

2021年 5月 28日

此文件在 收到・城市規劃委員會  
只會在收到所有必要的資料及文件後才正式確認收到  
申請的日期。

This document is received on 28 MAY 2021.  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

Form No. S16-I  
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

**Applicable to proposals not involving or not only involving:  
適用於建議不涉及或不祇涉及:**

- (i) **Construction of "New Territories Exempted House(s)";  
興建「新界豁免管制屋宇」;**
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in  
rural areas; and  
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及**
- (iii) **Renewal of permission for temporary use or development in rural areas  
位於鄉郊地區的臨時用途或發展的許可續期**

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

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

**General Note and Annotation for the Form**

**填寫表格的一般指引及註解**

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/TSS/283
	Date Received 收到日期	28 MAY 2021

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件(倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

## 1. Name of Applicant 申請人姓名/名稱

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

Hong Kong Housing Society

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

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

Knight Frank Petty Limited

## 3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Kawada Plaza (Phase II), No. 5 Lok Yip Road, Fanling, New Territories Fanling Sheung Shui Town Lot No. 261
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 ..... 815 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 ..... 4,075 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	..... sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/24
(e) Land use zone(s) involved 涉及的土地用途地帶	Industrial
(f) Current use(s) 現時用途	Vacant industrial building  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 -

- ☐ is the sole "current land owner"<sup>1</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>1</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"<sup>1</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>1</sup> (請夾附業權證明文件)。
- ☒ is not a "current land owner"<sup>1</sup>.  
並不是「現行土地擁有人」<sup>1</sup>。

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

#### 5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at .....25/05/2021..... (DD/MM/YYYY), this application involves a total of .....1..... "current land owner(s)"<sup>1</sup>.  
根據土地註冊處截至 ..... 年 ..... 月 ..... 日的記錄，這宗申請共牽涉 ..... 名「現行土地擁有人」<sup>1</sup>。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of ..... "current land owner(s)"<sup>1</sup>.  
已取得 ..... 名「現行土地擁有人」<sup>1</sup>的同意。

Details of consent of "current land owner(s)" <sup>1</sup> obtained 取得「現行土地擁有人」 <sup>1</sup> 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

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

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

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

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

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

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

- ☒ sent request for consent to the "current land owner(s)" on 18/05/2021 (DD/MM/YYYY)<sup>#</sup>  
於 (日/月/年) 向每一名「現行土地擁有人」<sup>#</sup> 郵遞要求同意書<sup>\*</sup>

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

- ☐ published notices in local newspapers on (DD/MM/YYYY)<sup>\*</sup>  
於 (日/月/年) 在指定報章就申請刊登一次通知<sup>\*</sup>
- ☐ posted notice in a prominent position on or near application site/premises on (DD/MM/YYYY)<sup>\*</sup>  
於 (日/月/年) 在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知<sup>\*</sup>
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on (DD/MM/YYYY)<sup>\*</sup>  
於 (日/月/年) 把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會<sup>\*</sup>

Others 其他

- ☐ others (please specify)  
其他（請指明）

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Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

## 6. Type(s) of Application 申請類別

- ☒ Type (i) Change of use within existing building or part thereof  
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)  
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project  
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)  
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☐ Type (v) Use / development other than (i) to (iii) above  
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one '✓'.

註 1: 可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2: 如發展涉及靈灰安置所用途, 請填妥於附件的表格。

(i) For Type (i) application 第(i)類申請			
(a) Total floor area involved 涉及的總樓面面積	About 4,075 sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesale Conversion of an Existing Building)  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施, 請在圖則上顯示, 並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數	9	Number of units involved 涉及單位數目	Wholesale Conversion
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 .....		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分.....4,075.....		sq.m 平方米 <input checked="" type="checkbox"/> About 約
	Total 總計 .....4,075.....		sq.m 平方米 <input checked="" type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足, 請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途
		Please refer to Table 3 of the Supporting Planning Statement	

(ii) For Type (ii) application 供第(ii)類申請	
(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約 <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))</p>
(b) Intended use/development 有意進行的用途/發展	

(iii) For Type (iii) application 供第(iii)類申請													
(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置 <input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置 <p>Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度</p> <table border="1"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)</p>	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											

**(iv) For Type (iv) application 供第(iv)類申請**

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and also fill in the proposed use/development and development particulars in part (v) below –  
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 ..... to 至 .....
- ☐ Gross floor area restriction 總樓面面積限制 From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由 .....% to 至 .....%
- ☐ Building height restriction 建築物高度限制  
From 由 .....m 米 to 至 ..... m 米  
From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)  
From 由 ..... storeys 層 to 至 ..... storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由 .....m to 至 ..... m
- ☐ Others (please specify) 其他 (請註明) .....

**(v) For Type (v) application 供第(v)類申請**

(a) Proposed use(s)/development  
擬議用途/發展

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

**(b) Development Schedule 發展細節表**

- Proposed gross floor area (GFA) 擬議總樓面面積 ..... sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 ..... ☐ About 約
- Proposed site coverage 擬議上蓋面積 ..... % ☐ About 約
- Proposed no. of blocks 擬議座數 .....
- Proposed no. of storeys of each block 每座建築物的擬議層數 ..... storeys 層  
☐ include 包括 .....storeys of basements 層地庫  
☐ exclude 不包括 .....storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 ..... mPD 米(主水平基準上) ☐ About 約  
..... m 米 ☐ About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐ About 約

number of Units 單位數目 .....

average unit size 單位平均面積 ..... sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目 .....

☐ Non-domestic part 非住用部分

☐ eating place 食肆 ..... sq. m 平方米 ☐ About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐ About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐ About 約

☐ Government, institution or community facilities (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積/總樓面面積)

政府、機構或社區設施 .....

☐ other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積/總樓面面積)

.....

☐ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

## (c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

## (d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

.....

.....

.....

.....

.....



**7. Anticipated Completion Time of the Development Proposal**  
**擬議發展計劃的預計完成時間**

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (c.g. June 2023)  
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2022/2023

## 8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

<p>Any vehicular access to the site/subject building?</p> <p>是否有車路通往地盤／有關建築物？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p><u>On Lok Mun Street</u></p> <p>.....</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p>																
<p>Any provision of parking space for the proposed use(s)?</p> <p>是否有為擬議用途提供停車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <table border="0"> <tr> <td>Private Car Parking Spaces 私家車車位</td> <td><u>16</u></td> </tr> <tr> <td>Motorcycle Parking Spaces 電單車車位</td> <td><u>2</u></td> </tr> <tr> <td>Light Goods Vehicle Parking Spaces 輕型貨車泊車位</td> <td>_____</td> </tr> <tr> <td>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</td> <td>_____</td> </tr> <tr> <td>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</td> <td>_____</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> </table>	Private Car Parking Spaces 私家車車位	<u>16</u>	Motorcycle Parking Spaces 電單車車位	<u>2</u>	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	_____	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	_____	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	_____	Others (Please Specify) 其他 (請列明)	_____	_____	_____	_____	_____
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<p>Any provision of loading/unloading space for the proposed use(s)?</p> <p>是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <table border="0"> <tr> <td>Taxi Spaces 的士車位</td> <td>_____</td> </tr> <tr> <td>Coach Spaces 旅遊巴車位</td> <td>_____</td> </tr> <tr> <td>Light Goods Vehicle Spaces 輕型貨車車位</td> <td><u>1</u></td> </tr> <tr> <td>Medium Goods Vehicle Spaces 中型貨車車位</td> <td>_____</td> </tr> <tr> <td>Heavy Goods Vehicle Spaces 重型貨車車位</td> <td>_____</td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>_____</td> </tr> <tr> <td><u>Medium/ Heavy Goods Vehicle Spaces</u></td> <td><u>2</u></td> </tr> <tr> <td>_____</td> <td>_____</td> </tr> </table>	Taxi Spaces 的士車位	_____	Coach Spaces 旅遊巴車位	_____	Light Goods Vehicle Spaces 輕型貨車車位	<u>1</u>	Medium Goods Vehicle Spaces 中型貨車車位	_____	Heavy Goods Vehicle Spaces 重型貨車車位	_____	Others (Please Specify) 其他 (請列明)	_____	<u>Medium/ Heavy Goods Vehicle Spaces</u>	<u>2</u>	_____	_____
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## 9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p>	<p><input checked="" type="checkbox"/> Please provide details 請提供詳情 Please refer to the Supporting Planning Statement</p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註: 如申請涉及第(ii)類申請, 請跳至下一條問題。)</p>	<p>Yes 是</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約</p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<p>No 否</p>	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>_____</p> <p>_____</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木, 請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
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**10. Justifications 理由**

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

Please refer to the Supporting Planning Statement

**11. Declaration 聲明**

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

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

Signature  
簽署



☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Calvin Kan

Senior Manager, Planning and Development

Name in Block Letters  
姓名（請以正楷填寫）

Position (if applicable)  
職位（如適用）

Professional Qualification(s)  
專業資格

☒ Member 會員 / ☐ Fellow of 資深會員

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會 /

☒ RPP 註冊專業規劃師

Others 其他

on behalf of  
代表

Knight Frank Petty Limited



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

Date 日期

25/5/2021

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第486章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角滙華道333號北角政府合署15樓。

**For Developments involving Columbarium Use, please also complete the following:**  
**如發展涉及靈灰安置所用途，請另外填妥以下資料：**

**Ash interment capacity 骨灰安放容量<sup>@</sup>**

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

**Total number of niches 龕位總數**

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

**Proposed operating hours 擬議營運時間**

<sup>@</sup> Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;  
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and  
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.  
在該靈灰安置所內，總共最多可安放多少份骨灰。

## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	粉嶺上水市地段261號 粉嶺樂業路5號川田工貿廣場二期 Kawada Plaza (Phase II) No. 5 Lok Yip Road, Fanling New Territories Fanling Sheung Shui Town Lot No. 261		
Site area 地盤面積	815	sq. m 平方米 <input checked="" type="checkbox"/> About 約	(includes Government land of 包括政府土地 sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	粉嶺 / 上水分區計劃大綱核准圖編號 S/FSS/24 Approved Fanling / Sheung Shui Outline Zoning Plan No. S/FSS/24		
Zoning 地帶	「工業」 Industrial		
Applied use/ development 申請用途/發展	擬議商店及服務行業(陳列室)及辦公室(大規模改建現有建築物) Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesale Conversion of an Existing Building)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	4,075 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	5 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	1	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		<input type="checkbox"/> (Not more than 不多於) m 米
			<input type="checkbox"/> (Not more than 不多於) mPD 米(主水平基準上)
			<input type="checkbox"/> (Not more than 不多於) Storeys(s) 層 ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	35.995	<input type="checkbox"/> (Not more than 不多於) m 米
		48.050	<input type="checkbox"/> (Not more than 不多於) mPD 米(主水平基準上)
		9	<input checked="" type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input checked="" type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		<input type="checkbox"/> (Not more than 不多於) m 米
			<input type="checkbox"/> (Not more than 不多於) mPD 米(主水平基準上)
			<input type="checkbox"/> (Not more than 不多於) Storeys(s) 層 ( <input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積		65.668 (over 15m) 90.483 (under 15m)	% <input type="checkbox"/> About 約
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人		sq.m 平方米 <input type="checkbox"/> Not less than 不少於
	Public 公眾		sq.m 平方米 <input type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數  Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)  _____	16 2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數  Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Medium/ Heavy Goods Vehicle Spaces  _____	1      2

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

	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Water Supply Impact Assessment Report</u>		

Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號



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

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



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

**PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE'  
(WHOLESALERS CONVERSION IN AN EXISTING BUILDING)**

**AT KAWADA PLAZA (PHASE II), 5 LOK YIP ROAD, FANLING, NEW TERRITORIES  
ON THE APPROVED FANLING AND SHEUNG SHUI OUTLINE ZONING PLAN NO. S/FSS/24**

**SUPPORTING PLANNING STATEMENT**

Your Ref:

Our Ref: LAS/CK/TT (21-23616)

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

9 July 2021

**By Hand and Email**

Dear Sirs

**PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE'  
(WHOLESALE CONVERSION OF AN EXISTING BUILDING)  
AT KAWADA PLAZA (PHASE II)  
NO. 5 LOK YIP ROAD, FANLING, NEW TERRITORIES  
FANLING SHEUNG SHUI TOWN LOT NO. 261**

**APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)  
APPLICATION NO. A/FSS/283**

We refer to the captioned planning application No. A/FSS/283.

Further to our original submission made to the Town Planning Board ("TPB") via letter dated 25 May 2021, we enclose a set of further information comprising the following:

**Attachment I** A copy of Responses-to-Comments table addressing comments from the Lands Department, Trade and Industry Department and Transport Department

**Attachment II** A copy of Responses-to-Comments table addressing comments from the Public

**Attachment III** A copy of 5/F – 7/F Floor Plan as requested by the Planning Department

9 July 2021  
Town Planning Board  
Attention: Secretary, Town Planning Board



The above information is submitted to address departmental and public comments received and constitutes no material change to the application. We sincerely request to exempt the application from publication and recounting requirements. Should there be any queries, please feel free to contact the undersigned or our Ms Tammy Tam at

Yours faithfully  
For and on behalf of  
Knight Frank Petty Limited

A handwritten signature in black ink, appearing to be "CK" or similar, written over a faint circular stamp.

