
SECTION 16 PLANNING APPLICATION

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

VARIOUS LOTS IN D.D. 115 and D.D. 116 AND ADJOINING GOVERNMENT LAND
AU TAU, YUEN LONG, NEW TERRITORIES

PLANNING STATEMENT

Applicant

Asia 68 Limited

Consultancy Team

R-riches Planning Limited



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FILE CONTROL

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APPLICANT : *Asia 68 Limited*
TYPE OF APPLICATION : *S.16 Planning Application*
PROPOSED USE : *Proposed Temporary Open Storage of Vehicle with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years*
SITE LOCATION : *Lots 933 S.A and 934 in D.D. 115 and Lots 253 RP (Part), 256 (Part), 257 S.A (Part), 257 RP, 258, 259, 260 (Part), 263 (Part), 265, 266, 267 (Part), 270 S.A RP (Part), 270 S.B ss.1 (Part), 270 S.B RP (Part), 271, 275 (Part), 1234 S.B RP (Part) and 1235 (Part) in D.D. 116 and Adjoining GL, Au Tau, Yuen Long, New Territories*

AMENDMENT RECORD

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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 *Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land (GL), Au Tau, Yuen Long, New Territories* (the Site) for **'Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land'** (the proposed development).
- The Site falls within an area zoned "Agriculture" ("AGR") on the Approved Tai Tong Outline Zoning Plan (OZP) No.: S/YL-TT/20. The Site occupies an area of 14,250 m² (about), including 630 m² (about) of GL. A single-storey structure is proposed at the Site for guardroom use with total gross floor area (GFA) of 18 m² (about). The remaining area is reserved for area for open storage of vehicle, vehicle parking space and circulation area.
- The Site is accessible from Long Ho Road via a local access. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operation on Sunday and public holidays.
- Justifications for the proposed development are as follows:
 - the applicant's Original Premises is affected by Government's land resumption for the Public Housing Development near Tin Tsz Road in Tin Shui Wai;
 - the applicant has spent effort in identifying suitable sites for relocation;
 - the applied use is the same as the applicant's Original 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	14,250 m ² (about), including 630 m ² (about) of GL
Covered Area	18 m ² (about)
Uncovered Area	14,232 m ² (about)
Plot Ratio	0.001 (about)
Site Coverage	0.1% (about)
No. of Structure	1
Total GFA	18 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	18 m ² (about)
Building Height	3 m (about)
No. of Storey	1

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凹頭丈量約份第 115 約及第 116 約多個地段及毗連政府土地的規劃申請，於上述地點作「擬議臨時露天存放汽車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《大棠分區計劃大綱核准圖編號 S/YL-TT/20》上劃為「農業」地帶。申請地盤面積為 14,250 平方米 (約)，當中包括 630 平方米 (約) 的政府土地。申請地點將設 1 座單層構築物作保安更亭用途，總樓面面積合共為 18 平方米 (約)，申請地點的其餘地方將預留作露天存放汽車、車輛停泊位及流轉空間。
- 申請地點可從朗河路經一條地區道路前往。擬議發展的作業時間為星期一至六上午九時至下午七時，星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 申請人原來的經營處所受到政府的「近天水圍天慈路公營房屋發展」收地影響；
 - 申請人曾經致力尋找合適的搬遷地點；
 - 申請用途與申請人先前受影響的發展場地用途一致；
 - 擬議發展與周邊地方的用途並非不協調；及
 - 擬議發展只屬臨時性質，批出規劃許可不會影響「農業」地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

地盤面積：	14,250 平方米 (約)， 包括 630 平方米 (約) 的政府土地
上蓋總面積：	18 平方米 (約)
露天地方面積：	14,232 平方米 (約)
地積比率：	0.001 (約)
上蓋覆蓋率：	0.1% (約)
樓宇數目：	1 座
總樓面面積	18 平方米 (約)
住用總樓面面積：	不適用
非住用總樓面面積：	18 平方米 (約)
構築物高度：	3 米 (約)
構築物層數：	1 層

1. INTRODUCTION

Background

- 1.1 **R-riches Planning Limited** has been commissioned by **Asia 68 Limited**¹ (the applicant) to make submission on their behalf to the Board under S.16 of the Ordinance in respect to *Lots 933 S.A and 934 in D.D. 115 and Lots 253 RP (Part), 256 (Part), 257 S.A (Part), 257 RP, 258, 259, 260 (Part), 263 (Part), 265, 266, 267 (Part), 270 S.A RP (Part), 270 S.B ss.1 (Part), 270 S.B RP (Part), 271, 275 (Part), 1234 S.B RP (Part) and 1235 (Part) in D.D. 116 and Adjoining GL, Au Tau, Yuen Long, New Territories (Plans 1 to 3)*.
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Open Storage of Vehicle 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 Tai Tong OZP No.: S/YL-TT/20 (**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 application, a set of indicative development plans and drawings are provided with the planning statement. Assessments and proposals, including the Traffic Review, Tree Survey and Landscape Plan, Drainage Impact Assessment (DIA) and Fire Service Installations (FSIs) Proposal, to mitigate the potential adverse impacts are submitted for the consideration of relevant Government Bureaux/Departments and members of the Board (**Plans 1 to 13 and Appendices I to VII**).

¹ **Asia 68 Limited** (the applicant) is authorised by **Crown Motors Limited 皇冠汽車有限公司** (the affected business operator) to facilitate the relocation of the existing affected business premises in Ping Shan. Details of the affected business operator are provided at **Appendix I**.

2. JUSTIFICATIONS

To facilitate the relocation of the Original Premises affected by the public housing development

- 2.1 The current application is intended to facilitate the relocation of the affected business operator's premises in Ping Shan, i.e. various lots in D.D. 126 and adjoining GL (the Original Premises), due to land resumption and to pave way for the Public Housing Development near Tin Tsz Road in Tin Shui Wai (**Plan 4**). The site of the Original Premises is covered with valid planning application No. A/YL-PS/653 for the same applied use, which was approved by the Board in 2022. The last 3 applications (Nos. A/YL-PS/405, 511 and 579) covering the same site for the same applied use were approved by the Borad between 2013 and 2019. All time-limited approval conditions had been complied with. The affected business operator is currently operating at the Original Premises.
- 2.2 The Original Premises currently falls within an area zoned "Residential (Group A)6" ("R(A)6"), "Recreation" ("REC") and "Village Type Development" ("V") on the Approved Ping Shan OZP No.: S/YL-PS/20 (**Plan 5**). With reference to the implementation programme, the Original Premises mainly falls within the land resumption limit for the Public Housing Development near Tin Tsz Road in Tin Shui Wai (**Plan 6**). As portion of the Original Premises will be resumed and reverted to the Government, the affected business operator desperately needs to identify a suitable site for relocation in order to continue the business operation.
- 2.3 A planning application No. A/YL-PS/739 for the same applied use was approved by the Board with policy support to facilitate the relocation of a portion of the affected business operators' business. Compared with the Original Premises, the usable site area* of planning application No. A/YL-PS/739 only accounts for about 70% of the site area of the Original Premises. In view of this, the current application would compensate for the remaining site area of the Original Premises in order to maintain the affected business operators' business. Details of the difference among the Original Premises, the site of planning application No. A/YL-PS/739 and the Site of the current application are shown at **Table 1** below.

Table 1 - Difference between the Original Premises and the Site

	Original Premises (a)	A/YL-PS/739 (b)	The Site (c)	Difference (b) + (c) – (a)
Site Area	45,870 m ²	32,189 m ² *	14,520 m ²	+839 m ² , +1.8%

* The site area under planning application No. A/YL-PS/739 is 41,020 m². However, part of the site area (about 8,821 m²) was designated as wetland buffer areas and wetland preservation areas which are not usable.

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 7**). After a lengthy site-searching process, the Site is identified for relocation as it is relatively flat, in close proximity to the Original Premises and easily accessible.

Applied use is the same as the Original Premises

- 2.5 The proposed development involves the operation of an open storage of vehicle with ancillary facilities to support the daily operation of the Site. The applied use is the same as the Original Premises in Ping Shan.
- 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 Tai Tong OZP No.: S/YL-TT/20, the Site is currently vacant without active agricultural activities (**Plans 2 and 9**). 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 (Nos. A/YL-TT/583, 617, 642, 675 and 695) for/partly for the same applied use 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.
- 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 surrounding areas of the Site are considered to be predominately in semi-rural character comprising unused/vacant land and some public utility installations. The proposed development is therefore considered not incompatible with surrounding land uses. Upon approval of the application, the applicant will make effort in complying with approval conditions in relation to FSIs and drainage aspects, so as to minimise the potential adverse impacts that would have arisen from the proposed development.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located approximately 5 m west of Long Ho Road; 2.2 km east of Yuen Long MTR Station; 6.4 km northwest of Kam Sheung Road MTR Station; and 8.8 km southeast of the Original Premises in Ping Shan.

Accessibility

- 3.2 The Site is accessible from Long Ho Road via a local access (**Plan 1**).

Existing Site Condition

- 3.3 The Site is vacant, generally flat and partly covered with vegetation (**Plans 1, 3 and 9**).

Surrounding Area

- 3.4 The Site and its surrounding comprise of vacant/unused land, public roads, public utility installations and temporary structures (**Plans 1, 3 and 9**).
- 3.5 To its immediate north is Castle Peak Road – Yuen Long, across which are the sites of Pok Oi Hospital, Jockey Club Care & Attention Home and an approved planning application (No. A/YL-NSW/304) for shop and services and public vehicle park.
- 3.6 To its immediate east is Au Tau Sewage Pumping Station. To its further east is unused land partly covered with vegetation and a drainage channel, across which is the village cluster of Yeung Uk Tsuen.
- 3.7 To its immediate south is a drainage channel, across which is the village cluster of Yeung Uk Tsuen.
- 3.8 To its immediate west is Yuen Long Highway, across which are some vehicle parks, a plant nursery and a primary school. To its further west is a private residential development i.e. Yoho Town.

4. PLANNING CONTEXT

Zoning

- 4.1 The Site falls within an area zoned "AGR" on the Approved Tai Tong OZP No.: S/YL-TT/20 (**Plan 2**). According to the Notes of the OZP, the applied use is neither Columns 1 nor 2 used within the "AGR" zone, which requires planning permission from the Board.

Planning Intention

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

Restriction on Filling of Land

- 4.3 According to the Remarks of the "AGR" zone on the Approved Tai Tong OZP No.: S/YL-TT/20, *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 Tai Tong OZP No.: S/YL-TT/12 without the permission from the Board under S.16 of the Ordinance.*

Previous and Similar Applications

- 4.4 The Site is not subject of any previous S.16 planning application.
- 4.5 Within the "AGR" zone on the same OZP, 4 similar applications (Nos. A/YL-TT/583, 617, 642 and 675) for/partly for 'Open Storage' use were approved by the Board between 2022 and 2025. All similar applications were approved on a 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 falls within Category 3 area, *which are those outside Category 1, 2 and 4 areas (Plan 8). 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 8**). In addition, the Original Premises will be resumed by the Government to facilitate the Public Housing Development near Tin Tsz Road in Tin Shui Wai. 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 mostly falls within private lots, i.e. *Lots 933 S.A and 934 in D.D. 115 and Lots 253 RP (Part), 256 (Part), 257 S.A (Part), 257 RP, 258, 259, 260 (Part), 263 (Part), 265, 266, 267 (Part), 270 S.A RP (Part), 270 S.B ss.1 (Part), 270 S.B RP (Part), 271, 275 (Part), 1234 S.B RP (Part) and 1235 (Part) in D.D. 116*, with total private land area of 13,620 m² (about) of Old Schedule Lot held under Block Government Lease. Apart from the above private lots, the Site also consists of 630 m² (about) of GL (**Plan 3**).
- 4.9 Given that there is restriction on the erection of structures without prior approval from the Government, the applicant will submit applications for Short Term Waiver (STW) and Short Term Tenancy (STT) to the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) to make way for the erection of the proposed structure and the occupation of GL at the Site respectively, after planning approval has been obtained from the Board. No structure is proposed for domestic use.
- 4.10 Due to land administrative reasons, the applicant intends not to include certain land pieces, namely Lot Nos. 264, 270 S.B ss.1 (Part) and 270 S.B RP (Part) in D.D. 116, within the extent of the Site. 24-hour free access via the proposed ingress/egress will be provided for users of the above-mentioned land pieces.
- 4.11 The applicant has noted that portion of the Site might be subject of several applications for Small House Grant under the processing of LandsD. Given that the proposed development is of temporary nature for a period of 3 years, the applicant undertakes that the actual operational extent of the proposed development be adjustable, should any applications for Small House Grant falling within the site boundary be approved in the future.

5. DEVELOPMENT PROPOSAL

Development Details

5.1 The Site consists of an area of 14,250 m² (about), including 630 m² (about) of GL. Details of the development parameters are shown at **Table 2** below.

Table 2 - Development Parameters

Site Area	14,250 m ² (about), including 630 m ² (about) of GL
Covered Area	18 m ² (about)
Uncovered Area	14,232 m ² (about)
Plot Ratio	
	0.001 (about)
Site Coverage	
	0.1% (about)
No. of Structure	
	1
Total GFA	
- Domestic GFA	18 m ² (about)
- Non-Domestic GFA	Not applicable
	18 m ² (about)
Building Height	
	3 m (about)
No. of Storey	
	1

5.2 A single-storey structure is proposed at the Site for guardroom use with total GFA of 18 m² (about). The remaining uncovered area is reserved for open storage of vehicle, vehicle parking spaces and circulation area (**Plan 10**). Details of the proposed structure are shown at **Table 3** below.

Table 3 – Details of the Proposed Structure

Structure	Use	Covered Area	GFA	Building Height
B1	Guardroom	18 m ²	18 m ²	3 m (about) (1-storey)
Total		18 m² (about)	18 m² (about)	-

Filling of Land at the Site

5.3 The existing site levels range from +3.1 mPD to +5.6 mPD. The entire Site is proposed to be filled with concrete of not more than 0.2 m in depth for open storage of vehicle, vehicle parking spaces and circulation area. The proposed site levels after filling of land range from +3.3 mPD to +5.8 mPD (**Plan 11**). The filling of land is considered required and has been kept to minimal to meet the operation need. The applicant will reinstate the Site to an amenity area upon expiry of the planning permission.

Operation Mode

- 5.4 The Site is designated for open storage of not more than 700 vehicles pending for sale, including private cars (PC), taxis and light goods vehicles (LGV), which is the same as the Original Premises. The area designated for the open storage operation is 11,401 m² (about), which accounts for about 80% of the Site (**Plan 10**). The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.
- 5.5 It is estimated that the Site would be able to accommodate about 2 nos. of staff. The guardroom is intended to provide indoor workspace for security staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated.

Minimal Traffic Impact

- 5.6 The Site is accessible from Long Ho Road via a local access (**Plan 1**). A 6 m-wide (about) vehicular ingress/egress is proposed at the eastern part of the Site. A PC parking space for staff use is proposed at the Site (**Plan 10**). No loading/unloading space will be provided at the Site. Vehicles to be stored/delivered will be driven into/out of the Site by staff with trade licence during non-peak hours (i.e. beyond 09:00-10:00 and 18:00-19:00). Details of the parking provision are shown at **Table 4** below.

Table 4 – Provision of Parking Space

Type of Parking Space	No. of Space
PC parking spaces for staff - 2.5 m (W) x 5 m (L)	1

- 5.7 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 (**Plans 12 and 13**). Staff will be deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicles to enhance pedestrian safety. No vehicle without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicles) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period.
- 5.8 The applicant has submitted a Traffic Review Report (**Appendix III**). Capacity assessments have been undertaken to reveal the AM and PM peak hour traffic conditions for years 2025 and 2029 on the critical link and junction.
- 5.9 The assessment results have indicated that the critical link and junction perform satisfactorily during the AM and PM peak hours on a normal weekday for both the reference and design scenarios. The traffic impact of the proposed development is considered to be insignificant. The impact assessment results have also indicated that the Site would not induce significant traffic impacts and the proposed development is considered acceptable from traffic engineering viewpoint.

Minimal Environmental Impact

- 5.10 The applicant will strictly follow the latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' issued by the Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding areas. The applicant will also comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period.
- 5.11 During the construction stage, the applicant will follow the good practices stated in *Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PN) 2/24* to minimise the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rain season, to ensure that these facilities are always operational.
- 5.12 The applicant will implement good practices under *ProPECC PN 1/23* when designing on-site drainage system with the Site. 2.5 m-high (about) solid metal fencing will be erected along the site boundary to minimise noise nuisance to the surrounding area. The boundary wall will be installed properly by a licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on the boundary wall. In addition, maintenance will be conducted on a regular basis.

Minimal Landscape Impact

- 5.13 The applicant has provided a Tree Survey Report and Landscape Plan to evaluate the existing landscape conditions at the Site (**Appendix IV**). The site inspection has identified 59 existing trees, including a dead tree, at the Site. All trees identified thereon are of common species.
- 5.14 The applicant proposes to preserve one of the existing trees with larger crown spread (T34, *Ficus microcarpa*) in-situ. Apart from T34, all remaining trees are proposed to be felled as they are in conflict with the proposed development scheme. In order to mitigate the potential landscape impact that would have arisen from the proposed development, the applicant proposes to plant 63 new trees of 4 different local species at the Site, with a view to compensating for the existing trees to be felled, and to enhancing the landscape quality and biodiversity of the surrounding area. The proposed trees would also serve as a landscape buffer at the interfaces between the two land pieces within the extent of the Site but not included at the Site.

Minimal Drainage Impact

- 5.15 A DIA has been conducted to review the drainage arrangements for the proposed development (**Appendix V**). The potential increase in surface runoff generated by the proposed development is estimated to be minimal. A series of perimeter surface drains with catchpits are proposed to collect the cumulative runoff, which will eventually be connected to a storage tank for the storage of additional runoff.
- 5.16 The results of the DIA report have concluded that no adverse drainage impact is envisaged. The applicant will implement the proposed drainage facilities at the Site once the proposal is accepted by the Drainage Authority.

Fire Safety Aspect

- 5.17 An FSI proposal is also submitted to enhance the fire safety of the proposed development (**Appendix VI**). Should the proposal be considered acceptable by the Director of Fire Services, the applicant will erect the proposed structure and implement the accepted FSI proposal at the Site upon receiving relevant approval for STW and STT from DLO/YL, LandsD as mentioned in Section 4.9 above.

Nature Conservation Aspect

- 5.18 It is noted that the Site is in close proximity to the Yuen Long Bypass Floodway, where some waterbird species of conservation importance have been recorded in previous studies. With a view to enhancing the biodiversity of the surrounding area, the applicant proposes to plant 63 nos. of tree of 4 different local species at the Site as mentioned in Section 5.13 above, which would serve as a landscape buffer between the Yuen Long Bypass Floodway and the Site. The direct habitat loss and indirect disturbance to Yuen Long Bypass Floodway are therefore not envisaged.
- 5.19 The aerial photo and site photos taken by the applicant have shown that no watercourse was found within the Site. It is anticipated that the provision of 63 new trees of local species within the Site shall be able to enhance the ecological and landscape value of the Site and its surroundings. Please refer to **Appendix VII** for the aerial photo and site photos.

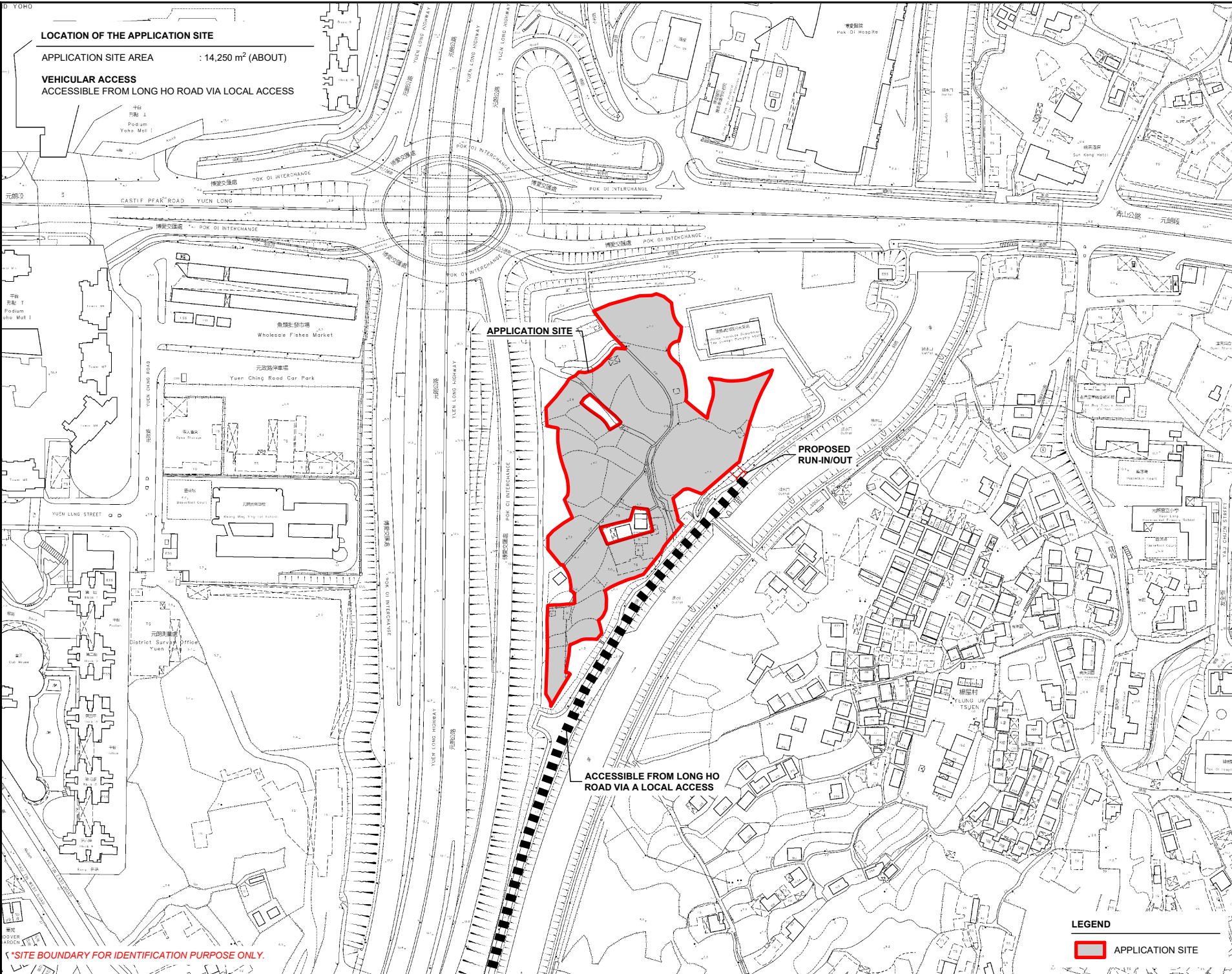
6. CONCLUSION

- 6.1 The current application is intended to facilitate the relocation of the affected business operator's premises in Ping Shan, which will be affected by Government's land resumption for the Public Housing Development near Tin Tsz Road in Tin Shui Wai (**Appendix I and Plans 4 to 6**). Whilst the affected business operator has attempted to relocate the affected business to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Appendix II and Plan 7**). Given that the relocation is to facilitate the public housing development, the 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 vacant/unused land, public roads, public utility installations and temporary structures. The proposed development is considered not incompatible with the surrounding areas. Despite the fact that the Site falls within Category 3 area under TPB PG-No. 13G, the special background of the application should be considered on its individual merit. Given that similar applications for the same applied use have been approved by the Board within the "AGR" zone on the same OZP, the 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 area. Technical assessments and proposals have been provided to demonstrate that potential adverse traffic, landscape and drainage impacts arising from the proposed development are not anticipated (**Appendices III to VII**). 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 Vehicle with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**'.

R-riches Planning Limited
February 2026

LIST OF PLANS

Plan 1	Location plan
Plan 2	Plan showing the zoning of the Site
Plan 3	Plan showing the land status of the Site
Plan 4	Original Premises – Location
Plan 5	Original Premises – Zoning
Plan 6	Original Premises – Public Housing Development near Tin Tsz Road
Plan 7	Plan showing alternative sites for relocation
Plan 8	Plan showing TPB PG-No. 13G
Plan 9	Aerial photo of the Site
Plan 10	Layout plan
Plan 11	Plan showing the filling of land at the Site
Plan 12	Swept path analysis (Private Cars)
Plan 13	Swept path analysis (Light Goods Vehicles)



LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 14,250 m² (ABOUT)

VEHICULAR ACCESS
ACCESSIBLE FROM LONG HO ROAD VIA LOCAL ACCESS

APPLICATION SITE

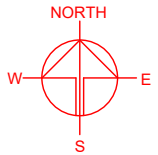
PROPOSED RUN-IN/OUT

ACCESSIBLE FROM LONG HO ROAD VIA A LOCAL ACCESS

LEGEND

 APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.



PLANNING CONSULTANT



PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND D.D. 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE
1 : 3000 @ A4

DRAWN BY: MN DATE: 2.7.2025

REVISED BY: DATE:

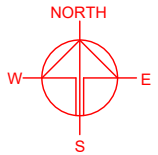
APPROVED BY: DATE:

DWG. TITLE
LOCATION PLAN

DWG NO. PLAN 1 VER. 001

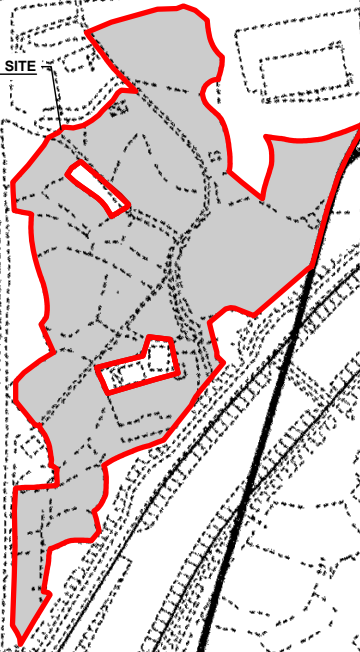
ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 14,250 m² (ABOUT)
 OUTLINE ZONING PLAN : APPROVED TAI TONG OZP
 PLAN NO. : S/YL-TT/20
 ZONING OF THE SITE : "AGRICULTURE" ("AGR")



博愛交匯處
 POK OI
 INTERCHANGE

APPLICATION SITE



楊屋村
 Yeung Uk
 Tsuen

G/IC R(

區 (a)
 AREA (a)



LEGEND
 APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PLANNING CONSULTANT

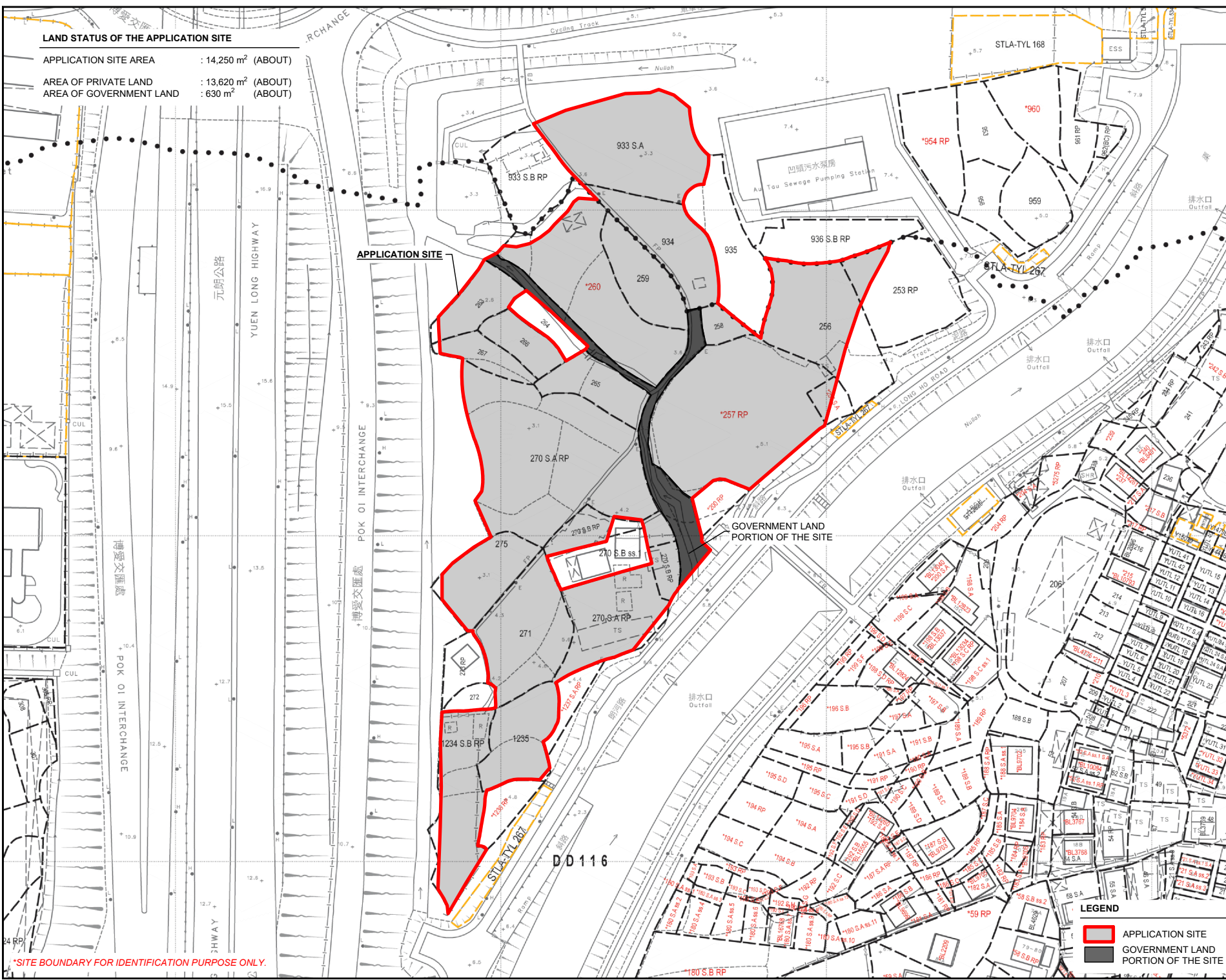
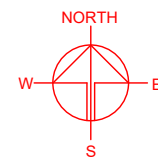
PROJECT
 PROPOSED TEMPORARY OPEN STORAGE OF VEHICLE WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION
 VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE 1 : 3000 @ A4	
DRAWN BY MN	DATE 2.7.2025
REVISED BY	DATE
APPROVED BY	DATE
DWG. TITLE ZONING OF THE SITE	
DWG NO. PLAN 2	VER. 001

LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA : 14,250 m² (ABOUT)
 AREA OF PRIVATE LAND : 13,620 m² (ABOUT)
 AREA OF GOVERNMENT LAND : 630 m² (ABOUT)



*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PLANNING CONSULTANT
 R-RICHES PLANNING LIMITED

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

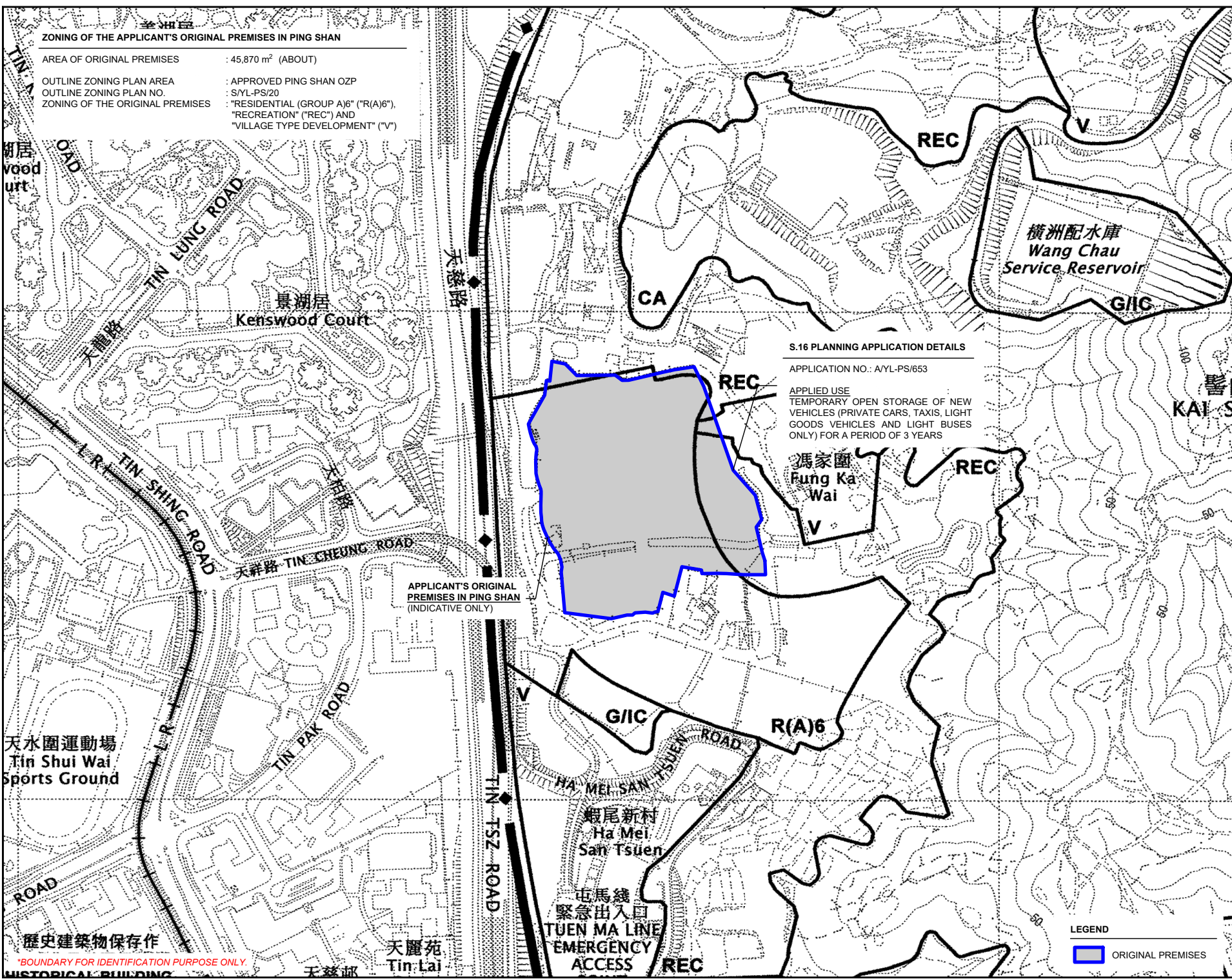
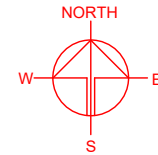
SITE LOCATION
 VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE 1: 1500 @ A4	
DRAWN BY MN	DATE 2.7.2025
REVISED BY	DATE
APPROVED BY	DATE
DWG. TITLE LAND STATUS OF THE SITE	
DWG. NO. PLAN 3	VER. 001

LEGEND
 APPLICATION SITE
 GOVERNMENT LAND PORTION OF THE SITE

ZONING OF THE APPLICANT'S ORIGINAL PREMISES IN PING SHAN

AREA OF ORIGINAL PREMISES : 45,870 m² (ABOUT)
 OUTLINE ZONING PLAN AREA : APPROVED PING SHAN OZP
 OUTLINE ZONING PLAN NO. : SYL-PS/20
 ZONING OF THE ORIGINAL PREMISES : "RESIDENTIAL (GROUP A)6" ("R(A)6"),
 "RECREATION" ("REC") AND
 "VILLAGE TYPE DEVELOPMENT" ("V")



S.16 PLANNING APPLICATION DETAILS

APPLICATION NO.: A/YL-PS/653

APPLIED USE
 TEMPORARY OPEN STORAGE OF NEW VEHICLES (PRIVATE CARS, TAXIS, LIGHT GOODS VEHICLES AND LIGHT BUSES ONLY) FOR A PERIOD OF 3 YEARS

APPLICANT'S ORIGINAL PREMISES IN PING SHAN (INDICATIVE ONLY)

