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Adrian Tsz Hin TAM/PLAND

寄件者: sun wo wong <[REDACTED]>
寄件日期: 2026年08月05日星期三 16:47
收件者: Adrian Tsz Hin TAM/PLAND; tpbpd/PLAND
主旨: A/NE-TKL/839
附件: 回應部門提問04-08-2026(1).pdf; 雨水排放建議書04-08-2026.pdf

類別: Internet Email

CC : athtam@pland.gov.hk

回應部門擬問

此郵件係取代昨天交付貴會的文件

1 先前規劃申請編號 A/NE-TKL/633 是為了重置古洞北新發展區的受影響戶而作出申請的。因此請你提供有關受影響的作業的基本資料，如申請人找尋過哪個地點但認為不適合的原因、受影響的作業所涉及的地盤面積及樓面面積、受影響的作業在何時遷出而相關土地在何時交還政府？

回：本人為古洞北新發展區內原有的業戶，地址在新界古洞近羅湖軍營路丈量約份第 96 約地段第 2240 號 J 分段第 3 小分段，因政府須要收回我等廠房土地作發展用途，經得發展局願意協助我等工廠營運者搬遷，在{彈性條件}下尋找合適的土地繼續經營現有業務，經多方努力尋找了多個地點都未能找到合適的土地，包括(1 布格仔 DD 85 LOT 636 部份土地 因係(GB)地帶未能符合更改用途的條件)(2 恐龍坑 DD 87 LOT 373 (AGR)因道路不方便運輸而放棄)(3 打鼓嶺北 DD 82 LOT 1088Ass14 (AGR)因道路通行權未能成事)(4 文錦度 DD 89 LOT 520RP (AGR)因業權人不同意我等先向城市規劃委員會申請獲批准才簽署租約最終告吹)，我等舊廠房面積約 800 平方米。在 2019 年已被政府收回發展。

2 是次規劃申請的發展參數及佈局是否與先前規劃申請編號 A/NE-TKL/633 及 715 一樣？如果不是，請闡述哪樣不同及為什麼有該些不同。

回：有關 A/NE-TKL/633 及 715 申請的面積為 820 平方米，而是次申請為 1120 平方米，多出的土地全部位於政府土地，因政府土地上什草茲生，沒有政府部門清理，茲生蚊蟲，我等員工經非被叮咬，因此我等希望能租下有關政府土地，再由我等負責清除什草，而有關政府土地我等不會用作存放物品，只作為綠化用途。

3 申請人已經履行了先前規劃申請編號 A/NE-TKL/715 的附帶條件(c)及(h)項，即設置排水設施及提交環境紓緩措施建議。可是由於申請人已經連續 2 次未能履行規劃申請的附帶條件而令到相關規劃許可遭撤回，申請人需要提交所有有關先前規劃申請編號 A/NE-TKL/715 的附帶條件的建議書，且在此規劃申請獲批前被相關政府部門接納。因此，你需要提交（1）排水建議書（已提交）；（2）交通管理措施建議；（3）消防設備建議書；及（4）先前規劃申請編號 A/NE-TKL/715 下環保署已接納的環境紓緩措施建議。另外，因你在申請表上表示已經完成了有關排水及消防設備的工程，請你亦提供有關的落實資料。

回：我等隨函附上附件一。有關消防裝置建設已完成，但未能取得消防電錶及消防水錶因此未能向消防署申報完工。

4 如此規劃申請獲批，請承諾申請人會致力在指定限期內履行所有規劃許可的附帶條件。

回：如獲批准我等會盡快完成所有附帶條件項目。因大部份附帶條件已完成，因此我有十分信心在短期內完成所有附件條件。

5 你在申請表格上指由於代理人發生事故，因此未能代為處理有關履行附帶條件的事宜。然而本人留意到代理人一直有向城規會申請延長履行規劃許可附帶條件的期限，此與申請表格上所指「代理人發生事故，因此未能代為處理有關履行附帶條件的事宜」不一致。請你就此解釋為何未能在先前規劃申請編號 A/NE-TKL/715 履行附帶條件。

回：代理人在 04-2025 在屯門醫院進行腦部手術，在之前一年內經常進出醫院，另至多項工作未能提供服務，因此而令至上述許可被撤回。

6 你在申請表格上指此規劃申請沒有涉及填土工程，然而地盤已經進行了填土工程有硬鋪面。申請人需要申請填土規範化，並且補充所使用的填土物料、相關填土高度、以及承諾不會再在地盤上進行任何填土工程。

回：我等在 A/NE-TKL/633 及 A/NE-TKL/715 都沒有申請填土地點，因此在是次申請沒有加上填土工程，我等會向貴會申請填土規範化 (隨函附上申請填土範圍圖)，有關填土物料為混凝土度厚度是 0.15 米，填土前的水平基準為+12.65mPD，現時的水平基準為+12.80mPD 是次申請如獲批准我等不用再進行任何填土工程。

