此文件於2025年 07月 8日 收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on -8 JUL 2025
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas, or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議*

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展(例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期,應使用表格第S16-I號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form
填寫表格的一般指引及註解

\# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a「✔」at the appropriate box 請在適當的方格內上加上「✔」號

25 01311 16/6 by Hand Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YL-HTF/1193
	Date Received 收到日期	-8 JUL 2025

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

Sum Wui Investment Limited 深滙投資有限公司

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

R-riches Planning Limited 盈卓規劃有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 ..... 9,938 ..... sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 ..... 60 ..... sq.m 平方米☑About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	..... N/A ..... sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Agriculture" Zone
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#&(請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#&(請夾附業權證明文件)。

☑ is not a "current land owner"#.
並不是「現行土地擁有人」#。

☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上（請繼續填寫第 6 部分）。

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s) "#.
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」#。

(b) The applicant 申請人 –

☐ has obtained consent(s) of ..... "current land owner(s)"#.
已取得 ..... 名「現行土地擁有人」#的同意。

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼／處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☐ has notified ..... "current land owner(s)"#
已通知 ..... 名「現行土地擁有人」#。

Details of the "current land owner(s)" # notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

☑ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於_____(日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☑ posted notice in a prominent position on or near application site/premises on
06/05/2025 - 20/05/2025 (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☑ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 02/06/2025 (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	9,908	sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	30	sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	1	
Proposed domestic floor area 擬議住用樓面面積	N/A	sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	60	sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	60	sq.m ☑About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE AND GUARD ROOM	30 m² (ABOUT)	60 m² (ABOUT)	7 m (ABOUT)(2-STOREY)
TOTAL		30 m² (ABOUT)	60 m² (ABOUT)	

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	3
Motorcycle Parking Spaces 電單車車位	N/A
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	N/A
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N/A
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	N/A
Others (Please Specify) 其他 (請列明)	

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

Taxi Spaces 的士車位	N/A
Coach Spaces 旅遊巴車位	N/A
Light Goods Vehicle Spaces 輕型貨車車位	N/A
Medium Goods Vehicle Spaces 中型貨車車位	N/A
Heavy Goods Vehicle Spaces 重型貨車車位	2
Others (Please Specify) 其他 (請列明)	

Proposed operating hours 擬議營運時間
Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays.

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Accessible from Kai Pak Ling Road via a Deep Bay Road and a local access. ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐

(e) Impacts of Development Proposal 擬議發展計劃的影響
(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)

(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☑ Filling of land 填土 Area of filling 填土面積 ..... 9,938 sq.m 平方米 ☑About 約 Depth of filling 填土厚度 not more than 0.5 m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☐

(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？			
	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) ....

(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/_____/_____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

7. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明）。

Please refer to the supplementary statement.

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

Matthew NG ..... Director (Planning and Development) .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他 ..... MRTPI, MRTA, MSIP-I, CMILT .....

on behalf of 代表 R-riches Planning Limited 盈卓規劃有限公司 .....

☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 16/06/2025 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories
Site area 地盤面積	9,938 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12
Zoning 地帶	"Agriculture" Zone
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米		Plot Ratio 地積比率
	Domestic 住用	N/A	☐ About 約 ☐ Not more than 不多於	N/A ☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	60	☑ About 約 ☐ Not more than 不多於	0.006 ☑About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A		
	Non-domestic 非住用	1		
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A		m 米 ☐ (Not more than 不多於)
		N/A		Storeys(s) 層 ☐ (Not more than 不多於)
	Non-domestic 非住用	7 (about)		m 米 ☐ (Not more than 不多於)
		2		Storeys(s) 層 ☐ (Not more than 不多於)
(iv) Site coverage 上蓋面積		0.3	%	☑ About 約
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數			3
	Private Car Parking Spaces 私家車車位			3
	Motorcycle Parking Spaces 電單車車位			N/A
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位			N/A
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位			N/A
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位			N/A
	Others (Please Specify) 其他 (請列明)			
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數			2
	Taxi Spaces 的士車位			N/A
	Coach Spaces 旅遊巴車位			N/A
	Light Goods Vehicle Spaces 輕型貨車車位			N/A
	Medium Goods Vehicle Spaces 中型貨車位			N/A
	Heavy Goods Vehicle Spaces 重型貨車車位			2
	Others (Please Specify) 其他 (請列明)			

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Plans showing location/zoning/land status of the Site; Plans showing location/zoning of the original premises; Plans showing HSK/HT NDA development and its land resumption; Plan showing alternative sites for relocation; TPB PG-No. 13G; Aerial photo of the Site; Plan showing filling of land at the Site; and Swept path analysis.		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		
Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

SECTION 16 PLANNING APPLICATION

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGRICULTURE" ZONE,

LOTS 505 RP (PART), 506 (PART), 507 (PART), 508, 509 (PART) AND 510 (PART) IN D.D. 128 PAK NAI, YUEN LONG, NEW TERRITORIES

PLANNING STATEMENT

Applicant
Sum Wui Investment Limited

Consultancy Team
R-riches Planning Limited

June 2025
Version 1.0

FILE CONTROL

FILE NAME	:	*DD128 Lot 505 RP & VL - Planning Statement (20250611) Ver1.0*
FILE LOCATION	:	*\\R-SERVER\Planning\Planning Application\DD128 Lot 505 RP & VL - OS in HTF (NDA)\Submission (May 25)\Planning Statement*
REVISION NO.	:	*1.0*
APPLICANT	:	*Sum Wui Investment Limited*
TYPE OF APPLICATION	:	*S.16 Planning Application*
PROPOSED USE	:	*Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years*
SITE LOCATION	:	*Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128*

AMENDMENT RECORD

REVISION NO.	DESCRIPTION	APPROVED BY (Date)	PREPARED BY (Date)
1.0	Final Report	MN (20250611)	CC (20250611)

CONTENT PAGE

APPENDICES

LIST OF PLANS

LIST OF TABLES

EXECUTIVE SUMMARY

- The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) to use *Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories* (the Site) for '**Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**' (the proposed development).

- The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Ha Tsuen Fringe Outline Zoning Plan (OZP) No.: S/YL-HTF/12. The Site occupies an area of 9,938 m^2 (about). A 2-storey structure is proposed at the Site for site office and guardroom uses with total gross floor area (GFA) of 60 m^2 (about). The remaining area is reserved for area for open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

- The Site is accessible from Kai Pak Ling Road via Deep Bay Road and a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays.

- Justifications for the proposed development are as follows:
  - the applicant's original premises is affected by Government's land resumption for the development of the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA);
  - the applicant has spent effort in identifying suitable sites for relocation;
  - the applied use is the same as the applicant's original premises in Ha Tsuen;
  - the proposed development is considered not incompatible with surrounding land uses; and
  - the proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "AGR" zone.

- Details of development parameters are as follows:

Site Area	9,938 m^2 (about)
Covered Area	30 m^2 (about)
Uncovered Area	9,908 m^2 (about)
Plot Ratio	0.006 (about)
Site Coverage	0.3% (about)
No. of Structure	1
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	60 m^2 (about) *Not applicable* *60 m^2 (about)*
Building Height	7 m (about)
No. of Storey	2

行政摘要 (*內文如與英文版本有任何差異，應以英文版本為準*)

- 申請人現根據《城市規劃條例》(第 131 章) 第 16 條，向城市規劃委員會提交有關*新界元朗白泥丈量約份第 128 約多個地段*的規劃申請，於上述地點作「**擬議臨時露天存放建築材料及器材連附屬設施及相關填土工程（為期 3 年）**」(擬議發展)。

- 申請地點所在的地區在《廈村邊緣分區計劃大綱核准圖編號 S/YL-HTF/12》上劃為「農業」地帶。申請地盤面積為 9,938 平方米（約）。申請地點將設 1 座兩層構築物作辦公室及更亭用途，總樓面面積合共為 60 平方米（約），申請地點的其餘地方將預留作露天貯物空間、車輛停泊／上落貨位及流轉空間。

- 申請地點可從雞伯嶺路經深灣路及一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午七時，星期日及公眾假期休息。

- 擬議發展的申請理據如下：
  - 申請人原來的經營處所受到政府的「洪水橋／廈村新發展區」收地發展影響；
  - 申請人曾經致力尋找合適的搬遷地點；
  - 申請用途與申請人位於廈村先前受影響的發展場地用途一致；
  - 擬議發展與周邊地方的用途並非不協調；及
  - 擬議發展只屬臨時性質，批出規劃許可不會影響「農業」地帶的長遠規劃意向。

- 擬議發展的詳情發展參數如下：

申請地盤面積：	9,938 平方米（約）
上蓋總面積：	30 平方米（約）
露天地方面積：	9,908 平方米（約）
地積比率：	0.006（約）
上蓋覆蓋率：	0.3%（約）
樓宇數目：	1 座
總樓面面積 *住用總樓面面積：* *非住用總樓面面積：*	60 平方米（約） *不適用* *60 平方米（約）*
構築物高度：	7 米（約）
構築物層數：	2 層

1. INTRODUCTION

Background

1.1 **R-riches Planning Limited** has been commissioned by **Sum Wui Investment Limited**[1] (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories* (**Plans 1** to **3**).

1.2 The applicant would like to use the Site for '**Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'. The Site falls within an area zoned "AGR" on the Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 use within the "AGR" zone, which requires planning permission from the Board.

1.3 In support of the proposal, a set of indicative development plans/drawings and supplementary information are provided with the planning statement (**Plans 1** to **11** and **Appendices I** to **II**). Other assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of relevant government bureaux/departments and members of the Board.

[1] **Sum Wui Investment Limited 深滙投資有限公司**, the applicant, is authorised by **K.Y.H. Steel Company Limited 金源行鐵倉有限公司**, the affected business operator, to facilitate the relocation of the existing affected business premises. Details of the affected business operator is provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the applicant's business premises affected by the HSK/HT NDA development

2.1 The current application is intended to facilitate the relocation of the business operators' premises in Ha Tsuen, i.e. various lots in D.D. 125 and adjoining Government Land, due to land resumption and to pave way for the development of the HSK/HT NDA (**Plan 4**). The affected premises currently falls within an area zoned "Open Space" ("O"), "Village Type Development" ("V") and "Other Specified Uses" annotated "Logistics Facilities" ("OU(LF)") on the Approved Hung Shui Kiu and Ha Tsuen OZP No.: S/HSK/2 (**Plan 5**).

2.2 With reference to the implementation programme, the affected premises mainly falls within the land resumption limit for the Second Phase and Remaining Phase Developments of the HSK/HT NDA (**Plan 6**). As portion of the affected premises have been resumed and reverted to the Government, the applicant desperately needs to identify a suitable site for the relocation of the affected business operators in order to continue the business operation.

Applicant's effort in identifying suitable site for relocation

2.3 Whilst the applicant has spent effort to relocate the affected premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership issue or accessibility (**Appendix II** and **Plan 6**). After a lengthy site-searching process, the Site is identified for relocation as it is relatively flat, easily accessible and not incompatible to surrounding land uses.

Applied use is the same as the affected premises

2.4 The proposed development involves the operation of an open storage of construction materials and machinery with ancillary facilities to support the daily operation of the Site. The applied use is the same as the affected premises in Ha Tsuen. Details of the difference between the affected business premises and the Site are shown at **Table 1** below:

Table 1 - Difference between the Original Premises and the Site

Tenant	Original Premises (a)	The Site (b)	*Difference (b) – (a)*
Site Area	8,922 m^2	9,938 m^2	*+1,016 m^2, +11%*

2.5 A significant portion of the Site is uncovered (i.e. 9,908 m^2 (about); 99.7% of the Site). Although the site area of the Site is slightly larger than that of the affected premises, the additional space is intended to provide a substantial amount of circulation space within the Site so as to enhance the Site's overall efficiency, as well as to minimise the potential adverse traffic impact to the surrounding road network.

Approval of the application would not frustrate the long-term planning intention of the "AGR" zone

2.6 Although the Site situates in an area zoned "AGR" on the Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12, the Site is currently vacant without active agricultural activities (**Plans 2** and **8**). Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "AGR" zone and would better utilise deserted land in the New Territories.

2.7 A previous planning permission under application No. A/YL-HTF/1158 for *'warehouse'* use was approved by the Board on a temporary basis for a period of 3 years in February 2024 at the Site, which served to facilitate the relocation of the warehouse operation of a business operator in Ha Tsuen affected by Government's land resumption and clearance exercise under the Second Phase Development of the HSK/HT NDA. The affected business operator has subsequently opted not to move into the Site due to various issues, and the Site has been left vacant. Besides, similar applications for *'open storage'* use (Nos. A/YL-HTF/1133, 1150, 1155, 1166 and 1179) were approved by the Board between 2022 and 2024 within the "AGR" zone on the same OZP. All similar applications were approved on temporary basis for a period of 3 years. As such, the approval of the current application is line with the Board's previous decision and would not set an undesirable precedent within the "AGR" zone.

2.8 Despite the fact that the proposed development is not in line with the planning intention of the "AGR" zone, the special background of the application should be considered on its individual merit, of which the approval of the current application would therefore not set an undesirable precedent for the "AGR" zone.

The proposed development is not incompatible with surrounding land uses

2.9 The proposed development situates in a relatively remote area, which is far away from sensitive receivers (**Plans 1**, **3** and **8**). The surrounding area is considered to be predominated by vacant/unused land and ponds intermixed with residential dwellings and areas for storage/open storage uses. The proposed development is considered not incompatible with surrounding land uses. Upon approval of the current application, the applicant will make effort in complying with approval conditions in relation to fire services and drainage aspects, so as to minimise potential adverse impacts arising from the proposed development.

3. SITE CONTEXT

Site Location

3.1 The Site is located approximately 5.1 km west of Tin Shui Wai MTR Station; 8.9 km north of Siu Hong MTR Station; 9.0 km south of Shenzhen Bay Border Control Point (BCP); and 3.1 km west of the original premises.

Accessibility

3.2 The Site is accessible from Kai Pak Ling Road via Deep Bay Road and a local access (**Plan 1**).

Existing Site Condition

3.3 The Site is generally flat, fenced and covered with overgrown grass (**Plans 1**, **3** and **8**).

Surrounding Area

3.4 The Site and its surrounding comprises of vacant/unused land, ponds, residential dwellings, temporary structures for various brownfield operations, and areas for storage/open storage uses (**Plans 1**, **3** and **8**).

3.5 To its north is Deep Bay Road, across which are some ponds intermixed with vegetations and some temporary structures.

3.6 To its east is an open storage yard covered by valid planning permission under application No. A/YL-HTF/ 1166 under implementation.

3.7 To its south are some temporary structures for warehouse and workshop uses. To its further south are vacant/unused land covered with vegetation and woodland.

3.8 To its west is a local access. To its further west are some ponds and temporary structures for brownfield operations.

4. PLANNING CONTEXT

Zoning

4.1 The Site falls within an area zoned "AGR" on the Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 used within the "AGR" zone, which requires planning permission from the Board.

Planning Intention

4.2 The planning intention of the "AGR" zone is *primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.*

Restriction on Filling of Land

4.3 According to the Remarks of the "AGR" zone on the Approved Ha Tsuen Fringe OZP No.: S/YL-HTF/12, *any filling of land, 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 Ha Tsuen OZP No. S/YL-HT/6 without the permission from the Board under S.16 of the Ordinance.*

Previous and Similar Applications

4.4 The Site is subject of a previous planning permission under application No. A/YL-HTF/1158 for *'warehouse'* use, which was approved by the Board on a temporary basis for a period of 3 years in February 2024. The application was to facilitate the relocation of the warehouse operation of a business operator in Ha Tsuen affected by the land resumption and clearance exercise under the Second Phase Development of the HSK/HT NDA. The affected business operator has subsequently opted not to move into the Site due to various issues, and the Site has been left vacant.

4.5 Within the "AGR" zone on the same OZP, 5 similar application Nos. A/YL-HTF/1133, 1150, 1155, 1166 and 1179 for '*Open Storage*' use were approved by the Board between 2022 and 2024. All similar applications were approved on temporary basis for a period of 3 years. As such, the approval of the current application is line with the Board's previous decision and would not set an undesirable precedent within the "AGR" zone.

Town Planning Board Guidelines (TPB PG-No.) 13G

4.6 The Site mostly falls within Category 3 area, *which are those outside Category 1, 2 and 4 areas* (**Plan 7**). *Within these areas, ''existing'' and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, a planning permission could be grated on a temporary basis up to a maximum period of 3 years.*

4.7 The Site falls within Category 3 area of TPB PG-No. 13G and the proposed development would not generate significant adverse impacts on the surrounding areas (**Plan 7**). In addition, the affected premises will be/have been resumed by the Government to facilitate the HSK/HT NDA development. Approval of the current application is in line with TPB PG-No. 13G and would not set an undesirable precedent within the Category 3 areas. It should be considered on individual merits given the special background of the applicant.

Land Status

4.8 The Site falls entirely on private lots, i.e. *Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128*, with total land area of 9,938 m^2 (about) of Old Schedule Lot held under Block Government Lease (**Plan 3**).

4.9 Given that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit application for Short Term Waiver (STW) to the Lands Department (LandsD) to make way for the erection of the proposed structure at the Site, after planning approval has been obtained from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development Details

5.1 The Site consists of an area of 9,938 m^2 (about). Details of the development parameters are shown at **Table 2** below.

Table 2 - Development Parameters

Site Area	9,938 m^2 (about)
Covered Area	30 m^2 (about)
Uncovered Area	9,908 m^2 (about)
Plot Ratio	0.006 (about)
Site Coverage	0.3% (about)
No. of Structure	1
Total GFA - *Domestic GFA* - *Non-Domestic GFA*	60 m^2 (about) *Not applicable* *60 m^2 (about)*
Building Height	7 m (about)
No. of Storey	2

5.2 A 2-storey structure is proposed at the Site for site office and guardroom uses with total GFA of 60 m^2 (about). The remaining open area is reserved for area for open storage operations, vehicle parking and L/UL spaces and circulation area (**Plan 9**). Details of the proposed structure are shown at **Table 3** below.

Table 3 – Details of the Proposed Structure

Structure	Uses	Covered Area	GFA	Building Height
B1	Site Office and guardroom	30 m^2	60 m^2	7 m (about) (2-storey)
Total		**30 m^2 (about)**	**60 m^2 (about)**	-

Filling of Land at the Site

5.3 The existing site levels range from +4.2 mPD to +4.7 mPD. The entire Site is proposed to be filled with asphalt and soil of not more than 0.5 m in depth for area for open storage operations, vehicle parking and L/UL spaces and circulation area. The proposed site levels after filling of land range from +4.7 mPD to +5.2 mPD (**Plan 10**). The filling of land is considered required and has been kept to minimal to meet the operation need. The applicant will reinstate the Site to an amenity area upon expiry of the planning permission.

Operation Mode

5.4 The Site will be used as open storage of construction materials and machinery. The area designated for open storage operation is 5,652 m^2 (about), which accounts for about 57% of the Site (**Plan 9**). The construction materials (e.g. steel beam, bricks, scaffold etc.) and machinery (e.g. mobile cranes etc.) will be openly stored at the designated area with stacking height of not more than 2.5 m. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.

5.5 It is estimated that the Site would be able to accommodate about 4 staff. The site office is intended to provide indoor workspace for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated.

Minimal Traffic Impact

5.6 The Site is accessible from Kai Pak Ling Road via Deep Bay Road and a local access (**Plan 1**). An 11 m-wide (about) vehicular ingress/egress is proposed at the northeastern tip of the Site. A total of 5 parking and L/UL spaces will be provided at the Site (**Plan 9**). Details of the parking and L/UL provision are shown at **Table 4** below.

Table 4 – Provision of Parking and L/UL Spaces

Type of Parking Space	**No. of Space**
Parking spaces for private car (PC) - *2.5 m (W) x 5 m (L)*	3
Type of L/UL Space	**No. of Space**
L/UL Spaces for heavy goods vehicle (HGV) - *3.5 m (W) x 11 m (L)*	2

5.7 Sufficient space is provided for vehicle to manoeuvere smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plan 11**). Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. No vehicle without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicles) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period.

5.8 The breakdown of estimated trips generation/attraction of proposed development are provided at **Table 5** below.

Table 5 – Estimated Trip Generation /Attraction

Time Period	**Estimated Trip Generation/Attraction**				
	PC		HGV		2-Way Total
	In	Out	In	Out	

Trips at AM Peak (09:00 – 10:00)	2	0	2	0	4
Trips at PM Peak (18:00 – 19:00)	0	2	0	2	4
Average trip per hour (10:00 – 18:00)	0	0	1	1	2

5.9 As the numbers of vehicular trip generated/attracted by the proposed development are expected to be minimal, adverse traffic impact to the surrounding road network should not be anticipated.

Minimal Environmental Impact

5.10 The applicant will strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/ pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period.

5.11 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rain season, to ensure that these facilities are always operational.

5.12 The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. 2.5 m-high (about) solid metal fencing will be erected along the site boundary to minimise noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted on a regular basis.

Minimal Landscape Impact

5.13 The Site is mainly covered with overgrown grass. No tree has been identified at the Site. Due to the proposed open storage operations and provision of vehicle parking, L/UL and circulation spaces, the majority of the Site will be disturbed. As such, it is not proposed to retain any of the existing vegetation at the Site.

Minimal Drainage Impact

5.14 The applicant will submit a drainage proposal to mitigate potential drainage impact generated from the proposed development after planning approval has been granted by the Board. The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by the Drainage Services Department or the Board.

Fire Safety Aspect

5.15 The applicant will submit a fire service installations (FSIs) proposal for the consideration of the Director of Fire Services to enhance fire safety of the Site after planning permission has been granted from the Board. Upon receiving the STW approval from the LandsD for erection of the proposed structure, the applicant will implement the accepted FSIs proposal at the Site.

6. CONCLUSION

6.1 The current application is intended to facilitate the relocation of the affected business premises in Ha Tsuen, which will be affected by the HSK/HT NDA development (**Appendix I** and **Plans 4** and **5**). Whilst the affected business operator attempted to relocate the affected business premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II** and **Plan 6**). Given that the relocation is to facilitate the HSK/HT NDA development, approval of the application can facilitate relocation prior to land resumption, thereby minimise the impact on the implementation programme of government development projects.

6.2 Although the Site is not in line with the long-term planning intention of the "AGR" zone, the Site is currently vacant without active agricultural activities. Hence, approval of the application on a temporary basis for a period of 3 years would not frustrate the long-term planning intention of the "AGR" zone and better utilise deserted land in the New Territories.

6.3 The Site is surrounded by unused/vacant land, ponds, and sites occupied by various brownfield uses. The proposed development is considered not incompatible with the surrounding areas. Despite the fact that the Site falls within Category 3 areas under TPB PG-No. 13G, the special background of the application should be considered on its individual merit. Given that similar applications for the applied use have been approved by the Board within the same "AGR" zone on the OZP, therefore, approval of the current application would not set an undesirable precedent within the "AGR" zone.

6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures e.g. submission and provision of FSIs and drainage proposals will be provided upon obtaining planning permission. The applicant will strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' and relevant issued by EPD to minimise all possible environmental impacts on nearby sensitive receivers.

6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

R-riches Planning Limited
June 2025

LIST OF APPENDICES

Appendix I

Details of the Affected Business Premises

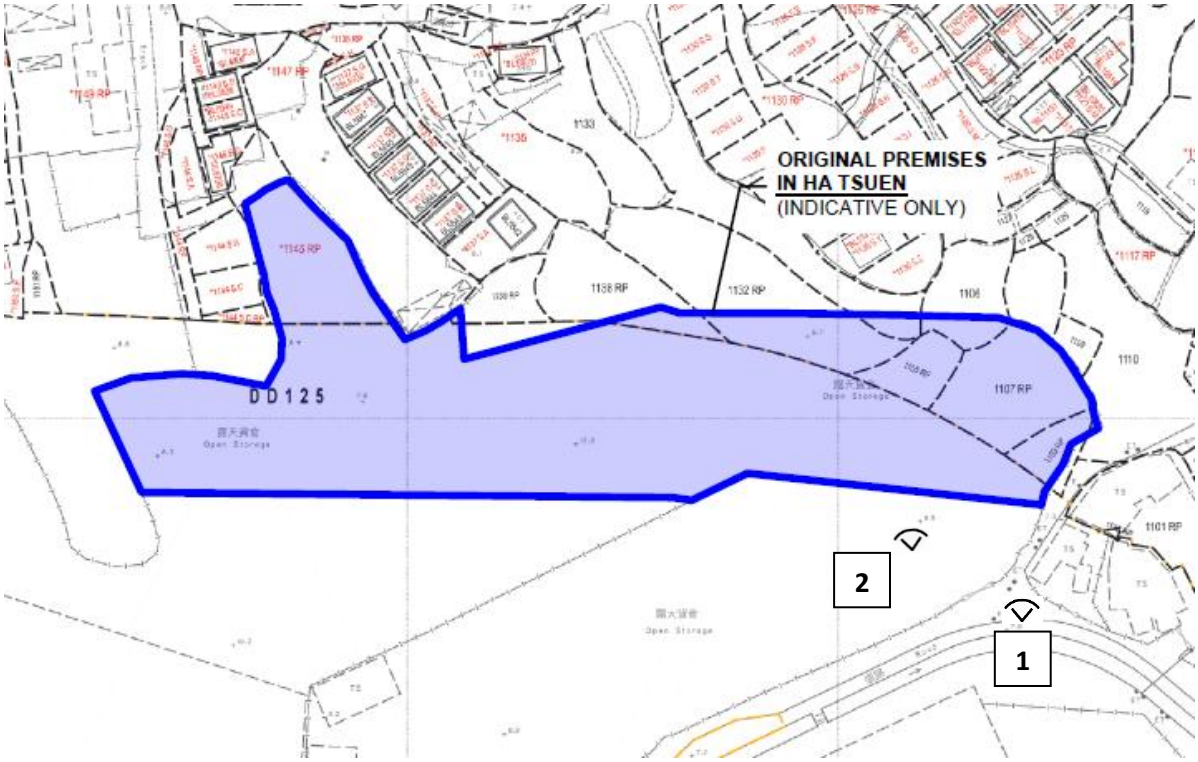
Appendix I – Details of the Affected Business Premises

Company Name: **K.Y.H. Steel Company Limited 金源行鐵倉有限公司**

Details of the Affected Business Premises

Location: Various Lots in D.D. 125, Ha Tsuen, Yuen Long, New Territories
(portion of the private lots were reverted to the Government on 31.08.2024)

Use of Premises: Open Storage of Construction Materials and Machinery



Site Photo of the Affected Business Premises

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Letter from the Lands Department dated 20.12.2023

電　話　Tel: 3615 1448
圖文傳真　Fax: 3565 4270
電郵地址　Email: lep11@landsd.gov.hk
本署檔號　Our Ref: (4) in LD NDA/HSK/SBUT/0190
來函檔號　Your Ref:

來函請註明本署檔號
Please quote our reference in your reply

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 室至 1510 室
Units 1501-1510, Level 15, Landmark North,
39 Lung Sum Avenue, Sheung Shui, New Territories

網址 Website : www.landsd.gov.hk

現場派遞

金源行鐵倉有限公司

敬啟者：

洪水橋／厦村新發展區第二期發展工程

你在上址經營的露天／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。

故現請你於 2024 年 1 月 3 日或之前向本署提供下列文件的副本，以便評核你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) 有關業務在清拆前登記日 (即 2018 年 5 月 10 日)前 2 年的營運單據：

(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，本署可能要求你提供一切其他所需資料及文件。

如你對此事有任何查詢，請於辦公時間內致電 3615 1448 與地政主任楊振峯先生聯絡。

地政總署
總產業測量師／新發展區
（楊振峯 代行）

2023 年 12 月 20 日

Appendix II

Details of Alternative Sites for Relocation

Appendix II – Alternative Sites for the Relocation of the Applicant's Original Premises

Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D.89 Man Kam To, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 99, Chau Tau, San Tin, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 130, Lam Tei, Tuen Mun, New Territories	Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories
Site Area	16,256 m^2 (about)	30,190 m^2 (about)	4,242 m^2 (about)	10,740 m^2 (about)	7,130 m^2 (about)	9,938 m^2 (about)
Accessibility	Accessible from Man Kam To Road via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Lok Ma Chau Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Fuk Hang Tsuen Road via a local access	Accessible from Kai Pak Ling Road via Deep Bay Road and a local access
Distance from Original Premises	26.7 km	22.0 km	18.9 km	4.6 km	10.4 km	3.1 km
Outline Zoning Plan	Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18	Approved Ma Tso Lung and Hoo Hok Wai OZP No.: S/NE-MTL/3	Approved San Tin Technopole OZP No. S/STT/2	Approved Lau Fau Shan & Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYY/12	Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12
Zoning	"Agriculture"	"Conservation Area (1)" ("CA(1)")	"Other Specified Uses" annotated "Innovation and Technology"	"Green Belt" ("GB")	"Comprehensive Development Area"	"Agriculture"
Existing Condition	Mostly covered with vegetation	Mostly vacant, covered with vegetation and occupied by fishpond	Generally flat, partially covered with vegetation and occupied by vacant temporary structures	Covered with vegetation and woodland	Hard-paved and occupied by temporary structures	Generally flat, fenced and covered with overgrown grass
Surrounding Area	Surrounded by vacant land, woodland, public roads and temporary structures	Surrounded by vegetation, pond, some government, institution or community and residential uses	Surrounded by vehicle park, temporary structures for storage, workshop and agricultural uses; and vacant land covered by vegetation and hard-paving	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by warehouse, workshop, logistic centre and land covered by residential use	Surrounded by some ponds and vacant land covered with vegetation and temporary structures
Suitability for Relocation	Not suitable for relocation: - much larger than the original premises - land ownership issue - tenancy for portion of the site is not feasible	Not suitable for relocation: - within the "CA(1)" zone - pond filling is required - incompatible with the surrounding area - remote location	Not suitable for relocation: - in close vicinity of sensitive receivers - the area will be resumed for San Tin Technopole development	Not suitable for relocation: - within the "GB" zone - not compatible with the surrounding area	Not suitable for relocation: - in close vicinity of area for residential use - land ownership issue	Suitable for relocation: - not incompatible with the surrounding area - easily accessible - relatively flat and mostly vacant

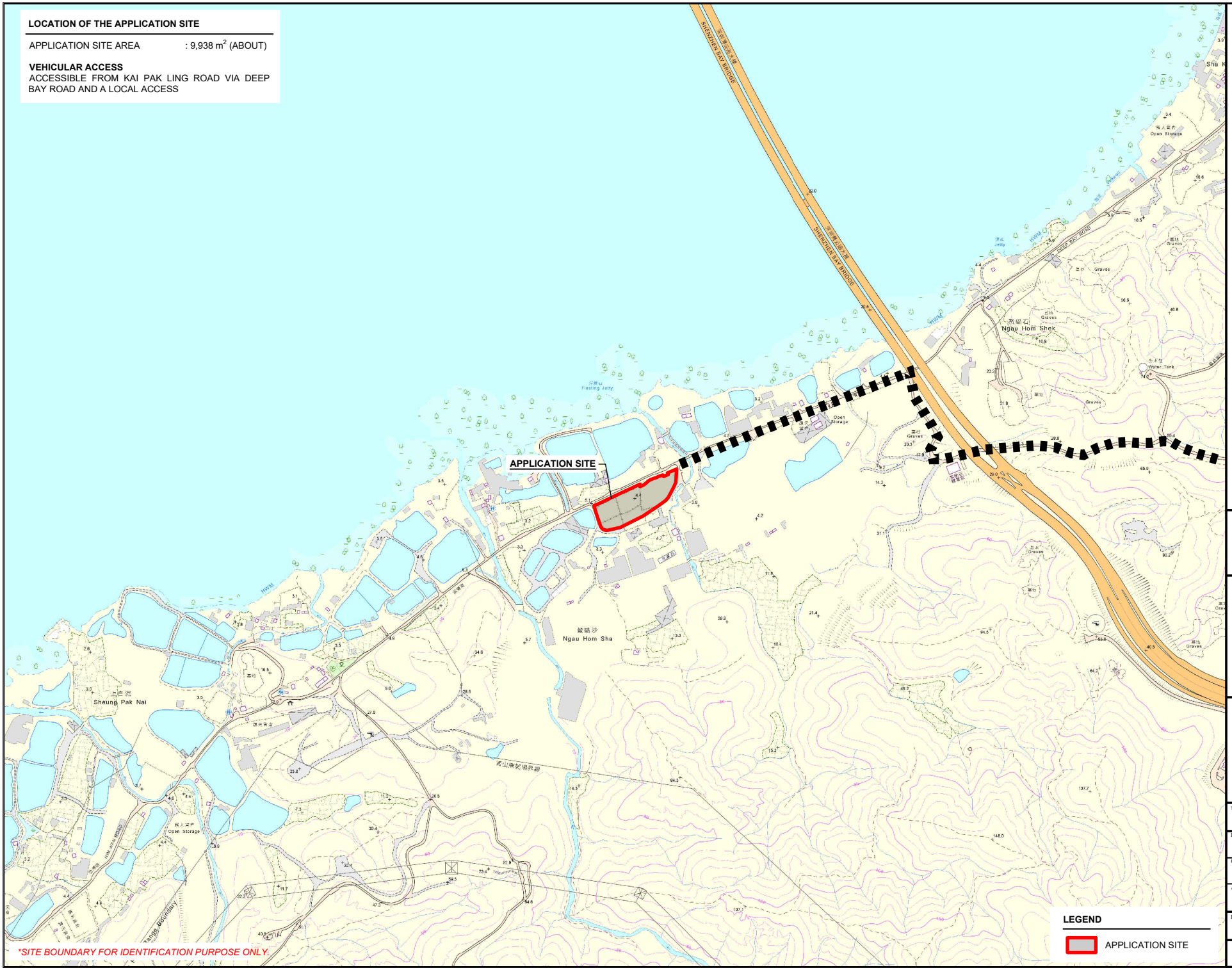
LIST OF PLANS

LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 9,938 m^2 (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM KAI PAK LING ROAD VIA DEEP BAY ROAD AND A LOCAL ACCESS



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APPLICATION SITE

PLANNING CONSULTANT

R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

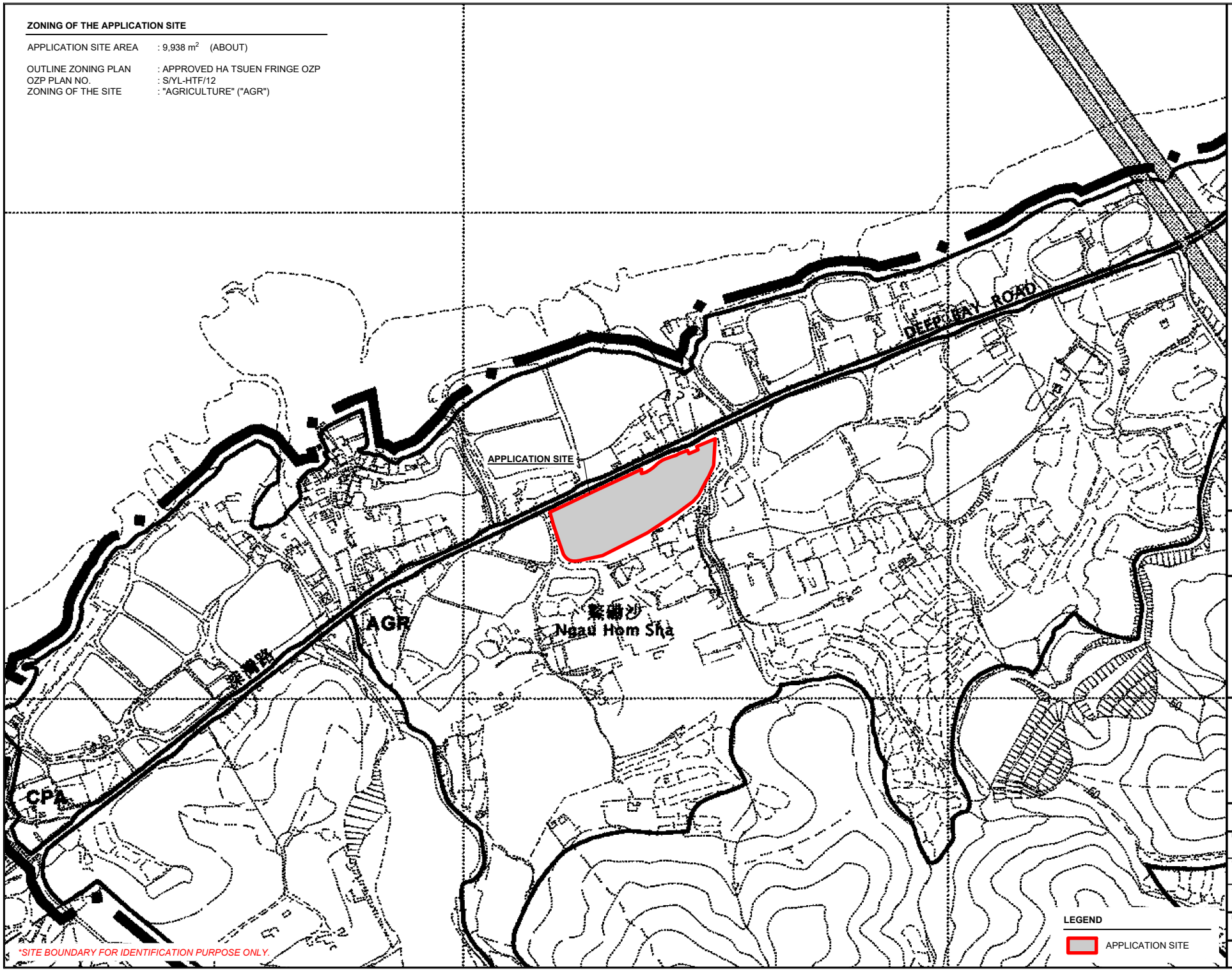
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1500 / 3500 @ A4
DRAWN BY	MN
DATE	26.5.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	LOCATION PLAN
DWG NO.	PLAN 1
VER.	001

ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 9,938 m^2 (ABOUT)

OUTLINE ZONING PLAN : APPROVED HA TSUEN FRINGE OZP
OZP PLAN NO. : S/YL-HTF/12
ZONING OF THE SITE : "AGRICULTURE" ("AGR")



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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

