container vehicle, its manoeuvring requirement is considered to be covered by the swept path analysis of the larger articulated container vehicle. Please refer to the attached swept path analysis drawing for consideration.

Should the Transport Department consider that a separate swept path analysis for medium / heavy goods vehicle is required, we would be pleased to provide further information accordingly.

Transport Department Comment (iv) The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety.

Response:

To ensure pedestrian safety, a barrier gate will be provided at the site entrance / exit. Flashing lights, audible warning signals and warning signs will be installed to alert pedestrians and drivers of vehicle movements. Vehicle movements at the entrance / exit will be managed through appointment arrangements, barrier gate operation and clear warning devices.

Transport Department Comment (v) The applicant shall advise the management / control measures to be implemented to ensure no queuing of vehicles outside the Site.

Response:

Vehicle arrivals will be managed by appointment and internal site arrangements. Sufficient internal manoeuvring and waiting space will be maintained within the Site. Vehicles will not be allowed to queue outside the Site or obstruct the nearby access road.

Transport Department Comment (vi) The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the Site.

Response:

Designated parking spaces will be provided within the Site for visitors and customers. Clear signage and visitor instructions will be provided to remind visitors not to park illegally outside the Site and to use the designated parking spaces within the Site.

Transport Department Comment (vii) The proposed vehicular access between Man Kam To Road and the application site is not managed by Transport Department. The applicant should seek comments from the responsible party.

Response:

Noted. We will seek comments / agreement from the relevant responsible party regarding the use and management of the proposed vehicular access between Man Kam To Road and the application site where necessary.

We will implement and maintain the proposed traffic management measures throughout the approval period, subject to the relevant approval conditions and requirements of the concerned departments.

Part C - Response to Public Comments

We have read the public comments received in relation to the application and are grateful for the comments and concerns raised by the public parties. We understand the importance of addressing local

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concerns properly and will operate the proposed development in a responsible and well-managed manner.

Having reviewed the public comments, we understand that the main concerns are related to traffic and road safety, and possible environmental nuisance such as noise, dust and pollution arising from the workshop operation.

Concern 1: Traffic and road safety Some public comments expressed concern that the proposed use may generate additional vehicle movements, including goods vehicles, and may affect road safety in the surrounding area.

Response:

We will manage vehicle movements carefully. Vehicle arrivals will be arranged by appointment and internal site arrangements, and sufficient internal manoeuvring and waiting space will be maintained within the Site. Vehicles will not be allowed to queue outside the Site or obstruct the nearby access road.

One of the key purposes of the application is to provide sufficient internal space for vehicle parking, manoeuvring and circulation within our premises. This will allow vehicles to be moved between different parts of the Site, including the lower and upper levels, within the premises as far as practicable, instead of relying on public roads for vehicle circulation or temporary parking. This arrangement will help reduce unnecessary use of nearby public roads by our operation.

A swept path analysis has been prepared for the articulated container vehicle, being the largest design vehicle concerned, to demonstrate that vehicles can enter and exit the Site and manoeuvre within the Site satisfactorily. We will also provide traffic management measures at the entrance / exit, including warning signs, flashing lights, audible warning signals and a barrier gate where appropriate, to enhance pedestrian and road safety.

Concern 2: Noise, dust and possible environmental nuisance Some public comments expressed concern that the workshop operation may cause noise, dust, air pollution, waste or other nuisance to the surrounding area.

Response:

We understand these concerns and will implement mitigation and good site management measures. Each workshop within the Site will be enclosed by walls as far as practicable, so as to contain the workshop activities and reduce possible noise, dust and other environmental nuisance to the surrounding area.

Repair and workshop activities will be carried out within the enclosed workshop areas as far as practicable. We will maintain the Site in a clean and tidy condition and adopt good housekeeping practices throughout the operation.

Chemical waste generated from the workshop operation will be properly collected and handled by a certified contractor in accordance with the relevant environmental requirements. Metal parts and scrap materials will also be sorted and recycled where practicable. We will follow the principles of reduce, reuse and recycle where practicable, including recycling metal materials and reusing suitable parts or materials in the operation.

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We will continue to cooperate with the Planning Department and relevant Government departments, and will comply with the relevant approval conditions if planning permission is granted.

Supporting Documents

1. Business Registration record of Tung Heng Vehicles Limited
2. Business Registration record of Tung Heng Cars Co Limited
3. Business Registration record of Easy Vehicle Rent Limited
4. GeoInfo Map extract showing the existing / affected operation area
5. Relevant land resumption plan / notice with our highlighted affected operation area
6. Revised layout plan showing repair workshop, vehicle sale / rental areas, parking / circulation areas and swept path analysis for articulated container vehicle 16m x 3.5m

We trust that the above information is in order. Should you require any further information or clarification, please let us know.

Yours faithfully,

For and on behalf of

Tung Heng Vehicles Limited



電話 Tel: 3529 2415
圖文傳真 Fax: 3793 4547
電郵地址 Email: grc3@landsd.gov.hk
本署檔號 Our Ref: LD/C(NDA)/DN/1
來函檔號 Your Ref:

來函請註明本署檔號

Please quote our reference in your reply

Serial No.: 25/C(NDA)/090



地政總署
新發展區組清拆小組
CLEARANCE TEAM
NEW DEVELOPMENT AREA SECTION
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.
新界上水彩園邨彩屏樓地下 129 至 136 號
Unit 129-136, G/F, Choi Ping House, Choi Yuen Estate,
Sheung Shui, N.T.
網址 Website: www.landsd.gov.hk

LAND (MISCELLANEOUS PROVISIONS) ORDINANCE
(Chapter 28 of The Laws of Hong Kong Special Administrative Region)
NOTICE UNDER SECTION 6(1)

LOCATION: Unleased land as shown coloured pink on Plan 1 in the Remaining Phase Development of Fanling North New Development Area, New Territories

TAKE NOTICE that the Authority designated pursuant to section 3 of the captioned Ordinance hereby requires unlawful occupation of the unleased land at the above location to cease **before the 30th day of November of 2025.**

Date 28 August 2025

(FU Yue-ping)

for Director of Lands

NOTE:

Pursuant to section 6(2) of the Land (Miscellaneous Provisions) Ordinance (the Ordinance), if the occupation of unleased land does not cease as required by this Notice, any public officer, or other person, acting on the direction of the Authority may, with the assistance of such other public officers or other persons as may be necessary (a) remove from the unleased land the persons (if any) thereon; and (b) take possession of any property or structure on the unleased land in question. By virtue of section 6(3) of the Ordinance, any property or structure of which possession is taken under section 6(2)(b) of the Ordinance shall become the property of the Government free from the rights of any person and may be demolished or otherwise dealt with as the Authority thinks fit. Any person who, without reasonable excuse, does not cease the occupation as required by this Notice, may be convicted under section 6(4) of the Ordinance. According to section 6(5) of the Ordinance, the Authority may recover from the person convicted of an offence under section 6(4) of the Ordinance any cost incurred in or arising out of the demolition of any property or structure in the unleased land under section 6(3) of the Ordinance and the exercise of the powers conferred by section 6 of the Ordinance.

編號: 25/C(NDA)/090

土地(雜項條文)條例
(香港特別行政區法例第 28 章)
根據第 6(1)條所發的通知

現公布，依據上述條例第 3 條指定的當局現飭令不合法佔用位於新界粉嶺北新發展區餘下階段發展在圖則一中粉紅色所示範圍內的未批租土地的情況於二零二五年十一月三十日之前停止。

地政總署署長

(傅裕平

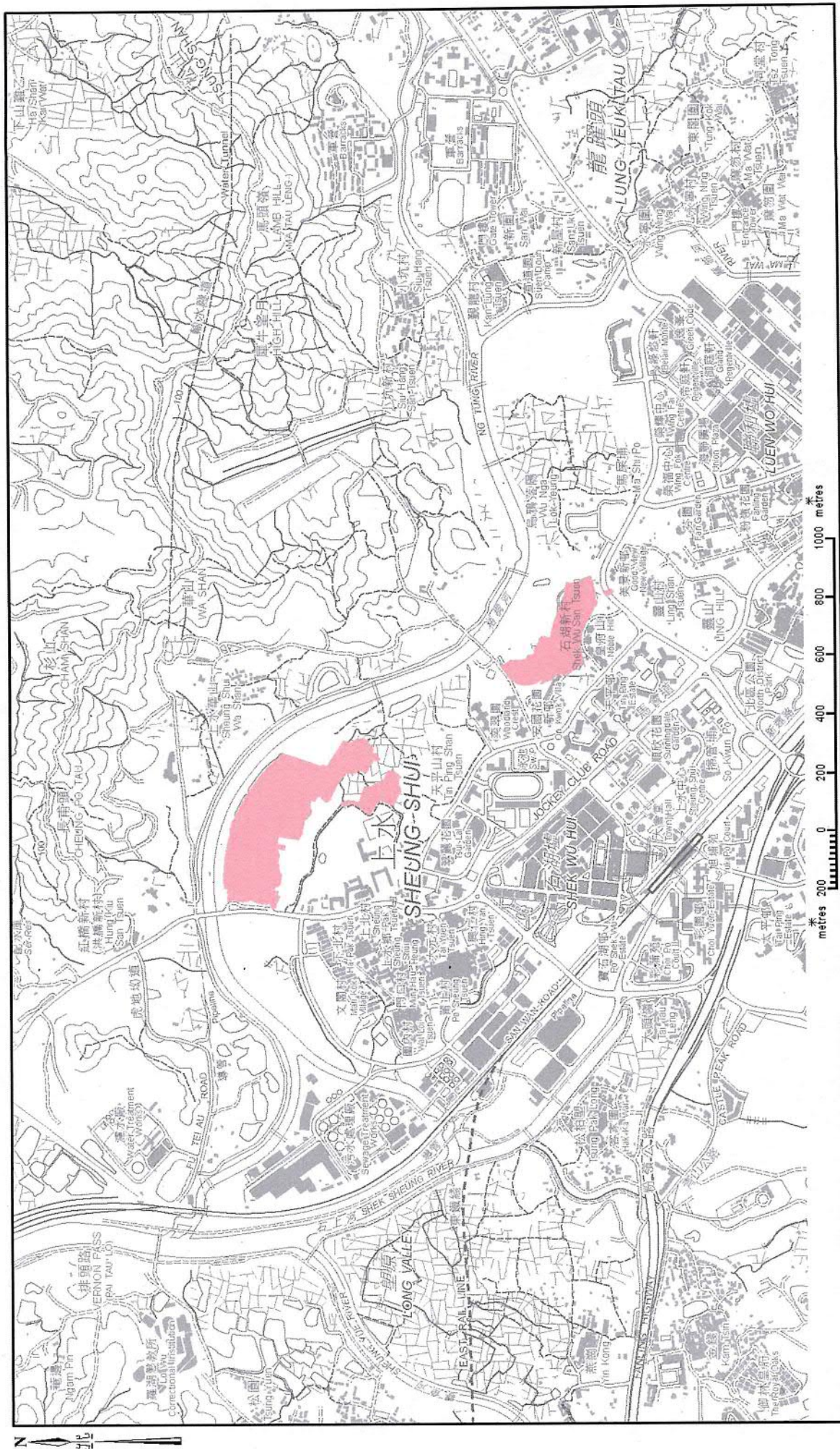


代行)

