

This document is received on 28 NOV 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

250 2635

17/11 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	17/11
	Date Received 收到日期	20 NOV 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」)秘書處。
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 樓及新界沙田上禾輦路 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 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land, 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	<input checked="" type="checkbox"/> Site area 地盤面積 14,072 sq.m 平方米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 980 sq.m 平方米 <input type="checkbox"/> About 約	
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	663 sq.m 平方米 <input type="checkbox"/> 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	<p>Vacant</p> <p>(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)</p>

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 12/11/2025 (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 _____ (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 31/10/2025 (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	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	..... 13,122 sq.m	<input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	..... 950 sq.m	<input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	..... 5	
Proposed domestic floor area 擬議住用樓面面積	..... N/A sq.m	<input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	..... 980 sq.m	<input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	..... 980 sq.m	<input checked="" type="checkbox"/> 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 WASHROOM	30 m ² (ABOUT)	60 m ² (ABOUT)	7 m (ABOUT)(2-STORY)
B2	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B3	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B4	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B5	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
TOTAL		950 m² (ABOUT)	980 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	..... 4
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.

<p>(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？</p>		Yes 是	<input checked="" type="checkbox"/> 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)) <input type="checkbox"/> 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) <input type="checkbox"/>
<p>(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。)</p>			
<p>(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？</p>	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情 <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
	No 否	<input checked="" type="checkbox"/>	
<p>(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？</p>	Yes 是	<input checked="" type="checkbox"/> (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) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/>	
	No 否	<input type="checkbox"/>	
<p>(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	
<hr/> <hr/>			

	<p>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)</p> <p>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)</p> <p>.....</p>
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(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	
	<input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件 <input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 <input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： <hr/> <hr/>
(e) Approval conditions 附帶條件	<hr/> <hr/> <p>Reason(s) for non-compliance: 仍未履行的原因： <hr/><hr/></p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<input type="checkbox"/> year(s) 年
	<input type="checkbox"/> 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) Member 會員 / Fellow of 資深會員

專業資格

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, MPIA, MCIP-L, 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

17/11/2025

(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 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories
Site area 地盤面積	14,072 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 663 sq. m 平方米 <input checked="" type="checkbox"/> 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	<p><input checked="" type="checkbox"/> 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 <input checked="" type="checkbox"/> Year(s) 年 3 <input type="checkbox"/> Month(s) 月 _____</p> <p><input type="checkbox"/> 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 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____</p>
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	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii)	No. of blocks 幢數	Non-domestic 非住用	980	<input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
		Domestic 住用		N/A
(iii)	Building height/No. of storeys 建築物高度／層數	Non-domestic 非住用		5
		Domestic 住用	N/A	<input type="checkbox"/> (Not more than 不多於) m 米
(iv)	Site coverage 上蓋面積		N/A	<input type="checkbox"/> (Not more than 不多於) Storeys(s) 層
		Non-domestic 非住用	7 - 12 (about)	<input type="checkbox"/> (Not more than 不多於) m 米
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目		1 - 2	<input type="checkbox"/> (Not more than 不多於) Storeys(s) 層
		Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____ _____	7	<input checked="" type="checkbox"/> About 約 % 4
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____ _____	2	 N/A N/A N/A N/A N/A 2

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

<u>Chinese</u>	<u>English</u>
中文	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/filling of land of/at the Site; Plans showing location/zoning of the OP;

Plan showing alternative sites for relocation; Plan showing development phasing and land resumption of HSK/HT NDA; TPB PG-No. 13G, Aerial Photo; 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 477 (PART), 492 (PART), 504 (PART), 505 RP (PART) AND 506 (PART) IN D.D. 128
AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES**

PLANNING STATEMENT

Applicant

Sum Wui Investment Limited

Consultancy Team

R-riches Planning Limited

FILE CONTROL

FILE NAME	<i>: DD128 Lot 477 & VL - Planning Statement (20251103) Ver1.0</i>
FILE LOCATION	<i>: \\R-SERVER\Planning\Planning Application\DD128 Lot 477 & VL - OS in HTF (NDA)\Submission (Oct 25)\Planning Statement</i>
REVISION NO.	<i>: 1.0</i>
APPLICANT	<i>: Sum Wui Investment Limited</i>
TYPE OF APPLICATION	<i>: S.16 Planning Application</i>
PROPOSED USE	<i>: Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years</i>
SITE LOCATION	<i>: Lots 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories</i>

AMENDMENT RECORD

REVISION NO.	DESCRIPTION	APPROVED BY (Date)	PREPARED BY (Date)
1.0	Final Report	MN (20251121)	CC (20251121)

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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 *Lots 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land (GL), 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 14,072 m² (about), including GL of 663 m² (about). A total of 5 temporary structures are proposed at the Site for ancillary warehouse, site office and washroom uses with total gross floor area (GFA) of 980 m² (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 affected business operator's premises (the original premises) is affected by Government's land resumption for the development of the Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA);
 - the applicant has spent effort in identifying suitable sites for relocation;
 - the applied use is the same as the affected business premises;
 - 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	14,072 m ² (about) , including GL of 663 m ² (about)
Covered Area	950 m ² (about)
Uncovered Area	13,122 m ² (about)
<hr/>	
Plot Ratio	0.07 (about)
Site Coverage	7% (about)
<hr/>	
No. of Structure	5
Total GFA	980 m ² (about)
<i>- Domestic GFA</i>	<i>Not applicable</i>
<i>- Non-Domestic GFA</i>	<i>980 m² (about)</i>
<hr/>	
Building Height	7 m - 12 m (about)
No. of Storey	1 – 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 約地段第 477 號(部分)、第 492 號(部分)、第 504 號(部分)、第 505 號餘段(部分)及第 506 號(部分)和毗連政府土地的規劃申請，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 14,072 平方米(約)，包括 663 平方米(約)的政府土地。申請地點將設 5 座臨時構築物作附屬貨倉、辦公室及洗手間用途，總樓面面積合共為 980 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：
 - 在地經營者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；
 - 申請用途與受影響的經營處所用途一致；
 - 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：	14,072 平方米(約)，包括 663 平方米(約)的政府土地
上蓋總面積：	950 平方米(約)
露天地方面積：	13,122 平方米(約)
<hr/>	
地積比率：	0.07(約)
上蓋覆蓋率：	7%(約)
<hr/>	
樓宇數目：	5 座
總樓面面積	980 平方米(約)
住用總樓面面積：	不適用
非住用總樓面面積：	980 平方米(約)
<hr/>	
構築物高度：	7 米至 12 米(約)
構築物層數：	1 至 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 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining GL, 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 (**Plans 1 to 11**), and supplementary information (**Appendices I and II**) are provided with the Planning Statement. Other assessments 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 original premises. The Memorandum of Understanding signed by both parties, as well as details of the affected business operator are provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the original 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 GL, due to land resumption and to pave way for the development of the HSK/HT NDA. The original premises currently falls within an area zoned "Open Space" ("O"), "Other Specified Uses" annotated "Logistics Facilities" ("OU(LF)"), "OU" annotated "Petrol Filling Station" ("OU(PFS)") and area shown as 'Road' on the Approved Hung Shui Kiu and Ha Tsuen OZP No.: S/HSK/2 (**Plan 4**).
- 2.2 With reference to the implementation programme, the original premises mainly falls within the land resumption limit for the Second Phase and Remaining Phase Developments of the HSK/HT NDA (**Plan 5**). As portion of the original 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.
- 2.3 In September 2025, a planning application No. A/YL-HTF/1193 submitted by the same applicant was approved by the Board with policy support to facilitate the relocation of a fraction of the affected operator's business (**Plan 4**). In view of this, the current application would compensate for a significant portion of the original premises in order to maintain the affected operator's business. Details of the difference between the original premises and the Site are shown at **Table 1** below.

Table 1 - Difference between the original premises and the Site

	Original Premises (a)	Current application (b)	Difference (b) - (a)
Site Area	24,237 m ²	14,072 m ²	-10,165 m ² ; -42%

Applicant's effort in identifying suitable site for relocation

- 2.4 Whilst the applicant has spent effort to relocate the original 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 original premises

- 2.5 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 original premises in Ha Tsuen.

2.6 Circulation space is reserved at the Site in order to increase the Site’s overall efficiency, as well as to minimise the potential adverse traffic impacts to the surrounding road network.

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

2.7 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.

2.8 Similar applications for ‘open storage’ use (Nos. A/YL-HTF/1133, 1150, 1155, 1166, 1179, 1182, 1185, 1190 and 1193) were approved by the Board between 2022 and 2025 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.

2.9 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

2.10 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; and 2.9 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 comprise 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 the site of an approved planning application No. A/YL-HTF/1193 for 'open storage' use submitted by the same applicant. To its further 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 is vacant/unused land covered with vegetation and woodland.

3.8 To its west are ponds, a saw mill, 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 use 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 Part of the Site was subject of a previous application (No. A/YL-HTF/1160) for ‘*storage of metalware and tools*’ and ‘*private vehicle park*’ uses, which is considered irrelevant to the current application.

4.5 Within the “AGR” zone on the same OZP, 9 similar applications (Nos. A/YL-HTF/1133, 1150, 1155, 1166, 1179, 1182, 1185, 1190 and 1193) for ‘*open storage*’ use were approved by the Board between 2022 and 2025. 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 granted 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 original premises 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 mostly on private lots, i.e. *Lots 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part)* in D.D. 128, with total private land area of 13,409 m² (about) of Old Schedule Lot held under Block Government Lease (**Plan 3**). Apart from the private lots, the Site also comprises GL of 663 m² (about).
- 4.9 Given that there is restriction on the erection of structures and occupation of GL without prior approval from the Government, the applicant will submit applications for Short Term Waiver (STW) and Short Term Tenancy to the Lands Department (LandsD) to make way for the erection of the proposed structure and occupation of GL 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 14,072 m² (about), including GL of 663 m² (about). Details of the development parameters are shown at **Table 2** below.

Table 2 - Development Parameters

Site Area	14,072 m ² (about), including GL of 663 m ² (about)
Covered Area	950 m ² (about)
Uncovered Area	13,122 m ² (about)
Plot Ratio	0.07 (about)
Site Coverage	7% (about)
No. of Structure	5
Total GFA	980 m ² (about)
- <i>Domestic GFA</i>	<i>Not applicable</i>
- <i>Non-Domestic GFA</i>	980 m ² (about)
Building Height	7 m to 12 m (about)
No. of Storey	1 - 2

5.2 A total of 5 temporary structures are proposed at the Site for ancillary warehouses (excluding dangerous goods godown (excl. D.G.G.)), site office and guardroom with total GFA of 980 m² (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 washroom	30 m ²	60 m ²	7 m (about) (2-storey)
B2 to B5	Warehouse (excl. D.G.G.)	230 m ² each	230 m ² each	12 m (about) (1-storey)
Total		950 m² (about)	980 m² (about)	-

Filling of Land at the Site

5.3 The Site is currently covered with asphalt (about 5,831 m²), concrete (about 3,590 m²), and soil (about 4,651 m²). The existing site levels range from +4.7 mPD to +10.7 mPD. The applicant intends to regularise the existing filling at the Site (**Plan 10**).

5.4 Further to the existing filling to be regularised, the entire Site is proposed to be filled with asphalt (about 11,900 m²), soil (about 1,222 m²), and concrete (about 950 m²) of not more than 1.2 m in depth for area for open storage operations, vehicle parking and L/UL spaces, site formation of structures, and circulation area. The proposed site levels after filling of land will range between +5.9 mPD and +11.2 mPD (**Plan 10**). The filling of land is considered required and has been kept to a minimum to meet the operational need. The applicant will reinstate the Site to an amenity area upon expiry of the planning permission.

5.5 The Site is located within the Fu Tei Au Site of Archaeological Interest (SAI) and Ngau Ham Sha SAI. Subject to final approval of the Drainage Authority, peripheral drainage u-channels within the layer of filling materials 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 works and no excavation is required for the proposed drainage work is minimal, the potential adverse impact to the SAIs is not anticipated.

Operation Mode

5.6 The Site will be used as open storage of construction materials and machinery with ancillary facilities. The area designated for open storage operation is 7,150 m² (about), which accounts for about 51% 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 3 m. Depending on their nature, some construction materials and machinery which are prone to rain/water damage will be stored indoor within the proposed enclosed structures. 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. No dangerous goods will be allowed to be stored within the Site.

5.7 It is estimated that the Site would be able to accommodate about 4 nos. of 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

5.8 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 northern tip of the Site. A total of 6 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)	4
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

5.9 Parking spaces are reserved for staff use only. HGV will be deployed for the transportation of materials into and out of the Site, which will only be conducted beyond peak hours between 10:00 and 18:00. Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. Sufficient space is provided for vehicle to manoeuvre 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**). The breakdown of the estimated trip generation/attraction 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 <u>AM peak</u> per hour (09:00 – 10:00)	4	0	0	0	4
Trips at <u>PM peak</u> per hour (18:00 – 19:00)	0	4	0	0	4
Average trips per hour (10:00 – 18:00)	0	0	1	1	2

5.10 As the nos. of vehicular trip generated/ attracted are expected to be minimal, adverse traffic impact to the surrounding road network should not be anticipated. 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.

Minimal Environmental Impact

5.11 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.

5.12 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.

5.13 During the operation of the proposed development, the major source of wastewater will be sewage from the washroom generated by staff. The applicant will implement good practices under ProPECC PN 1/23 when designing on-site drainage system within 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

5.14 The Site is mainly covered with overgrown grass intermixed with temporary structures. 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

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

Fire Safety Aspect

5.16 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 and STT approvals from the LandsD for erection of the proposed structure and occupation of GL, 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 operator’s business in Ha Tsuen, which will be affected by the HSK/HT NDA development (**Appendix I** and **Plans 4 and 5**). Planning approval with policy support has been previously granted to relocate a fraction of the original premises to the site of the planning application No. A/YL-HTF/1193. The current application would compensate for a significant portion of the original premises in order to maintain the affected operator’s business. Whilst the affected business operator attempted to relocate the original 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, 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 will be provided, i.e. submission of drainage proposal, fire service installations proposals etc., to mitigate any adverse impact that would have arisen from the proposed development. The applicant will also strictly follow the latest ‘*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*’ and relevant Practice Notes and guidelines 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
November 2025

LIST OF APPENDICES

Appendix I	Details of the affected business premises
Appendix II	Details of alternative sites for relocation

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**

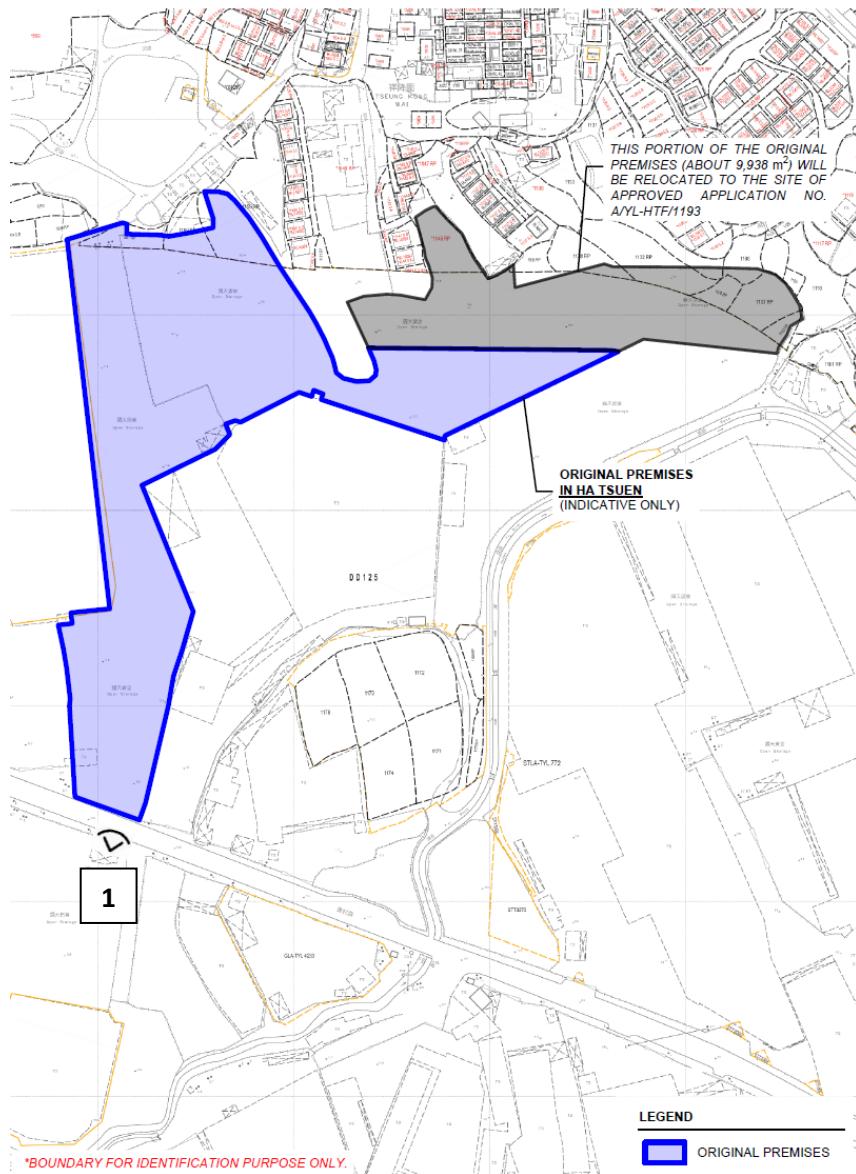
Details of the Affected Business Premises

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

DETAILS OF THE APPLICANT'S ORIGINAL PREMISES IN HA TSUEN

AREA OF PREMISES	: 24,237 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



Site Photo of the Affected Business Premises



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



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 Sun 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

啟啟者：

洪水橋／廈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

Memorandum of Understanding signed by the Applicant and the Affected Business Operator

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	:	130447
規劃申請的申請人 (乙方)	:	深匯投資有限公司 Sum Wui Investment Limited
公司註冊證明書 / 商業登記證號碼	:	3274775

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 / 厘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 477 號(部分)、第 492 號(部分)、第 504 號(部分)、第 505 號餘段(部分)、第 506 號(部分)和毗鄰政府土地(確實地段待定)作「擬議臨時貨倉及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。

備註：上述地段將因應規劃許可的需要而有所修訂。

lin

金源行鐵倉有限公司 (甲方)
業務經營者簽署

行源金
司公限有倉鐵
STEEL COMPANY LIMITED

For and on behalf of
SUM WUI INVESTMENT LIMITED
深匯投資有限公司


.....
Authorized Signature(s)

深匯投資有限公司 (乙方)
規劃許可申請人簽署

2025 年 10 月 15 日

Appendix II

Details of alternative sites for relocation

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

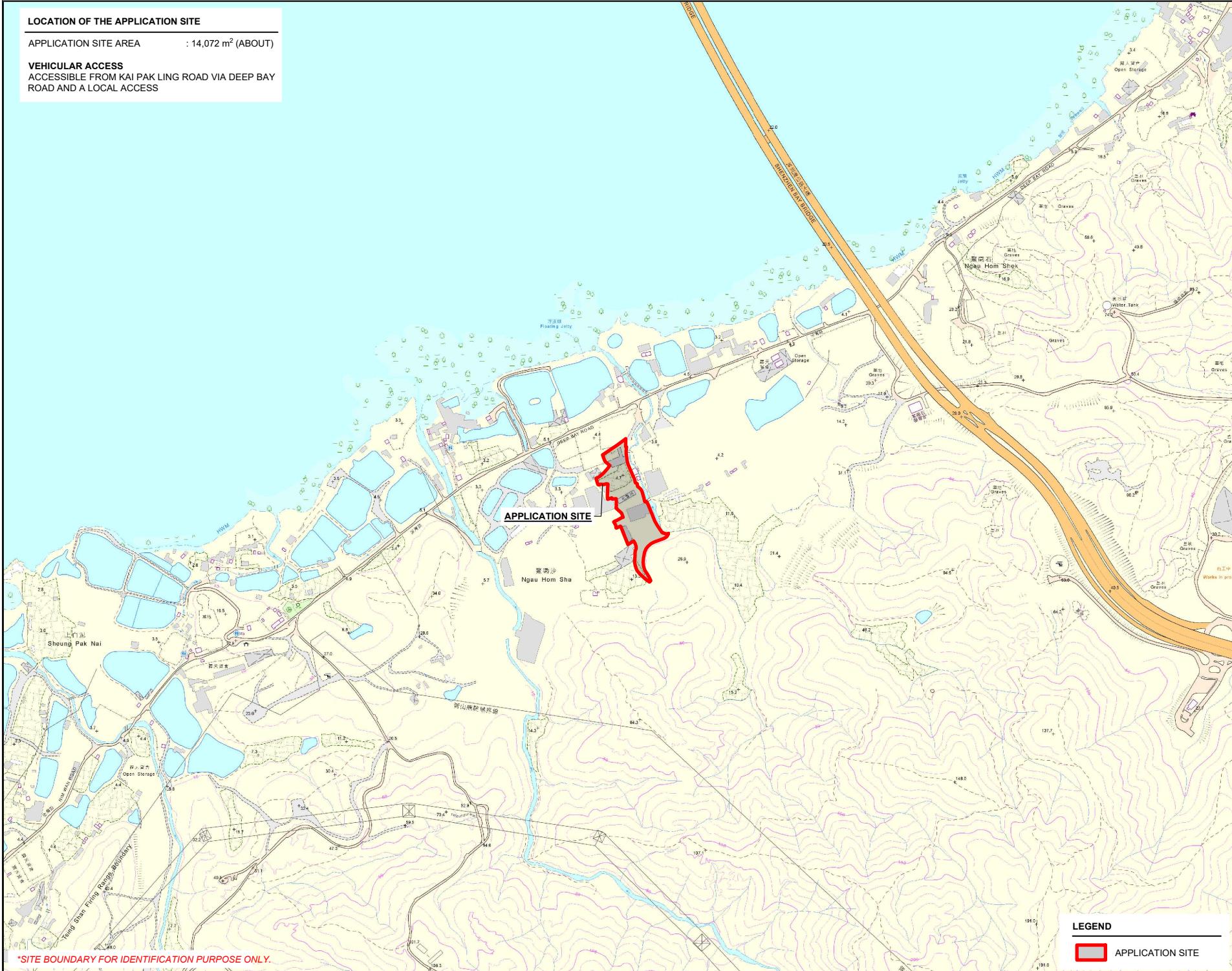
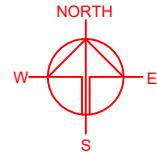
Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D.89 Man Kam To, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 99, Chau Tau, San Tin, New Territories	Various Lots in D.D. 129, Lau Fau Shan, 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)	14,072 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	2.9 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 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	<u>Not suitable for relocation:</u> <ul style="list-style-type: none"> - land ownership issue - tenancy for portion of the site is not feasible - remote location 	<u>Not suitable for relocation:</u> <ul style="list-style-type: none"> - within the "CA(1)" zone - pond filling is required - incompatible with the surrounding area - remote location 	<u>Not suitable for relocation:</u> <ul style="list-style-type: none"> - in close vicinity of sensitive receivers - the area will be resumed for San Tin Technopole development 	<u>Not suitable for relocation:</u> <ul style="list-style-type: none"> - within the "GB" zone - not compatible with the surrounding area 	<u>Not suitable for relocation:</u> <ul style="list-style-type: none"> - in close vicinity of area for residential use - land ownership issue 	<u>Suitable for relocation:</u> <ul style="list-style-type: none"> - not incompatible with the surrounding area - easily accessible - relatively flat and mostly vacant

LIST OF PLANS

- Plan 1** Location plan
- Plan 2** Zoning plan
- Plan 3** Land status plan
- Plan 4** Original Premises – location and zoning
- Plan 5** Original Premises – HSK/HT NDA phasing and land resumption
- Plan 6** Alternative sites for relocation
- Plan 7** TPB PG-No. 13G
- Plan 8** Aerial photo
- Plan 9** Layout plan
- Plan 10** Plan showing the filling of land
- Plan 11** Swept path analysis

LOCATION OF THE APPLICATION SITEAPPLICATION SITE AREA : 14,072 m² (ABOUT)**VEHICULAR ACCESS**

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

***SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.****LEGEND**

APPLICATION SITE

DWG. NO. PLAN 1 VER. 001

PLANNING CONSULTANT**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 AND
ADJOINING GOVERNMENT LAND
PAK NAI, YUEN LONG, NEW
TERRITORIES

SCALE

1 : 10000 @ A4

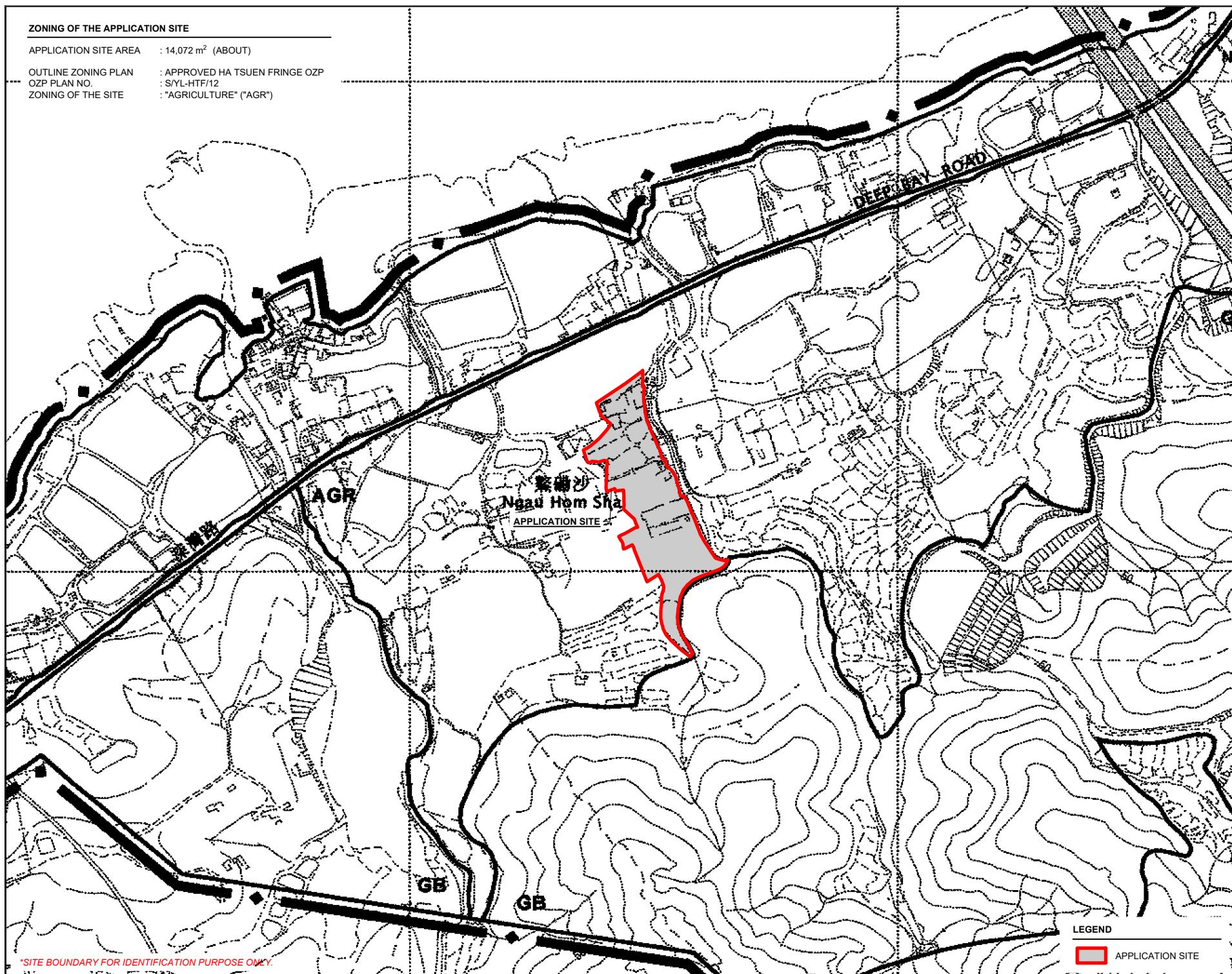
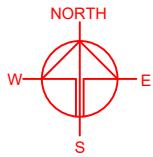
DRAWN BY MN DATE 30.10.2025

CHECKED BY**APPROVED BY****DWG. TITLE**
LOCATION PLAN

ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 14,072 m² (ABOUT)

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



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 AND
ADJOINING GOVERNMENT LAND
PAK NAI, YUEN LONG, NEW
TERRITORIES

SCALE
1 : 5000 @ A4

DRAWN BY MN DATE 30.10.2025

CHECKED BY DATE

APPROVED BY DATE

DWG. TITLE
ZONING PLAN

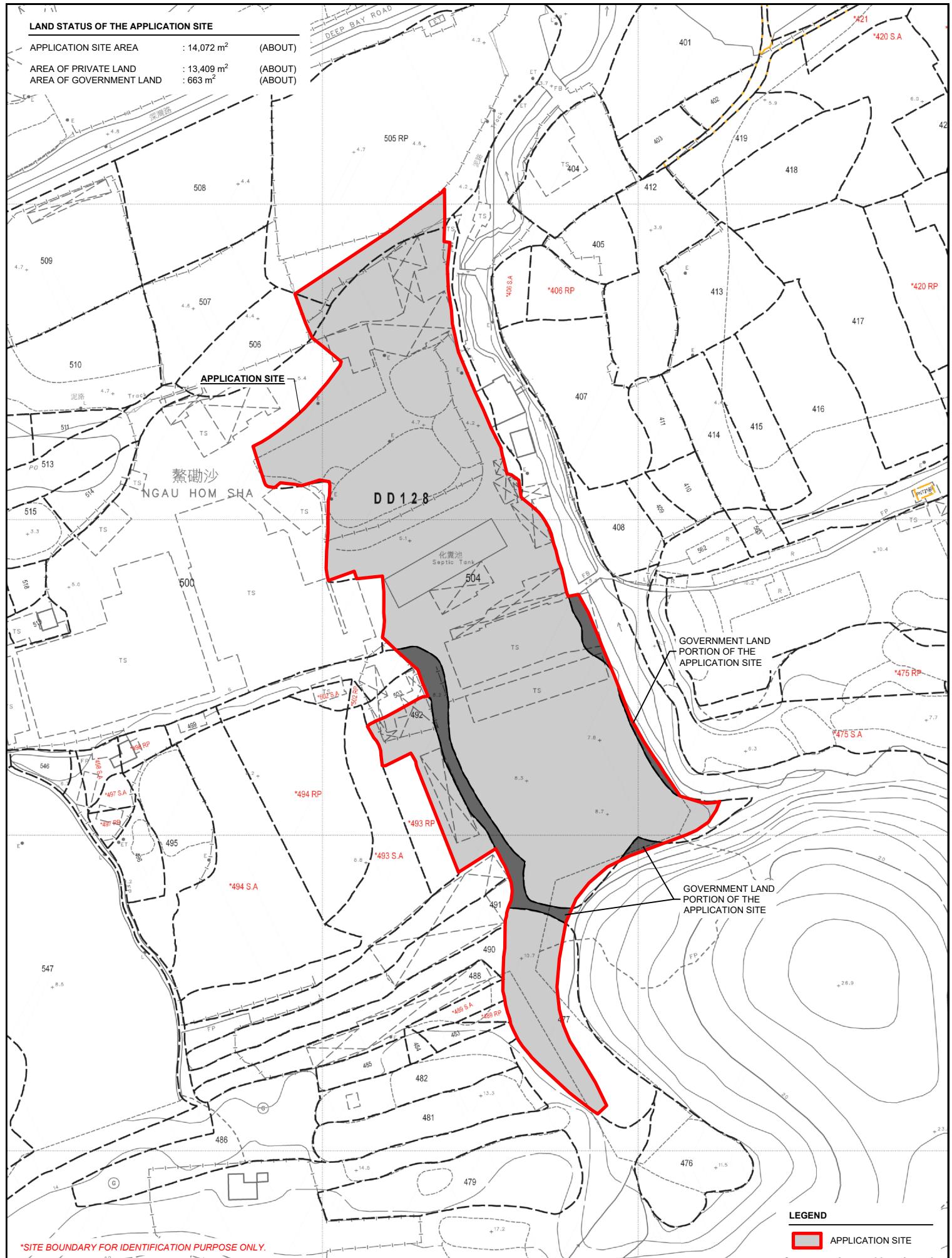
DWG. NO. PLAN 2 VER. 001

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

APPLICATION SITE

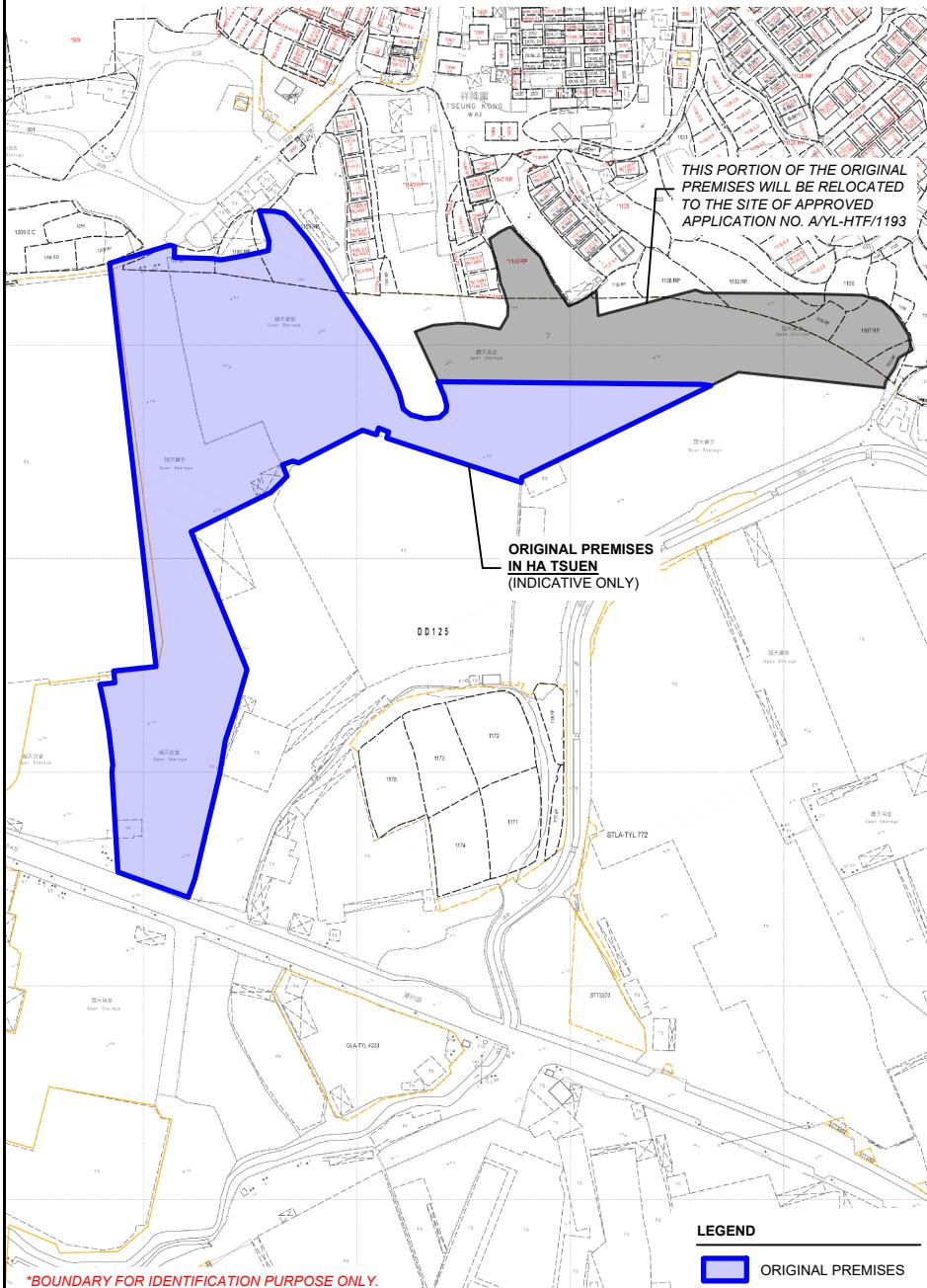
LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA : 14,072 m² (ABOUT)
 AREA OF PRIVATE LAND : 13,409 m² (ABOUT)
 AREA OF GOVERNMENT LAND : 663 m² (ABOUT)