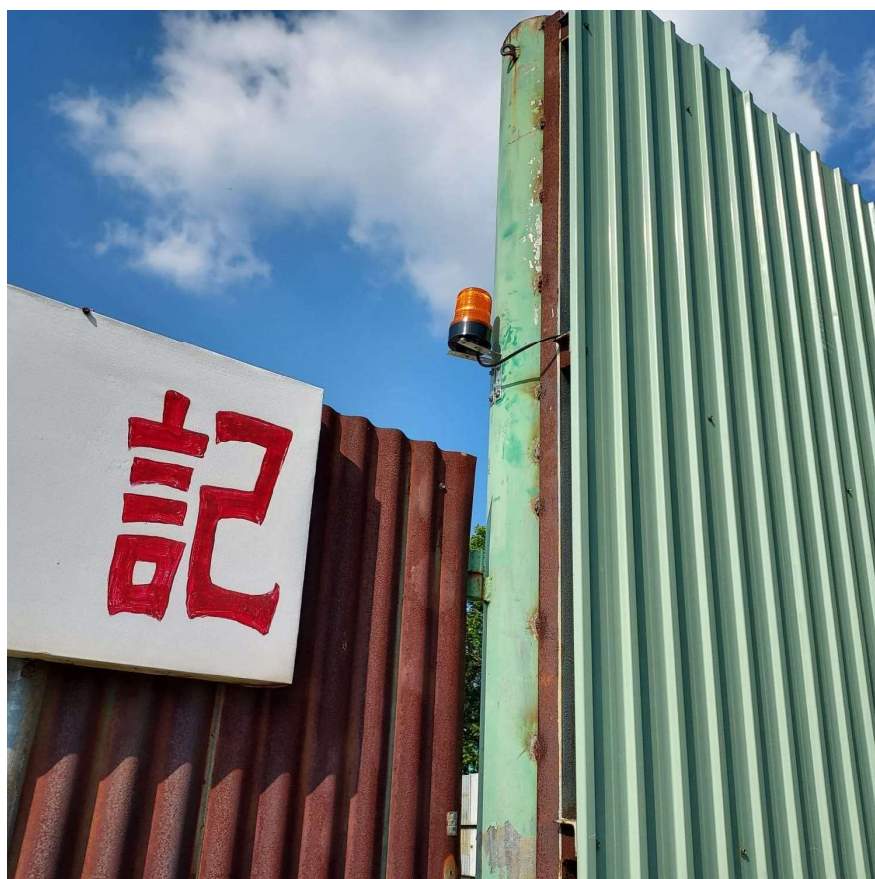
7 請補充通往地盤的車路走線。

在附件 2 附上行車路線圖及車輛流量評估。

A/NE-TKL/715

履行附帶條件交通管理设施(d)(e)

我等沿用 A/NE-TKL/633 已獲批准的交通管理措施及設備，有關設備運作正常



A/NE-TKL/715

履行附帶條件提交交通管理措施

申請地點

出入口

2264

TS

2263 S.B RP

2265

DD76

2266

旋轉警示燈安
裝在圍板頂部

提醒司機小心通過行人
通道警示牌安裝位置。

GLA-TDN
10/172/01(D44ND)

2260 S.B RP

20 m

2259 S.B RP

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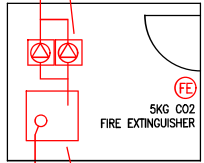
場內所有車輛都係業權人所有而申請地點的車輛需要經過2263SB.RP的土地。亦為申請人所有。所以絕對不會令至沙頭角公路有車輛輪候進入場地的問題出現。而我等亦會依照申請書上說明在門口的位置安裝旋轉警示燈及在行人路旁。安放行人過路指示牌通知所有司機小心出入。

F.S. NOTES:

1. GENERAL

- 1
- SUFFICIENT EMERGENCY LIGHTING SHALL BE PROVIDED THROUGHOUT THE ENTIRE BUILDING IN ACCORDANCE WITH BS 5266 : PART 1 AND BS EN 1838
- 2
- SUFFICIENT ALL EXIT SIGNS/DIRECTIONAL EXIT SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH BS 5266 : PART 1 AND FSD CIRCULAR LETTER NO. 5/2008,
- 3
- FIRE ALARM SYSTEM SHALL BE PROVIDED TO THE ENTIRE BUILDING IN ACCORDANCE WITH BS 5839 : PART 1 2002 AND FIRE SERVICES DEPARTMENT (FSD) CIRCULAR LETTER NO. 1/2009, ONE ACTUATING POINT AND ONE AUDIO WARNING DEVICE TO BE LOCATED AT EACH HOSE REEL POINT. THIS ACTUATION POINT SHOULD INCLUDE FACILITIES FOR FIRE PUMP START AND AUDIO / VISUAL WARNING DEVICE INITIATION.
- 4
- HOSE REEL SYSTEM WITH 2m³ F.S. WATER TANK SHALL BE PROVIDED. THERE SHALL BE TO SUFFICIENT HOSE REEL TO ENSURE THAT EVERY PARK OF EACH BUILDING CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30M OF HOSE REEL TUBING FOR ENTIRE BUILDING.
- 5
- SECONDARY ELECTRICITY SUPPLY DIRECTLY TEE OFF BEFORE CLP'S INCOMING MAIN SWITCH SHALL BE PROVIDED FOR THE FH/HR PUMPS.
- 6
- PORTABLE FIRE FIGHTING APPLIANCES SHALL BE PROVIDED AT POSITIONS AS INDICATED ON LAYOUT PLAN. IN ACCORDING TO CODES OF PRACTICE FOR MINIMUM FIRE SERVICES INSTALLATIONS AND EQUIPMENT.
- 7
- NO STORAGE OF DANGEROUS GOODS WITHOUT THE PERMISSION BY THE DIRECTOR OF FIRE SERVICES ANY INTENDED STORAGE OR USE DEFINED IN CHAPTER 295 OF THE LAWS OF HONG KONG SHOULD BE NOTIFIED TO THE DIRECTOR OF FIRE SERVICES.

Pump Room
For FSIs



F.S. WATER TANK
2000 LIT. FIBREGLASS

臨時洗手間面積15平方米×高3.5米(1層)

工廠連附屬貨倉面積 200平方米×高8米(1層)