二零二五年八月廿八日

附註：

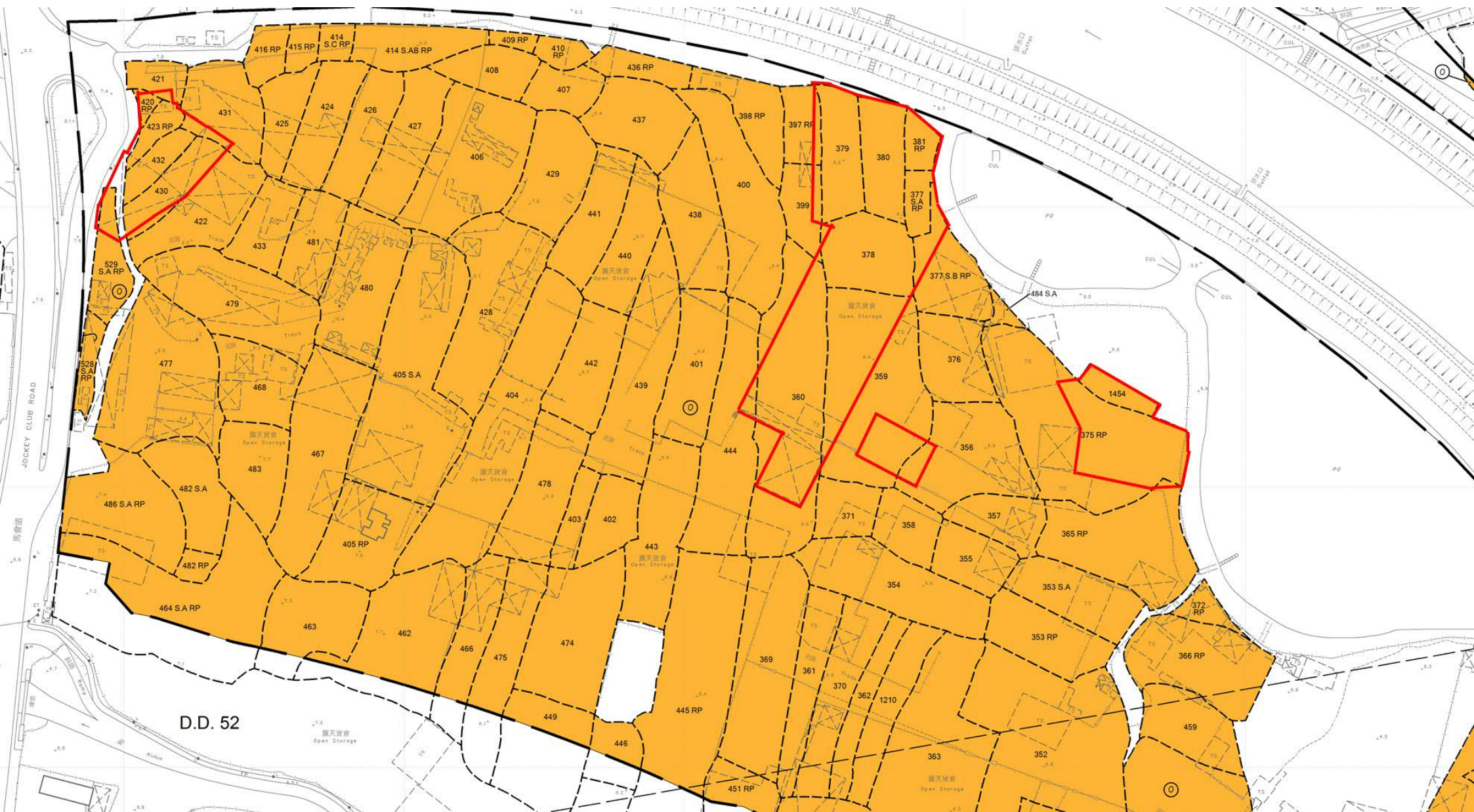
依據《土地(雜項條文)條例》(該條例)第 6(2)條，如佔用未批租土地的情況未有遵照本通知所飭令者而停止，則按當局指示行事的任何公職人員或其他人(有需要時由其他公職人員或其他人協助)，可(a)將該未批租土地上的任何人(如有的話)驅逐；及(b)接管該未批租土地上的任何財產或構築物。憑藉該條例第 6(3)條，根據該條例第 6(2)(b)條接管的任何財產或構築物即成為政府的財產而不再受任何人在該財產或構築物中的任何權益所規限，並可按當局認為適合的任何方式，將該財產或構築物拆掉或作其他處理。任何人在無合理辯解下未有遵照本通知所飭令者而停止佔用情況，可因觸犯該條例第 6(4)條而被定罪。此外，根據該條例第 6(5)條，當局可向根據該條例第 6(4)條被定罪的人收回因根據該條例第 6(3)條拆掉該未批租土地上的財產或構築物以及行使該條例第 6 條所賦權力而招致或引起的任何費用。

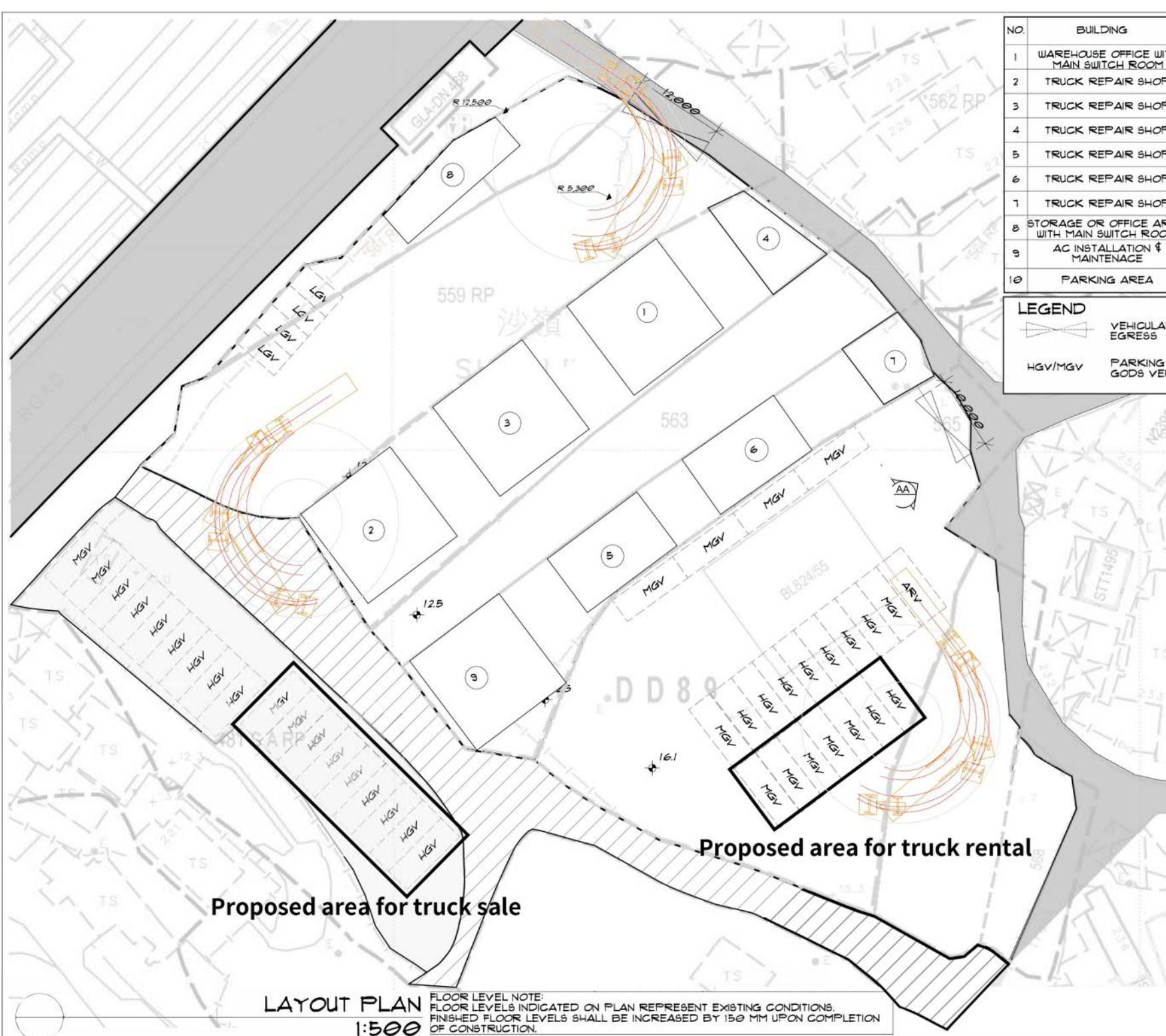


任何財產或建築物 (包括但不限於構築物編號) 不合法佔用粉紅色所示範圍的未批租土地的情況應在二零二五年十一月三十日之前停止。

Unlawful occupation by any property or structure (including but not limited to structure numbers) on the unleased land as shown coloured pink should cease before the 30th day of November 2025.

X4/13, X4/14, X4/15, X4/16, X4/17/1-12, X4/18, X4/19, X4/20, X4/21, X4/22, X4/23, X4/24, X4/25, X4/26, X4/27/1-5, X4/28, X4/29, X4/30/1-3, X4/31, X4/32, X4/33, X4/34, X4/35, X4/36, X4/37, X4/38, X4/39, X4/40, X4/41, X4/42, X4/43, X4/44, X4/45, X4/46, X4/47, X4/48, X4/49, X4/50, X4/51, X4/52/1-5, X4/53, X4/54, X4/55, X4/56, X4/57, X4/58/1-4, X4/59, X4/60, X4/61, X4/62, X4/63, X4/64, X4/65, X4/66, X4/67-1-3, X4/68, X4/69, X4/70, X4/71, X4/72, X4/73, X4/74, X4/75, X4/76, X4/77/1-6, X4/78, X4/79, X4/80, X4/81, X4/82, X4/83, X4/84-93, X4/94, X4/95, X4/96, X4/97, X4/98, X4/99, X4/100/1-6, X4/101, X4/102, X4/103, X4/104, X4/105, X4/106/1-4, X4/107, X4/108, X4/109, X4/110 & 112, X4/111/1-13, X4/113, X4/114, X4/115, 115A, 116/1-3, X4/117, X4/118, X4/119, X4/120/1-13, X4/121-122, X4/123, X4/124, X4/125, X4/126, X4/127, X4/128, X4/129-137, X4/138, X4/139, X4/140, X4/141, X4/142/1-8, X4/143, X4/144, X4/145, X4/146-148, X4/149-150, X4/151, X4/152, X4/153, X4/154/1-3, X4/155, X4/156, X4/157, X4/158, X4/159/1-5, X4/160, X4/161, X4/162, X4/163, X4/164, X4/165/1-2, X4/166, X4/167, X4/168, X4/169, X4/170/1-4, X4/171, X4/172, X4/173/1-7, X4/174, X4/175, X4/176, X4/177, X4/178, X4/179, X4/180, X4/181, X4/182, X4/183, X4/184-193, X4/194, X4/195-200, X4/211D, X4/211E, X4/211F, X4/244, X4/245/1-2, X4/246, X4/247, X4/248, X4/249, X4/250, X4/251, X4/252, X4/253, X4/254, X4/255, X4/256, X4/257, X4/258, X4/259/1-13, X4/260, X4/S/3, X4/S/4, X4/S/5, X5/66, X5/67, X5/68-72, X5/70A, X5/154, X5/156, X5/157, X5/158, X5/159, X5/160, X5/161, X5/162, X5/163, X5/164, X5/165, X5/166, X5/167, X5/168, X5/169, X5/170, X5/171, X6/46, X6/119, X6/201, X6/202-204, X6/205, X6/206, X6/207, X6/208, X6/209, X6/210, X6/211, X6/212, X6/213, X6/214, X6/215, X6/216, X6/217, X6/218, X6/219, X6/220, X6/221, X6/222, X6/223, X6/224, X6/225, X6/226, X6/227, X6/228-233, X6/234, X6/235, X6/236, X6/237, X6/238, X6/239, X6/240, X6/241, X6/242, X6/243, X6/244, X6/245, X6/246, X6/247, X6/248, X6/249, X6/250, X6/251, X6/252, X6/253, X6/254, X6/255, X6/256-259, X6/260, X6/261, X6/262, X6/263, X6/264, X6/265, X6/266, X6/267, X6/268, X6/269, X6/270, X6/271, X6/272, X6/273, X6/274, X6/275, X6/276, X6/277, X6/278, X6/279, X6/280, X6/281, X6/282, X6/283, X6/284, X6/285, X6/286, X6/287, X6/288-290, X6/291, X6/292, X6/293, X6/294, X6/295, X6/296, X6/297, X6/298, X6/299, X6/300, X6/301, X6/302, X6/303, X6/304, X6/305, X6/306, X6/307, X6/308, X6/309, X6/310, X6/311, X6/312, X6/313-315, X6/316, X6/317-322, X6/323, X6/324-327, X6/328, X6/329-331, X6/332, X6/333, X6/334-337, X6/343, X6/344, X6/345A-G, X6/352, X6/353-357, X6/358, X6/372, X6/384, X6/391, X6/392, X6/393, X6/394, X6/395, X6/399, X6/400-410, X7/S/1





NO.	BUILDING	FLOOR AREA APPROX.	COVER AREA APPROX.	STOREYS	HEIGHT
1	WAREHOUSE OFFICE WITH MAIN SWITCH ROOM	443.06M ²	221.53M ²	2	9M
2	TRUCK REPAIR SHOP	228M ²	228M ²	1	9M
3	TRUCK REPAIR SHOP	228M ²	228M ²	1	9M
4	TRUCK REPAIR SHOP	114M ²	114M ²	1	9M
5	TRUCK REPAIR SHOP	168M ²	168M ²	1	9M
6	TRUCK REPAIR SHOP	168M ²	168M ²	1	9M
7	TRUCK REPAIR SHOP	84M ²	84M ²	1	9M
8	STORAGE OR OFFICE AREA WITH MAIN SWITCH ROOM	111.53M ²	111.53M ²	1	9M
9	AC INSTALLATION & MAINTENANCE	228M ²	228M ²	1	9M
10	PARKING AREA	2756.62M ²	0M ²	0	0M

LEGEND		
	VEHICULAR INGRESS/EGRESS	ARV ARTICULATED CONTAINER VEHICLES (16M(L) X 3.5M(W))
	HGV/MGV	PARKING SPACE FOR HEAVY GOODS VEHICLE (11M(L) X 3.5M(W))



BLUE SEALINE LIMITED
Building Design Consultants

Please Note: Check and verify all dimensions before commencement of work and/or shop drawings. This design and drawing is the property of Reve Design Pty Ltd (Reve) and may not be copied in whole or part without their written consent, except that the Relevant Building Surveyor (RBS) can, at their discretion, make minor necessary changes, in order to facilitate the issuing of the Building Permit. Any proposed additions and/or amendments are to be reported to Reve for authorisation prior to the RBS carrying out such changes. Figured dimensions take precedence over scale. Do not scale.

Client	Project Name

Drawing Title:
LAYOUT PLAN & SWEEP-PATH ANALYSIS

Scale: as shown @ A3 Date: Dec 2025

Drawn By: TC Checked By: VY

Project No: 0909	Drawing No.:	Issue: C
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Plot Date: 24/12/2025

LAYOUT PLAN
1:500

FLOOR LEVEL NOTE:
FLOOR LEVELS INDICATED ON PLAN REPRESENT EXISTING CONDITIONS.
FINISHED FLOOR LEVELS SHALL BE INCREASED BY 150 MM UPON COMPLETION OF CONSTRUCTION.

Proposed area for truck rental

Proposed area for truck sale

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Esther Hiu Laam LI/PLAND

寄件者: Ho Yuen Cheng <[REDACTED]>
寄件日期: 2026年07月27日星期一 18:29
收件者: Esther Hiu Laam LI/PLAND
主旨: FTA/283
附件: In.pdf; out.pdf; Layout.pdf
類別: Internet Email

Dear Esther,

Thank you for your email and for conveying the departmental comments. Please find below our responses for your further consideration.

