



## **Section 16 Planning Application**

Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years

Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

### *Planning Statement*

Address:

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████████████████████  
██████████

Prepared by

*Aikon Development Consultancy Limited*

Tel : (852) ██████████

Fax : (852) ██████████

Email: ██████████

December 2025

## EXECUTIVE SUMMARY

*(In case of discrepancy between English and Chinese versions, English shall prevail)*

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years** (hereinafter referred to as “the applied use”) at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories (hereinafter referred to “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate consideration by the Board.

The application site falls with an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 gazetted on 19.04.2024. As detailed throughout this Planning Statement, the applied use is well justified on the grounds that:-

- (a) The applied use aligns with government policy in supplying logistic land, supporting the development of logistic industry and promoting cross-boundary business services;*
- (b) The current application facilitates the relocation of existing brownfield operations affected by government projects and allow better utilization use of available vacant land;*
- (c) The applied use is subject to a previous application approved by the Board for the same use;*
- (d) The applied use falls under Category 2 areas as per the Town Planning Board Guidelines (TPB PG-No. 13G);*
- (e) The applied use is considered compatible with the surrounding land uses and has no adverse impact on the surroundings land uses and neighbourhood;*
- (f) The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
- (g) No adverse traffic, landscape, visual, environmental and drainage impacts arising from the applied use are anticipated; and*
- (h) The applied use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the applied use for a temporary period of 3 years.

Address : [REDACTED]

地址 : [REDACTED]

Tel 電話 : (852) [REDACTED] Email 電郵 : [REDACTED]

Fax 傳真 : (852) [REDACTED] Web 網址 : www.aikon.hk

Aikon Development Consultancy Ltd.  
毅勤發展顧問有限公司

## 行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作臨時露天存放貨櫃及汽車修理工場連附屬設施及相關填土及填塘工程（為期三年）（以下簡稱「申請用途」）。該申請涉及的地點位於新界上水缸瓦甫丈量約份第 87 約地段第 340 號餘段（部分）、第 341 號餘段（部分）、第 342 號餘段（部分）、第 343 號餘段及第 344 號（部分）及毗連政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景及規劃理據以支持申請用途予城規會考慮。

申請地點位於 2024 年 4 月 19 日刊憲之虎地坳及沙嶺分區計劃大綱核准圖編號 S/NE-FTA/18（以下簡稱為「大綱核准圖」）劃為「農業」地帶。此規劃報告書詳細闡述該申請的規劃理據，當中包括：-

- (一) 申請用途符合政府供應物流用地政策，有助推動物流業發展及促進跨境商業服務；
- (二) 該申請旨在協助受政府工程影響的現有棕地作業遷移，並使現有空置土地得以更有效運用；
- (三) 申請用途符合城規會先前核准之相同用途申請；
- (四) 根據城市規劃委員會指引（TPB PG-No. 13G），申請用途屬於第二類地區；
- (五) 申請用途與周邊土地用途相容，且不會對周邊土地用途和鄰近地區造成不良影響；
- (六) 申請用途為臨時用途。申請用途不會妨礙落實大綱核准圖中「農業」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
- (七) 預計申請用途不會對交通、景觀、視覺、環境及排水造成不良影響；及
- (八) 考慮到附近已有類似該申請的規劃申請獲批准，申請用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年申請用途。

Address : [REDACTED]

地址 : [REDACTED]

Tel 電話 : (852) [REDACTED] Email 電郵 : [REDACTED]

Fax 傳真 : (852) [REDACTED] Web 網址 : www.aikon.hk

Aikon Development Consultancy Ltd.  
毅勤發展顧問有限公司

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## 1. INTRODUCTION

### 1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years** (hereinafter referred to as “the applied use”) at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories (hereinafter referred to “the application site”). This Planning Statement serves to provide background information and planning justifications in support of the applied use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1**.

1.1.2 The application site currently falls within an area zoned “Agriculture” (“AGR”) on the Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 gazetted on 19.04.2024 (hereinafter referred to as “the Current OZP”) (**Figure 3** refers). As stipulated in the Notes of the Current OZP, temporary use or development not exceeding a period of 3 years requires planning permission from the Town Planning Board, notwithstanding that the use or development is not provided for in terms of the OZP. Besides, filling of land and/or ponds in the “AGR” zone also requires planning permission from the Board. In this connection, the applicant intends to seek planning permission from the Board for the applied use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of *Hing Yan Hong Company Limited* (hereinafter referred to as “the Applicant”), Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application.

### 1.2 Background

1.2.1 The Applicant is a long-established logistics company with over 30 years of experience facilitating cross-border transshipment of goods essential to Hong Kong's trade. The Applicant currently supports the cross-border freight industry, specifically container vehicles using the Man Kam To Boundary Control Point, operating daily from 8:00 am to 10:00 pm.

1.2.2 The Applicant, which currently occupies a substantial land parcel of approximately 28,000m<sup>2</sup>(or 300,000ft<sup>2</sup>) at No. 5A Jockey Club Road, Sheung Shui, is subject to a relocation notice from the Lands Department to facilitate the development of the Kwu Tong North/Fanling North New Development Area.

1.2.3 Upon notification for the resumption of the existing site, an extensive land search was conducted by the Applicant. To ensure the continuity of its operations and safeguard

the livelihoods of its employees, the Applicant was compelled to select part of the application site for the initial phase of its relocation. The applicant submitted a planning application (No. A/NE-FTA/254) which was approved with condition on 20.12.2024. Site formation works has been implementation with construction works in progress. However, since this site only measures approximately 3,060m<sup>2</sup>, which is about 10% of current operating space, the Applicant has continued to search for additional locations to fully accommodate its existing spatial needs.

- 1.2.4 A subsequent round of land searching concluded that other sites were unsuitable, failing criteria such as location, size/area, proximity to the border/suppliers, and statutory planning context. While site works at the site has been carried out and it is considered suitable to relocate some of the remaining part of the existing operations to the application site to meet immediate operational needs. Recognizing the application site's operational suitability, the Applicant acquired adjoining private lots and plans to incorporate the adjacent vacant government land to better utilize land resources. The application site covers 6,214m<sup>2</sup> which constitutes approximately 22% of the existing operational area.

### 1.3 Objectives

- 1.3.1 The current application strives to achieve the following objectives:-

- (a) *To fully utilise the land resources falling within "AGR" zone for temporary uses that are beneficial to the community, viable in operation, and compatible with the character of the surrounding environment without hindering the long-term planning intention of "AGR" zone; and*
- (b) *To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.*

### 1.4 Structure of the Planning Statement

- 1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the applied use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the applied use.

## **2. SITE PROFILE**

### **2.1 Location and Current Conditions of the Application Site**

2.1.1 The application site is accessible via a local track leading to Kong Nga Po Road. Following the approval of the previous application (No. A/NE-FTA/245), the application site has been paved with land filling works implemented. The Applicant has applied to the Lands Department for a Short-Term Waiver and on-site construction work is in progress for the erection of temporary structures. The land is currently not arable and cannot temporarily be rehabilitated for cultivation without extensive earth works.

### **2.2 Surrounding Land-use and Characteristics**

2.2.1 The surrounding areas of the application site are of rural character mainly comprising open storage yards and workshop intermixed with temporary domestic structures, farmland, a plant nursery, vacant land and tree clusters. To the immediate north of the site is a vehicle repair workshop and open storage of vehicles covered by a valid planning permission (application No. A/NE-FTA/242).

2.2.2 To the immediate west and further north of the application site is an area zoned "Green Belt" ("GB") generally comprising wooded slopes. To the further west of the application site is an area zoned "Government, Institution or Community (1)" which is planned for co-locating various police facilities in the North District and a proposed police training facility, for which construction is currently in progress.

### 3. PLANNING CONTEXT

#### 3.1 Statutory Planning Context

3.1.1 The application site falls within an area zoned “AGR” on the Current OZP (**Figure 2** refers). According to the Notes of the Current OZP, “AGR” zone is intended primarily to ‘*retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purpose*’. It is also intended to “*retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*”.

3.1.2 As stipulated in the Notes of the Current OZP, “*...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...*”. The Remarks of “AGR” zone of the Current OZP also stated “*...any filling of land shall not be undertaken...without the permission from the Town Planning Board...*”. In this connection, the applicant wishes to seek planning permission from the Board for the applied use on a temporary basis of three years.

#### 3.2 Previous Application

3.2.1 The application site is subject to a previous application (No. A/NE-FTA/254) which was approved by the Board for the same use and nature. The applicant is diligently complying with relevant approval conditions and site formation works has been implemented according to the approved scheme.

#### 3.3 Similar Applications

3.3.1 There are similar applications for similar uses within the “AGR” zone(s) on the same Outline Zoning Plan. Details of the similar applications are tabulated in **Table 1** below.

*Table 1: Similar Planning Applications*

| Application No. | Proposed Use(s)  | Zoning(s) | Decisions (Date)   |
|-----------------|--|-----------|--|
| A/NE-FTA/195    | Proposed Temporary Warehouse and Open Storage of Containers for a Period of 3 Years  | "AGR"     | Rejected on 6.3.2020   |
| A/NE-FTA/242    | Proposed Temporary Vehicle Repair Workshop (Private Car) and Open Storage of Vehicles for a Period of 3 Years and Associated Filling of Land | "AGR"     | Approved with condition(s) on a temporary basis (20.9.2024)  |
| A/NE-FTA/246    | Proposed Temporary Open Storage of Construction Material and Machinery for a Period of 3 Years and Associated Filling of Land                | "AGR"     | Approved with condition(s) on a temporary basis (25.10.2024) |

| Application No. | Proposed Use(s)  | Zoning(s) | Decisions (Date)  |
|-----------------|--|-----------|---|
| A/NE-FTA/251    | Proposed Temporary Open Storage of Construction Materials and Machineries for a Period of 3 Years and Associated Filling of Land | "AGR"     | Approved with condition(s) on a temporary basis (4.10.2024) |
| A/NE-FTA/244    | Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years and Associated Filling of Land                 | "AGR"     | Approved with condition(s) on a temporary basis (6.12.2024) |

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

- 3.4.1 The application site entirely falls under Category 2 areas in 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) promulgated by the Board in April 2023.
- 3.4.2 According to the TPB PG-No.13G, "Category 2 are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses. In addition, the areas should not be subject to high flooding risk. 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. 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years".

## 4. THE DEVELOPMENT PROPOSAL

### 4.1 Site Configuration, Layout and Operation

- 4.1.1 The application site has a total area of about 6,214m<sup>2</sup> (including 2,565m<sup>2</sup> of Government Land) and it is intended to utilize the application site for the applied use. A 1.8m high fencing will be erected along the application site boundary.
- 4.1.2 A total of about 1,440m<sup>2</sup> of the application site (about 23%) is intended for open storage of containers. Six temporary structures are proposed within the application site, providing a gross floor area (GFA) of about 1,243m<sup>2</sup>. The remaining uncovered area would be served as circulation/manoeuvring space and provision of 2 parking space for private cars and heavy goods vehicles (HGVs) as well as a loading and unloading (L/UL) area. Considering the surrounding topography, it is proposed to incorporate a No-Built Zone (976m<sup>2</sup>) to the west of the application site which no structures would be erected within this area. The Indicative Layout Plan is shown in **Figure 3** whilst the key development parameters for the applied use are detailed in **Table 2 and 3**.
- 4.1.3 The consolidation area for freight and goods would be a roofed area for reassembling freights, and the vehicle repair workshop would be used for minor vehicle repair works on company cars whenever required. By allowing onsite minor repairs, it could largely limit the possibility of delaying their daily operation caused by offsite repairs. The proposed development will be used by the Applicant's for its daily operations for cross border trading. In sum, freights and goods will be brought to the application site via container vehicles to be reassembled and redirected. In addition, awaiting containers will be stored, and minor vehicle maintenance will be conducted on site. The operation hours are between 8:00 a.m. and 10:00 p.m. from Monday to Sunday.
- 4.1.4 Since the application site situated with uneven ground level, filling of land and pond were proposed under previous planning application and implemented during the approval period. The current application that involves an increase in site area would align with the proposed levels to form a flat surface for feasible traffic flow and meeting operational requirements. To fulfil the operational needs of the applied use, filling of land and pond and excavation of some portions is required for levelling the level differences is inevitable. Part of the application site (about 5,639m<sup>2</sup>) would be filled with concrete with a depth of about 2m and filling of pond is proposed with a total area of about 275m<sup>2</sup> and a depth of about 2.8m. A pond of about 300m<sup>2</sup> is designated as reserve purpose. The proposed ground level after filling of land is about +27.2mPD to +30.1mPD. The extent of the land filling and pond filling area have been kept to minimal to meet the operational need (**Figure 4** refers).
- 4.1.5 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the modification of Short-Term Waiver (STW) for and permitting the structures to be erected once the current application is approved.

