

**Previous S.16 Applications**

**Approved Application**

<b>Application No.</b>	<b>Uses/ Development</b>	<b>Date of Consideration</b>
A/NE-MKT/17	Proposed Temporary Rural Workshop (Timber Yard and Sawmill) for a Period of 3 Years	30.4.2021 ( <i>revoked on 30.11.2023</i> )

**Rejected Applications**

<b>Application No.</b>	<b>Uses/ Development</b>	<b>Date of Consideration</b>	<b>Rejection Reasons</b>
A/NE-MKT/2	Temporary Container Trailer Park with Ancillary Storage and Office for a Period of 3 Years	7.4.2017	R1- R3
A/NE-MKT/6	Proposed Temporary Open Storage of Construction Materials for a Period of 2 Years	22.3.2019	R1, R3 & R4

**Rejection Reasons:**

- R1 The application was not in line with the planning intention of the “Agriculture” (“AGR”) zone for the area which was primarily intended to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes, and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission for a departure from such planning intentions, even on a temporary basis.
- R2 The applicant failed to demonstrate in the submission that the development would not cause adverse traffic, environmental and landscape impacts on the surrounding areas.
- R3 The approval of the application would set an undesirable precedent for similar applications within the “AGR” zone in the Man Kam To area. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.
- R4 There was no information in the submission to demonstrate that the development would not cause adverse traffic, landscape and environmental impacts on the surrounding areas.



**Similar S.16 Applications for Proposed Temporary Warehouse  
within the same “Agriculture” zone in the vicinity of the Site  
in the Man Kam To Area**

**Rejected Applications**

<b>Application No.</b>	<b>Uses / Developments</b>	<b>Date of Consideration</b>	<b>Rejection Reasons</b>
A/NE-MKT/25	Proposed Temporary Warehouse and Open Storage for Construction Materials for a Period of 3 Years	11.9.2023	R1-R3
A/NE-MKT/26	Proposed Temporary Warehouse for Storage of Electronic Products and Open Storage of Packaging Tools for a Period of 3 Years and Filling of Land	1.12.2023 (on review)	R1,R4
A/NE-MKT/29	Temporary Warehouse for Storage of Construction Material for a Period of 3 Years	10.11.2023	R1,R5

**Rejection Reasons:**

- R1 The proposed development was not in line with the planning intention of the “Agriculture” (“AGR”) zone for the Man Kam To area, which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis.
- R2 The development did not comply with Town Planning Board Guidelines PG-No. 13G for “Application for Open Storage and Port Back-up Uses” in that no previous approval had been granted to the site and there were adverse departmental comments and local objections.
- R3 The applicant failed to demonstrate in the submission that the development would not generate adverse traffic, drainage and environmental impacts on the surrounding areas.
- R4 The applicant failed to demonstrate that the proposed use would not generate adverse traffic impact on the surrounding areas.
- R5 The applicant failed to demonstrate that the proposed development would not generate adverse environmental impact on the surrounding areas.

**Government Departments' General Comments**

**1. Land Administration**

Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD):

- no objection to the application;
- the application site (the Site) comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land (GL) is granted to the Site;
- Lots 607, 609, 610 S.B RP, 613, 627, 632 S.A RP, 633 S.A RP, 635 S.A, 635 S.B-D, 637 RP, 638 RP, 642 S.A RP all in D.D. 90 and Lot 129 S.A in D.D. 86 are covered by Short Term Waiver (STW) Nos. 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630 and 1650 respectively for the purpose of timber yard and sawmill workshop with ancillary storage, parking and loading/unloading use, shed, office and guard house with store room. Part of the GL in the Site is covered by Short Term Tenancy (STT) Nos. STTN0041 and STTN0063 for the purpose of timber yard and sawmill workshop with ancillary storage use and access road;
- Lots 618, 622 S.A and 622 RP are covered by Letter of Approval (LoA) and/or Modification of Tenancy (MOT) which were issued for erection of temporary structures as follows:

<b>Lots (all in D.D. 90)</b>	<b>LoA/MOT No.</b>
618	LoA No. 570
622 S.A & 622 RP	LoA No. 100
622 S.A	MOT No. 31880 (not included in the Site)

Her office reserves the right to take enforcement action for irregularities and cancel the LoAs/MOT as appropriate;

- GL of approximately 4,178m<sup>2</sup> is included in the application. The occupation of GL by direct grant of STT to the applicant will be considered if policy support from Secretary of Development is given; and
- The STW application will be considered on whole lot basis, therefore unauthorized use(s) and/or structure(s) have to be rectified before the issue of STW(s). For Lots 612, 618, 619, 622 RP and 624 which only portion of the lot area is included in the planning application, the lot owners should ensure the existing and future uses are in compliance with the OZP.

**2. Traffic**

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

- having reviewed the further information submitted by the applicant, no further comment on the application from traffic engineering perspective; and

- should the application be approved, approval conditions on implementation of traffic management measures, as proposed by the applicant, to the satisfaction of the C for T or of the Town Planning Board; and the implemented traffic management measures shall be maintained at all times during the planning approval should be imposed.

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- it is noted that the existing run-in/out were implemented under the previously approved application and they are in good condition; and
- should the application be approved, approval condition requiring the applicant to maintain the run-in/out at all times during the planning approval period is required. Besides, the applicant is reminded that the run-in/out should be maintained in accordance with the prevailing HyD Standard Drawings to the satisfaction of HyD and TD.

### 3. **Drainage**

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

- it is noted that the application facilitates the relocation of brownfield operators affected by New Development Area. In order to streamline the process and act as a facilitator, he has no objection in principle to the application from public drainage perspective provided that a revised Drainage Impact Assessment (DIA) would be submitted afterwards; and
- should the application be approved, the applicant shall provide a revised DIA, and the flood mitigation measures proposed in the DIA and any other stormwater drainage facilities should be implemented and maintained to the satisfaction of DSD.
- detailed comments on the DIA are appended in **Appendix V**.

### 4. **Fire Safety**

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

- no objection in principle to the proposal subject to fire service installations being provided to the satisfaction of the D of FS; and
- detailed comments on the FSIs proposal are appended in **Appendix V**.

### 5. **Project Interface**

Comment of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD):

- the proposed temporary warehouse for storage of timber and other associated materials on a three-year basis and associated filling of land and pond (the proposed use) is located within the proposed development area at Lo Wu/Man Kam To (LW/MKT) under the Planning and Engineering (P&E) Study for New Territories North (NTN) New Town and Man Kam To. Please note that the P&E Study already commenced on 29.10.2021. While the

implementation programme of LW/MKT will be formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage.

## 6. **Building Matters**

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no objection to the application;
- there is no record of approval by the Building Authority for the buildings/structures existing at the Site and BD is not in a position to offer comments on their suitability for the use related to the application; and
- detailed advisory comments under the Buildings Ordinance are appended at **Appendix V**.

## 7. **Geotechnical Safety**

Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD):

- an unregistered man-made slope is present within or in the vicinity of the Site which may affect or be affected by the proposed use (**Plans A-2 and A-4d**). The concerned unregistered man-made slope appears to be newly formed with bare slope surface and covered by concrete blocks. There is no information of the proper design and construction of the concerned man-made slope;
- no objection to the application from geotechnical perspective provided that a Geotechnical Review Report (GPRR) is to be submitted to the applicant to the satisfaction of the H(GEO), CEDD; and
- should the application be approved, approval conditions on submission of a GPRR and implementation of necessary remedial works identified therein before commencement of any construction works or operation including site formation works within Portion B to the satisfaction of H(GEO), CEDD are required.

## 8. **Other Departments**

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

- (a) Commissioner for Police (C for P);
- (b) Director of Electrical and Mechanical Services (DEMS); and
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

**Recommended Advisory Clauses**

- (a) to note the following comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
- (i) the owners of the lots not covered by Short Term Waiver (STW) shall apply to her office for STW and Short Term Tenancy (STT) to permit the structures to be erected within the private lots such as Lots 611, 612, 614, 616, 618, 619, 621, 622 S.A, 622 RP and 624 and the occupation of Government land (GL). The applications for STW and STT will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW and STT, if approved, will be subject to such terms and conditions including the payment of waiver fee/rent and administrative fee as considered appropriate by LandsD. Given the proposed use is temporary in nature, only erection of temporary structures will be considered;
  - (ii) the applicant should comply with all the land filling requirements imposed by relevant Government departments. GL should not be disturbed unless with prior approval;
- (b) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that the applicant is reminded to maintain the run-in/out in accordance with the prevailing HyD Standard Drawings to the satisfaction of HyD and Transport Department. Adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;
- (c) to note the comments of the Chief Town Planner/Urban Design and Landscape of Planning Department (CTP/UD&L of PlanD) that approval for any proposed tree works such as pruning, transplanting and felling from relevant authority should be sought prior to commencement of the works;
- (d) to note the comments of the Director of Agriculture, Fisheries and Conservation (DAFC) that the applicant is reminded to avoid adverse impact to the nearby natural environment, including watercourse and marshes, during construction and operation of the proposed use;
- (e) to note the following comments of the Director of Environmental Protection (DEP) that:
- (i) to properly implement the relevant mitigation measures as required under the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' to mitigate environmental impacts from the proposed use and strictly comply with all environmental protection/pollution control ordinances, in particular Water Pollution Control Ordinance and Noise Control Ordinance;
  - (ii) to note his comments on the revised Environmental Proposal:

**Air Quality**

- Section 3: Please provide the endorsement from Transport Department on the traffic data presented.

**Water Quality**

- Section 5: (a) Please add a section to illustrate the water control zone in which the project site is located and provide its corresponding water quality objectives; (b) Please

clarify the meaning of 'major water sources' illustrated at fourth sentence. Please revise the words for better understanding; (c) Please identify and provide ID to the representative WSRs within 500m assessment area, e.g. Shenzhen River, watercourse at southwest of the site, pond(s) at south of the site; (d) Please amend to read as 'Thus, the management and mitigation strategy of the sewage and wastewater generated from the construction and operation of the proposed development should be properly implemented; (e) Please amend to read as 'Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters';

- Section 5.1: Please identify 'Accidental Spillage of Chemicals' as one of the sources of water quality impact during construction phase. Please provide corresponding mitigation measures;
- Section 5.4 ProPECC PN1/23 should be considered as mitigation measures during operation phase. Please amend;
- Section 5.5 Please amend to 'In order to protection the natural streams/ivers...';
- Plan E: (a) Please label the representative WSRs clearly according to the ID provided; and (b) Please amend the name of legend 'Water Source' to pond/river;

(f) to note the following comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN of DSD) on the Drainage Impact Assessment (DIA) that:

- (i) it is noted that different design rainstorm parameters were applied in the calculations for streamcourse to the west and to the east. Please be reminded that for the assessment purpose for the entire application, the latest design figures as per SDM Corrigendum No. 1/2024 shall be applied, regardless of the construction status of the respective infrastructure, unless a certain part of the Site was severed from the application and does not require review;
- (ii) para. 5.2.2: Please elaborate how the increase from  $0.290\text{m}^3/\text{s}$  to  $0.326\text{m}^3/\text{s}$  would be correlating to a 0.5% increase in the overall catchment runoff and could thus be considered insignificant;
- (iii) para. 5.2.5: Please supplement site photos of the as built / completed drainage facilities for reference;
- (iv) para. 5.2.7: Please explain why the adopted  $0.25\text{m}^3/\text{s}$  nominal discharge from site was considered conservative, with support an assessment of the associated drainage impact on the existing drainage system downstream of the proposed western site. Please illustrate clearly where the runoff of the western site would be discharged and the relevant hydraulic assessment calculation;
- (v) para. 5.2.8: It appears to be an oxymoron as it reads that "*The crossing beneath Lin Ma Hang Road appears to be quite restricted and this supports the concept that the channel can accept additional flows from the Site.*" Please clarify;
- (vi) para. 5.2.9 & Appendix G: Please provide detailed operation mechanism of the buried plastic tanks and related pumping system. It is observed from the water tank information that both the inflow and outflow are around the same level with limited size of openings, please elaborate how the pump could empty the connected plastic tanks;

