

From: YC Lit <[REDACTED]>
Sent: 20 January 2026 18:23
To: tpbpd/PLAND
Cc: [REDACTED]
Subject: Planning Application Lot No.444 (part), 445 in DD 106 (Application No. A/YL-KTS/1097)
Attachments: Revised-Responses-to Comments. from EPD Lot 444, 445 in DD 111 Warehouse docx.pdf; Existing Routring Plan to and from the Application site KTS 1097_0001.pdf; Drainage Proposal -Lot 444 KTS 1097 (new).pdf; Fig 01 Revc. C Lot 444 in DD 106 KTS 1097.pdf (New).pdf; Drainage Details Lot 444 Figure D02_ KTS 1097.pdf
Categories: Internet Email

Dear Sir/Madam,

In response to the comments from various Government Departments, I submit herewith the following further information for your consideration, please:

1. Response-to-Comments Table;
2. Drainage Proposal (Drainage Layout Plan Figure D-01) Lot 444 and 445 in DD 106;
3. Figure 01-Rev.C;
4. Existing Routing Plan and Photo.

Best regards
LIT Ying-cheung Edward
Tel : [REDACTED]

Response-to-the Departmental Comments

Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Lot Nos. 444 (Part), 445 in DD 106, Kam Tin, Yuen Long, N.T. (Application No. A/YL-KTS/1097)

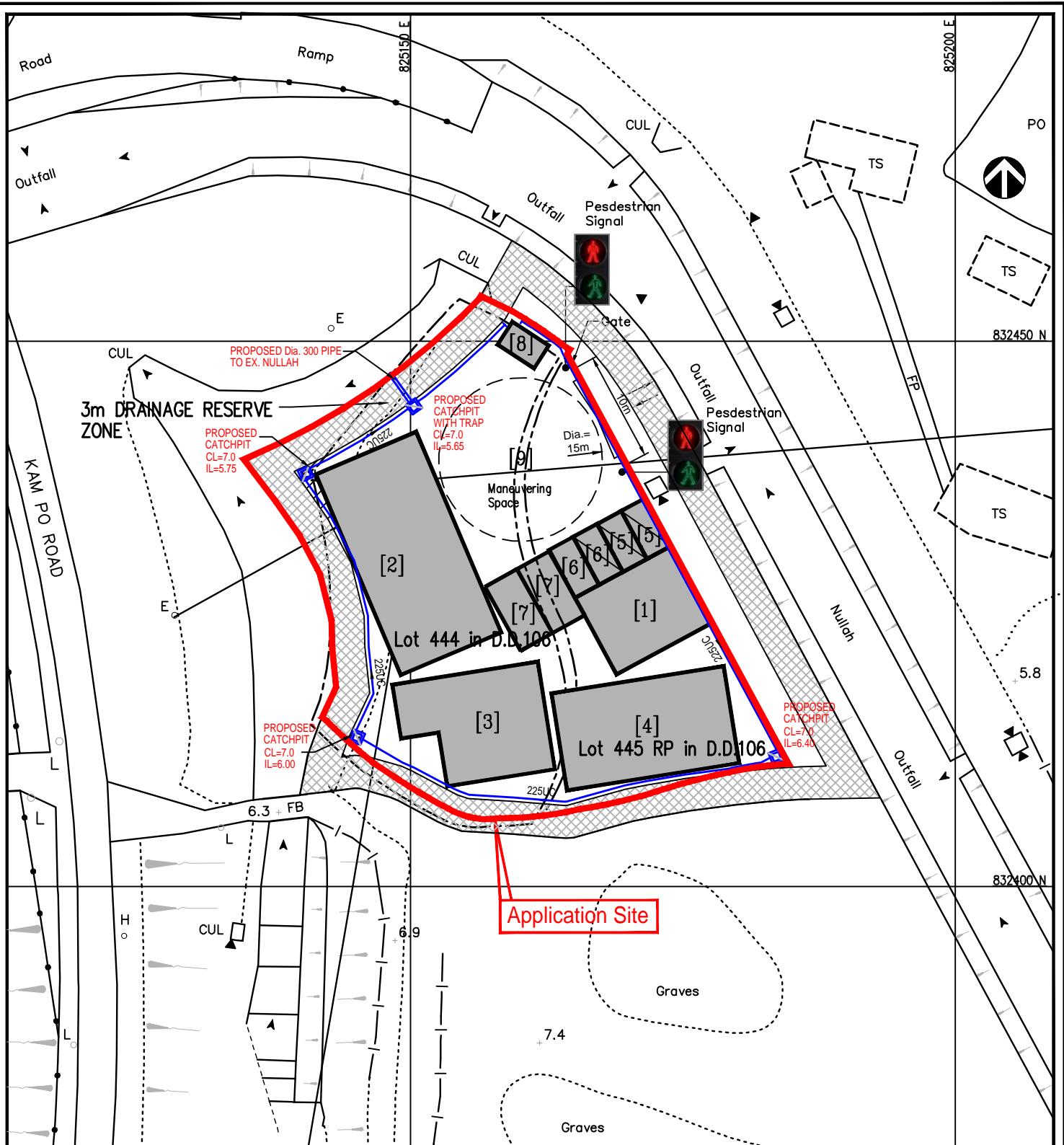
<u>Response to Environmental Protection Department (EPD) 's Comments</u>	
1. Grateful if you could advise what types of goods would be stored at the Site and advise whether materials of dusty nature (e.g. cement, earth, pulverized fuel ash, aggregates, silt, stonfines, sand, debris, sawdust and wooden chips) would be stored at the Site.	<p>1. I write to confirm that the warehouses on site will be used for storage of construction materials such as toilet/bathroom/kitchen appliances), small manual machineries/tools being used in construction site and metal racks. The application site will also be used for storage of metal wares (e.g. cast-iron pipes, small metal lifting platform). No recycling activities will be allowed on the application site. Moving In-and-out of these goods will not create any nuisance or pollution at the site as well as the nearby areas.</p> <p>2. I also ensure you that workshop activities will NOT be allowed at the application site. Moreover, dismantling, maintenance, recycling, cleansing, paint spraying will strictly be prohibited. Any activities causing nuisance or spillover will not be allowed at the application site.</p> <p>3. I act on behalf of the applicant to undertake that goods/materials of dusty nature (e.g., cement,</p>