LEGEND
 ORIGINAL PREMISES

PLANNING CONSULTANT



PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE

1 : 5000 @ A4

DRAWN BY	DATE
MN	2.7.2025

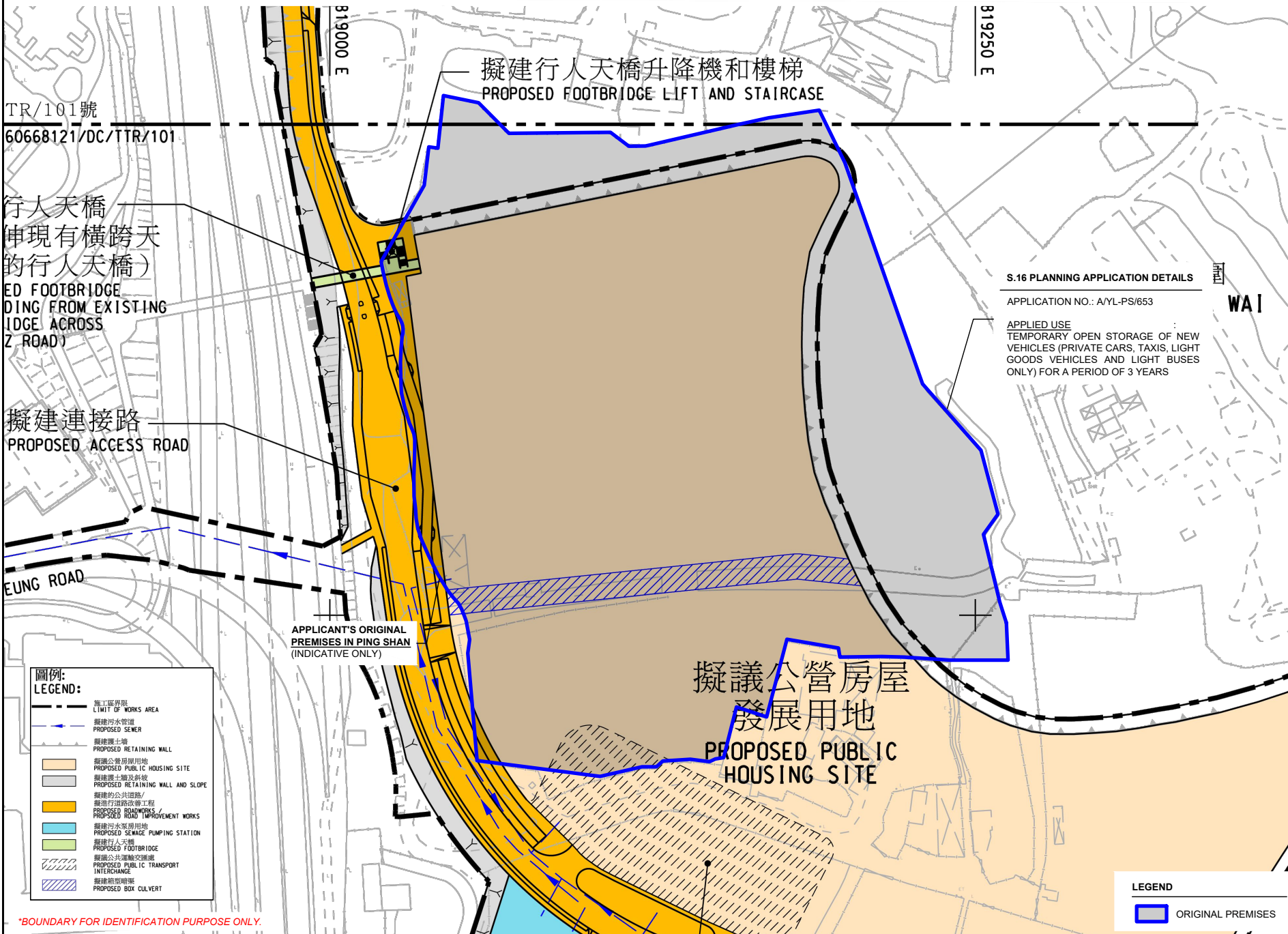
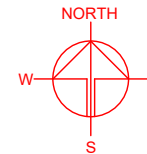
CHECKED BY	DATE

APPROVED BY	DATE

DWG. TITLE
 OP (ZONING PLAN)

DWG. NO.	VER.
PLAN 5	001

歷史建築物保存作
 *BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.
 HISTORICAL BUILDING



TR/101號
60668121/DC/TTR/101

行人天橋
伸現有橫跨天
的行人天橋)
ED FOOTBRIDGE
DING FROM EXISTING
IDGE ACROSS
Z ROAD)

擬建連接路
PROPOSED ACCESS ROAD

TUNG ROAD

APPLICANT'S ORIGINAL
PREMISES IN PING SHAN
(INDICATIVE ONLY)

擬建行人天橋升降機和樓梯
PROPOSED FOOTBRIDGE LIFT AND STAIRCASE

S.16 PLANNING APPLICATION DETAILS

APPLICATION NO.: A/YL-PS/653

APPLIED USE
TEMPORARY OPEN STORAGE OF NEW
VEHICLES (PRIVATE CARS, TAXIS, LIGHT
GOODS VEHICLES AND LIGHT BUSES
ONLY) FOR A PERIOD OF 3 YEARS

WAI

擬議公營房屋
發展用地
PROPOSED PUBLIC
HOUSING SITE

- 圖例:
LEGEND:
- 施工區界限
LIMIT OF WORKS AREA
 - 擬建污水管道
PROPOSED SEWER
 - 擬建護土牆
PROPOSED RETAINING WALL
 - 擬議公營房屋用地
PROPOSED PUBLIC HOUSING SITE
 - 擬建護土牆及斜坡
PROPOSED RETAINING WALL AND SLOPE
 - 擬建的公共道路
PROPOSED ROADWORKS
 - 擬建行人天橋
PROPOSED FOOTBRIDGE
 - 擬建公共運輸交匯處
PROPOSED PUBLIC TRANSPORT INTERCHANGE
 - 擬建污水泵房
PROPOSED SEWAGE PUMPING STATION
 - 擬建輕型明渠
PROPOSED BOX CULVERT

- LEGEND
- ORIGINAL PREMISES

*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PLANNING CONSULTANT

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

SITE LOCATION
VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

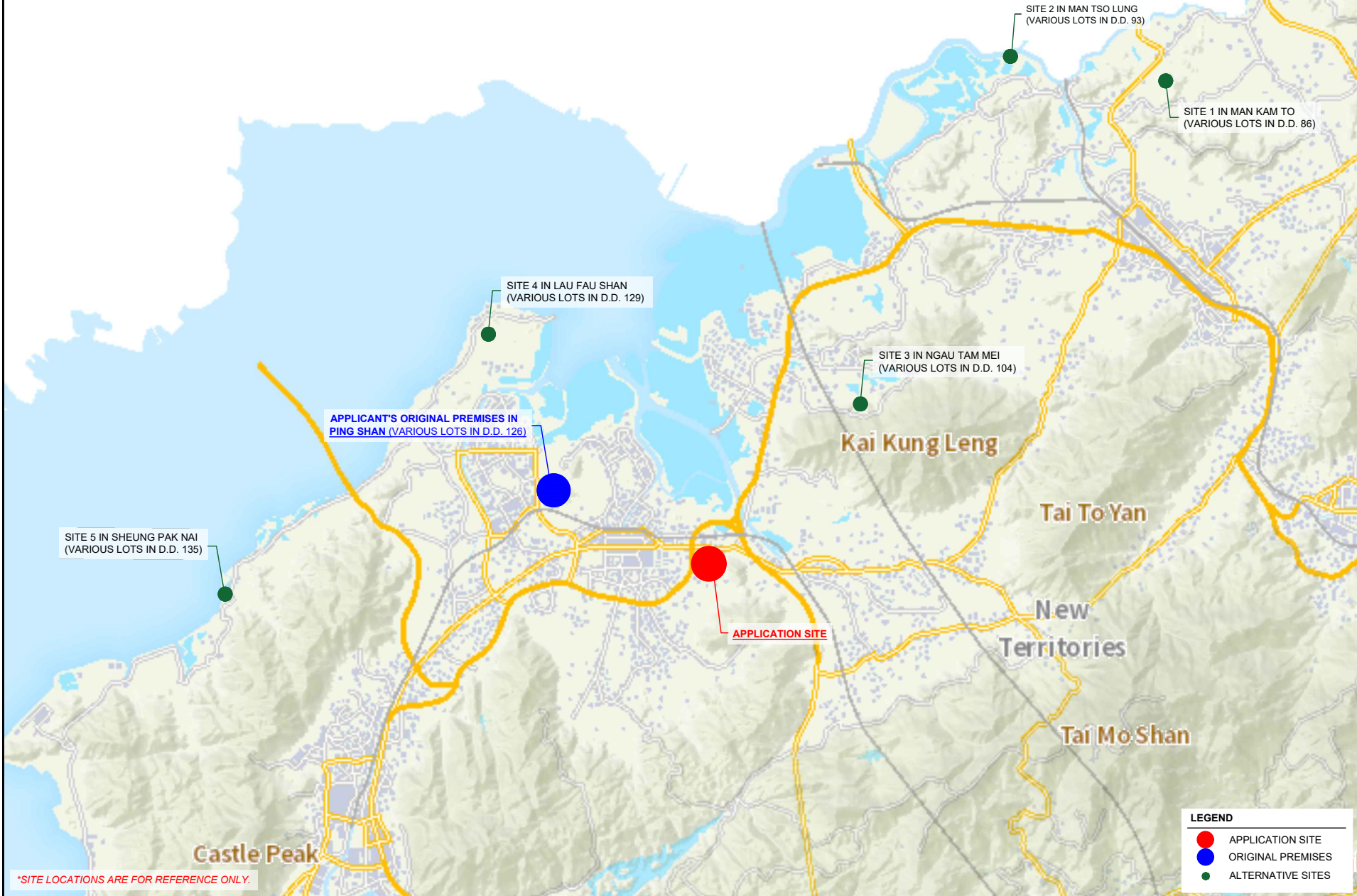
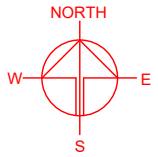
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DRAWN BY MN	DATE 2.7.2025
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE PUBLIC HOUSING DEVELOPMENT	
DWG. NO. PLAN 6	VER. 001

LOCATION OF THE APPLICANT'S ORIGINAL PREMISES

VARIOUS LOTS IN D.D.126 AND ADJOINING GOVERNMENT LAND NEAR FUNG KA WAI, PING SHAN, YUEN LONG, NEW TERRITORIES

LOCATION OF THE APPLICATION SITE

VARIOUS LOTS IN D.D. 115 AND D.D. 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES



PLANNING CONSULTANT



PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE

INDICATIVE ONLY

DRAWN BY: MN DATE: 2.7.2025

CHECKED BY: DATE:

APPROVED BY: DATE:

DWG. TITLE: ALTERNATIVE SITES

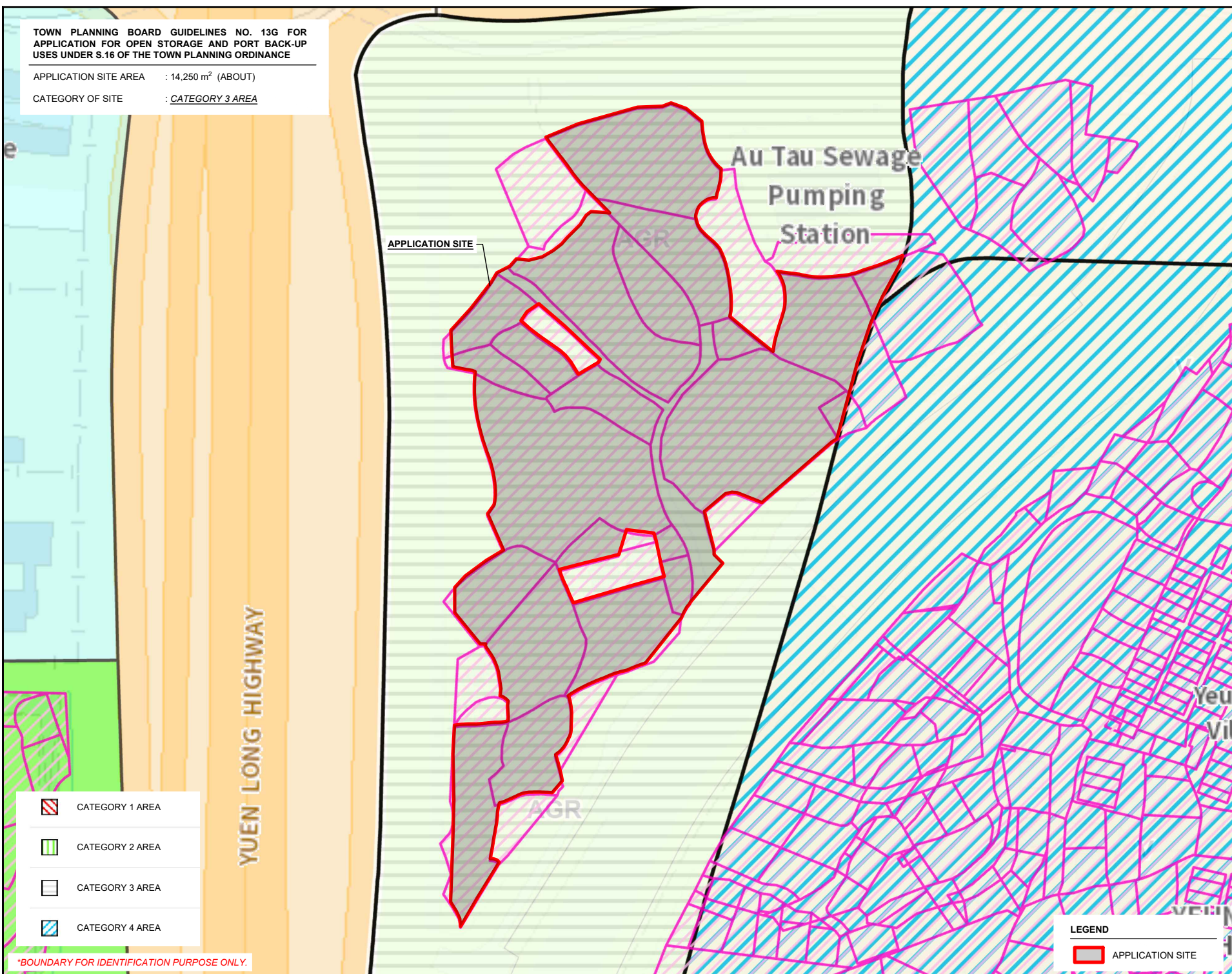
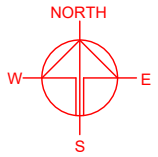
DWG NO.: PLAN 7 VER.: 001





*SITE LOCATIONS ARE FOR REFERENCE ONLY.

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 : 14,250 m² (ABOUT)


CATEGORY OF SITE : CATEGORY 3 AREA




-  CATEGORY 1 AREA
-  CATEGORY 2 AREA
-  CATEGORY 3 AREA
-  CATEGORY 4 AREA

*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

LEGEND

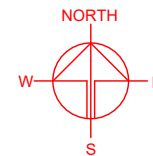
 APPLICATION SITE

PLANNING CONSULTANT	
	
PROJECT	
PROPOSED TEMPORARY OPEN STORAGE OF VEHICLE WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS	
SITE LOCATION	
VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES	
SCALE	
1 : 1500 @ A4	
DRAWN BY	DATE
MN	2.7.2025
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE	
TPB PG-NO. 13G - APP SITE	
DWG. NO.	VER.
PLAN 8	001

EXISTING CONDITION OF THE APPLICATION SITE

APPLICATION SITE AREA : 14,250 m² (ABOUT)

SOURCE OF AERIAL PHOTO : TOWN PLANNING BOARD SPP3 AND SURVEY & MAPPING OFFICE, LANDSD



APPLICATION SITE

LEGEND

APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PLANNING CONSULTANT

PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE	
1 : 3000 @ A4	
DRAWN BY	DATE
MN	2.7.2025
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE	
AERIAL PHOTO	
DWG. NO.	VER.
PLAN 9	001

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 14,250 m ²	(ABOUT)
COVERED AREA	: 18 m ²	(ABOUT)
UNCOVERED AREA	: 14,232 m ²	(ABOUT)
PLOT RATIO	: 0.001	(ABOUT)
SITE COVERAGE	: 0.1 %	(ABOUT)
NO. OF STRUCTURE	: 1	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 18 m ²	(ABOUT)
TOTAL GFA	: 18 m ²	(ABOUT)
BUILDING HEIGHT	: 3 m	(ABOUT)
NO. OF STOREY	: 1	
AREA FOR OPEN STORAGE	: 11,401 m ²	(ABOUT)

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	GUARDROOM	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		18 m² (ABOUT)	18 m² (ABOUT)	



PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 1
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PC)
- INGRESS / EGRESS

PLANNING CONSULTANT



PROJECT

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

ADDRESS

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE

1 : 1200 @ A4

DRAWN BY

MN

DATE

2.7.2025

REVISED BY

DATE

TITLE

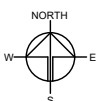
LAYOUT PLAN

DWG NO.

PLAN 10

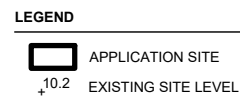
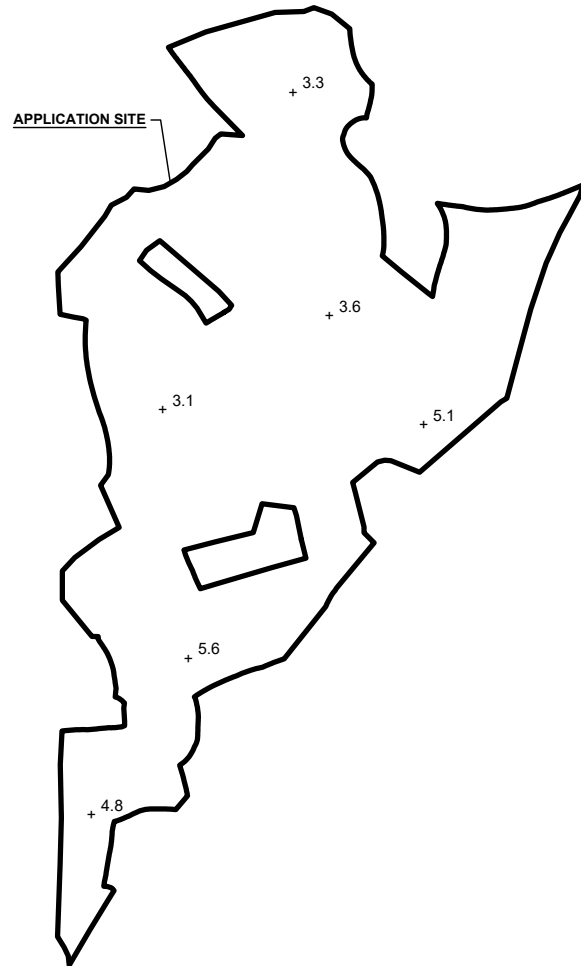
VER.

001



EXISTING CONDITION OF THE APPLICATION SITE

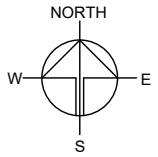
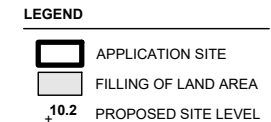
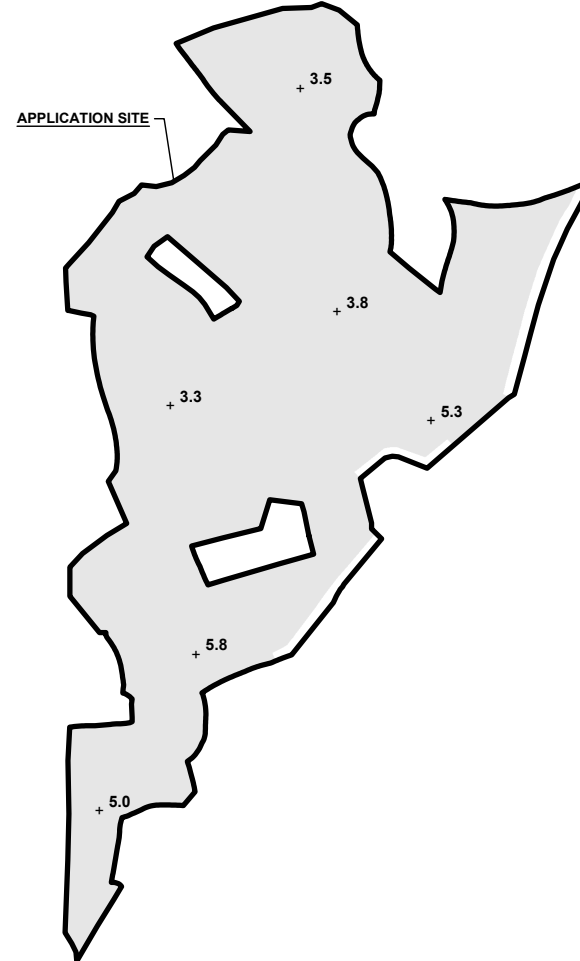
APPLICATION SITE AREA : 14,250 m² (ABOUT)
 EXISTING SITE LEVELS : +3.1 mPD - +5.6 mPD (ABOUT)



*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 : 14,250 m² (ABOUT)
 PROPOSED AREA OF FILLING : 13,885 m² (ABOUT)
 MATERIAL OF FILLING : CONCRETE
 PROPOSED DEPTH OF FILLING : NOT MORE THAN 0.2 m
 PROPOSED SITE LEVELS : +3.3 mPD - +5.8 mPD (ABOUT)
 PURPOSE OF FILLING : SITE FORMATION OF STRUCTURE,
 STORAGE OF VEHICLE, PARKING
 SPACES AND CIRCULATION AREA



PLANNING CONSULTANT



PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE

1 : 2000 @ A4

DRAWN BY	DATE
MN	2.7.2025

REVISED BY	DATE

APPROVED BY	DATE

DWG. TITLE
 FILLING OF LAND

DWG NO. PLAN 11	VER. 001
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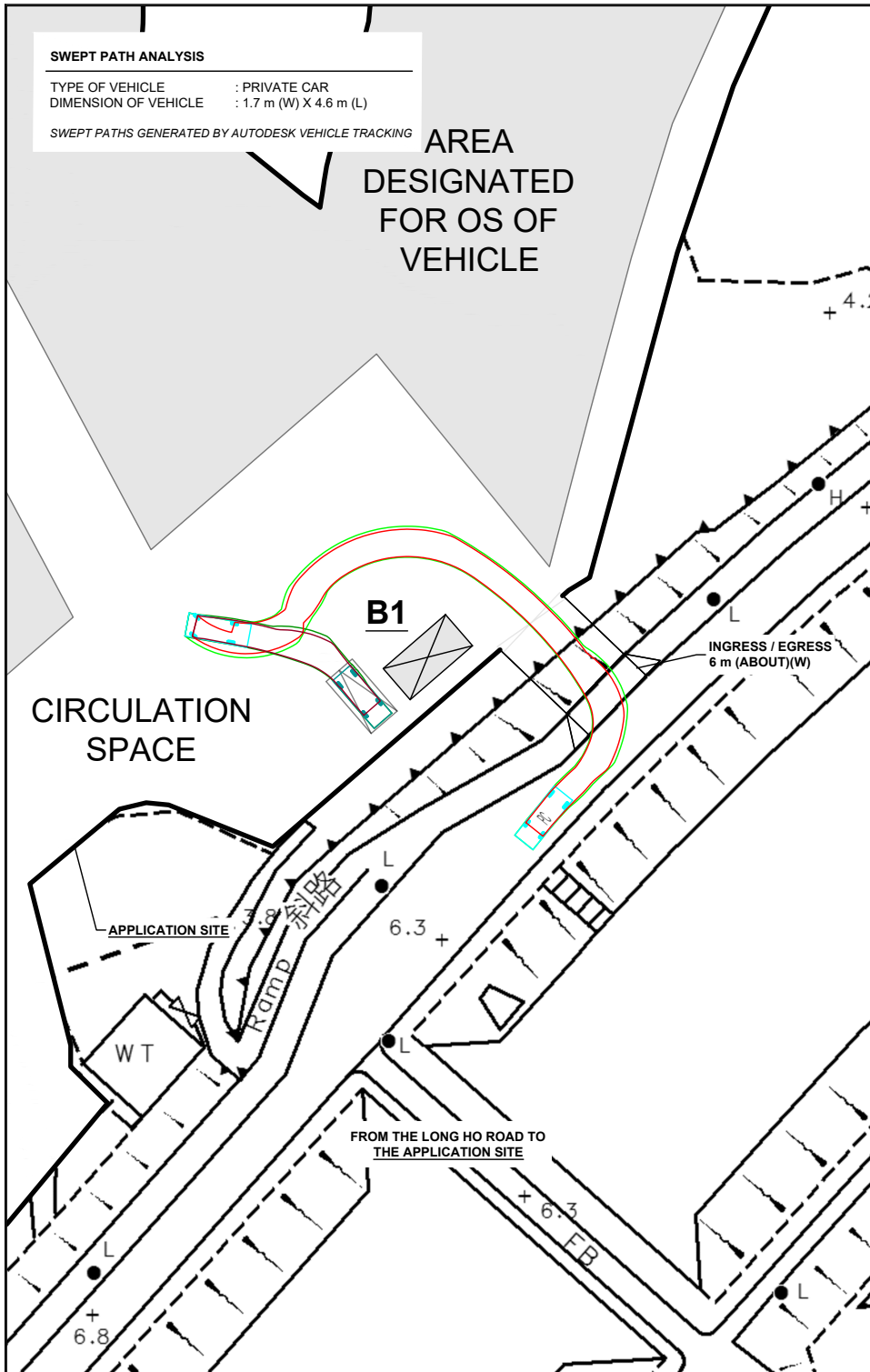
SWEPT PATH ANALYSIS

TYPE OF VEHICLE : PRIVATE CAR
 DIMENSION OF VEHICLE : 1.7 m (W) X 4.6 m (L)

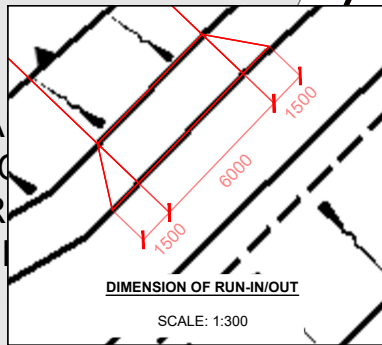
SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING

AREA
 DESIGNATED
 FOR OS OF
 VEHICLE

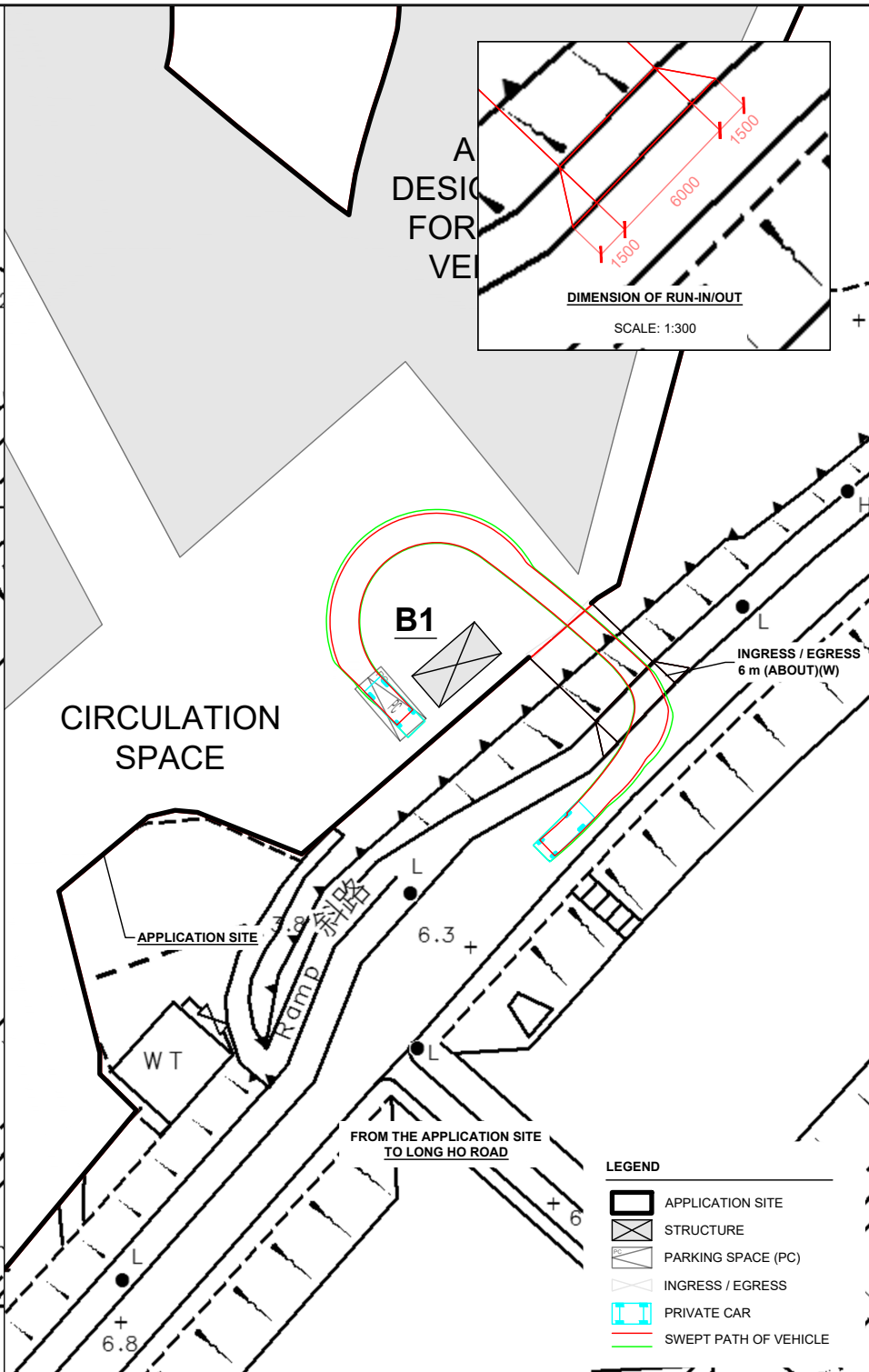
CIRCULATION
 SPACE



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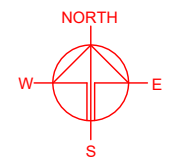


CIRCULATION
 SPACE



LEGEND

- APPLICATION SITE
- STRUCTURE
- PARKING SPACE (PC)
- INGRESS / EGRESS
- PRIVATE CAR
- SWEPT PATH OF VEHICLE



PLANNING CONSULTANT



PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE
 1 : 500 @ A4

DRAWN BY MN	DATE 2.7.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
 SWEPT PATH ANALYSIS (PC)

DWG NO. PLAN 12	VER. 001
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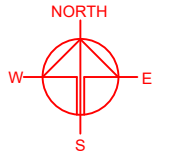
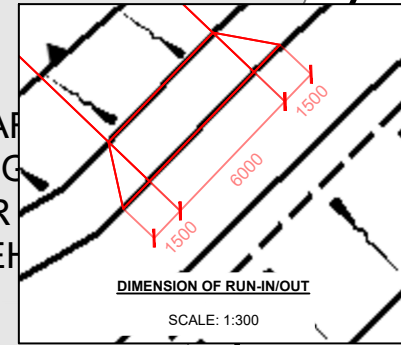
SWEPT PATH ANALYSIS

TYPE OF VEHICLE : LIGHT GOODS VEHICLE
 DIMENSION OF VEHICLE : 2.0 m (W) X 6.5 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING

AREA DESIGNATED FOR USE OF VEHICLE

AREA DESIGNATED FOR USE OF VEHICLE



CIRCULATION SPACE

CIRCULATION SPACE

B1

B1

INGRESS / EGRESS
6 m (ABOUT)(W)

INGRESS / EGRESS
6 m (ABOUT)(W)

APPLICATION SITE

APPLICATION SITE

FROM THE LONG HO ROAD TO THE APPLICATION SITE

FROM THE APPLICATION SITE TO LONG HO ROAD

LEGEND

- APPLICATION SITE
- STRUCTURE
- PARKING SPACE (PC)
- INGRESS / EGRESS
- LIGHT GOODS VEHICLE
- SWEEP PATH OF VEHICLE

PLANNING CONSULTANT



PROJECT

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

SITE LOCATION

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE

1 : 500 @ A4

DRAWN BY

MN

DATE

2.7.2025

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE

SWEPT PATH ANALYSIS (LGV)

DWG NO.

PLAN 13

VER.

