

Our Ref. : DD84 Lot 9 S.A & VL
Your Ref. : TPB/A/NE-TKL/831

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

By Email

13 February 2026

Dear Sir,

1st Further Information

Proposed Temporary Warehouse (Excluding Dangerous Goods Godown (D.G.G.)), Medium Goods Vehicles (MGV) and Container Tractor/Trailer (CV/T) Park with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" and "Industrial (Group D)" Zones, Various Lots in D.D. 84 and Adjoining Government Land, Ta Kwu Ling, New Territories

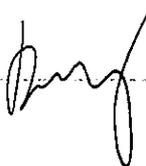
(S.16 Planning Application No. A/NE-TKL/831)

We are writing to submit further information to respond to departmental comments upon the subject application (Appendices I to IV).

Should you require more information regarding the application, please contact the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Planning Limited



Danny NG
Town Planner

cc DPO/STN, PlanD

(Attn.: Ms. Sheren LEE
(Attn.: Mr. Adrian TAM

email: sswlee@pland.gov.hk)
email: athtam@pland.gov.hk)

1st Further Information

Proposed Temporary Warehouse (Excluding Dangerous Goods Godown (D.G.G.)), Medium Goods Vehicles (MGV) and Container Tractor/Trailer (CV/T) Park with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" and "Industrial (Group D)" Zones, Various Lots in D.D. 84 and Adjoining Government Land, Ta Kwu Ling, New Territories

(Application No. A/NE-TKL/831)

- (i) The applicant would like to submit a response-to-comments table for the consideration of government bureaux/departments:

Comments of the Commissioner of Transport (C for T)																										
(1)	<p>The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated/attracted by the proposed uses will not cause substantial traffic impact to the surrounding road network;</p>	<p>The current application is the subject of 2 previous applications (Nos. A/NE-TKL/755 and 757). Most development parameters were amended to meet the applicant's operational need, including a different layout with less parking and loading/unloading (L/UL) spaces.</p> <p>During the previous application period, the applicant submitted a traffic count survey in May 2024 during AM and PM periods at 08:00 - 09:00 and 17:00 - 18:00 respectively. The Volume to Capacity (V/C) Ratio Assessment of Ping Che Road derived from the previous traffic survey is enclosed below:</p> <table border="1" data-bbox="794 1317 1342 1458"> <thead> <tr> <th rowspan="2">Direction²</th> <th rowspan="2">Design Capacity ¹ (Veh/hr)²</th> <th colspan="2">AM Peak²</th> <th colspan="2">PM Peak²</th> </tr> <tr> <th>Traffic Flow² (Veh/hr)²</th> <th>V/C Ratio²</th> <th>Traffic Flow² (Veh/hr)²</th> <th>V/C Ratio²</th> </tr> </thead> <tbody> <tr> <td rowspan="2">2-Ways²</td> <td>400²</td> <td>196²</td> <td>0.49²</td> <td>184²</td> <td>0.46²</td> </tr> <tr> <td>400²</td> <td>185²</td> <td>0.46²</td> <td>180²</td> <td>0.45²</td> </tr> </tbody> </table> <p>The results of the previous survey have shown that all the link flows in the vicinity of the application site (the Site) would be operating within capacity during the AM and PM peak hours even with the estimated peak hours trips from the proposed development.</p> <p>For the current application, the estimated trip generation of the proposed development is enclosed below:</p>				Direction ²	Design Capacity ¹ (Veh/hr) ²	AM Peak ²		PM Peak ²		Traffic Flow ² (Veh/hr) ²	V/C Ratio ²	Traffic Flow ² (Veh/hr) ²	V/C Ratio ²	2-Ways ²	400 ²	196 ²	0.49 ²	184 ²	0.46 ²	400 ²	185 ²	0.46 ²	180 ²	0.45 ²
Direction ²	Design Capacity ¹ (Veh/hr) ²	AM Peak ²		PM Peak ²																						
		Traffic Flow ² (Veh/hr) ²	V/C Ratio ²	Traffic Flow ² (Veh/hr) ²	V/C Ratio ²																					
2-Ways ²	400 ²	196 ²	0.49 ²	184 ²	0.46 ²																					
	400 ²	185 ²	0.46 ²	180 ²	0.45 ²																					

Time Period	Trip Generation and Attraction						
	PC		MGV		CV/T		2-Way Total
	In	Out	In	Out	In	Out	
Trips at AM peak per hour (07:00 - 08:00)	10	0	7	2	10	5	34
Trips at PM peak per hour (18:00 - 19:00)	0	10	2	7	5	10	34
Traffic trip per hour (average)	2	2	3	3	6	6	22

Whilst considering of the current status of Ping Che Road (including any temporary traffic arrangements and traffic induced by newly approved applications in the vicinity), the applicant conducted another traffic survey on 10.02.2026 (Tuesday) over the AM and PM peak periods. The AM and PM peak hours are identified to occur from 08:00 to 09:00 and 18:00 to 19:00 respectively.