	earth, palavered fuel ash, aggregates, silt, stone fines, sand, debris, sawdust and woodchips) would NOT be stored at the Site.
<u>Response to RDO, Highways (HYD)'s Comments</u>	
<p>1) Based on the location plan and the Northern Link (NOL) Scheme Gazette Plan, it is noted that the proposed development site is in close proximity to the gazette boundary of NOL. Please be advised that the construction of the NOL was commenced in 2025 for completion in 2034.</p> <p>2) It is also noted that the estimated trip generation/ attraction from the application site would be 4 trips per day for light good vehicles and 8 trips per day for private cars distributed to Kam Po Road. Since the Kam Po Road was one of the key construction accesses for NOL, the applicant shall confirm that the proposed traffic generated/ attached during their implementation period shall have no adverse impact to the construction and operation of NOL.</p>	<p>1. Noted. In view of the small-scale operation and limited traffic generation of the application site, the operation of the application site will not affect the construction works of the NOL.</p> <p>2. I observe that the Kam Po Road had already set up traffic control and management system. Traffic controllers had been deployed at the Kam Po Road. I write to confirm that the 4 trips of light goods vehicles are distributed from 09:00 hrs to 11:00 hrs and 1500 hrs to 17:00 hrs (i.e. 1 trip per hour only). Besides, the 8 trips of private are confined to 09:00 hrs-10:00 hrs, 12:00 hrs-13:00 hrs, 13:00 hrs - 14:00 hrs and 18:00 hrs to 19:00 hrs. These 8 trips are concentrated at the on/off duty and lunch time. Operation and traffic arrangement will strictly be implemented by the operator. It is anticipated that with the aids of the traffic control and management at Kam Po Road, the proposed operation at the application site will only generate minimal traffic impact.</p>