**Calvin Kan** MHKIP RPP  
Senior Manager, Planning & Development  
Land Advisory Services

Encs

cc Client

(Email only)

## **Attachment I**

### **Responses-to-Comments table addressing comments from Government Departments**

**PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE'  
(WHOLESALE CONVERSION OF AN EXISTING BUILDING)  
AT KAWADA PLAZA (PHASE II)  
NO. 5 LOK YIP ROAD, FANLING, NEW TERRITORIES  
FANLING SHEUNG SHUI TOWN LOT NO. 261**

**APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)  
(PLANNING APPLICATION NO. A/FSS/283)**

Comments	Response(s)
<p><u>Trade and Industry Department</u> received on 24 June 2021 (Contact: Ms. Aeri Lam   Tel: 2398 5551)</p> <p>According to the 2014 Area Assessments of Industrial Land in the Territory ("Assessments") released on 11 August 2015, it was revealed that the total industrial stock in Hong Kong would not be able to meet the future demand for industrial uses. The Assessments had also recommended retaining the Fanling On Lok Tsuen area (where the subject industrial building is located) as "Industrial" zone to act as employment node to serve the existing and new population in North District. The existing building for the subject application was only granted with the occupational permit in 2020 and hence the Government's policy on revitalisation of industrial buildings should not be relevant to the application. As such, we are concerned over the further depletion of industrial premises resulting from the approval of the subject application and have reservation on this application.</p>	<p>With an aim to facilitate the sales of housing developments of the Hong Kong Housing Society ("the applicant") in the New Territories and to serve the eligible households who are currently mainly residing in the New Territories, particularly those who are imminently affected by the implementation of New Development Areas, there is a genuine need to establish the proposed sales centre in close distance to daily activity nodes. As showrooms demonstrating model units generally require ample floor space and high headroom, the applicant had assessed various office buildings in the same district and no premises with sufficient clear ceiling height was found. The subject building with 3.5m – 5.9m floor to floor ceiling heights and proximity to major employment and activity nodes will be ideal to meet HKHS operation needs.</p> <p>Despite maintaining the area as "I" as suggested by the 2014 Area Assessments of Industrial Land in the Territory ("the Assessment"), the vacancy rate of Fanling On Lok Tsuen Area, i.e. 5% is moderately</p>

Comments	Response(s)
	<p>higher than the average vacancy rate of the New Territories, i.e. 3.5%. Based on the survey conducted for the Assessment, about 26,500m<sup>2</sup> of GFA in Fanling On Lok Tsuen Area are unused. The Proposed Development, which provides about 4,000m<sup>2</sup> of GFA, will optimize existing land resources and have better arrangement in land resources utilizations.</p> <p>Although there were 4 similar planning applications for commercial uses approved by the TPB between 2015 - 2016 with policy support on revitalization of industrial buildings, only three of them pursued for special waiver and none of them have been implemented. As such, the provision of industrial land in On Lok Tsuen Area remains largely the same.</p> <p>In view of the above, the approval of the current application would only have very minor impact to the supply of industrial land in On Lok Tsuen Area.</p>
<p><u>District Lands Office / North, Lands Department</u> received on 25 June 2021 (Contact: Ms Irene Li   Tel: 2675 1757)</p>	
<p>1. The application site is held under Fanling Sheung Shui Town No. 261 which is governed by the Conditions of Exchange under New Grant No. 22606 dated 29.3.2018 for a term of 50 years commencing from 29.3.2018 and is restricted to industrial, godown (excluding storage of any dangerous goods), office in direct support of an industrial operation, office ancillary to godown, showroom ancillary to factories, etc. purposes. The site area of the lot is 815m<sup>2</sup> and the lease conditions contain, amongst others, a maximum gross floor area of</p>	<p>Noted.</p>



Comments	Response(s)						
4,075m2, a height restriction of 65 above the mean formation level of the lot and parking requirements. Certificate of Compliance in respect of the subject lot was issued on 2.2.2021.							
2. The proposed alterations and additions works would be in breach of user and parking provisions clauses under the lease. Therefore, if the planning application is approved, the lot owner will need to apply to Lands Department for a lease modification or a waiver to effect the proposed uses. Lands Department acting in the capacity of landlord will consider the application which, if approved, will be subject to such terms and conditions as considered appropriate including the payment of premium / waiver fee and administrative fee. There is no guarantee that such application will be approved. Besides, the proposed alterations and additions works would be scrutinized in building plan submission stage.	Noted. The applicant intends to apply for lease modification through Lands Department simultaneously with the approval of the S.16 planning application.						
<b><u>Traffic Engineering (NTE) Division, Transport Department</u></b> <b><u>received on 6 July 2021</u></b> <b><u>(Contact: Mr. Wing-Hong Poon   Tel: 2399 2228)</u></b>							
1. Please advise the assumed mode of transportation of the visitors and staff for the proposed development for our reference.	The transport modes used by visitors and staff to and/or from the Proposed Development were established from Table 3.6 of the Travel Characteristics Survey 2011 as set out in the table below. <table><tr><th>Mode</th><th>Modal Split in TCS 2011</th><th>Adjusted Modal Split for the Proposed Development</th></tr><tr><td>MTR</td><td>30%</td><td>34%</td></tr></table>	Mode	Modal Split in TCS 2011	Adjusted Modal Split for the Proposed Development	MTR	30%	34%
Mode	Modal Split in TCS 2011	Adjusted Modal Split for the Proposed Development					
MTR	30%	34%					

Comments	Response(s)																								
	<table><tr><td>Franchised bus</td><td>27%</td><td>31%</td></tr><tr><td>Public light bus</td><td>13%</td><td>15%</td></tr><tr><td>Private car</td><td>12%</td><td>14%</td></tr><tr><td>Special purpose bus</td><td>9%</td><td>Not Applicable</td></tr><tr><td>Tram</td><td>2%</td><td>Not Applicable</td></tr><tr><td>Taxi</td><td>6%</td><td>7%</td></tr><tr><td>Ferry</td><td>1%</td><td>Not Applicable</td></tr><tr><td>Total</td><td>100%</td><td>100%</td></tr></table>	Franchised bus	27%	31%	Public light bus	13%	15%	Private car	12%	14%	Special purpose bus	9%	Not Applicable	Tram	2%	Not Applicable	Taxi	6%	7%	Ferry	1%	Not Applicable	Total	100%	100%
Franchised bus	27%	31%																							
Public light bus	13%	15%																							
Private car	12%	14%																							
Special purpose bus	9%	Not Applicable																							
Tram	2%	Not Applicable																							
Taxi	6%	7%																							
Ferry	1%	Not Applicable																							
Total	100%	100%																							
2. Section 3 – please add a section detailing the operation of the rotating platform at G/F, including the queuing arrangement for the vehicles entering the building from On Lok Mun Street, queuing arrangement for the car lift, measures to ensure safety of the pedestrian / vehicles, etc.	<p><u>Operation of turntable at G/F (see Figure R1 of Annex A)</u></p> <p>Step 1: Heavy goods vehicle (HGV) enters the loading/unloading bay by forward movement.</p> <p>Step 2: HGV leaves the loading/unloading bay by reverse movement and stop on the turntable.</p> <p>Step 3: Traffic warden will activate the turntable to suitable location</p> <p>Step 4: HGV will leave the Application Site by forward movement.</p> <p><u>Queuing arrangement for car lift – Turntable NOT in operation but car lift in operation</u></p> <p>Private car arrived will be arranged to park at the waiting spaces when the car lift is in operation (see Figure R2 of Annex A).</p> <p><u>Queuing arrangement for car lift – Turntable in operation</u></p> <p>Private car arrived will be arranged to queue outside the Application Site at On Lok Mun Street. Traffic wardens would be deployed for management of Medium/HGVs' manoeuvring on G/F to ensure safety</p>																								

Comments	Response(s)
	<p>of the pedestrian / vehicles. However, it is anticipated that HGV trips can be arranged at non-peak hours to avoid the carpark traffic at peak hours. Therefore, the probability to have this situation will be minimal.</p>
<p>3. Figure 5 – please add swept path for CP9 / CP10, C13 and CP16.</p>	<p>Noted. Additional swept path analysis is conducted for the concerned car parking spaces. Please refer to <b>Figure SP01 to SP03 of Annex A</b> for details.</p>
<p>4. Section 4.1.2 – despite the traffic impact due to the proposed development might be minimal according to your assessment, please provide the traffic flow data at On Lok Mun Road and Lok Yip Road at the design year for our reference. Please also assess the traffic impact to the junction of On Lok Mun Road and Lok Yip Road due to the development.</p>	<p>The traffic flow data at J/O On Lok Mun Street and Lok Yip Road in the design year 2026, i.e. 5 years from the start of the application, is listed in <b>Table R1 of Annex A</b>.</p> <p>Junction capacity assessment is carried out for the concerned junction and the results are shown in <b>Table R2 of Annex A</b>. The results show that the junction will operate with capacity after accommodating the minimal additional traffic induced by the proposed development. The calculations are also attached for easy reference.</p>
<p>5. Section 4.3.1 – please advise the LOS of the footpath along the walking path between the site and Fanling MTR station before and after the development for our consideration.</p>	<p>Noted. Level of Service (LOS) assessment is carried out based on the projected pedestrian flows in 2026 at key footpaths and the results are shown in <b>Table R3 of Annex A</b>.</p> <p>The results show that the condition of the concerned footpaths will be satisfactory in accordance with the Transport Planning &amp; Design Manual after accommodating the pedestrians generated and attracted by the Proposed Development in both AM and PM Peak hour with LOS "C" or above.</p>

**Table R1 2026 Traffic Flows at On Lok Mun Street / Lok Yip Road**

Movement	Peak Hour Traffic Flows (pcu/hour)			
	2026 Reference		2026 Design	
	AM Peak	PM Peak	AM Peak	PM Peak
Lok Yip Road WB Turn Right	136	126	138	129
Lok Yip Road WB Straight Ahead	453	421	453	421
Lok Yip Road WB Turn Left	24	22	24	22
Yip Cheong Street NB Turn Right	3	3	3	3
Yip Cheong Street NB Turn Left	37	35	37	35
Lok Yip Road EB Turn Right	33	30	33	30
Lok Yip Road EB Straight Ahead	712	661	712	661
Lok Yip Road EB Turn Left	188	174	190	177

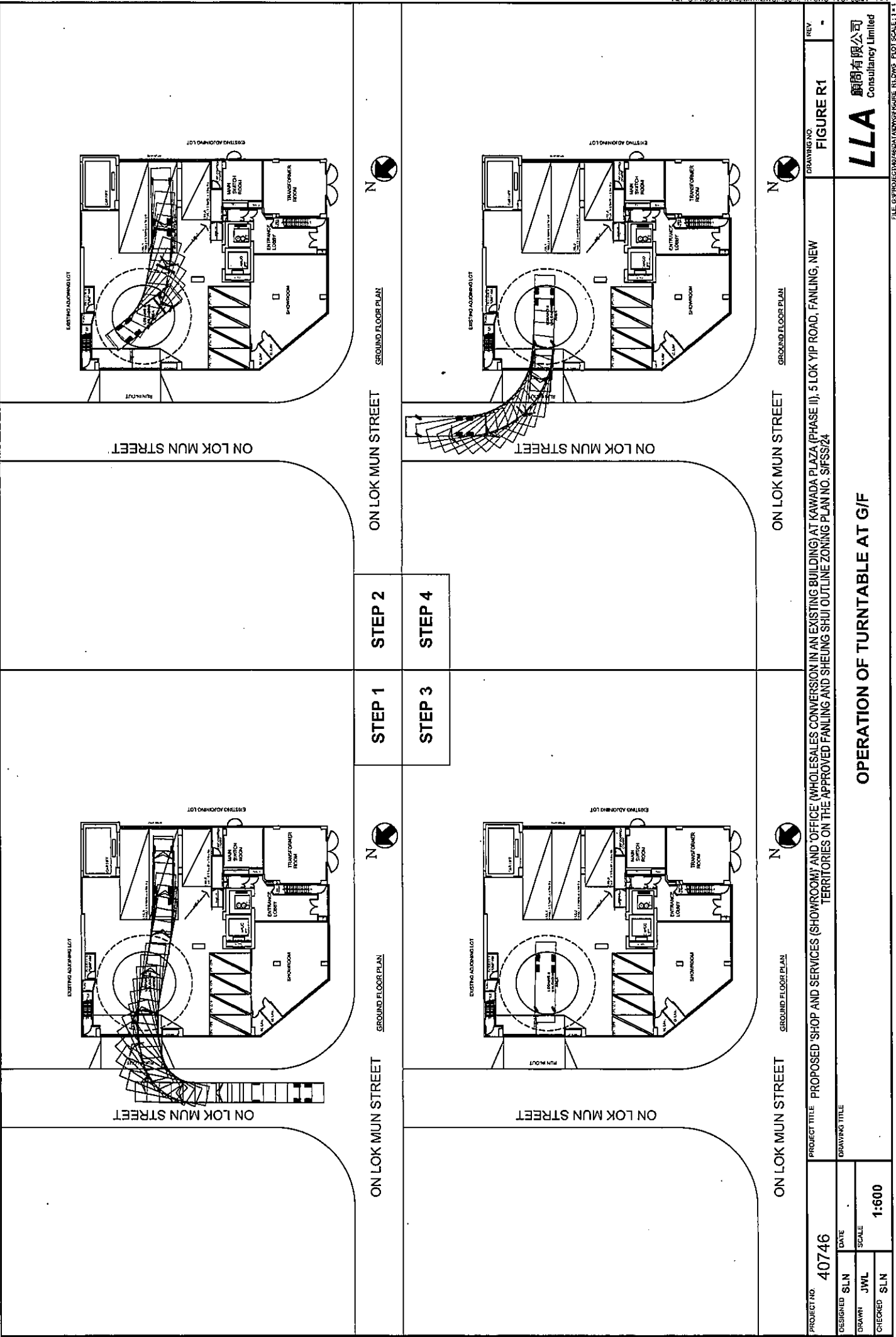
**Table R2 Junction Performance of On Lok Mun Street / Lok Yip Road**