- (vii) Appendix E: Please supplement the layout plan showing the adopted paved and unpaved area of each the proposed Sites A to E.
  - (viii) Appendix H:  $0.167\text{m}^3/\text{s}$  was adopted as the existing discharge for Sites A/B whereas it is mentioned under Para. 5.2.2 and Appendix E that the existing discharge was adopted to be  $0.199\text{m}^3/\text{s}$ . Please reconcile the difference and review if any amendment may be required;
  - (ix) Appendix C - Plate 8 and Appendix F: Please advise the dimension shown on the photo plate. It is noted that concrete blocks were found consistently along the channel which leads to substantial head loss along the flow. Please advise how the "worst location" was selected in the calculation in Appendix F and the calculation had already taken account of the irregular dimension along the channel;
  - (x) Appendix J - Figure 4: A label of eastern streamcourse was marked, but the corresponding line indicating a streamcourse was not found. Please review;
- (g) to note the following comments of the Director of Fire Services (D of FS) on the submitted fire service installations proposal that:
- (i) fire detection and alarm system shall be provided in accordance with BS 5839 Part 1: 2017 and the FSD Circular Letter 6/2021;
  - (ii) emergency lighting shall be provided in accordance with BS 5266: Part 1: 2016 and BS EN 1838: 2013, and FSD Circular Letter 4/2021;
- (h) to note the comments of Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that the proposed temporary warehouse for storage of timber and other associated materials on a three-year basis and associated filling of land and pond (the proposed use) is located within the proposed development area at Lo Wu/Man Kam To (LW/MKT) under the Planning and Engineering (P&E) Study for New Territories North (NTN) New Town and Man Kam To. Please note that the P&E Study already commenced on 29.10.2021. While the implementation programme of LW/MKT will be formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage;
- (i) to note the following comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
- (i) if the existing structures are erected on leased land without approval of the Building Authority (BA) (not being a New Territories Exempted House), they are unauthorized buildings works (UBWs) under the BO and should not be designated for any proposed use under the application;
  - (ii) it is noted that new structures are proposed in the application. Before any new building works are to be carried out on the Site, prior approval and consent of the BA should be obtained unless they are exempted building works, designated exempted works or minor works commenced under the simplified requirements under the Buildings Ordinance (BO). Otherwise they are UBWs. An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;
  - (iii) for UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the Site under the BO;

- (iv) any temporary shelters or converted containers for storage or office, canteen or other uses are considered as temporary buildings are subject to the control of Part VII of the Building (Planning) Regulations (B(P)R);
- (v) the Site shall be provided with means of obtaining access thereto from a street under regulation 5 of the B(P)R and emergency vehicular access shall be provided under regulation 41D of the B(P)R;
- (vi) if the Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority (BA) under regulation 19(3) of the B(P)R at building plan submission stage;
- (vii) in general there is no requirement under the BO in respect of provision of car parking spaces for a proposed development. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under regulation 72 of the B(P)R and Division 3 of Design Manual: Barrier Free Access 2008;
- (viii) the applicant's attention is also drawn to the headroom of the storey not be excessive, otherwise gross floor area of the storey will be considered double counting under regulation 23(3)(a) of the B(P)R subject to justification;
- (ix) formal submission under the BO is required for any proposed new works, including any temporary structures, site formation works like filling of ponds and land and site formation drainage works. Detailed comments under BO on individual sites for private developments such as permissible plot ratio, site coverage, emergency vehicular access, private streets and/or access roads, barrier free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the formal building plan submission stage;
- (j) to note the comments of the Director of Electrical and Mechanical Services (DEMS) that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines;
- (k) to note the following comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:
  - (i) existing water mains inside the Site may be affected. The applicant is required to either divert or protect the water mains found on site. If diversion is required, existing water mains inside the Site are needed to be diverted outside the site boundary of the proposed use to lie in GL. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence;
  - (ii) if diversion is not required, the following conditions shall apply:



- existing water mains are affected and no development which requires resiting of water mains will be allowed;
- details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works;
- no structures shall be built or materials stored within 1.5m from the centre line(s) of water main(s). Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;
- no trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe;
- no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5m around the cover of any valve or within a distance of 1m from any hydrant outlet; and
- tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains.



MEYER ALUMINIUM LIMITED

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城市規劃委員會

城市規劃委員會主席、各委員台鑒：

支持（申請編號：A/NE-MKT/35）

新界沙嶺蓮麻坑路丈量約份第86約地段129號A分段（部分）及丈量約份第90約地段第607號、第608號、第609號、第610號B分段餘段、第611號、第612號（部分）、第613號（部分）、第614號、第616號、第618號（部分）、第619號（部分）、第621號、第622號A分段餘段（部分）、第622號餘段、第624號（部分）、第627號（部分）、第628號、第629號、第632號A分段餘段、第633號A分段餘段（部分）、第635號A分段、第635號B-D分段、第637號A分段、第637號餘段、第638號A分段、第638號餘段（部分）、第642號（A分段餘段（部分）及毗鄰政府土地之  
規劃申請

本公司美亞鋁廠與萬樂來發展有限公司旗下的泰興祥卡板及包裝材料有限公司在卡板供應的合作，自上世紀八十年代開始，已經過超過三十年。他們公司一直以來都處於香港的木卡板供應的領導地位，對香港的製造業，物流業的貢獻尤其重要。除此之外，萬樂來發展有限公司亦是本港的建築木枋及包裝木材的主要進口及分銷商，多年來他們都是以進口、加工、組裝、銷售的一條龍方式進行，提供優質、價格合理及尤其難得的JIT（適時運送）服務支持香港的工商業發展。

得悉他們在上水馬草壟的倉庫及加工廠因應政府在古洞北發展項目的影響，計劃在今年年底前搬遷至文錦渡區連麻坑路旁的土地重置廠房並繼續經營。本公司十分支持他們委托港九木行商會有限公司向貴會的規劃申請。

懇請貴會各委員能接納其申請，好使我們香港的製造業及物流業在他們的支持下繼續為香港的經濟未來作出貢獻。

祝工作愉快！



美亞鋁廠有限公司



2024年4月23日

**HANISON CONSTRUCTION HOLDINGS LIMITED**

Incorporated in the Cayman Islands with limited liability 於開曼群島註冊成立之有限公司

香港北角渣華道 333 號  
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城市規劃委員會

城市規劃委員會主席、各委員台鑒：

支持（申請編號：A/NE-MKT/35）

新界沙嶺蓮麻坑路丈量約份第 86 約地段 129 號 A 分段（部分）及丈量約份第 90 約地段第 607 號、第 608 號、第 609 號、第 610 號 B 分段餘段、第 611 號、第 612 號（部分）、第 613 號（部分）、第 614 號、第 616 號、第 618 號（部分）、第 619 號（部分）、第 621 號、第 622 號 A 分段餘段（部分）、第 622 號餘段、第 624 號（部分）、第 627 號（部分）、第 628 號、第 629 號、第 632 號 A 分段餘段、第 633 號 A 分段餘段（部分）、第 635 號 A 分段、第 635 號 B-D 分段、第 637 號 A 分段、第 637 號餘段、第 638 號 A 分段、第 638 號餘段（部分）、第 642 號（A 分段餘段（部分）及毗鄰政府土地之規劃申請

本人王世濤為香港興勝創建控股有限公司（00896.HK）之董事總經理。公司主要業務是建築工程、亦是本港政府公共房屋及私人發展的承建商。眾所周知，建築業乃香港經濟的一大支柱，穩定和優質的木材供應更是不可或缺的成功條件。

知悉新界馬草壟的木材加工場和倉庫，因應香港政府發展古洞北項目的需要，計劃在本年底前逐步遷出。區內許多木廠同業都是經營了幾十年的傳統企業，面對廠房搬遷的重大挑戰，難免十分徬徨。據聞該處幾位木廠同業聯合一起委托港九木行商會有限公司作代表，與政府商討和物色適合土地作重置廠房和倉庫，已有一段的時間。

近日，港九木行商會有限公司已為六間木廠商戶在新界沙嶺區找到一幅十分合適的土地，可供他們木廠作廠房搬遷之用，相信今次搬遷成功，可對建築界的業務和他們木材行業的持續經營作出正面的發展。

本人懇請貴會各委員接納上述的申請，俾使有關木廠同業能夠繼續為香港建築業作出穩定、優質的支援。

祝工作愉快！

王世濤  
董事總經理  
興勝創建控股有限公司（00896.HK）  
2024 年 4 月 23 日



4

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：[tptpd@pland.gov.hk](mailto:tptpd@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 : [tptpd@pland.gov.hk](mailto:tptpd@pland.gov.hk)

有關的規劃申請編號 The application no. to which the comment relates  
ANE-MKT/35

意見詳情 (如有需要, 請另頁說明)

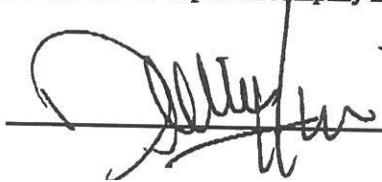
Details of the Comment (use separate sheet if necessary)

本人許景揚為新豪建築有限公司總經理, 本司因應不同地盤需求, 對材料配送小批量, 時間準確地控制有所需求。得知木材供應商因政府發展古洞北, 要搬遷新地方, 並向貴會提出申請。本司就此提出支持意見, 如供應商能成功搬遷, 會對我們這些小工地幫助極大, 對本港的建築業有貢獻, 請貴會批准有關申請。

謝謝。

「提意見人」姓名/名稱 Name of person/company making this comment 許景揚 (新豪建築有限公司)

簽署 Signature



日期 Date 29 April 2024



理事長  
Chairman  
袁家樂 Yuen Ka Lok, Ernest

副理事長  
Vice-Chairmen  
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會產部主任: 申元方  
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監事會常務委員會  
主任: 馬賢德



# 九龍總商會

## Kowloon Chamber of Commerce

5

致: 香港北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會

尊敬的城市規劃委員會列位委員:

### 有關支持規劃申請 (A/NE-MKT/35) 之意見事宜

本會(九龍總商會)創於一九三八年,會址設於

總面積超過三萬平方英尺。至今已歷任 40 屆。本會現有商號及個人會員兩千餘家,另有團體會員六十四個,會員包括各行各業,如環保業、創科業、花卉業、紡織業、成衣業、電子業、塑膠業、玩具業、電器業、五金業、旅遊業、建築業、金融業、保險業、運輸業、珠寶業、食品業、飲食業、鐘錶業、化工業、皮具業、機器業、鐵工業、電鍍業、航空業、家具業、裝修業、木業、藤業、醫藥業、水產業、洗染業、礦業、陶瓷業、手工藝業、文化業、百貨業、房地產業、專業人仕包括醫師、牙醫、測量師、會計師及律師等。

九龍總商會素以促進社會群體利益,致力於工商業之團結互助,以謀本港之經濟發展及社會繁榮為目的。得聞本會的團體會員之一,港九木行商會有限公司,代表其八名會員商戶正式向貴會提交了規劃申請。本會認為此乃一舉幾得的建議,是非常值得支持的。

作為發展較為悠久的行業之一,木業當中約佔半數的木材商戶均在古洞馬草壟木廠區安穩經營了四十年之久。近年政府開始發展新界粉嶺北古洞北,這批商戶亦要面臨搬遷之苦。儘管如此,他們仍然努力配合政府,願意騰空該地區以作新市鎮的發展。他們只希望能有地方可以讓他們繼續經營,服務香港。如果此規劃能通過,他們遷出後不但能騰出可提供 43,000 個公私營單位的土地,讓香港政府得以順利施政,市民受益,而他們也能繼續經營,可謂是三贏的方案。

再者,近年由於各種原因,對本港的經濟已有不小影響,失業率亦一直高企。如果他們能夠繼續經營,這樣最少能提供原有的工作職位,對恢復本港的經濟也能出一分力。

木業在香港已發展了很多年,在早年對香港的經濟更有不少的貢獻。作為一個已發展成熟的城市,固然某些行業對現今香港是很重要的。但是,能同時兼顧其他行業,百花齊放,這才能對香港的經濟發展更均衡、更長遠。木業當中各商戶都在不同領域供應不同的木材產品,包括建築、裝修、傢俬、包裝和園藝等等,都是人們生活中不可或缺的一部份。

從以上可見,是次的規劃申請(A/NE-MKT/35)不但能為新界粉嶺北古洞北的新市鎮發展提供土地,也能讓木業繼續經營,提供就業機會,服務香港。故此,本會特致函貴會,就有關的規劃申請表達支持的意見。也懇請貴會體諒木廠商戶的困難,接納並通過今次的規劃申請。