<u>Response to Drainage Services Department (DSD) 's Comments</u>	
<p>1. According to our record, there are existing stream course/channel encroached onto / in the adjacent of the application site. Drainage reserve is required for operation and maintenance of the streamcourse / channel. The applicant shall be required to place all the proposed works 3m away from the top of the bank of the stream course/channel. All the proposed works in the vicinity of the stream course/channel should not create any adverse drainage impacts, both during and after construction.</p> <p>2. We are unable to provide comment on drainage aspect of the application at this stage. Comment on drainage aspect will be provided when the drainage proposal as mentioned in executive summary item (f) of the planning statement is received.</p>	<p>Noted. Drainage Proposal (Drainage Layout Plan (Figure D-01 and D-02 refer)) is submitted herewith. A 3m Drainage Reserve Zone had been placed on the Drainage Proposal. The applicant would place all the proposed works at least 3m away from the top of the bank of the stream course/channel. All the proposed works in the vicinity of the stream course/channel would not create any adverse drainage impacts, both during and after construction</p>
<u>Response to the Comments DPO/FSYLE of Planning Department's Comments</u>	
<p>Please clarify the types of goods that will be stored at the proposed warehouse</p>	<p>1.The warehouses on site will be used for storage of construction materials such as Toilet/bathroom/kitchen appliances), small manual machineries/tools being used in construction site and metal racks. The application site will also be</p>

	<p>used for storage of metal wares (e.g. cast-iron pipes, small metal lifting platform). No recycling activities will be allowed on the application site. Moving In-and-out of these goods will not create any nuisance or pollution at the site as well as the nearby areas.</p>
<p>2. Please clarify that whether any workshop activities will be carried out at the application site.</p>	<p>2. I also ensure you that workshop activities will NOT be allowed at the application site. Moreover, dismantling, maintenance, recycling, cleansing, paint spraying will strictly be prohibited. Any activities causing nuisance or spillover will not be allowed at the application site.</p>
<p>3. Please clarify the purposes of the filling of land.</p>	<p>3. For the proposed Land Filling, earth of 0.30 m thick will firstly be filled and then on top of this earth, a concrete layer of about thick will be placed. It also serves to regularize certain unauthorized land filling of land at the application site.</p> <p>In addition, the purposes of filling of land are for site formation works and facilitating the erection of the structures on site. In addition, it also helps to form vehicular circulation accesses at the application site. The site will be reinstated once planning approval is expired (if given) is expired.</p> <p>Once Planning Approval is given, new peripheral boundaries fencing of 1.8 m (height) will be</p>

	erected to replace the existing ruined fencing.
Response to the Comments from the Chief Engineer/Mainland North, Drainage Services Department There appears no vehicular access leading to the application from Kam Po Road. Please indicate the proposed vehicular access routing on the relevant plan for your further review.	The existing routing of to the application site is shown on the attached Plan & Photo (Existing Routing to the Application Site) . The application site is accessible from the Kam Po Road and then passing a village track on Government land.
Response to the Comments from the Chief Engineer/Mainland North, Drainage Services Department There appears no vehicular access leading to the application from Kam Po Road. Please indicate the proposed vehicular access routing on the relevant plan for your further review.	The existing routing of to the application site is shown on the attached Plan & Photo (Existing Routing to the Application Site). The application site is accessible from the Kam Po Road and then passing a village track on Government land.