Junction	2026 Reference		2026 Design	
	AM Peak	PM Peak	AM Peak	PM Peak
On Lok Mun Street / Lok Yip Road	0.25	0.23	0.25	0.23

**Table R3 LOSs of the Footpaths Along the Walking Path Between the Site and MTR Station**

ID	Footpath Location	Actual Width (m)	Effective Width (m) <sup>(1)</sup>	Peak 15-min Two-way Pedestrian Flows (ped/15min)		Flow Rate (ped/min/m) & Level of Service	
				AM	PM	AM	PM
2025 Reference Scenario							
P1	Northern footpath of Lok Yip Road	3.4	2.4	103	96	2.9 LOS A	2.7 LOS A
P2	Eastern footpath of Sha Tau Kok Road	2.6	1.6	209	194	8.7 LOS A	8.1 LOS A
P3	Subway across Jockey Road	5.5	4.5	521	485	7.7 LOS A	7.2 LOS A
P4	Footbridge connecting Fanling Town Centre and Cheung Wah Estate carpark	3.2	2.2	630	585	19.1 LOS B	17.7 LOS B
2025 Design Scenario							
P1	Northern footpath of Lok Yip Road	3.4	2.4	273	266	7.6 LOS A	7.4 LOS A
P2	Eastern footpath of Sha Tau Kok Road	2.6	1.6	357	342	14.9 LOS A	14.3 LOS A
P3	Subway across Jockey Road	5.5	4.5	580	544	8.6 LOS A	8.1 LOS A
P4	Footbridge connecting Fanling Town Centre and Cheung Wah Estate carpark	3.2	2.2	689	644	20.9 LOS B	19.5 LOS B

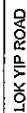
Note: (1) Clearance zones of 0.5m were assumed at both sides of footpath.



## Annex A

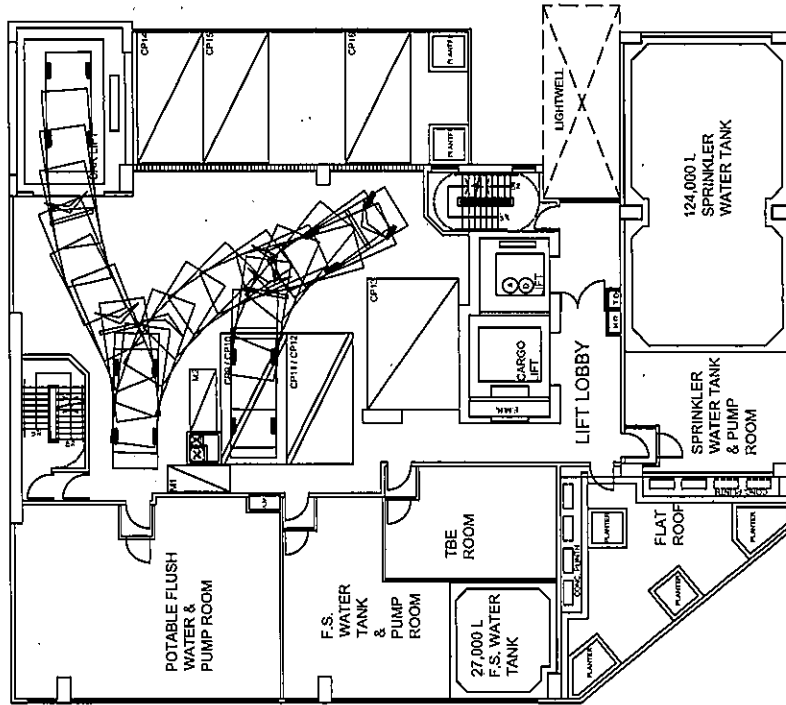


**GROUND FLOOR PLAN**  
**(FROM ON LOK MUN STREET)**



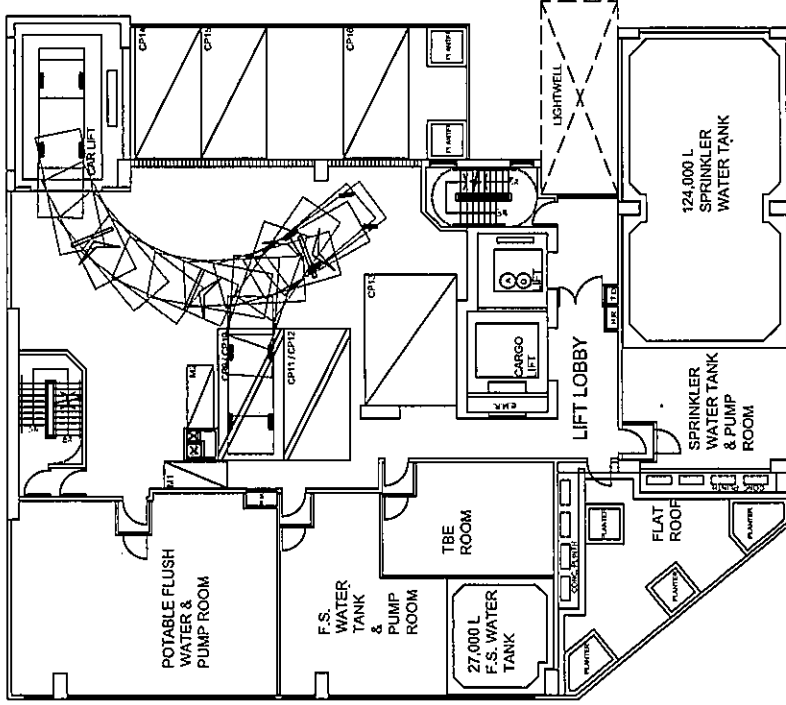
GROUND FLOOR PLAN  
(FROM WAITING SPACE TO CAR LIFT)

PROJECT NO.	40746		PROJECT TITLE	PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE' (WHOLESALES CONVERSION IN AN EXISTING BUILDING) AT KAWADA PLAZA (PHASE II), 5 LOK YIP ROAD, FANLING, NEW TERRITORIES ON THE APPROVED FANLING AND SHEUNG SHUI OUTLINE ZONING PLAN NO. S/FS2/24		DRAWING NO.	FIGURE R2		REV.	-
DESIGNED	SLN	DATE	DRAWING TITLE							
DRAWN	JWL	SCALE								
CHECKED	SLN	1:300								
			<p style="text-align: center;"><b>QUEUEING ARRANGEMENT FOR CAR LIFT</b></p>							
			<p style="text-align: center;"><b>LLA</b> 廣固有限公司 Consultancy Limited</p>							



2ND FLOOR PLAN (22.15mPD)

(FROM CAR LIFT TO THE PARKING SPACE)

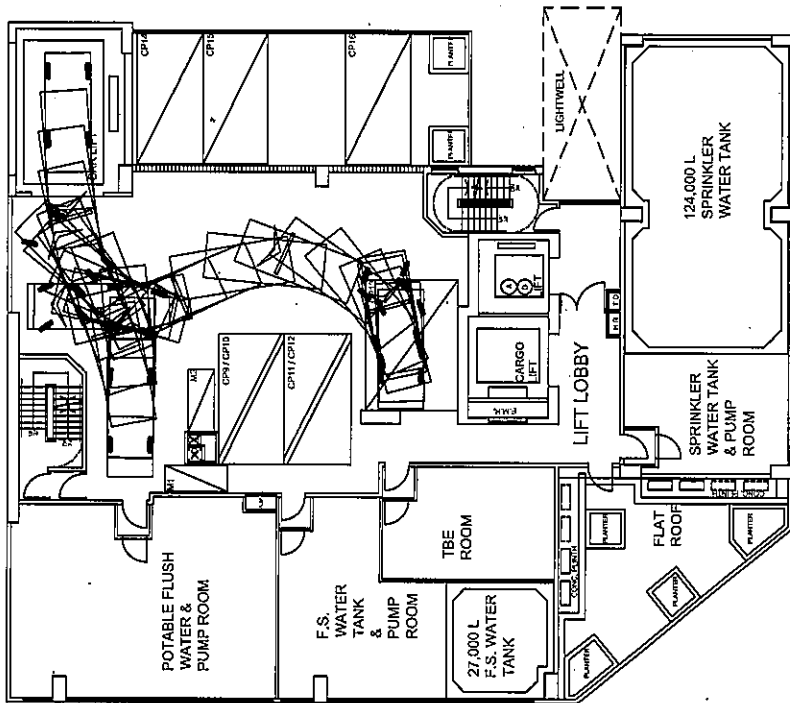


2ND FLOOR PLAN (22.15mPD)

(FROM PARKING SPACE TO THE CAR LIFT)

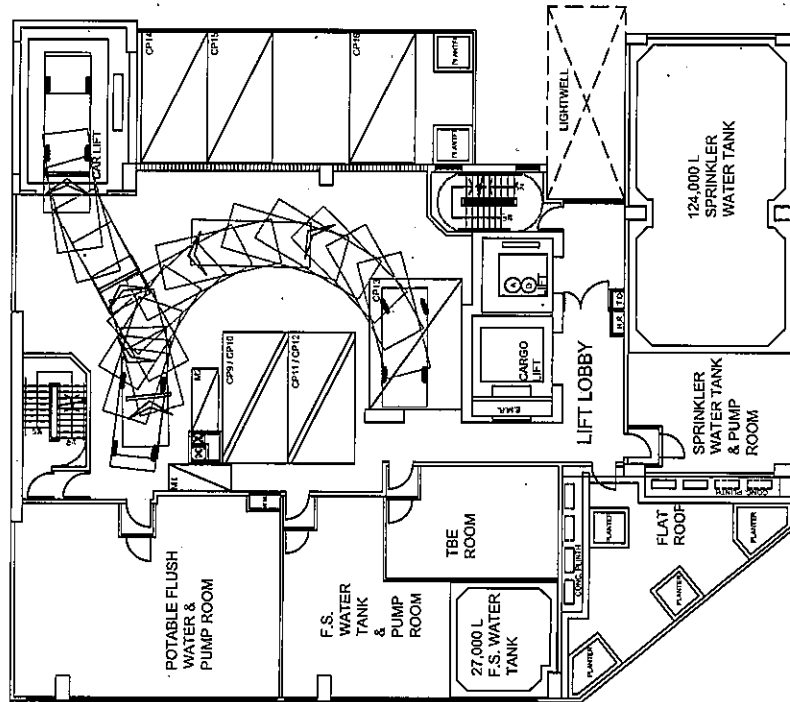
PROJECT NO. 40746		PROJECT TITLE PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE' (WHOLESALES CONVERSION IN AN EXISTING BUILDING) AT KAWADA PLAZA (PHASE II), 5 LOK YIP ROAD, FANLING, NEW TERRITORIES ON THE APPROVED FANLING AND SHEUNG SHUI OUTLINE ZONING PLAN NO. SFSS24		DRAWING NO. FIGURE SP01	REV. -
DESIGNED SLN	DATE	DRAWING TITLE			
DRAWN JWL	SCALE				
CHECKED SLN	1:300				
SWEPT PATH ANALYSIS - PRIVATE CAR AT 2/F		LLA 旗同有限公司 Consultancy Limited			





2ND FLOOR PLAN (22.15mPD)

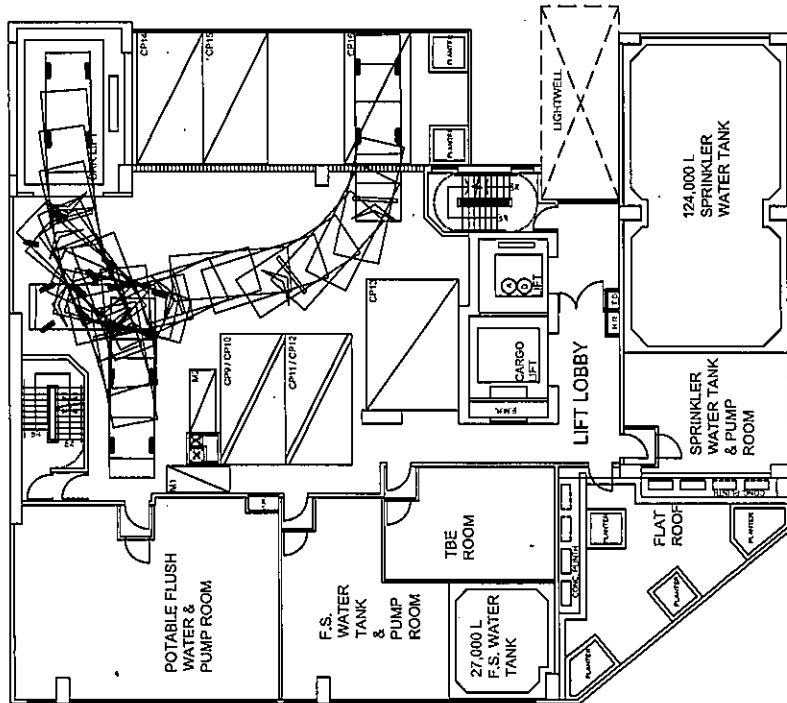
(FROM CAR LIFT TO THE PARKING SPACE)