001

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Appendix VI	Fire Service Installations Proposal
Appendix VII	Aerial photo and Site photos

Appendix I

Details of the affected business premises



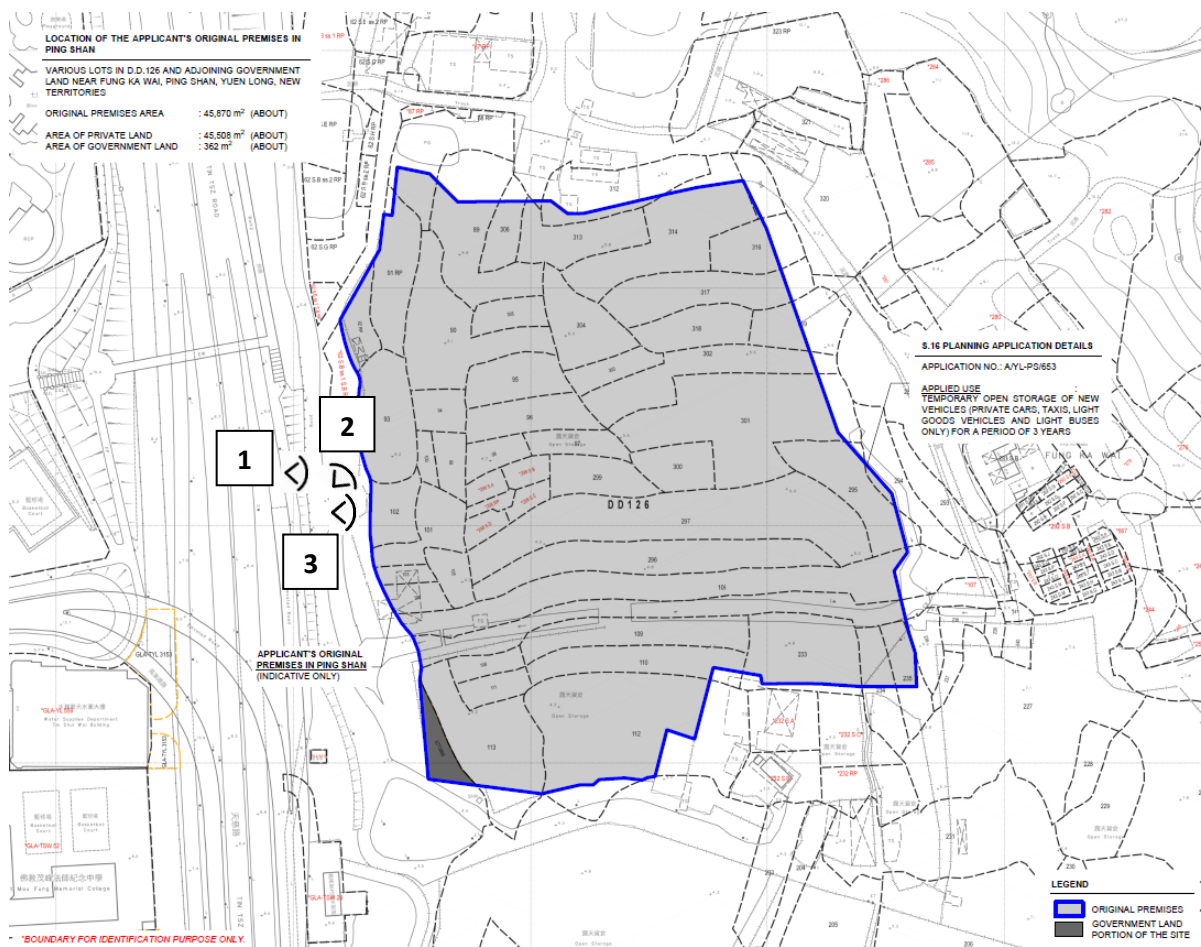
Appendix I – Details of the affected business premises

Company Name: **Crown Motors Limited** 皇冠汽車有限公司
(authorised Asia 68 Limited as applicant of the current application)

Details of Business Premises

Location: Various Lots in D.D. 126 and adjoining Government Land near Fung Ka Wai, Ping Shan, Yuen Long, New Territories

Use of Premises: Open Storage of Vehicle







Memorandum of Understanding signed by the applicant and the affected business operator

規劃申請意向書

受公營房屋發展影響的在地經營業務搬遷 - 規劃申請

業務經營者 (甲方)	:	皇冠汽車有限公司 Crown Motors Limited
公司註冊證明書 / 商業登記證號碼	:	02150148
規劃許可申請人 (乙方)	:	亞洲 68 有限公司 Asia 68 Limited
公司註冊證明書 / 商業登記證號碼	:	3236269

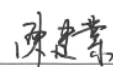
甲方 現時為「近天水圍天慈路公營房屋」(工務計劃項目 B860CL 號)發展範圍內的業務經營者，由於受到公營房屋發展收地影響，需要覓地搬遷以繼續經營。甲方 初步與 乙方 達成共識，同意 乙方 作為規劃許可申請人，向城市規劃委員會提出規劃申請，於丈量約份第 115 約地段第 933 號 A 分段及第 934 號及丈量約份第 116 約地段第 253 號餘段 (部分)、第 256 號 (部分)、第 257 號 A 分段 (部分)、第 257 號餘段、第 258 號、第 259 號、第 260 號 (部分)、第 263 號 (部分)、第 265 號、第 266 號、第 267 號 (部分)、第 270 號 A 分段餘段 (部分)、第 270 號 B 分段第 1 小分段 (部分)、第 270 號 B 分段餘段 (部分)、第 271 號、第 275 號 (部分)、第 1234 號 B 分段餘段 (部分) 及第 1235 號 (部分) 和毗連政府土地作「擬議臨時露天存放汽車連附屬設施及相關填土工程(為期 3 年)」。

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

備注：上述地段將因應規劃許可的需要而有所修訂。


皇冠汽車有限公司 (甲方)
業務經營者簽署




亞洲 68 有限公司 (乙方)
規劃許可申請人簽署



2025 年 7 月 30 日

Appendix II

Details of alternative sites for relocation



Appendix II – Alternative Sites for the Relocation of the Applicant’s Original Premises in Ping Shan, Yuen Long

Alternative Sites/ Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D. 86, San Uk Ling, Man Kam To, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 104, Ngau Tam Mei, Yuen Long, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 135, Pak Nai, Yuen Long, New Territories	Various Lots in D.D. 115 and D.D. 116, Au Tau, Yuen Long, New Territories
Site Area	3,678 m ² (about)	30,190 m ² (about)	2,900 m ² (about)	10,740 m ² (about)	13,320 m ² (about)	14,250 m ² (about)
Accessibility	Accessible from Lin Ma Hang Road via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Ngau Tam Mei Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Nim Wan Road via a local access	Accessible from Long Ho Road via a local access
Distance from Original Premises	25.2 km (about)	20.8 km (about)	13.4 km (about)	5.7 km (about)	8.8 km (about)	8.8 km (about)
Outline Zoning Plan	Approved Man Kam To OZP No.: S/NE-MKT/4	Approved Ma Tso Lung and Hoo Hok Wai OZP No.: S/NE-MTL/3	Approved Ngau Tam Mei OZP No.: S/YL-NTM/14	Approved Lau Fau Shan & Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Sheung Pak Nai and Ha Pak Nai OZP No.: S/YL-PN/9	Approved Tai Tong OZP No.: S/YL-TT/20
Zoning	"Green Belt" ("GB")	"Conservation Area (1)" ("CA(1)")	"GB"	"GB"	"Coastal Protection Area" ("CPA")	"Agriculture"
Existing Condition	Covered with tree groups and vegetation	Mostly vacant, covered with vegetation and occupied by fishpond	Covered with tree groups and ponds	Covered with vegetation and woodland	Occupied by temporary structures and fishponds	Vacant, generally flat and partly covered with vegetation
Surrounding Area	Surrounded by residential development and woodland	Surrounded by vegetation, pond, some GIC uses and residential use	Surrounded by ponds, agricultural land, GIC use and temporary structures for residential use	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by fishpond and some temporary structures	Surrounded by unused/vacant land, public roads, public utility installations and temporary structures
Suitability for Relocation	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - 92% <u>smaller</u> than the original premises - tree felling is required - site area is too small for current business - not compatible with the surrounding area - relatively distanced from original premises 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - within the "CA(1)" zone - pond filling is required - not compatible with the surrounding area - relatively distanced from original premises - remote location 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - 63% <u>smaller</u> than the original premises - tree felling is required - site area is too small for current business - active agricultural activities - not compatible with the surrounding area 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - tree felling is required - not compatible with the surrounding area - remote location 	<p><u>Not suitable</u> for relocation</p> <ul style="list-style-type: none"> - within the "CPA" zone - pond filling is required - not compatible with the surrounding area - remote location 	<p><u>Comparatively suitable</u> for relocation:</p> <ul style="list-style-type: none"> - in close proximity to built-up area and major road network - relatively flat and mostly vacant - no active agricultural activities

Appendix III
Traffic Review



**Proposed Temporary Open Storage of Vehicle with
Ancillary Facilities and Associated Filling of Land for a
Period of 3 Years**

**Various Lots in D.D. 115 and D.D. 116 and Adjoining
Government Land Au Tau, Yuen Long, New Territories**

**Traffic Review Report
July 2025**

Section 16 Planning Application

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years

Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

**Traffic Review Report
July 2025**

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked / Date	Approved / Date
R0b	TR	04/07/2025 Various	04/07/2025 TC	04/07/2025 SC

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Appendix A Layout Plan and Swept Path Analysis

Appendix B 2025 Junction Calculation Sheets

Appendix C 2029 Junction Calculation Sheets

1 INTRODUCTION

1.1 General

1.1.1 Ozzo Technology (HK) Limited was commissioned to undertake a traffic study in support of the S16 planning application for the Proposed Temporary Open Storage of Vehicle with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years ("Application Site").

1.2 Project Descriptions

1.2.1 The Application Site is located at Au Tau, abutting Long Ho Road which serve as an access route of the Site.

1.3 Study Objectives

1.3.1 The main objectives of this traffic study are to:

- (i) evaluate the existing vehicular traffic and transport conditions of the Application site and to assess the traffic and transport implications of the development to the adjacent road network for the operation of the Application Site;
- (ii) identify any existing and potential traffic and transport problems and to recommend possible mitigation measures and advise any necessary traffic arrangement;
- (iii) recommend traffic improvement measures for the Application Site, as necessary.

1.4 Report Structure

1.4.1 Following this introductory chapter, this report is arranged as follow:

- Chapter 2 describes the Application Site;
- Chapter 3 outlines the existing traffic conditions;
- Chapter 4 presents the finding of traffic forecast;
- Chapter 5 provides the conclusion of the Study.

2 DESCRIPTONS OF THE APPLICATION SITE

2.1 Site Location

2.1.1 The site is located in Au Tau and can be accessed via Long Ho Road which serves as the access route of site as shown in **Figure 2-1**.

2.2 Development Parameters for the Application Site

2.2.1 The Application Site consisting of various Lots in D.D. 115 and D.D. 116 in Au Tau, with a Site area of 14,250m².

2.2.2 The site involves a temporary open storage of vehicle with ancillary facilities. The current application is intended to facilitate the relocation of the applicant's affected business premises in Ping Shan to the Application Site. Not more than 700 vehicles will be stored at the Site which include private car and light goods vehicles .

2.2.3 The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. No operations on Sunday and public holiday. It is anticipated to accommodate not more than 2 staffs. Visitor is not anticipated at the Site.

2.3 Development Traffic and Parking Facilities

2.3.1 Only 1 private car is expected to be generated/ attracted by the Development for staff during peak period. Vehicles to be stored in the Site will be driven into/out of the Site by staff with trade license during non-peak hours (i.e. 11:00-17:00) with an hourly rate of 6 vehicles on average for both generation/ attraction as stated in the planning statement. **Table 2-1** presents the traffic induced by the operation of the Site during peak hour.

Table 2-1 Development Traffic

Time Period	Trip Generation and Attraction (veh/hr)	
	Private Vehicle	
	In	Out
Trip at AM Peak hour	1	0
Trip at PM Peak hour	0	1
Total	1	1

2.3.2 **Table 2-2** summarizes the internal transport facilities to be provided in the Application Site. Ancillary transport facilities are provided based on users' requirements to meet operational needs.

Table 2-2 Ancillary Transport Facilities Based on User's Requirement

Type of Ancillary Transport Facilities	Size	Provision based on User's Requirement
Private Car Parking Space	2.5m (W) x 5m (L)	1

2.3.3 The conceptual layout plan of the Application Site is included in **Appendix A** for easy reference.

2.4 Vehicular Access Arrangement

2.4.1 All vehicles from the Site will be scheduled and managed by the applicant to ensure only one-way direction traffic travelling to/from the Site. Swept path analysis is also conducted for 6.5m LGV accessing/ leaving the Site. **Appendix A** presents the swept path analysis for the vehicular access of the Application Site, as well as internal circulation to/from the parking space within the site. The results indicating that sufficient spaces can be provided.

3 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1 The Site is bounded by Long Ho Road as shown in **Figure 2-1** which is a single track access road with passing bays along the road.

3.2 Traffic Surveys

3.2.1 Vehicular count survey was conducted on a typical weekday in June 2025 at the critical junction and link shown in **Figure 2-1** during the period of 07:00-10:30 for AM peak and 16:00-19:30 for PM peak. The details of the critical junction and link are listed in **Table 3-1** below.

Table 3-1 Critical Junction and Link

Index	Location	Type
J1	Long Ho Road/ Yau Tin West Road	Priority
L1	Long Ho Road (East of Yau Tin West Road)	Road Link

3.3 Existing Vehicle Traffic Conditions

All vehicle flows recorded during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM) as illustrated in **Table 3-2**.

Table 3-2 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾
	Priority junction/ Roundabout
Car / Taxi	1.00
Public Light Bus / Minibus / Light Goods Vehicle	1.50
Medium Goods Vehicle	2.00
Heavy Goods Vehicle	2.50
Bus / Coach	2.50

Notes: (1) Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2024

3.3.1 By applying the above PCU factors, vehicular traffic flows in PCUs are calculated and the AM and PM peak hour is identified to occur at 07:30-08:30 and 17:45-18:45 for AM peak and PM peak respectively. **Figure 3-1** presents the 2025 observed Weekday AM and PM peak hour traffic flows in the vicinity of the Application Site.

3.3.2 Based on the existing traffic flows, the peak hour performances of the key junction are assessed. The assessment results are indicated in **Table 3-3** and detailed junction calculation sheets are given in **Appendix B**.

Table 3-3 2025 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2025 Weekday	
				AM Peak	PM Peak
J1	Long Ho Road/ Yau Tin West Road	Priority	DFC	0.09	0.18

Notes:

(1) Refer to Figure 2-1 for junction locations

(2) DFC = Design Flow to Capacity for priority junction and roundabout

3.3.3 The results reveal that the assessed key junction is operated satisfactorily during the peak hours.

3.3.4 Based on the existing traffic flows, the peak hour performances of the key road link outside the Application Site is also assessed and the results are indicated in **Table 3-4**.

Table 3-4 2025 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Direction	Design ⁽²⁾ Capacity (veh/hr)	Weekday AM Peak		Weekday PM Peak	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Long Ho Road (East of Yau Tin West Road)	2-way	100	30	0.3	29	0.29

Notes: (1) Refer to Figure 2-1 for road link locations

(2) TPDM Vol 2 Chapter 3.11.3.1

(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

3.3.5 The results reveal that the key road link outside the Application Site operate within capacity during the peak hours.

4 TRAFFIC FORCAST

4.1 Design Year

4.1.1 According to current programme, the proposed open storage will commission in the year of 2026 and last for 3 years, the design year for traffic forecast is therefore set to be 2029.

4.2 Methodology

4.2.1 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
- The forecasted population and employment from the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area.

4.2.2 The following steps are undertaken to derive the 2029 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

2029 Background Flows = 2025 Flows x annual growth factors

2029 Reference Flows = 2029 Background Flows + additional traffic by
planned and committed developments

2029 Design Flows = 2029 Reference Flows + development traffic

4.2.3 The traffic impact to be induced by the Development is assessed by comparing the Peak Hour Reference Traffic Flows against the Peak Hour Design Traffic Flows for the Design Year.

4.3 Future Year Traffic Flows

Historical Traffic Growth

- 4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2019 to 2023 are extracted from the Annual Traffic Census (ATC) 2023 for the ATC stations in the vicinity the Application Site. **Table 4-1** describes the locations of the nearby ATC stations and provide the corresponding traffic data.

Table 4-1 Traffic Data from ATC in the vicinity of the site

Stn	Road	Between		2019	2020	2021	2022	2023	Average Annual Growth 2019-2023
5694	Yuen Long Highway	Shap Pat Heung Int	Pok Oi Int	91,050	77,080	66,160	63,230	67,190	-7.32%
5711	Shap Pat Heung Rd	Fung Ki Road	Shap Pat Heung Int	23,400	26,860	29,360	28,060	29,810	6.24%
Total				114,450	103,940	95,520	91,290	97,000	-4.05%

- 4.3.2 As indicated in **Table 4-1**, the traffic on the road network in the vicinity of the Application Site has a negative growth of -4.05% p.a. on average over the period from 2019 – 2023.

2021-Based TPEDM

- 4.3.3 **Table 4-2** presents the population and employment data in Yuen Long district for 2021, 2026 and 2031 from the 2021-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department.

Table 4-1 2021-Based TPEDM for Yuen Long district

Category	2021	2025 ⁽¹⁾	2031	2025-2031 Average Growth (% p.a.)
Population	668,100	681,620	760,600	1.84%
Employment	152,850	221,370	258,200	2.60%
Total	820,950	902,990	1,018,800	2.03%

Source: 2021-based TPEDM open version available from the website of Planning Department

Note (1): 2025 population and employment places are calculated by interpolation between 2021 and 2026 from TPEDM.

- 4.3.4 It is anticipated that the population and employment places in Yuen Long district would be increased by 1.84% and 2.6% p.a. respectively, i.e. an overall increase of 2.03% per annum.

For conservative, annual growth rate derived from 2021-Based TPEDM of 2.03% will be adopted in the Study.

Planned and Committed Developments

- 4.3.5 By referring to the TPB website, it is known that there would be other planned developments commissioned in the vicinity of the application site, as listed in **Table 4-3**.

Table 4-3 Planned / Committed Developments in the Site Vicinity

Application No.	Location	Land Use	Site Area (m ²)	Application Status
A/YL/315	Lot 2086 RP in D.D.116 and Adjoining Government Land, Yuen Long, New Territories	Proposed Temporary Shop and Services and Ancillary Office for a Period of 6 Years'	144.6	Approved (05/07/2024)
A/YL/327	Lots 825 RP (Part), 839, 840 and 843 in D.D. 116 and Adjoining Government Land, Yuen Long, New Territories	Proposed Temporary Shop and Services and Eating Place with Ancillary Facilities for a Period of 6 Years	860	Approved (20/06/2025)
A/YL/310	Lots 881 S.B RP (Part) and 904 S.A (Part) in D.D. 116, Yuen Long, New Territories	Proposed Temporary Eating Place for a Period of 6 Years	550	Approved (27/10/2023)

2029 Reference Flows

- 4.3.6 By incorporating the planned development traffic and annual growth mentioned in **Section 4.3.5** and **Section 4.3.4** respectively, the 2029 Reference Traffic Flow are presented in **Figure 4-1**.

2029 Design Flows

- 4.3.7 The additional development traffic mentioned in **Section 2.3** is then assigned onto the nearby road network in addition to the Reference Traffic Flow presented in **Figure 4-1**. The resulting 2029 Design Traffic Flow are shown in **Figure 4-2**.

4.4 Future Year Junction Capacity Assessments

- 4.4.1 The critical road junctions as identified in **Section 3.2** are assessed in the light of traffic forecast for the design year 2029 defined in **Section 4.1**. The results are shown in in **Table 4-4** with detailed junction calculation sheets provided in **Appendix C**.

Table 4-4 2029 Peak Hour Junction Capacity Assessment

Jn. ID.	Location ⁽¹⁾	Type	Capacity Index ⁽²⁾	2029 Reference Scenario		2029 Design Scenario	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	Long Ho Road/ Yau Tin West Road	Priority	DFC	0.09	0.19	0.10	0.19

Notes:

(1) Refer to Figure 2-1 for junction locations

(2) DFC = Design Flow to Capacity for priority junction and roundabout

- 4.4.2 It is indicated in the above **Table 4-4** that the identified critical junction would operate satisfactorily during peak hours in the design years of 2029 without and with the Development in place, taking account of the known planned/ committed major developments in the vicinity of the Application Site. As the difference between Design Scenario and Reference Scenario is very less (0.01), it can be concluded that the impact of the development is insignificant to the critical junction during peak hour.

4.5 Future Year Link Capacity Assessments

- 4.5.1 The critical road link as identified in **Section 3.2** are also assessed based on the future year traffic flow derived in **Section 4.3** and the results are presented in **Table 4-5**.

Table 4-5 2029 Peak Hour Road Link Capacity Assessment

No.	Location ⁽¹⁾	Dir.	Design ⁽²⁾ Capacity (veh/hr)	2029 Reference Scenario (AM Peak)		2029 Reference Scenario (PM Peak)		2029 Design Scenario (AM Peak)		2029 Design Scenario (PM Peak)	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Long Ho Road (East of Yau Tin West Road)	2-way	100	33	0.33	31	0.31	34	0.34	32	0.32

Notes: (1) Refer to Figure 2-1 for road link locations
(2) TPDM Vol 2 Chapter 3.11.3.1 and
(3) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 4.5.2 The results in the above **Table 4-5** indicate that the key road link would be operating within their capacity in the design year of 2029. As the difference between Design Scenario and Reference Scenario is very less (0.01), it can be concluded that the impact of the development is insignificant to the critical link during peak hour.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 Ozzo Technology (HK) Limited is commissioned to undertake this traffic study to assess the traffic impact to be induced by the Application Site on the nearby road link and junction.

5.1.2 Capacity assessments are undertaken to reveal the AM and PM peak hour traffic conditions for year 2025 and 2029 on the critical link and junction. The assessment results indicate that the critical link and junction perform satisfactorily during the AM and PM peak hours on a normal weekday for both the Reference and Design scenarios. The impact of the development is considered to be insignificant.

5.2 Conclusion

5.2.1 The impact assessment results indicate that the Application Site would not induce significant traffic impacts and considered acceptable from traffic engineering viewpoint.

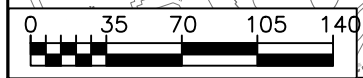
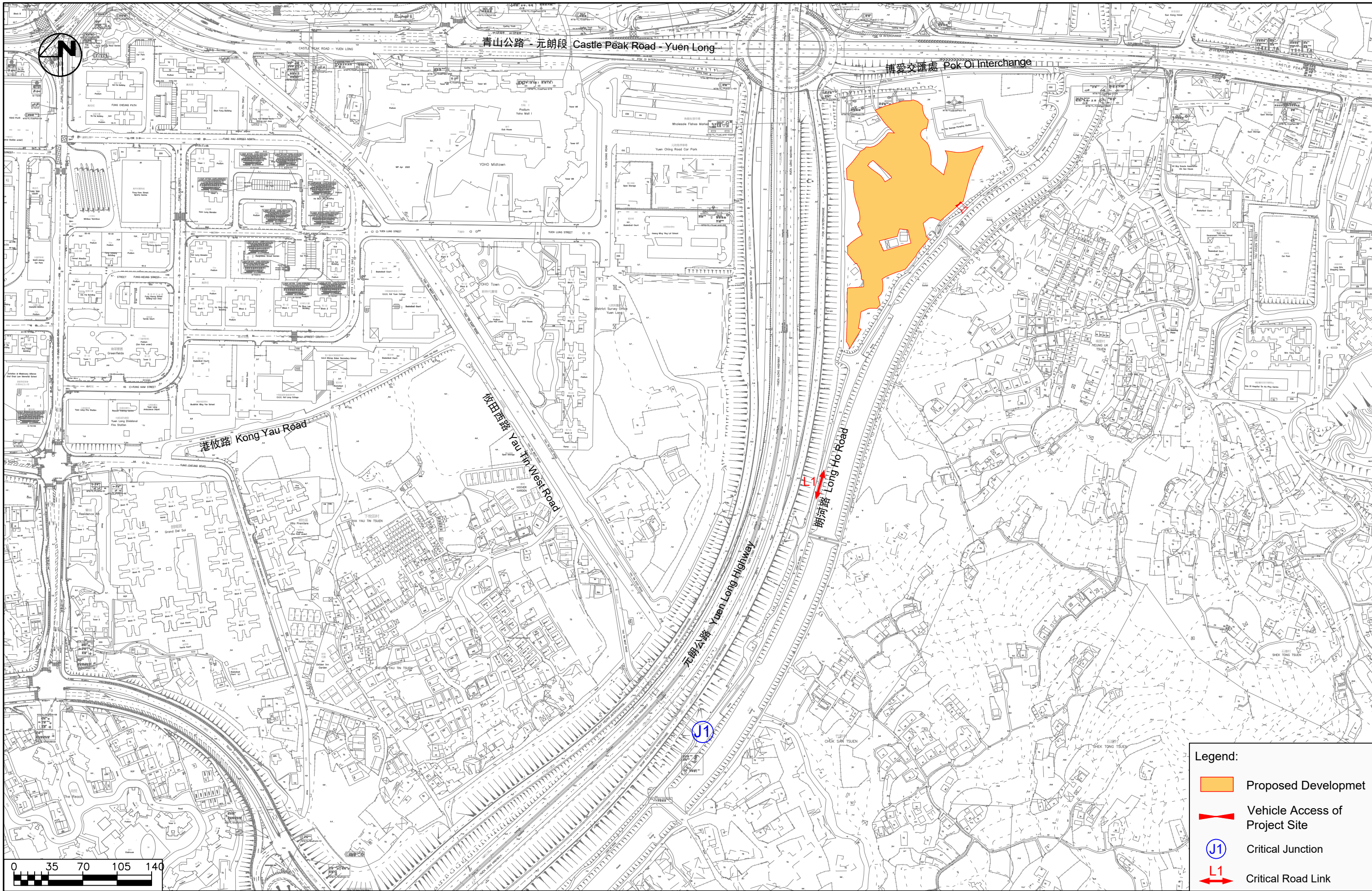
Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

Traffic Review Report



Figures

X:\Ozzo\83242_Proposed Temporary Open Storage of Vehicle at Various Lots in DD 115 and DD 116, Yuen Long\Drawings\83242_Figure 2-1.dwg 2025/06/24 14:30:48







Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

Date 23/06/2025 Scale 1:3500

Critical Junctions and Road Links

Legend:

-  Proposed Development
-  Vehicle Access of Project Site
-  Critical Junction
-  Critical Road Link



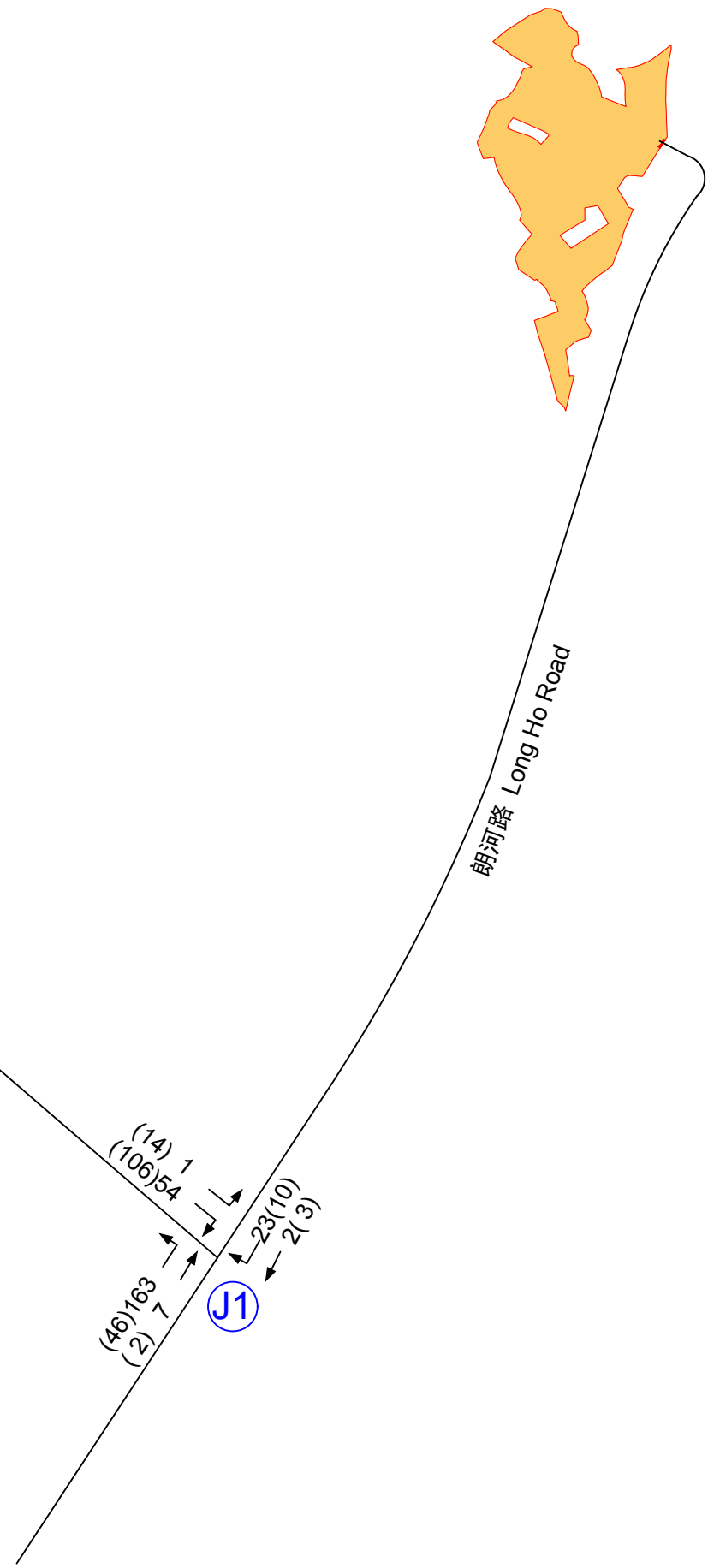
Project No. 83242 Rev. -
Dwg No. Figure 2-1

X:\Ozzo\83242_Proposed Temporary Open Storage of Vehicle at Various Lots in DD 115 and DD 116, Yuen Long\Drawings\83242_Figure 3-2.dwg 2025/06/24 15:13:37



攸田西路 Yau Tin West Road

朗河路 Long Ho Road



Legend:

- Proposed Development
- Critical Junction
- Weekday AM Peak Hour Traffic Flow(in PCUs)
- Weekday PM Peak Hour Traffic Flow(in PCUs)

Note: Minor Road Link not shown for clarity

Date	24/06/2025
Scale	NTS

Project Title: **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

2025 Existing Peak Hour Traffic Flows

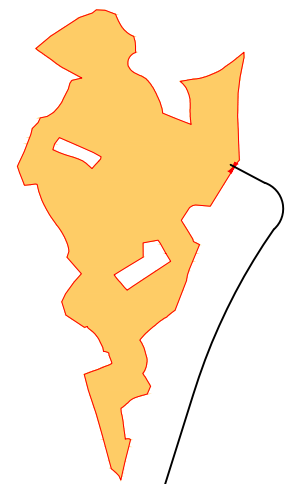
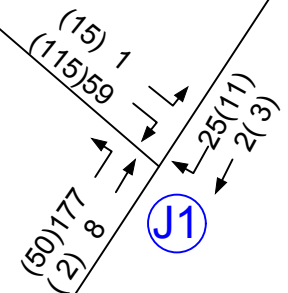
Project No. 83242	Rev. -
Dwg No. Figure 3-1	

X:\Ozzo\83242_Proposed Temporary Open Storage of Vehicle at Various Lots in DD 115 and DD 116, Yuen Long\Drawings\83242_Figure 3-2.dwg 2025/06/24 15:13:37



攸田西路 Yau Tin West Road

朗河路 Long Ho Road



Legend:


- Proposed Development
- J1 Critical Junction
- Weekday AM Peak Hour Traffic Flow(in PCUs)
- 123(123) — Weekday PM Peak Hour Traffic Flow(in PCUs)

Note: Minor Road Link not shown for clarity

Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

2029 Reference Traffic Flows

Date 24/06/2025 Scale NTS



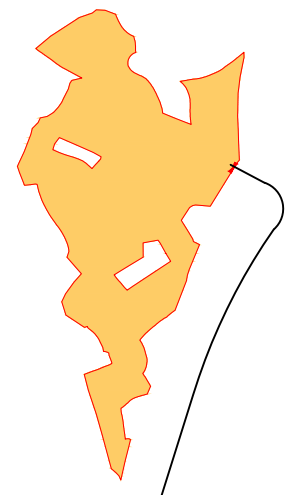
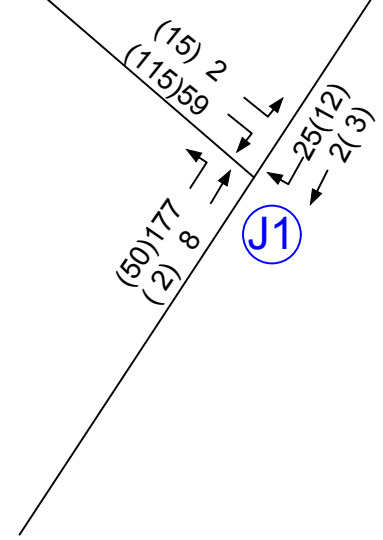
Project No. 83242	Rev.
Dwg No. Figure 4-1	-

X:\Ozzo\83242_Proposed Temporary Open Storage of Vehicle at Various Lots in DD 115 and DD 116, Yuen Long\Drawings\83242_Figure 3-2.dwg 2025/06/24 15:13:37



攸田西路 Yau Tin West Road

朗河路 Long Ho Road



Legend:

- Proposed Development
- J1 Critical Junction
- Weekday AM Peak Hour Traffic Flow(in PCUs)
- 123(123) — Weekday PM Peak Hour Traffic Flow(in PCUs)

Note: Minor Road Link not shown for clarity

Project Title **Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years**

2029 Design Traffic Flows



Date 24/06/2025 Scale NTS

Project No. 83242	Rev. -
Dwg No. Figure 4-2	

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

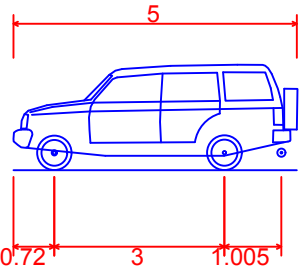
Traffic Review Report



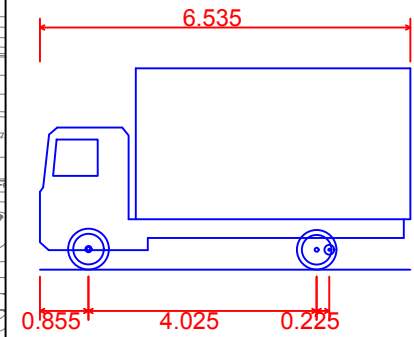
Appendix A

Conceptual Layout Plan and Swept Path Analysis

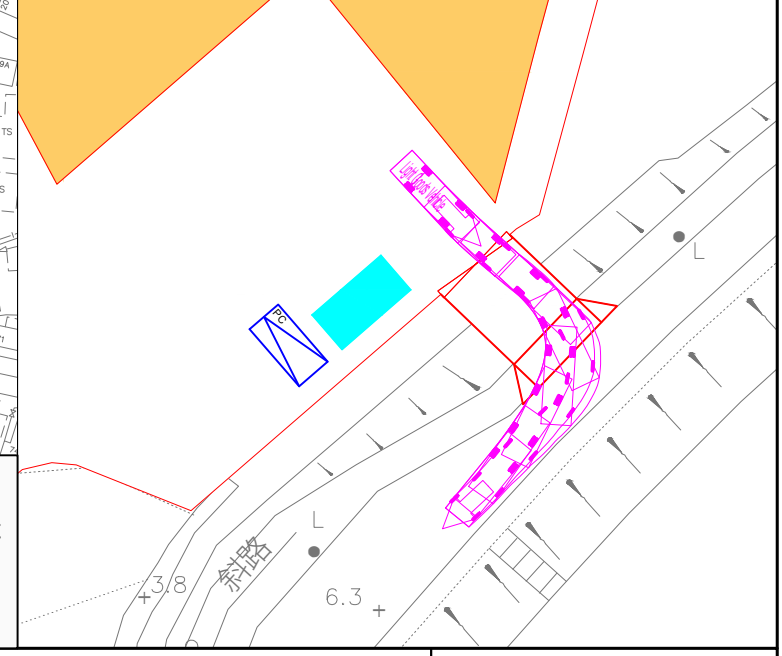
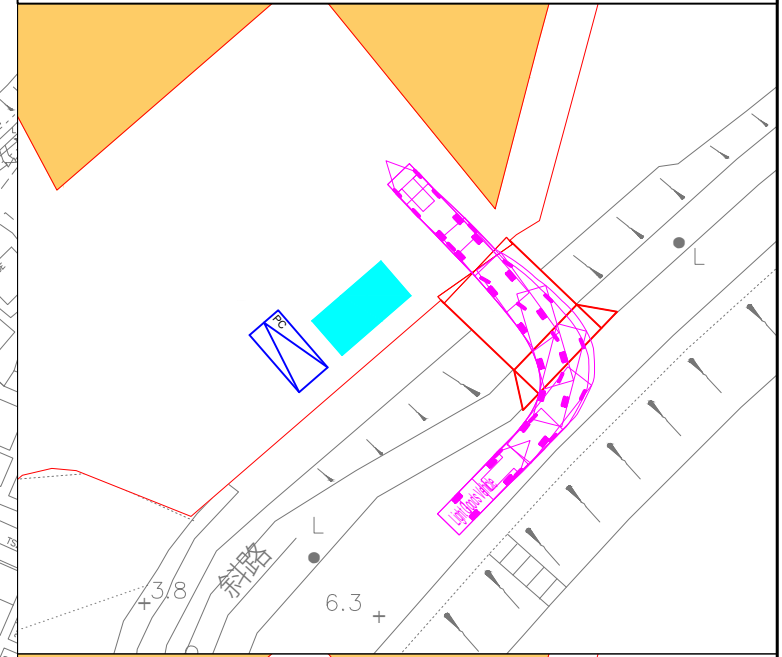
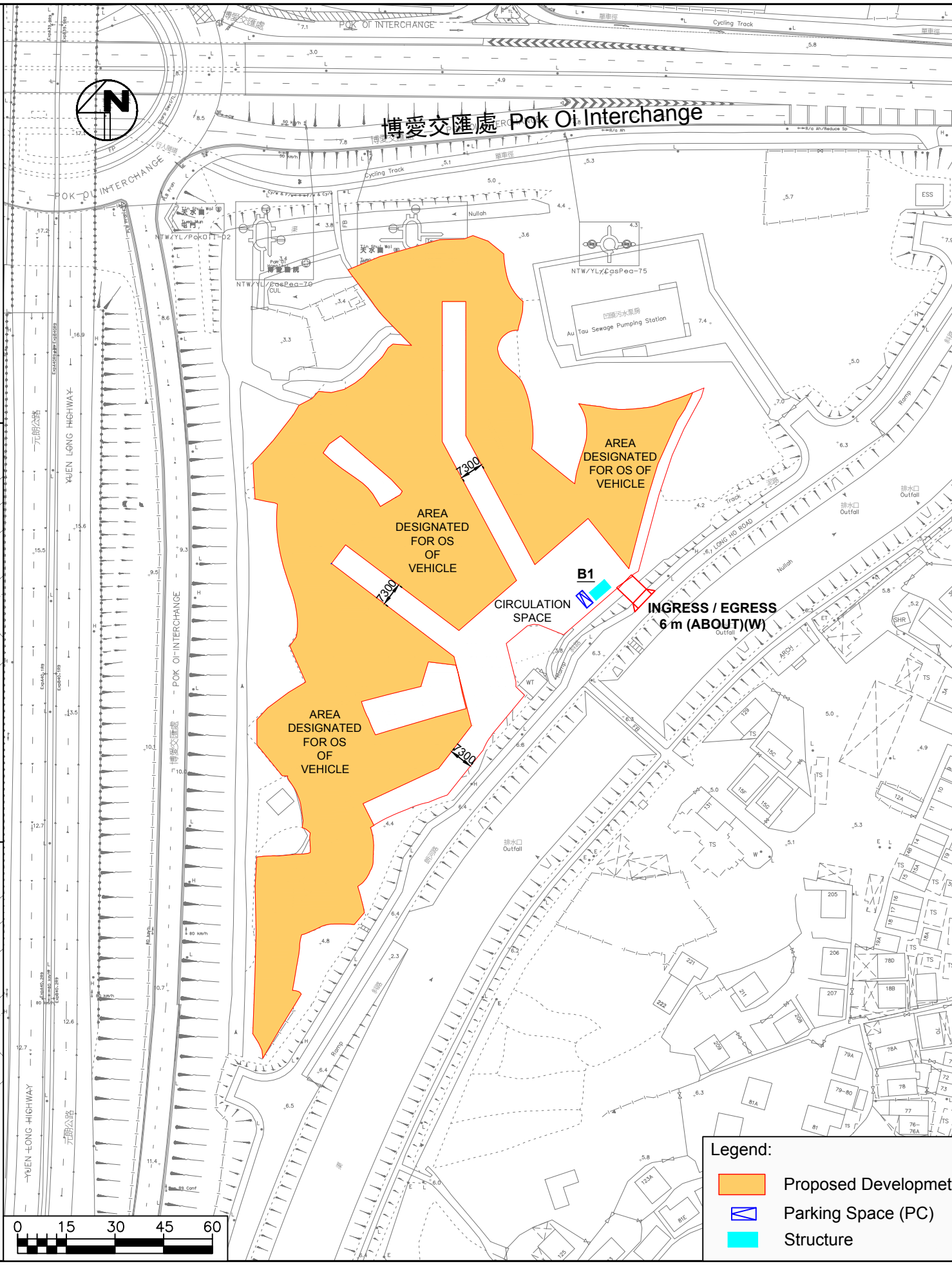
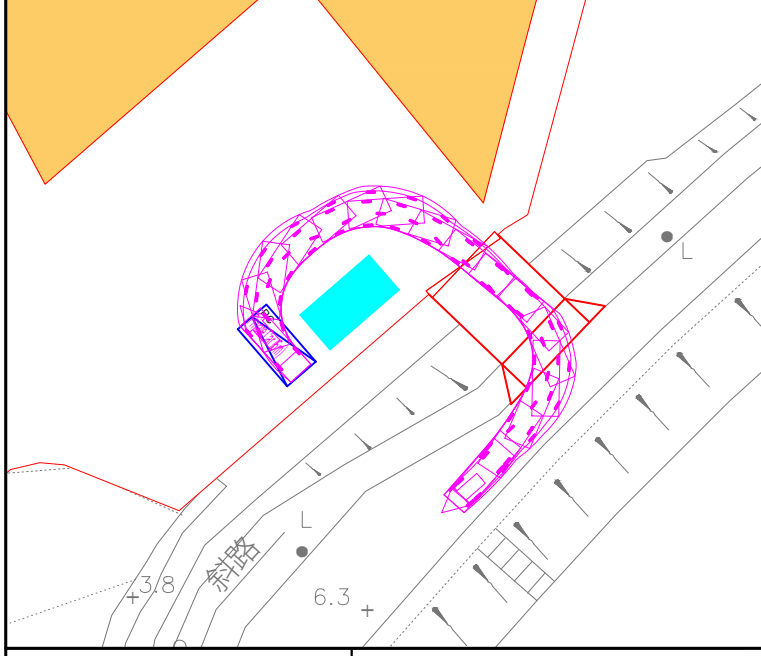
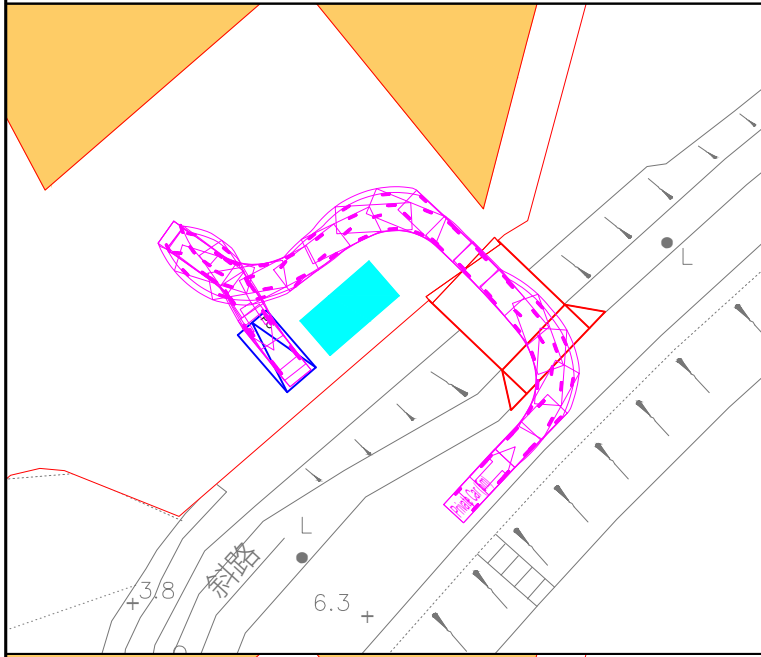
X:\Ozzo\83242_Proposed Temporary Open Storage of Vehicle at Various Lots in DD 115 and DD 116, Yuen Long\MapData\Dwg\83242_Figure SP1.dwg 2025/06/25 16:07:29