Based on the latest traffic survey conducted, with the accumulation of estimated peak hour traffic generation and attractions by the proposed development and the existing peak hour flows, the V/C Ratio Assessment of Ping Che Road is enclosed below:

Direction ²	Design Capacity ² (Veh/hr) ²	AM Peak ²		PM Peak ²	
		Traffic Flow ² (Veh/hr) ²	V/C Ratio ²	Traffic Flow ² (Veh/hr) ²	V/C Ratio ²
2-Ways ²	400 ²	208 ²	0.52 ²	212 ²	0.53 ²
	400 ²	216 ²	0.54 ²	224 ²	0.56 ²

The V/C assessment results in table above had indicated that Ping Che Road would be operating with adequate road link capacity during the peak hours inclusive of the proposed development.

By taking into consideration the additional traffic flows over the short period of time, traffic conditions at the time of the May 2024 survey were comparable to the current traffic conditions as observed at February 2026, with minimal variation in peak-hour flows or patterns.

In general, the assessment results revealed that no significant traffic impacts would be induced due to the estimated traffic generation of the proposed development. Thus, it is concluded that the development would induce insignificant

		traffic impacts to Ping Che Road.
(2)	The applicant shall demonstrate the satisfactory maneuvering of the vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the parking and loading/unloading spaces, preferably using the swept path analysis;	Noted. Please find the swept path analyses enclosed at Appendix II . The analyses have demonstrated that all vehicles could maneuver within the Site, entering/exiting the Site from the parking and loading/unloading spaces smoothly.
(3)	The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety;	<p>Staff will be deployed by the applicant to direct vehicles entering/exiting the Site. This is to ensure pedestrian safety from passing through the Site entrance.</p> <p>Lighting and alarm systems will be installed at ingress/egress to regulate traffic flow. 'Stop and give way' and 'beware of pedestrians' signs would also be erected to ensure pedestrian safety to/from the Site.</p>
(4)	The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject parking lots;	<p>Sufficient space is provided for vehicles to smoothly manoeuvre within the Site to ensure no queuing of vehicles along Ping Che Road via the local access (Appendix II).</p> <p>All vehicles entering/exiting the Site would be arranged by the applicant at different time periods. This is to avoid extensive traffic flow within and near the Site.</p> <p>Staff will be deployed by the applicant to direct vehicles entering/exiting the Site; as well as within the Site.</p> <p>Vehicles entering the Site would be directed by staff to the designated parking and L/UL spaces.</p> <p>All queuing vehicles for the Site will be asked to leave, if possible. This is to ensure no queuing of vehicles outside the Site.</p>