本會並邀得下列屬會聯名支持上述要求:





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Chairman  
袁家樂 Yuen Ka Lok, Ernest

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鍾煜榮 Chung Yuk Wing  
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湯修齊 MH, JP  
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副主任: 陳大偉  
監事會常務委員會  
主任: 馬賢德



# 九龍總商會

## Kowloon Chamber of Commerce

九龍珠石玉器金銀首飾業商會

九龍豬欄商會

港九木行商會

港九鮮魚行總會

港九粉麵製造業總商會

荃灣商會

港九電船拖輪商會有限公司

九龍鮮魚商會

九龍五約肉行商會有限公司

港九罐頭洋酒伙食行商會有限公司

港九永興堂藤器同業商會

香港電鍍業商會有限公司

港九傢俬裝修同業商會

香港九龍醬料涼果聯合商會

港九糖果餅乾麵飽西餅同業商會

深水埗鮮魚行商會

海外入口菓菜頭盤欄商聯會有限公司

港九中華藥業商會有限公司

香港中醫師公會

香港國醫藥研究會

港九中醫師公會

僑港中醫師公會

官涌鮮魚行商會

中國醫藥學會有限公司

九龍大廈總會

世聯中醫藥現代化協會

香港中醫藥膳專業學會有限公司

香港中醫骨傷學會有限公司

香港華商織造總會

大角咀地產代理商會

香港百貨及零售業總會

香港汽車進出口商會

香港惠陽商會

香港中醫藥業聯合會有限公司

香港中成藥製造商聯合協會

香港鋁門窗同業聯會有限公司

香港財務策劃師學會有限公司

大中華非洲商會有限公司

大中華名牌企業聯會有限公司

國際專業發展聯盟

香港國際專業美容師協會

香港房地產代理業聯會、

香港汕尾中醫協會

港九肉行(持平)有限公司

香港華夏醫藥學會

順頌

政安

香港九龍總商會



袁家樂

袁家樂理事長 謹啟  
二零二四年四月二十七日

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：[tptpd@pland.gov.hk](mailto:tptpd@pland.gov.hk)

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6

有關的規劃申請編號 The application no. to which the comment relates  
A/NE-MKT/35

意見詳情 (如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人支持是次規劃申請。

申請改變用途為臨時木材及相關材料倉庫，能為全港供應建築、傢俬、裝修、包裝等木材產品，對社會建設和民生有重要功能。

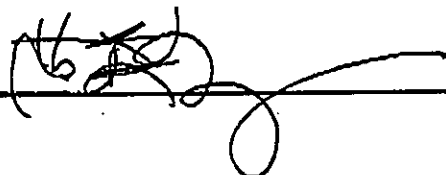
申請人為港九木行商會，其歷史悠久，是傳統和負責任的行業龍頭，定必遵守土地使用條款和法例。

有關申請為期3年的短期租約，批准申請有助靈活善用土地資源，不致浪費讓土地閒置。

就以上所述理由，本人期望城市規劃委員會批准申請。

「提意見人」姓名/名稱 Name of person/company making this comment 立法會議員黃英豪

簽署 Signature



日期 Date 3/5/2024

7



中華人民共和國香港特別行政區  
THE HONG KONG SPECIAL ADMINISTRATIVE REGION  
OF THE PEOPLE'S REPUBLIC OF CHINA

邵家輝 立法會議員  
Hon. SHIU Ka Fai Legislative Councillor



北角渣華道 333 號  
北角政府合署 15 樓  
城市規劃委員會  
何珮玲主席

何主席：

有關：根據第 16 條的規劃許可申請  
申請編號：A/NE-MKT/35

申請人港九木行商會成立於一九三一年，至今已有 93 年歷史，是香港木材行業的第一個商會。港九木行商會一直致力團結業界，促進本港木材行業的發展，在政府多個徵收土地發展項目中，商會都有居中協調跟進，讓會員商戶和政府部門保持良好溝通，使各項目順利完成。

鑒於政府收回商戶的原址土地以進行古洞北及粉嶺北新發展區項目，商戶需要覓地搬遷，而是次申請的土地（申請編號：A/NE-MKT/35）就是為配合政府發展計劃而覓得的新選址，亦已獲發展局支持。有關土地會用作儲存臨時木材及相關材料的倉庫，有助本港建築、裝修、傢俬、展覽等物料的供應穩定便捷，符合工商業及社會公眾的利益。而申請的首次使用期為 3 年，屬於短期改變用途，並不會影響政府的長遠土地規劃，如獲接納，將可善用土地資源，避免土地閒置浪費珍貴資源。

如有查詢，歡迎與本人或助理馮小姐聯絡（電話： ）。。

立法會議員

邵家輝謹啟

2024 年 5 月 3 日



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

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有關的規劃申請編號 The application no. to which the comment relates  
A/NE-MKT/35

意見詳情 (如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

This testifies our working relationship with Ronca Exhibition Ltd in the last 16 years, since 2008.

Milton Exhibits Group is specialised in serving MICE Industries as main contractor of design and build contracts for exhibitions, fairs, events and promotions. We have a Greater China network of 7 offices in Hong Kong, Beijing, Guangzhou, Macau, Shanghai, Shenzhen and Taipei with over 200 employees.

Ronca Exhibition Ltd had been a long term trustworthy partner with us on the construction of exhibition booths and tailor made structures for fair organisers, exhibitors, associations and national pavilions. The contract value between the two parties summed HK\$33,370,000.00 in 2023/24 financial years. We fully support their future developments of factory and warehouse in Man Kam To for a better service to the MICE Industry.

「提意見人」姓名/名稱 Name of person/company making this comment Thomas Chu

簽署 Signature


日期 Date

7 May 2024



☐Urgent    ☐Return receipt    ☐Expand Group    ☐Restricted    ☐Prevent Copy

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From:  
Sent: 2024-05-08 星期三 01:55:11  
To: tpbpd/PLAND <tpbpd@pland.gov.hk>  
Subject: A/NE-MKT/35 DD 90 Lin Ma Hang Road

A/NE-MKT/35

Lot 129 S.A (Part) in D.D. 86 and Lots 607, 608, 609, 610 S.B RP, 611, 612 (Part), 613 (Part), 614, 616, 618 (Part), 619 (Part), 621, 622 S.A (Part), 622 RP, 624 (Part), 627 (Part), 628, 629, 632 S.A RP, 633 S.A RP (Part), 635 S.A, 635 S.B-D, 637 S.A, 637 RP, 638 S.A, 638 RP (Part) and 642 S.A RP (Part) in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To

Site area : About 20,512.5sq.m Includes Government Land of about 4,178.2sq.m

Zoning : "Agriculture"

Applied use : Timber Yard and Sawmill / 24 Vehicle Parking / Filling of Land

Dear TPB Members,

Application 17 was approved 20 April 2021 but conditions were never fulfilled.

Solution, apply for an even larger site and fill in thousands of sq.mts of additional agricultural land. No wonder the territory is now experiencing significant flooding and landslides as all natural defences are being stripped away.

Members have a duty to inquire into matters like what conditions are not being fulfilled and what is the potential risk to the community should there be a fire, flooding, etc.

In addition are these operators making efficient use of land in the form of utilization of modern stacking components, hydraulic platforms, etc.

It is regrettable that govt depts facilitate inefficient land use by granting govt land for low rent and without adequate supervision.

Mary Mulvihill

---

From:  
To: tpbpd <tpbpd@pland.gov.hk>  
Date: Saturday, 27 March 2021 3:33 AM HKT  
Subject: A/NE-MKT/17 DD 90 Lin Ma Hang Road

A/NE-MKT/17

Lot 129 (Part) in D.D. 86, Lots 607, 608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To

Site area : About 12,085.9sq.m    Includes Government Land of about 2,135sq.m

Zoning : "Agriculture"

Applied use : Timber Yard and Sawmill / 18 Vehicle Parking

Dear TPB Members,

Strong objections.    Two wrongs cannot make a right.

While the timber operations may be facing difficulties re location, the solution cannot be to allow the land along Lin Ma Hang Road to be converted into another brownfield district with all the issues that have blighted the NT.

There are hectares of spoiled land in other areas and there is no need for the 6 operations to be situated together.

In addition, having driven along Lin Ma Hang Road, it is clear that this road is too narrow and with many curves to accommodate large vehicles with heavy loads.

TPB should reject this application.

Mary Mulvihill

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From:  
To: "tpbpd" <[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)>

Sent: Monday, March 4, 2019 2:51:52 AM  
Subject: A/NE-MKT/6 DD 90 Lin Ma Hang Road

A/NE-MKT/6

Lot 633 S.A RP (Part) in D.D. 90, Lin Ma Hang Road, Man Kam To

Site area : About 1,039m<sup>2</sup>

Zoning : "Agriculture"

Applied Use : Storage of Construction Materials

Dear TPB Members,

Application 2 was rejected due to a number of objections from government departments.

The Commissioner for Transport (C for T) did not support the application as the applicant failed to provide information on vehicular access arrangement, traffic impact assessment, width and location of the vehicular access points, class of vehicles and number of parking spaces. The Director of Environmental Protection (DEP) also did not support the application as there were domestic structures in the vicinity and two records of substantiated environmental complaints relating to waste pollution and miscellaneous aspects were received in 2016. Also suspected illicit filling facilities were spotted during site inspection. The Divisional Commander (Ta Kwu Ling Division), Hong Kong Police Force (DVC, HKPF) considered the application unacceptable as the site was proposed to store mechanical oil and other inflammable fluid but without providing details on any safety measures. Also, the turning of long vehicle into and out of the site would create substantial danger to other road users. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) had reservation on the application in that vegetation clearance had been noticed at the site and approval of the application would set an undesirable precedent encouraging similar vegetation removal prior to obtaining planning permission which would cause adverse impact on the landscape resource. The Director of Agriculture, Fisheries and Conservation (DAFC) did not support the application as there were active agricultural activities in the vicinity and the site could be used for plant nursery or greenhouse.

A Member asked whether the site was subject to any enforcement action. In response, Mr Wallace W.K. Tang, STP/STN, said that a complaint against the site was received and the Central Enforcement and Prosecution Section, PlanD was undertaking investigation. Besides, suspected illegal filling facilities were spotted during site inspection by the Environmental Protection Department and had been referred to relevant department to follow up.

It appears that unapproved activities have not been terminated.

TPB should not encourage such operations via approval this time around for what is essentially a similar use that would incur the same negative outcomes.