Private Car (5m)
 Overall Length 5.000m
 Overall Width 1.785m
 Overall Body Height 1.860m
 Min Body Ground Clearance 0.254m
 Max Track Width 1.745m
 Lock to lock time 2.00s
 Kerb to Kerb Turning Radius 6.400m



Light Goods Vehicle
 Overall Length 6.535m
 Overall Width 1.994m
 Overall Body Height 3.550m
 Min Body Ground Clearance 0.345m
 Max Track Width 2.064m
 Lock to lock time 2.00s
 Wall to Wall Turning Radius 7.150m



Legend:

- Proposed Development
- Parking Space (PC)
- Structure

Project Title	
Date	Scale
17/06/2025	1:3500

Proposed Temporary Open Storage of Vehicles with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years

Swept Path Demonstration

OZZO TECHNOLOGY

Project No. 83242	Rev.
Dwg No. Figure SP1	

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

Traffic Review Report



Appendix B

2025 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2025 AM

FILENAME :

CHECKED BY: TC

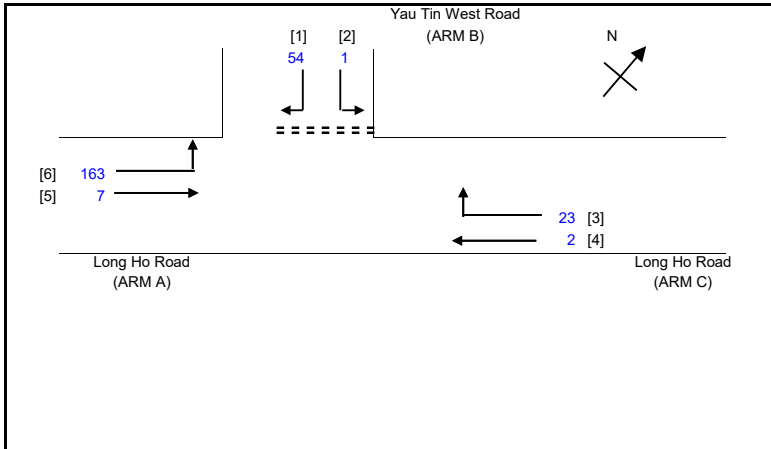
Jun-25

2025 Observed AM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-25



NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 163 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 2 (pcu/hr)
q c-b = 23 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 54 (pcu/hr)
q b-c = 1 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.0181818

THE CAPACITY OF MOVEMENT :

Q b-a = 640
Q b-c = 817 Q b-c (O) = 799.8
Q c-b = 601
Q b-ac = 642.5

TOTAL FLOW = 250 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0844
DFC b-c = 0.0012
DFC c-b = 0.0383
DFC b-ac = 0.0856

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2025 PM

FILENAME :

CHECKED BY: TC

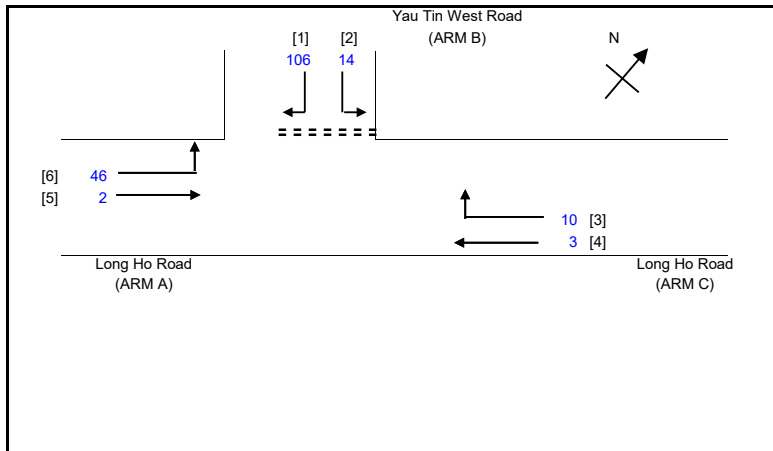
Jun-25

2025 Observed PM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-25



NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 46 (pcu/hr)
q a-c = 2 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 3 (pcu/hr)
q c-b = 10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 106 (pcu/hr)
q b-c = 14 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.1166667

THE CAPACITY OF MOVEMENT :

Q b-a = 662
Q b-c = 833 Q b-c (O) = 799.7
Q c-b = 631
Q b-ac = 678.2

TOTAL FLOW = 181 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1601
DFC b-c = 0.0168
DFC c-b = 0.0158
DFC b-ac = 0.1769

CRITICAL DFC = 0.18

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities
for a Period of 3 Years in Au Tau, Yuen Long, New Territories

Traffic Review Report



Appendix C

2029 Junction Calculations

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Ref_AM

FILENAME :

CHECKED BY: TC

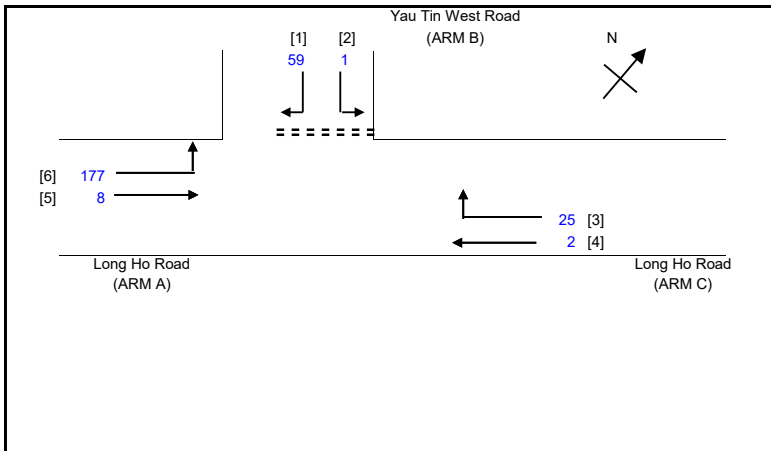
Jun-25

2029 Reference AM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-25



NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 177 (pcu/hr)
q a-c = 8 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 2 (pcu/hr)
q c-b = 25 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 59 (pcu/hr)
q b-c = 1 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.0166667

THE CAPACITY OF MOVEMENT :

Q b-a = 637
Q b-c = 814 Q b-c (O) = 795.2
Q c-b = 597
Q b-ac = 639.3

TOTAL FLOW = 272 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0926
DFC b-c = 0.0012
DFC c-b = 0.0419
DFC b-ac = 0.0939

CRITICAL DFC = 0.09

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Ref_PM

FILENAME :

CHECKED BY: TC

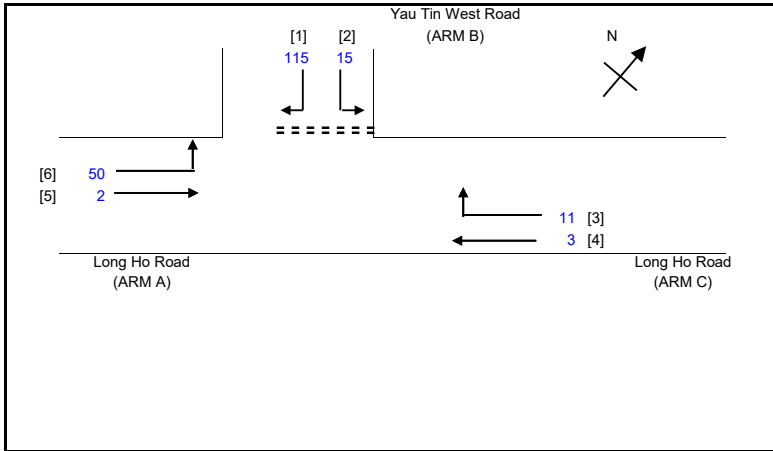
Jun-25

2029 Reference PM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-25



NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 50 (pcu/hr)
q a-c = 2 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 3 (pcu/hr)
q c-b = 11 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 115 (pcu/hr)
q b-c = 15 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.1153846

THE CAPACITY OF MOVEMENT :

Q b-a = 661
Q b-c = 833 Q b-c (O) = 796.8
Q c-b = 630
Q b-ac = 677.1

TOTAL FLOW = 196 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1740
DFC b-c = 0.0180
DFC c-b = 0.0175
DFC b-ac = 0.1920

CRITICAL DFC = 0.19

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Des_AM

FILENAME :

CHECKED BY: TC

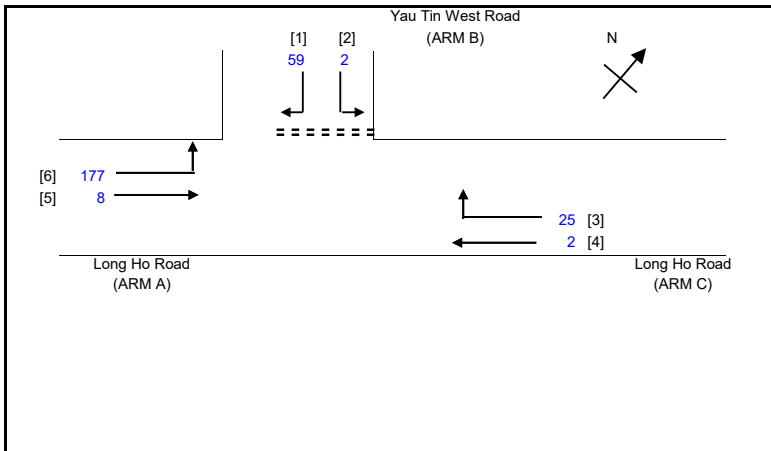
Jun-25

2029 Design AM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-25



NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 177 (pcu/hr)
q a-c = 8 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 2 (pcu/hr)
q c-b = 25 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 59 (pcu/hr)
q b-c = 2 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.0327869

THE CAPACITY OF MOVEMENT :

Q b-a = 637
Q b-c = 814 Q b-c (O) = 795.2
Q c-b = 597
Q b-ac = 641.6

TOTAL FLOW = 273 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0926
DFC b-c = 0.0025
DFC c-b = 0.0419
DFC b-ac = 0.0951

CRITICAL DFC = 0.10

OZZO TECHNOLOGY (HK) LIMITED

PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years
Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land Au Tau, Yuen Long, New Territories

PROJECT NO.: 83242

PREPARED BY: TC

Jun-25

J1: Long Ho Road / Yau Tin West Road

2029 Des_PM

FILENAME :

CHECKED BY: TC

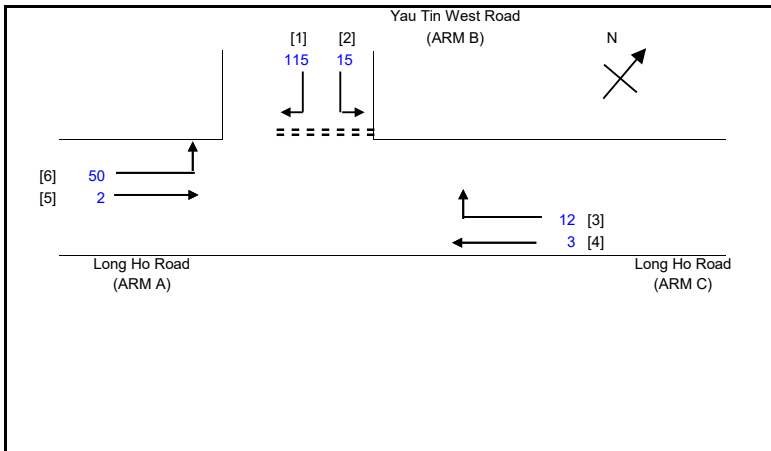
Jun-25

2029 Design PM Peak Hour Traffic Flows

J1_ Long Ho Road_Yau Tin West Road_P.xls

REVIEWED BY: SC

Jun-25



NOTES : (GEOMETRIC INPUT DATA)

- W = MAJOR ROAD WIDTH
- W cr = CENTRAL RESERVE WIDTH
- W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
- W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
- W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
- Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
- Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
- Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
- D = STREAM-SPECIFIC B-A
- E = STREAM-SPECIFIC B-C
- F = STREAM-SPECIFIC C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.3 (metres)
W cr = 0 (metres)
q a-b = 50 (pcu/hr)
q a-c = 2 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.0 (metres)
Vr c-b = 30 (metres)
q c-a = 3 (pcu/hr)
q c-b = 12 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 5.8 (metres)
W b-c = 5.8 (metres)
Vl b-a = 70 (metres)
Vr b-a = 48 (metres)
Vr b-c = 48 (metres)
q b-a = 115 (pcu/hr)
q b-c = 15 (pcu/hr)

GEOMETRIC FACTORS :

D = 1.0728365
E = 1.1269291
F = 0.8628491
Y = 0.783685

F for (Qb-ac) = 0.1153846

THE CAPACITY OF MOVEMENT :

Q b-a = 660
Q b-c = 833 Q b-c (O) = 796.7
Q c-b = 630
Q b-ac = 676.2

TOTAL FLOW = 197 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.1742
DFC b-c = 0.0180
DFC c-b = 0.0190
DFC b-ac = 0.1922

CRITICAL DFC = 0.19

Appendix IV

Tree Survey and Landscape Plan



Tree Survey Report

Date of Survey: 26th November 2024

Location:

Various Lots in D.D. 115 And 116 And Adjoining Government Land, Au Tau, Yuen Long, New Territories

Prepared by:



Mak Ka Hei

Registered Arborist

Date: 28th November 2024

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1. Introduction	3
2. Summary of Existing Trees	4

Appendix:

- I. Tree Survey Plan
- II. Tree Survey Schedule
- III. Photo Records

Disclaimer:

The tree survey conducted indicates the condition of the surveyed trees at the time of inspection only. The assessments of amenity value, form, health and structural condition of the trees surveyed are based on visual inspection from the ground only. No aerial inspection, root digging or mapping, or diagnostic testing has been conducted as part of this survey. Wing Ho Yuen Landscaping Company Limited cannot accept responsibility for future failure or defects detected after the time of inspection of the trees surveyed in this report.

1. Introduction

The survey conducted is to record all the existing trees in the tree survey boundary. The survey include tree species identification, tree tagging with durable labels, the measurements of overall tree height, Diameter at Breast Height (DBH), average crown spread, the evaluation on amenity value, form, health and structural conditions.

The tree survey was conducted on 26th November 2024. Plants with DBH less than 95mm were not recorded in the survey.

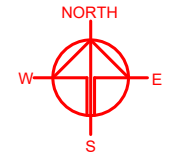
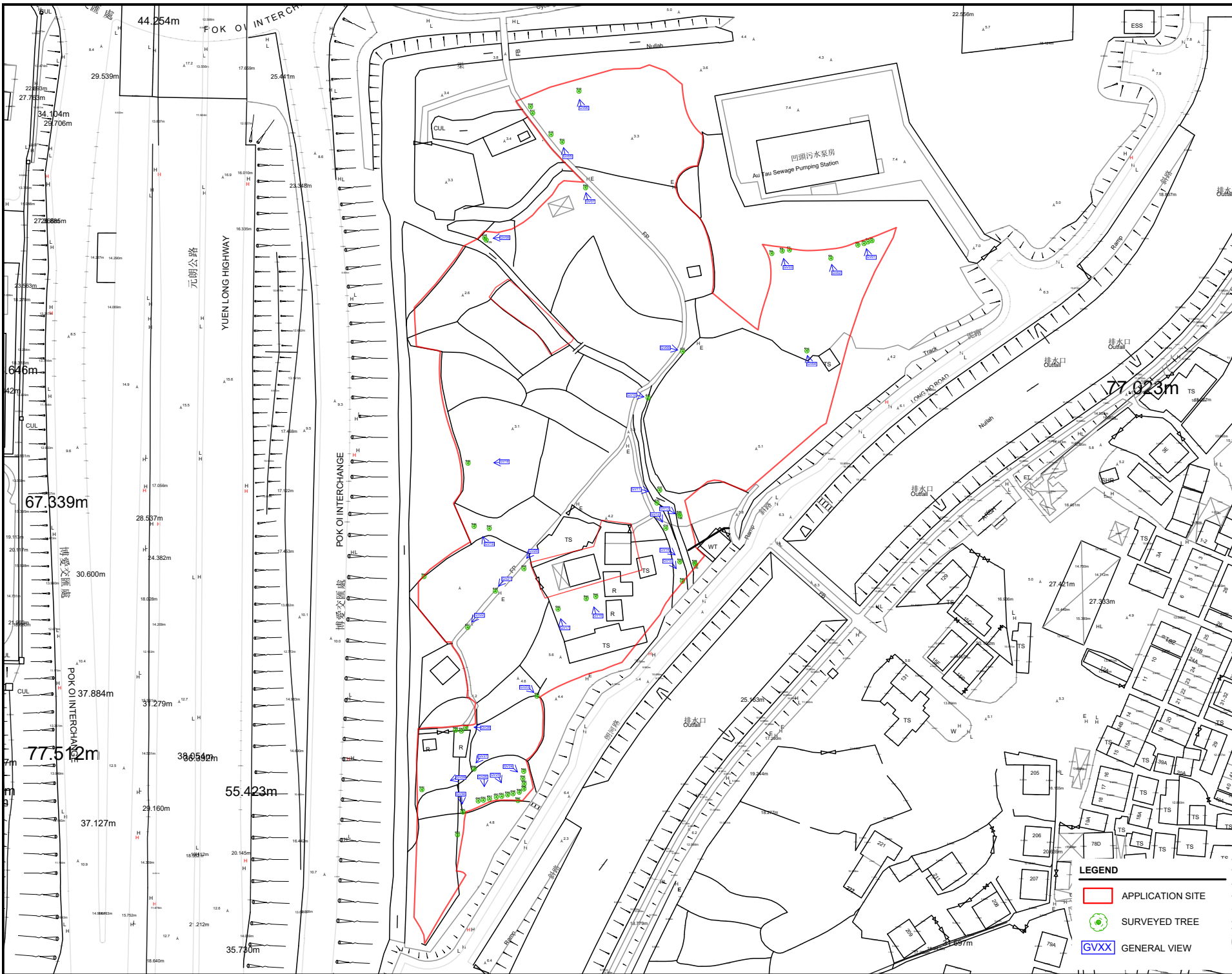
2. Summary of Existing Trees

The surveyed site is located at Various Lots in D.D. 115 And 116 And Adjoining Government Land, Au Tau, Yuen Long, New Territories.

At the time of inspection on 26th November 2024, **59 nos.** trees were found within the Site. **1** dead tree (T57) was recorded in the surveyed area. Location of individual tree refers to Appendix I.

Details of tree conditions and photo records for individual tree are recorded in the Appendix II and Appendix III respectively.

Appendix I – Tree Survey Plan



PLANNING CONSULTANT
R-Riches
 Property Consultants Ltd.

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

SITE LOCATION
 VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE 1: 1500 @ A4	
DRAWN BY KYU	DATE 28.11.2024
REVISED BY	DATE
APPROVED BY	DATE
DWG. TITLE TREE SURVEY PLAN	
DWG. NO. APPENDIX V P01	VER. 0

- LEGEND**
- APPLICATION SITE
 - SURVEYED TREE
 - GVXX GENERAL VIEW

Appendix II –Tree Survey Schedule

Tree Survey Schedule

Location: Various Lots in D.D. 115 And 116 And Adjoining Government Land, Au Tau, Yuen Long, New Territories
 Tree surveyor(s): Mak Ka Hei
 Field Survey was conducted on: 26 November 2024



Tree No.	Tree Species		Tree Size Measurements			Amenity Value	Form	Health Condition	Structural Condition	Suitability for Transplanting	Remarks
	Botanical Name	Chinese Name	Overall Height (m)	DBH (mm)	Average Crown Spread (m)	High /Med /Low	Good /Fair /Poor	Good /Fair /Poor /Dead	Good /Fair /Poor	High /Med /Low	
T2	<i>Mangifera indica</i>	芒果	7.0	141	3.0	Med	Fair	Fair	Fair	Low	
T3	<i>Mangifera indica</i>	芒果	7.0	120	2.5	Med	Fair	Fair	Fair	Low	
T4	<i>Mangifera indica</i>	芒果	7.0	135	3.0	Med	Fair	Fair	Fair	Low	
T5	<i>Mangifera indica</i>	芒果	6.0	140	3.0	Med	Fair	Fair	Fair	Low	
T6	<i>Michelia x alba</i>	白蘭	7.5	130	3.0	Low	Fair	Fair	Poor	Low	crooked trunk
T7	<i>Michelia x alba</i>	白蘭	8.0	145	3.0	Low	Fair	Fair	Poor	Low	co-dominant trunks, crooked trunk
T8	<i>Michelia x alba</i>	白蘭	7.5	149	3.0	Low	Fair	Fair	Poor	Low	co-dominant trunks, crooked trunk
T9	<i>Michelia x alba</i>	白蘭	8.0	130	3.0	Low	Fair	Fair	Poor	Low	crooked trunk
T14	<i>Mangifera indica</i>	芒果	7.5	155	6.0	Med	Fair	Fair	Fair	Low	crown conflict with fence
T15	<i>Bombax ceiba</i>	木棉	12.0	200	7.5	Low	Fair	Fair	Fair	Low	
T16	<i>Bombax ceiba</i>	木棉	10.0	400	5.5	Low	Fair	Fair	Fair	Low	
T17	<i>Bombax ceiba</i>	木棉	13.5	280	7.0	Low	Fair	Fair	Fair	Low	
T18	<i>Bombax ceiba</i>	木棉	13.0	380	7.5	Low	Fair	Fair	Fair	Low	
T19	<i>Dimocarpus longan</i>	龍眼	6.5	110	2.5	Med	Poor	Fair	Fair	Low	climber
T22	<i>Dimocarpus longan</i>	龍眼	8.0	230	5.5	Med	Fair	Fair	Fair	Low	
T28	<i>Mangifera indica</i>	芒果	5.0	95	4.0	Med	Poor	Fair	Fair	Low	climber
T29	<i>Mangifera indica</i>	芒果	5.0	100	3.0	Med	Poor	Fair	Fair	Low	climber
T30	<i>Dimocarpus longan</i>	龍眼	4.0	200	5.0	Med	Fair	Fair	Fair	Low	
T31	<i>Macaranga tanarius var. tomentosa</i>	血桐	3.5	134	4.0	Low	Fair	Fair	Poor	Low	co-dominant trunks
T32	<i>Ficus hispida</i>	對葉榕(牛乳樹)	3.5	100	5.0	Low	Fair	Fair	Poor	Low	multi-stems
T33	<i>Macaranga tanarius var. tomentosa</i>	血桐	5.0	100	2.5	Low	Fair	Fair	Poor	Low	leaning
T34	<i>Ficus microcarpa</i>	榕樹(細葉榕)	12.0	1200	12.0	Low	Fair	Fair	Poor	Low	multi-stems
T35	<i>Macaranga tanarius var. tomentosa</i>	血桐	5.0	120	3.5	Low	Fair	Fair	Poor	Low	leaning
T36	<i>Macaranga tanarius var. tomentosa</i>	血桐	5.0	110	4.0	Low	Fair	Fair	Poor	Low	leaning, multi-stems
T37	<i>Michelia x alba</i>	白蘭	8.0	390	5.5	Low	Poor	Poor	Poor	Low	cavity and wound on trunk
T38	<i>Macaranga tanarius var. tomentosa</i>	血桐	5.0	110	4.5	Low	Fair	Fair	Poor	Low	leaning
T39	<i>Macaranga tanarius var. tomentosa</i>	血桐	6.5	115	5.0	Low	Fair	Fair	Fair	Low	
T40	<i>Leucaena leucocephala</i>	銀合歡	4.5	100	6.5	Low	Poor	Poor	Poor	Low	cavity and decay at trunk, leaning
T42	<i>Dimocarpus longan</i>	龍眼	7.0	263	6.0	Med	Fair	Fair	Poor	Low	co-dominant trunks
T43	<i>Dimocarpus longan</i>	龍眼	8.5	320	6.5	Med	Fair	Fair	Poor	Low	co-dominant trunks
T44	<i>Dimocarpus longan</i>	龍眼	6.5	404	7.0	Med	Fair	Fair	Poor	Low	co-dominant trunks
T45	<i>Macaranga tanarius var. tomentosa</i>	血桐	4.0	150	4.5	Low	Poor	Poor	Fair	Low	abnormal leaf size

Tree Survey Schedule

Location: Various Lots in D.D. 115 And 116 And Adjoining Government Land, Au Tau, Yuen Long, New Territories
 Tree surveyor(s): Mak Ka Hei
 Field Survey was conducted on: 26 November 2024



Tree No.	Tree Species		Tree Size Measurements			Amenity Value	Form	Health Condition	Structural Condition	Suitability for Transplanting	Remarks
	Botanical Name	Chinese Name	Overall Height (m)	DBH (mm)	Average Crown Spread (m)	High /Med /Low	Good /Fair /Poor	Good /Fair /Poor /Dead	Good /Fair /Poor	High /Med /Low	
T46	<i>Mangifera indica</i>	芒果	4.5	200	5.5	Med	Fair	Fair	Fair	Low	
T47	<i>Ficus hispida</i>	對葉榕(牛乳樹)	4.5	240	6.0	Low	Fair	Fair	Fair	Low	
T48	<i>Psidium guajava</i>	番石榴	5.0	203	4.5	Med	Fair	Fair	Poor	Low	co-dominant trunks
T49	<i>Celtis sinensis</i>	朴樹	3.0	183	2.0	Low	Poor	Fair	Poor	Low	co-dominant trunks
T50	<i>Dimocarpus longan</i>	龍眼	6.0	272	7.0	Med	Fair	Fair	Poor	Low	co-dominant trunks
T51	<i>Dimocarpus longan</i>	龍眼	6.0	311	8.0	Med	Fair	Fair	Poor	Low	trunk conflict of co-dominant trunks
T52	<i>Dimocarpus longan</i>	龍眼	3.5	190	4.0	Med	Fair	Fair	Fair	Low	
T53	<i>Mangifera indica</i>	芒果	5.0	110	3.5	Med	Fair	Fair	Poor	Low	leaning
T54	<i>Mangifera indica</i>	芒果	6.0	100	3.0	Med	Fair	Fair	Poor	Low	leaning
T55	<i>Mangifera indica</i>	芒果	6.5	120	3.0	Med	Fair	Fair	Poor	Low	crooked trunk
T56	<i>Mangifera indica</i>	芒果	6.0	110	2.5	Med	Fair	Fair	Poor	Low	crooked trunk
T57	<i>Mangifera indica</i>	芒果	3.0	130	0.5	-	-	Dead	-	-	dead tree
T58	<i>Mangifera indica</i>	芒果	6.0	100	2.0	Med	Fair	Fair	Poor	Low	crooked trunk
T59	<i>Mangifera indica</i>	芒果	5.0	143	3.5	Med	Fair	Fair	Poor	Low	co-dominant trunks
T60	<i>Mangifera indica</i>	芒果	6.5	120	3.0	Med	Fair	Fair	Fair	Low	
T61	<i>Mangifera indica</i>	芒果	2.5	120	1.0	Med	Poor	Fair	Fair	Low	climber
T62	<i>Mangifera indica</i>	芒果	7.5	130	5.0	Med	Poor	Fair	Fair	Low	dropping branch
T63	<i>Mangifera indica</i>	芒果	2.5	120	1.5	Med	Poor	Fair	Fair	Low	climber
T64	<i>Mangifera indica</i>	芒果	7.0	120	3.0	Med	Poor	Fair	Fair	Low	climber
T65	<i>Mangifera indica</i>	芒果	7.0	142	3.0	Med	Poor	Fair	Poor	Low	climber
T66	<i>Litchi chinensis</i>	荔枝	6.0	120	2.5	Med	Poor	Poor	Poor	Low	climber
T67	<i>Celtis sinensis</i>	朴樹	8.5	220	6.0	Low	Poor	Fair	Fair	Low	climber
T68	<i>Celtis sinensis</i>	朴樹	5.5	300	4.0	Low	Fair	Fair	Poor	Low	leaning
T69	<i>Dimocarpus longan</i>	龍眼	7.0	110	4.5	Med	Fair	Fair	Fair	Low	
T70	<i>Melia azedarach</i>	楝(苦楝)	12.0	270	5.5	Low	Poor	Fair	Poor	Low	leaning
T71	<i>Macaranga tanarius var. tomentosa</i>	血桐	4.5	100	5.0	Low	Poor	Fair	Fair	Low	climber
T72	<i>Ficus hispida</i>	對葉榕(牛乳樹)	4.5	110	4.5	Low	Poor	Fair	Fair	Low	climber

Notes: Amenity Value, Form, Health Condition and Structural Condition of trees were obtained by Visual Assessment Only.