Table 2: Key Development Parameters

|   |  |
|---|--|
| <b>Applied Use</b>  | Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years |
| <b>Operation Hours</b>  | From 8:00a.m. to 10:00 p.m.<br>from Monday to Sunday   |
| <b>Site Area</b>  | 6,214m <sup>2</sup><br>(including 2,565 m <sup>2</sup> of Government Land)   |
| <b>Covered Area</b>   | About 919m <sup>2</sup> (About 15%)  |
| <b>Uncovered Area</b>   | About 5,295m <sup>2</sup> (About 85%)  |
| <b>Open Storage Area</b>  | About 1,440m <sup>2</sup>  |
| <b>No-Built Zone (No Roof Over Area)</b>  | About 976m <sup>2</sup>  |
| <b>Temporary Structure</b><br>No(s).<br>No. of Storey<br>Maximum Height<br>Total Floor Area | 6<br>Not more than 2 storey<br>Not more than 7m<br>About 1,243m <sup>2</sup>   |
| <b>Ingress/Egress</b>   | 11m-Wide   |
| <b>No. of Parking Spaces</b><br>Private Car (5m(L) x 3.5m(W))<br>HGVs (11m(L) x 3.5m(W))    | 2<br>1<br>1  |
| <b>Loading/Unloading (L/UL) Area</b><br>(16m(L) x 3m(W))                                    | About 48m <sup>2</sup>   |
| <b>Proposed Filling of Land</b><br>Area<br>Depth<br>Materials                               | 5,639 m <sup>2</sup><br>Not More than 2m<br>Concrete   |
| <b>Proposed Filling of Pond</b><br>Area<br>Depth<br>Materials                               | 275m <sup>2</sup><br>Not More than 2.8m<br>Concrete  |

Table 3: Key Development Parameters for the Proposed Structures

| <b>Structure</b> | <b>Uses</b>  | <b>Roof Area (About)</b> | <b>Floor Area (About)</b> | <b>Building Height (Not More Than)</b> |
|------------------|--|--------------------------|---------------------------|--|
| A                | Consolidation Area for Freight and Goods (Open-shed Structure) | 299m <sup>2</sup>        | 299m <sup>2</sup>         | 7m (1 storey)                          |
| B                | Vehicle Repair Workshop (Open-shed Structure)                  | 273m <sup>2</sup>        | 273m <sup>2</sup>         | 7m (1 storey)                          |
| C                | Ancillary Site Office/ General Storage Uses                    | 162m <sup>2</sup>        | 324m <sup>2</sup>         | 7m (2 storey)                          |
| D                | Ancillary Site Office/ General Storage Uses                    | 162m <sup>2</sup>        | 324m <sup>2</sup>         | 7m (2 storey)                          |
| E                | Guard Kiosk  | 15m <sup>2</sup>         | 15m <sup>2</sup>          | 3m (1 storey)                          |
| F                | Meter Room   | 8m <sup>2</sup>          | 8m <sup>2</sup>           | 3m (1 storey)                          |
|                  | <b>Total</b>   | 919m <sup>2</sup>        | 1,243m <sup>2</sup>       | NA                                     |

## 4.2 Traffic Considerations

- 4.2.1 The application site can be accessed via local access leading to Kong Nga Po Road, featuring an ingress/egress point of about 11m wide. Within the application site, 2 parking spaces for private cars and HGVs are provided. A loading and unloading area is designated with the application site. Adequate space is allocated for goods vehicles to maneuver easily within the application site, ensuring that no vehicle needs to reverse onto the local access roads.
- 4.2.2 Trip generation/attraction are estimated based on the existing operation. It is estimated the development traffic will be 3 vehicles per hour (9pcu/hour) of one-way or 6 vehicles per hour (18 pcu/hour) of two way. Among these generations, 5-10% of vehicles may need to visit the repair workshop, which is about 1 to 2 vehicles per day. Since the application site will be designated for open storage and minor vehicle repair works purposes, only occasional trips are expected. Therefore, the traffic generated by the proposed development is minimal.
- 4.2.3 In order to minimize any traffic impact, traffic management measures, including the provision of signs at the entrance/exit of the application site and deployment of staff to manage traffic are proposed. It is anticipated that no adverse traffic impacts would arise from the applied use.

## 4.3 Landscape and Visual Consideration

- 4.3.1 There are no trees observed within the application site boundary, thereby no tree felling is required for the applied use. While there are some existing trees located to the further west of the application site, these existing trees outside the applications site would remain unaffected.
- 4.3.2 Considering the application site is mostly paved and there is no existing tree within the application site, it has very low agricultural value at present. The application site is located in an area of rural character intermixed with warehouse, open storage yards, as such, the proposed development would induce no significant landscape impact and is considered compatible with the surrounding environment.
- 4.3.3 It is proposed that the application site will be fenced off to prevent direct visual contact from outside and the proposed development would be self-contained. In addition, it is proposed to plant suitable trees (i.e. *Cinnamomum burmannii* and *Scheera heptaphylla*) along the application site boundary to enhance overall amenity. The applied use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

## 4.4 Environmental Consideration

- 4.4.1 No storage of dangerous goods will be carried out at the application site at any time during the planning approval period. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental

Aspects of Temporary Uses and Open Storage Sites (CoP)” and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the applied use is anticipated.

#### **4.5 Provision of Drainage Facilities**

- 4.5.1 A Drainage Proposal (**Appendix 1** refers) was prepared to demonstrate that the proposed development should not result in adverse drainage impacts. The Applicant is committed to revising the drainage proposal to the satisfaction of Drainage Services Department and implement any necessary mitigation measures.

## **5. PLANNING JUSTIFICATIONS**

### **5.1 In Line with Government Direction in Supplying Logistic Land to Support the Development of Logistic Industry and Promoting Cross-Boundary Business Services**

5.1.1 The applied use aligns with government policy aimed at providing land for logistics, supporting the growth of the logistics industry, and promoting cross-boundary business services. Approving the current application will enable the Applicant to continue operations that support the Boundary Commerce and Industry Zone as outlined in the Northern Metropolis Action Agenda.

### **5.2 Facilitate Relocation of Existing Brownfield Operations Affected by Government Project and Allow Better Utilization Use of Available Vacant Land**

5.2.1 The current application intends to facilitate relocation of existing brownfield operations affected by government project so as to make way the implementation of the Kwu Tong North/Fanling North New Development Areas. By enabling the continued operation of these displaced brownfield businesses, it could ensure both the timely progression of the development as well as the sustained contribution of the displaced logistics businesses to the economy. Furthermore, it would also promote efficient utilization of available vacant land, thereby supporting overall economic development.

### **5.3 Subject to a Previous Application Approved for the Same Use**

5.3.1 The current application to subject to a previous application approved for the same use, which its operations and nature sought are entirely the same as that of the approved application. The current application intends to expand its scale by incorporating adjoining private lots and vacant government land with a view to accommodating additional part of the affected brownfield operations that required imminent relocation.

### **5.4 Not Contrary to the Town Planning Board Guidelines (TPB PG-No. 13G)**

5.4.1 The application site falls under Category 2 areas in the TPB PG-No. 13G promulgated by the Board in April 2023. According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/temporary uses. In addition, the areas should not be subject to high flooding risk. 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. 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, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

5.4.2 Considering that the applied use is well-justified with no adverse impacts on traffic, landscape, visual, drainage, sewerage and environmental aspects in the surrounding areas, the current application is considered not contrary to the TPB PG-No. 13G.

## **5.5 Compatible with Land Uses of the Surrounding Areas**

5.5.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. The applied use is therefore considered to be compatible with the land uses of the surrounding areas. Additionally, planning applications for similar uses are approved in the vicinity of the application site, with site formation works commenced. The applied use is considered to fully commensurate with its local geographical settings and is ideal to attain the utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

## **5.6 Not Jeopardizing the Planning Intention of “AGR” Zone**

5.6.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of “AGR” zone may hardly be materialized in short term until the surrounding characteristics are entirely and compulsorily required to be utilized for agricultural activities again. In contrast, approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.

5.6.2 The temporary nature of the applied use under the current application will by no means jeopardize the long-term planning intention of the “AGR” zone, considering that the applied use under the current application is only being applied for a period of 3 years.

## **5.7 No Adverse Traffic, Landscape, Visual, Environmental nor Infrastructural Impacts**

5.7.1 The applied use is considered small in scale with infrequent trips anticipated. The traffic generation/attraction by the applied use is minimal.

5.7.2 A majority of the application site has been paved and there is no existing tree within the application site. The application site has very low agricultural value at present and the proposed development would induce no significant landscape impact. It is proposed that the application site will be fenced off to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consists of open storages and warehouses. As a result, the applied use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

5.7.3 No storage of dangerous goods will be carried out at the application site at any time during the planning approval period. The Applicant is committed to implementing good site practices and adhering to the latest “CoP” and comply with all

environmental protection/ pollution control ordinances, throughout the construction and operation stages of the proposed development, should the application be approved. It is ensured that the proposed development will not generate any unacceptable environmental impacts (including air quality, noise, water quality and waste management), during both the construction and operation phases. Therefore, no adverse environmental impact or misuse of the applied use is anticipated.

- 5.7.4 Since a majority of the application area has been paved and there will be no significant alteration to the site conditions, it is anticipated that no significant drainage impacts will arise from the applied use.

## **5.8 Not Setting an Undesirable Precedent**

- 5.8.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

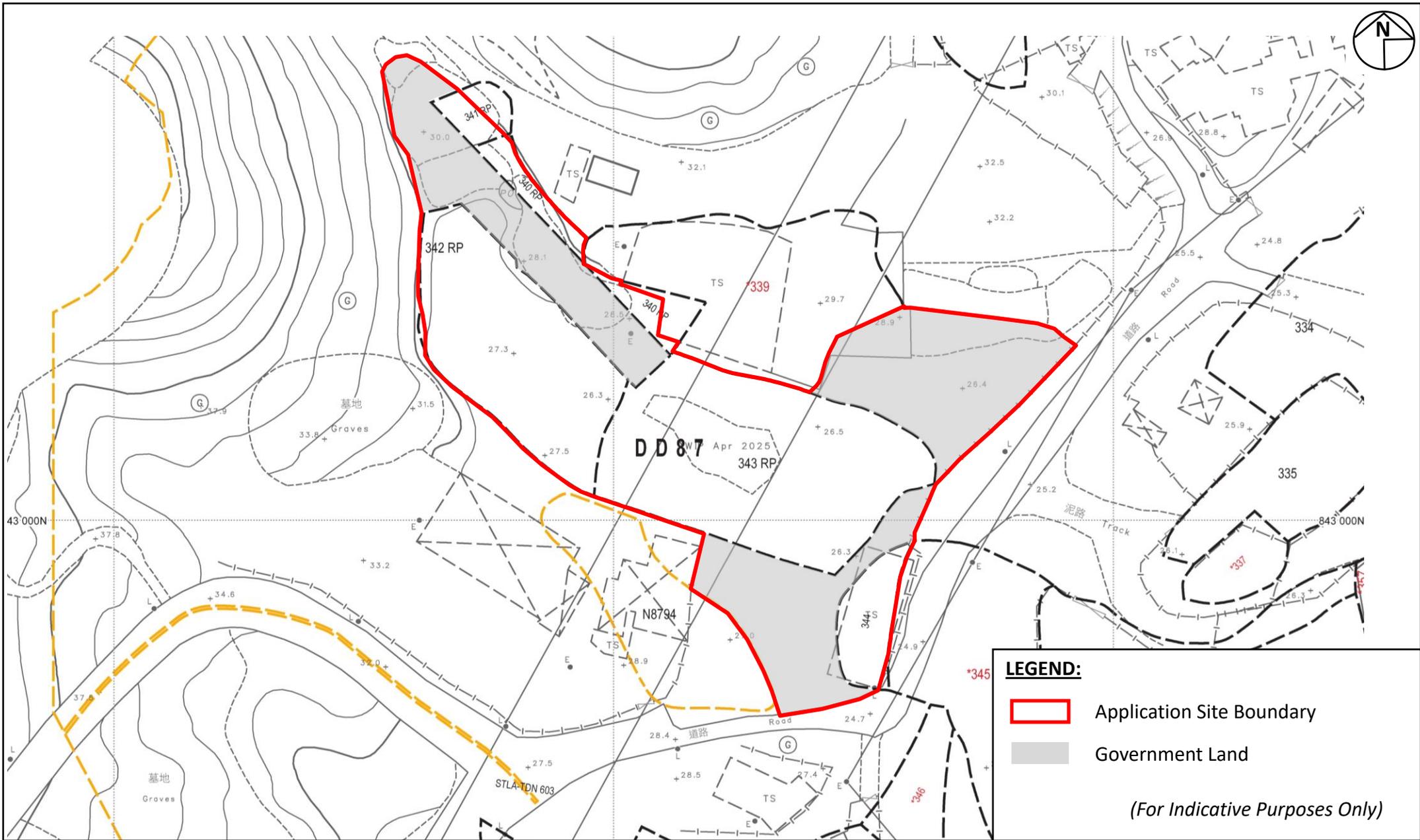
## 6. CONCLUSION

- 6.1 This Planning Statement is submitted to the Board in support of the current application for the applied use at the application site. This Planning Statement serves to provide background information and planning justifications in support of the applied use to facilitate consideration by the Board.
- 6.2 The application site falls with an area zoned “AGR” on Current OZP. As detailed throughout this Planning Statement, the applied use is well justified on the grounds that:-
- (a) *The applied use aligns with government policy in supplying logistic land, supporting the development of logistic industry and promoting cross-boundary business services;*
  - (b) *The current application facilitates the relocation of existing brownfield operations affected by government projects and allow better utilization use of available vacant land;*
  - (c) *The applied use is subject to a previous application approved by the Board for the same use;*
  - (d) *The applied use falls under Category 2 areas as per the Town Planning Board Guidelines (TPB PG-No. 13G);*
  - (e) *The applied use is considered compatible with the surrounding land uses and has no adverse impact on the surroundings land uses and neighbourhood;*
  - (f) *The applied use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the “AGR” zone or any planned infrastructural developments at the application site and its neighbourhood;*
  - (g) *No adverse traffic, landscape, visual, environmental and drainage impacts arising from the applied use are anticipated; and*
  - (h) *The applied use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.*
- 6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the applied use for a temporary period of 3 years.