LEGEND

- HR

HOSE REEL

OO

EMERGENCY LIGHT
- BREAK GLASS UNIT

EXIT

EXIT SIGN
- FIRE ALARM BELL

▶

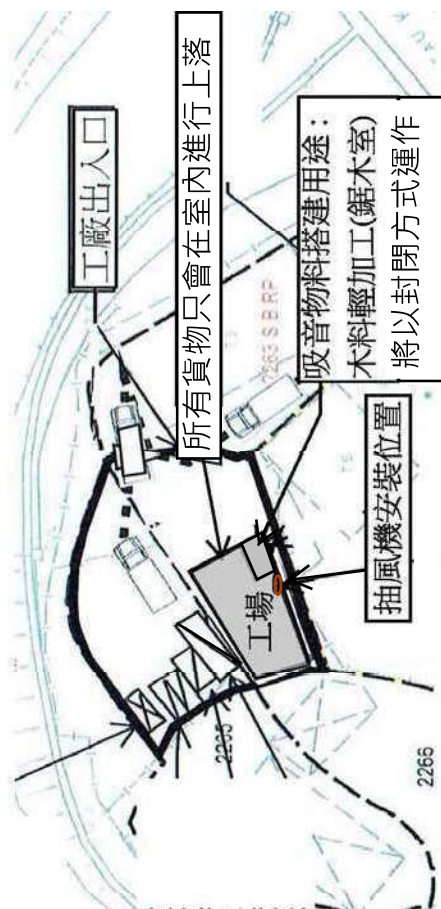
PUMP SET
- FE

5KG CO2
FIRE EXTINGUISHER

PROJECT : Proposed Temporary Rural Workshop (Furniture Processing) with Ancillary Warehouse for a Period of 3 Years at Lots 2264 and 2265 (Part) in D.D. 76, Ta Kwu Ling, New Territories	DRAWING TITLE : F.S. Notes, Legend, Fire Service Installation Layout Plan		ARCHITECT :	CONSULTANT :	FIRE SERVICE CONTRACTOR : Century Fire Service Engineering Co., Ltd.		NAME	DATE	DRAWING NO : FS-01	REV. 0	
						DRAWN BY	C.K.NG	4 May 2024	SCALE : 1:500 @ A3		
						CHECKED BY			SOURCE : B.O.O. Ref. BD F.S.D. Ref. FP		
						APPROVED BY					
		REV				DESCRIPTION	DATE				

有關環保署的提問現作以下回覆

1. 我等工場所有運作全部安排在室內進行包括上落貨物的工序
2. 現附上封閉場地位置圖



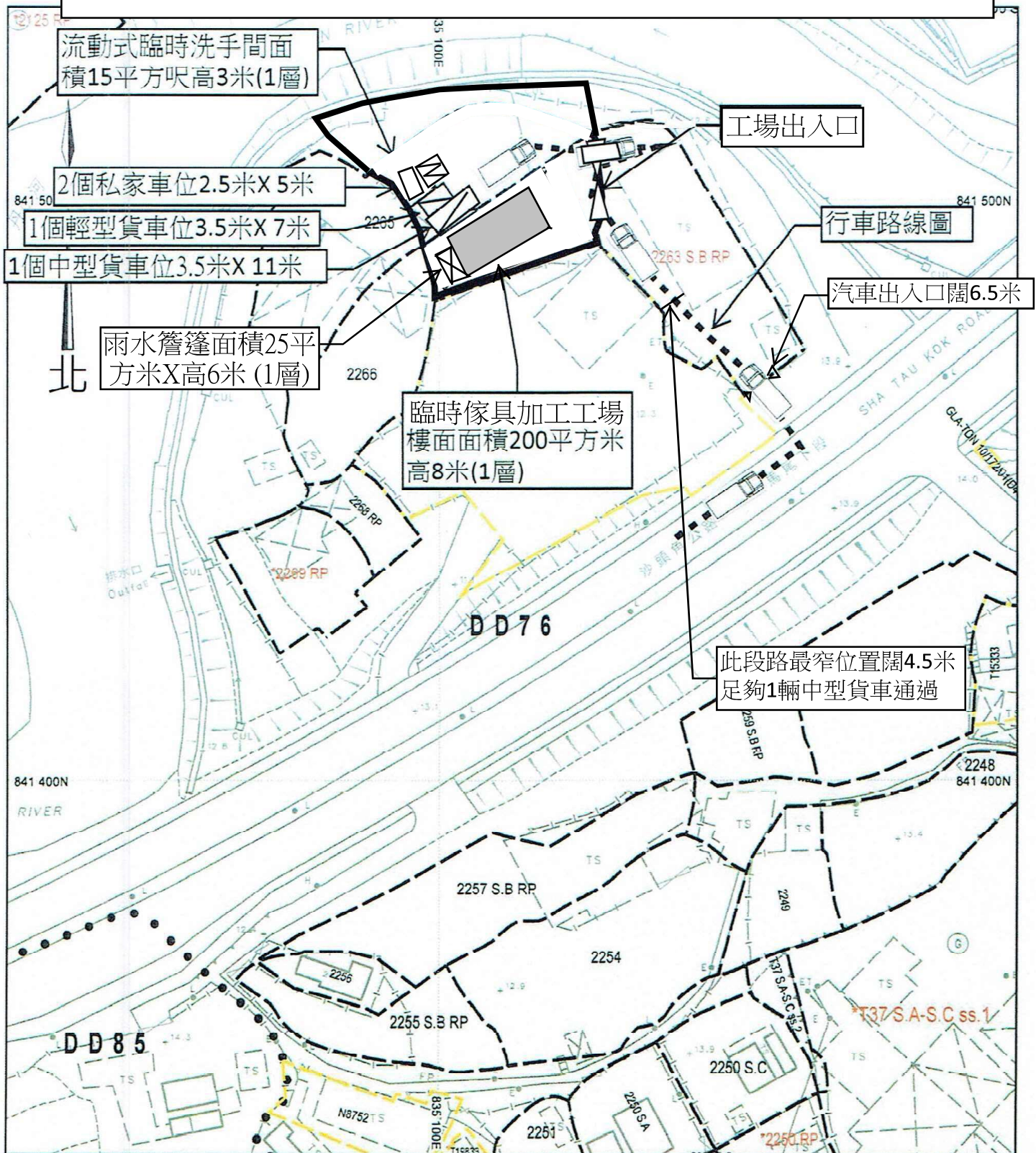
3. 我等在鋸木時才會產生木碎及塵埃，而鋸木工具已加裝防塵器，因此絕對不會產生塵埃，而此裝置只會在鋸木室內運作(上圖封閉式加工場)