2ND FLOOR PLAN (22.15mPD)

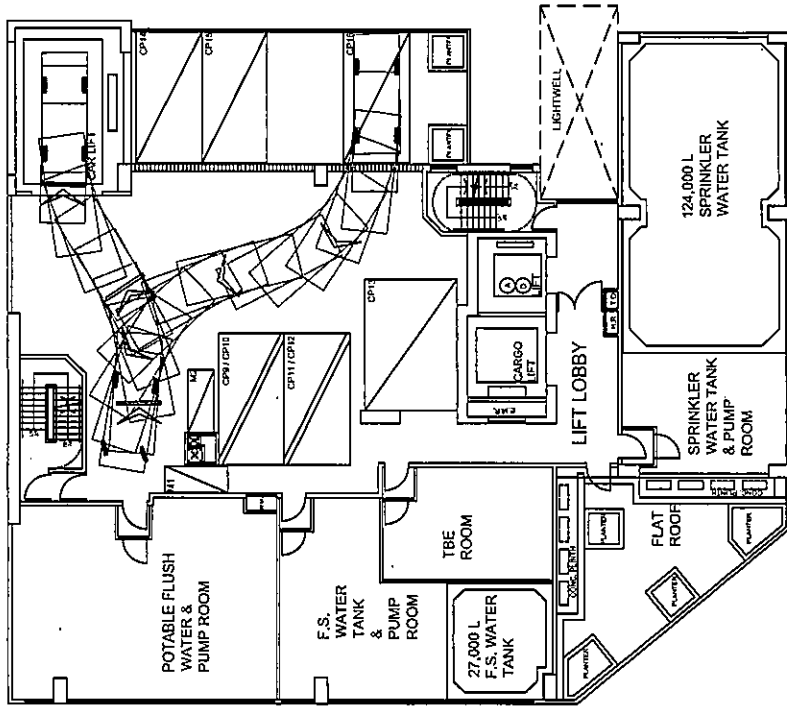
(FROM PARKING SPACE TO THE CAR LIFT)

PROJECT NO. <b>40746</b>		PROJECT TITLE PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE' (WHOLESALES CONVERSION IN AN EXISTING BUILDING) AT KAWADA PLAZA (PHASE II), 5 LOK YIP ROAD, FANLING, NEW TERRITORIES ON THE APPROVED FANLING AND SHEUNG SHUI OUTLINE ZONING PLAN NO. S/FSS/24		DRAWING NO. <b>FIGURE SP02</b>	REV. -
DESIGNED SLN		DATE		DRAWING TITLE	
DRAWN JWL	CHECKED SLN	SCALE <b>1:300</b>		<b>SWEPT PATH ANALYSIS - PRIVATE CAR AT 2/F</b>	
<b>LLA</b> 顧問有限公司 Consultancy Limited					



2ND FLOOR PLAN (22.15mPD)

(FROM CAR LIFT TO THE PARKING SPACE)

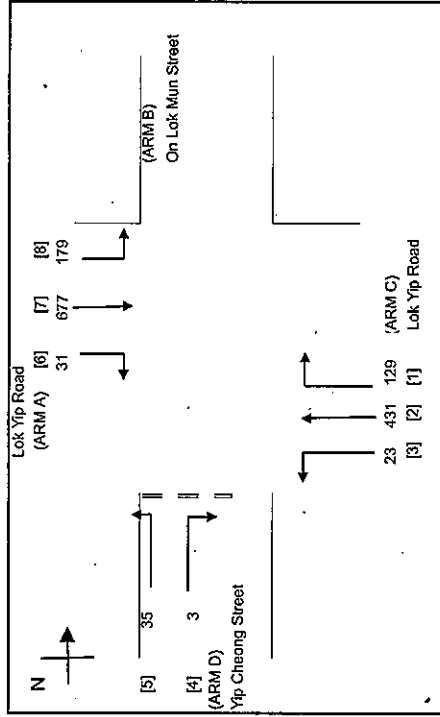


2ND FLOOR PLAN (22.15mPD)

(FROM PARKING SPACE TO THE CAR LIFT)

PROJECT NO. 40746		PROJECT TITLE PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE' (WHOLESALES CONVERSION IN AN EXISTING BUILDING) AT KAWADA PLAZA (PHASE II), 5 LOK YIP ROAD, FANLING, NEW TERRITORIES ON THE APPROVED FANLING AND SHEUNG SHUI OUTLINE ZONING PLAN NO. SFS24		DRAWING NO. FIGURE SP03		REV -
DRAWING TITLE						
SWEPT PATH ANALYSIS - PRIVATE CAR AT 2/F						
DESIGNED SLN		DATE				
DRAWN JWL		SCALE				
CHECKED SLN		1:300				
		LLA 顧問有限公司 Consultancy Limited				

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION	INITIALS	DATE
Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesales Conversion in an Existing Building) at Kawada Plaza (Phase II), 5 Lok Yip Road, Fanling, New Territories on the Approved Fanling and Sheung Shui Outline Zoning Plan No. S/FSS/24			
On Lok Mun Street / Lok Yip Road		PROJECT NO.: 40746	PREPARED BY: SKL
2021 Existing AM		FILENAME: J1_OLMS_LYR.xlsx	CHECKED BY: SLN
		REFERENCE NO.:	REVIEWED BY: SLN
			Jul-21



NOTES: (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W<sub>cr</sub> = CENTRAL RESERVE WIDTH

W<sub>b-a</sub> = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W<sub>b-c</sub> = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W<sub>c-b</sub> = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

V<sub>b-a</sub> = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

V<sub>b-c</sub> = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

V<sub>c-b</sub> = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

X<sub>a</sub> = STREAM-SPECIFIC (RIGHT TURN FROM A)

X<sub>b</sub> = STREAM-SPECIFIC (RIGHT TURN FROM B)

Z<sub>b</sub> = STREAM-SPECIFIC (LEFT TURN FROM B)

M<sub>b</sub> = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

Y = (1-0.0345W)

r<sub>b-a</sub> = RATIO OF FLOW TO CAPACITY IN STREAM b-a

## GEOMETRIC DETAILS:

GENERAL			
W	=	14.9 (metres)	
W <sub>cr</sub>	=	0 (metres)	
MAJOR ROAD (ARM A)			
W <sub>a-d</sub>	=	4.10 (metres)	
V <sub>r-a-d</sub>	=	100 (metres)	
q <sub>a-b</sub>	=	179 (pcu/hr)	
q <sub>a-c</sub>	=	677 (pcu/hr)	
q <sub>a-d</sub>	=	31 (pcu/hr)	
MAJOR ROAD (ARM C)			
W <sub>c-b</sub>	=	3.30 (metres)	
V <sub>r-c-b</sub>	=	92 (metres)	
q <sub>c-a</sub>	=	431 (pcu/hr)	
q <sub>c-b</sub>	=	129 (pcu/hr)	
q <sub>c-d</sub>	=	23 (pcu/hr)	
MINOR ROAD (ARM B)			
W <sub>b-a</sub>	=	0.00 (metres)	
W <sub>b-c</sub>	=	0.00 (metres)	
V <sub>i-b-a</sub>	=	0 (metres)	
V <sub>r-b-a</sub>	=	0 (metres)	
V <sub>r-b-c</sub>	=	0 (metres)	
q <sub>b-a</sub>	=	0 (pcu/hr)	
q <sub>b-c</sub>	=	0 (pcu/hr)	
q <sub>b-d</sub>	=	0 (pcu/hr)	

## GEOMETRIC FACTORS:

X <sub>b</sub>	=	0.533	X <sub>a</sub>	=	1.024
X <sub>c</sub>	=	0.943	X <sub>d</sub>	=	0.974
Z <sub>b</sub>	=	0.586	Z <sub>d</sub>	=	0.608
M <sub>b</sub>	=	0.533	M <sub>d</sub>	=	0.573
PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC:					
r <sub>b-a</sub>	=	0	r <sub>d-c</sub>	=	0.007
q <sub>i-b-d</sub>	=	0 (pcu/hr)	q <sub>i-d-b</sub>	=	0 (pcu/hr)
q <sub>r-b-d</sub>	=	0 (pcu/hr)	q <sub>r-d-b</sub>	=	0 (pcu/hr)
CAPACITY OF MOVEMENT:					
Q <sub>b-a</sub>	=	214 (pcu/hr)	Q <sub>d-c</sub>	=	432 (pcu/hr)
Q <sub>b-c</sub>	=	359 (pcu/hr)	Q <sub>d-a</sub>	=	405 (pcu/hr)
Q <sub>c-b</sub>	=	552 (pcu/hr)	Q <sub>a-d</sub>	=	647 (pcu/hr)
Q <sub>i-b-d</sub>	=	217 (pcu/hr)	Q <sub>i-d-b</sub>	=	242 (pcu/hr)
Q <sub>r-b-d</sub>	=	217 (pcu/hr)	Q <sub>r-d-b</sub>	=	412 (pcu/hr)
TOTAL FLOW =				1508 (PCU/HR)	

## COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2337
DFC i-b-d	=	0.0000
DFC i-d-b	=	0.0000
DFC d-c	=	0.0069
DFC d-a	=	0.0864
DFC a-d	=	0.0479
DFC i-d-b	=	0.0000
DFC r-d-b	=	0.0000

CRITICAL DFC = 0.23

<b>LLA CONSULTANCY LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>		INITIALS	DATE
Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesales Conversion in an Existing Building) at Kawada Plaza (Phase II), 5 Lok Yip Road, Fanling, New Territories on the Approved Fanning and Sheung Shui Outline Zoning Plan No. SFSS/Z4		PROJECT NO.: 40746		PREPARED BY: SKL	Jul-21
On Lok Mun Street / Lok Yip Road		2021 Existing PM		CHECKED BY: SLN	Jul-21
		REFERENCE NO.:		REVIEWED BY: SLN	Jul-21

Lok Yip Road (ARM A)      Lok Mun Street (ARM B)  
On Lok Mun Street

NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH

Wcr = CENTRAL RESERVE WIDTH

Wb-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

Wb-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

Wc-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vb-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vb-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vb-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vc-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

Xa = STREAM-SPECIFIC (RIGHT TURN FROM A)

Xb = STREAM-SPECIFIC (RIGHT TURN FROM B)

Zb = STREAM-SPECIFIC (LEFT TURN FROM B)

Mb = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

Y = (1-0.0345W)

r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL

W = 14.9 (metres)

Wcr = 0 (metres)

Y = 0.486

MAJOR ROAD (ARM A)

W a-d = 4.10 (metres)

Vr a-d = 100 (metres)

q a-b = 166 (pcu/hr)

q a-c = 629 (pcu/hr)

q a-d = 29 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 0.00 (metres)

W b-c = 0.00 (metres)

Vl b-a = 0 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 0 (pcu/hr)

q b-c = 0 (pcu/hr)

q b-d = 0 (pcu/hr)

GEOMETRIC FACTORS :

Xb = 0.533

Xc = 0.943

Zb = 0.586

Mb = 0.533

PROPORTION OF MINOR, STRAIGHT AHEAD TRAFFIC :

r b-a = 0

ql b-d = 0 (pcu/hr)

qr b-d = 0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a = 223 (pcu/hr)

Q b-c = 365 (pcu/hr)

Q c-b = 563 (pcu/hr)

Ql b-d = 225 (pcu/hr)

Qr b-d = 225 (pcu/hr)

TOTAL FLOW = 1402 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000

DFC b-c = 0.0000

DFC c-b = 0.2131

DFCI b-d = 0.0000

DFCI b-d = 0.0000

DFC d-c = 0.0068

DFC d-a = 0.0807

DFC a-d = 0.0443

DFCI d-b = 0.0000

DFCI d-b = 0.0000

**CRITICAL DFC = 0.21**

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesales Conversion in an Existing Building) at Kawada Plaza (Phase II), 5 Lok Yip Road, Farling, New Territories on the Approved Fanning and Sheung Shui Outline Zoning Plan No. S/FSS/24		PROJECT NO.: 40746		PREPARED BY: SKL	Jul-21
On Lok Mun Street / Lok Yip Road		2026 Reference AM		FILENAME: J1_OLMS_LYR.xlsx	CHECKED BY: SLN
		REFERENCE NO.:		REVIEWED BY: SLN	Jul-21

NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH

Wcr = CENTRAL RESERVE WIDTH

Wb-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

Wb-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

Wc-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vb-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vb-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vc-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vc-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