Appendix III – Photo Records

General View



General view 01



General view 02

General View



General view 03



General view 04

General View



General view 05



General view 06

General View



General view 07



General view 08

General View



General view 09



General view 10

General View

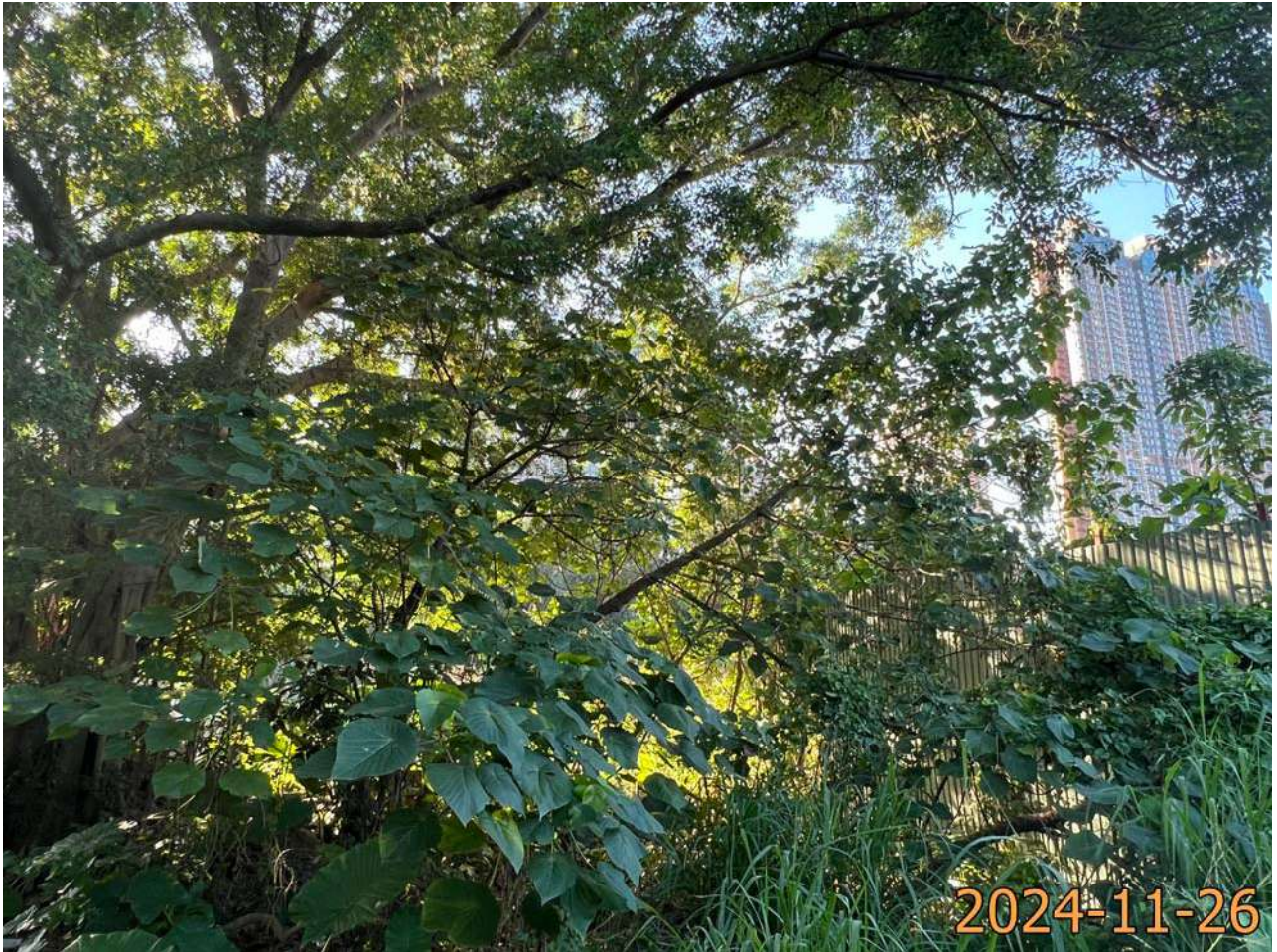


General view 11

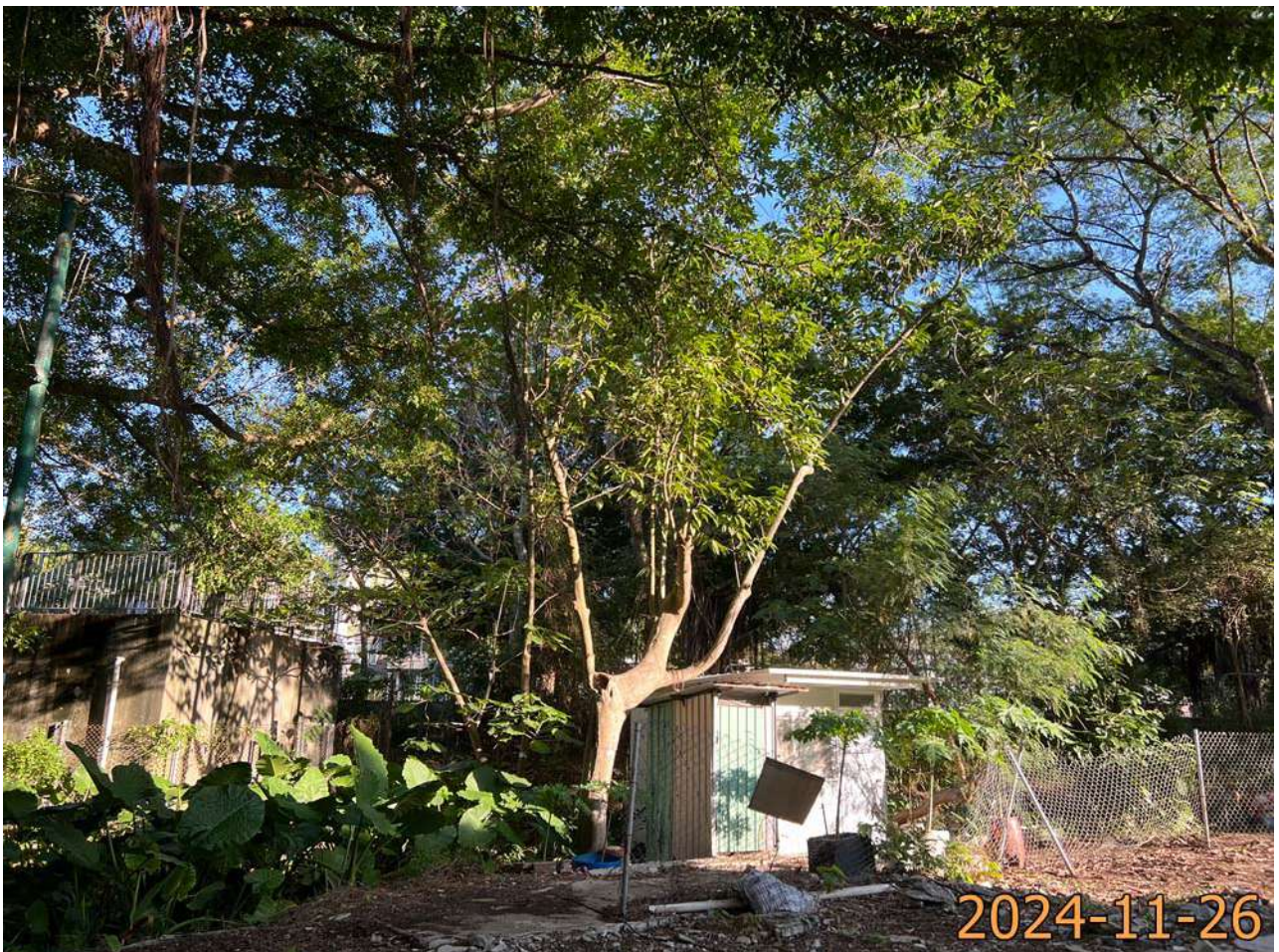


General view 12

General View

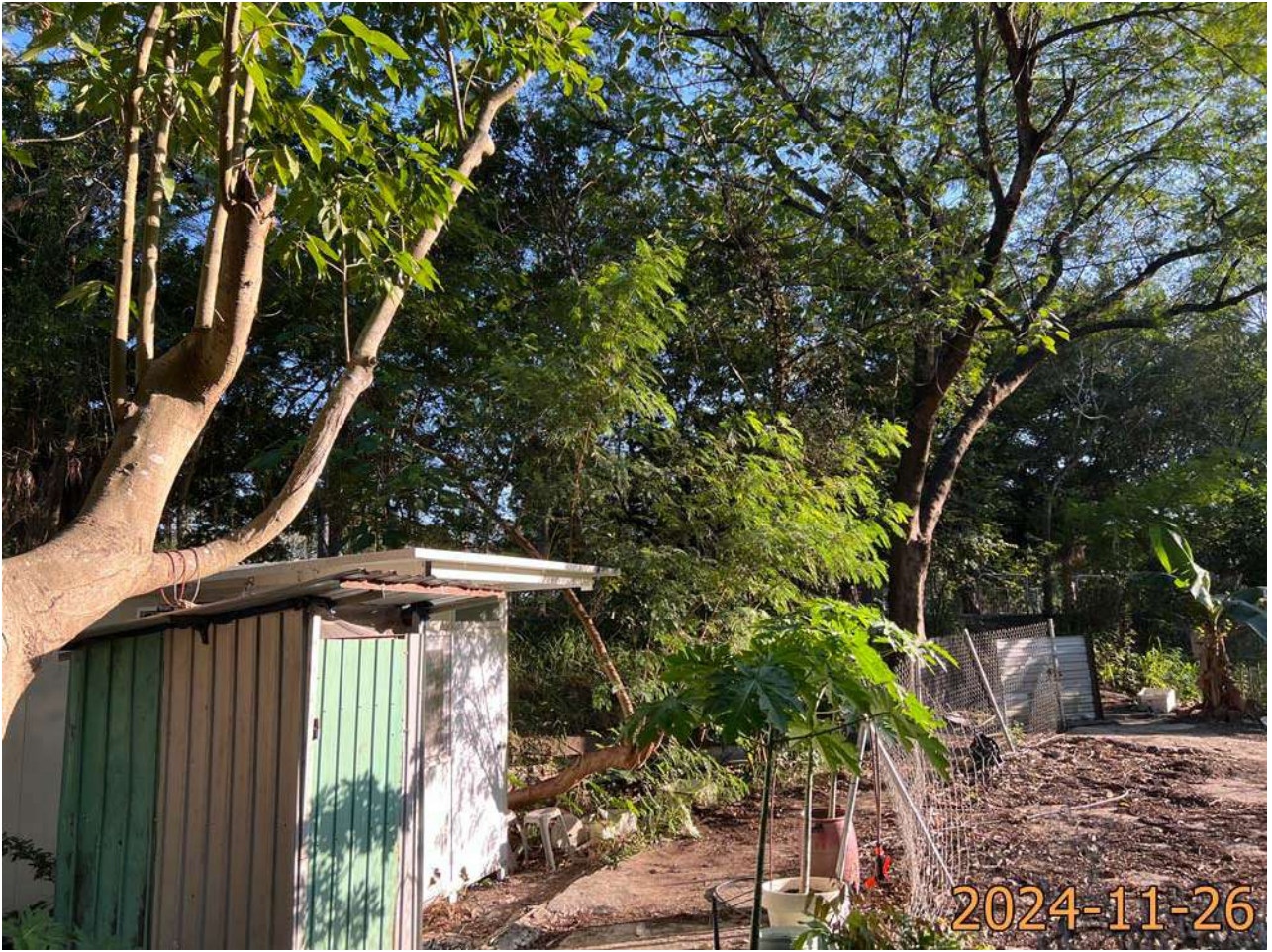


General view 13



General view 14

General View



General view 15

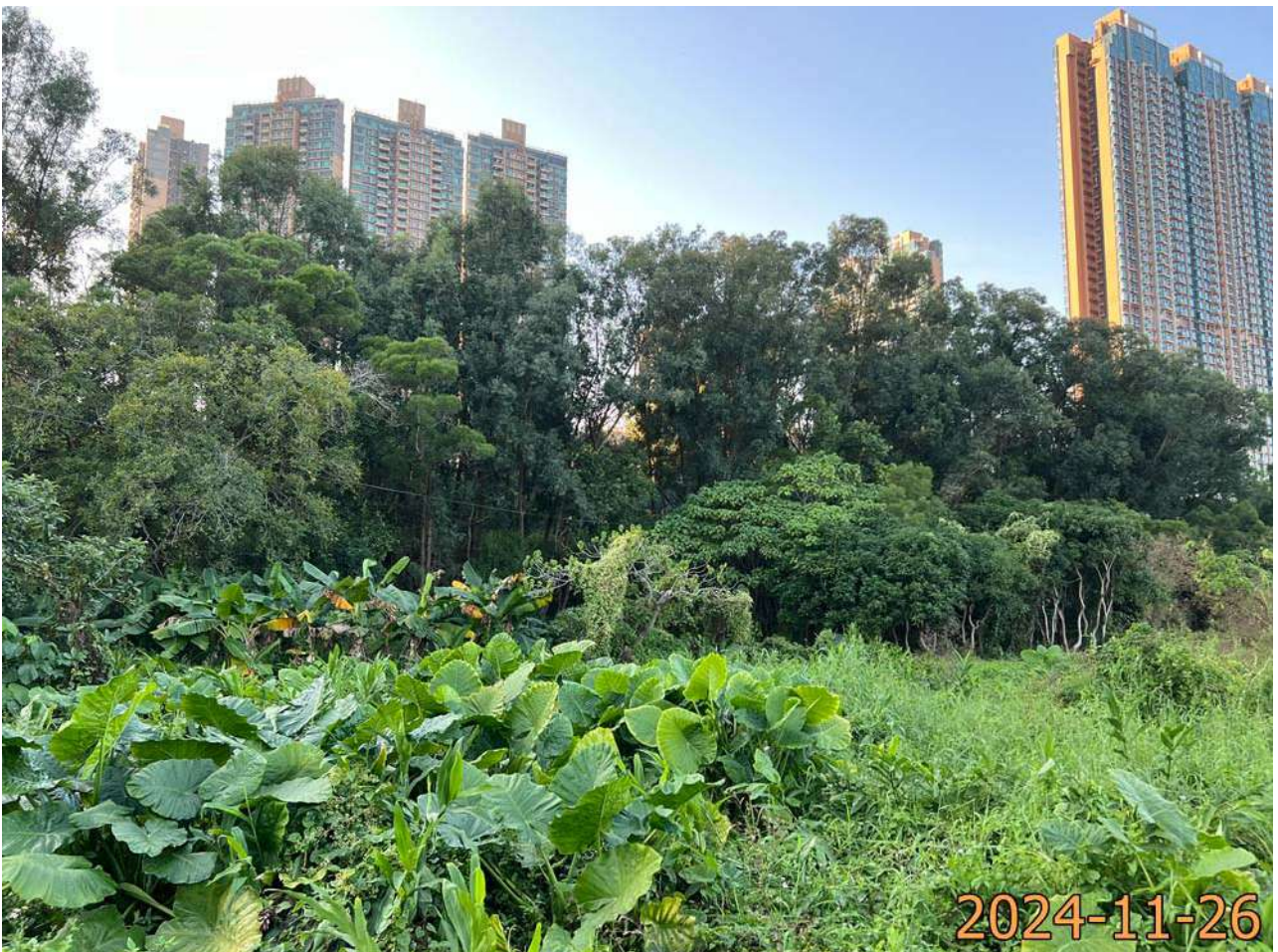


General view 16

General View



General view 17

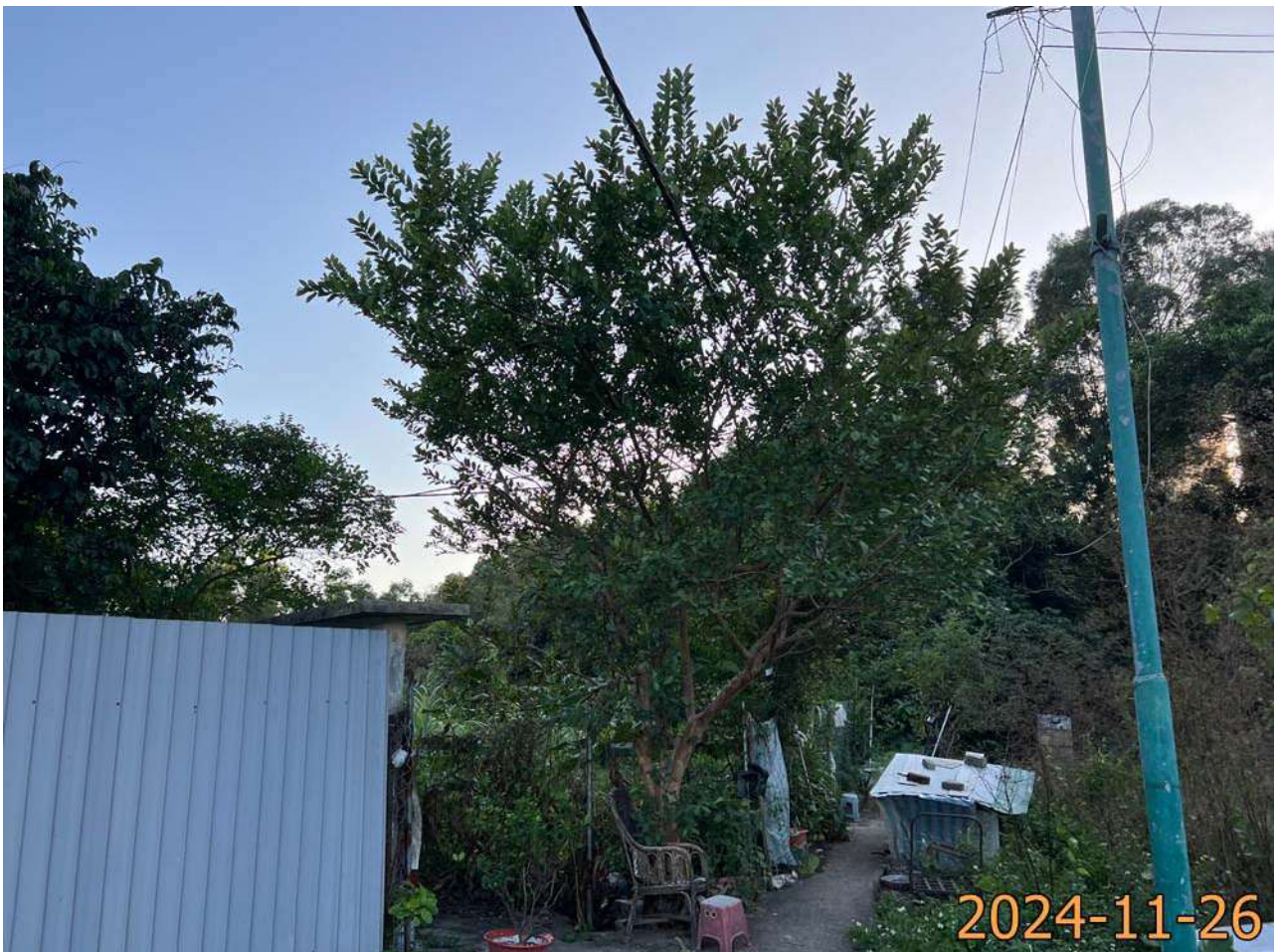


General view 18

General View



General view 19



General view 20

General View



General view 21



General view 22

General View



General view 23



General view 24

General View



General view 25



General view 26

General View



General view 27



General view 28

General View

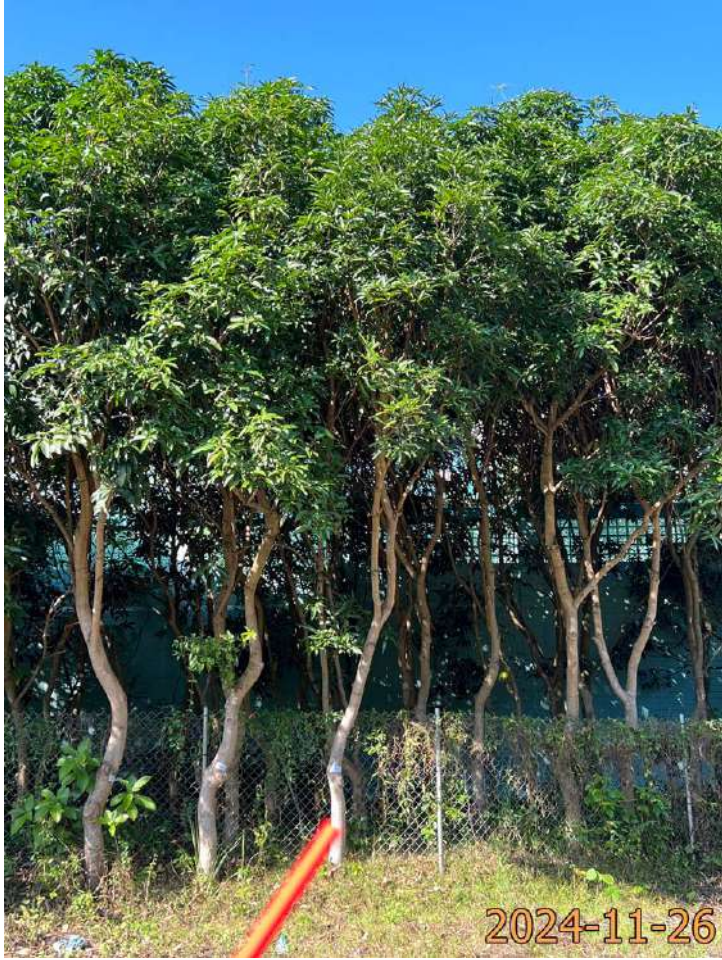


General view 29

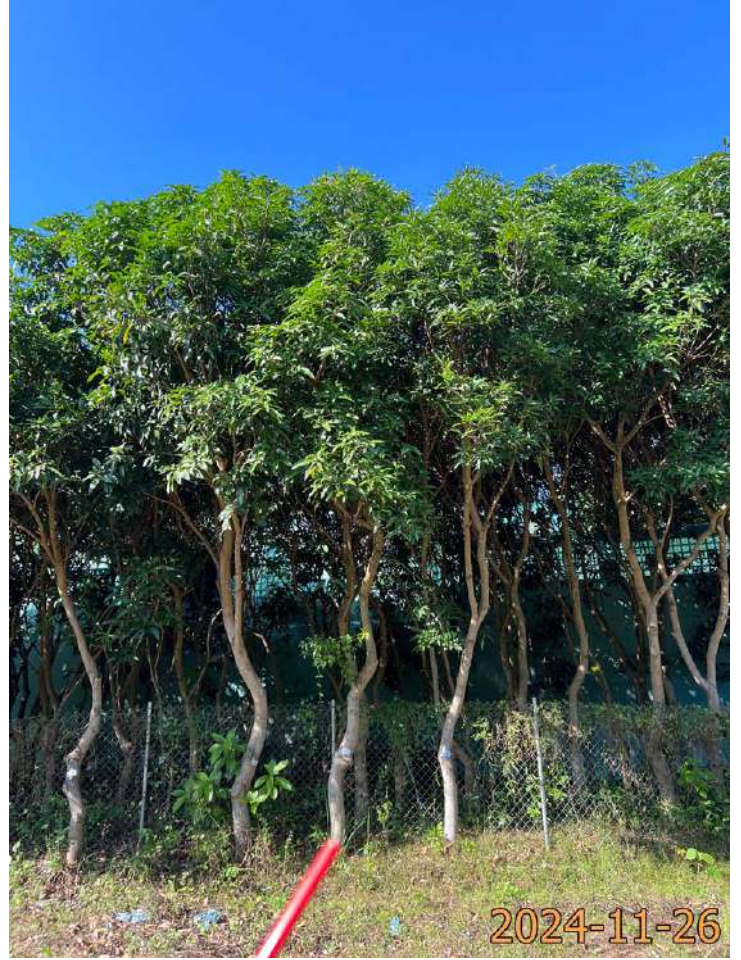


General view 30

Photo Records



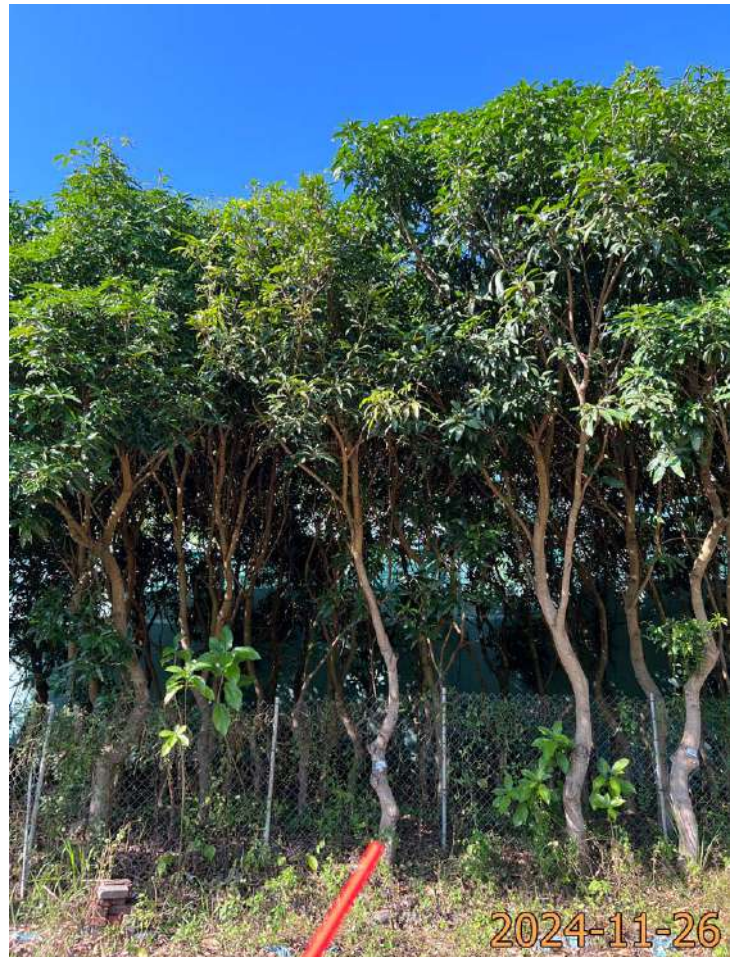
T2 (Overview)



T3 (Overview)



T4 (Overview)



T5 (Overview)

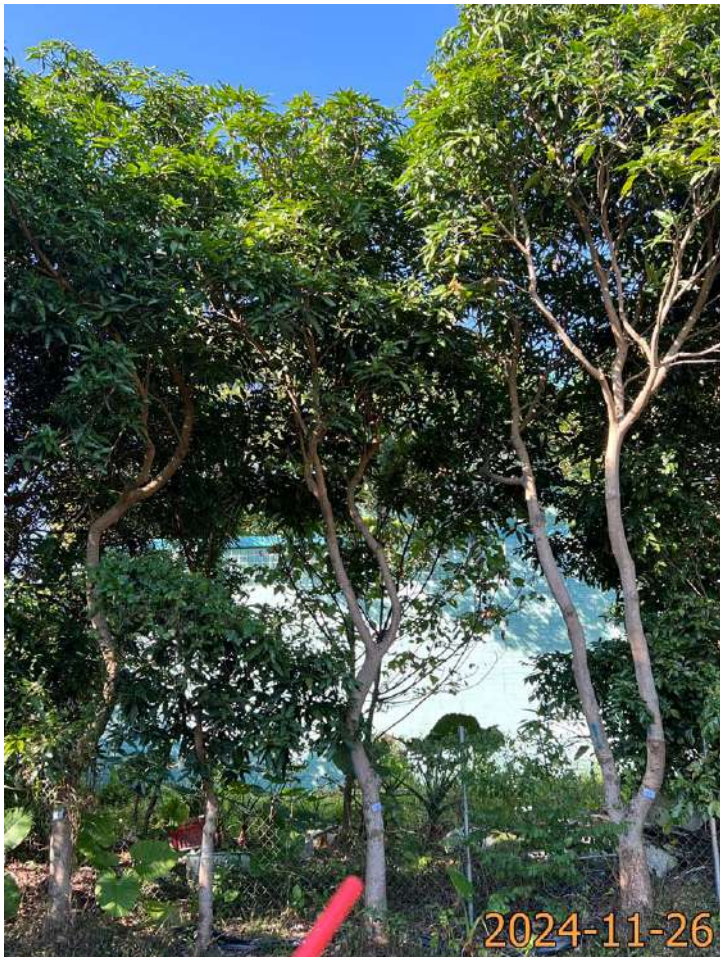
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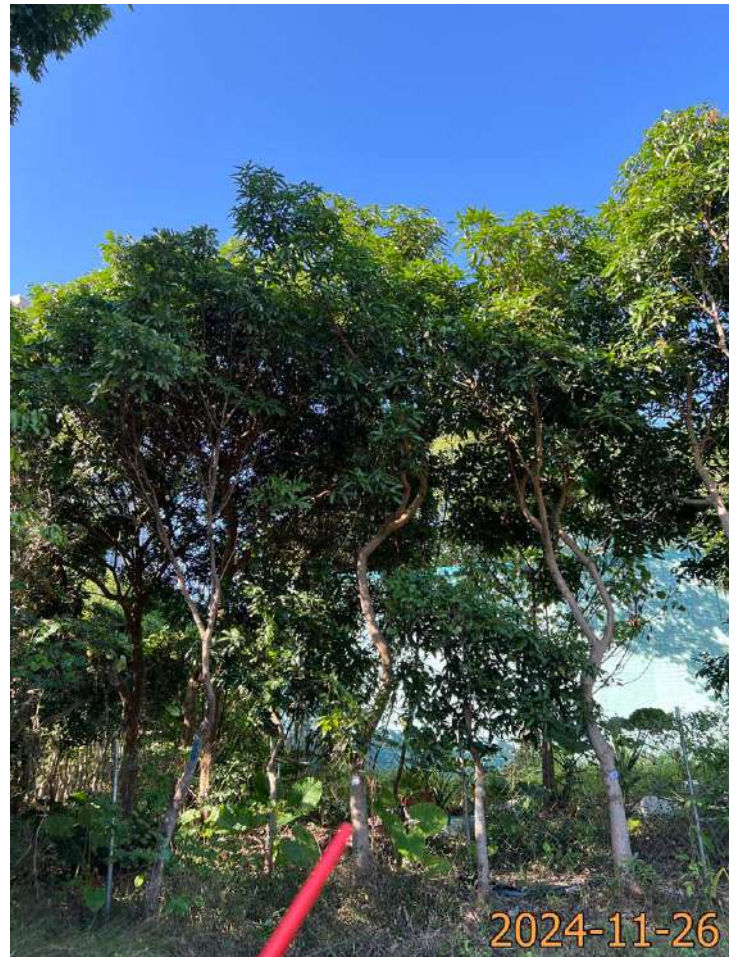
T6 (Overview)



T7 (Overview)



T8 (Overview)



T9 (Overview)

Photo Records



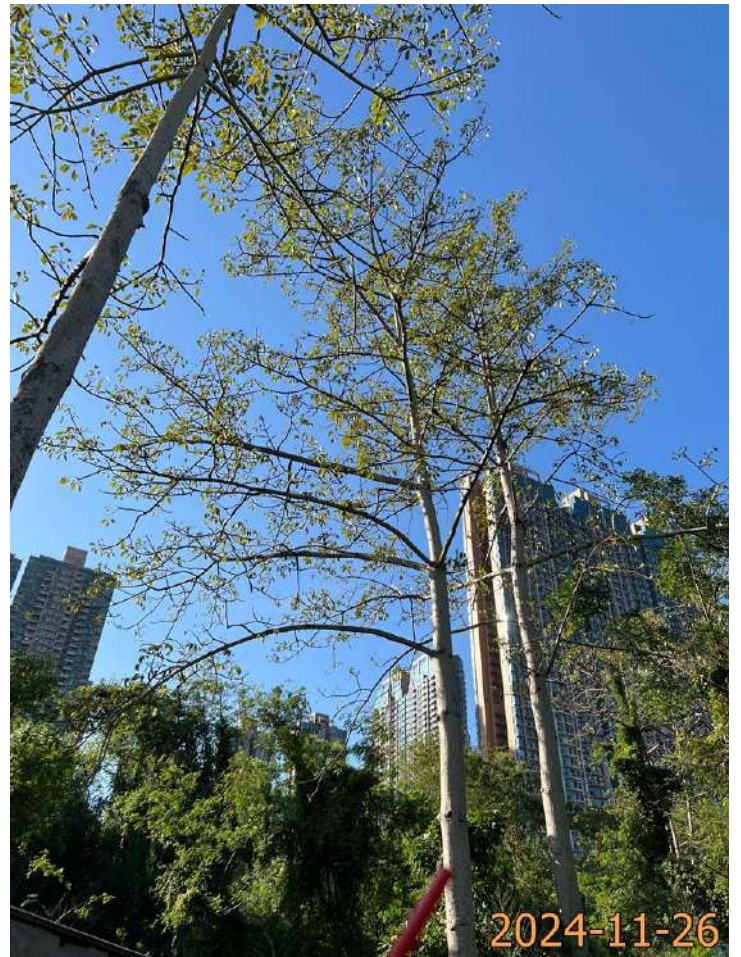
T14 (Overview)



T15 (Overview)



T16 (Overview)



T17 (Overview)

Photo Records



T18 (Overview)



T19 (Overview)



T22 (Overview)



T28 (Overview)

Photo Records



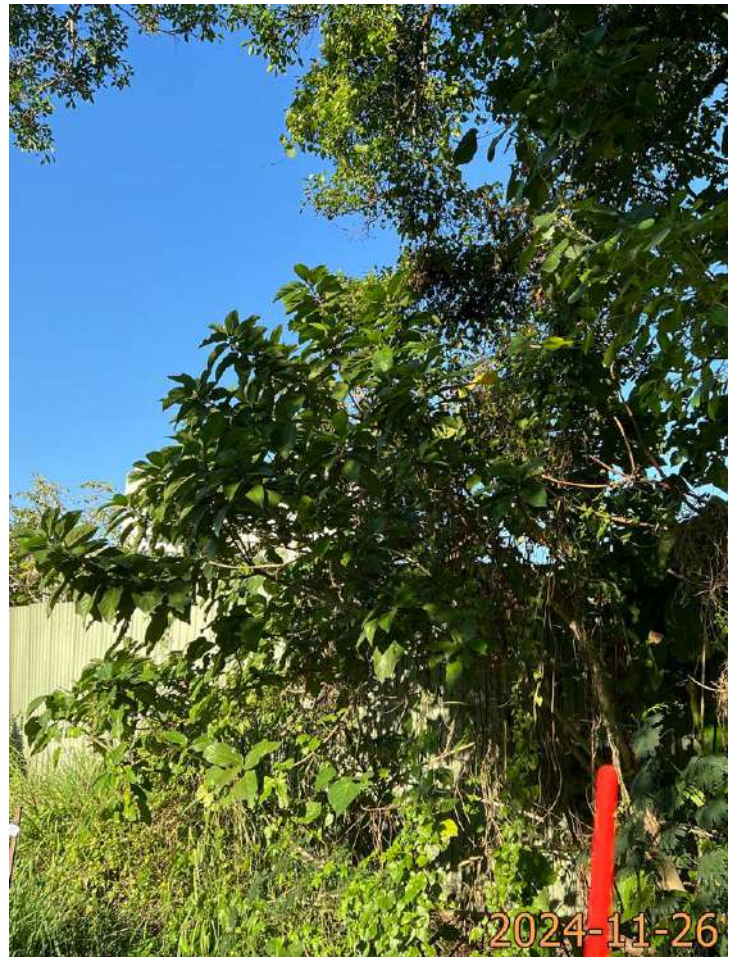
T29 (Overview)



T30 (Overview)



T31 (Overview)

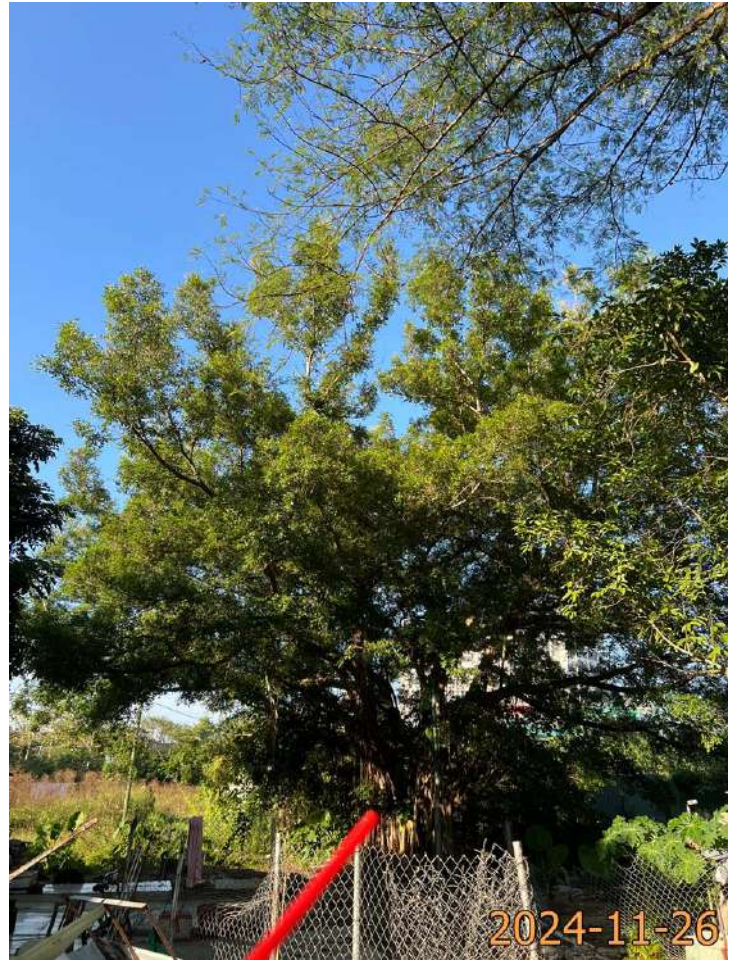


T32 (Overview)

