

Peter Pak Lun NGAN/PLAND

寄件者: [REDACTED]
寄件日期: 2026年03月09日星期一 15:39
收件者: Peter Pak Lun NGAN/PLAND
主旨: FW: Departmental Comments - A/NE-FTA/272
附件: LOTS 183RP_TD-02_2026-03-06.pdf; Resonse the Comments from Transport Department.pdf; LOTS 183RP_TD-01_2026-03-06.pdf; 理由.pdf

類別: Internet Email

Dear Peter

Attached with response the Departmental comment for your record.
(Supersede the email send on March 6, 2026 4:10 PM)

Regards

Leo

Response the Comments from Transport Department (S.16 Application No. A/NE-FTA/272)
(Contact Person: Mr. LAM Hung Wai, Ray; Tel: 2399 2405)

Please find the following comments on the further information from traffic engineering perspective:
 1. Item 1 – the total traffic generation/attraction during the AM Peak and PM peaks do not align. The applicants should revise it.

Development Traffic Generation during Peak / Non-Peak Hour

Time Period	LGV		Ingress/ Egress (Daily)
	ingress	egress	
AM Non-Peak Hour Generation (7:45-8:45AM)	1	1	2
AM Peak Hour Generation (8:45-12:30AM)	2	2	4
AM Peak Hour Generation (12:30-2:30AM)	2	2	4
PM Non-Peak Hour Generation (2:30-5:00PM)	1	1	2
PM Peak Hour Generation (5:00-6:00PM)	1	1	2

2. Item 2 – the applicants should also provide the swept path analysis for the spare parking lot.

[See Attached – Drawing No. TD-02](#)

3. Item 2 – the applicants should clarify whether reverse movement of vehicle is required for the vehicle when entering the applicant site. If affirmative, please provide the subsequent traffic management measures

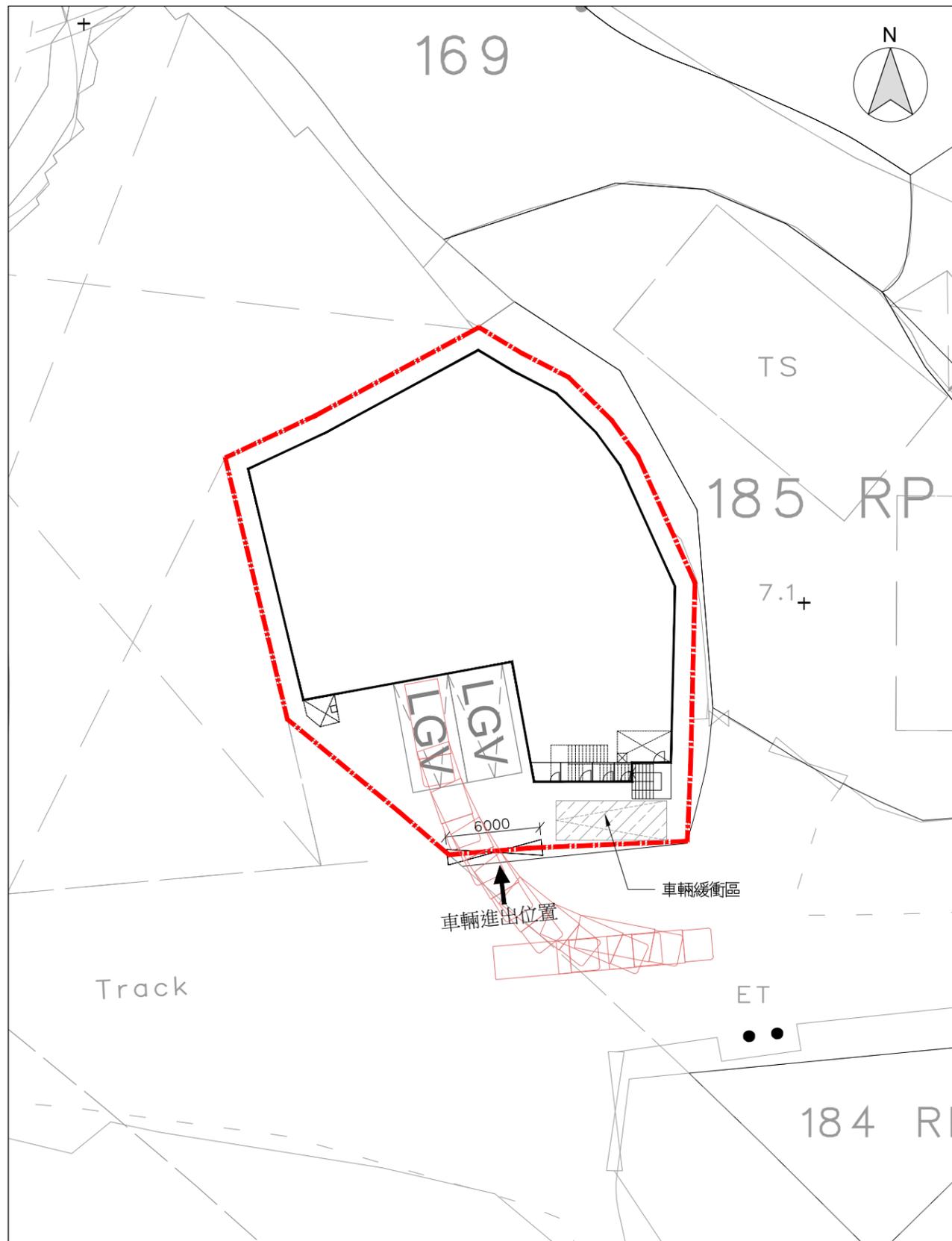
[Vehicles must reverse when entering the application area. The applicant will assign a traffic supervisor to observe traffic conditions \(including pedestrians\) and issue instructions to the driver to ensure the safety of reversing and pedestrians.](#)