DETAILS OF THE APPLICANT'S ORIGINAL PREMISES IN HA TSUEN

AREA OF PREMISES : 24,237 m² (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



ZONING OF THE APPLICANT'S ORIGINAL PREMISES IN HA TSUEN

OUTLINE ZONING PLAN AREA : APPROVED HUNG SHUI KIU AND HA TSUEN OZ

OUTLINE ZONING PLAN NO. : S/HSK/2
SCHOOL OF THE ORIGINAL FRENCH : MONTREAL, QUEBEC

ZONING OF THE ORIGINAL PREMISES : "OPEN SPACE" ("O")
"OTHER SPECIFIED USES" ANNEX

"OTHER SPECIFIED USES" ANNOUNCEMENT
"OTHER SPECIFIED USES" ANNOUNCEMENT

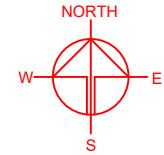
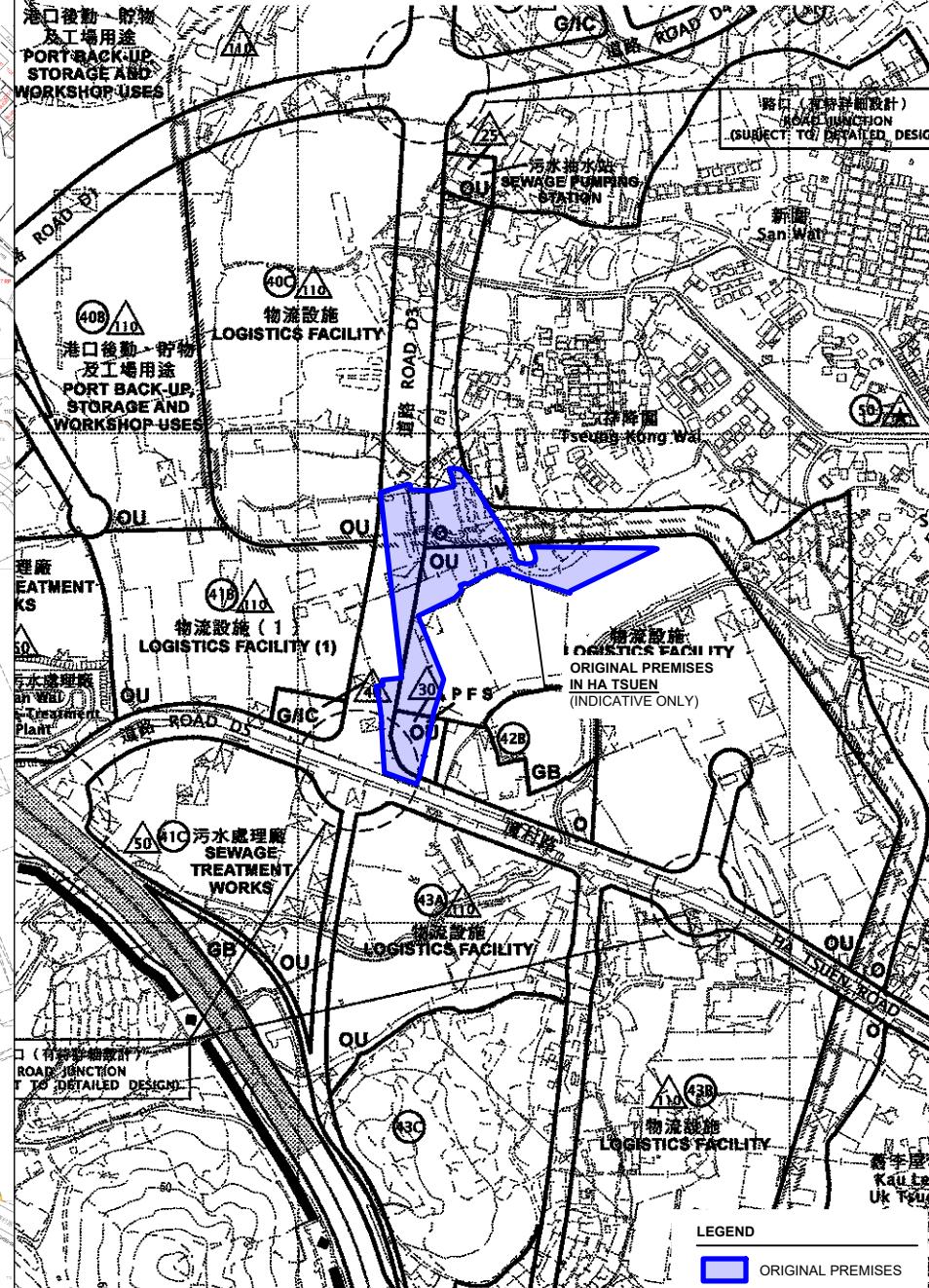
"OTHER SPECIFIED USES" ANNOTATED "PETROL FILLING STATION" ("OU(PFS)" AND AREA SHOWN AS "ROAD")

AND AREA SHOWN AS ROAD

港口後勤、貯物

及工場用途

PORT BACK-UP



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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 AND
ADJOINING GOVERNMENT
LAND, PAK NAI, YUEN LONG,
NEW TERRITORIES

SCALE

DRAWN BY

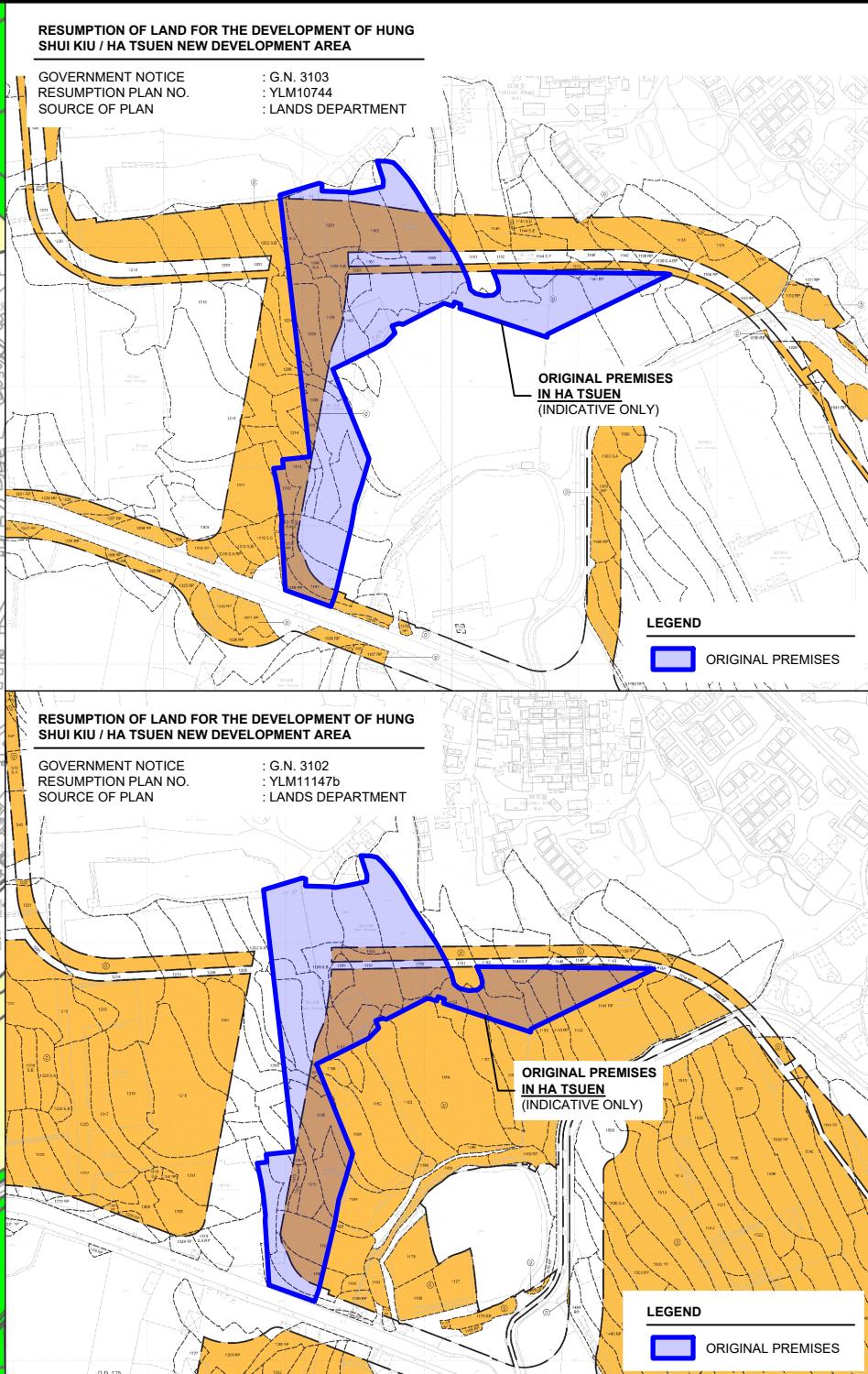
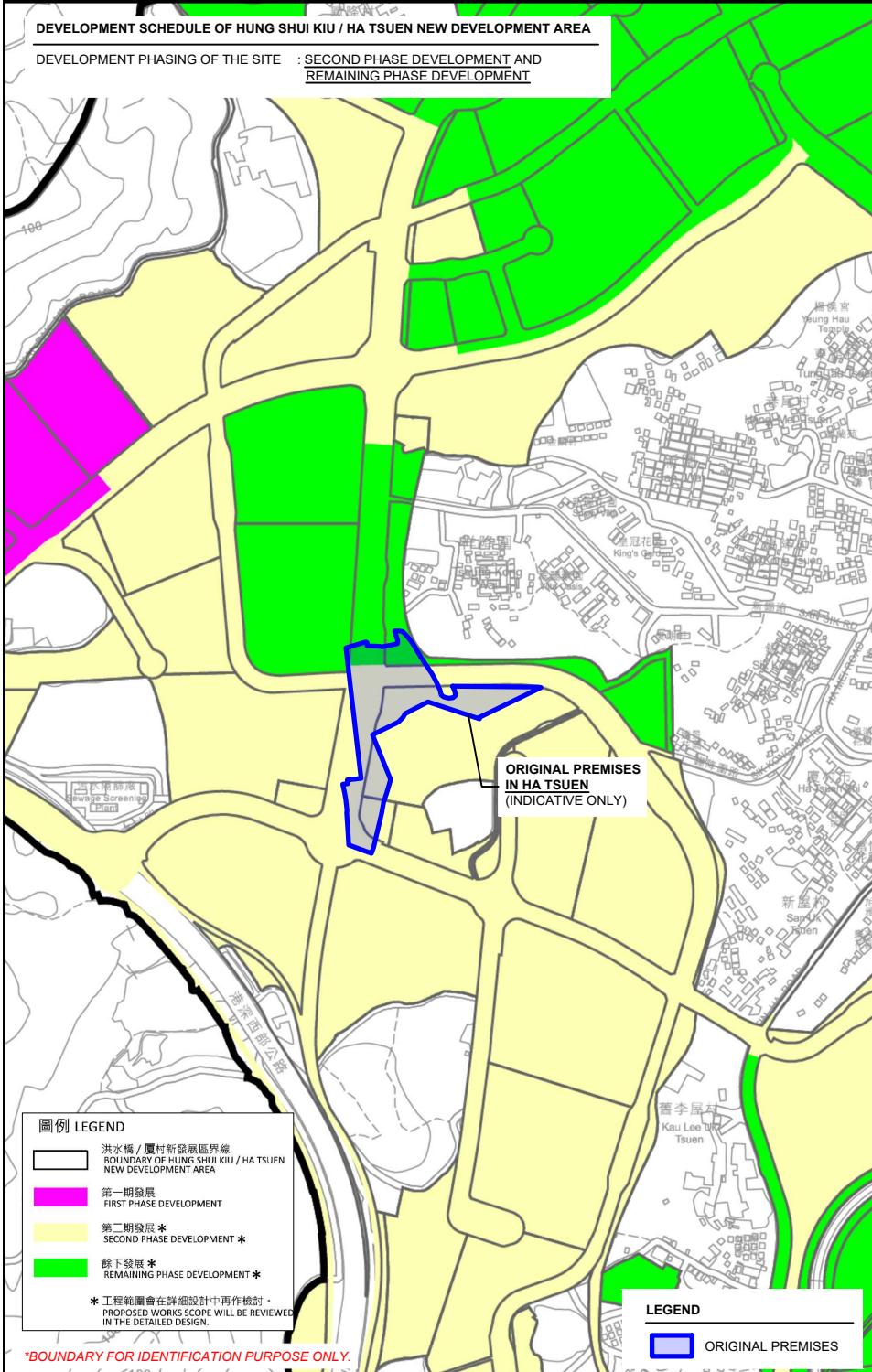
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APPROVED BY	DATE
DWG. TITLE	
OB - LOCATION / ZONING PLAN	

DWG NO.

PLAN 4



NORTH

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 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE

1 : 10000 / 5000 @ A4

DRAWN BY DATE
MN 30.10.2025

CHECKED BY DATE

APPROVED BY DATE

DWG. TITLE
NDA PHASING & LAND RESUM.

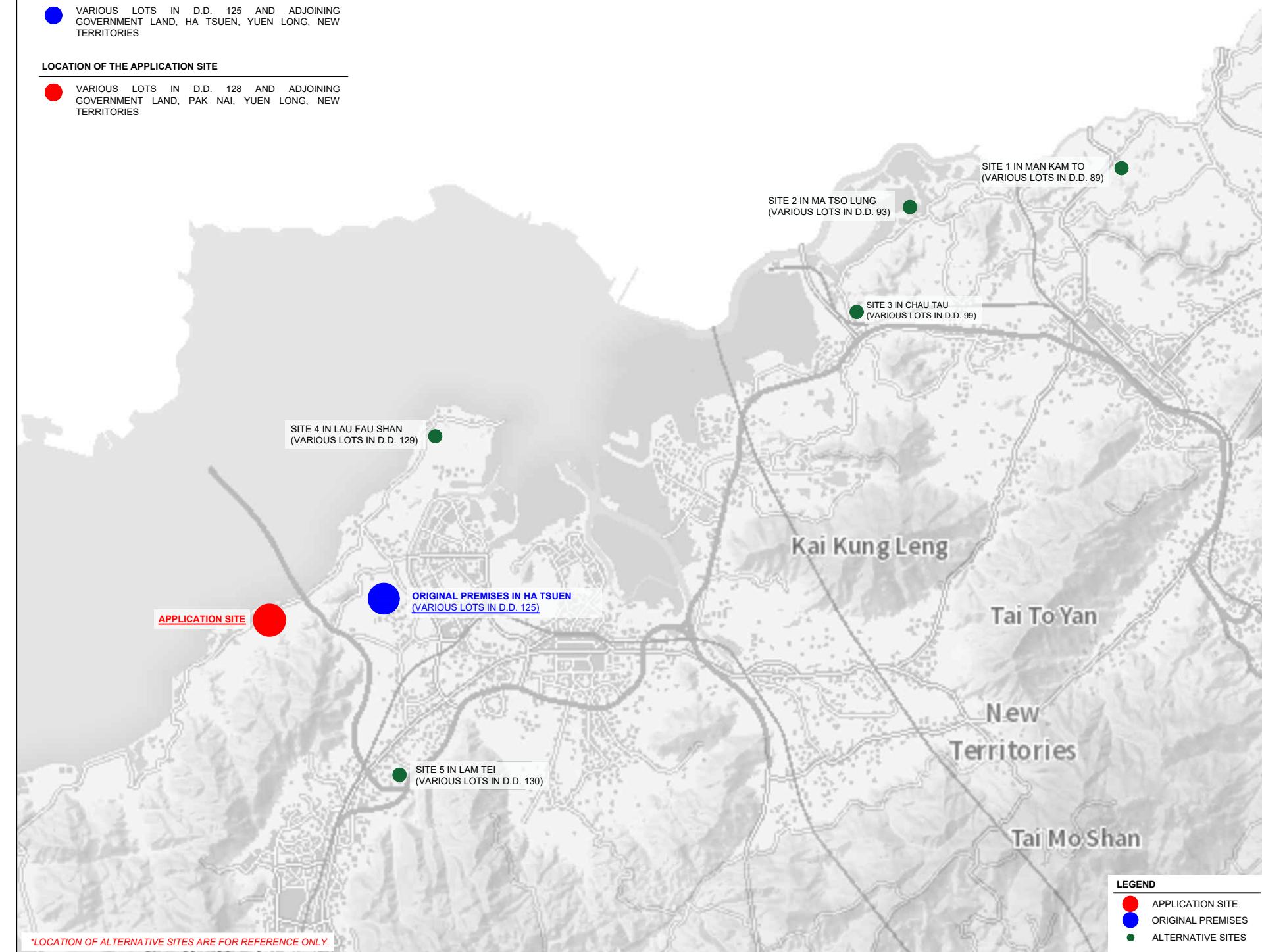
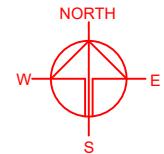
DWG. NO. PLAN 5 VER. 001

LOCATION OF THE 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 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES



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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 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
INDICATIVE ONLY

DRAWN BY CC DATE 4.11.2025

CHECKED BY DATE

APPROVED BY DATE

DWG. TITLE
ALTERNATIVE SITES

DWG. NO. PLAN 6 VER. 001

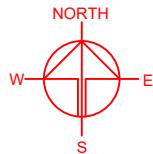
LEGEND

- APPLICATION SITE
- ORIGINAL PREMISES
- ALTERNATIVE SITES

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 : 14,072 m² (ABOUT)

CATEGORY OF SITE : CATEGORY 3 AREA



APPLICATION SITE

TPB Guidelines No. 13G

■ Category 1 Areas

■ Category 2 Areas

■ Category 3 Areas

■ Category 4 Areas

*SITE 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 AND
ADJOINING GOVERNMENT LAND
PAK NAI, YUEN LONG, NEW
TERRITORIES

SCALE

1 : 3000 @ A4

DRAWN BY DATE
MN 30.10.2025

CHECKED BY DATE

APPROVED BY DATE

DWG. TITLE
TPB PG-NO. 13G

DWG. NO. VER.
PLAN 7 001

LEGEND

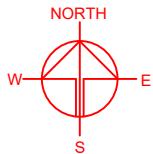
■ APPLICATION SITE

EXISTING CONDITION OF THE APPLICATION SITEAPPLICATION SITE AREA : 14,072 m² (ABOUT)

AERIAL PHOTO NO. : E032752C

DATE OF AERIAL PHOTO : 3/1/2018

SOURCE OF AERIAL PHOTO : LANDS DEPARTMENT

**APPLICATION SITE*****SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.****LEGEND** APPLICATION SITE

DWG. NO. PLAN 8

VER. 001

PLANNING CONSULTANT**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 AND
ADJOINING GOVERNMENT LAND
PAK NAI, YUEN LONG, NEW
TERRITORIES

SCALE

1 : 2000 @ A4

DRAWN BY MN DATE 13.11.2025

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE AERIAL PHOTO OF THE SITE

DWG. NO.

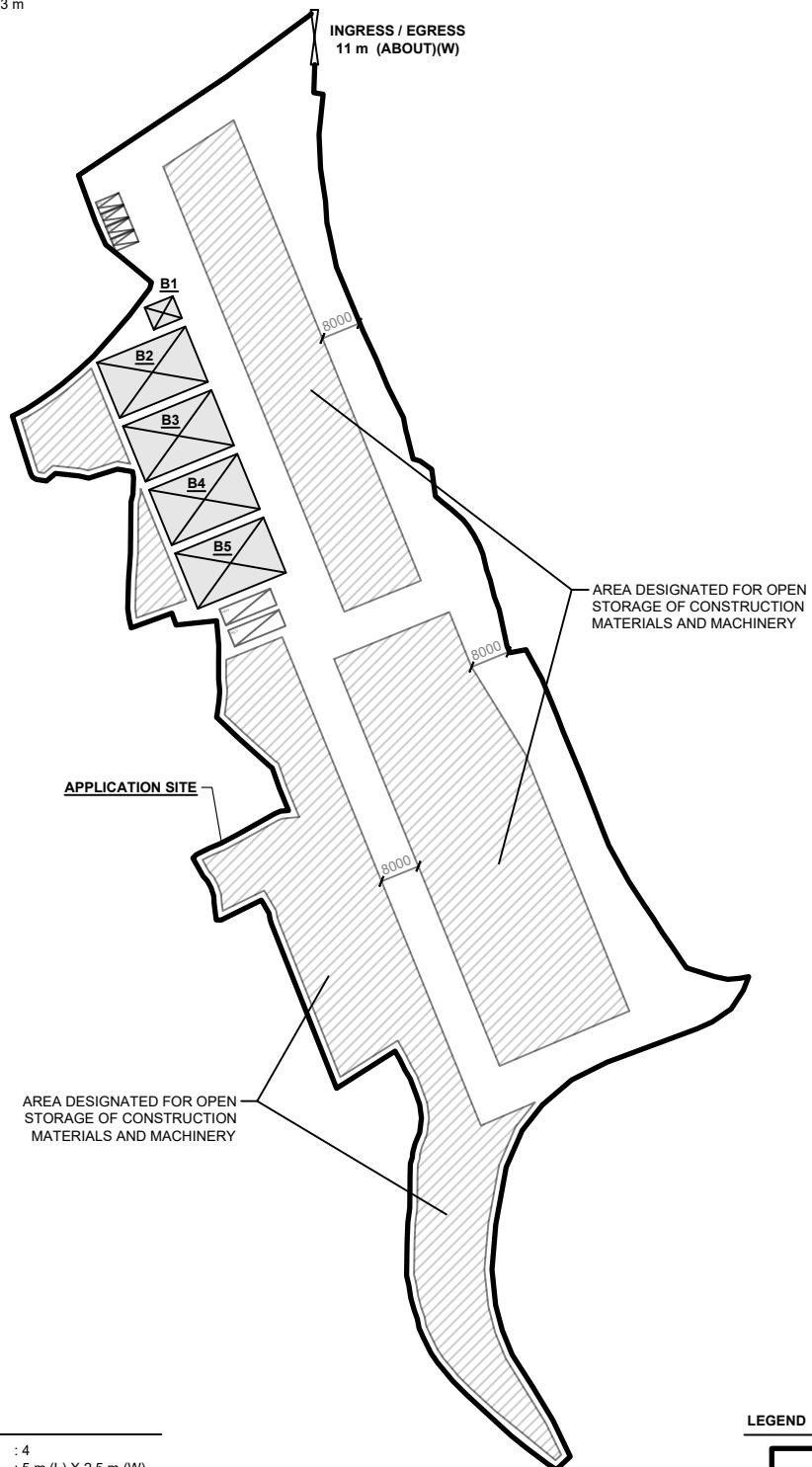
PLAN 8

VER. 001

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 14,072 m ²	(ABOUT)
COVERED AREA	: 950 m ²	(ABOUT)
UNCOVERED AREA	: 13,122 m ²	(ABOUT)
PLOT RATIO	: 0.07	(ABOUT)
SITE COVERAGE	: 7 %	(ABOUT)
NO. OF STRUCTURE	: 5	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 980 m ²	(ABOUT)
TOTAL GFA	: 980 m ²	(ABOUT)
BUILDING HEIGHT	: 7 m - 12 m	(ABOUT)
NO. OF STOREY	: 1 - 2	
OPEN STORAGE AREA	: 7,150 m ²	(ABOUT)
STACKING HEIGHT	: NOT MORE THAN 3 m	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE AND WASHROOM	30 m ² (ABOUT)	60 m ² (ABOUT)	7 m (ABOUT)(2-STORY)
B2	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B3	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B4	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B5	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
	TOTAL	<u>950 m² (ABOUT)</u>	<u>980 m² (ABOUT)</u>	


PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 4
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

PLANNING CONSULTANT



PROJECT

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

ADDRESS

VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1500 @ A4

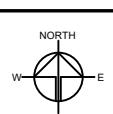
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TITLE
LAYOUT PLAN

DATE
27.10.2025

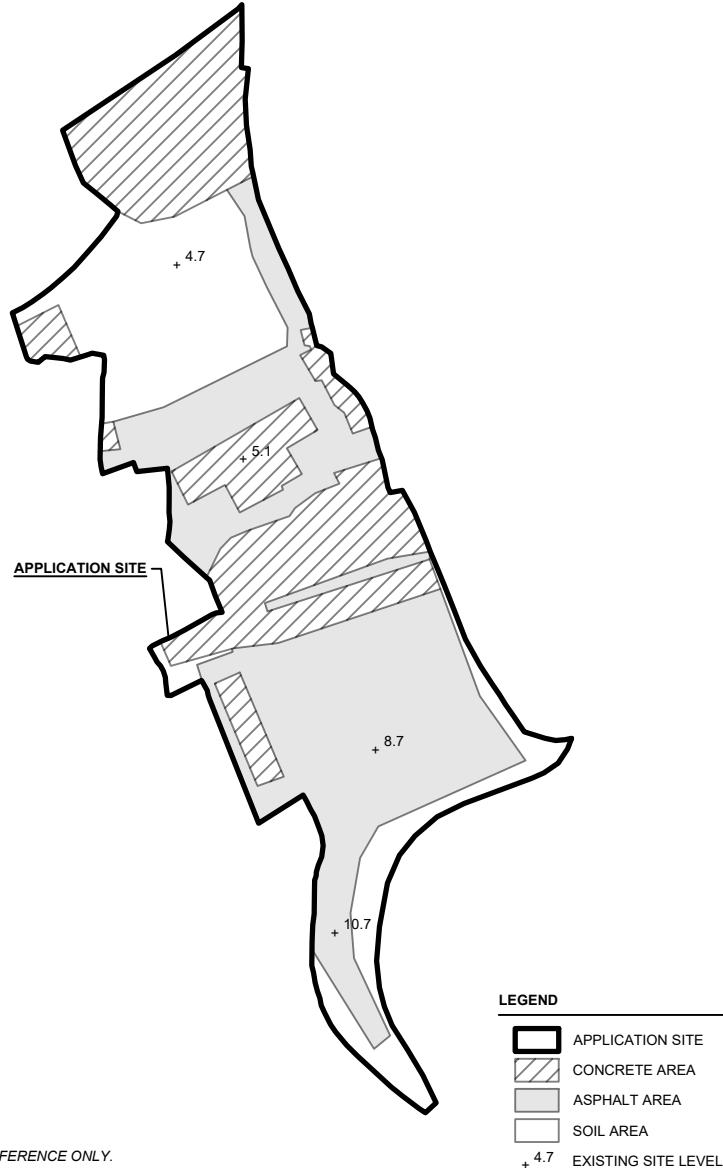
DWG NO.
PLAN 9

VER.
001



EXISTING CONDITION OF THE APPLICATION SITE

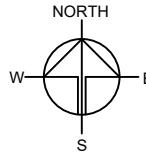
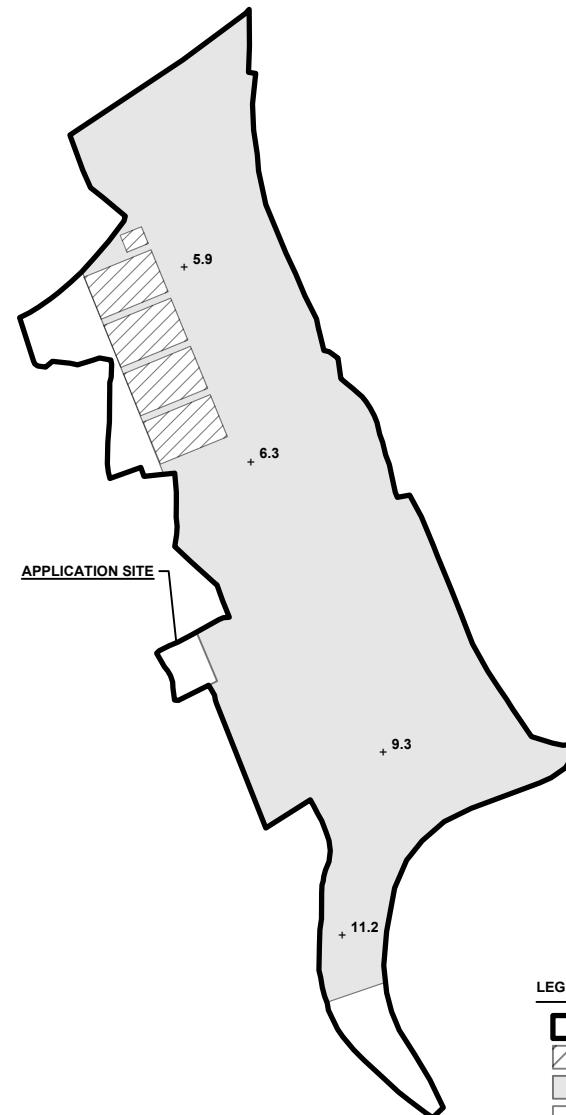
APPLICATION SITE AREA	: 14,072 m ²	(ABOUT)
EXISTING SITE LEVELS	: +4.7 mPD TO +10.7 mPD	(ABOUT)
AREA COVERED BY CONCRETE	: 4,651 m ²	(ABOUT)
AREA COVERED BY ASPHALT	: 5,831 m ²	(ABOUT)
AREA COVERED BY SOIL	: 3,590 m ²	(ABOUT)



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

PROPOSED FILLING OF LAND AT THE APPLICATION SITE

APPLICATION SITE AREA	: 14,072 m ²	(ABOUT)
FILLING OF LAND AREA	: 14,072 m ²	(ABOUT)
- CONCRETE	: 950	
- ASPHALT	: 11,900 m ²	(ABOUT)
- SOIL	: 1,222 m ²	(ABOUT)
DEPTH OF LAND FILLING	: NOT MORE THAN 1.2 m	
SITE LEVELS	: +5.9 mPD TO +11.2 mPD	(ABOUT)
MATERIAL OF LAND FILLING	: CONCRETE, ASPHALT AND SOIL	
USE	: PARKING AND LOADING / UNLOADING SPACE, SITE FORMATION OF STRUCTURES, OPEN STORAGE AREA AND CIRCULATION SPACE	



PLANNING CONSULTANT



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 AND ADJOINING GOVERNMENT LAND PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE

1 : 2000 @ A4

DRAWN BY MN DATE 12.11.2025
REVISED BY DATE

APPROVED BY DATE

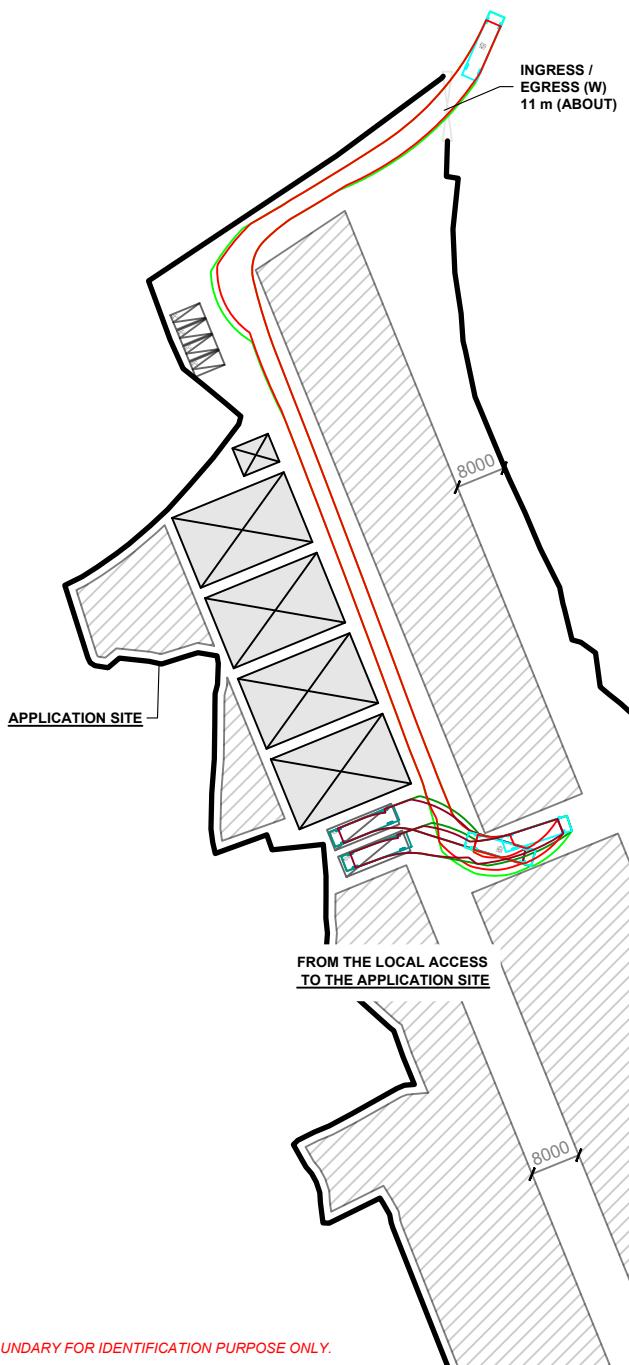
DWG. TITLE FILLING OF LAND

DWG. NO. PLAN 10 VER. 001

SWEEP PATH ANALYSIS

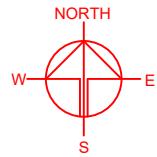
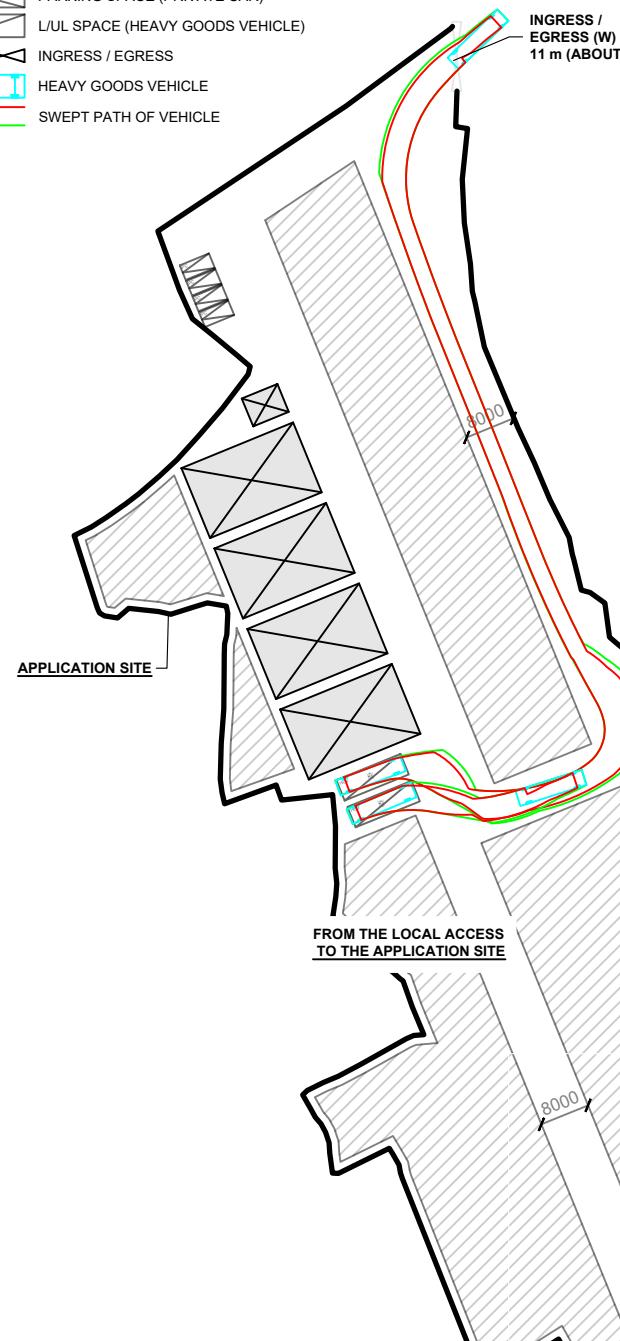
TYPE OF VEHICLE : HEAVY GOODS VEHICLE
DIMENSION OF VEHICLE : 3.5 m (W) X 11 m (L)

SWEEP PATHS GENERATED BY AUTODESK VEHICLE TRACKING



LEGEND

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



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 AND ADJOINING GOVERNMENT LAND PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE
1 : 1200 @ A4

DRAWN BY MN DATE 30.10.2025

REVISED BY DATE

APPROVED BY DATE

DWG. TITLE
SWEPT PATH ANALYSIS

DWG. NO. PLAN 11 VER. 001



Our Ref. : DD128 Lot 477
Your Ref. : TPB/A/YL-HTF/1203

盈卓規劃有限公司

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

By E-mail

03 December 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 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-HTF/1203)

We write to submit supplementary information with the drainage impact assessment (**Annex 1**), traffic impact assessment (**Annex 2**), and revised plan showing the filling of land (**Annex 3**) in support of the captioned application.

Should you require more information regarding the application, please contact our Mr. Danny NG at (852) 2339 0884 / dannyng@r-riches.com.hk or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Planning Limited

A handwritten signature in black ink, appearing to read "Christian CHIM". To the right of the signature is a circular blue company seal. The seal contains the text "R-RICHES PLANNING LIMITED" around the perimeter and "盈卓規劃有限公司" in the center.

Christian CHIM
Town Planner

Annex 1

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 , Various Lots in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories

Drainage Impact Assessment



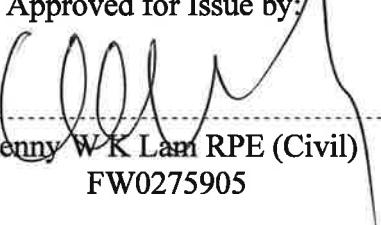
Document No. W1079/01
Issue 1

December 2025

W1079/01
Issue 1
December 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 and Adjoining Government Land, 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:	3 December 2025

Sum Wui Investment Limited
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

W1079/01
Issue 1
December 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 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories

Drainage Impact Assessment

Issue	Prepared by	Reviewed by	Date
1	CC	BLE	3 December 2025

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Content

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3.0	Current Flooding Susceptibility and Proposed Drainage.....	5
4.0	Changes to the Drainage Characteristics and Potential Drainage Impact	6
5.0	Drainage Impact Mitigation Measures.....	9
6.0	Monitoring Requirements.....	10
7.0	Conclusion	10

List of Appendix

Appendix A: Drawing
Appendix B: Design Calculation
Appendix C: Site Photos
Appendix D: Layout Plans of Approved Development for Adjacent Area

Drawing List

W1079/001	Layout Plan
W1079/002	Cross Section
W1079/003	Drainage Layout Plan
W1079/004	Catchment Plan – Before Development
W1079/005	Catchment Plan – After Development
W1079/006	Typical Details of Drainage

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Table 2-2: Minimum Pipeline Cover and Manhole Spacing Requirements
Table 2-3: Storm Constant for SDM
Table 4-1: Changes in Time of Concentration
Table 4-2A: Design Runoff, Capacity and Utilization of the Proposed U-channels at Sothern
Table 4-2B: Design Runoff, Capacity and Utilization of the Proposed U-channels at Northern
Table 4-3A: Design Runoff, Capacity and Utilization of the Proposed Pipes at Sothern
Table 4-3B: Design Runoff, Capacity and Utilization of the Proposed Pipes at Northern
Table 4-4A: Equivalent Runoff Coefficient for Site Before Development
Table 4-4B: Equivalent Runoff Coefficient for Site After Development
Table 4-5: Estimated Runoff and Capacities of Existing Drainage

Abbreviations

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

1.0 Introduction

- 1.1 This submission presents the drainage impact assessment of the 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 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories (“Site”)
- 1.2 The site covers an area of approximately 14,072 m² and is currently comprised of grassland, as well as hard-paved surfaces in both concrete and asphalt. The proposed development involves filling the site with soil and constructing concrete and asphalt surfaces up to a maximum depth of 1.2 m. The development plan includes the construction of four single-storey warehouses and a two-storey office with an integrated washroom. The total gross floor area (GFA) will be approximately 920 m² for the warehouses and 60 m² for the office. The general layout plan and cross sections of the Site are shown on the Drawing Nos. **W1079/001** and **W1079/002** enclosed in **Appendix A**.
- 1.3 Due to the concerns of possible drainage impact arising from the change of uses, Mannings (Asia) Consultants Limited (MACL) was appointed by the Sum Wui Investment Limited to undertake a Drainage Impact Assessment (DIA) to demonstrate the acceptability of drainage impact upon the surrounding environment.

2.0 Design Methodology and Assumptions

Design Code

2.1 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

2.2 Design Parameters

a) Runoff Coefficient

Table 2-1 Runoff Coefficients

Surface Characteristic	Runoff Coefficient, C
Hard paving with asphalt	0.70
Hard paving with concrete	0.95
Structure Roofing Area	1.00
Grassland (heavy soil Flat), unpaved area	0.25

Roughness Coefficient for pipe flow $k_s = 3$

b) Minimum Pipeline Cover and Manhole Spacing Requirements

Table 2-2 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)

Return Period

2.3 A return period of 1 in 50 years is adopted under this assessment.

Analysis Method

2.4 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:

$$Q_p = 0.278 \text{ CiA}$$

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 for determining the duration of the design storm is considered by the time of entry and the time of flow. (for conservative design 5 mins is used for design checking)

$$t_c = t_0 + t_f \quad t_f = L/V$$

where t_0 = inlet time (time taken for flow from the remotest point to reach the most upstream point of the urban drainage system)
 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. (for conservative design 15 mins is used for design checking)

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

Where t_e = time of concentration (min)
 L = catchment length (m)
 A = catchment area (m²)
 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 ($t_d < 240$)
 a, b, c = storm constants given in table 3 of SDM as below

Table 2-3 Storm Constant of SDM – Corrigendum No.1/2024
(HKO Headquarters)

Return Period T (years)	50
a	505.5
b	3.29
c	0.355

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/s²)
 R = hydraulic radius (m)
 D = pipe diameter (m)
 k_s = equivalent sand roughness (m)
 v = kinematic viscosity of fluid (m²/s)
 s = frictional slope (energy gradient due to frictional loss)

3.0 Current Flooding Susceptibility and Proposed Drainage

Current Site Condition and Flooding Susceptibility

- 3.1 The topography of the Site is generally with a steep gradient and currently situated with levels from +4.7mPD to +10.7mPD. In general, the direction of existing surface runoff flows from south to north. Since the proposed ground levels of the Site are generally higher than the existing surrounding area, flooding susceptibility of the Site is considered as low.
- 3.2 Catchment plan before development is shown in **Drawing No. W1079/004** in **Appendix A**.

Proposed Development

- 3.3 Four single-storey warehouses and a two-storey office with an integrated washroom are proposed for the site as stated in Para. 1.2. After completion of the project, the finished ground level of the Site will be raised from approximately +5.9 mPD to +11.2mPD. The majority of the site, will be paved with asphalt, while the remaining areas will be covered with soil and concrete. A layout plan of the proposed development with **Drawing No. W1079/001** is enclosed in **Appendix A**.

Proposed Drainage

- 3.4 According to the site survey and observations, the current site does not have existing drainage system to collect the runoff but have a natural stream nearby the site. As illustrated in **Drawing No. W1079/004** in **Appendix A**, a portion of the runoff from the surrounding area will flow through the site and into the existing natural stream.
- 3.5 As illustrated in **Drawing Nos. W1079/004** in **Appendix A**, a portion of the runoff from the surrounding area will flow through the site and into the existing Stream. The site formation level will be raised but not more than 1.2m, exceeding the existing level of surrounding site are. As such, U-channels ranges from 300mm to 600mm will be provided at both the western and southern perimeters of the site to collect the runoff inside and in the vicinity of the site. These channels will capture runoff from Catchment Area A-F, while the paved areas and unpaved areas within the site (i.e., Catchment Areas 1 - 7) will also be directed into the U-channels. The collected runoff will be conveyed to the existing streams through proposed catchpits and manholes.
- 3.6 The drainage layout plan and detailed drainage are shown in **Drawing Nos. W1079/003** and **W1079/006** in **Appendix A**. Calculation of the proposed drainage are presented in Section 4 and enclosed in **Appendix B**.
- 3.7 The proposed U-channels and drainage pipes are designed to have sufficient capacities for the estimated runoff from the paved, unpaved and roofing area in the Site. Details of the calculation are enclosed in **Appendix B**.

Changes in Land Use and Planned Drainage Works in Adjacent Area

3.8 It is noted that the planning application No. A/YL-HTF/1193 at the adjacent area of North of the Site has been approved. The layout plans of the proposed works and the proposed drainage works for the adjacent area are attached in **Appendix D** for information.

3.9 With reference to the approved DIA study prepared by Mannings (Asia) Consultant Limited (reference No. V1032/01/ Issue 4), the surface runoff of the adjacent area will be collected and discharged to downstream of the existing stream our site discharged to as shown in **Drawing No. V1032/001** in **Appendix D**, thus no drainage impact to our Site in this report is anticipated.

4.0 Changes to the Drainage Characteristics and Potential Drainage Impact

Changes in Land Use and Surface Runoff Characteristics

4.1 The site currently covered in grassland about 3,590 m², hard-paved with asphalt about 5,831m² and hard-paved with concrete about 4,651m². After completion of the project, Most of the Site will be filled with asphalt surface about 11,370 m², and remaining filled with soil surface and concrete surface which is 1,752 m² and 950 m² respectively. Runoff coefficients are shown in Table 2-1 under Para. 2.2.

Changes to Surface Runoff Hydrographs

4.2 Prior to development, the site featured a higher percentage of concrete paving, which has a runoff coefficient of 0.95 and 1.0 for roofing area. Following development, the majority of the site will be paved with asphalt, which has a lower runoff coefficient of 0.7. Considering the equivalent runoff coefficient before development was 0.6767 and after development will be 0.6642, along with the relatively small scale of the proposed development, the changes in the surface runoff hydrographs are deemed negligible.

Changes in Flood Storage

4.3 According to the site survey and observation, there is no flood storage was found near the Site

Changes in Timing of Peak runoff

The ground surface of the site after development and proposed U-channel's gradient are generally flatter than ground surface gradient before development, thus the time of concentration for the runoff is anticipated longer than before development.

The changes in the time of concentration for the existing stream before and after development are summarized in the table below. Further calculations and methodology can be found in **Appendix B**.

Outlet	Time of concentration (min)	
	Before Development	After Development
Existing stream	29.12	29.28

Hydraulic Bankfull Capacity of the Proposed Drainage System

4.4 The proposed drainage system mentioned in Para. 3.4 to Para 3.6 are designed to have sufficient capacity to cater the flow into the Site. Detailed calculation is attached in **Appendix B**.

4.5 The design runoff, capacity and utilization of the U-channels are summarized in below table.

Table 4-2A Design Runoff, Capacity and Utilization of the Proposed U-channels at Southern

Proposed U-Channel	Design Runoff (m³/s)	Capacity (m³/s)	Utilization
UC 7 (375UC)	0.379	0.501	75.6%
UC 6 (600UC)	0.424	0.547	77.6%
UC 5 (600UC)	0.504	1.008	50.0%
UC 4 (6000UC)	0.504	0.689	73.1%
UC 3 (600UC)	0.512	0.788	65.0%
UC 2 (600UC)	0.512	0.908	56.4%
UC 1 (600UC)	0.512	0.980	52.3%
UC 8 (300UC)	0.245	0.554	44.2%
UC 8a (300UC)	0.329	1.932	17.0%

Table 4-2B Design Runoff, Capacity and Utilization of the Proposed U-channels at Northern

Proposed U-Channel	Design Runoff (m³/s)	Capacity (m³/s)	Utilization
UC 14 (300UC)	0.126	0.254	49.6%
UC 13 (450UC)	0.126	0.356	35.4%
UC 12 (450UC)	0.206	0.269	76.6%
UC 11 (450UC)	0.244	0.314	77.8%
UC 10 (450UC)	0.254	0.303	83.8%
UC 09 (450UC)	0.276	0.348	79.1%
UC 9a (600UC)	0.299	0.414	72.3%
UC 15 (300UC)	0.240	0.808	29.7%
UC 15a (300UC)	0.240	0.708	33.9%

4.6 The design runoff, capacity and utilization of the proposed pipes are summarized in below table.

Table 4-3A Design Runoff, Capacity and Utilization of the Proposed Pipes at Southern

Proposed Pipe	Design Runoff (m ³ /s)	Capacity (m ³ /s)	Utilization
To Existing Stream:			
CP01 to SMH01 (600 Dia.)	0.512	1.016	50.4%
SMH01 (750 Dia.) to Stream	0.842	1.016	82.9%

Table 4-3B Design Runoff, Capacity and Utilization of the Proposed Pipes at Southern

Proposed Pipe	Design Runoff (m ³ /s)	Capacity (m ³ /s)	Utilization
To Existing Stream:			
SMH02 (600 Dia.) to Stream	0.539	0.786	68.6%

Changes in Equivalent Coefficient for Site

4.7 Below table shows the comparison of the changes of the equivalent coefficient of the site. Detailed calculation is attached in **Appendix B**.

Table 4-4A Equivalent Runoff Coefficient for Site before Development

Before Development					
Total Site Area	Materials	Area	Percentage	Runoff Coeff.	Equivalent Runoff Coefficient
14072	Soil	3590	25.51%	0.25	0.6761
	Asphalt	5831	41.44%	0.7	
	Concrete	2323	16.50%	0.95	
	Structure Roof	2328	16.55%	1	

Table 4-4B: Equivalent Runoff Coefficient for Site After Development

Before Development					
Total Site Area	Materials	Area	Percentage	Runoff Coeff.	Equivalent Runoff Coefficient
14072	Soil	1752	12.45%	0.25	0.6642
	Asphalt	11370	80.80%	0.7	
	Structure Roof	950	6.75%	1	

As the equivalent runoff coefficient for the site after development is smaller than before development, while the general site gradient and proposed U-channel gradient is flatter than before as mentioned in Para. 4.4, the general peak runoff and velocity for proposed site is anticipated smaller than existing.

Potential Drainage Impact to Existing Stream

4.8 The proposed drainage systems are designed to discharge into the existing stream, as mentioned in Section 3.4. It is anticipated that flows to the outlet will decrease, indicating that no significant drainage impact is expected when comparing conditions before and after the development. The estimated runoffs and capacities after development are summarized in Table 4-5.

Temporary Drainage during Construction

4.9 According to the site survey and observation, there is no existing drainage system in the Site. Therefore, no existing drainage system would be affected during the construction. Temporary drainage is considered not necessary.

Details of Works to Existing Drainage System

4.10 Proposed drainage systems are connecting to existing stream as shown in **Drawing No. W1079/003** in **Appendix A**.

Potential Drainage Impacts to Other Land Users

4.11 All runoff in the Site will be collected and drain to existing stream as stated in Para. 3.4, no drainage impact to other land users is anticipated.

5.0 Drainage Impact Mitigation Measures

5.1 As discussed in Para. 4.11 and 4.12, no existing drainage system would be affected and no drainage impact to other land users is anticipated. Therefore, Mitigation measures is considered not necessary.

5.2 The Contractor should monitor during the construction to ensure that there is no adverse drainage impact to the nearby drainage systems and adjacent land users.

6.0 Monitoring Requirements

Monitoring During Construction

6.1 Monitoring of the drainage system is required during construction to ensure that there are no adverse impacts which may result in flooding or deterioration in the water quality.

6.2 Monitoring shall include:

- any siltation or blockages in channels, slit traps or sediment basins;
- checking the drainage is performing in accordance with the design;
- checking for damage; and
- visual inspection of any high sediment levels

6.3 The detailed requirements of drainage monitoring should be as shown in the following table:

Table 6.1 – Detailed Requirements for Drainage Monitoring

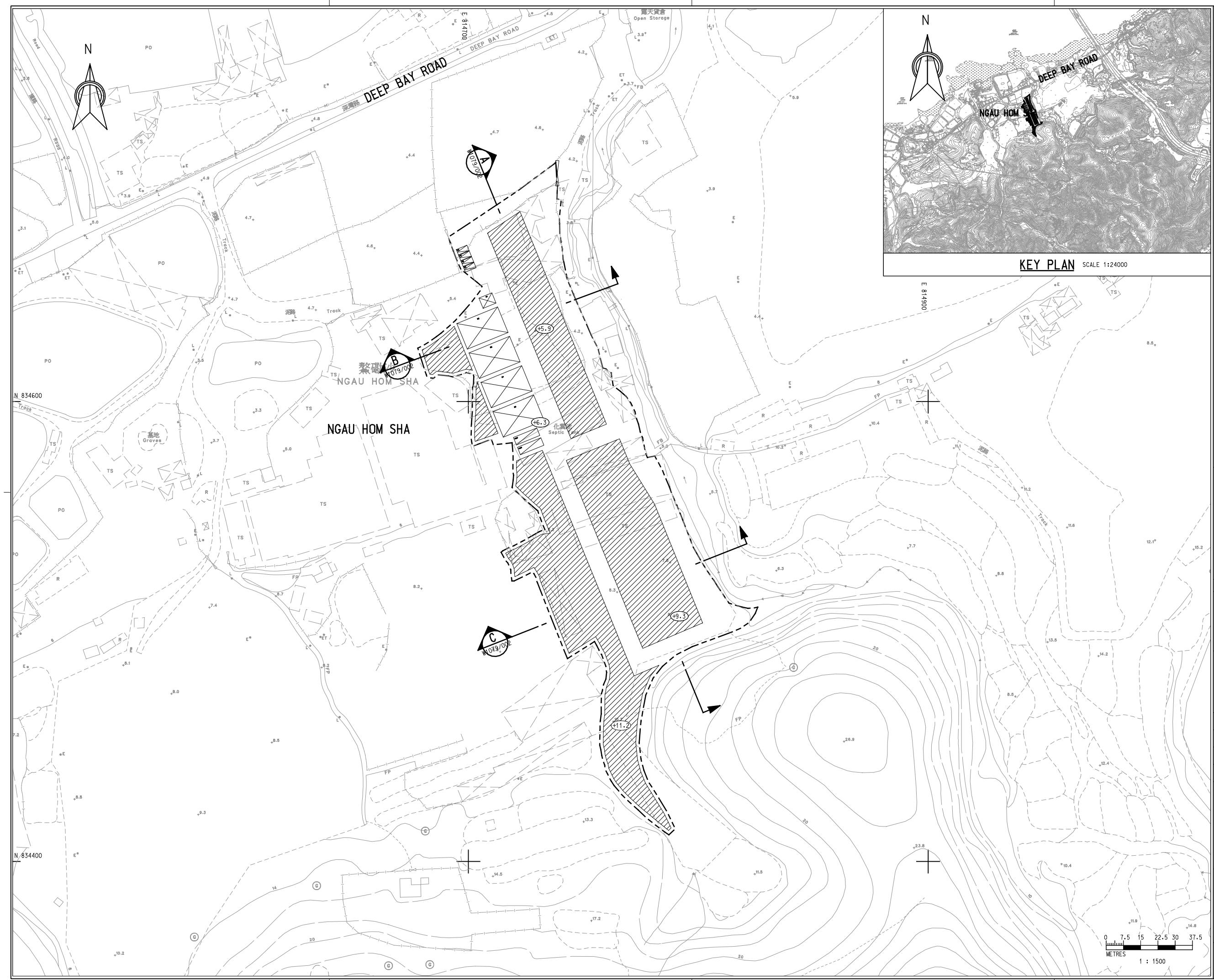
Type / location of monitoring	Minimum Frequency	Action by
Prepare method statements	Before the start of any works that could impact on drainage	Contractor
Inspect existing drainage systems and all construction drainage systems for blockages or breakages	Daily, Weekly, Before every rainstorm warning	Contractor
	After every rainstorm	Contractor
Inspect sedimentation basins and silt traps	Daily, Weekly, Before every rainstorm warning	Contractor
	After every rainstorm	Contractor

7.0 Conclusion

7.1 A Drainage Impact Assessment has been conducted for the proposed land use changes of the application site. The existing stream has been checked for the updated runoff from the catchment area and based on our assessment, no significant drainage impact is expected when comparing conditions before and after the development.

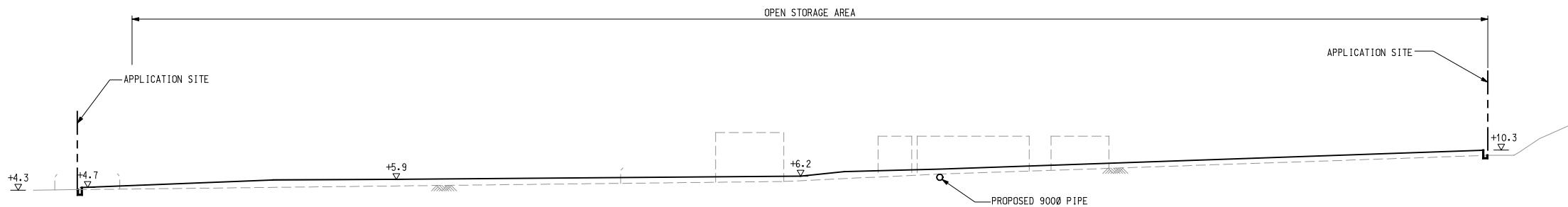
Appendix A

Drawings

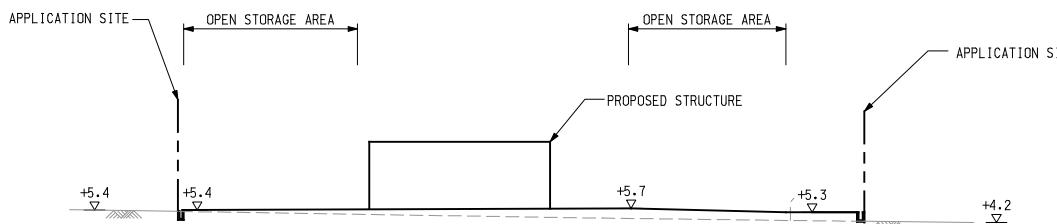


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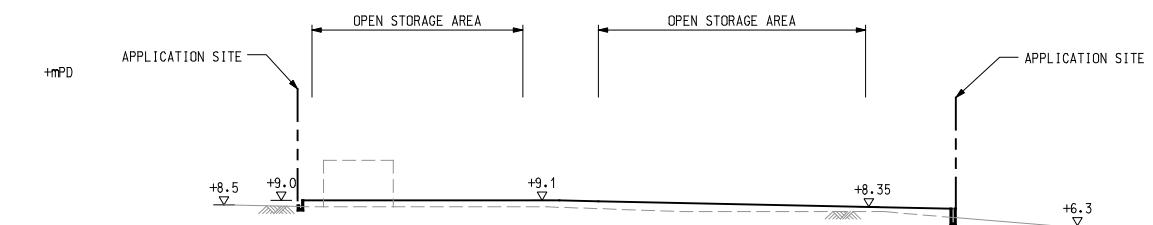
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN mPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



SECTION A
SCALE 1:800 W1079/00

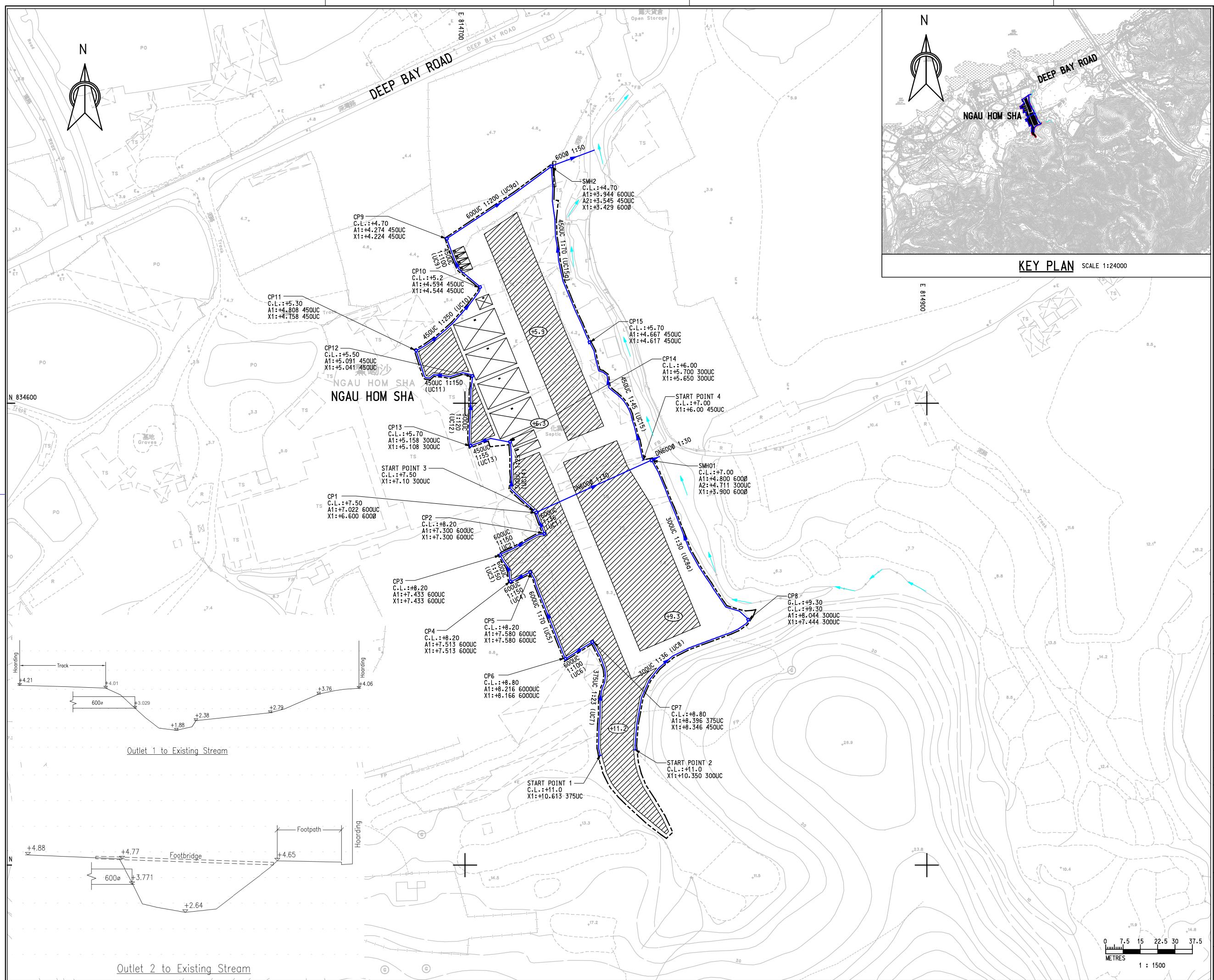


SECTION B
SCALE 1:800 W1079/00



SECTION C
SCALE 1:800 W1079/00

Rev.	Description of Revision	Date	Ckd.
Client			
SUM WUI INVESTMENT LIMITED			
Consultants			
 MANNINGS (Asia) Consultants Limited			
Scale in A3 AS SHOWN		Date NOV 2025	
Designed EM	Drawn KAM	Checked BLE	
Design Team Leader SC	Date NOV 2025		
Approved KTC	Date NOV 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, VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES			
Title			
CROSS SECTION			
 METRES		1 : 800	
Drawing No. W1079/002		Stage D	Rev. -



NOTES :

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.
3. G.L. MEANS THE PROPOSED GROUND LEVEL AND C.L. MEANS THE DOWN STREAM COVER LEVEL.

