

Supporting Planning Statement

May 2025
Report : Version 1.0



Executive Summary

(in case of discrepancy between English and Chinese versions, English version shall prevail)

This Application is submitted to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”) for a proposed temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Service (convenience store) and Ancillary Office for a period of 3 years (“**the Proposed Development**”) at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78, and 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80 in Heung Yuen Wai, New Territories (“**the Application Site**”).

The Application Site falls within an area of “Recreation” (“**REC**”) zone and “Village Type Development” (“**V**”) zone on the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2 (“**the OZP**”). Upon completion of the Proposed Development, it comprises 107 parking spaces for private cars (at least 2.5m x 5m each) and 8 parking spaces for Light Goods Vehicle (LGV) (at least 3.5m x 7m each), as well as two two-storey structures for convenience store and ancillary office uses. The proposed building height of 6 m and the total floor area is about 384 sq.m. There will be two various loading and unloading bays for LGV to support the Proposed Development.

The Application echoes government’s direction to provide more parking spaces to serve the Heung Yuen Wai Boundary Control Point, which aims to accommodate the high demand of the local villagers and the cross-boundary travellers for car parking spaces. It is situated at a convenient location that is within 5 minutes walking distance from the Boundary Control Point.

The Proposed Development does not hinder the long-term planning intention of “REC” and “V” zone. Similar applications in the “REC” and “V” zone in the Ta Kwu Ling North area have also been approved and considered. The Proposed Development will not cause adverse traffic, visual, landscape, drainage and environmental impacts.

In view of the above justifications, we would sincerely seek for favourable consideration of the Board to approve this Application.



內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請根據《城市規劃條例》第16條，就新界香園圍丈量約份第78約地段第377號、第380號A分段、第380號B分段、第380號C分段及第380號餘段及丈量約份第80約地段第61號B分段餘段（部分）、第62號，以及第65號B分段餘段（部分）（下稱「**申請地點**」）的用地，向城市規劃委員會（下稱「**城規會**」）申請作擬議臨時公眾停車場（貨櫃車除外）及臨時商店及服務行業（便利店）連附屬辦公室用途，為期3年（下稱「**擬議發展**」）。

申請地點現時於《打鼓嶺北分區計劃大綱圖編號S/NE-TKLN/2》（下稱「**大綱圖**」）劃作「康樂」和「鄉村式發展」地帶。擬議發展包括107個私家車專用停車位（每個最少2.5米x5米）和8個輕型貨車專用停車位，以及兩個兩層高的構築物作為臨時商店及服務行業和附屬辦公室用途。擬議構築物的高度約6米，總樓面面積約為384平方米。擬議發展將會有兩個輕型貨車的上落客貨車位。

申請響應政府提供更多泊車位服務香園圍口岸的方向，旨在滿足當地村民和過境旅客對泊車位的殷切需求。申請地點坐落在一個方便的位置，從蓮塘/香園圍口岸步行5分鐘即可到達。

擬議發展不會妨礙打鼓嶺北「康樂」和「鄉村式發展」地帶的長遠規劃意向。而且於打鼓嶺北的「康樂」和「鄉村式發展」地帶亦已有不少相關申請曾被批准。擬議發展不會對交通、視覺、景觀、排水和環境造成不利影響。

鑒於以上提出的依據，我們真誠地尋求城規會批准該申請。



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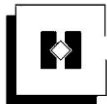
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1 INTRODUCTION

1.1 The Application

- 1.1.1 We are commissioned by the Applicant to prepare and submit on its behalf this planning application for a proposed temporary ‘Public Vehicle Park (Excluding Container Vehicle)’, ‘Shop and Services (Convenience Store)’ and ancillary office uses for a period of 3 years (hereinafter referred to as the “**Proposed Development**”) at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78, and Lot Nos. 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories (**Figure 1**) (hereinafter referred to as the “**Application Site**”) to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”).
- 1.1.2 The Application Site partly falls within an area designated as “Recreation” (“**REC**”) zone and partly falls within an area designated as “Village Type Development” (“**V**”) zone on the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2 (“**the OZP**”) (**Figure 4**).
- 1.1.3 According to the Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years.



2 THE APPLICATION SITE AND DEVELOPMENT PROPOSAL

2.1 Current Condition of the Application Site

- 2.1.1 The Application Site covers a total of about 4,628 square metres (“sq. m.”). The Application Site is paved and fenced off. Major part of the site is currently occupied by a car park under the approved planning applications No. A/NE-TKLN/57 and 58,
- 2.1.2 The Application Site has direct access to Lin Ma Hang Road. The site is situated at the east of Heung Shui Wai Boundary Control Point and north of Tsung Yuen Ha Tsuen.
- 2.1.3 **Figure 1** illustrates the location of the Application Site and its immediate vicinity, and the existing condition of the Site (**Diagram 1**).

2.2 Land Status

- 2.2.1 The Application Site falls within a total of 8 lots, Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in Demarcation District 78, and 61 S.B RP (part), 62 and 65 S.B RP (part) in Demarcation District 80 (“**the Lots**”) (**Figure 3**).

2.3 Surrounding Context

- 2.3.1 Ta Kwu Ling is a sub-urban area located northeast of Shui Hau in the New Territories. Ta Kwu Ling is one of three new development areas currently being planned for North District, in parallel with Fanling North and Kwu Tung North. The area is comprised of twenty villages and the major uses of land are parking of vehicles, storage, temporary structures, domestic structures and vacant land. Ta Kwu Ling North is located in the north of a village which is Tsung Yuen Ha Tsuen. There is a major road (Lin Ma Hang Road) in Ta Kwu Ling North, and the major transportation mode is by bus or minibus, connecting Ta Kwu Ling North to Sheung Shui MTR station.
- 2.3.2 The Application Site is located at the northern edge of Ta Kwu Ling, with village houses and temporary structures surrounding the site. The run-in and out is located at the northern boundary of the Applications Site, and the site is accessible from Ling Ma Hang Road - Ta Kwu Ling.

2.4 Existing Road Network

- 2.4.1 The site is accessible via Lin Ma Hang Road. Lin Ma Hang Road is a north-south single-two carriageway used as a local road. Heung Yuen Wai Highway connects Lin Ma Hang Road and Fanling Highway. It is a north-south two-way two-lane expressway.



2.5 Heung Yuen Wai Boundary Control Point

- 2.5.1 The Heung Yuen Wai Boundary Control Point (HYWBCP) opened for cargo trucks since 2020, while it has been fully commenced for passengers as well since February 2023. HYWBCP is capable to handle 17,850 vehicle trips and 30,000 passenger trips daily. There is a public car park with 415 parking spaces inside the passenger Terminal Building, and a pedestrian subway linking the HYWBCP with the Lin Ma Hang Bus Stop. HYWBCP targets to redistribute the cross-boundary traffic among the control points in the east, which aim to lowered the daily passenger and vehicular flows of the Sha Tau Kok and Man Kam To Boundary Control Points by 18% and 26% respectively.
- 2.5.2 As at September 2024, the HYWBCP recorded a daily average of about 70 000 cross-boundary passenger trips, and during weekends and public holidays, a daily average of over 80 000 cross-boundary passenger trips.
- 2.5.3 Upon commissioning of cargo clearance facilities of HYWBCP since 2020, the average daily vehicles using HYWBCP by the end of year 2024 is about 3096 (two directions). This number is comparable to the increase in average daily traffic flow between 2020 and 2024 at the relevant section of HYW Highway (e.g. Lung Shan Tunnel and Cheung Shan Tunnel) from about 12964 and 3059 (both directions) to 22763 and 11360 (both directions).¹ This reflects that most cross-boundary vehicles have made use of the HYW Highway to commute to and from HYW BCP.
- 2.5.4 There is a public car park within the HYWBCP providing 415 parking spaces. With the overwhelming response since its opening, the public car park spaces were fully occupied over the weekends. In response to this issue, the Government has reviewed and further enhancing the current booking system by measures including adjustment of parking fees and acceptance of on-site booking during non-peak periods.²³ Yet, there are still unresolved demand for private car parking spaces over there.⁴

¹[https://www.td.gov.hk/en/transport in hong kong/transport figures/monthly traffic and transport digest/2024/202403/index.html](https://www.td.gov.hk/en/transport%20in%20hong%20kong/transport%20figures/monthly%20traffic%20and%20transport%20digest/2024/202403/index.html)

²<https://www.info.gov.hk/gia/general/202302/15/P2023021500526.htm?fontSize=1>

³<https://www.info.gov.hk/gia/general/202411/06/P2024110600327.htm>

⁴ 批香園圍口岸停車場預約系統智能化不足 議員: 釋放唔到車位, Source: https://hk.on.cc/hk/bkn/cnt/news/20240925/bkn-20240925095215730-0925_00822_001.html



2.5.5 Existing public transport services to the vicinity are shown below:

<u>Mode</u>	<u>Route No.</u>	<u>Origin - Destination</u>	<u>Frequency</u>
Scheduled Green Minibus	59K	Sheung Shui Station Public Minibus Terminus – Chuk Yeun	35 - 45 minutes
	59S	Sheung Shui Station Public Minibus Terminus –Heung Yuen Wai Boundary Control Point	25 – 35 minutes
Franchised Bus	B7	Fanling Station – Heung Yuen Wai Port	10 - 20 minutes
	B8	Tai Wai Station – Heung Yuen Wai Port	30 minutes
	B9	Tuen Mun Station – Heung Yuen Wai Port	60 minutes

2.5.6 It only takes about 5 minutes to walk from the Application site to the HYWBCP, by going through the subway from the bus stop along Lin Ma Hang Road. **Figure 4** illustrate the accessibility.

2.6 Widening of the Western Section and Eastern Section of Lin Ma Hang Road

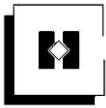
2.6.1 The design study indicated that the Lin Ma Hang Road is going to be widen form both ends to cope with the anticipated increase in traffic volume on Lin Ma Hang Road due to the opening of the Frontier Closed Area (FCA), and to provide a safer and more efficient road network for residents and tourists. The project scope covers the western section of Lin Ma Hang Road (from Ping Yuen River to Ping Che Road), and the eastern section (from Tsung Yuen Ha to Lin Ma Hang).

2.6.2 In November 2023, the upgrading works of western section of Lin Ma Hang Road has been completed from a single-track road with passing places to a single two-lane carriageway with footpath on both sides.

2.6.3 The Application Site abuts the eastern section of the Lin Ma Hang Road which is subject to further widening works. According to the replies from Highways Department to the North District Council on May 2021, since part of the widening works in the eastern section are designated projects under the Environmental Impact Assessment Ordinance, the project consultant would submit the relevant environmental impact assessment before commencement of works. There is no detail commencement schedule at this moment.

2.7 Existing Vehicle Parking Space and Village Clusters in the Vicinity

2.7.1 At the southern edge of Application Site is Tsung Yuen Ha where it is situated between the middle and eastern section of Lin Ma Hang Road. Going south along the Lin Ma Hang Road are Kaw Liu Village on the west and Chuk Yuen Village on



the east, and further northern-east is Ha Heung Yuen.

- 2.7.2 The predominant uses in the surrounding of the Application Site are car parks and associated economic activities such as shops and restaurants. The concentration of public car parks indicates the transport and logistics natures of Heung Yuen Wai area and its significant role in supporting cross-boundary travels and supply chain activities.



Diagram 1 Existing Open Storage, Vehicle Parking Space and Village Clusters
(Source: HK GEODATA STORE, HKSAR Government)

2.8 Previously Approved Schemes

- 2.8.1 Major portion of the Application Site is subject to approved applications No. A/NE-TKLN/57 and 58 for proposed temporary shop and services (convenience store) with ancillary site office and car parks. According to the approved schemes, there are two various 2-storey structures for a floor area of 204 sq.m. and 180 sq.m. for each application, providing 24 parking spaces and 1 loading/ unloading space for Light Goods Vehicle (LGV), and 26 parking spaces and 1 loading/ unloading space for LGV respectively. The applications were both approved with conditions on 22 September 2023 for a period of 3 years till 22 September 2026.

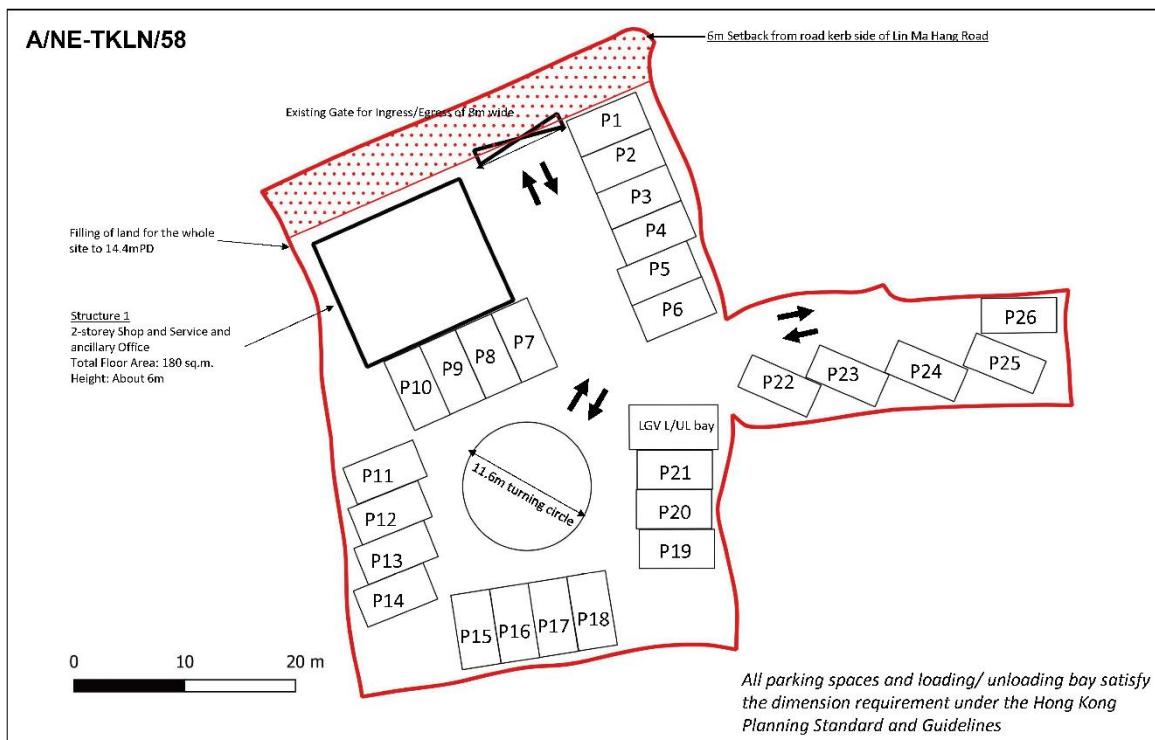
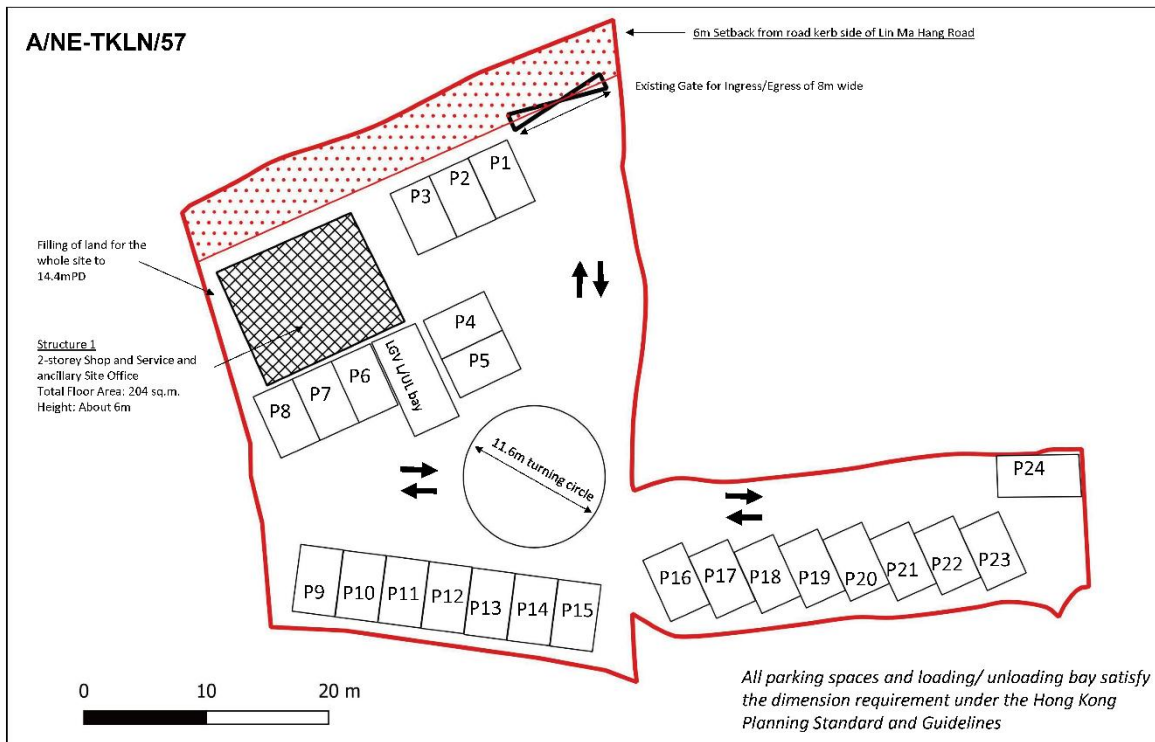