4. Item 3 – the individual ingress and egress points should be provided in the layout plan.

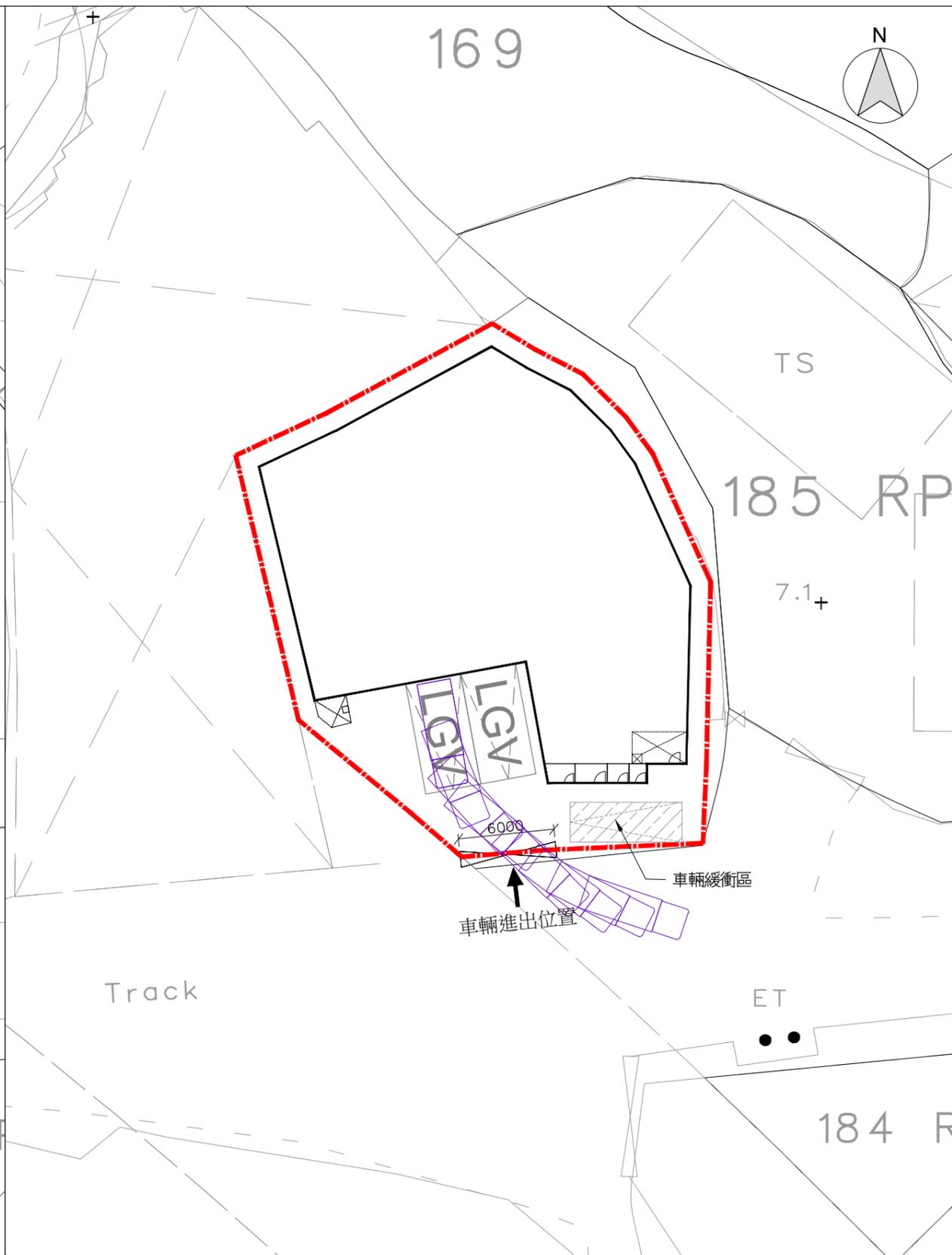
[See Attached Drawing No. TD-01. The application site provides one entrance/exit.](#)

5. Item 3 – if the vehicles would enter the site from the north, please provide the swept path analysis for the Transport Department review.

[Vehicles are not allowed to enter the site from the north or east; they are only permitted to enter the site from the west.](#)



PATH OF HEAVY GOODS VEHICLE IN



PATH OF HEAVY GOODS VEHICLE OUT

LEGEND

 LGV SIZE = (2.1 x 6.6m) APPROX.

B.D. Reference	總工程師
M.W. Reference	小區工程師
L.D. Reference	地政工程師
F.S.D. Reference	測量師

Notes

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REV	DESCRIPTION	DATE



Project

LOTS 183 RP (PART)
IN D.D. 52, FU TEI AU,
SHEUNG SHUI, N.T.