Xa = STREAM-SPECIFIC (RIGHT TURN FROM A)

Xb = STREAM-SPECIFIC (RIGHT TURN FROM B)

Zb = STREAM-SPECIFIC (LEFT TURN FROM B)

Mb = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

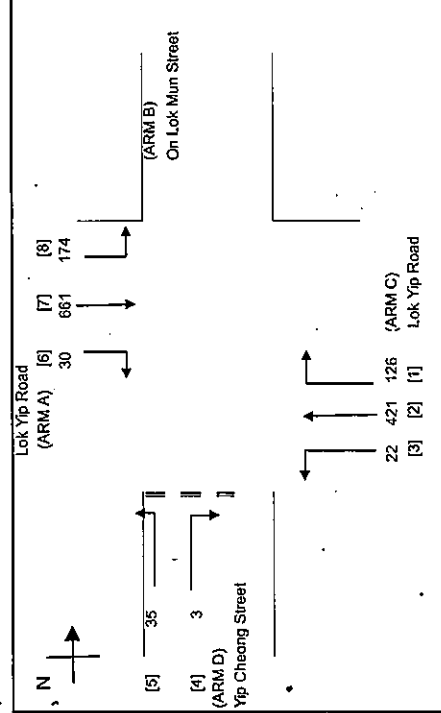
Y = (1-0.0345W)

rb-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:		GEOMETRIC FACTORS:		COMPARISON OF DESIGN FLOW TO CAPACITY:	
<b>GENERAL</b> W = 14.9 (metres) Wcr = 0 (metres) Y = 0.488		Xb = 0.533 Xc = 0.943 Zb = 0.586 Mb = 0.533		Xa = 1.024 Xd = 0.974 Zd = 0.608 Md = 0.573	
<b>MAJOR ROAD (ARM A)</b> W a-d = 4.10 (metres) Vr a-b = 100 (metres) q a-b = 188 (pcu/hr) q a-c = 712 (pcu/hr) q a-d = 33 (pcu/hr)		<b>MAJOR ROAD (ARM C)</b> W c-b = 3.30 (metres) Vr c-b = 92 (metres) q c-a = 453 (pcu/hr) q c-b = 136 (pcu/hr) q c-d = 24 (pcu/hr)		<b>PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC:</b> rb-a = 0 ql b-d = 0 (pcu/hr) qr b-d = 0 (pcu/hr)	
<b>MINOR ROAD (ARM B)</b> W b-a = 0.00 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 0 (metres) Vr b-c = 0 (metres) q b-a = 0 (pcu/hr) q b-c = 0 (pcu/hr) q b-d = 0 (pcu/hr)		<b>MINOR ROAD (ARM D)</b> W d-c = 4.30 (metres) W d-a = 0.00 (metres) Vl d-c = 52 (metres) Vr d-c = 38 (metres) Vr d-a = 38 (metres) q d-c = 3 (pcu/hr) q d-a = 37 (pcu/hr) q d-b = 0 (pcu/hr)		<b>CAPACITY OF MOVEMENT:</b> Q b-a = 208 (pcu/hr) Q b-c = 355 (pcu/hr) Q c-b = 544 (pcu/hr) Ql b-d = 210 (pcu/hr) Qr b-d = 210 (pcu/hr) <b>TOTAL FLOW = 1586 (PCU/HR)</b>	
				<b>CRITICAL DFC = 0.25</b>	

<b>LLA CONSULTANCY LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>		INITIALS	DATE
Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesales Conversion in an Existing Building) at Kawada Plaza (Phase II), 5 Lok Yip Road, Fanling, New Territories on the Approved Fanling and Sheung Shui Outline Zoning Plan No. S/FSS/Z4				PREPARED BY:	Jul-21
On Lok Mun Street / Lok Yip Road				CHECKED BY:	Jul-21
2026 Reference PM				REVIEWED BY:	Jul-21
PROJECT NO.: 40746		FILENAME: J1_OLMS_LYR.xlsx			
REFERENCE NO.:					



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

V b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

V b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

V c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

X a = STREAM-SPECIFIC (RIGHT TURN FROM A)

X b = STREAM-SPECIFIC (RIGHT TURN FROM B)

Z b = STREAM-SPECIFIC (LEFT TURN FROM B)

M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

Y = (1-0.0345W)

r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL		W	=	14.9	(metres)
		W cr	=	0	(metres)
MAJOR ROAD (ARM A)		W a-d	=	4.10	(metres)
		Vr a-d	=	100	(metres)
		q a-b	=	174	(pcu/hr)
		q a-c	=	661	(pcu/hr)
		q a-d	=	30	(pcu/hr)
MINOR ROAD (ARM B)		W b-a	=	0.00	(metres)
		W b-c	=	0.00	(metres)
		Vl b-a	=	0	(metres)
		Vr b-a	=	0	(metres)
		Vr b-c	=	0	(metres)
		q b-a	=	0	(pcu/hr)
		q b-c	=	0	(pcu/hr)
		q b-d	=	0	(pcu/hr)
MAJOR ROAD (ARM C)		W c-b	=	3.30	(metres)
		Vr c-b	=	92	(metres)
		q c-a	=	421	(pcu/hr)
		q c-b	=	126	(pcu/hr)
		q c-d	=	22	(pcu/hr)
MINOR ROAD (ARM D)		W d-c	=	4.90	(metres)
		W d-a	=	0.00	(metres)
		Vl d-c	=	52	(metres)
		Vr d-c	=	38	(metres)
		Vr d-a	=	38	(metres)
		q d-c	=	3	(pcu/hr)
		q d-a	=	35	(pcu/hr)
		q d-b	=	0	(pcu/hr)

GEOMETRIC FACTORS:

X b	=	0.533	X a	=	1.024
X c	=	0.943	X d	=	0.974
Z b	=	0.586	Z d	=	0.608
M b	=	0.533	M d	=	0.573

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC:

r b-a	=	0	r d-c	=	0.007
q l b-d	=	0	q l d-b	=	0
q r b-d	=	0	q r d-b	=	0

CAPACITY OF MOVEMENT:

Q b-a	=	217	Q d-c	=	436
Q b-c	=	361	Q d-a	=	406
Q c-b	=	556	Q a-d	=	650
Q l b-d	=	219	Q l d-b	=	245
Q r b-d	=	219	Q r d-b	=	417

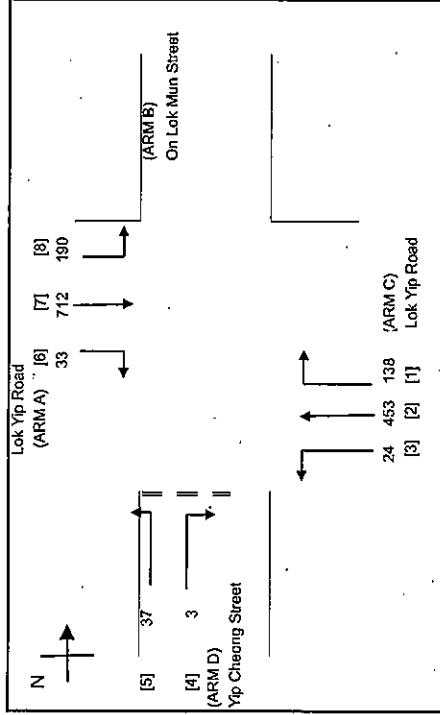
TOTAL FLOW = 1472 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2266
DFC l b-d	=	0.0000
DFC l d-b	=	0.0069
DFC d-a	=	0.0862
DFC a-d	=	0.0462
DFC l d-b	=	0.0000
DFC r d-b	=	0.0000

CRITICAL DFC = 0.23

LLA CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION	INITIALS	DATE
Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesales Conversion in an Existing Building) at Kawada Plaza (Phase II), 5 Lok Yip Road, Fanling, New Territories on the Approved Fanling and Sheung Shui Outline Zoning Plan No. S1/FSS/24			
On Lok Mun Street / Lok Yip Road	2026 Design AM	PROJECT NO.: 40746	PREPARED BY: SKL
		FILENAME: J1_OLMS_LYR.xlsx	CHECKED BY: SLN
		REFERENCE NO.:	REVIEWED BY: SLN
			Jul-21



## 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  
 $V_{b-a}$  = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a  
 $V_{b-c}$  = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a  
 $V_{c-b}$  = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b  
 $X_a$  = STREAM-SPECIFIC (RIGHT TURN FROM A)  
 $X_b$  = STREAM-SPECIFIC (RIGHT TURN FROM B)  
 $Z_b$  = STREAM-SPECIFIC (LEFT TURN FROM B)  
 $M_b$  = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)  
 $Y$  = (1-0.0345W)  
 $r_{b-a}$  = RATIO OF FLOW TO CAPACITY IN STREAM b-a

## GEOMETRIC DETAILS:

GENERAL			
$W$	= 14.9 (metres)		
$W_{cr}$	= 0 (metres)	$Y$	= 0.486
MAJOR ROAD (ARM A)			
$W_{a-d}$	= 4.10 (metres)	$W_{c-b}$	= 3.30 (metres)
$V_{r-a-d}$	= 100 (metres)	$V_{r-c-b}$	= 92 (metres)
$q_{a-b}$	= 190 (pcu/hr)	$q_{c-a}$	= 453 (pcu/hr)
$q_{a-c}$	= 712 (pcu/hr)	$q_{c-b}$	= 138 (pcu/hr)
$q_{a-d}$	= 33 (pcu/hr)	$q_{c-d}$	= 24 (pcu/hr)
MINOR ROAD (ARM B)			
$W_{b-a}$	= 0.00 (metres)	$W_{d-c}$	= 4.90 (metres)
$W_{b-c}$	= 0.00 (metres)	$W_{d-a}$	= 0.00 (metres)
$V_{l-b-a}$	= 0 (metres)	$V_{l-d-c}$	= 52 (metres)
$V_{r-b-a}$	= 0 (metres)	$V_{r-d-c}$	= 38 (metres)
$V_{r-b-c}$	= 0 (metres)	$V_{r-d-a}$	= 38 (metres)
$q_{b-a}$	= 0 (pcu/hr)	$q_{d-c}$	= 3 (pcu/hr)
$q_{b-c}$	= 0 (pcu/hr)	$q_{d-a}$	= 37 (pcu/hr)
$q_{b-d}$	= 0 (pcu/hr)	$q_{d-b}$	= 0 (pcu/hr)

## GEOMETRIC FACTORS:

$X_b$	= 0.533	$X_a$	= 1.024
$X_c$	= 0.943	$X_d$	= 0.974
$Z_b$	= 0.586	$Z_d$	= 0.608
$M_b$	= 0.533	$M_d$	= 0.573

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC:

$r_{b-a}$	= 0	$r_{d-c}$	= 0.007
$q_{l-b-d}$	= 0 (pcu/hr)	$q_{l-d-b}$	= 0 (pcu/hr)
$q_{r-b-d}$	= 0 (pcu/hr)	$q_{r-d-b}$	= 0 (pcu/hr)

## CAPACITY OF MOVEMENT:

$Q_{b-a}$	= 208 (pcu/hr)	$Q_{d-c}$	= 422 (pcu/hr)
$Q_{b-c}$	= 355 (pcu/hr)	$Q_{d-a}$	= 403 (pcu/hr)
$Q_{c-b}$	= 544 (pcu/hr)	$Q_{a-d}$	= 640 (pcu/hr)
$Q_{l-b-d}$	= 210 (pcu/hr)	$Q_{l-d-b}$	= 236 (pcu/hr)
$Q_{r-b-d}$	= 210 (pcu/hr)	$Q_{r-d-b}$	= 401 (pcu/hr)

TOTAL FLOW = 1580 (PCU/HR)

## COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	= 0.0000
DFC b-c	= 0.0000
DFC c-b	= 0.2537
DFC l-b-d	= 0.0000
DFC r-b-d	= 0.0000
DFC d-c	= 0.0071
DFC d-a	= 0.0918
DFC a-d	= 0.0516
DFC l-d-b	= 0.0000
DFC r-d-b	= 0.0000

CRITICAL DFC = 0.25

<b>LLA CONSULTANCY LIMITED</b>		<b>PRIORITY JUNCTION CALCULATION</b>		INITIALS	DATE
Proposed 'Shop and Services (Showroom)' and 'Office' (Wholesales Conversion in an Existing Building) at Kawada Plaza (Phase II), 5 Lok Yip Road, Fanling, New Territories on the Approved Fanling and Sheung Shui Outline Zoning Plan No. S/FSS/24		PROJECT NO.: 40746	PREPARED BY: SKL	JUL-21	
<b>2026 Design PM</b>		FILENAME: J1_OLMS_LYR.xlsx	CHECKED BY: SLN	JUL-21	
On Lok Mun Street / Lok Yip Road		REFERENCE NO.:	REVIEWED BY: SLN	JUL-21	

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

V b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

V r-b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

V r-b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

V r-c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

X a = STREAM-SPECIFIC (RIGHT TURN FROM A)

X b = STREAM-SPECIFIC (RIGHT TURN FROM B)

Z b = STREAM-SPECIFIC (LEFT TURN FROM B)