## List of Figures

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|          |  |
|----------|--|
| Figure 1 | Extract of Lot Index Plan (No. ags_ S00000124598_0001)                         |
| Figure 2 | Extract of Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18 |
| Figure 3 | Indicative Layout Plan   |
| Figure 4 | Land Filling Plan  |
| Figure 5 | Indicative Plan Showing the Location of Existing Operations                    |



**LEGEND:**

- Application Site Boundary
- Government Land

*(For Indicative Purposes Only)*

**Project:**  
 Section 16 Planning Application for Temporary Open Storage of Containers and Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land and Pond for a Period of 3 Years at Lot Nos. 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories

**Title:**  
 Boundary Plan

*Ref.: ADCL/PLG-10328 -R001/F001*

**Figure:**  
 1

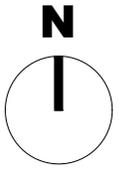
**Scale:**  
 Not to Scale

**Date:**  
 Dec 2025



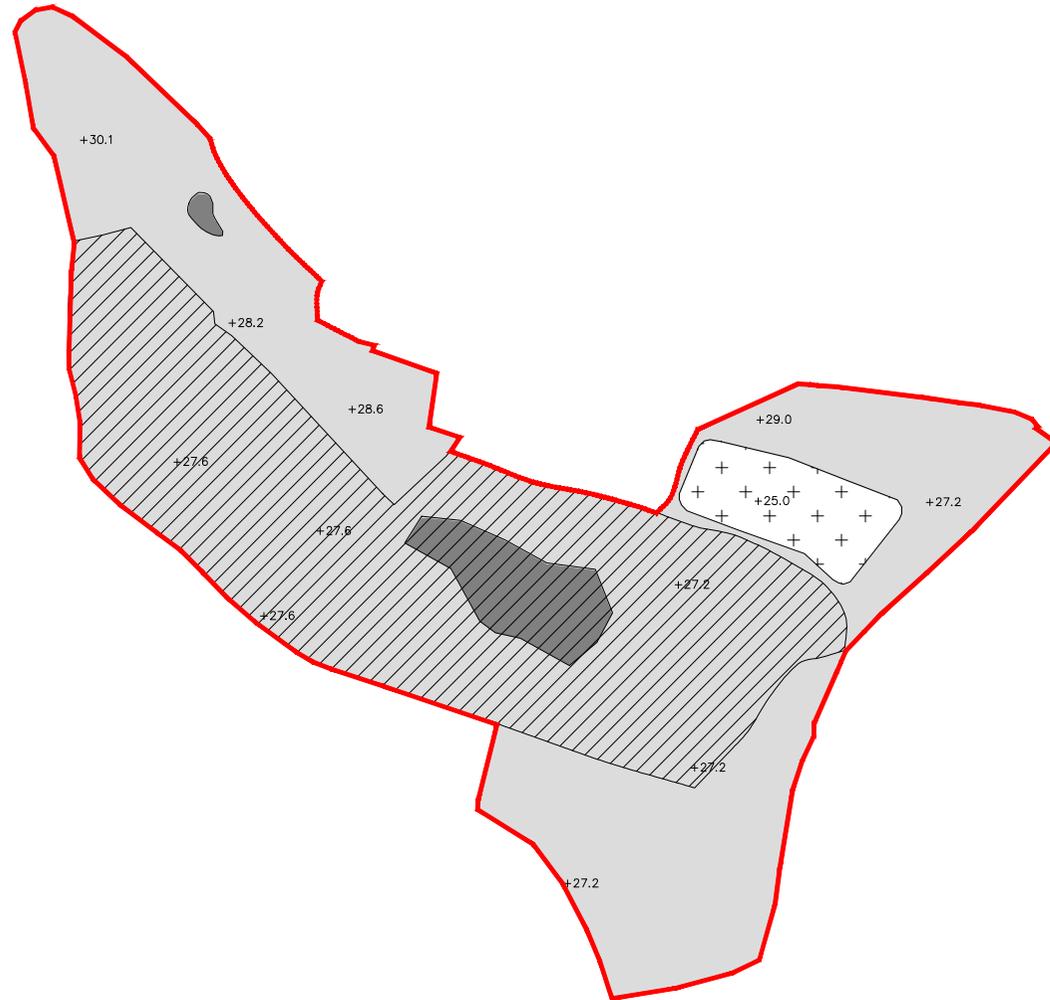






**LEGEND**

-  Application Site Boundary
-  Proposed Filling of Land ( About 5,639 sq.m.)
-  Proposed Filling of Pond ( About 275 sq.m.)
-  Existing Filling of Land and Pond ( About 3,060 sq.m.)
-  Proposed Pond ( About 300 sq.m.)
- +28.6 Proposed Level



( For identification only)

**LAND FILLING PLAN**

SCALE 1:1000

Figure 4



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Appendix 1

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Drainage Proposal

**Application at Lots 340 RP (Part),  
341 RP (Part), 342 RP (Part),  
343 RP, 344 (Part) in D.D. 87  
and adjoining Government Land,  
Kong Nga Po, Sheung Shui,  
New Territories**

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**Drainage Proposal**

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1<sup>st</sup> Submission

Prepared by:  
Date:

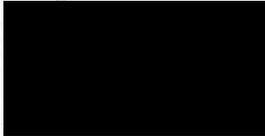
Matthew Poon  
30-December 2025



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**MAK KA YEUNG**  
MHKIE RPE (CVL.)

**Wings & Associates Consulting Engineers Ltd.**



CONTENTS

1. INTRODUCTION
2. SITE DESCRIPTION
- 3 ORIGINAL DRAINAGE SYSTEM FOR STORMWATER DISCHARGE
4. PROPOSED DRAINAGE SYSTEM OF THE SITE FOR STORMWATER  
DISCHARGE
5. ASSUMPTION ON STORMWATER SURFACE RUNOFF
6. CONCLUSION

**APPENDICE**

|            |                             |
|------------|-----------------------------|
| Appendix A | Photo Record                |
| Appendix B | Topography Survey Record    |
| Appendix C | Drainage Design Calculation |
| Appendix D | Construction Drawing        |

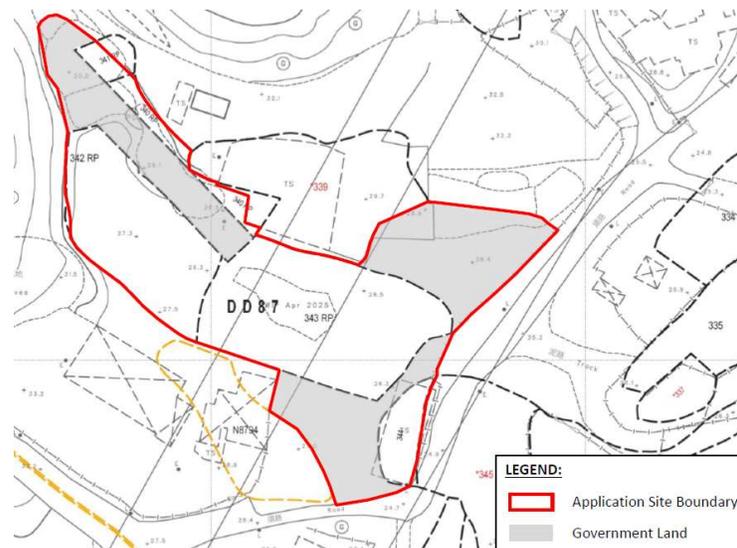
## 1. INTRODUCTION

- 1.1 The drainage proposal is under the application of Section 16 Planning Application at Lots 340 RP (Part), 341 RP (Part), 342 RP (Part), 343 RP, 344 (Part) in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories. The proposed uses of the subject lots are temporary open storage of containers and vehicle maintenance workshop with ancillary facilities for 3 years. Levelling the land with filling up ponding areas is proposed.

Wings & Associates Consulting Engineers Limited is appointed to be the consultant to prepare for the Drainage Proposal in supporting the construction works for the proposed application.

## 2. SITE DESCRIPTION

- 2.1 The general views of the application area can be referred to the figures below. The combined parts of the lot cover an area of about 6214m<sup>2</sup>. This area will be surrounded by fencing in the subject lots. The fencing will provide clearance above ground surface to allow the flow of storm water surface runoff.



Lot information of the Subject Site



Existing Pond on Lot 343RP

2.2 The figure below shows the layout of proposed temporary logistic center development. No permanent structures and buildings will be placed within the subject lots.

**DEVELOPMENT PARAMETERS**

APPLICATION SITE : 6,214 SQ.M. (ABOUT)  
COVERED AREA : 919 SQ.M. (ABOUT)  
UNCOVERED AREA : 5,295 SQ.M. (ABOUT)

**PARKING AND LOADING/UNLOADING PROVISION**  
PARKING SPACE (PC) : 1 NOS. (5 M(L) X 3.5 M(W))  
PARKING SPACE (HGV): 1 NOS. (11 M(L) X 3.5 M(W))  
L/U/L AREA : 1 NOS. (16 M(L) X 3 M(W))

**LEGEND**

Application Site Boundary

Proposed Fencing

Proposed Structure

- A: Consolidation Area for Freight and Goods (GFA: about 299 sq.m. / 1 Storey)
- B: Vehicle Repair Workshop (GFA: about 273 sq.m. / 1 Storey)
- C: Ancillary Site Office/General Storage Uses (GFA: about 324 sq.m. / 2 Storey)
- D: Ancillary Site Office/General Storage Uses (GFA: about 324 sq.m. / 2 Storey)
- E: Guard Kiosk (GFA: about 15 sq.m. / 1 Storey)
- F: Meter Room (GFA: about 8 sq.m. / 1 Storey)

Open Storage Area: Container Stacking ( About 1,440 sq.m.)

No-Built Zone ( About 976 sq.m.)

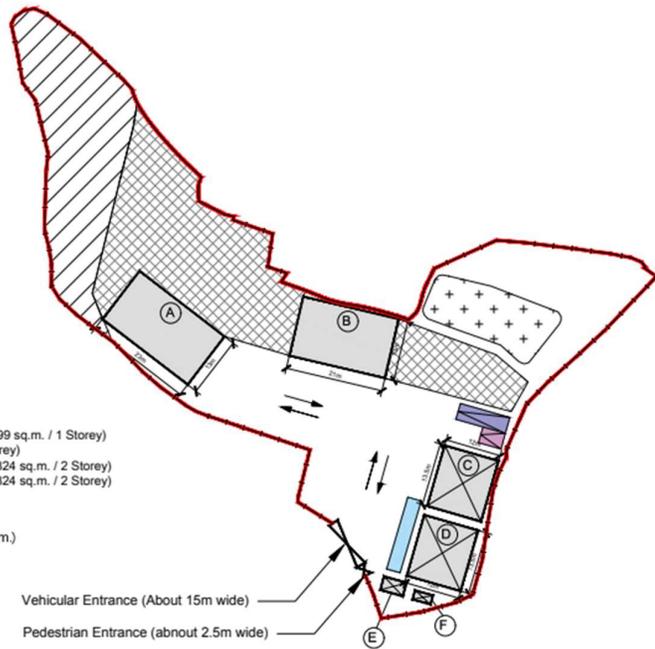
Proposed Pond ( About 300 sq.m.)

Loading/Unloading Area

Parking Space ( HGV)

Parking Space ( PC)

( For identification only)



Location of the parking area within the subject site

2.3 Referring to the actual site condition, there is an existing pond inside the subject lots. The figure below shows the location of the existing pond. Photos showing the current

conditions can be referred to Appendix A. The pond will not be considered as part of the drainage system of the lot and will be filled and leveled to the proposed filling level.



Existing Pond at Lot 343 RP

2.4 The existing ground level of the subject lots range between +25mPD to +29mPD. With reference to the Stormwater Drainage Manual, the existing ground level of the site is significantly higher than sea level, as a result, the site will not be affected by tidal effects.

The information from the Observatory and the tables from the Stormwater Drainage Manual are shown below for reference.

### Tai Po Kau

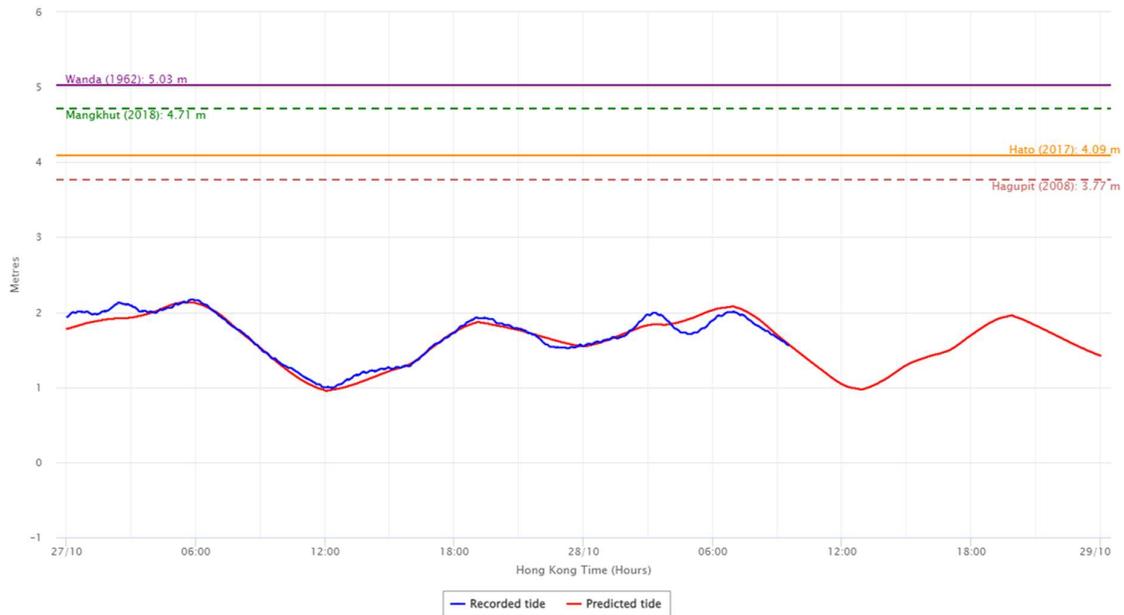


Table 8 – Design Extreme Sea Levels (in mPD)

| Return Period<br>(Years) | North Point/<br>Quarry Bay<br>(1954-2017) | Tai Po Kau<br>(1962-2017) | Tsim Bei Tsui<br>(1974-2017) | Tai O<br>(1985-2017) |
|--------------------------|---|---------------------------|------------------------------|----------------------|
| 2                        | 2.73                                      | 2.91                      | 3.07                         | 2.87                 |
| 5                        | 2.94                                      | 3.20                      | 3.31                         | 3.16                 |
| 10                       | 3.09                                      | 3.45                      | 3.51                         | 3.36                 |
| 20                       | 3.24                                      | 3.73                      | 3.74                         | 3.57                 |
| 50                       | 3.45                                      | 4.19                      | 4.09                         | 3.84                 |
| 100                      | 3.63                                      | 4.60                      | 4.40                         | 4.06                 |
| 200                      | 3.81                                      | 5.10                      | 4.77                         | 4.28                 |

