

Our Ref. : DD115 Lot 234 RP
Your Ref. : TPB/A/YL/324

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

By Email

24 July 2025

Dear Sir,

4th Further Information

**Proposed Temporary Shop and Services with Ancillary Facilities
for a Period of 6 Years in “Village Type Development” Zone,
Lot 234 RP in D.D. 115, Tung Tau Tsuen, Yuen Long, New Territories**

(S.16 Planning Application No. A/YL/324)

We are writing to submit further information to address departmental comments of the subject application (**Appendix I**).

Should you require more information regarding the application, please contact our Mr. Danny NG at [REDACTED] or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Property Consultants Limited



Louis TSE
Town Planner

cc DPO/TMYLW, PlanD

(Attn.: Ms. Carmen CHEUNG
(Attn.: Ms. Momo CHOW

email: ckkcheung@pland.gov.hk)
email: mhcchow@pland.gov.hk)



Responses-to-Comments

**Proposed Temporary Shop and Services with Ancillary Facilities
for a Period of 6 Years in “Village Type Development” Zone,
Lot 234 RP in D.D. 115, Tung Tau Tsuen, Yuen Long, New Territories**

(Application No. A/YL/324)

(i) A RtoC Table:

Departmental Comments		Applicant's Responses
1. Comments of the MTR Corporation Limited (MTRCL) (Contact Person: Mr. David YUEN; Tel: 2688 1366)		
(a)	Layout Plan and section view showing the spatial relationship (both temporary and permanent stage) between the proposed development and MTR asset shall be submitted for review and comment.	Noted. Impact Assessment on MTR Assets has been provided by the applicant in support of the application (Annex I).
(b)	Impact Assessment on MTR assets due to the proposed development shall be submitted for review and comment.	
(c)	Method statement and lifting plan shall be submitted for review and comment.	

**PROPOSED TEMPORARY SHOP
AND SERVICES WITH
ANCILLARY FACILITIES FOR A
PERIOD OF 6 YEARS**

**LOT 234 RP IN D.D. 115, TUNG
TAU TSUEN, YUEN LONG, NEW
TERRITORIES**

Impact Assessment on MTR Assets



LI KOK KEUNG
MEng MICE MStructE
MHKIE CEng RPE

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The Proposed Development

Comments from MTR

Response to Comments from MTR

1. Layout Plan and Section
2. Impact Assessment on MTR due to the Proposed Development
3. Method statement and lifting plan

Appendix A – Location Plan

Appendix B – Layout Plan

Appendix C - Layout plan and section view showing the spatial relationship between the proposed development and MTR asset

Introduction

An application for a proposed temporary shop and services with ancillary facilities for a period of 6 years was made to the Planning Department (PlanD) in 2024. In February 2025, PlanD transmitted the comments from MTRC requiring the Applicant to submit an impact assessment on MTR assets due to the proposed development. This report serves as the impact assessment report and addresses the comments from MTR

The Proposed Development

The proposed development is the establishment of two small temporary container structures of two-storey high within Lot 234 RP in D.D. 115, Tung Tau Tsuen, Yuen Long. The location plan is shown in Plans 1 and 2 in Appendix A while the layout plan of the proposed development is shown in Plan 4 enclosed in Appendix B.

As shown in Plans 1 and 2, the proposed development site is about 404m² and is located north of Long Yat Road and MTR Yuen Long Station. The site is accessible from Long Yat Road via a local access as shown in Plan 1.

Comments from MTR

The comments from railway protection viewpoints from MTR are as follows:-

1. Layout plan and section view showing the spatial relationship (both temporary and permanent stage) between the proposed development and MTR asset shall be submitted for review and comment.
2. Impact assessment on MTR assets due to the proposed development shall be submitted for review and comment.
3. Method statement and lifting plan shall be submitted for review and comment

Response to Comments from MTR

1. Layout plan and Section

The layout plan and section view showing the spatial relationship between the proposed development and MTR asset are enclosed in Appendix C. All the works are temporary in nature for a period of 6 years.

2. Impact Assessment on MTR due to the proposed development

Location of Proposed Development and Boundary of Railway Protection Area

With reference to APP-24 issued by the Buildings Department for railway protection, the boundary of the railway protection areas is about 30m outside the outer surface of

the railway structures and facilities. As shown in the section view enclosed in Appendix B, the development site is on average at a distance of 29m north of MTR asset. The actual establishment and building works will be more than 30m away from the MTR asset/facilities and will therefore be outside the railway protection areas. The applicant undertakes that no works will be constructed within 30m from the boundary of the railway protection areas.

Although the proposed development practically involved **no building works within the railway protection areas**, The impacts of the proposed development would be assessed making references to Appendix B of APP-24 of the Buildings Department which states the guidelines on carrying out building works within railway protection areas.