M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

Y = (1-0.0345W)

r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

**GEOMETRIC DETAILS:**

<b>GENERAL</b>		W = 14.9 (metres)	Y = 0.486
W cr = 0 (metres)			
<b>MAJOR ROAD (ARM A)</b>			
W a-d = 4.10 (metres)	W c-b = 3.30 (metres)		
V r-a-d = 100 (metres)	V r-c-b = 92 (metres)		
q a-b = 177 (pcu/hr)	q c-a = 421 (pcu/hr)		
q a-c = 661 (pcu/hr)	q c-b = 129 (pcu/hr)		
q a-d = 30 (pcu/hr)	q c-d = 22 (pcu/hr)		
<b>MINOR ROAD (ARM B)</b>			
W b-a = 0.00 (metres)	W d-c = 4.90 (metres)		
W b-c = 0.00 (metres)	W d-a = 0.00 (metres)		
V l-b-a = 0 (metres)	V l-d-c = 52 (metres)		
V r-b-a = 0 (metres)	V r-d-c = 38 (metres)		
V r-b-c = 0 (metres)	V r-d-a = 38 (metres)		
q b-a = 0 (pcu/hr)	q d-c = 3 (pcu/hr)		
q b-c = 0 (pcu/hr)	q d-a = 35 (pcu/hr)		
q b-d = 0 (pcu/hr)	q d-b = 0 (pcu/hr)		

**GEOMETRIC FACTORS:**

X b = 0.533	X a = 1.024
X c = 0.943	X d = 0.974
Z b = 0.586	Z d = 0.608
M b = 0.533	M d = 0.573

**PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC:**

r b-a = 0	r d-c = 0.007
q l b-d = 0 (pcu/hr)	q l d-b = 0 (pcu/hr)
q r b-d = 0 (pcu/hr)	q r d-b = 0 (pcu/hr)

**CAPACITY OF MOVEMENT:**

Q b-a = 217 (pcu/hr)	Q d-c = 435 (pcu/hr)
Q b-c = 361 (pcu/hr)	Q d-a = 406 (pcu/hr)
Q c-b = 555 (pcu/hr)	Q a-d = 649 (pcu/hr)
Q l b-d = 219 (pcu/hr)	Q l d-b = 245 (pcu/hr)
Q r b-d = 219 (pcu/hr)	Q r d-b = 416 (pcu/hr)
TOTAL FLOW = 1478 (PCU/Hr)	

**COMPARISON OF DESIGN FLOW TO CAPACITY:**

DFC b-a = 0.0000	DFC b-a = 0.0000
DFC b-c = 0.0000	DFC b-c = 0.0000
DFC c-b = 0.2324	DFC c-b = 0.2324
DFC b-d = 0.0000	DFC b-d = 0.0000
DFC d-c = 0.0069	DFC d-c = 0.0069
DFC d-a = 0.0862	DFC d-a = 0.0862
DFC a-d = 0.0462	DFC a-d = 0.0462
DFC l d-b = 0.0000	DFC l d-b = 0.0000
DFC r d-b = 0.0000	DFC r d-b = 0.0000

**CRITICAL DFC = 0.23**



## **Attachment II**

### **Responses-to-Comments table addressing comments from Government Departments**

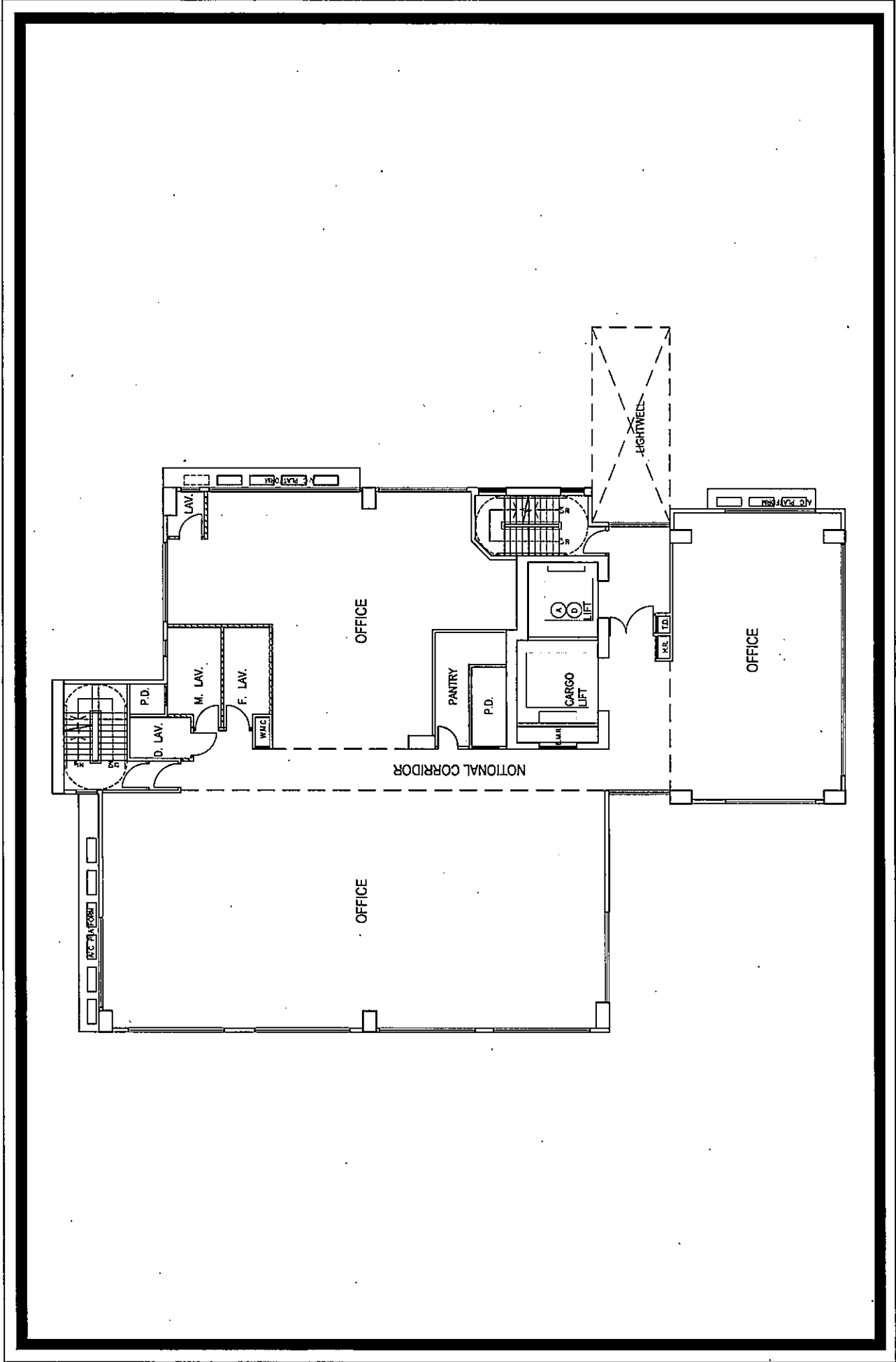
**PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE'  
(WHOLESALE CONVERSION OF AN EXISTING BUILDING)  
AT KAWADA PLAZA (PHASE II)  
NO. 5 LOK YIP ROAD, FANLING, NEW TERRITORIES  
FANLING SHEUNG SHUI TOWN LOT NO. 261**

**APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)  
(PLANNING APPLICATION NO. A/FSS/283)**

<b>Public Comments Received from 4 June 2021 to 25 June 2021</b>		<b>Response(s)</b>
Surrounded by industrial buildings, there has been severe traffic around the area. The motor vehicles often queue up and block the access roads to the neighbouring villages, causing nuisance to the villagers. The proposed development will further burden the traffic capacity of main roads and lead to even more serious traffic congestion.		Considering the Proposed Development is different in function from conventional commercial uses which attract abundant customers and staff, whereas the proposed sales centre and supporting office will only be used when there is sales event and all visits are on appointment basis, it will not induce adverse traffic impact on the road networks.  Moreover, the Proposed Development will induce similar amount of traffic as compared with that of the existing industrial building. Therefore, it will not generate significant additional traffic impact on the nearby roads.
The application site is situated in an inconvenient location as it cannot be reached by public buses directly. Moreover, there is no sufficient provision of car parking spaces.		The application site is highly accessible by public transportations including a variety of buses and mini buses mainly travelling along Lok Yip Road and Sha Tau Kok Road. It can also be accessed from Fanling East Rail Station located within approximately 15 minutes walking distance.  Regarding the car parking provision concerns, please note that the proposed car parking provisions is in compliance with the requirements as stipulated in Hong Kong Planning Standards and Guidelines (HKPSG) and is sufficient to serve the Proposed Development.

## **Attachment III**

### **5/F – 7/F Floor Plan**



**5/F - 7/F Plan** (34.05mPD - 41.05mPD)





Your Ref: TPB/A/FSS/283  
Our Ref: LAS/CK/TT (21-23616)

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

16 July 2021

By Hand and Email

Dear Sirs

PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE'  
(WHOLESALE CONVERSION OF AN EXISTING BUILDING)  
AT KAWADA PLAZA (PHASE II)  
NO. 5 LOK YIP ROAD, FANLING, NEW TERRITORIES  
FANLING SHEUNG SHUI TOWN LOT NO. 261

APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)  
APPLICATION NO. A/FSS/283

We refer to the captioned planning application No. A/FSS/283.

Further to our original submission made to the Town Planning Board ("TPB") via letter dated 25 May 2021 and the further information submitted on 9 July 2021, we enclose a copy of Responses-to-Comments table addressing comments from the Planning Department and Transport Department.

The above information is submitted to address departmental comments received and constitutes no material change to the application. We sincerely request to exempt the application from publication and recounting requirements. Should there be any queries, please feel free to contact the undersigned or our Ms Tammy Tam at

Yours faithfully  
For and on behalf of  
Knight Frank Petty Limited

Calvin Kan MHKIP RPP  
Senior Manager, Planning & Development  
Land Advisory Services

Encs

RECEIVED  
2021 JUL 19 A 11:43  
TOWN PLANNING BOARD

16 July 2021  
Town Planning Board  
Attention: Secretary, Town Planning Board



cc Client

(Email only)

PROPOSED 'SHOP AND SERVICES (SHOWROOM)' AND 'OFFICE'  
(WHOLESALE CONVERSION OF AN EXISTING BUILDING)  
AT KAWADA PLAZA (PHASE II)  
NO. 5 LOK YIP ROAD, FANLING, NEW TERRITORIES  
FANLING SHEUNG SHUI TOWN LOT NO. 261

APPLICATION FOR PERMISSION  
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP. 131)  
(PLANNING APPLICATION NO. A/FSS/283)

Comments	Response(s)
<p><u>Fanling, Sheung Shui &amp; Yuen Long East District Planning Office,</u> <u>Planning Department</u> <u>received on 14 July 2021</u> <u>(Contact: Ms Lily Lau   Tel: 3168 4040)</u></p> <p>1. Please clarify the calculation of the increase in total GFA due to the provision of double-deck parking system.</p>	<p>Due to constraints of the internal layout and GFA calculations, HKHS has demonstrated efforts in providing as many car parking facilities as possible by adopting double-deck parking system for compliance with the requirements of HKPSG. The proposed minor increase in total GFA is mainly due to the provision of double-deck parking system since the floor spaces for the upper decks may be accountable for GFA. The calculation of GFA will be subject to detailed design stage under GBP submission.</p>



**Comments**

2. Please clarify the works to be involved in the proposed wholesale conversion.

**Response(s)**

The proposed wholesale conversion for change of uses from industrial premises to showroom and office uses will mainly involve alterations and additions works to meet different operational changes or statutory/HKPSG requirements, e.g., provision of double-deck parking system, removal of the wall next to the flat roof on 2/F, incorporation of pantry with pipe duct on 5/F to 8/F, etc. The proposed tentative works to address operational needs are tabulated below for information:

Floor	Examples of Works
G/F	Provision of double-deck parking system
1/F	Removal of partition wall
2/F	Provision of double-deck parking system; and Removal of wall next to the flat roof
3/F	Removal of partition wall; Provision of pipe duct; and Provision of landscape area on flat roof
4/F	Removal of partition wall; and Provision of pipe duct
5/F – 8/F	Removal of partition wall; and Provision of Pantry with pipe duct

Upon completion of the proposed development, G/F, 1/F, 3/F and 4/F will be designated for showroom use including reception area, show flats, display of information, declaration/ contract signing areas for customers, etc. whereas 5/F to 8/F will be designated for office use. The internal arrangements of the proposed showroom and office uses will be further developed in detailed design stage.