4. 經由沙頭角公路至工場的行車通道，遠離最近的民居超過50米，因此絕對不會影響鄰近的居民。

附件3

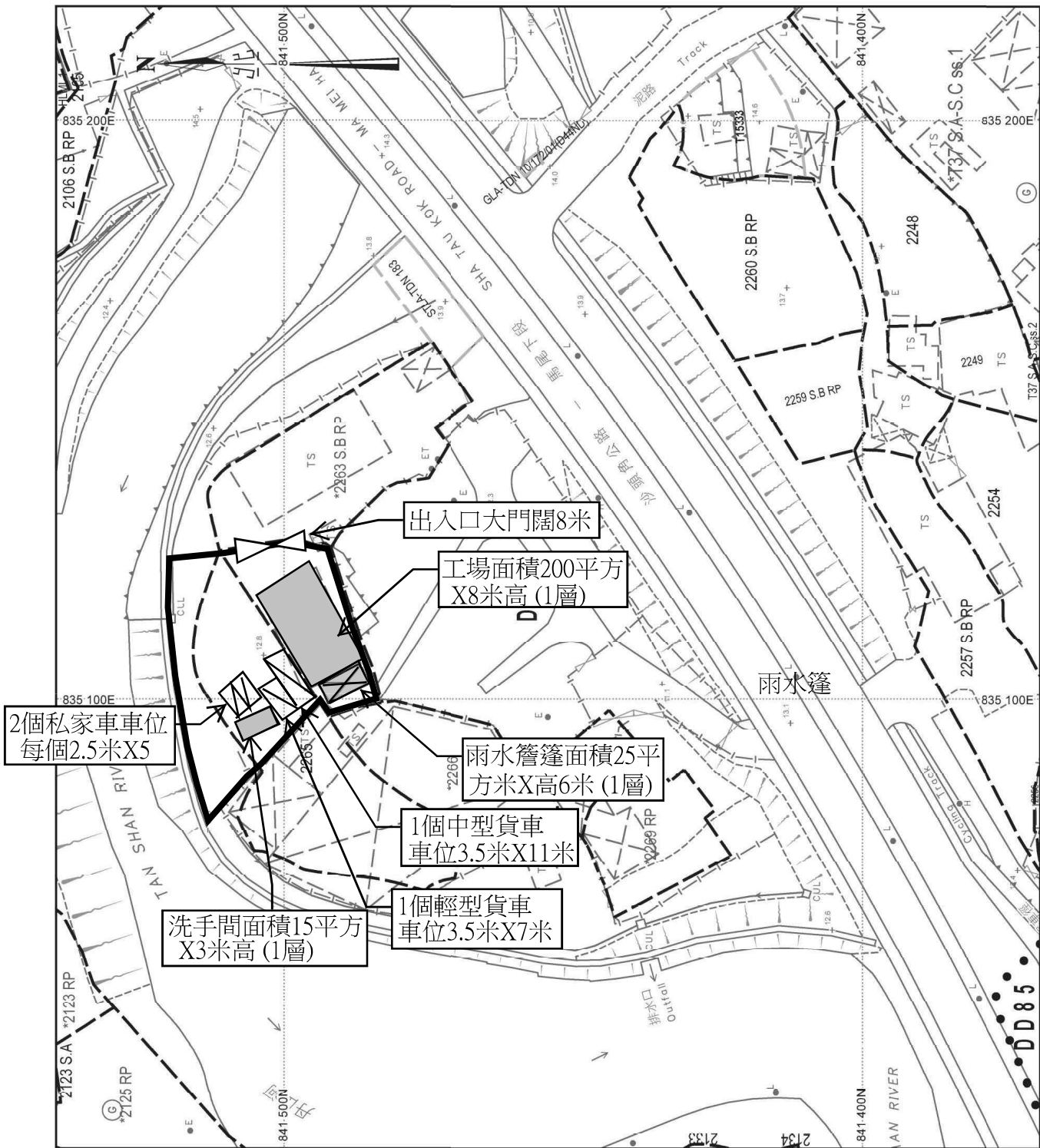
車輛出入示意圖。



場內所有車輛都係業權人所有而申請地點的車輛需要經過2263SB.RP的土地。亦為申請人所有。所以絕對不會令至沙頭角公路有車輛輪候進入場地的問題出現。

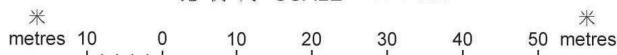
而我等亦會依照申請書上說明在門口的位置安裝旋轉警示燈及在行人路旁。安放行人過路指示牌通知所有司機小心出入。