Diagram 2 Indicative Layout Plans for Previously Approved Applications No. A/NE-TKLN/57 and 58 (Source: HK GEODATA STORE, HKSAR Government)



2.9 Temporary Public Vehicle Park for Private Cars, Shop and Services and Ancillary Office

2.9.1 The current Application Site covers an area of about 4,628 sq.m. The Proposed Development will provide a total of 107 parking spaces for private cars (at least 2.5m x 5m each) and 8 parking spaces for LGV (at least 3.5m x 7m each) within the Application Site.

2.9.2 Following the previously approved applications No. A/NE-TKLN/57 and 58, there will be two two-storey structures as temporary shop and services (convenience store) and ancillary office, each situated at the north-western portion and north-eastern portion of the Application Site. Together, with a total floor area of 384 sq.m. and a height of about 6 meters. There will be two loading & unloading bays at the north-western portion and north-eastern portion of the Application Site to serve the commercial use.

Parameters	Proposed Development
Site Area	About 4,628 sq.m.
No. of Structure	2
Covered Area	About 192 sq.m.
Maximum Height of Structure	About 6 metres, two-storey
Maximum Total Site Coverage	About 4.1%
Maximum Plot Ratio	About 0.083
No. of Parking Spaces for Private Cars	107
No. of Parking Spaces for LGV	8
Loading/ Unloading Space for LGV	2

2.9.3 Following the previously approved applications, a setback of 6 m from the road kerb side of Lin Ma Hang Road has been reserved for the future widening works of the eastern section of Lin Ma Hang Road. **These areas shall not form part of the application site**, hence no interfacing issue is anticipated from this Development.

2.9.4 The indicative layout plan of the Development is shown in **Annex 1**.

2.10 Operation Arrangement

2.10.1 The car park will operate 24 hours a day. Daily, weekly and monthly rental basis will be allowed for local residents and visitors. A longer operation hour and a varied charging scheme will provide greater flexibility to the cross- boundary travellers, so as to relieve the pressure from the existing Heung Yuen Wai Car Park.



2.10.2 According to Chapter 8 of the Hong Kong Planning Standards and Guidelines, the dimension of parking spaces and loading/ unloading bays are set. All the proposed parking spaces and loading/ unloading bays comply with the relevant standards.

Types of Parking Space and Loading/Unloading Bay	Length (m)	Width (m)
Private Cars, Van-type Light Goods Vehicles and Taxis	5	2.5
Light Goods Vehicles (LGV)	7	3.5

2.10.3 The convenience store will operate from 9a.m. to 8p.m. daily including public holidays, which is similar to the previously? approved scheme. Fencing will be provided around the boundary of the carpark.

2.10.4 Enter and exit of the car park will be through the existing gate opening along the Lin Ma Hang Road with a width of 8m.

2.10.5 The following traffic management measures are proposed to follow:

- No vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Site;
- Only private car as defined in the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Site;
- No medium or heavy goods vehicle exceeding 5.5 tonnes, including container tractor/ trailer will be permitted to park at the Site;
- A notice should be posted at the ingress/ egress point of the site to indicate that no medium or heavy goods vehicle (i.e. exceeding 5.5 tonnes) including container trailers/tractors, as defined in the Road Traffic Ordinance, will be allowed to be parked/stored on the Site; and
- No car washing, vehicle repair or other workshop activities will be allowed on the Site.



3 PLANNING ASSESSMENT

3.1 Statutory Planning Context

- 3.1.1 The Application Site partly falls within an area designated as “Recreation” (“REC”) zone and partly falls within an area designed as “Village Type Development” (“V”) zone on the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2 (**Figure 3**) (also known as the “OZP”). The planning intention of the “REC” zone is “intended primarily for low-density recreational developments for the use of the general public”. The planning intention of the “V” zone is “designate both existing recognized villages, and areas of land considered suitable for village expansion and reprovisioning of village houses affected by Government projects”.
- 3.1.2 The “REC” zone is roughly about 3,302 sq.m. while the “V” zone is roughly about 1,326 sq.m., which occupy about 71% and 29% respectively of the total site area.
- 3.1.3 According to Notes of “REC” zone and “V” zone of OZP, ‘Public Vehicle Park’ is a Column 2 use under “REC” zone and “V” zone. According to the Notes of the OZP, temporary use not exceeding a period of three years within “REC” zone and “V” zone requires planning permission from the Town Planning Board notwithstanding that the use is not provided for in terms of the Plan.
- 3.1.4 Approval of this application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the “REC” zone and “V” zone.

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S/NE-TKLN/2

RECREATION

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Field Study/Education/Visitor Centre Government Use (Police Reporting Centre only) Holiday Camp On-Farm Domestic Structure Picnic Area Place of Recreation, Sports or Culture Public Convenience Rural Committee/Village Office Tent Camping Ground	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Eating Place Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Place of Entertainment Private Club Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution Shop and Services Theme Park Utility Installation for Private Project Zoo



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S/NE-TKLN/2

RECREATION (cont'd)

Planning Intention

This zone is intended primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.

Remarks

- (a) No residential development (except 'New Territories Exempted House') shall result in a total development in excess of a maximum plot ratio of 0.2 and a maximum building height of 2 storeys.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any diversion of streams or filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Source: Town Planning Board, HKSAR Government)



- 1 -

S/NE-TKLN/2

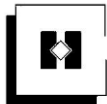
VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use	Burial Ground
Government Use (Police Reporting Centre, Post Office only)	Eating Place
House (New Territories Exempted House only)	Flat
On-Farm Domestic Structure	Government Refuse Collection Point
Religious Institution	Government Use (not elsewhere specified) #
(Ancestral Hall only)	Hotel (Holiday House only)
Rural Committee/Village Office	House (not elsewhere specified)
	Institutional Use (not elsewhere specified) #
	Market
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation #
	Public Vehicle Park
	(excluding container vehicle)
	Religious Institution (not elsewhere specified) #
	Residential Institution #
	School #
	Shop and Services
	Social Welfare Facility #
	Utility Installation for Private Project

In addition, the following uses are always
permitted on the ground floor of a New
Territories Exempted House:

Eating Place
Library
School
Shop and Services

(Please see next page)



VILLAGE TYPE DEVELOPMENT (cont'd)

Planning Intention

The planning intention of this zone is to designate both existing recognized villages and areas of land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

Remarks

- (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.
- (b) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (a) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (c) Any diversion of streams or filling of pond, including that to effect a change of use to any of those specified in Columns 1 and 2 above or the uses or developments always permitted under the covering Notes (except public works co-ordinated or implemented by Government, and maintenance, repair or rebuilding works), shall not be undertaken or continued on or after the date of the first publication in the Gazette of the notice of the draft development permission area plan without the permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Source: Town Planning Board, HKSAR Government)

3.2 Previously Approved Applications

- 3.2.1 Part of the Application Site is subject to planning applications No. A/NE-TKLN/57 and 58, which were approved by the Town Planning Board on 22 September 2023 on a temporary basis for a period of 3 years until 22 September 2026
- 3.2.2 In the last meeting, the Town Planning Board paper pointed out that use in support of the village and recreational development in "REC" zone and selected commercial and community uses serving the needs of the villagers in "V" zone may be permitted, and given that there is no Small House application been received for the site, it is considered that the project would not frustrate the long term planning



intentions of the “REC” and “V” zones.⁵

- 3.2.3 The building form and building bulk follows the approved scheme. The only difference is the increase of car parking spaces as well as site area. A table summarizing the differences between Applications No. A/NE-TKLN/57 and 58 and the current applicant is as follows:

<u>Parameters</u>	<u>Application No.</u> <u>A/NE-TKLN/57</u>	<u>Application No.</u> <u>A/NE-TKLN/58</u>	<u>Current</u> <u>Application</u>	<u>Difference</u> <u>between</u> <u>current and</u> <u>two approved</u> <u>applications</u>
Site Area	About 1,924 sq.m.	About 2,228 sq.m.	About 4,628 sq.m.	+ 476 sq.m.
Floor Area	About 204 sq.m.	About 180 sq.m.	About 384 sq.m.	Same
No. of Structure(s)	1	1	2	Same
Max. Height of Structures	6 meters	6 meters	6 meters	Same
No. of Private Car Parking Spaces	24	26	107	+ 57
No. of LGV Parking Spaces	0	0	8	+ 8
No. of Loading/ Unloading Bay for Light Goods Vehicle	1	1	2	Same

4.1 Similar Approved Applications for Public Vehicle Parks

- 4.1.1 There are several similar applications for temporary vehicle park use in the vicinity of the Application Site, which falls within “REC” zone and “V” zone.
- 4.1.2 There is a similar approved application of similar uses within the same “REC” zone and “V” zone in Heung Yuen Wai area, involving different sites. The adjacent application No. A/NE-TKLN/53 for temporary public vehicle park for private cars and LGV was approved on 2023, with its access point also abuts Lin Ma Hang Road.
- 4.1.3 Planning approval for the adjacent site (No. A/NE-TKLN/53) is going to be expired in mid-2026, with another approved site (No. A/NE-TKLN/70) that will be lapsed

⁵ https://www.tpb.gov.hk/en/meetings/RNTPC/Minutes/m727rnt_e.pdf



in late-2026. The shortage of car parking spaces in Heung Yuen Wai will become more serious with the lapse of application No. A/NE-TKLN/53.



Application No.	A/NE-TKLN/53	A/NE-TKLN/70
Decision Date	23/06/2023	20/04/2020
Applied Use	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years
Expire Date	23/06/2026	27/10/2026
Total no. of vehicle spaces	69	11
Private Car Parking Spaces	54	11
LGV Parking Spaces	15	0

- 4.1.4 There are also other similar planning applications for public vehicle park and shop and services uses in the vicinity. Hence, the proposed development can also help to meet the increasing demand of the parking lots in the vicinity.

<u>Application No.</u>	A/NE-TKLN/75	A/NE-TKLN/90	A/NE-TKLN/68
<u>Decision Date</u>	15/03/2024 Approved	28/02/2025 Approved	05/04/2024 Approved
<u>Applied Use</u>	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 3 Years	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store with Ancillary Office and Store Room) for a Period of 3 Years	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years
<u>Expire Date</u>	15/03/2027	28/02/2028	05/04/2029

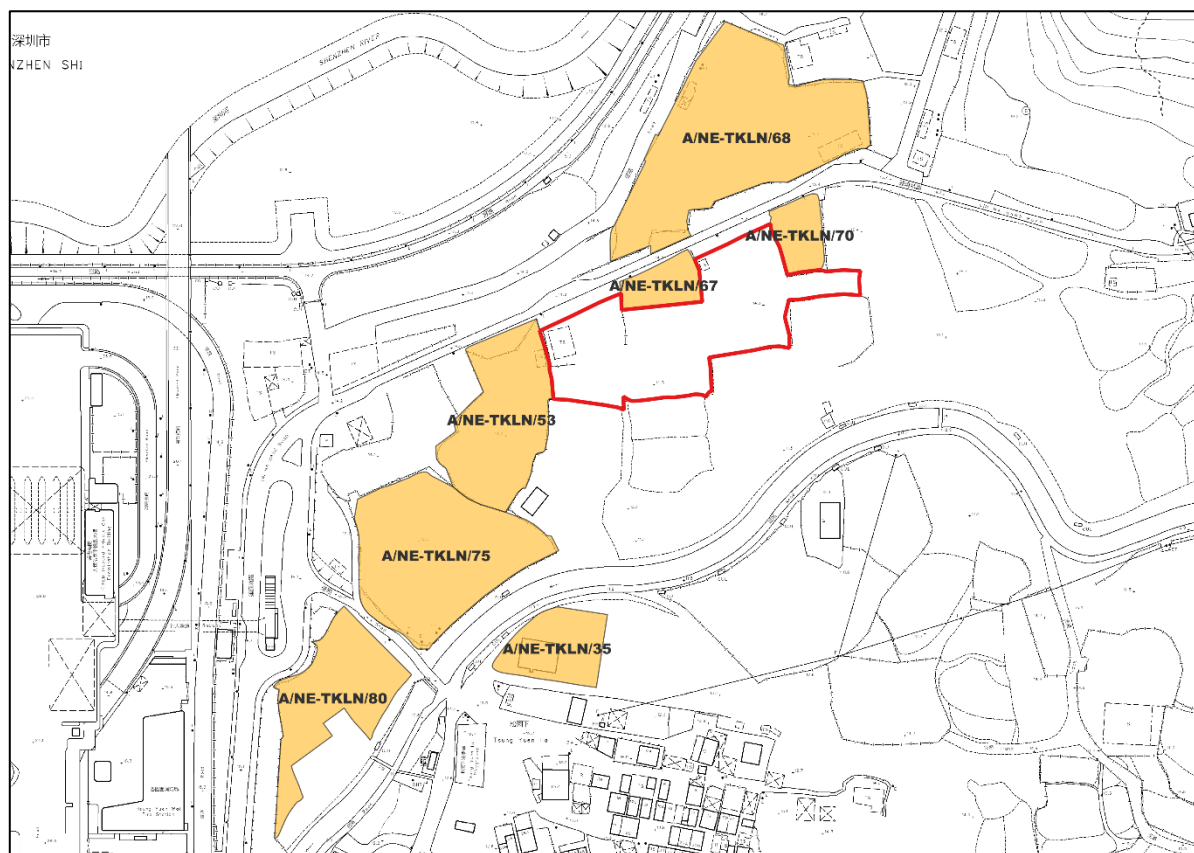


Diagram 3 Approved Similar Applications in the Vicinity
(Source: HK GEODATA STORE, HKSAR Government)

4.2 High Demand for Private Car Parking Spaces in the Vicinity

- 4.2.1 HKSAR government has announced to adopt multipronged approach to cope with demand for public parking spaces at HYWBCP as of 15 February 2023. While there is a high demand for private parking spaces, the current capacity of the public car park within HYWBCP has reaches its maximum.
- 4.2.2 According to the Planning Department, the Heung Yuen Wai Port will serve cross-boundary goods vehicles and passengers traveling between Hong Kong-Shenzhen East, Huizhou, Guangdong East, Jiangxi and Fujian. Trucks moving fresh produce, livestock and poultry will continue to use the MKT BCP. It is estimated that by 2030, the average daily traffic flow of the port will be about 20,600 vehicular trips, and 30,700 passenger trips per day.