Response to Director of Northern Metropolis Co-ordination Office Comments

Further to our previous response, the affected vehicle-related business operations were carried out on the relevant affected lots, including Lot Nos. 421, 420 RP, 423 RP, 431, 432, 430, 529 S.A RP, 397 RP, 399, 379, 380, 381 RP, 377 S.A RP, 377 S.B RP, 378, 359, 360, 444, 356, 1454, 375 RP and 365 RP.

The above affected lots are related to the existing vehicle-related business operation affected by the Government development / land resumption arrangements. The current application is intended to facilitate the orderly relocation and continuation of the affected business operation within a properly managed site.

For proper site management and boundary control, the whole application site will be enclosed with fencing. The fencing will help clearly define the application site boundary, control vehicular access, and avoid unauthorised parking or activities outside the application site.

Response to Commissioner for Transport Comments

1. Traffic generation and attraction

Although the number of parking spaces under the current application is higher than the previous application, the increase in parking spaces is mainly intended to provide sufficient internal parking, circulation and manoeuvring space within the application site, and to avoid vehicle queuing, temporary parking or unnecessary circulation on nearby public roads.

In particular, part of the additional parking spaces are intended for the parking of truck sale and rental stock. These vehicles are not expected to generate frequent daily movements, as they will generally remain parked within the site until sale, rental, maintenance, inspection or delivery is required. They are therefore different from high-turnover customer parking spaces.

The proposed operation remains similar in nature to the existing / previously approved vehicle-related

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operation. The traffic generation is governed by the actual mode of operation, appointment arrangements, workshop handling capacity, operating hours and customer / delivery demand, rather than the total number of parking spaces. The parking spaces are not intended to operate as a high-turnover public car park.

The additional parking provision is therefore mainly for better internal site management, accommodation of sale / rental stock and parking of vehicles within the site. It is not expected to result in a proportional increase in traffic generation and attraction.

2. Swept path of articulated container vehicle at ingress / egress

Noted. The swept path analysis has been revised. The revised swept path shows that the articulated container vehicle can enter the application site without encroaching beyond the ingress / egress point. Please refer to the enclosed revised swept path analysis.

3. Stall dimension of ARV parking space

Noted. The ARV parking space has been revised to 16m x 3.5m. Please refer to the enclosed revised layout plan / swept path analysis.

4. Manoeuvring of ARV within the application site

The revised swept path analysis demonstrates the satisfactory manoeuvring of the articulated container vehicle within the application site, including entering the site, manoeuvring into the ARV parking space, and exiting the site. Please refer to the enclosed revised swept path analysis for details.

5. Clarify whether another 10m ingress/egress point is still required

The 10m ingress/egress point is proposed to be retained as a secondary access for contingency, emergency and maintenance purposes only. It is not intended to be used as the main access for daily vehicular operation. In particular, articulated vehicles (ARV) will not be allowed to use this 10m ingress/egress point. The normal operation of ARV will be arranged via the main access, and appropriate signage will be erected on site to clearly indicate that ARV is not permitted to use the 10m ingress/egress point.

6. Swept path of articulated container vehicle leaving the application site without encroaching onto the opposite lane remains outstanding

Noted. The swept path analysis has been revised to address the above comment. For ARV leaving the application site, the applicant will advise the relevant customer / driver to turn right when entering the main road, so as to avoid the manoeuvring issue identified. Appropriate directional signage will be erected on site to remind ARV drivers of the required exit direction. The service assistant on site will also advise and remind the relevant customer / driver of the required arrangement before the ARV leaves the Site.

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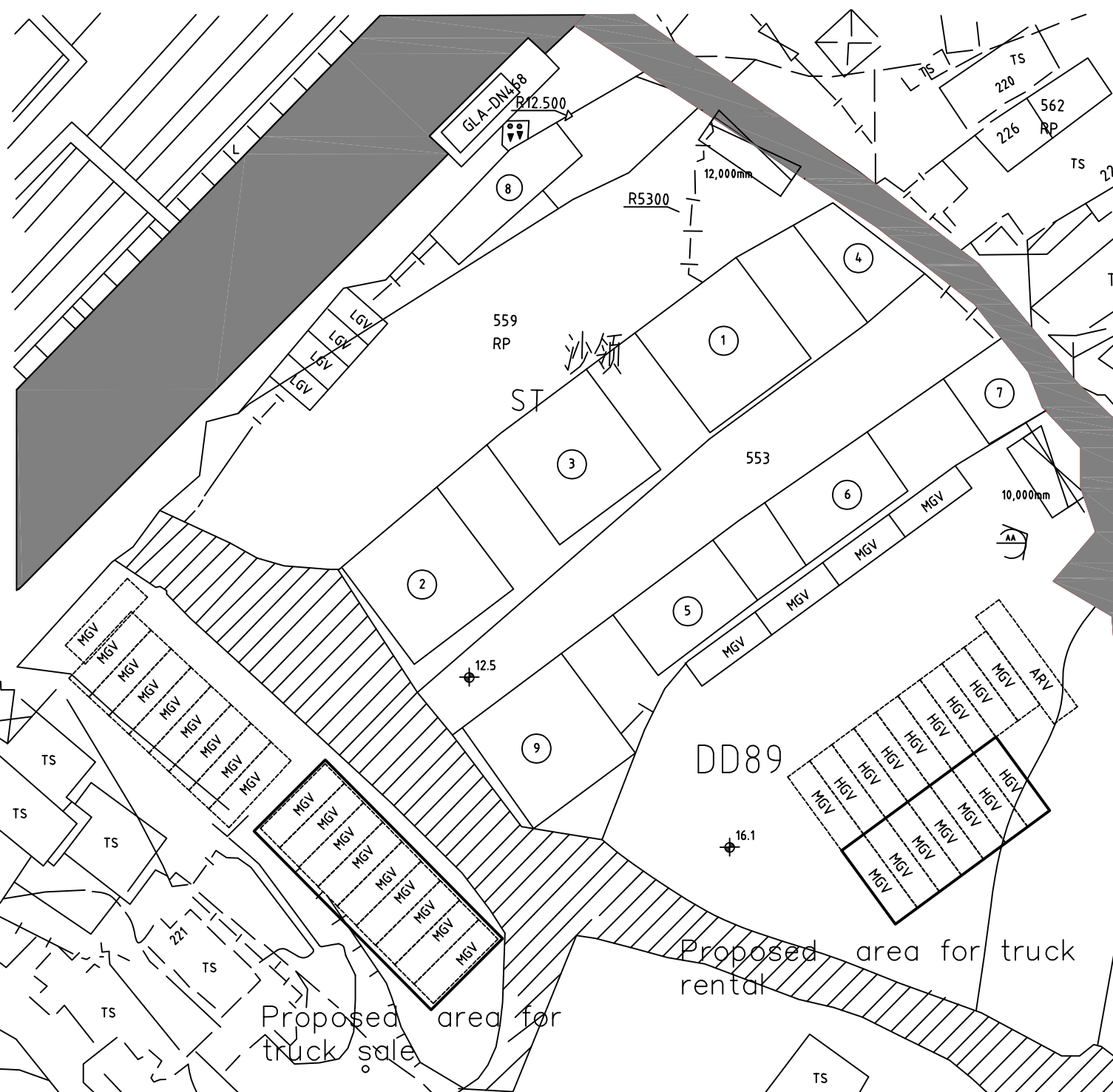
The current application is generally similar in nature and operation to the previously approved application No. A/NE-FTA/267. The main purpose of the current application is to provide an internal road connection within the Site, so that vehicles can circulate between different operational areas internally without the need to leave the Site, travel on the public road, and re-enter another part of the Site.

The proposed internal road arrangement is intended to improve internal circulation and site management, and to reduce unnecessary vehicle movements on the nearby public road. It would allow vehicles to move between the relevant parking, loading and operational areas within the Site in a more direct and orderly manner, thereby minimising potential traffic impact on the surrounding road network.

Please refer to the enclosed revised swept path analysis and revised layout plan for details.

Yours faithfully,

For and on behalf of
Tung Heng Vehicles Limited



NO.	BUILDING	FLOOR AREA APPROX	COVER AREA APPROX	STOREYS	HEIGHT
1	WAREHOUSE OFFICE WITH MAIN SWITCH ROOM	443.06M ²	221.53M ²	2	9M
2	TRUCK REPAIR SHOP	228M ²	228M ²	1	9M
3	TRUCK REPAIR SHOP	228M ²	228M ²	1	9M
4	TRUCK REPAIR SHOP	114M ²	114M ²	1	9M
5	TRUCK REPAIR SHOP	168M ²	168M ²	1	9M
6	TRUCK REPAIR SHOP	168M ²	168M ²	1	9M
7	TRUCK REPAIR SHOP	84M ²	84M ²	1	9M
8	STORAGE OR OFFICE AREA WITH MAIN SWITCH ROOM	111.53M ²	111.53M ²	1	9M
9	AC INSTALLATION MAINTENANCE	228M ²	228M ²	1	9M
10	PARKING AREA	2756.62M ²	ØM ²	Ø	ØM

LEGEND

VEHICULAR INGRESS EGRESS

HGV/MGV

ARTICULATED CONTAINER VEHICLES (16M(L)x3.5M(W))

PARKING SPACE FOR HEAVY GOODS VEHICLE (11M(L)x3.5M(W))

ARV

LAYOUT PLAN

FLOOR LEVEL NOTE:

FLOOR LEVELS INDICATED ON PLAN REPRESENT EXISTING CONDITIONS.

FINISHED FLOOR LEVELS SHALL BE INCREASED BY 150 MM UPON COMPLETION OF CONSTRUCTION.



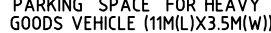
NO.	BUILDING	FLOOR AREA APPROX	COVER AREA APPROX	STOREYS	HEIGHT
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9	AC INSTALLATION MAINTENANCE	228M ²	228M ²	1	9M
10	PARKING AREA	2756.62M ²	ØM ²	Ø	ØM

LEGEND

VEHICULAR INGRESS EGRESS

HGV/MGV

ARV

PARKING SPACE FOR HEAVY GOODS VEHICLE (11M(L)x3.5M(W))

ARTICULATED CONTAINER VEHICLES (16M(L)x3.5M(W))

LAYOUT PLAN

FLOOR LEVEL NOTE:
FLOOR LEVELS INDICATED ON PLAN REPRESENT EXISTING CONDITIONS.
FINISHED FLOOR LEVELS SHALL BE INCREASED BY 150 MM UPON COMPLETION OF CONSTRUCTION.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Esther Hiu Laam LI/PLAND

寄件者: Ho Yuen Cheng <[REDACTED]>
寄件日期: 2026年08月07日星期五 10:43
收件者: Esther Hiu Laam LI/PLAND
主旨: FTA 283
附件: out2.pdf

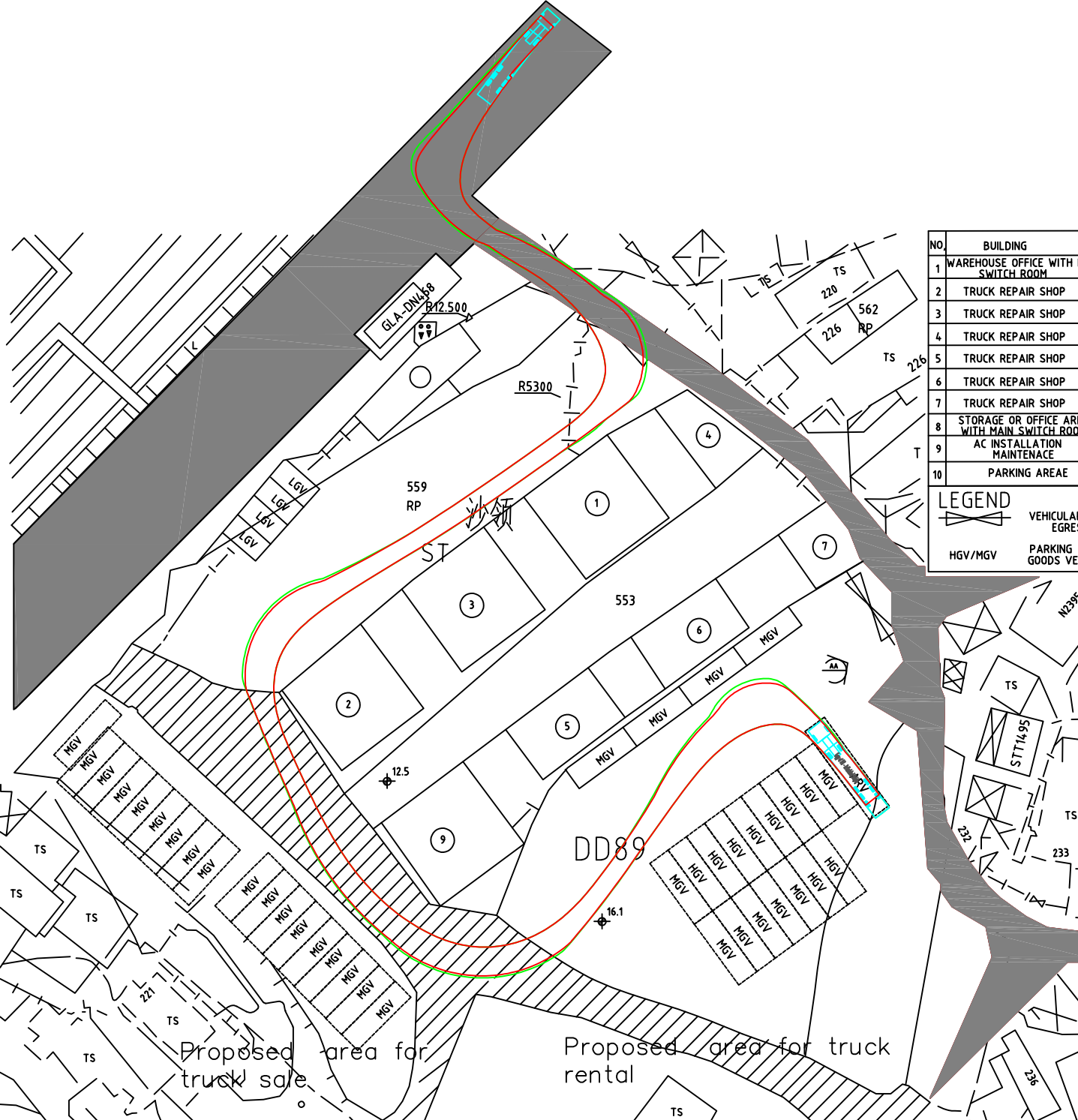
類別: Internet Email

Dear Ms Li,

Further to our previous submission for the captioned application, please find attached the revised swept path drawing for the Transport Department's further consideration.