Comments		Response(s)																																																																
<p><b>Traffic Engineering (NTE) Division, Transport Department</b> received on 6 July 2021 (Contact: Mr. Wing Hong Poon   Tel: 2399 2228)</p> <p>1. Please advise the assumed mode of transportation of the visitors and staff for the proposed development for our reference.</p>		<p>The transport modes used by visitors and staff to or from the Proposed Development were established from Table 3.6 of the Travel Characteristics Survey 2011 as set out in the table below.</p> <table><tr><th rowspan="2">Mode</th><th colspan="2">Distribution of Boardings by Transport Mode in TCS2011</th><th colspan="2">Adjusted Modal Split for the Proposed Development</th></tr><tr><th>All Purposes</th><th>Home-based Work</th><th>Visitor<sup>(1)</sup></th><th>Staff <sup>(2)</sup></th></tr><tr><td>Rail</td><td>30%</td><td>35%</td><td>32%</td><td>36%</td></tr><tr><td>MTR</td><td>27%</td><td>32%</td><td>32%</td><td>36%</td></tr><tr><td>LRT</td><td>3%</td><td>3%</td><td colspan="2">Not Applicable</td></tr><tr><td>Franchised bus</td><td>27%</td><td>32%</td><td>32%</td><td>36%</td></tr><tr><td>Public light bus</td><td>13%</td><td>14%</td><td>15%</td><td>16%</td></tr><tr><td>Private car</td><td>12%</td><td>8%</td><td>14%</td><td>9%</td></tr><tr><td>Special purpose bus</td><td>9%</td><td>5%</td><td colspan="2">Not Applicable</td></tr><tr><td>Tram</td><td>2%</td><td>4%</td><td colspan="2">Not Applicable</td></tr><tr><td>Taxi</td><td>6%</td><td>2%</td><td>7%</td><td>2%</td></tr><tr><td>Ferry</td><td>1%</td><td>1%</td><td colspan="2">Not Applicable</td></tr><tr><td>Total</td><td>100%</td><td>100%</td><td>100%</td><td>100%</td></tr></table> <p>Notes: (1) The modal split for visitors of the proposed development follows the distribution for all purposes trips (2) The modal split for staff of the proposed development follows the distribution for home-based work trip</p>	Mode	Distribution of Boardings by Transport Mode in TCS2011		Adjusted Modal Split for the Proposed Development		All Purposes	Home-based Work	Visitor <sup>(1)</sup>	Staff <sup>(2)</sup>	Rail	30%	35%	32%	36%	MTR	27%	32%	32%	36%	LRT	3%	3%	Not Applicable		Franchised bus	27%	32%	32%	36%	Public light bus	13%	14%	15%	16%	Private car	12%	8%	14%	9%	Special purpose bus	9%	5%	Not Applicable		Tram	2%	4%	Not Applicable		Taxi	6%	2%	7%	2%	Ferry	1%	1%	Not Applicable		Total	100%	100%	100%	100%
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Ferry	1%	1%	Not Applicable																																																															
Total	100%	100%	100%	100%																																																														

Comments	Response(s)
<p>2. Section 4.3.1 – please advise the LOS of the footpath along the walking path between the site and Fanling MTR station before and after the development for our consideration.</p>	<p>Noted. Level of Service (LOS) assessment is carried out based on the projected pedestrian flows in 2026 at key footpaths and the results are shown in <b>Table R3</b>.</p> <p>The results show that the condition of the concerned footpaths will be satisfactory after accommodating the pedestrians generated and attracted by the proposed development in both AM and PM Peak hour with LOS "C" or above.</p>

**Table R3 LOSs of the Footpaths Along the Walking Path Between the Site and MTR Station**

ID	Footpath Location	Actual Width (m)	Effective Width (m) <sup>(1)</sup>	Peak 15-min Two-way Pedestrian Flows (ped/15min)		Flow Rate (ped/min/m) & Level of Service	
				AM	PM	AM	PM
2025 Reference Scenario							
P1	Northern footpath of Lok Yip Road	3.4	2.4	103	96	2.9 LOS A	2.7 LOS A
P2	Eastern footpath of Sha Tau Kok Road	2.6	1.6	209	194	8.7 LOS A	8.1 LOS A
P3	Subway across Jockey Road	5.5	4.5	521	485	7.7 LOS A	7.2 LOS A
P4	Footbridge connecting Fanling Town Centre and Cheung Wah Estate carpark	3.2	2.2	630	585	19.1 LOS B	17.7 LOS B
2025 Design Scenario							
P1	Northern footpath of Lok Yip Road	3.4	2.4	273	266	7.6 LOS A	7.4 LOS A
P2	Eastern footpath of Sha Tau Kok Road	2.6	1.6	357	342	14.9 LOS A	14.3 LOS A
P3	Subway across Jockey Road	5.5	4.5	580	544	8.6 LOS A	8.1 LOS A
P4	Footbridge connecting Fanling Town Centre and Cheung Wah Estate carpark	3.2	2.2	689	644	20.9 LOS B	19.5 LOS B

Note: (1) Clearance zones of 0.5m were assumed at both sides of footpath.



**On Lok Tsuen**  
**(Site A17)**

<b>Area (Plan A17)</b>	:	“I” Zone (in ha) (about)	<b>2008</b>	<b>2014<sup>^</sup></b>	<b>Difference</b>
			34.19	32.62	-1.57 <sup>@</sup>
<b>No. of Private Industrial Buildings</b>	:		<b>2008</b>	<b>2014<sup>^</sup></b>	<b>Difference</b>
		Occupied	90 <sup>#</sup>	94 <sup>#</sup>	+4 <sup>#</sup>
		Wholly vacant	5	4	-1
		Under renovation	-	-	-
		<b>Total</b>	<b>95</b>	<b>98</b>	<b>+3</b>
<b>Other Building(s)/Site(s)</b>	:		<b>2008</b>	<b>2014<sup>^</sup></b>	<b>Difference</b>
		<b>Private</b>			
		Site with village houses	5	5	-
		Workshop <sup>*</sup>	11	12	+1
		Storage <sup>*</sup>	4	5	+1
		Shop for car sale <sup>*</sup>	1	1	-
		Car park <sup>*</sup>	1	1	-
		Vacant site	1	-	-1
		Works in progress	2	1	-1
		<b>Government</b>			
		North District Temporary Wholesale Market for Agricultural Products	1	-	-1 <sup>@</sup>
		Public toilet	1	-	-1 <sup>@</sup>
		NT North District Manufactures Association	1	1	-
		Open space/playground	8	10	+2
		Metered car park	4	4	-
		Temporary car park	2	1	-1
		Temporary workshop	2	2	-
		Temporary storage	1	1	-
		Vacant site	2	1	-1

<sup>^</sup> Survey undertaken in January 2014.

<sup>@</sup> A portion to the north of Ma Sik Road (about 1.6 ha) without any private industrial building was rezoned to “G/IC”, “O” and area shown as “Road” after excising from the Fanling/Sheung Shui OZP to the Fanling North OZP in December 2013. The portion was occupied by the North District Temporary Wholesale Market for Agricultural Products and a public toilet in the 2009 Area Assessments.

<sup>#</sup> An industrial-building at 28 On Lok Mun Street is covered in the 2013 survey but not in the survey for the 2009 Area Assessments.

※ The use did not involve any industrial building with R&VD’s records.

**Details of Private Industrial Buildings**

Total No. of Private Industrial Buildings	:	98
Total No. of Units Involved	:	1,396
Total GFA* Involved (about)	:	529,478m <sup>2</sup>

\* Conversion factor from internal floor area to gross floor area is 1.3333.

No. of Units Successfully Surveyed : 1,333 (95.5%)  
 Total GFA\* Successfully Surveyed (about) : 446,067m<sup>2</sup> (84.3%)

	No. of Buildings			
	Occupied	Wholly vacant	Under renovation	Total
<b>No. of Storeys</b>				
1 - 7 storeys	94	4	-	98
8 - 19 storeys	-	-	-	-
20 storeys or above	-	-	-	-
<b>Land Ownership (as at end June 2014)</b>				
Single	71	2	-	73
Multiple	23	2	-	25
<b>Building Age (as at end March 2014)</b>				
< 15 years	9	-	-	9
15 – 29 years	59	2	-	61
30 years or above	26	2	-	28
<b>Building Condition</b>				
Good	6	-	-	6
Fair	56	2	-	58
Poor	32	2	-	34

Surrounding Land Uses : Residential and commercial developments, rural settlements with agricultural land, government, institution and community uses, river channel and East Rail Fanling Station.

#### Vacancy Rate (based on GFA\*)

##### PlanD's Area Assessments

"I" Zone	2005 Area Assessments	2009 Area Assessments	Survey in 2013-14
Territorial	7.0%	6.5%	3.5%
Northeast New Territories	5.7%	4.3%	2.8%
On Lok Tsuen	6.4%	6.5%	5.0% <sup>#</sup>

# Survey undertaken in January 2014.

##### Derived from R&VD's Raw Data

"I" Zone	2008	2009	2010	2011	2012	2013
Territorial	4.5%	5.0%	4.6%	3.3%	4.7%	2.4%
Northeast New Territories	2.6%	4.0%	2.7%	2.2%	4.1%	1.5%
On Lok Tsuen	3.8%	7.4%	3.9%	3.8%	7.4%	1.1%

##### Take-up (derived from R&VD's raw data and based on BD's Monthly Digests)

"I" Zone	2008	2009	2010	2011	2012	2013
Territorial (m <sup>2</sup> )*	54,071	-49,072	224,505	143,426	-122,913	219,561
Northeast New Territories (m <sup>2</sup> )*	39,893	-35,519	37,363	28,245	-46,652	67,391
On Lok Tsuen (m <sup>2</sup> )*	20,479	-16,482	18,126	17,648	-16,818	33,235

\* Conversion factor from internal floor area to gross floor area is 1.3333.



### Subdivision of Units

Types of Units	Units		GFA*	
	No.	%	m <sup>2</sup>	%
Non-subdivided Units	1,282	91.8	458,360	86.6
Subdivided Units <sup>#</sup>	114	8.2	71,118	13.4
<b>Total</b>	<b>1,396</b>		<b>529,478</b>	

# Among the 114 subdivided units, 111 units (about 97.4%) were divided into two to five subunits each, involving a total GFA of about 57,237m<sup>2</sup> (about 80.5%). Three units (about 2.6%) were divided into six to ten subunits each, involving a total GFA of about 13,881m<sup>2</sup> (about 19.5%).

### Predominant Uses

	2005		2008		2014 <sup>^</sup>	
	GFA* (m <sup>2</sup> )	%	GFA* (m <sup>2</sup> )	%	GFA* (m <sup>2</sup> )	%
Manufacturing/Workshop	85,056	16.8	46,594	9.2	61,807	11.7
Warehouse/Storage	319,375	62.9	323,169	63.7	279,997	52.9
Office	50,784	10.0	47,770	9.4	65,328	12.3
Others <sup>#</sup>	3,802	0.7	7,111	1.4	12,434	2.3
Vacant	32,528	6.4	33,111	6.5	26,430	5.0
Under Renovation	-	-	118	0.02	72	0.01
Non-response	15,878	3.1	49,472	9.8	83,410	15.8
<b>Total</b>	<b>507,423</b>		<b>507,345</b>		<b>529,478</b>	

<sup>^</sup> Survey undertaken in January 2014.

# The largest other use identified in the 2014 survey was **research and development or testing centre**, taking up about 1.8% of the GFA.

### Business Nature and No. of Workers in Occupied Non-subdivided Units

Business Nature	Occupied Non-subdivided Units		GFA*		No. of Workers	
	No.	%	m <sup>2</sup>	%	No.	%
Manufacturing <sup>#</sup>	159	15.7	97,170	26.8	1,502	23.1
Non-manufacturing <sup>^</sup>	852	84.3	265,338	73.2	4,988	76.9
<b>Total</b>	<b>1,011</b>		<b>362,508</b>		<b>6,490</b>	

# The largest types of manufacturing business are **manufacturing of food products, beverages and tobacco products** (in terms of number of units) and **manufacturing of wearing apparel** (in term of GFA) (based on the Hong Kong Standard Industrial Classification Version 2.0 adopted by the Census and Statistics Department).

<sup>^</sup> The largest of non-manufacturing business is **import/export, wholesale and retail trades** (in terms of both number of units and GFA) (based on the Hong Kong Standard Industrial Classification Version 2.0 adopted by the Census and Statistics Department).

### Area Assessment

The area (about 32.6 ha) is at the eastern fringe of the Fanling/Sheung Shui New Town and is adjoining to the Fanling North New Development Area (NDA). The area is the largest "I" area in the territory in terms of land area and number of industrial buildings (98 in total).

When compared with the 2009 Area Assessments, there is an addition of four industrial buildings. The total industrial stock is about 0.53 million m<sup>2</sup> GFA, including one industrial-office building. Since the area is subject to a maximum plot ratio and building

\* Conversion factor from internal floor area to gross floor area is 1.3333.



height restrictions of 5 and 25m respectively on the Fanling/Sheung Shui OZP, all the 98 industrial buildings in it are seven storeys or below in height, among which over one-third (36 buildings) are temporary structures of 1-2 storeys. 73 of the buildings are under single ownership and the remaining 25 are under multiple ownership. In terms of age, 61 buildings are 15-29 years old and 28 are 30 years or above. The remaining nine buildings are less than 15 years old. In terms of condition, 58 buildings are in fair condition and 34 are in poor condition. The remaining six buildings are in good condition.