LEGEND:

	APPLICATION SITE
	STRUCTURE
	OPEN STORAGE AREA
	PARKING SPACE(PRIVATE CAR)
	L/LU SPACE(HEAVY GOODS VEHICLE)
	INGRESS/EGRESS
	PROPOSED U-CHANNEL
	PROPOSED CATCHPIT / STORMWATER MANHOLE
	PROPOSED LEVEL
	EXISTING LEVEL
	EXISTING STREAM FLOW DIRECTION

SUM WUI INVESTMENT LIMITED

consultants



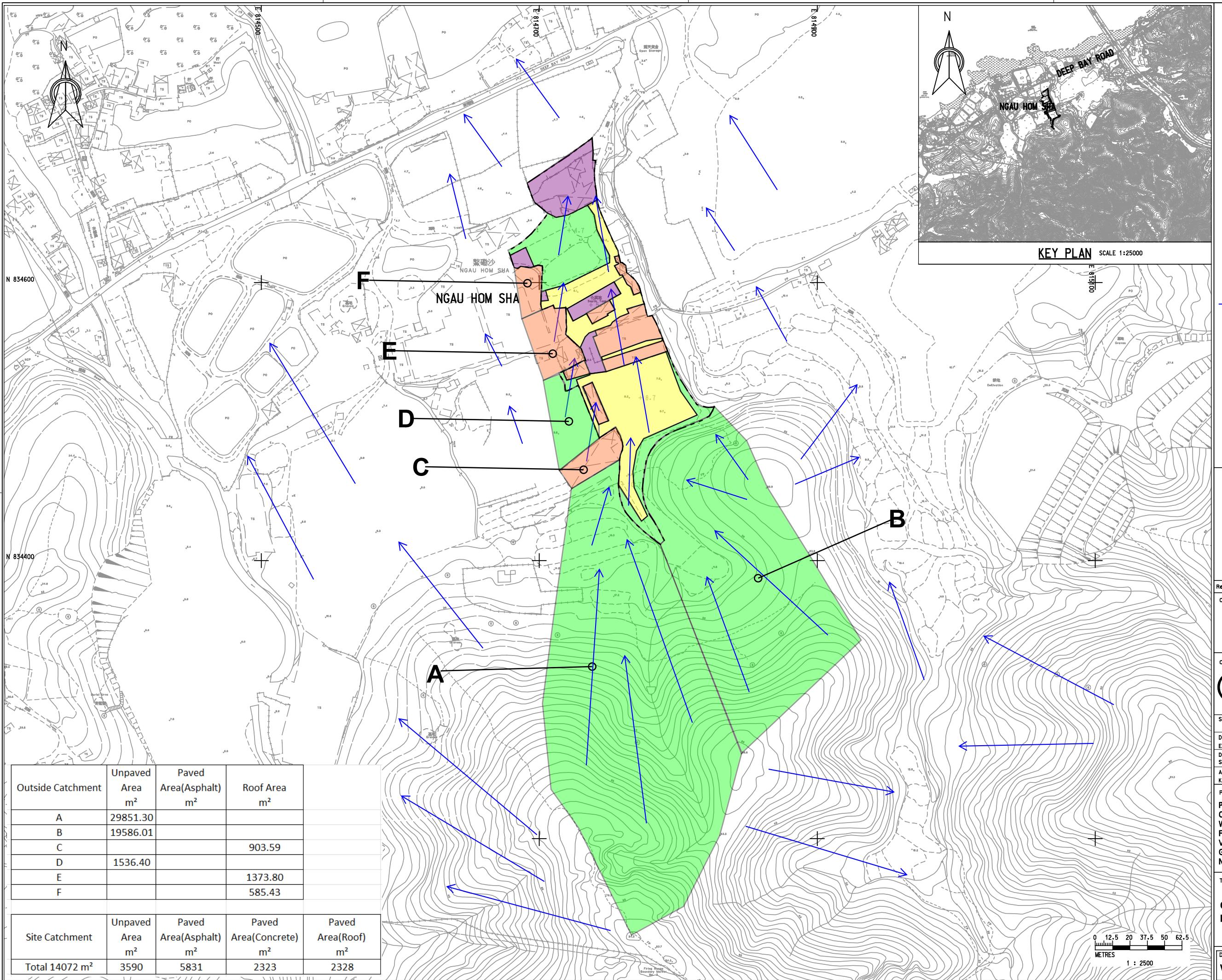
Date in A3 AS SHOWN		Date NOV 2025
signed	Drawn KAM	Checked BLE
Design Team Leader		Date NOV 2025
Approved	Date NOV 2025	

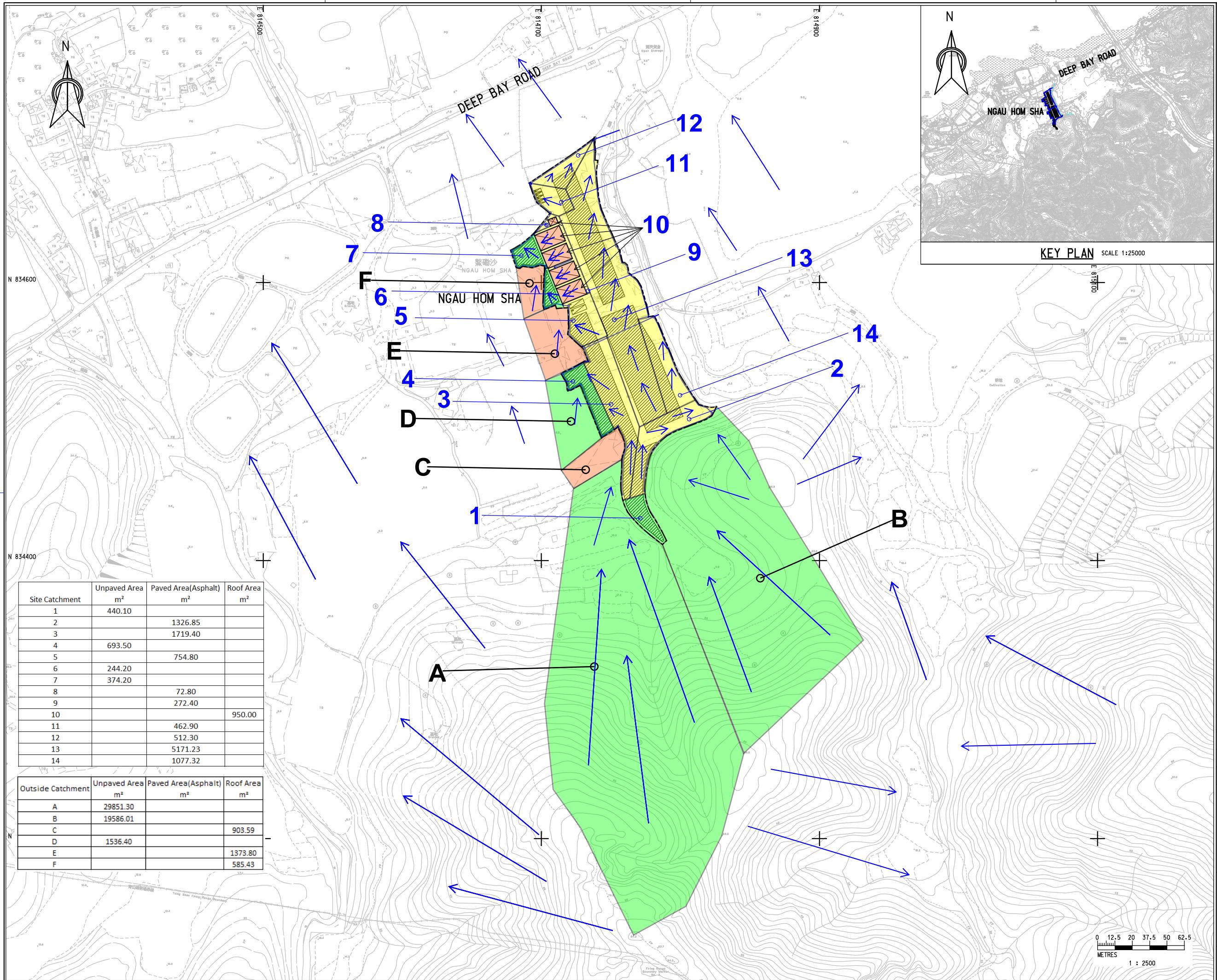
**PROPOSED TEMPORARY OPEN STORAGE OF
CONSTRUCTION MATERIALS AND MACHINERY
WITH ANCILLARY FACILITIES AND ASSOCIATED
FILLING OF LAND FOR A PERIOD OF 3 YEARS,
VARIOUS LOTS IN D.D. 128 AND ADJOINING
GOVERNMENT LAND, PAK NAI, YUEN LONG.
NEW TERRITORIES**

44

DRAINAGE LAYOUT PLAN

awing No.	Stage	Rev.
W1079/003	D	-





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
- OPEN STORAGE AREA
- PARKING SPACE(PRIVATE CAR)
- L/LU SPACE(HEAVY GOODS VEHICLE)
- INGRESS/EGRESS
- PROPOSED U-CHANNEL
- PROPOSED CATCHPIT / STORMWATER MANHOLE
- Un-paved Area
- Concrete Area
- Roofing Area
- Asphalt Area
- Runoff Flow Direction

Rev.	Description of Revision	Date	Ckd.
Client			

**SUM WUI INVESTMENT
LIMITED**

Consultants



Scale in A3 AS SHOWN	Date NOV 2025
Designed EM	Drawn KAM
Design Team Leader SC	Checked BLE
Approved KTC	Date NOV 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, VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

**CATCHMENT PLAN -
AFTER DEVELOPMENT**

Drawing No. W1079/005 Stage D Rev. -

K:W1079 - Ha Tsuen*station*W1079-005.dgn

Appendix B

Design Calculations

Equivalent Runoff Coefficient and Time of Concentration Calculation

Site Catchment	Unpaved Area m ²	Paved Area(Asphalt) m ²	Roof Area m ²
1	440.10		
2		1326.85	
3		1719.40	
4	693.50		
5		754.80	
6	244.20		
7	374.20		
8		72.80	
9		272.40	
10			950.00
11		462.90	
12		512.30	
13		5171.23	
14		1077.32	
Total	1752.00	11370.00	950.00
			14072.00

Outside Catchment	Unpaved Area m ²	Paved Area(Asphalt) m ²	Roof Area m ²
A	29851.30		
B	19586.01		
C			903.59
D	1536.40		
E			1373.80
F			585.43

Equivalent Runoff Coefficient Calculation

Before Development					
Total Site Area	Materials	Area	Percentage	Runoff Coeff.	Equivalent Runoff Coefficient
14072	Soil	3590	25.5117%	0.25	0.6761
	Asphalt	5831	41.4369%	0.7	
	Concrete	2323	16.5080%	0.95	
	Structure Roof	2328	16.5435%	1	

After Development					
Total Site Area	Materials	Area	Percentage	Runoff Coeff.	
14072	Soil	1752	12.4503%	0.25	0.6642
	Asphalt	11370	80.7987%	0.7	
	Structure Roof	950	6.7510%	1	

Time of concentration of natural stream before development (te + tf)

$$\begin{aligned}
 &= 0.14465*328/(2981.3)^{0.1}/(73.6/328)^{0.2} &+ & 117/5/60 \\
 &= 28.7442 &+ & 0.39 \\
 &= 29.1342 & \text{mins}
 \end{aligned}$$

Time of concentration of natural stream after development (te + tf)

$$\begin{aligned}
 &= 0.14465*328/(2981.3)^{0.1}/(73.6/328)^{0.2} &+ & 165/3.63/60 \\
 &= 28.7442 &+ & 0.5372 \\
 &= 29.2814 & \text{mins}
 \end{aligned}$$

As a conservative design approach, the following time of concentration values are adopted for calculations:

- 15 minutes for the U-channel collecting natural catchment runoff.
- 5 minutes for the U-channel collecting site runoff.

Proposed U-Channel Checking

Proposed U-Channel (Southern Side)

U/S ID	D/S ID	Catchment No.	Incre. Area (m ²)			Accum. Area (m ²)			U Channel								Rainfall				Manning's Equation				
			unpaved	Asphalt	Roof	unpaved	Paved	Roof	U/S Ground Level	D/S Ground Level	U/S I.L.	D/S I.L.	Drop Level	Size	Length	Gradient	Manning's n	Time of Concentration, t _c	Intensity	Runoff	Wetted Area	Hydraulic Radius	Velocity	Capacity	Runoff / Capacity
			0.25	0.70	1.00	0.25	0.70	1.00	(mPD)	(mPD)	(mPD)	(mPD)	(m)	(mm)	(m)	(1 in)		(min)	(mm/hr)	(l/s)	(m ²)	(m)	(m/s)	(l/s)	(%)
Start 1	CP 7	A+1	30291.40	0.00	0.00	30291.40	0.00	0.00	11.00	8.80	10.613	8.396	0.050	375	51	23	0.014	15.00	180	379	0.1300	0.1316	3.85	501	75.6%
CP 7	CP 6	C	0.00	0.00	903.59	30291.40	0.00	903.59	8.80	8.80	8.346	8.216	0.050	600	13	100	0.014	15.00	180	424	0.2340	0.1870	2.34	547	77.6%
CP 6	CP 5	D+3	1536.40	1719.40	0.00	31827.80	1719.40	903.59	8.80	8.20	8.166	7.580	0.000	600	41	70	0.014	15.00	180	504	0.3334	0.2107	3.02	1008	50.0%
CP 5	CP 4	-	0.00	0.00	0.00	31827.80	1719.40	903.59	8.20	8.20	7.580	7.513	0.000	600	10	150	0.014	15.00	180	504	0.3334	0.2107	2.06	689	73.1%
CP 4	CP 3	4	693.50	0.00	0.00	32521.30	1719.40	903.59	8.20	8.20	7.513	7.433	0.000	600	12	150	0.014	15.00	180	512	0.3734	0.2176	2.11	788	65.0%
CP 3	CP 2	-	0.00	0.00	0.00	32521.30	1719.40	903.59	8.20	8.20	7.433	7.300	0.000	600	20	150	0.014	15.00	180	512	0.4214	0.2246	2.16	908	56.4%
CP 2	CP 1	-	0.00	0.00	0.00	32521.30	1719.40	903.59	8.20	7.50	7.300	7.022	-	600	10	36	0.014	15.00	180	512	0.2481	0.1911	3.95	980	52.3%
Start 2	CP 8	B	19586.01	0.00	0.00	19586.01	0.00	0.00	11.00	8.80	10.350	8.044	0.600	300	83	36	0.014	15.00	180	245	0.1853	0.1260	2.99	554	44.2%
CP 8	SMH01	2+14	0.00	2404.17	0.00	19586.01	2404.17	0.00	9.30	7.00	7.444	4.711	0.000	300	82	30	0.014	15.00	180	329	0.5470	0.1409	3.53	1932	17.0%

Proposed U-Channel (Northern Side)

U/S ID	D/S ID	Catchment No.	Incre. Area (m ²)			Accum. Area (m ²)			U Channel								Rainfall				Manning's Equation				
			unpaved	Asphalt	Roof	unpaved	Paved	Roof	U/S Ground Level	D/S Ground Level	U/S I.L.	D/S I.L.	Drop Level	Size	Length	Gradient	Manning's n	Time of Concentration, t _c	Intensity	Runoff	Wetted Area	Hydraulic Radius	Velocity	Capacity	Runoff / Capacity
			0.25	0.70	1.00	0.25	0.70	1.00	(mPD)	(mPD)	(mPD)	(mPD)	(m)	(mm)	(m)	(1 in)		(min)	(mm/hr)	(l/s)	(m ²)	(m)	(m/s)	(l/s)	(%)
Start 3	CP 14	E+5	0.00	754.80	1373.80	0.00	754.80	1373.80	7.50	6.00	7.100	5.700	0.050	300	35	25	0.014	5.00	239	126	0.0803	0.1042	3.16	254	49.6%
CP 14	CP 13	-	0.00	0.00	0.00	0.00	754.80	1373.80	6.00	5.70	5.650	5.341	0.050	450	17	55	0.014	5.00	239	126	0.1358	0.1419	2.62	356	35.4%
CP 13	CP 12	6+10+9	244.20	272.40	950.00	244.20	1027.20	2323.80	5.70	5.50	5.291	5.091	0.050	450	30	150	0.014	5.00	239	206	0.1624	0.1510	1.65	269	76.6%
CP 12	CP 11	F	0.00	0.00	585.43	244.20	1027.20	2909.23	5.50	5.30	5.041	4.808	0.050	450	35	150	0.014	5.00	239	244	0.1849	0.1573	1.70	314	77.8%
CP 11	CP 10	7+8	374.20	72.80	0.00	618.40	1100.00	2909.23	5.30	5.20	4.758	4.594	0.050	450	41	250	0.014	5.00	239	254	0.2224	0.1657	1.36	303	83.8%
CP 10	CP 9	11	0.00	462.90	0.00	618.40	1562.90	2909.23	5.20	4.70	4.544	4.274	0.050	450	27	100	0.014	5.00	239	276	0.1702	0.1533	2.05	348	79.1%
CP 9	SMH02	12	0.00	512.30	0.00	618.40	2075.20	2909.23	4.70	4.70	4.224	3.944	0.050	600	56	200	0.014	5.00	239	299	0.2472	0.1909	1.67	414	72.3%
Start 4	CP 15	13	0.00	5171.23	0.00	0.00	5171.23	0.00	7.00	5.70	6.000	4.667	0.050	300	60	45	0.014	5.00	239	240	0.2903	0.1337	2.78	808	29.7%
CP 15	SMH02	-	0.00	0.00	0.00	0.00	5171.23	0.00	5.70	4.70	4.617	3.545	0.050	300	75	70	0.014	5.00	239	240	0.3153	0.1349	2.25	708	33.9%

*For the flow velocity exceeds 3 m/s but remains well below the absolute maximum velocity of 6 m/s.

*Additionally, according to Section 8.3.4 of the Geotechnical Code of Practice (GCO, 1984), the use of Manning's formula is recommended for site formation, with a maximum permissible velocity set at 4 m/s (refer to TGN43). Therefore, the U-channel velocity is considered acceptable and desirable.

Proposed Pipe Checking

Proposed Pipe Checking (Southern Side)

From Catchpit/Manhole	To Catchpit/Manhole	Sub-Catchment	Unpaved Catchment Area (m ²)	Asphalt Catchment Area (m ²)	Roof Catchment Area (m ²)	t _c (min)	Intensity (mm/hr)	Peak Flow m ³ /s	Pipe Length (m)	U/S Ground Level (mPD)	D/S Ground Level (mPD)	Upstream Invert Level (m PD)	Downstream Invert Level (m PD)	Diameter (mm)	Gradient (1 in)	Total Catchment Area (m ²)	Velocity (m/s)	Capacity (m ³ /s)	Pipe Capacity Check (Flow / Capacity)
CP 1	SMH01	-	32521	1719	904	15	180.2	0.512	54.00	7.5	7	6.600	4.800	600	30.00	33424.89	3.592	1.016	50.4%
SMH01	River	-	52107	4124	904	15	180.2	0.842	3.86	7	4.77	3.900	3.771	600	30.00	53010.90	3.592	1.016	82.9%

Proposed Pipe Checking (Northern Side)

From Catchpit/Manhole	To Catchpit/Manhole	Sub-Catchment	Unpaved Catchment Area (m ²)	Paved Catchment Area (m ²)	Roof Catchment Area (m ²)	t _c (min)	Intensity (mm/hr)	Peak Flow m ³ /s	Pipe Length (m)	U/S Ground Level (mPD)	D/S Ground Level (mPD)	Upstream Invert Level (m PD)	Downstream Invert Level (m PD)	Diameter (mm)	Gradient (1 in)	Total Catchment Area (m ²)	Velocity (m/s)	Capacity (m ³ /s)	Pipe Capacity Check (Flow / Capacity)
SMH02	River	-	618	7246	2909	5	238.6	0.539	20.00	5.4	4.07	3.429	3.029	600	50.00	3527.63	2.781	0.786	68.6%

Parameters:

Roughness K_s (Conc. Pipe) = 3 mm
Kinematic Viscosity (ν) = 1.14E-06 m²/s
Asphalt Area Runoff Coefficient = 0.70
Unpaved Area Runoff Coefficient = 0.25
Roof Area Runoff Coefficient = 1.00
(Refer to Fluid Mechanics)

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

R =Hydraulic Diameter (m)
K_s =Surface Roughness (m)
ν =Kinematic viscosity (kg/ms)
S_f =Slope of Hydraulic Gradient
g =Gravity (m/s²)

Appendix C

Site Photos

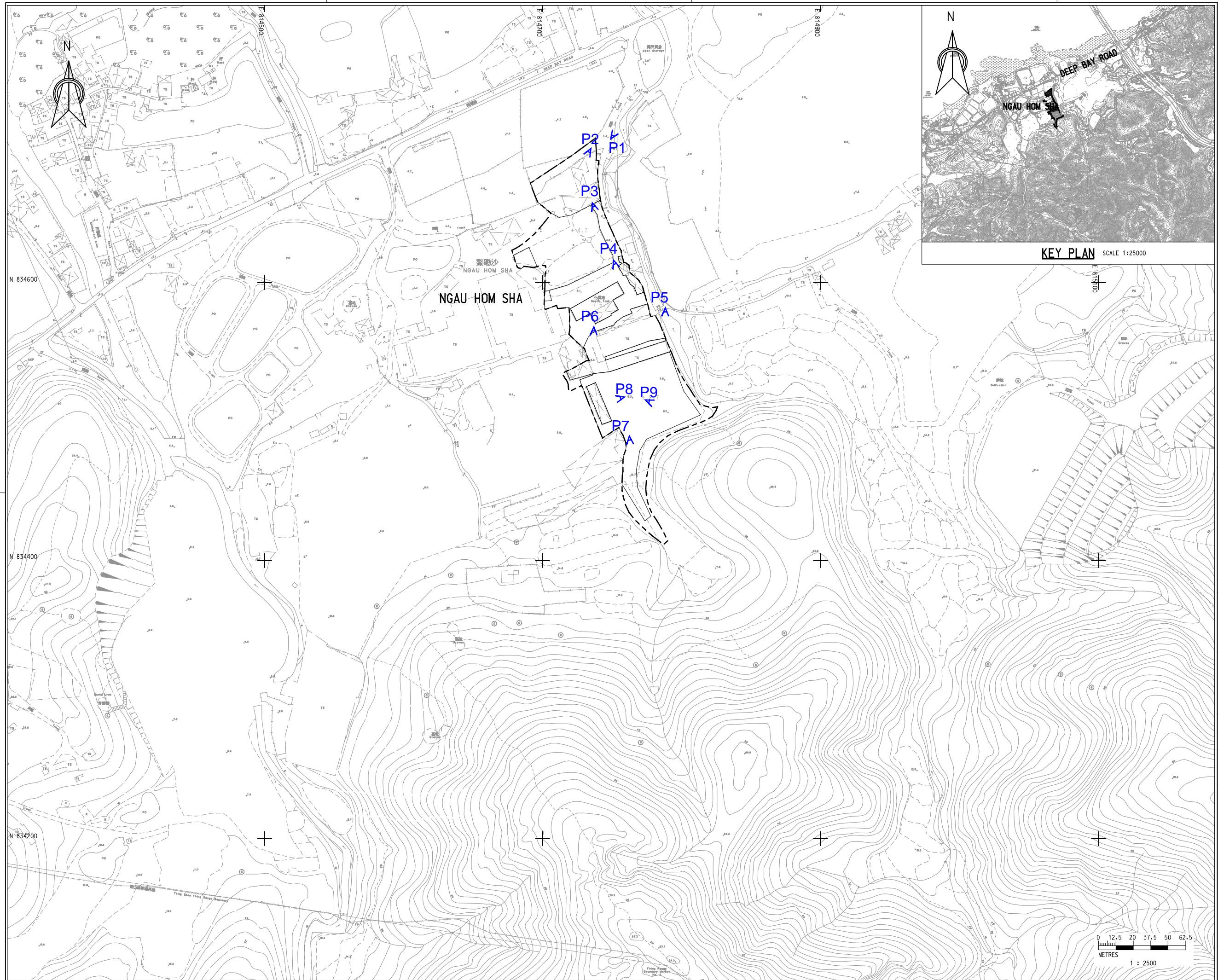




Photo 1



Photo 2



Photo 3



Photo 4

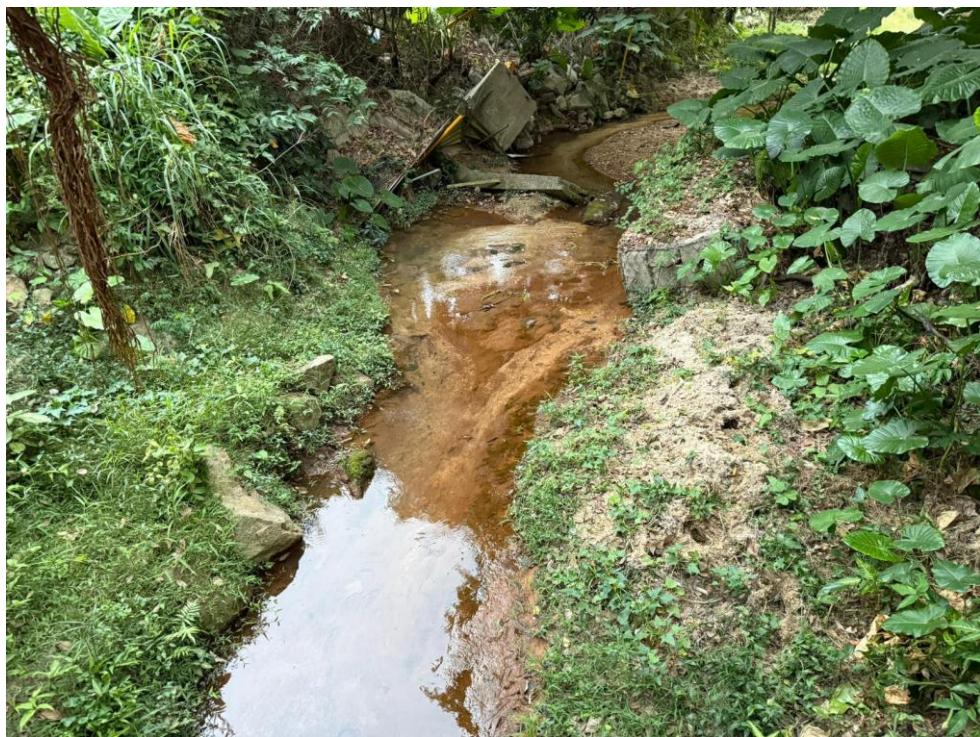


Photo 5



Photo 6



Photo 7



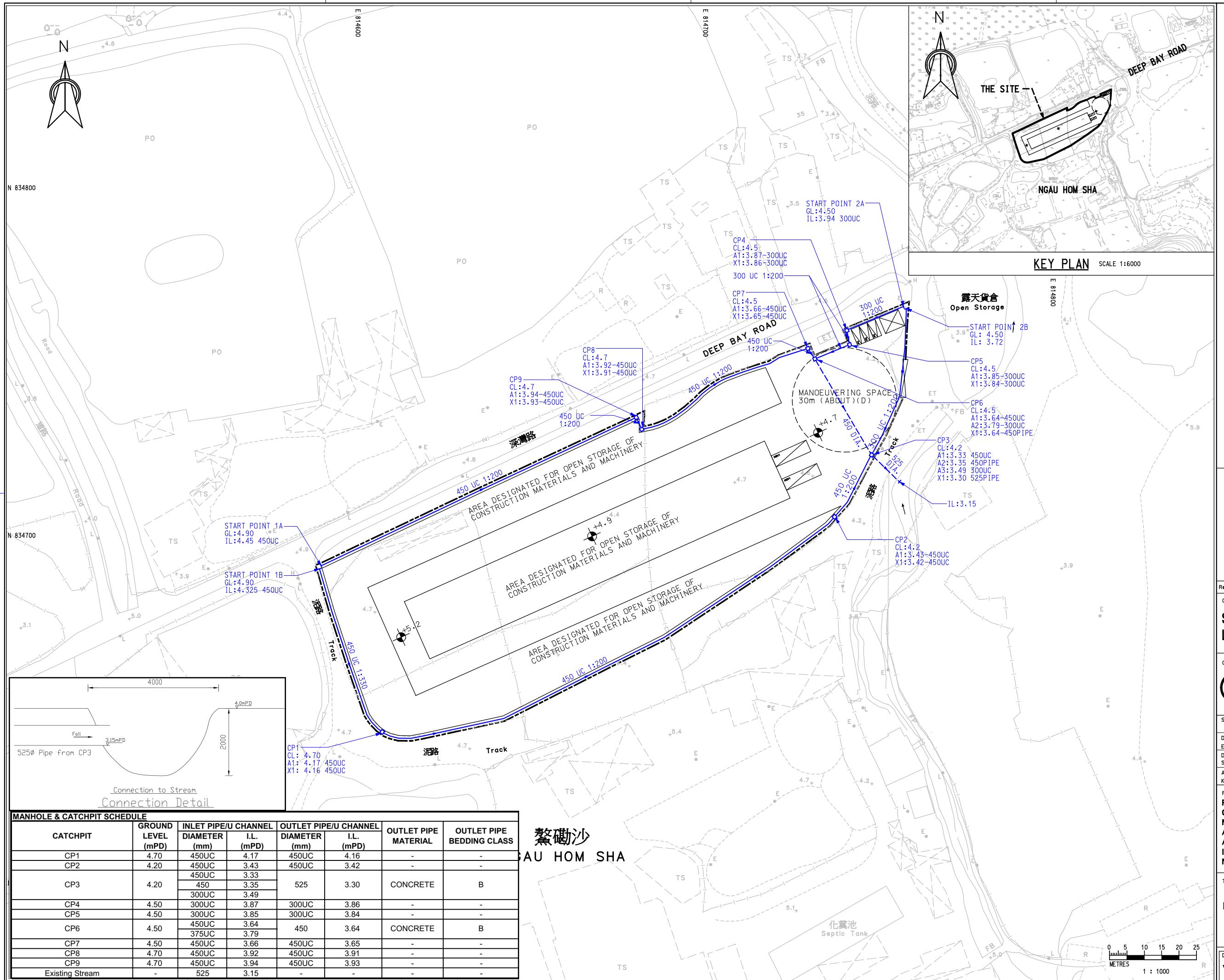
Photo 8



Photo 9

Appendix D

Layout Plans of Approved Development for Adjacent Area



Annex 2

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 at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, N.T.

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



Document No. W1073/TIA/001/DBR

Issue 1

November 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 DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

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	
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Date:	November 2025

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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 at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

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	November 2025

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5.0	TRAFFIC IMPACT ASSESSMENT	8
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Appendix A – Drawings

Appendix B – Traffic Analysis

1.0 INTRODUCTION

1.1 General

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 at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, New Territories (“Project Site”) in support of the planning application.

1.2 Project Descriptions

1.2.1 The Project Site occupies an area of approximately 14,072 m². The area comprises three separated open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

1.2.2 The Site is accessible via a local access road, 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.

1.2.3 Considering the potential increase in traffic generated by the Project Site, this TIA study has been conducted to evaluate the effects on the surrounding road network.

1.3 Study Objectives

1.3.1 The main objectives of this Traffic Impact Assessment (“TIA”) Study are to:

- To evaluate the current vehicular traffic and transport conditions at the Project Site and to assess the potential impacts of the proposed development on the surrounding road network and pedestrian facilities during its operation;
- Identify any existing and potential traffic and transport issues, recommend appropriate mitigation measures and propose any necessary traffic arrangements to support the development.; and
- To evaluate and recommend suitable traffic mitigation measures for the Project Site, if required.

1.4 Report Structure

1.4.1 After the introductory chapter, the report is structured as follows:

- Chapter 2 describes the Project Site;
- Chapter 3 summarizes current traffic conditions near the Project Site;
- Chapter 4 explains the methodology for estimating visitor flows and vehicular traffic generated by the proposed development;
- Chapter 5 details the traffic forecast and summarizes of traffic impact assessment;
- Chapter 6 a summary of the TIA study’s findings and conclusion

2.0 DESCRIPTIONS OF THE PROJECT SITE

2.1 Site Location and Study Area

2.1.1 Drawing No. **Figure 1** of Location Plan in **Appendix A** show the location of the Project Site, located at Ngau Hom Sha and accessed via a northern access road to Deep Bay Road.

2.2 Development Parameters for the Project Site

2.2.1 Based on the latest information, the Project Site involves a Temporary Open Storage development with a site area of approximately 14,072 m².

2.3 Parking and Loading/Unloading Facilities

2.3.1 As shown in **Table 1**, which summarizes the internal transport facilities to be provided within the Project Site, there are no specific parking or loading/unloading requirements for temporary open storage developments under the HKPSG. Therefore, ancillary transport facilities are arranged based on users' operational needs and requirements.

Table 1 - Ancillary Transport Facilities based on user's requirements

Type of Ancillary Transport Facilities	Provision based on User's Requirement
Private Car Parking Space	4
Total Parking Facilities	4
L/UL Spaces for HGV	2
Total L/UL Facilities	2

2.3.2 As presented by R-Riches Property Consultant's Limited, the conceptual layout plan of the Project Site is included in **Appendix A** for easy reference.

2.4 Vehicular and Pedestrian Access Arrangements

2.4.1 Vehicular access to the Project Site is located at the northern boundary, connecting to a short section of local access road before entering Deep Bay Road. The location of the ingress/egress point is shown on Drawing No. **Figure 1** of Location Plan in **Appendix A**. Pedestrian provision within the Site boundary is minimal; pedestrian movements will be managed within the Site during the operation period.

2.5 Adjacent Committed Development

Committed Developments – Site A

2.5.1 Adjacent to the Project Site is a known committed development under planning permission No. A/YL-HTF/1193 which proposed a temporary open storage site at Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories (“Committed Development - Site A”). The site with approximately area of 9,938 m² is immediately adjacent to the Project Site and includes committed upgrading works for Road Section 1 (Deep Bay Road). With reference to the recent TIA study prepared by Mannings (Asia) Consultants Limited reference no. W1037/TIA/001/DBR Issue 2, the agreed traffic flow is 1 vehicle per hour (equivalent to 3 PCU per hour) per direction during peak hour. These upgrading works have been incorporated into the existing road network configuration and the agreed traffic flows generated by the Committed Developments – Site A have been included in the 2029 reference traffic flows used in this assessment are presented in **Table 2**.

Table 2 - The Committed Developments Traffic Flows

Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
		Weekday AM		Weekday PM	
		In	Out	In	Out
Committed Development — Site A	Site Area = 9,938 m ²	veh/hr (pcu/hr) ⁽¹⁾	1 (3) ⁽²⁾	1 (3) ⁽²⁾	1 (3) ⁽²⁾

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

(2) Adjacent to the Project Site, the committed development – Site A (Planning permission No. A/YL-HTF/1193) includes upgrading works for Deep Bay Road and the agreed traffic flow adopted in this Study is sourced from the TIA prepared by Mannings (Asia) Consultants Limited reference no. W1037/TIA/001/DBR Issue 2.

3.0 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1. Under the operation stage, the Site is accessible via a local access road, 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 2** of Delivery Route Plan in **Appendix A**.

Road Section 1

3.1.2. Regarding Road Section 1, the existing condition of Deep Bay Road between the Site and Kai Pak Ling Road shows a carriageway width of approximately 3.0 meters, as measured from the Lands Department basemap. Observations and on-site measurements indicate that vehicles make use of the verge area, resulting in an effective vehicular width exceeding 3.5 meters. Nevertheless, this section is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

3.1.3. Referring to **Section 2.5.1**, upon completion of the proposed road upgrading works under planning permission No. A/YL-HTF/1193 (“Committed Development — Site A”), Road Section 1 of Deep Bay Road will be upgraded to meet the standard for a single-track access road. The upgrading works include widening of the carriageway to achieve a consistent single-track width, provision of adequately spaced and intervisible passing bays at intervals consistent with TPDM requirements, and associated traffic control measures such as signing and delineation. These passing bays are designed to allow safe two-way operation by enabling vehicles to wait and give way at designated points. The upgraded section therefore addresses the current deficiencies identified in **Section 3.1.2** and ensures that traffic generated by the Project Site can be accommodated without adverse impacts along the delivery route. The proposed passing bay locations are shown in **Figure 7** Passing Bays Plan in **Appendix A**.