Settlement and Differential Movement Caused to Railway Structures/Facilities

According to the aforementioned guidelines, the proposed works shall not produce differential movement in any railway structures with angular distortion in excess of 1 in 1000 or a total movement exceeding 20mm. In addition, the induced level difference between rails of a track in perpendicular plane resulting from the works should not exceed 5mm.

The proposed building work is simply the delivery and installation of two small temporary metal container structures of two-storey high within the proposed lot. The installation will involve **no excavation** into the existing ground apart from minor trimming and levelling of the existing ground for forming a hard paved concrete layer of about 150mm thick for placing the metal containers. The trimming / levelling works of existing ground and the concreting of the hard paving layer would be executed by hands with no large scaled mechanical plants. No ground movement will be caused to the adjacent ground. In addition, being 30m away from the proposed works, the MTR facilities are definitely outside the influence zone of the proposed building works. No level difference between rails of the MTR track will be caused.

Vibration Caused to Railway Structures/Facilities

According to the guidelines, the vibration caused to any railway structures shall not exceed 15mm/sec.

The proposed building works involve no ground disturbing works such as excavation, filling, ground improvement, dewatering and field testing (such as plate loading test, pressure-meter test and packer test,), piling, geotechnical installation and driven works, **no vibration** will be generated. Vibration caused to MTR facilities which are located more than 30m away from the proposed building works is considered impossible.

Pressure Changes Caused to MTR underground Structures/Facilities

The guidelines stated that the vertical or horizontal pressure change on any MTR underground structures and facilities due to the proposed works should not exceed 20 kPa.

The pressure changes caused to MTR underground structures/facilities can be estimated below:

Estimation of Vertical and Horizontal Pressures to Railway Facilities:

Loading intensity from 2-storey container metal building (DL+LL) = 7.5 kPa per storey

Loading intensity at foundation level = $2 \times 7.5 = 15.0$ kPa

Area of proposed building at foundation level = 40×10 m²

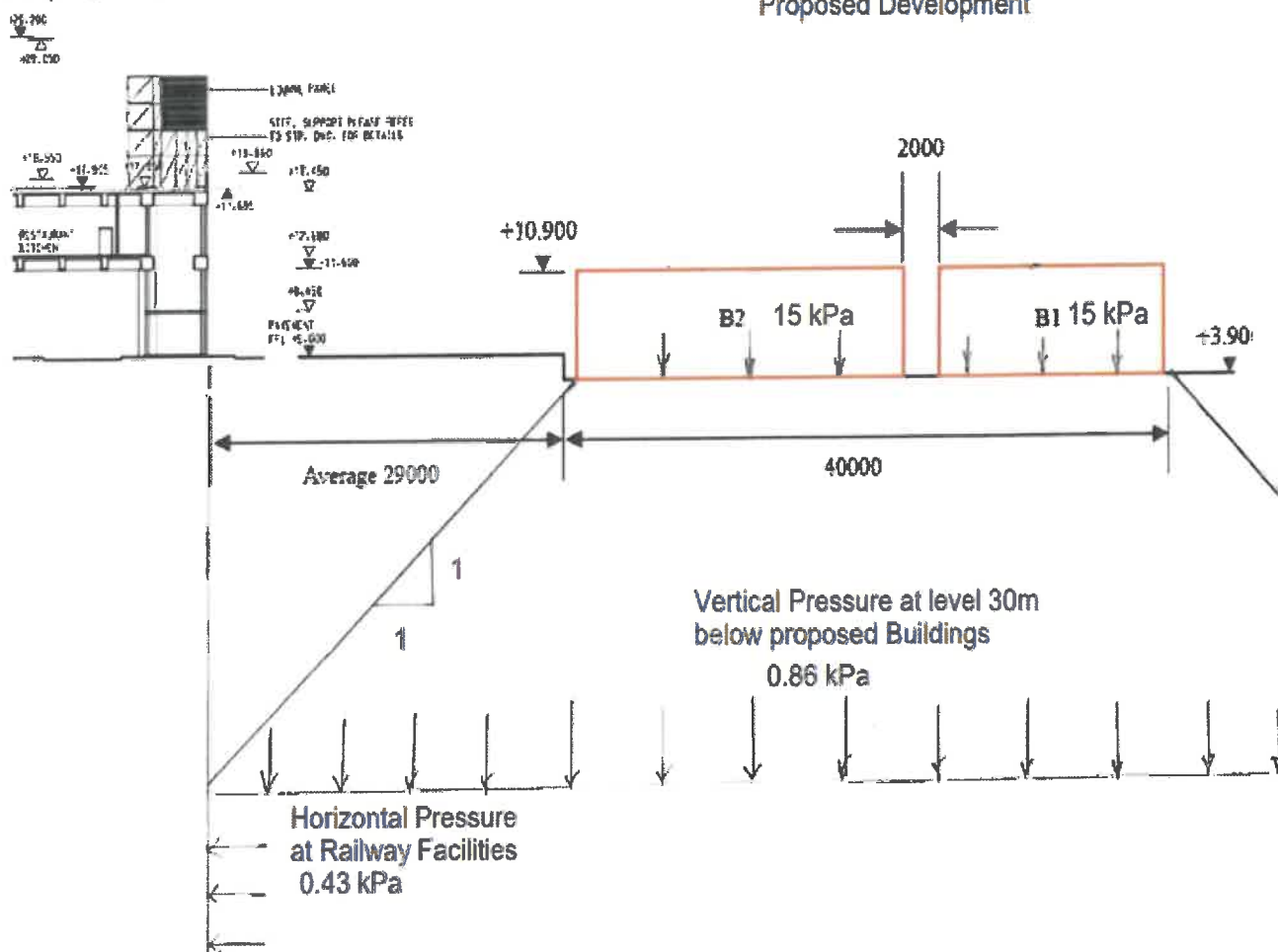
Assume a load spread ratio of 1:1 below ground,