Please let us know if any further information is required.

Yours faithfully,
For and on behalf of
Tung Heng Vehicles Limited



NO	BUILDING	FLOOR AREA APPROX	COVER AREA APPROX	STOREYS	HEIGHT
1	WAREHOUSE OFFICE WITH MAIN SWITCH ROOM	443.06M ²	221.53M ²	2	9M
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LEGEND			
	VEHICULAR INGRESS	ARV	ARTICULATED CONTAINER VEHICLES (16M(L)x3.5M(W))
	EGRESS		
	PARKING SPACE FOR HEAVY GOODS VEHICLE (11M(L)x3.5M(W))		

LAYOUT PLAN	FLOOR LEVEL NOTE: FLOOR LEVELS INDICATED ON PLAN REPRESENT EXISTING CONDITIONS. FINISHED FLOOR LEVELS SHALL BE INCREASED BY 150 MM UPON COMPLETION OF CONSTRUCTION.
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Relevant Extracts of Town Planning Board Guidelines on
Application for Open Storage and Port Back-up Uses
(TPB PG-No. 13G)

1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:
 - (a) Category 1 areas: Favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;
 - (b) Category 2 areas: Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;
 - (c) Category 3 areas: Applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions;
 - (d) Category 4 areas: Applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits; and
 - (e) Taking into account the demand for cross-boundary parking facilities, applications for such use at suitable sites in areas of close proximity to the boundary crossing points, such

as in the San Tin area, particularly near the existing cross-boundary link in Lok Ma Chau, may also be considered. Notwithstanding the criteria set out in paragraphs 2.1(c) and (d) above, application of such nature will be assessed on its own merits, including its nature and scale of the proposed use and the local circumstances, and subject to satisfactory demonstration that the proposed use would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas, and each case will be considered on its individual merits.

2. In assessing applications for open storage and port back-up uses, the other major relevant assessment criteria are also summarized as follows:
 - (a) port back-up sites and those types of open storage generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;
 - (b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;
 - (c) adequate screening of the sites through landscaping and/or fencing should be considered where sites are located adjacent to public roads or are visible from surrounding residential areas;
 - (d) there is a general presumption against conversion of active or good quality agricultural land and fish ponds to other uses on an ad-hoc basis. For flood prone areas or sites which would obstruct natural drainage channels and overland flow, advice should be sought; and
 - (e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused, notwithstanding other criteria set out in the Guidelines are complied with.

Government Departments' General Comments

1. Traffic

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- no comment on the application from highways maintenance perspective; and
- his advisory comments are at **Appendix V**.

2. Drainage

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

- no objection to the application from public drainage viewpoint;
- the application site (the Site) is in large scale in terms of site area and involves land filling works. With this consideration, the Site is considered as a complicated site and should the application be approved, approval conditions should be included to request the applicant to submit a drainage impact assessment (DIA) with reference to DSD Advice Note No. 1, and flood mitigation measures proposed in the DIA and any other stormwater drainage facilities should be implemented and maintained at all times during the planning approval period;
- the Site is in an area where no public sewerage connection is available. The Director of Environmental Protection should be consulted regarding the sewage treatment/disposal facilities for the proposed uses; and
- her advisory comments are at **Appendix V**.

3. 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 2025, the Site is located in an area of rural inland plain landscape character comprising village houses, vegetated areas, tree clusters, warehouses and temporary structures. The proposed uses are considered not entirely incompatible with the surrounding environment;
- with reference to site photos taken in on 12.6.2026, the Site was largely formed without any trees. Scattered temporary structures and shrubs were observed on the Site. As stated in the application form, tree felling is not involved. Significant adverse impact arising from the proposed uses is not anticipated; and
- her advisory comments are at **Appendix V**.

4. **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 V**.

5. **Building Matters**

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

- no objection to the application;
- as there is no record of approval granted by the Building Authority (BA) for the existing structures at the Site, he is not in a position to offer comments on their suitability for the proposed uses;
- it is noted that nine structures and filling of land are proposed in the application. Before any new building works are to be carried out on the site, prior approval and consent of the BA should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System, otherwise they are unauthorized building works 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; and
- his advisory comments under the BO are at **Appendix V**.

6. **Other Departments**

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

- Commissioner of Police (C of P);
- Chief Engineer/Technical Services, Railway Development Office, Highways Department (CE/TS, RDO, HyD);
- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD); and
- District Officer (North), Home Affairs Department (DO(N), HAD).

Recommended Advisory Clauses

- (a) to resolve any land issues relating to the development with the concerned owner(s) of the application site (the Site);
- (b) failure to reinstate the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorized development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;
- (c) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
- (i) the Site comprises Old Schedule Agricultural Lots in D.D. 89 held under the Block Government Lease, except Lots 562 S.F and 565 in D.D. 89, which contain the restriction that no structures are allowed to be erected without prior approval of the Government. Lot 562 S.F in D.D. 89 is a mixed lot (i.e. house and agricultural use). Apart from agricultural use, part of Lot 565 in D.D. 89 is covered by Building Licence No. BL824/55 for house purpose. The proposed ingress/egress of the Site is required to pass through both Government land (GL) and the adjoining private lots. No right of access via GL is granted to the Site. The applicant should make his own arrangements for acquiring access to the Site. The Government shall accept no responsibility in such arrangements;
 - (ii) Lots 558 RP and 561 RP in D.D. 89 are covered by Short Term Waiver (STW) No. 1728 for the purpose of “vehicle repair workshop with ancillary facilities” use with structure in a total built-over area not exceeding 221.53m² and in a height not exceeding 9m (not more than two-storey). Lots 562 S.F, 564 S.B and 567 in D.D. 89 are covered by STW Nos. 1733, 1734 and 1735 respectively for the purpose of “vehicle repair workshop with ancillary facilities” use with structures in the total built-over area not exceeding 570m², 420m² and 339.53m² respectively and in a height not exceeding 9m (not more than one-storey). While there will be no proposed structures on Lot 567 in D.D. 89, the proposed sizes and/or uses of the structures on Lots 558 RP, 561 RP, 562 S.F and 564 S.B in D.D. 89 involved in the Site do not tally with those permitted under the STWs;
 - (iii) the following irregularities covered by the subject planning application have been detected by his office:
 - Unauthorised structure within the said private lot covered by the planning application

LandsD has reservation on the planning application since there are unauthorised structures and/or uses on Lot 481 S.A RP in D.D. 89 which is already subject to lease enforcement actions according to case priority. The lot owner(s) should rectify/regularise the lease breaches as demanded by LandsD; and
 - Unlawful occupation of GL adjoining the said private lots covered by the planning application

A portion of the GL (adjoining Lots 565, 567 and 568 in D.D. 89) within the Site has been fenced-off/illegally occupied without permission. Any occupation of GL without Government’s prior approval is an offence under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). LandsD objects to the application since there is illegal occupation of GL which regularization would not be considered according to

prevailing land policy. The lot owner(s) should immediately cease the illegal occupation of GL as demanded by LandsD. His office reserves the rights to take necessary land control action against the illegal occupation of GL without further notice;

- (iv) the following irregularities not covered by the subject planning application have been detected by his office:

- Unauthorised structures extended from the said private lots not covered by the planning application

there are unauthorised structures extended from (i) Lot 494 S.A RP to Lot 481 S.A RP in D.D. 89 and (ii) Lots 562 RP and 564 RP to 563 in D.D. 89, which are not covered by the subject planning application. The lot owners should immediately rectify the lease breaches, and his office reserves the rights to take necessary lease enforcement action against the breaches without further notice; and

- Unlawful occupation of GL not covered by the planning application

the GL adjoining Lot 568 in D.D. 89 has been fenced-off/illegally occupied without permission. The GL being illegally occupied is not included in the application. Any occupation of GL without Government's prior approval is an offence under Cap. 28. His office reserves the rights to take necessary land control action against the illegal occupation of GL without further notice;

- (v) the lot owner/applicant shall remove the unauthorised structures and cease the illegal occupation of the GL not covered by the subject planning application immediately; and subject to the approval of the Board to the planning application which shall have reflected the rectification or amendment as aforesaid required, apply to his office for modification of STW Nos. 1728, 1733 and 1734, and for termination of STW No. 1735, if required. The application will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The application, if approved, will be on whole lot basis and subject to such terms and conditions including the payment of revised waiver fee and administrative fee as considered appropriate to be imposed by LandsD. In addition, LandsD reserves the right to take enforcement action against the lot owner/applicant for any breach of the lease conditions, including the breach(es) already in existence or to be detected at any point of time in future, and to take land control action for any unlawful occupation of GL. Besides, given the proposed uses are temporary in nature, only erection of temporary structures will be considered; and

- (vi) the applicant should comply with all land filling requirements imposed by relevant government departments. GL should not be disturbed unless with prior approval;

- (d) to note the comments of the Commissioner for Transport (C for T) that sufficient manoeuvring space shall be provided within the Site; and no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;

- (e) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that the proposed access arrangement should be commented by TD; HyD is not/shall not be responsible for the maintenance of any access connecting the Site to Man Kam To Road; and adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;

- (f) to note the comments of the Director of Environmental Protection (DEP) that the applicant should follow the requirements of the ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’; implement relevant mitigation measures listed in the Recommended Pollution Control Clauses for Construction Contracts (https://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc.html) during land filling; and in case toilet will be provided, suitable sewage treatment facilities as required under the Professional Persons Environmental Consultative Committee Practices Notes (ProPECC PN) 1/23 ‘Drainage Plans subject to Comment by the Environmental Protection Department’ and are duly certified by an Authorized Person (AP) or employ licensed waste collector to regularly collect and properly dispose of the sewage collected in the proposed toilet;
- (g) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that approval of the application does not imply approval of tree works such as pruning, transplanting, felling and compensatory/new tree planting. The applicant should seek approval for any proposed tree works from relevant government departments prior to commencement of the works;
- (h) to note the following comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
 - (i) the Site is in large scale in terms of site area and involves land filling works. With this consideration, the Site is considered as a complicated site and the applicant should submit a drainage impact assessment (DIA) with reference to DSD Advice Note No. 1;
 - (ii) the DIA shall demonstrate that there would be adequate measures provided at the resources of the applicant to ensure capacity of streamcourse/drainage facilities and flooding susceptibility of the adjoining areas would not be adversely affected by the proposed uses and to avoid the Site from being eroded and flooded. The applicant is required to assess whether the downstream for drainage connection would have sufficient capacity to receive the stormwater runoff;
 - (iii) according to her record, there are existing rising mains in the vicinity of the Site. All the proposed works should not disturb, interfere with or cause damage to existing drainage facilities, and all the proposed works in the vicinity of existing drainage facilities should not create any adverse drainage impacts, both during and after construction;
 - (iv) no land filling on site shall be allowed until the flood mitigation measures have been implemented to the satisfaction of DSD; and
 - (v) the Site is in an area where no public sewerage connection is available. DEP should be consulted regarding the sewage treatment/disposal facilities for the proposed uses;
- (i) to note the comments of the Director of Fire Services (D of FS) that:
 - (i) in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. The applicant should submit relevant layout plans incorporated with the proposed FSIs to his satisfaction. In addition, the applicant should note that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; the location of the proposed FSIs to be installed should be clearly marked on the layout plans; and
 - (ii) if the proposed structures are required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal

submission of general building plans;

- (j) to note the comments of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that the proposed uses are located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, the applicant is reminded that subject to the land use planning in the P&E Study, the proposed uses, if approved, may need to be vacated for the site formation works; and
- (k) to note the following comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
 - (i) it is noted that nine structures and filling of land are proposed in the application. Before any new building works are to be carried out on site, prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System, otherwise they are unauthorized building works (UBW) under the BO. An AP should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
 - (ii) the Site shall be provided with emergency vehicular access in accordance with Regulation 41D of the Building (Planning) Regulation (B(P)R);
 - (iii) the Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the BA under Regulation 19(3) of the B(P)R at building plan submission stage;
 - (iv) if any existing structure is erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed uses under the application;
 - (v) 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 construed as an acceptance of any existing building works or UBW on the Site under the BO;
 - (vi) 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 BA should be obtained, otherwise they are UBW under the BO. An AP should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
 - (vii) 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;
 - (viii) in general, there is no requirement under the BO in respect of provision of car parking spaces for the proposed uses. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under Regulation 72 of the B(P)R and Division 3 of Design Manual: Barrier Free Access 2008;

- (ix) the applicant's attention is drawn to the provision under Regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulation in respect of disposal of foul water and surface water respectively;
- (x) the 9m high two-storey structures for "Warehouse office with Main Switch Room", and one-storey structures for "Truck Repair Shops", "Storage or Office Area with Main Switch Room" and "AC Installation & Maintenance" may be considered excessive. It should be justified upon formal plan submission to BD; and
- (xi) detailed checking under the BO will be carried out at building plan submission stage.