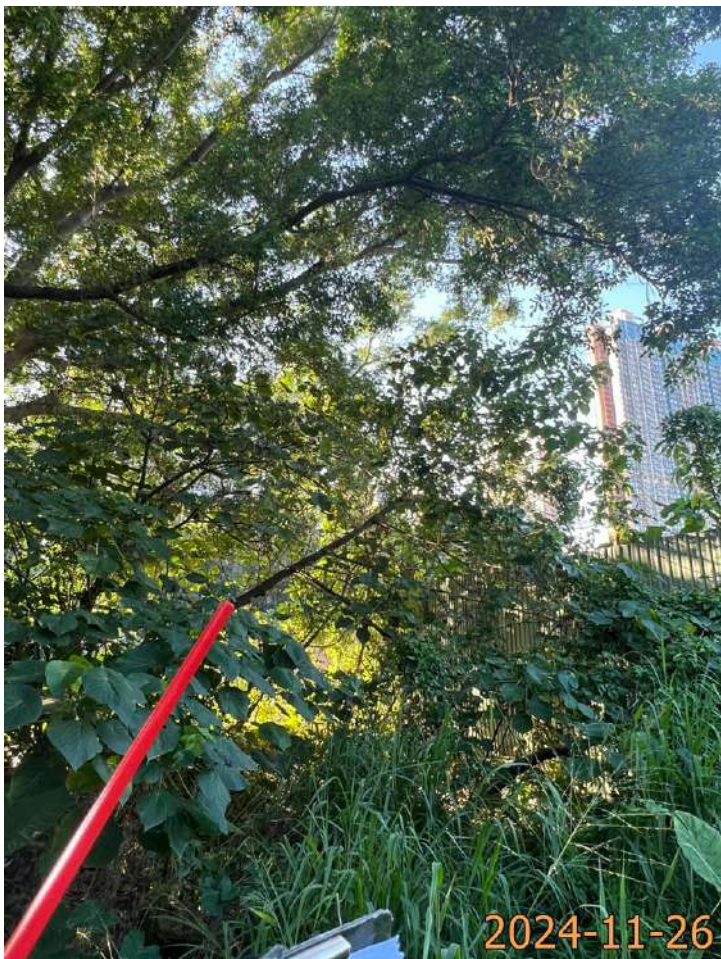
Photo Records



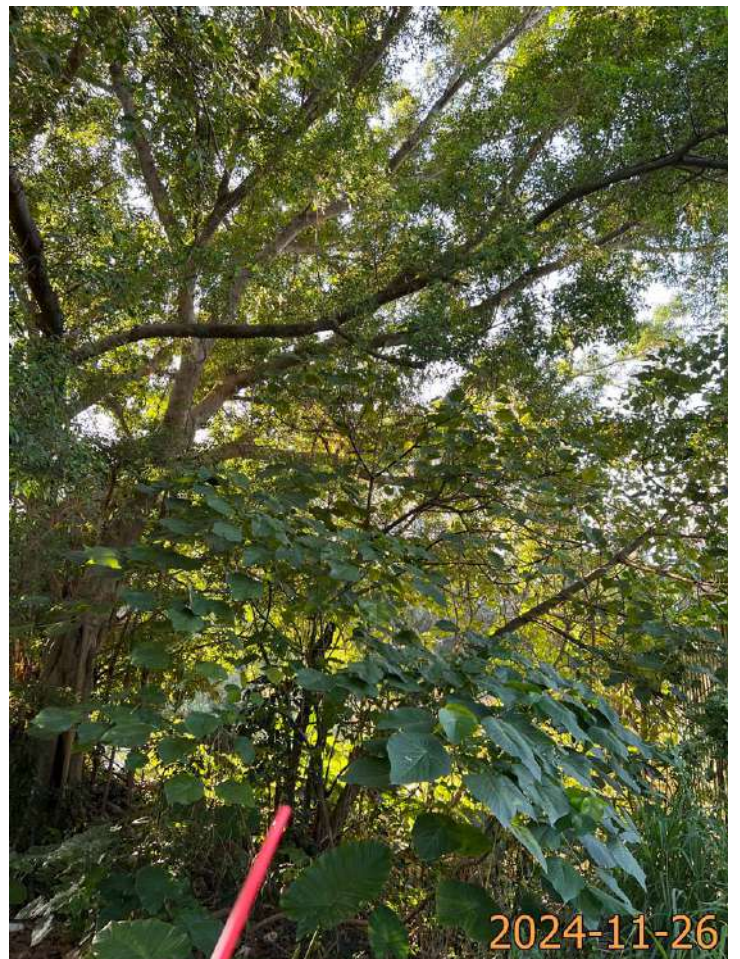
T33 (Overview)



T34 (Overview)

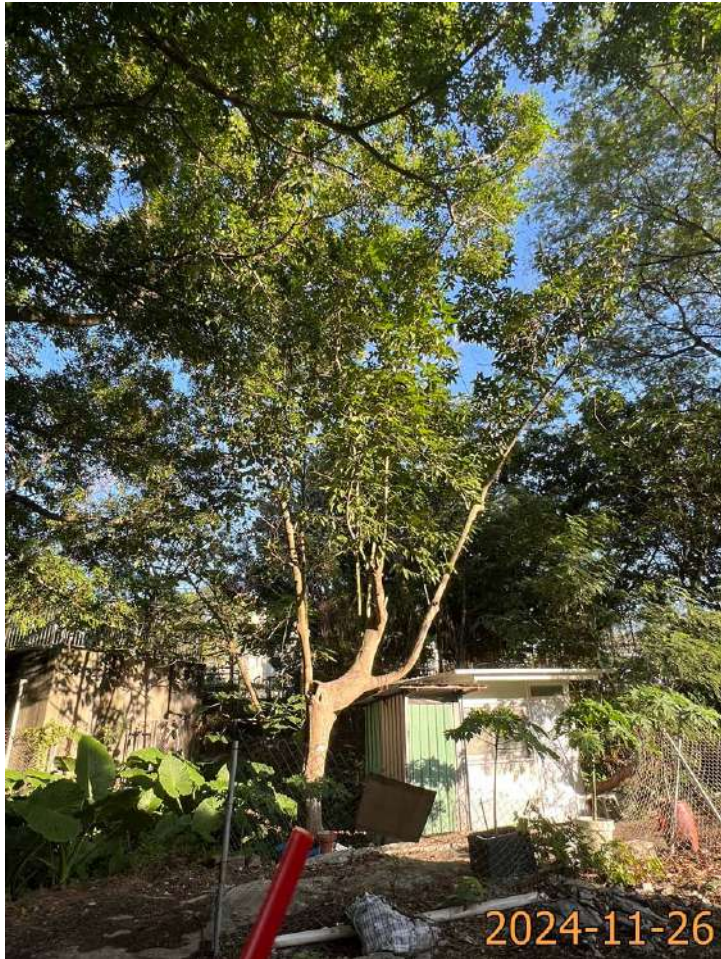


T35 (Overview)



T36 (Overview)

Photo Records



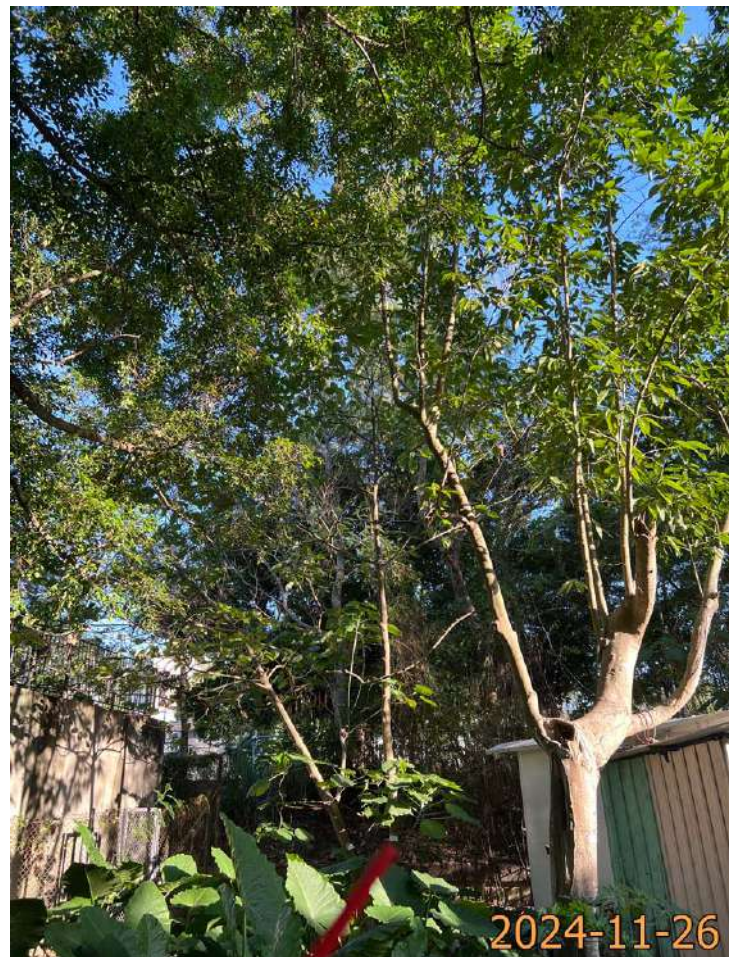
T37 (Overview)



T37 Cavity and wound on trunk



T38 (Overview)



T39 (Overview)

Photo Records



T40 (Overview)



T40 Cavity and decay at trunk



T42 (Overview)

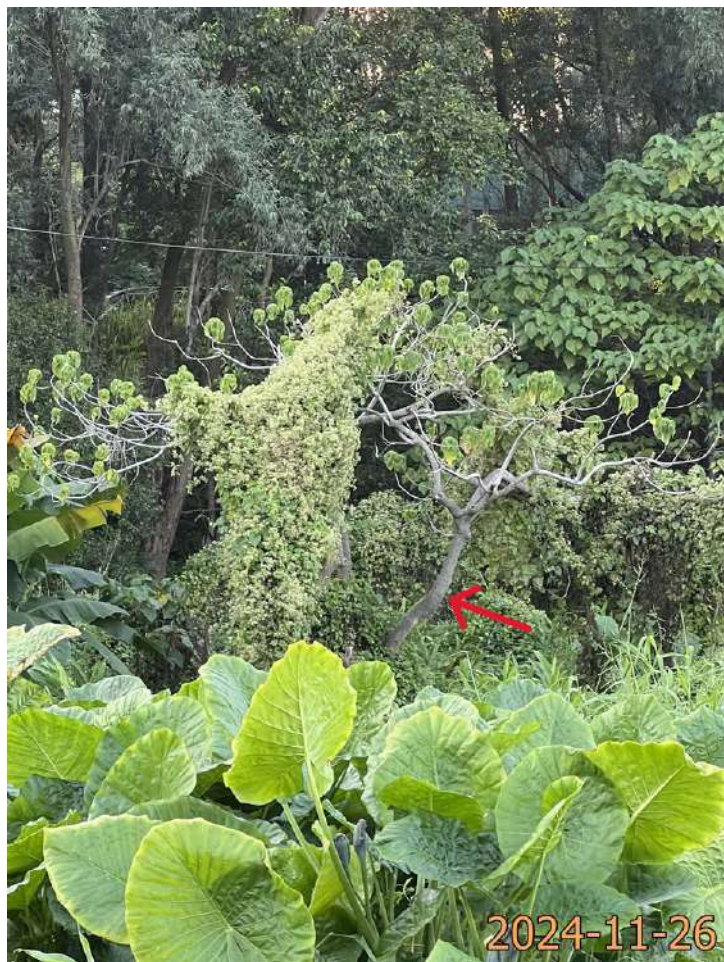


T43 (Overview)

Photo Records



T44 (Overview)



T45 (Overview)



T46 (Overview)

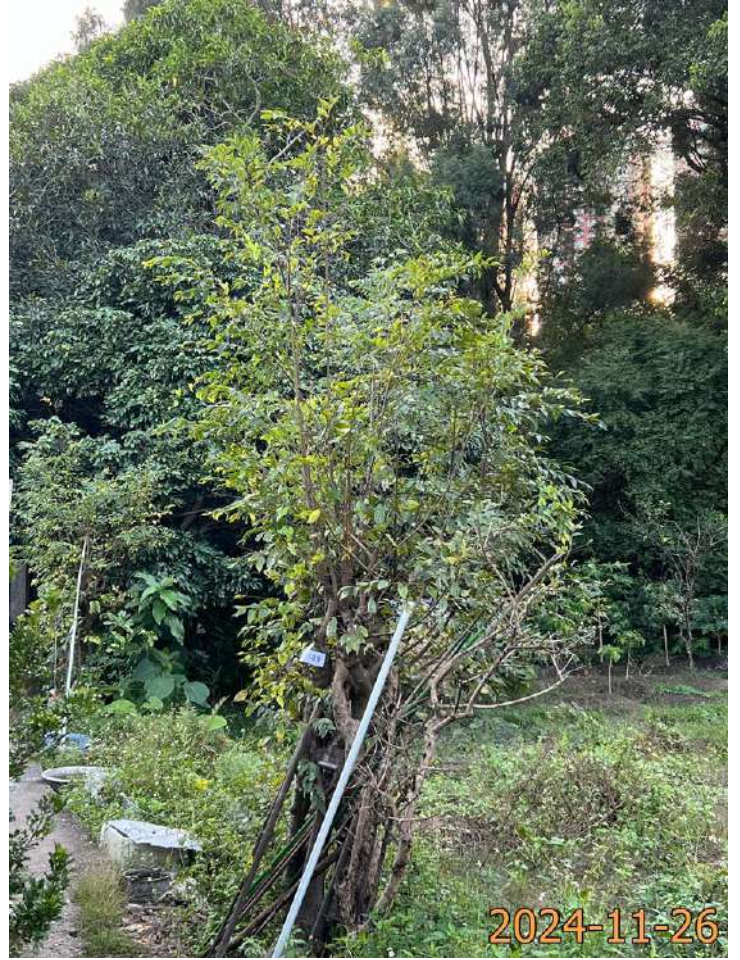


T47 (Overview)

Photo Records



T48 (Overview)



T49 (Overview)



T50 (Overview)



T51 (Overview)

Photo Records



T51 Trunk conflict of co-dominant trunks



T52 (Overview)



T53 (Overview)

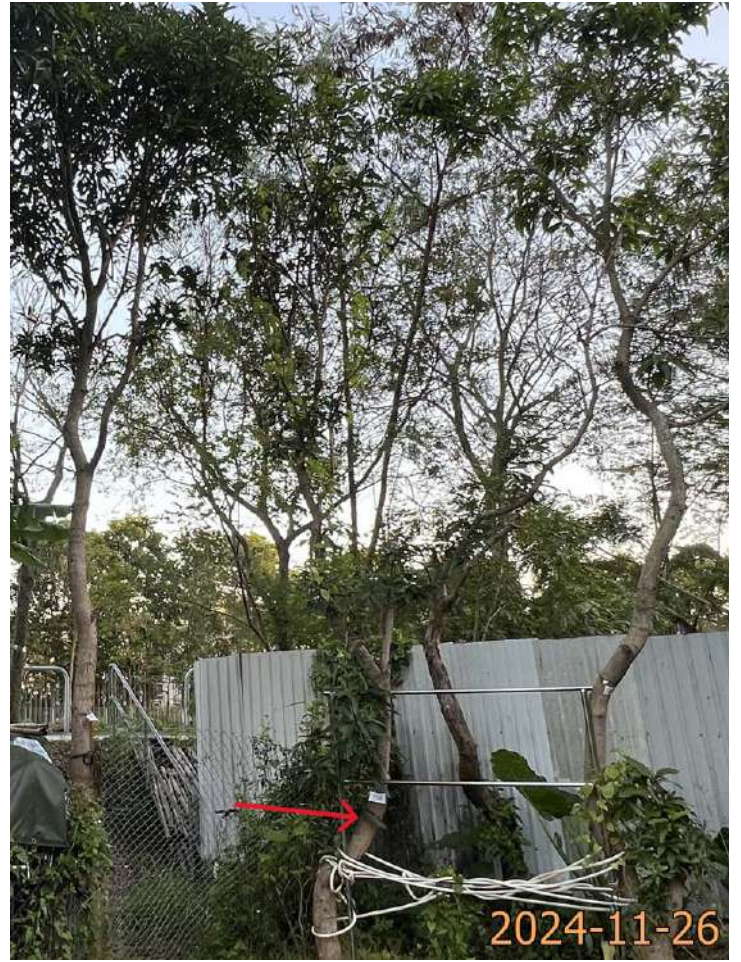


T54 (Overview)

Photo Records



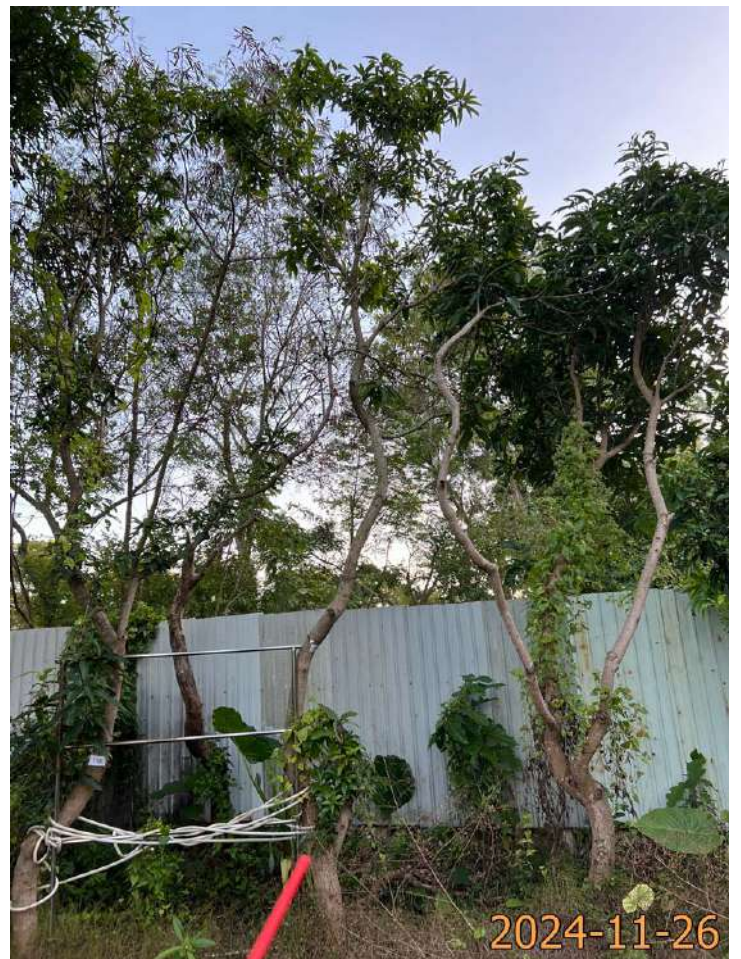
T55 (Overview)



T56 (Overview)



T57 (Overview)



T58 (Overview)

Photo Records



T59 (Overview)



T60 (Overview)



T61 (Overview)



T62 (Overview)

Photo Records



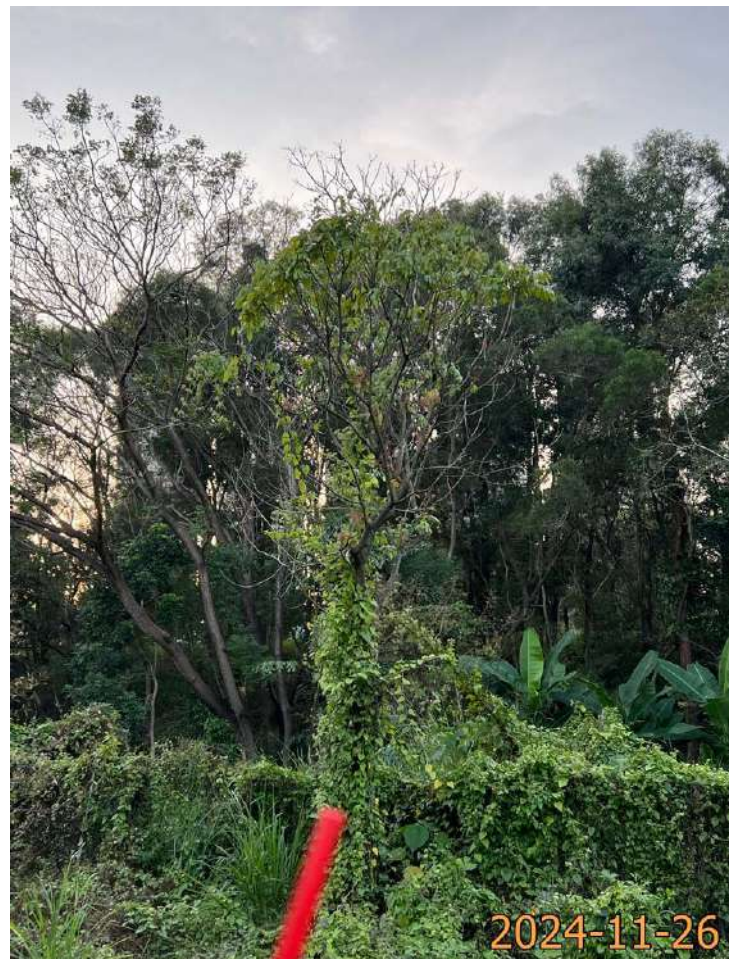
T63 (Overview)



T64 (Overview)



T65 (Overview)



T66 (Overview)

Photo Records



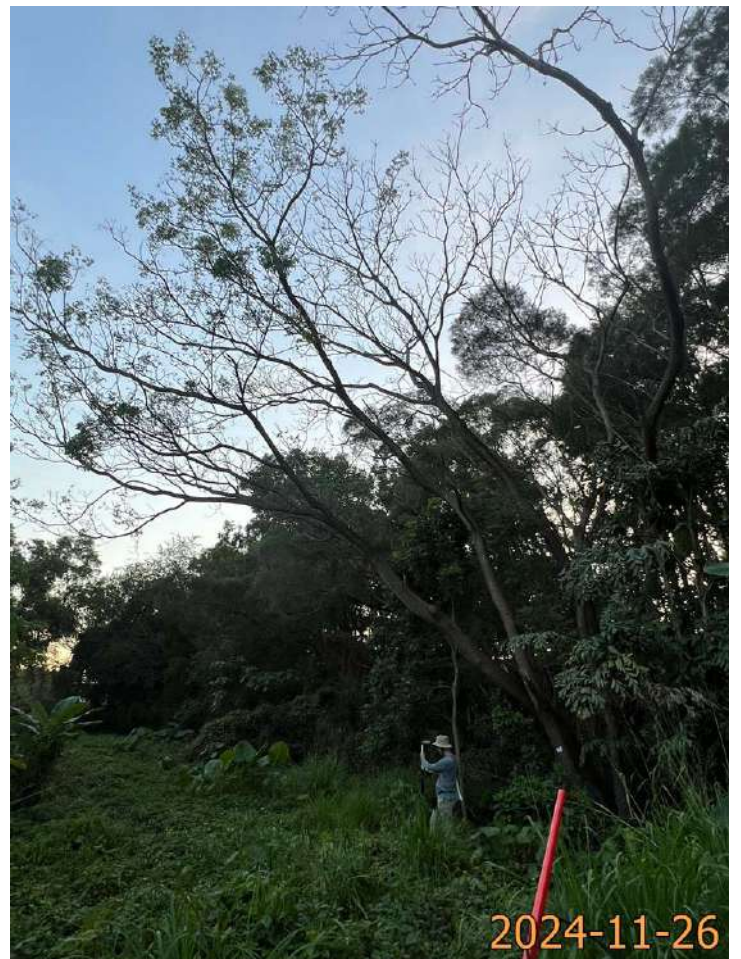
T67 (Overview)



T68 (Overview)



T69 (Overview)



T70 (Overview)

Photo Records



T71 (Overview)



T72 (Overview)

EXISTING LANDSCAPE

APPLICATION SITE AREA : 14,250 m² (ABOUT)
 NOS. OF EXISTING TREE : 59
 SPECIES OF TREE : T2-T5, T14, T28-T29, T46 & T53-T65
 T19, T22, T30, T42-T44, T50-T52 & T69
 T31, T33, T35-T36, T38-T39, T45 & T71
 T6-T9 & T37
 T32, T47 & T72
 T34
 T40
 T48
 T66
 T70

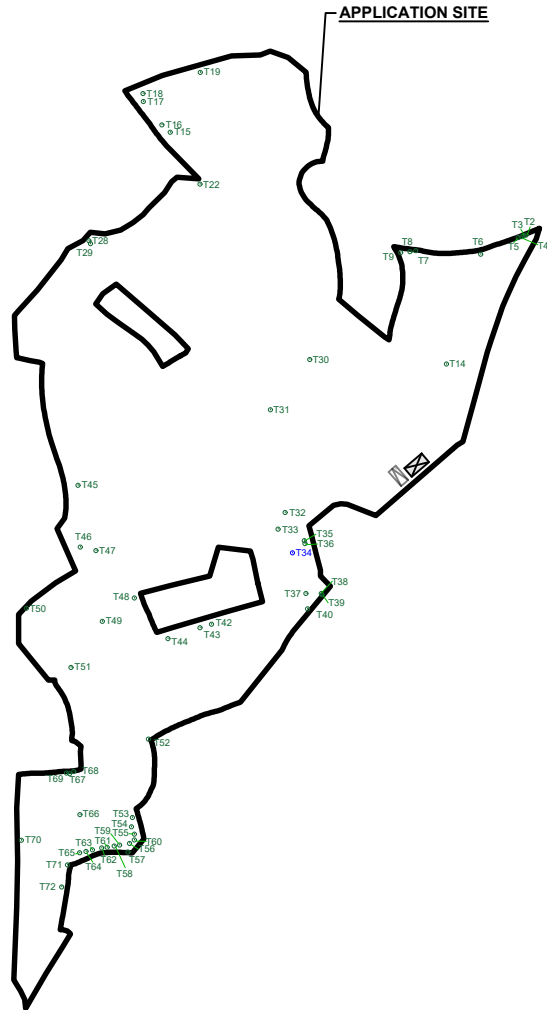
- *Mangifera indica*
 - *Dimocarpus longan*
 - *Macaranga tanarius var. tomentosa*
 - *Michelia x alba*
 - *Ficus hispida*
 - *Ficus microcarpa*
 - *Leucaena leucocephala*
 - *Psidium guajava*
 - *Litchi chinensis*
 - *Melia azedarach*

NO. OF TREE TO BE FELLED : 58

NO. OF TREE TO BE PRESERVED : 1 (T34)
 SPECIES OF TREE : *Ficus microcarpa*

LEGEND

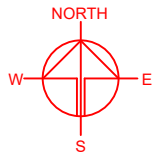
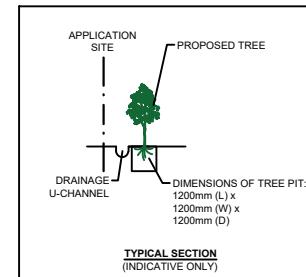
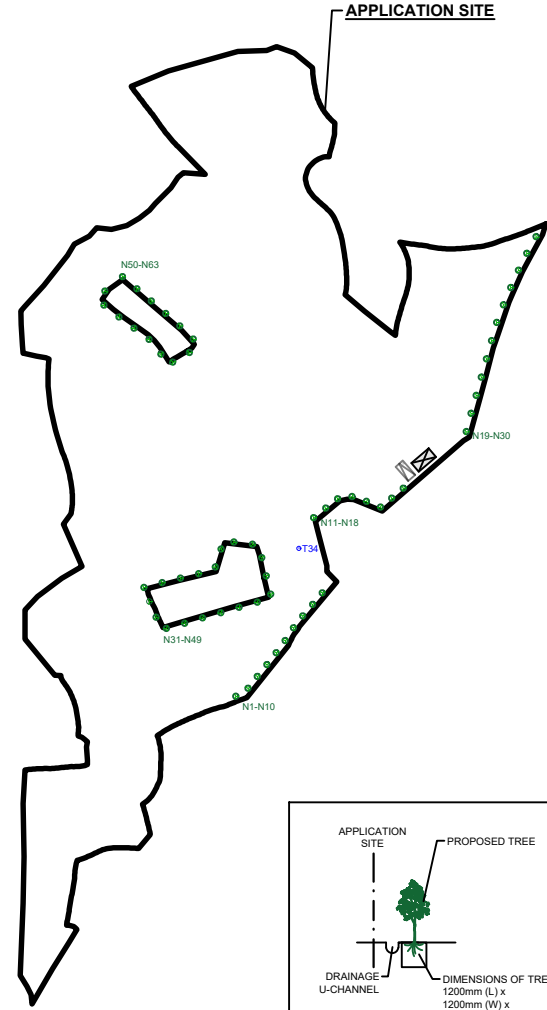
- APPLICATION SITE
- STRUCTURE
- PARKING SPACE (PC)
- EXISTING TREES
- PROPOSED TREES
- TREE TO BE RETAINED



LANDSCAPE PLAN

APPLICATION SITE AREA : 14,250 m² (ABOUT)
 NO. OF TREE TO BE PLANTED : 63 (N1-N63)
 SPECIES : *Bridelia tomentosa* Blume (N1-N10)
Elaeocarpus chinensis (N11-N18)
Schima superba (N19-N30)
Bauhinia x blakeana (N31-N63)
 HEIGHT : NOT LESS THAN 2.75 m
 SPACING : NOT LESS THAN 4 m
 DIMENSION OF TREE PITS : 1.2 m (W) X 1.2 m (L) X 1.2 m (D)

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



PLANNING CONSULTANT

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

SITE LOCATION
 VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE
 1 : 2000 @ A4

DRAWN BY	DATE
CC	1.12.2025
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
 LANDSCAPE PLAN

DWG. NO. APPENDIX V P02	VER. 001
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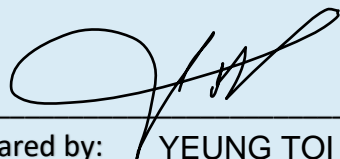
Appendix V
Drainage Impact Assessment



Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in “Agriculture” Zone, Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories

Drainage Impact Assessment

Jan 26



Prepared by: YEUNG TOI TUNG RP0666920
Marvellous Construction & Design Company Limited



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1 Introduction

1.1 Background

- 1.1.1 The applicant seeks planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131) (the Ordinance) to use Various Lots in D.D. 115 and D.D. 116 and Adjoining Government Land (GL), Au Tau, Yuen Long, New Territories (the Site) for 'Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land'.
- 1.1.2 This report aims to support the development in drainage aspect.

1.2 Application Site

- 1.2.1 The application site is situated beside Pok Oi Interchange. It has an area of approx. 14,250 m². The site location is shown in **Figure 1**.
- 1.2.2 The existing site is partly hard paved with level various from approx. +3.3mPD to + 5.6mPD. The proposed site is intent to keep unpaved with gravel material after the development.
- 1.2.3 There is an existing stream at the west of the application site, which would eventually discharge to 2.5m x 2m box culvert. **Figure 2** indicate the existing drainage system of the area.

2 Development Proposal

2.1 The Proposed Development

2.1.1 The total site area is approximately 14,250 m². The applicant intended to keep unpaved with gravel material after the development. The catchment plan is shown in **Figure 4-2**.

Proposed Development	
Total Site Area (m ²)	14,250
Unpaved Area after Development (m ²)	14,250

Table 1 – Site Development Area

3 Assessment Criteria

3.1.1 The Recommended Design Return Period based on Flood Level from SDM (Table 10) is adopted for this report. The recommendation is summarized in **Table 2** below.

Description	Design Return Periods
Intensively Used Agricultural Land	2 – 5 Years
Village Drainage Including Internal Drainage System under a polder Scheme	10 Years
Main Rural Catchment Drainage Channels	50 Years
Urban Drainage Trunk System	200 Years
Urban Drainage Branch System	50 Years

Table 2– Design Return Periods under SDM

3.1.2 The proposed drainage system intended to collect runoff from internal site and external catchment. 1 in 10 years return period is adopted for the drainage design.

3.1.3 Stormwater drainage design will be carried out in accordance with the criteria set out in the Stormwater Drainage Manual published by DSD. The proposed design criteria to be adopted for design of this stormwater drainage system and factors which have been considered are summarised below.

1. Intensity-Duration-Frequency Relationship – The Recommended Intensity-Duration-Frequency relationship is used to estimate the intensity of rainfall. It can be expressed by the following algebraic equation.

$$i = \frac{a}{(t_d + b)^c}$$

The site is located within the HKO Zone. Therefore, for 10 years return period, the following values are adopted.

a	=	485
b	=	3.11
c	=	0.397

2. The peak runoff is calculated by the Rational Method
i.e. $Q_p = 0.278CiA$

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

3. The run-off coefficient (C) of surface runoff are taken as follows:

1. Paved Area: C = 0.95
2. Unpaved Area: C = 0.35

4. Manning's Equation is used for calculation of velocity of flow inside the channels:

$$\text{Manning's Equation: } v = \frac{R^{\frac{1}{6}}}{n} R^{\frac{1}{2}} S_f^{\frac{1}{2}}$$

Where,

V = velocity of the pipe flow (m/s)

S_f = hydraulic gradient

n = manning's coefficient

R = hydraulic radius (m)

5. Colebrook-White Equation is used for calculation of velocity of flow inside the pipes:

$$\text{Colebrook-White Equation: } \underline{v} = -\sqrt{32gRS} \log \log \left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{32gRS}} \right)$$

where,

V	=	velocity of the pipe flow (m/s)
S _f	=	hydraulic gradient
k _f	=	roughness value (m)
v	=	kinematics viscosity of fluid
D	=	pipe diameter (m)
R	=	hydraulic radius (m)

4 Proposed Drainage System

4.1. Proposed Channels

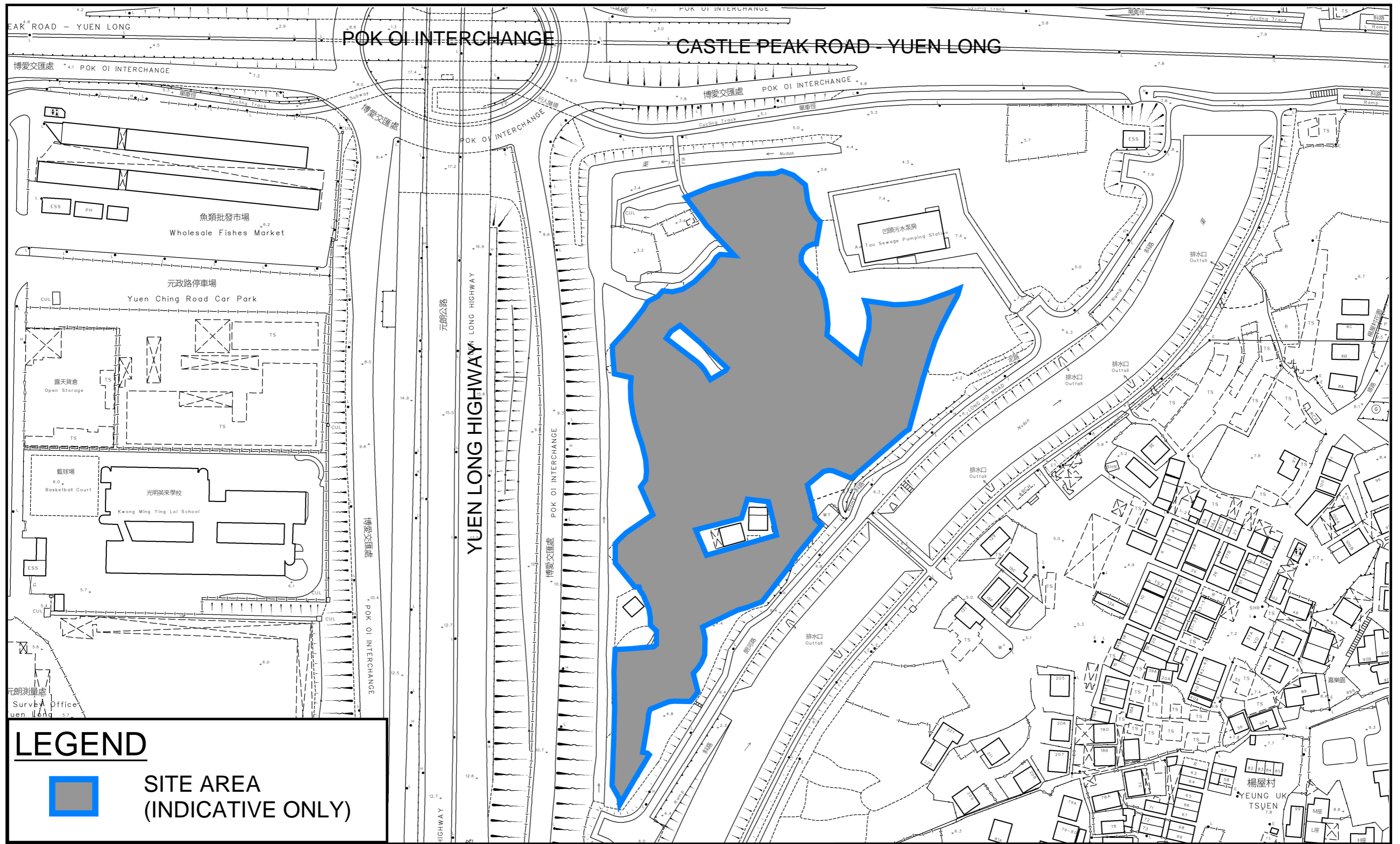
- 4.1.1 Proposed channels are designed for collection of runoff for internal and external catchment. They are proposed to discharge to approx. 10m width existing watercourse at the west.
- 4.1.2 The design calculations of proposed UChannel are shown in **Appendix A1**. The checking of utilization of existing 10m watercourse is also shown in Appendix A1, it shows the utilization is only 7%. As the development proposed to keep unpaved after development, no additional runoff is generated.
- 4.1.3 The alignment, size, gradient and details of the proposed drains are shown in **Figure 3**.
- 4.1.4 The catchment plan is shown in **Figure 4**.
- 4.1.5 Reference Drawings are shown in **Appendix C** for reference.

5 Conclusion

- 5.1.1 Drainage review has been conducted for the Proposed Development. With implementation of the proposed drainage system, no adverse drainage impact is anticipated.