Road Section 2

3.1.4. 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.

Road Section 3

3.1.5. 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 CEDD contract, the permanent road directly connects with the existing roundabout of the at-grade road network of Kong Shum Western Highway.

3.2 Traffic Surveys

3.2.1. A manual classified traffic count survey in the study area were carried out on 3 November 2025 (Monday) from 07:00 to 20:00 in order to collect the most updated traffic flow volume of the affected junctions / road sections and to access the feasibility of the proposed works as shown in **Table 6** and the survey locations are indicated in Drawing No. **Figure 1** in **Appendix A**.

Table 6 - Affected Junctions and Road Sections

Affected Junctions	
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
Affected Road Sections	
R1	Deep Bay Road
R2	Kai Pak Ling Road
R3	Temporary road

3.3 Existing Vehicle Traffic Conditions

3.3.1 All vehicle flows recorded during the traffic surveys have been converted into passenger car units (PCUs) using the PCU factors specified in Table 2.3.1.1 of Volume 2 of the Transport Planning and Design Manual (TPDM), as indicated in **Table 7**.

Table 7 - Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾
	Priority junction / Roundabout
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium / Heavy Goods Vehicle	1.75
Bus / Coach	2.00

Note (1): Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2021

3.3.2 According to the survey results, the peak hour of the affected junctions and road sections are different during the survey period. The peak hour flows are summarized in **Table 8**.

Table 8 - Peak Hour Flow of the Affected Junctions / Road Sections

	Affected Junctions	AM PEAK	PM PEAK
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road	07:30-08:30	16:30-17:30
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street	07:30-08:30	17:15-18:15
	Affected Road Sections	AM PEAK	PM PEAK
R1	Deep Bay Road	07:45-08:45	16:30-17:30
R2	Kai Pak Ling Road	07:30-08:30	16:30-17:30
R3	Temporary road	07:30-08:30	16:30-17:30

3.3.3 The peak hour flow at each affected junctions / road sections varies from 07:30 to 08:45 (AM PEAK) and 16:30 to 18:15 (PM PEAK). In order to present the peak hour flow at each affected junctions / road sections for the most critical scenario, we have used the flow data at the peak hours of each affected junctions / road sections and assemble them together in one traffic flownet as shown in **Figure 3** of 2025 Existing Traffic Flownet in **Appendix A**.

4.0 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Vehicular Flows

4.1.1 To estimate the vehicular trips generated from the Project 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.

4.1.2 Adopted trip rate and projected additional traffic flow by the Project Site are presented in **Table 9** and **Table 10** respectively.

Table 9 - Adopted Daily Trip Rate from TIA Report under Previous CKM Study

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

4.1.3 Referring the TIA Final Report under Previous CKM Study, 25% of traffic is generated during the AM and PM Peak periods. The corresponding additional peak hour traffic generation by the Project Site is summarized in **Table 10**.

Table 10 - Additional Traffic Flows by the Project Site

Development Type	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Open storage	Site Area = 14,072 m ²	veh/hr	2	2	2	2
		pcu/hr ⁽¹⁾	5	5	5	5

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

4.1.4 The calculated peak hour development traffic flow for the Site is expected to be 5 pcu's (equivalent to 2 veh.) per direction for both AM and PM peak hours.

5.0 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

5.1.1 According to the preliminary plan, the Project Site is expected to be completed by 2026 and operate for a period of three years. However, for the purpose of traffic impact assessment, the study conservatively adopts 2029 as the design year, representing the year immediately following the full operational period. This approach ensures that traffic projections account for cumulative growth and planned developments in the vicinity. Accordingly, traffic flows during the operational phase should be projected based on conditions in 2029.

5.2 Methodology

5.2.1 In forecasting future traffic flows within the Study Area's road network, due consideration has been given to the following information and influencing factors:

- The observed traffic survey assessment;
- The Annual Average Daily Traffic (AADT) data of the latest five years;
- The 2019-Based Territorial Population and Employment Data Matrices (2019 TPEDM) published by Planning Department;
- Committed development in the Study Area.

5.2.2 The following steps have been undertaken to derive the 2029 Design Flows (i.e. with the Project Site).

2029 Background Flows = 2025 Flows x annual growth factors

2029 Reference Flows = 2029 Background Flows + Additional Traffic by the Committed Development - Site A (refer to **Section 2.4.2**)

2029 Design Flows = 2029 Reference Flows + Additional Traffic by the Project Site

5.2.3 The traffic impact induced by the Project Site is assessed by comparing the Peak Hour Reference Traffic Flows with the Design Traffic Flows for both design years.

5.3 Future Year Reference Traffic Flows

Historical Traffic Growth

5.3.1 To understand historical traffic growth trends on the nearby road network, relevant traffic data from 2019 to 2024 have been extracted from the Annual Traffic Census (ATC) Reports for ATC stations within the Study Area. The location of the nearby ATC station (Ping Ha Road and Lau Fau Shan Road) and presents the corresponding traffic data are presented in **Table 11**.

Table 11 - Annual Traffic Census (ATC) Data

Location	Stn No.	from	to	AADT (veh / day)						Annual Growth
				2019	2020	2021	2022	2023	2024	
Ping Ha Rd & Fau Shan Rd	5858	Tin Ha Rd	Deep Bay Rd	12,590	12,070	10,310	8,390	8,590	8,610	-7.32%

5.3.2 As indicated in **Table 11**, traffic volumes on the road network within the study area decreased at an average annual rate of 7.32% over the period from 2019 to 2024.

2019-Based TPEDM

5.3.3 **Table 12** presented the population and employment data for the Northwest New Territories for 2019 and 2026 from 2019-based Territorial Population and Employment Data Matrices (TPEDM) provided by Planning Department.

Table 12 - 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

5.3.4 It is anticipated that the population and employment places in Northwest New Territories would be increased by 1.02% and 4.00% p.a. respectively, i.e. an overall increase of 1.69% per annum.

5.3.5 The traffic and population growth rates over successive years are presented in **Table 11** and **Table 12** respectively. The purpose of forecasting traffic flow for the year 2029 is to support traffic impact assessments during both the construction and operational phases as well as to anticipate future conditions. A negative annual growth rate of -7.32% is identified in **Table 11**, whereas an annual growth rate of 1.69% is shown in **Table 12**. Therefore, to adopt a conservative approach, the higher annual growth rate of 1.69% has been used for forecasting traffic flow in 2029.

2029 Reference Flows

5.3.6 Taking into account of the above factors to summarize, the following steps are undertaken to derive the 2029 Reference Flows (i.e. without Project Site):

$$2029 \text{ Background Flows} = 2025 \text{ Flows} \times \text{annual growth factors} (1+1.69\%)^4$$

$$2029 \text{ Reference Flows} = 2029 \text{ Background Flows} + \text{Additional Traffic by the Committed Development - Site A} \text{ (refer to Section 2.4.2)}$$

5.3.7 The 2029 Reference Traffic Flownet is shown in **Figure 4** in **Appendix A**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 The additional development traffic presented in **Table 10** has been assigned to the nearby road network based on the existing traffic distribution pattern within the Study Area. The resulting peak hour development traffic flows are illustrated in **Figure 5** in **Appendix A**.

5.4.2 By adding the development flows illustrated in **Figure 5** to the 2029 reference traffic flow (i.e. without the Project Site) shown in **Figure 4**, the 2029 design traffic flow (i.e. with the Project Site) are derived and presented in **Figure 6**.

5.5 Future Year Junction Capacity Assessments

5.5.1 The junction capacity assessments for year 2029 Reference and Design Scenario were carried out and the results are presented in **Table 13**. The detailed calculation sheets are shown in **Appendix B**.

Table 13 - Summary of Future Junction Capacity Assessment

Junction	Location	Type	Capacity Index	2029 Reference		2029 Design	
				AM	PM	AM	PM
J1	Deep Bay Rd/ Kai Pak Ling Rd	Priority	DFC	0.02	0.02	0.03	0.02

5.5.2 Referring to the results in **Table 13**, Junction of Deep Bay Road with Kai Pak Ling Road is expected to be operating within capacity during peak hours under both 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.5.3 Although the proposed delivery route does not pass through Junction J2, a conservative assumption 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 and the results are presented in **Table 14**. Detailed junction capacity assessments are provided in **Appendix B**.

Table 14 – Junction Capacity Assessment for Affected Roundabout

Junction	Location	Type	Capacity Index	2029 Reference		2029 Design	
				AM	PM	AM	PM
J2	Deep Bay Rd/ Lau Fau Shan Rd	Roundabout	DFC	0.45	0.36	0.45	0.36

5.5.4 Referring to the results in **Table 14**, the roundabout of Deep Bay Road with Lau Fau Shan Road is expected to be operating within capacity during peak hours for both 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.6 Future Year Link Capacity Assessments

5.6.1 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 Project Site, it is assumed that 5 pcu's (equivalent to 2 veh.) per direction for both AM and PM peak hours

5.6.2 The link capacity assessments for year 2029 Reference and Design Scenario carried out and the results are presented in **Table 15**.

Table 15 - Summary of Future Link Capacity Assessment

Road Section	Location	Dir.	Design Capacity	2029 Reference				2029 Design			
				AM		PM		AM		PM	
				Flows (veh/hr)	P/Df ⁽¹⁾						
R1	Deep Bay Road	2-way	100	68	0.68	62	0.62	72	0.72	66	0.66
R2	Kai Pak Ling Road	2-way	100	41	0.41	34	0.34	45	0.45	38	0.38
R3	Temporary road	2-way	800	71	0.09	46	0.06	75	0.09	50	0.06

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

5.6.3 The results in **Table 15** indicate that all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

6.0 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake this Traffic Impact Assessment (TIA) in support of the planning application for the proposed Temporary Open Storage development at Pak Nai, Yuen Long. The study was prepared to evaluate existing traffic conditions, forecast future traffic demands, and assess the potential impacts of the development on the surrounding road network.

6.1.2 During the operational stage, the Project Site will be accessed via a local access road, Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed under a separate CEDD contract, which together connect to the at-grade road network of Kong Shum Western Highway. The designated delivery route is divided into three road sections.

6.1.3 In order to appraise the existing traffic condition, a manual traffic count survey was conducted on 3 November 2025 (Monday) 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.

6.1.4 Traffic forecasts were prepared with reference to the 2019-Based Territorial Population and Employment Data Matrices (TPEDM) and the Annual Average Daily Traffic (AADT) records. To ensure a conservative approach, an annual growth rate of 1.69% was adopted for projecting background flows to the design year 2029. In addition to background growth, traffic flows from the Committed Development – Site A was incorporated into the Reference Scenario. By incorporating this development into the 2029 Reference traffic flows, the cumulative impacts of nearby development is fully accounted for in this assessment.

- Committed Development – Site A (Planning permission No. A/YL-HTF/1193) is a committed temporary open storage site (about 9,938 m²) next to the Project Site. It includes road upgrading works at Deep Bay Road and adds about 1 vehicle per hour (3 PCU/hour) per direction during peak hour.

6.1.5 The assessment results confirm that all affected junctions and road sections will continue to operate within capacity under both the Reference Scenario (without the Project Site) and the Design Scenario (with the Project Site). In addition, the committed upgrading works for Road Section 1 (Deep Bay Road) will provide a consistent carriageway width and adequately spaced, intervisible passing bays, thereby improving existing deficiencies and ensuring safe two-way operation.

6.2 Conclusion

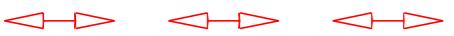
6.2.1 In conclusion, the findings of this Traffic Impact Assessment demonstrate that the proposed Temporary Open Storage development can be accommodated by the surrounding road network without causing adverse traffic impacts. With the committed upgrading works for Road Section 1 (Deep Bay Road) in place, together with adequately spaced intervisible passing bays, appropriate signing and lighting along the delivery route in accordance with the relevant Codes of Practice, and securing required land clearance and statutory approvals prior to commencement of operations, the designated delivery route will provide sufficient carriageway width and facilities to support safe two-way operation. Therefore, it is acceptable from a traffic point of view.

APPENDIX A

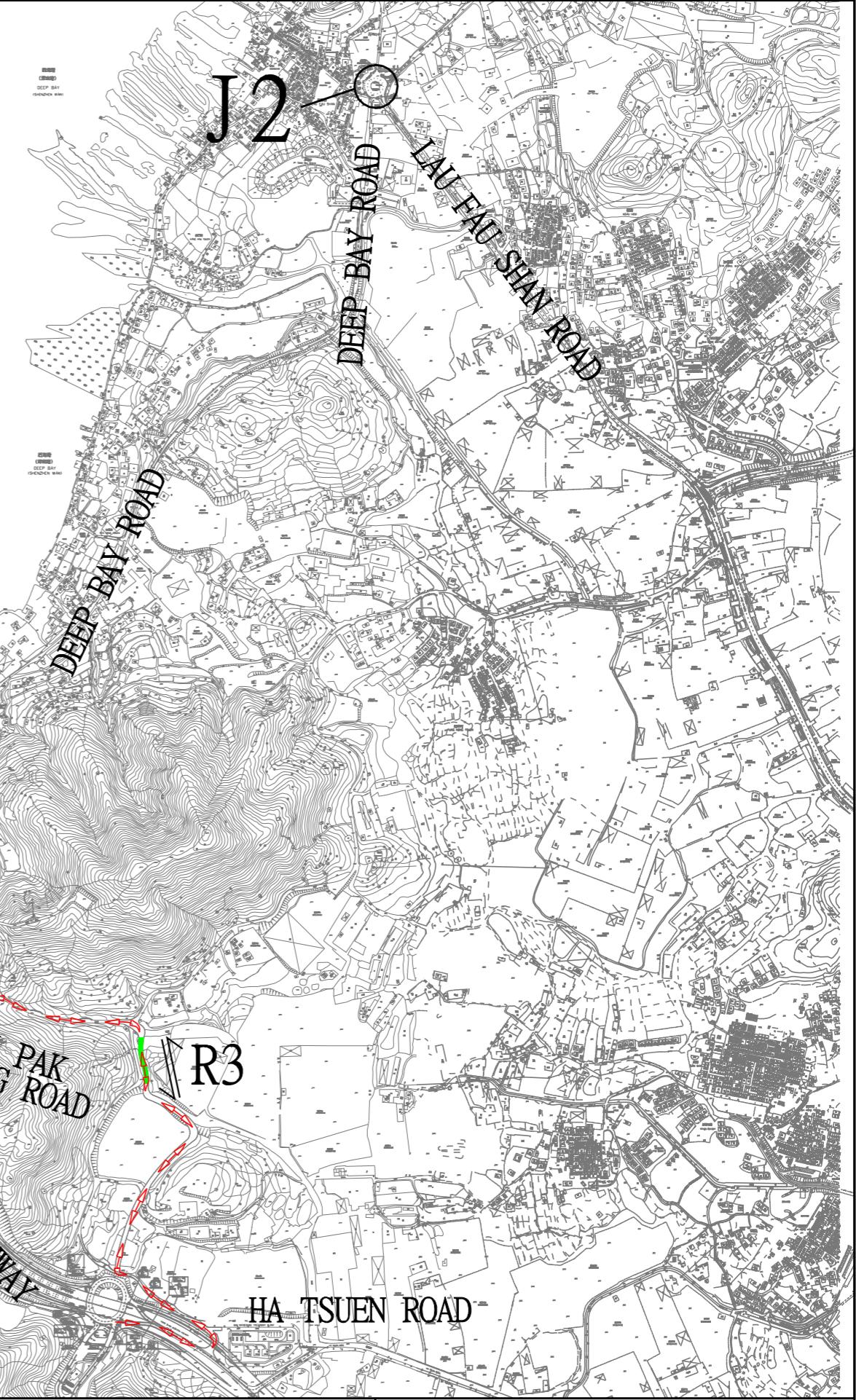
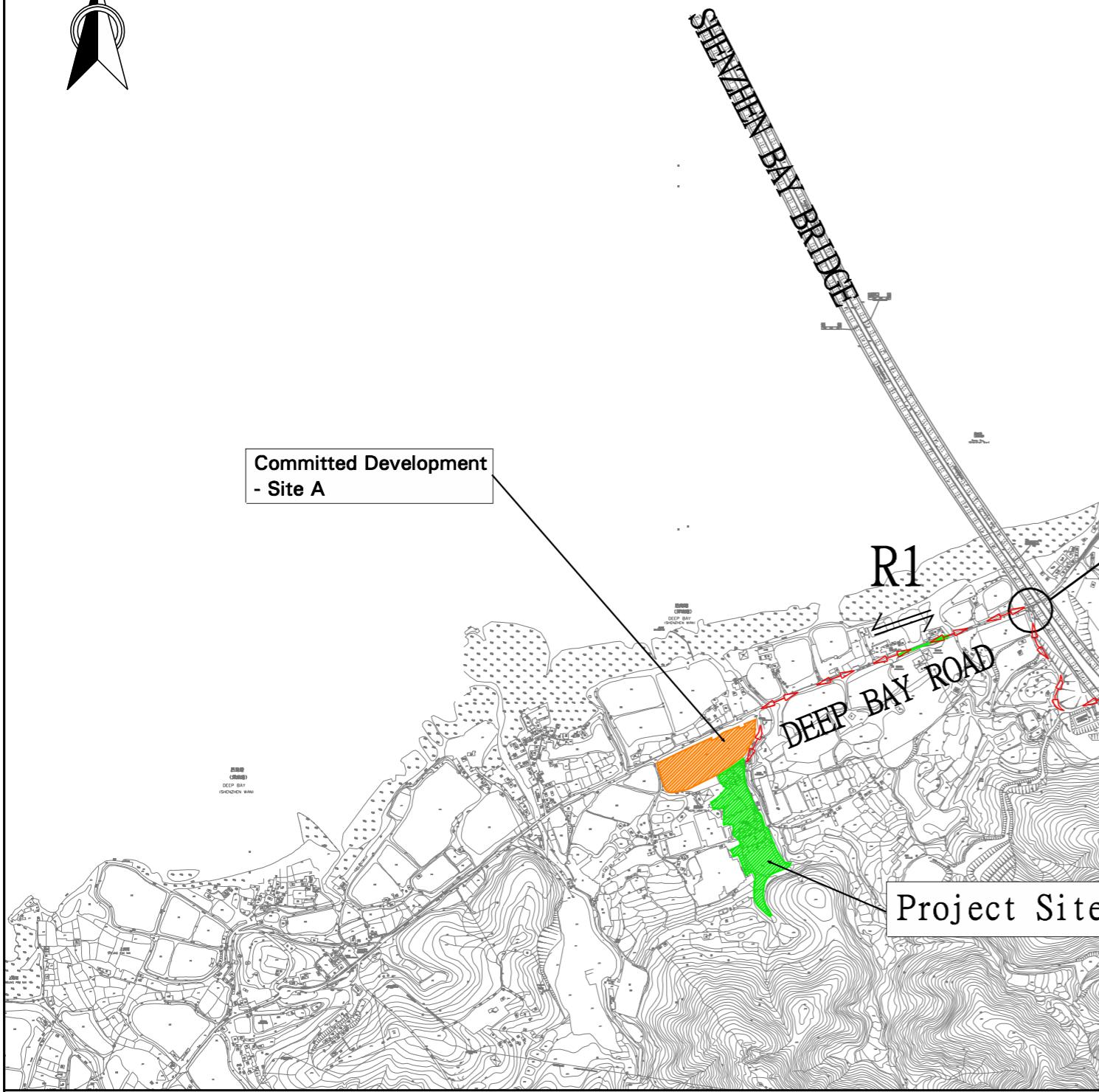
Drawings

LEGEND:

Proposed Delivery Route



Committed Development
- Site A



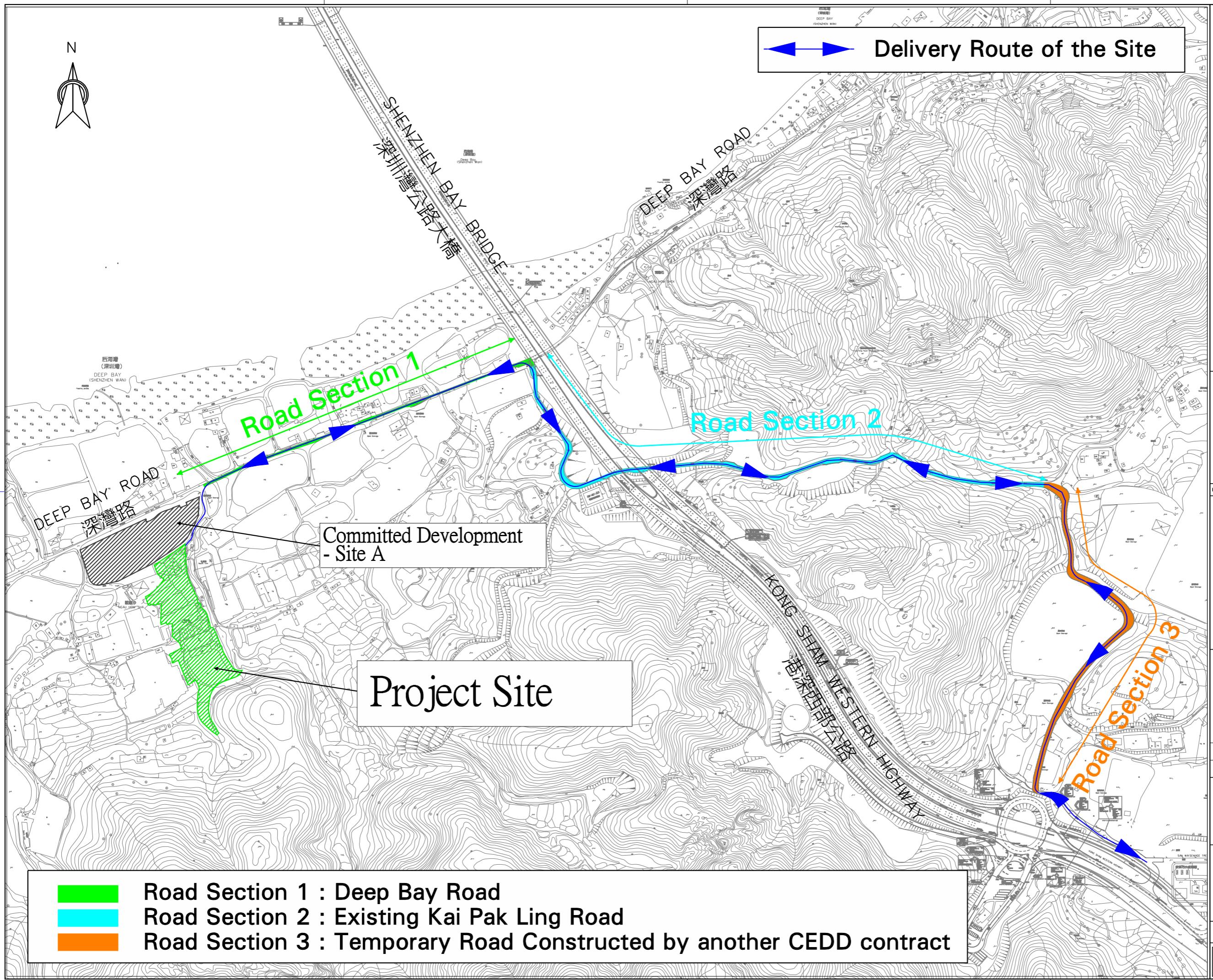
Drawing title

Location Plan

Drawing number
Figure 1

Scale
N.T.S.
Rev

K:\W1073 - PTW Land Lots (477) in D.D. 128 Pak Nai, Yuen Long, NT\Station\DBR\FIGURE 1 - Location Plan.dgn



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.

Project 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 at DD128 Lot 477 (Part), 482 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

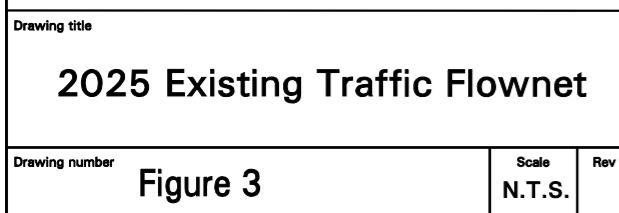
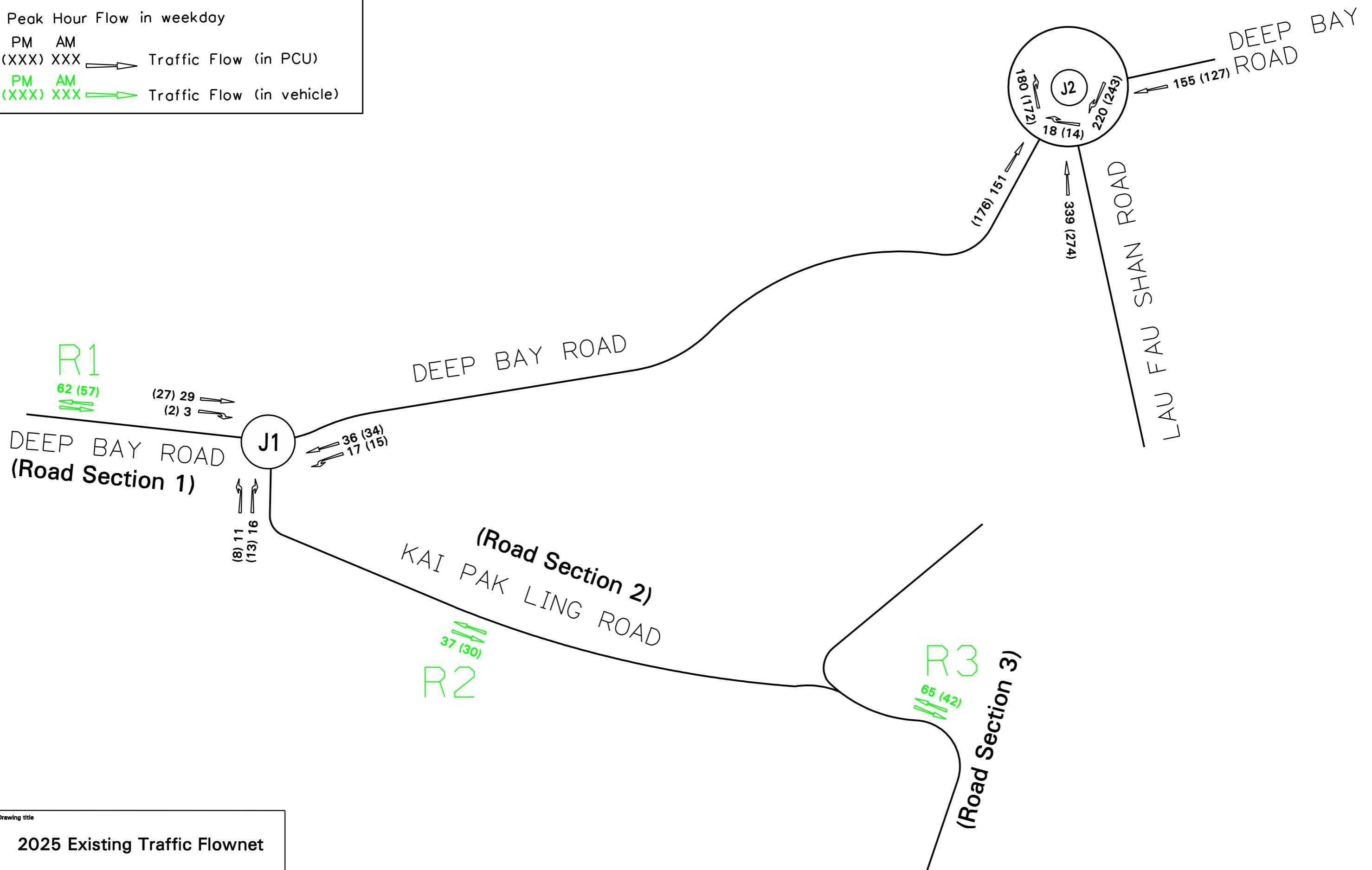
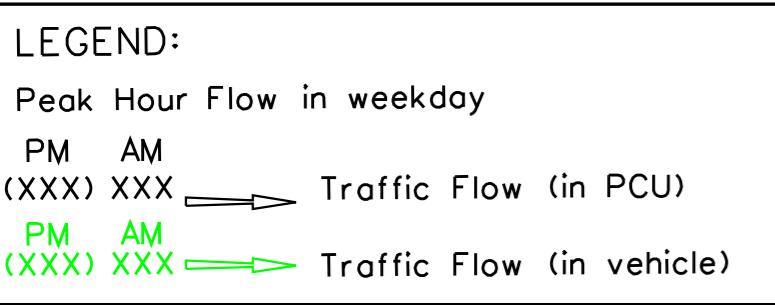
Title

Delivery Routing Plan

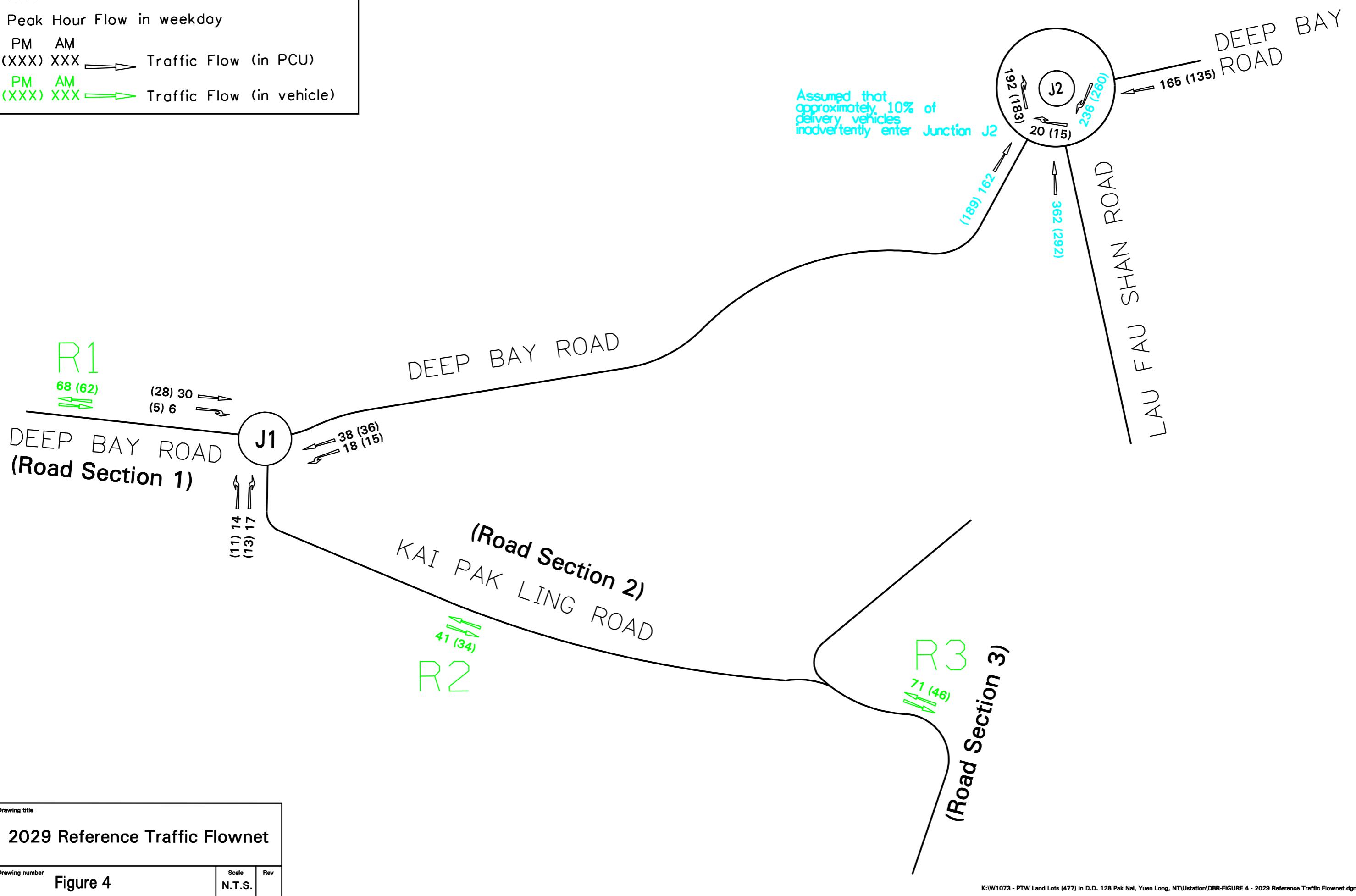
Scale in A1
A3

Drawing No. Rev.