The updated overall vacancy of the area is 5.0%, which is slightly lower than the 6.5% identified in the 2009 Area Assessments. Such vacancy is however relatively higher than the territorial figure of 3.5% for all "I" areas and the average of 2.8% for the seven areas in the Northeast New Territories. About 8.2% of the units are divided into subunits, involving about 13.4% of the GFA. In terms of usage, Warehouse/Storage is the largest user, occupying about 52.9% of the GFA but the figure is lower than the 63.7% identified in 2009. Office is the second largest user, taking up about 12.3% of the GFA which is higher than the 9.4% identified in 2009. Manufacturing/Workshop is the third largest user, occupying about 11.7% of the GFA which is higher than the 9.2% identified in 2009. Majority (about 37.5%) of the Manufacturing/Workshop GFA identified is occupied by car repairing business. "Other Uses" take up about 2.3% of the GFA, of which about 1.8% is for research and development/testing centre.

In terms of employment, about 6,490 workers are estimated to be engaged in the occupied non-subdivided units of the industrial buildings in the area, including about 1,502 workers (23.1%) in the manufacturing business and about 4,988 workers (76.9%) in the non-manufacturing business. The overall figure accounts for about 14.4% of the total of 45,103 persons engaged (other than those in the civil service) in various business/industries in the North District identified by C&SD in June 2014.

The following new developments/redevelopment/wholesale conversion projects have been identified in the area since the completion of 2009 Area Assessments:

- (a) completion of four new industrial buildings at 16 and 27 On Lok Mun Street, 15 On Kui Street and Lok Yip Road (FSSTL 114) (three of the buildings are found predominantly for Warehouse/Storage use, while the remaining one is mainly for Office use);
- (b) a new industrial building under construction at 13 Lok Yip Road;
- (c) building plan approvals for new industrial developments at a temporary workshop site at 1 On Kui Street and a site with an industrial-office building at 28 On Lok Mun Street; and
- (d) a vacant industrial building at 3 On Chuen Street with special waiver executed under revitalisation measures for wholesale conversion for information technology and telecommunications industries.

The area is currently a major employment node in the North District. It is close to the East Rail Fanling Station, and the Fanling North and Kwu Tung North NDAs with a total planned population of 176,900. In this regard, the area should better be retained as "I" to continue acting as an employment node to serve the existing and new population in North District. Other than that, proactive measures could be taken to identify available

\* Conversion factor from internal floor area to gross floor area is 1.3333.

government land in the area for suitable uses, with a view to increasing employment opportunities and job variety and helping achieve a more balanced distribution of homes and jobs in the district. Taking advantage of the strategic location of the area near the existing Sha Tau Kok Control Point and the future Liantang/Heung Yuen Wai Boundary Control Point, consideration may be given to disposing suitable government sites in the area for commercial/office and/or logistics/warehousing developments. These new developments may also act as a catalyst to encourage more redevelopment of existing IBs by the private sector.

Subject to technical assessment on the feasibility, consideration may also be given to relaxing the existing development restrictions on the OZP to help optimise the utilisation of sites and also encourage private redevelopments.

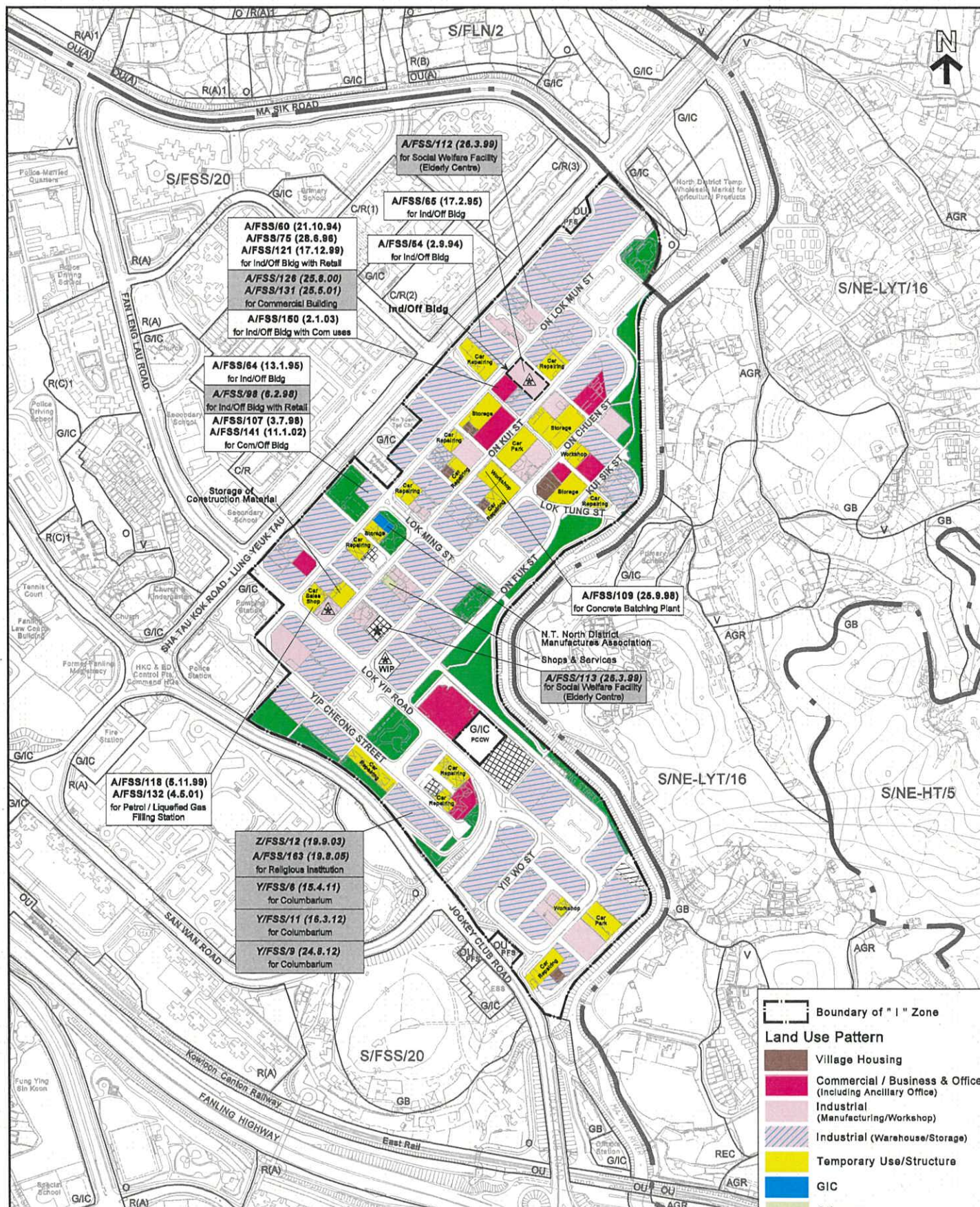
### **Recommendation**

To retain the area as “I”. Consideration would be also given to identifying suitable government sites in the area for commercial/office and/or logistics/warehousing developments and to relaxing existing development restrictions on the OZP, subject to technical assessment on the feasibility (**Plan 17c**).

\* Conversion factor from internal floor area to gross floor area is 1.3333.







# **Land Use Plan** **On Lok Tsuen**

SCALE 1 : 5 000

PLANNING DEPARTMENT

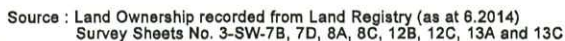
Plan No. M/HOLS/15/26

Date : 21.7.2015

Plan A17







Plan A17a















**Previous Applications covering the Application Site**

**Approved Applications**

<b>No.</b>	<b>Application No.</b>	<b>Proposed Developments</b>	<b>Date of Consideration</b>	<b>Approval Conditions</b>
1	A/FSS/118	Petrol Liquefied Petroleum Gas(LPG) Filling Station	5.11.1999 Approved by RNTPC	(1), (2) and (3)
2	A/FSS/132	Proposed Petrol/Liquefied Gas Filling Station	4.5.2001 Approved by RNTPC	(1), (2) and (3)

**Approval Conditions**

- (1) Design/provision of appropriate environmental mitigation measures.
- (2) Design/implementation of the layout for the parking and manoeuvring of vehicles and vehicular access arrangement to the site.
- (3) Submission/implementation of landscape proposals.





**Similar Applications within the same "I" Zone on the**  
**Approved Fanling/Sheung Shui Outline Zoning Plan No. S/FSS/24**

**Approved Applications**

<b>No.</b>	<b>Application No.</b>	<b>Proposed Developments</b>	<b>Date of Consideration</b>	<b>Approval Conditions</b>
1	A/FSS/233	Proposed Shop and Services/Eating Place (in Wholesale Conversion of an Existing Building)	7.8.2015 Approved by RNTPC	(1), (2) and (3)
2	A/FSS/245	Proposed Eating Place, Office, Shop and Services (in Wholesale Conversion of an Existing Building Only)	19.2.2016 Approved by RNTPC	(1) and (2)
3	A/FSS/247	Proposed Eating Place, Private Club, Shop and Services (in Wholesale Conversion of an Existing Building Only)	19.2.2016 Approved by RNTPC	(1), (2) and (4)
4	A/FSS/248	Proposed Office, Eating Place, Shop and Services (in Wholesale Conversion of an Existing Building Only)	19.2.2016 Approved by RNTPC	(1), (2) and (5)

**Approval Conditions**

- (1) Submission and implementation of proposals for water supplies for fire-fighting and fire service installations.
- (2) Design and provision of car parking spaces and loading and unloading facilities.
- (3) Submission and implementation of landscape proposals.
- (4) Design and implementation including development programme of the pedestrian crossing facility across Lok Yip Road.
- (5) Design and provision of sewage treatment facilities/sewer connections to the site.



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

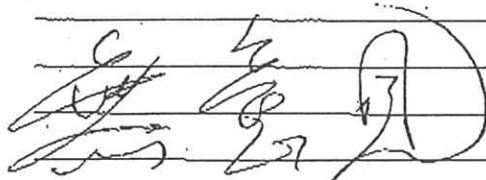
By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates  
A/FSS/283

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)



「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature



日期 Date

2021.6.9





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F. 213

粉嶺區鄉事會

FDRC

香港新界粉嶺區鄉事委員會

Hong Kong Fanling District Rural Committee

FAXED

23-6-2021

敬啟者：

貴署檔號：TPB/A/FSS/283

新界粉嶺樂業路 5 號

擬議商店及服務行業(陳列室)及辦公室(改裝整幢現有工業大廈)

(申請編號：A/FSS/283)

本會頃接粉嶺本區村民對上述個案之申請提 強烈反對，並希望本會向貴署轉述其意見如下：

- 1) 該段道路非常狹窄，加上周邊是工業區，車輛流量特別多，經常出現塞車情況，嚴重影響周邊鄉村的村民出入。
- 2) 受擠塞的主要道路會影響很大，造成交通不便。
- 3) 停車位不足。
- 4) 交通配套不足，沒有公共車輛可直達，令市民極為不方便。

懇請 貴處理解村民之憂慮，慎重處理上述申請。肅此奉達，敬祈亮察！

此致

規劃署粉嶺、上水及元朗東規劃專員



粉嶺區鄉事委員會副主席



(李廣明)

敬上

2021 年 6 月 23 日

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P.3/3

粉嶺區鄉事會

FDRC

香港新界粉嶺區鄉事委員會 FAXED  
Hong Kong Fanling District Rural Committee 23-6-2021

敬啟者：

貴署檔號：TPB/A/FSS/283

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此致  
規劃署粉嶺、上水及元朗東規劃專員

粉嶺區鄉事委員會首副主席



2021年6月23日



劉永安 敬上  
(劉永安)



**Advisory Clauses**

- (a) The current application is for conversion of the industrial floor spaces within existing IB for shop and services (showroom) and office uses. In order not to jeopardise the potential long term planning intention of the Site, the approval would be for the lifetime of the building. Upon redevelopment, the Site would need to conform with the zoning and development restrictions on the OZP in force at the time of redevelopment which may not be the same as those of the existing buildings;
- (b) to note the comments of District Lands Officer/North, Lands Department (DLO/N, LandsD) that the proposed alterations and addition works would be in breach of user and parking provisions clauses under the lease. Therefore, if the application is approved, the lot owner will need to apply to LandsD for a lease modification or a waiver to effect the proposed uses. LandsD acting in the capacity of landlord will consider the application which, if approved, will be subject to such terms and conditions as considered appropriate including the payment of premium/waiver fee and administrative fee. There is no guarantee that such application will be approved. Besides, the proposed alterations and additions works would be scrutinized in building plan submission stage;
- (c) to note the comments of Director of Fire Services (D of FS) that detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and as no details of the emergency vehicular access (EVA) have been provided, comments could not be offered by his department at the present stage. Nevertheless, the applicant is advised to observe the requirements of EVA as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administered by the Building Department; and
- (d) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
  - (i) before any new building works (including containers/open sheds as temporary buildings) are to be carried out on the Ste, the prior approval and consent from the BA should be obtained, otherwise they are Unauthorized Building Works (UBW). An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the Buildings Ordinance (BO);
  - (ii) for UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BDs enforcement policy against UBW as and when necessary. The granting of any planning approval should not be constructed as an acceptance of any existing building works or UBW on the Site under the BO;
  - (iii) if the Site does not abut on a specific street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the Building (Planning) Regulation at the building plan



submission stage;

- (iv) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations respectively; and
- (v) detailed comments under the BO would be provided at the building plan submission stage.