布局圖

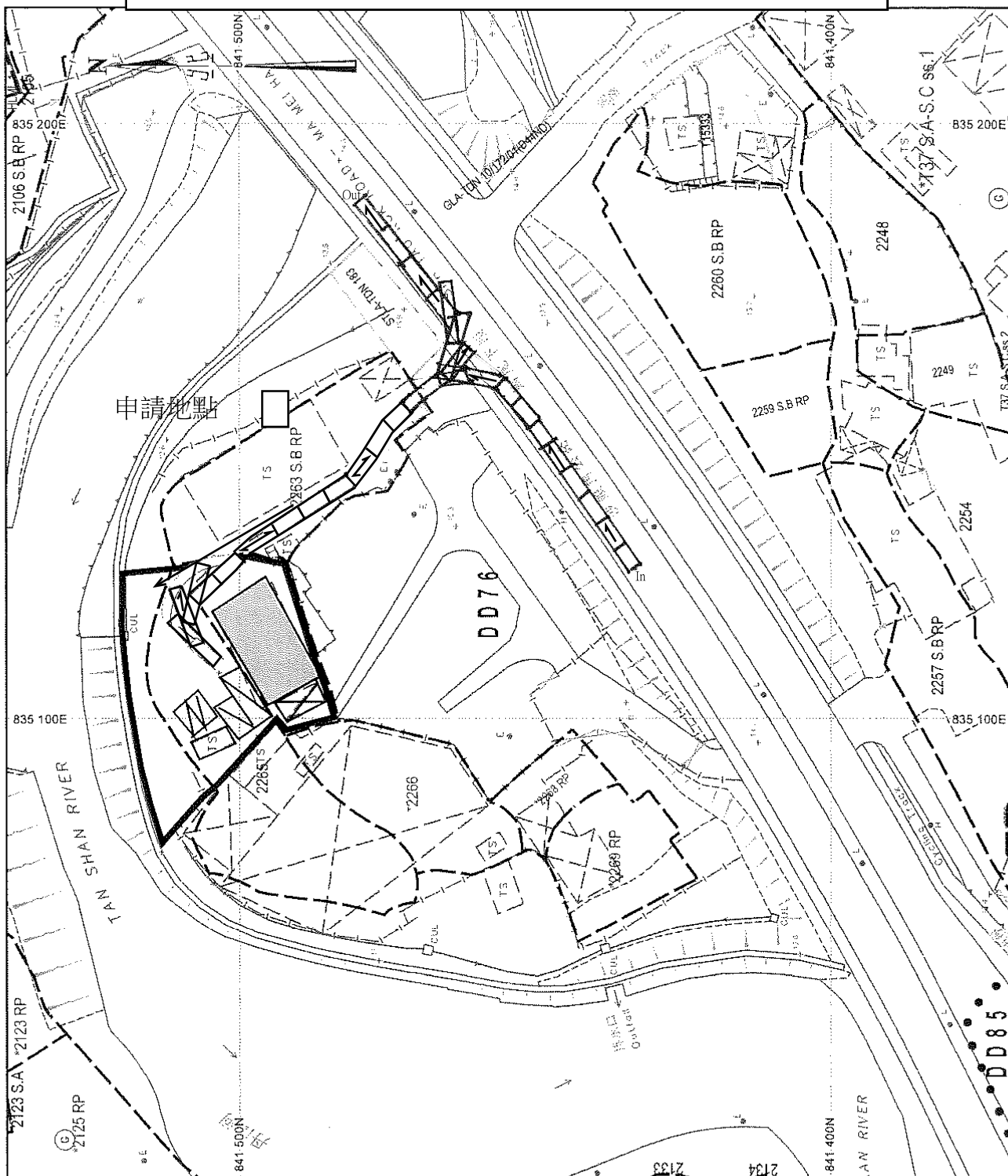


地政總署測繪處 Survey and Mapping Office, Lands Department

比例尺 SCALE 1:1 000

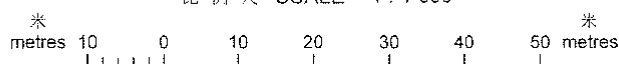


車輛機動模擬圖



地政總署測繪處 Survey and Mapping Office, Lands Department

比例尺 SCALE 1:1 000



Locality :

Lot Index Plan No. : ags_S00000152964_0001

District Survey Office : Lands Information Center

Date : 12-Jan-2026

Reference No. : 3-SW-4A,3-SW-4C

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SMO-P01

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Explanatory notes : This plan shows the graphical boundaries of different kinds of permanent and temporary land holdings with the topographic map in the backdrop. The land holdings as shown may include private lots, government land allocations, short term tenancies and other permitted uses of land. It must be noted that: (1) the information shown on this plan is subject to update without prior notification; (2) there may be time lag between an update and the related changes taken place; and (3) the graphical boundaries as shown are for identification purpose only and interpretation of their accuracy and reliability requires the advice from professional land surveyor.

Disclaimer : The Government shall not be responsible for any loss or damage howsoever arising from the use of this plan or in reliance upon its correctness, completeness, timeliness or accuracy.

車輛流量評估

至：城市規劃委員會

本車場共有 2 個私家車位，1 部中型貨車位及 1 個輕型貨車位

每日進出流量評估。

進入廠房預計流量

時 間		上午 8:30 時至 10 時前	下午 1 時	下午 5 時至 5:30
星 期				
1	至 6	私家車架次 2 架次	預計有 1 架次	預計有 0 架次
		輕型貨車 0	預計有 1 架次	預計有 1 架次