Mary Mulvihill

FZ 1

12

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：tphpd@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

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

A/NE-MKT/35 Received on 27/05/2024

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

反對申請編號：A/NE-MKT/35 搬遷臨時貨倉事宜理由如下：

(1) 該等地址地先申請由古洞搬遷過來之木廠(因政府收回古洞其中方園地盤)同時初期亦在木村村民增加村民就業機會三年來未有能請一名村民有違最初承諾。

(2) 現已建成之巨型廠房(現已運作是租給別人存放其貨物有違初申請木廠原意有偷龍轉鳳之目的：致造成運箭坑路加重交通負荷廠房營運時間長遠擾村民安寧！

(3) 造成周邊土地多次遭水浸主因因建巨型廠房將以前河道收窄或改道造成水浸令村民生命財產受威脅！

「提意見人」姓名/名稱 Name of person/company making this comment 張伙泰(新屋嶺村原居民村代表)

簽署 Signature



日期 Date

17-6-2024

敬啟者：

A/NE-MKT/25

13

鄭運光 (香港身份證)

居於

一、居住已達五十年之久，數十年來家居從未有水浸過，惟三年前在642及664A地段之農地改建成巨型廠房及露天貨場後，因填土將原有河道改道及收窄，遇有大雨即常遭水浸，屋內水深達胸，我亦曾多次報警及得消防員拯救，幸未造成人命損失，唯財物損失嚴重。現雨季來臨，全家亦惶恐難日夜不眠。現得悉該等廠房及貨場擴建，故特函提出反對，祈派員前來查察！此致  
城市規劃委員會

鄭運光

鄭楚瑜1

民：趙慶華

劉元虎

劉靜

上

聯絡電話：

2024-6-17

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

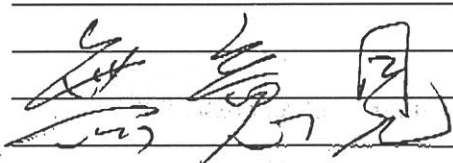
By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates  
A/NE-MKT/35

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 2024.4.22



FL 1

11

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

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

A/NE-MKT/35 Received on 27/05/2024

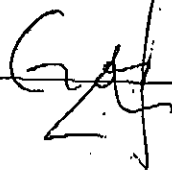
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

無意見

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

簽署 Signature



日期 Date

2024.6.4

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：[tptpd@pland.gov.hk](mailto:tptpd@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 : [tptpd@pland.gov.hk](mailto:tptpd@pland.gov.hk)

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

A/NE-MKT/35

意見詳情 (如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

有意見

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

李浩平

簽署 Signature

李浩平

日期 Date

4-5-2024



12 APR 2024

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

表格第 S16-III 號

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

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of Land  
and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas,  
or Renewal of Permission for such Temporary Use or Development\***

**適用於祇涉及位於鄉郊地區或受規管地區土地上及/或建築物內進行  
為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議\***

*\*Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

*\*其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展) 及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:

[https://www.tpb.gov.hk/en/plan\\_application/apply.html](https://www.tpb.gov.hk/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：

[https://www.tpb.gov.hk/tc/plan\\_application/apply.html](https://www.tpb.gov.hk/tc/plan_application/apply.html)

**General Note and Annotation for the Form**

**填寫表格的一般指引及註解**

# "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made

「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

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

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

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

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



For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-MKT/35
	Date Received 收到日期	12 APR 2024

- 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.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- 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 & Kowloon Timber Merchants Association Limited

港九木行商會有限公司

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

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

Toco Planning Consultants Limited

達材都市規劃顧問有限公司

### 3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot 129 S.A (part) in D.D. 86 and Lots 607, 608, 609, 610 S.B RP, 611, 612 (part), 613 (part), 614, 616, 618 (part), 619 (part), 621, 622 S.A (part), 622 RP, 624 (part), 627 (part), 628, 629, 632 S.A RP, 633 S.A RP (part), 635 S.A, 635 S.B-D, 637 S.A, 637 RP, 638 S.A, 638 RP (part) and 642 S.A RP (part) in D.D. 90 and adjoining Government Land, Lin Ma Hang Road, Sha Ling
(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 20,512.5 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 14,262.9 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)	4,178.2 sq.m 平方米 <input checked="" 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 Man Kam To Outline Zoning Plan No. S/NE-MKT/4
(e) Land use zone(s) involved 涉及的土地用途地帶	"Agriculture"
(f) Current use(s) 現時用途	Temporary structures and vacant land  (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>#&</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#&</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>#&</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#&</sup> (請夾附業權證明文件)。
- ☒ is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</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 ..... (DD/MM/YYYY), this application involves a total of ..... "current land owner(s)"<sup>#</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>#</sup>。

(b) The applicant 申請人 -

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

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</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)"#  
已通知 ..... 名「現行土地擁有人」#。

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

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

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

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

- ☐ sent request for consent to the "current land owner(s)" on \_\_\_\_\_ (DD/MM/YYYY)#&  
於\_\_\_\_\_ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

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

- ☒ published notices in local newspapers on 3.4.2024 (DD/MM/YYYY)&  
於\_\_\_\_\_ (日/月/年)在指定報章就申請刊登一次通知&
- ☐ posted notice in a prominent position on or near application site/premises on \_\_\_\_\_ (DD/MM/YYYY)&  
於\_\_\_\_\_ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☒ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 11.4.2024 (DD/MM/YYYY)&  
於\_\_\_\_\_ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)  
其他（請指明）

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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

<b>6. Type(s) of Application 申請類別</b>	
<b>(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas</b> 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Temporary Warehouse (Storage of Timber and other Associated Materials) for a period of 3 years  (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 ..... 3 ..... <input type="checkbox"/> month(s) 個月 .....
<b>(c) Development Schedule 發展細節表</b>	
Proposed uncovered land area 擬議露天土地面積	6,526.4 ..... sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	13,986.1 ..... sq.m <input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	N/A ..... sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	14,262.9 ..... sq.m <input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	14,262.9 ..... sq.m <input checked="" type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) <b>Please see attached Planning Statement</b> ..... ..... .....	
<b>Proposed number of car parking spaces by types 不同種類停車位的擬議數目</b>	
Private Car Parking Spaces 私家車車位	12 (2.5m x 5m) .....
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)	.....
<b>Proposed number of loading/unloading spaces 上落客貨車位的擬議數目</b>	
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)	..... HGV/MGV (3.5m x 11m): 7 ..... ..... Container Vehicle or HGV (3.5 x 16m): 5 .....

Proposed operating hours 擬議營運時間

8:00am - 6:00pm from Monday to Saturday (excluding Sunday and Public Holidays).....

(d) Any vehicular access to the site/subject building?  
是否有車路通往地盤/  
有關建築物?

Yes 是

☒ 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))

.....Lin Ma Hang Road.....

☐ 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)

No 否

☐

(e) Impacts of Development Proposal 擬議發展計劃的影響

(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話, 請另頁註明可盡量減少可能出現不良影響的措施, 否則請提供理據/理由。)

(i) Does the development proposal involve alteration of existing building?  
擬議發展計劃是否包括現有建築物的改動?

Yes 是

☐ Please provide details 請提供詳情

.....  
.....

.....

No 否

☒

(ii) Does the development proposal involve the operation on the right?  
擬議發展是否涉及右列的工程?

Yes 是

☐ (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)

☐ Diversion of stream 河道改道

☐ Filling of pond 填塘

Area of filling 填塘面積 ..... sq.m 平方米 ☐ About 約

Depth of filling 填塘深度 ..... m 米 ☐ About 約

☐ Filling of land 填土

Area of filling 填土面積 ..... sq.m 平方米 ☐ About 約

Depth of filling 填土厚度 ..... m 米 ☐ About 約

☐ Excavation of land 挖土

Area of excavation 挖土面積 ..... sq.m 平方米 ☐ About 約

Depth of excavation 挖土深度 ..... m 米 ☐ About 約

No 否

☒

(iii) Would the development proposal cause any adverse impacts?  
擬議發展計劃會否造成不良影響?

On environment 對環境

Yes 會 ☐No 不會 ☒

On traffic 對交通

Yes 會 ☐No 不會 ☒

On water supply 對供水

Yes 會 ☐No 不會 ☒

On drainage 對排水

Yes 會 ☐No 不會 ☒

On slopes 對斜坡

Yes 會 ☐No 不會 ☒

Affected by slopes 受斜坡影響

Yes 會 ☐No 不會 ☒

Landscape Impact 構成景觀影響

Yes 會 ☐No 不會 ☒

Tree Felling 砍伐樹木

Yes 會 ☐No 不會 ☒

Visual Impact 構成視覺影響

Yes 會 ☐No 不會 ☒

Others (Please Specify) 其他 (請列明)

Yes 會 ☐No 不會 ☒



	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)</p> <p>請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please see attached Planning Statement.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
--	---

**(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas**  
**位於鄉郊地區或受規管地區臨時用途/發展的許可續期**

(a) Application number to which the permission relates 與許可有關的申請編號	A/ _____ / _____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<div style="margin-bottom: 10px;"> <input type="checkbox"/> The permission does not have any approval condition          許可並沒有任何附帶條件       </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> Applicant has complied with all the approval conditions          申請人已履行全部附帶條件       </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> Applicant has not yet complied with the following approval condition(s):          申請人仍未履行下列附帶條件：       </div> <div style="margin-bottom: 10px;">         .....          .....          .....       </div> <div style="margin-bottom: 10px;">         Reason(s) for non-compliance:          仍未履行的原因：       </div> <div style="margin-bottom: 10px;">         .....          .....          .....       </div> <div style="margin-bottom: 10px;">         (Please use separate sheets if the space above is insufficient)          (如以上空間不足，請另頁說明)       </div>
(f) Renewal period sought 要求的續期期間	<div style="margin-bottom: 10px;"> <input type="checkbox"/> year(s) 年 .....         </div> <div> <input type="checkbox"/> month(s) 個月 .....         </div>

**7. Justifications 理由**

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

Please see attached Planning Statement.

**8. Declaration 聲明**

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

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.

本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature

簽署


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

CHAN TAT CHOI

Managing Director

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 MPIA

on behalf of

代表

Toco Planning Consultants Limited

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

Date 日期

5.4.2024

(DD/MM/YYYY 日/月/年)

**Remark 備註**

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

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

**Warning 警告**

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

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

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

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

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

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and

處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.

方便申請人與委員會秘書及政府部門之間進行聯絡。

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

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

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

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

## Gist of Application 申請摘要

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

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lot 129 S.A (part) in D.D. 86 and Lots 607, 608, 609, 610 S.B RP, 611, 612 (part), 613 (part), 614, 616, 618 (part), 619 (part), 621, 622 S.A (part), 622 RP, 624 (part), 627 (part), 628, 629, 632 S.A RP, 633 S.A RP (part), 635 S.A, 635 S.B-D, 637 S.A, 637 RP, 638 S.A, 638 RP (part) and 642 S.A RP (part) in D.D. 90 and adjoining Government Land 丈量約份第86約地段第129S.A (部份) 號, 丈量約份第90約地段第607、608、609、610S.B RP、611、612 (部份)、613 (部份)、614、616、618 (部份)、619 (部份)、621、622S.A (部份)、622 RP、624(部份)、627 (部份)、628、629、632S.A RP、633S.A RP (部份)、635S.A、635S.B-D、637S.A、637 RP、638S.A、638 RP(部份)、642S.A RP (部份) 號及毗連政府土地
Site area 地盤面積	20,512.5 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 4,178.2 sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4 文錦渡分區計劃大綱核准圖編號S/NE-MKT/4
Zoning 地帶	"Agriculture" 「農業」
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 3 <input type="checkbox"/> Month(s) 月 _____  <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	temporary warehouse (storage of timber and other associated materials) for a period of 3 years 臨時貨倉 (儲存木材及相關材料) 為期3年

(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	14,262.9 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.695 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	--	
	Non-domestic 非住用	5	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	--	m 米 <input type="checkbox"/> (Not more than 不多於)
		--	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)
	Non-domestic 非住用	12	m 米 <input checked="" type="checkbox"/> (Not more than 不多於)
		1-2	Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於)
(iv) Site coverage 上蓋面積	68.18 % <input checked="" type="checkbox"/> About 約		
(v) 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		12
	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) _____ _____		12
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		12
	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) Heavy Goods Vehicle/ Medium Goods Vehicle Spaces Container Vehicle/ Heavy Goods Vehicle Spaces		7 5

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 type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input 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"/>
現時地盤及申請地點的位置圖, 土地用途地帶圖, 地盤狀況圖及土地類別圖		
Location Plans, Zoning Plan, Site Plans and Land Status Plans for the Existing Site and the Application Site		
<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) Proposal 環境評估 (噪音、空氣及/或水的污染) 報告書	<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 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 Proposal 報告書	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
現時地盤及申請地點的照片 Photos of the existing site and the application site		
初步交通影響評估 Preliminary Traffic Impact Assessment		
消防計劃圖 Fire Services Installation Proposal		
Note: May insert more than one '✓'. 註: 可在多於一個方格內加上「✓」號		

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

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



# **Section 16 Planning Application for Proposed Temporary Use of Land**

**(Storage of Timber and other Associated Materials)**

**at Various Lots in D.D. 86 and D.D. 90 and**

**Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

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## **PLANNING STATEMENT**



**Toco Planning Consultants Ltd.  
OZZO Technology (HK) Ltd.  
Blanc Design Studio  
AIM Group Limited**



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Appendix X Updated Fire Services Installation Proposal	



## **Executive Summary**

To facilitate the commencement of Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development, a group of affected operators of the timber yards, sawmills and other related rural workshops in KTN have seek assistance from Hong Kong & Kowloon Timber Merchants Association Ltd. (HKTMA) to make their relocation and continuation of their business to further support Hong Kong in their specialised areas. This section 16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of HKTMA to seek permission from the Town Planning Board (the Board) for the provision of temporary warehouse (storage of timber and other associated materials) a period of three years in order to facilitate the relocation of 8 affected operators in Ma Tso Lung to the application site situated along Lin Ma Hang Road in Sha Ling. The application site comprises various private lots in D.D. 86 and D.D. 90 and adjoining government land, which are zoned “Agriculture” (“AGR”) on the Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4.