4.2.3 There is some news showing HYWBCP Public Car Park can hardly fulfil the needs from public upon the operation of the control point⁶, and some reserved vehicles in the car parking space did not leave on time.⁷

4.2.4 Among limited existing public transport services, visitors and residents may tend to drive to the nearby carparks to access the control point.

4.3 Drainage Consideration

4.3.1 The drainage proposal of the previously approved applications No. A/NE-TKLN/57 and 58 have been approved by the Town Planning Board on 28 February 2024. It was considered that there would be no adverse drainage impact. It is also anticipated that there will be no adverse drainage impact from the application as the existing drainage condition and pattern of the area will not be altered.

4.3.2 Under this application, peripheral channels are constructed along the site boundary. The flows inside the channels will be discharged via a terminal manhole with desilting trap into a proposed 400mm U channel, which will discharge into an existing watercourse. Water will be discharged into the existing 8m wide nullah to the south of the subject site via the existing outfalls.

4.3.3 It is anticipated that the proposed U channel will be adequate with the stated gradient. The channel flows the discharges southward which is parallel to the flow direction of adjacent surface runoff, and hence no significant quantity of surface runoff from adjacent lands will be received.

4.3.4 The design of the proposed channel will be adequate to support the surface runoff from the subject lots under this planning application. Thus, no adverse drainage impact is anticipated.

4.3.5 Details refer to indicative stormwater flow and calculation in **Annex 2**.

4.4 Traffic Consideration

4.4.1 Existing temporary public vehicle park does not incur adverse traffic impact. The traffic generated by the existing temporary public vehicle park is low with an estimation of 8 to 9 vehicular trips per hour on average and less than 20 vehicular trips per hour at peak hours. This estimation is similar to the previously approved application. No adverse traffic impact is anticipated.

⁶ The standard. (February 2023). <https://www.thestandard.com.hk/section-news/section/11/249753/Border-crossing-car-park-full-up,-travelers-warned>

⁷ RTHK. (February 2023). <https://news.rthk.hk/rthk/en/component/k2/1687545-20230212.htm>



4.4.2 While the subject carpark is proposing a flexible mode, it is anticipated that the proposed temporary vehicle park will not incur adverse traffic impact. With most of the end user would be cross-boundary travellers, they may park their cars in the Application site and stay in the Mainland for one day or more.

4.4.3 Traffic management measures proposed in section 2.10 would be fully implemented. With only 8 to 9 trips per hour generated and attracted from the application, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

4.5 Environmental Consideration

4.5.1 The Applicant will follow the relevant mitigation measures and requirements in the latest “Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites” to minimize any potential environmental impact. No adverse environmental impact is anticipated.

4.6 Visual and Landscape Compatibility

4.6.1 The Application Site is situated in area of rural village landscape character which are surrounded by temporary structures and car parks. The proposed car park and shop and service uses are compatible with the surrounding use and will not disturb the prevailing rural village landscape character. There is no existing tree within the Application Site.

4.6.2 The visual compatibility follows the previously approved application. No additional structure would arise and the building bulk and form maintain as approved.

4.7 Cumulative Impact

4.7.1 Even with the approval of this planning application with a larger application site, it is anticipated that there will be no cumulative impact on the environmental, traffic, drainage and visual and landscape aspect. As detailed above, it is not anticipated to have interfacing issue with Lin Ma Hang Road Widening Works with setback reserved. Thus, no cumulative impact is expected from this application.



5 PLANNING MERITS & JUSTIFICATIONS

5.1 Satisfy the Needs by Catering the High Demand of Parking Spaces

- 5.1.1 Intention of the proposed temporary vehicle park is to cater the high demand of parking spaces in the HYWBCP and the vicinity. It primarily serves the local villagers and residents, as well as the cross-boundary travellers. With the relaxation of infection-control measures, it is expected that the cross-border travel between Shenzhen and Hong Kong will resume normal, and the demand of car parking spaces will increase as well. Thus, this application demonstrates strong planning merit to solve the shortage issue.

5.2 Echo Government's Direction to Provide More Parking Spaces

- 5.2.1 It has been identified by the Government to process car parking spaces planning applications in a proactive manner and will expedite the process as appropriate. This planning application has strong planning merit by echoing government's direction to provide more parking spaces.
- 5.2.2 While Government eagers to provide temporary vehicle park in the vicinity, the whole land searching process takes time and could not meet the rising demand. Provision of parking spaces by private sector will be easier and quicker.

5.3 Situated at a Convenient Location for Vehicle Park

- 5.3.1 The Application Site is located in a convenient location which is situated within 5 minutes walking distance to the HYWBCP. The cross-boundary travellers and local residents can easily walk to the HYWBCP via the underground tunnel.

5.4 Would Not Jeopardize the Long-term Planning Intention

- 5.5 Approval of the application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the "REC" zone and "V" zone. Also, the site is currently vacant and partly hard-paved which does not require much site formation works. This application will help to fully utilize the land resources which is compatible with the surrounding environment.
- 5.6 With respect to the OZP, use in support of the village and recreational development in "REC" zone and selected commercial and community uses serving the needs of the villagers in "V" zone may be permitted. While part of the land within "V" zone also falls within the village 'environs' of Tsung Yuen Ha, currently there is no small house application for the Application Site. Thus, this application would not frustrate the long-term planning intentions of both "REC" and "V" zones.



5.7 Flexible Operation Mode to Accommodate Travellers' Need

- 5.7.1 There are limit parking options for existing adjacent carpark, where Heung Yuen Wai Boundary Control Point Public Car Park only accepts vehicles with prior online booking to park. The proposed carpark will adopt a walk-in manner to the public and provide hourly, daily, weekly parking services upon the various needs of the cross-boundary travellers.

5.8 Supported by Previous Planning Approvals of Similar Applications

- 5.8.1 Planning context has substantially changed upon the full commission of HYWBCP. There were four similar applications of temporary vehicle park within the same "REC" and "V" zone in the Ta Kwu Ling North area (Nos. A/NE-TKLN/53, 68, 75 and 90) approved with conditions by the Committee in the past 10 years mainly on the considerations of several factors, including the high compatibility of the proposed developments with the surrounding land uses and the low possibility to cause significant impacts on the traffic, environment, drainage and landscape of the area. Therefore, with the support of previous planning approvals under similar planning circumstances, the proposed temporary vehicle park and shop and services use are not inconsistent with the surrounding land uses and it is unlikely to generate adverse impacts to the surrounding area.
- 5.8.2 Besides, the applied shop and services use follows the approved scheme under the A/NE-TKLN/57 and 58(either 57 or 58??). With the full commenced?? of the HYWBCP, the applied shop and service use will continue to help satisfy the commercial needs in the vicinity.

5.9 Compatible with the Surrounding Development with No Adverse Visual and Landscape Impact

- 5.9.1 The temporary public vehicle park will be visually compatible with the surrounding environment, which is mainly composed of village houses, temporary structures and storages. There is no change to the rural village landscape character as well. No adverse visual and landscape impact is anticipated.

5.10 No Adverse Traffic Impact

- 5.10.1 The proposed temporary vehicle park will not incur adverse traffic impact. The traffic volume generated by the proposed temporary vehicle park is low with an estimation of around 8 to 9 trips per hour in peak hour, and most of the vehicles enter and exit the site approximately once per day only. In addition, traffic management measures have also been proposed in order to ensure pedestrian safety. Therefore, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.



5.11 No Adverse Environmental Impact

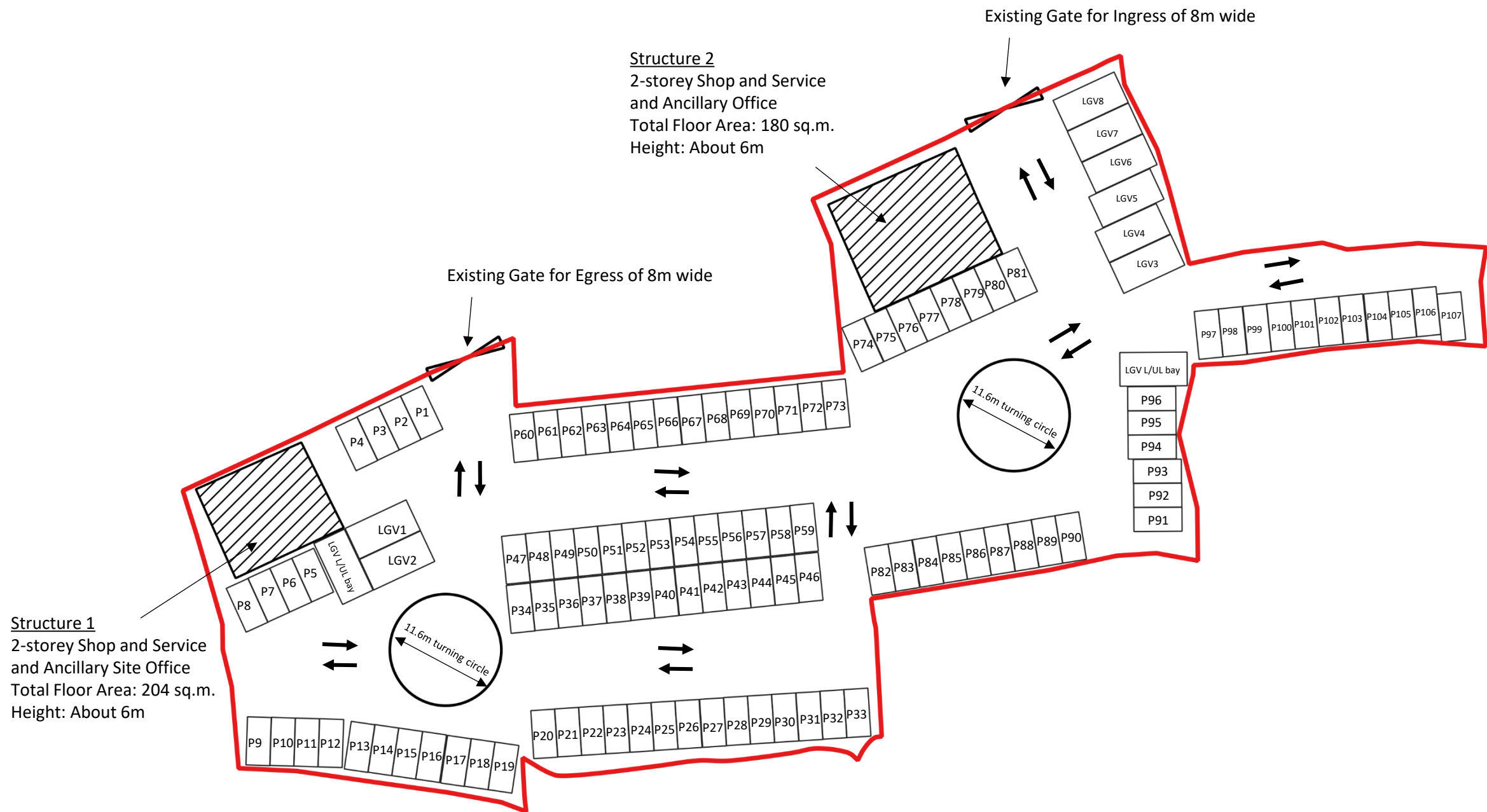
- 5.11.1 The proposed temporary vehicle park is a rental private car park. Related activities such as car washing, repairing or similar workshop activities would not be permitted on the site. Moreover, the latest “Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses” issued by Environmental Protection Department will also be followed. Therefore, there will not be adverse environment impacts including noise and air quality.

5.12 No Adverse Drainage Impact

A stormwater flow diagram in Annex 2 and relevant calculation have been prepared. The proposed drainage system would improve the existing drainage conditions, and ultimate discharge to the existing water course. Thus, no adverse drainage impact is anticipated.

6 CONCLUSION

- 6.1.1 In view of the above, we respectfully request the Board Members to give favourable consideration on this planning application.