離開廠房預計流量

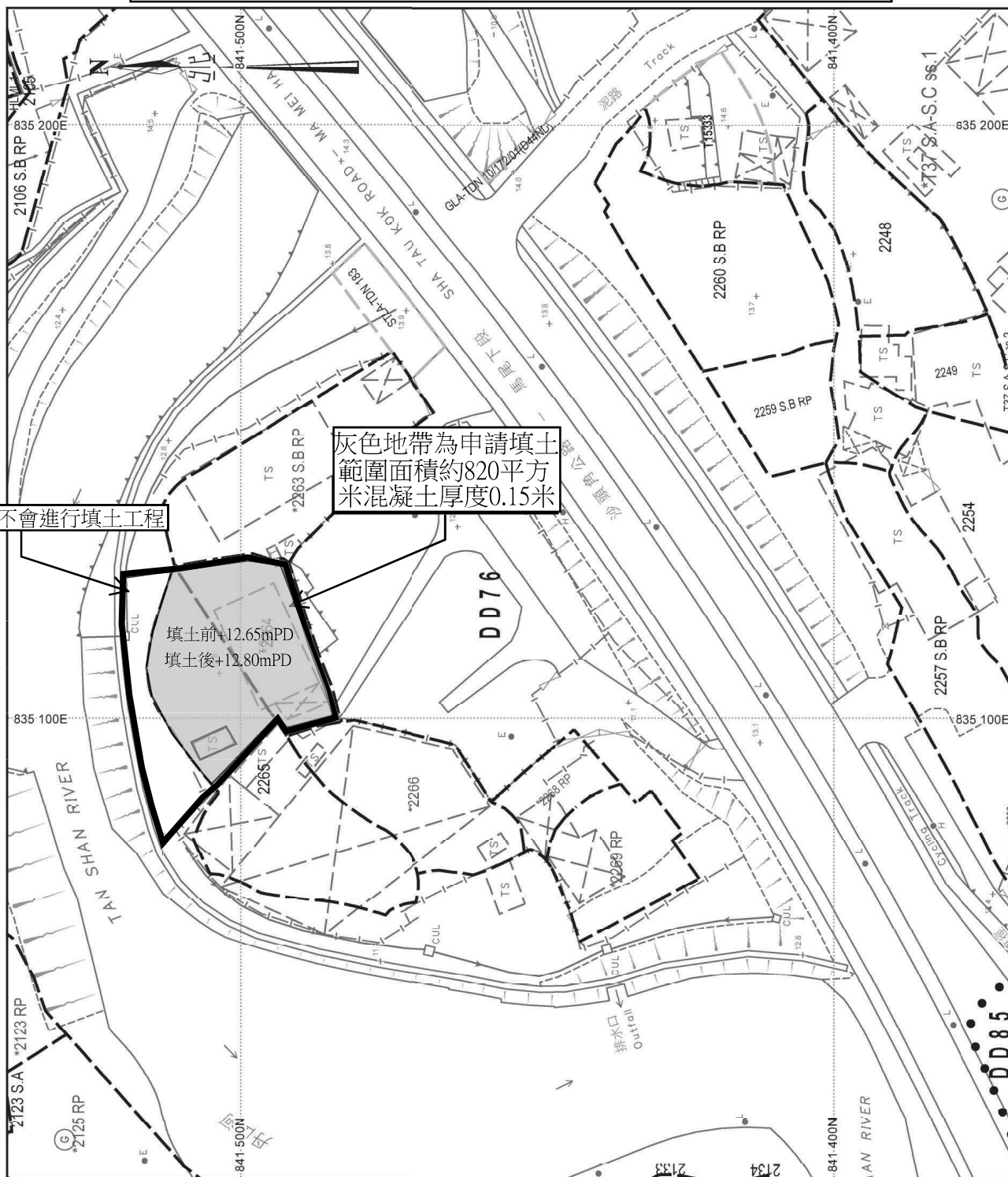
時 間		上午 8:30 時至 10 時前	中午 12 前	下午 5 時至 5:30
星 期				
1	至 6	私家車架次 0	預計有 1 架次	預計有 2 架次
		輕型貨車 1	預計有 1 架次	預計有 0 架次