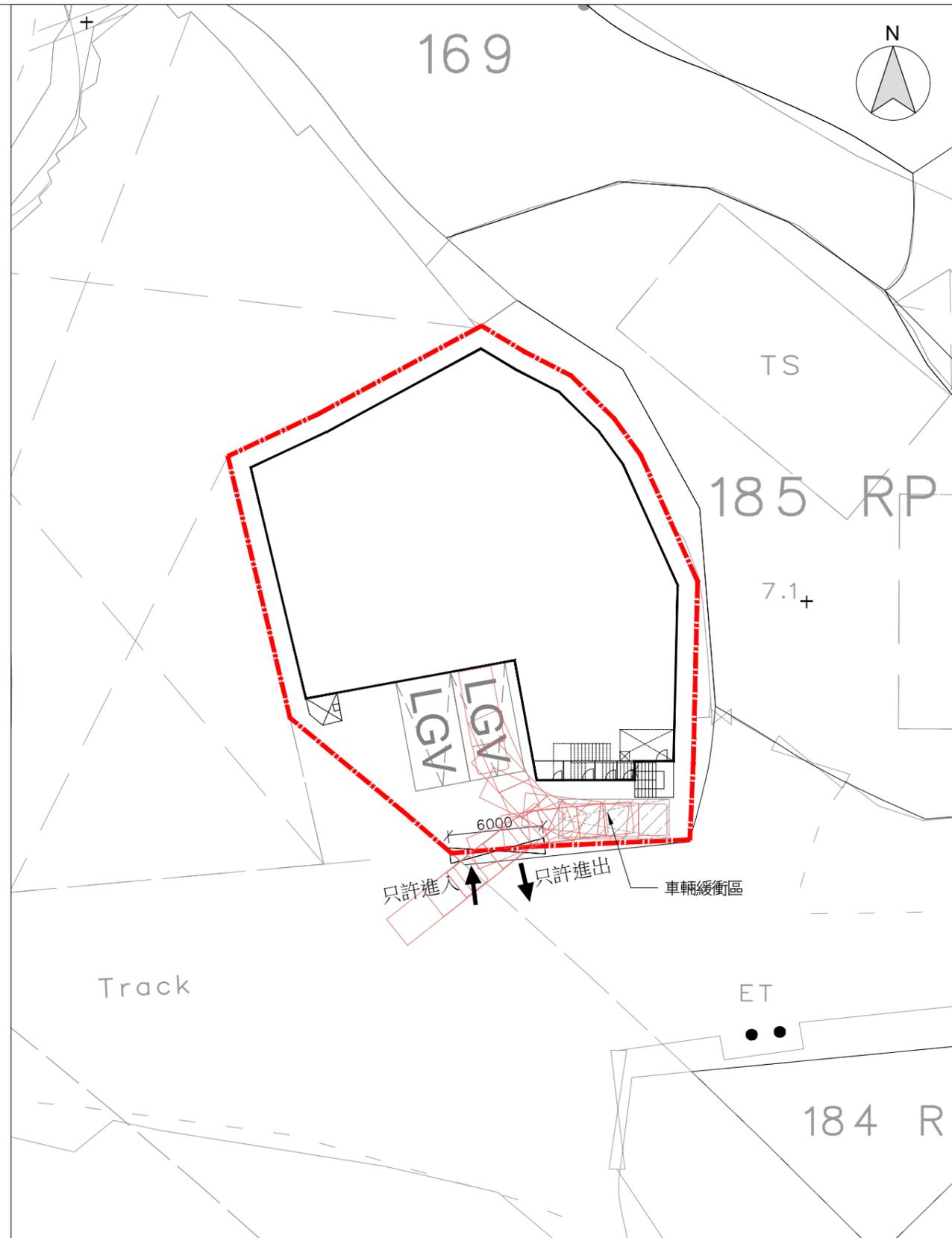
Application

PROPOSED TEMPORARY COLD STORAGE
FOR POULTRY AND DISTRIBUTION
CENTRE FOR A PERIOD OF 3 YEARS AND
FILLING OF LAND FOR SITE FORMATION
WORKS

Drawing Title

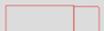
PROPOSED SWEEP
PATH ANALYSIS

Scale	比例	Revisions	修訂
1:300 (A3)		-	
Designed by	設計者	Drawn by	繪圖人
LW		Arthur	
Checked by	校核	Date	日期
AY		02-03-2026	
Job No.	圖號	Drawing No.	圖號
-		TD-01	



PATH OF HEAVY GOODS VEHICLE IN

LEGEND

 LGV SIZE = (2.1 x 6.6m) APPROX.