The concerned sites of the 8 affected operators in KTN, who all are key players in the discipline of timber and related industry, had already/ would have to be resumed and reverted to the Government. However, site search has not been easy to identify suitable sites for relocation of the affected operators given the limited supply of private land in the area with right zoning or operational requirements for their rural workshops. HKTMA has spent effort on the site search exercise and considered that the application site in Sha Ling is the best available option within their budget, which has a large site area, good accessibility, no sensitive use in the vicinity of the site. On 30.4.2021, a s.16 planning application (No. A/NE-MKT/17) was approved by the Board 6 affected operators (Batch 1) had subsequently relocated their business to the new site in Sha Ling.

The proposed development is an integration of the planning approved scheme under No. A/NE-MKT/17 and the proposed extension (to cater the additional 2 affected operators – Batch 2). A development scheme has been prepared based on the operational needs of the 8 affected operators. With a total site area of about 20,512.5m<sup>2</sup>, the application site is proposed to be divided into 5 portions with a total covered land area of about 13,986.1m<sup>2</sup> and a building height of not more than 12m for better management and operation. Similar to the previous practice, the proposed warehouse will be used for storage of timber and other related construction materials, ancillary office, toilets, loading/ unloading and parking purposes. The operation hour of all the operators at the site will be in line, i.e. 8:00 – 18:00 from Monday to Saturday and no operation on Sunday and public holidays. Planning and technical assessment shows that the proposed development is well justified and will not result in any significant adverse impacts on the traffic, environmental, drainage, sewerage, landscape and visual aspects of the locality. The proposed use is low-rise in nature and is compatible with the surrounding land uses which are mainly occupied by workshops and paved area/ dry abandoned field. Being temporary in nature, approval of the present application will not set an undesirable precedent for other similar applications and will not frustrate the long-term planning intention of the “AGR” zone.

## 行政摘要

(內容如有差異，應以英文版本為準)

鑒於古洞北、粉嶺北新發展區（新發展區）的發展程序已經進行中，一群位於古洞北的木園、鋸木廠及其他相關鄉郊工場之商戶受新發展區影響，因此向港九木行商會有限公司（商會）尋求搬遷協助，使其業務得以繼續，以進一步為香港提供特別專業支援。達材都市規劃顧問有限公司受商會委託，根據城市規劃條例第 16 條向城市規劃委員會（城規會）遞交為期 3 年的臨時規劃許可申請作貨倉（儲存木材及相關材料）用途，以便利將馬草龍的八間受影響的商戶搬遷到沙嶺蓮麻坑路旁的申請地點。申請地點位於丈量約份第 86 及 90 約的多幅私人地段及毗連政府土地內，現時在文錦渡分區計劃大綱核准圖編號 S/NE-MKT/4 上被訂為「農業」地帶。

這八間受影響商戶在木材及相關業行內扮演主要角色，而他們位於古洞北的工場之土地已經/將會收回並歸還給政府，但覓地將受影響的商戶搬到適合的地點是絕非容易的事。商會一直努力地尋找合適的地點作搬遷，最終認為位於沙嶺的申請地點是最佳選擇，因為該地點面積較大，可達性高，而且地盤及周邊沒有敏感用途，售價亦是他們預算之內。有關根據城市規劃條例第 16 條的規劃申請（編號：A/NE-MKT/17）於 2021 年 4 月 30 日獲得城規會批准，其後其中 6 間受影響商戶（第一批）將業務搬遷到位於沙嶺的新地點。

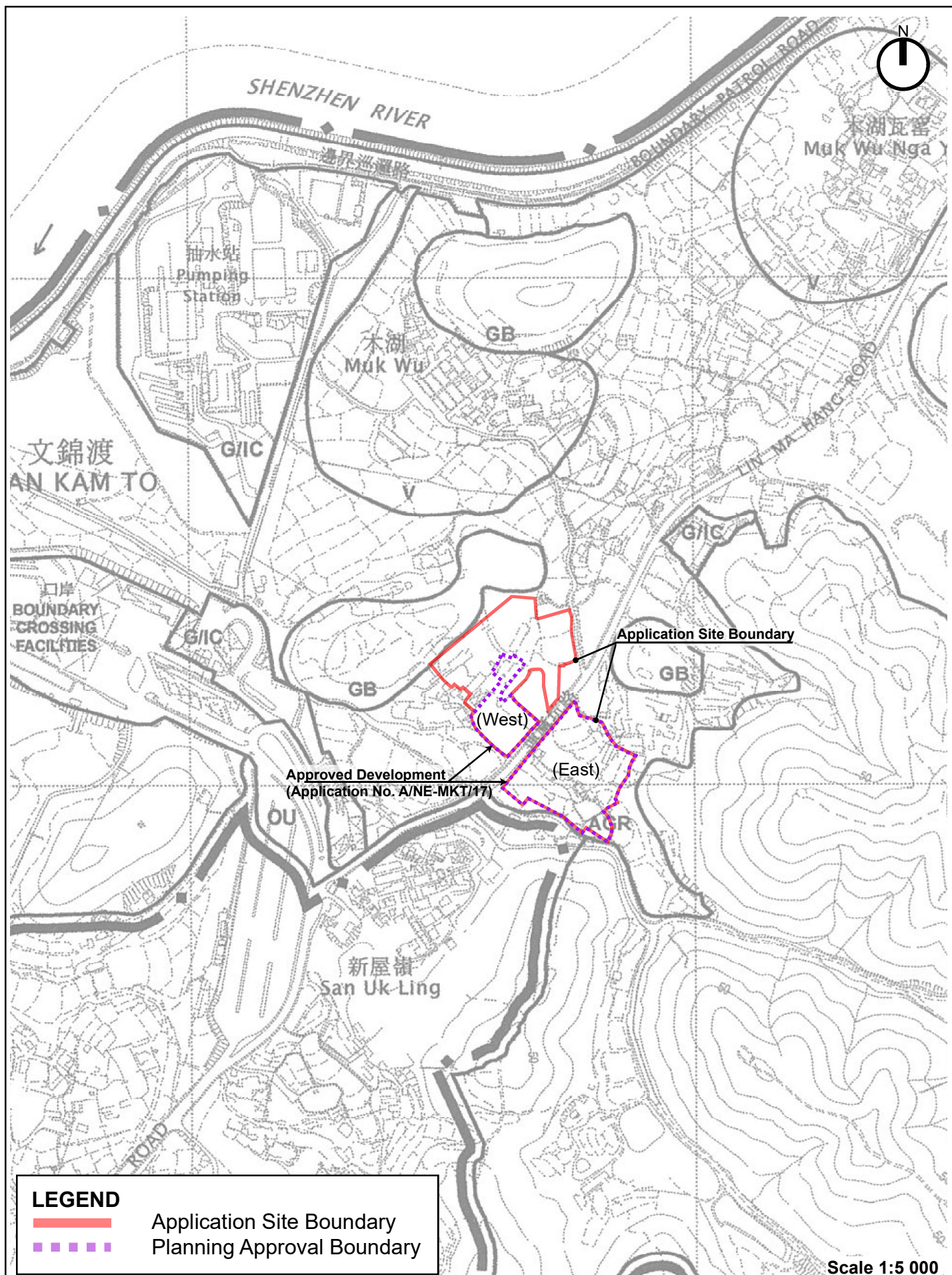
擬議發展組合了規劃核准計劃（編號：A/NE-MKT/17）及擬議擴建（以協助第二批的額外 2 間受影響商戶），申請地點佔地面積約 20,512.5 平方米，並根據八間受影響商戶的運營需求制定了發展計劃。為了日後有更好的管理和運營，本計劃建議將申請地點劃分為五部分，總覆蓋面積約 13,986.3 平方米，建築物高度不多於 12 米。與以前的運營模式類似，擬議貨倉將會用作存儲木材和其他建築材料、附屬辦公室、廁所，上落客區和泊車位等用途。申請地點內所有商戶的的營業時間將會劃一，即周一至週六由早上 8 時營運至下午 6 時，週日和公共假日不會營業。經過規劃及工程研究，本計劃理據充分，並不會對本區的交通、環境、排水、排污、園景和視覺景觀造成不良影響。擬議用途屬於低層建築，附近主要是工場和硬地/棄置的乾旱草地，擬議用途在土地利用上能與附近用途互相配合。由於本計劃的臨時性質，批准是次規劃申請不會為類似申請立下不良先例，亦不會窒礙「農業」地帶的長遠規劃意向。

## **1. Purpose of Submission**

- 1.1 This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant, i.e. Hong Kong & Kowloon Timber Merchants Association Ltd. (HKTMA 港九木行商會有限公司), to seek planning permission from the Town Planning Board (the Board) for a proposed temporary warehouse (storage of timber and other associated materials) for a period of three years at the application site (the Site) covering various lots in D.D. 86 and D.D. 90 and adjoining Government Land (GL), Lin Ma Hang Road, Sha Ling.
- 1.2 The Site with an area of about 20,512.5m<sup>2</sup> falls within an area zoned “Agriculture” (“AGR”) on the Approved Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/4 (see **Plan A**). It is divided into two portions bisected by Lin Ma Hang Road, namely the “eastern site” and the “western site” (i.e. representing the sites in the eastbound and westbound of Lin Ma Hang Road respectively).

## **2. Background of the Application**

- 2.1 HKTMA was established early in 1931 with a long history in promoting timber industry in Hong Kong. Their mission is to safeguard the interest of their members. Over the past decades, timber industry has undergone significant changes due to economic transition. While many timber operators have ceased their businesses because of shortage of suitable land, the remaining operators are still supporting the economic development in Hong Kong as timber is a widely used raw material in many applications.
- 2.2 Due to implementation of the Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development (construction works commenced in September 2019), many sawmill, timber yards and other related rural workshops in Ma Tso Lung are affected/displaced by the NDA development (including the eight operators under the current application). In this regard, this application is submitted to facilitate the relocation of nine sites (eight operators) affected by the NDA development. According to the operators, their original sites in Ma Tso Lung had been reverted and resumed by the Government in Q4 2021/scheduled to be resumed in Q1 2024.
- 2.3 The Applicant has carried out site search in the territory for reprovisioning of the affected operations. A number of criteria have been formulated to assess the suitability of the sites (see **Appendix III**). While the Applicant has spent effort in identifying suitable relocation sites, the Site is considered the most suitable one due to the following reasons:
- (i) The Site has a large site size of more than 10,000m<sup>2</sup>, which will be able to meet the operational need for affected operators, as timber and other associated materials are relatively large scale in size and weight, which requires more storage and manoeuvring space;



# Plan A: Zoning Plan for the Application Site

Extract of Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4

- (ii) The Site abutting Lin Ma Hang Road provides good accessibility to allow goods vehicles entering the Site. Right of way disputes will be avoided since the access will not encroach onto any private lots;
- (iii) Price offer of the Site is within their budget. They have entered a sales agreement with the landowners; and
- (iv) The Site is situated within a reasonable distance from major residential settlements. Pond filling or substantial clearance of vegetation is not required.

2.4 Please refer to **Appendix III** for the sites considered by the Applicant for relocation and their locations.

### **3. Site and Planning Context**

#### **3.1 Planning Context**

3.1.1 The Site is zoned “AGR” on the Approved Man Kam To OZP No. S/NE-MKT/4. The planning intention of this zone is primarily to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purpose.

3.1.2 Part of the Site is the subject of a previous s.16 planning application (No. A/NE-MKT/17). The aforesaid application submitted by the same Applicant for temporary rural workshop (timber yard and sawmill) was approved with conditions by the Board on 30.4.2021 (see **Appendix I**). All the approval conditions not involving implementation and the approval condition involving the implementation of landscape proposal have been fully complied with (see **Appendix II**).

3.1.3 The proposed use – warehouse (storage of timber and other associated materials) under the current application is neither one of the Column 1 or Column 2 uses under the Schedule of Uses for the subject “AGR” zone. However, according to the Notes of the OZP, the TPB may grant planning permission for temporary use or development of any land or building not exceeding a period of three years within “AGR” zone.