All parking spaces and loading/ unloading bay satisfy the dimension requirement under the Hong Kong Planning Standard and Guidelines

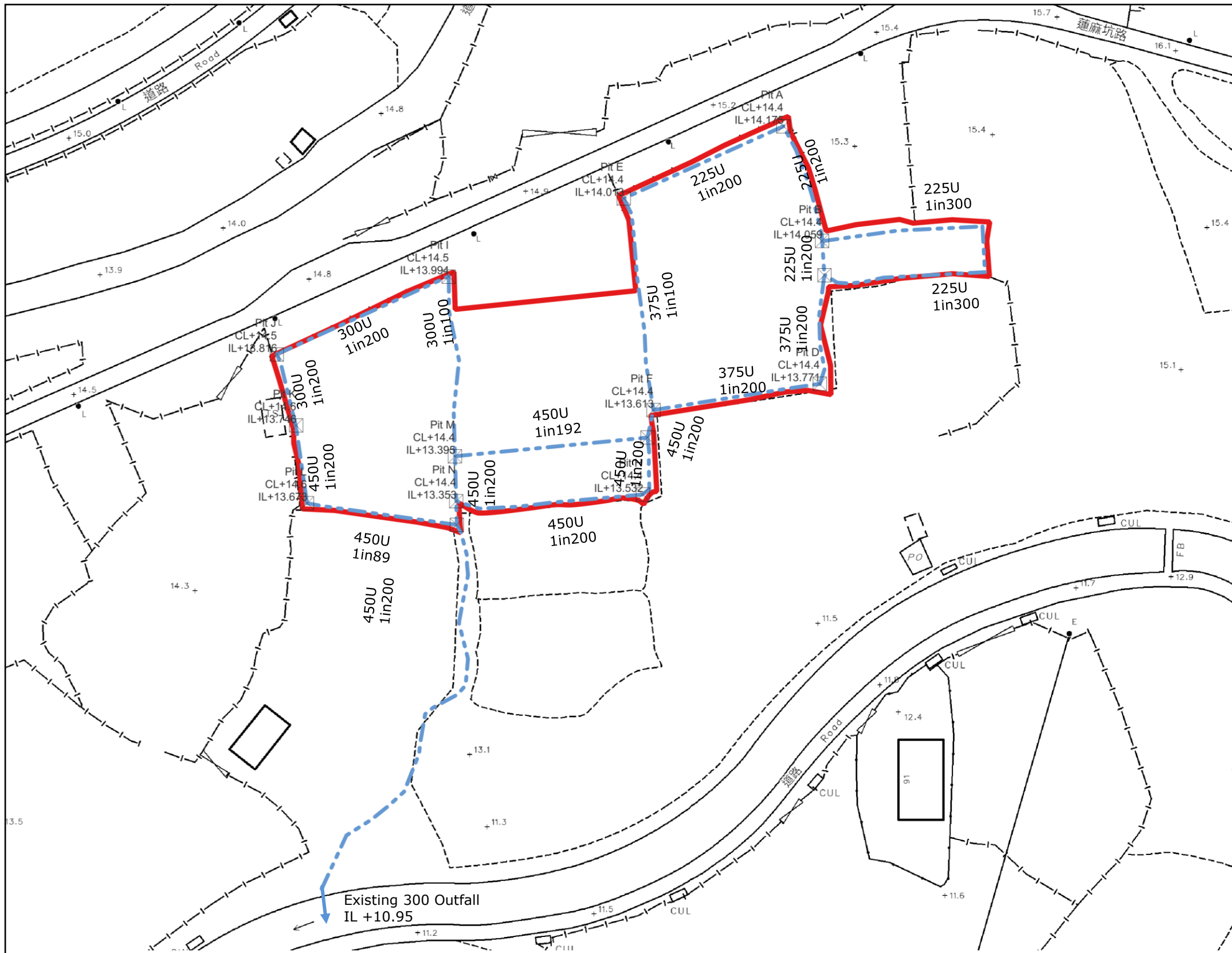


**LCH Planning and Development
Consultants Limited**

Annex 1 : Indicative Layout Plan

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lot Nos. 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a Period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)



Note: Pit O will be following the DSD Standard Drawings No. DS 1054E for Terminal Manhole Type T2

- Application Boundary
- - - Proposed U Channel (with reinforced concrete cover)
- Proposed Catchpit
- ← Existing Outfall

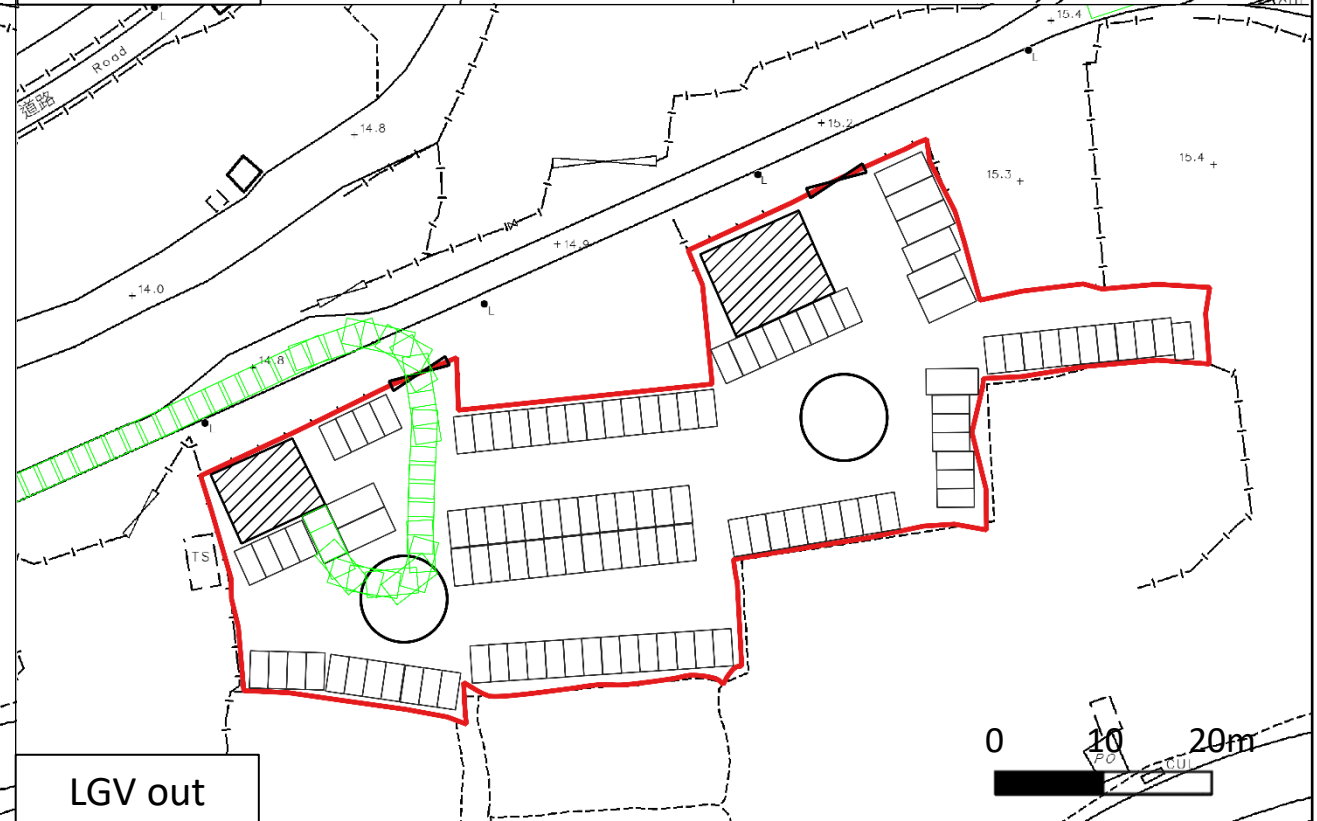
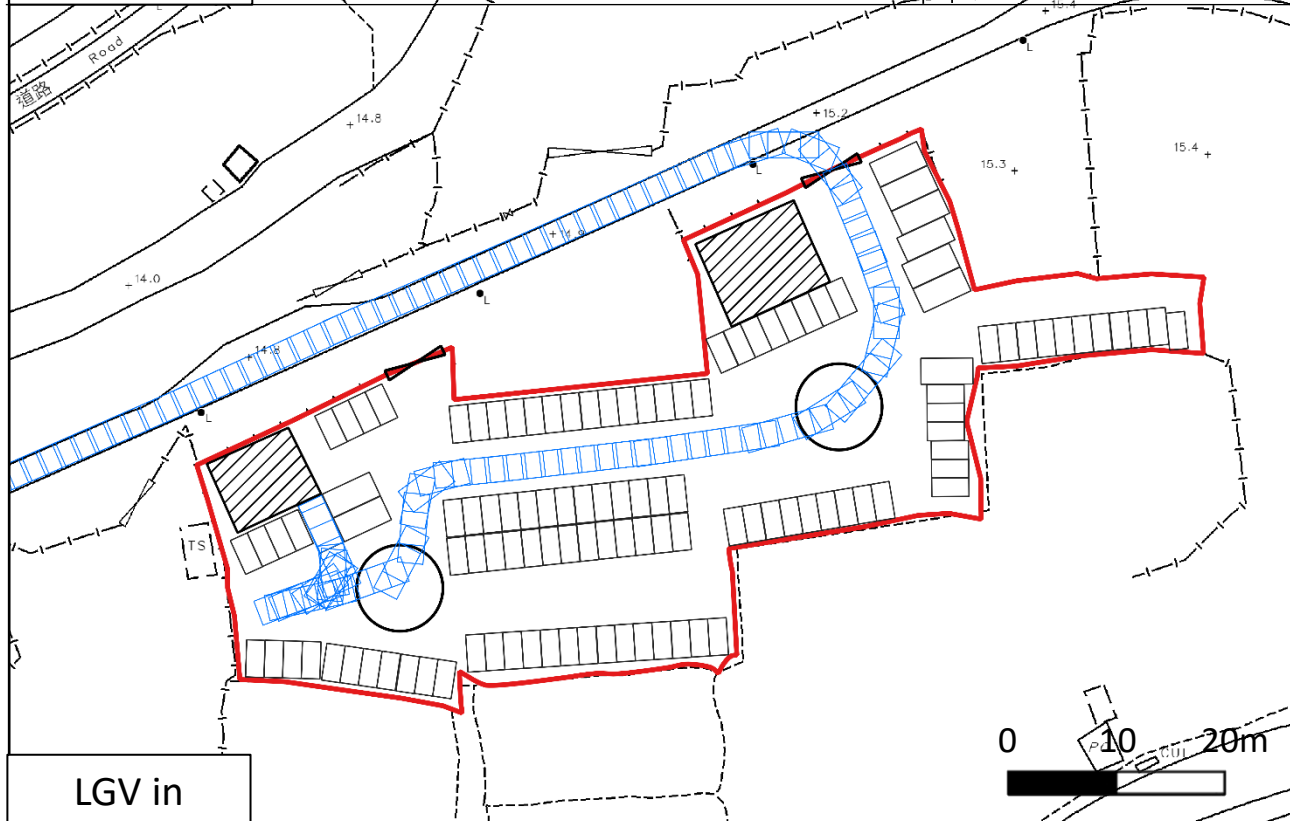
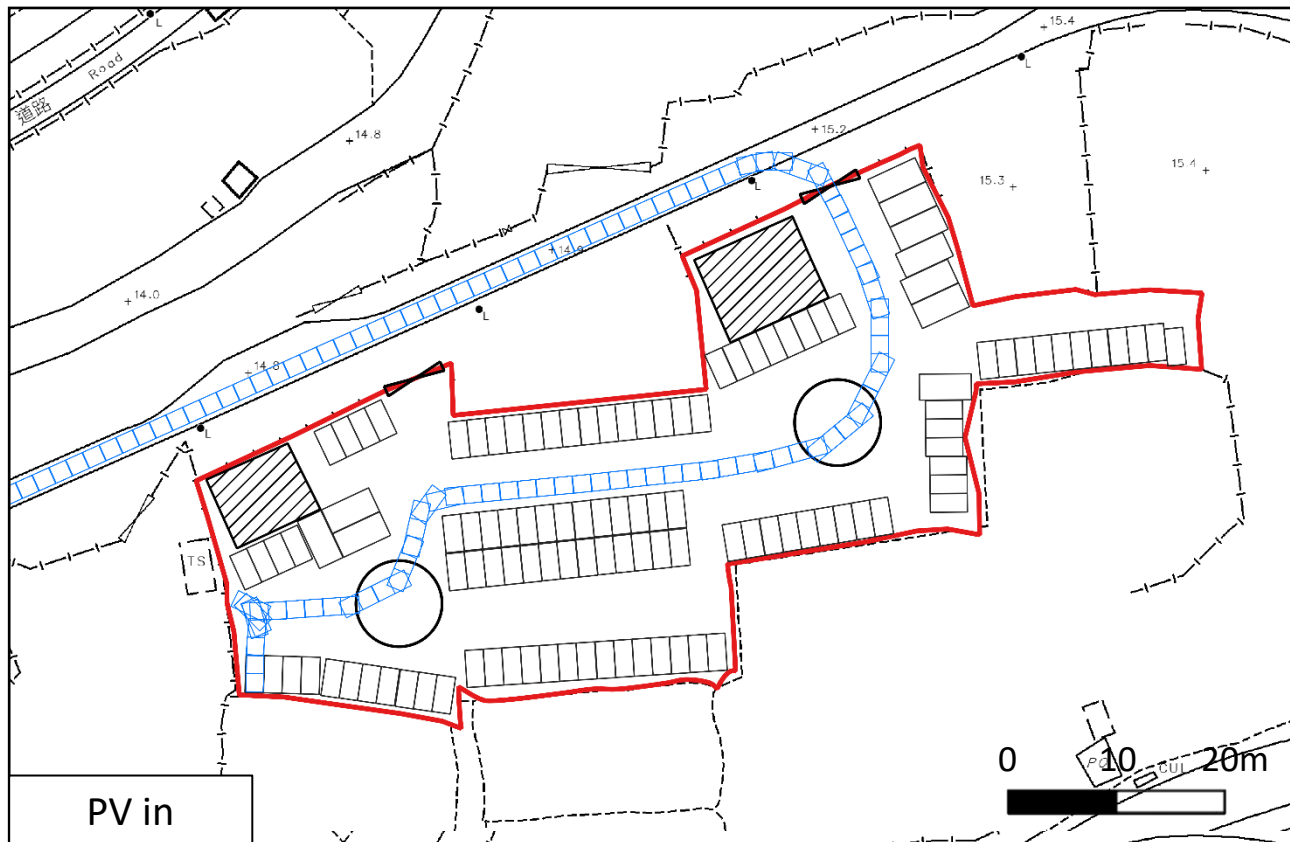


LCH Planning and Development Consultants Limited

Annex 2 : Indicative Stormwater Flow

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lot Nos. 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a Period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)