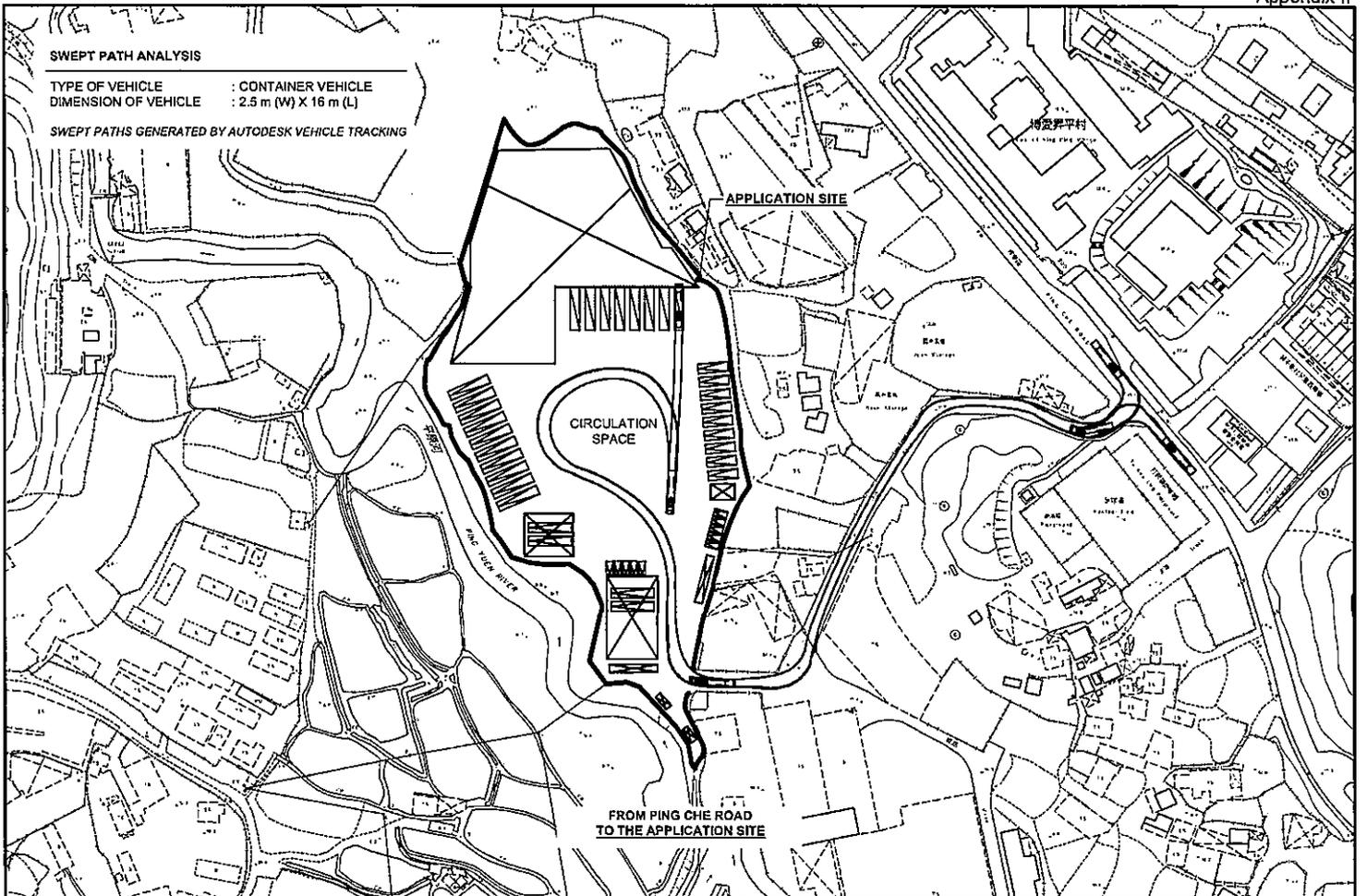
(5)	The proposed vehicular access road between Ping Che Road and the subject site is not managed by TD. The applicant should seek comments/approvals from the responsible parties.	Noted.
Comments of the District Planning Officer/Shia Tin, Tai Po & North District, Planning Department (DPO/STN, PlanD)		
(1)	Please clarify the following: the percentage of land/land area which falls within "AGR" and "I(D)" zone respectively.	The applicant would like to clarify that 132 m ² (0.8 %) (about) of the Site area is zoned "Industrial (Group D)" ("I(D)"); whilst the remaining area 15,983 m ² (99.2 %) (about) is zoned "Agriculture" ("AGR").
(2)	I note that para. 3.1 of the supplementary statement reads that 6 structures are provided at the subject site instead of 8. Please clarify.	The applicant would like to clarify that a total of 8 structures will be provided within the Site.
(3)	Please provide information on the applicant's business operation affected by KTN NDA, e.g. site area, when it was resumed and reverted to the government, etc.	<p>The original business premise in Kwu Tung for "Temporary Medium Goods Vehicle and Container Tractor / Trailer Park" uses, has been operated by The Motor Transport Company of Guangdong and Hong Kong Limited since 1994. The original business premises is also the subject of 9 approved S.16 planning applications, within which the latest application (No. A/KTN/82) for the same use was approved by the Town Planning Board (the Board) on a temporary basis for a period of 3 years in 2022.</p> <p>The original business premises was later rented by the applicant of the current application, i.e. Weisheng Transportation & Enterprisers Company Limited for the applied use since 2014 (Appendix III). The applicant is therefore authorized by The Motor Transport Company of Guangdong and Hong Kong Limited to operate the business premises in Kwu Tung.</p> <p>The current application is to facilitate the relocation of a brownfield operation for the applied use in Kwu Tung, which will be displayed</p>