#### **3.2 Existing Site Condition and Its Surrounding Areas**

3.2.1 The Site is located along (and accessible from) Lin Ma Hang Road, Sha Ling. It is divided into two portion bisected by Lin Ma Hang Road, namely the eastern site (eastbound of Lin Ma Hang Road) and the western site (westbound of Lin Ma Hang Road). The eastern site is bounded by a paved area with some temporary structures to the north; slopes and trees to the east; a small stream across a strip of vegetation to the south; and Lin Ma Hang Road to the west. The western site is bounded by temporary structures and a rural road to the north; Lin Ma Hang Road to the east; a footpath with some temporary structures to the south; and slopes and trees to the east. Bus stops are located about



200m from the application site in Man Kam To Road.

3.2.2 The Site has a total area of about 20,512.5m<sup>2</sup>. Currently, the eastern site and part of the western site (except for the new extension area) is mostly hard paved, fenced off, partly covered with new trees along Lin Ma Hang Road, and partly covered by the built-over area based on the updated approved scheme. The new extension area within the western site is largely vacant, partly fenced off, and partly covered with dry abandoned field, wild vegetation (i.e. White Popinac) and temporary structures (see **Plan B**).

3.2.3 The surrounding land uses are rural in character intermixed with vacant land, temporary structures, small stream, slope, trees and flat land covered with dry abandoned field and wild grass. San Uk Ling Village is located further south of the Site across the tree clusters.

### 3.3 Land Status

3.3.1 The Site comprises Lot 129 S.A (part) in D.D. 86 and Lots 607, 608, 609, 610 S.B RP, 611, 612 (part), 613 (part), 614, 616, 618 (part), 619 (part), 621, 622 S.A (part), 622 RP, 624 (part), 627 (part), 628, 629, 632 S.A RP, 633 S.A RP (part), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637 S.A, 637 RP, 638 S.A, 638 RP (part) and 642 S.A RP (part) in D.D. 90 and adjoining GL. The total area of the private lots and GL within the Site are about 16,334.3m<sup>2</sup> and about 4,178.2m<sup>2</sup> respectively. A breakdown of the lot sizes is shown in **Table 3.1** below.

**Table 3.1: Breakdown of the Site Area of Each Private Lot and GL within the Site**

The East Site		The West Site	
Lot No.	Site Area (sqm)	Lot No.	Site Area(sqm)
Lot 129 S.A (part) in D.D. 86	476.6	Lot 610 S.B RP in D.D. 90	621.4
Lot 607 in D.D. 90	188.8	Lot 611 in D.D. 90	930.1
Lot 608 in D.D. 90	153.4	Lot 612 in D.D. 90	630.7
Lot 609 in D.D. 90	401.1	Lot 613 (part) in D.D. 90	1,859.3
Lot 610 S.B RP in D.D. 90	2,084.1	Lot 614 in D.D. 90	263.9
Lot 632 S.A RP in D.D. 90	37.1	Lot 616 in D.D. 90	374.9
Lot 633 S.A RP in D.D. 90	111.2	Lot 618 (part) in D.D. 90	624.6
Lot 635 S.A in D.D. 90	439.7	Lot 619 (part) in D.D. 90	227.5
Lot 635 S.B-D in D.D. 90	814.7	Lot 621 in D.D. 90	202.0
Lot 637 S.A in D.D. 90	53.7	Lot 622 S.A (part) in D.D. 90	144.0
Lot 637 RP in D.D. 90	228.7	Lot 622 RP in D.D. 90	347.2
Lot 638 S.A in D.D. 90	34.9	Lot 624 (part) in D.D. 90	305.2
Lot 638 RP (part) in D.D. 90	530.2	Lot 627 (part) in D.D. 90	335.9
Lot 642A RP (part) in D.D. 90	1,785.3	Lot 628 in D.D. 90	372.9
		Lot 629 in D.D. 90	242.3
		Lot 632 S.A RP in D.D. 90	483.3
		Lot 633 S.A RP (part) in D.D. 90	1,029.6
Government Land	1,680.0	Government Land	2,498.2
<b>Total</b>	<b>9,019.5</b>	<b>Total</b>	<b>11,493.0</b>







Photo 1: Northern Part of the Application Site (Extension Area)



Photo 2: Northern Eastern Part of the Application Site (Extension Area)



Photo 3: Site A, Site B and Site C of the Application Site (Approved Scheme)



**Plan B-1: Photos for the Application Site**  
(Viewpoints please see Plan B)



3.3.2 Should planning approval be given to this application, the owner(s) of the lots concerned will apply to Lands Department (LandsD) a Short Term Waiver (STW) and Short Term Tenancy (STT) covering all the actual occupation area. Besides, the STWs holders will apply to LandsD for modification of the STW conditions where appropriate. The Applicant will continuously communicate with the locals and responsible to resolve any land dispute issue arising from the proposed development.

### **3.4 Previous Application (Application No. A/NE-MKT/17)**

3.4.1 Part of the Site (about 12,020.3m<sup>2</sup> or 58.6%) is the subject of a previous application submitted by the Applicant for a proposed temporary rural workshop (timber yard and sawmill) for a period of three years (Application No. A/NE-MKT/17) (see **Plan C**), which was approved with approval conditions by the Rural and New Town Planning Committee of the Board on 30.4.2021. The application was submitted to facilitate relocation of six operators affected by the said NDA development, including:

(i) **Million Loy Development Ltd. (Million Loy) (萬樂來發展有限公司)**

The leader in Hong Kong timber packaging and wooden pallets market. With a long history of more than 50 years, accounting for more than 70% of the market. Million Loy is also the biggest importer of European construction timber in Hong Kong, which amount to about 15% of the construction timber market.

(ii) **Fai Kee Timber Company Ltd. (Fai Kee) (輝記木業有限公司)**

The leader in Hong Kong interior decoration market. They supply their timber products to over 50% of timber product retailers in Hong Kong mainly in Wan Chai, Mong Kok and Fo Tan area.

(iii) **Polyrife Timber Ltd. (Polyrife) (寶利豐木業有限公司)**

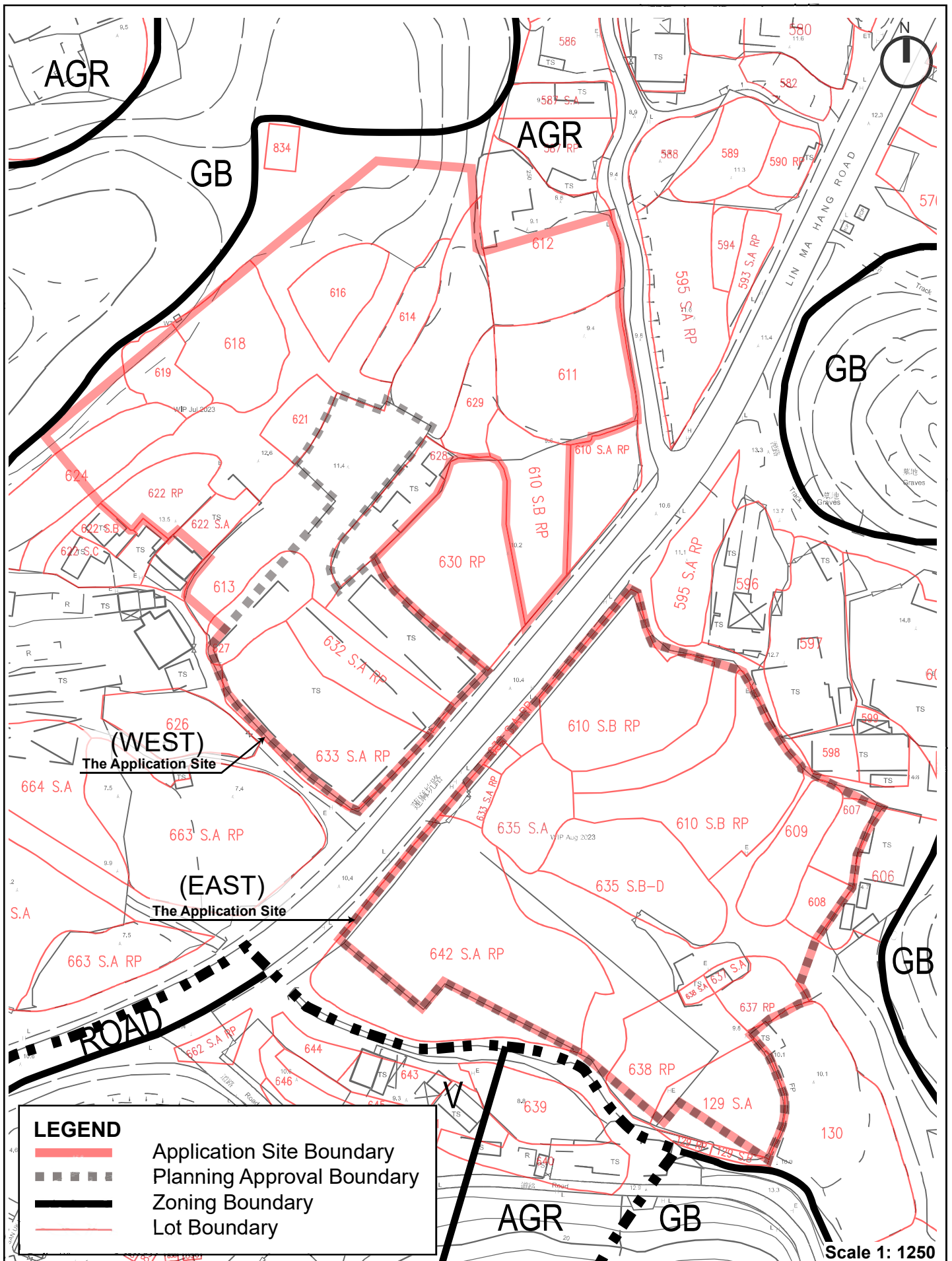
A legend in the construction timber market. They provide just in time (JIT) and full product range to support their customers and account for about 15% of the market share in Hong Kong.

(iv) **Truefaith Enterprise Ltd. (Truefaith) (前稱 (順發木器廠))**

A family-owned business specialising in making rattan furniture for export market. They keep part of their old factory in Kwu Tung North as a hub and sourcing centre for their operations.

(v) **Wong Chu Kee Timber (Wong Chu Kee) (王照記木行)**

The family company of Tak Kee. Their service including trucking operation is one of the key elements in the success of construction timber business in Kwu Tung North, and they will continue to be a crucial support to other operators after they have proceeded with their operation at the new site in Sha Ling.