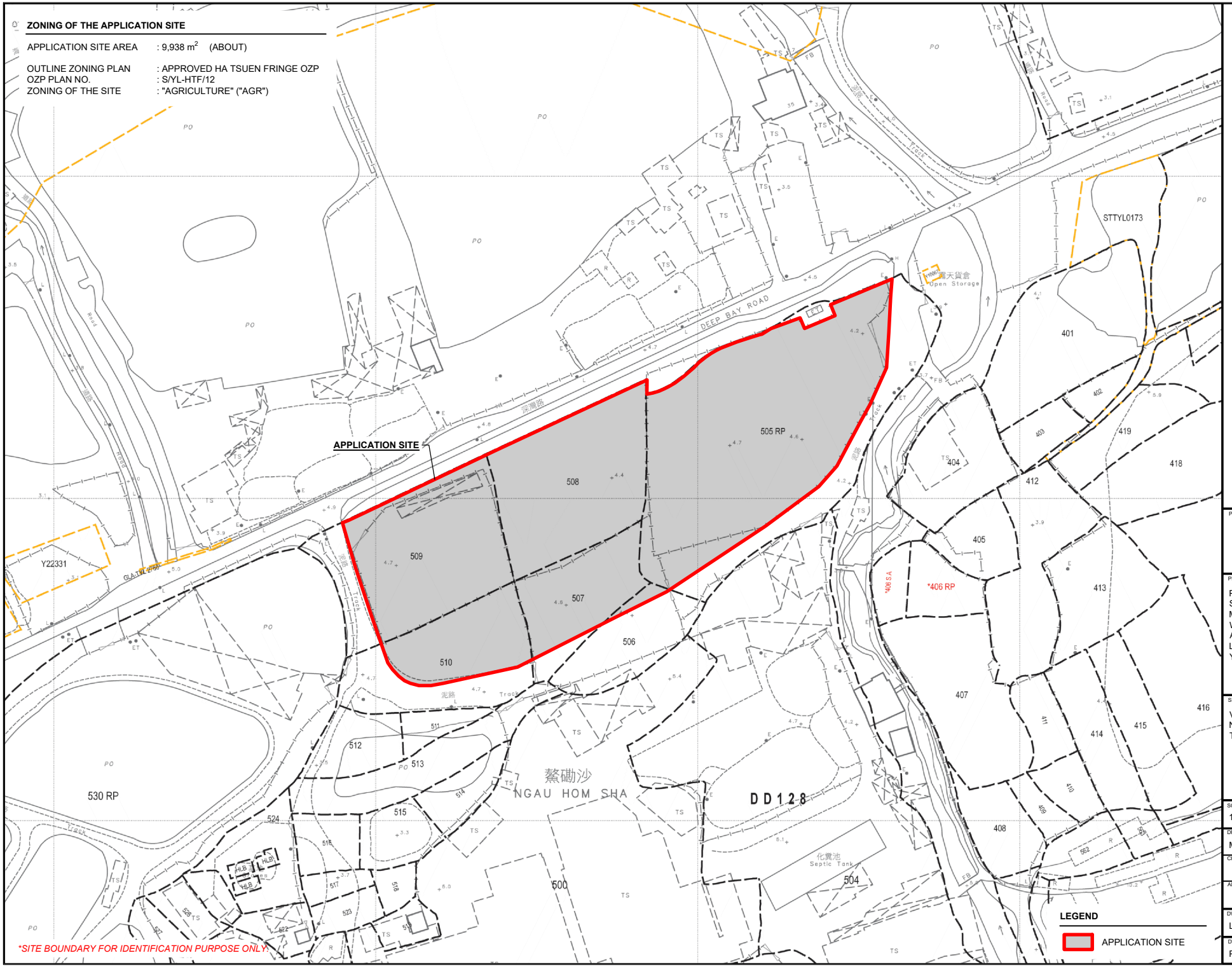
SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 5000 @ A4

DRAWN BY	DATE
MN	26.5.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
ZONING PLAN

DWG NO.	VER.
PLAN 2	001



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PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

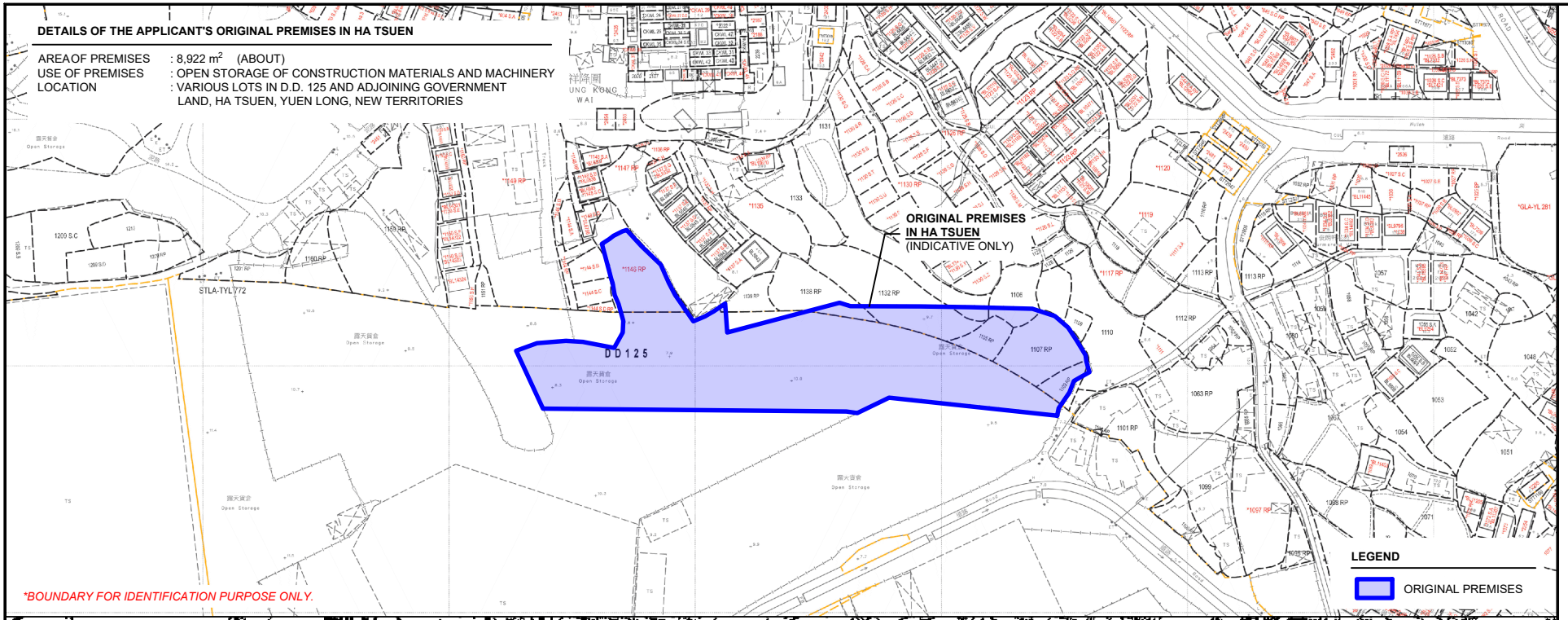
SITE LOCATION

VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1500 @ A4
DRAWN BY	MN
DATE	26.5.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	LAND STATUS
DWG NO.	PLAN 3
VER.	001

DETAILS OF THE APPLICANT'S ORIGINAL PREMISES IN HA TSUEN

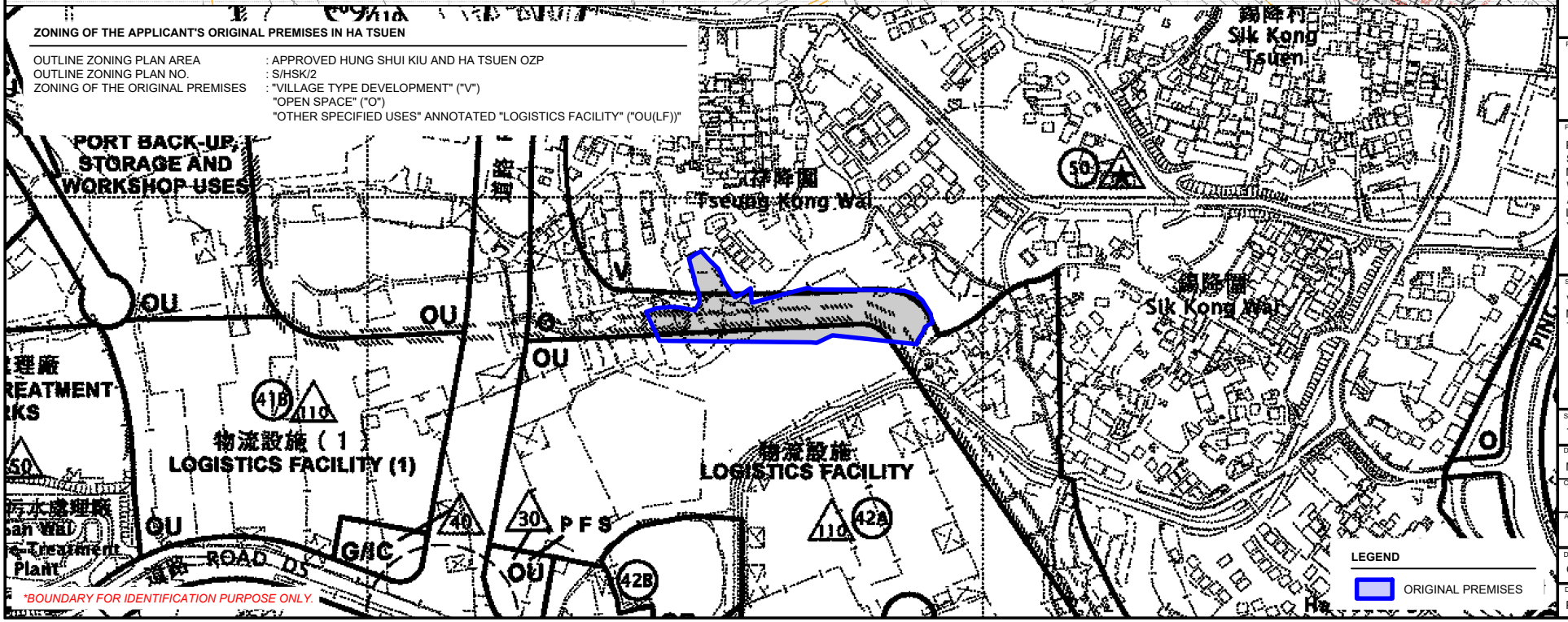
AREAOF PREMISES	: 8,922 m^2 (ABOUT)
USE OF PREMISES	: OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION	: VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES



*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

ZONING OF THE APPLICANT'S ORIGINAL PREMISES IN HA TSUEN

OUTLINE ZONING PLAN AREA	: APPROVED HUNG SHUI KIU AND HA TSUEN OZP
OUTLINE ZONING PLAN NO.	: S/HSK/2
ZONING OF THE ORIGINAL PREMISES	: "VILLAGE TYPE DEVELOPMENT" ("V") "OPEN SPACE" ("O") "OTHER SPECIFIED USES" ANNOTATED "LOGISTICS FACILITY" ("OU(LF))"



*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

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PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 2500 / 5000 @ A4

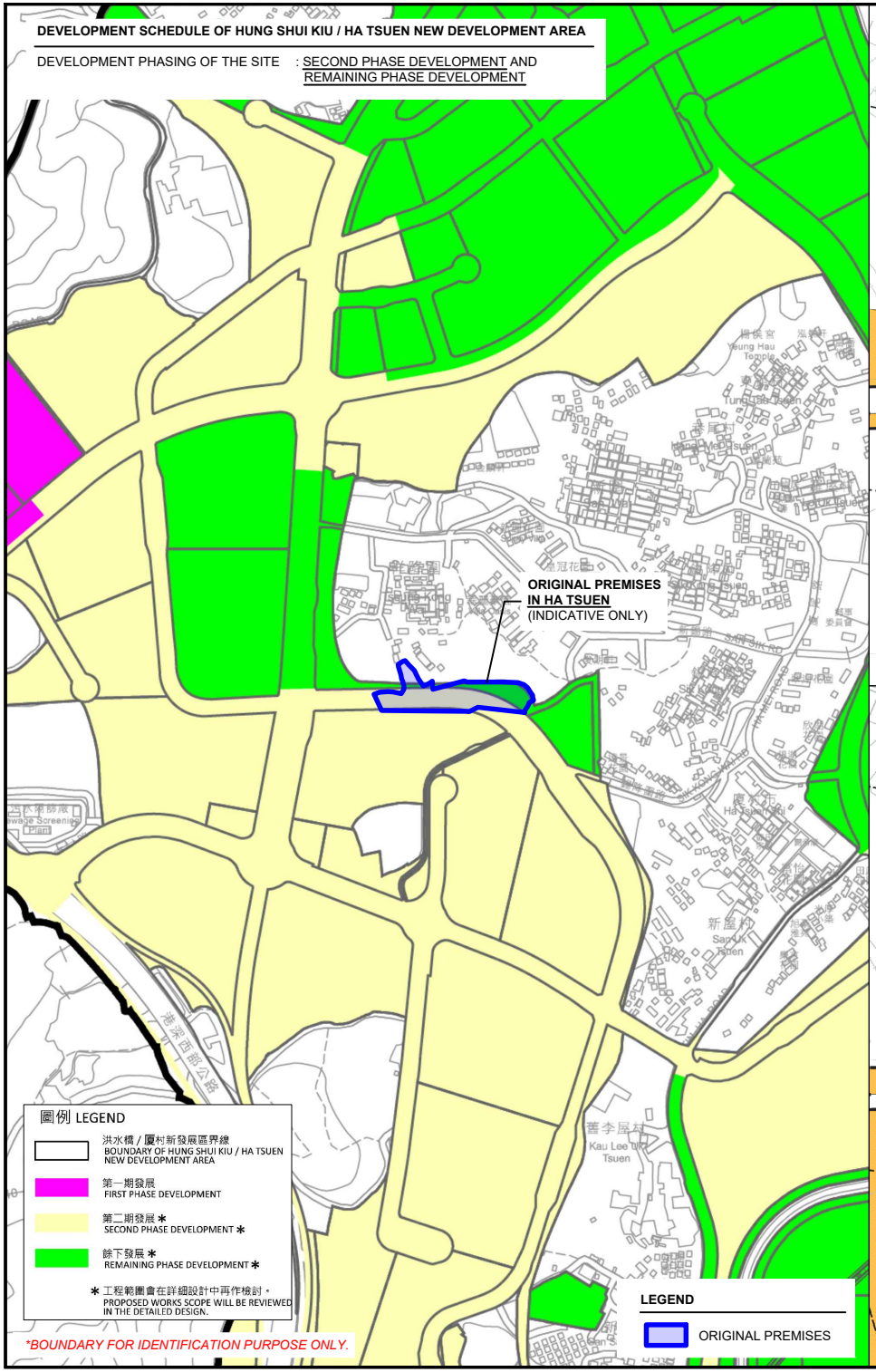
DRAWN BY	DATE
MN	26.5.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
OP - LOCATION / ZONING PLAN

DWG NO.	VER.
PLAN 4	001

DEVELOPMENT SCHEDULE OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

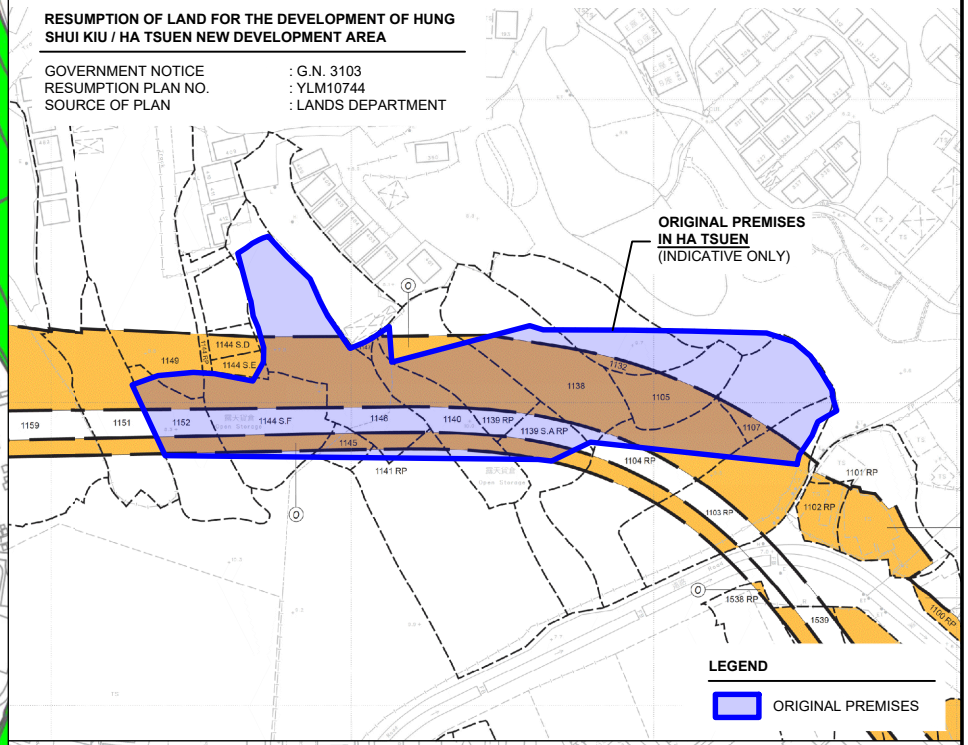
DEVELOPMENT PHASING OF THE SITE : SECOND PHASE DEVELOPMENT AND REMAINING PHASE DEVELOPMENT



*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

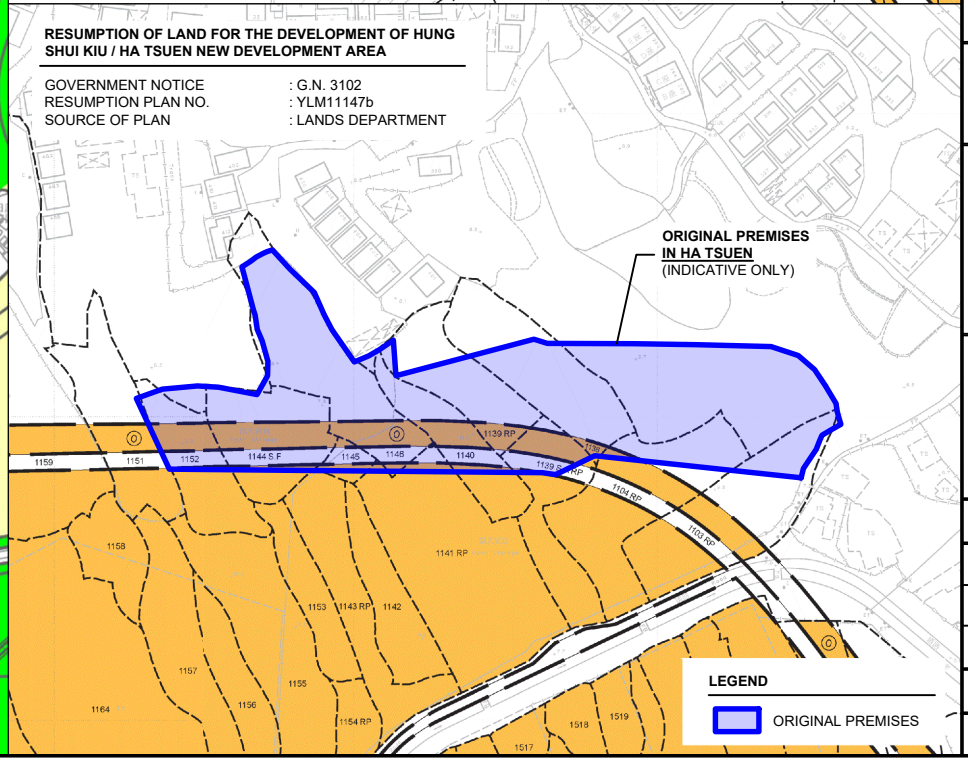
RESUMPTION OF LAND FOR THE DEVELOPMENT OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

GOVERNMENT NOTICE : G.N. 3103
RESUMPTION PLAN NO. : YLM10744
SOURCE OF PLAN : LANDS DEPARTMENT



RESUMPTION OF LAND FOR THE DEVELOPMENT OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

GOVERNMENT NOTICE : G.N. 3102
RESUMPTION PLAN NO. : YLM11147b
SOURCE OF PLAN : LANDS DEPARTMENT



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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 10000 / 2500 @ A4

DRAWN BY	DATE
MN	26.5.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
OP - LOCATION / ZONING PLAN

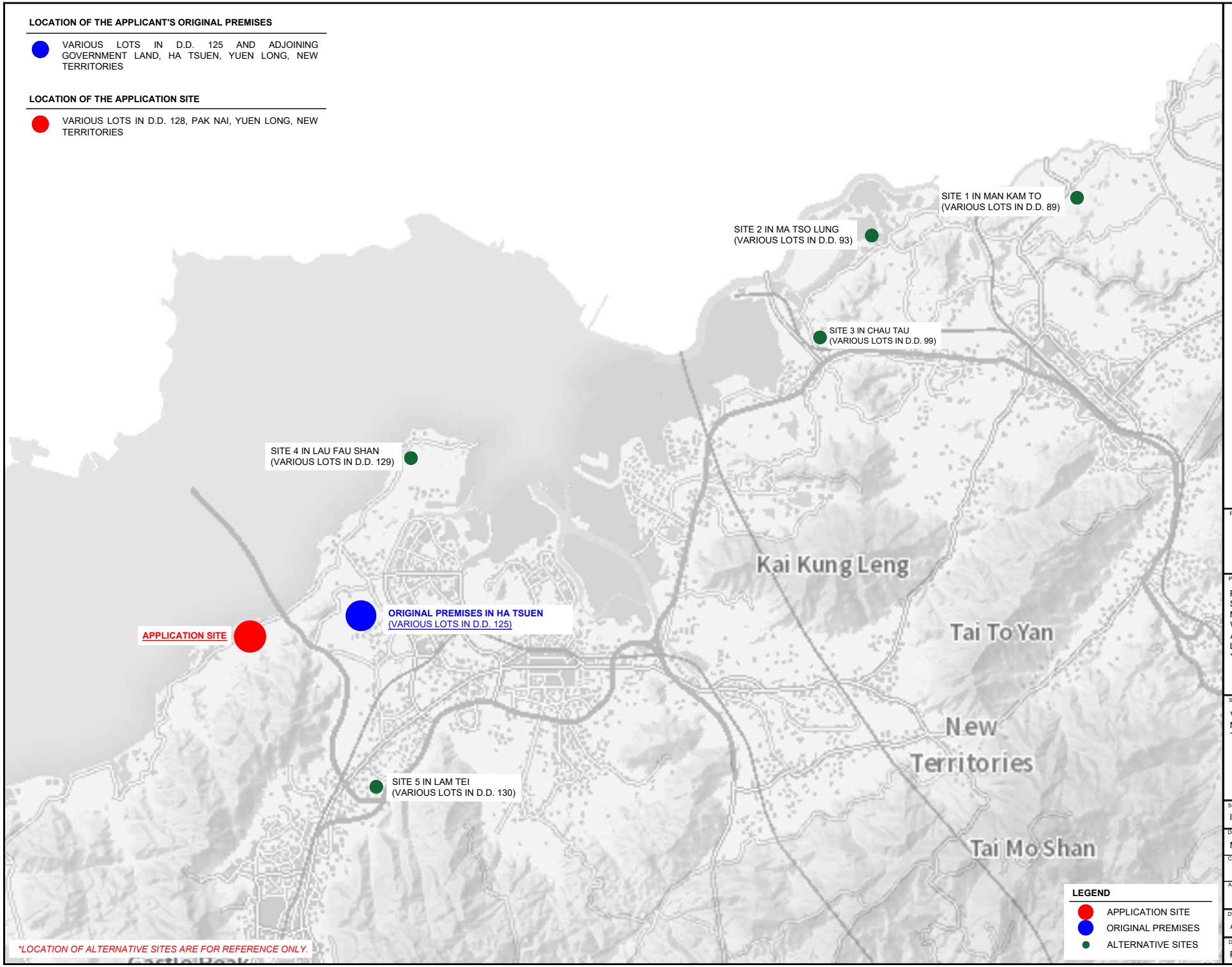
DWG NO.	VER.
PLAN 5	001

LOCATION OF THE APPLICANT'S ORIGINAL PREMISES

VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

LOCATION OF THE APPLICATION SITE

VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES



*LOCATION OF ALTERNATIVE SITES ARE FOR REFERENCE ONLY.

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R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE

INDICATIVE ONLY

DRAWN BY	DATE
MN	26.5.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE

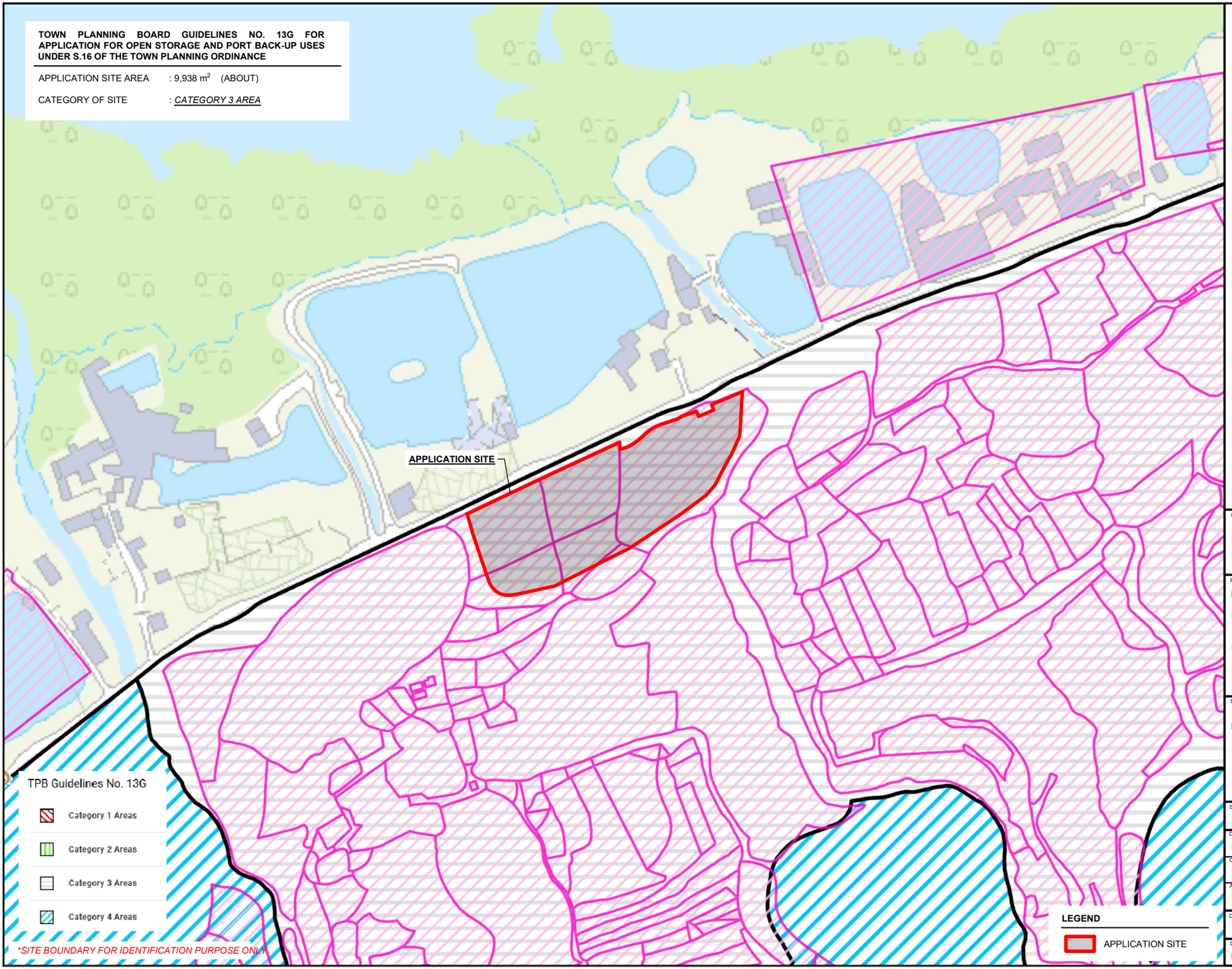
ALTERNATIVE SITES

DWG NO.	VER.
PLAN 6	001

TOWN PLANNING BOARD GUIDELINES NO. 13G FOR APPLICATION FOR OPEN STORAGE AND PORT BACK-UP USES UNDER S.16 OF THE TOWN PLANNING ORDINANCE

APPLICATION SITE AREA : 9,938 m^2 (ABOUT)

CATEGORY OF SITE : *CATEGORY 3 AREA*



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R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 3000 @ A4
DRAWN BY	MN
DATE	26.5.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	TPB PG-NO. 13G
DWG NO.	PLAN 7
VER.	001

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PLANNING CONSULTANT

R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

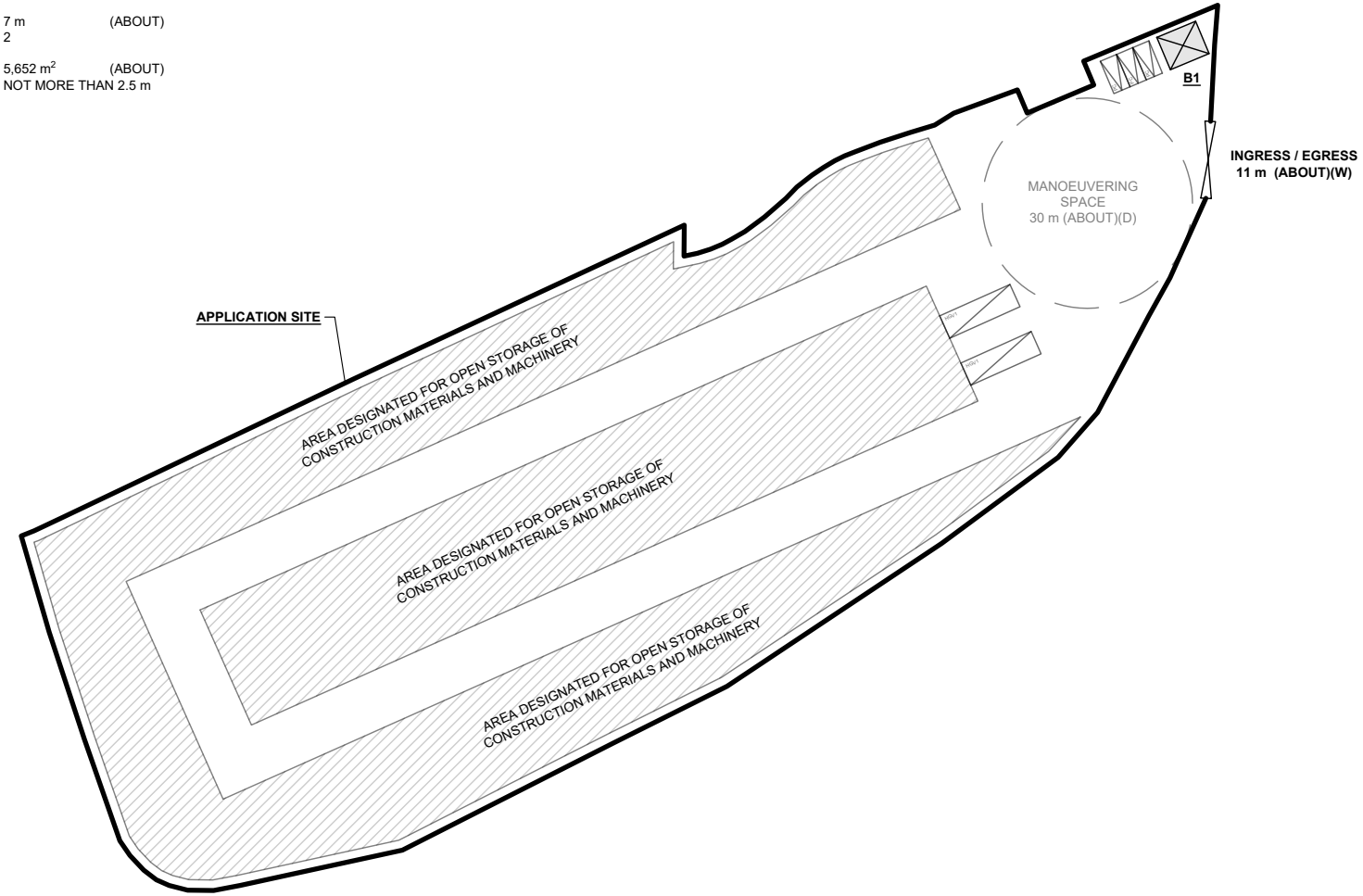
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1500 @ A4
DRAWN BY	MN
DATE	13.6.2025
CHECKED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	AERIAL PHOTO OF THE SITE
DWG NO.	PLAN 8
VER.	001

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 9,938 m^2	(ABOUT)
COVERED AREA	: 30 m^2	(ABOUT)
UNCOVERED AREA	: 9,908 m^2	(ABOUT)
PLOT RATIO	: 0.006	(ABOUT)
SITE COVERAGE	: 0.3 %	(ABOUT)
NO. OF STRUCTURE	: 1	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 60 m^2	(ABOUT)
TOTAL GFA	: 60 m^2	(ABOUT)
BUILDING HEIGHT	: 7 m	(ABOUT)
NO. OF STOREY	: 2	
OPEN STORAGE AREA	: 5,652 m^2	(ABOUT)
STACKING HEIGHT	: NOT MORE THAN 2.5 m	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE AND GUARD ROOM	30 m^2 (ABOUT)	60 m^2 (ABOUT)	7 m (ABOUT)(2-STOREY)
	TOTAL	**30 m^2 (ABOUT)**	**60 m^2 (ABOUT)**	



PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 3
DIMENSION OF PARKING SPACE	: 5 m (L) X 2.5 m (W)

LOADING/UNLOADING PROVISIONS

NO. OF L/UL SPACE FOR HEAVY GOODS VEHICLE	: 2
DIMENSION OF L/UL SPACE	: 11 m (L) X 3.5 m (W)

**SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.*

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS

NORTH
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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1000 @ A4

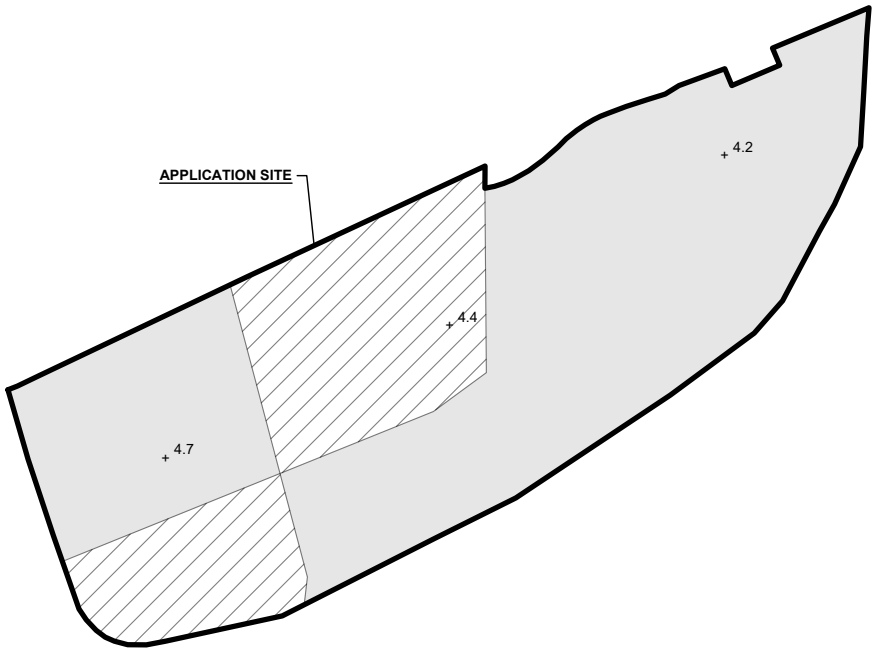
DRAWN BY	DATE
MN	2.6.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
LAYOUT PLAN

DWG NO.	VER.
PLAN 9	001

PREVIOUS CONDITION OF THE APPLICATION SITE

APPLICATION SITE AREA	: 9,938 m^2	(ABOUT)
EXISTING SITE SURFACE AREA	: 9,938 m^2	(ABOUT)
- ASPHALT	: 6,939 m^2	(ABOUT)
- SOIL	: 2,999 m^2	(ABOUT)
-		
SITE LEVELS	: +4.2 mPD TO +4.7 mPD	(ABOUT)



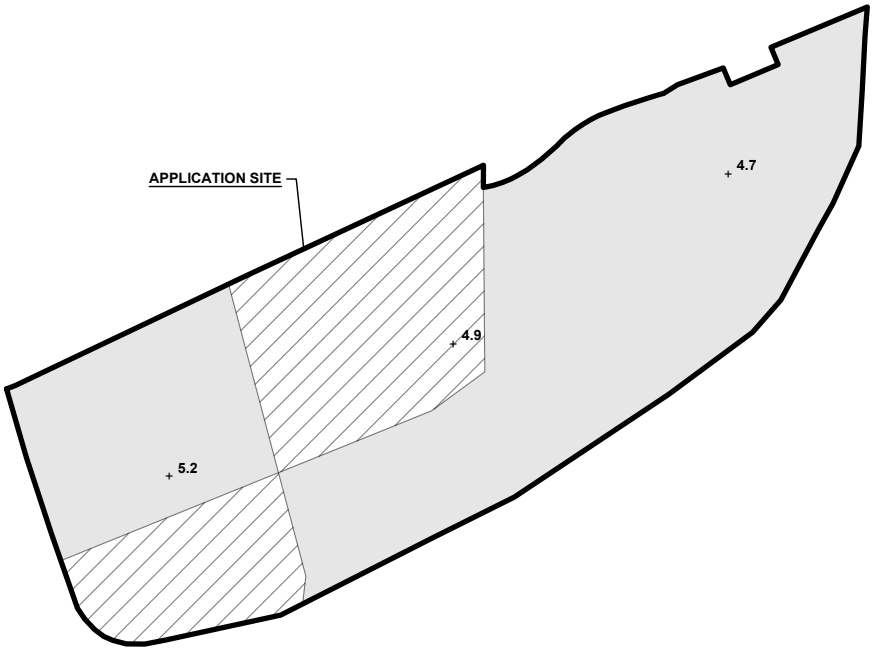
LEGEND

- APPLICATION SITE
- EXISTING FILLING OF SOIL AREA
- EXISTING FILLING OF ASPHALT AREA
- + 4.2 SITE LEVEL

**SITE LEVELS ARE FOR REFERENCE ONLY.*
EXACT SITE LEVELS ARE SUBJECT TO DETAILED SURVEY.

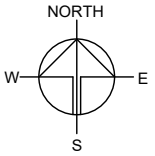
EXISTING FILLING OF LAND AREA

APPLICATION SITE AREA	: 9,938 m^2	(ABOUT)
COVERED BY STRUCTURE	: 30 m^2	(ABOUT)
FILLING OF LAND AREA	: 9,938 m^2	(ABOUT)
- ASPHALT	: 6,939 m^2	(ABOUT)
- SOIL	: 2,999 m^2	(ABOUT)
DEPTH OF LAND FILLING	: NOT MORE THAN 0.5 m	
SITE LEVELS	: +4.7 mPD TO +5.2 mPD	(ABOUT)
MATERIAL OF LAND FILLING	: ASPHALT AND SOIL	
USE	: PARKING AND LOADING / UNLOADING SPACE, SITE FORMATION OF STRUCTURE AND OPEN STORAGE AREA AND CIRCULATION SPACE	