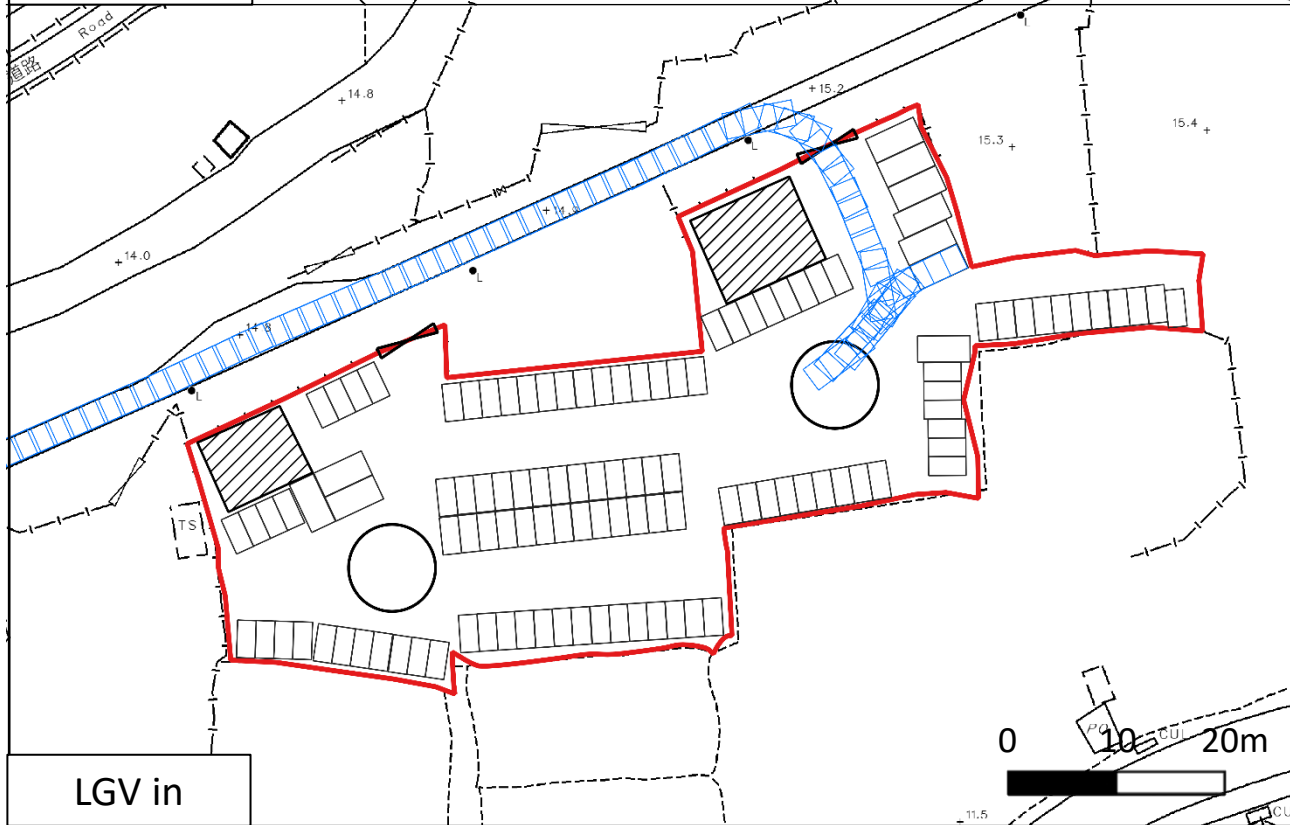
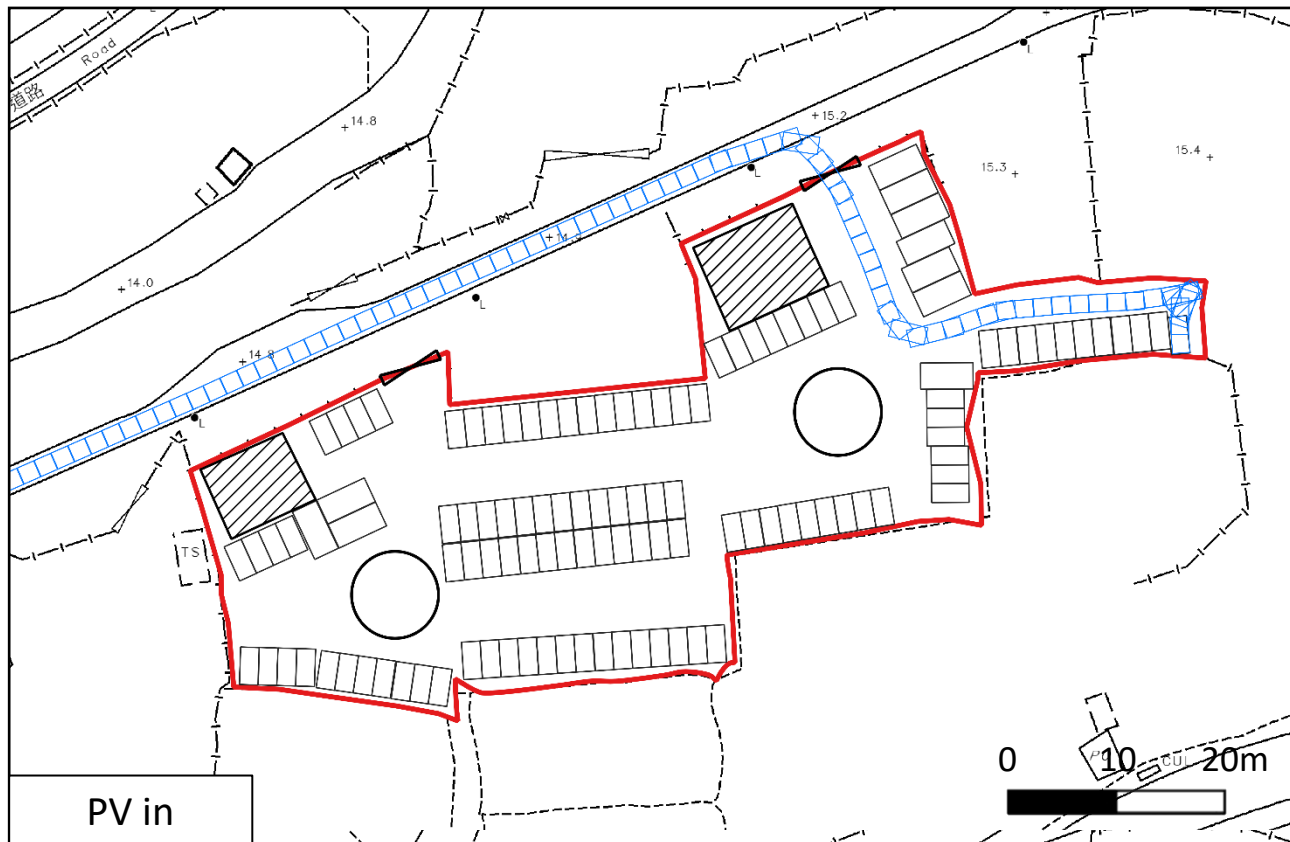


**LCH Planning and Development
Consultants Limited**

Annex 3 : Swept Path Analysis

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lot Nos. 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a Period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)



**LCH Planning and Development
Consultants Limited**

Annex 3 : Swept Path Analysis

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lot Nos. 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a Period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)

Annex 4

規劃署



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

Planning Department

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

來函檔號 Your Reference:
本署檔號 Our Reference: () in TPB/A/NE-TKLN/57
電話號碼 Tel. No.: 2158 6220
傳真機號碼 Fax No.: 2691 2806

LCH Planning & Development Consultants Ltd.
17th Floor, Champion Building
289-291 Des Voeux Road Central, Hong Kong
(Attn: Junior Ho)

By Post and Fax (2167 8557)

28 February 2024

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years in "Village Type Development" and "Recreation" Zones, Lots 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lot 61 S.B RP in D.D. 80, Heung Yuen Wai, Ta Kwu Ling North (Compliance with Approval Condition (f) for Planning Application No. A/NE-TKLN/57)

I refer to your submission received by this office on 22.1.2024 for compliance with approval condition (f) in relation to the submission of a drainage proposal under the captioned planning application.

Chief Engineer/Mainland North, Drainage Services Department (Contact person: Mr. LEE Wai Chung; Tel. No.: 2300 1274) has been consulted and advised that approval condition (f) is considered complied with. Please proceed to implement the accepted drainage proposal for compliance with approval condition (g). In order to facilitate compliance checking, you are required to inform this office and submit completed drainage works record for inspection.

Should you have any queries, please feel free to contact Mr. William WONG of this department at 2158 6164.

Yours faithfully,

(Margaret CHAN)
for Director of Planning

規 劃 署

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

**Planning Department**

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

來函檔號 Your Reference:
本署檔號 Our Reference: () in TPB/A/NE-TKLN/58
電話號碼 Tel. No.: 2158 6220
傳真機號碼 Fax No.: 2691 2806

LCH Planning & Development Consultants Ltd.
17th Floor, Champion Building
289-291 Des Voeux Road Central, Hong Kong
(Attn: Junior Ho)

By Post and Fax (2167 8557)

28 February 2024

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years in "Recreation" Zone, Lot 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, Ta Kwu Ling North (Compliance with Approval Condition (d) for Planning Application No. A/NE-TKLN/58)









I refer to your submission received by this office on 22.1.2024 for compliance with approval condition (d) in relation to the submission of a drainage proposal under the captioned planning application.

Chief Engineer/Mainland North, Drainage Services Department (Contact person: Mr. LEE Wai Chung; Tel. No.: 2300 1274) has been consulted and advised that approval condition (d) is considered complied with. Please proceed to implement the accepted drainage proposal for compliance with approval condition (e). In order to facilitate compliance checking, you are required to inform this office and submit completed drainage works record for inspection.

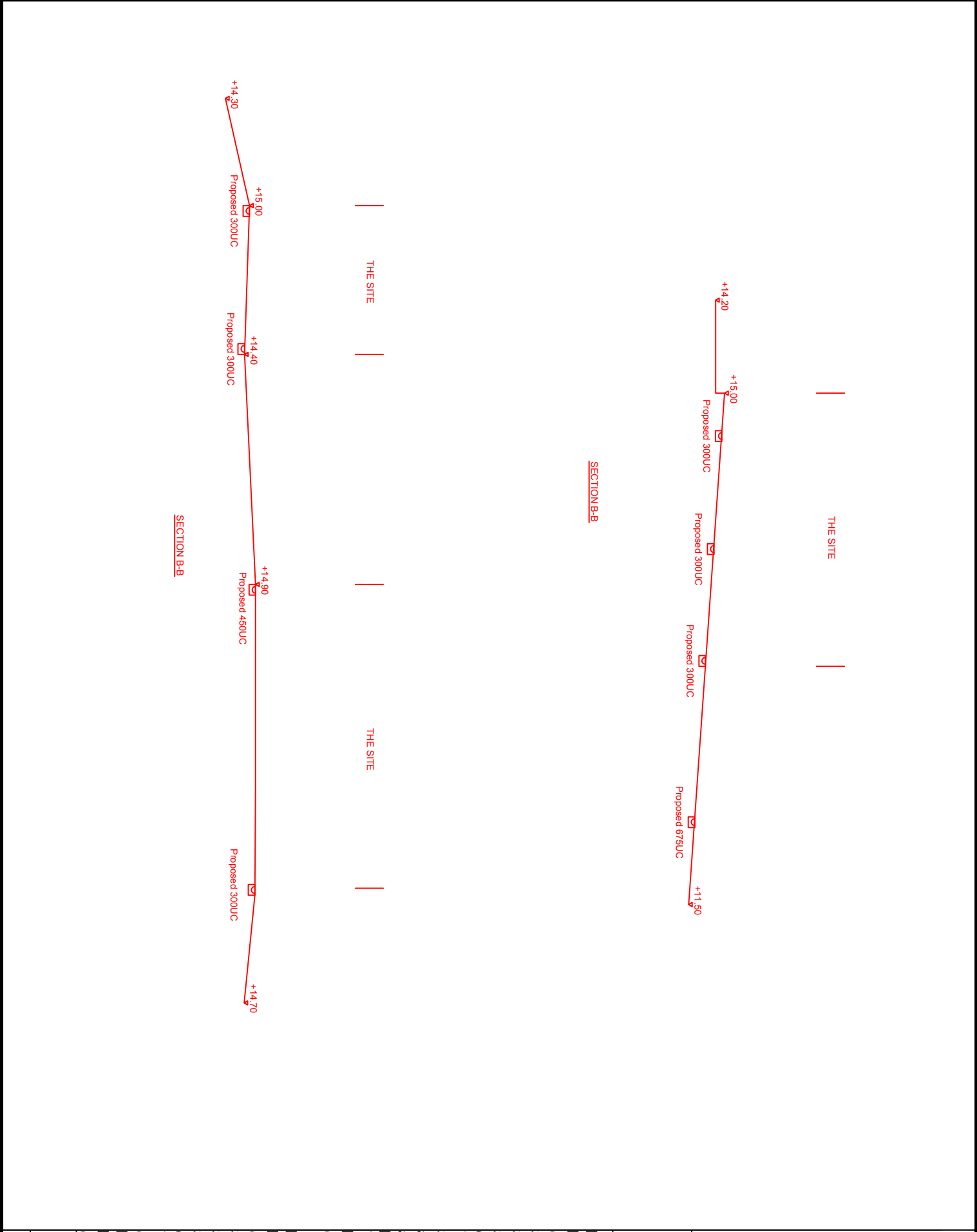
Should you have any queries, please feel free to contact Mr. William WONG of this department at 2158 6164.