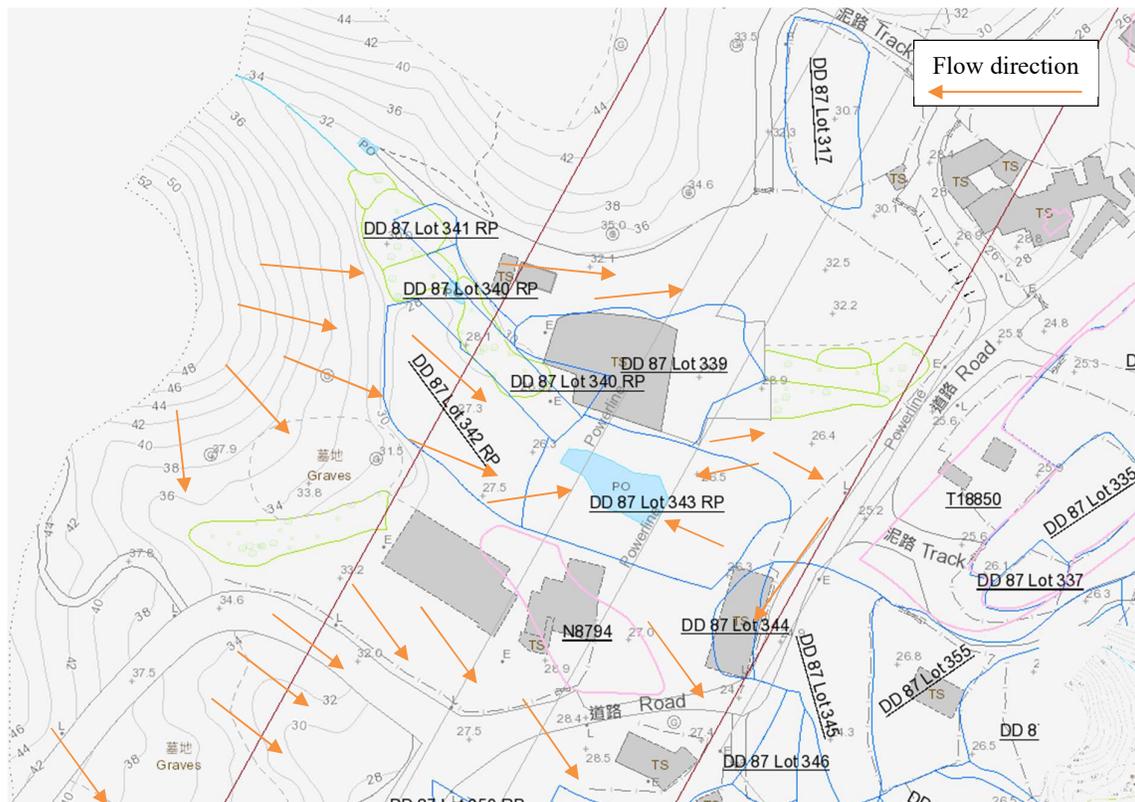
Table 9 – Mean Higher High Water (MHHW) Levels (in mPD)

| North Point/<br>Quarry Bay<br>(1962-2017) | Tai Po Kau<br>(1981-2017) | Tsim Bei Tsui<br>(1983-2017) | Tai O<br>(1985-2017) |
|---|---------------------------|------------------------------|----------------------|
| 2.01                                      | 2.02                      | 2.32                         | 2.13                 |

### 3. ORIGINAL DRAINAGE SYSTEM FOR STORMWATER DISCHARGE

#### 3.1 Identification of the Effective Catchment Area

Referring to the location plan and the existing topography, the catchment area of surface runoff affecting the subject lots is considered.



Flow Direction of the Catchment Area on this site

#### 3.2 Studying on the Existing Run-off

It is found that the surface runoff from the catchment area will be discharged to the pond inside the subject lots. The existing pond acts as a retention for the surface runoff and the water inside will be discharged by natural filtration or evaporation.

#### 4. PROPOSED DRAINAGE SYSTEM OF THE SITE FOR STORMWATER DISCHARGE

##### 4.1 General Planning

The planning of the new drainage system for stormwater within and adjacent to the subject lots will cover the following items:

- Construction of new pond
- Construction of new surface channels and catchpits to divert the stormwater to the new pond
- Backfill and remove the existing pond (inside the subject lots)

##### 4.2 Filling the subject site to rearrange cover level

The area inside the lot, together with the existing pond, will be filled up to form a flat surface for the proposed development. The proposed ground surface will be formed with fall gradient towards the proposed drainage system which is to collect surface runoff to the relocated pond.



Filling plan of the subject site

#### 4.3 Design Assumption

The design adheres to the guidelines outlined in the Stormwater Drainage Manual.

##### Material Properties:

| <i>Surface Characteristics</i> | <i>Runoff coefficient, C*</i> |
|--------------------------------|-------------------------------|
| Asphalt                        | 0.70 - 0.95                   |
| Concrete                       | 0.80 - 0.95                   |
| Brick                          | 0.70 - 0.85                   |
| Grassland (heavy soil**)       |                               |
| Flat                           | 0.13 - 0.25                   |
| Steep                          | 0.25 - 0.35                   |
| Grassland (sandy soil)         |                               |
| Flat                           | 0.05 - 0.15                   |
| Steep                          | 0.15 - 0.20                   |

##### Stormwater Drainage Manual 7.5.2

##### Rainfall Intensity

- Runoff Coefficient for grass = 0.20
- Runoff Coefficient for paved = 0.80

##### Storm Constants give,

- a = 454.9, b = 3.44, c = 0.412

(From SDM CORRIGENDUM No. 1/2024,

Table 3a – Storm Constants for Different Return Periods of HKO Headquarters)

#### 4.4 Design of Channels and Catchpits

The proposed drainage system will collect the surface runoff from effective catchment area inside and outside the lot. Then, the surface runoff will be diverted to the adjacent site. We will keep liaison with the owner of the adjacent site.

The proposed drainage system to collect and divert the surface runoff from the designed catchment to the adjacent site has been checked. All surface channels are capable to divert the surface runoff from 10-year return period rainstorm. The detailed calculation and design drawings can be found in Appendix C & D.

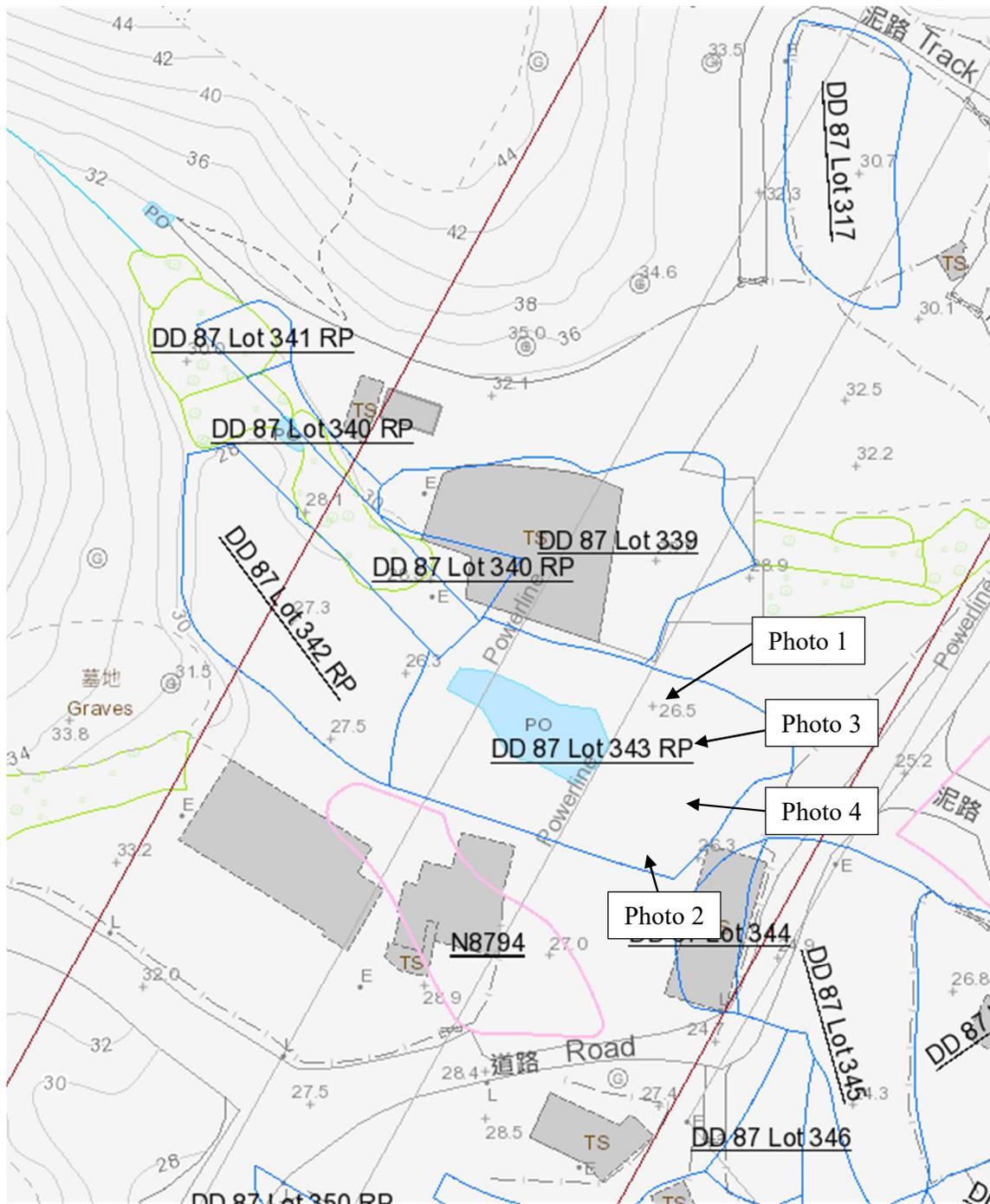
## 5. CONCLUSION

- 5.1 Having considered each branch of the proposed surface channel to handle the surface runoff from both catchment areas from uphill and the subject lots concurrently in the design checking (design calculation refers to Appendix C), the proposed surface channels and catchpits are capable of receiving potential surface runoff in calculating the rainfall intensity storm effect in approximate 10 years of return period. The collected stormwater will be discharged to an adjacent lot, which then drains to the nearby river.
- 5.2 Regular maintenance such as routine desilting will be carried out by the development owner for the drainage system (i.e. surface channel and catchpit) surrounding the site to avoid blockage and deterioration.
- 5.3 Openings on the bottom of fencing and walls will be provided surrounding the subject lots to avoid blockage and changing the flow path of the surface runoff.
- 5.4 The Lot owner is currently liaising with the owner (Lot Nos 346, 347 S.A, 347 S.B, 347 RP, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 RP in D.D. 87) to seek their approval for the discharge connection.

**END OF TEXT**

## **APPENDIX A**

### **Photo Record**



**Location Plan**

Photo No. 1



Photo No. 2



Photo No. 3



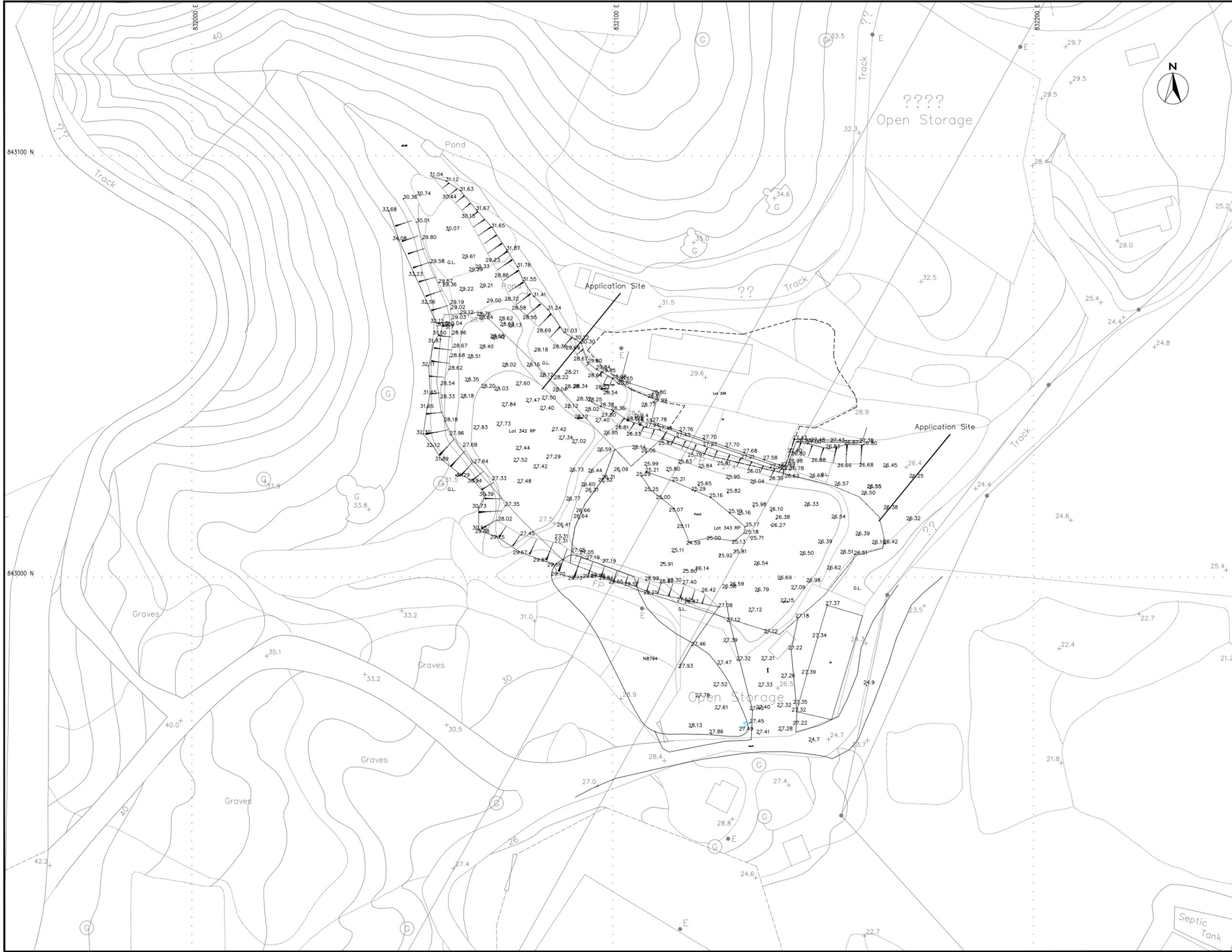
Photo No. 4



## **APPENDIX B**

### **Topography Survey Record**

ISO A1 594mm x 841mm



|             |      |             |       |         |          |
|-------------|------|-------------|-------|---------|----------|
| B.D. REF.   |      |             |       |         |          |
| F.S.D. REF. |      |             |       |         |          |
| REV         | DATE | DESCRIPTION | DRAWN | CHECKED | APPROVED |
|             |      |             |       |         |          |