Area of loading intensity at boundary of railway facilities = 100×70 m²

Vertical loading intensity after dispersion, $q = 15 \times (40 \times 10) / (100 \times 70) = 0.86$ kPa

Lateral loading intensity to railway facilities = $K_0 \times q = 0.5 \times 0.86 = 0.43$ kPa

Railway Facilities



The proposed building works will involve no basement or deep foundation construction, and excavation. Being no excavation works will be carried out, no risk

of undermining nearby structures establishments will be generated. In addition, no reduction of vertical and lateral pressure will be caused to the railway structures/facilities.

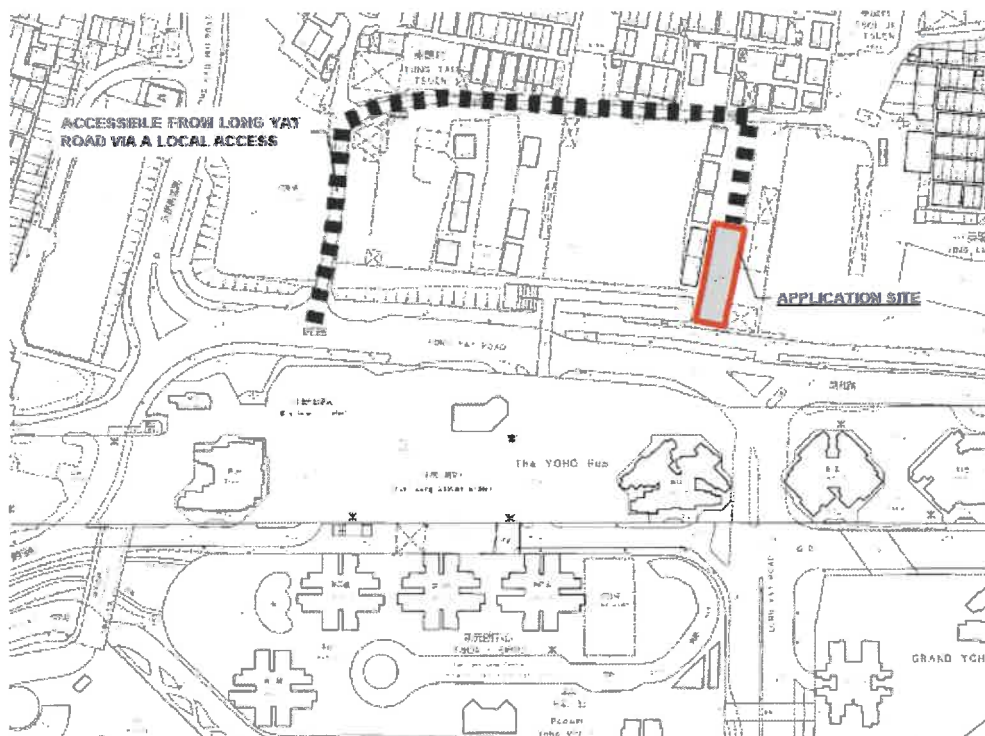
The proposed buildings are more than 30m away from the boundary of railway facilities. Upon completion, the loading intensities including dead and imposed loads will be about 7.5 kPa per storey. The total foundation load will be about 15 kPa (for 2-storey). The foundation load will disperse in an angle of about 45° down to the boundary of the railway structures/facilities. The estimated additional vertical pressure and lateral pressure imposed onto to the underground railway structures will not be greater than 0.86 kPa and 0.43 kPa respectively which are well less than the limitation of 20 kPa

3. **Method statement and lifting plan shall be submitted for review and comment**

The method statement of construction of the proposed temporary buildings is as follows:

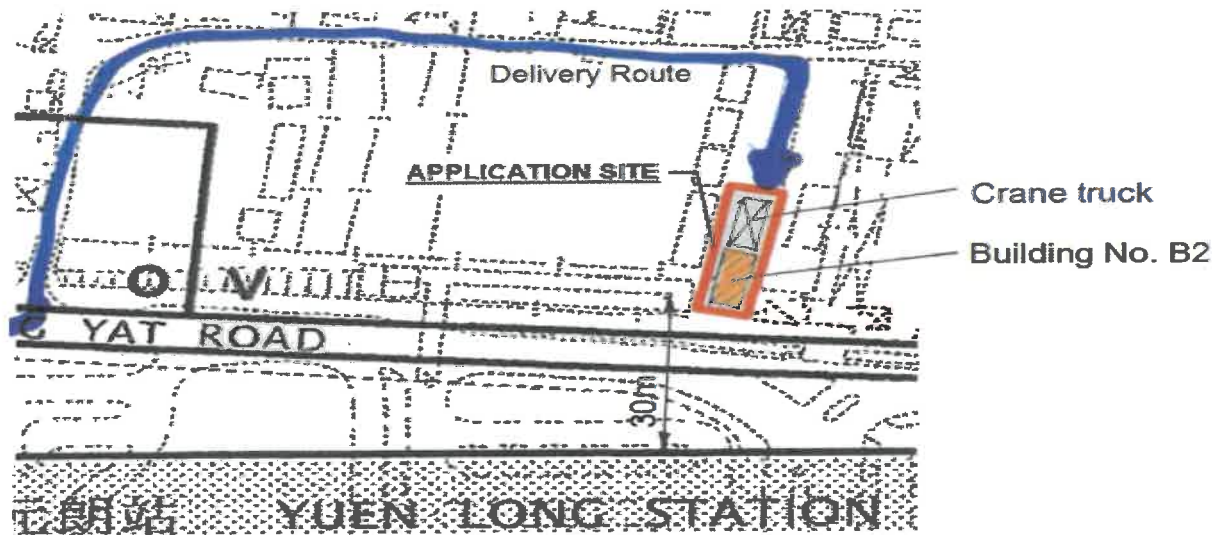
- (i) Trimming and levelling of existing ground by hands with simple hand tools;
- (ii) Laying concrete hard paving of about 150mm thick within the lot for installation of metal containers.
- (iii) Delivery and installation of metal containers of 2-storey high.

— The access to the proposed site is from Long Yat Road via a local access as shown in Plan 1. The access is reproduced as below:

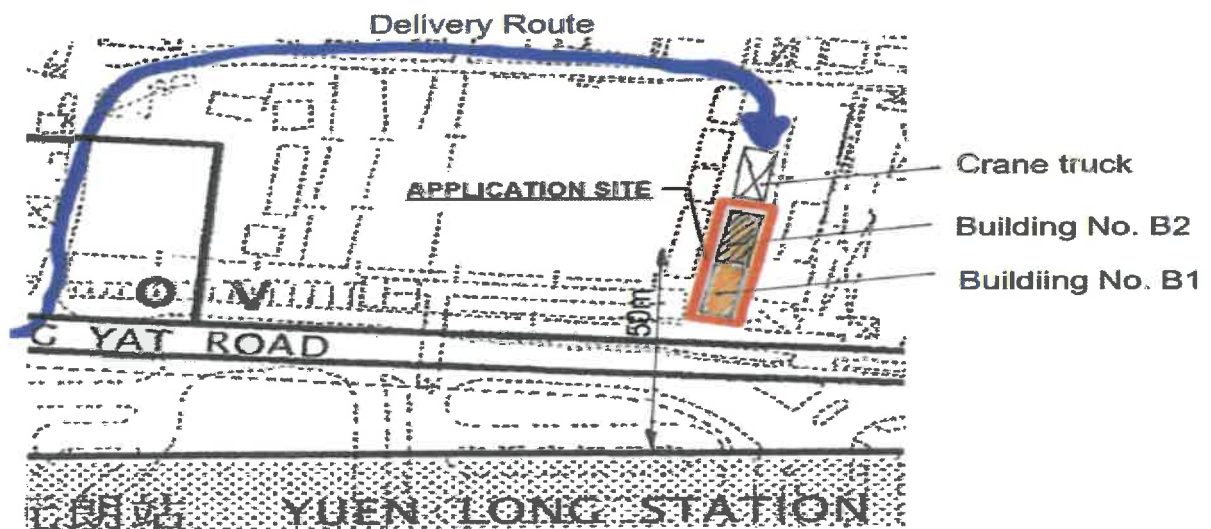


As indicated below, the delivery of the metal containers will be made by crane truck

through Long Yat Road to the northern boundary of the Application Site (about 70m from the northern boundary of the Railway Structures/Facilities). Upon arriving the northern boundary of the Application Site, the crane truck with the metal containers will then enter the Application Site, stationed at the northern half of the site (about 50m from the northern boundary of the Railway Structures/Facilities) and unload the metal containers for the installation of Building No. B2. Upon unloading, the crane truck will then leave the Site. It is expected that the delivery and installation of the containers for Building No. B2 will be completed in a few days.