LEGEND

- APPLICATION SITE
- PROPOSED FILLING OF SOIL AREA
- PROPSOED FILLING OF ASPHALT AREA
- + 4.8 SITE LEVEL



PLANNING CONSULTANT

R-RICHES PLANNING LIMITED

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

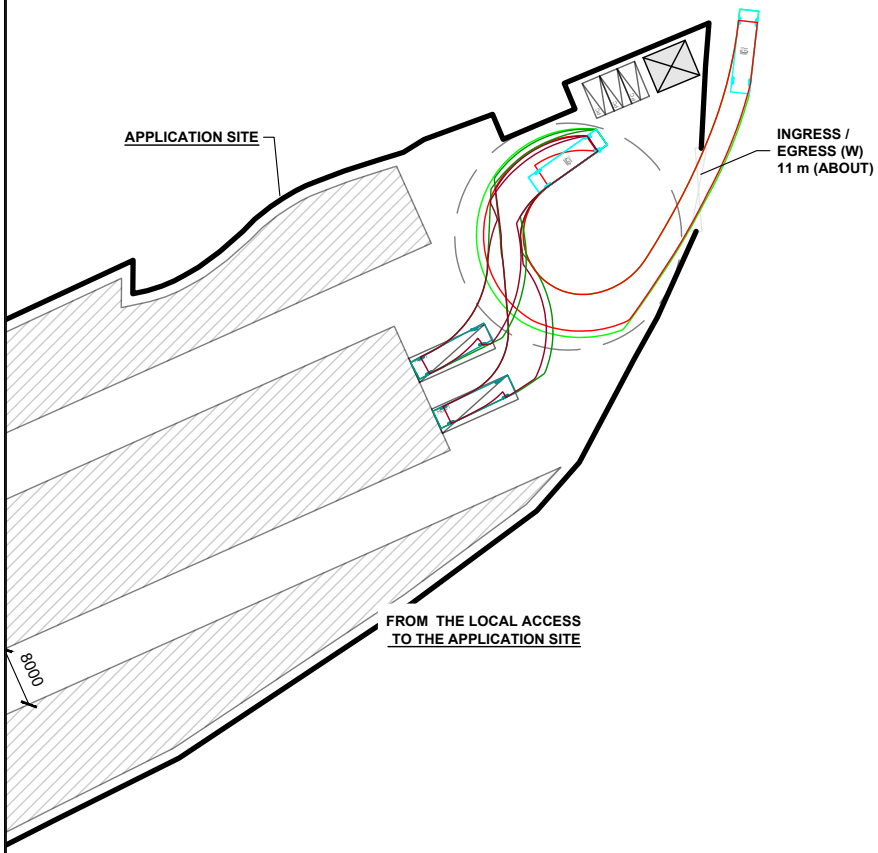
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

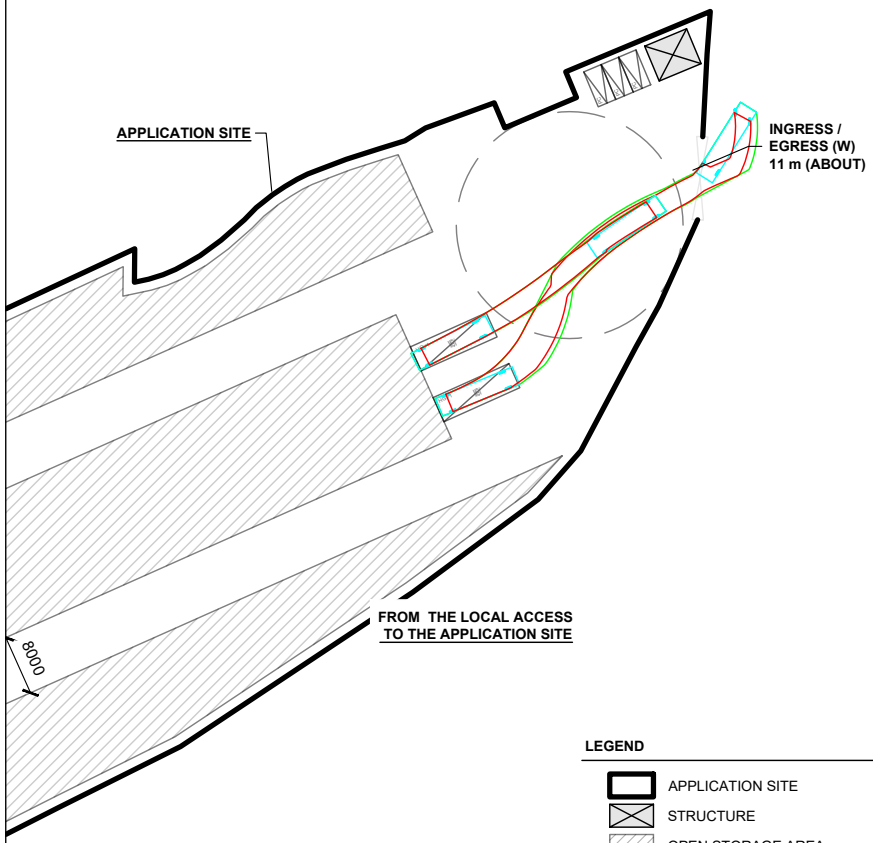
SCALE	1 : 1500 @ A4
DRAWN BY	MN
DATE	11.6.2025
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	FILLING OF LAND
DWG NO.	PLAN 10
VER.	001

SWEPT PATH ANALYSIS

TYPE OF VEHICLE : MEDIUM GOODS VEHICLE
DIMENSION OF VEHICLE : 2.5 m (W) X 11 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING





LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (MEDIUM GOODS VEHICLE)
- INGRESS / EGRESS
- MEDIUM GOODS VEHICLE
- SWEPT PATH OF VEHICLE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

NORTH
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S

PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1000 @ A4
DRAWN BY	MN
DATE	27.5.2025
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	SWEPT PATH ANALYSIS
DWG NO.	PLAN 11
VER.	001

R-RICHES PLANNING LIMITED 盈卓規劃有限公司

Our Ref.: DD 128 Lot 505 RP & VL
Your Ref.: TPB/A/YL-HTF/1193

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

By E-mail

10 July 2025

Dear Sir,

Supplementary Information

Proposed Temporary Open Storage of Construction Materials and Machinery With Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone, Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-HTF/1193)

We write to submit supplementary information for the captioned application.

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

Yours faithfully,

For and on behalf of
R-riches Planning Limited

Christian CHIM
Town Planner

cc DPO/TMYLW, PlanD (Attn.: Ms. Jessie KWOK email: jmhkwok@pland.gov.hk)

香港新界錦田吉慶圍 236 號盈匯坊 D 座
Block D, The Richfield, 236 Kat Hing Wai, Kam Tin, NT, HK
(852) 2339 0884
(852) 2323 3662

Supplementary Information

Proposed Temporary Open Storage of Construction Materials and Machinery With Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone, Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories

(Application No. A/YL-HTF/1193)

(i) The applicant provides the following information/clarifications in support of the application:

- the applicant, **Sum Wui Investment Limited**, is authorised by the affected business operator who is still currently operating at the original premises, **K.Y.H. Steel Company Limited**, to facilitate the relocation of the existing affected business in Ha Tsuen. The Memorandum of Understanding signed by both parties is enclosed at **Annex 1**;

- the application site (the Site) is located within the Fu Tei Au Site of Archaeological Interest (SAI). Other than the proposed drainage work, no other ground excavation work will be carried out. Subject to final approval of the Drainage Authority, peripheral drainage u-channels of not more than 1 m in depth (mainly within the existing and proposed filling of land) will be proposed along the site boundary to collect the run-off to minimise the adverse drainage impact to the surrounding area. Given that the scale of excavation for the proposed drainage work is minimal, adverse impact to the SAI is not anticipated.

- the Site is currently partly covered with asphalt (i.e. about 6,939 m^2; 70% of the Site) and partly covered with soil (i.e. about 2,999 m^2; 30% of the Site) of more than 0.2 m in depth. The applicant intends to regularise the existing filling of land at the entire site, at which existing site levels range from +4.2 m to +4.7 m.

- further to the intended regularisation, the applicant proposes to increase the site level by not more than 0.5 m in depth. The Site will be partly filled with asphalt (i.e. about 6,939 m^2; 70% of the Site) and partly filled with soil (i.e. about 2,999 m^2; 30% of the Site). Upon completion of the proposed filling of land of more than 0.5 m in depth, the raised site levels will range from +4.7 m to +5.2 m. For details, please refer to the plan showing the proposed filling of land at **Annex 2**;

- the filling of land is considered required and has been kept minimal to provide a solid surface for the open storage operation, site formation for erection of the proposed structure, vehicle parking, loading/unloading and circulation space. As undertaken by the applicant in Section 5.3 of the Planning Statement, the Site will be reinstated to an amenity area upon expiry of the planning permission; and

- the applicant submits the revised page of Form No. S16-III, and the revised plans showing the existing/proposed filling of land and swept path analysis (**Annex 2**).

Annex 1

Memorandum of Understanding

規劃申請意向書

受發展區發展影響的在地經營業務搬遷 - 規劃申請

業務經營者（甲方） : 金源行鐵倉有限公司 K. Y. H. Steel Company Limited

公司註冊證明書 / 商業登記證號碼 :

規劃申請的申請人（乙方） : 深滙投資有限公司 Sum Wui Investment Limited

公司註冊證明書 / 商業登記證號碼 :

甲方 為位於*元朗廈村丈量約份第 125 約多個地段*的業務經營者，由於受到政府的洪水橋 / 廈村新發展區之收地計劃影響，需要覓地搬遷重置以繼續經營。

甲方 初步與 乙方 達成共識，同意 乙方 作為規劃申請的申請人，並根據《城市規劃條例》第 16 條，向城市規劃委員會提交規劃申請，於*丈量約份第 128 約地段第 505 號餘段（部分）、第 506 號（部分）、第 507 號（部分）、第 508 號、第 509 號（部分）及第 510 號（部分）*作「**擬議臨時露天存放建築材料及器材連附屬設施及相關填土工程（為期 3 年）**」。

乙方 作為規劃申請的申請人，受 甲方 委託處理有關搬遷業務事宜。於取得城市規劃委員會之規劃許可後，甲方 將會是申請場地的業務經營者。

備注：上述地段將因應規劃許可的需要而有所修訂。

K.Y.H. STEEL COMPANY LIMITED 金源行鐵倉有限公司

（甲方）
業務經營者簽署

For and on behalf of
SUM WUI INVESTMENT LIMITED
深 滙 投 資 有 限 公 司

Authorized Signature(s)

深滙投資有限公司 （乙方）
規劃許可申請人簽署

2025 年 5 月 27 日

Annex 2

Revised Page of Form No. S16-III,

Revised Plans showing the Filling of Land at the Site and Swept Path Analysis

Proposed operating hours 擬議營運時間
Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays.

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Accessible from Kai Pak Ling Road via a Deep Bay Road and a local access. ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐

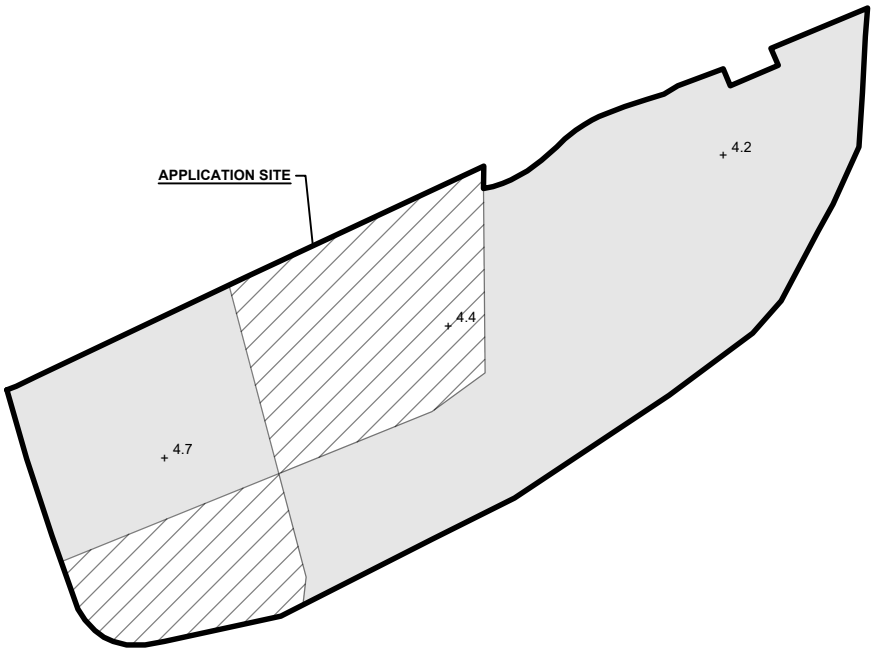
(e) Impacts of Development Proposal 擬議發展計劃的影響
(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)

(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 …… sq.m 平方米 ☐About 約 Depth of filling 填塘深度 …… m 米 ☐About 約 ☑ Filling of land 填土 Area of filling 填土面積 6,939 (asphalt) 2,999 (soil) sq.m 平方米 ☑About 約 Depth of filling 填土厚度 not more than 0.2 (for regularisation) not more than 0.5 (proposed) m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積…… sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ……m 米 ☐About 約
	No 否	☐

(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
	_____		
	_____		

EXISTING CONDITION OF THE APPLICATION SITE

APPLICATION SITE AREA	: 9,938 m^2	(ABOUT)
AREA OF EXISTING FILLING OF LAND	: 9,938 m^2	(ABOUT)
- ASPHALT *(FOR REGULARISATION)*	: 6,939 m^2	(ABOUT)
- SOIL COVERED WITH VEGETATION *(FOR REGULARISATION)*	: 2,999 m^2	(ABOUT)
DEPTH OF EXISTING FILLING	: NOT MORE THAN 0.2 m	
EXISTING SITE LEVELS	: +4.2 mPD TO +4.7 mPD (ABOUT)	



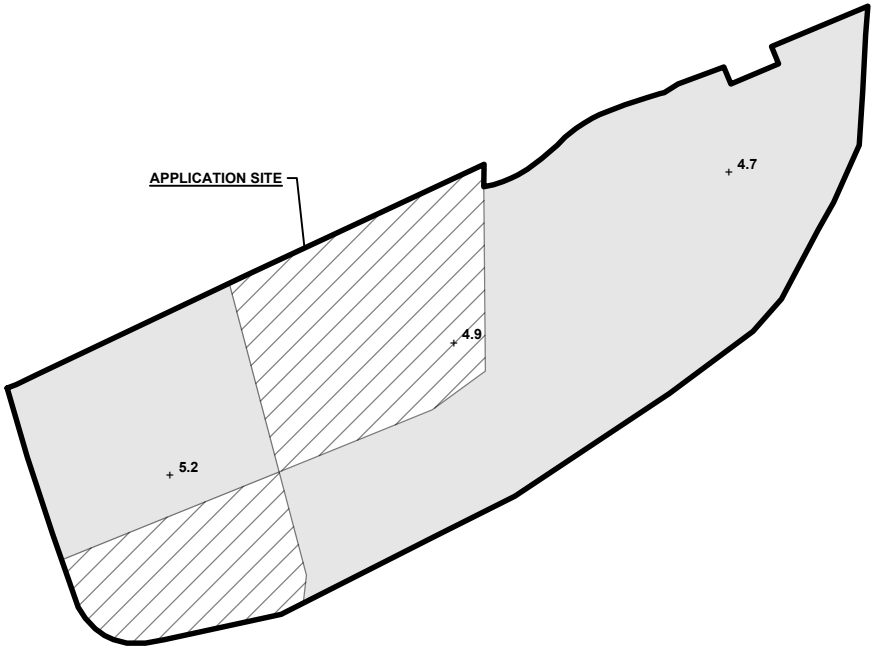
LEGEND

- APPLICATION SITE
- EXISTING FILLING OF SOIL
- EXISTING FILLING OF ASPHALT
- + 4.2 EXISTING SITE LEVEL

**SITE LEVELS ARE FOR REFERENCE ONLY.*
EXACT SITE LEVELS ARE SUBJECT TO DETAILED SURVEY.

PROPOSED FILLING OF LAND

APPLICATION SITE AREA	: 9,938 m^2	(ABOUT)
COVERED BY STRUCTURE	: 30 m^2	(ABOUT)
FILLING OF LAND AREA	: 9,938 m^2	(ABOUT)
- ASPHALT	: 6,939 m^2	(ABOUT)
- SOIL	: 2,999 m^2	(ABOUT)
DEPTH OF LAND FILLING	: NOT MORE THAN 0.5 m	
SITE LEVELS	: +4.7 mPD TO +5.2 mPD	(ABOUT)
MATERIAL OF LAND FILLING	: ASPHALT AND SOIL	
USE	: PARKING AND LOADING / UNLOADING SPACE, SITE FORMATION OF STRUCTURE AND OPEN STORAGE AREA AND CIRCULATION SPACE	



LEGEND

- APPLICATION SITE
- PROPOSED FILLING OF SOIL
- PROPSOED FILLING OF ASPHALT
- + 4.8 PROPOSED SITE LEVEL

NORTH
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PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1500 @ A4

DRAWN BY	DATE
MN	10.7.2025
REVISED BY	DATE
APPROVED BY	DATE

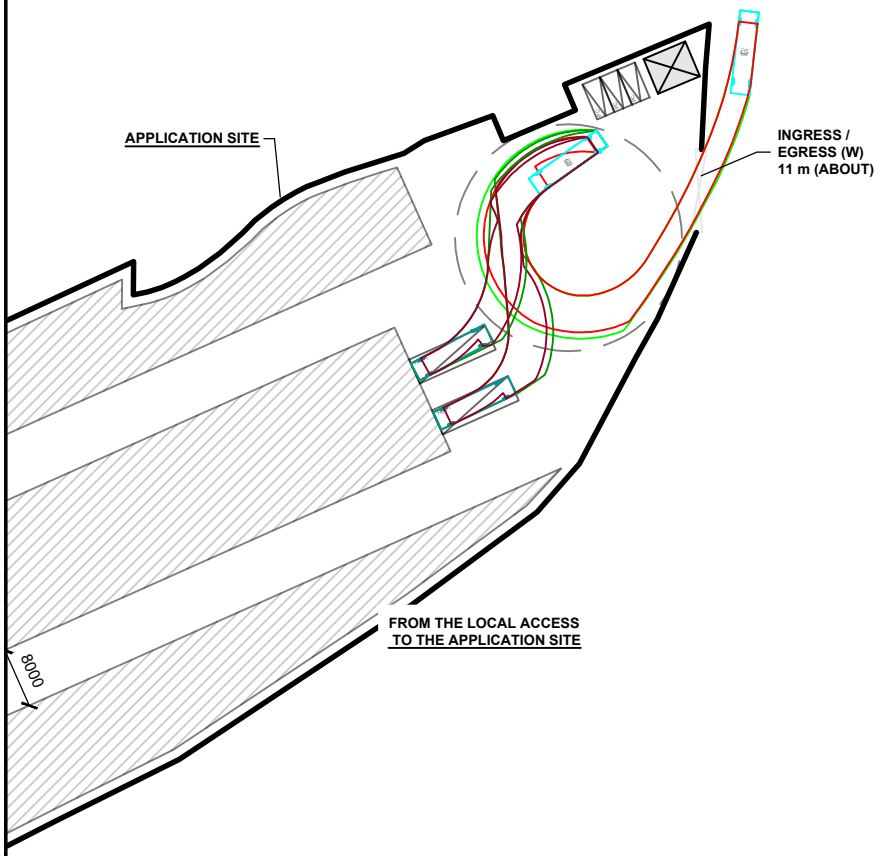
DWG. TITLE
FILLING OF LAND

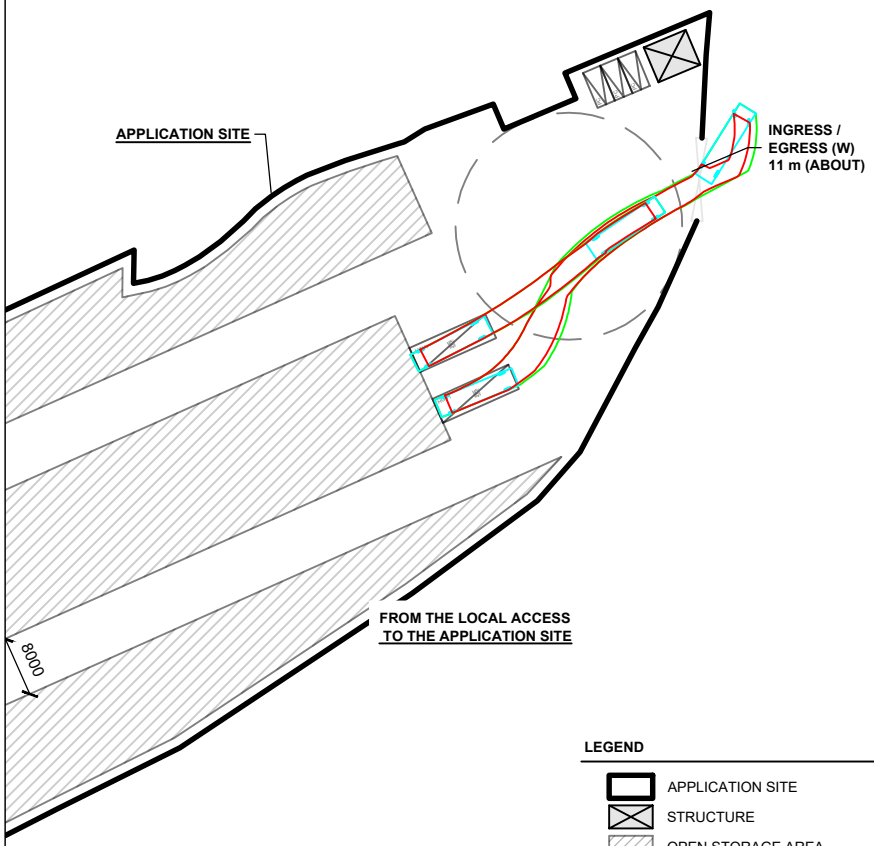
DWG NO.	VER.
PLAN 10	001

SWEPT PATH ANALYSIS

TYPE OF VEHICLE : HEAVY GOODS VEHICLE
DIMENSION OF VEHICLE : 3.5 m (W) X 11 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING





LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS
- HEAVY GOODS VEHICLE
- SWEPT PATH OF VEHICLE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

NORTH
W E
S

PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1000 @ A4
DRAWN BY	MN
DATE	8.7.2025
REVISED BY	
DATE	
APPROVED BY	
DATE	
DWG. TITLE	SWEPT PATH ANALYSIS
DWG NO.	PLAN 11
VER.	001

R-RICHES PLANNING LIMITED

盈卓規劃有限公司

Our Ref. : DD128 Lot 505 RP & VL
Your Ref. : TPB/A/YL-HTF/1193

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

By E-mail

28 July 2025

Dear Sir,

1st Further Information

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-HTF/1193)

We write to submit the Drainage Impact Assessment (**Appendix I**) and Traffic Impact Assessment (**Appendix II**) in support of the captioned application.

Should you require more information regarding the application, please contact our Mr. Danny NG at (852) or the undersigned at your convenience.
Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Planning Limited

Christian CHIM
Town Planner

cc DPO/TMYLW, PlanD (Attn.: Ms. Jessie KWOK email: jmhkwok@pland.gov.hk)

Appendix I

Drainage Impact Assessment

Sum Wui Investment Limited

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories

Drainage Impact Assessment

Document No. V1032/01
Issue 3

July 2025

MANNINGS
(Asia) Consultants Limited

V1032/01
Issue 3
July 2025

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories

Drainage Impact Assessment

Approved for Issue by:

Kenny W K Lam RPE (Civil)
FW0275905

Position: Deputy Managing Director

Date: 22 July 2025

Sum Wui Investment Ltd
205A Sik Kong Tsuen
Ha Tsuen, Yuen Long
New Territories

Mannings (Asia) Consultants Ltd
5/F, Winning Commercial Building
46-48 Hillwood Road
Tsim Sha Tsui
Kowloon

V1032/01
Issue 3
July 2025

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories

Drainage Impact Assessment

Issue	Prepared by	Reviewed by	Date
1	EM	BLE	13 June 2024
2	EM	BLE	17 Dec 2024
3	EM	BLE	11 July 2025

Content

List of Appendix

List of Tables

Abbreviations

D.D.	Demarcation District
DSD	Drainage Services Department
SDM	Stormwater Drainage Manual

1.0 Introduction

1.1 This submission presents the drainage design for Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories.

1.2 Previous Drainage Impact Assessment of the captioned site was prepared in 2023. The application for permission under Section 16 of the Town Planning Ordinance was approved in Feb 2024 while the approval condition on the submission of drainage proposal was also approved in Feb 2025.

1.3 The Site area is about 9,938m^2. After development, the paving of the site remains as soil and asphalt for open storage of construction materials and machinery, site office and guard room with total GFA of about 60 m^2.

1.4 Mannings (Asia) Consultants Limited (MACL) was commissioned by Sum Wui Investment Limited to undertake the drainage impact assessment for the proposed development.

1.5 In this connection, the assessment has been conducted in order to assess the adequacy of the proposed drainage system.

2.0 Existing Site Condition

2.1 The application site area is paved with soil and asphalt. The soil area is about 2,999 m^2 and the asphalt area is about 6,939m^2. Site photos are shown in **Appendix C**.

2.2 There is an existing natural stream right in the eastern side of the site. The critical size of the natural stream is about 4m wide and 2m high. The area in south outside the site flow toward the site and discharge to the natural stream. The total catchment area is 19,677m^2. Catchment Plan is shown in **Appendix A**.

3.0 Design Methodology and Assumptions

Design Code

3.1 The below design codes are to be followed for this design assessment:

- Stormwater Drainage Manual (DSD) - Fifth Edition, January 2018;
- Stormwater Drainage Manual (DSD) - Corrigendum No. 1/2022;
- Stormwater Drainage Manual (DSD) - Corrigendum No. 1/2024;
- Stormwater Drainage Manual (DSD) - Corrigendum No. 2/2024;
- BS 5911 Code of Practice for Precast Concrete Pipe Design
- DSD Standard Drawings

Design Parameters

3.2 Design Parameters

a) Runoff Coefficient

Table 3-1 Runoff Coefficients

Surface Characteristic	Runoff Coefficient, C
Concrete	0.95
Asphalt	0.70
Grassland (heavy soil**) Flat	0.25
Roofing	1.00

Roughness Coefficient for pipe flow k_s= 3

b) Minimum Pipeline Cover and Manhole Spacing Requirements

Table 3-2 Minimum Pipeline Cover and Manhole Spacing Requirements

Minimum pipeline cover	
In Roads	0.9 m
In footways and verges	0.45 m
Manhole spacing requirements	
D<675 mm	80 m
675 < D < 1050	100 m
D > 1050	120 m

c) Bedding factors

- Granular bedding : 1.9
- Plain concrete bedding : 2.6
- Reinforced concrete bedding with allowance for minimum steel area : 3.4
- Concrete Surround : 4.5

d) Design Flow Velocity

- Minimum : 1 m/s
- Maximum : 3 m/s (desirable)
  : 6 m/s (absolute)

3.3 The return period of 1 in 10 years is to be adopted for the drainage impact assessment.

3.4 Description of Analysis Method

a) Rational method is to be adopted for calculation of the peak runoff. The formula is extracted from Section 7.5.2(a) of Stormwater Drainage Manual (SDM) which is to estimate the stormwater runoff as shown below:

$Q_p = 0.278\ CiA$

Where Q_p = peak runoff in m^3/s
C = runoff coefficient (dimensionless)
i = rainfall intensity in mm/hr
A = catchment area in km^2

b) 10% reduction of the flow area is allowed taken into account of the decomposition of siltation as per DSD's SDM 2018.

c) The time of concentration used for determining the duration of the design storm is considered by the time of entry and the time of flow,

$t_c = t_e + t_f$ $t_f = L/V$

d) where to = inlet time (time taken for flow from the remotest point to reach the most upstream point of the urban drainage system)

Where t_f = flow time
L = Length of drain
V = flow velocity

e) The time of entry or time of flow in the hinterland is calculated using the Bransby William's Equation.

$$t_e = \frac{0.14465\,L}{A^{0.1}H^{0.2}}$$

Where t_e = time of concentration (min)
L = catchment length (m)
A = catchment area (m^2)
H = average catchment slope (m/100m)

f) The rainfall intensity is extracted from the Section 4.3.2 of SDM which is to estimate the Intensity-Duration –Frequency (IDF) Relationship.

$i = a /(t_d+b)^c$

Where I = extreme mean intensity in mm/hr
t_d = duration in minutes (t_d<240), and
a,b,c = storm constants given in table 3a of SDM Corrigendum No. 1/2024as below

Table 3-3 Storm Constant of SDM (HKO Headquarters)

Return Period T (years)	10
a	485
b	3.11
c	0.397

g) Colebrook-White Equation is used in hydraulic design for pipe flow.

$$V = -\sqrt{(32gRs)}\log\left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{(32gRs)}}\right)$$

Where:

V = mean velocity (m/s)
g = gravitational acceleration (m/s^2)
R = hydraulic radius (m)
D = pipe diameter (m)
k_s = equivalent sand roughness (m)
v = kinematic viscosity of fluid (m^2/s)
s = frictional slope (energy gradient due to frictional loss)

4.0 Drainage Design

4.1 The proposed drainage system consists u-channels and underground pipes as shown in **Appendix A**. Flow from the catchment area will be collect by the proposed U-channels and discharge to an existing natural stream (critical size of the natural stream is about 4m wide and 2m high) at the eastern side of the site.

4.2 The drainage system is proposed to have sufficient capacity to cater the flow from the catchment area. The calculation is presented in **Appendix B**.

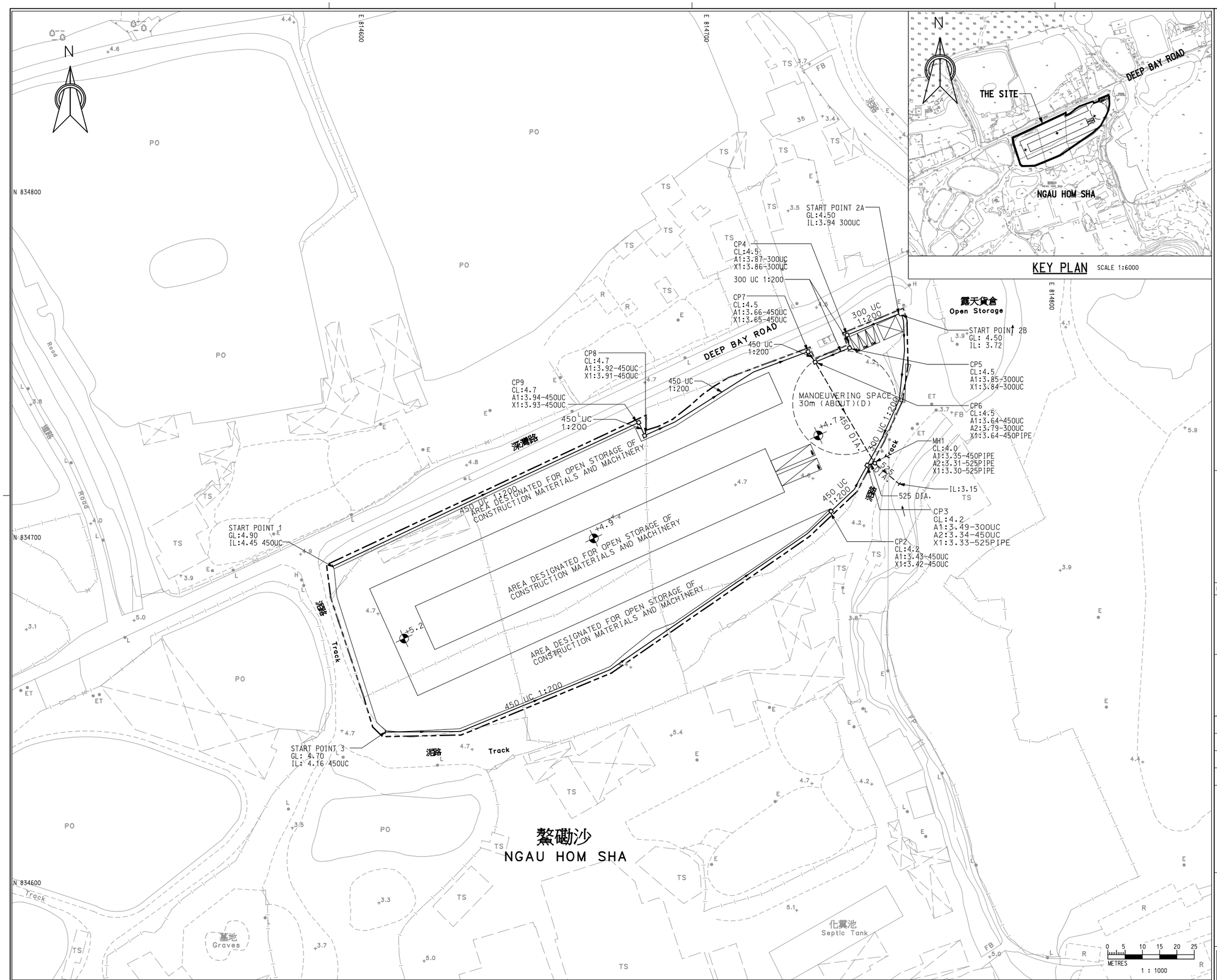
4.3 The flow from the catchment area will be collected by the proposed drainage system and be discharged to the existing stream at the eastern side of the site. Since the paving condition of the application site remain unchanged, no additional flow is anticipated to flow to the stream.

5.0 Conclusion

5.1 The drainage design of the proposed development has been conducted. Based on the calculation, the proposed drainage design had enough adequacies to cater the surface water. Also, no additional flow is anticipated to flow to the existing natural stream. Hence, no adverse drainage impact shall be aroused due to the development.

Appendix A

Drawings



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

LEGEND :

- APPLICATION SITE
- STRUCTURE
- PARKING SPACE
- L/UL SPACE
- INGRESS / EGRESS
- PROPOSED U-CHANNEL
- PROPOSED PIPE
- PROPOSED CATCHPIT
- PROPOSED MANHOLE
- +5.2 PPROPOSED GROUND SURFACE LEVEL

Rev.	Description of Revision	Date	Ckd.

Client

SUM WUI INVESTMENT LIMITED

Consultants

MANNINGS (Asia) Consultants Limited

Scale In A3: AS SHOWN		Date: JUL 2025
Designed: EM	Drawn: KAM	Checked: BLE
Design Team Leader: SC		Date: JUL 2025
Approved: KTC		Date: JUL 2025

Project

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS AT VARIOUS LOTS IN D.D. 128 PAK NAI, YUEN LONG, NEW TERRITORIES

Title

DRAINAGE LAYOUT PLAN

Drawing No.	Stage	Rev.
V1032/001	D	B

N

E 814600

E 814700

N 834700

露天貨倉
Open Storage

DEEP BAY ROAD

深灣路

MANOEUVERING SPACE
30m (ABOUT)(D)

AREA DESIGNATED FOR OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY

AREA DESIGNATED FOR OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY

AREA DESIGNATED FOR OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY

泥路

Track

泥路

Track

泥路

Track

TS

TS

TS

TS

PO

ET

FB

3.9

3.8

3.7

4.2

4.5

4.7

4.8

4.9

4.4

5.2

5.4

3.5

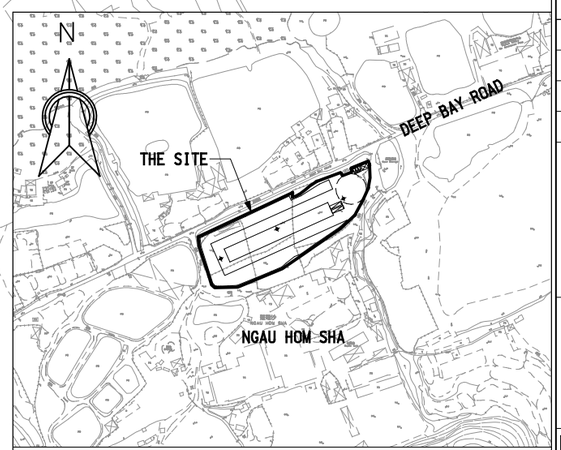
A
V1032/003

B
V1032/003

鰲磡沙
NGAU HOM SHA

0 3 6 9 12 15
METRES
1 : 600

KEY PLAN SCALE 1:6000



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

LEGEND :

- APPLICATION SITE
- STRUCTURE
- PARKING SPACE
- L/UL SPACE
- INGRESS / EGRESS
- +5.2 PPROPOSED GROUND SURFACE LEVEL

Rev.	Description of Revision	Date	Ckd.

