Previous s.16 Applications

Approved Applications

Application No.	Proposed Uses / Development	Date of Consideration
A/NE-LT/632	Temporary Private Vehicle Park (Private Cars Only) for a Period of 3 Years	01/06/2018
A/NE-LT/696	Renewal of Planning Approval for Temporary Private Vehicle Park (Private Cars Only) for a Period of 3 Years	30/04/2021
A/NE-LT/773	Temporary Public Vehicle Park (Private Cars Only) for a Period of 3 Years	10/01/2025 (revoked on 10/07/2026)

Appendix III of RNTPC
Paper No. A/NE-LT/797

Similar s.16 Application within "V" zone in Tai Om Area

Approved Application

Application No.	Proposed Uses / Development	Date of Consideration
A/NE-LT/789	Temporary Private Vehicle Park (Private Cars Only) for a Period of 3 Years	08/05/2026

Government Departments' General Comments

1. Land Administration

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

- no objection to the application;
- the application site (the Site) comprises one Old Schedule Agricultural Lot, i.e. Lot No. 915 RP in D.D. 25 which held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government;
- there is no guarantee to the grant of a right of way to the Site or approval of the emergency vehicular access thereto;
- no Small House application is under processing regarding the Site; and
- his advisory comments are at **Appendix V**.

2. Environment

Comments of the Director of Environmental Protection (DEP):

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

3. Drainage

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

- should the application be approved, approval conditions on submission and implementation of drainage proposal for the Site are recommended to ensure that it will not cause adverse drainage impact to the adjacent areas; and
- her advisory comments are at **Appendix V.**

4. **Water Supply**

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

- no objection to the application and approval conditions for this application to be included are as follows:

  (a) the implementation of preventive, control and mitigation measures identified in the accepted risk assessment report on pollution or contamination to the Water Gathering Grounds (WGG); and

  (b) the applied use should not cause any water pollution to the upper indirect WGG at any time during the planning approval period.

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

5. **Traffic**

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

- no objection to the application;

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

6. **Other Departments**

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

- Commissioner of Police (C of P);

- Director of Agriculture, Fisheries and Conservation (DAFC);

- Director of Fire Services (D of FS);

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

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

- Project Manager/North, CEDD (PM/N, CEDD).

Recommended Advisory Clauses

(a) Prior planning permission should have been obtained before commencing the applied use at the application site (the Site);

(b) to resolve any land issues relating to the development with the concerned owner(s) of the Site;

(c) should the applicant fail to comply with the approval condition again resulting in the revocation of the planning permission, sympathetic consideration may not be given to any further application;

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

i. if the lot owner wishes to permit structures to be erected on the Site, including but not limited to electric vehicle chargers, the lot owner is required to submit an application for Short Term Waiver ("STW") to LandsD. LandsD will consider the STW application in accordance with the established procedures and guidelines and with reference to the development parameters approved by Town Planning Board (TPB). However, there is no guarantee at this stage that the STW application would be approved. If the STW application is approved by LandsD acting in the capacity as landlord at its sole discretion, such approval will be subject to such terms and conditions as may be imposed by LandsD including the payment of waiver fee and administrative fee as considered appropriate. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered;

ii. the applicant will likely make use of the adjoining private lot(s) and unleased / unallocated Government in both D.D. 18 and D.D. 25 as vehicular access to and from the Site. The maintenance and management responsibility of the said Government land and any other Government land leading to the Site should be sorted out with the relevant Government departments, prior to the use of the access purpose. Moreover, neither occupation nor works of any kind thereon is allowed without the prior approval from LandsD. As the access to the Site may also fall on its adjoining private lot(s), the applicant should sort out the relevant issues with the lot owner(s) concerned;

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

applicant should follow the relevant mitigation measures and requirements in Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites (COP) and to meet the statutory requirements under relevant pollution control ordinances;