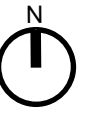
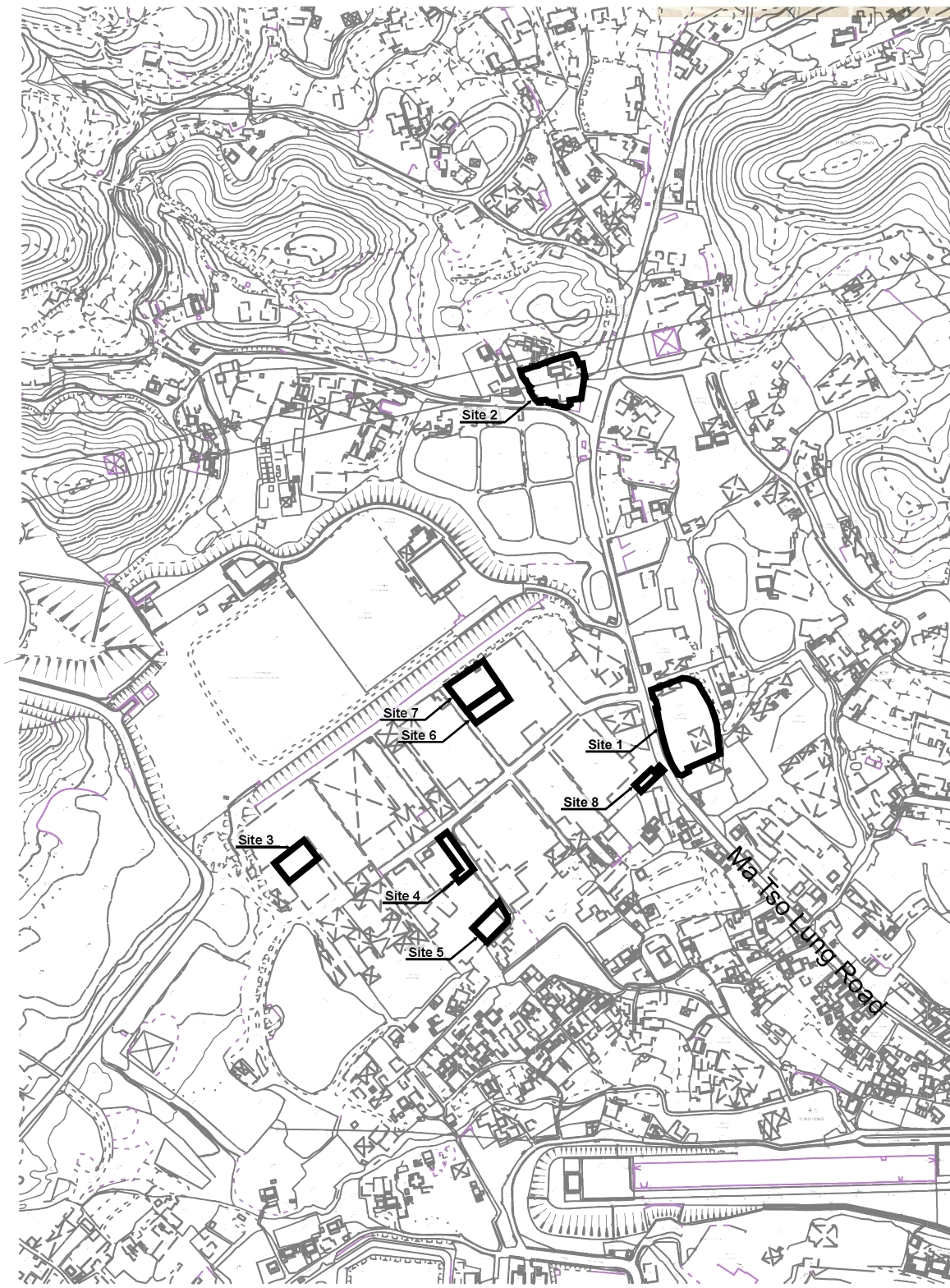
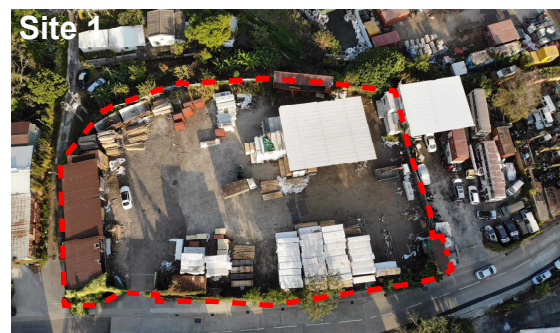
## Plan C: Zoning and Location Plan for the Application Site

**(vi) Tak Kee Timber Company (Tak Kee) (德記木行)**

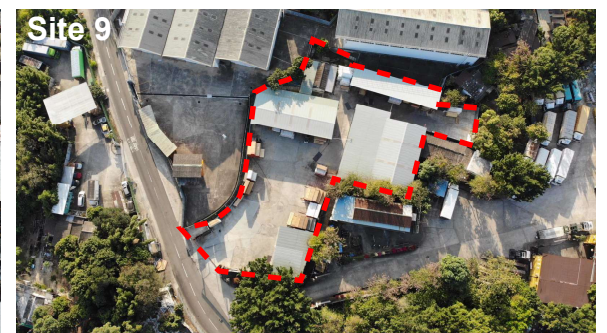
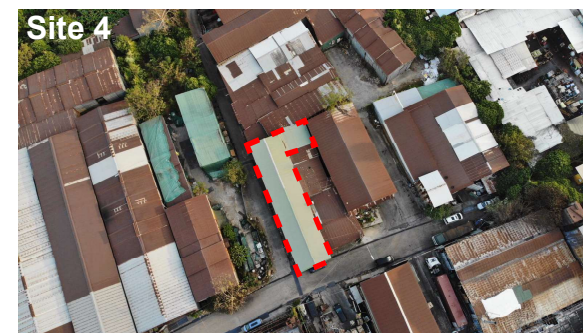
Tak Kee is a unique local sawmill supplying durable tropical hardwood for trucking flooring and wooden fence in Hong Kong. They are the last surviving company supplying and offering such type of service and operation in Hong Kong.

- 3.4.2 The above operators all specialize in different timber, sawmill and other related services. They have a long history of at least 15 years with some of them are multi-generational business which have operated for more than 50 years. A total of nine sites in Ma Tso Lung were reverted to the Government for NDA development (see location plan in **Plan D**). The planning approval allowed the affected operators to relocate into a single site for better management. Details of the business and operational background of each of the operator are at **Appendix IV**.
- 3.4.3 Upon approval of the application, the Applicant started to fulfil approval conditions imposed under the planning permission and started to deal with relevant land/ownership issues. Approval conditions in relation to the submission of Drainage Impact Assessment (DIA) (*approval condition (c)*), Landscape Proposal (*approval condition (e)*), Proposals for Fire Services Installations and Water Supplies for Firefighting (FSI Proposal) (*approval condition (g)*) and Proposals for Environmental Mitigation Measures (*approval condition (i)*) have been complied with. Besides, approval condition in relation to the implementation of the Landscape Proposal (*approval condition (f)*) has also been complied with (see **Appendix II** for approval letters).
- 3.4.4 Whilst the Applicant had strived to comply with the remaining approval conditions related to the implementation of the drainage, environmental and FSI proposals (*approval conditions (d), (h) and (j) respectively*), such conditions can only be fulfilled after obtaining approvals from relevant authority under lands regime. In view of the extensive site area (covering 18 private lots and 9 pieces of GL) and complicated land ownership issues, land applications are still under processing. As a result, the Applicant is unable to comply with the remaining approval conditions due to unexpected delay of construction works. In addition, as for condition (h) – implementation of FSI proposal, water tanks for Site A, Site B and Site C have been completed. The FSI for Site C have been completed and the FS251 certificates for some of the FSI are issued. However, the remaining FS251 certificates can only be issued after the application of Form WW046 (i.e. application for constructing, installing, altering or removing an inside service or fire service) is approved by Water Supplies Department (WSD), which advised by WSD, may take at least a year or two. Subsequently, the planning permission was revoked on 30.11.2023, and hence a fresh application is required.





Scale 1:5 000



Plan D: Site Plan for the Existing Location of the Affected Operator (Batch 1)



#### 4. The Revised Scheme

Due to the difficulties encountered by the Applicant as mentioned in paragraph 3.4.4 above, a fresh application to the Board is therefore required. The Applicant also would like to take this opportunity to revise site area as approved under the previous application so as to accommodate two additional operators affected by the NDA development. In view of that latest operation arrangement, resawing services as previously proposed in the approved scheme (Application No. A/NE-MKT/17) is no longer carried out in the Site as relevant facilities have been relocated and reprovisioned in Mainland China. As such, only storage of timber and other associated construction materials (such as metal construction materials) will be conducted within the Site under the current application. The proposed scheme under the current application is therefore slightly amended to serve the operational needs of the operators, which will be detailed below.

##### 4.1 Comparison between the Approved Scheme and the Revised Scheme

4.1.1 In response to the latest departmental and HKTMA's operational requirements, the Applicant herein submits a revised scheme with the following aspects as compared to the approved scheme:

- (i) The affected operators will no longer provide workshop/ resawn services and only be used for storage of timber and related products at the new site.
- (ii) The proposed layout covering the east site will be relatively the same as the updated approved scheme, except for a very small portion of the built-over area that will be crafted out in order to meet the latest traffic and drainage requirements.
- (iii) Due to a small portion of the operational area of Polyrite Timber Ltd. will become the shared access and the operational area of Ronca Exhibition Ltd., the loss of operational area will be compensated in the proposed extension area.
- (iv) Similar to the updated approved scheme, HKTMA intends to slightly increase the operational area of the 2 additional sites to cater the growing demand for their business. All the structures are setback 1m from the site boundary to allow drainage facilities. 2m landscape buffer will be provided along the Lin Ma Hang Road.

4.1.2 A comparison table showing the differences between the approved scheme and the revised scheme in terms of site area, nature of operation and major development parameters is shown in **Table 4.1** below.

**Table 4.1: Comparison of the Major Development Parameters  
between the Approved Scheme and the Revised Scheme**

	Approved Scheme (a)	Revised Scheme (b)	Difference (b) – (a)
Nature of Operation	Rural Workshops	Warehouses	N/A

Site Area (m <sup>2</sup> )		About 12,085.9m <sup>2</sup>	About 20,512.5m <sup>2</sup>	+8,426.6m <sup>2</sup>
GFA (m <sup>2</sup> )		About 9,786.4m <sup>2</sup>	About 14,262.9m <sup>2</sup>	+4,476.5m <sup>2</sup>
Site Coverage (Approximately)		About 9,653.4 m <sup>2</sup>	About 13,986.1 m <sup>2</sup>	+4,332.7m <sup>2</sup>
No. of Storeys		Not more than 2 storeys	Not more than 2 storeys	0
Building Height (m)		Not higher than 12m	Not higher than 12m	0
No. of Parking Space	Private Car Parking	10	12	+2
Loading Space	HVG or MGW	5	7	+2
	Container or HGV	3	5	+2

## 4.2 The Proposed Development

4.2.1 In order to facilitate better management and operation of the 8 warehouses, the current proposal is proposed to be divided into 5 portions. The layout plan is shown in **Plan E**. Key development parameters of the proposed development are tabulated below:

### (i) Site A

Site A covers the northern part of the eastern site and it will be occupied by the warehouse for Million Loy. Same as the updated approved scheme, the warehouse will have an operational area of about 4,856.3m<sup>2</sup>. The ingress/ egress point will be shared with Site B connecting Lin Ma Hang Road and it is about 7.3m wide. In order to meet the latest traffic requirements, a very small portion of the built-over area will be crafted out and the loading/ unloading spaces will be slightly adjusted.

### (ii) Site B

Site B covers the southern part of the eastern site and it will be occupied by the warehouses for several operators, i.e. Truefaith (Site B1), Fai Kee (Site B2), Tak Kee (Site B3) and Wong Chu Kee (Site B4). Same as the updated approved scheme, their warehouses will have a total operational area of about 2,854.1m<sup>2</sup>. The ingress/ egress point will be shared with Site A connecting Lin Ma Hang Road and it is about 7.3m wide. In order to meet the latest drainage and traffic requirements, a very small portion of the built-over area for Wong Chu Kee will be crafted out and the loading/ unloading spaces for Wong Chu Kee will be slightly adjusted.

### (iii) Site C

Site C covers the southern part of the western site and it will be occupied by the warehouses for Polyribe. Similar to the approved scheme, the warehouses will have an operational area of about 2,941.3m<sup>2</sup>. However, the original ingress/ egress point (about 7.3m wide) will be shared with Site D and Site E connecting Lin Ma Hang Road. Thus, a small portion of the original operational area of Polyribe will become the shared access (and the operational area of Ronca). The loss of operational area will be compensated in the proposed extension area. Besides, the built-over area has been slightly increased to about 2,540.5m<sup>2</sup> (previously about 2,339m<sup>2</sup>) in order to cater the growing demand for their business and services.





**(iv) Site D**

Site D covers the western part of the western site and it will be occupied by the warehouse for Serawak. The warehouse will have an operational area of about 2,898.7m<sup>2</sup>. The ingress/ egress point will be shared with Site C and Site E connecting Lin Ma Hang Road and it is about 7.3m wide.

**(v) Site E**

Site E covers the eastern part of the western site and it will be occupied by the warehouse for Ronca. The warehouse will have an operational area of about 3,713.9m<sup>2</sup>. The ingress/ egress point will be shared with Site C and Site D connecting Lin Ma Hang Road and it is about 7.3m wide.

4.2.2 Key development parameters for the proposed development are shown in **Table 4.2**. Same as the approved scheme, the Site will be fenced off by 2.5m high corrugated metal sheets. All the structures will not be taller than 12m and they will be set back 1m from the site boundary to allow drainage facilities. The shed will be mainly used for access and temporary storage purpose.