FIGURE 2



LEGEND:	
Peak Hour Flow in weekday	
PM (XXX) XXX	Traffic Flow (in PCU)
PM (XXX) XXX	Traffic Flow (in vehicle)



Drawing title

2029 Reference Traffic Flownet

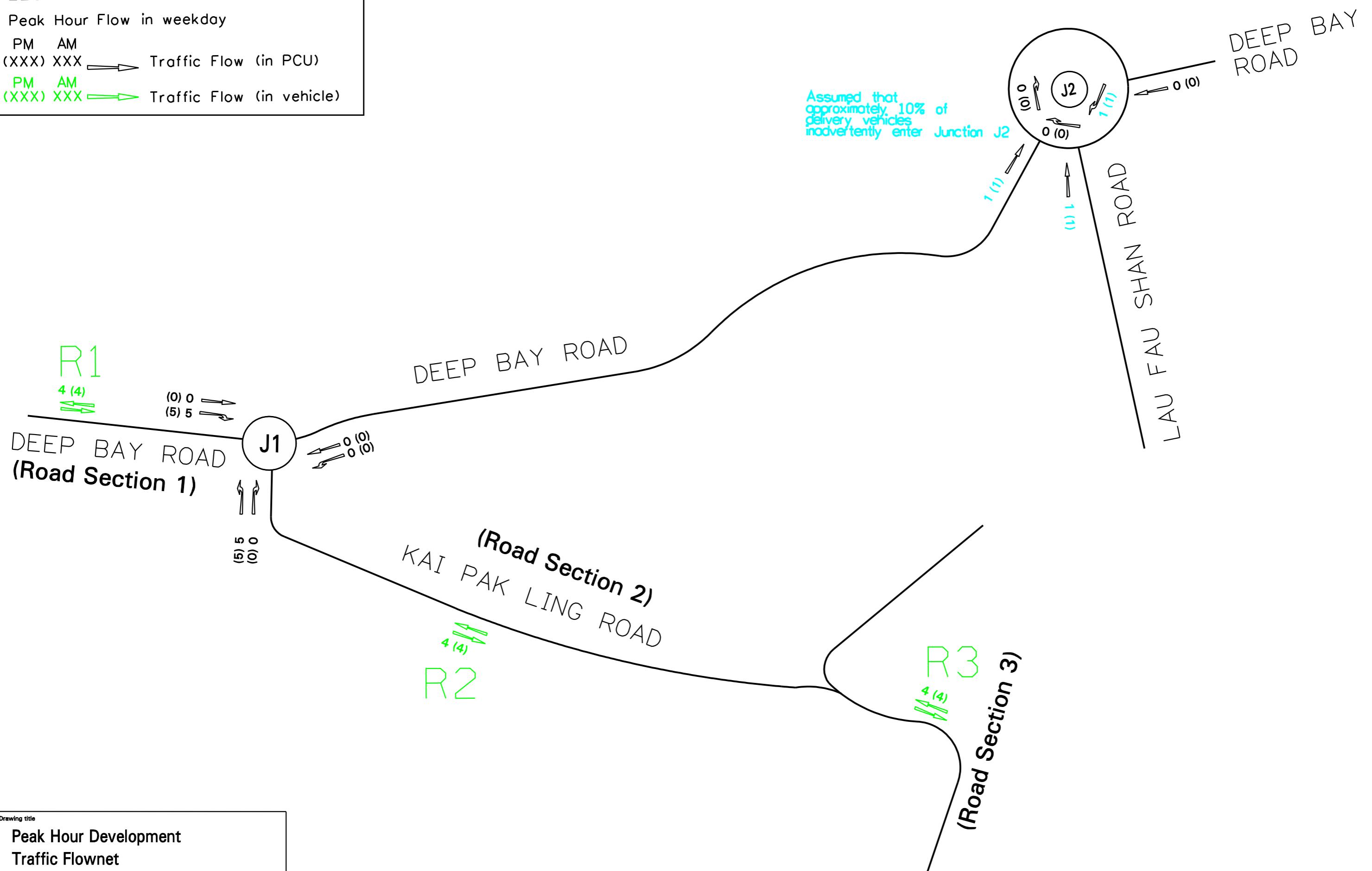
Drawing number

Figure 4

Scale
N.T.S.

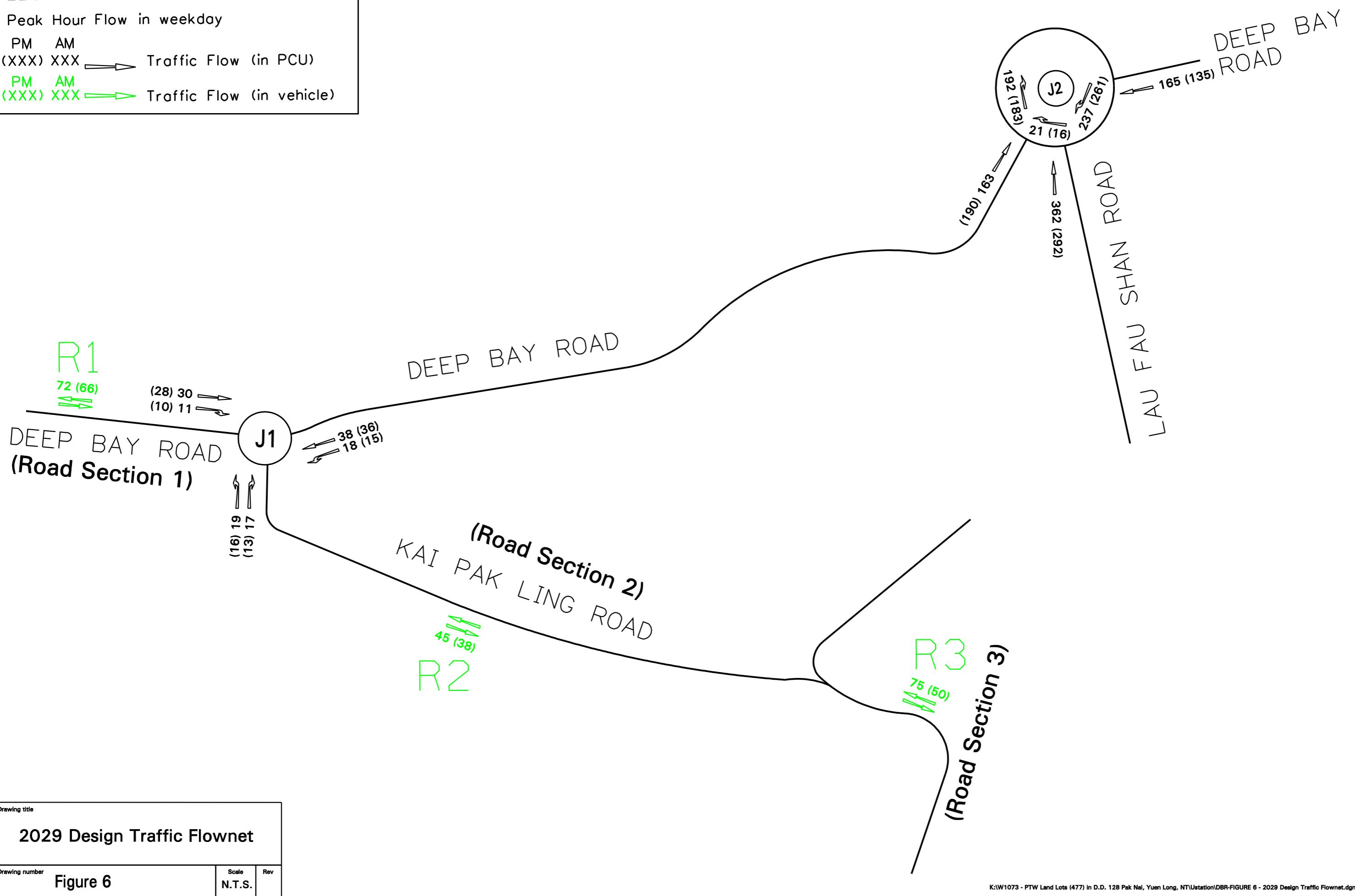
Rev

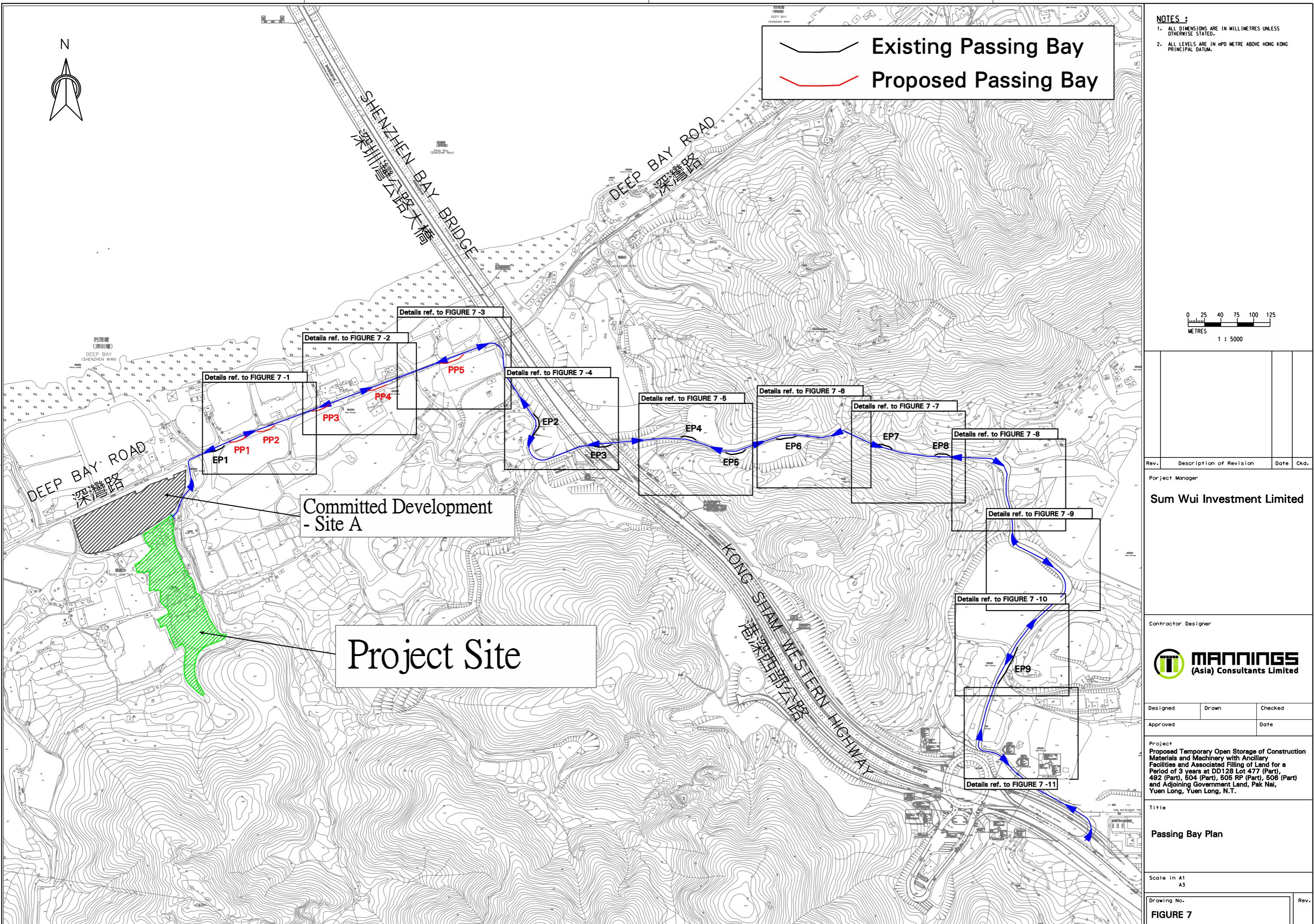
LEGEND:	
Peak Hour Flow in weekday	
PM (XXX) XXX	Traffic Flow (in PCU)
PM (XXX) XXX	Traffic Flow (in vehicle)

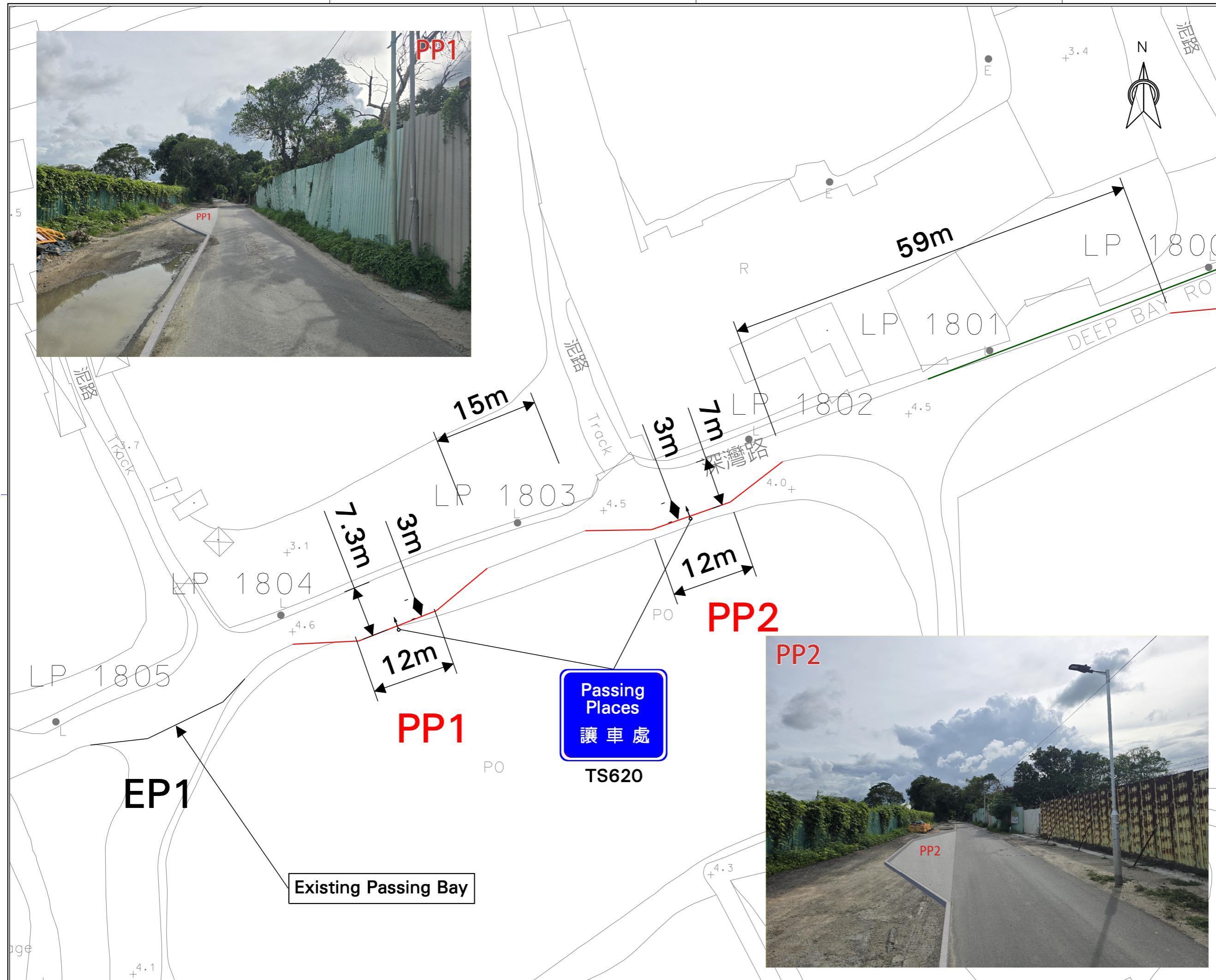


Drawing title		
Peak Hour Development Traffic Flownet		
Drawing number	Figure 5	Scale N.T.S. Rev

LEGEND:	
Peak Hour Flow in weekday	
PM (XXX) XXX	Traffic Flow (in PCU)
PM (XXX) XXX	Traffic Flow (in vehicle)







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.
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Project Manager

Sum Wui Investment Limited

Contractor Designer



designed	Drawn	Checked

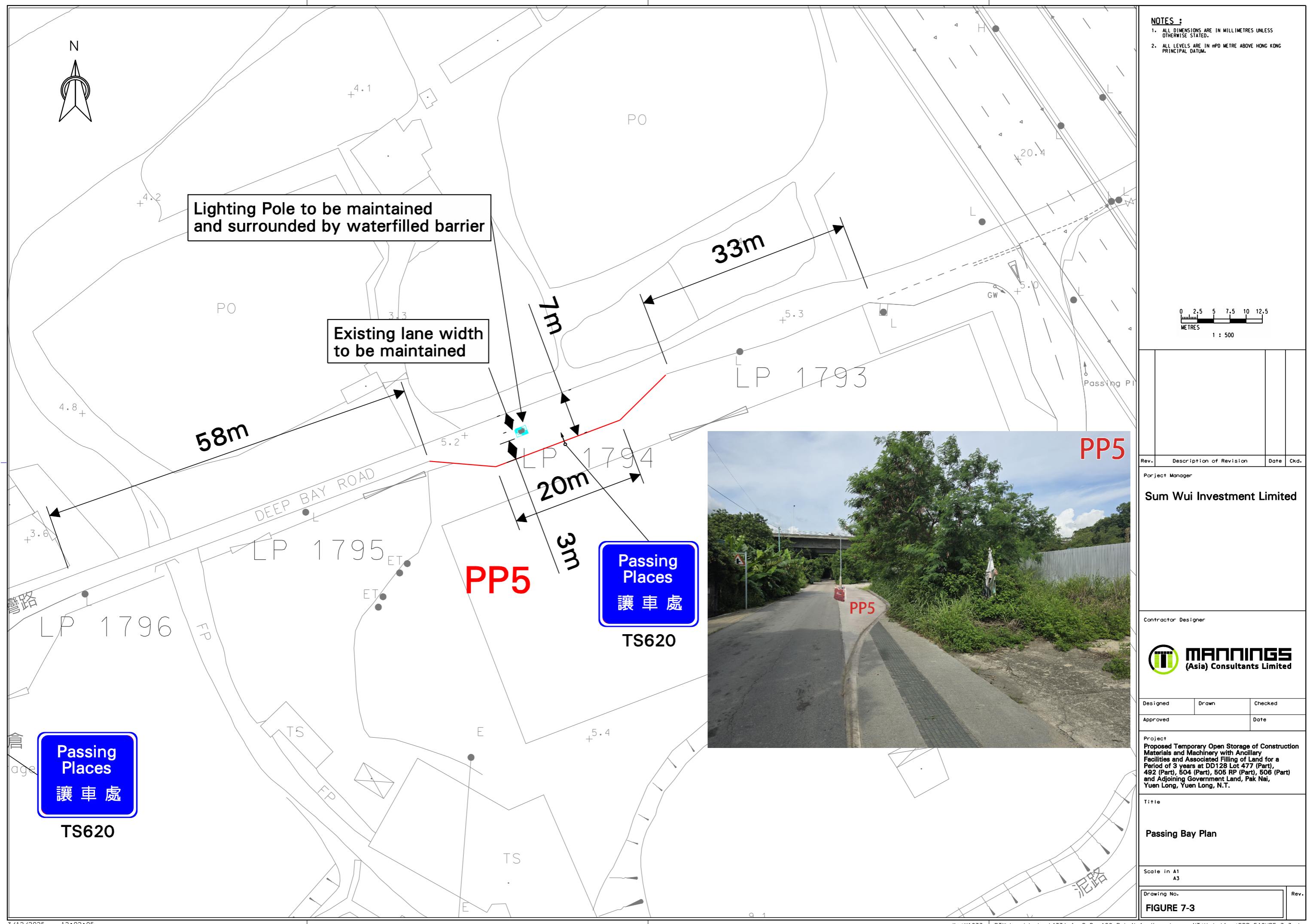
Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

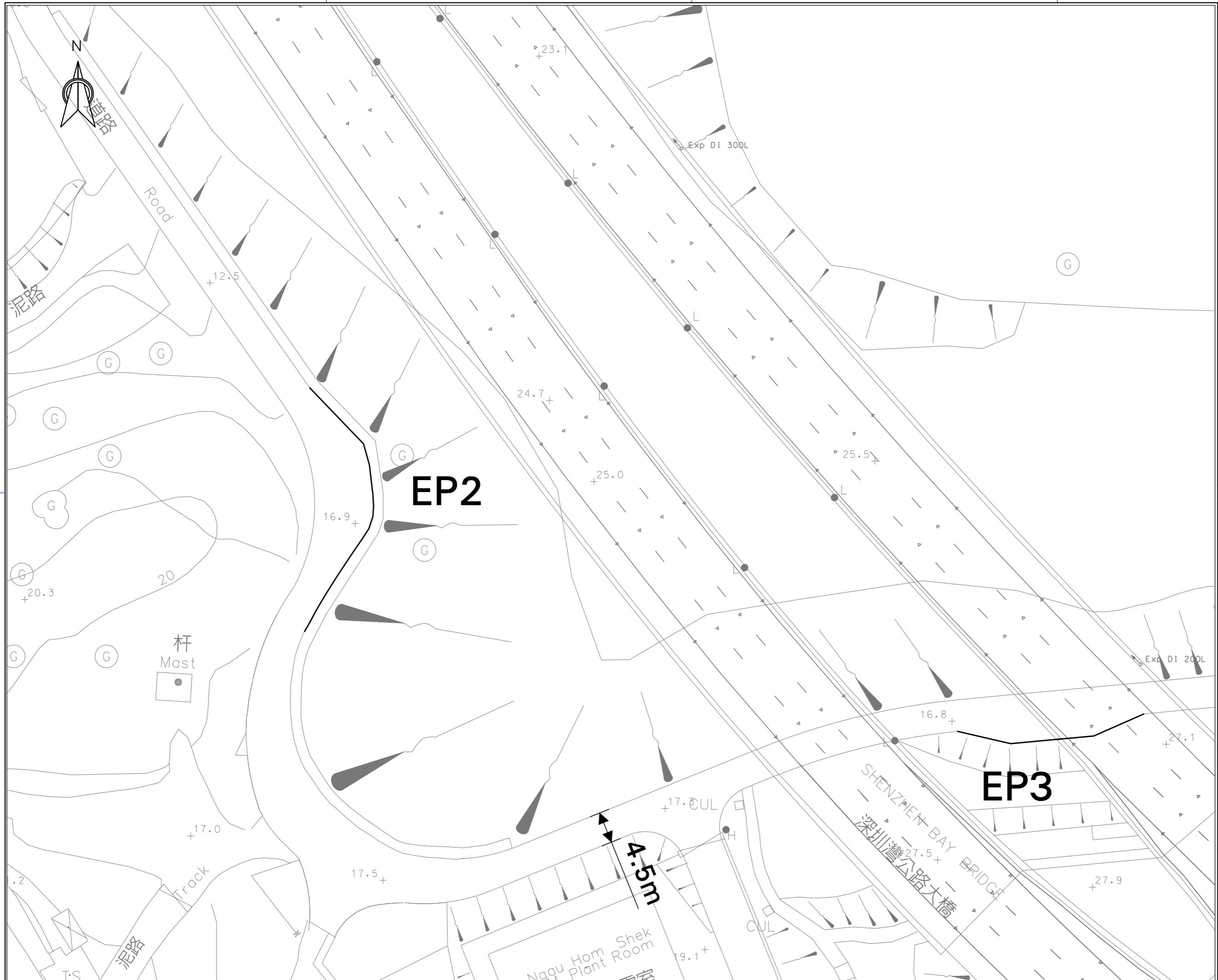
Title

Passing Bay Plan

Scale in A1
A3

FIGURE 7-1





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.

Project Manager

Sum Wui Investment Limited

Contractor Designer

MANNINGS
(Asia) Consultants Limited

Designed Drawn Checked

Approved Date

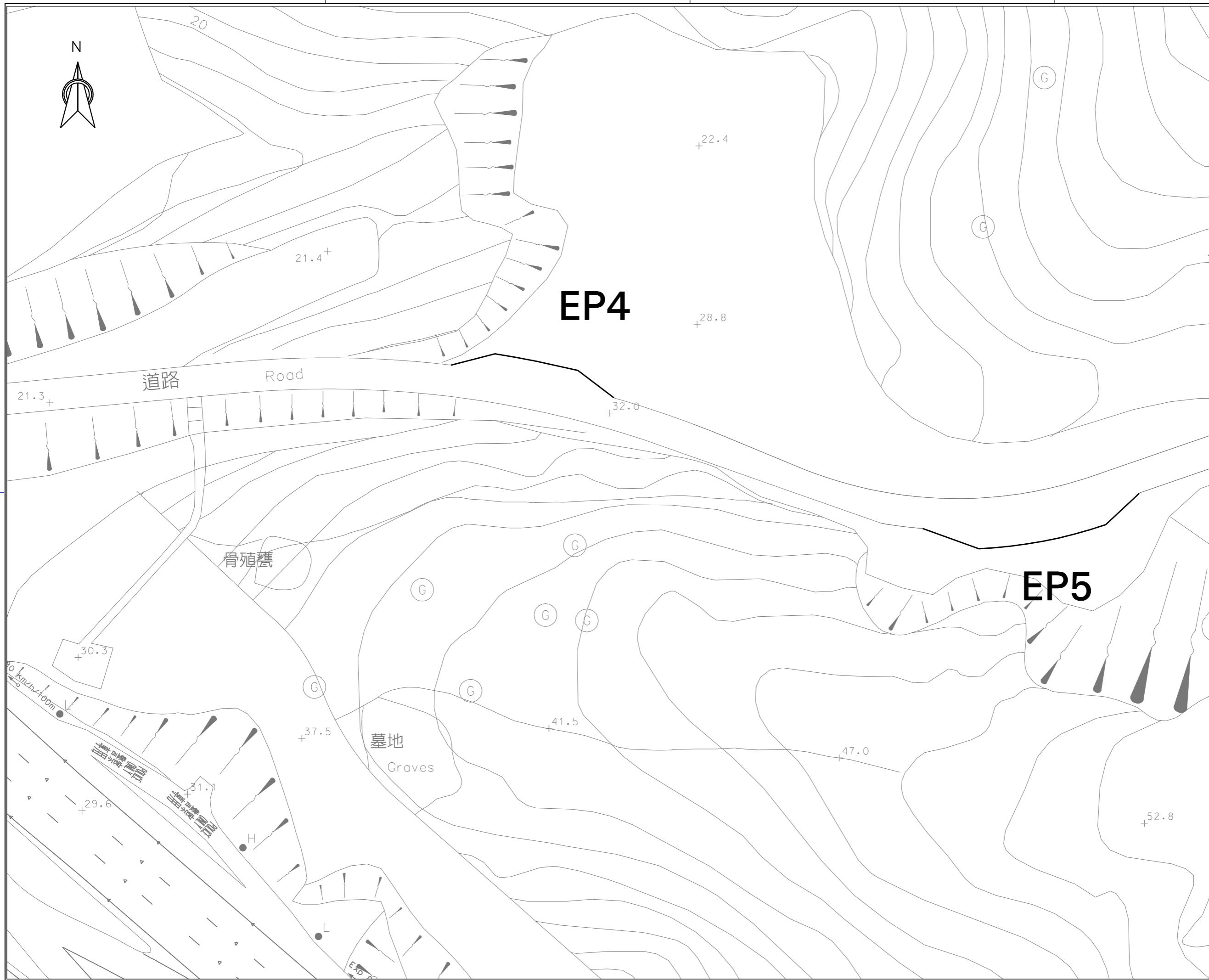
Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 482 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

Passing Bay Plan

Scale in A1 A3

Drawing No. 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.

Project 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 at DD128 Lot 477 (Part), 482 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

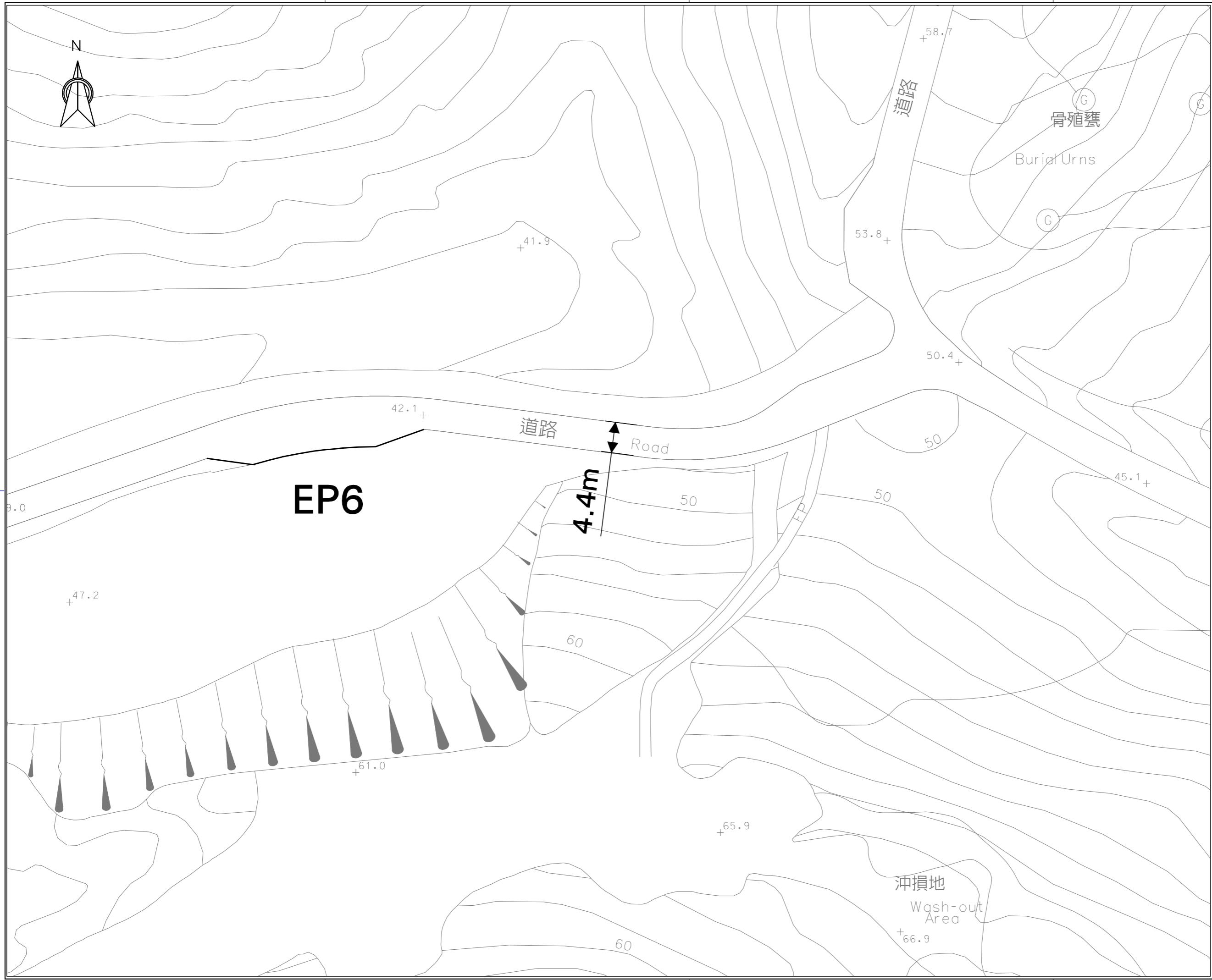
Title

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.

Project 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 at DD128 Lot 477 (Part), 482 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

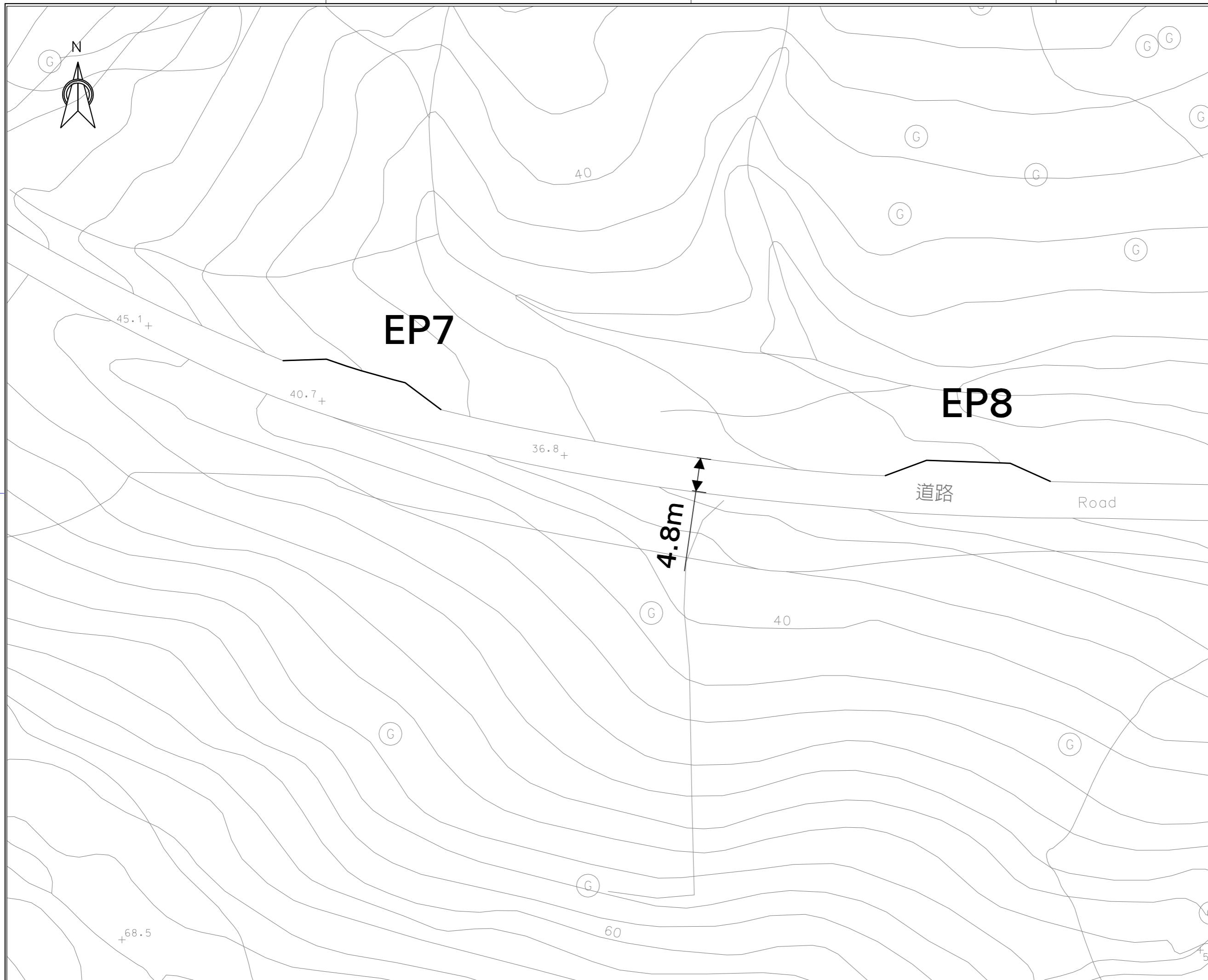
Title

Passing Bay Plan

Scale in A1
A3

Drawing No. Rev.