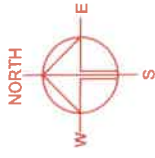


The aforementioned procedure will be repeated for the delivery and installation of Building No. B1. The whole operation will be about 50m away from Yuen Long Station.



The delivery and installation of the proposed buildings will be operated at distance more than 30m away from the boundary of the Railway Structures/Facilities and is considered safe and feasible.

Appendix A



LOCATION OF THE APPLICATION SITE
APPLICATION SITE AREA : 404 m² (ABOUT)
VEHICULAR ACCESS
ACCESSIBLE FROM LONG YAT ROAD VIA A LOCAL ACCESS

ACCESSIBLE FROM LONG YAT ROAD VIA A LOCAL ACCESS

APPLICATION SITE

R-Riches
Property Consultants Ltd.

PLANNING CONSULTANT

PROJECT
PROPOSED TEMPORARY SHOP
AND SERVICES WITH
ANCILLARY FACILITIES FOR A
PERIOD OF 6 YEARS

SITE LOCATION
LOT 234 RP IN D.D. 115, TUNG
TAU TSUEN, YUEN LONG, NEW
TERRITORIES

SCALE
1 : 3000 @ A4

DATE	DATE
DRAWN BY MN	4.12.2024
CHECKED BY	
APPROVED BY	

DWG TITLE
LOCATION PLAN

DWG NO.
PLAN 1

VER.
001

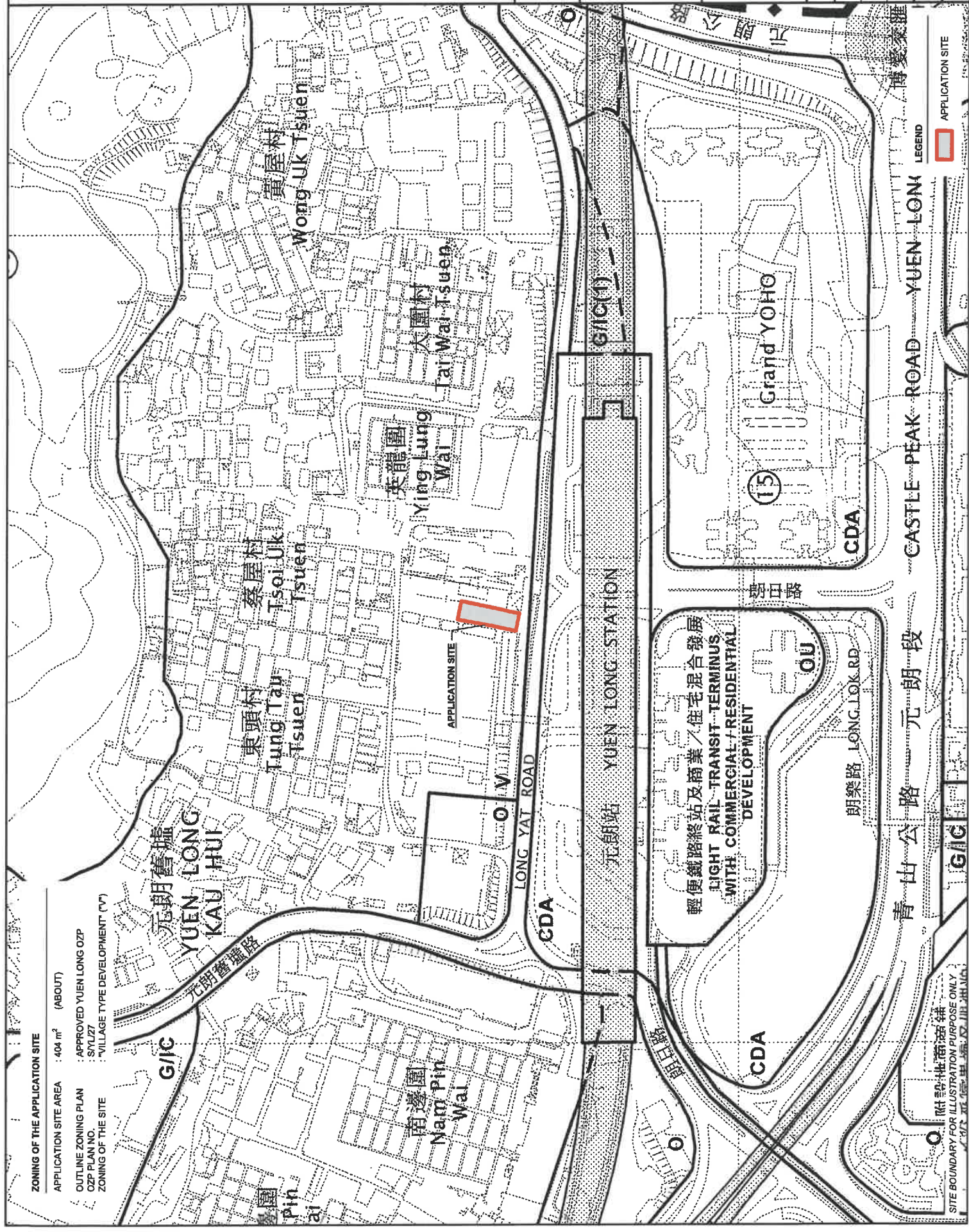
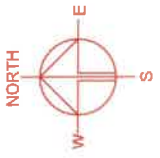
LEGEND