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

i. the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works. The runoff within the subject premise including the runoff from the rooftop shall be served by a designated stormwater collection and discharge system and shall not be drained to the public sewerage network;

ii. DSD's maintained public sewers exist in the vicinity but the feasibility of sewerage connection is subject to the invert level of discharge connection pipe leading from the proposed site. The applicant shall demonstrate the technical feasibility of sewerage connection. Should the applicant choose to dispose of the sewage of the proposed development through other means, views and comments from Environmental Protection Department should be sought. Drainage record is attached for reference (**Attachment A**);

iii. the applicant shall resolve any conflict / disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land (where required) outside the Site; and

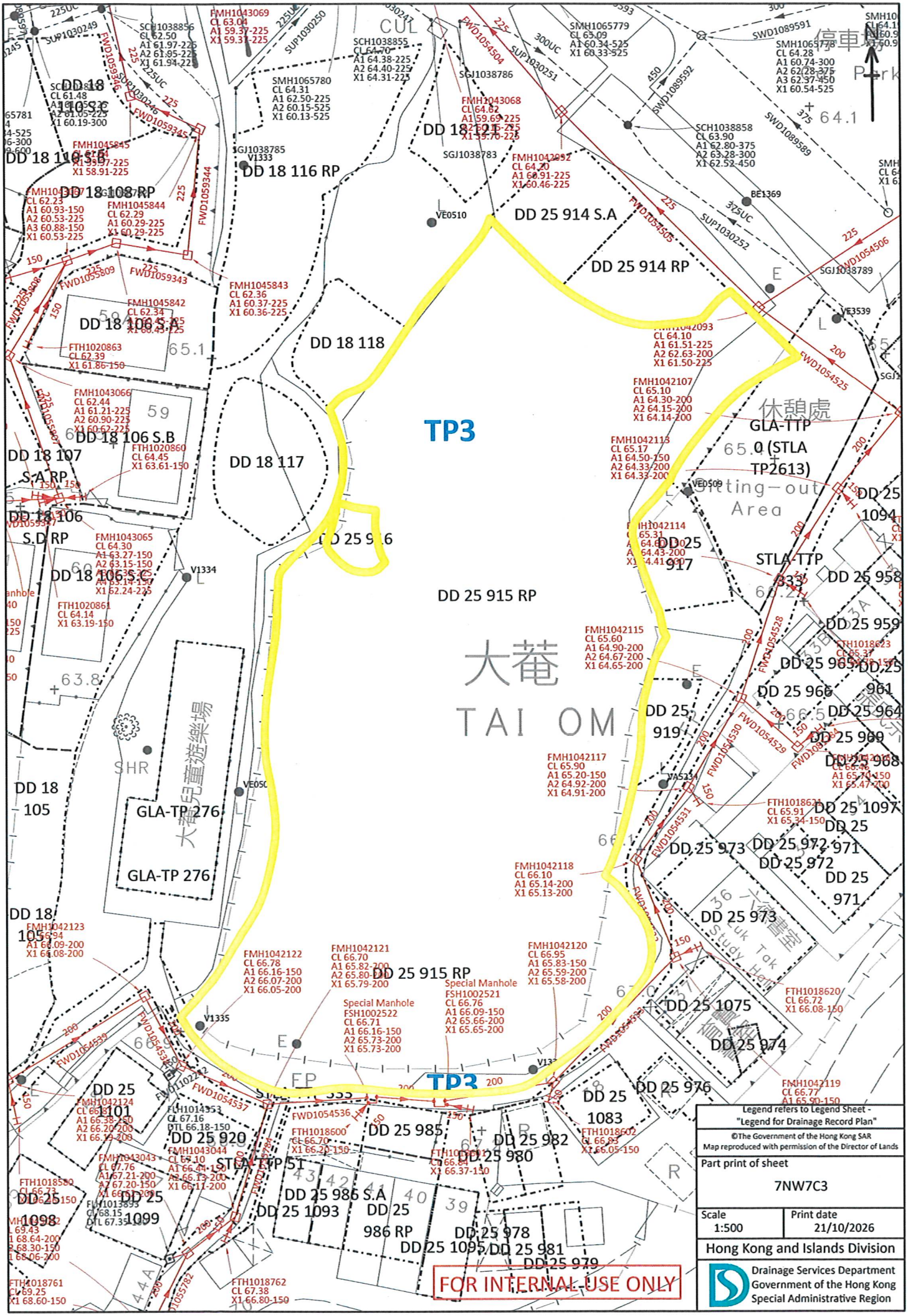
iv. the cost and work of the drainage and sewerage connection as well as future maintenance responsibility shall be borne by the applicant;