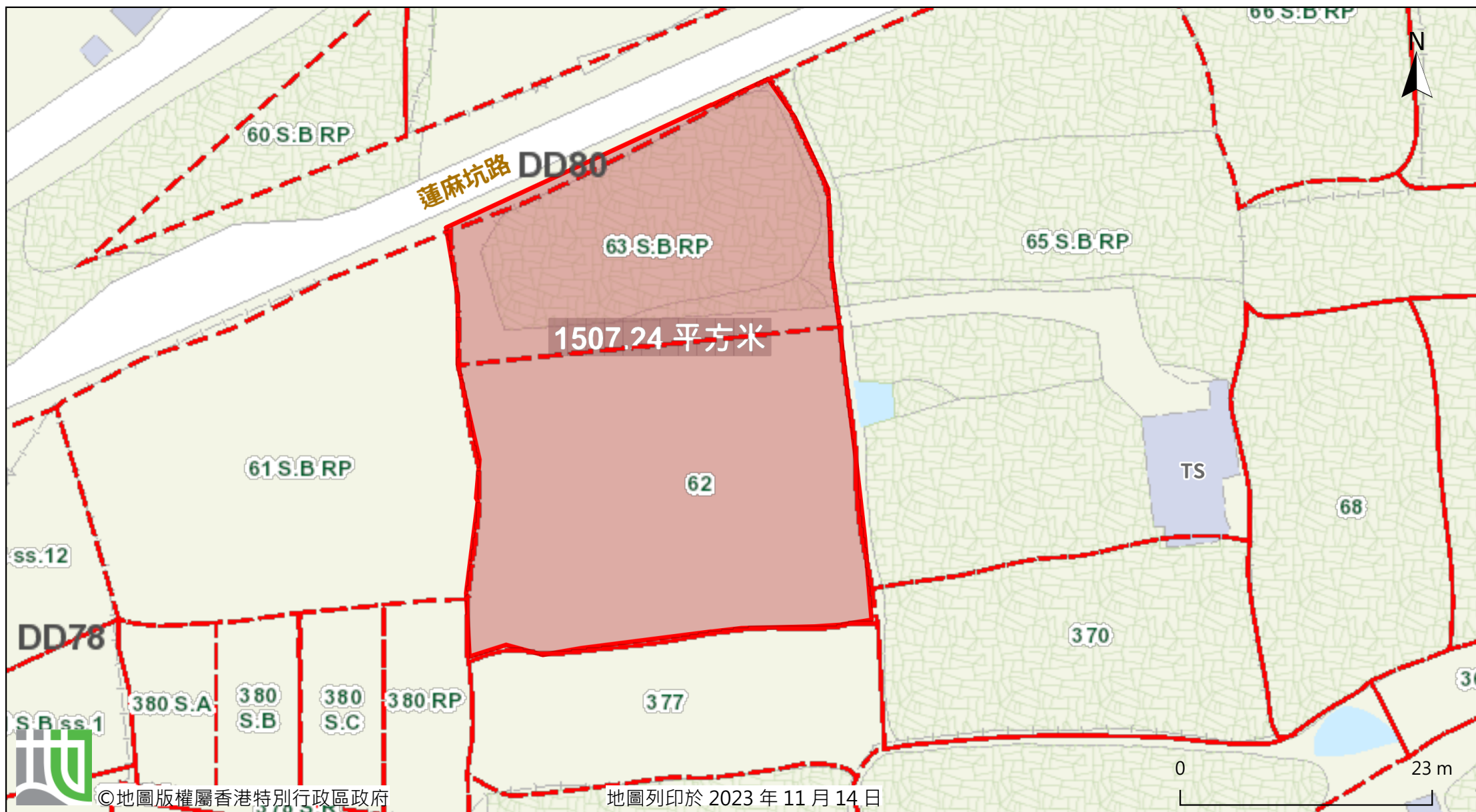
Yours faithfully,

(Margaret CHAN)
for Director of Planning

LEGEND		Proposed 300UC (1:200) with Cast Iron cover
		Proposed 450UC (1:200) with Cast Iron cover
		Proposed 525UC (1:200) with Cast Iron cover
		Proposed 675UC (1:200) with Cast Iron cover
		Proposed 675 underground concrete pipe (1:175)
		Existing Catchpit
		Proposed Catchpit
		Existing Level
	Company: 正宏工程顧問公司 Ching Wan Engineering Consultants Company	
	PROJECT: Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) with Ancillary Office for a Period of 3 Years at Lots 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and Lot 61 S.B RP in D.D. 80, Heung Yuen Wai, Ta Kwu Ling North, N.T. (ANE-TKLN/57)	

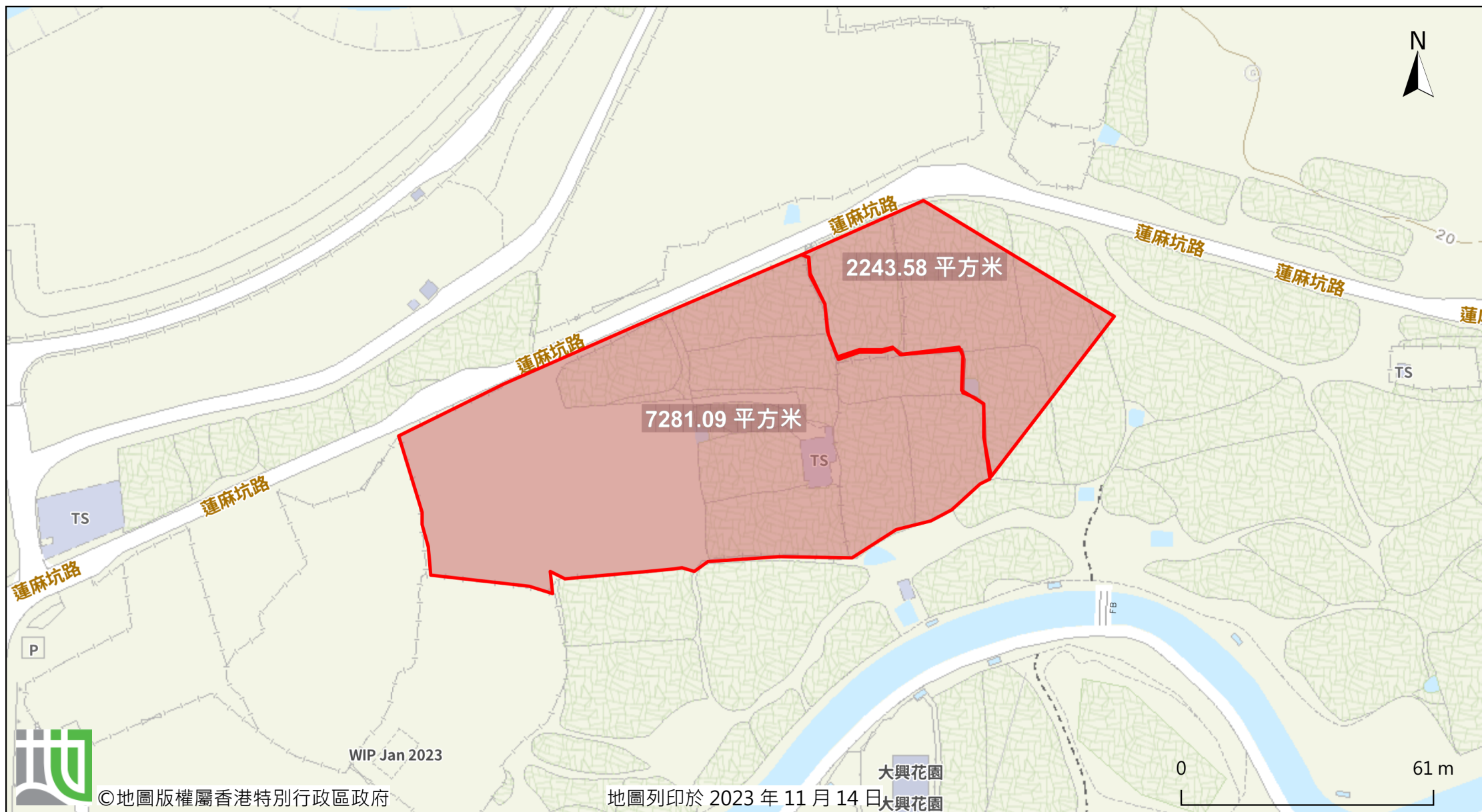
Date: 19-1-2024	DWG NO. TKLN57&58-D01
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A/NE-TKLN/57

$$\text{Site Area} = 962 \text{ m}^2 \quad (1924/2)$$

Calculation of Runoff from the Proposed Development,

$$Q = 0.278 C i A$$

$$C = 0.95 \quad (\text{P.42 of Stormwater Drainage Manual})$$

$$\begin{aligned} A &= 962 \text{ m}^2 \\ &= 0.000962 \text{ km}^2 \end{aligned}$$

$$\text{take } i = 250 \text{ mm/hr}$$

$$\begin{aligned} \text{Therefore, } Q &= 0.278 * 0.95 * 250 * 0.001924 \\ &= 0.064 \text{ m}^3/\text{sec} \\ &= \underline{\underline{3811}} \text{ lit/min} \end{aligned}$$

Provide 300UC (1:200) is OK

A/NE-TKLN/58

$$\text{Site Area} = 2148 \text{ m}^2 \quad (C=0.95)$$

$$\text{Outside Catchment Area} = 2244 \text{ m}^2 \quad (C=0.25)$$

$$\text{Lot 62 \& 63BRP} = 1507 \text{ m}^2 \quad (C=0.95)$$

Calculation of Runoff (Outside Catchment Area Only),

$$Q = 0.278 C i A$$

$$C = 0.25 \quad (\text{P.42 of Stormwater Drainage Manual})$$

$$\begin{aligned} A &= 2244 \text{ m}^2 \\ &= 0.002244 \text{ km}^2 \end{aligned}$$

$$\text{take } i = 250 \text{ mm/hr}$$

$$\begin{aligned} \text{Therefore, } Q &= 0.278 * 0.95 * 250 * 0.002244 \\ &= 0.039 \text{ m}^3/\text{sec} \\ &= \underline{\underline{2339}} \text{ lit/min} \end{aligned}$$

Provide 300UC (1:200) is OK

Calculation of Runoff (Site Area + Outside Catchment Area),

$$Q = 0.278 C i A$$

$$\text{take } i = 250 \text{ mm/hr}$$

$$\begin{aligned} \text{Therefore, } Q &= 0.278 * 0.95 * 250 * 0.002148 + 0.278 * 0.25 * 250 * 0.002244 \\ &= 0.181 \text{ m}^3/\text{sec} \\ &= \underline{\underline{10849}} \text{ lit/min} \end{aligned}$$

Provide 450UC (1:200) is OK

Calculation of Runoff (Site Area + Outside Catchment Area+Lot62&63BRP),

$$Q = 0.278 C i A$$

$$\text{take } i = 250 \text{ mm/hr}$$

$$\begin{aligned} \text{Therefore, } Q &= 0.278 * 0.95 * 250 * (0.002148 + 0.001507) + 0.278 * 0.25 * 250 * 0.002244 \\ &= 0.280 \text{ m}^3/\text{sec} \\ &= \underline{\underline{16819}} \text{ lit/min} \end{aligned}$$

Provide 525UC (1:200) is OK

Site Area = 7281 m² (C=0.95)

Outside Catchment Area = 2244 m² (C=0.25)

Calculation of Runoff from the Proposed Development,

$$Q = 0.278 C i A$$

take $i = 250 \text{ mm/hr}$

Therefore, $Q = 0.278 \times 0.95 \times 250 \times 0.007281 + 0.278 \times 0.25 \times 250 \times 0.002244$
 $= 0.520 \text{ m}^3/\text{sec}$
 $= \underline{\underline{31183 \text{ lit/min}}}$

Provide 675UC (1:200) is OK

Calculation Maximum Capacity of Proposed 675mm dia. Underground pipe.

Manning Equation $V = R^{2/3} \times S_f^{0.5} / n$

where $R = \frac{\pi r^2}{2 \pi r} \quad \begin{matrix} \text{dia} & 675 & \text{mm} \\ r = & 0.3375 & \text{m} \end{matrix}$
 $= r/2$
 $= 0.16875 \text{ m}$

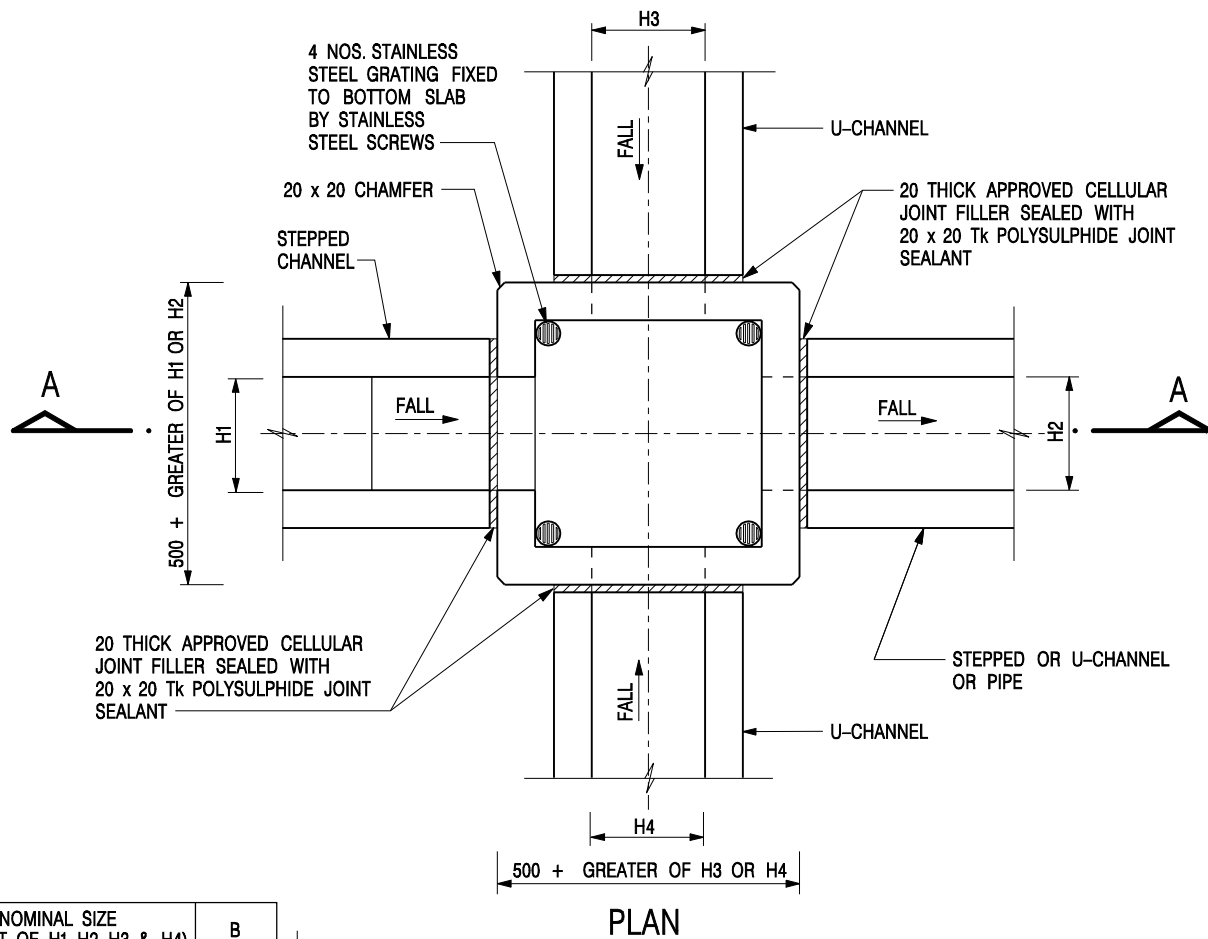
$n = 0.012 \text{ s/m}^{1/3} \quad (\text{Table 13 of Stormwater Drainage Manual})$