B.D. Reference	總圖
M.W. Reference	小區工程圖
L.D. Reference	地政圖
F.S.D. Reference	測量圖

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REV	DESCRIPTION	DATE
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Project 項目
**LOTS 183 RP (PART)
 IN D.D. 52, FU TEI AU,
 SHEUNG SHUI, N.T.**

Application 申請
 PROPOSED TEMPORARY COLD STORAGE FOR POULTRY AND DISTRIBUTION CENTRE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND FOR SITE FORMATION WORKS

Drawing Title 標題
**PROPOSED SWEEP
 PATH ANALYSIS**

Scale 比例	1:300 (A3)	Revisions 修訂	-
Designed by 繪圖	LW	Drawn by 繪圖人	Arthur
Checked by 校核	AY	Date 日期	02-03-2026
Job No. 圖號	-	Drawing No. 圖號	TD-02

理由：

申請地點的面積約 724 平方米，座落上水虎地坳南面，現時為私人臨時開放式構築物用作散貨場和貯物用途。申請地段的毗連土地用途主要鄉郊用途，並混合露天貯物場，貨倉及空置土地。申請地點可經一條車輛通道連接文錦渡路。根據城規會指引編號 13G，申請地點座落 ” 第 1 類地區 ”，認為適合作露天貯物及港口用途。此外，城規會過往在該地段亦在有條件下批給“擬議臨時貨物裝卸及貨運設施”臨時規劃許可申請為期三年(規劃申請編號:A/NE-FTA/249)，由於未受古洞北新發展影響前的營運面積約為 1,893 平方米，相比規劃申請編號 A/NE-FTA/249 的約 724 平方米，面積縮減了 61.8%，場內主要貯存傢俬，沒有危險品。鑑於目前的貨運量，該空間未能足夠應付營運需要。因此，申請人計劃將建築由單層構築物更改為樓高 12 米的雙層設計，以滿足貯存及裝卸貨物的空間需求。是次申請的總樓面面積將與未發展收地前的面積相約。同時，新建議將寫字樓及員工休息室整合於單一建築物內，有助降低建築成本。基於上述原因，現需遞交是次申請。

鑒於古洞北/粉嶺北新發展區的發展程序已經進行中，上述位於古洞北新發展的中港物流公司(地政處已登記清拆編號: X06/115-120)受發展的影響，由於部分土地被政府收回，未能履行已批准規劃申請之各部門條件，因此申請人遞交是次申請使其業務得以繼續，以進一步為中港物流業提供服務支援。

申請地點上蓋面積約為 477 平方米，主要 1 座兩層高臨時貯存倉用作暫存及貯存傢俬及家居用品及附設相關設施，包括男女洗手間，寫字樓，電錶房，交通督導員室及員工休息室。申請位置將豎設 2.5 米圍板/圍網，分間政府收地位置，被收地位置之構築物按程序清拆交回土地給政府。申請地點提供 2 個輕型貨車車位共用上落貨車位，場內嚴禁超過 5.5 噸的車輛進出。申請地點內亦提供足夠車輛緩衝空間，避免車輛在外面排隊阻塞交通，並安排交通督導員維持交通保障行人安全。

申請地點營業時間為星期一至星期六早上 10 時至下午 4 時，星期日及公眾假期休息。

上述申請並提出下列理據以支持這宗規劃申請：

- a. 擬議發展符合〈其他指定用途〉註明〈港口後勤用途〉地帶的規劃意向；
- b. 擬議發展能滿足跨境貿易的需求；
- c. 擬議發展符合城規會指引編號 13G；
- d. 擬議發展與鄰近土地用途協調；
- e. 擬議發展可利用寶貴的土地資源，帶來經濟活動及創造就業機會；
- f. 擬議發展不會對附近的交通，環境，排水及其他方面構成不良的影響
- g. 擬議發展範圍已加設消防安全設備，並設有消防緊急救援通道，因此對火警救援工作不會構成影響。

基於上述申請的理據，我們希望城規會及有關政府部門能從優考慮這宗規劃申

請, 申請人承諾履行各部門之規劃許可附帶條件。