- End of Text -

FIGURES



LEGEND



**SITE AREA
(INDICATIVE ONLY)**

PROJECT:
Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone

LOCATION:
Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories

TITLE
SITE LOCATION PLAN

FIGURE NUMBER
FIGURE 1



VER	DESCRIPTION	DATE



PROJECT:

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone

LOCATION:

Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories

TITLE
EXISTING DRAINAGE PLAN






FIGURE NUMBER
FIGURE 2

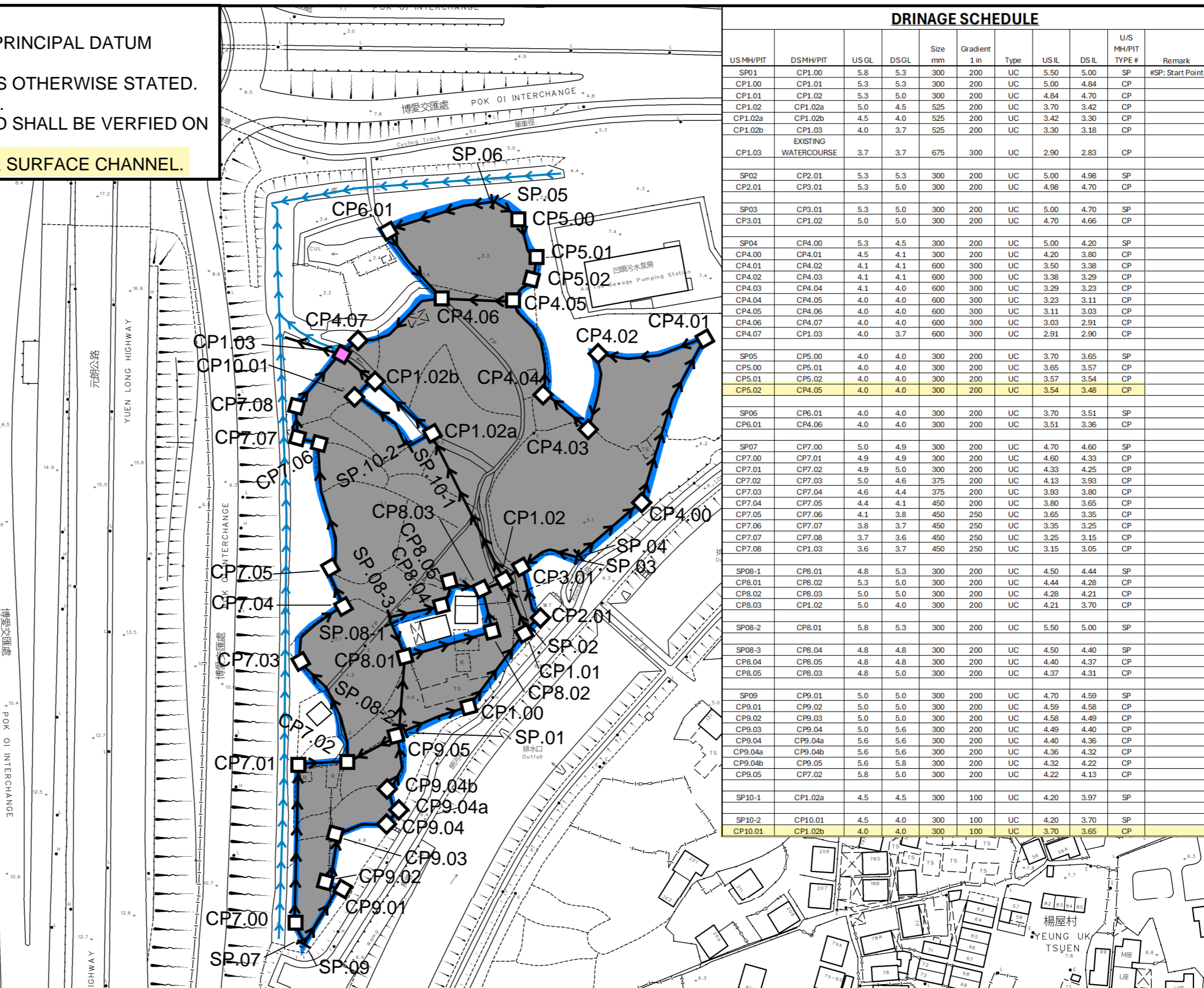
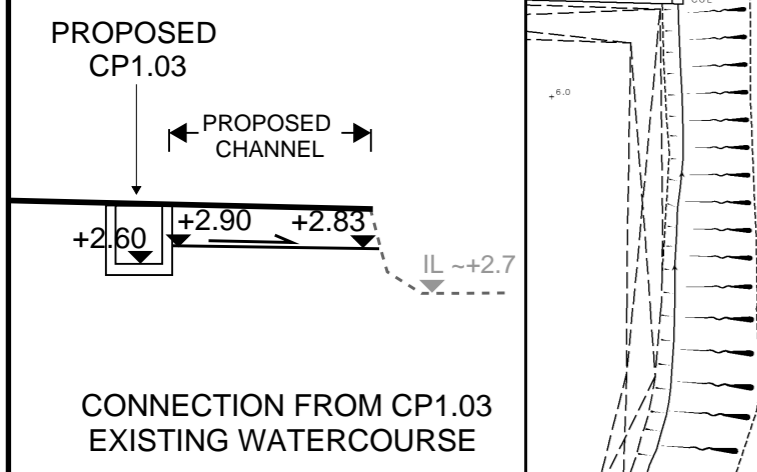
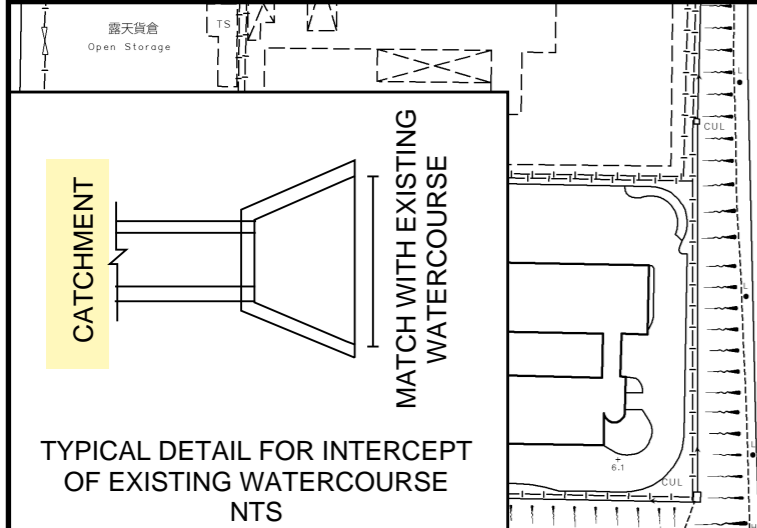


VER	DESCRIPTION	DATE

NOTES:
 1. ALL LEVELS ARE IN METRES TO HONG KONG PRINCIPAL DATUM (m.p.d.) UNLESS NOTED OTHERWISE.
 2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 3. LOCATION OF CATCHPITS ARE APPROX. ONLY.
 4. CONNECTION LEVELS ARE APPROX. ONLY AND SHALL BE VERIFIED ON SITE.
 5. CONCRETE/CI GRATING TO BE PROVIDED FOR SURFACE CHANNEL.

LEGEND

-  SITE AREA (INDICATIVE ONLY)
-  EXISTING STREAM
-  PROPOSED CHANNEL
-  PROPOSED CATCHPIT
-  PROPOSED CATCHPIT w/TRAP



DRAINAGE SCHEDULE										
USMH/PIT	DSMH/PIT	USGL	DSGL	Size mm	Gradient 1 in	Type	US IL	DS IL	U/S MH/PIT TYPE#	Remark
SP01	CP1.00	5.8	5.3	300	200	UC	5.50	5.00	SP	#SP: Start Point
CP1.00	CP1.01	5.3	5.3	300	200	UC	5.00	4.84	CP	
CP1.01	CP1.02	5.3	5.0	300	200	UC	4.84	4.70	CP	
CP1.02	CP1.02a	5.0	4.5	525	200	UC	3.70	3.42	CP	
CP1.02a	CP1.02b	4.5	4.0	525	200	UC	3.42	3.30	CP	
CP1.02b	CP1.03	4.0	3.7	525	200	UC	3.30	3.18	CP	
CP1.03	EXISTING WATERCOURSE	3.7	3.7	675	300	UC	2.90	2.83	CP	
SP02	CP2.01	5.3	5.3	300	200	UC	5.00	4.98	SP	
CP2.01	CP3.01	5.3	5.0	300	200	UC	4.98	4.70	CP	
SP03	CP3.01	5.3	5.0	300	200	UC	5.00	4.70	SP	
CP3.01	CP1.02	5.0	5.0	300	200	UC	4.70	4.66	CP	
SP04	CP4.00	5.3	4.5	300	200	UC	5.00	4.20	SP	
CP4.00	CP4.01	4.5	4.1	300	200	UC	4.20	3.80	CP	
CP4.01	CP4.02	4.1	4.1	600	300	UC	3.50	3.38	CP	
CP4.02	CP4.03	4.1	4.1	600	300	UC	3.38	3.29	CP	
CP4.03	CP4.04	4.1	4.0	600	300	UC	3.29	3.23	CP	
CP4.04	CP4.05	4.0	4.0	600	300	UC	3.23	3.11	CP	
CP4.05	CP4.06	4.0	4.0	600	300	UC	3.11	3.03	CP	
CP4.06	CP4.07	4.0	4.0	600	300	UC	3.03	2.91	CP	
CP4.07	CP1.03	4.0	3.7	600	300	UC	2.91	2.90	CP	
SP05	CP5.00	4.0	4.0	300	200	UC	3.70	3.65	SP	
CP5.00	CP5.01	4.0	4.0	300	200	UC	3.65	3.57	CP	
CP5.01	CP5.02	4.0	4.0	300	200	UC	3.57	3.54	CP	
CP5.02	CP4.05	4.0	4.0	300	200	UC	3.54	3.48	CP	
SP06	CP6.01	4.0	4.0	300	200	UC	3.70	3.51	SP	
CP6.01	CP4.06	4.0	4.0	300	200	UC	3.51	3.36	CP	
SP07	CP7.00	5.0	4.9	300	200	UC	4.70	4.60	SP	
CP7.00	CP7.01	4.9	4.9	300	200	UC	4.60	4.33	CP	
CP7.01	CP7.02	4.9	5.0	300	200	UC	4.33	4.25	CP	
CP7.02	CP7.03	5.0	4.6	375	200	UC	4.13	3.93	CP	
CP7.03	CP7.04	4.6	4.4	375	200	UC	3.93	3.80	CP	
CP7.04	CP7.05	4.4	4.1	450	200	UC	3.80	3.65	CP	
CP7.05	CP7.06	4.1	3.8	450	250	UC	3.65	3.35	CP	
CP7.06	CP7.07	3.8	3.7	450	250	UC	3.35	3.25	CP	
CP7.07	CP7.08	3.7	3.6	450	250	UC	3.25	3.15	CP	
CP7.08	CP1.03	3.6	3.7	450	250	UC	3.15	3.05	CP	
SP08-1	CP8.01	4.8	5.3	300	200	UC	4.50	4.44	SP	
CP8.01	CP8.02	5.3	5.0	300	200	UC	4.44	4.28	CP	
CP8.02	CP8.03	5.0	5.0	300	200	UC	4.28	4.21	CP	
CP8.03	CP1.02	5.0	4.0	300	200	UC	4.21	3.70	CP	
SP08-2	CP8.01	5.8	5.3	300	200	UC	5.50	5.00	SP	
SP08-3	CP8.04	4.8	4.8	300	200	UC	4.50	4.40	SP	
CP8.04	CP8.05	4.8	4.8	300	200	UC	4.40	4.37	CP	
CP8.05	CP8.03	4.8	5.0	300	200	UC	4.37	4.31	CP	
SP09	CP9.01	5.0	5.0	300	200	UC	4.70	4.59	SP	
CP9.01	CP9.02	5.0	5.0	300	200	UC	4.59	4.58	CP	
CP9.02	CP9.03	5.0	5.0	300	200	UC	4.58	4.49	CP	
CP9.03	CP9.04	5.0	5.6	300	200	UC	4.49	4.40	CP	
CP9.04	CP9.04a	5.6	5.6	300	200	UC	4.40	4.36	CP	
CP9.04a	CP9.04b	5.6	5.6	300	200	UC	4.36	4.32	CP	
CP9.04b	CP9.05	5.6	5.8	300	200	UC	4.32	4.22	CP	
CP9.05	CP7.02	5.8	5.0	300	200	UC	4.22	4.13	CP	
SP10-1	CP1.02a	4.5	4.5	300	100	UC	4.20	3.97	SP	
SP10-2	CP10.01	4.5	4.0	300	100	UC	4.20	3.70	SP	
CP10.01	CP1.02b	4.0	4.0	300	100	UC	3.70	3.65	CP	

PROJECT:
 Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone

TITLE
 PROPOSED DRAINAGE SYSTEM

FIGURE NUMBER
 FIGURE 3

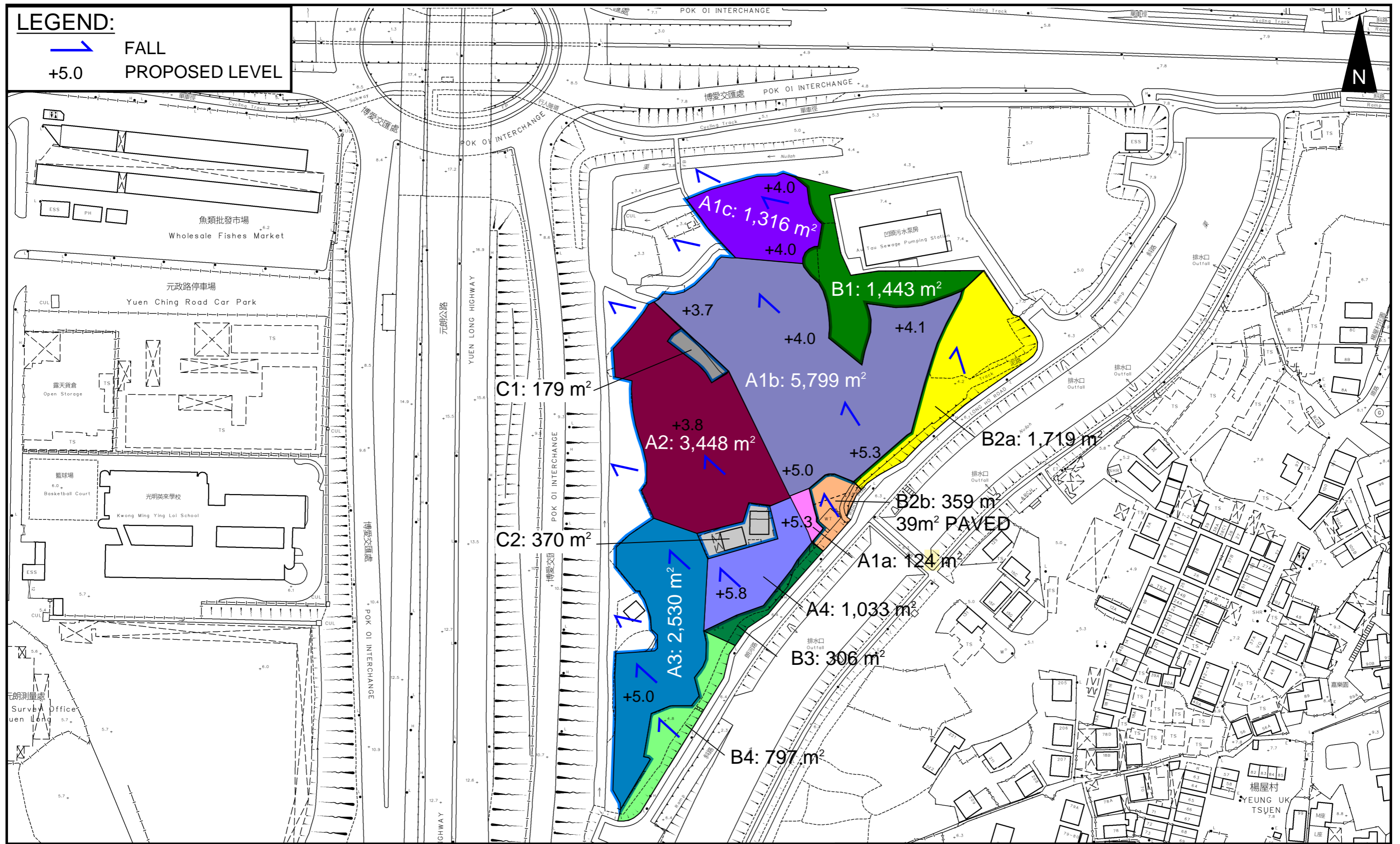
LOCATION:
 Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories



VER	DESCRIPTION	DATE

LEGEND:

 FALL
 +5.0 PROPOSED LEVEL



PROJECT:

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone

TITLE
CATCHMENT PLAN

FIGURE NUMBER
FIGURE 4

LOCATION:

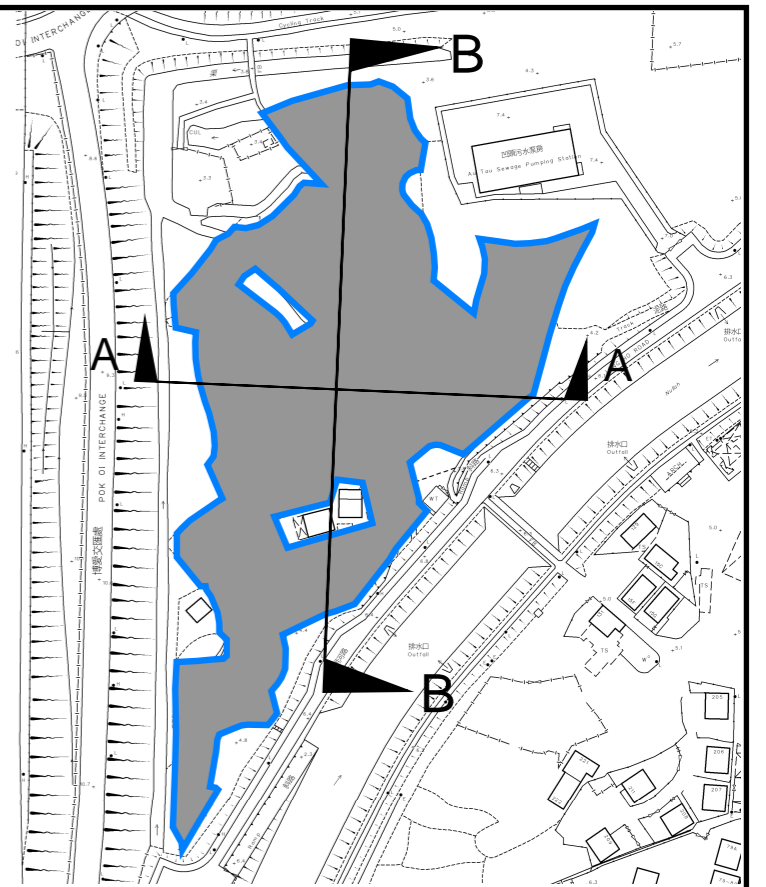
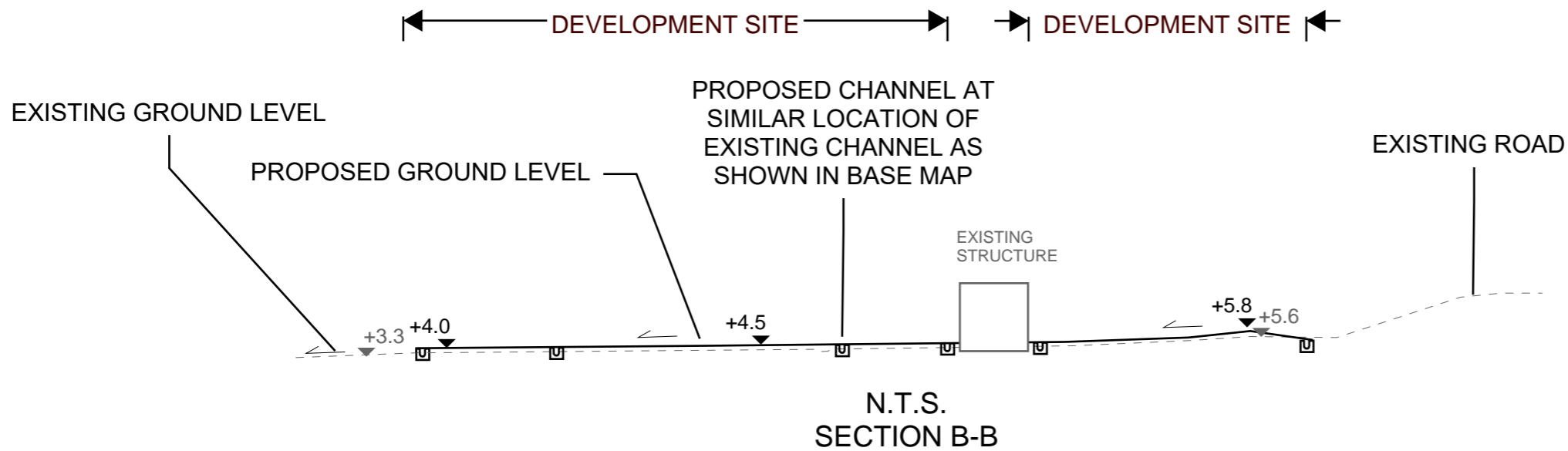
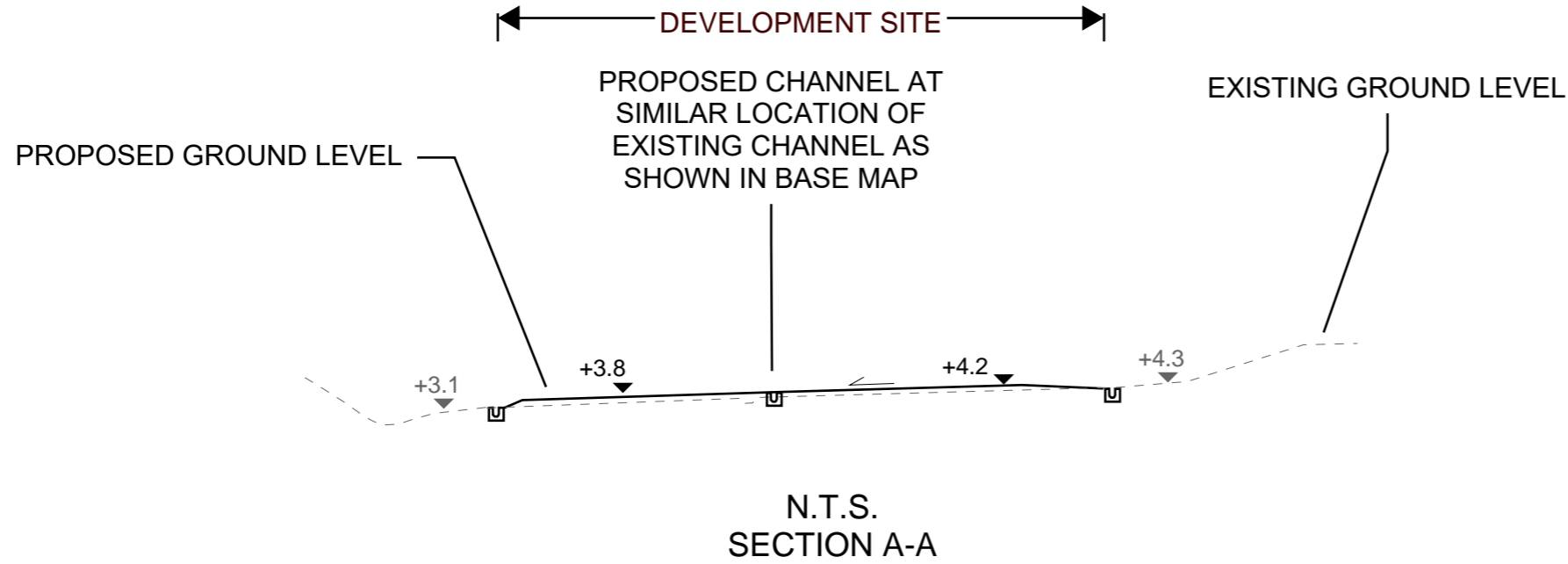
Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories



VER	DESCRIPTION	DATE

LEGEND

 SITE AREA
(INDICATIVE ONLY)



PROJECT:

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone

**TITLE
SECTIONS**

FIGURE NUMBER
FIGURE 5

LOCATION:

Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories



VER	DESCRIPTION	DATE

APPENDIX

Appendix A1: Design Calculation

Zone

HKO

Return Period	1 in	10	years
---------------	------	----	-------

n	0.014
Ks	0.15
Viscosity	0.000001

Storm Constant	HKO a	485
	HKO b	3.11
	HKO c	0.397

Catchment Area Table (Area in m²)

Catchment	A1a	A1b	A1c	A2	A3	A4	B1	B2a	B2b	B3	B4	C1	C2	Total Site Area (After Development)
Total Area	124	5799	1316	3448	2530	1033	1443	1719	359	306	797	179	370	14250
Hard Paved Area	0	0	0	0	0	0	0	0	39	0	0	0	370	0
Unpaved Area	124	5799	1316	3448	2530	1033	1443	1719	320	306	797	179	0	14250
Equivalent Area	43.4	2029.65	460.6	1206.8	885.5	361.55	505.05	601.65	149.05	107.10	278.95	62.65	351.50	4987.50

Pavement Type	Hard Paved	Unpaved
Runoff Coefficient	0.95	0.35

Calculation Table of Drainage System

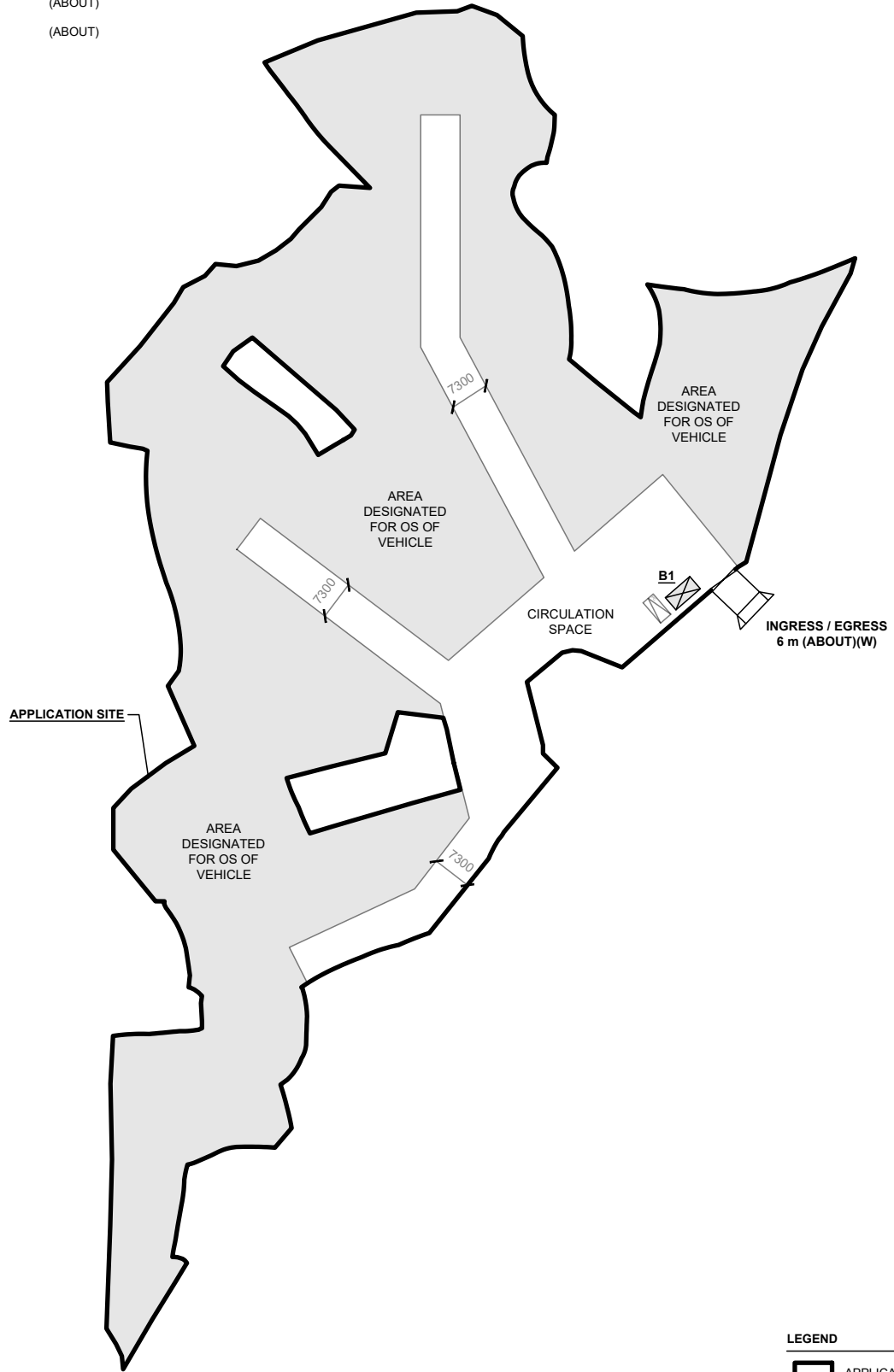
US MH/PIT	DS MH/PIT	US GL	DS GL	Size mm	Gradient 1 in	Type	US IL	DS IL	U/S MH/PIT TYPE #	Length m	V m/s	Capacity m ³ /s	Catchment ID1	Catchment ID2	Catchment ID3	Catchment ID4	Catchment ID5	Catchment ID6	Catchment ID7	Catchment ID8	Total Equivalent Area m ²	ToC min	Intensity mm/hr	Total Discharge m ³ /s	Utilization	Remark
SP01	CP1.00	5.80	5.30	300	200	UC	5.50	5.00	SP	23.4	1.12	0.09	A4	B3								468.65	2.80	240	0.03	34.7%
CP1.00	CP1.01	5.30	5.30	300	200	UC	5.00	4.84	CP	31.6	1.12	0.09	A4	B3								468.65	3.15	234	0.03	34.0%
CP1.01	CP1.02	5.30	5.00	300	200	UC	4.84	4.70	CP	20.1	1.12	0.09	A1a	A4	B3							512.05	3.62	228	0.03	36.1%
CP1.02	CP1.02a	5.00	4.50	525	200	UC	3.70	3.42	CP	55.7	1.62	0.40	A1a	A1b	A2	A4	B2b	B3	C2			4249.05	3.92	224	0.26	66.1%
CP1.02a	CP1.02b	4.50	4.00	525	200	UC	3.42	3.30	CP	25.1	1.62	0.40	A1a	A1b	A2	A4	B2b	B3	C1	C2		4311.70	4.50	217	0.26	65.0%
CP1.02b	CP1.03	4.00	3.70	525	200	UC	3.30	3.18	CP	14.3	1.62	0.40	A1a	A1b	A2	A4	B2b	B3	C1	C2		4311.70	4.75	214	0.26	64.2%
CP1.03	EXISTING WATERCOURSE	3.70	3.70	675	300	UC	2.90	2.83	CP	19.7	1.57	0.64	Total Site Area (After Development)	B1	B2a	B2b	B3	B4	C1	C2		7043.45	6.61	197	0.39	60.4%
SP02	CP2.01	5.30	5.30	300	200	UC	5.00	4.98	SP	5.0	1.12	0.09	A1a	B2b								192.45	2.80	240	0.01	14.3%
CP2.01	CP3.01	5.30	5.00	300	200	UC	4.98	4.70	CP	17.9	1.12	0.09	A1a	B2b								192.45	2.87	238	0.01	14.2%
SP03	CP3.01	5.30	5.00	300	200	UC	5.00	4.70	SP	21.0	1.12	0.09	B2b									149.05	2.80	240	0.01	11.0%
CP3.01	CP1.02	5.00	5.00	300	200	UC	4.70	4.66	CP	7.5	1.12	0.09	A1a	B2b								192.45	3.14	234	0.01	14.0%
SP04	CP4.00	5.30	4.50	300	200	UC	5.00	4.20	SP	27.9	1.12	0.09	B2a									601.65	2.80	240	0.04	44.6%
CP4.00	CP4.01	4.50	4.10	300	200	UC	4.20	3.80	CP	58.9	1.12	0.09	B2a									601.65	3.22	233	0.04	43.4%
CP4.01	CP4.02	4.10	4.10	600	300	UC	3.50	3.38	CP	36.3	1.45	0.47	A1b	B1	B2a							3136.35	4.09	221	0.19	41.5%
CP4.02	CP4.03	4.10	4.10	600	300	UC	3.38	3.29	CP	26.4	1.45	0.47	A1b	B1	B2a							3136.35	4.51	217	0.19	40.5%
CP4.03	CP4.04	4.10	4.00	600	300	UC	3.29	3.23	CP	19.4	1.45	0.47	A1b	B1	B2a							3136.35	4.82	213	0.19	39.9%
CP4.04	CP4.05	4.00	4.00	600	300	UC	3.23	3.11	CP	34.0	1.45	0.47	A1b	B1	B2a							3136.35	5.04	211	0.18	39.5%
CP4.05	CP4.06	4.00	4.00	600	300	UC	3.11	3.03	CP	25.4	1.45	0.47	A1b	A1c	B1	B2a						3596.95	5.43	207	0.21	44.4%
CP4.06	CP4.07	4.00	4.00	600	300	UC	3.03	2.91	CP	34.3	1.45	0.47	A1b	A1c	B1	B2a						3596.95	5.72	204	0.20	43.8%
CP4.07	CP1.03	4.00	3.70	600	300	UC	2.91	2.90	CP	5.7	1.45	0.47	A1b	A1c	B1	B2a						3596.95	6.12	201	0.20	43.1%
SP05	CP5.00	4.00	4.00	300	200	UC	3.70	3.65	SP	10.0	1.12	0.09	B1									505.05	2.80	240	0.03	37.4%
CP5.00	CP5.01	4.00	4.00	300	200	UC	3.65	3.57	CP	15.6	1.12	0.09	B1									505.05	2.95	237	0.03	37.1%
CP5.01	CP5.02	4.00	4.00	300	200	UC	3.57	3.54	CP	7.4	1.12	0.09	B1									505.05	3.18	234	0.03	36.5%
CP5.02	CP4.05	4.00	4.00	300	200	UC	3.54	3.48	CP	10.2	1.12	0.09	B1									505.05	3.29	232	0.03	36.3%
SP06	CP6.01	4.00	4.00	300	200	UC	3.70	3.51	SP	37.4	1.12	0.09	A1c									460.60	2.80	240	0.03	34.1%
CP6.01	CP4.06	4.00	4.00	300	200	UC	3.51	3.36	CP	30.0	1.12	0.09	A1c									460.60	3.36	231	0.03	32.9%
SP07	CP7.00	5.00	4.90	300	200	UC	4.70	4.60	SP	6.3	1.12	0.09	A3									885.50	2.80	240	0.06	65.6%
CP7.00	CP7.01	4.90	4.90	300	200	UC	4.60	4.33	CP	54.2	1.12	0.09	A3									885.50	2.89	238	0.06	65.2%
CP7.01	CP7.02	4.90	5.00	300	200	UC	4.33	4.25	CP	16.7	1.12	0.09	A3									885.50	3.70	226	0.06	62.0%
CP7.02	CP7.03	5.00	4.60	375	200	UC	4.13	3.93	CP	39.4	1.30	0.16	A3	B4								1164.45	4.51	217	0.07	43.0%
CP7.03	CP7.04	4.60	4.40	375	200	UC	3.93	3.80	CP	26.3	1.30	0.16	A3	B4								1164.45	5.02	211	0.07	42.0%
CP7.04	CP7.05	4.40	4.10	450	200	UC	3.80	3.65	CP	12.3	1.47	0.26	A2	A3	B4	C1						2433.90	5.35	208	0.14	53.1%
CP7.05	CP7.06	4.10	3.80	450	250	UC	3.65	3.35	CP	45.4	1.31	0.24	A2	A3	B4	C1	C2					2785.40	5.49	206	0.16	67.5%
CP7.06	CP7.07	3.80	3.70	450	250	UC	3.35	3.25	CP	6.9	1.31	0.24	A2	A3	B4	C1	C2					2785.40	6.07	201	0.16	65.7%
CP7.07	CP7.08	3.70	3.60	450	250	UC	3.25	3.15	CP	10.9	1.31	0.24	A2	A3	B4	C1	C2					2785.40	6.16	200	0.16	65.5%
CP7.08	CP1.03	3.60	3.70	450	250	UC	3.15	3.05	CP	24.6	1.31	0.24	A2	A3	B4	C1	C2					2785.40	6.30	199	0.15	65.1%
SP08-1	CP8.01	4.80	5.30	300	200	UC	4.50	4.44	SP	12.3	1.12	0.09	C1									62.65	2.80	240	0.00	4.6%
CP8.01	CP8.02	5.30	5.00	300	200	UC	4.44	4.28	CP	30.9	1.12	0.09	A4	C1								424.20	3.14	234	0.03	30.8%
CP8.02	CP8.03	5.00	5.00	300	200	UC	4.28	4.21	CP	14.6	1.12	0.09	A4	C1								424.20	3.60	228	0.03	29.9%
CP8.03	CP1.02	5.00	4.00	300	200	UC	4.21	3.70	CP	7.0	1.12	0.09	A4	C1								424.20	3.82	225	0.03	29.5%
SP08-2	CP8.01	5.80	5.30	300	200	UC	5.50	5.00	SP	22.9	1.12	0.09	A4									361.55	2.80	240	0.02	26.8%
SP08-3	CP8.04	4.80	4.80	300	200	UC	4.50	4.40	SP	19.1	1.12	0.09	C1									62.65	2.80	240	0.00	4.6%
CP8.04	CP8.05	4.80	4.80	300	200	UC	4.40	4.37	CP	7.7	1.12	0.09	C1									62.65	3.08	235	0.00	4.6%
CP8.05	CP8.03	4.80	5.00	300	200	UC	4.37	4.31	CP	10.5	1.12	0.09	C1									62.65	3.20	233	0.00	4.5%
SP09	CP9.01	5.00	5.00	300	200	UC	4.70	4.59	SP	21.7	1.12	0.09	B4									278.95	2.80	240	0.02	20.7%
CP9.01	CP9.02	5.00	5.00	300	200	UC	4.59	4.58	CP	2.8	1.12	0.09														