Client

SUM WUI INVESTMENT LIMITED

Consultants

MANNINGS (Asia) Consultants Limited

Scale in A3	Date
AS SHOWN	JUL 2025

Designed	Drawn	Checked
EM	KAM	BLE

Design Team Leader	Date
SC	JUL 2025

Approved	Date
KTC	JUL 2025

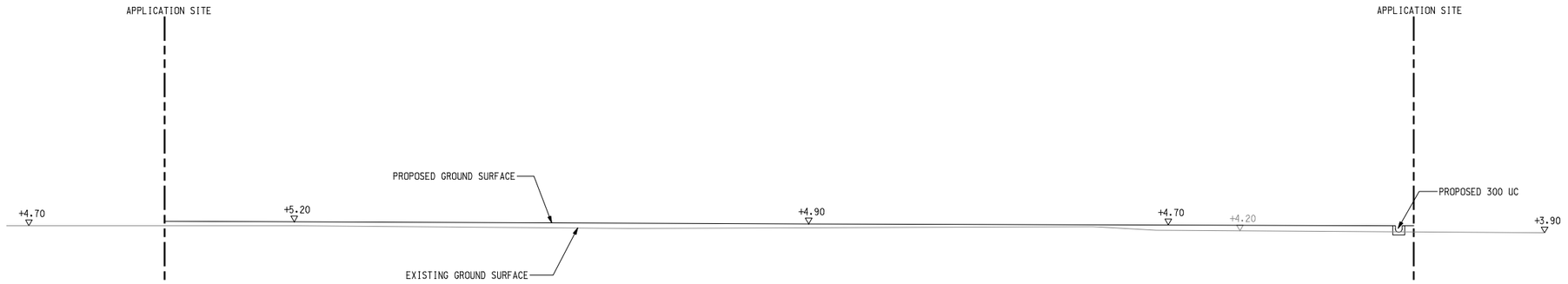
Project

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS AT VARIOUS LOTS IN D.D. 128 PAK NAI, YUEN LONG, NEW TERRITORIES

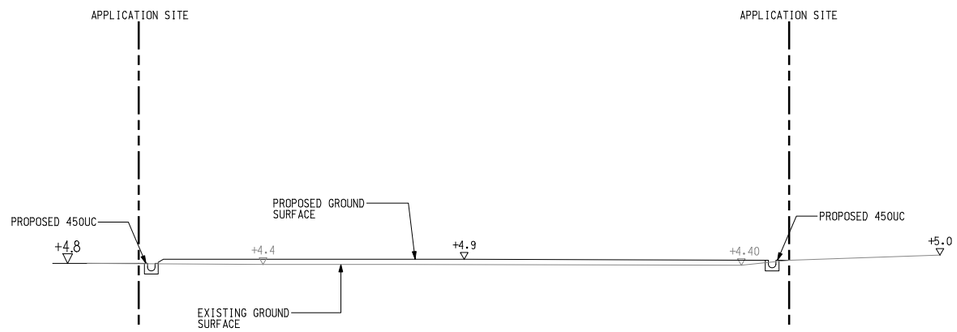
Title

GENERAL LAYOUT PLAN

Drawing No.	Stage	Rev.
V1032/002	D	B



SECTION A
SCALE 1:300



SECTION B
SCALE 1:300

0 3 6 9 12 15
METRES
1 : 600

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

Rev.	Description of Revision	Date	Ckd.

Client

SUM WUI INVESTMENT LIMITED

Consultants

MANNINGS (Asia) Consultants Limited

Scale in A3	Date
AS SHOWN	JUL 2025

Designed	Drawn	Checked
EM	KAM	BLE

Design Team Leader	Date
SC	JUL 2025
Approved	Date
KTC	JUL 2025

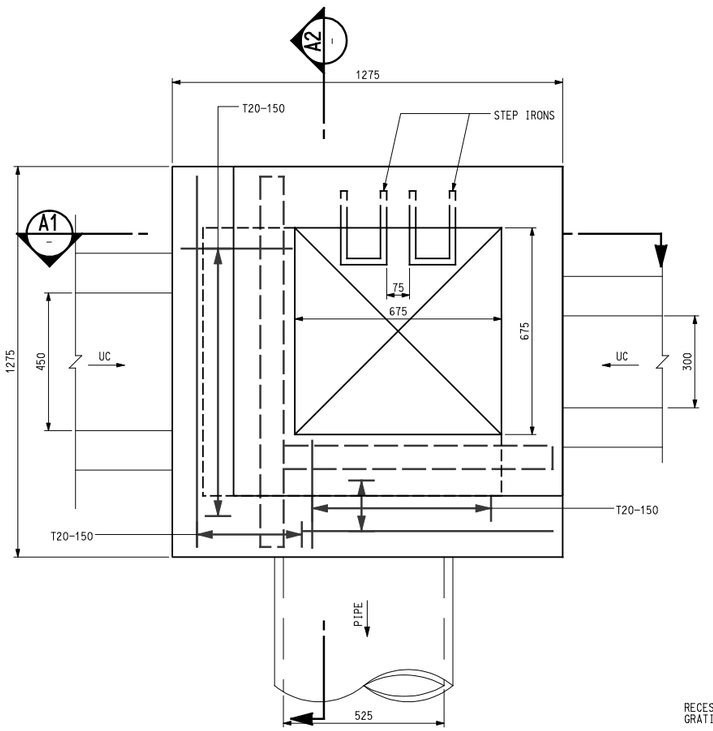
Project

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS AT VARIOUS LOTS IN D.D. 128 PAK NAI, YUEN LONG, NEW TERRITORIES

Title

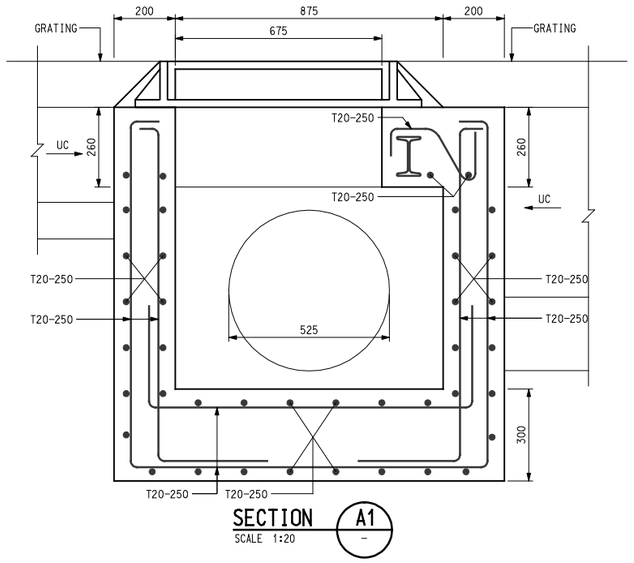
CROSS SECTION

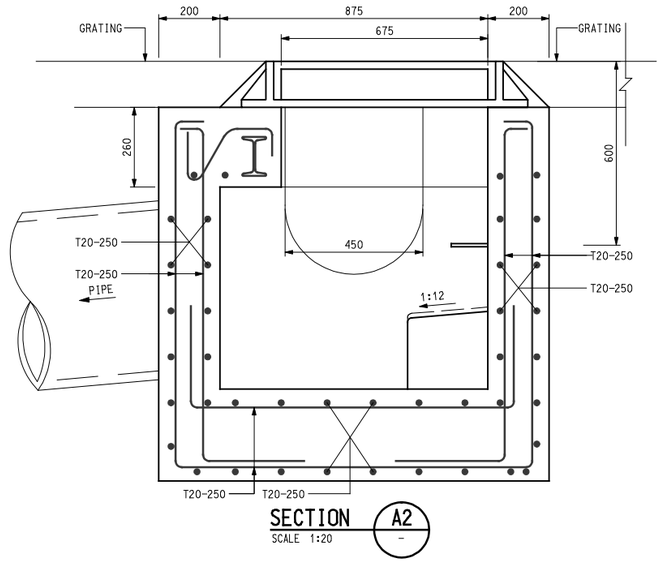
Drawing No.	Stage	Rev.
V1032/003	D	B

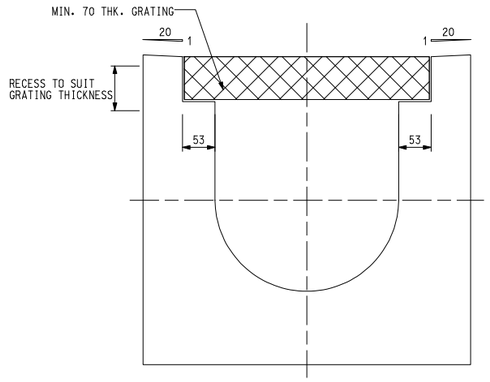


TYPICAL DETAILS OF CATCHPIT TYPE A

SCALE 1:20

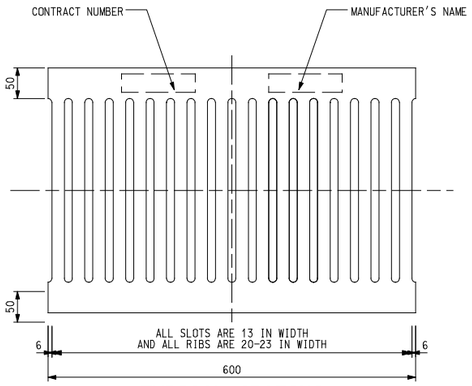






TYPICAL CROSS SECTION OF CHANNEL

SCALE 1:10



TYPICAL GRATING

SCALE 1:10

0 50 100 150 200 250
MILLIMETRES
1 : 10

0 100 200 300 400 500
MILLIMETRES
1 : 20

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.
3. LETTERING FOR CONTRACT NO. AND MANUFACTURER'S NAME SHALL BE RAISED 2mm ABOVE NORMAL SURFACE.

Rev.	Description of Revision	Date	Ckd.

Client

SUM WUI INVESTMENT LIMITED

Consultants

MANNINGS (Asia) Consultants Limited

Scale in A3 AS SHOWN		Date JUL 2025
Designed EM	Drawn KAM	Checked BLE
Design Team Leader SC		Date JUL 2025
Approved KTC		Date JUL 2025

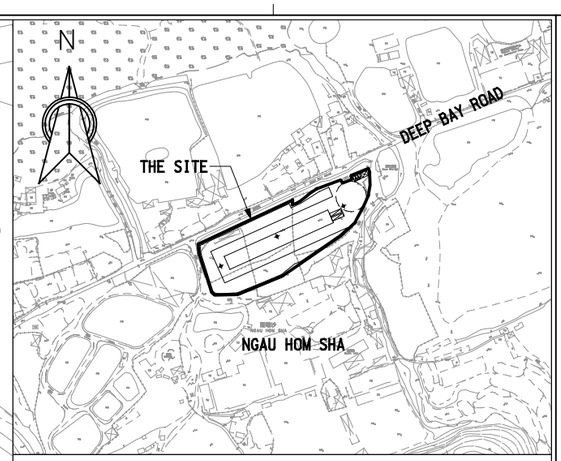
Project

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS AT VARIOUS LOTS IN D.D. 128 PAK NAI, YUEN LONG, NEW TERRITORIES

Title

TYPICAL DETAILS OF DRAINAGE

Drawing No.	Stage	Rev.
V1032/004	D	A



KEY PLAN SCALE 1:6000

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

LEGEND :

APPLICATION SITE

CATACHMENT AREA

DEEP BAY ROAD

NGAU HOM SHA 鰲磡沙

露天貨倉 Open Storage

30m²
217m²
294m²
535m²
1305m²
304m²
270m²
495m²
120m²
1559m²
2560m²
1320m²
580m²
495m²
860m²
8733m²

Rev.	Description of Revision	Date	Ckd.

Client

SUM WUI INVESTMENT LIMITED

Consultants

MANNINGS (Asia) Consultants Limited

Scale in A3	Date
AS SHOWN	JUL 2025

Designed	Drawn	Checked
EM	KAM	BLE

Design Team Leader	Date
SC	JUL 2025

Approved	Date
KTC	JUL 2025

Project

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS AT VARIOUS LOTS IN D.D. 128 PAK NAI, YUEN LONG, NEW TERRITORIES

Title

CATCHMENT PLAN

Drawing No.	Stage	Rev.
V1032/011	D	B

0 6 12 18 24 30 METRES

1 : 1200

Appendix B

Design Calculations

Mannings (Asia) Consultants Ltd.	Job No.	Sheet No.	Rev.
Calculation Sheet	Member / Location		
Job Tilte: Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories	Drg. Ref.		
	Made By	Date	

The drainage design is referring to DSD's SDM 2018 & Corrigendum No. 1/2022 and Corrigendum No. 1/2024
1 in 10 year design return period is taken.

Rational method is used for calculation of the peak runoff. The formula is extracted from Section 7.5.2 (a) of SDM.
Qp = 0.278 C i A
Where Qp = peak runoff in m^3/s
I = rainfall intensity in mm/hr
A = catchment area in km^2

Runoff Estimation for U-Channel

Location	Catchment Area (m^2) Inclement	Catchment Area (m^2) Accumulated	Catchment Area Remarks	Longest flow path (m)	Gradient (m per 100m)	to (min) = 0.14465L/ ($H^{0.2}A^{0.1}$)	Length of Channel (m)	t_f = L/v (min)	tc = to + t_f (min)	Runoff coeff.	Total Catch. Area (m^2)	10 year Intensity (mm/hr)	10 year design runoff = 0.278CiA (m^3/s)	Total Flow[1] (m^3/s)	Proposed Size of U-Channel (mm)
Start Point 1 - CP8	0	495	Outside the site	25	0.008	5.11	100	1.14	6.24	0.25	495	199.64	0.01	0.08	450
	1320+120	1440	Inside the site (Asphalt)							0.70	1440		0.06		
	1559	1559	Inside the site (Soil)							0.25	1559		0.02		
CP8 - CP6	294	789	Outside the site	-	-	-	57	0.65	6.89	0.25	789	194.40	0.01	0.14	450
	1305	2745	Inside the site (Asphalt)							0.70	2745		0.10		
	0	1559	Inside the site (Soil)							0.25	1559		0.02		
Start Point 2A - CP6	0	217	Outside the site	8	0.013	1.62	31	0.57	2.19	0.25	217	250.17	0.00	0.03	300
	30	30	Inside the site (Roffing)							1.00	30		0.00		
	535	535	Inside the site (Asphalt)							0.70	535		0.03		
Start Point 3 - CP2	0	8257	Outside the site	91	0.008	14.14	147	1.67	15.81	0.25	8257	150.93	0.09	0.21	450
	0	476								0.95	476		0.02		
	495+2560	3055	Inside the site (Asphalt)							0.70	3055		0.09		
	860+580	1440	Inside the site (Soil)							0.25	1440		0.02		
CP2 - CP3	0	8257	Outside the site	-	-	-	17	0.19	16.01	0.25	8257	150.32	0.09	0.22	450
	0	476								0.95	476		0.02		
	270	3325	Inside the site (Asphalt)							0.70	3325		0.10		
	0	1440	Inside the site (Soil)							0.25	1440		0.02		
Start Point 2B - CP3	0	304	Inside the site (Asphalt)	15	0.010	3.08	25	0.46	3.53	0.7	304	228.69	0.01	0.01	300

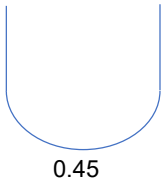
Notes:
1. The largest total flow is used for Checking the Capacity of proposed U-channel in separate spreadsheet.

Mannings (Asia) Consultants Ltd.	Job No.	Sheet No.	Rev.
Calculation Sheet	Member / Location		
Job Tilte: Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories	Drg. Ref.		
	Made By	Date	

Checking of Capacity (450UC)

Input Data

Width of UC	=	0.45	m
Height of UC	=	0.45	m
Design Runoff	=	0.22 ($Q_{discharge}$)	m^3/s



Flow capacity, Q

$$Q = \frac{A \times r^{2/3} \times s^{1/2}}{n}$$

where	A	=	cross sectional area of flow (m^2)	=	0.181	m^2
	r	=	hydraulic radius (m)			
	s	=	slope of the water surface or the linear hydraulic head loss (m/m)			
	n	=	Manning coefficient of roughness			

Hydraulic radius

$$r = \frac{A}{P}$$

p = wetted perimeter (m) = 1.16 m

r = 0.16 *m*

Slope

s = 0.005 m/m

Manning coefficient of roughness

n = 0.014

Therefore,

Q = 0.26 m^3/s **> Design runoff, OK!**

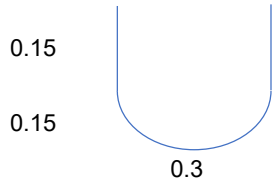
V = Q/A = 1.47 m/s

Mannings (Asia) Consultants Ltd.	Job No.	Sheet No.	Rev.
Calculation Sheet	Member / Location		
Job Tilte: Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Various Lots in D.D. 128 Pak Nai, Yuen Long, New Territories	Drg. Ref.		
	Made By	Date	

Checking of Capacity (300UC)

Input Data

Width of UC	=	0.3	m
Height of UC	=	0.3	m
Design Runoff	=	0.03 ($Q_{after,uncov.}$)	m^3/s



Flow capacity, Q

$$Q = \frac{A \times r^{2/3} \times s^{1/2}}{n}$$

where A = cross sectional area of flow (m^2) = 0.080343 m^2

r = hydraulic radius (m)

s = slope of the water surface or the linear hydraulic head loss (m/m)

n = Manning coefficient of roughness

Hydraulic radius

$r = \frac{A}{P}$

p = wetted perimeter (m) = 0.77 m

r = 0.10 *m*

Slope

s = 0.005 m/m

Manning coefficient of roughness

n = 0.014

Therefore,

Q = 0.09 m^3/s **> Design runoff, OK!**

V = Q/A = 1.12 m/s

Stormwater Drainage Design

Manhole		Catchment Area			Length (m)	Nominal Diameter (mm)	Gradient, S_f		Roughness Coefficient (m)	Velocity (m/s)	Time of Flow (min)	Time of Conc. (min)	Rainfall Duration (min)	10 year Intensity (mm/hr)	Runoff Coeff.	10 year Runoff (m^3/s)	Total Flow (m^3/s)	Capacity (m^3/s)	Adjusted Capacity > Total Flow ?	Cover Level		Invert Level	
From	To	Increment (m^2)	Accu. (m^2)	Remarks			(%)	1 in												From (mPD)	To (mPD)	From (mPD)	To (mPD)
CP6	MH1	-	1006	Outside the site	32	450	0.9	110.3	3.0	1.473	0.36	7.26	7.26	191.67	0.25	0.013	0.158	0.211	Yes	4.50	4.50	3.64	3.35
		-	30	Inside the site (Roofing)											1.00	0.002							
		-	3280	Inside the site (Asphalt)											0.70	0.122							
		-	1559	Inside the site (Soil)											0.25	0.021							
CP3	MH1	-	8257	Outside the site	2	525	1.0	100.0	3.0	1.712	0.02	16.03	16.03	150.26	0.25	0.086	0.226	0.334	Yes	4.50	4.00	3.33	3.31
		-	476												0.95	0.019							
		-	3629	Inside the site (Asphalt)											0.70	0.106							
		-	1440	Inside the site (Soil)											0.25	0.015							
MH1	Existing Stream	-	9263	Outside the site	9	525	1.7	60.0	3.0	2.212	0.07	16.09	16.09	150.05	0.25	0.097	0.350	0.431	Yes	4.00	4.00	3.30	3.15
		-	476												0.95	0.019							
		-	30	Inside the site (Roofing)											1.00	0.001							
		-	6909	Inside the site (Asphalt)											0.70	0.202							
		-	2999	Inside the site (Soil)											0.25	0.031							

Mean Velocity is calculated by Colebrook- White equation

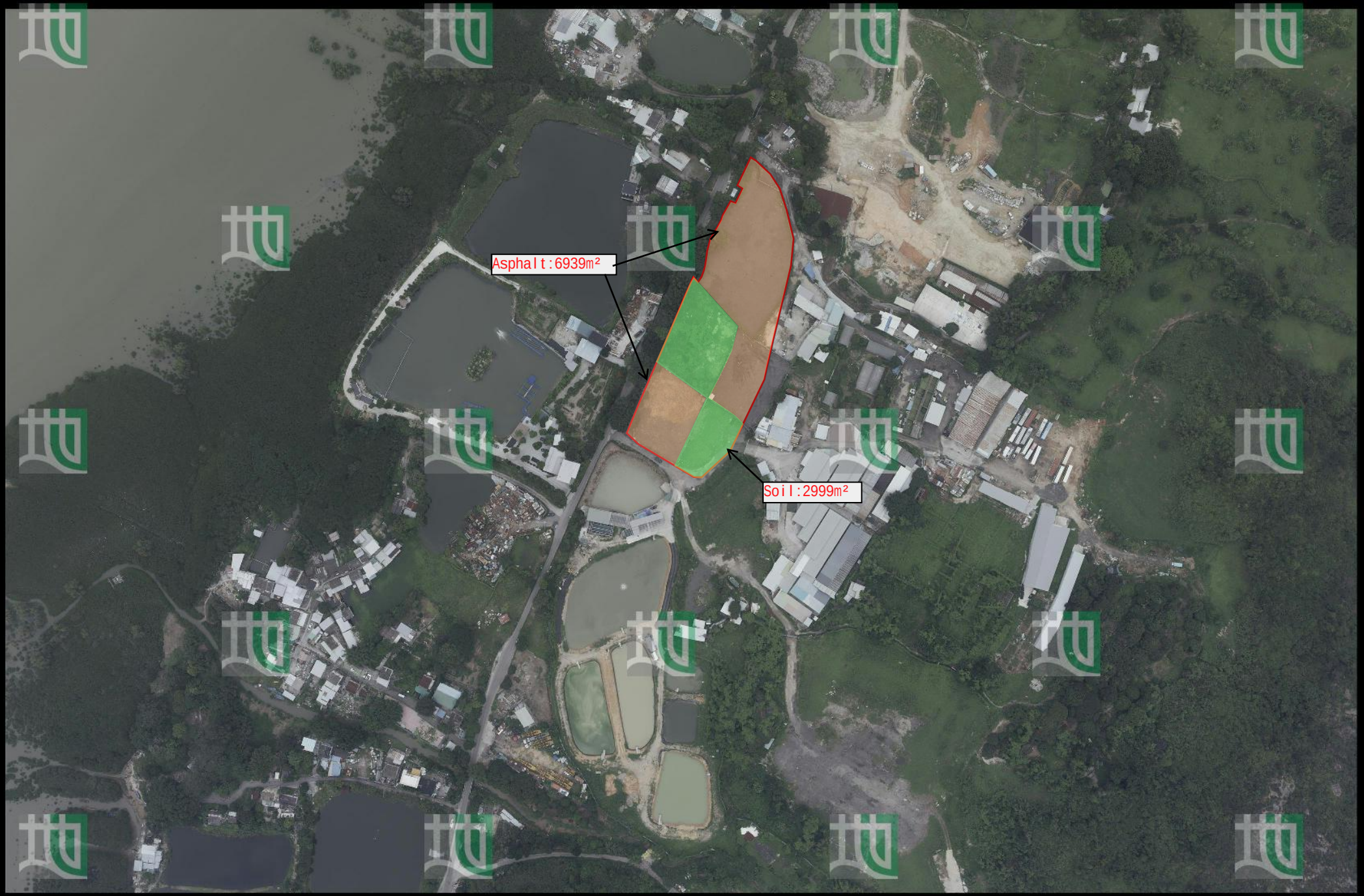
$$\overline{V} = -\sqrt{32gRS_f}\,\log\left[\frac{k_s}{14.8R} + \frac{1.255\nu}{R\sqrt{32gRS_f}}\right]$$

Where:
$\overline{V}$ =Mean Velocity (m/s)
R =Hydraulic Diameter (m)
Ks =Surface Roughness (m)
V =Kinematic viscosity (kg/ms)
Sf =Slope of Hydraulic Gradient
g =Gravity (m/s2)

The Roughness Coefficient Ks is assumed to be 3 for concrete.
Peak Runoff is estimated using rational method according to SDM.

Appendix C

Site Photo



E026270C 2000' 26 May 2017 UltraCam Eagle 80mm
NGAU HOM SHA 鰲磡沙

E026270C 2000' 26 May 2017 UltraCam Eagle 80mm
NGAU HOM SHA 鰲磡沙

E033196C 6900' 3 Jan 2018 UltraCam Eagle 210mm
NGAU HOM SHA 鰲磡沙

Appendix II

Traffic Impact Assessment

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land




Document No. W1037/TIA/001/DBR

Issue 1

July 2025

MANNINGS
(Asia) Consultants Limited

W1037/TIA/001/DBR
Issue 1
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Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Approved for Issue by:

Beluga Chung

Position: Project Manager

Date: July 2025

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W1037/TIA/001/DBR
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Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Issue	Prepared by	Reviewed by	Date
1	HC	KW	July 2025

Content

1.0 INTRODUCTION

1.1 Project Background

1.1.1. Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake the Traffic Impact Assessment (TIA) study for the Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land (The Site) located on Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories.

1.1.2. The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Ha Tsuen Fringe Outline Zoning Plan (OZP) No.: S/YL-HTF/12. The Site occupies an area of 9,938 m^2 (about). A 2-storey structure is proposed at the Site for site office and guardroom uses with total gross floor area (GFA) of 60 m^2 (about). The remaining area is reserved for area for open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

1.1.3. The Site is accessible via Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.

1.1.4. The Considering the potential for increased traffic from the Site, this TIA study will be conducted to evaluate the effects on the surrounding road network.

2.0 OBJECTIVES

2.0.1. The objectives of this TIA study cover:

- To evaluate the feasibility of the Site from traffic engineering perspectives; and
- To assess the traffic impact of the Site to the adjacent road network and road junction during operation of the Site.

3.0 EXISTING TRAFFIC CONDITION

3.1 Existing Traffic Pattern

3.1.1. Under the operation stage, the Site is accessible via Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. This is the proposed delivery route to the Site and mainly divided into three road section. The specifics of the delivery route and the details of three road sections are presented in Drawings No. Figure 1 of Delivery Route Plan in Appendix A.

3.1.2. Regarding Road Section 1, Deep Bay Road between the Site and Kai Pak Ling Road, the road width, as measured by the basemap of Lands Department, is approximately 3.0 meters. Observations and on-site measurements indicate that vehicles utilize the verge area, resulting in a total width exceeding 3.5 meters for vehicle use. However, due to the lack of intervisible passing bays, it is considered a substandard single-track access road.

3.1.3. Regarding Road Section 2, Kai Pak Ling Road, which lies between Deep Bay Road and a temporary road constructed under a separate CEDD contract, this section of Kai Pak Ling Road is a standard single-track access road. It features an approximate road width of 3.5 meters and includes passing bays that are intervisible, ensuring adequate provision for vehicles.

3.1.4. Regarding Road Section 3, the temporary road built by another CEDD contract, situated between Kai Pak Ling Road and the at-grade road network of Kong Shum Western Highway, this section of temporary road partially utilizes the permanent road configuration for public use during its construction phase. The road width of this temporary road is approximately 7 meters which is a single carriageway. Under the CEED contract, the permanent road directly connects with the existing roundabout of the at-grade road network of Kong Shum Western Highway.

3.2 Observed Traffic Flow

3.2.1. Manual classified traffic count survey in the study area were carried out on 11 June 2025 (Wednesday) from 07:00 to 20:00 in order to collect the most updated traffic flow volume of the affected road section and access the feasibility of the works as shown in **Table 1** and the survey locations are indicated in Drawing No. **Figure 2** in **Appendix A.**

Table 1 - Affected Road Junctions and Roundabout

J1	The priority junction of Deep Bay Road with Kai Pak Ling Road
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street

3.2.2. According to the survey results, the peak hour of the affected junctions is different during the survey period. The peak hour flows are summarized in **Table 2**.

Table 2 - Peak Hour Flow of the Affected Road Junctions / Roundabout

	Affected Road Section / Junction	AM PEAK	PM PEAK
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road	07:45-08:45	16:15-17:15
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street	07:30-08:30	17:15-18:15

3.2.3. The peak hour flow at each affected junction varies from 07:30 to 08:45 (AM PEAK) and 16:15 to 18:15 (PM PEAK). In order to present the peak hour flow at each junction for the most critical scenario, we have used the flow data at the peak hours of each junction and assemble them together in one traffic flownet as shown in Figure 3 in Appendix A.

4.0 TRAFFIC FORECAST

4.1. According to the preliminary plan, the Site is expected to be completed by 2025 and operate for a period of three years. However, since the planning application involves a 3-year development period, the study conservatively adopts 2028 as the design year. Accordingly, traffic flows during the operational phase should be projected based on conditions in 2028.

4.2. Traffic forecasts are estimated based on the results of the observed traffic survey and the 2019-Based Territorial Population and Employment Data Matrices (2019 TPEDM) published by Planning Department and the Annual Average Daily Traffic (AADT) data of the latest five years. The three sets of data aim to facilitate the assessment of the strategic development opportunities in the territory.

4.3. Territorial Population and Employment Data Matrices (TPEDM)

4.3.1. Table 3 presented the population and employment data in Northwest New Territories for 2019 and 2026 from 2019-based Territorial Population and Employment Data Matrices (TPEDM) provided by Planning Department.

Table 3 - Territorial Population and Employment Data Matrix (TPEDM)

Category	TPEDM (2019 Based)			Annual Growth
	2019	2023[(1)]	2026	
Population	222,800	232,200	239,250	1.02%
Employment	58,400	68,943	76,850	4.00%
Total	281,200	301,143	316,100	1.69%

Source: 2019-based TPEDM published by Planned Department
Note (1): 2023 population and employment places are calculated by interpolation

4.4. Annual Average Daily Traffic (AADT)

4.4.1. Reference is made from the Annual Traffic Census (ATC) Reports for the ATC stations within the Study Area, Table 4 describes the location of the nearby ATC station and provides the corresponding traffic data.

Table 4 - Annual Traffic Census (ATC) Data

Location	**Stn No.**	**from**	**to**	**AADT (veh / day)**						**Annual Growth**
				2018	**2019**	**2020**	**2021**	**2022**	**2023**	
Ping Ha Rd & Fau Shan Rd	5858	Tin Ha Rd	Deep Bay Rd	12,680	12,590	12,070	10,310	8,390	8,590	-7.49%

4.5. Method of Forecasting

4.5.1. The traffic growth rates over successive years are presented in Table 3 and Table 4, respectively. The purpose of forecasting traffic flow for the year 2028 is to support traffic impact assessments during both the construction and operational phases as well as to anticipate future conditions. An annual growth rate of 1.69% is identified in Table 3, whereas a negative annual growth rate of -7.49% is shown in Table 4. Therefore, to adopt a conservative approach, the higher annual growth rate of 1.69% has been used for forecasting traffic flow in 2028.

4.6. Future Vehicular Flows

4.6.1. As the planning application indicates that the temporary open storage development will run for a period of 3 years, and the expected end year for the project site is 2028. This design year was adopted to reflect the operational period of the open storage, which aligns with the 3-year project duration described throughout the report. The traffic flow in year 2025 was obtained from the manual traffic count surveys undertaken 11 June 2025 (Wednesday). These survey flows were subsequently used as the base year traffic flows for the required traffic forecast.

4.6.2. As The forecasted traffic flows for year 2028 are based on the estimation equation as shown in Table 5. The resultant factor is shown in Table 6 for Traffic Growth Factor. This growth factor is applied to the relevant road sections in respect to the proximity of the locations.

Table 5 - Traffic Flows Estimation Equation (Peak 15 mins)

Scenario	Equation
2028 Traffic Flows	2025 Flows × $(1+1.69\%)^3$

Table 6 - Traffic Growth Factors (Peak 15 mins)

Scenario	2025 Growth Factor
2028 Traffic Flows	2025 Flows × 1.032

2028 Reference Flows= 2025 Flows x annual growth factors

2028 Design Flows = 2028 Reference Flows + Additional Traffic by Development

4.6.3. The 2028 Reference Traffic flownet and 2028 Design Traffic flownet are shown in Figure 4 and Figure 6 in Appendix A. And, the additional traffic flow by the development is shown in Figure 5 in Appendix A.

5.0 VEHICULAR TRAFFIC IMPACT ASSESSMENT

5.1. Estimation of Development Flows

5.1.1. To estimate the vehicular trips generated from the Site, trip rate derived from the TIA Final Report prepared by CKM Asia Limited under planning permission No. A/YL-HTF/1133 for the use of "Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories" (hereinafter called "Previous CKM Study") is adopted in this Study.

5.1.2. Adopted trip rate and projected development traffic for the Site are presented in Table 7-1 and Table 7-2 respectively.

Table 7-1 Adopted Daily Trip Rate from TIA Report under Previous CKM Study

Development Type	Daily Trips Rate
Open storage	0.00036 veh/m^2

5.1.3. Refer to the TIA Final Report under Previous CKM Study, 25% of traffic are generated during the AM and PM Peak periods. The calculated AM and PM peak hour traffic generation by the Site are presented in Table 7-2.

5.1.4. Table 7-2 Calculated Peak Hour Traffic Flows for the Site

Development Type	Parameter for the Site	Item	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Open storage	Site Area = 9,938 m^2	Trip Generation (veh/hr)	1	1	1	1
		Trip Generation (pcu/hr)(1)	3	3	3	3

Note: (1) For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

5.1.5. The calculated peak hour development traffic flow for the Site is expected to be 3 pcu's (equivalent to 1 veh.) per direction for both AM and PM peak hours.

5.2. Future Link Capacity Assessment

5.2.1. In order to determine the utilization level of the affected, the Vehicle Capacity (VC) has been adopted. To estimate the traffic flow generated from the Site, it is assumed that 3 pcu's (equivalent to 1 veh.) per direction for both AM and PM peak hours

5.2.2. The link capacity assessments for year 2028 Reference and Design Scenario carried out and the results are presented in Table 8.

Table 8 - Summary of Future Link Capacity Assessment

Road Section	Location	Dir.	Design Capacity	2028 Reference				2028 Design			
				AM		PM		AM		PM	
				Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)
R1	Deep Bay Road	2-way	100	67	0.67	60	0.60	69	0.69	62	0.62
R2	Kai Pak Ling Road	2-way	100	40	0.40	28	0.28	42	0.42	30	0.30
R3	Temporary road	2-way	800	68	0.09	44	0.06	70	0.09	46	0.06

Notes: (1) P/Df = Peak Hourly Flows/ Design Flow Ratios for road links

5.2.3. The results in Table 8 indicate that all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.3. Future Junction Capacity Assessment

5.3.1. The junction capacity assessments for year 2028 Reference and Design Scenario carried out and the results are presented in Table 9. The detailed calculation sheets are shown in Appendix B.

Table 9 - Summary of Future Junction Capacity Assessment

Junction	Location	Type	Capacity Index	2028 Reference		2028 Design	
				AM	PM	AM	PM
J1	Deep Bay Rd/ Kai Pak Ling Rd	Priority	DFC	0.02	0.02	0.02	0.02

5.3.2. Referring to the results in Table 9, the affected junction would be operating within capacity during peak hours for both the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.3.1. Although the proposed delivery route is not planned to pass through Junction J2, a conservative approach has been adopted to account for possible deviations in vehicle movements. It is assumed that approximately 10% of delivery vehicles may inadvertently enter Junction J2. Therefore, J2 has also been included in the capacity assessment to ensure the robustness and completeness of the evaluation. Detailed junction capacity assessments are provided in Appendix B.

Table 10 – Junction Capacity Assessment for Affected Roundabout

Junction	Location	Type	Capacity Index	2028 Reference		2028 Design	
				AM	PM	AM	PM
J2	Deep Bay Rd/ Lau Fau Shan Rd	Roundabout	DFC	0.44	0.35	0.44	0.35

5.3.3. Referring to the results in Table 10, the affected junction would be operating within capacity during peak hours for both the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site).

6.0 DEEP BAY ROAD UPGRADE WORKS

6.1. Based on Section 3.1, the proposed delivery route's Road Section 2 (Kai Pak Ling Road) and Road Section 3 (the temporary road constructed under a separate CEDD contract) are expected to meet standard road provisions for public use. Conversely, Road Section 1 (Deep Bay Road), connecting the Site to Kai Pak Ling Road, is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

6.2. Traffic assessment conducted during the operational phase of the Site indicates that the generated traffic will not significantly impact the roads along the delivery route. To further ensure smooth traffic flow, particularly on Road Section 1 of Deep Bay Road, the Site owner intends to implement mitigation measures. These measures include upgrading Road Section 1 of Deep Bay Road to a standard single-track access road with the provision of adequate, intervisible passing bays to facilitate two-way traffic flow. These enhancements will not only improve traffic flow but also optimize logistics within the surrounding local areas.

6.3. Appropriate warning signs and lighting would be provided on the approaches to and along the works areas in accordance with the standards and requirements as stipulated in the latest version of the “Code of Practice for the Lighting, Signing and Guarding of Road Works” and the “Transport Planning and Design Manual”.

6.4. The design parameters for the design of single track access road refers to TPDM Volume 2, Chapter 3.11 Single Track Access Road and the details are summarized below:

- As the roads serve as an Emergency Access for fire engines a minimum carriageway width of 3.5m should be provided.
- At passing bays, lay-bys and elsewhere where a two lane section of road is required a nominal carriageway width of 6.0m should be provided
- The main criterion for passing places is that they should be intervisible. Where forward visibility is unrestricted passing places should be provided at intervals of approximately 60m (measured from the end of one to the start of the next) consistent with adjacent topography and land tenure.
- Each passing place should preferably be at least 12m long to accommodate two light vehicles, plus nominal tapers of 1:3
- Where a road is initially two lane for a short section prior to becoming a single track road, traffic sign 604 (TC 304) "Single track road with passing places" should be erected.
- The speed limit will normally be 50 km/h.
- Passing bays should normally be signed by means of traffic sign 620 (TC 313).

6.5. Based on the design requirement, the proposed passing bay locations at concerned Road Section 1 of Deep Bay Road is shown in Figure 7 Passing Bays Plan in Appendix A.

7.0 SUMMARY AND CONCLUSION

7.1. This report has been undertaken for the "Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land" (The Site) located on Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories. The study evaluates the existing traffic conditions, forecasts future traffic demands, and assesses the traffic impact of the development over a 3-year operational period up to the year 2028.

7.2. Under the operation stage, the Site is accessible via Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. This is the proposed delivery route to the Site and mainly divided into three road section.

7.3. In order to appraise the existing traffic condition, manual traffic count surveys were conducted on 11 June 2025 (Wednesday) from 07:00 to 20:00. These observed traffic flow data were subsequently used for undertaking the assessment of the proposed TTA schemes in 2025.

7.4. Forecasts were prepared with reference to the 2019-Based Territorial Population and Employment Data Matrices (TPEDM) and the Annual Average Daily Traffic (AADT) data, resulting in the adoption of a conservative annual traffic growth rate of 1.69%.

7.5. Refer to the road link capacity assessments, all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site)

7.6. For junction capacity assessments, all the affected junction would be operating within capacity during peak hours for both the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site)

7.7. The proposed delivery route's Road Section 2 (Kai Pak Ling Road) and Road Section 3 (the temporary road constructed under a separate CEDD contract) are expected to meet standard road provisions for public use. Conversely, Road Section 1 (Deep Bay Road), connecting the Site to Kai Pak Ling Road, is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

7.8. Traffic assessment conducted during the operational phase of the Site indicates that the generated traffic will not significantly impact the roads along the delivery route. To further ensure smooth traffic flow, particularly on Road Section 1 of Deep Bay Road, the Site owner intends to implement mitigation measures. These measures include upgrading Road Section 1 of Deep Bay Road to a standard single-track access road with the provision of adequate, intervisible passing bays to facilitate two-way traffic flow. These enhancements will not only improve traffic flow but also optimize logistics within the surrounding local areas.