輕型貨車每日進出廠房約 4 次，而中型貨車每星期約有 6 次進出廠房，時間都會在上午 10 後及在下午 4 時前，避免影響沙頭角道的交通流量。

獲授權代理人 黃新和

01-08-2026

申請填土範圍圖

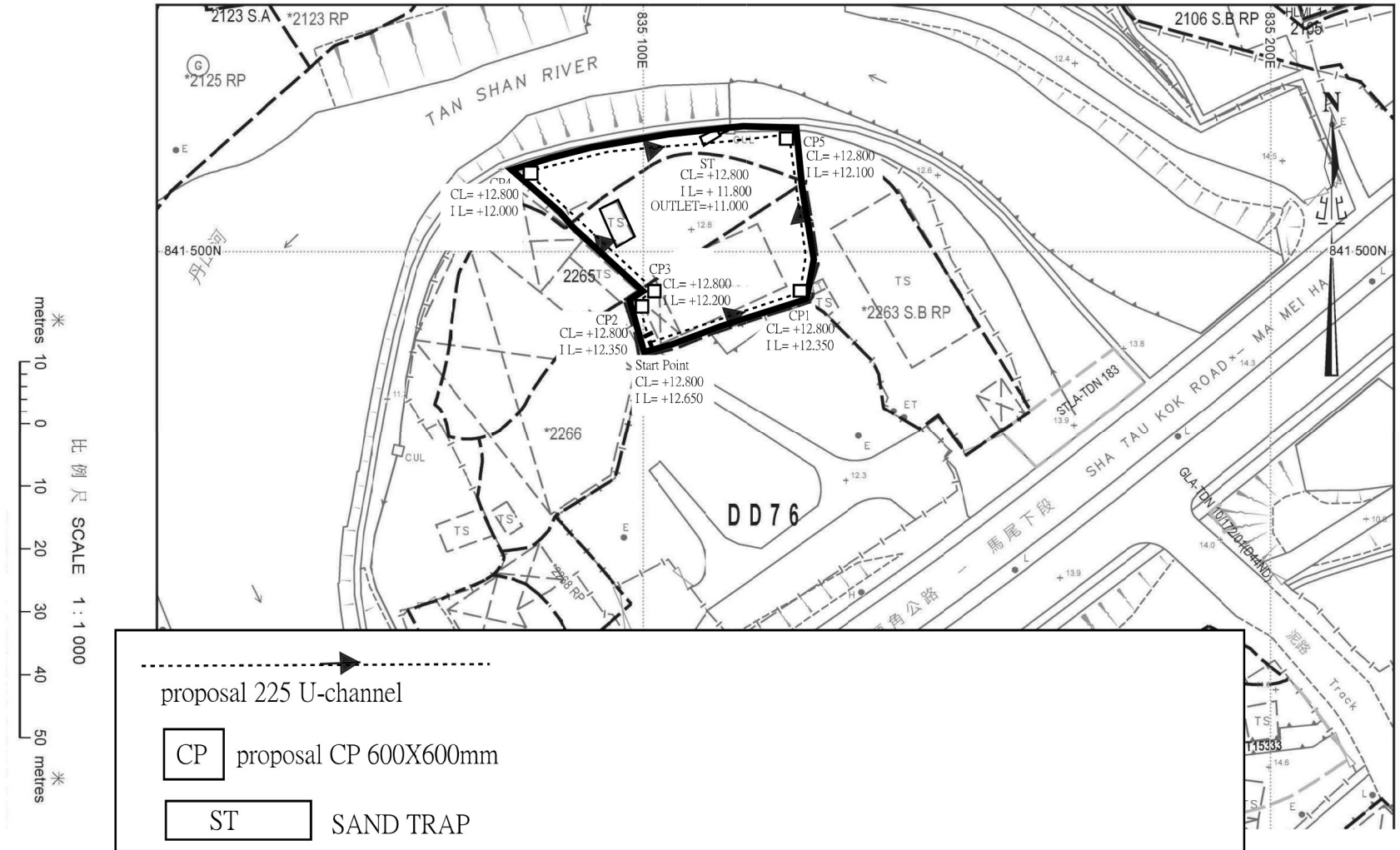


地政總署測繪處 Survey and Mapping Office, Lands Department



有關申請地點早前已完成填土(厚度為0.15米混凝土)是次申請希望貴會給與規範化，如獲批准我等不須要進行任何工程。

雨水排放建議圖



Catchment Area

Site Catchment Area = $1120 \text{ m}^2 = 0.001120 \text{ km}^2$

Peak runoff in $\text{m}^3/\text{s} = 0.278 \times 0.95 \times 240 \text{ mm/hr} \times 0.001120 \text{ km}^2 = 0.07099 \text{ m}^3/\text{s}$
 = 4437 liter/min

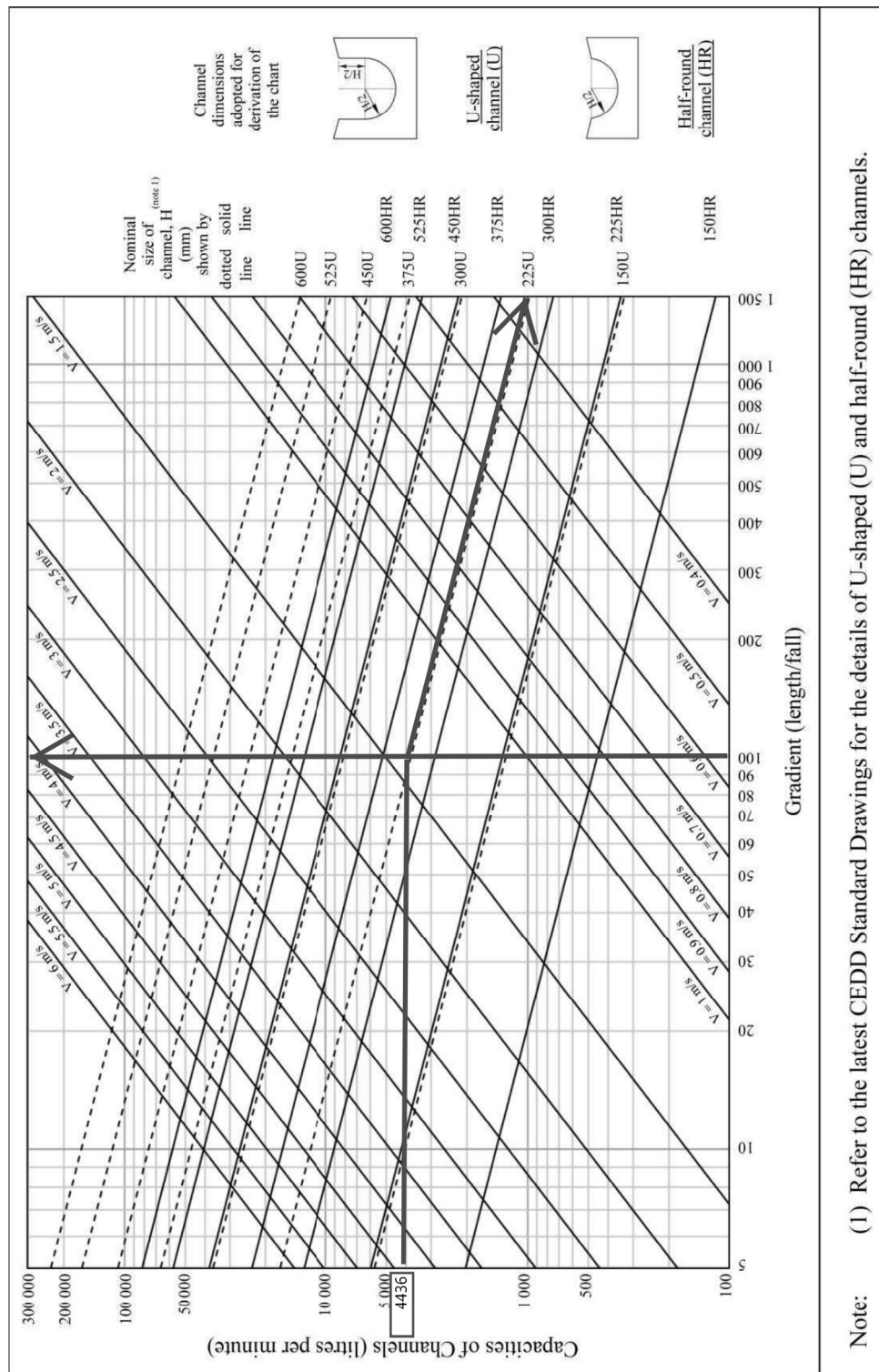
Note:

1. Catchpit (CP19) with desilting facility shall follow CEDD's standard drawing No. C2406/1, C2406/2A
2. Catchpit and UC follows Typical Details of Geotechnical Manual for Slope Fig.8.10 and Fig.8.11 respectively.
3. The inverted level of the connection point shall be verified on site prior the commencement of work
4. Grating Concrete Cover follows CEDD's standard drawing No. C2412E: U-CHANNELS WITH PRECAST CONCRETE SLABS

GEO Technical Guidance Note No. 43 (TGN 43)
Guidelines on Hydraulic Design of U-shaped and Half-round Channels on Slopes

Issue No.: 1	Revision: -	Date: 05.06.2014	Page: 3 of 3
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Figure 1 - Chart for the rapid design of U-shaped and half-round channels up to 600 mm



Stormwater Drainage Manual

CORRIGENDUM No. 2/2024 (28 March 2024)