APPENDIX B - PROPOSED SITE LAYOUT PLAN

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 14,250 m ²	(ABOUT)
COVERED AREA	: 18 m ²	(ABOUT)
UNCOVERED AREA	: 14,232 m ²	(ABOUT)
PLOT RATIO	: 0.001	(ABOUT)
SITE COVERAGE	: 0.1 %	(ABOUT)
NO. OF STRUCTURE	: 1	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 18 m ²	(ABOUT)
TOTAL GFA	: 18 m ²	(ABOUT)
BUILDING HEIGHT	: 3 m	(ABOUT)
NO. OF STOREY	: 1	

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	GUARDROOM	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		18 m² (ABOUT)	18 m² (ABOUT)	

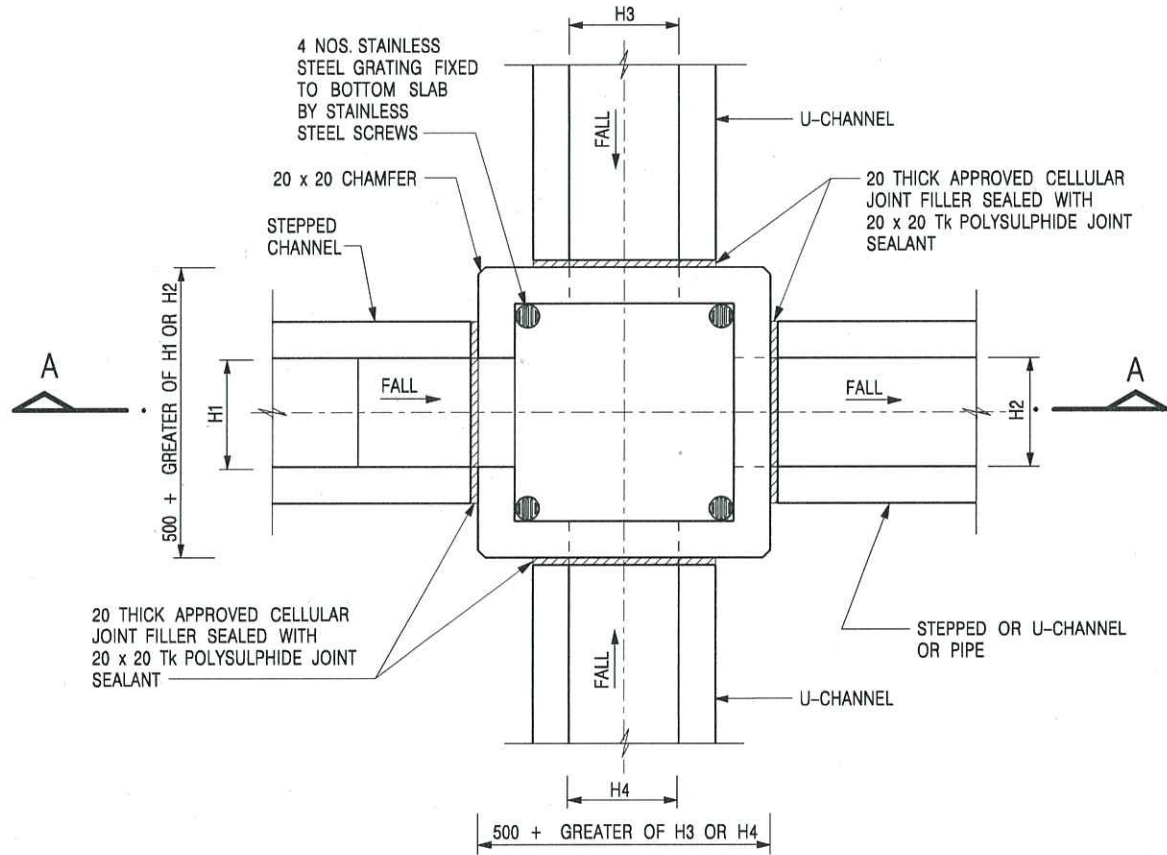


PARKING PROVISIONS

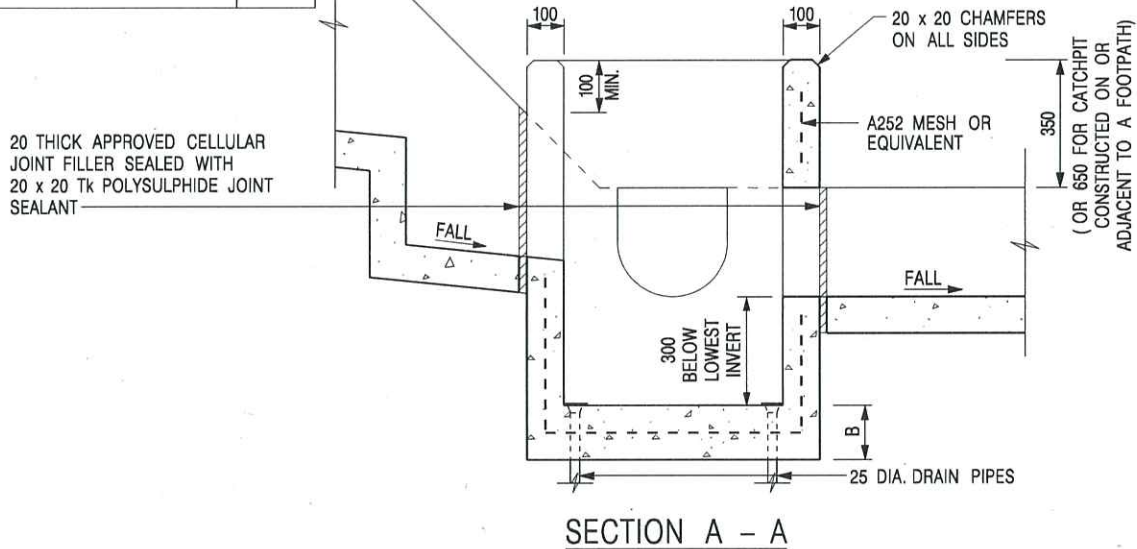
NO. OF PRIVATE CAR PARKING SPACE	: 1
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)

PLANNING CONSULTANT 	PROJECT PROPOSED TEMPORARY OPEN STORAGE OF VEHICLE WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND	ADDRESS VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES	SCALE 1 : 1500 @ A4		TITLE LAYOUT PLAN	
			DRAWN BY MN	DATE 7.6.2024	DWG NO. PLAN 10	VER. 001
		REVISED BY DATE				

Appendix C - Reference Drawings



NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175



NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 2 FOR OTHER NOTES.

CATCHPIT WITH TRAP
(SHEET 1 OF 2)

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE



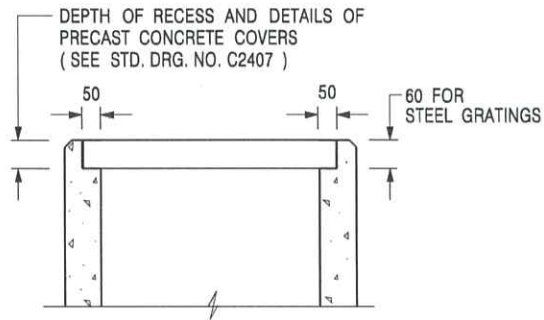
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DRAWING NO.

DATE JAN 1991

C2406 /1



**ALTERNATIVE TOP SECTION
FOR PRECAST CONCRETE COVERS / GRATINGS**

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. ALL CONCRETE SHALL BE GRADE 20 /20.
3. CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
4. FOR DETAILS OF JOINT, REFER TO STD. DRG. NO. C2413.
5. CONCRETE TO BE COLOURED AS SPECIFIED.
6. UNLESS REQUESTED BY THE MAINTENANCE PARTY AND AS DIRECTED BY THE ENGINEER, CATCHPIT WITH TRAP IS NORMALLY NOT PREFERRED DUE TO PONDING PROBLEM.
7. UPON THE REQUEST FROM MAINTENANCE PARTY, DRAIN PIPES AT CATCHPIT BASE CAN BE USED BUT THIS IS FOR CATCHPITS LOCATED AT SLOPE TOE ONLY AND AS DIRECTED BY THE ENGINEER.
8. FOR CATCHPITS CONSTRUCTED ON OR ADJACENT TO A FOOTPATH, STEEL GRATINGS (SEE DETAIL 'A' ON STD. DRG. NO. C2405 /2) OR CONCRETE COVERS (SEE STD. DRG. NO. C2407) SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER.
9. IF INSTRUCTED BY THE ENGINEER, HANDRAILING (SEE DETAIL 'J' ON STD. DRG. NO. C2405 /5; EXCEPT ON THE UPSLOPE SIDE) IN LIEU OF STEEL GRATINGS OR CONCRETE COVERS CAN BE ACCEPTED AS AN ALTERNATIVE SAFETY MEASURE FOR CATCHPITS NOT ON A FOOTPATH NOR ADJACENT TO IT. TOP OF THE HANDRAILING SHALL BE 1 000 mm MIN. MEASURED FROM THE ADJACENT GROUND LEVEL.
10. MINIMUM INTERNAL CATCHPIT WIDTH SHALL BE 1 000 mm FOR CATCHPITS WITH A HEIGHT EXCEEDING 1 000 mm MEASURED FROM THE INVERT LEVEL TO THE ADJACENT GROUND LEVEL. AND, STEP IRONS (SEE DSD STD. DRG. NO. DS1043) AT 300 c/c STAGGERED SHALL BE PROVIDED. THICKNESS OF CATCHPIT WALL FOR INSTALLATION OF STEP IRONS SHALL BE INCREASED TO 150 mm.
11. FOR RETROFITTING AN EXISTING CATCHPIT WITH STEEL GRATING, SEE DETAIL 'G' ON STD. DRG. NO. C2405 /4.
12. SUBJECT TO THE APPROVAL OF THE ENGINEER, OTHER MATERIALS CAN ALSO BE USED AS COVERS / GRATINGS.

A	MINOR AMENDMENT.	Original Signed	04.2016
-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE

**CATCHPIT WITH TRAP
(SHEET 2 OF 2)**



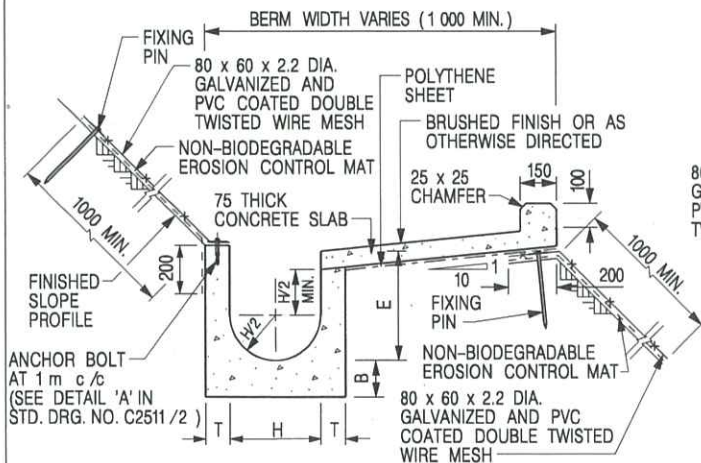
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

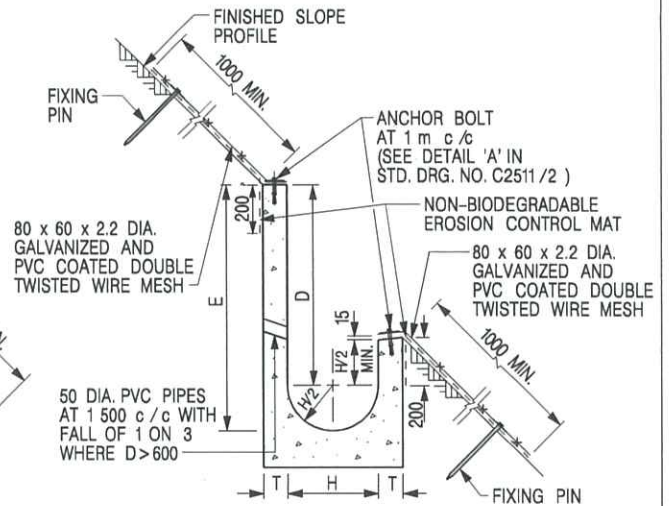
DRAWING NO.

DATE JAN 1991

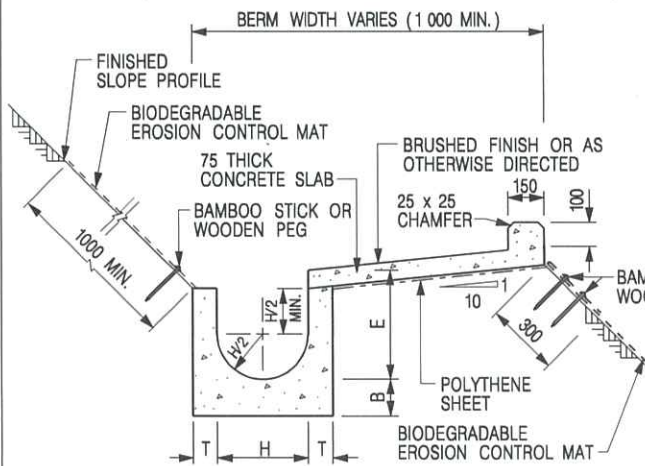
C2406 /2A



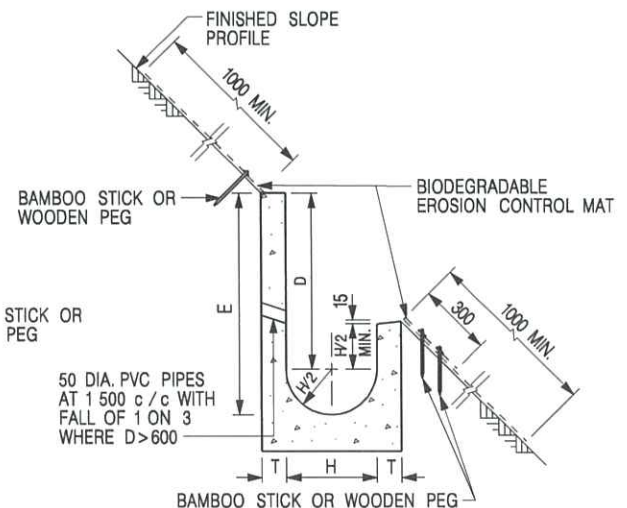
U-CHANNELS CONSTRUCTED ON BERM WITH NON-BIODEGRADABLE EROSION CONTROL MAT



U-CHANNELS NOT CONSTRUCTED ON BERM WITH NON-BIODEGRADABLE EROSION CONTROL MAT



U-CHANNELS CONSTRUCTED ON BERM WITH BIODEGRADABLE EROSION CONTROL MAT



U-CHANNELS NOT CONSTRUCTED ON BERM WITH BIODEGRADABLE EROSION CONTROL MAT

NOTES:

- ALL DIMENSIONS ARE IN MILLIMETRES.
- ALL CONCRETE TO BE GRADE 20 /20.
- CONCRETE SURFACE FINISH SHALL BE CLASS U2, F2 OR BRUSHED FINISH AS DIRECTED.
- SPACING OF EXPANSION JOINT IN CHANNELS, BERM SLABS AND APRONS TO BE 10 METRES MAXIMUM, SEE STD. DRG. NO. C2413 FOR DETAILS.
- JOINTS FOR CHANNELS, BERM SLABS, APRONS AND WALLS, ETC. TO BE ON THE SAME ALIGNMENT.
- FOR DIMENSIONS T, H, & B, SEE TABLE BELOW.
- FOR TYPICAL FIXING PIN DETAILS, SEE STD. DRG. NO. C2511/2.
- MINIMUM SIZE OF 25 x 50 x 300mm SHALL BE PROVIDED FOR WOODEN PEG.
- MINIMUM SIZE OF 10mm DIAMETER WITH 200mm LONG SHALL BE PROVIDED FOR BAMBOO STICK.
- THE FIXING DETAILS OF NON-BIODEGRADABLE AND BIODEGRADABLE EROSION CONTROL MATS ON EXISTING BERM SHALL REFER TO STD. DRG. NO. C2511/1.

NOMINAL SIZE H	T	B	REINFORCEMENT
300	80	100	A252 MESH PLACED CENTRALLY AND T=100 WHEN E > 650
375 - 600	100	150	
675 - 900	125	175	A252 MESH PLACED CENTRALLY

REF.	REVISION	SIGNATURE	DATE
I	MINOR AMENDMENT.	Original Signed	07.2018
H	FIXING DETAILS OF BIODEGRADABLE EROSION CONTROL MAT ADDED.	Original Signed	12.2017
G	DIMENSION TABLE AMENDED.	Original Signed	01.2005
F	MINOR AMENDMENT.	Original Signed	01.2004
E	GENERAL REVISION.	Original Signed	12.2002
D	MINOR AMENDMENT.	Original Signed	08.2001
C	150 x 100 UPSTAND ADDED AT BERM.	Original Signed	6.99
B	MINOR AMENDMENT.	Original Signed	3.94
A	MINOR AMENDMENT.	Original Signed	10.92

DETAILS OF HALF-ROUND AND U-CHANNELS (TYPE B - WITH EROSION CONTROL MAT APRON)



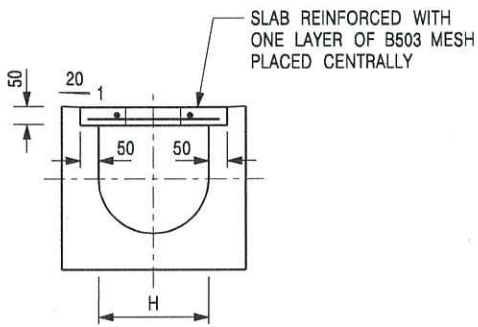
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

SCALE DIAGRAMMATIC

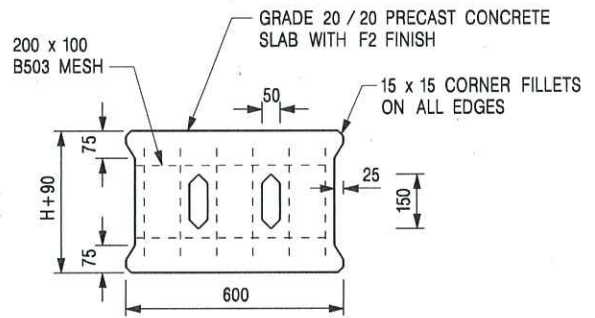
DRAWING NO.

DATE JAN 1991

C24101



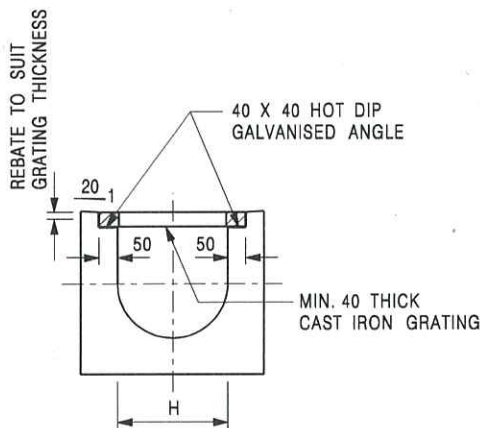
TYPICAL SECTION



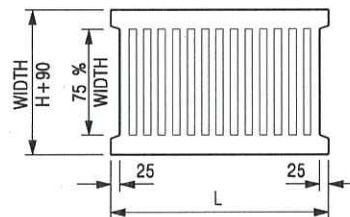
PLAN OF SLAB

U-CHANNELS WITH PRECAST CONCRETE SLABS

(UP TO H OF 525)



TYPICAL SECTION



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

CAST IRON GRATING

(DIMENSIONS ARE FOR GUIDANCE ONLY, CONTRACTOR MAY SUBMIT EQUIVALENT TYPE)

U-CHANNEL WITH CAST IRON GRATING

(UP TO H OF 525)

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. H=NOMINAL CHANNEL SIZE.
3. ALL CAST IRON FOR GRATINGS SHALL BE GRADE EN-GJL-150 COMPLYING WITH BS EN 1561.
4. FOR COVERED CHANNELS TO BE HANDED OVER TO HIGHWAYS DEPARTMENT FOR MAINTENANCE, THE GRATING DETAILS SHALL FOLLOW THOSE AS SHOWN ON HyD STD. DRG. NO. H3156.

E	NOTES 3 & 4 AMENDED.	Original Signed	12.2014
D	NOTE 4 ADDED.	Original Signed	06.2008
C	MINOR AMENDMENT. NOTE 3 ADDED.	Original Signed	12.2005
B	NAME OF DEPARTMENT AMENDED.	Original Signed	01.2005
A	CAST IRON GRATING AMENDED.	Original Signed	12.2002
REF.	REVISION	SIGNATURE	DATE

COVER SLAB AND CAST IRON
GRATING FOR CHANNELS



CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

SCALE 1 : 20

DRAWING NO.

DATE JAN 1991

C2412E



PHOTO 1



PHOTO 4



PHOTO 2



PHOTO 5



PHOTO 3



PHOTO 6

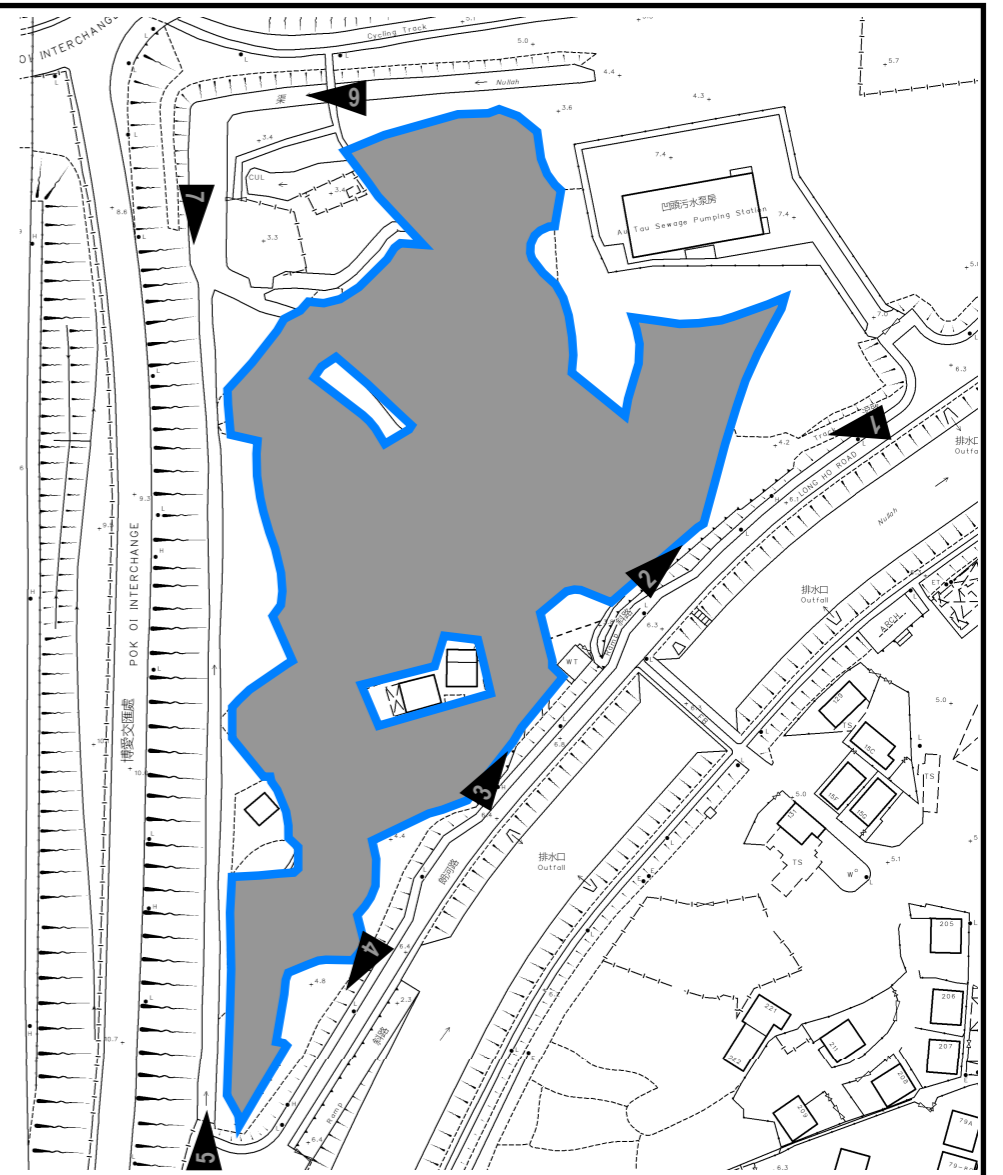


PHOTO 7

PROJECT:

Proposed Temporary Open Storage of Vehicle with Ancillary Facilities for a Period of 3 Years and Associated Filling of Land in "Agriculture" Zone

LOCATION:

Various Lots in D.D. 115 and 116 and Adjoining Government Land, Au Tau, Yuen Long, New Territories

SITE PHOTOS

APPENDIX D



VER	DESCRIPTION	DATE

Appendix VI

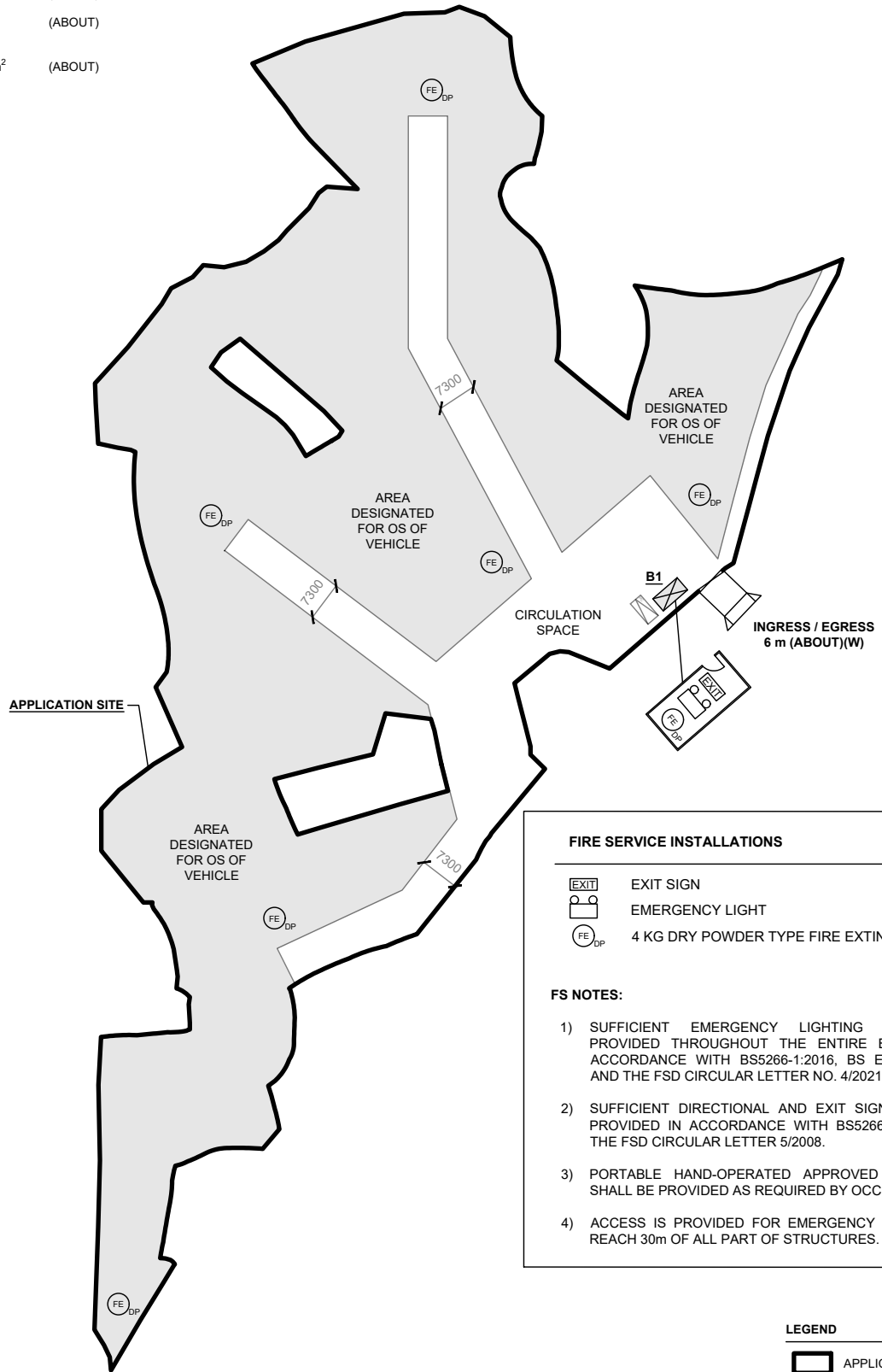
Fire Service Installations Proposal



DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 14,250 m ²	(ABOUT)
COVERED AREA	: 18 m ²	(ABOUT)
UNCOVERED AREA	: 14,232 m ²	(ABOUT)
PLOT RATIO	: 0.001	(ABOUT)
SITE COVERAGE	: 0.1 %	(ABOUT)
NO. OF STRUCTURE	: 1	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 18 m ²	(ABOUT)
TOTAL GFA	: 18 m ²	(ABOUT)
BUILDING HEIGHT	: 3 m	(ABOUT)
NO. OF STOREY	: 1	
AREA FOR OPEN STORAGE	: 11,401 m ²	(ABOUT)

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	GUARDROOM	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		18 m² (ABOUT)	18 m² (ABOUT)	



FIRE SERVICE INSTALLATIONS

- EXIT SIGN
- EMERGENCY LIGHT
- 4 KG DRY POWDER TYPE FIRE EXTINGUISHER

FS NOTES:

- 1) SUFFICIENT EMERGENCY LIGHTING SHALL BE PROVIDED THROUGHOUT THE ENTIRE BUILDING IN ACCORDANCE WITH BS5266-1:2016, BS EN 1838:2013 AND THE FSD CIRCULAR LETTER NO. 4/2021.
- 2) SUFFICIENT DIRECTIONAL AND EXIT SIGN SHALL BE PROVIDED IN ACCORDANCE WITH BS5266-1:2016 AND THE FSD CIRCULAR LETTER 5/2008.
- 3) PORTABLE HAND-OPERATED APPROVED APPLIANCE SHALL BE PROVIDED AS REQUIRED BY OCCUPANCY.
- 4) ACCESS IS PROVIDED FOR EMERGENCY VEHICLE TO REACH 30m OF ALL PART OF STRUCTURES.

PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 1
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PC)
- INGRESS / EGRESS

PLANNING CONSULTANT



PROJECT

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

ADDRESS

VARIOUS LOTS IN D.D. 115 AND 116 AND ADJOINING GOVERNMENT LAND, AU TAU, YUEN LONG, NEW TERRITORIES

SCALE

1 : 1200 @ A4

TITLE

FSIs PROPOSAL

DRAWN BY

MN

DATE

2.7.2025

REVISED BY

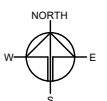
DATE

DWG NO.

APP VI

VER.

001



Appendix VII

Aerial photo and Site photos



Appendix VII –Aerial photo and Site photos dated 20.1.2026



Aerial Photo



Viewpoint 1



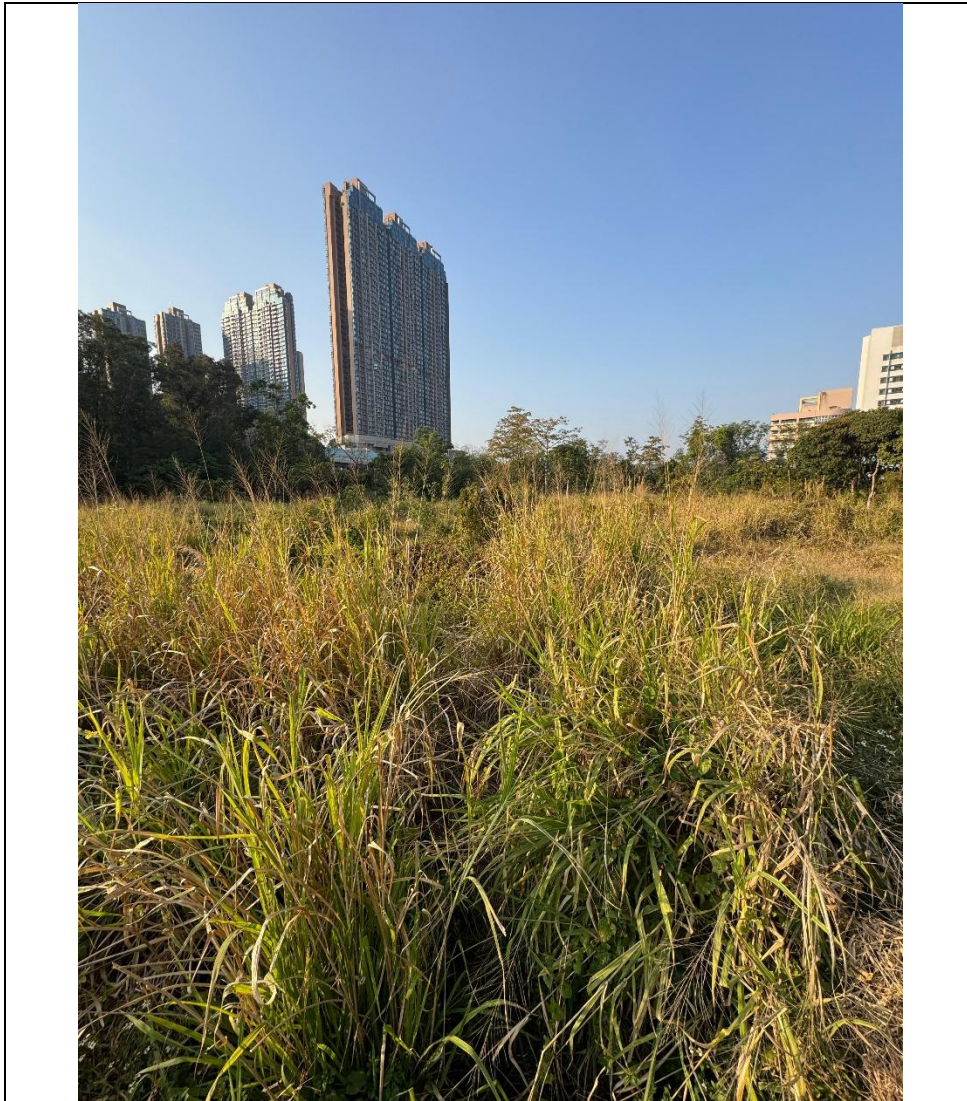
Viewpoint 2



Viewpoint 3



Viewpoint 4



Viewpoint 5