APPLICATION SITE

SITE BOUNDARY FOR ILLUSTRATION PURPOSE ONLY

ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 404 m² (ABOUT)
OUTLINE ZONING PLAN : APPROVED YUEN LONG OZP
OZP PLAN NO. : SYL/27
ZONING OF THE SITE : "VILLAGE TYPE DEVELOPMENT" ("V")



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PROPOSED TEMPORARY SHOP AND SERVICES WITH ANCILLARY FACILITIES FOR A PERIOD OF 6 YEARS

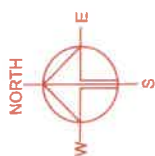
RELOCATION
LOT 234 RP IN D.D. 115, TUNG TAU TSUEN, YUEN LONG, NEW TERRITORIES

SCALE
1 : 3000 @ A4
DRAWN BY
MIN
DATE
4.12.2024
CHECKED BY
DATE
APPROVED BY
DATE

DWG. TITLE
ZONING OF THE SITE
DWG. NO.
PLAN 2
VER.
001

LEGEND
APPLICATION SITE

SITE BOUNDARY FOR ILLUSTRATION PURPOSE ONLY
附設批發站舖
GIC 公路及鐵路



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PROJECT
PROPOSED TEMPORARY SHOP
AND SERVICES WITH
ANCILLARY FACILITIES FOR A
PERIOD OF 6 YEARS

LOT 234 RP IN D.D. 115, TUNG
TAU TSUEN, YUEN LONG, NEW
TERRITORIES

SCALE
1 : 500 @ A4

DRAWN BY	DATE
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MN 4.12.2024

CHECKED BY _____ DATE _____



DWG. TITLE

LAND STATUS OF THE SITE

DWG NO.	VER.
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LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA	: 404 m ² (ABOUT)
AREA OF PRIVATE LAND	: 404 m ² (ABOUT)
AREA OF GOVERNMENT LAND	: NOT APPLICABLE

SITE BOUNDARY FOR ILLUSTRATION PURPOSE ONLY

LEGEND

APPLICATION SITE

Appendix B

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 404 m ² (ABOUT)
COVERED AREA	: 192 m ² (ABOUT)
UNCOVERED AREA	: 212 m ² (ABOUT)
PLOT RATIO	: 0.89 (ABOUT)
SITE COVERAGE	: 48 % (ABOUT)
NO. OF STRUCTURE	: 2 (NOT APPLICABLE)
DOMESTIC GFA	: 360 m ² (ABOUT)
NON-DOMESTIC GFA	: 360 m ² (ABOUT)
TOTAL GFA	: 720 m ² (ABOUT)
BUILDING HEIGHT	: 7 m (ABOUT)
NO. OF STOREY	: 2