Legends:

 The Application Site Boundary (For Identification Only)	[5] Private Car Parking Space 5 m x 2.5 m (2 nos.) Area About : 12.5 sq.m/per 1	● Pedestrian Signal
[1] Office 10 m x 8 m x 7.5 m (h) Area About : 80 sq.m	[6] LGV Parking Space 5 m x 2.5 m (2 nos.) Area About : 12.5 sq.m/per 1	→ Ingress/egress Development Parameters:
[2] Warehouse 20 m x 10 m x 7.5 m (h) Area About : 200 sq.m	[7] LGV Loading and Unloading Bay 7 m x 3.5 m Area About : 52.5 sq.m (2 nos.)	PROPOSED DRAINAGE:
[3] Warehouse (10m x 10m)+(3.5m x 5m) x 7.5m (h) Area About : 117.5 sq.m	[8] Guard House 2.5 m x 4.0 m x 3.5 m (h) Area About : 10 sq.m	 Proposed Catchpit without Trap unless specified
[4] Warehouse 16 m x 9 m x 7.5 m (h) Area About : 144 sq.m	[9] Maneuvering Circle 15 m diameter Area About : 176.71 sq.m	225UC Proposed 225 U-Channel with cover (min. fall 1 in 100)

Project:	Title:	Figure:	Consultant:
Section 16 Planning Application for Proposed Temporary Warehouse (excluding Dangerous Goods Godown) with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Lots 444(Part) and 445 RP in D.D.106, Kam Tin, New Territories and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories.	Drainage Layout Plan	D-01 Scale: 1 : 500 Date: Jan. 2026	MC Man Chi Consultants And Construction Limited

NOTES FOR CATCHPIT

1. ALL CONCRETE SHALL BE GRADE C35 AND COMPLY WITH CS1:2010.
2. MINIMUM CONCRETE COVER SHALL BE 40mm.
3. ALL REINFORCEMENT (GRADE 500B) TO BE HIGH TENSILE DEFORMED BAR.
ALL REINFORCEMENT SHALL COMPLY WITH CS2:2012.
ALL WIRE MESH SHALL BE GRADE 500B STEEL COMPLY WITH CS2:2012.
4. RUN OFF FROM THIS SITE SHALL BE PROPERLY TREATED AND CONVEYED TO THE PUBLIC DRAIN VIA CATCHPIT DURING THE SITE FORMATION WORKS.

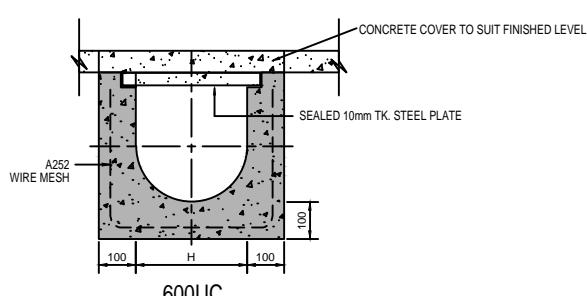
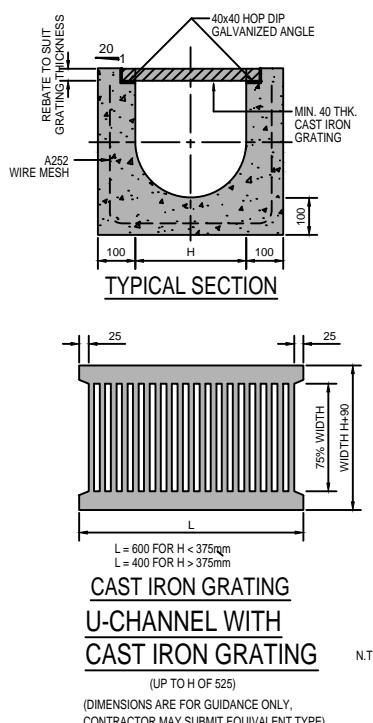
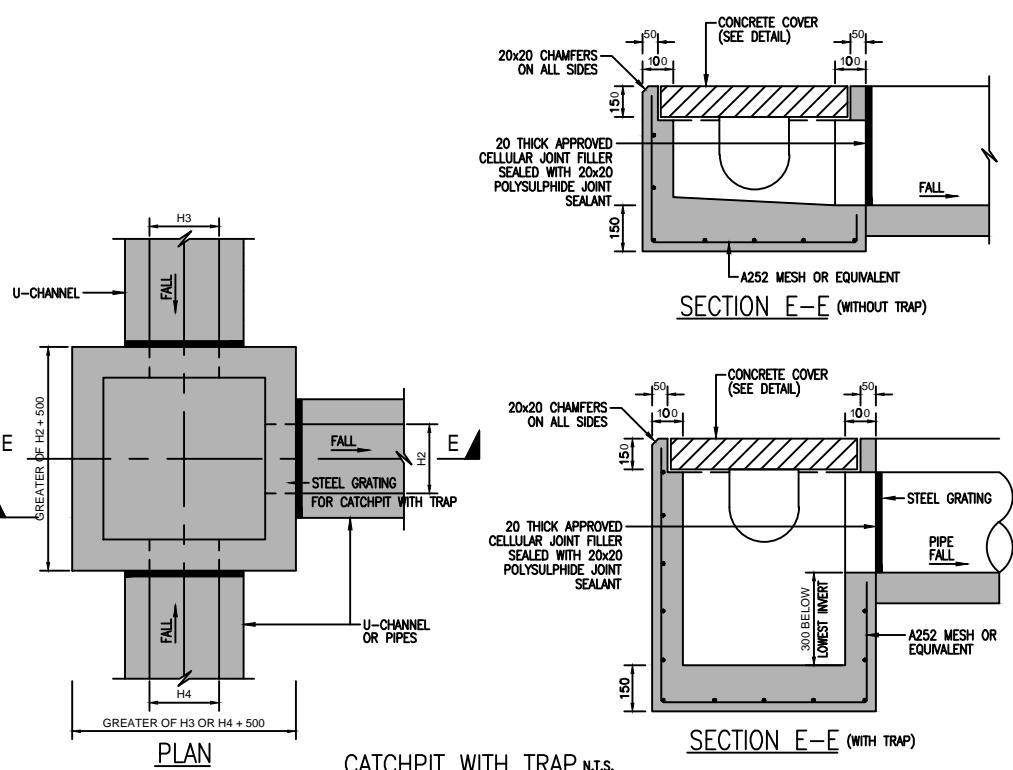
NOTES FOR U-CHANNEL