1/ 175 $S_f = 0.0057$

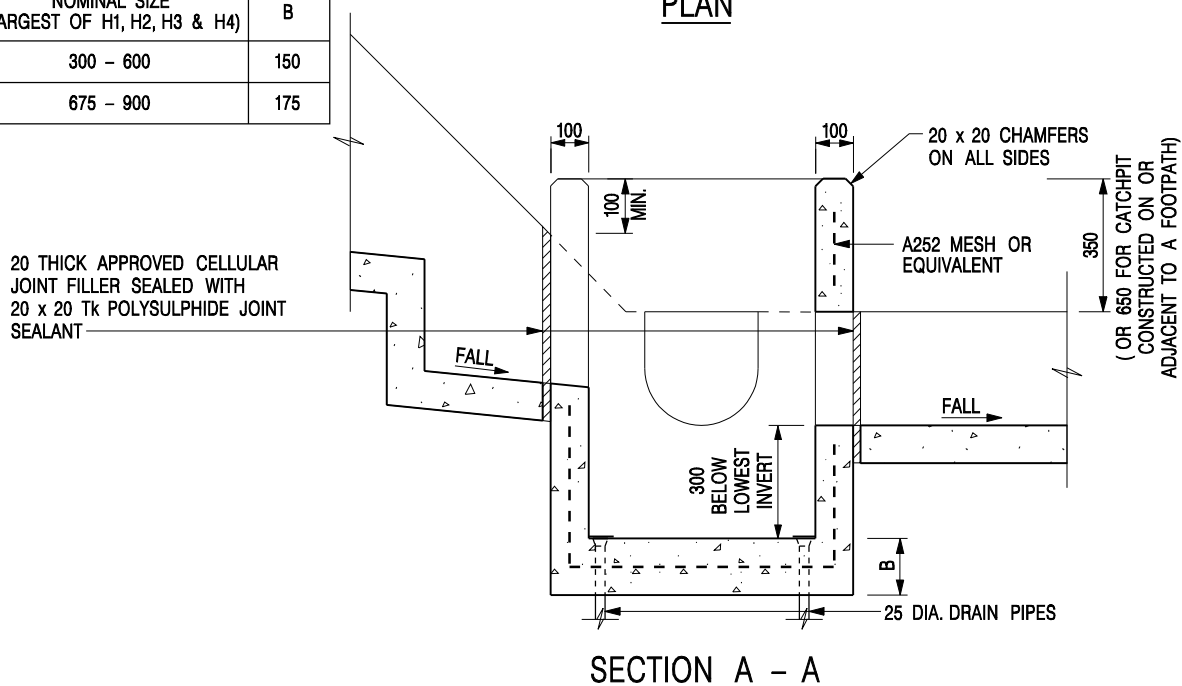
Therefore, $V = 0.16875^{2/3} \times 0.0057^{0.5} / 0.012$
 $= 1.924 \text{ m/sec}$

Maximum Capacity (Q_{\max}) $= V \times A$
 $= 1.924 \times \pi r^2$
 $= 0.688 \text{ m}^3/\text{sec}$
1 nos of pipe $= 0.688 \text{ m}^3/\text{sec}$
 $= 41303 \text{ lit/min}$
 $> 31183 \text{ lit/min}$

Provide 675mm dia underground pipe (1:175) is OK



NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

CATCHPIT WITH TRAP
(SHEET 1 OF 2)

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE



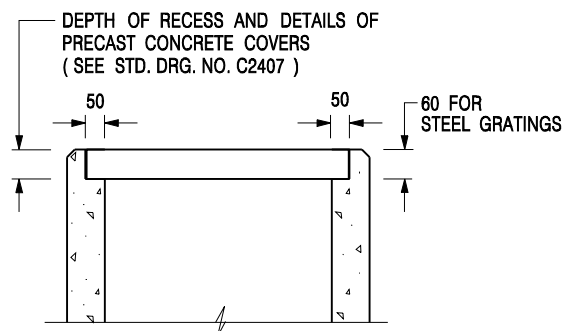
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.

C2406 /1



ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'G' ON STD. DRG. NO. C2405; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'F' ON STD. DRG. NO. C2405.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

**CATCHPIT WITH TRAP
(SHEET 2 OF 2)**



**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

DATE JAN 1991

DRAWING NO.

C2406 /2

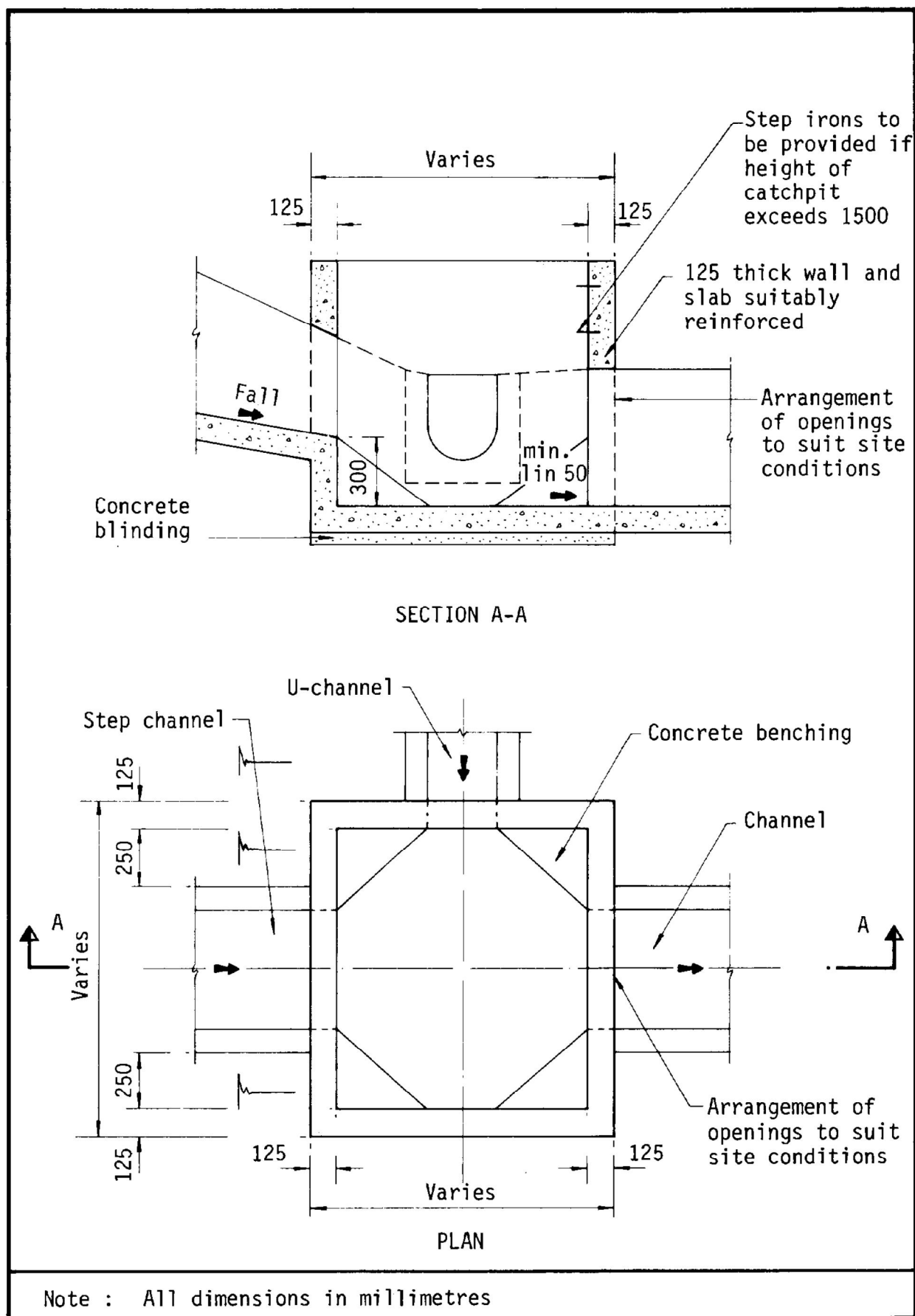
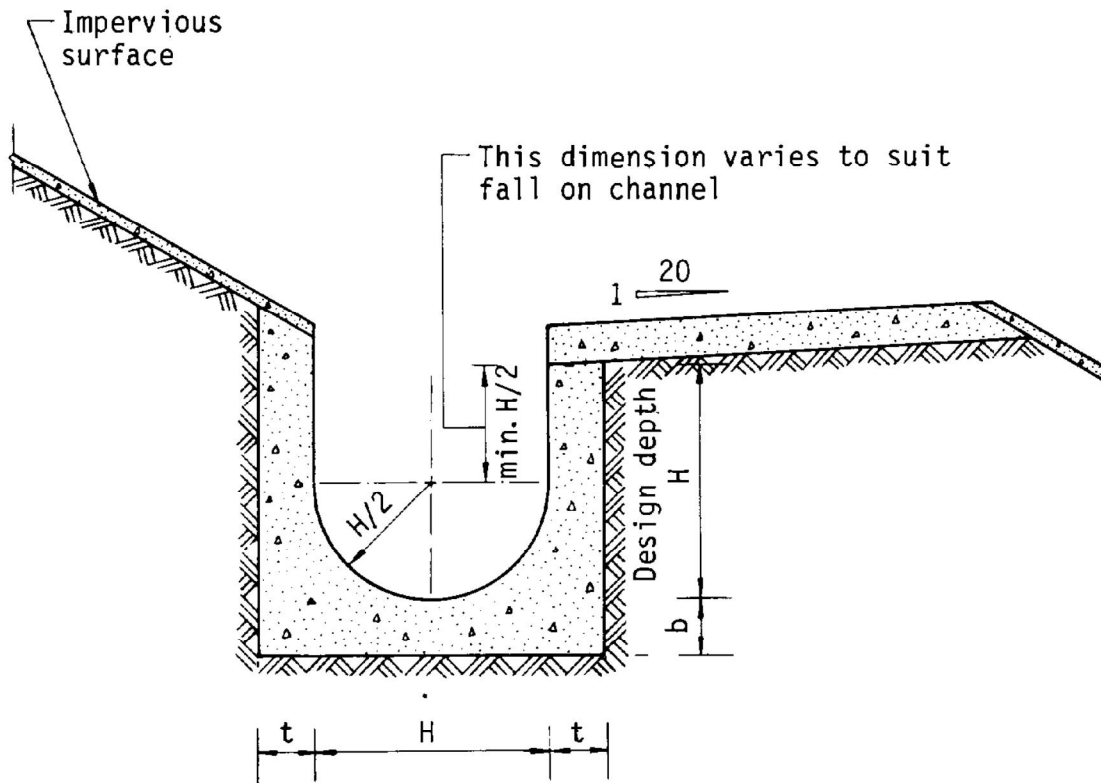


Figure 8.10 - Typical Details of Catchpits



Dimensions of U - channel

Nominal size of channel H (mm)	Thickness t (mm)	Thickness b (mm)
225 to 600	150	150
675 to 1200	175	225

Figure 8.11 - Typical U-channel Details

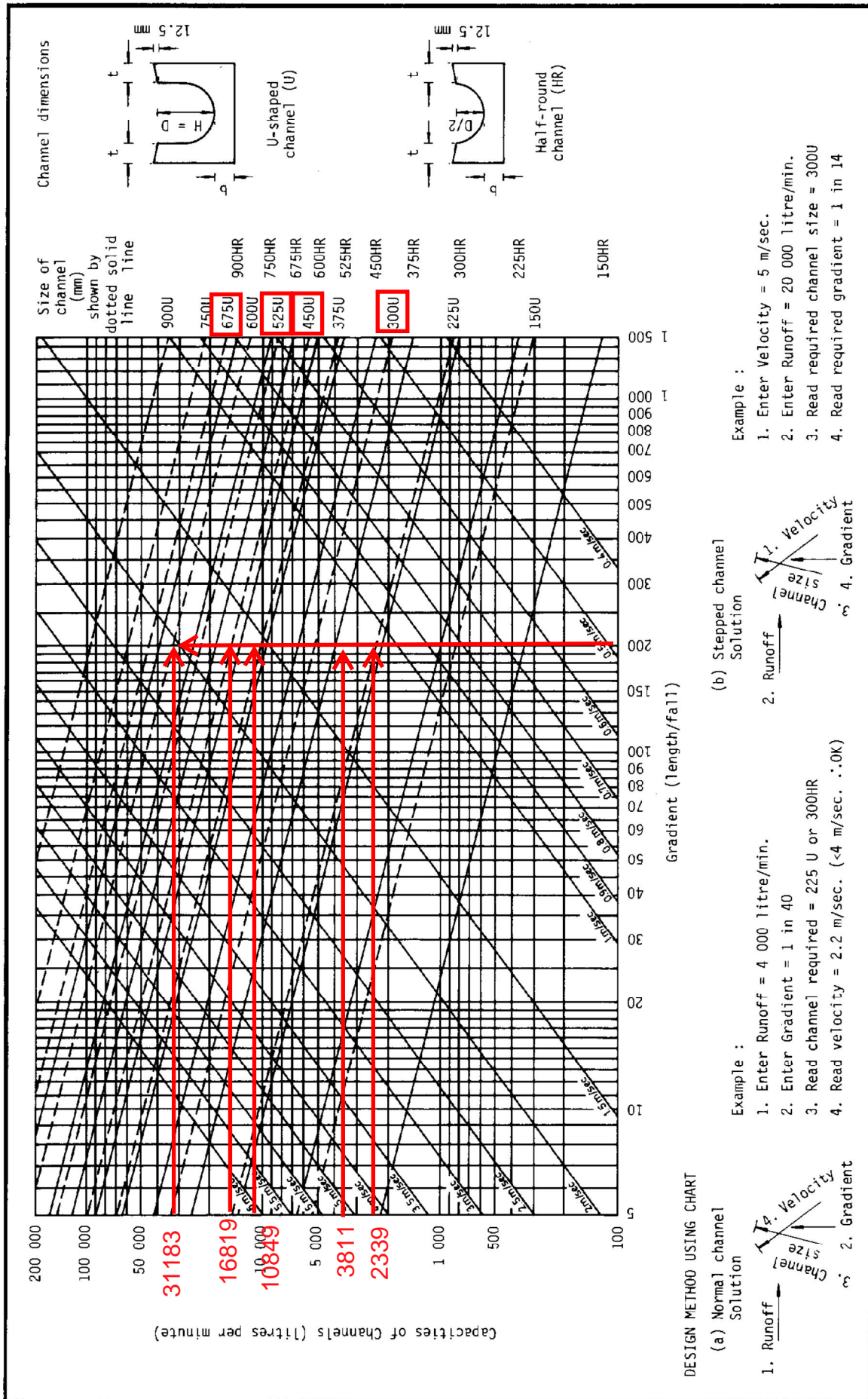
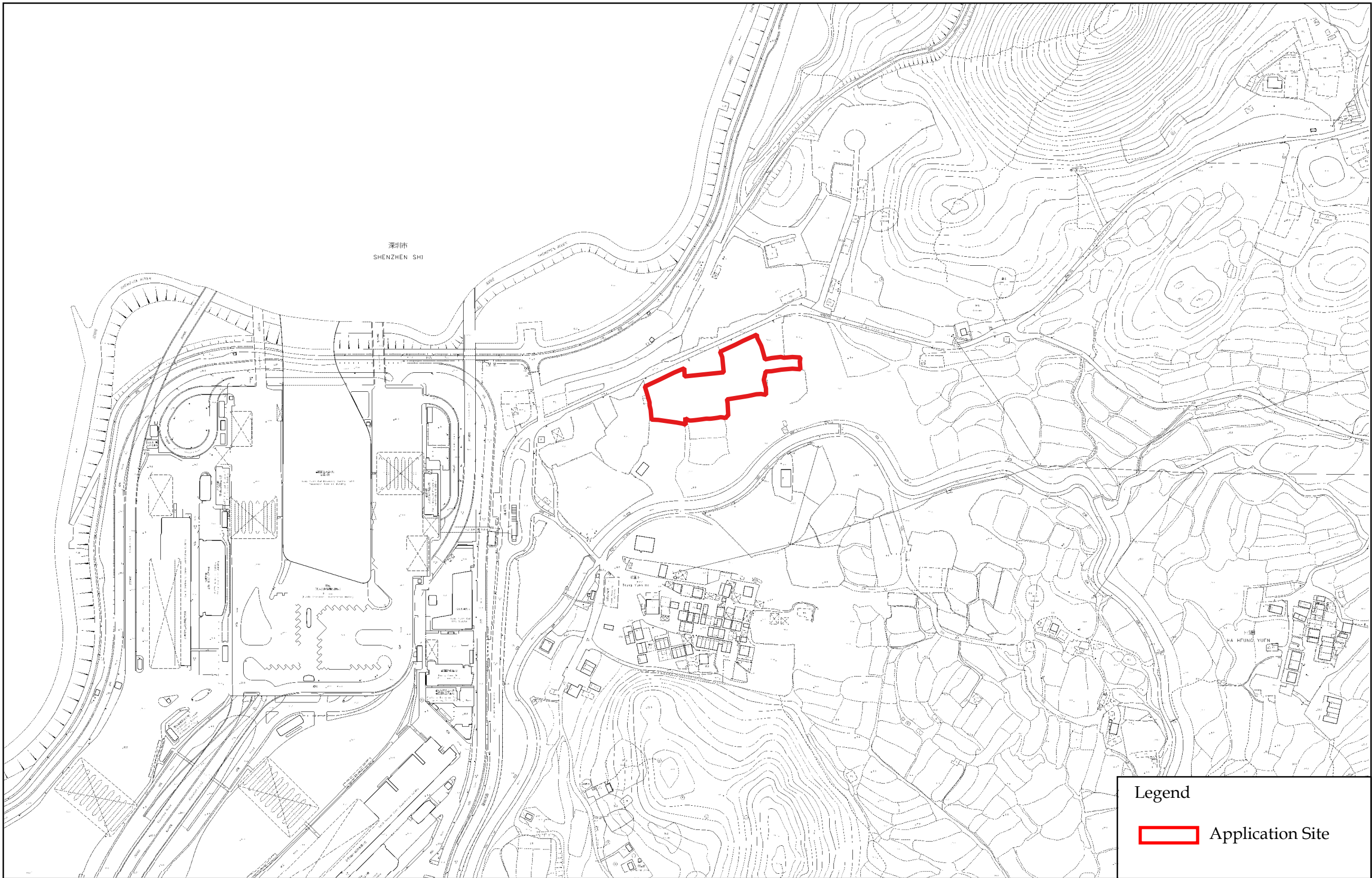