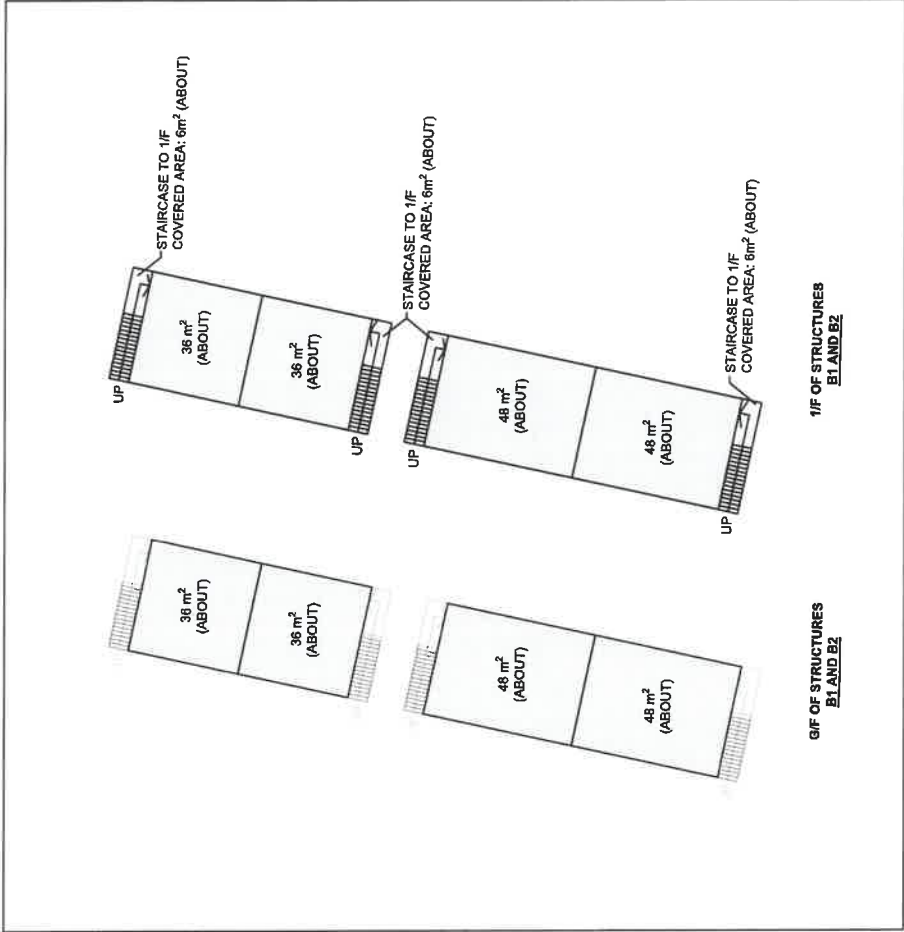
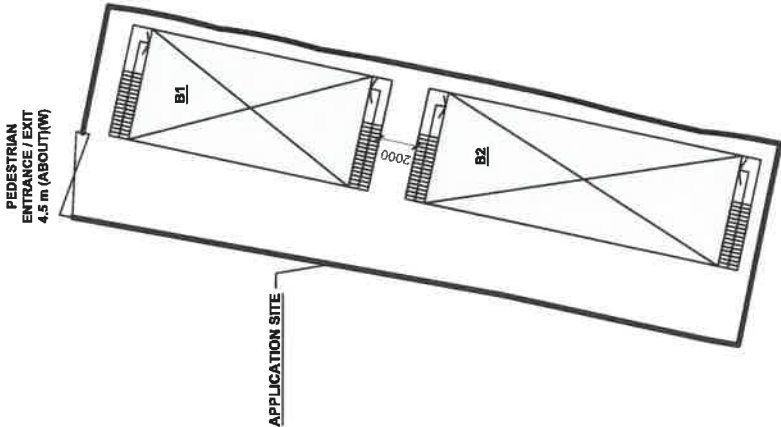
STRUCTURE	USE
B1 (G/F)	SHOP AND SERVICES, OFFICE AND WASHROOM
(1/F)	SHOP AND SERVICES, OFFICE AND WASHROOM
B2 (G/F)	SHOP AND SERVICES, OFFICE AND WASHROOM
(1/F)	SHOP AND SERVICES, OFFICE AND WASHROOM

TOTAL 192 m² (ABOUT)

*BREAKDOWN OF COVERED AREA OF STRUCTURE B1 - 72 m² (INTERIOR) + 6 m² (STAIRCASE) + 6 m² (STAIRCASE) = 84 m²

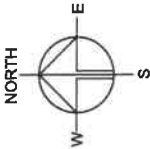
*BREAKDOWN OF COVERED AREA OF STRUCTURE B2 - 96 m² (INTERIOR) + 6 m² (STAIRCASE) + 6 m² (STAIRCASE) = 108 m²

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1 (G/F)	SHOP AND SERVICES, OFFICE AND WASHROOM	84 m ² (ABOUT)	84 m ² (ABOUT)	7 m (ABOUT)(2-STOREY)
(1/F)	SHOP AND SERVICES, OFFICE AND WASHROOM		72 m ² (ABOUT)	
B2 (G/F)	SHOP AND SERVICES, OFFICE AND WASHROOM	108 m ² (ABOUT)	108 m ² (ABOUT)	7 m (ABOUT)(2-STOREY)
(1/F)	SHOP AND SERVICES, OFFICE AND WASHROOM		96 m ² (ABOUT)	



LEGEND

	APPLICATION SITE
	STRUCTURE
	PEDESTRIAN ENTRANCE / EXIT



PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY SHOP AND SERVICES WITH ANCILLARY FACILITIES FOR A PERIOD OF 6 YEARS

SITE LOCATION

LOT 234 RP IN D.D. 115, TUNG TAU TSUEN, YUEN LONG, NEW TERRITORIES

SCALE

1 : 400 @ A4

DRAWN BY

DATE

10.12.2024

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE

LAYOUT PLAN

DWG. NO.

PLAN 4

VER.