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE - DO NOT SCALE DRAWING.  
 ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF  
 ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE  
 COMPLETION OF THE WORK - THIS DRAWING IS NOT VALID FOR CONSTRUCTION  
 PURPOSES UNLESS EXPRESSLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

|              |                   |
|--------------|-------------------|
| PROJECT NO:  | 24277             |
| DRAWN BY:    | WYM 10/24         |
| DESIGNED BY: | SC 10/24          |
| CHECKED BY:  | RM 10/24          |
| APPROVED BY: | VT 10/24          |
| SCALE:       | 1:400 (A1)        |
| CAD FILE:    | WNG_24277_C_SK001 |

PROJECT:  
 DRAINAGE CONSULTANCY SERVICES FOR  
 S16 PLANNING APPLICATION AT LOT  
 NOS. 342 RP (PART) AND 343 RP IN  
 D.D. 87, NORTH NEW TERRITORIES,  
 HONG KONG

DRAWING TITLE:  
 LAYOUT PLAN

|             |                   |      |  |
|-------------|-------------------|------|--|
| DRAWING NO: | WNG/24277/C/SK001 | REV: |  |
|-------------|-------------------|------|--|



## **APPENDIX C**

### **Drainage Design Calculation**

**Design Calculation of U-Channel**

**Project :** S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 RP in D.D. 87

Reference code: Stormwater Drainage Manual 2018 & Geotechnical Manual for Slope  
 Assumption: Runoff Coefficient for grass **0.2** (Steep and sandy grassland)  
 Runoff Coefficient for concrete **1.0**

|             |               |  |  |                      |              |       |
|-------------|---------------|--|--|----------------------|--------------|-------|
| Catchment 1 | <b>3508</b>   | m <sup>2</sup>   | (Effective catchment inside subject lots)  | Rainfall Intensity = | <b>271.8</b> | mm/hr |
| Catchment 2 | <b>3727</b>   | m <sup>2</sup>   | (Effective catchment inside subject lots)  | Rainfall Intensity = | <b>250.1</b> | mm/hr |
| Catchment 3 | <b>4706</b>   | m <sup>2</sup>   | (Effective catchment inside subject lots)  | Rainfall Intensity = | <b>258.9</b> | mm/hr |
| Catchment 4 | <b>875.5</b>  | m <sup>2</sup>   | (Effective catchment outside subject lots) | Rainfall Intensity = | <b>255.2</b> | mm/hr |
| Catchment 5 | <b>842.1</b>  | m <sup>2</sup>   | (Effective catchment outside subject lots) | Rainfall Intensity = | <b>255.2</b> | mm/hr |
| Catchment 6 | <b>1663.8</b> | m <sup>2</sup>   | (Effective catchment outside subject lots) | Rainfall Intensity = | <b>215.8</b> | mm/hr |
| Catchment 7 | <b>2832.7</b> | m <sup>2</sup>   | (Effective catchment outside subject lots) | Rainfall Intensity = | <b>239.5</b> | mm/hr |
| Allowance   | <b>10.0</b>   | % reduction in flow area due to permissible degradation between desilting cycles |  |                      |              |       |

Abbreviation and Terms:

|              |                              |                    |   |
|--------------|------------------------------|--------------------|---|
| USCP         | Upstream Catchpit            | RAINFALL INTENSITY | Rainfall Intensity, mm/hr                                 |
| DSCP         | Downstream Catchpit          | RUNOFF COEF        | Runoff Coefficient  |
| USGL         | Upstream Ground Level, mPD   | CATCHMENT          | Catchment Area, m <sup>2</sup>                            |
| USIL         | Upstream Invert Level, mPD   | EFF. AREA          | Effective Area, m <sup>2</sup>                            |
| DSIL         | Downstream Invert Level, mPD | CUM. AREA          | Cumulative Effective Area, m <sup>2</sup>                 |
| INVERT DIFF. | INVERT DIFFERENCE, m         | DESIGN FLOW        | Design Flow m <sup>3</sup> /s                             |
| LENGTH       | Channel Length, m            | SIZE               | Channel Size, mm  |
| SLOPE        | Channel Gradient, 1 in       | UC TYPE            | Channel Type  |
|              |                              | VEL.               | Velocity of Channel by Manning's Equation where n = 0.013 |
|              |                              | FLOW CAP.          | Fullbore Capacity m <sup>3</sup> /s                       |
|              |                              | SPARE CAP.         | Spare Capacity m <sup>3</sup> /s                          |

| Catchment                        | USGL<br>mPD  | DSGL<br>mPD  | USIL<br>mPD | DSIL<br>mPD | AVG.<br>DEPTH<br>m | INVERT<br>DIFF.<br>m | LENGTH<br>m  | GRADIENT<br>1 in | RAINFALL<br>INTENSITY<br>mm/hr | RUNOFF<br>COEF. | CATCH<br>MENT<br>m <sup>2</sup> | Affected<br>Area<br>m <sup>2</sup> | EFF.<br>AREA<br>m <sup>2</sup> | DESIGN<br>FLOW<br>m <sup>3</sup> /s | CUM.<br>DESIGN<br>FLOW<br>m <sup>3</sup> /s | SIZE<br>mm | TYPE      | VEL<br>m/s | ALLOWANCE<br>(REDUCTION<br>%) | FLOW<br>CAP.<br>m <sup>3</sup> /s | SPARE<br>CAP.<br>m <sup>3</sup> /s | UTILISA<br>TION<br>% | RESUL<br>T | A<br>(m <sup>2</sup> ) | P<br>(m) | R<br>(m) |  |
|----------------------------------|--------------|--------------|-------------|-------------|--------------------|----------------------|--------------|------------------|--------------------------------|-----------------|---------------------------------|------------------------------------|--------------------------------|-------------------------------------|---|------------|-----------|------------|-------------------------------|-----------------------------------|------------------------------------|----------------------|------------|------------------------|----------|----------|--|
| <b>2</b>                         | <b>30.44</b> | <b>28.50</b> | 29.60       | 28.00       | 0.50               | 1.60                 | <b>61.9</b>  | 39               | 250.1                          | 0.2             | 3727                            | <b>2</b>                           | 745.32                         | 0.05183                             | 0.05183                                     | <b>300</b> | <b>UC</b> | 2.3        | 10                            | 0.288                             | 0.236                              | 18                   | OK         | 0.126                  | 1.171    | 0.108    |  |
| <b>4</b>                         | <b>30.44</b> | <b>28.50</b> | 29.60       | 28.00       | 0.50               | 1.60                 | <b>61.9</b>  | 39               | 255.2                          | 1               | 876                             | <b>4</b>                           | 875.5                          | 0.06210                             | 0.06210                                     | <b>300</b> | <b>UC</b> | 2.3        | 10                            | 0.288                             | 0.225                              | 22                   | OK         | 0.126                  | 1.171    | 0.108    |  |
| <b>Resultant &amp; Discharge</b> |              |              |             |             |                    |                      |              |                  |                                |                 |                                 |                                    |                                | 0.11393                             | 0.11393                                     | <b>300</b> | <b>UC</b> | 2.3        | 10                            | 0.288                             | 0.174                              | <b>40</b>            | OK         | 0.126                  | 1.171    | 0.108    |  |
| <b>3</b>                         | <b>28.50</b> | <b>28.50</b> | 27.90       | 26.14       | 2.36               | 1.76                 | <b>116.0</b> | 66               | 258.9                          | 0.2             | 4706                            | <b>3</b>                           | 941.1                          | 0.06773                             | 0.06773                                     | <b>300</b> | <b>UC</b> | 2.0        | 10                            | 1.232                             | 1.164                              | 5                    | OK         | 0.629                  | 4.891    | 0.128    |  |
| <b>7</b>                         | <b>28.50</b> | <b>28.50</b> | 27.90       | 26.14       | 2.36               | 1.76                 | <b>116.0</b> | 66               | 239.5                          | 1               | 2833                            | <b>7</b>                           | 2832.7                         | 0.18860                             | 0.18860                                     | <b>300</b> | <b>UC</b> | 2.0        | 10                            | 1.232                             | 1.043                              | 15                   | OK         | 0.629                  | 4.891    | 0.128    |  |
| <b>2+4</b>                       |              |              |             |             |                    |                      |              |                  |                                |                 |                                 |                                    |                                | 0.11393                             | 0.11393                                     | <b>300</b> | <b>UC</b> |            |                               |                                   |                                    |                      |            |                        |          |          |  |
| <b>Resultant &amp; Discharge</b> |              |              |             |             |                    |                      |              |                  |                                |                 |                                 |                                    |                                | 0.37027                             | 0.37027                                     | <b>300</b> | <b>UC</b> | 2.0        | 10                            | 1.232                             | 0.862                              | <b>30</b>            | OK         | 0.629                  | 4.891    | 0.128    |  |
| <b>1</b>                         | <b>30.44</b> | <b>28.00</b> | 29.60       | 27.60       | 0.40               | 2.00                 | <b>59.0</b>  | 30               | 271.8                          | 0.2             | 3508                            | <b>1</b>                           | 701.64                         | 0.05301                             | 0.05301                                     | <b>300</b> | <b>UC</b> | 2.5        | 10                            | 0.250                             | 0.197                              | 21                   | OK         | 0.099                  | 0.971    | 0.102    |  |
| <b>5</b>                         | <b>30.44</b> | <b>28.00</b> | 29.60       | 27.60       | 0.40               | 2.00                 | <b>59.0</b>  | 30               | 255.2                          | 1               | 842                             | <b>5</b>                           | 842.1                          | 0.05974                             | 0.05974                                     | <b>300</b> | <b>UC</b> | 2.5        | 10                            | 0.250                             | 0.190                              | 24                   | OK         | 0.099                  | 0.971    | 0.102    |  |
| <b>Resultant &amp; Discharge</b> |              |              |             |             |                    |                      |              |                  |                                |                 |                                 |                                    |                                | 0.11275                             | 0.11275                                     | 300        | UC        | 2.5        | 10                            | 0.250                             | 0.137                              | <b>45</b>            | OK         | 0.099                  | 0.971    | 0.102    |  |
| <b>6</b>                         | <b>28.00</b> | <b>27.20</b> | 27.60       | 26.10       | 1.10               | 1.50                 | <b>119.0</b> | 79               | 215.8                          | 1               | 1664                            | <b>6</b>                           | 1663.8                         | 0.09982                             | 0.09982                                     | <b>300</b> | <b>UC</b> | 1.7        | 10                            | 0.497                             | 0.397                              | 20                   | OK         | 0.288                  | 2.371    | 0.122    |  |
| <b>1+5</b>                       |              |              |             |             |                    |                      |              |                  |                                |                 |                                 |                                    |                                | 0.11275                             | 0.11275                                     | <b>300</b> | <b>UC</b> |            |                               |                                   |                                    |                      |            |                        |          |          |  |
| <b>Resultant &amp; Discharge</b> |              |              |             |             |                    |                      |              |                  |                                |                 |                                 |                                    |                                | 0.21257                             | 0.21257                                     | 300        | UC        | 1.7        | 10                            | 0.497                             | 0.284                              | <b>43</b>            | OK         | 0.288                  | 2.371    | 0.122    |  |

**Project : S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 RP**

**Catchment Area : 1**

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 3508.2 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 19.8 m  
 L = length which water takes the longest time to reach the design section = 87.2 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 3.07 \text{ min}$  say 3.07 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,

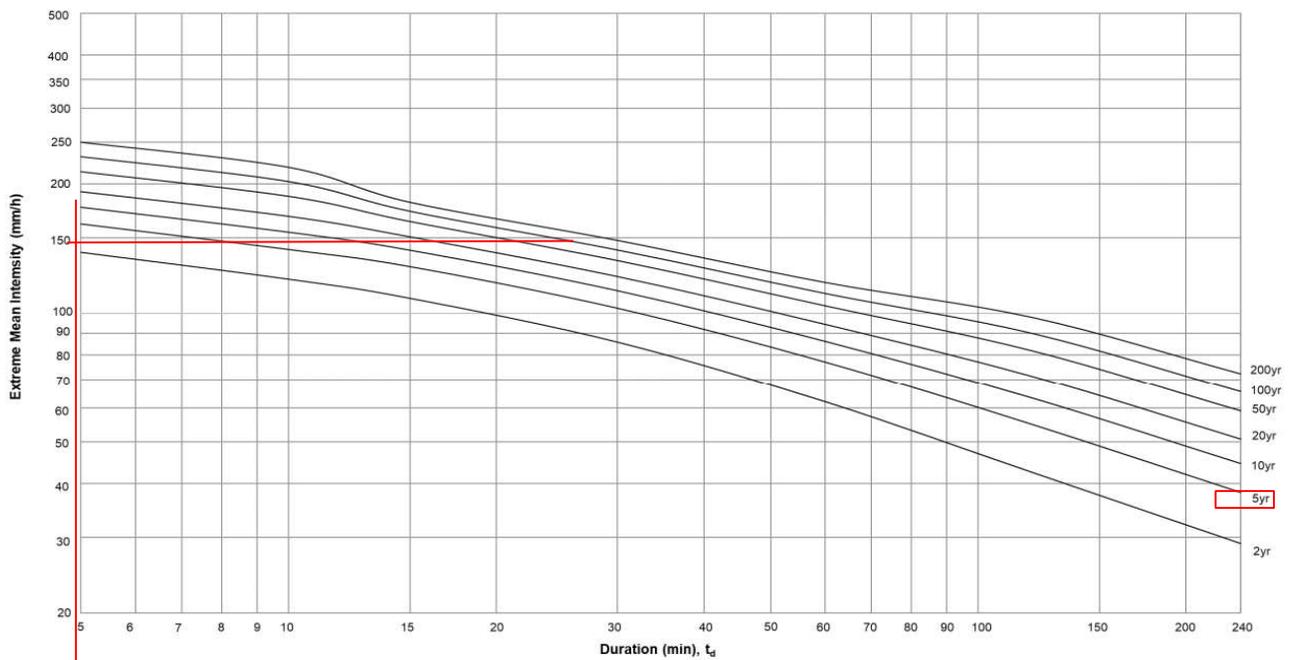


Figure 4d – Intensity-Duration-Frequency Curves of North District Area (for durations not exceeding 4 hours)

i = designed mean intensity of rainfall (mm/hr) = 244.6 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 271.8 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