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

參考編號
Reference Number: 260623-125309-33768

提交限期
Deadline for submission: 30/06/2026

提交日期及時間
Date and time of submission: 23/06/2026 12:53:09

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/283

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

意見詳情
Details of the Comment :

規劃意向不符：「農業」地帶的規劃意向主要是保存及保護農地。擬議的「汽車維修工場」及「商店及服務行業」並非該地帶的常准用途，且會破壞鄉郊特色

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

參考編號
Reference Number: 260623-125441-75507

提交限期
Deadline for submission: 30/06/2026

提交日期及時間
Date and time of submission: 23/06/2026 12:54:41

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/283

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

意見詳情
Details of the Comment :

空氣污染與塵埃問題，威脅居民健康
該等重型車輛的頻繁出入及維修活動，將嚴重破壞居民的生活安寧
反對申請!!!!!!

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

參考編號

Reference Number:

260623-130213-95894

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

23/06/2026 13:02:13

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「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 :

維修工場涉及廢油、化學品、冷卻液及金屬碎屑的產生與儲存，影響居住環境及鄉郊。
申請涉及多類大型車輛的進出，對行人安全構成危險。
反對!

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

參考編號

Reference Number:

260623-141637-42241

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

23/06/2026 14:16:37

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Tam

意見詳情

Details of the Comment :

i disagree the application. First, it will affect the residents as there will be a lot of heavy vehicles, creating nuisance. Also, many vehicles will block the main road of the village. Accidents will happen. it will endanger the residents, especially the children and the elderly.

Also, in general, before this application, there were a lot of heavy vehicles on the site. it is illegal for them to do that. i dont know why you still give them to apply.

it is a wrong decision if your office approve the application. i hope that you can consider more and reject the application. thanks.

4

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

參考編號

Reference Number:

260623-141732-52928

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

23/06/2026 14:17:32

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ho

意見詳情

Details of the Comment :

重型貨櫃車及中型、重型貨車在狹窄鄉郊道路上行駛及迴轉，不僅會加劇交通擠塞，更會對附近居民，尤其是行人（如兒童、長者）造成嚴重的安全隱患。

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

參考編號

Reference Number:

260623-141926-00586

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

23/06/2026 14:19:26

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. yu

意見詳情

Details of the Comment :

空氣污染，產生多種空氣污染物，對附近居民健康構成直接威脅。請拒絕申請, thanks.

6

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

參考編號

Reference Number:

260624-094652-08374

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:46:52

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Lee

意見詳情

Details of the Comment :

成日都申請呢塊地黎做車行，啲車出出入入，搞到大家都危險，好好地用黎做農地，咁樣唔好咩，可以教育下一代愛惜土地。

7

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

參考編號

Reference Number:

260624-094954-10364

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:49:54

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 袁

意見詳情

Details of the Comment :

絕對反對申請。呢條村有好多小孩同老人家，申請人用咗條村嘅唯一通道黎俾大型車使用，會影響大家嘅安全。

8

9

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

參考編號

Reference Number:

260624-095457-71724

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:54:57

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Tse

意見詳情

Details of the Comment :

I hope the committee can reject the application due to air pollution and danger of children.

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

參考編號

Reference Number:

260624-095719-80780

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:57:19

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Chan

意見詳情

Details of the Comment :

Object the application. It will cause noise and air pollution. Also, it is a farmaland, changing to business is not good for land development.

10

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

參考編號

Reference Number:

260624-233230-10037

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 23:32:30

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Jenny Yuen

意見詳情

Details of the Comment :

致城市規劃委員會

本人強烈反對此申請，無論嘈音，交通，環保污染，對村民十分困擾。

此處附近已有2處地方已開展工程，無論居民什麼反對，一樣無法阻止批准，居民已經無助，沒有反抗能力。

希望當局以居民為依歸，考慮居民實際嘅環境。

規劃以人為本嘅原則。

作出慎重嘅審批。

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

參考編號

Reference Number:

260625-084957-40034

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

25/06/2026 08:49:57

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. WONG CHUN WING

意見詳情

Details of the Comment :

本人強烈反對此申請，對於現有沙嶺村規劃有疑問，沙嶺村已批2個工程，村民一直反對，對於文錦渡路交通配對不協調，嘈音，空氣污染，污水排放，都對居民存在一定困擾。

規劃批准要考慮居民生活問題，前提考慮居民福祉，對居民不要制造問題，不要擾亂村民生活。

希望城規會委員慎重考慮，各方問題

12

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

參考編號

260625-094318-33201

Reference Number:

提交限期

30/06/2026

Deadline for submission:

提交日期及時間

25/06/2026 09:43:18

Date and time of submission:

有關的規劃申請編號

A/NE-FTA/283

The application no. to which the comment relates:

「提意見人」姓名/名稱

夫人 Mrs. 黃太

Name of person making this comment:

意見詳情

Details of the Comment :

先生/女士：

地段業主近月在地段內（上水沙嶺文錦渡路丈量約份第 89 約多個地段和毗連政府土地）大興土木，興建多個大型車場上蓋，我們村民及後見到城規會公眾諮詢才知悉，有關地段原來未獲批准更改為臨時汽車維修工場（包括貨櫃車、中型及重型貨車）等用途，即是地段業主在未獲批的情況下已更改用途，更斷定城規會一定會批，所以先更改後申請，請問這是符合規矩程序嗎？業主又憑什麼認為一定會批？！

第二，整個申請文件並無提供環境評估，交通評估，有關地段位置的正門，正正是整條沙嶺村居民進出的主要通道，每天上學上班進出的人很多，如果改為車場，大量車輛出入，車輛會排出廢氣，加上是大型車輛，在經過路口時沙塵滾滾之餘，更令村民出入安全受威脅，請問為何申請人完全無提供過相關評估給予貴會考慮？好明顯避開有可能導致申請失敗的問題。

第三，其實早年時城規會已批給地段業主做一個農場，還是生態自然教育等用途，但在獲批後並未有根據當初的申請轉為相關用途，一直只擺放數十架貨櫃車，當作停車場用途。申請人明顯部署到今天入紙申請改為停車場用途，可想而知，申請人的最終目的是營運停車場賺錢謀利而不顧對週遭環境影響、居民的生活質素影響，現懇請城規會否決有關申請，撥亂反正！

最後，要求政府部門立即跟進違規情況，包括未獲批准下已更改土地用途，以及未獲批准下搭建構築物。此外，村民留意到城規會的諮詢公告在有關地點貼上後隨即已被人撕走，要求立即重新貼上諮詢通告！

黃太

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

參考編號
Reference Number: 260625-112428-51784

提交限期
Deadline for submission: 30/06/2026

提交日期及時間
Date and time of submission: 25/06/2026 11:24:28

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/283

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

意見詳情
Details of the Comment :

當地居民, 忽然私人申請佔用土地, 影響民生。現時已有開發一個地盤, 下雨水浸嚴重, 更影響旁邊農民農作物

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

參考編號

Reference Number:

260626-181743-99884

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:17:43

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Leung

意見詳情

Details of the Comment :

我絕對反對呢一個申請，每隔一排就申請一次，死唔斷氣。條村有好多小朋友同長者，如果畀同興車行擺咁多大型貨車，實出事，到時勁多人死。而且佢哋有咁多車出出入入一定會產生好多噪音，本身一個寧靜嘅鄉郊地方就會畀佢哋破壞曬。其實未申請之前呀，佢哋都已經成日擺大型車輛喺個疊地度，已經係好嘈，影響居民出出入入。我睇唔到有咩原因要畀佢哋用嚟改變土地用途。絕對反對呢一個申請。我希望政府能夠慎重考慮。

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

參考編號

Reference Number:

260626-181928-22741

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:19:28

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Chung

意見詳情

Details of the Comment :

I object this application due to noise and air pollution. Also, many heavy cars will affect the pedestrians. It endanger their lives.

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

參考編號

Reference Number:

260626-182142-72076

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:21:42

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chu

意見詳情

Details of the Comment :

嚴重影響交通安全與加劇路面負荷

申請涉及貨櫃車、中型及重型貨車的維修及銷售。這些大型車輛在進出鄉郊或次級道路時，需要較大的迴轉半徑，極易阻塞交通。重型車輛的頻繁出入亦會加劇道路損耗，對行人及其他輕型車輛構成嚴重的安全威脅。

17

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

參考編號

Reference Number:

260626-182242-53503

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:22:42

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Helen

意見詳情

Details of the Comment :

造成破壞性的環境及噪音污染

汽車維修工場在營運期間（如使用氣動工具、測試引擎、車身噴漆等）會產生巨大的噪音及廢氣污染。重型車輛進出亦會帶來嚴重的噪音與揚塵，破壞周邊居民的居住環境及安寧。

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

參考編號

Reference Number:

260626-182335-04043

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:23:35

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

Melissa

意見詳情

Details of the Comment :

維修工場難免會涉及更換機油、化學溶劑及洗車廢水。申請更包含相關填土工程，這會直接破壞原有土地的生態及植被。一旦有害化學物質隨雨水流入附近渠道或農地，將對周邊生態系統和地下水造成不可逆轉的污染。反對

19

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

20

參考編號

Reference Number:

260626-182507-95706

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:25:07

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Nino

意見詳情

Details of the Comment :

該土地在申請前已經好多好多違例發展或清理植被的嫌疑，批准此申請等同於合理化「先破壞、後發展」的行為，將向公眾釋放錯誤訊息，鼓勵其他土地擁有人效法，引致更多違規填土及發展。

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

參考編號

Reference Number:

260626-182621-66785

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:26:21

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Jun

意見詳情

Details of the Comment :

雖然申請打著「為期 3 年」的臨時旗號，但此類重型工業用途往往在期滿後重覆申請延期，形成實質上的永久發展。這會使該區的環境長期受損，無法回復原貌。反對申請！！！！！！

21

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

參考編號

Reference Number:

260626-182906-50446

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:29:06

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 李

意見詳情

Details of the Comment :

反對申請，呢個申請根本就毫無理由，完全破壞曬我哋鄉村嘅風景同寧靜！！！！大家一定會受到重型車輛嘅噪音影響，完全不能接受。

22

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

260626-183356-47922

提交限期**Deadline for submission:**

30/06/2026

提交日期及時間**Date and time of submission:**

26/06/2026 18:33:56

有關的規劃申請編號**The application no. to which the comment relates:** A/NE-FTA/283**「提意見人」姓名/名稱****Name of person making this comment:**

Peter

意見詳情**Details of the Comment :**

話就話「為期3年」，但呢啲更改用途往往都係期滿後重覆申請延期，根本就係永久發展。咁會令環境長期受損，無法回復原貌。睇唔到點解要批？反對呢個申請

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

參考編號

Reference Number:

260626-183707-22335

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

26/06/2026 18:37:07

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Kwok

意見詳情

Details of the Comment :

本人反對申請。原因係影响周邊居民,日日夜夜都有貨櫃出入,會好嘈。第二,居民出入有所影响,貨櫃有機會撞到人

24

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

參考編號

Reference Number:

260624-095212-52277

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:52:12

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Yu

意見詳情

Details of the Comment :

就近日新界沙嶺丈量約份第89約地段的更改規劃申請

(規劃申請編號：A/NE-FTA/283)有以下的意見，敬希各委員垂注：

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場（包括貨櫃車、中型及重型貨車）及，商店及服務行業（汽車銷售及租賃）連附屬辦公室及相關填土工程（A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184），但因不符合該區規劃原則，以及對附近居民可能引致的滋擾與構成的潛在危險，已被城規會否決。

是次更改規劃申請，本質上與之前數次並無分別，乃是嚴重破壞鄉郊環境之設施，亦同樣為該區居民

帶來噪音，泥塵，汙水，等滋擾及污染。是次申請作為臨時停車場，考慮到地段位置及附近設施，停車

場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入，必定嚴重加重文錦渡路沿線本

已相當繁重的交通流量，更會帶來更多各種污染，泥塵，廢油廢水等。令附近居民出入安全備受威脅，

環境衛生面臨重大影響。

有見及此，本人重申反對理由如下。

一、新界北區由虎地坳以北，已有多處貨櫃場及各種重形工場，如水泥廠等，此等破壞鄉郊環境之設

施實在不能再多。亦會對該址附近數十百戶村民及其家園，做成擾民及破壞社區。如計劃申請得以批

准，勢必加重對該區的鄉郊村落環境的破壞。

二、不論將農地更改為貨櫃場，工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業

發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將

大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。

故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，

已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉

郊環境做成大破壞，增加的大形 / 重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及

非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空

氣質素等都帶來極大影響。

六、作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛 / 人流。運作過程亦必定積聚大量廢

棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、如此例一開，該區以致其他類似邊境地區必將多有仿倣，新界北鄉郊的完整，獨特性及綠化帶等

功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

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

參考編號

Reference Number:

260624-095318-83550

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:53:18

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Chung

意見詳情

Details of the Comment :

就近日新界沙嶺丈量約份第89約地段的更改規劃申請

(規劃申請編號：A/NE-FTA/283)有以下的意見，敬希各委員垂注：

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場（包括貨櫃車、中型及重型貨車）及，商店及服務行業（汽車銷售及租賃）連附屬辦公室及相關填土工程（A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184），但因不符合該區規劃原則，以及對附近居民可能引致的滋擾與構成的潛在危險，已被城規會否決。