FIGURE 7-6



NOTES :



Project Manager

2018-2019



Designed	Drawn	Checked

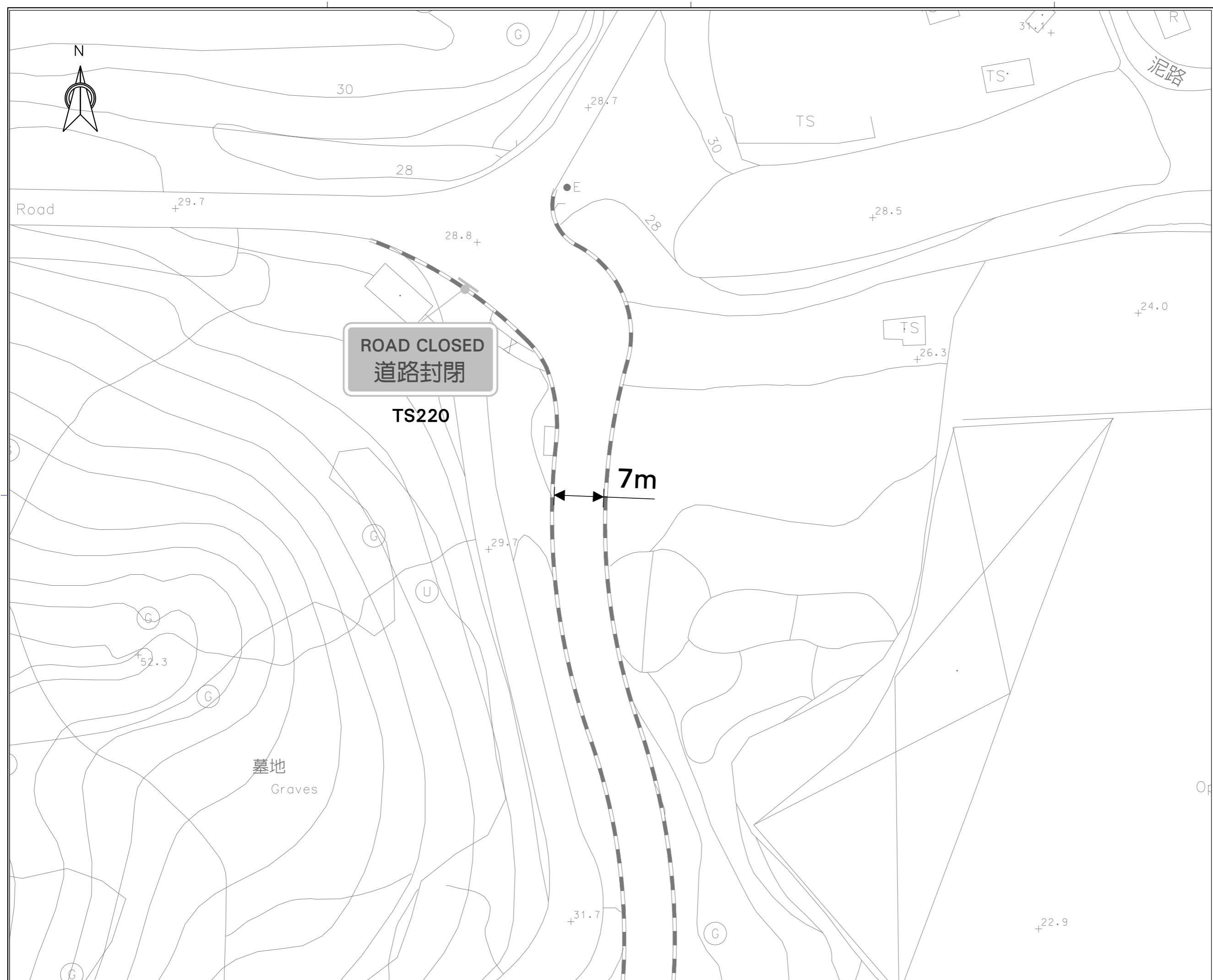
Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Table

Passing Bay Plan

Scale in A1
A3

Drawing No. **FIGURE 7-7**



NOTES :

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

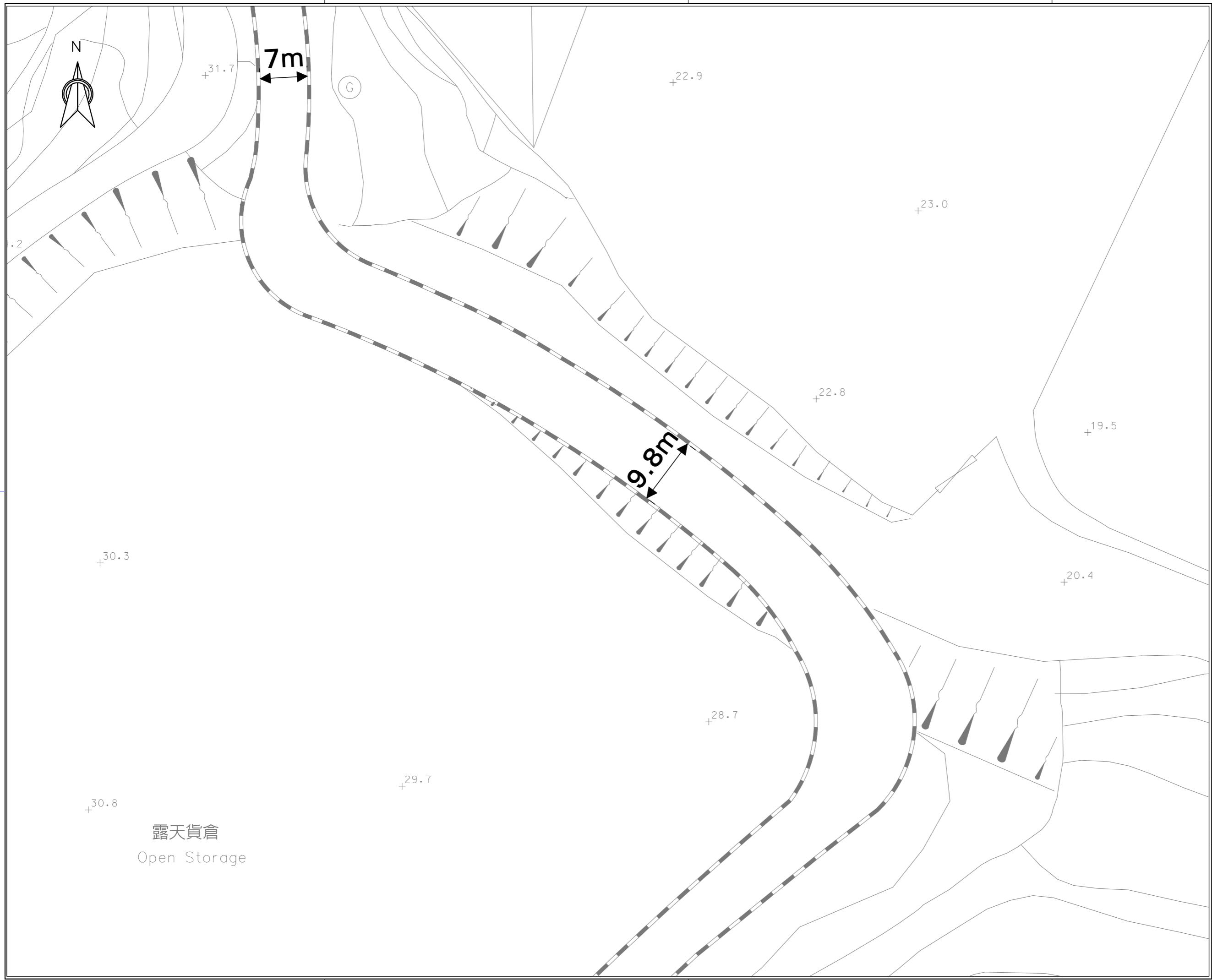
Project
Proposed Temporary Open Storage of Construction
Materials and Machinery with Ancillary
Facilities and Associated Filling of Land for a
Period of 3 years at DD128 Lot 477 (Part),
992 (Part), 504 (Part), 505 RP (Part), 506 (Part)
and Adjoining Government Land, Pak Nai,
Yuen Long, Yuen Long, N.T.

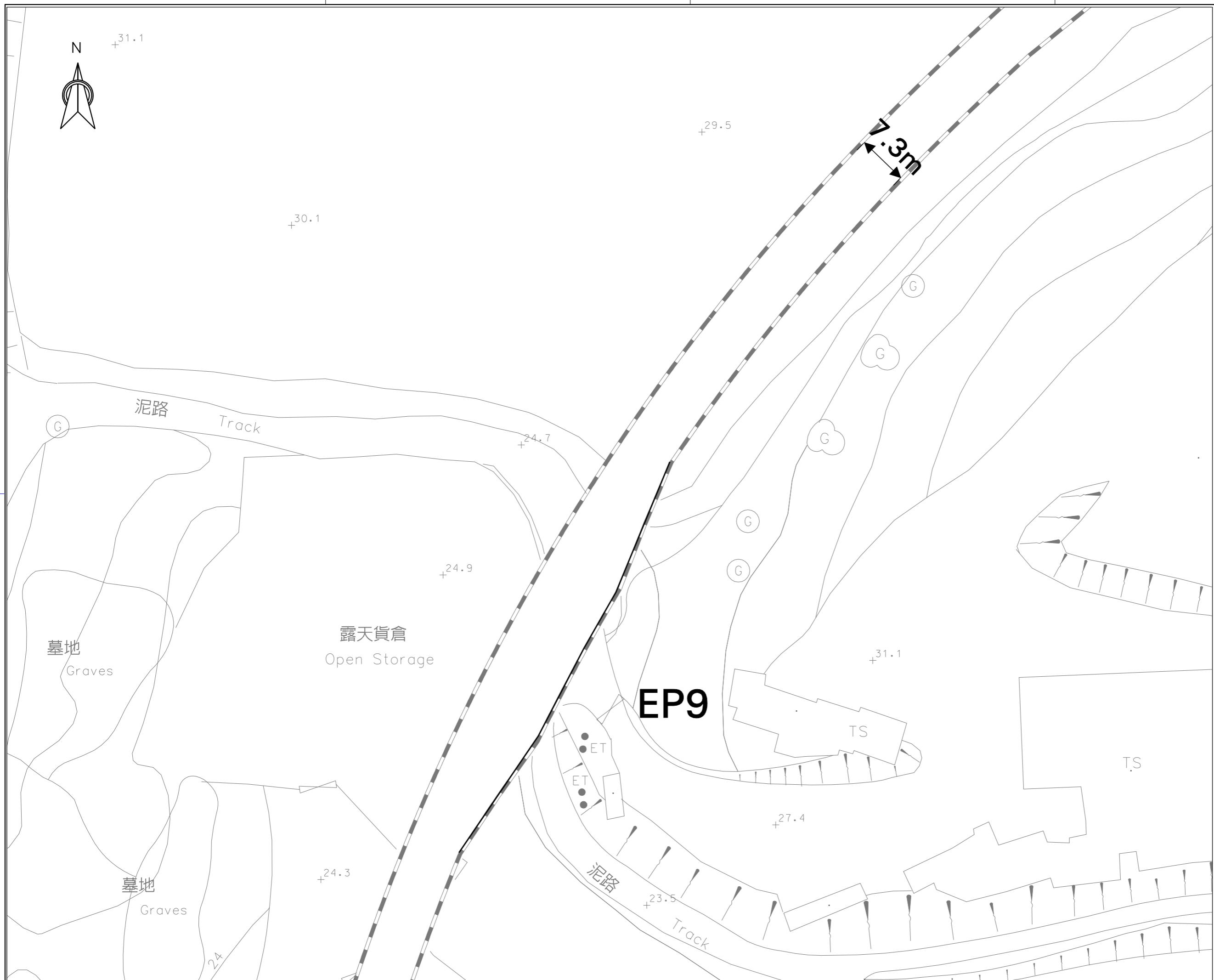
Title

Passing Bay Plan

Scale in A1
A3

Drawing No. **FIGURE 7-8**





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.
Project 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 at DD128 Lot.477 (Part), 452 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

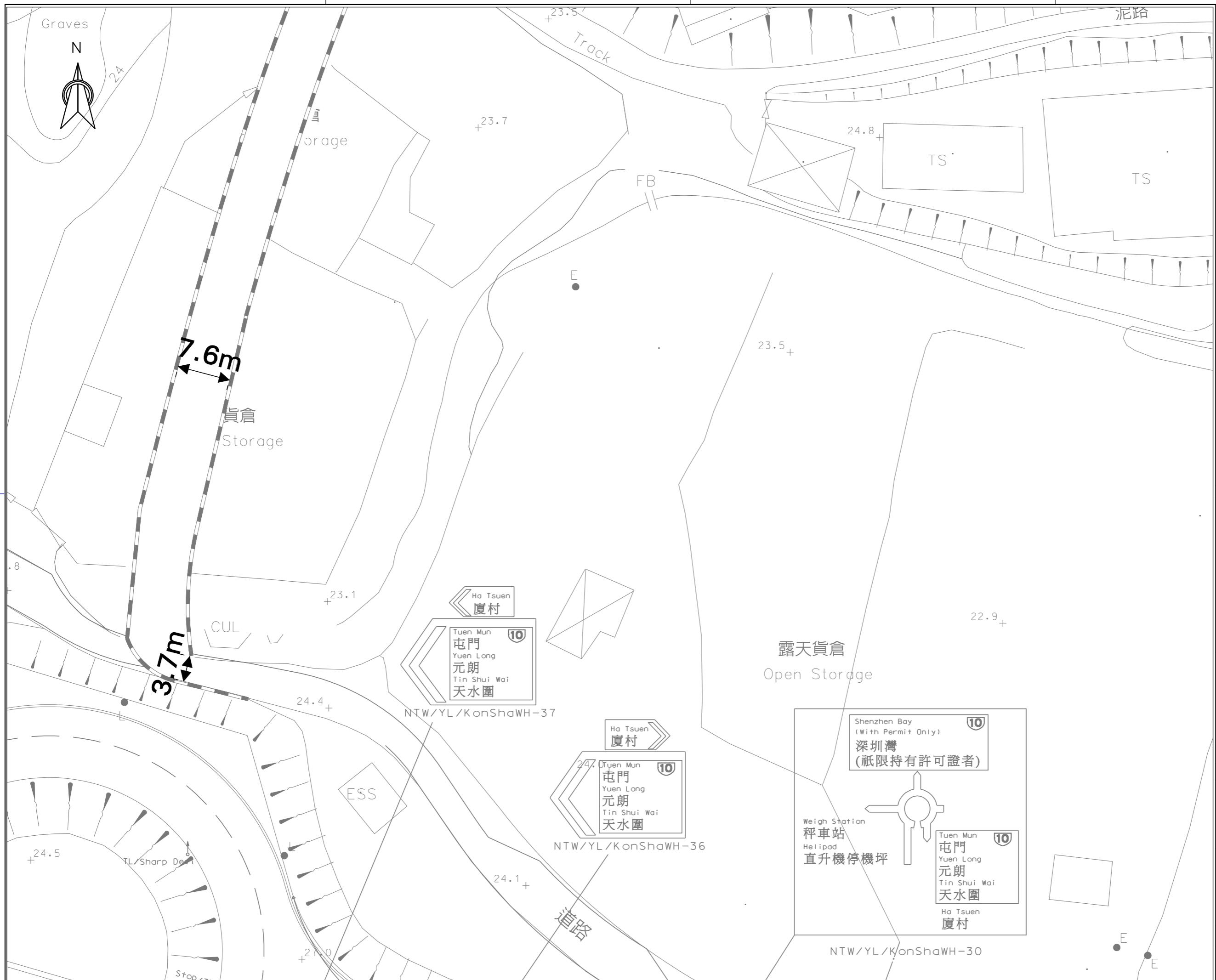
Title:

Passing Bay Plan

Scale in A1
A3

Drawing No. **Rev.**

FIGURE 7-10



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.

Project 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 at DD128 Lot 477 (Part), 482 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title

Passing Bay Plan

Scale in A1
A3

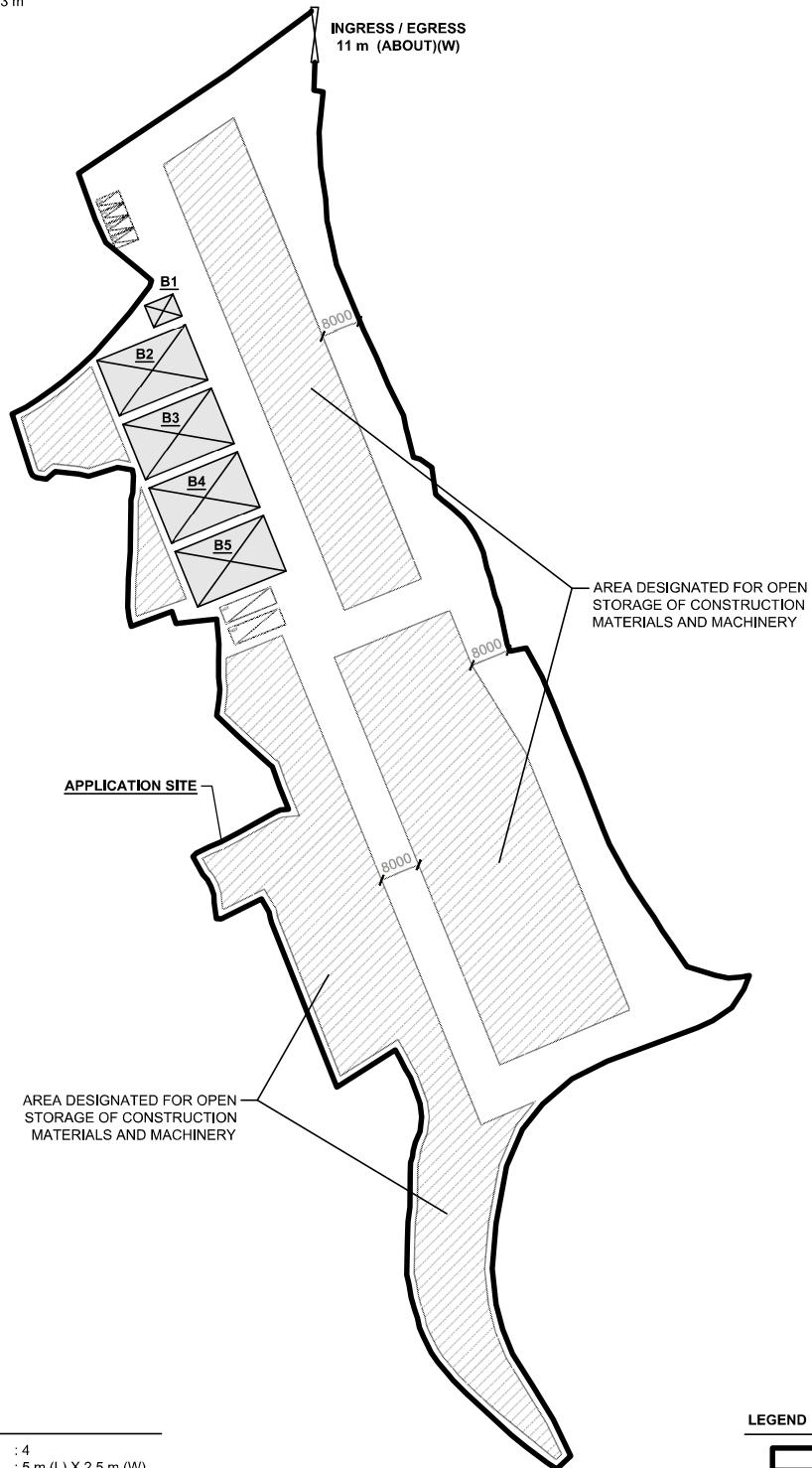
Drawing No. Rev.

FIGURE 7-11

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 14,072 m ²	(ABOUT)
COVERED AREA	: 950 m ²	(ABOUT)
UNCOVERED AREA	: 13,122 m ²	(ABOUT)
PLOT RATIO	: 0.07	(ABOUT)
SITE COVERAGE	: 7 %	(ABOUT)
NO. OF STRUCTURE	: 5	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 980 m ²	(ABOUT)
TOTAL GFA	: 980 m ²	(ABOUT)
BUILDING HEIGHT	: 7 m - 12 m	(ABOUT)
NO. OF STOREY	: 1 - 2	
OPEN STORAGE AREA	: 7,150 m ²	(ABOUT)
STACKING HEIGHT	: NOT MORE THAN 3 m	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE AND WASHROOM	30 m ² (ABOUT)	60 m ² (ABOUT)	7 m (ABOUT)(2-STORY)
B2	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B3	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B4	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
B5	WAREHOUSE (EXCL. D.G.G.)	230 m ² (ABOUT)	230 m ² (ABOUT)	12 m (ABOUT)(1-STORY)
TOTAL		950 m ² (ABOUT)	980 m ² (ABOUT)	


PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 4
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

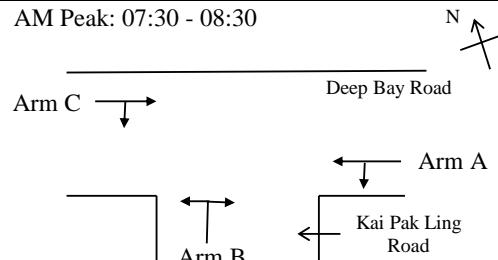
PLANNING CONSULTANT	PROJECT	ADDRESS	SCALE	TITLE	
	Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, N.T.	VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES	1 : 1500 @ A4	LAYOUT PLAN	
			DRAWN BY	DATE	
			MN	27.10.2025	REVISED BY
					DWG NO.
					VER.
				PLAN 9	001

APPENDIX B

Traffic Analysis

Job No.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:30 - 08:30



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	Wc-a	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	17 pcu/hr	Wb-a	=	4 m	Vr c-b	=	70 m
q a-c	=	36 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	29 pcu/hr						
q c-b	=	3 pcu/hr						
q b-a	=	16 pcu/hr						
q b-c	=	11 pcu/hr						

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:

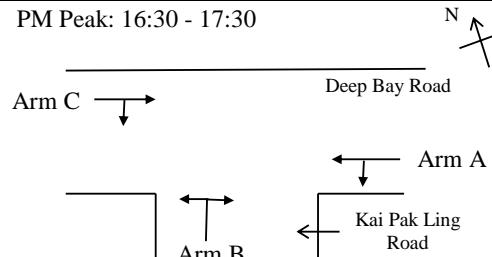
Q b-a	=	570
Q b-c	=	722
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

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

Job No.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton 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	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



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	Wc-ad	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	15 pcu/hr	Wb-ad	=	4 m	Vr c-b	=	70 m
q a-c	=	34 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	27 pcu/hr						
q c-b	=	2 pcu/hr						
q b-a	=	13 pcu/hr						
q b-c	=	8 pcu/hr						

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:

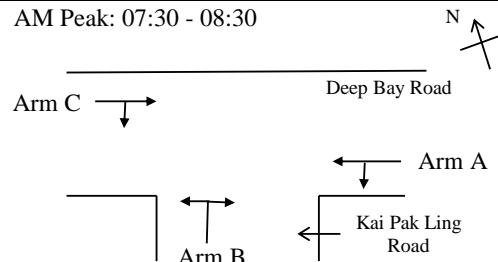
Q b-ad	=	571
Q b-c	=	723
Q c-b	=	720

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.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Background Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:30 - 08:30



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	Wc-a	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	18 pcu/hr	Wb-a	=	4 m	Vr c-b	=	70 m
q a-c	=	38 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	30 pcu/hr						
q c-b	=	3 pcu/hr						
q b-a	=	17 pcu/hr						
q b-c	=	11 pcu/hr						

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:

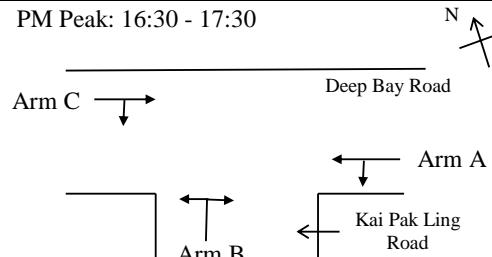
Q b-a	=	569
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

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

Job No.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Background Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



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	Wc-ad	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	15 pcu/hr	Wb-ad	=	4 m	Vr c-b	=	70 m
q a-c	=	36 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	28 pcu/hr						
q c-b	=	2 pcu/hr						
q b-a	=	13 pcu/hr						
q b-c	=	8 pcu/hr						

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:

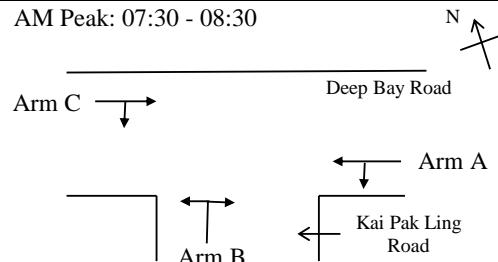
Q b-ad	=	570
Q b-c	=	722
Q c-b	=	719

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.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Reference Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:30 - 08:30



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	Wc-a	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	18 pcu/hr	Wb-a	=	4 m	Vr c-b	=	70 m
q a-c	=	38 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	30 pcu/hr						
q c-b	=	6 pcu/hr						
q b-a	=	17 pcu/hr						
q b-c	=	14 pcu/hr						

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:

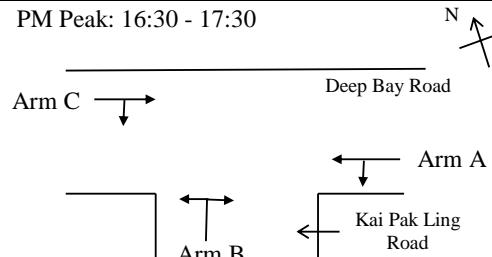
Q b-a	=	567
Q b-c	=	721
Q c-b	=	718

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.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Reference Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



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	Wc-ad	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	15 pcu/hr	Wb-ad	=	4 m	Vr c-b	=	70 m
q a-c	=	36 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	28 pcu/hr						
q c-b	=	5 pcu/hr						
q b-a	=	13 pcu/hr						
q b-c	=	11 pcu/hr						

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:

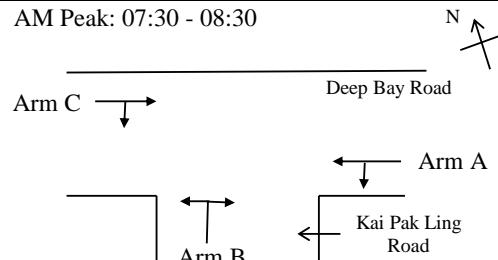
Q b-ad	=	569
Q b-c	=	722
Q c-b	=	719

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.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junncton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Design Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:30 - 08:30



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	Wc-a	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	18 pcu/hr	Wb-a	=	4 m	Vr c-b	=	70 m
q a-c	=	38 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	30 pcu/hr						
q c-b	=	11 pcu/hr						
q b-a	=	17 pcu/hr						
q b-c	=	19 pcu/hr						

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:

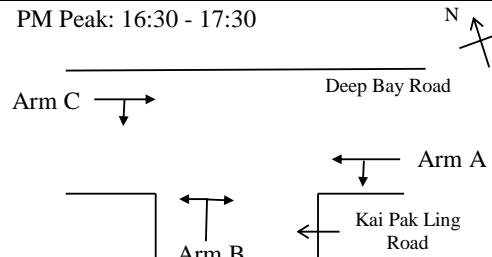
Q b-a	=	565
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.03
R c-a	=	0.02
R c-b	=	0.02

Job No.	W1073	File Name	W1073_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Junnciton Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Design Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



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	Wc-ad	=	4 m	Vr b-a	=	70 m
Wcr	=	0 m	Wc-b	=	4 m	Vr b-c	=	70 m
q a-b	=	15 pcu/hr	Wb-ad	=	4 m	Vr c-b	=	70 m
q a-c	=	36 pcu/hr	Wb-c	=	4 m	Vl b-a	=	70 m
q c-a	=	28 pcu/hr						
q c-b	=	10 pcu/hr						
q b-a	=	13 pcu/hr						
q b-c	=	16 pcu/hr						

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:

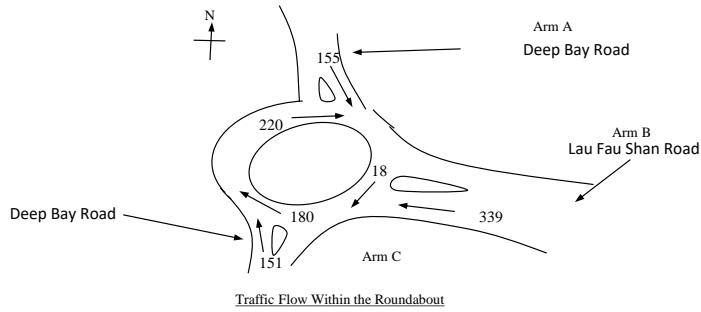
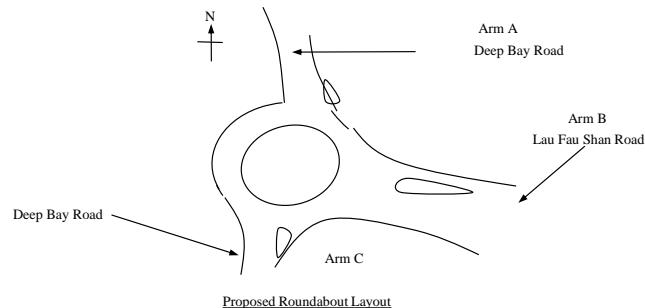
Q b-ad	=	567
Q b-c	=	722
Q c-b	=	719

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.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
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



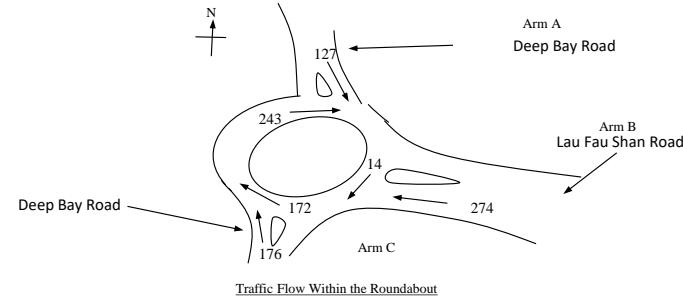
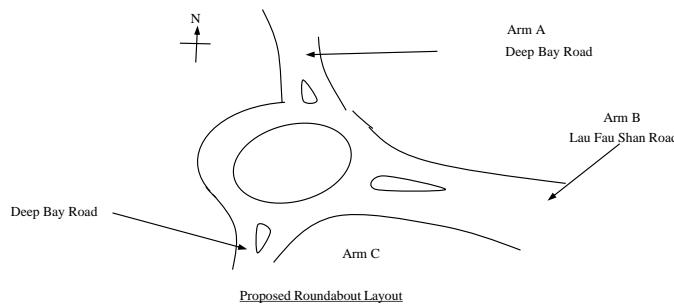
Design Parameters:

	=		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	220	18	180
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	=	$0.21f_D(1+0.2x_2)$	0.54	0.52	0.52
Q_E	=	$K(F-f_c)q_c$	948	802	817
DFC	=	traffic flow into the roundabout/ Q_E	0.16	0.42	0.18

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	
PM Peak: 17:15 - 18:15					



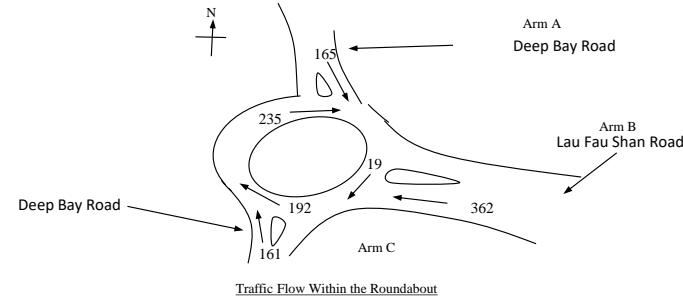
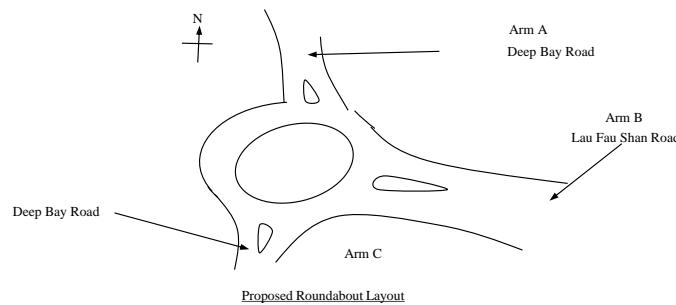
Design Parameters:

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

Calculation:

q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	243	14	172
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	936	803	820
			=	0.14	0.34	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Background Peak Hour Flow From 07:00-20:00 Weekday (AM Peak)	Checked	KW	Date	
	AM Peak: 07:30 - 08:30				



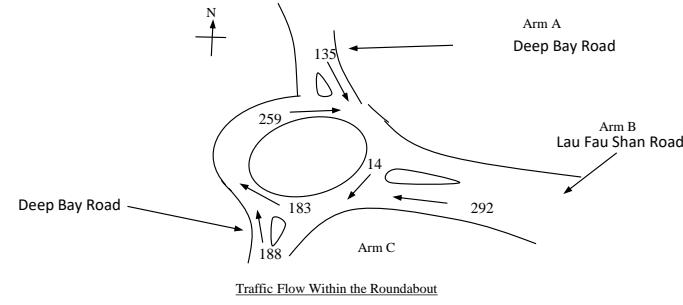
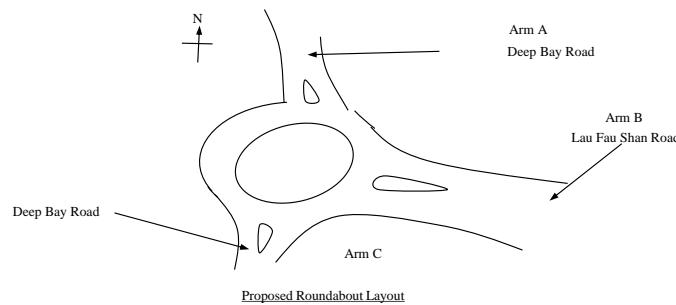
Design Parameters:

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

Calculation:

q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	235	19	192
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	940	801	811
			=	0.18	0.45	0.20