7.9. In conclusion, the projected traffic volume from the Site is anticipated to have a negligible impact on the adjacent road networks. Furthermore, the proposed mitigation measures include upgrading Road Section 1 of Deep Bay Road to a standard single-track access road, with the provision of adequate, intervisible passing bays to facilitate two-way traffic flow to ensure efficient two-way traffic flow, thereby benefiting the local community. Therefore, it is acceptable from traffic point of view.

APPENDIX A

Drawings

N

Delivery Route of the Site

SHENZHEN BAY BRIDGE
深圳灣公路大橋

DEEP BAY ROAD
深灣路

Road Section 1

Road Section 2

Road Section 3

Subject Site

KONG SHAM WESTERN HIGHWAY
港深西部公路

Road Section 1 : Deep Bay Road
Road Section 2 : Existing Kai Pak Ling Road
Road Section 3 : Temporary Road Constructed by another CEDD contract

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 25 40 75 100 125
METRES
1 : 5000

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Delivery Routing Plan

Scale in A1
A3

Drawing No. DBR/FIGURE 1

Rev.

23/7/2025 18:01:23

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\DBR-FIGURE 1.dgn

LEGEND:

Proposed Delivery Route

N

SHENZHEN BAY BRIDGE

J3

DEEP BAY ROAD

LAU FAU SHAN ROAD

DEEP BAY ROAD

Subject Site

R1

J1

DEEP BAY ROAD

R2

J2

KAI PAK LING ROAD

R3

KONG SHAM WESTERN HIGHWAY

HA TSUEN ROAD

Drawing title

Location Plan

Drawing number

Figure 2

Scale

N.T.S.

Rev

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 2 - Location Plan.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD
(Road Section 1)

DEEP BAY ROAD

DEEP BAY ROAD

LAU FAU SHAN ROAD

(Road Section 2)
KAI PAK LING ROAD

(Road Section 3)

J1

J2

R1
65 (59)

R2
39 (28)

R3
66 (43)

(30) 32
(1) 2

41 (36)
16 (11)

(7) 9
(12) 18

183 (177)
20 (16)
223 (247)

157 (131)

154 (179)

341 (273)

Drawing title

2025 Existing Traffic Flownet

Drawing number	Scale	Rev
Figure 3	N.T.S.	

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 3 - Existing Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD
(Road Section 1)

DEEP BAY ROAD

DEEP BAY ROAD

LAU FAU SHAN ROAD

(Road Section 2)
KAI PAK LING ROAD

(Road Section 3)

J1

J2

R1
67 (60)

R2
40 (28)

R3
68 (44)

(30) 33
(1) 2

42 (37)
16 (11)

(7) 9
(12) 18

188 (182)
20 (16)
230 (254)
162 (135)
158 (184)
351 (281)

Drawing title
2028 Reference Traffic Flow

Drawing number
Figure 4

Scale
N.T.S.

Rev

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 4 - 2028 Estimated Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

DEEP BAY ROAD
(Road Section 1)

LAU FAU SHAN ROAD

(Road Section 2)
KAI PAK LING ROAD

(Road Section 3)

J1

J2

Assumed that approximately 10% of delivery vehicles inadvertently enter Junction J2

R1

R2

R3

Drawing title: Peak Hour Development Traffic Flow			
Drawing number: Figure 5	Scale: N.T.S.	Rev:	

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 5 - Peak Hour Development Traffic Flow.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

J2

188 (182)
20 (16)
237 (255)
162 (135)

159 (185)
351 (281)

LAU FAU SHAN ROAD

R1
69 (62)

(30) 33
(4) 5

DEEP BAY ROAD
(Road Section 1)

J1

42 (37)
16 (11)

(10) 12
(12) 18

(Road Section 2)
KAI PAK LING ROAD

42 (30)
R2

R3
70 (46)

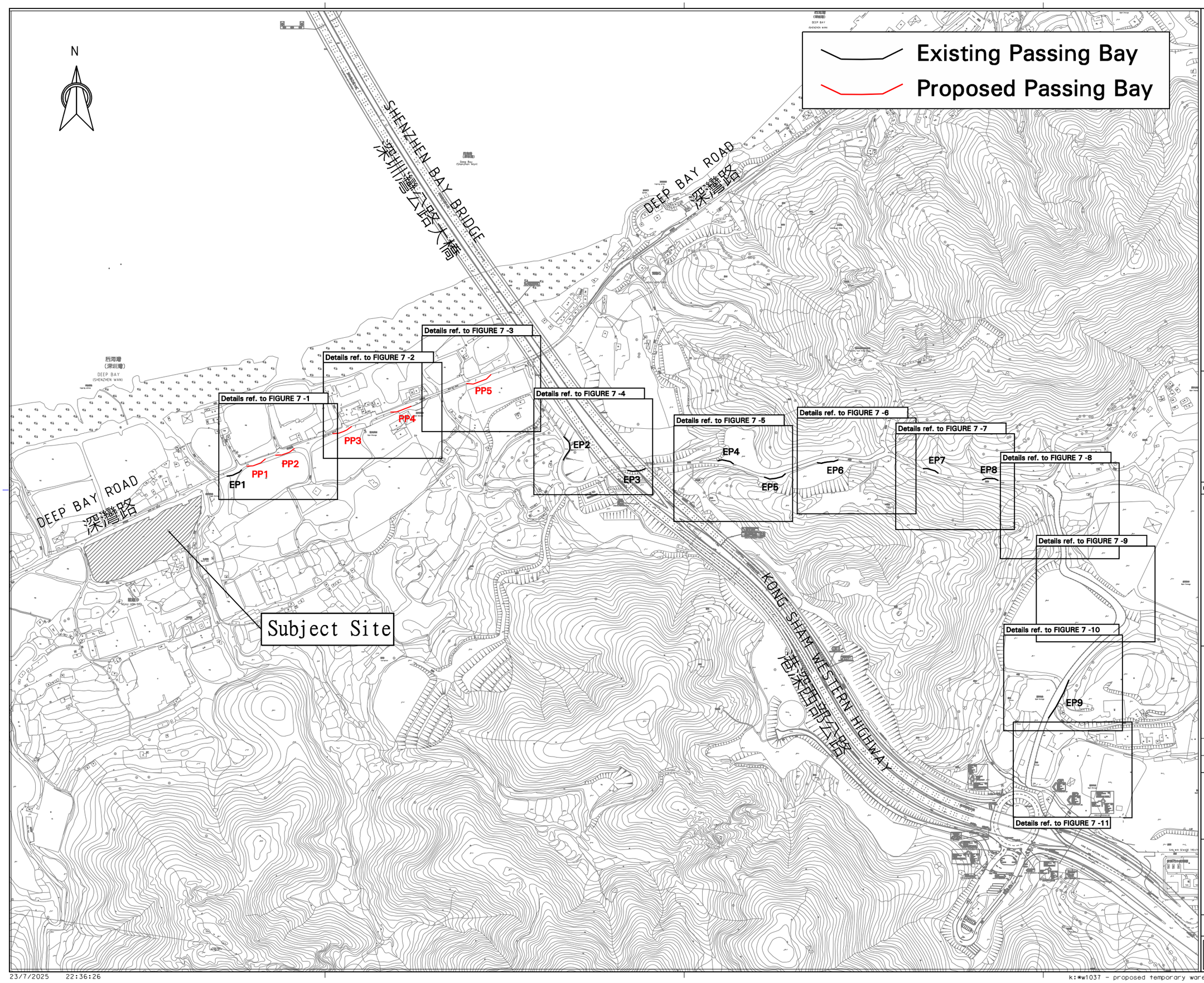
(Road Section 3)

Drawing title

2028 Design Traffic Flow

Drawing number	Scale	Rev
Figure 6	N.T.S.	

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 6 - 2028 Design Traffic Flownet.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 25 40 75 100 125
METRES
1 : 5000

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7

Rev.

23/7/2025 22:36:26

k:\w1037 - proposed temporary warehouse deep bay rd\station\DBR-FIGURE 7.dgn

N

59m

15m

3m

7m

7.3m

3m

12m

12m

PP1

PP2

EP1

Passing Places 讓車處

TS620

Existing Passing Bay

LP 1800

LP 1801

LP 1802

LP 1803

LP 1804

LP 1805

DEEP BAY ROAD

深灣路

泥路

Track

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

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MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-1

Rev.

23/7/2025 22:36:06

k:*w1037 - proposed temporary warehouse deep bay rd*ustation*DBR-FIGURE 7-1.dgn

N

Kerb line to be set back

60m

3.2m

3m

6m

3m

6m

3.5m

12m

34m

LP 1800

LP 1799

LP 1798

LP 1797

LP 1796

深灣路

泥路

Track

DEEP BAY ROAD

TS

露天貨倉

Open Storage

Passing Places 讓車處

TS620

PP3

PP4

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-2

Rev.

23/7/2025 22:37:51

k:\w1037 - proposed temporary warehouse deep bay rd\ustation\DBR-FIGURE 7-2.dgn

N

Lighting Pole to be maintained and surrounded by waterfilled barrier

Existing lane width to be maintained

33m

7m

58m

20m

3m

PP5

Passing Places 讓車處

TS620

Passing Places 讓車處

TS620

DEEP BAY ROAD

LP 1793

LP 1794

LP 1795

LP 1796

PO

Passing Pl

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

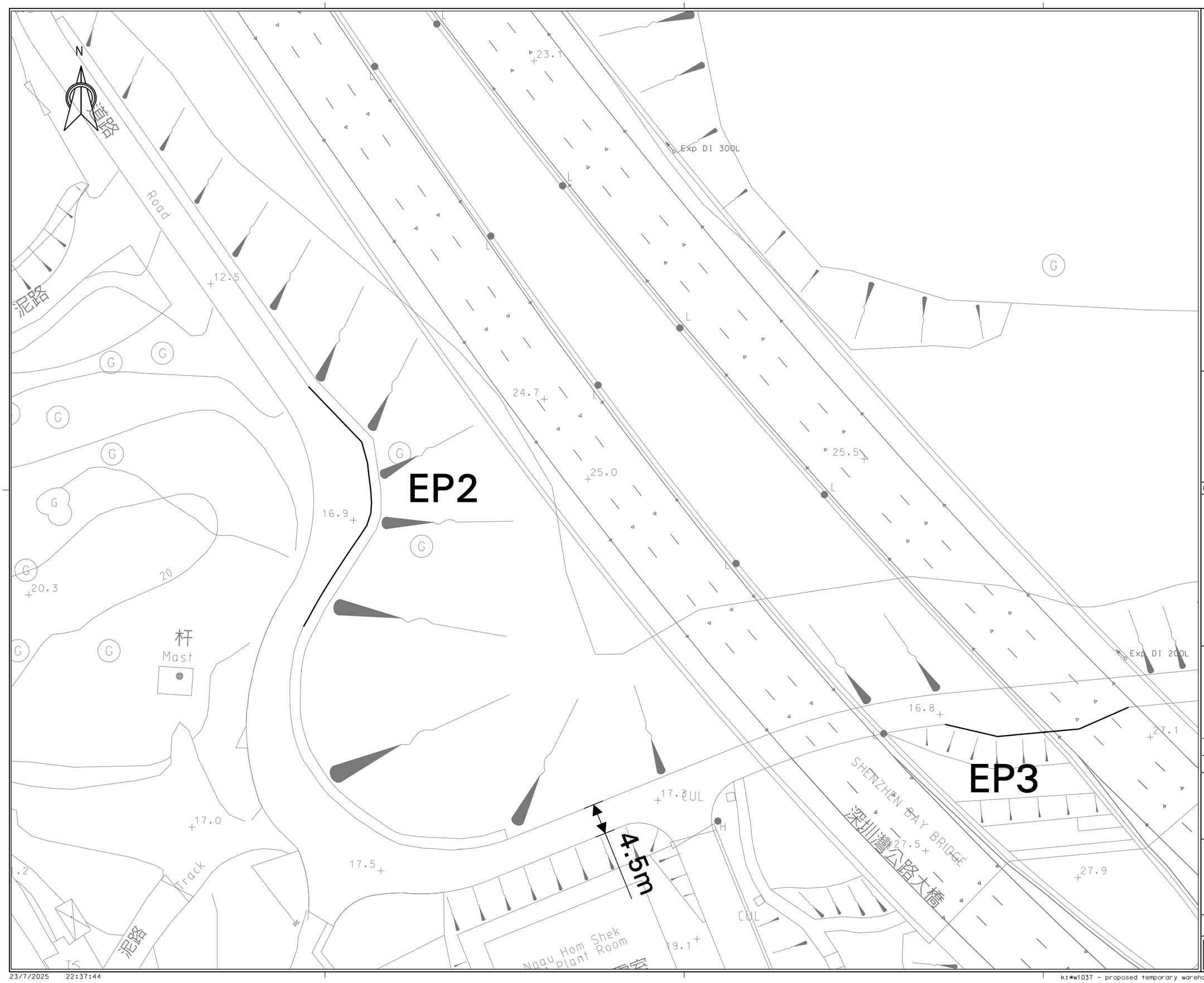
Scale in A1
A3

Drawing No.
FIGURE 7-3

Rev.

23/7/2025 22:37:47

k:\w1037 - proposed temporary warehouse deep bay rd\ustation\DBR-FIGURE 7-3.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

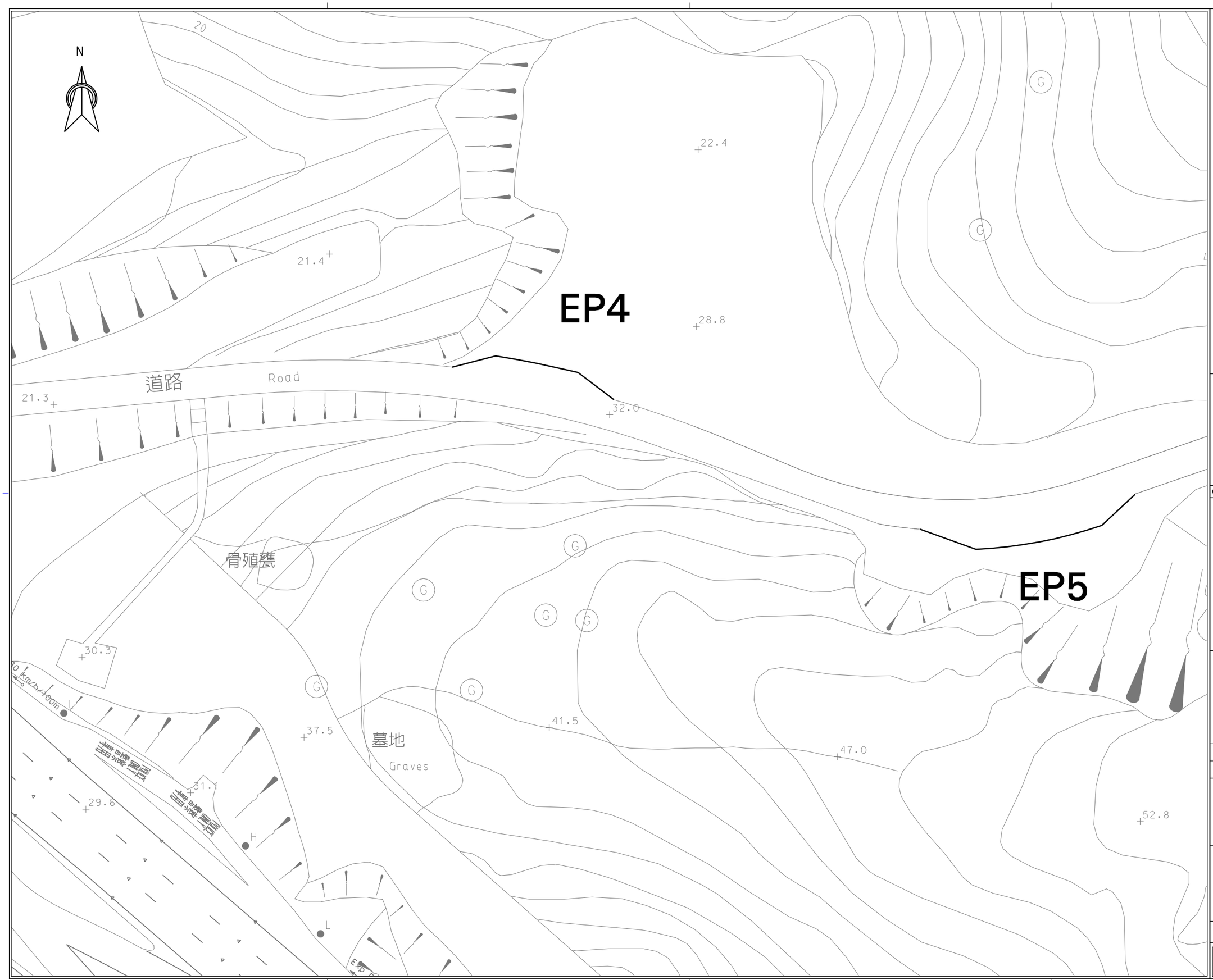
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-4

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

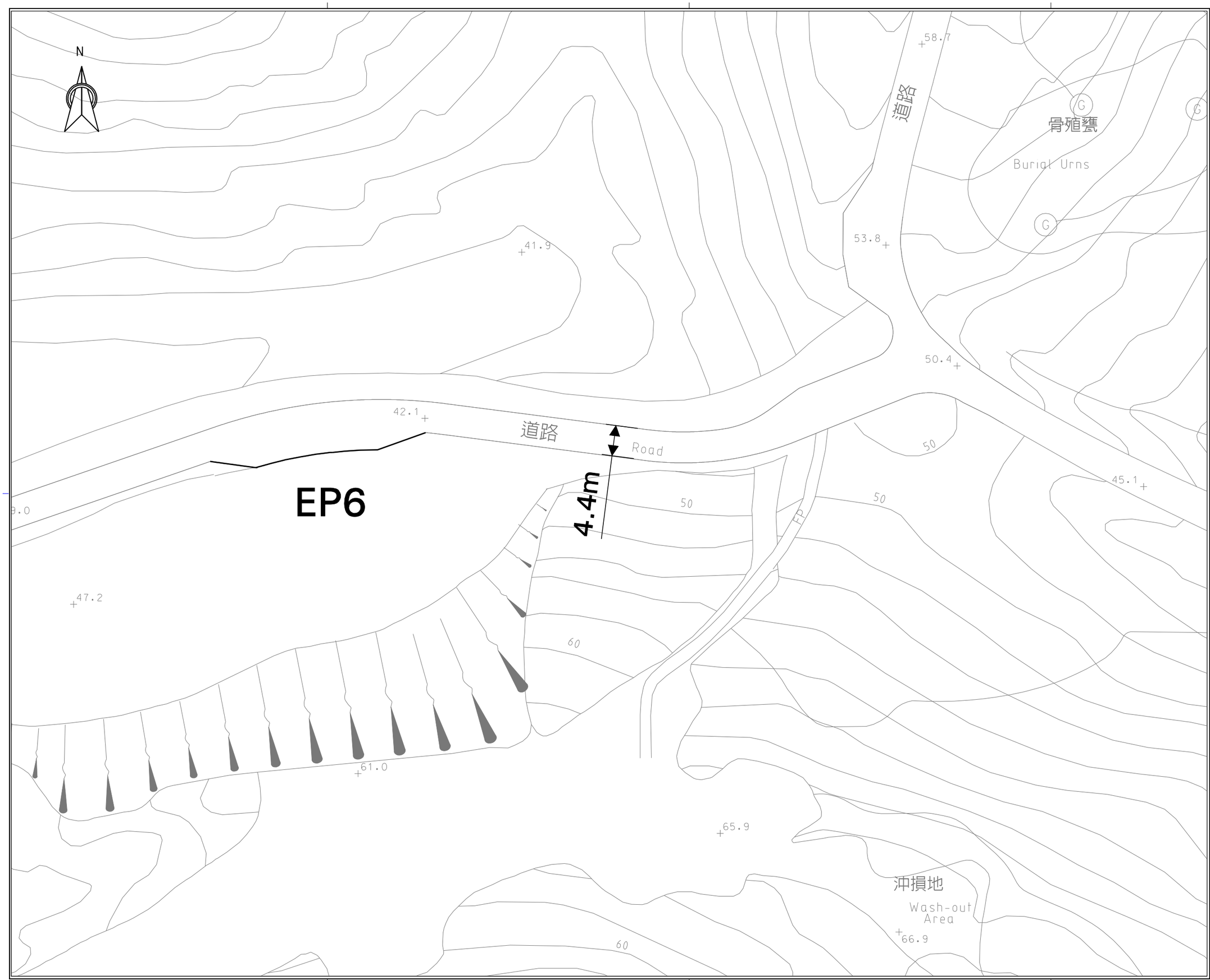
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.	Rev.
FIGURE 7-5	



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

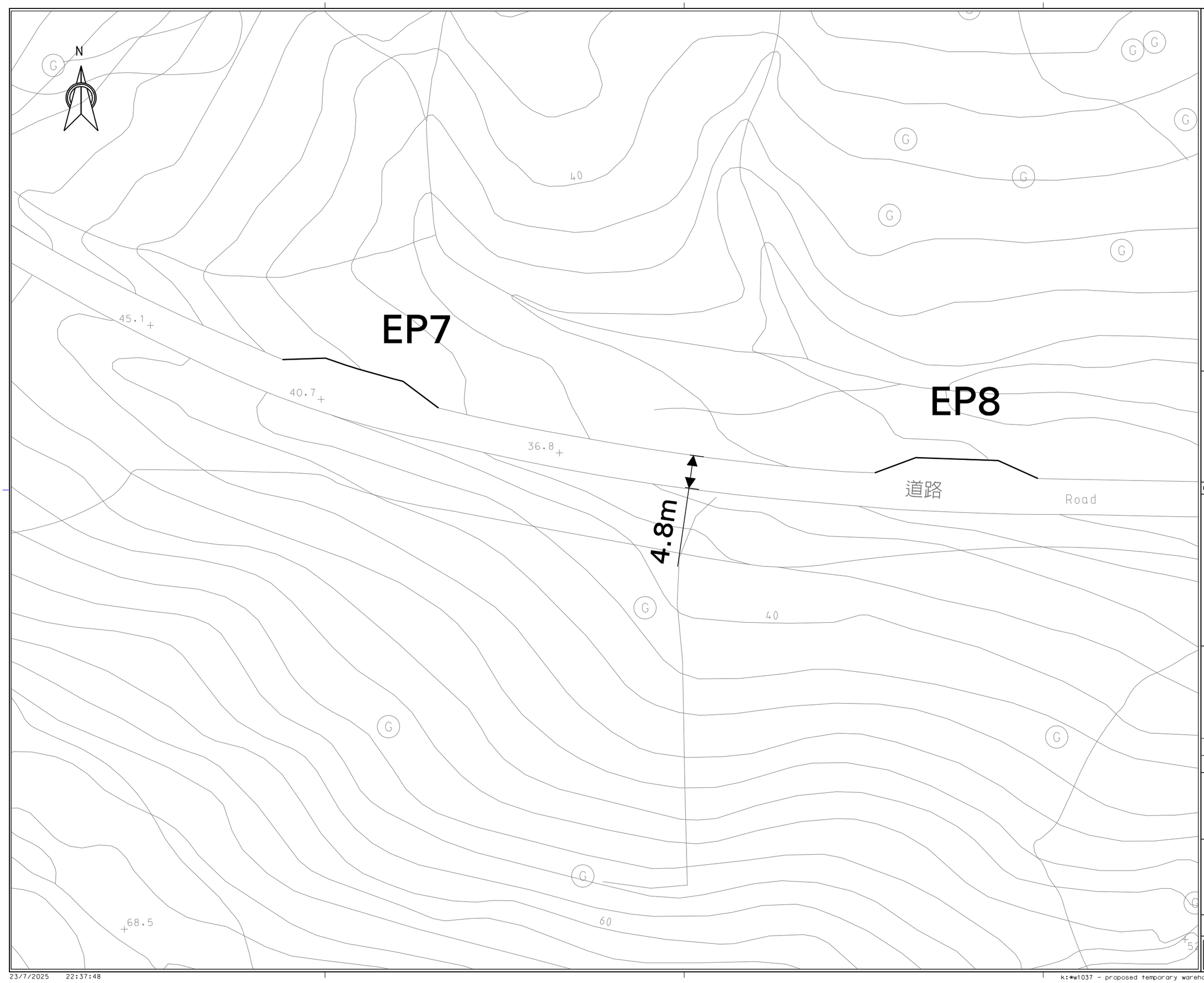
Scale in A1
A3

Drawing No.
FIGURE 7-6

Rev.

23/7/2025 22:37:45

k:\w1037 - proposed temporary warehouse deep bay rd\station\DBR-FIGURE 7-6.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

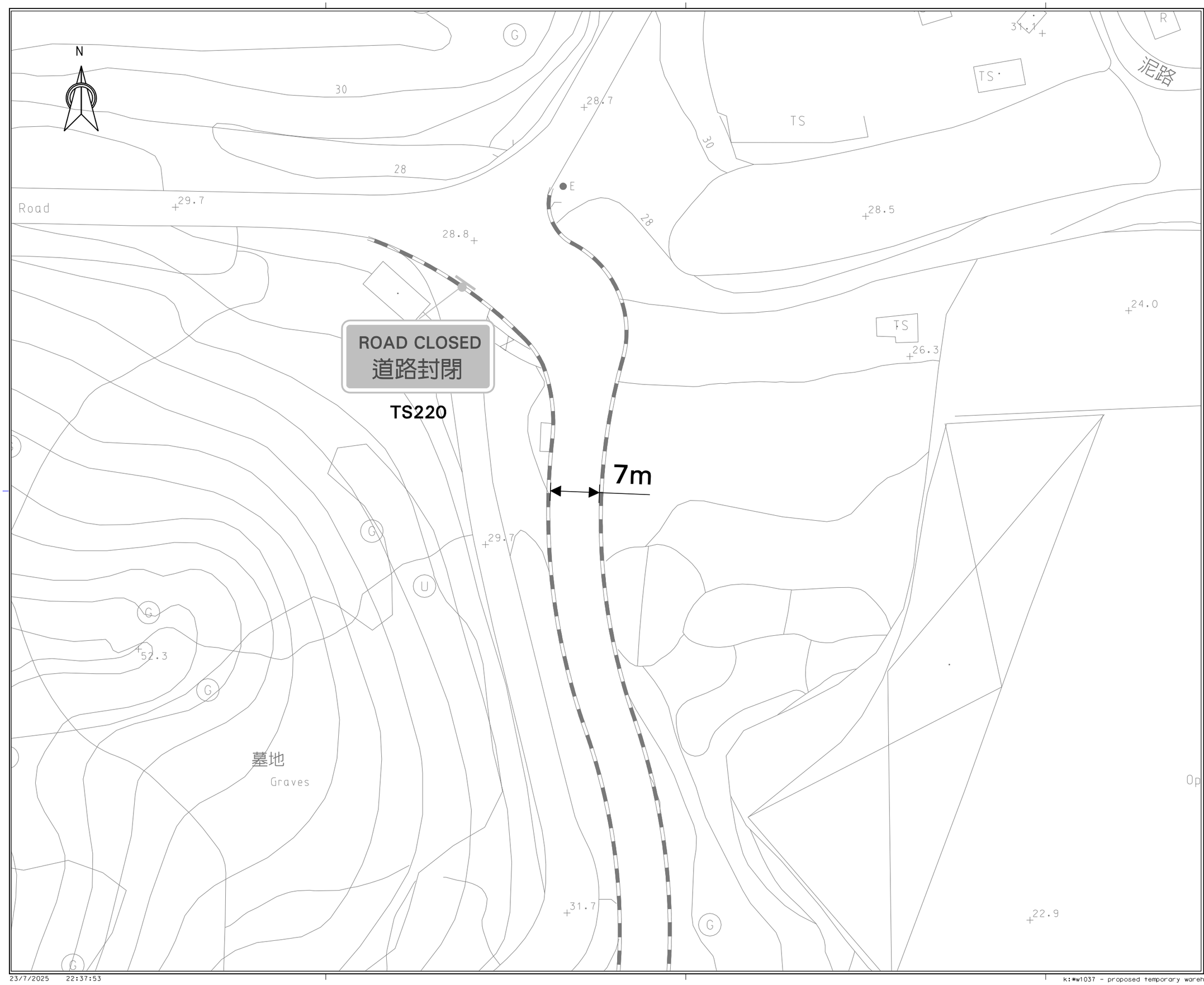
Title

Passing Bay Plan

Scale in A1
A3

Drawing No. **FIGURE 7-7**

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

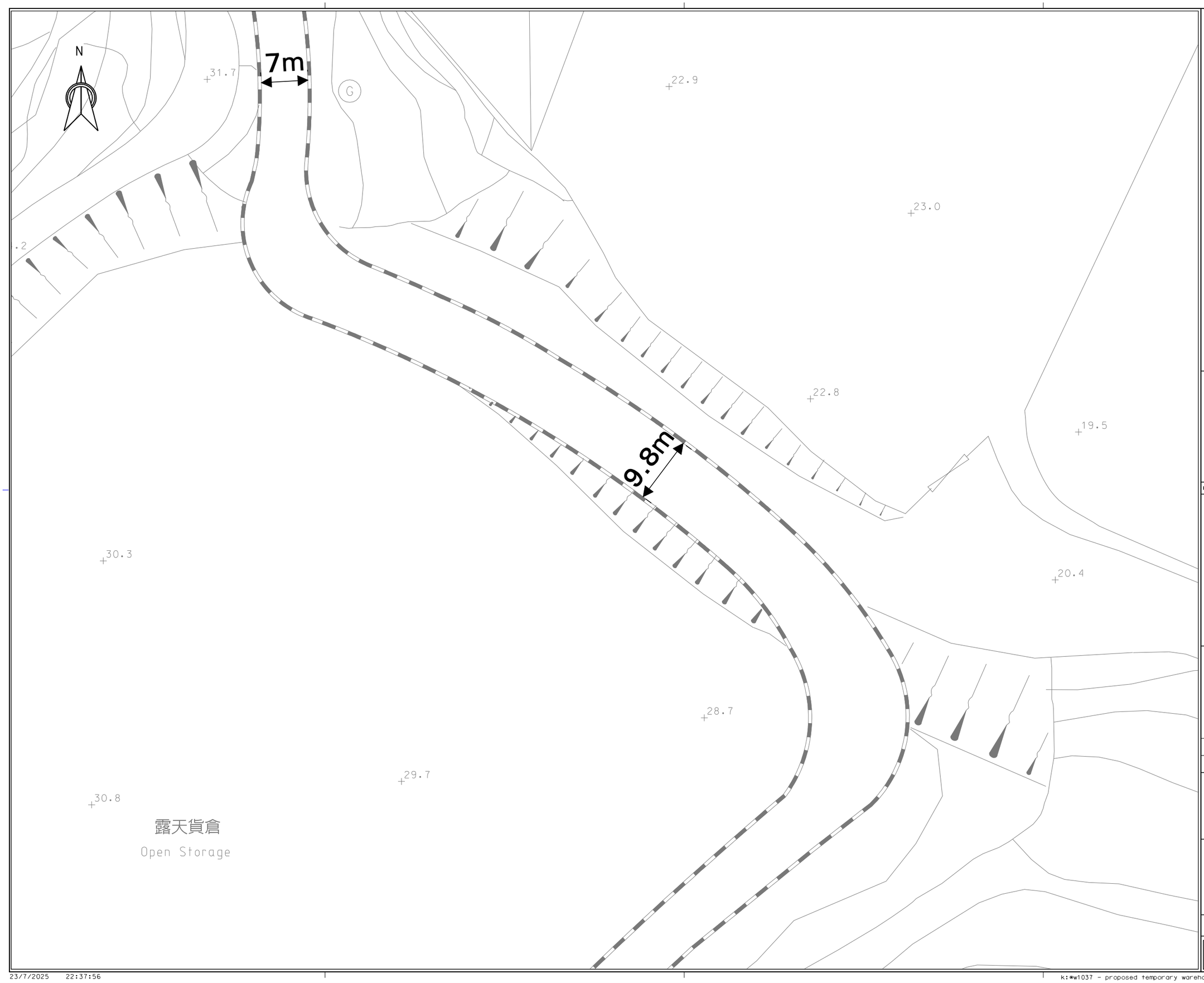
Scale in A1
A3

Drawing No.
FIGURE 7-8

Rev.

23/7/2025 22:37:53

k:\w1037 - proposed temporary warehouse deep bay rd\ustation\DBR-FIGURE 7-8.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

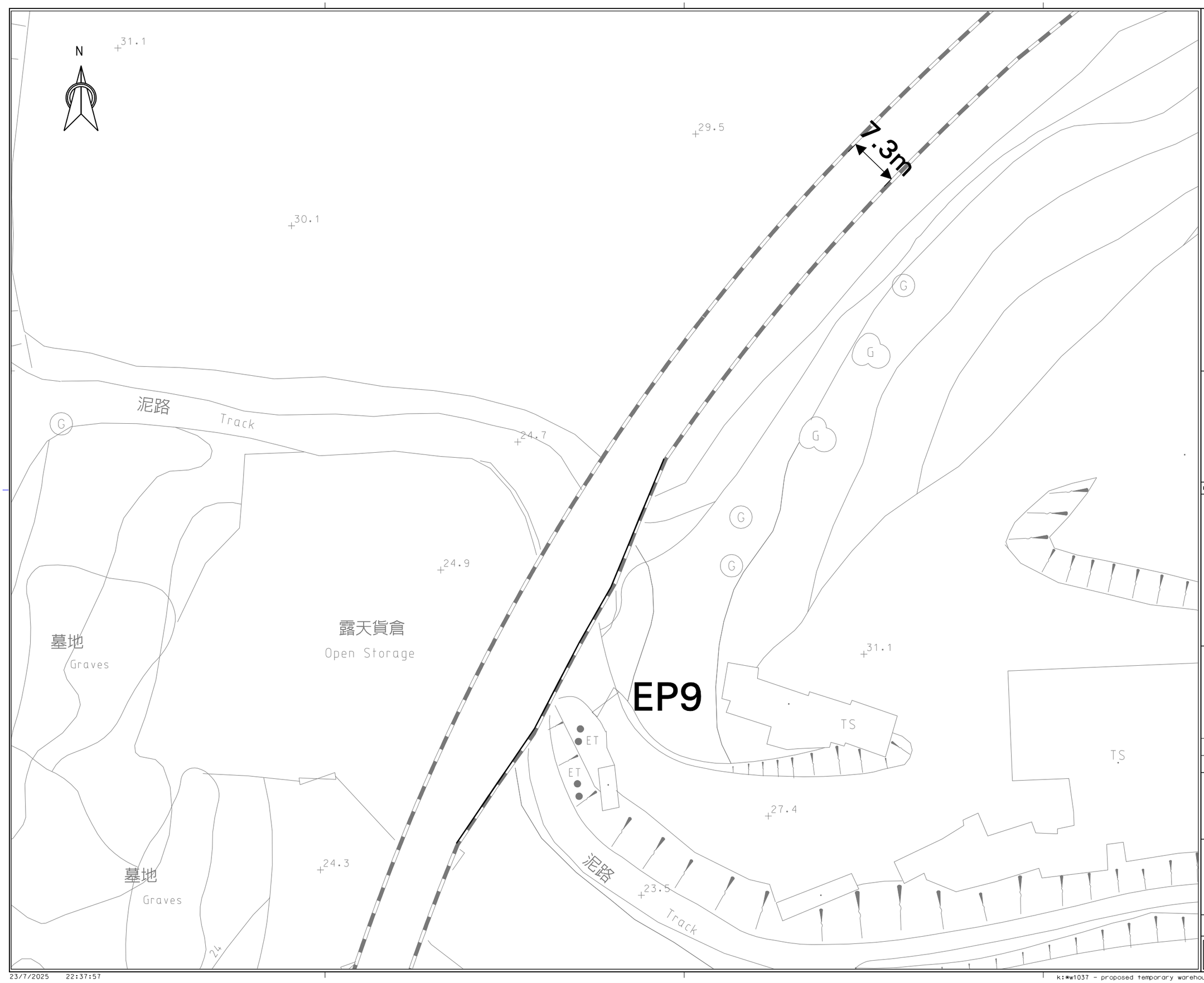
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.	Rev.
FIGURE 7-9	



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

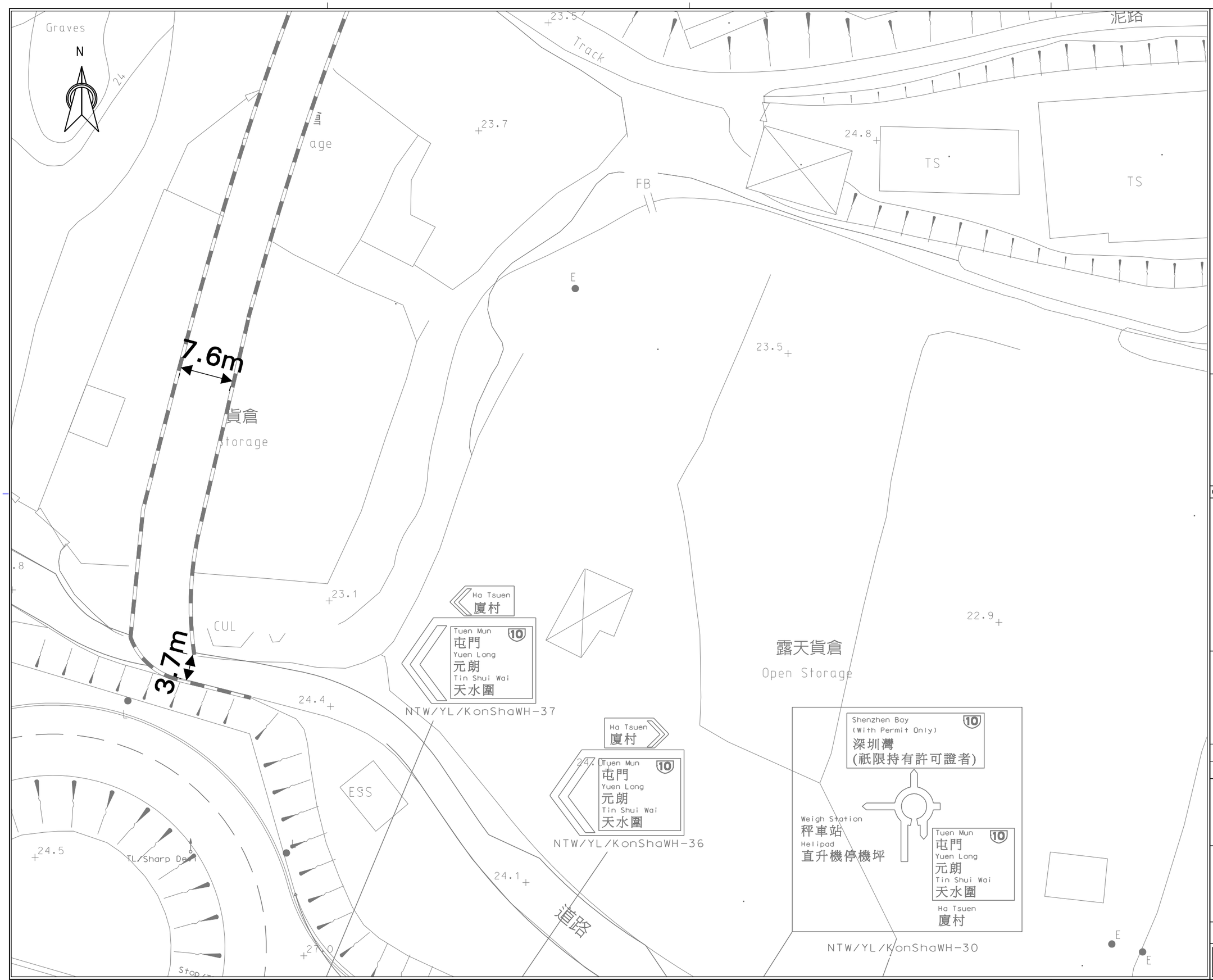
Drawing No.