是次更改規劃申請，本質上與之前數次並無分別，乃是嚴重破壞鄉郊環境之設施，亦同樣為該區居民

帶來噪音，泥塵，汙水，等滋擾及污染。是次申請作為臨時停車場，考慮到地段位置及附近設施，停車

場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入，必定嚴重加重文錦渡路沿線本

已相當繁重的交通流量，更會帶來更多各種污染，泥塵，廢油廢水等。令附近居民出入安全備受威脅，

環境衛生面臨重大影響。

有見及此，本人重申反對理由如下。

一、新界北區由虎地坳以北，已有多處貨櫃場及各種重形工場，如水泥廠等，此等破壞鄉郊環境之設

施實在不能再多。亦會對該址附近數十百戶村民及其家園，做成擾民及破壞社區。如計劃申請得以批

准，勢必加重對該區的鄉郊村落環境的破壞。

二、不論將農地更改為貨櫃場，工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業

發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將

大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。

故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，

已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉

郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及

非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空

氣質素等都帶來極大影響。

六、作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢

棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、如此例一開，該區以致其他類似邊境地區必將多有仿倣，新界北鄉郊的完整，獨特性及綠化帶等

功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

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

參考編號

Reference Number:

260624-095540-22044

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

24/06/2026 09:55:40

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Siu

意見詳情

Details of the Comment :

https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_283.html

本人 _____ (ID: _____ xxxx), 就近日新界沙嶺丈量約份第89約地段的更改規劃申請 (規劃申請編號: A/NE-FTA/283) 有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場 (包括貨櫃車、中型及重型貨車) 及, 商店及服務行業 (汽車銷售及租賃) 連附屬辦公室及相關填土工程 (A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符合該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

是次更改規劃申請, 本質上與之前數次並無分別, 乃是嚴重破壞鄉郊環境之設施, 亦同樣為該區居民帶來噪音, 泥塵, 汙水, 等滋擾及污染。是次申請作為臨時停車場, 考慮到地段位置及附近設施, 停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入, 必定嚴重加重文錦渡路沿線本已相當繁重的交通流量, 更會帶來更多各種污染, 泥塵, 廢油廢水等。令附近居民出入安全備受威脅, 環境衛生面臨重大影響。

有見及此, 本人重申反對理由如下。

一、新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批

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准，勢必加重對該區的鄉郊村落環境的破壞。

二、不論將農地更改為貨櫃場，工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

六、作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、如此例一開，該區以致其他類似邊境地區必將多有仿倣，新界北鄉郊的完整，獨特性及綠化帶等功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月23日星期二 9:25
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

本人黃佩敏([REDACTED]), 就近日新界沙嶺丈量約份第89約地段的更改規劃申請

(規劃申請編號: A/NE-FTA/283)有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場(包括貨櫃車、中型及重型貨車)及, 商店及服務行業(汽車銷售及租賃)連附屬辦公室及相關填土工程(A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符合該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

是次更改規劃申請, 本質上與之前數次並無分別, 乃是嚴重破壞鄉郊環境之設施, 亦同樣為該區居民帶來噪音, 泥塵, 汗水, 等滋擾及污染。是次申請作為臨時停車場, 考慮到地段位置及附近設施, 停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入, 必定嚴重加重文錦渡路沿線本已相當繁重的交通流量, 更會帶來更多各種污染, 泥塵, 廢油廢水等。令附近居民出入安全備受威脅, 環境衛生面臨重大影響。

有見及此, 本人重申反對理由如下。

一、新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批准, 勢必加重對該區的鄉郊村落環境的破壞。

二、不論將農地更改為貨櫃場, 工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、 附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、 與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、 附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

六、 作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、 如此例一開，該區以致其他類似邊境地區必將多有仿效，新界北鄉郊的完整，獨特性及綠化帶等功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月17日星期三 22:53
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書

類別: Internet Email

致規劃署及城市規劃委員會各委員：

https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_283.html

本人 chan sze nga([REDACTED]), 就近日新界沙嶺丈量約份第 89 約地段的更改規劃申請 (規劃申請編號:)有以下的意見, 敬希各委員垂注：

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場（包括貨櫃車、中型及重型貨車）及，商店及服務行業（汽車銷售及租賃）連附屬辦公室及相關填土工程（A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184），但因不符
合該區規劃原則，以及對附近居民可能引致的滋擾與構成的潛在危險，已被城規會否決。

是次更改規劃申請，本質上與之前數次並無分別，乃是嚴重破壞鄉郊環境之設施，亦同樣為該區居民帶來噪音，泥塵，汙水，等滋擾及污染。是次申請作為臨時停車場，考慮到地段位置及附近設施，停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入，必定嚴重加重文錦渡路沿線本已相當繁重的交通流量，更會帶來更多各種污染，泥塵，廢油廢水等。令附近居民出入安全備受威脅，
環境衛生面臨重大影響。

有見及此，本人重申反對理由如下。

一、 新界北區由虎地坳以北，已有多處貨櫃場及各種重形工場，如水泥廠等，此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園，做成擾民及破壞社區。如計劃申請得以批准，勢必加重對該區的鄉郊村落環境的破壞。

二、 不論將農地更改為貨櫃場，工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、 附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。

故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

□Urgent □Return receipt □Expand Group □Restricted □Prevent Copy

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

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本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

PS:現已停泊多部貨車和經常有貨車出入，令環境和居民的生活受到影響！
從我的 iPhone 傳送

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月17日星期三 22:08
收件者: tpbpd/PLAND
類別: Internet Email

致規劃署及城市規劃委員會各委員：

https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_283.html

本人 chu Hoi Ying ([REDACTED]), 就近日新界沙嶺丈量約份第 89 約地段的更改規劃申請 (規劃申請編號：A/NE-FTA/283) 有以下的意見，敬希各委員垂注：

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是次更改規劃申請，本質上與之前數次並無分別，乃是嚴重破壞鄉郊環境之設施，亦同樣為該區居民帶來噪音，泥塵，汙水，等滋擾及污染。是次申請作為臨時停車場，考慮到地段位置及附近設施，停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入，必定嚴重加重文錦渡路沿線本已相當繁重的交通流量，更會帶來更多各種污染，泥塵，廢油廢水等。令附近居民出入安全備受威脅，環境衛生面臨重大影響。

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一、新界北區由虎地坳以北，已有多處貨櫃場及各種重形工場，如水泥廠等，此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園，做成擾民及破壞社區。如計劃申請得以批准，勢必加重對該區的鄉郊村落環境的破壞。

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故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，

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已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

六、作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

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本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

PS:現已停泊多部貨車和經常有貨車出入，令環境和居民的生活受到影響！

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寄件者: [REDACTED]
寄件日期: 2026年06月23日星期二 9:13
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

致規劃署及城市規劃委員會各委員：

本人陳碧華 ([REDACTED])，就近日新界沙嶺丈量約份第 89 約地段的更改規劃申請 (規劃申請編號：A/NE-FTA/283) 有以下的意見，敬希各委員垂注：

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場（包括貨櫃車、中型及重型貨車）及，商店及服務行業（汽車銷售及租賃）連附屬辦公室及相關填土工程（A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184），但因不符合該區規劃原則，以及對附近居民可能引致的滋擾與構成的潛在危險，已被城規會否決。

是次更改規劃申請，本質上與之前數次並無分別，乃是嚴重破壞鄉郊環境之設施，亦同樣為該區居民帶來噪音，泥塵，汙水，等滋擾及污染。是次申請作為臨時停車場，考慮到地段位置及附近設施，停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入，必定嚴重加重文錦渡路沿線本已相當繁重的交通流量，更會帶來更多各種污染，泥塵，廢油廢水等。令附近居民出入安全備受威脅，環境衛生面臨重大影響。

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郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

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居民
陳碧華致上
2026 年 6 月 23 日

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月21日星期日 20:47
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

致規劃署及城市規劃委員會各委員：

https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_283.html

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寄件者: [REDACTED]
寄件日期: 2026年06月23日星期二 20:05
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

本人朱凱瞳 ([REDACTED]), 就近日新界沙嶺丈量約份第 89 約地段的更改規劃申請 (規劃申請編號: A/NE-FTA/283) 有以下的意見, 敬希各委員垂注:

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寄件者: [REDACTED]
寄件日期: 2026年06月25日星期四 6:47
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書

類別: Internet Email

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一、新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批准, 勢必加重對該區的鄉郊村落環境的破壞。

二、不論將農地更改為貨櫃場, 工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業發展而非鼓勵先破壞, 後發展的短視暴利行為。對生態環境的破壞更是無可挽回, 不能視若無睹。

三、附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園, 如改作停車場或工場將大為增加大形及重形車輛出入, 對現時村民有極大影響, 特別道路安全, 因村內多有長者及小孩出入。故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後, 已逐漸成為新興郊遊及綠色景點。每逢假日, 行山者及單車遊人不絕。如容許改為車場必定對整體鄉郊環境做成大破壞, 增加的大形/重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙, 於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污, 垃圾, 供電等等已然相當沈重。再增加負荷必定對道路安全, 環境及空氣質素等都帶來極大影響。

六、作為大形車輛停車場, 日常必定製造大量噪音, 及閒雜車輛/人流。運作過程亦必定積聚大量廢棄物如金屬零部件, 橡膠車呔, 廢油廢水等。嚴重破壞環境衛生, 令居民健康及日常生活面臨重大威脅。七、如此例一開, 該區以致其他類似邊境地區必將多有仿效, 新界北鄉郊的完整, 獨特性及綠化帶等功用必然被大規模破壞。對整體北區環境有百害而無一利。本人盼望城規會及規劃署尊重及考慮各界人士的反對意見, 謹慎處理。

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月25日星期四 9:47
收件者: tpbpd/PLAND
主旨: 投訴A/NE-FTA/283未獲批准下擅自更改土地用途
類別: Internet Email

先生/女士：

地段業主近月在地段內（上水沙嶺文錦渡路丈量約份第 89 約多個地段和毗連政府土地）大興土木，興建多個大型車場上蓋，我們村民及後見到城規會公眾諮詢才知悉，有關地段原來未獲批准更改為臨時汽車維修工場（包括貨櫃車、中型及重型貨車）等用途，即是地段業主在未獲批的情況下已更改用途，更斷定城規會一定會批，所以先更改後申請，請問這是符合規矩程序嗎？業主又憑什麼認為一定會批？！

第二，整個申請文件並無提供環境評估，交通評估，有關地段位置的正門，正正是整條沙嶺村居民進出的主要通道，每天上學上班進出的人很多，如果改為車場，大量車輛出入，車輛會排出廢氣，加上是大型車輛，在經過路口時沙塵滾滾之餘，更令村民出入安全受威脅，請問為何申請人完全無提供過相關評估給予貴會考慮？好明顯避開有可能導致申請失敗的問題。

第三，其實早年時城規會已批給地段業主做一個農場，還是生態自然教育等用途，但在獲批後並未有根據當初的申請轉為相關用途，一直只擺放數十架貨櫃車，當作停車場用途。申請人明顯部署到今天入紙申請改為停車場用途，可想而知，申請人的最終目的是營運停車場賺錢謀利而不顧對週遭環境影響、居民的生活質素影響，現懇請城規會否決有關申請，撥亂反正！

最後，要求政府部門立即跟進違規情況，包括未獲批准下已更改土地用途，以及未獲批准下搭建構築物。此外，村民留意到城規會的諮詢公告在有關地點貼上後隨即已被人撕走，要求立即重新貼上諮詢通告！

黃太

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月23日星期二 9:46
收件者: tpbpd/PLAND
主旨: 就規劃申請編號 A/NE-FTA/283 提交反對意見書

類別: Internet Email

致：城市規劃委員會

城市規劃委員會各委員：

本人黃梓賢（[REDACTED]），現就新界沙嶺丈量約份第 89 約地段之更改規劃申請（規劃申請編號：A/NE-FTA/283）提交反對意見，並明確要求委員會拒絕有關申請。

該地段過往曾以不同理由多次申請更改規劃用途，擬作臨時汽車維修工場（包括貨櫃車、中型及重型貨車）及商店與服務行業（汽車銷售及租賃）連附屬辦公室及相關填土工程（申請編號：A/NE-FTA/159、A/NE-FTA/174、A/NE-FTA/184）。上述申請因不符合該區規劃原則，並可能對附近居民造成滋擾及構成潛在危險，已為委員會否決。

就本次申請而言，雖以「臨時停車場」為名，惟考慮地段位置及周邊環境，其實際使用者極可能以各類重型或工業車輛為主。大量重型車輛進出，勢必加重文錦渡路沿線既有交通負荷，並帶來噪音、塵埃、廢油、廢水等污染，對附近居民出入安全、環境衛生及生活質素構成嚴重不利影響。基於上述，本人反對理由如下：

一、區內同類設施已高度集中，鄉郊環境不宜再受破壞

新界北區虎地坳以北一帶現已有多處貨櫃場及各類重型工場（如水泥廠等）。此等設施對鄉郊環境及社區造成長期負面影響，實不宜再增。倘本申請獲批，將進一步加劇對附近村落及居民之滋擾與破壞。

二、改作停車場／工場等用途違反鄉郊發展方向，並削弱農地及生態價值

將農地改作貨櫃場、工場或停車場，與區內鄉郊發展方向不符。政府政策應鼓勵及扶持鄉郊農業與保育發展，而非縱容以短期利益為先、先破壞後補救之做法。相關生態及環境破壞多屬不可逆轉，後果深遠。

三、道路安全風險顯著，對居民（尤以長者及兒童）影響重大

申請地點鄰近有數十至數百戶村民居住。若改作停車場或相關用途，將顯著增加大型及重型車輛出入頻次，對村內道路安全構成實質風險，尤其村內長者及兒童日常出入更易受影響，並不適宜作農地以外用途。