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Background Peak Hour Flow From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	
PM Peak: 17:15 - 18:15					



Design Parameters:

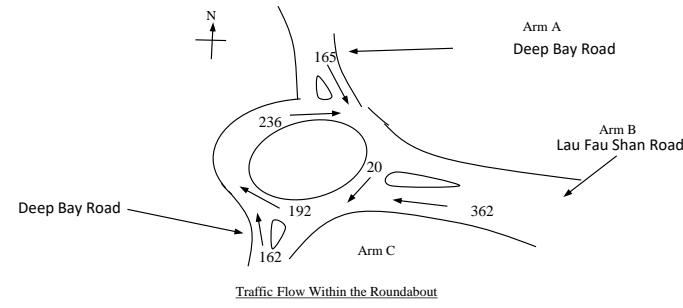
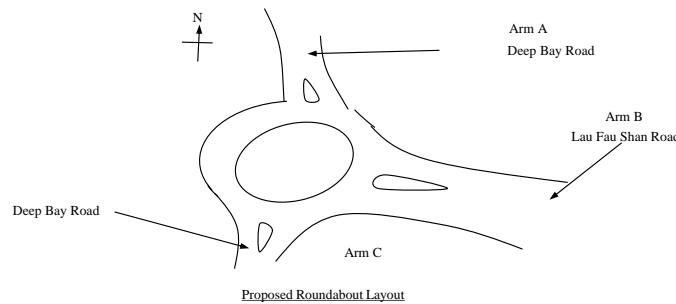
e	=	entry width (m)	=	Arm A	Arm B	Arm C
v	=	approach half width (m)	=	4.1	4.2	3.9
L	=	effective length of flare (m)	=	2.5	2.6	2.5
s	=	sharpness of flare	=	12.8	4.8	6.9
ϕ	=	entry angle (°)	=	0.20	0.53	0.32
D	=	inscribed circle diameter (m)	=	51	53	41
r	=	entry radius (m)	=	20	20	20
			=	73	5.5	7.9

Calculation:

q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	259	14	183
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	928	803	815
			=	0.15	0.36	0.23

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Reference Peak Hour Flow From 07:00-20:00 Weekday (AM Peak)	Checked	KW	Date	

AM Peak: 07:30 - 08:30



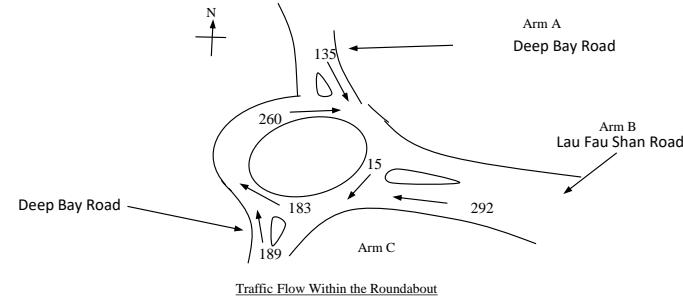
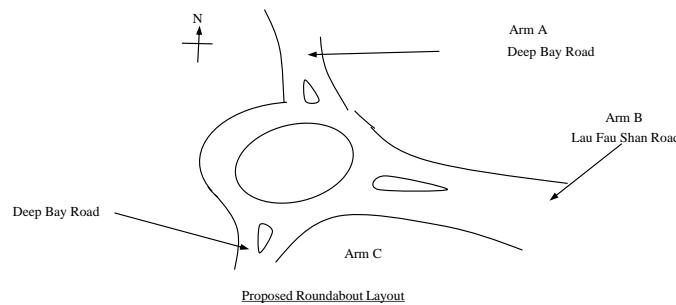
Design Parameters:

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

Calculation:

q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	236	20	192
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	940	801	811
			=	0.18	0.45	0.20

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Reference Peak Hour Flow From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	
PM Peak: 17:15 - 18:15					



Design Parameters:

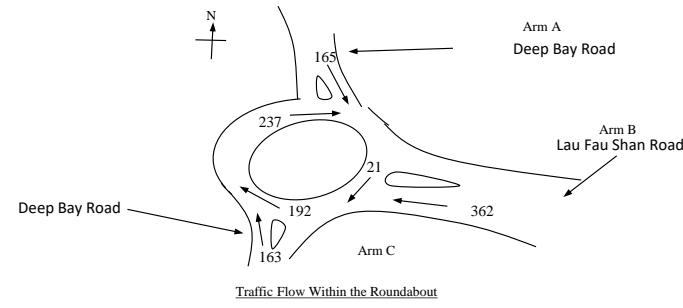
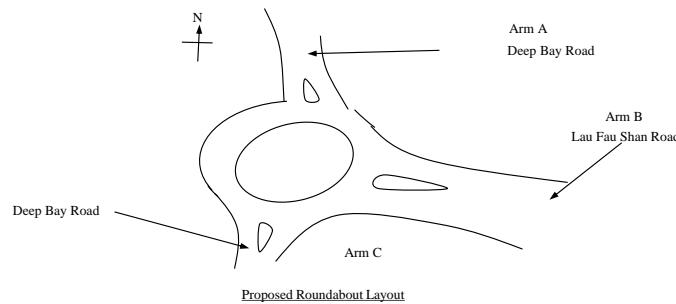
e	=	entry width (m)	=	Arm A	Arm B	Arm C
v	=	approach half width (m)	=	4.1	4.2	3.9
L	=	effective length of flare (m)	=	2.5	2.6	2.5
s	=	sharpness of flare	=	12.8	4.8	6.9
ϕ	=	entry angle (°)	=	0.20	0.53	0.32
D	=	inscribed circle diameter (m)	=	51	53	41
r	=	entry radius (m)	=	20	20	20
			=	73	5.5	7.9

Calculation:

q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	260	15	183
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	927	803	815
			=	0.15	0.36	0.23

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Design Peak Hour Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW	Date	

AM Peak: 07:30 - 08:30



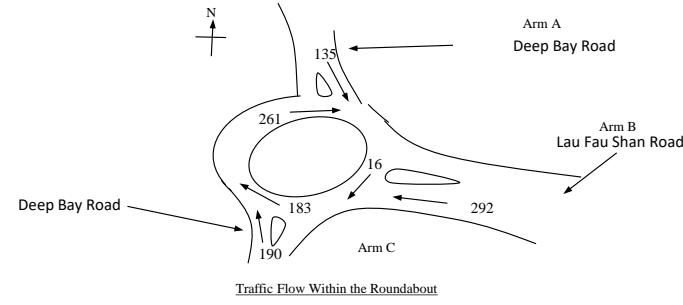
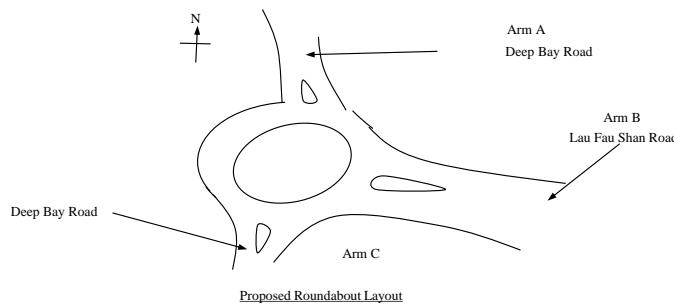
Design Parameters:

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

Calculation:

q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	237	21	192
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	939	800	811
			=	0.18	0.45	0.20

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Design Peak Hour Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	
PM Peak: 17:15 - 18:15					



Design Parameters:

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

Calculation:

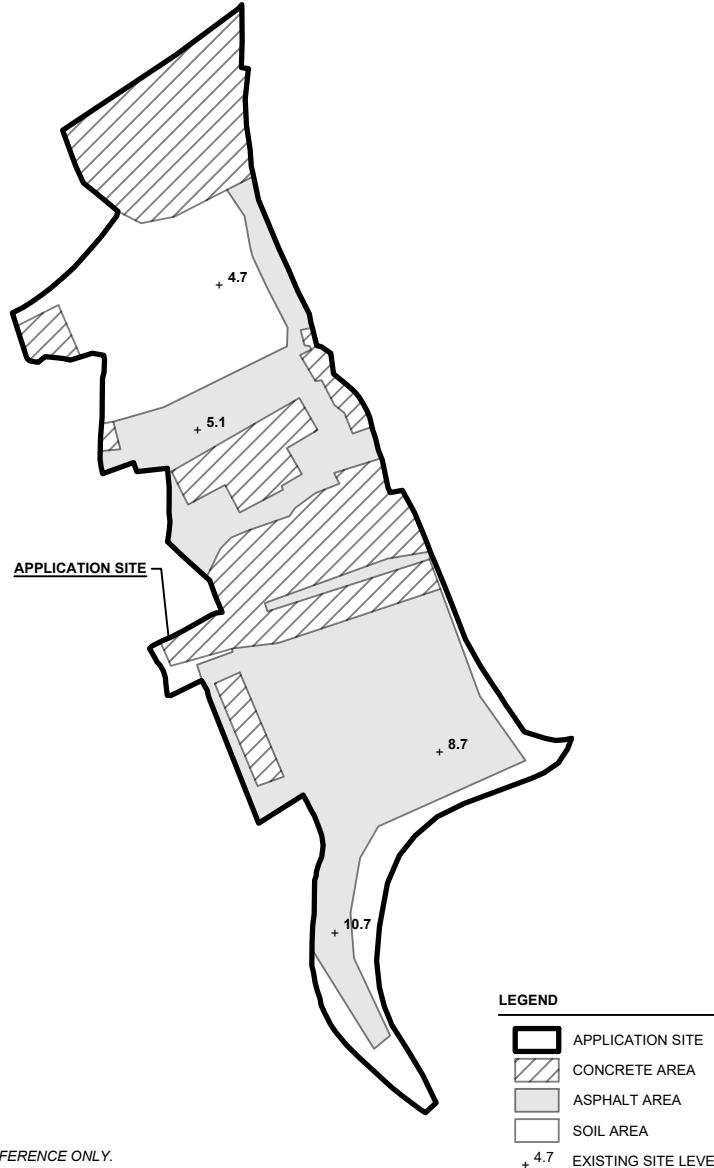
q_c	=	circulating flow across entry	=	Arm A	Arm B	Arm C
K	=	$1-0.00347(f-30)-0.978(1/r-0.05)$	=	261	16	183
x_2	=	$v+((e-v)/(1+2s))$	=	0.96	0.79	0.89
M	=	$\exp((D-60)/10)$	=	3.64	3.37	3.35
F	=	$303x_2$	=	0.02	0.02	0.02
t_D	=	$1+0.5/(1+M)$	=	1103.79	1022.38	1014.70
f_c	=	$0.21t_D(1+0.2x_2)$	=	1.49	1.49	1.49
Q_E	=	$K(F-f_cq_c)$	=	0.54	0.52	0.52
DFC	=	traffic flow into the roundabout/ Q_E	=	927	802	815
			=	0.15	0.36	0.23

Annex 3

Revised Plan showing the Filling of Land at the Site

EXISTING CONDITION OF THE APPLICATION SITE

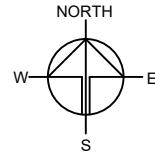
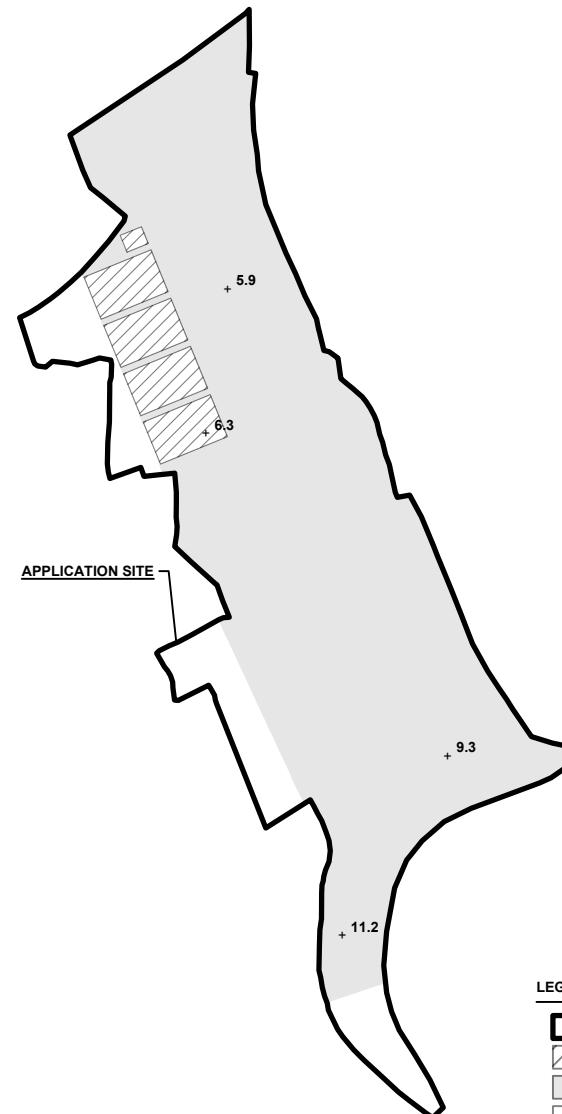
APPLICATION SITE AREA	: 14,072 m ²	(ABOUT)
EXISTING SITE LEVELS	: +4.7 mPD TO +10.7 mPD	(ABOUT)
AREA COVERED BY CONCRETE/STRUCTURE	: 4,651 m ²	(ABOUT)
AREA COVERED BY ASPHALT	: 5,831 m ²	(ABOUT)
AREA COVERED BY SOIL	: 3,590 m ²	(ABOUT)



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

PROPOSED FILLING OF LAND AT THE APPLICATION SITE

APPLICATION SITE AREA	: 14,072 m ²	(ABOUT)
FILLING OF LAND AREA	: 14,072 m ²	(ABOUT)
- CONCRETE/STRUCTURE	: 950 m ²	(ABOUT)
- ASPHALT	: 11,370 m ²	(ABOUT)
- SOIL	: 1,752 m ²	(ABOUT)
DEPTH OF LAND FILLING	: NOT MORE THAN 1.2 m	
SITE LEVELS	: +5.9 mPD TO +11.2 mPD	(ABOUT)
MATERIAL OF LAND FILLING	: CONCRETE/STRUCTURE, ASPHALT AND SOIL	
USE	: PARKING AND LOADING / UNLOADING SPACE, SITE FORMATION OF STRUCTURES, OPEN STORAGE AREA AND CIRCULATION SPACE	



PLANNING CONSULTANT



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 AND ADJOINING GOVERNMENT LAND PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE

1 : 2000 @ A4

DRAWN BY DATE
MN 2.12.2025

REVISED BY DATE

APPROVED BY DATE

DWG. TITLE
FILLING OF LAND

DWG. NO. VER.
PLAN 10 001



盈卓規劃有限公司

Our Ref. : DD128 Lot 477 & VL
Your Ref. : TPB/A/YL-HTF/1203

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

By Email

2 January 2026

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, Lots 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 And Adjoining Government Land, Pak Nai, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-HTF/1203)

We are writing to submit further information in response to departmental comments upon the subject application (**Appendix I**).

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

Yours faithfully,

For and on behalf of
R-riches Planning Limited

A handwritten signature in black ink, appearing to read 'Danny NG'. To the right of the signature is a circular blue company seal. The seal contains the text 'R-RICHES PLANNING LIMITED' around the perimeter and '盈卓規劃有限公司' in the center.

Danny NG
Town Planner

cc DPO/TMYLW, PlanD

(Attn.: Mr. Kanic KWOK
(Attn.: Ms. Belva TONG

email: kckkwok@pland.gov.hk
email: byktong@pland.gov.hk)



Responses-to-Comments

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 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 And Adjoining Government Land, Pak Nai, Yuen Long, New Territories

(Application No. A/YL-HTF/1203)

(i) A Response-to-Comments Table:

Departmental Comments	Applicant's Responses
1) Comments from Agriculture, Fisheries and Conservation Department (Contact person: Dr. Azaria WONG; Tel: 2150 6932)	
(a) From nature conservation perspective, there is a semi-natural watercourse to the east of the application site. Although the ecological value of the watercourse is relatively low, the applicant should advise what measures will be implemented to prevent polluting the watercourse.	<p>Noted. Fencing will be provided by the applicant - 2.5 m high solid metal fencing will be erected along the site boundary to minimise possible potential nuisance to the surroundings. The boundary fencing will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary fencing.</p> <p>Also, the applicant will submit and implement a drainage proposal upon acceptance from relevant departments. Surface runoff will be collected by the implemented drainage system which, would effectively minimise potential impact from the proposed development.</p>
2) Comments from Environmental Protection Department (Contact person: Ms. Yvette Li; Tel: 2835 2390)	
(a) Having reviewed the application, we note that the proposed use would generate traffic of heavy vehicles but not involve dusty operation. According to our desktop review, there are residential dwellings within 100m from the boundary of the application site.	Noted.
On the above basis, according to the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and	The applicant will follow the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open

	<p>Open Storage Sites", we do not support this planning application from environmental planning perspectives. Nevertheless, should this planning application be approved, the applicant is advised:-</p> <ol style="list-style-type: none"> i. to follow the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites"; ii. to 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. to provide adequate supporting infrastructure/ facilities for proper collection, treatment and disposal of waste / wastewater generated from the proposed use; and iv. to meet the statutory requirements under relevant environmental legislation. 	<p>Storage Sites"; relevant guidelines and requirements in relevant ProPECCPNs; as well as other statutory requirements under relevant environmental legislation to minimise any possible environmental nuisance to the surroundings after the planning approval is granted.</p> <p>Any unwanted waste and sewage generated during construction and operation stage will be collected by the applicant. Professional collectors will then be recruited to collect and dispose such collected waste and sewage on a regular basis for further treatment. Such that, adverse impact towards the surrounding environment would be lessen.</p>
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盈卓規劃有限公司

Our Ref. : DD 128 Lot 477 & VL
Your Ref. : TPB/A/YL-HTF/1203

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

By E-mail

20 January 2026

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, Lots 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long, New Territories

(S.16 Planning Application No. A/YL-HTF/1203)

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 [REDACTED] or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Planning Limited

A handwritten signature in black ink, appearing to read 'Christian CHIM'. To the right of the signature is a circular blue company seal. The seal contains the text 'R-RICHES PLANNING LIMITED' around the perimeter and '盈卓規劃有限公司' in the center.

Christian CHIM
Town Planner

cc DPO/TMYLW, PlanD

(Attn.: Mr. Kanic KWOK

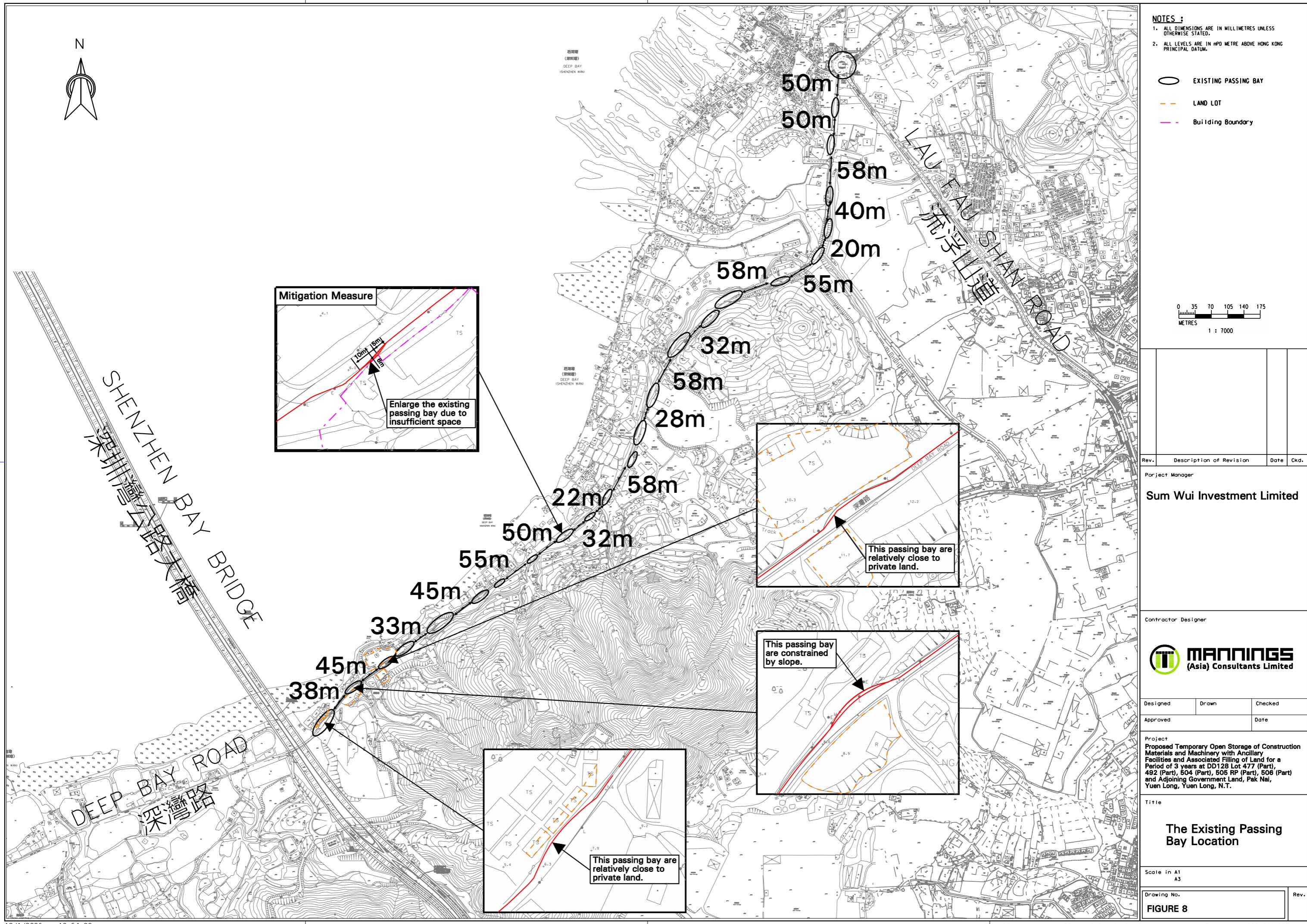
email: kckkwok@pland.gov.hk)

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T. (Application No. A/YL-HTF/1203)

Response-to-comment Table for Traffic Impact Assessment Report – Issue 1

Transport Department, Traffic Engineering (Yuen Long West) Division's Comments

Comment on 15 January 2026	Response to Comment
About 120m of Deep Bay Road between Lau Fau Shan Roundabout and the Site was widened from single track road to single-2-carriageway in late 2025, it is anticipated that a certain number of goods vehicles will travel through the Lau Fau Shan roundabout to the Deep Bay Road beyond Kong Sham Western Highway. In light of the scale of the Site, which is expected to generate a certain amount of traffic and Deep Bay Road is a one-lane two-way carriageway and the Site would involve heavy goods vehicle trips, road improvement works shall be proposed on Deep Bay Road at north of Kai Pak Ling Road.	<p>Noted with thanks. Reassessment of Deep Bay Road north between Lau Fau Shan Roundabout and the Site has been carried out. By observation, the existing passing bays are sufficient: measured intervisibility at the passing bays confirms compliance with TPDM Vol.2 Ch.3.11 intervisibility and spacing guidance (approximately 60 m where forward visibility is unrestricted). In addition, land-status verification indicates that some bays near Kai Pak Ling Road are relatively close to private land or constrained by slope or sewer. The passing bay locations are shown in the Supplementary Information - Figure 8.</p> <p>On the other hand, moving north along Deep Bay Road, we observed that one passing bay located north of Kai Pak Ling Road is insufficient in length and it may affect the road capacity. We propose to enlarge the passing bay and the details highlighted in red in Figure 8, in order to enhance the road capacity as a mitigation measure. The passing bay modification details will be subjected to the details design study in the later stage.</p>



**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; and
 - (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.

Previous s.16 Applications covering the Application Site

Rejected Applications

	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”, “GB”	29.7.2005	1,2,3
2	A/YL-HTF/1160	Temporary Storage of Metalware and Tools and Private Vehicle Park (Private Cars Only) for a Period of 3 Years	“AGR”	13.10.2023	1

Rejection Reasons:

1. No strong planning justification for a departure from the planning intention(s).
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 Deep Bay, Sheung Pak Nai and Ha Pak Nai areas.
3. Setting an undesirable precedent.

**Similar s.16 Applications within/straddling the same “Agriculture” Zones
in the past five years
on the Ha Tsuen Fringe OZP**

Approved Applications

	Application No.	Applied Use(s)/Development(s)	Zoning(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 Three Years and Filling of Land and Ponds	“AGR”	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	“AGR”, “R(D)”	17.3.2023 (Revoked on 17.9.2024)
3	A/YL-HTF/1155	Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years	“AGR”	11.8.2023 (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	“AGR”	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	“AGR”	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	“AGR”	6.6.2025
7	A/YL-HTF/1185	Temporary Open Storage of Construction Materials with Ancillary Site Office for a Period of 3 Years and Associated Filling of Land	“AGR”	6.6.2025
8	A/YL-HTF/1190	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	“AGR”	15.8.2025
9	A/YL-HTF/1193	Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years	“AGR”	19.9.2025

Government Departments' General Comments

1. Traffic

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

- about 120m of Deep Bay Road between Lau Fau Shan Roundabout and the Site was widen from single track road to single-2-carriageway in late 2025, it is anticipated that a certain number of goods vehicles will travel through the Lau Fau Shan Roundabout to Deep Bay Road beyond the Kong Sham Western Highway. In light of the scale of the proposed use which is expected to generate a certain amount of traffic and would involve heavy goods vehicles, and Deep Bay Road is a single-lane two-way carriageway, road improvement works shall be proposed on Deep Bay Road at north of Kai Pak Ling Road;
- in view of the above, he has no adverse comment on the application from traffic engineering point of view subject to the following suggested approval conditions:
 - (i) the submission of a detailed road improvement proposal and associated engineering drawings within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport and Director of Highways, or of the Town Planning Board;
 - (ii) in relation to (i) above, the implementation of the detailed road improvement proposal and associated engineering works within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport and Director of Highways, or of the Town Planning Board; and
- advisory comments as detailed in **Appendix V**.

(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**.

2. Landscaping

Comments of the Chief Town Planner/Urban Design & Landscape, Planning Department (CTP/UD&L, PlanD):

- no adverse comment on the application from landscape planning perspective; and
- according to aerial photo taken in 2024 and the site photos taken on 5.12.2025, the Site is situated in area of rural coastal plains characterised by temporary structures to the west and east and scattered tree groups to the south of the Site. The Site is largely paved with temporary structures. As no existing landscape resources are observed within the Site, no significant adverse landscape impact arising from the proposed use is anticipated.

3. Drainage

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

- no objection in principle to the application from a 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 the revised drainage impact assessment (DIA) to demonstrate that the proposed use of the Site would not have adverse drainage impacts on the drainage issue to the area), to implement and maintain the proposed drainage facilities to the satisfaction of his department; and
- detailed comments on the submitted DIA are in **Appendix V**.

4. Fire Safety

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

- no objection in principle to the application subject to fire service installations (FSIs) being provided to his satisfaction; and
- advisory comments are in **Appendix V**.

5. Project Interface

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**.

6. 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.

7. Other Departments' Comments

The following government departments have no objection to/no comment on the

application and their advisory comments, if any, are detailed in **Appendix V**:

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

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) 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;
- (c) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:
 - (i) the Site comprises Government Land (GL) and 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;
 - (ii) the GL within the Site (about 663m² as mentioned in the application form) has been fenced off/unlawfully occupied with unauthorised structure(s) without any permission. Any occupation of GL without Government's prior approval is an offence under Cap. 28. His office reserves the rights to take necessary land control action against the unlawful occupation of GL without further notice; and
 - (iii) the lot owner(s) shall apply to his office for Short Term Waiver(s) (STWs) and Short Term Tenancy(s) (STTs) to permit the structure(s) erected within the private lots and the occupation of GL. The application for STW(s) and STT(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, if approved, will be subject to such terms and conditions including the payment of waiver fee/rent and administrative fee as considered appropriate by LandsD. Besides, given the applied use is temporary in nature, only erection of temporary structure(s) will be considered;
- (d) to note the comments of the Commissioner for Transport (C for T) that
 - (i) sufficient manoeuvring space shall be provided within the Site. No vehicles are allowed to queue back to public roads or reverse onto/from public roads; and
 - (ii) the local track leading to the subject site is not under Transport Department's purview. The applicant shall obtain consent of the owners/managing departments of the local track for using it as the vehicular access to the Site;
- (e) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that the local access from Kai Pak Ling Road and Deep Bay Road to the Site is not maintained by HyD. Relevant land authority should be consulted on the proposal;
- (f) to note the comments of the Director of Environmental Protection (DEP) that:
 - (i) the applicant should follow the latest 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites';
 - (ii) the applicant should 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) the applicant should provide adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste/wastewater generated from the proposed use; and
- (iv) the applicant should meet the statutory requirements under relevant environmental legislation;

(g) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:

- (i) regarding the submitted drainage impact assessment,
 1. Table 2-1 - please review the runoff coefficient of hard paving with asphalt and please review if adopting 0.7 is suitable for assessment purpose;
 2. please illustrate the drainage impact to the existing stream proposed for runoff discharge due to the subject application, and please review if any drainage impact mitigation measure is required;
 3. Section 4.3 - in Section 4.3, the time of concentration before development is 29.12mins but the time of concentration in Appendix B is 29.13mins. Please review and revise;
 4. Table 4-2A - please review the proposed U-Channel UC4 (6000UC);
 5. sand trap or provision alike should be provided before the collected runoff is discharged to the public drainage facilities;
 6. where walls or hoarding are erected are laid along the site boundary, adequate opening should be provided to intercept the existing overland flow passing through the Site;
 7. the development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches and the adjacent areas, etc.; and
 8. the applicant should consult District Lands Officer (Yuen Long) (DLO(YL)) and seek consent from the relevant owners for any drainage works to be carried out outside his lot boundary before commencement of the drainage works;
- (ii) regarding the general requirements of/comments on drainage works,
 1. the proposed drainage works, whether within or outside lot boundary, should be constructed and maintained by the applicant/lot owner at his expense;
 2. the existing drainage system proposed for discharge of the runoff from the Site is not maintained by DSD. Consent from the owner/maintenance party, users of this drainage system and District Officer (Yuen Long) (DO(YL)) should be sought for the proposed drainage connection. Moreover, the applicant should ensure that this drainage system and the existing downstream drains/channels have adequate capacity to convey the additional runoff from the Site. In addition, regular maintenance should

be carried out by the applicant/lot owner to avoid blockage of drain;

3. the proposed drainage facilities shall be properly designed, constructed and maintained in good condition without causing adverse drainage impact to the adjacent area at all times, and the applicant 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 application. 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 their application;
4. for works to be undertaken outside lot boundary, prior consent and agreement from DLO/YL, DO(YL) and/or relevant private lot owners should be sought;
5. the applicant/lot owner should take all precautionary measures to prevent any disturbance, damage and pollution arising from the development to any parts of the existing drainage facilities in the vicinity of the Site. In the event of any damage to the existing drainage facilities, the applicant/lot owner would be held responsible for the cost of all necessary repair works, compensation and any other consequences arising therefrom;
6. a minimum soil cover of 450mm and 900mm should be provided for the connection pipe constructed under footpath and carriageway respectively; and
7. the applicant/lot owner should also be advised that the limited desk-top checking by Government on the drainage proposal covers only the fundamental aspects of the drainage design which will by no means relieve his obligations to ensure that (i) the proposed drainage works will not cause any adverse drainage or environmental impacts in the vicinity; and (ii) the proposed drainage works and the downstream drainage systems have the adequate capacity and are in good conditions to receive the flows collected from his lot;

(h) 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 also 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;

(i) 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 advised not to carry out any substantial works therein;

(j) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

- (i) it is noted that five structures and associated filling of land are proposed 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 their 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 are 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; and

(k) to note the comments of the Antiquities and Monuments Office, Development Bureau (AMO, DEVB) that the Site falls within the Ngau Hom Sha Site of Archaeological Interest (SAI) and the Fu Tei Au SAI. After reviewing the location and the proposed scope of works, the proposed development at the Site, in particular the drainage works, may adversely impact the archaeological resources of the concerned SAIs. The applicant is required to notify AMO two weeks before the commencement of the drainage works so as to facilitate our site inspection in the course of excavation. The drainage proposal should also be submitted to AMO for comment before the 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.

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tpbd/PLAND

寄件者: [REDACTED]
寄件日期: 2025年12月25日星期四 2:25
收件者: tpbd/PLAND
主旨: A/YL-HTF/1203 DD 128 Pak Nai, Lau Fau Shan
類別: Internet Email

A/YL-HTF/1203

Lots 477 (Part), 492 (Part), 504 (Part), 505 RP (Part) and 506 (Part) in D.D. 128 and Adjoining Government Land, Pak Nai, Yuen Long

Site area: About 14,072sq.m Includes Government Land of about 663sq.m

Zoning: "Agriculture"

Applied use: Open Storage of Construction Materials / 6 Vehicle Parking / **Filling of Land**

Dear TPB Members,

Strongest Objections. While the operator has already received approval for 1193, that site borders Deep Bay Road. This location is another matter as it is further inland and adjacent to country park.

No mention of trees felling and the impact on the watercourses connecting the CA with the coast are brushed aside in one bland statement.

The usual R-Riches copy and paste relocation sob story. No one older than 5 would be convinced by the ritualistic, fairy tale and repetitive content.

Why do members never question why these operators need so much land when the relocation should be the impetus to invest in the development of multi storey custom built industrial parks that would require a fraction of the site size?

Hong Kong is touting itself as a high-tech regional hub, what a joke. For sure many international business people invited to the increasing number of Ra Ra forums snigger when they are driven through our countryside and see the appalling third world reality.

If DevB steps in and arms twists govt depts and TB members to approve this application for development on Cat 3 zoning it will underline the hypocrisy that is a defining characteristic of the current administration. Expediency over development of modern logistics and construction industries. DO AS I SAY AND NOT AS I DO.

The application should be rejected.

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Mary Mulvihill