1. ALL DIMENSIONS ARE IN MILLIMETRES.

2. FOR DIMENSIONS OF CHANNEL SEE TABLE.

NOMINAL SIZE H	T	B	REINFORCEMENT
225-375	80	100	A252 MESH PLACED CENTRALLY
600	100	100	A252 MESH PLACED CENTRALLY

3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. EXPANSION JOINTS SHALL BE PROVIDED AT A MAXIMUM SPACING OF 10 METRES.
5. X=20 UNLESS OTHERWISE SPECIFIED.
6. ALL CONCRETE SHALL BE GRADE C35.
7. ALL 300UC SHALL BE AT LEAST 1 IN 200
ALL 375UC SHALL BE AT LEAST 1 IN 100



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Title:

Drainage Details

Figure:

D-02

Scale:

1 : 500

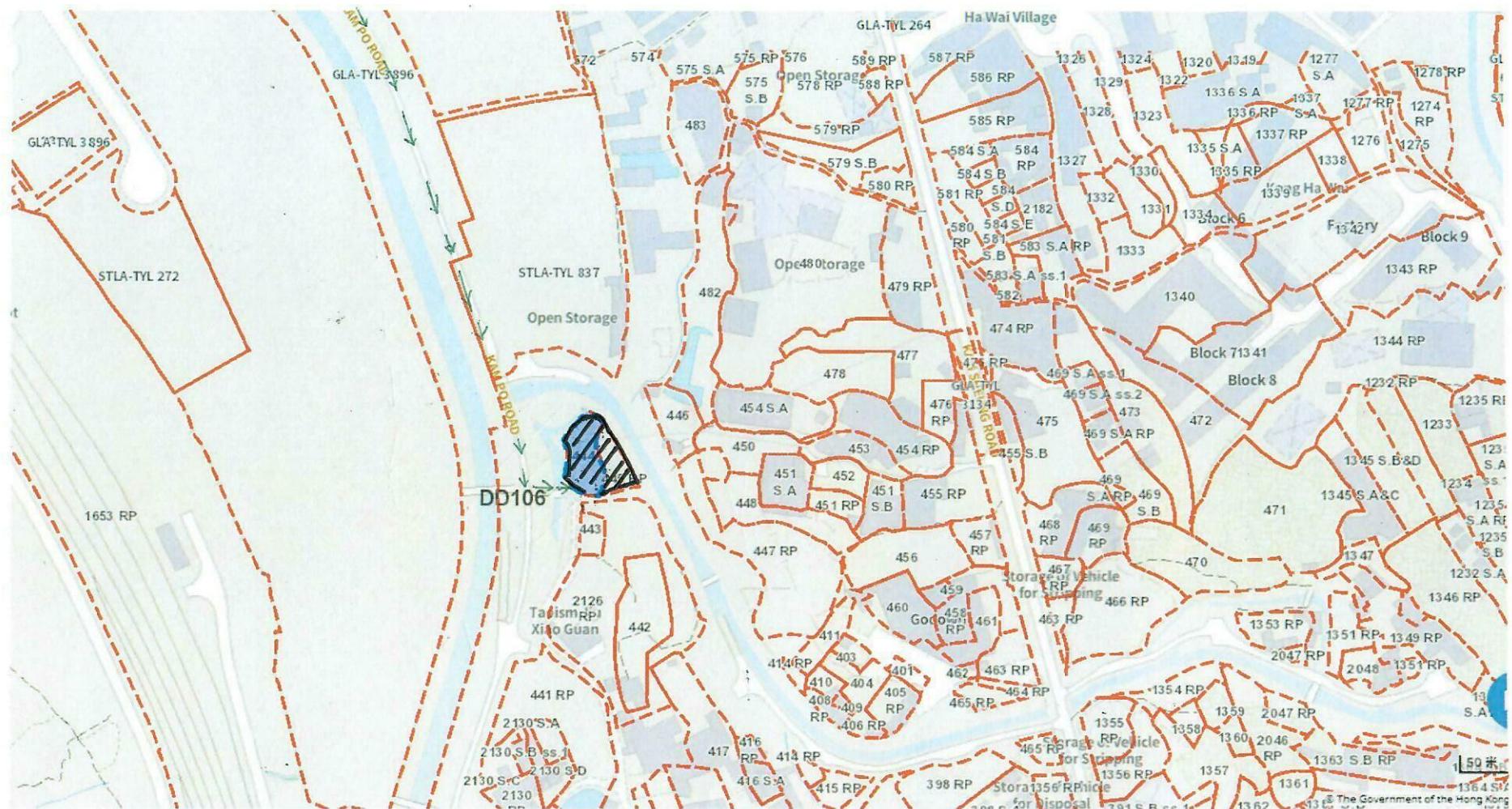
Date:

Jan. 2026

Consultant:

MC Man Chi
Consultants And Construction Limited

Existing Routing Plan to and from the Application Site (TPB No. A/YL-KTS/1097)