四、與周邊環境及地區定位不相容，並影響行人安全

該區近年人流增加，而申請地附近設有行人過路點。重型車輛頻繁進出及轉彎，將增加行人過路風

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險，亦會令居民日常出行承受不合理的安全壓力。沙嶺未來亦發展數據園區，該地段與數據園區只有一街之隔，大型貨車場與數據園區定位並不相符。

五、交通及公共設施承載力有限，新增負荷將帶來連鎖影響

文錦渡路現時交通已相當繁忙，而虎地坳附近亦已有不少非農業及非居住設施，對交通、排污、垃圾處理及供電等公共設施造成壓力。若再增加相關用途，將進一步影響道路安全、環境及空氣質素。

六、營運將產生噪音、人流車流及廢棄物，影響環境衛生與居民健康

大型車輛停泊及進出必然產生噪音及閒雜車輛／人流聚集；運作過程亦可能積聚金屬零部件、橡膠車胎、廢油及廢水等廢棄物，對環境衛生及居民健康構成威脅。

七、一旦開先例，恐引發仿效，對北區鄉郊完整性造成系統性破壞

倘本申請獲批，將形成不良先例，促使該區以至其他邊境地區出現仿效，導致新界北鄉郊之完整性、獨特性及綠化帶功能遭大規模侵蝕，對整體北區環境有害無益。

八、缺乏充分交通影響評估及可執行緩解措施，難以證明風險可控

申請如未能就重型車輛出入路線、繁忙時段安排、轉彎及會車位置、視距、行人過路點的保護措施等作出具體評估，並提出可核證、可執行的改善方案，委員會不應在資料不足下批准，否則等同把交通風險轉嫁予居民承擔。

九、行人過路點附近重型車流增加，屬不可接受的道路安全衝突

行人過路點本為保障居民安全而設；若同時引入大量重型車輛進出，將出現「行人—重型車輛」高風險衝突。重型車輛制動距離長、盲點多，一旦發生意外後果嚴重。基於預防原則，委員會應拒絕此類在民居及行人設施附近引入重型車流的申請。

十、排水、污水及雨季逕流污染風險高，對周邊環境衛生構成威脅

停車場及相關硬化地面會增加地表逕流；重型車輛可能帶來油污、泥沙及污染物，雨季時更易隨逕流擴散，造成環境衛生問題。若申請未能清楚交代隔油、截水、沉沙及排水設計與維護安排，風險不應被低估。

十一、執管及合規風險顯著：用途易變相擴張，增加違規及滋擾

即使批出「只作停車場」的限制，實務上亦容易演變為維修、洗車、裝卸、露天貯物等混合用途。若缺乏具體管理計劃（包括營運時間、車種限制、出入管制、監察及投訴處理機制），將令違規風險上升，並增加政府執法成本與居民長期困擾。

十二、「臨時」用途往往反覆續期，實質造成長期規劃侵蝕

同類臨時用途一旦獲批，往往透過續期或變相延續而常態化，令原有規劃意向被逐步侵蝕，亦削弱委員會過往否決同類申請的規劃一致性與公信力。委員會不應容許以「臨時」名義建立既成事實。

綜上所述，本人認為本申請不符合規劃原則，並對交通安全（尤其行人過路點一帶）、環境衛生及執管合規帶來重大且不可接受的風險。本人懇請城市規劃委員會基於保障公眾安全、維護鄉郊環境及維持規劃一致性，拒絕規劃申請編號 A/NE-FTA/283。

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除非上述觀點有重大變化(如政府不再發展數據園區或沙嶺居民住戶人數大量減少)，本人亦希望永久擱置此地段更改規劃用途之申請，以防申請者不斷濫用去改變土地用途而忽視居民安全。

此致

城市規劃委員會

黃梓賢先生

致城市規劃委員會

申請編號: A/NE-FTA/283 極力反對申請

本人在上址居住了50年,現目測他申請地方已經大興土木差不多完工,但你們委員會有沒有到現場目測示察?

由於是本村村民唯一出入口通道車道又近長浦頭公廁,全村村民出入他申請是停車場有中重型貨車及貨柜車出入會令到村民太危險,如果發生意外的話誰會負責?

不要罔顧他的申請而申請,

還有去水他是上游,不致導致會有水浸情況

這封信是全村村民心意心聲謝謝!

反對反對

沙嶺村村民敬上

再反對申請



2026年6月15日

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月28日星期日 23:08
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283 DD 89 Sha Ling
類別: Internet Email

Dear TPB Members,

274 withdrawn,

Previous objections relevant and upheld. Not only are the brownfields being duplicated in other districts, many operators are taking advantage to increase their size.

Bearing in mind that DevB had promised the provision of state of the art high tech logistics centre, approval of plans like this further underline that DevB has completely abandoned its previous pledges to control the expansion of brownfield.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 17 April 2026 3:16 AM HKT
Subject: A/NE-FTA/274 DD 89 Sha Ling

A/NE-FTA/274

Lot 558, Lot 559, Lot 561, Lot F of Lot 562, Lot B of Lot 564, Lot 565, Lot 567, Lot 568, Lot A of Lot 481, and the adjacent government land in D.D. 89, Ma Kam To Road, Sha Ling, Sheung Shui

Site area: About 10,453.86sq.m (Includes Government Land of about 1,182.23sq.m)

Zoning: "Agriculture"

Applied use: Vehicle Repair Workshop / 47 Heavy Vehicle Parking / **Filling of Land**

Dear TPB Members,

267 approved 24 Oct 2025. Members raised no questions. One has to question if they read the papers and attachments. But anyway the application has the endorsement of DevB so guaranteed approval regardless of the issues.

Back with the addition of a big chunk of GL.

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"The affected operation involves a total site area of about 8,400m² and is currently used for vehicle park, showroom, storage and workshop as claimed by the applicant. The affected land in Fanling North has been resumed by the Government and will be vacated by end of November 2025"

Strong Objections to approval of the additional lots as the relocation 'sympathetic consideration' ploy is intended, according to the justifications, to cover land that is approximately the same size as the existing premises prior to relocation. There was no mention that that DevB would support increases in footprint to accommodate expansion of the existing scope of the operations.

The filling in of such a large amount of land is undesirable in view of the forecast increase in annual rainfall and risks of flooding.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 3 October 2025 2:37 AM HKT
Subject: A/NE-FTA/267 DD 89 Sha Ling

A/NE-FTA/267

Lots 558 RP (Part), 559 RP (Part), 561 RP, 562 S.F, 563 (Part), 564 S.B, 565 (Part),
567 (Part), 568 (Part) in D.D. 89, Ma Kam To Road, Sha Ling, Sheung Shui

Site area: About 8,140.38sq.m

Zoning: "Agriculture"

Applied use: Vehicle Repair Workshop / 31 Heavy Vehicle Parking / **Filling of Land**

Dear TPB Members,

212 was rejected on 9 Sept 2022 but subsequently approved under 225 on 26 Jan 2024. This despite EPD's concern that the proposed development would generate environmental nuisance to the nearby residential dwellings.

Support from DevB overrides other considerations.

But a number of conditions were not fulfilled, including run in/out, a significant concern because of proximity to numerous residences. Approval was revoked on 26 Jan 2025.

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An now another applicant with not only a larger footprint, but no longer a logistics operation but a vehicle repair operation.

There is no mention of relocation, so no interference from DevB in the process. Also no reference to trees and the buffer zone.

In view of the issues re the logistics operation, there is no justification to approve the current proposal as it would have an even more negative impact on the local residents with regard to environment, noise pollution and the constant movement of heavy vehicles that pose safety concerns on local roads.

The application should be rejected.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 2 June 2022 3:07 AM HKT
Subject: A/NE-FTA/212 DD 89 Sha Ling

A/NE-FTA/212

Lots 558 RP (Part), 559 RP (Part), 561 RP (Part), 562 S.F (Part), 563 (Part), 564 S.B (Part), 565 (Part), 567 (Part) and 568 (Part) in D.D. 89, Ma Kam To Road, Sha Ling, Sheung Shui

Site area : About 7,710sq.m

Zoning : "Agriculture"

Applied use : Logistics Centre / 8 Vehicle Parking

Dear TPB Members,

One has to question sometimes if TPB members are naive or if approval for what are clearly dodgy proposals designed to camouflage the real intention of their applicant are made for expediency or over reliance on PlanD that is ever ready to recommend approval of any operation however suspicious.

In this instance an amalgamation of two 'hobby farm' applications. 198 and 193.

198 is going through the usual application for deferment process while

193 REVOKED ON 13.9.2021:

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As the applicant had failed to comply with conditions (c), (d) & (f) satisfactorily by 13.9.2021, the planning permission for the subject application had already been revoked on the same date.

As the hobby farms are not going to materialize, applicant is back with what is the genuine intention, to continue with the brownfield open storage dressed up as a 'Logistics Centre'.

But now we have official pledges that brownfield operations are to be phased out.

Members have a duty to carefully consider the implications of approving the operation.

Previous objections to both applications still applicable

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 14 August 2020 3:46 AM CST
Subject: A/NE-FTA/198 DD 89 Sha Ling

A/NE-FTA/198

Lots 481 S.A RP (Part), 558 RP (Part), 559 RP (Part), 561 RP (Part), 562 S.F (Part), 563 (Part) and 564 S.B (Part) in D.D. 89 and Adjoining Government Land, Sha Ling, Sheung Shui
Site area : About 6,100sq.m Includes Government Land of about 550sq.m

Zoning : "Agriculture"

Applied Use : Hobby Farm / 4 Vehicle Parking

Dear TPB Members,

Despite the Review of 184 having been rejected, it would appear that the site continued to function as Open Storage/Heavy Goods Parking even though the Applicant had stated that it was to serve local villagers for private car parking.

Now he is back with the usual back up plan, the Hobby Farm.

This is clearly a ruse to extend the container parking operation.

What guarantee would there be that any genuine farming activities would take place and not the usual revocation after a few years and back with another application.

There is no sign of the trees that were to be replanted.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>

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Sent: Tuesday, September 18, 2018 2:42:47 AM

Subject: Re: A/NE-FTA/184 DD 89 Sha Ling

Dear TPB Members,

Extracts from minutes of 1 June :

The Chief Town Planner/Urban Design and Landscape, Planning Department (PlanD) objected to the application from landscape planning perspective noting that about **30 trees within the site had been removed since 2015. Land/pond filling, dumping and site formation were also noted.** Although no significant adverse impact on the landscape resource arising from the proposed use was anticipated, approval of the application would encourage similar "development first and application later" cases.

Trashing of Agriculture land for 'destroy first build later' should not be encouraged. That such a large site would be used for parking a mere 40 vehicles is also ludicrous and indicates that the real objective is brownfield use.

Members must again reject the application.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Thursday, May 3, 2018 2:11:27 AM
Subject: A/NE-FTA/184 DD 89 Sha Ling

A/NE-FTA/184

Lots 558 RP (Part), 559 RP (Part), 561 RP (Part), 562 S.F (Part), 563 (Part) and 564 S.B (Part) in D.D. 89, Sha Ling, Sheung Shui

Site area : About 4,131m²

Zoning : "Agriculture"

Applied Use : 40 Vehicle Parking

Dear TPB Members,

It is time to review this most inefficient form of land use, or abuse being a better term. Now that humans are forced to live in nano flats it is no longer tolerable that hundreds of hectares of land be devoted to parking vehicles. In this case 100sqmts per vehicle, the size of many luxury residential units on the market. How about providing temporary container homes on the site?

The development that appears to be an ongoing unapproved brownfield use, is not in line with the planning intention of ' "Agriculture" '. There is no strong planning justification in the submission to merit a departure from the planning intentions, even on a temporary basis. Vehicle parking DOES damage the soil as toxins leach into the ground.

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Parking facilities should be accommodated in high rise buildings, underground or in stacked facilities, see attached. The villagers own 2,100 sqft homes. If they want to keep a car then they should convert a portion of the ground floor of their spacious residences into a car port. This is common practice all over the world and private residential compounds in NT include a car port or two on ground floor of each unit.

Approval of the application, even on a temporary basis, would set an undesirable precedent for similar uses. The cumulative impact of approving such applications would result in a general degradation of the environment of the area.

Mary Mulvihill

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

參考編號

Reference Number:

260630-205816-89444

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

30/06/2026 20:58:16

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Leung

意見詳情

Details of the Comment :

反對此申請，我希望委員會慎重考慮此申請，這個申請不僅破壞鄉村的寧靜，還會危害村民。

沙嶺村大部分都是老人家和小孩，大型車輛駛入村，有機會撞到他們。而且一間車行會有很多大型車輛進進出出，會製造很多噪音，大家都不能入睡。而且車輛噴出大量廢氣，製造空氣污染，影響大家的健康。

我希望這個申請不能成功。

39

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

參考編號
Reference Number: 260630-205948-85402

提交限期
Deadline for submission: 30/06/2026

提交日期及時間
Date and time of submission: 30/06/2026 20:59:48

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/283

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

意見詳情
Details of the Comment :

I oppose the application. It creates air and noise poolution, affecting residents life quality. Please disapprove the application. Thanks.

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

參考編號
Reference Number: 260630-210228-89479

提交限期
Deadline for submission: 30/06/2026

提交日期及時間
Date and time of submission: 30/06/2026 21:02:28

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/283

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

意見詳情
Details of the Comment :

The application is ridiculous.
It affects a lot of people. Also, it is farmland. I support agricultural development rather than industrial development. It is good for farmers to grow things for Hong Kong. People can try organic food.

No more heavy vehicles. Please reject the application.