(g) to note the comments of the Commissioner for Transport (C for T) that sufficient maneuvering spaces shall be provided within the Site or its adjacent area. No vehicles are allowed to queue back to public roads or reverse onto/ from public roads. The local track leading to the Site is not under Transport Department's purview. The applicant should obtain consent of the owners/ managing departments of the local track for using it as the vehicular access to the Site;

(h) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains. The access road connecting the Site with Tai Om Road is not and will not be maintained by HyD. HyD should not be responsible for maintaining any access connecting the Site with Tai Om Road; and

(i) to note the comment of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that additional mitigation measures may be required when the actual situation renders the initial submissions and/or undertakings inviable. Should pollution be detected in future due to the applied use, immediate remedial action to clear the pollution must be taken by the grantee. The acceptance of the drainage proposal and its implementation should be subject to jurisdiction of DSD. The submission of drainage proposal should specify the proposed installation locations and quantities of the drainage traps.

Attachment A



Legend refers to Legend Sheet - "Legend for Drainage Record Plan"

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Part print of sheet

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1:500	21/10/2026

Hong Kong and Islands Division

Drainage Services Department
Government of the Hong Kong Special Administrative Region

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tpbpd/PLAND

寄件者: [redacted]
寄件日期: 2026年10月24日星期六 1:45
收件者: tpbpd/PLAND
主旨: Re: A/NE-LT/797 DD 25 Tai Om Tsuen

類別: Internet Email

Dear TPB Members,

696 approved 30 Apr 2021 and conditions appear to have been fulfilled.

But roll over 773 approved on 10 Jan 2025 was revoked 10 July 2026 for failure to fulfill most conditions so it appears that inspections during the 696 window had been overlooked.

"This car park was previously granted approval (under application reference A/NE-LT/773). However, during the implementation phase, it became apparent that certain technical conditions attached to the approval—specifically the requirement to install a grease trap/interceptor—were excessively complex to fulfill."

IF MEMBERS DO NOT REQUEST CLARIFICATION ON THIS ISSUS, IE IS THE INTERCEPTOR MANDATORY FOR ALL PARKING LOTS, IS INSTALLATION ECCESSIVE, THEY ARE IN BREACH OF THEIR DUTY WITH REGARD TO THE HEALTH AND SAFETY OF THE COMMUNITY AS THIS PARKING LOT IS ADJACANT TO A CHILDREN'S PLAYGROUND.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Monday, April 5, 2021 3:04:31 AM
Subject: A/NE-LT/696 DD 25 Tai Om Tsuen

Dear TPB Members,

Of note is the **Nine Extensions of Time** re previous approval. There is also an adjacent parking lot. Combined they are much larger than the village proper.

Members must raise questions and ask for update images of the site.

In error I made reference previously to AG zoning. However the gist of objection is the same. So much space for vehicles in a village that, apart from a public toilet, appears to be devoid of community facilities.

Mary Mulvihill

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

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From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Saturday, February 3, 2018 2:11:30 AM
Subject: A/NE-LT/632 DD 25 Tai Om Tsuen

A/NE-LT/632
Lot 915 RP in D.D. 25, Tai Om Tsuen, Lam Tsuen, Tai Po
Site area : 2,841m²
Zoning "Agriculture" should read "VTD"
Applied Use : 50 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 57sqmts per vehicle, three times the size of many residential units on the market. **The site is bigger than the village**. How about providing temporary container homes on the site?

The development was not in line with the planning intention of the "Agriculture" ("AGR") zone, which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission to merit a departure from such planning intention, even on a temporary basis.

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