Application Site



Routing to and from the Application Site

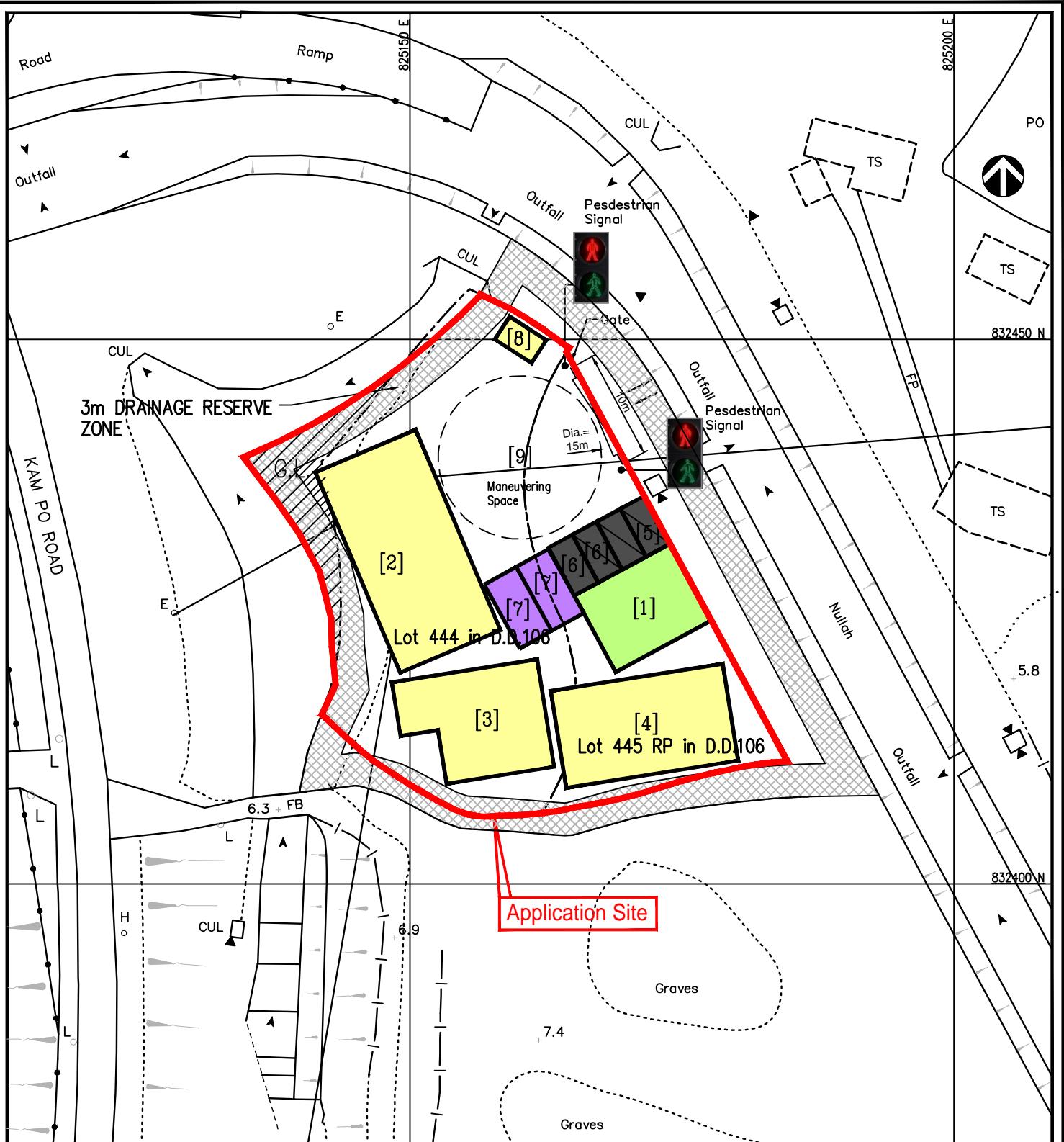
Photo-showing the Existing Routing to and from the Application site
TPB No. A/YL-KTS/1097)



Application Site



Routing to and from the Application site



Legends:

 The Application Site Boundary (For Identification Only)	[5] Private Car Parking Space 5 m x 2.5 m (2 nos.) Area About : 12.5 sq.m/per 1	● Pedestrian Signal
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[2] Warehouse 20 m x 10 m x 7.5 m (h) Area About : 200 sq.m	[7] LGV Loading and Unloading Bay 7 m x 3.5 m Area About : 52.5 sq.m (2 nos.)	Site Area: 1374.02 sq.m (About) Cover Area: 551.5 sq.m Uncover Area: 822.52 sq.m (About) Site Coverage 40.13% (About) Plot Ratio: 0.4013 (About) Total GFA: 551.5 sq.m
[3] Warehouse (10m x 10m)+(3.5m x 5m) x 7.5m (h) Area About : 117.5 sq.m	[8] Guard House 2.5 m x 4.0 m x 3.5 m (h) Area About : 10 sq.m	
[4] Warehouse 16 m x 9 m x 7.5 m (h) Area About : 144 sq.m	[9] Maneuvering Circle 15 m diameter Area About : 176.71 sq.m	

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