		by the Remaining Phase development of the Kwu Tung North New Development Area (KTN NDA) (Appendix IV). The applicant intends to make use of the Site for reprovisioning of the concerned operations.
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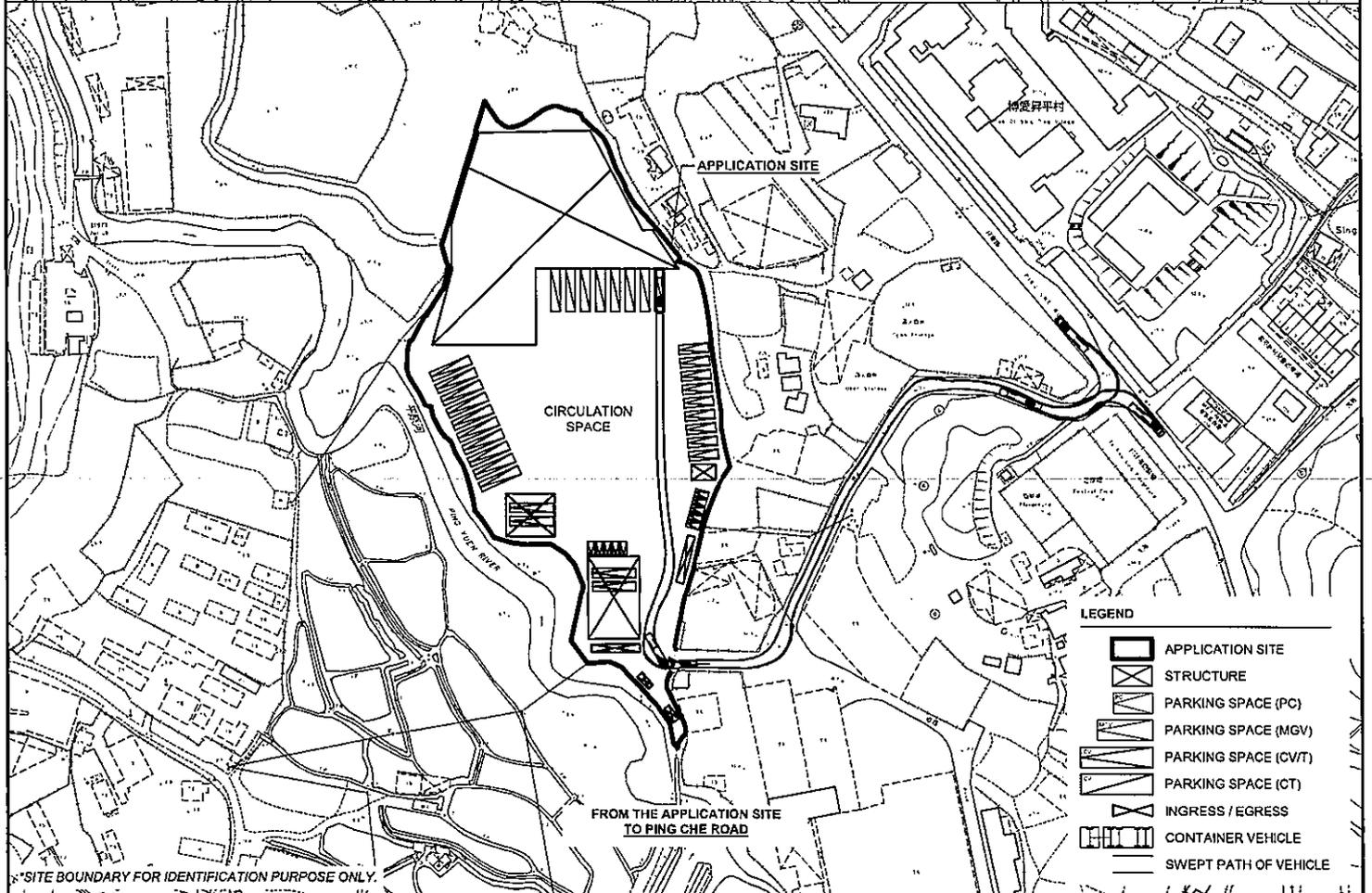
SWEPT PATH ANALYSIS

TYPE OF VEHICLE : CONTAINER VEHICLE
 DIMENSION OF VEHICLE : 2.5 m (W) X 16 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING



FROM PING CHE ROAD
TO THE APPLICATION SITE



FROM THE APPLICATION SITE
TO PING CHE ROAD

LEGEND

-  APPLICATION SITE
-  STRUCTURE
-  PARKING SPACE (PC)
-  PARKING SPACE (MGV)
-  PARKING SPACE (CV/T)
-  PARKING SPACE (CT)
-  INGRESS / EGRESS
-  CONTAINER VEHICLE
-  SWEEP PATH OF VEHICLE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PLANNING CONSULTANT



PROJECT
 PROPOSED TEMPORARY WAREHOUSE (EXCL. D.G.G.), MEDIUM GOODS VEHICLES AND CONTAINER TRACTOR / TRAILER PARK WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

ADDRESS
 VARIOUS LOTS IN D.D. 84 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
 1 : 2500 @ A4

DRAWN BY
 DN

DATE
 12.2.2026

REVISED BY

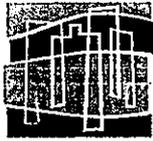
DATE

TITLE
 SWEEP PATH ANALYSIS

DWG NO.
 PLAN 7

VER.
 001





R-RICHES
PLANNING LIMITED

COPY

Appendix III

盈卓
規劃
有限公司

新界上水龍琛路 39 號
上水廣場 15 樓 1501 至 1510 室
地政總署
新發展區組

有關受新界古洞北新發展區及粉嶺北新發展區餘下階段發展計劃影響
向地政總署提出“特惠補償申請”及提交資料
新界上水古洞北河上鄉
丈量約份第 95 約地段第 106 號、第 108-110 號、第 112-120 號、
第 122 號及第 165 號 A 分段

敬啟者

我們 盈卓規劃有限公司 R-RICHES PLANNING LIMITED 受標題地段在地業務經營者 威盛運輸企業有限公司 WEISHENG TRANSPORTATION & ENTERPRISES CO. LIMITED (以下簡稱“威盛運輸”) 委托，向地政總署提出有關上述標題地段的受新發展區影響 (古洞北新發展區及粉嶺北新發展區餘下階段發展計劃) 之在地經營業務特惠補償申請。“威盛運輸”並已委托測量師進行測量，以方便貴署計算相關特惠補償事項，有關測量報告正在準備中，將於稍後補交至貴署。

上述標題在地業務經營者特惠補償申請人“威盛運輸”從 2014 年起於上述地段一直經營之今，“威盛運輸”並於較早前委托本公司為規劃顧問，向城市規劃委員會提出申請搬遷上述地點到新地點以繼續經營其業務。故此申請人冀盡快獲得特惠補償，並盡快於新地點進行基建設施，致力配合政府發展計劃得以順利展開。

如有任何疑問，可聯絡本公司負責人鄧先生 [REDACTED] 或 黃小姐 [REDACTED]。

現隨此信件附上申請人向貴署申領特惠補償的相關文件：

- 在地業務經營者之租約
- 在地業務經營者之商業登記證
- 在地業務經營者之公司註冊證
- 在地業務經營者之現有短期租約及短期豁免書
- 申請人授權顧問公司之授權書



代辦人：R-riches Planning Limited

日期：2024 年 1 月 24 日



古洞车场使用协议

甲方：粤港汽车运输联营有限公司（出租方）

乙方：威盛运输企业有限公司（承租方）

经友好协商，甲乙双方就使用古洞车场（下称“车场”）及相关设施一事达成以下协议：

1、甲方将位于香港上水河上乡路 107 号古洞车场及部分设施（车场约 70%的面积及部分设施）提供给乙方使用，包含二层写字楼连消防设施一座，司机生活区组合货柜屋一套，保安岗亭两座，洗车池一个（建筑物清单详见附表）。

2、使用期限自 2014 年 8 月 1 日起至 2024 年 7 月 31 日止。

3、使用期限首年免费，自第二年起即 2015 年 8 月起，每月使用费为港币 █████ 元（大写 █████ 整），乙方须在每月 25 日前向甲方指定银行缴交当月场地使用费。