FIGURE 7-10

Rev.

23/7/2025 22:37:57

k:\w1037 - proposed temporary warehouse deep bay rd\station\DBR-FIGURE 7-10.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-11

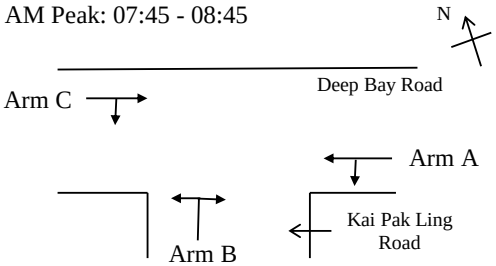
Rev.

APPENDIX B

Traffic Analysis

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)	Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	41	pcu/hr								
q c-a	=	32	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	2	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	18	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	9	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

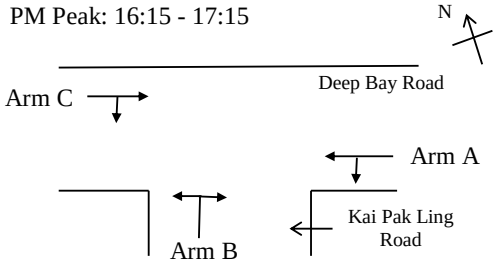
Q b-a	=	568
Q b-c	=	720
Q c-b	=	717

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)	Checked Drg. Ref.	KW		

PM Peak: 16:15 - 17:15



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	11	pcu/hr								
q a-c	=	36	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	1	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	12	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	7	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

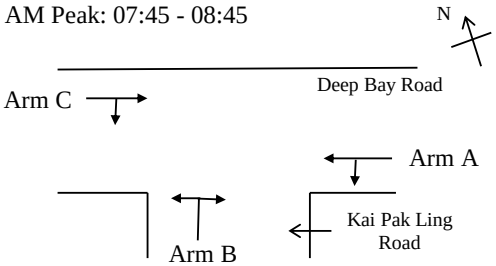
Q b-ad	=	571
Q b-c	=	722
Q c-b	=	720

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Reference Traffic Condition	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	42	pcu/hr								
q c-a	=	33	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	2	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	18	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	9	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

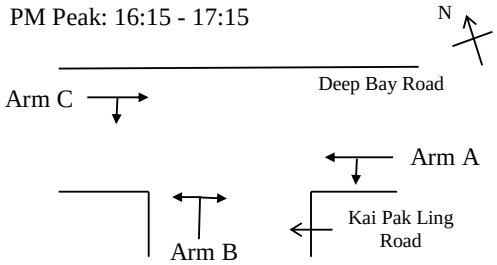
Q b-a	=	568
Q b-c	=	720
Q c-b	=	717

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Reference Traffic Condition	Checked	KW		
		Drg. Ref.			

PM Peak: 16:15 - 17:15



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	11	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	1	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	12	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	7	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

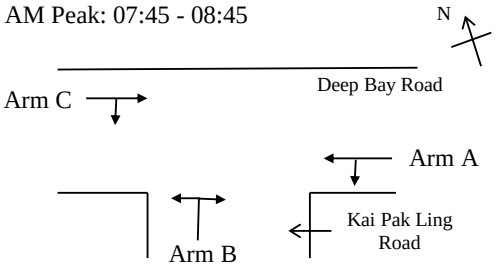
Q b-ad	=	571
Q b-c	=	722
Q c-b	=	720

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Design Traffic Condition	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	42	pcu/hr								
q c-a	=	33	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	5	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	18	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	12	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

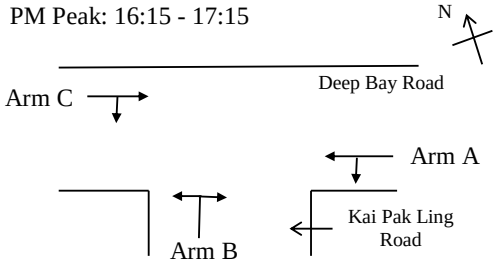
Q b-a	=	566
Q b-c	=	720
Q c-b	=	717

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.02**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Design Traffic Condition	Checked	KW		
		Drg. Ref.			

PM Peak: 16:15 - 17:15



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	11	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	4	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	12	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	10	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

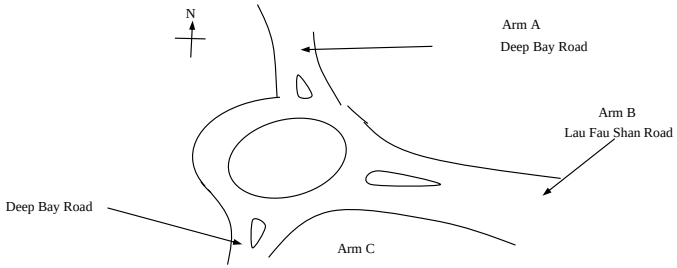
Q b-ad	=	569
Q b-c	=	722
Q c-b	=	720

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

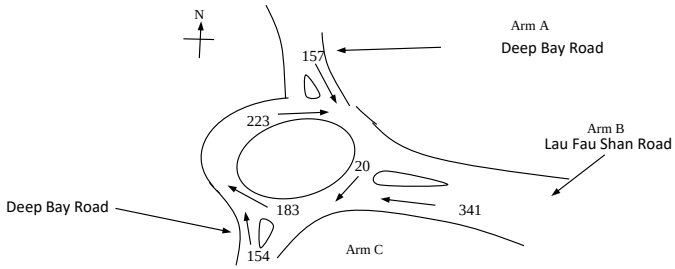
R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)				

AM Peak: 07:30 - 08:30



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

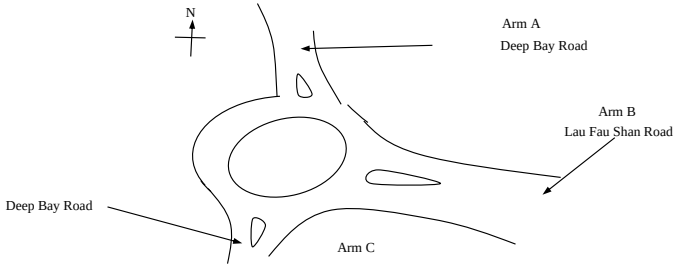
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

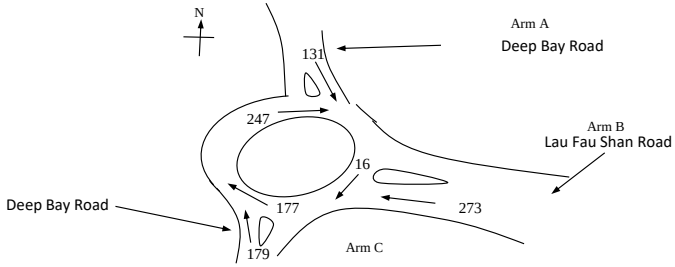
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	223	20	183
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	946	801	815
DFC	=	traffic flow into the roundabout/Q_E	=	0.17	0.43	0.19

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)				

PM Peak: 17:15 - 18:15



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

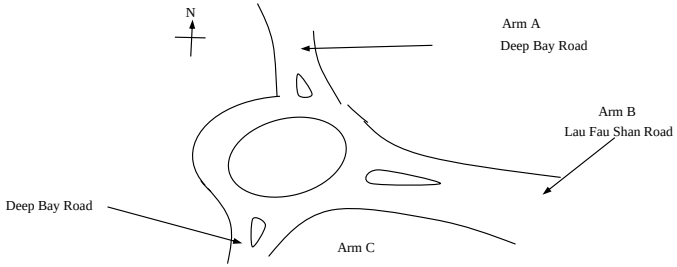
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

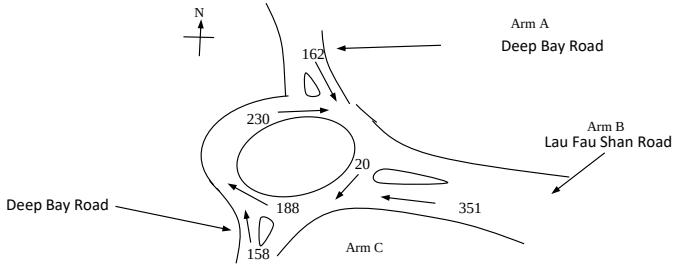
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	247	16	177
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	934	802	818
DFC	=	traffic flow into the roundabout/Q_E	=	0.14	0.34	0.22

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Reference Traffic Condition				

AM Peak: 07:30 - 08:30



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

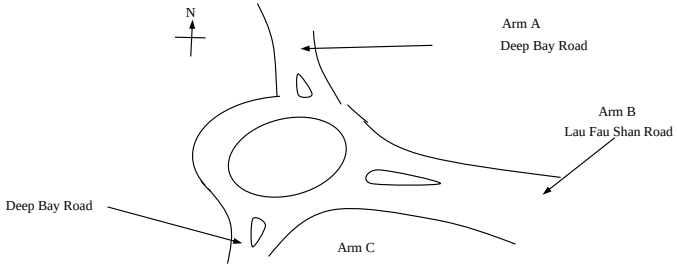
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

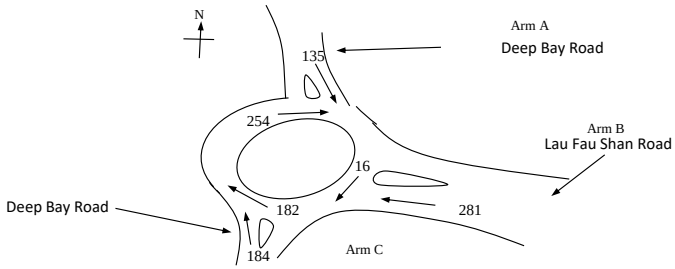
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	230	20	188
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	943	801	813
DFC	=	traffic flow into the roundabout/Q_E	=	0.17	0.44	0.19

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Reference Traffic Condition				

PM Peak: 17:15 - 18:15



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

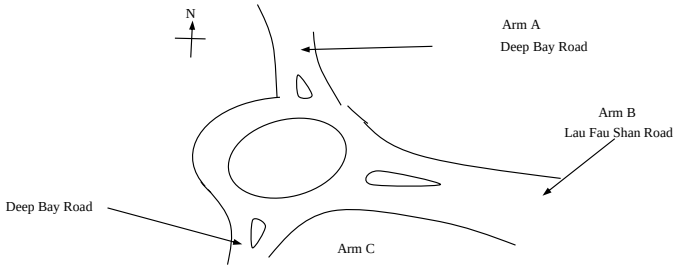
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

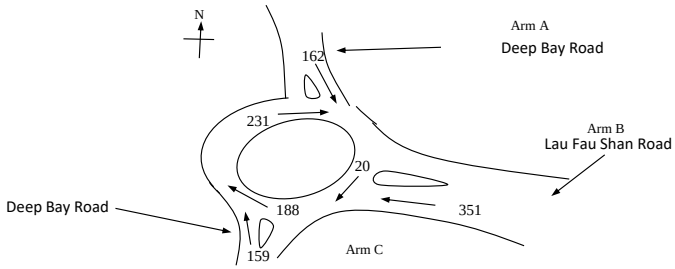
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	254	16	182
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	930	802	816
DFC	=	traffic flow into the roundabout/Q_E	=	0.15	0.35	0.23

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Design Traffic Condition				

AM Peak: 07:30 - 08:30



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
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L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	231	20	188
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	942	801	813
DFC	=	traffic flow into the roundabout/Q_E	=	0.17	0.44	0.20

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
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	2028 Design Traffic Condition				

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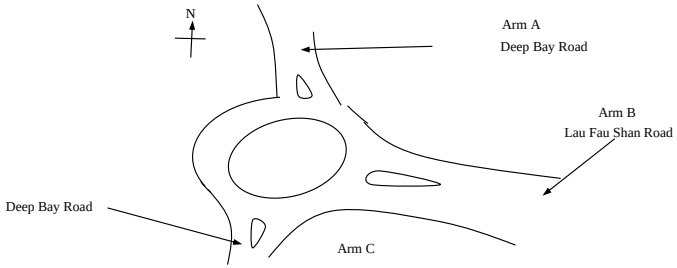
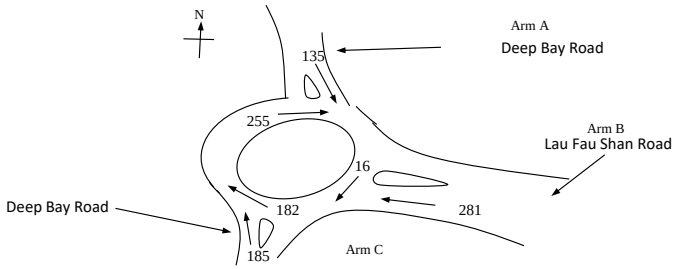


Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	255	16	182
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	930	802	816
DFC	=	traffic flow into the roundabout/Q_E	=	0.15	0.35	0.23

R-RICHES PLANNING LIMITED

盈卓規劃有限公司

Our Ref. : DD128 Lot 505 RP & VL
Your Ref. : TPB/A/YL-HTF/1193

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

By E-mail

25 August 2025

Dear Sir,

2nd Further Information

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-HTF/1193)

We write to submit further information in response to departmental comments on the captioned application.

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

Yours faithfully,

For and on behalf of
R-riches Planning Limited

Christian CHIM
Town Planner

cc DPO/TMYLW, PlanD (Attn.: Ms. Jessie KWOK email: jmhkwok@pland.gov.hk)

香港新界錦田吉慶圍 236 號盈匯坊 D 座
Block D, The Richfield, 236 Kat Hing Wai, Kam Tin, NT, HK

Response-to-Comment (RtC)

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone, Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories

(S.16 Application No. A/YL-HTF/1193)

(i) In response to the comments from the District Planning Officer/Tuen Mun and Yuen Long West, Planning Department (DPO/TMYLW, PlanD), the applicant writes to provide the following clarifications in relation to the filling of land at the application site (the Site):

- as mentioned in the supplementary information dated 10.07.2025, the Site is currently partly covered with asphalt (i.e. about 6,939 m^2; 70% of the Site) and partly covered with soil (i.e. about 2,999 m^2; 30% of the Site) of not more than 0.2 m in depth. The applicant intends to regularise the existing filling of land at the entire site, at which existing site levels range from +4.2 m to +4.7 m;

- further to the intended regularisation, the applicant proposes to increase the site level by not more than 0.5 m in depth. The Site will be partly filled with asphalt (i.e. about 6,939 m^2; 70% of the Site) and partly filled with soil (i.e. about 2,999 m^2; 30% of the Site). The paving ratio of asphalt and soil will remain unchanged. Upon completion of the proposed filling of land, the raised site levels will range from +4.7 m to +5.2 m;

- the applicant considers that the current state of the filling of land (intermixed with asphalt and soil) is suitable for his operational arrangement, as certain types of materials (such as bricks and scaffold) could be stored on soiled surface. The current scheme would preserve the existing soiled surface as far as practicable;

- with reference to the Drainage Impact Assessment report submitted in the further information dated 28.07.2025, no additional flow is anticipated to flow to the surrounding area as the paving ratio of the Site remains unchanged. The preservation of the existing soiled surface could help alleviate the potential drainage impacts to the surrounding area; and

- the applicant will strictly follow the approved scheme and no further filling of land will be carried out at the Site.

(ii) A RtC table:

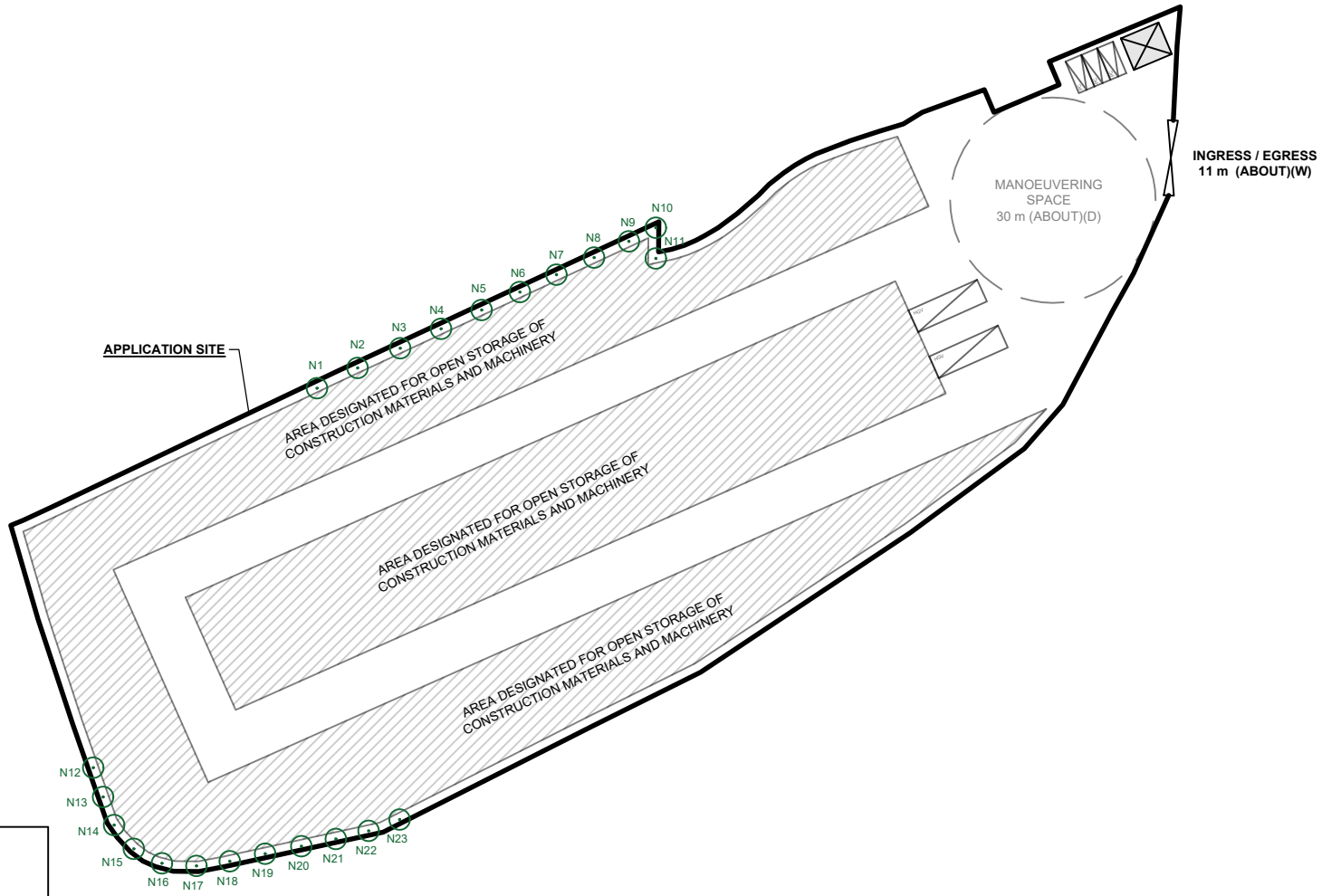
	Departmental Comments	Applicant's Responses
1. Comments of the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD		
(a)	No information on the mitigation measures or landscape proposal is provided in the application to demonstrate that the proposed use would not have adverse landscape impact on the Site and surrounding areas.	Recent site investigation has revealed that no tree was identified thereon. With a view to enhancing the landscape quality of the application site and its vicinity, the applicant proposes to plant **23** nos. of new tree of local species, namely *Elaeocarpus chinensis*. Under the existing paving ratio of the filling of land, the applicant has already maximised the existing soiled ground to provide more trees to enhance the landscape quality of the Site. The applicant will carry out regular horticultural practice to maintain the proposed trees in good conditions. Please refer to the landscape plan at **Annex 1**.
2. Comments of the Commissioner for Transport (C for T)		
(a)	Please provide a plan showing the land status of the proposed passing bays to identify whether these passing bays are located within Government Land.	Section 6.6 has been added to the revised Traffic Impact Assessment (TIA) report to review the land status of the proposed passing bays at Road Section 1 of Deep Bay Road. It reveals that all proposed passing bays are located within Government Land. Please refer to the revised TIA report enclosed at **Annex 2**.

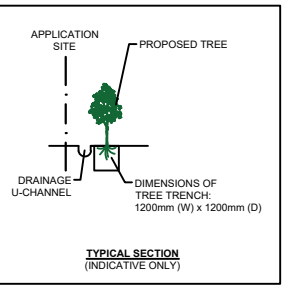
Annex 1

Landscape Plan

LANDSCAPE PLAN

APPLICATION SITE AREA	: 9,938 m^2	(ABOUT)
NOS. OF TREE TO BE PLANTED	: 23	
SPECIES OF NEW TREES	: *ELAEOCARPUS CHINENSIS* (N1-N23)	
HEIGHT OF NEW TREES	: NOT LESS THAN 2.75 m	
SPACING OF NEW TREES	: NOT LESS THAN 4 m	
DIMENSION OF TREE TRENCH	: 1.2 m (W) X 1.2 m (D)	





TYPICAL SECTION
(INDICATIVE ONLY)

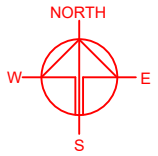
NOTES:

1) THE APPLICANT WILL MAINTAIN TREES IN GOOD CONDITION DURING THE PLANNING APPROVAL PERIOD.
2) THE APPLICANT WILL REPLACE TREES WHICH ARE DYING OR DEAD DURING THE PLANNING APPROVAL PERIOD.
3) THE APPLICANT WILL PROVIDE ADEQUATE IRRIGATION FOR TREES.

**SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.*

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/UL SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS
- PROPOSED TREES



PLANNING CONSULTANT
R-RICHES PLANNING LIMITED

PROJECT
PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 128, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE	1 : 1000 @ A4
DRAWN BY: CC	DATE: 25.8.2025
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE	LANDSCAPE PLAN
DWG NO.: FI2 ANNEX 1	VER.: 001

Annex 2

Revised TIA Report

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Document No. W1037/TIA/001/DBR

Issue 2

August 2025

MANNINGS (Asia) Consultants Limited

W1037/TIA/001/DBR
Issue 2
August 2025

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Approved for Issue by:

Beluga Chung

Position: Project Manager

Date: August 2025

Sum Wui Investment Limited
205A, Sik Kong Tsuen,
Ha Tsuen, Yeun Long, N.T.

Mannings (Asia) Consultants Ltd
5/F, Winning Commercial Building
46-48 Hillwood Road, Tsim Sha Tsui
Kowloon, Hong Kong

W1037/TIA/001/DBR
Issue 2
August 2025

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Issue	Prepared by	Reviewed by	Date
1	HC	KW	July 2025
2	HC	KW	August 2025

Content

1.0 INTRODUCTION

1.1 Project Background

1.1.1. Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake the Traffic Impact Assessment (TIA) study for the Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land (The Site) located on Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories.

1.1.2. The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Ha Tsuen Fringe Outline Zoning Plan (OZP) No.: S/YL-HTF/12. The Site occupies an area of 9,938 m^2 (about). A 2-storey structure is proposed at the Site for site office and guardroom uses with total gross floor area (GFA) of 60 m^2 (about). The remaining area is reserved for area for open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

1.1.3. The Site is accessible via Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.

1.1.4. The Considering the potential for increased traffic from the Site, this TIA study will be conducted to evaluate the effects on the surrounding road network.

2.0 OBJECTIVES

2.0.1. The objectives of this TIA study cover:

- To evaluate the feasibility of the Site from traffic engineering perspectives; and
- To assess the traffic impact of the Site to the adjacent road network and road junction during operation of the Site.

3.0 EXISTING TRAFFIC CONDITION

3.1 Existing Traffic Pattern

3.1.1. Under the operation stage, the Site is accessible via Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. This is the proposed delivery route to the Site and mainly divided into three road section. The specifics of the delivery route and the details of three road sections are presented in Drawings No. Figure 1 of Delivery Route Plan in Appendix A.

3.1.2. Regarding Road Section 1, Deep Bay Road between the Site and Kai Pak Ling Road, the road width, as measured by the basemap of Lands Department, is approximately 3.0 meters. Observations and on-site measurements indicate that vehicles utilize the verge area, resulting in a total width exceeding 3.5 meters for vehicle use. However, due to the lack of intervisible passing bays, it is considered a substandard single-track access road.

3.1.3. Regarding Road Section 2, Kai Pak Ling Road, which lies between Deep Bay Road and a temporary road constructed under a separate CEDD contract, this section of Kai Pak Ling Road is a standard single-track access road. It features an approximate road width of 3.5 meters and includes passing bays that are intervisible, ensuring adequate provision for vehicles.

3.1.4. Regarding Road Section 3, the temporary road built by another CEDD contract, situated between Kai Pak Ling Road and the at-grade road network of Kong Shum Western Highway, this section of temporary road partially utilizes the permanent road configuration for public use during its construction phase. The road width of this temporary road is approximately 7 meters which is a single carriageway. Under the CEED contract, the permanent road directly connects with the existing roundabout of the at-grade road network of Kong Shum Western Highway.

3.2 Observed Traffic Flow

3.2.1. Manual classified traffic count survey in the study area were carried out on 11 June 2025 (Wednesday) from 07:00 to 20:00 in order to collect the most updated traffic flow volume of the affected road section and access the feasibility of the works as shown in **Table 1** and the survey locations are indicated in Drawing No. **Figure 2** in **Appendix A.**

Table 1 - Affected Road Junctions and Roundabout

J1	The priority junction of Deep Bay Road with Kai Pak Ling Road
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street

3.2.2. According to the survey results, the peak hour of the affected junctions is different during the survey period. The peak hour flows are summarized in **Table 2**.

Table 2 - Peak Hour Flow of the Affected Road Junctions / Roundabout

	Affected Road Section / Junction	AM PEAK	PM PEAK
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road	07:45-08:45	16:15-17:15
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street	07:30-08:30	17:15-18:15

3.2.3. The peak hour flow at each affected junction varies from 07:30 to 08:45 (AM PEAK) and 16:15 to 18:15 (PM PEAK). In order to present the peak hour flow at each junction for the most critical scenario, we have used the flow data at the peak hours of each junction and assemble them together in one traffic flownet as shown in Figure 3 in Appendix A.

4.0 TRAFFIC FORECAST

4.1. According to the preliminary plan, the Site is expected to be completed by 2025 and operate for a period of three years. However, since the planning application involves a 3-year development period, the study conservatively adopts 2028 as the design year. Accordingly, traffic flows during the operational phase should be projected based on conditions in 2028.

4.2. Traffic forecasts are estimated based on the results of the observed traffic survey and the 2019-Based Territorial Population and Employment Data Matrices (2019 TPEDM) published by Planning Department and the Annual Average Daily Traffic (AADT) data of the latest five years. The three sets of data aim to facilitate the assessment of the strategic development opportunities in the territory.

4.3. Territorial Population and Employment Data Matrices (TPEDM)

4.3.1. Table 3 presented the population and employment data in Northwest New Territories for 2019 and 2026 from 2019-based Territorial Population and Employment Data Matrices (TPEDM) provided by Planning Department.

Table 3 - Territorial Population and Employment Data Matrix (TPEDM)

Category	TPEDM (2019 Based)			Annual Growth
	2019	2023[(1)]	2026	
Population	222,800	232,200	239,250	1.02%
Employment	58,400	68,943	76,850	4.00%
Total	281,200	301,143	316,100	1.69%

Source: 2019-based TPEDM published by Planned Department
Note (1): 2023 population and employment places are calculated by interpolation

4.4. Annual Average Daily Traffic (AADT)

4.4.1. Reference is made from the Annual Traffic Census (ATC) Reports for the ATC stations within the Study Area, Table 4 describes the location of the nearby ATC station and provides the corresponding traffic data.

Table 4 - Annual Traffic Census (ATC) Data

Location	**Stn No.**	**from**	**to**	**AADT (veh / day)**						**Annual Growth**
				2018	**2019**	**2020**	**2021**	**2022**	**2023**	
Ping Ha Rd & Fau Shan Rd	5858	Tin Ha Rd	Deep Bay Rd	12,680	12,590	12,070	10,310	8,390	8,590	-7.49%

4.5. Method of Forecasting

4.5.1. The traffic growth rates over successive years are presented in Table 3 and Table 4, respectively. The purpose of forecasting traffic flow for the year 2028 is to support traffic impact assessments during both the construction and operational phases as well as to anticipate future conditions. An annual growth rate of 1.69% is identified in Table 3, whereas a negative annual growth rate of -7.49% is shown in Table 4. Therefore, to adopt a conservative approach, the higher annual growth rate of 1.69% has been used for forecasting traffic flow in 2028.

4.6. Future Vehicular Flows

4.6.1. As the planning application indicates that the temporary open storage development will run for a period of 3 years, and the expected end year for the project site is 2028. This design year was adopted to reflect the operational period of the open storage, which aligns with the 3-year project duration described throughout the report. The traffic flow in year 2025 was obtained from the manual traffic count surveys undertaken 11 June 2025 (Wednesday). These survey flows were subsequently used as the base year traffic flows for the required traffic forecast.

4.6.2. As The forecasted traffic flows for year 2028 are based on the estimation equation as shown in Table 5. The resultant factor is shown in Table 6 for Traffic Growth Factor. This growth factor is applied to the relevant road sections in respect to the proximity of the locations.

Table 5 - Traffic Flows Estimation Equation (Peak 15 mins)

Scenario	Equation
2028 Traffic Flows	2025 Flows × $(1+1.69\%)^3$

Table 6 - Traffic Growth Factors (Peak 15 mins)

Scenario	2025 Growth Factor
2028 Traffic Flows	2025 Flows × 1.032

2028 Reference Flows= 2025 Flows x annual growth factors

2028 Design Flows = 2028 Reference Flows + Additional Traffic by Development

4.6.3. The 2028 Reference Traffic flownet and 2028 Design Traffic flownet are shown in Figure 4 and Figure 6 in Appendix A. And, the additional traffic flow by the development is shown in Figure 5 in Appendix A.

5.0 VEHICULAR TRAFFIC IMPACT ASSESSMENT

5.1. Estimation of Development Flows

5.1.1. To estimate the vehicular trips generated from the Site, trip rate derived from the TIA Final Report prepared by CKM Asia Limited under planning permission No. A/YL-HTF/1133 for the use of "Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories" (hereinafter called "Previous CKM Study") is adopted in this Study.

5.1.2. Adopted trip rate and projected development traffic for the Site are presented in Table 7-1 and Table 7-2 respectively.

Table 7-1 Adopted Daily Trip Rate from TIA Report under Previous CKM Study

Development Type	Daily Trips Rate
Open storage	0.00036 veh/m^2

5.1.3. Refer to the TIA Final Report under Previous CKM Study, 25% of traffic are generated during the AM and PM Peak periods. The calculated AM and PM peak hour traffic generation by the Site are presented in Table 7-2.

5.1.4. Table 7-2 Calculated Peak Hour Traffic Flows for the Site

Development Type	Parameter for the Site	Item	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Open storage	Site Area = 9,938 m^2	Trip Generation (veh/hr)	1	1	1	1
		Trip Generation (pcu/hr)(1)	3	3	3	3

Note: (1) For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

5.1.5. The calculated peak hour development traffic flow for the Site is expected to be 3 pcu's (equivalent to 1 veh.) per direction for both AM and PM peak hours.

5.2. Future Link Capacity Assessment

5.2.1. In order to determine the utilization level of the affected, the Vehicle Capacity (VC) has been adopted. To estimate the traffic flow generated from the Site, it is assumed that 3 pcu's (equivalent to 1 veh.) per direction for both AM and PM peak hours

5.2.2. The link capacity assessments for year 2028 Reference and Design Scenario carried out and the results are presented in Table 8.

Table 8 - Summary of Future Link Capacity Assessment

Road Section	Location	Dir.	Design Capacity	2028 Reference				2028 Design			
				AM		PM		AM		PM	
				Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)	Flows (veh/hr)	P/Df(1)
R1	Deep Bay Road	2-way	100	67	0.67	60	0.60	69	0.69	62	0.62
R2	Kai Pak Ling Road	2-way	100	40	0.40	28	0.28	42	0.42	30	0.30
R3	Temporary road	2-way	800	68	0.09	44	0.06	70	0.09	46	0.06

Notes: (1) P/Df = Peak Hourly Flows/ Design Flow Ratios for road links

5.2.3. The results in Table 8 indicate that all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.3. Future Junction Capacity Assessment

5.3.1. The junction capacity assessments for year 2028 Reference and Design Scenario carried out and the results are presented in Table 9. The detailed calculation sheets are shown in Appendix B.

Table 9 - Summary of Future Junction Capacity Assessment

Junction	Location	Type	Capacity Index	2028 Reference		2028 Design	
				AM	PM	AM	PM
J1	Deep Bay Rd/ Kai Pak Ling Rd	Priority	DFC	0.02	0.02	0.02	0.02

5.3.2. Referring to the results in Table 9, the affected junction would be operating within capacity during peak hours for both the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.3.1. Although the proposed delivery route is not planned to pass through Junction J2, a conservative approach has been adopted to account for possible deviations in vehicle movements. It is assumed that approximately 10% of delivery vehicles may inadvertently enter Junction J2. Therefore, J2 has also been included in the capacity assessment to ensure the robustness and completeness of the evaluation. Detailed junction capacity assessments are provided in Appendix B.

Table 10 – Junction Capacity Assessment for Affected Roundabout

Junction	Location	Type	Capacity Index	2028 Reference		2028 Design	
				AM	PM	AM	PM
J2	Deep Bay Rd/ Lau Fau Shan Rd	Roundabout	DFC	0.44	0.35	0.44	0.35

5.3.3. Referring to the results in Table 10, the affected junction would be operating within capacity during peak hours for both the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site).

6.0 DEEP BAY ROAD UPGRADE WORKS

6.1. Based on Section 3.1, the proposed delivery route's Road Section 2 (Kai Pak Ling Road) and Road Section 3 (the temporary road constructed under a separate CEDD contract) are expected to meet standard road provisions for public use. Conversely, Road Section 1 (Deep Bay Road), connecting the Site to Kai Pak Ling Road, is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

6.2. Traffic assessment conducted during the operational phase of the Site indicates that the generated traffic will not significantly impact the roads along the delivery route. To further ensure smooth traffic flow, particularly on Road Section 1 of Deep Bay Road, the Site owner intends to implement mitigation measures. These measures include upgrading Road Section 1 of Deep Bay Road to a standard single-track access road with the provision of adequate, intervisible passing bays to facilitate two-way traffic flow. These enhancements will not only improve traffic flow but also optimize logistics within the surrounding local areas.

6.3. Appropriate warning signs and lighting would be provided on the approaches to and along the works areas in accordance with the standards and requirements as stipulated in the latest version of the "Code of Practice for the Lighting, Signing and Guarding of Road Works" and the "Transport Planning and Design Manual".

6.4. The design parameters for the design of single track access road refers to TPDM Volume 2, Chapter 3.11 Single Track Access Road and the details are summarized below:

- As the roads serve as an Emergency Access for fire engines a minimum carriageway width of 3.5m should be provided.
- At passing bays, lay-bys and elsewhere where a two lane section of road is required a nominal carriageway width of 6.0m should be provided
- The main criterion for passing places is that they should be intervisible. Where forward visibility is unrestricted passing places should be provided at intervals of approximately 60m (measured from the end of one to the start of the next) consistent with adjacent topography and land tenure.
- Each passing place should preferably be at least 12m long to accommodate two light vehicles, plus nominal tapers of 1:3
- Where a road is initially two lane for a short section prior to becoming a single track road, traffic sign 604 (TC 304) "Single track road with passing places" should be erected.
- The speed limit will normally be 50 km/h.
- Passing bays should normally be signed by means of traffic sign 620 (TC 313).

6.5. Based on the design requirement, the proposed passing bay locations at concerned Road Section 1 of Deep Bay Road is shown in Figure 7 Passing Bays Plan in Appendix A.

6.6. A review of the land status for all proposed passing bay locations at concerned Road Section 1 of Deep Bay Road has been undertaken with reference to the latest Lot Index Plan obtained from the Survey and Mapping Office of the Lands Department. The study confirms that the proposed passing bays are situated entirely within government land, ensuring that no private lots will be encroached upon. This verification supports the feasibility of the planned road upgrades and facilitates coordination with the relevant authorities for implementation. The land status of the proposed passing bays is shown in Figure 8 in Appendix C.

7.0 SUMMARY AND CONCLUSION

7.1. This report has been undertaken for the "Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land" (The Site) located on Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories. The study evaluates the existing traffic conditions, forecasts future traffic demands, and assesses the traffic impact of the development over a 3-year operational period up to the year 2028.

7.2. Under the operation stage, the Site is accessible via Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. This is the proposed delivery route to the Site and mainly divided into three road section.

7.3. In order to appraise the existing traffic condition, manual traffic count surveys were conducted on 11 June 2025 (Wednesday) from 07:00 to 20:00. These observed traffic flow data were subsequently used for undertaking the assessment of the proposed TTA schemes in 2025.

7.4. Forecasts were prepared with reference to the 2019-Based Territorial Population and Employment Data Matrices (TPEDM) and the Annual Average Daily Traffic (AADT) data, resulting in the adoption of a conservative annual traffic growth rate of 1.69%.