**Project :** S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 I

**Catchment Area :** B

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 3726.6 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 11.40 m  
 L = length which water takes the longest time to reach the design section = 116.9 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 4.56 \text{ min}$  say 4.56 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,

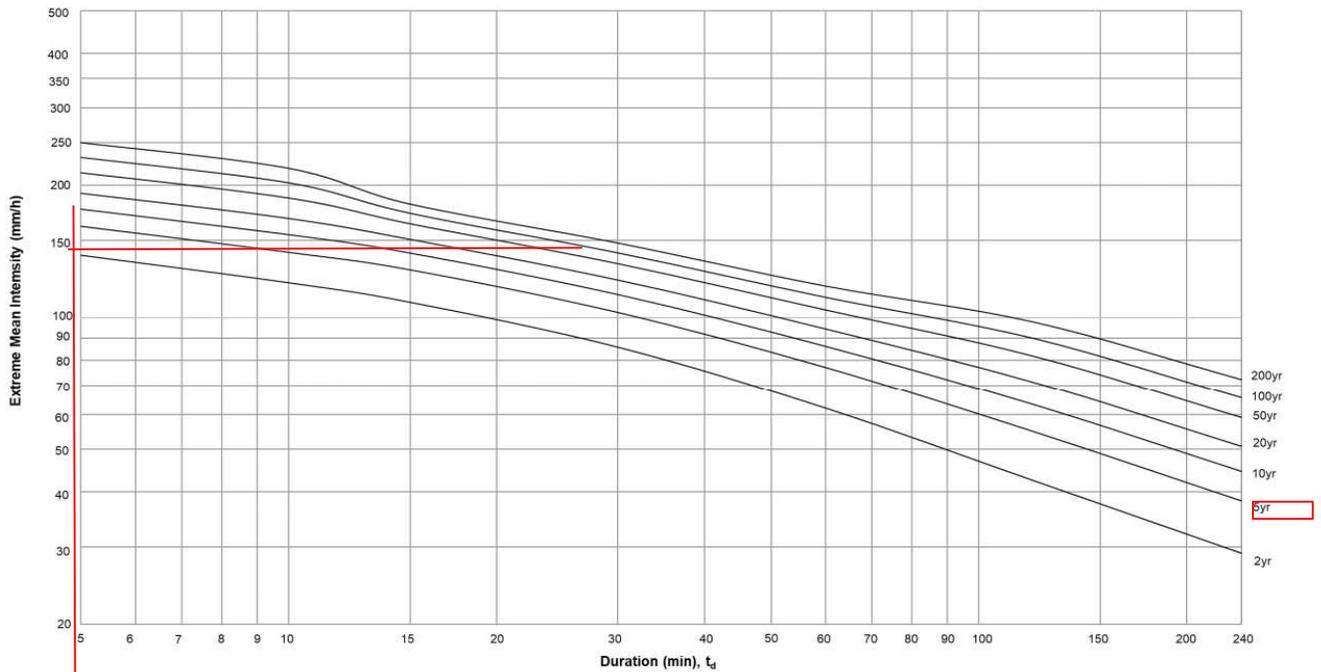


Figure 4d – Intensity-Duration-Frequency Curves of North District Area (for durations not exceeding 4 hours)

i = designed mean intensity of rainfall (mm/hr) = 225.1 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 250.1 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

**Project :** S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 I

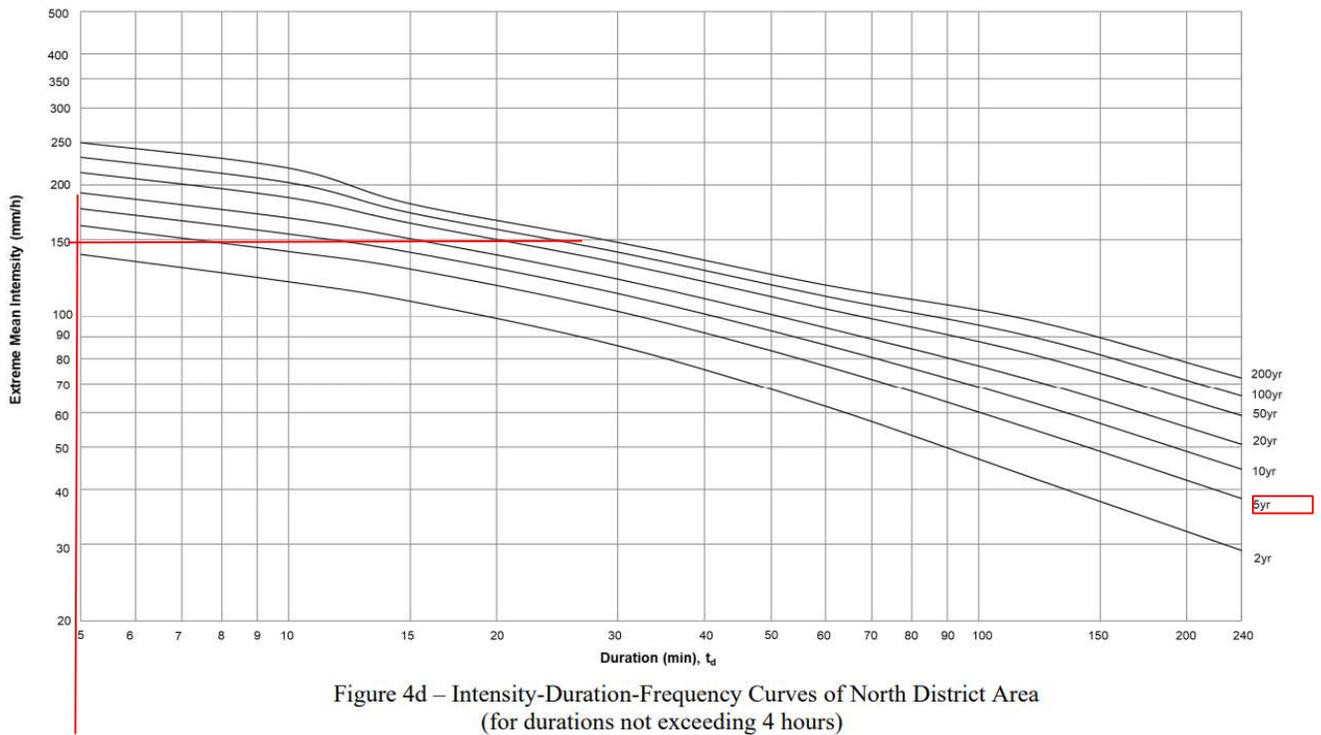
**Catchment Area :** C

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 4705.5 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 15.60 m  
 L = length which water takes the longest time to reach the design section = 109.0 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 3.90 \text{ min}$  say 3.90 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,



i = designed mean intensity of rainfall (mm/hr) = 233.0 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 258.9 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

**Project :** S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 I

**Catchment Area :** D

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 875.5 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 3.37 m  
 L = length which water takes the longest time to reach the design section = 72.5 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 4.17 \text{ min}$  say 4.17 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,

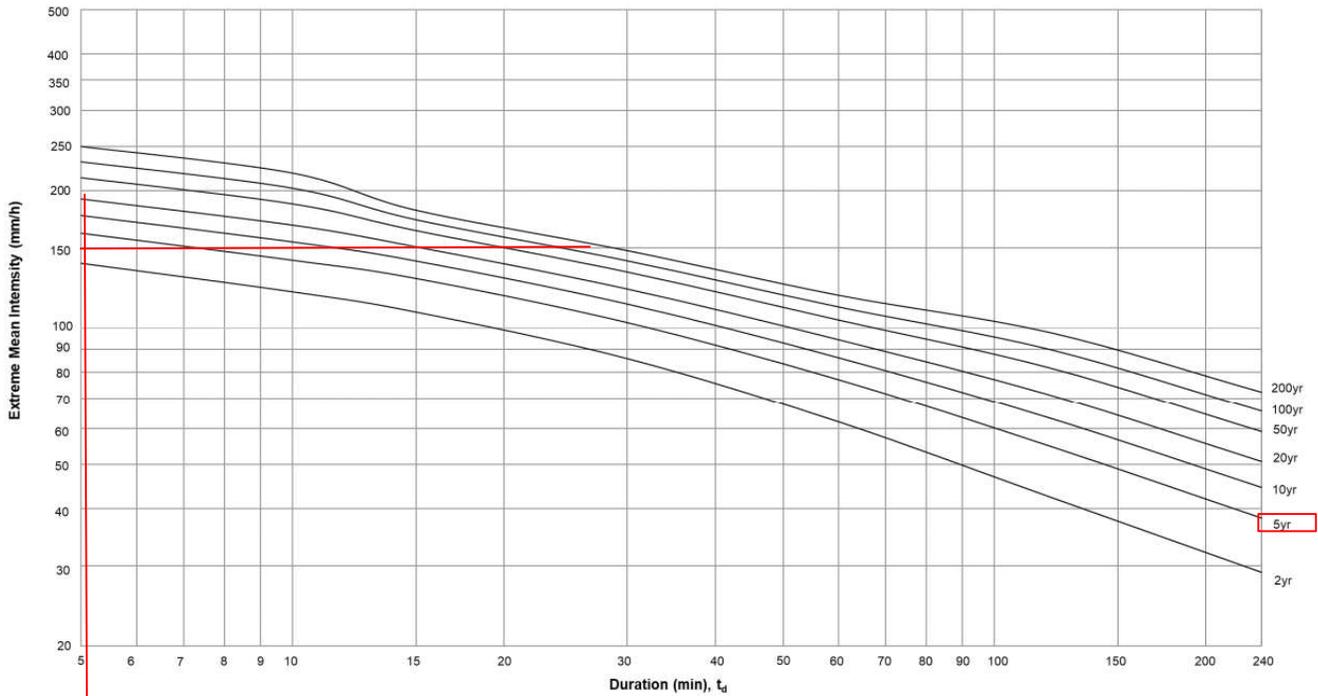


Figure 4d – Intensity-Duration-Frequency Curves of North District Area (for durations not exceeding 4 hours)

i = designed mean intensity of rainfall (mm/hr) = 229.7 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 255.2 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

**Project :** S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 I

**Catchment Area :** E

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 842.1 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 3.37 m  
 L = length which water takes the longest time to reach the design section = 72.3 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 4.18 \text{ min}$  say 4.18 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,

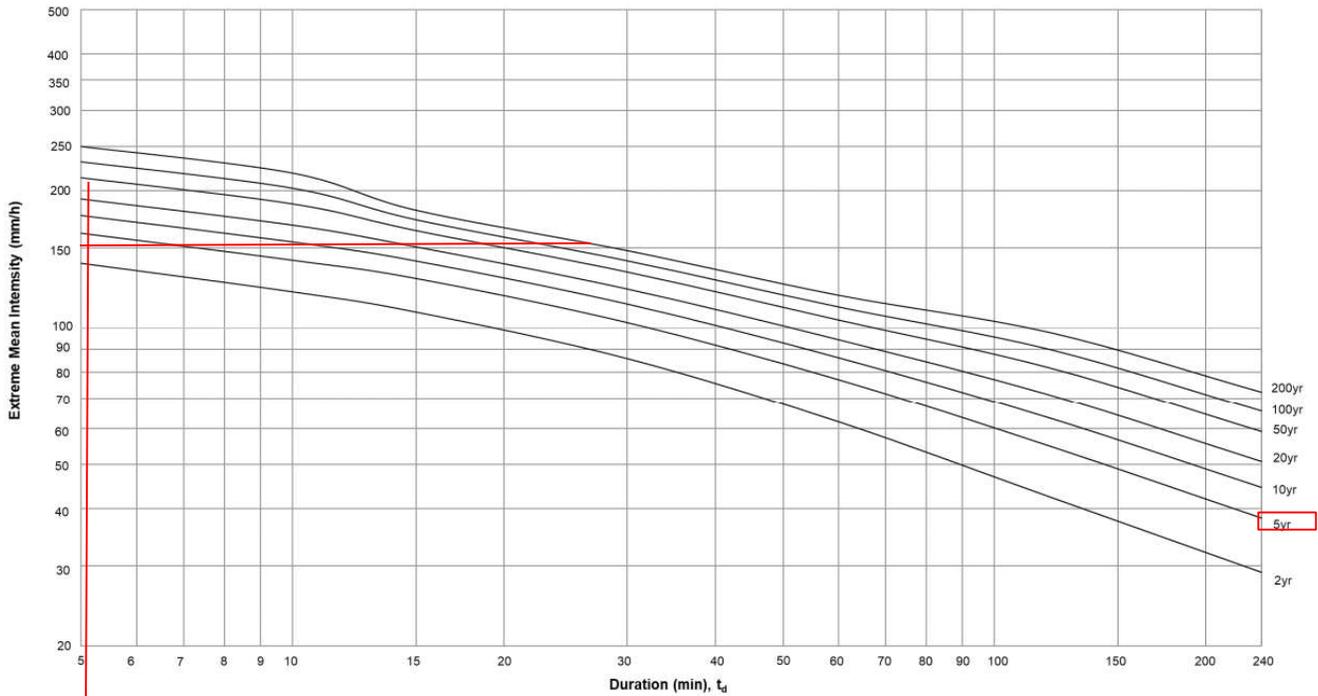


Figure 4d – Intensity-Duration-Frequency Curves of North District Area (for durations not exceeding 4 hours)

i = designed mean intensity of rainfall (mm/hr) = 229.6 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 255.1 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

**Project : S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 I**

**Catchment Area : F**

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 1663.8 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 0.72 m  
 L = length which water takes the longest time to reach the design section = 111.5 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 8.21 \text{ min}$  say 8.21 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,