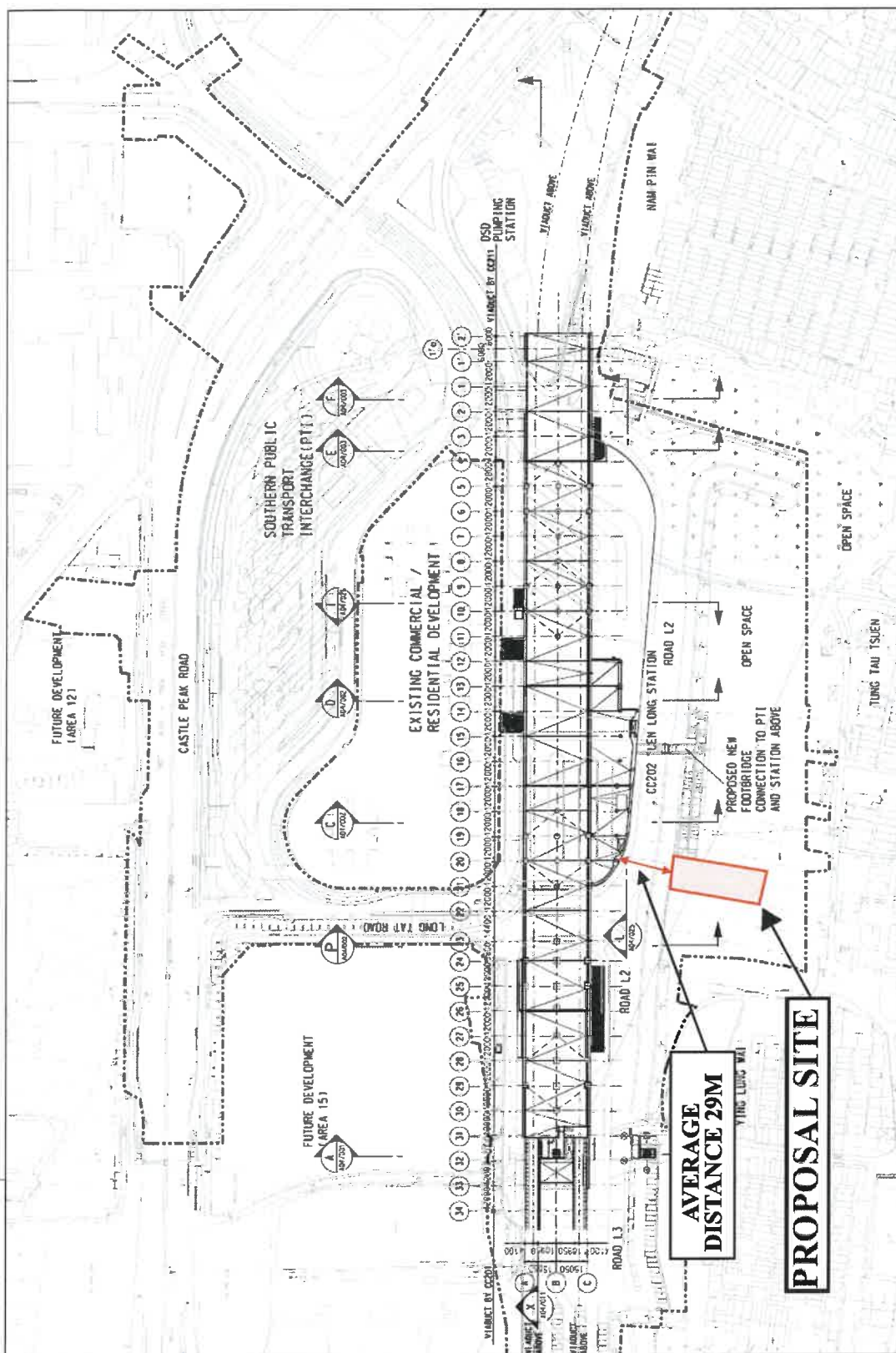
001

NO PARKING AND LOADING/UNLOADING SPACE IS PROVIDED AT THE SITE.

Appendix C

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED.
2. DO NOT SCALE FROM DRAWING
3. ALL MEASUREMENTS TO BE VERIFIED ON SITE
4. THIS IS A DESIGN INTENT DRAWING. THE CONTRACTOR SHALL BE REQUIRED TO PREPARE HIS OWN CORRESPONDING FULLY DIMENSIONED, DETAILED AND ANNOTATED SHOP DRAWINGS AND DESIGN DATA FOR REVIEW BY THE ENGINEER.



LEGEND:

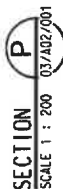
----- BOUNDARY OF SCHEME

CC202 TURN LONG STATION
SCOPE OF WORK

[illegible]

REMARKS: \$5000.00
 1715 WAS PARTLY SUPPORTED BY DAK 1747

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 12-15-2011 BY 60322 UCBAW

FILE: 5/27/93