7.5. Refer to the road link capacity assessments, all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site)

7.6. For junction capacity assessments, all the affected junction would be operating within capacity during peak hours for both the 2028 Reference Scenario (Without the Site) and Design Scenario (with the Site)

7.7. The proposed delivery route's Road Section 2 (Kai Pak Ling Road) and Road Section 3 (the temporary road constructed under a separate CEDD contract) are expected to meet standard road provisions for public use. Conversely, Road Section 1 (Deep Bay Road), connecting the Site to Kai Pak Ling Road, is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

7.8. Traffic assessment conducted during the operational phase of the Site indicates that the generated traffic will not significantly impact the roads along the delivery route. To further ensure smooth traffic flow, particularly on Road Section 1 of Deep Bay Road, the Site owner intends to implement mitigation measures. These measures include upgrading Road Section 1 of Deep Bay Road to a standard single-track access road with the provision of adequate, intervisible passing bays to facilitate two-way traffic flow. These enhancements will not only improve traffic flow but also optimize logistics within the surrounding local areas.

7.9. In conclusion, the projected traffic volume from the Site is anticipated to have a negligible impact on the adjacent road networks. Furthermore, the proposed mitigation measures include upgrading Road Section 1 of Deep Bay Road to a standard single-track access road, with the provision of adequate, intervisible passing bays to facilitate two-way traffic flow to ensure efficient two-way traffic flow, thereby benefiting the local community. Therefore, it is acceptable from traffic point of view.

APPENDIX A

Drawings

N

Delivery Route of the Site

SHENZHEN BAY BRIDGE
深圳灣公路大橋

DEEP BAY ROAD
深灣路

Road Section 1

Road Section 2

Road Section 3

Subject Site

KONG SHAM WESTERN HIGHWAY
港深西部公路

Road Section 1 : Deep Bay Road
Road Section 2 : Existing Kai Pak Ling Road
Road Section 3 : Temporary Road Constructed by another CEDD contract

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 25 40 75 100 125
METRES
1 : 5000

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Delivery Routing Plan

Scale in A1
A3

Drawing No.
DBR/FIGURE 1

Rev.

23/7/2025 18:01:23

K:\#W1037 - Proposed Temporary Warehouse Deep Bay Rd\#Ustation\#DBR-FIGURE 1.dgn

LEGEND:

Proposed Delivery Route

N

SHENZHEN BAY BRIDGE

J3

DEEP BAY ROAD

LAU FAU SHAN ROAD

DEEP BAY ROAD

Subject Site

R1

J1

DEEP BAY ROAD

R2

J2

KAI PAK LING ROAD

R3

KONG SHAM WESTERN HIGHWAY

HA TSUEN ROAD

Drawing title

Location Plan

Drawing number

Figure 2

Scale

N.T.S.

Rev

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 2 - Location Plan.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

DEEP BAY ROAD
(Road Section 1)

KAI PAK LING ROAD
(Road Section 2)

LAU FAU SHAN ROAD
(Road Section 3)

J1

J2

R1
65 (59)

R2
39 (28)

R3
66 (43)

(30) 32
(1) 2

41 (36)
16 (11)

(7) 9
(12) 18

183 (177)
20 (16)
223 (247)

157 (131)

154 (179)

341 (273)

Drawing title

2025 Existing Traffic Flownet

Drawing number	Scale	Rev
Figure 3	N.T.S.	

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 3 - Existing Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD
(Road Section 1)

DEEP BAY ROAD

DEEP BAY ROAD

LAU FAU SHAN ROAD

(Road Section 2)
KAI PAK LING ROAD

(Road Section 3)

J1

J2

R1
67 (60)

R2
40 (28)

R3
68 (44)

(30) 33
(1) 2

42 (37)
16 (11)

(7) 9
(12) 18

188 (182)
20 (16)
230 (254)
162 (135)
158 (184)
351 (281)

Drawing title: 2028 Reference Traffic Flow			
Drawing number: Figure 4	Scale: N.T.S.	Rev:	

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 4 - 2028 Estimated Traffic Flownet.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

DEEP BAY ROAD
(Road Section 1)

KAI PAK LING ROAD
(Road Section 2)

LAU FAU SHAN ROAD
(Road Section 3)

J1

J2

R1

2 (2)

(0) 0
(3) 3

0 (0)
0 (0)

(3) 3
(0) 0

R2

2 (2)

R3

2 (2)

Assumed that approximately 10% of delivery vehicles inadvertently enter Junction J2

0 (0)

0 (0)

1 (1)

1 (1)

1 (1)

0 (0)

Drawing title: Peak Hour Development Traffic Flow			
Drawing number: Figure 5	Scale: N.T.S.	Rev:	

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 5 - Peak Hour Development Traffic Flow.dgn

LEGEND:

Peak Hour Flow in weekday

PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)

DEEP BAY ROAD

DEEP BAY ROAD
(Road Section 1)

LAU FAU SHAN ROAD

(Road Section 2)
KAI PAK LING ROAD

(Road Section 3)

J1

J2

R1
69 (62)

(30) 33
(4) 5

42 (37)
16 (11)

(10) 12
(12) 18

159 (185)

351 (281)

188 (182)
20 (16)
237 (255)

162 (135)

42 (30)
R2

R3
70 (46)

Drawing title: 2028 Design Traffic Flow		
Drawing number: Figure 6	Scale: N.T.S.	Rev

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\Figure 6 - 2028 Design Traffic Flownet.dgn

N

SHENZHEN BAY BRIDGE
深圳灣公路大橋

DEEP BAY ROAD
深灣路

Existing Passing Bay

Proposed Passing Bay

Details ref. to FIGURE 7 -1

Details ref. to FIGURE 7 -2

Details ref. to FIGURE 7 -3

Details ref. to FIGURE 7 -4

Details ref. to FIGURE 7 -5

Details ref. to FIGURE 7 -6

Details ref. to FIGURE 7 -7

Details ref. to FIGURE 7 -8

Details ref. to FIGURE 7 -9

Details ref. to FIGURE 7 -10

Details ref. to FIGURE 7 -11

PP1

PP2

PP3

PP4

PP5

EP1

EP2

EP3

EP4

EP5

EP6

EP7

EP8

EP9

Subject Site

KONG SHAM WESTERN HIGHWAY
港深西部公路

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 25 40 75 100 125
METRES

1 : 5000

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7

Rev.

23/7/2025 22:36:26

k:*w1037 - proposed temporary warehouse deep bay rd*ustation*DBR-FIGURE 7.dgn

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-1

Rev.

23/7/2025 22:36:06

k:*w1037 - proposed temporary warehouse deep bay rd*ustation*DBR-FIGURE 7-1.dgn

N

Kerb line to be set back

60m

3.2m

3m

6m

3m

6m

3.5m

12m

34m

LP 1800

LP 1799

LP 1798

LP 1797

LP 1796

深灣路

泥路

Track

DEEP BAY ROAD

TS

E

露天貨倉

Open Storage

Passing Places 讓車處

TS620

PP3

PP4

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

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Contractor Designer

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Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-2

Rev.

23/7/2025 22:37:51

k:\w1037 - proposed temporary warehouse deep bay rd\ustation\DBR-FIGURE 7-2.dgn

N

Lighting Pole to be maintained and surrounded by waterfilled barrier

Existing lane width to be maintained

33m

7m

58m

20m

3m

PP5

Passing Places 讓車處

TS620

Passing Places 讓車處

TS620

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

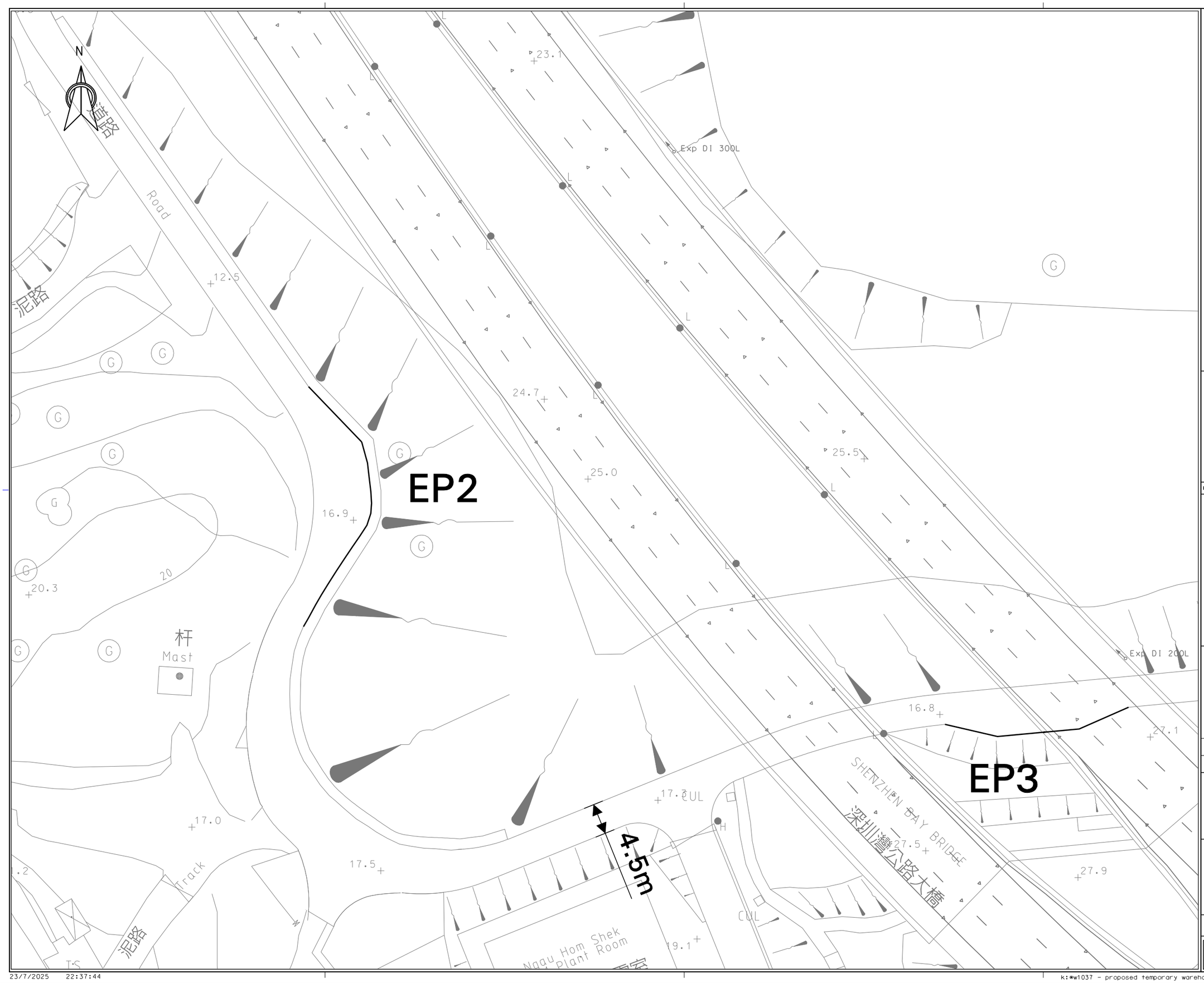
Scale in A1
A3

Drawing No.
FIGURE 7-3

Rev.

23/7/2025 22:37:47

k:\w1037 - proposed temporary warehouse deep bay rd\station\DBR-FIGURE 7-3.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

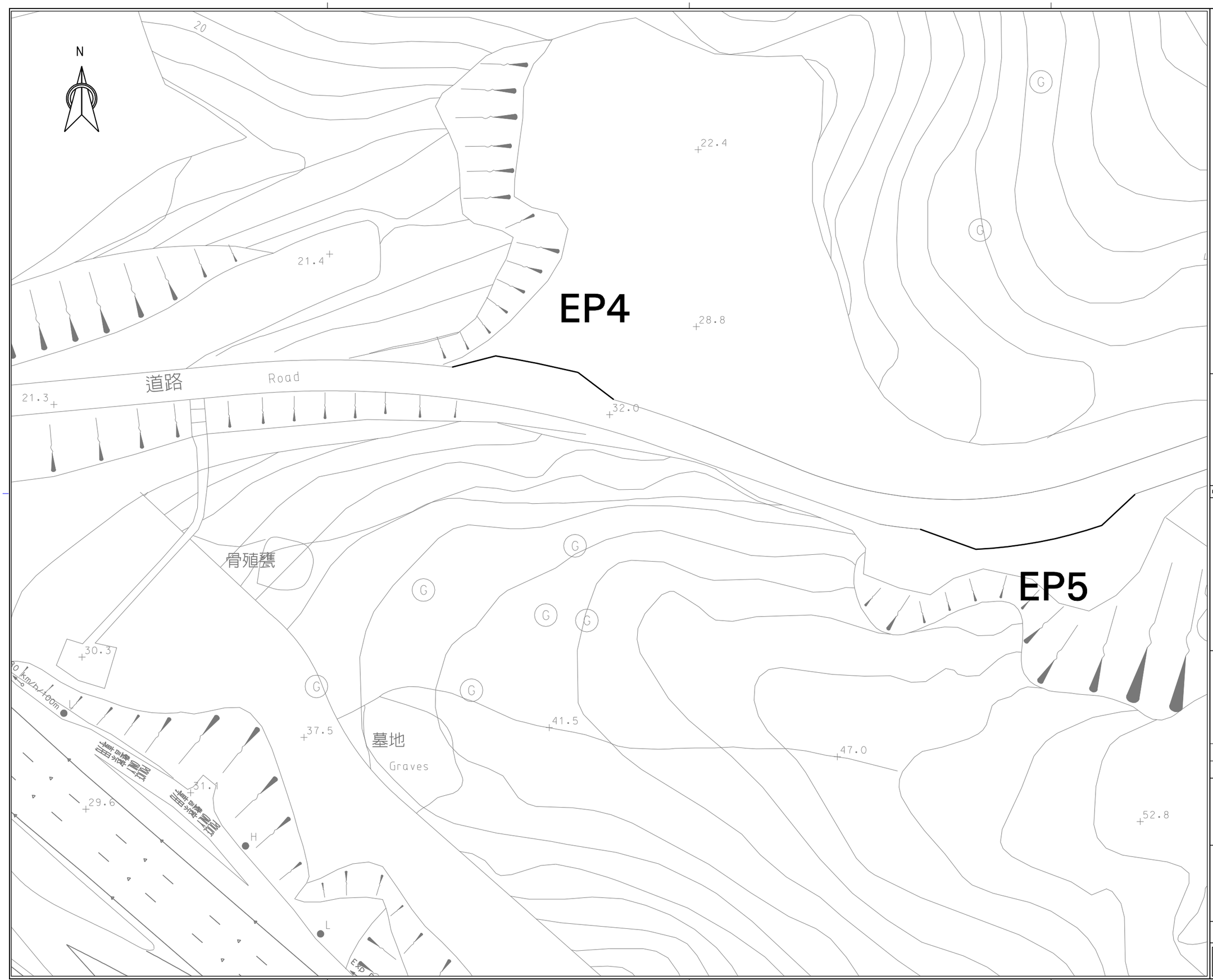
Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-4

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

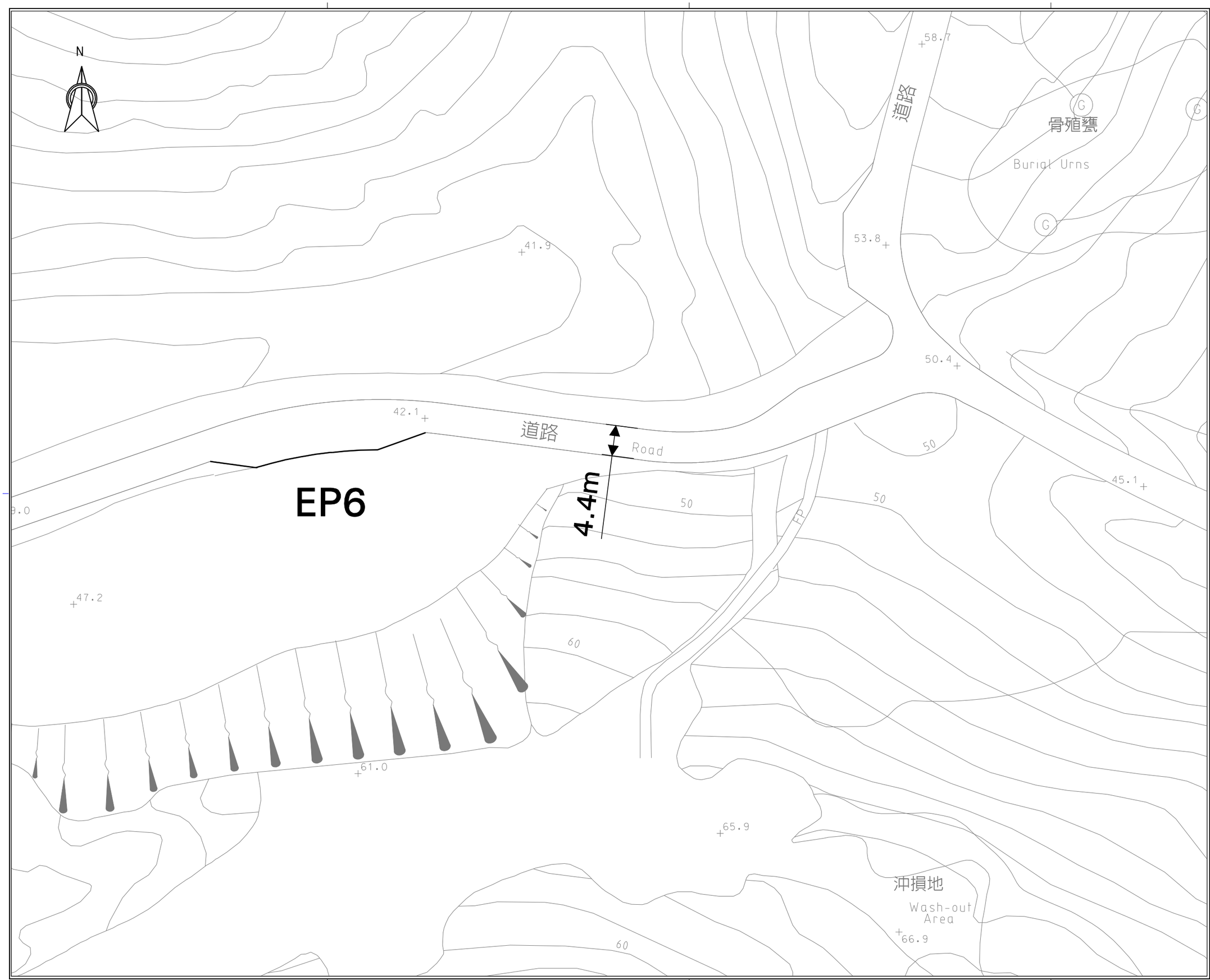
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.	Rev.
FIGURE 7-5	



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

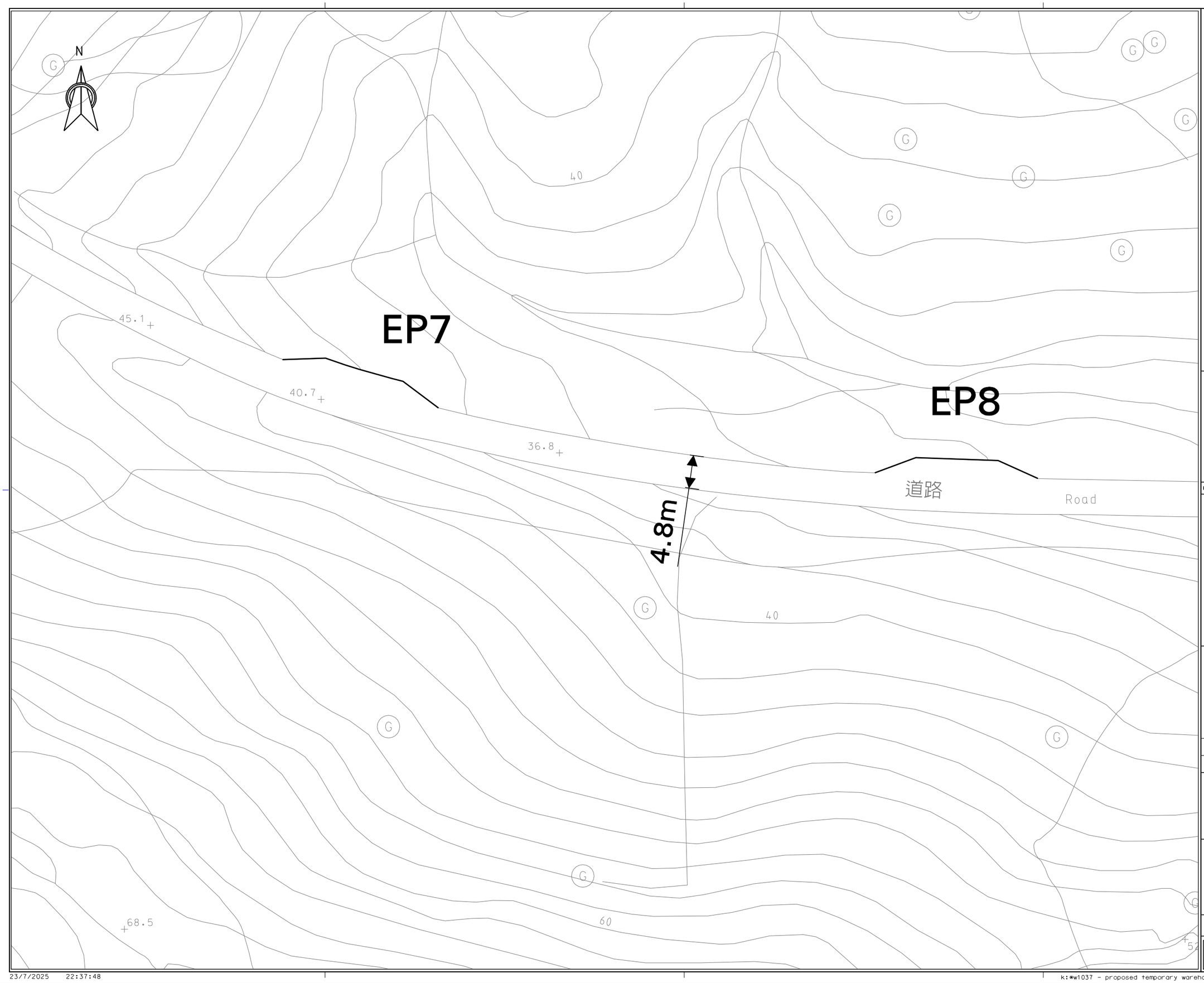
Scale in A1
A3

Drawing No.
FIGURE 7-6

Rev.

23/7/2025 22:37:45

k:\w1037 - proposed temporary warehouse deep bay rd\station\DBR-FIGURE 7-6.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

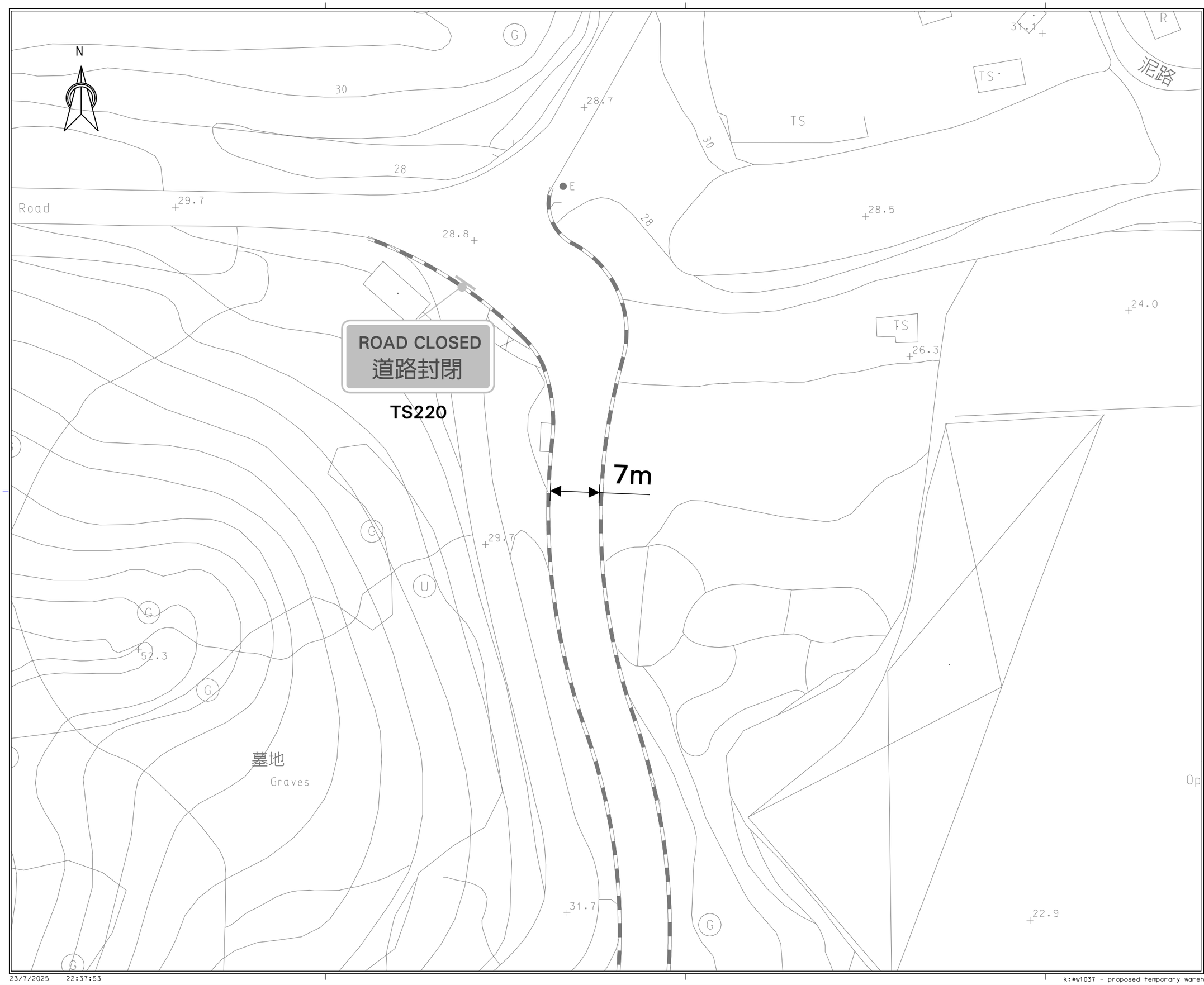
Title

Passing Bay Plan

Scale in A1
A3

Drawing No. **FIGURE 7-7**

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

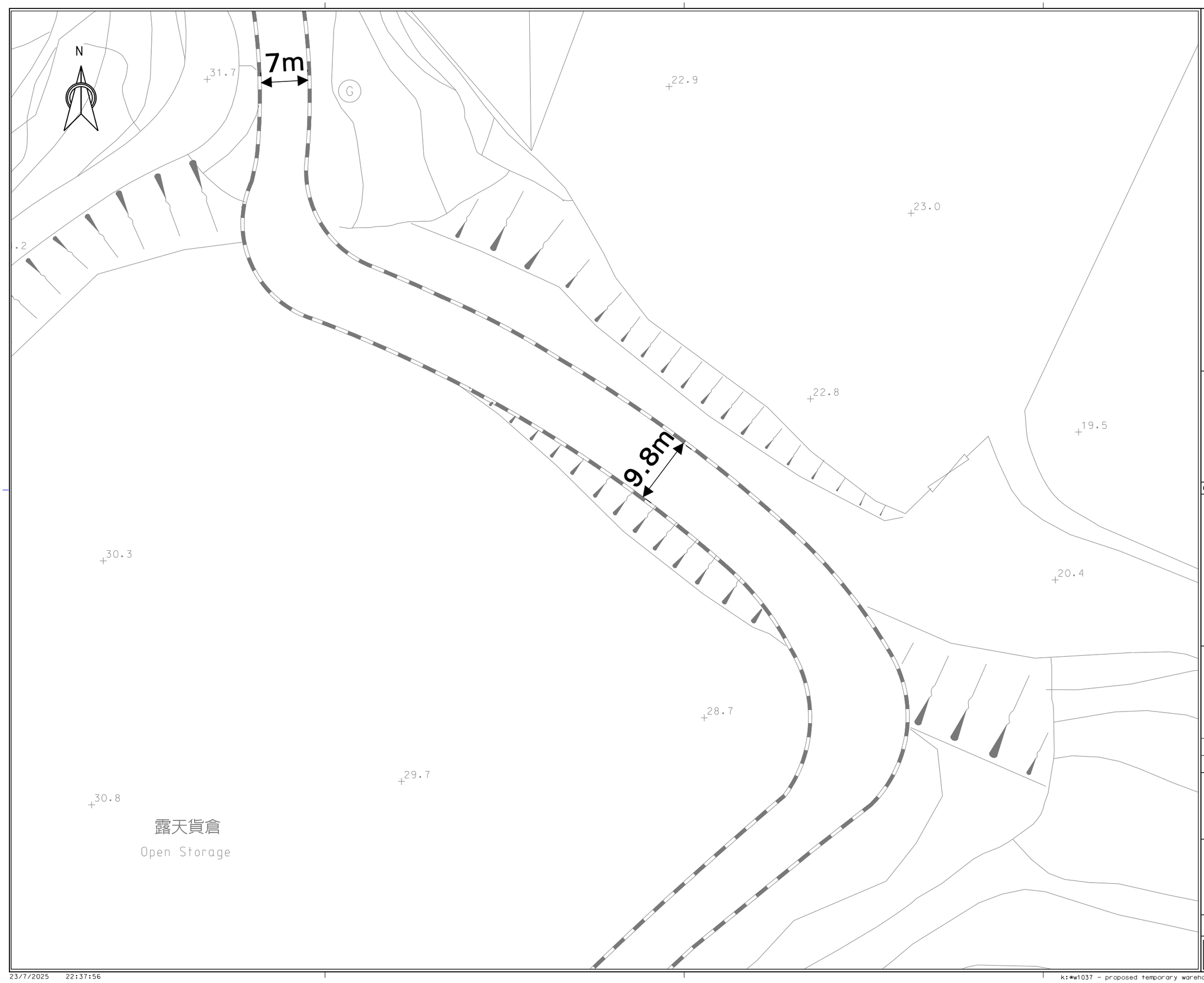
Scale in A1
A3

Drawing No.
FIGURE 7-8

Rev.

23/7/2025 22:37:53

k:\w1037 - proposed temporary warehouse deep bay rd\ustation\DBR-FIGURE 7-8.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

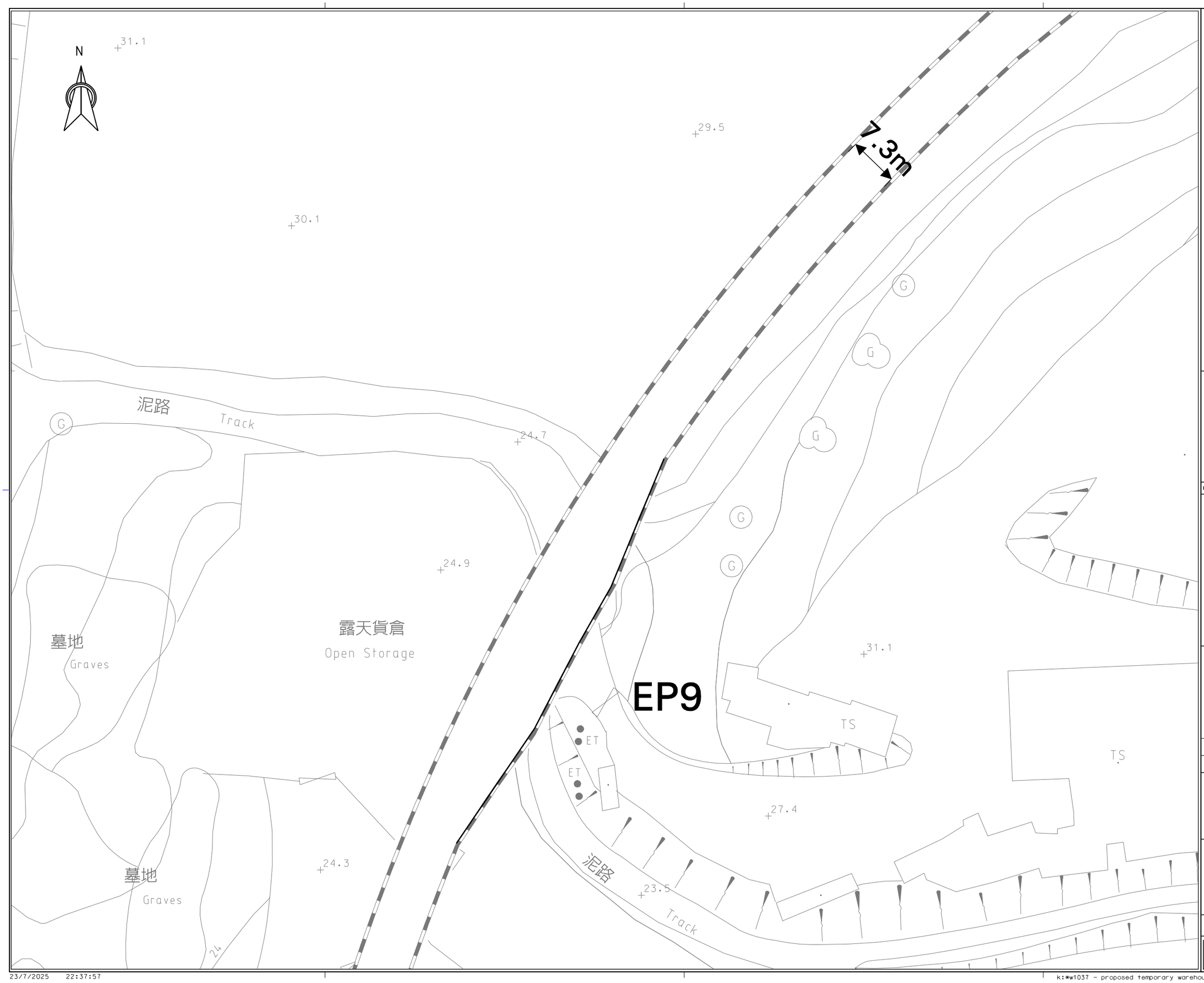
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.	Rev.
FIGURE 7-9	



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES

1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

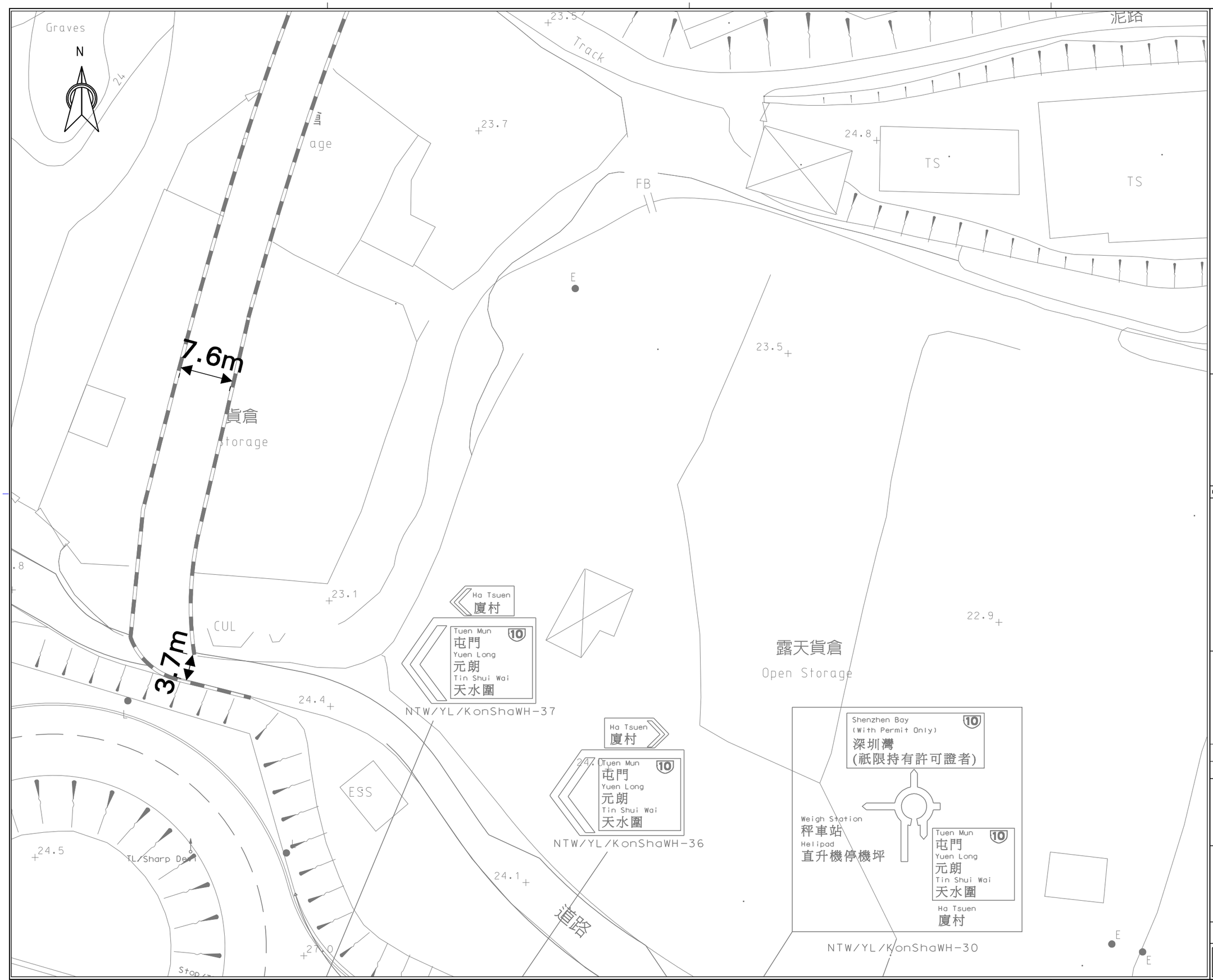
Drawing No.

FIGURE 7-10

Rev.

23/7/2025 22:37:57

k:\w1037 - proposed temporary warehouse deep bay rd\station\DBR-FIGURE 7-10.dgn



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-11

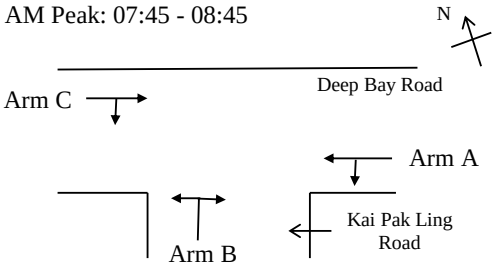
Rev.