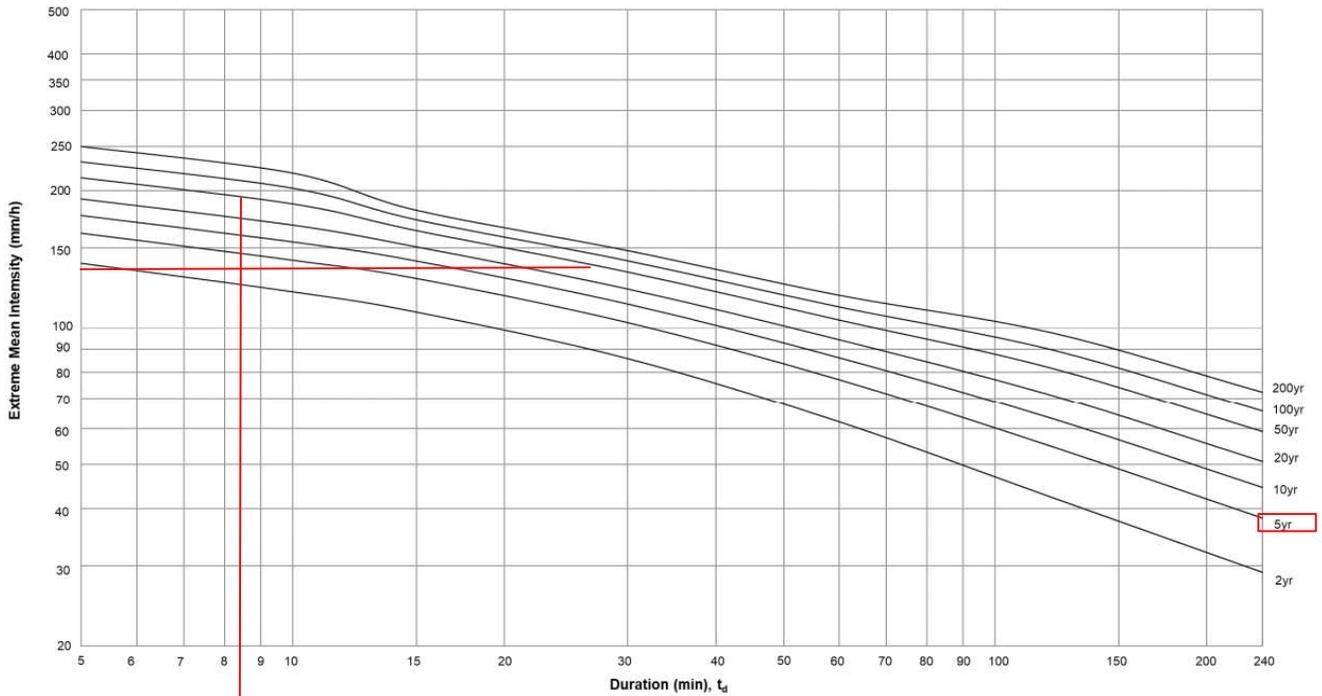


Figure 4d – Intensity-Duration-Frequency Curves of North District Area (for durations not exceeding 4 hours)

i = designed mean intensity of rainfall (mm/hr) = 194.3 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 215.8 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

**Project : S.16 Planning Application at Lots 346, 347 S.A, 347 S.B, 348 RP, 349 RP, 351 RP, 352 S.B RP, 361 RP (Part), 366 I**

**Catchment Area : G**

**Determination of Time of Concentration and Designed Mean Rainfall Intensity**

A = area of catchment (m<sup>2</sup>) = 2832.7 m<sup>2</sup>  
 H = average fall (per 100m) from the summit of catchment to the point of design = 1.16 m  
 L = length which water takes the longest time to reach the design section = 86.6 m

Time of concentration,  $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1})) = 5.49 \text{ min}$  say 5.49 min

From Figure 4d of Corrigendum No.1 2024 Stormwater Drainage Manual, assuming storm return period is 1 in 50 years,

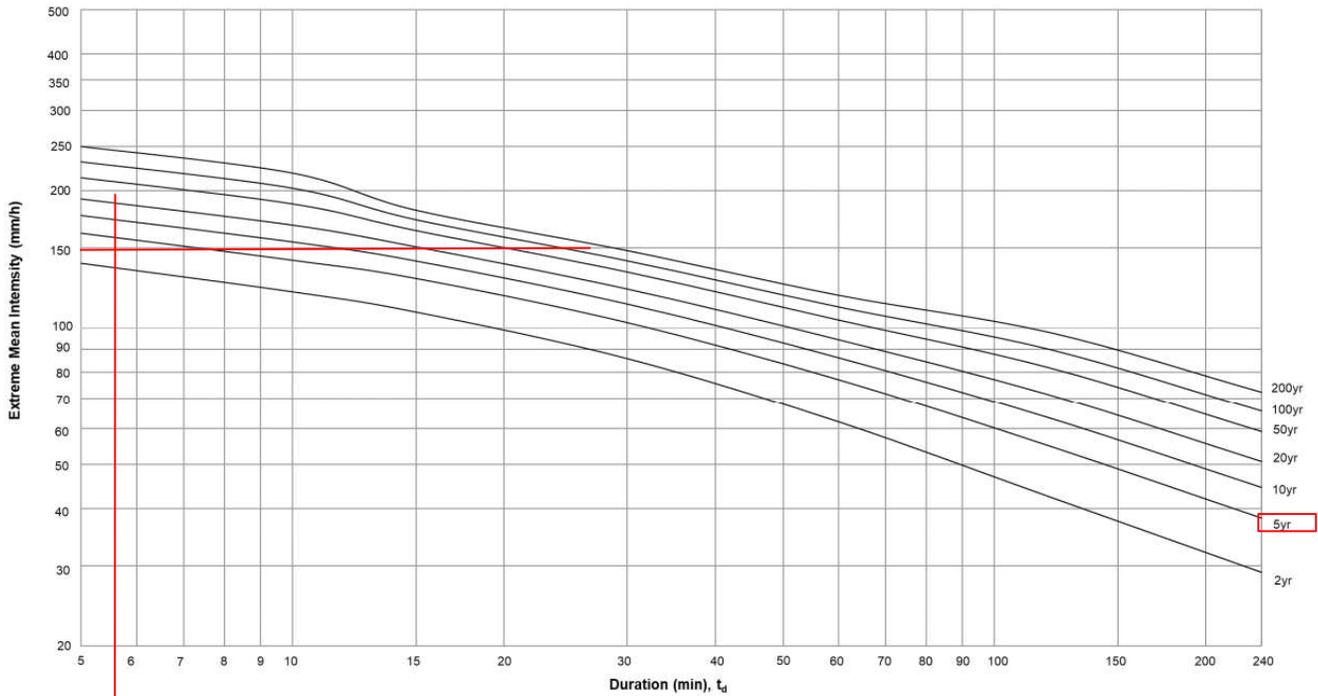


Figure 4d – Intensity-Duration-Frequency Curves of North District Area (for durations not exceeding 4 hours)

i = designed mean intensity of rainfall (mm/hr) = 215.6 mm/hr  
 Rainfall increased due to Climate Change (11.1%)  $i \times 1.111 = 239.5 \text{ mm/hr}$   
 (With reference to Corrigendum-No.-1\_2022-of-Stormwater-Drainage-Manual)

## **APPENDIX D**

### **Construction Drawing**

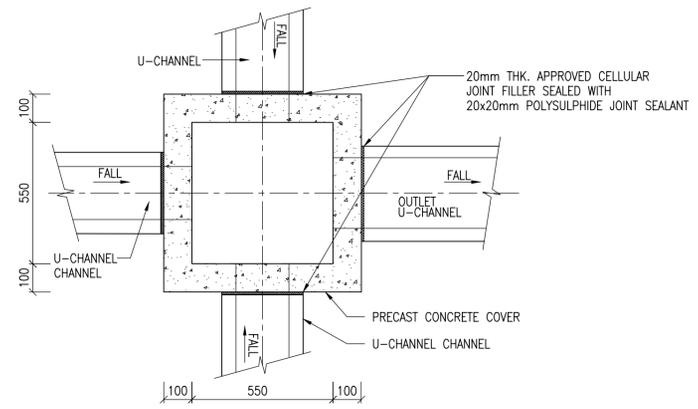
ISO A1 594mm x 841mm

**GENERAL NOTES**

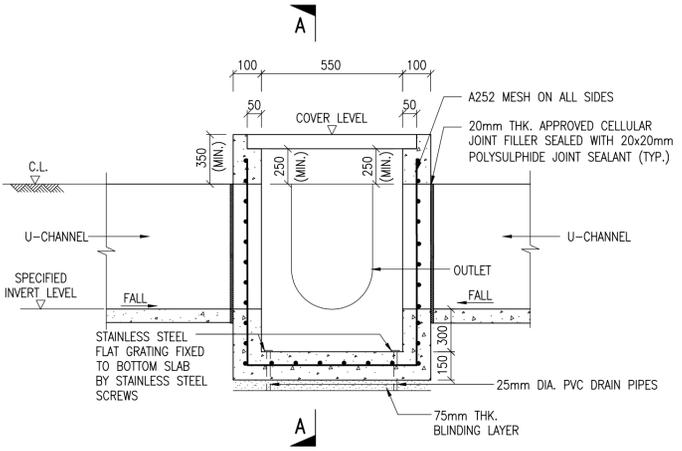
- GRADE 400 CONCRETE SHALL BE USED UNLESS OTHERWISE STATED.
- THE PROPOSED DRAINAGE WORKS, WHETHER WITHIN OR OUTSIDE THE LOT BOUNDARY, SHALL BE CONSTRUCTED AND MAINTAINED BY THE OWNER AT HIS OWN EXPENSE. FOR WORKS TO BE UNDERTAKEN OUTSIDE THE LOT BOUNDARY, PRIOR CONSENT FROM DLO AND/OR RELEVANT PRIVATE LOT OWNERS SHALL BE SOUGHT.
- ALL U-CHANNEL SHALL BE GRADIENT 1:100 UNLESS OTHERWISE STATED.
- GRATE COVERS SHALL BE PROVIDED FOR THE SECTION THAT VEHICLE MAY CROSS THE CHANNELS.

**SCHEDULE OF CATCHPIT WITH SAND TRAP**

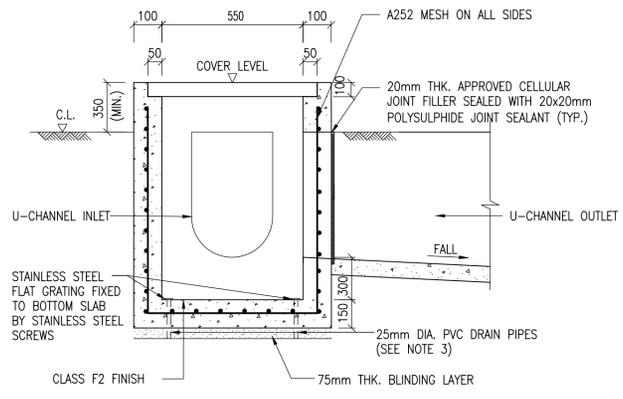
| CATCHPIT NO. | CATCHPIT TYPE | COVER LEVEL (mPD) | BTM. LEVEL (mPD) | INLET LEVEL (mPD)      | OUTLET LEVEL (mPD) |
|--------------|---------------|-------------------|------------------|------------------------|--------------------|
| CP1          | 1             | +28.50            | +27.84           | +28.00                 | +27.99             |
| CP2          | 1             | +28.00            | +27.65           | +27.81                 | +27.80             |
| CP3          | 1             | +27.00            | +27.64           | +26.70                 | +26.69             |
| CP4          | 2             | +27.20            | +25.64           | A: +26.14<br>B: +26.10 | +26.09             |
| CP5          | 1             | +29.60            | +29.39           | +29.55                 | +29.54             |
| CP6          | 1             | +28.00            | +27.44           | +27.60                 | +27.59             |
| CP7          | 1             | +27.20            | +26.76           | +26.92                 | +26.91             |
| CP8          | 1             | +27.20            | +26.54           | +26.70                 | +26.69             |
| CP9          | 1             | +27.20            | +26.19           | +26.35                 | +26.34             |



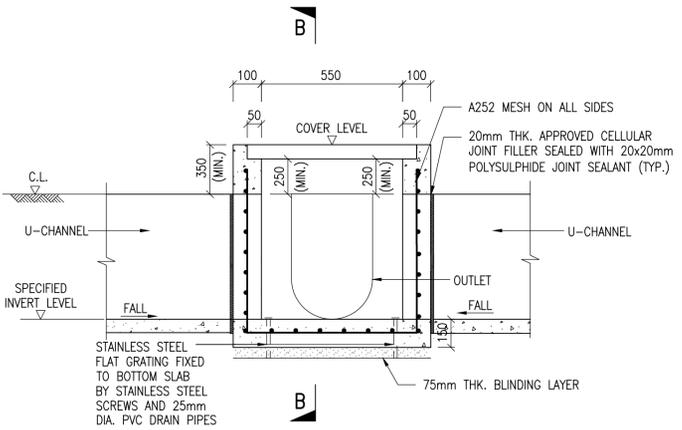
**PLAN OF CATCHPIT (TYPE 1&2)**  
(REFERENCE: CEDD STANDARD DRAWING NO. IC2406\_1&2)  
N.T.S.