Figure 8.7 - Chart for the Rapid Design of Channels





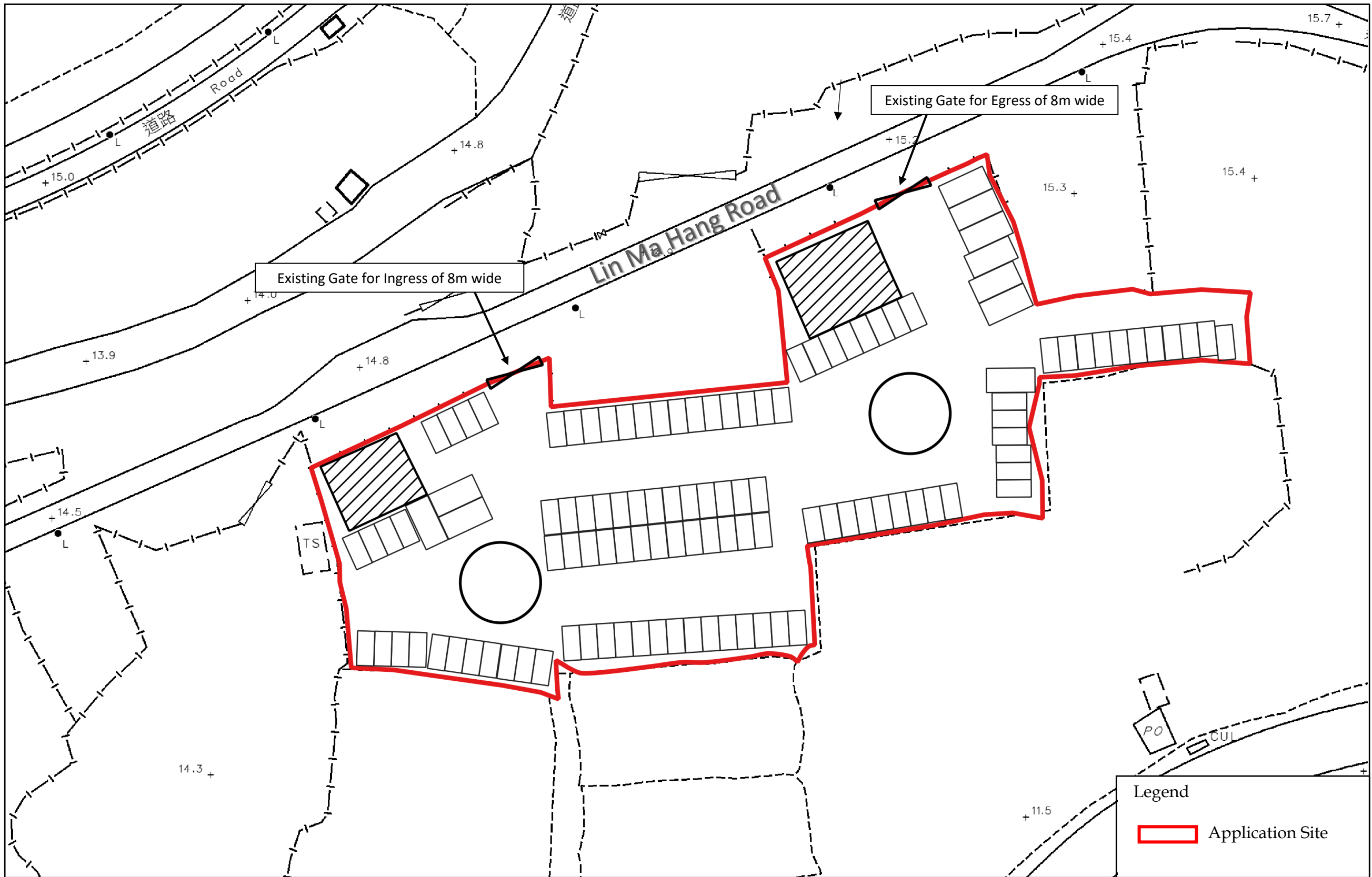
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Figure 1 : Location Plan

(For reference only. Not to scale.)

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)





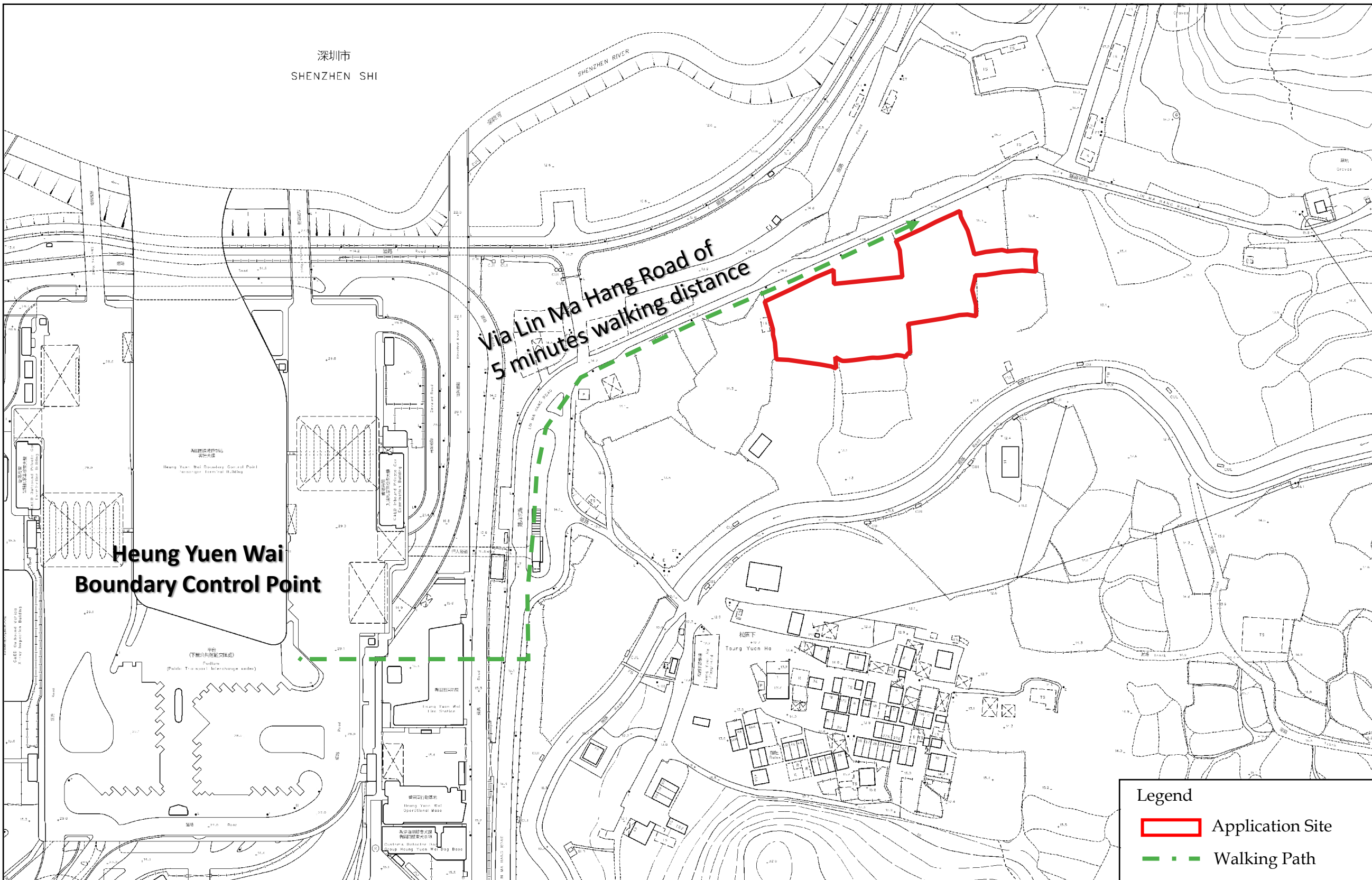
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Figure 2 : Site Plan

(For reference only. Not to scale.)

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)



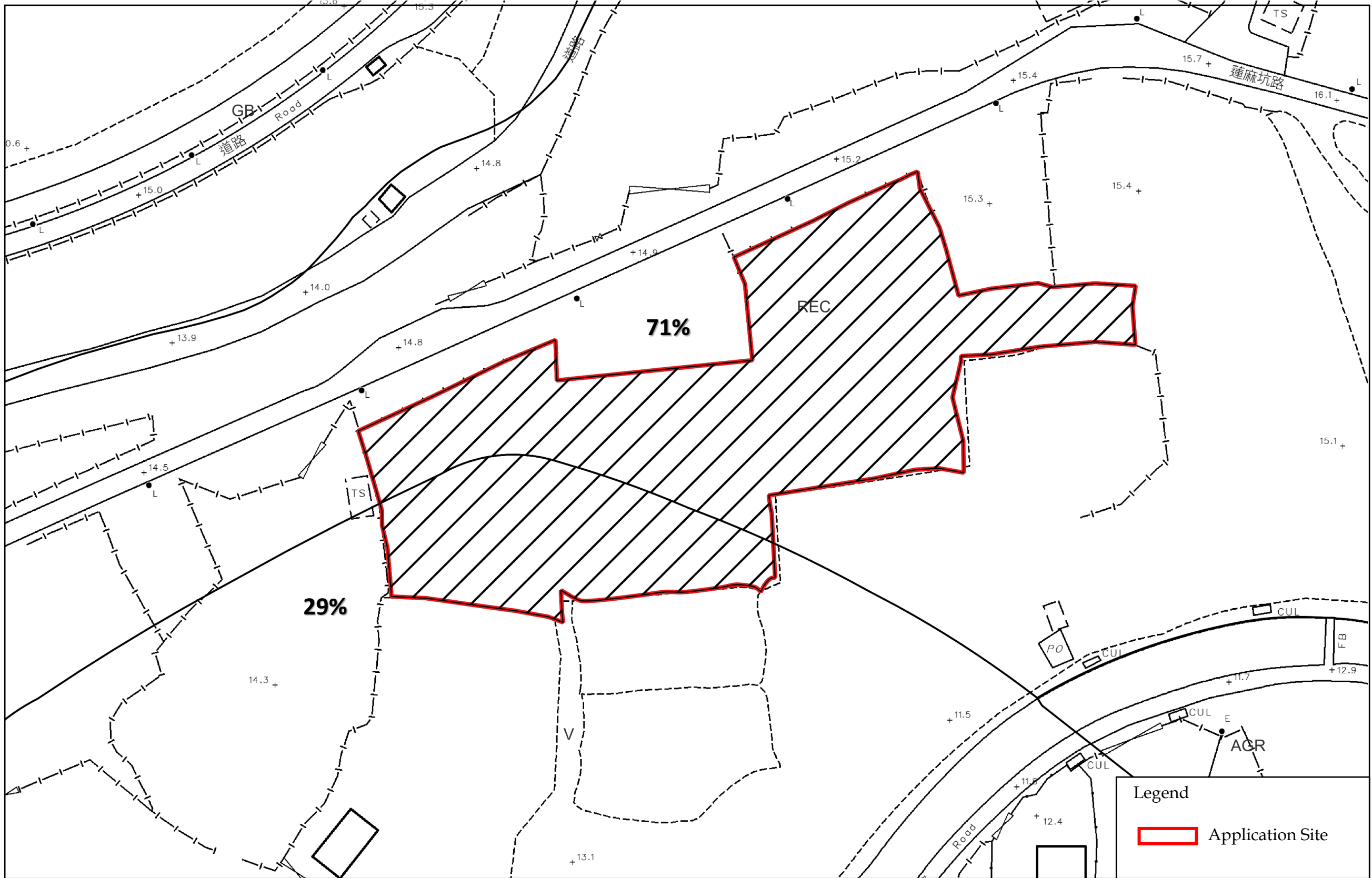
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Figure 4 : Accessibility

(For reference only. Not to scale.)

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a period of 3 Years

(Source: HK GEODATA STORE, HKSAR Government)





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Figure 5 : Extract of Outline Zoning Plan

(For reference only. Not to scale.)

Section 16 Application for Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office at Lot Nos. 377, 380 S.A, 380 S.B, 380 S.C and 380 RP in D.D. 78 and 61 S.B RP (Part), 62 and 65 S.B RP (Part) in D.D. 80, Heung Yuen Wai, New Territories for a period of 3 Years

(Source: Town Planning Board & HK GEODATA STORE, HKSAR Government)