41

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

參考編號
Reference Number: 260630-210520-47444

提交限期
Deadline for submission: 30/06/2026

提交日期及時間
Date and time of submission: 30/06/2026 21:05:20

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/283

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

**意見詳情
Details of the Comment :**

雖然呢一個係三年嘅申請，但委員會在今次批准他的申請，我相信一定係三年又三年，三年又三年咁批佢哋落去。長此下去，我相信不但只這塊地連其他嘅地都會變成重工業，影響成個環境嘅生態以及影響居民嘅生活。我希望委員會能夠拒絕呢一個申請。

香港已有好多地方造成貨櫃同車行，係咪真係有一種迫切性一定要喺呢個地方度做？我希望政府能夠好好考慮土地嘅規劃。謝謝

42

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

參考編號

Reference Number:

260630-210749-23538

提交限期

Deadline for submission:

30/06/2026

提交日期及時間

Date and time of submission:

30/06/2026 21:07:49

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/283

「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 :

我都唔知點解你地會畀佢哋上會申請呢樣嘢，佢哋擺明諗住破壞成個環境㗎啦，諗住做得車行又擺貨櫃，你覺得佢哋會對環境唔會造成影響嗎？明明沙嶺村對面呀就話要做科技城，呢度就擺一啲重型工業，完全冇土地規劃嘅想法。你哋快啲拒絕呢一個申請。

43

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月30日星期二 19:52
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_283.html

本人 倪典貞([REDACTED]), 就近日新界沙嶺丈量約份第 89 約地段的更改規劃申請 (規劃申請編號: A/NE-FTA/283)有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場 (包括貨櫃車、中型及重型貨車) 及, 商店及服務行業 (汽車銷售及租賃) 連附屬辦公室及相關填土工程 (A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符合該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

是次更改規劃申請, 本質上與之前數次並無分別, 乃是嚴重破壞鄉郊環境之設施, 亦同樣為該區居民帶來噪音, 泥塵, 汙水, 等滋擾及污染。是次申請作為臨時停車場, 考慮到地段位置及附近設施, 停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入, 必定嚴重加重文錦渡路沿線本已相當繁重的交通流量, 更會帶來更多各種污染, 泥塵, 廢油廢水等。令附近居民出入安全備受威脅, 環境衛生面臨重大影響。

有見及此, 本人重申反對理由如下。

一、 新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批准, 勢必加重對該區的鄉郊村落環境的破壞。

二、 不論將農地更改為貨櫃場, 工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業發展而非鼓勵先破壞, 後發展的短視暴利行為。對生態環境的破壞更是無可挽回, 不能視若無睹。

三、 附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園, 如改作停車場或工場將大為增加大形及重形車輛出入, 對現時村民有極大影響, 特別道路安全, 因村內多有長者及小孩出入。

故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、 與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後, 已逐漸成為新興郊遊及綠色景點。每逢假日, 行山者及單車遊人不絕。如容許改為車場必定對整體鄉

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郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、 附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

六、 作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、 如此例一開，該區以致其他類似邊境地區必將多有仿倣，新界北鄉郊的完整，獨特性及綠化帶等功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。
從我的 iPhone 傳送

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月30日星期二 23:21
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

本人陳子棋([REDACTED]), 就近日新界沙嶺丈量約份第89約地段的更改規劃申請

(規劃申請編號: A/NE-FTA/283)有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場(包括貨櫃車、中型及重型貨車)及, 商店及服務行業(汽車銷售及租賃)連附屬辦公室及相關填土工程(A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符合該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

是次更改規劃申請, 本質上與之前數次並無分別, 乃是嚴重破壞鄉郊環境之設施, 亦同樣為該區居民帶來噪音, 泥塵, 汗水, 等滋擾及污染。是次申請作為臨時停車場, 考慮到地段位置及附近設施, 停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入, 必定嚴重加重文錦渡路沿線本已相當繁重的交通流量, 更會帶來更多各種污染, 泥塵, 廢油廢水等。令附近居民出入安全備受威脅, 環境衛生面臨重大影響。

有見及此, 本人重申反對理由如下。

一、新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批准, 勢必加重對該區的鄉郊村落環境的破壞。

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二、不論將農地更改為貨櫃場，工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後，已逐漸成為新興郊遊及綠色景點。每逢假日，行山者及單車遊人不絕。如容許改為車場必定對整體鄉郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

六、作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、如此例一開，該區以致其他類似邊境地區必將多有仿效，新界北鄉郊的完整，獨特性及綠化帶等功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月30日星期二 19:55
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

本人陳子浩([REDACTED]), 就近日新界沙嶺丈量約份第89約地段的更改規劃申請

(規劃申請編號: A/NE-FTA/283)有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場(包括貨櫃車、中型及重型貨車)及, 商店及服務行業(汽車銷售及租賃)連附屬辦公室及相關填土工程(A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符合該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

是次更改規劃申請, 本質上與之前數次並無分別, 乃是嚴重破壞鄉郊環境之設施, 亦同樣為該區居民帶來噪音, 泥塵, 汗水, 等滋擾及污染。是次申請作為臨時停車場, 考慮到地段位置及附近設施, 停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入, 必定嚴重加重文錦渡路沿線本已相當繁重的交通流量, 更會帶來更多各種污染, 泥塵, 廢油廢水等。令附近居民出入安全備受威脅, 環境衛生面臨重大影響。

有見及此, 本人重申反對理由如下。

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本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

47

tpbpd/PLAND

寄件者: [REDACTED]
寄件日期: 2026年06月30日星期二 19:56
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書

類別: Internet Email

https://www.tpb.gov.hk/en/plan_application/A_NE-FTA_283.html

本人 Chu Ho Ching ([REDACTED]), 就近日新界沙嶺丈量約份第 89 約地段的更改規劃申請 (規劃申請編號: A/NE-FTA/283) 有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場 (包括貨櫃車、中型及重型貨車) 及, 商店及服務行業 (汽車銷售及租賃) 連附屬辦公室及相關填土工程 (A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

是次更改規劃申請, 本質上與之前數次並無分別, 乃是嚴重破壞鄉郊環境之設施, 亦同樣為該區居民帶來噪音, 泥塵, 汙水, 等滋擾及污染。是次申請作為臨時停車場, 考慮到地段位置及附近設施, 停車場使用者必然以各種重型或工業車輛為主。大量重型車輛於該區出入, 必定嚴重加重文錦渡路沿線本已相當繁重的交通流量, 更會帶來更多各種污染, 泥塵, 廢油廢水等。令附近居民出入安全備受威脅, 環境衛生面臨重大影響。

有見及此, 本人重申反對理由如下。

一、 新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批准, 勢必加重對該區的鄉郊村落環境的破壞。

二、 不論將農地更改為貨櫃場, 工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業發展而非鼓勵先破壞, 後發展的短視暴利行為。對生態環境的破壞更是無可挽回, 不能視若無睹。

三、 附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園, 如改作停車場或工場將大為增加大形及重形車輛出入, 對現時村民有極大影響, 特別道路安全, 因村內多有長者及小孩出入。

故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

四、 與原本環境不配合。申請計劃的貨櫃場或工場必定大為影響附近鄉郊環境。該區於禁區開放後, 已逐漸成為新興郊遊及綠色景點。每逢假日, 行山者及單車遊人不絕。如容許改為車場必定對整體鄉

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郊環境做成大破壞，增加的大形／重形機器及重形車輛等亦會對遊人造成危險。

五、 附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沈重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

六、 作為大形車輛停車場，日常必定製造大量噪音，及閒雜車輛／人流。運作過程亦必定積聚大量廢棄物如金屬零部件，橡膠車呔，廢油廢水等。嚴重破壞環境衛生，令居民健康及日常生活面臨重大威脅。

七、 如此例一開，該區以致其他類似邊境地區必將多有仿倣，新界北鄉郊的完整，獨特性及綠化帶等功用必然被大規模破壞。對整體北區環境有百害而無一利。

本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。
從我的 iPhone 傳送

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寄件者: [REDACTED]
寄件日期: 2026年06月30日星期二 19:53
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書

類別: Internet Email

本人陳水梅([REDACTED]), 就近日新界沙嶺丈量約份第89約地段的更改規劃申請

(規劃申請編號: A/NE-FTA/283)有以下的意見, 敬希各委員垂注:

該地段近去曾以不同理由申請更改規劃成擬議臨時汽車維修工場(包括貨櫃車、中型及重型貨車)及, 商店及服務行業(汽車銷售及租賃)連附屬辦公室及相關填土工程(A/NE-FTA/159, A/NE-FTA/174, A/NE-FTA/184), 但因不符合該區規劃原則, 以及對附近居民可能引致的滋擾與構成的潛在危險, 已被城規會否決。

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有見及此, 本人重申反對理由如下。

一、新界北區由虎地坳以北, 已有多處貨櫃場及各種重形工場, 如水泥廠等, 此等破壞鄉郊環境之設施實在不能再多。亦會對該址附近數十百戶村民及其家園, 做成擾民及破壞社區。如計劃申請得以批准, 勢必加重對該區的鄉郊村落環境的破壞。

二、不論將農地更改為貨櫃場, 工場或停車場均違反區內鄉郊發展方向。政府應鼓勵及扶持鄉郊農業

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發展而非鼓勵先破壞，後發展的短視暴利行為。對生態環境的破壞更是無可挽回，不能視若無睹。

三、附近交通及環境不宜發展。現時申請發展位置鄰近有數十百戶村民家園，如改作停車場或工場將大為增加大形及重形車輛出入，對現時村民有極大影響，特別道路安全，因村內多有長者及小孩出入。故不宜作鄉郊農地發展以外用途。純以利益考慮卻無視當地居民的安全及健康。

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五、附近交通及公共設施不勝負荷。由於文錦道路本已相當繁忙，於虎地坳附近亦已有不少非農業及非居住設施。對交通以及排污，垃圾，供電等等已然相當沉重。再增加負荷必定對道路安全，環境及空氣質素等都帶來極大影響。

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寄件者: [REDACTED]
寄件日期: 2026年06月30日星期二 19:51
收件者: tpbpd/PLAND
主旨: A/NE-FTA/283意見書
類別: Internet Email

本人陳偉成([REDACTED]), 就近日新界沙嶺丈量約份第89約地段的更改規劃申請

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本人盼望城規會及規劃署尊重及考慮各界人士的反對意見，謹慎處理。

打鼓嶺沙嶺村居民福利會

註冊編號：CP/LIC/SO/19/20921

2026 年 06 月 15 日



敬啟者：

(有關規劃申請編號 A/NE-FTA/283)

擬議臨時汽車維修工場（包括貨櫃車、中型及重型貨車）及商店及服務行業
（汽車銷售及租賃）連附屬辦公室及相關填土工程（為期 3 年）
上水沙嶺文錦渡路丈量約份第 89 約多個地段和毗連政府土地

本會就有關上述申請，並廣泛諮詢村民，同時召開村民會議討論，會上全體
村民一致堅決反對以上有關申請。理由如下：

1. 相關地段土地用途屬農業地帶，與規劃許可不符。
2. 該申請臨時汽車維修工場之地段入口處是村民日常出入之必經之路，老人和小孩們出入相當危險，而且該位置在文錦渡路段的大直路路段，非常多車出入，特別是很多大型貨車高速行駛，過往已有多次發生交通事故，所以本會堅決反對在此做臨時汽車維修工場，增加交通意外風險，對村民出入構成安全隱患。
3. 本臨時汽車維修工場太接近民居，所造成的噪音、灰塵，還有貨車出入帶來的沙塵滾滾，非常滋擾村民日常生活。



4. 該申請之地段，之前申請做休閒農場，但事實並不是做農場，而是擺放了很多貨車，違反規劃用途，滋擾村民，多次違規犯法，村民就算向地政處、規劃署投訴了很多次都是回覆跟進中，並無任何實際應對方案。
5. 該申請牽涉多個地段，過往亦曾多次申請作不同用途。本會亦多次反映給有關部門，該申請是否已得到真正業權人同意？根據本會所知，該申請之地段涉及多個祖堂物業，業權上是有問題之物業。過往，本村亦同樣發生多宗未得到業權人同意，而強行霸佔私人土地進行規劃申請的案例，本會已向有關部門要求作出跟進。
6. 該申請之政府土地是本村居民歷來用作疏水渠務用途，不應該列入申請之範圍內。

因此，本會認為此申請並無合理理據，所以堅決反對，望有關部門小心處理。謝謝！。

此致

正本呈送 城市規劃委員會

副本呈送 規劃處、北區民政事務處、渠務署



打鼓嶺沙嶺村居民福利會

主席李樹榮：

謹啟

2026年06月15日



以下反對村民簽村民簽署：

2026 年 06 月 15 日

姓名		姓名	
李曉銘		戴燕婷	
黃騰光		張細歡	
黃佩雯		袁就海	
黃佩詩		袁嘉諾	
黃偉傑		袁嘉欣	
呂米高		李素云	
林作池		黃松泰	
吳偉文		曾玉嬌	
張建中		黃慧婷	
余貴生		黃俊康	
黃素云		黃俊豪	
戴志中		黃寧志	
戴煒堯		陳綺文	
戴耀倫		李樹平	
陳笑玲		張夏紅	
戴志平		李張輝	
戴煒森		莫楊兒	

以下反對村民簽村民簽署：

2026 年 06 月 15 日

姓名		姓名	
李树荣		罗成定	
李家衡了		罗記海	
丘卓倫		罗紹熙	
陳穎儀		郑昌發	
陳國偉		郑小宝	
陳沛明		洗嘉儀	
洗子釗		董順業	
廖少芬		梁宗明	
馮惠湘		洗嘉慧	
刘爾雅		劉展蘭	
賴月英		洪志虎	
李丽蘭		刘寿玲	
林曉僑		黃啟江	
薛珮如		刘祖壽	
薛晉健		陳威成	
勞耀偉		黃向勤	
陳國秋		黃向汶	

合共4頁