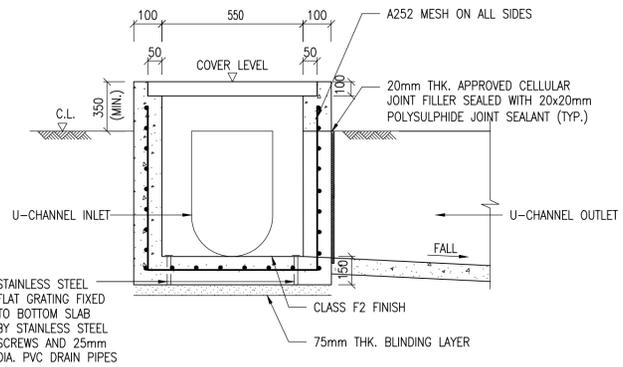
**SECTION OF TYPE 2 CATCHPIT**  
SCALE 1:100



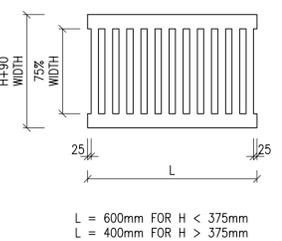
**SECTION A-A**  
SCALE 1:100



**SECTION OF TYPE 1 CATCHPIT**  
SCALE 1:100

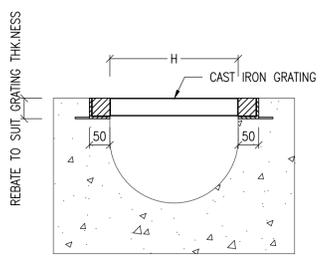


**SECTION B-B**  
SCALE 1:100

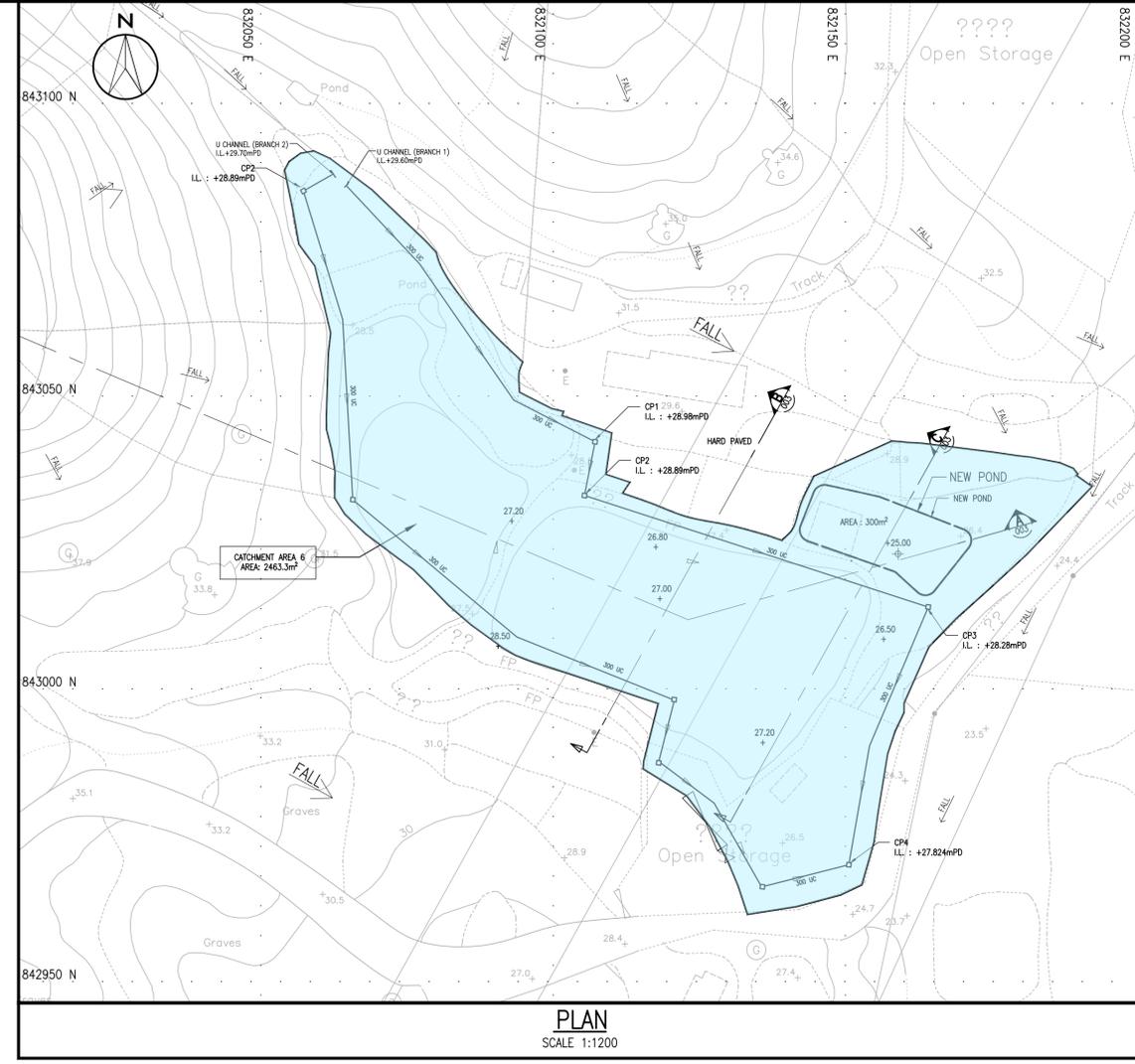


L = 600mm FOR H < 375mm  
L = 400mm FOR H > 375mm

**CAST IRON GRATING FOR U-CHANNELS**  
(REFERENCE: CEDD DWG. NO. C2412D)  
N.T.S.

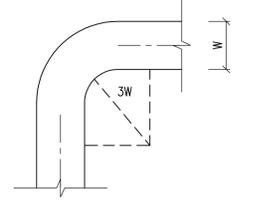


**U-CHANNEL COVER GRATING (FOR HEAVY DUTY)**  
N.T.S.

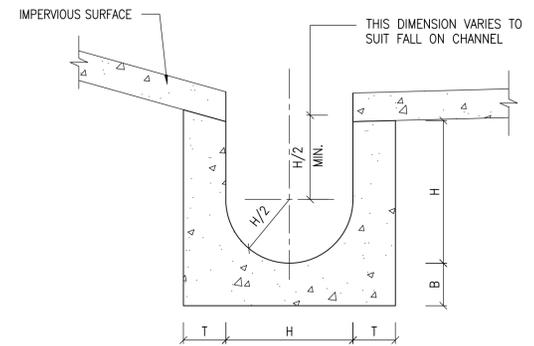


**PLAN**  
SCALE 1:1200

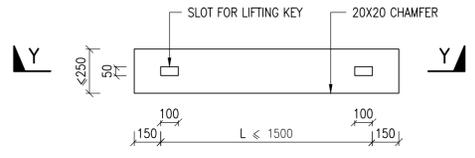
| NOMINAL SIZE H | THICKNESS T | THICKNESS B |
|----------------|-------------|-------------|
| 225-600        | 175         | 225         |
| 675-1200       | 175         | 225         |



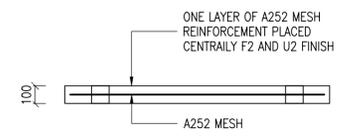
**CHANNEL CHANGING DIRECTION THROUGH BENDS**  
(REFERENCE: PAGE 100 GEOTECHNICAL MANUAL FOR SLOPES)  
N.T.S.



**DETAILS OF U-CHANNEL**  
(REFERENCE: FIG. 8.11 OF GEOTECHNICAL MANUAL FOR SLOPES)  
N.T.S.



**PLAN OF PRECAST CONCRETE COVERS**  
(REFERENCE: CEDD DWG. NO. C2407B)  
N.T.S.

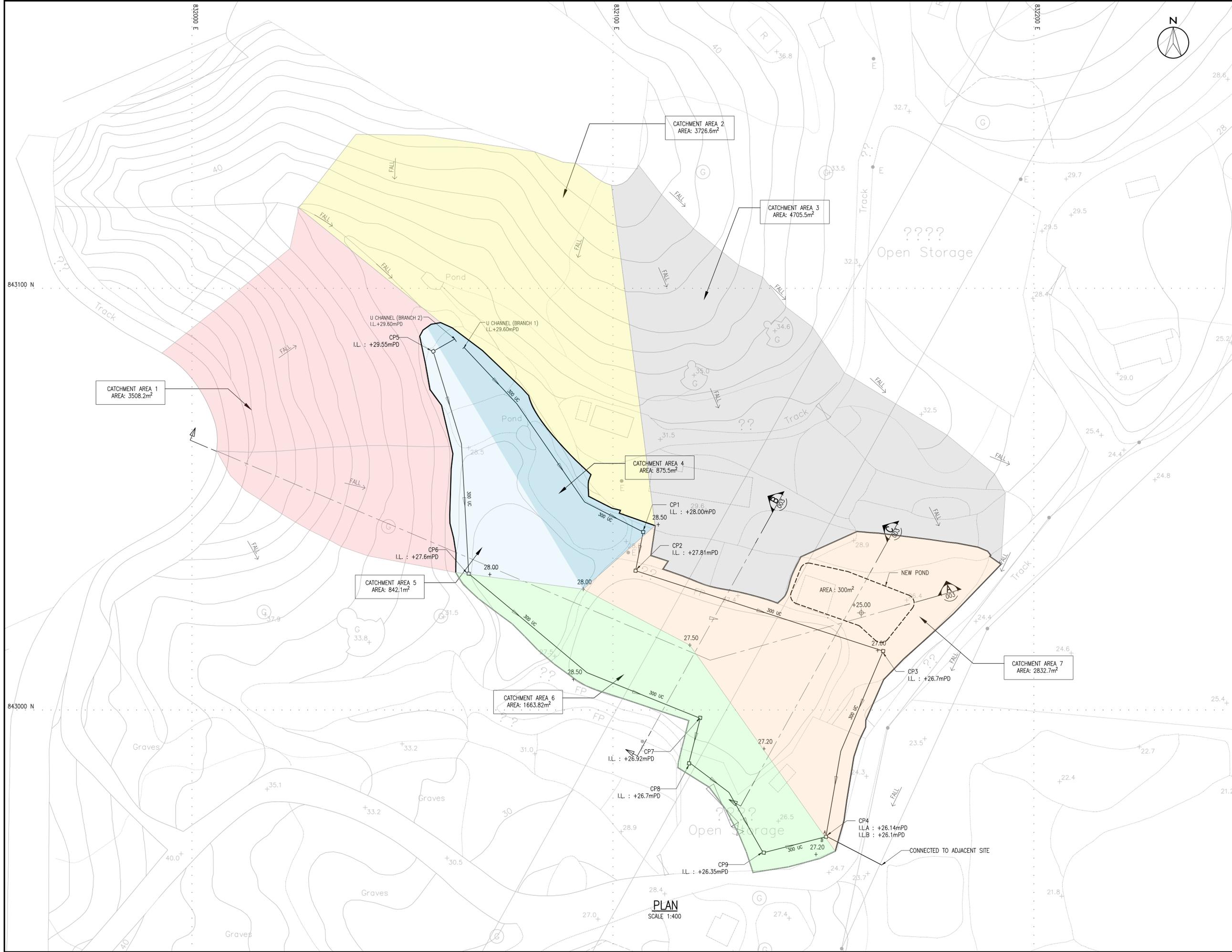


**SECTION Y-Y PRECAST CONCRETE COVERS FOR SAND TRAP AND CATCHPIT**  
(REFERENCE: CEDD DWG. NO. C2407B)  
N.T.S.

|                |                                       |
|----------------|---------------------------------------|
| B.D. REF.      |                                       |
| F.S.D. REF.    |                                       |
| <b>LEGEND:</b> |                                       |
| ---            | BOUNDARY OF LOTS FOR THIS APPLICATION |
| ←              | FLOW DIRECTION                        |
| □              | CATCH PIT                             |

|   |  |             |       |         |          |
|---|--|-------------|-------|---------|----------|
| REV   | DATE   | DESCRIPTION | DRAWN | CHECKED | APPROVED |
| ALL MEASUREMENTS MUST BE CHECKED AT THE SITE - DO NOT SCALE DRAWING. ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK - THIS DRAWING IS NOT VALID FOR CONSTRUCTION PURPOSES UNLESS EXPRESSLY CERTIFIED. |  |             |       |         |          |
| SIGNATURE FOR SUBMISSION/ CONSTRUCTION  |  |             |       |         |          |
| PROJECT NO:   | 24277  |             |       |         |          |
| DRAWN BY:   | JC   |             |       |         | 10/24    |
| DESIGNED BY:  | SL   |             |       |         | 10/24    |
| CHECKED BY:   | RM   |             |       |         | 10/24    |
| APPROVED BY:  | VT   |             |       |         | 10/24    |
| SCALE:  | AS SHOWN (A3)  |             |       |         |          |
| CAD FILE:   | WNG_24227_C_DRA_001a   |             |       |         |          |
| PROJECT:  | DRAINAGE CONSULTANCY SERVICES FOR S16 PLANNING APPLICATION AT LOT NOS. 342 RP (PART) AND 343 RP IN D.D. 87, NORTH NEW TERRITORIES, HONG KONG |             |       |         |          |
| DRAWING TITLE:  | GENERAL NOTES AND LAYOUT PLAN  |             |       |         |          |
| DRAWING NO:   | WNG/24227/C/DRA/001  |             |       |         | REV:     |
|   |  |             |       |         | -        |





|                |                                       |
|----------------|---------------------------------------|
| B.D. REF.      |                                       |
| F.S.D. REF.    |                                       |
| <b>LEGEND:</b> |                                       |
|                | BOUNDARY OF LOTS FOR THIS APPLICATION |
|                | PROPOSED VEHICULAR ACCESS             |

| REV | DATE | DESCRIPTION | DRAWN | CHECKED | APPROVED |
|-----|------|-------------|-------|---------|----------|
|     |      |             |       |         |          |

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE - DO NOT SCALE DRAWING  
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 PURPOSES UNLESS EXPRESSLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

|              |                      |  |       |
|--------------|----------------------|--|-------|
| PROJECT NO:  | 24277                |  |       |
| DRAWN BY:    | JC                   |  | 10/24 |
| DESIGNED BY: | SC                   |  | 10/24 |
| CHECKED BY:  | RM                   |  | 10/24 |
| APPROVED BY: | VT                   |  | 10/24 |
| SCALE:       | 1:400 (A1)           |  |       |
| CAD FILE:    | WNG_24227_C_DRA_002a |  |       |

PROJECT:  
 DRAINAGE CONSULTANCY SERVICES FOR  
 S16 PLANNING APPLICATION AT LOT  
 NOS. 342 RP (PART) AND 343 RP IN  
 D.D. 87, NORTH NEW TERRITORIES,  
 HONG KONG

DRAWING TITLE:  
 PROPOSED EFFECTIVE CATCHMENT  
 AREA FOR SURFACE RUNOFF  
 AFFECTING SUBJECT LOTS

|             |                     |      |   |
|-------------|---------------------|------|---|
| DRAWING NO: | WNG/24277/C/DRA/002 | REV: | - |
|-------------|---------------------|------|---|



PLAN  
 SCALE 1:400