4、车场最多可同时停放 49 条 40 呎拖架，3 条 20 呎拖架，18 辆吨车，20 辆拖头，10 辆大巴，乙方不得超出车场最大容纳能力使用。

5、甲方车场继续保留维修车间及车槽（在使用期限内由甲乙双方共同使用，但甲方享有优先使用权）、配件库和修理人员宿舍，并保留 10 个巴士停车位，用于甲方车辆停放。

6、甲方有权根据业务的需要，在古洞车场空间增置货柜，



乙方应予以配合。

7、古洞车场及其相关设施的维护和保养由乙方负责。

8、乙方不得擅自改变场地的用途，若须改建或增加建筑，须符合香港政府相关法例规定并取得甲方同意，费用由乙方承担。

9、乙方须作出应尽的努力，保持与车场邻里的友好关系。

10、乙方须负责车场的保安、防火、安全等责任，并保证必要的投入。

11、甲方原有的古洞车场保安合同由乙方继续履行，自本协议有效期终止。期间保安费用由乙方承担，合约期满后，乙方可自行决定是否续约，但乙方必须确保车场拥有适当的安保措施。

12、车场的政府续牌、消防年审由乙方负责，甲方提供协助，相关费用由乙方承担。

13、如使用期间车场因政府或发展商工程需要征地或搬迁的，又或是车场续期不获批准的，甲方须及时告知乙方，乙方在获知信息后自行负责相关业务的转移和安排。如上述情况涉及搬迁津贴（包括特惠津贴）等，按香港政府规定处理。

14、车场已获得香港运输署和环保署的批准，成为甲方淘汰车辆的拆车场，香港古洞车场的拆车资质归属甲方所有，并由甲方每年向香港运输署和环保署进行续期申请。

15、在使用有效期内，如乙方出现连续三个月拖欠甲方场地使用费，甲方可以单方面中止本协议，乙方必须无条件退还车场，甲方不需要给乙方任何补偿。并有权追索相关的欠款。

16、本协议是以双方各自《承包经营合同》为基础，两者互相依存。如《承包经营合同》中止或解除，则本协议随之中止或解除。乙方必须无条件退还车场，甲方不需要给乙方任何补偿。

甲方：粤港汽车运输联营有限公司

银行名称：

银行帐号：

代表：

乙方：威盛运输企业有限公司

银行名称：

银行帐号：

代表：

日期：二〇一四年七月三十日

签约地：香港

電話 Tel: 3547 0706
 圖文傳真 Fax: 3547 0756
 電郵地址 Email: lcp1@landsd.gov.hk
 本署檔號 Our Ref: () in LD NDA/POL/8/1/378
 來函檔號 Your Ref:



地政總署
 新發展區組
 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.

新界上水龍琛路39號上水廣場15樓1501至1510室
 Units 1501-10, Level 15, Landmark North,
 39 Lung Sum Avenue, Sheung Shui, New Territories

網址 Website: www.landso.gov.hk

來函請註明本署檔號

Please quote our reference in your reply



R-riches Planning Limited

郵寄及現場張貼

鄧先生/黃小姐:

古洞北／粉嶺北新發展區餘下階段發展

丈量約份第95約地段第106號、第108號、第109號、第110號、第112號、第113號、第114號、第115號、第116號、第117號、第118號、第119號、第120號、第122號及、第123號及第165號A分段

露天／戶外業務清拆編號：X16/311-366

貴公司在上址經營的露天／戶外業務，因上述工務計劃影響而須清拆。根據現行政策，在上址經營露天／戶外業務的經營者，如經調查確定符合資格後，將可獲發特惠津貼。其他未符合資格的人士，則不會獲發任何特惠津貼。

故現請貴公司於2024年4月2日或之前向本辦事處提供下列文件（如適用）的副本，以便評核貴公司是否符合資格申領特惠津貼。

- (1) (a) 經營人之香港身份證 (b) 合夥人之香港身份證
 (c) 香港公司註冊證書
- (2) 有關業務在2014年1月16日至今的營運單據：
 - (a) 報稅單或繳稅單 (b) 營業損益表
 - (c) 火險保單單據 (d) 僱員保險單據
 - (e) 器材保養單據 (f) 商業登記證
 - (g) 供電單據 (h) 電話單據
 - (i) 供水單據 (j) 資訊服務單據

(3) 其他有效證明文件

本署將於稍後時間再與你聯絡以便查閱上述文件的正本。如有需要，本署可能要求貴公司提供一切其他所需資料及文件。

如貴公司對此事有任何查詢，請於辦公時間內致電：3547 0706與本信代行人聯絡。

地政總署
總產業測量師／新發展區

(林雄傑



代行)

副本送：

地政總署新發展區組清拆小組（經辦人：朱耀明先生）

2024年3月19日