- (a) Section 1.1
Scope
- Replace the 2nd sentence of the 2nd paragraph with the following:**
- Drainage Services Department (DSD) has also promulgated Practice Note No. 1/2024 for “Design Checklists on Operation & Maintenance Requirements” which can be reached on DSD’s internet home page : www.dsd.gov.hk.
- (b) Section 3.4.1
Aesthetics/Landscape
- Replace all paragraphs with the following:**
- All the drainage works should be designed to blend in with the environment. Special attention should be paid to the aesthetic aspects of the structures and landscaping works. In addition, planting within drainage channels may be washed away from its planting site and blocks the traps and grilles at downstream. Therefore, the landscape elements, including the growing media and planting should be designed to fix on the bottom and the embankment of the channels against the flow. Advice from Landscape Unit of DSD should be sought.
- Vegetation growing alongside local surface channels may encroach into the local surface channels and cause blockage easily. A minimum 500mm concrete apron or alternative measures serving the same purpose should be provided alongside the local surface channels.
- (c) Section 3.4.2
Natural Streams and Rivers
- Replace the last sentence of the paragraph with the following:**
- Designer should refer to DSD PN No. 3/2021 for more detailed guidelines on environmental considerations for river channel design.

(d) Section 10.2
Pipe Materials

Replace the 2nd sentence of the paragraph with the following:

Where the stormwater flow is severely polluted, consideration may be given to the use of PE pipes to provide better protection against corrosion. Vitrified clay pipes should not be used for new pipes in view of their brittle nature and difficulty in handling unless otherwise agreed by DSD.

Add the following new paragraph after the last paragraph:

The requirements on the PE pipes and fittings should refer to “Specification for PE Pipes and Fittings for Gravity Sewers and Stormwater Drains” published by DSD.

(e) Section 11.2
Location of
Manholes

Replace the last paragraph with the following:

Manholes should be placed away from the carriageway of major roads, road junctions and single lane slip roads. They should be provided at off-road areas or in the middle of slow lane of carriageways as far as possible in order to avoid complicated temporary traffic arrangement in routine maintenance. Manholes should be constructed outside the carriageway of high speed roads unless otherwise agreed by the maintenance authorities.

(f) Section 11.6
Intermediate
Platforms

Replace the last paragraph with the following:

In order to facilitate maintenance and rescue operation in case an accident occurred, designer should design the platform in such a manner that it would not cause any obstruction to lifting operations from the manhole invert to the manhole opening. It is advisable to provide an additional manhole opening to facilitate such lifting operations where space permits.

- (g) Section 11.9
Step-irons and Cat
Ladders

Replace the last paragraph with the following:

Step-irons and ladders as well as the associated fixtures, such as their supports, being constantly in a damp atmosphere and prone to corrosion, should be made of or protected with corrosion resistance materials, e.g. galvanized iron, glass-fibre reinforced plastic, plastic-coated steel, or stainless steel to suit the actual site conditions. In addition, warning signs are required to be erected at the prominent location inside manhole to remind any person entering the manhole of the toxic environment therein.

- (h) Section 13.1
General

Replace the last sentence of the last paragraph with the following:

Designer should refer to DSD PN No. 3/2021 for more detailed guidelines on blue-green concept for river channel design.

- (i) Section 13.5.3
Maintenance Road

Add the following new paragraphs after the last paragraph:

At locations of drainage channel where operation of maintenance plant and equipment is required, sufficient headroom should be allowed. Example is trash grille which is designed for clearance by backhoe and bulldozer. The headroom requirement depends on the type of locally available maintenance plant and equipment to be operated and should be carefully designed by the designer and agreed with the district engineer at the design stage. The full details of the clearance operation should be documented in operation and maintenance manual.

Any new development or construction works alongside the drainage channel should not impede the maintenance plant and equipment from regaining free and unobstructed vehicular access into the drainage channel or restationing alongside the drainage channel for implementing drainage maintenance and clearance works at all time. If removal, blockage or alteration of access point(s) is required, alternative access arrangement and maintenance/ clearance

methodology shall reach prior agreement with DSD before site works commences. The agreed alternative access arrangement shall be completed within the agreed time frame by the project proponent(s) without affecting the necessary drainage maintenance and clearance activities goes ahead.

- (j) Section 13.6
Bridge and Utility
Crossings

Replace the 1st paragraph with the following:

The soffit of all bridges crossing open channels should be designed such that no part of the bridge soffit will be submerged in water under the design rainstorm. Due consideration should be given to ensure that sufficient headroom is provided for the passage and operation of maintenance plant and equipment as specified in Section 13.5.3.

- (k) Section 15.4.2
Trenchless Methods
for Repairing Pipes

Add the following new paragraph after the last paragraph of sub-clause (a) – Joint Grouting:

The condition of the pipe (e.g. presence of leaking joints, structural defect, etc.) should be reviewed holistically to ascertain the need and timing of full length pipe rehabilitation. In view of the difficulties to assure the workmanship and quality of the localized lining materials, localized lining should only be taken as temporary remedial works. In addition, the full length pipe rehabilitation works should be commenced on site as soon as practicable afterwards.

Replace all paragraphs in sub-clause (e) - Internal Lining using a Smaller Pipe with the following:

(e) *Internal Lining using a Smaller Pipe*. This method involves pulling/pushing a thin walled pipe such as steel pipe, GRP pipe, HDPE pipe and so on, or helically winding steel-reinforced polyethylene strips using a winding machine to form a new pipe through a defective drain.

The main disadvantage of this method is the large reduction in size, and the need for a large working space at the inlet for method involving pulling/pushing a thin walled pipe.

It is recommended that the reduction in internal pipe diameter should not be greater than 12% in diameter for pipe with diameter not smaller than 825mm, or to be agreed with DSD for larger pipe size reduction, in order to maintain the hydraulic capacity. Branch connections are also quite difficult to restore except for large drains that are manually accessible.