APPENDIX B

Traffic Analysis

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road	Checked	KW		
	Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)	Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	41	pcu/hr								
q c-a	=	32	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	2	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	18	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	9	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

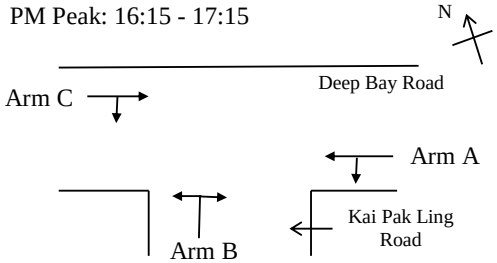
Q b-a	=	568
Q b-c	=	720
Q c-b	=	717

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)	Checked Drg. Ref.	KW		

PM Peak: 16:15 - 17:15



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	11	pcu/hr								
q a-c	=	36	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	1	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	12	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	7	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

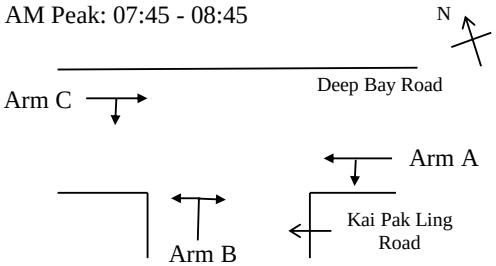
Q b-ad	=	571
Q b-c	=	722
Q c-b	=	720

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Reference Traffic Condition	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



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Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	42	pcu/hr								
q c-a	=	33	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	2	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	18	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	9	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

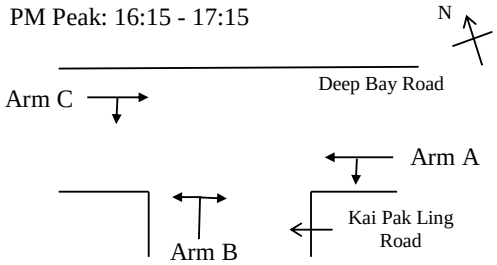
Q b-a	=	568
Q b-c	=	720
Q c-b	=	717

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Reference Traffic Condition	Checked	KW		
		Drg. Ref.			

PM Peak: 16:15 - 17:15



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Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	11	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	1	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	12	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	7	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

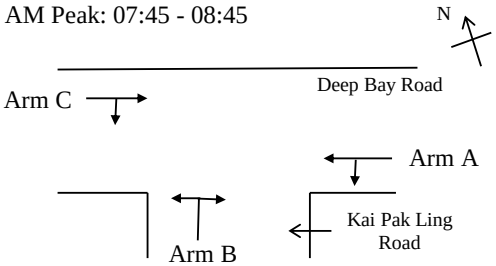
Q b-ad	=	571
Q b-c	=	722
Q c-b	=	720

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.00**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Design Traffic Condition	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	16	pcu/hr								
q a-c	=	42	pcu/hr								
q c-a	=	33	pcu/hr	Wc-a	=	4	m	Vr b-a	=	70	m
q c-b	=	5	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	18	pcu/hr	Wb-a	=	4	m	Vr c-b	=	70	m
q b-c	=	12	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

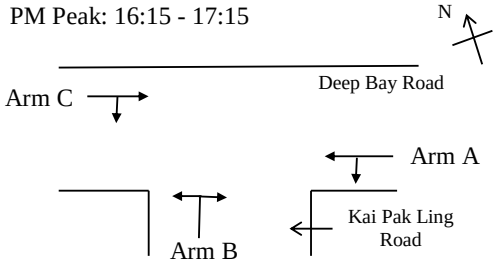
Q b-a	=	566
Q b-c	=	720
Q c-b	=	717

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	**0.02**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1037	File Name	W1037_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2028 Design Traffic Condition	Checked	KW		
		Drg. Ref.			

PM Peak: 16:15 - 17:15



W — Major road width
Wcr — Central reserve width
Wc-a — Lane width available to veh. waiting in stream c-a
Wc-b — Lane width available to veh. waiting in stream c-b
Vr c-a— Visibility to the right for veh. waiting in stream c-a
Vl b-a— Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4	m								
Wcr	=	0	m								
q a-b	=	11	pcu/hr								
q a-c	=	37	pcu/hr								
q c-a	=	30	pcu/hr	Wc-ad	=	4	m	Vr b-a	=	70	m
q c-b	=	4	pcu/hr	Wc-b	=	4	m	Vr b-c	=	70	m
q b-a	=	12	pcu/hr	Wb-ad	=	4	m	Vr c-b	=	70	m
q b-c	=	10	pcu/hr	Wb-c	=	4	m	Vl b-a	=	70	m

GEOMETRIC PARAMETERS:

D	=	0.9391	pcu/hr
E	=	0.9864	pcu/hr
F	=	0.9864	pcu/hr
Y	=	0.8620	pcu/hr

CAPACITY OF MOVEMENT:

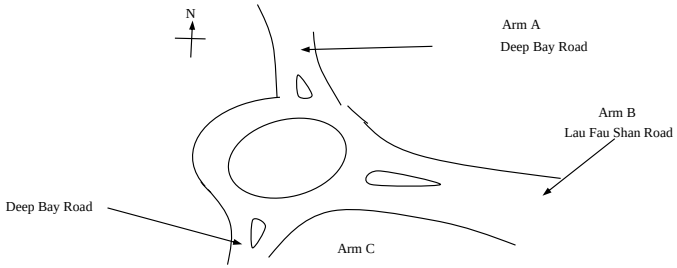
Q b-ad	=	569
Q b-c	=	722
Q c-b	=	720

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

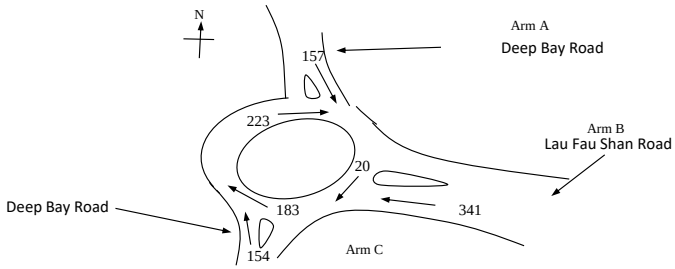
R b-c	=	**0.01**
R c-a	=	**0.02**
R c-b	=	**0.01**

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)				

AM Peak: 07:30 - 08:30



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

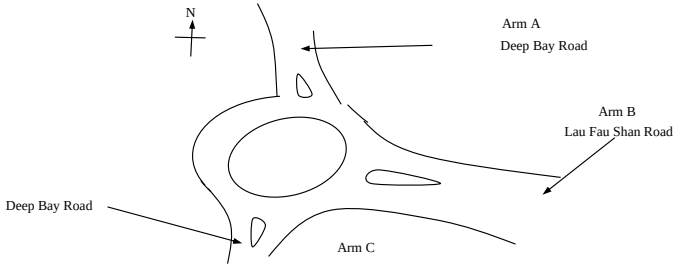
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

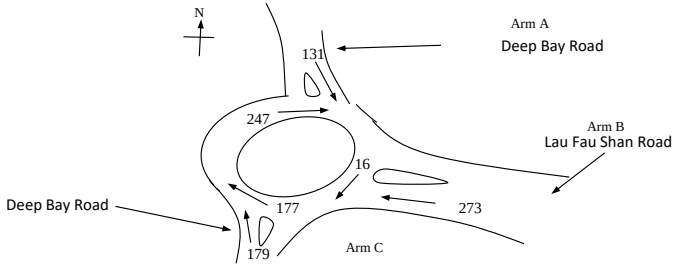
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	223	20	183
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	946	801	815
DFC	=	traffic flow into the roundabout/Q_E	=	0.17	0.43	0.19

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)				

PM Peak: 17:15 - 18:15



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

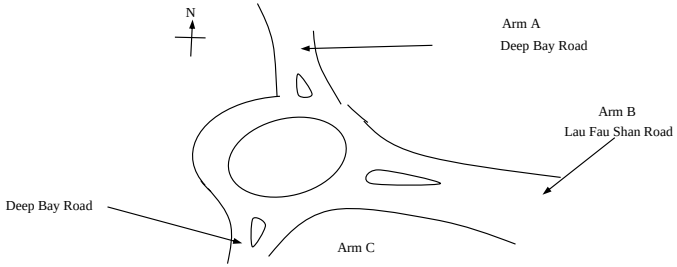
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

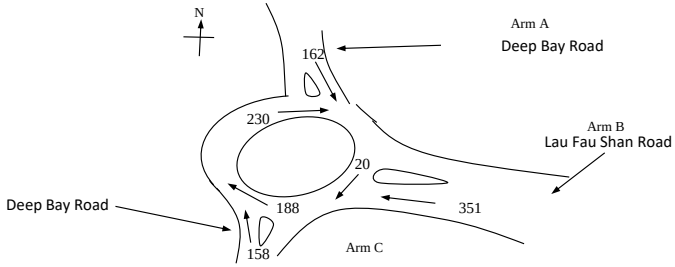
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	247	16	177
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	934	802	818
DFC	=	traffic flow into the roundabout/Q_E	=	0.14	0.34	0.22

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Reference Traffic Condition				

AM Peak: 07:30 - 08:30



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

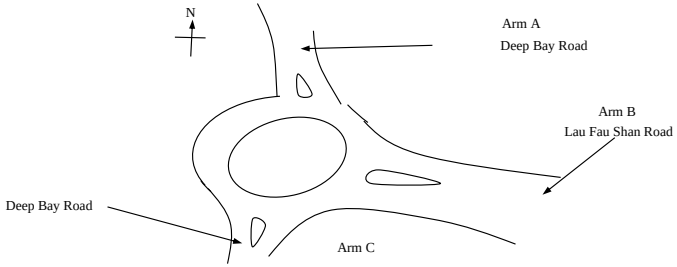
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

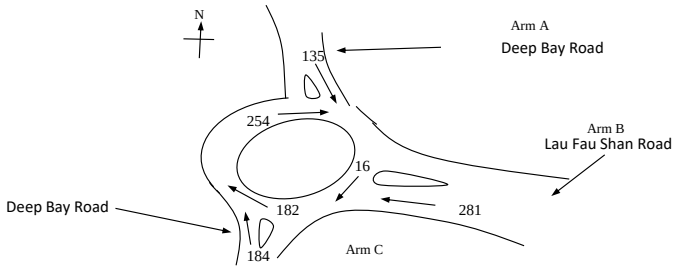
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	230	20	188
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	943	801	813
DFC	=	traffic flow into the roundabout/Q_E	=	0.17	0.44	0.19

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Reference Traffic Condition				

PM Peak: 17:15 - 18:15



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

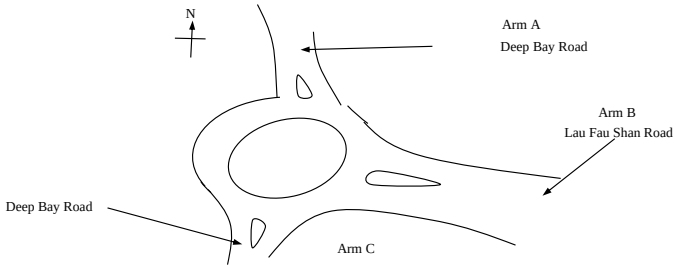
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

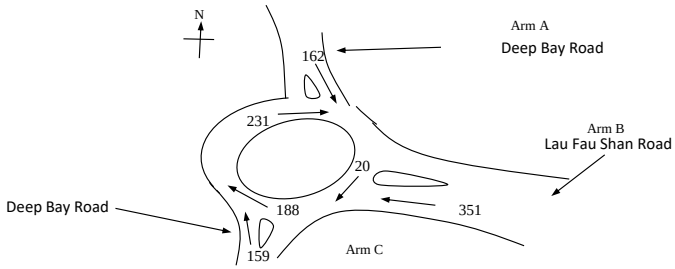
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	254	16	182
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	930	802	816
DFC	=	traffic flow into the roundabout/Q_E	=	0.15	0.35	0.23

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Design Traffic Condition				

AM Peak: 07:30 - 08:30



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

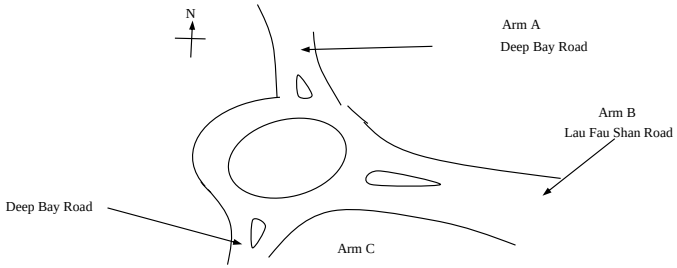
				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

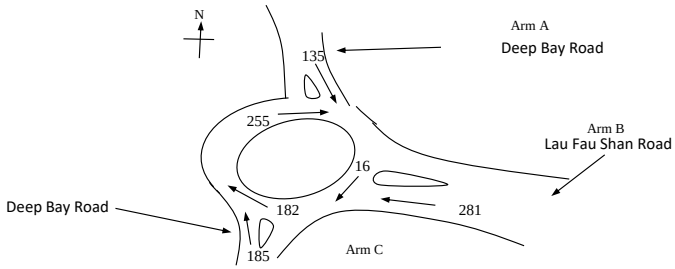
				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	231	20	188
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	942	801	813
DFC	=	traffic flow into the roundabout/Q_E	=	0.17	0.44	0.20

Job No.	W1037	File Name	W1037_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	25/6/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	
	2028 Design Traffic Condition				

PM Peak: 17:15 - 18:15



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

				Arm A	Arm B	Arm C
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
ϕ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

				Arm A	Arm B	Arm C
q_c	=	circulating flow across entry	=	255	16	182
K	=	1-0.00347(f-30)-0.978(1/r-0.05)	=	0.96	0.79	0.89
x_2	=	v+((e-v)/(1+2s))	=	3.64	3.37	3.35
M	=	exp((D-60)/10)	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t_D	=	1+0.5/(1+M)	=	1.49	1.49	1.49
f_c	=	$0.21t_D(1+0.2x_2)$	=	0.54	0.52	0.52
Q_E	=	$K(F-f_cq_c)$	=	930	802	816
DFC	=	traffic flow into the roundabout/Q_E	=	0.15	0.35	0.23

APPENDIX C

Land Status of the Proposed Passing Bays

N

Lot / Government Land Allocation / Military Installations Closed Area / Protected Place / Firing Area

SHENZHEN BAY BRIDGE
深圳灣公路大橋

后海灣
(深圳灣)
DEEP BAY
(SHENZHEN WAN)

DEEP BAY ROAD
深灣路

NGAU HOM SHA

Details ref. to FIGURE 8-1

Details ref. to FIGURE 8-2

Details ref. to FIGURE 8-3

EP1

PP1

PP2

PP3

PP4

PP5

Subject Site

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 25 40 75 100 125
METRES
1 : 2500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

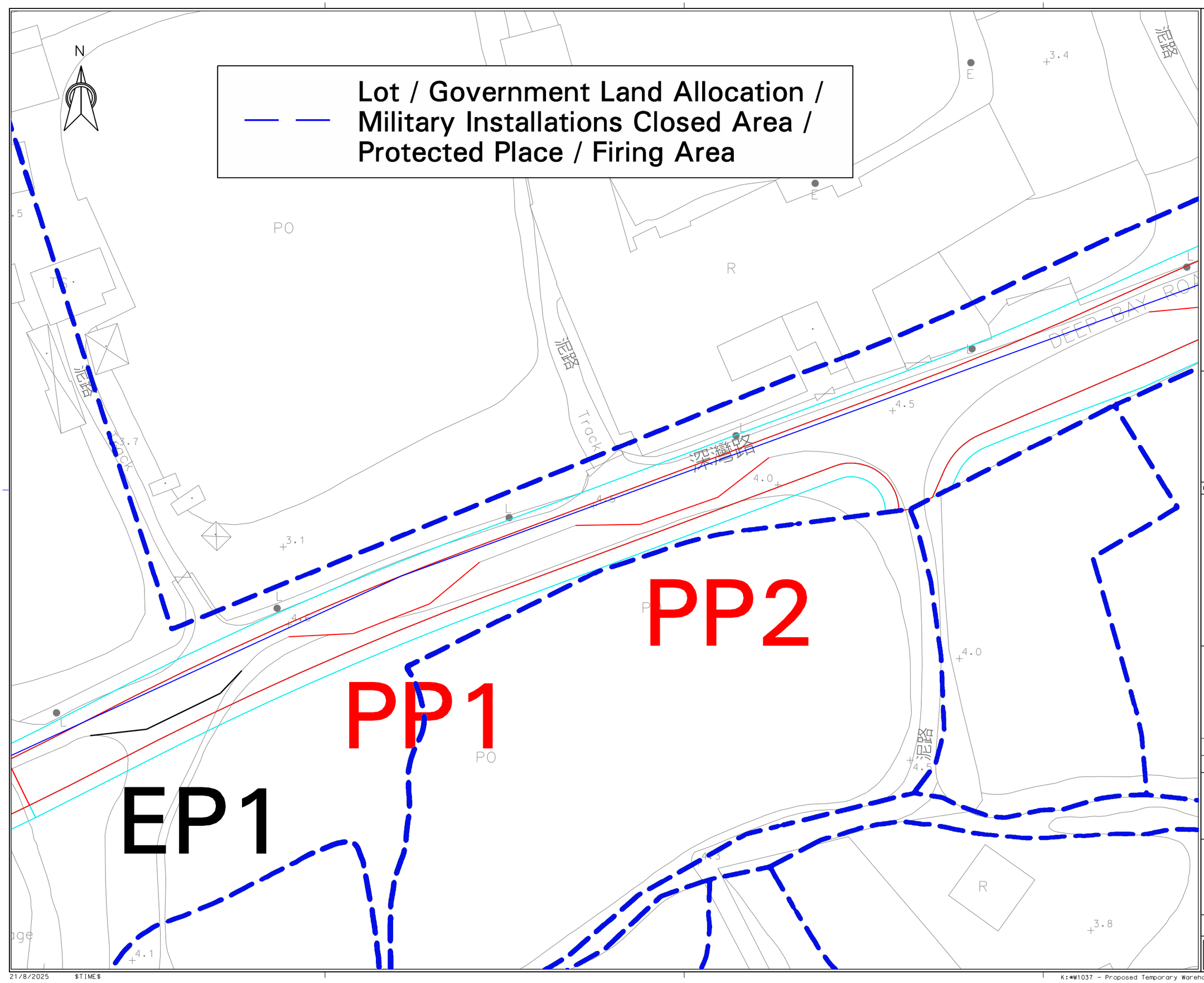
Title

Land Status of the Proposed Passing Bays

Scale in A1
A3

Drawing No.
FIGURE 8

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

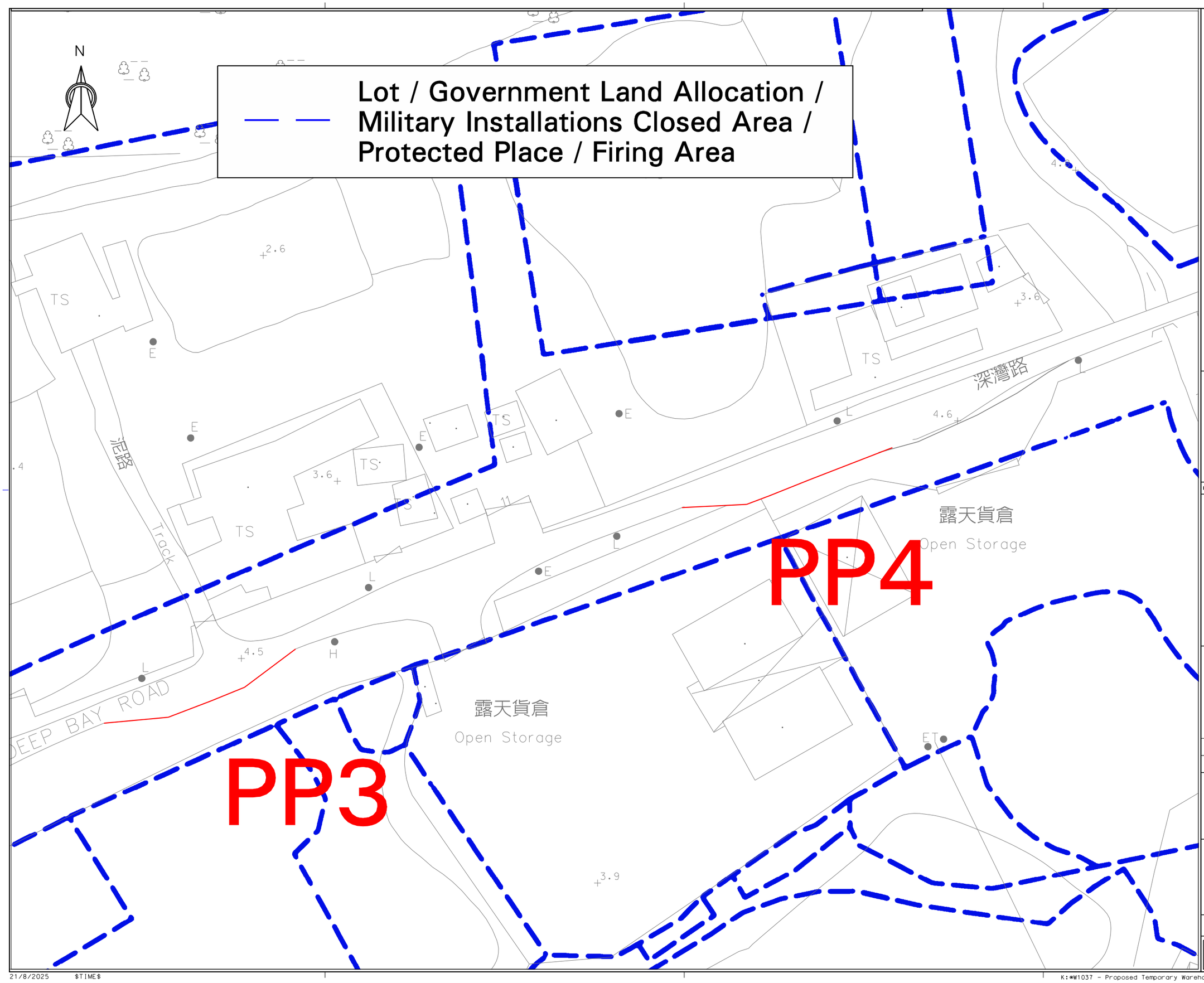
Title

Land Status of the Proposed Passing Bays

Scale in A1
A3

Drawing No.
FIGURE 8-1

Rev.



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Land Status of the Proposed Passing Bays

Scale in A1
A3

Drawing No. **FIGURE 8-2**

Rev.

N

Lot / Government Land Allocation /
Military Installations Closed Area /
Protected Place / Firing Area

PP5

DEEP BAY ROAD

PO

TS

Passing Pl

NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.

0 2.5 5 7.5 10 12.5
METRES
1 : 500

Rev.	Description of Revision	Date	Ckd.

Porject Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS (Asia) Consultants Limited

Designed	Drawn	Checked
Approved		Date

Project

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years, Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories

Title

Land Status of the Proposed Passing Bays

Scale in A1
A3

Drawing No.
FIGURE 8-3

Rev.

21/8/2025 $TIME$

K:\W1037 - Proposed Temporary Warehouse Deep Bay Rd\Ustation\DBR-FIGURE 8-3.dgn

APPENDIX D

Responses-to-Comments

Response-to-comment Table for Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land (Issue 1)

Planning Department's Comments by email dated 18 August 2025	
Comments	**Responses**
Further to my preceding email, comments from the Commissioner for Transport (contact person: Mr. Forrect NG; tel.: 2399 2422) are appended below for your follow up please -	
(1) Please provide a plan showing the land status of the proposed passing bays to identify whether these passing bays are located within Government Land.	Noted with thanks. Section 6.6 has been added to review whether the proposed passing bay locations at Road Section 1 of Deep Bay Road fall within Government Land. The land status of the proposed passing bays is shown in Figure 8 of Appendix C.

Relevant Extract of the Town Planning Board Guidelines for
Application for Open Storage and Port Back-up Uses
(TPB PG-No. 13G)

1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:

   (a) Category 1 areas: favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;

   (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;

   (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and

   (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits.

2. In assessing applications for open storage and port back-up uses, the other major relevant assessment criteria are also summarised as follows:

(a) port back-up sites and those types of open storage uses generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;

(b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;

(c) adequate screening of the sites through landscaping and/or fencing should be provided where sites are located adjacent to public roads or are visible from surrounding residential areas;

(d) there is a general presumption against conversion of active or good quality agricultural land and fish ponds to other uses on an ad-hoc basis. For flood prone areas or sites which would obstruct natural drainage channels and overland flow, advice should be sought;

(e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused, notwithstanding other criteria set out in the Guidelines are complied with; and

(f) having considered that the open storage and port back-up uses have a role to play in Hong Kong's economy and provide considerable employment opportunities, and the operators/uses affected by resumption and clearance operations of the Government to make way for developments may face difficulties in finding a replacement site, sympathetic consideration could be given to such type of applications, except those involving land in Category 4 area (only minor encroachment may be allowed), if the following criteria are met:

(i) policy support is given by the relevant bureau(x) to the application for relocation of the affected uses/operations to the concerned sites; and

(ii) no adverse departmental comments and local objections, or the concerns could be addressed by approval conditions.

Previous s.16 Applications covering the Application Site

Approved Application

	Application No.	Applied Use(s)/Development(s)	Zoning(s)	Date of Consideration
1	A/YL-HTF/1158	Proposed Temporary Warehouse for Storage of Miscellaneous Goods for a Period of 3 Years and Associated Filling of Land	"AGR"	16.2.2024

Rejected Application

	Application No.	Applied Use(s)/Development(s)	Zoning(s)	Date of Consideration	Rejection Reasons
1	A/YL-HT/414	Temporary Racing Circuit for a Period of 3 Years	"AGR" and "GB"	29.7.2005	1,2,3

Rejection Reasons:

1. Not in line with the planning intentions of the "GB" and "AGR" zones and no strong justification for a departure.

2. Insufficient information to demonstrate that the proposed development would not generate adverse environmental, ecological, traffic, drainage, geotechnical, landscape and visual impacts on the site and the adjacent areas.

3. Setting an undesirable precedent.

Similar s.16 Applications within the same "Agriculture" Zone on the Ha Tsuen Fringe OZP

Approved Applications

	Application No.	Applied Use(s)/Development(s)	Date of Consideration
1	A/YL-HTF/1133	Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land and Pond	10.6.2022 (Revoked on 10.3.2024)
2	A/YL-HTF/1150	Proposed Temporary Warehouse (Storage of Construction Materials, Metal and Electronic Parts) and Open Storage of Construction Materials for a Period of 3 Years	17.3.2023 (Revoked on 17.9.2024)
3	A/YL-HTF/1155	Proposed Temporary Open Storage of Construction	11.8.2023

		Materials for a Period of 3 Years	(Revoked on 11.2.2025)
4	A/YL-HTF/1166	Renewal of Planning Approval for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land and Pond	1.3.2024
5	A/YL-HTF/1179	Proposed Temporary Open Storage of Construction Materials and Machinery and Storage of Tools and Parts with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land	20.12.2024
6	A/YL-HTF/1182	Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years and Associated Filling of Land	6.6.2025
7	A/YL-HTF/1185	Proposed Temporary Open Storage of Construction Materials with Ancillary Site Office for a Period of 3 Years and Associated Filling of Land	6.6.2025
8	A/YL-HTF/1190	Proposed Temporary Warehouse (Storage of Construction Materials, Metal and Electronic Parts) and Open Storage of Construction Materials with Ancillary Office and Associated Filling of Land for a Period of 3 Years	15.8.2025

Government Bureau/Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- no adverse comment on the application; and
- advisory comments as detailed in **Appendix V**.

2. Traffic

(a) Comments of the Commissioner for Transport (C for T):

The application is considered acceptable from traffic engineering point of view, subject to the following suggested approval conditions:

(i) the submission of a detailed proposal in respect of additional passing bay(s) within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport and the Director of Highways or of the Town Planning Board; and

(ii) in relation to (i) above, the implementation of the detailed proposal in respect of additional passing bay(s) and associated engineering works within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport and the Director of Highways or of the Town Planning Board.

(b) Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

- no objection to the application from highway maintenance perspective; and
- advisory comments as detailed in **Appendix V**.

3. Environment

Comments of the Director of Environmental Protection (DEP):

- no objection to the application from environmental planning perspective;
- there was no substantiated environmental complaint pertaining to the Site in the past three years; and
- advisory comments as detailed in **Appendix V**.

4. Landscaping

Comments of the Chief Town Planner/Urban Design & Landscape, Planning Department

(CTP/UD&L, PlanD):

- according to the aerial photo of 2024 (**Plan A-3**), the Site is situated in an area of miscellaneous rural fringe predominated by temporary structures, village houses, ponds, marshland and scattered tree groups. Based on the site photos taken in July 2025, the Site is partly hard-paved and partly covered by bare soil with wild grass. Compared with the aerial photo of 2024, removal of existing trees/vegetation was already undertaken at the Site; and

- according to the "Landscape Plan" submitted by the applicant (**Drawing A-3**), 23 new trees (*Elaeocarpus chinensis* 中華杜英) are proposed within Site to mitigate the landscape impact arising from the proposed use. She has no comment on the application from landscape planning perspective.

5. <u>Drainage</u>

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- no objection in principle to the application from drainage point of view;

- should the Town Planning Board consider the application be acceptable from the planning point of view, he would suggest that approval condition(s) should be stipulated in the approval letter requiring the applicant to submit a drainage proposal (including revised drainage impact assessment (DIA) to demonstrate that the proposed use at the Site would not have adverse drainage impacts on the surrounding areas), implement and maintain the proposed drainage facilities to the satisfaction of his department; and

- detailed comments on the submitted DIA are in **Appendix V**.

6. <u>Fire Safety</u>

Comments of the Director of Fire Services (D of FS):

- no objection in principle to the application subject to fire service installations being provided to his satisfaction; and

- advisory comments as detailed in **Appendix V**.

7. <u>Project Interface</u>

Comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD):

- the Site falls within the study area of Lau Fau Shan Development under the consultancy Agreement No. CE 5/2024 (CE) "Developments at Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas – Investigation", which is the Investigation Study and jointly commissioned by the Planning Department and CEDD. The implementation and land resumption/clearance programme of the Lau Fau Shan Development is currently being reviewed under the Investigation Study and subject to change; and

- if the planning permission is granted, notwithstanding its validity period, the applicant should note his advisory comments detailed in **Appendix V**.

8. District Officer's Comments

Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

His office has not received any locals' comment on the application.

9. Other Bureau/Departments' Comments

The following government bureau/departments have no objection to/no comment on the application and their advisory comments, if any, are detailed in **Appendix V**:

- Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);
- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- Chief Engineer/Land Works, CEDD (CE/LW, CEDD); and
- Antiquities and Monuments Office, Development Bureau (AMO, DEVB).

Recommended Advisory Clauses

(a) to resolve any land issues relating to the development with the concerned owner(s) of the application site (the Site);

(b) the planning permission is given to the development/use under application. It does not condone any other development/use which currently exists on the Site but not covered by the application. Immediate action should be taken to discontinue such development/use not covered by the permission;

(c) failure to reinstate the Site as required under the relevant approval condition upon expiry of the planning permission might constitute an unauthorized development under the Town Planning Ordinance and be subject to enforcement and prosecution actions;

(d) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:

  (i) the Site comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government; and

  (ii) the lot owner(s) shall apply to his office for Short Term Waiver(s) (STWs) to permit the structure(s) erected within the private lots. The application(s) for STW(s) will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The application(s), if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered;

(e) to note the comments of the Commissioner for Transport (C for T) that sufficient manoeuvring space shall be provided within the Site or its adjacent area. No vehicles are allowed to queue back to public roads or reverse onto/from public roads;

(f) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that:

  (i) the run-in/out from Deep Bay Road to the Site should be constructed and maintained by the applicant. The run-in/out should be removed and the pavement should be restored to its original condition upon expiry of the application; and

  (ii) adequate drainage measures shall be provided at the Site to prevent surface water running from the Site to the nearby public roads and drains;

(g) to note the comments of the Director of Environmental Protection (DEP) that the applicant should:

  (i) follow the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" to minimise potential environmental nuisances on the surrounding areas;

  (ii) follow the relevant guidelines and requirements in relevant Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPNs). If septic tank and

soakaway system will be used in case of unavailability of public sewer, its design and construction shall follow the requirements of ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department" including completion of percolation test and certification by Authorized Person;

(iii) provide adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste/wastewater generated from the proposed use; and

(iv) meet the statutory requirements under relevant environmental legislation;

(h) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) on the submitted Drainage Impact Assessment (DIA) that:

(i) the drainage flow path from the Site to the public drainage system/stream course/sea/any recognised drainage facilities shown in LandsD's map should be provided with supporting site photos to demonstrate its presence and existing condition;

(ii) the development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches, adjacent areas, etc. It is noted that land filling has been proposed at the Site but peripheral drain is not provided at the western side of the Site;

(iii) the proposed land filling plan should be included in the DIA;

(iv) regarding Section 2 of the DIA, it is noted that the information provided is inconsistent with the previously approved DIA covering the Site. Please review and clarify;

(v) regarding Section 4.3 of the DIA, please review if the sentence "no additional flow" is valid. If there is additional flow to the channel, please assess the drainage impact;

(vi) sand trap or provision alike should be provided before the collected runoff is discharged to the public drainage facilities;

(vii) where walls or hoarding are erected or laid along the site boundary, adequate opening should be provided to intercept the existing overland flow passing through the Site; and

(viii) the drainage facilities shall be properly designed, constructed and maintained in good condition without causing adverse drainage impact to the adjacent area at all times. The applicant/lot owner is required to rectify/modify the drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the proposed development. The applicant/lot owner shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the drainage systems caused by the proposed development;

(i) to note the comments of the Director of Fire Services (D of FS) that in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to the Fire Services Department (FSD) for approval. In addition, the applicant should be advised that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of where the proposed FSIs to be installed should be clearly marked on the layout plans. Good practice guidelines for open storage (**Appendix VI** of this RNTPC Paper) should also be adhered to. However, the applicant is reminded that if any structure(s) is/are required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of

general building plans;

(j) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

(i) it is noted that one structure and associated filling of land are involved in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition, land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW) under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

(ii) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;

(iii) the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;

(iv) if existing structures are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under the application;

(v) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

(vi) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings and subject to the control of Part VII of the B(P)R; and

(vii) detailed checking under the BO will be carried out at building plan submission stage;

(k) to note the comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD) that the Site falls within the study area of Lau Fau Shan Development under the consultancy Agreement No. CE 5/2024 (CE) "Developments at Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas – Investigation", which is the Investigation Study and jointly commissioned by the Planning Department and CEDD. The implementation and land resumption/clearance programme of the Lau Fau Shan Development is currently being reviewed under the Investigation Study and subject to change. The applicant should be reminded that the Site may be resumed at any time during the planning approval period for potential development project and be advised not to carry out any substantial works therein; and

(l) to note the comments of the Antiquities and Monuments Office, Development Bureau (AMO, DEVB) that the Site is situated within the Ngau Hom Sha Site of Archaeological Interest. Pursuant to the Antiquities and Monuments Ordinance (Cap. 53), the applicant is required to inform AMO immediately when any antiquities or supposed antiquities under the ordinance are discovered in the course of works.

Good Practice Guidelines for Open Storage Sites issued by the Fire Services Department

		Internal Access for Fire Appliances	Lot Boundaries (Clear Width)	Distance between Storage Cluster and Temporary Structure	Cluster Size	Storage Height
1.	Open Storage of Containers		2m	4.5m		
2.	Open Storage of Non-Combustibles or Limited Combustibles	4.5m	2m	4.5m		
3.	Open Storage of Combustibles	4.5m	2m	4.5m	40m x 40m	3m

Remarks: Smoking and naked flame activities shall not be allowed within the open storage/recycling site.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2025-08-01 星期五 02:30:15
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/YL-HTF/1193 DD 128 Ngau Hom Sha, Ha Tsuen

Dear TPB Members,

1158 approved 22 Sept 2023 but conditions never fulfilled. Solution, increase the saize of the site to 9.938sq.m.

So the site has been left vacant, so much for the urgent need for relocation.

The footprint is substantally larger than the original site under resumption.

There is no justification to approve ever larger sites for relocated premises. The location is Cat 3 so approval should not have been granted in the first place.

Both PlanD and TPB members are ignoring the cumulative impact that the rapid extension in the amount of land to be filled in with concrete will have on the drainage capacity of the district. Recent media reports on the impact of flooding, particularly in NT, should be a wake up call.

The application should be rejected. The decrease in economic activity translates into reduced demand for warehouses.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Sunday, 17 December 2023 3:05 AM HKT
Subject: Re: A/YL-HTF/1158 DD 128 Ngau Hom Sha, Ha Tsuen

Dear TPB Members,

The fotos provided show that the items to be stored do not require additional load bearing, ceiling height, state of the art scaffolding or machinery. In other words this operation can be carried out from any of the many industrial buildings located in various districts. This is the type of operation most suited to dedicated high rise facilities instead of taking up valuable land with inefficent low rise land use.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 23 November 2023 2:40 AM HKT
Subject: Re: A/YL-HTF/1158 DD 128 Ngau Hom Sha, Ha Tsuen

Dear TPB Members,

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It is clear that there are significant issues, particular with the impact on drainage in the district.

After the extensive flooding experienced in recent years and predicitions that climate change will bring more adverse weather conditions, members have a duty to put the interests of the general community before those of individual operators looks for cheap modes of operation.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 25 August 2023 3:04 AM HKT
Subject: A/YL-HTF/1158 DD 128 Ngau Hom Sha, Ha Tsuen

A/YL-HTF/1158

Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Ngau Hom Sha, Ha Tsuen

Site area: About 約 9,794sq.m

Zoning : "Agriculture"

Applied use: Warehouse for Storage / 5 Vehicle Parking / **Filling of Land**

Dear TPB Members,

STRONGEST OBJECTIONS. No previous history of applications but much of the site appears to have already been trashed and ponds filled in.

The lots are just across the road from Conservation Area and many functioning ponds.

The applicant wants to relocate due to resumption of his current location. However the elimination of brownfield operations in one part of the district should result in the creation of new brownfield nodes.

This is encouraging the creation of substandard ramshackle developments instead of which the operators should be investing in the creation of state of the art, custom built logistic parks.

Resolving one issue by creating another is not the vision promulgated in various Policy Addresses and pledges on the part of the administration.

The era of getting rich on the exploitation of cheap land should be consigned to history and business operators forced to upgrade their operations to highest standards.

Members should reject the application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Mary Mulvihill