**Table 4.2: Key Development Parameters for the Proposed Development**

		The Eastern Site			The Western Site		
Site Location		Site A	Site B		Site C	Site D	Site E
Uses		Temporary Warehouse (Storage of Timber and other Associated Materials)					
Site Area (~sq.m)	Total:	20,512.5					
		9,019.5			11, 493		
	Shared Access	418.7			743.5		
	Turnaround Area	611.2			946.3		
	Landscape Buffer	215.2			249.3		
	Guard House with Store Room	64			-		
	Operational Area	4,856.3	B1	912.4	2,941.3	2,898.7	3,713.9
			B2	935.8			
			B3	546.8			
B4			459.1				
		Subtotal	2,854.1				
Site Coverage (~sq.m)	Total:	13,922.9					
		6,728.8			7,194.1		
Gross Floor Area (~sq.m)	Total:	14,262.9					
		6,824.8			7,438.1		
	Structure for warehouse, parking, loading/ unloading (1 storey, 12m in height)	3,780.8 (excluding office area)	2,690.5		2,479.5 (excluding office area)	1,997.2	2,303.7
	Shed (1 storey, 8m in height)	161.5	-		-	-	169.6
	Ancillary Office (2 storeys, 5m in height)	112	-		122	-	366
	Guard House with Store Room (2 storey, 6m in height)	80			-		

<b>Internal Transport Facilities</b>	private car parking spaces (2.5m x 5m)	3	5	2	1	1
	loading/unloading bays for HGV or MGW (3.5 x 11m)	-	4	1	1	1
	loading/unloading bays for container vehicle or HGV (3.5 x 16m)	2	-	1	1	1

### 4.3 The Two Additional Operators

4.3.1 Apart from the aforesaid six operators, two additional operators will be relocated to the Site since their original sites in Ma Tso Lung will be reverted to the Government in Q1 2024 (see **Plan F** and **Appendix V**). Details of the two concerned operators are as follows:

(i) **Serawak (K.T.) Company Ltd. (Serawak) (砂勞越(建大)有限公司)**

Serawak has been a provider of wooden construction materials in Hong Kong for over 40 years, with over 18 years of warehouse operation in their current site within the North district. All of the wooden materials that their warehouse handles are imported, and they act as one of the largest distributor of wooden materials in Hong Kong. To provide a stable, timely and reliable supply of wooden materials for local construction parties, they ensure their warehouses maintain large reserves of wood to meet local demand.

The recent eviction notice from the Government will incur significant detrimental impacts to the company, as well as a significant number of infrastructure projects relying on their availability of wooden materials. Hence, it is extremely important for them to facilitate a seamless transition in the relocation and continuation of their business. The Applicant hopes that the Government can be thoughtful in providing the appropriate support and assistance.

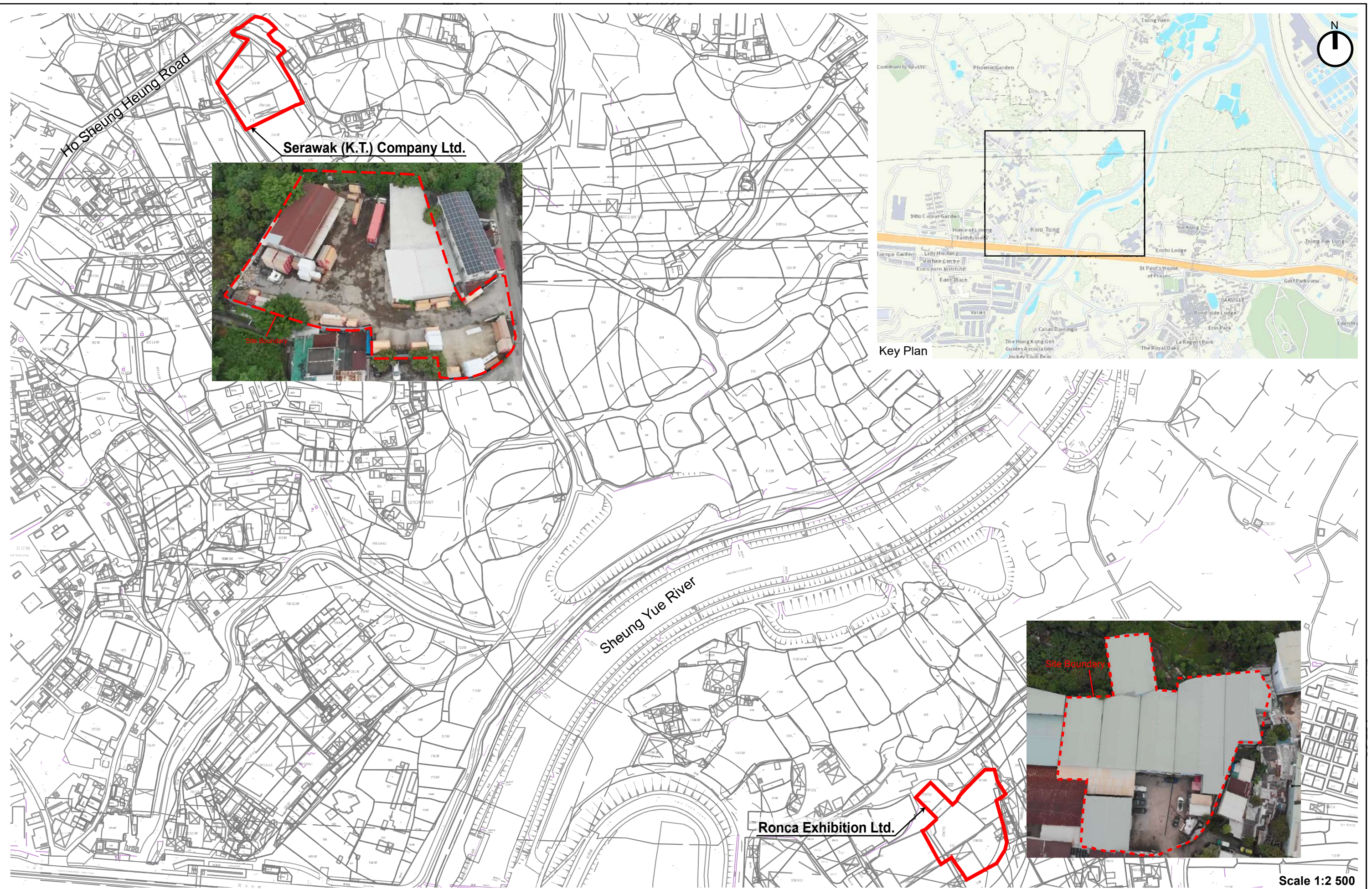
(ii) **Ronca Exhibition Ltd. (Ronca) (朗嘉展覽有限公司)**

Ronca is one of the largest consultancy companies in Hong Kong engaging in large and small-scale exhibitions, shopping mall decorations and setting up of contractual event exhibitions. Apart from providing first class services, their vision lies within future developments as a contribution of the Hong Kong exhibition industry. Whilst business was tough during the COVID-19 pandemic, both Hong Kong and the exhibition business has recovered recently and there is a significant demand for their services. Ronca has recently been ordered by LandsD to vacate the current operating site. If Ronca is unable to secure seamless transitional arrangements, this will incur significant detrimental impacts to their business and operations. Due to the severity and urgency of the situation, HKTMA hopes to seek support and assistance from the Government in protecting their related businesses.

### 4.4 Technical Feasibility

4.4.1 In support of the current application, the applicant has conducted relevant technical assessments to demonstrate that the proposed scheme is technically feasible.





Plan F: Site Plan for Existing Location of the Affected Operator (Batch 2)



**(i) Landscape Aspect**

A Landscape Proposal, which entails planting of 40 compensatory trees of the species *Lagerstroemia speciosa* along Lin Ma Hang Road, was submitted for compliance with approval condition (i) under the approved application. On 28.10.2021, Planning Department (PlanD) considered the Landscape Proposal acceptable (see **Appendix II**). Moreover, the executed implementation work of the Landscape Proposal was also accepted by PlanD on 12.9.2023 (i.e. approval condition (f) has been complied with).

Under the current application, it is proposed that the existing 2m planting strip along Lin Ma Hang Road will all be retained in-situ. Besides, an additional tree survey covering the extension portion has been conducted on 29.12.2023 and 31.1.2024. The survey revealed that there are 14 trees and all are proposed to be felled due to the conflict with the future operation of warehouses, especially most are invasive exotic trees. In an effort to maintain a verdant ambiance to the Site, the Applicant is committed to enhancing the greenery by proposing a row of *Lagerstroemia speciosa* along Lin Ma Hang Road and along the northern boundary to provide a landscape buffer to the site, a total of 17 new trees to be planted. The Landscape Proposal has been updated and attached in **Appendix VI**.

**(ii) Traffic Arrangement**

The Site can be accessed directly by both side of Lin Ma Hang Road. Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Staffs/ visitors can take public transport to/ from the site. Since the requirements of provision of internal transport facilities for the proposed temporary warehouse are not specified in the Hong Kong Planning Standards and Guidelines, it is estimated based on the existing operation and traffic generation provided by HKTMA.

In order to meet their operational need, 5 loading/unloading bays for container vehicle (3.5m x 16m), 7 loading/unloading bays for HGV or MGV (3.5m x 11m) and 12 private car parking spaces (2.5m x 5m) are proposed. The ingress/ egress for both the east site and the west site will be maintained 7.3m in width to allow sufficient space for vehicles entering/ leaving the site. There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring and queuing of vehicles are allowed at the shared access and turnaround areas, such that no waiting or queuing of goods vehicles along Lin Ma Hang Road will arise under any circumstances. Management and crowd measures will be adopted so that blockage at the access road and run-in/out can be avoided. The Preliminary Traffic Impact Assessment has been updated and attached in **Appendix VII**.

**(iii) Environmental, Drainage and Fire Safety Aspects**

The Applicant has submitted an Environmental Proposal (EP), a FSI Proposal and a DIA for relevant departments' consideration. The proposals were considered acceptable by concerned departments between 2021 and 2022 (see **Appendix II**).

**(a) Environmental Arrangement**

Majority of the built-over area within Site A, Site B and Site C has been built according to the materials (i.e. foam surrounding steel plate and rockwool board) as proposed in the Environmental Proposal under the latest approved scheme. As previously mentioned, the affected operators will no longer provide workshop/ resawn services and the Site will only be used for storage of timber and related products. For the construction of built-over area for Site D and Site E, colour coated steel plate of appropriate thickness would be used.

The EP has been updated and attached in **Appendix VIII**. Similar to the latest approved scheme, 2.5m high corrugated metal fence wall around the site boundary and 2m landscape buffer along Lin Ma Hang Road will be provided. No less than 5m distance between Lin Ma Hang Road and the proposed structures have been provided. Two additional portable toilets will be provided on-site (One in Site D and one in Site E).

**(b) Drainage Arrangement**

As part of the approval condition of the approved scheme, peripheral channels throughout the site areas and underground storage tanks located the eastern portion (Sites A and B) and western portion (Site C) has been provided.

According to the updated assessment, for the eastern portion, the existing peak flows can be accommodated within the existing drainage system(s). For the western portion, it is proposed to provide storage facilities (buried tanks) to temporarily store excess runoff from the site, to reduce the peak discharge. The existing eastern streamcourse comprises a significant channel and capacity calculation indicates that it could accommodate some increased runoff from the site. It is proposed to limit the future runoff from the site to a nominal figure, which has been used for the hydrographs for the western site. The required storage volumes for the 60-minute and 90-minute rainfall events are the same, so this has been adopted for the updated DIA, which is attached in **Appendix IX**, and no further assessment of longer-duration rainfall is required. The storage will be provided as 4 x 75m<sup>2</sup> standard tanks.

To meet the latest drainage requirements, the proposed built-over area shall be at least 3m away from the top of the bank of the stream course.

**(c) Fire Safety Arrangement**

As part of the approval condition of the approved scheme, a 135,000 Litres RCC Sprinkler Water Tank has been provided at Site C (under the previous FSI Proposal). According to previous calculations, the Sprinkler Water Tank located at Site C could cater and be shared with the proposed extension area. The size of the Sprinkler Water Tank has already taken into account the requirement for the extension area. The FSI Proposal has been updated and attached in **Appendix X**. Extra firefighting facilities within the warehouses in the extension area will be provided in accordance to the departmental requirements.



## **5. Planning Justifications**

### **5.1 Maintain the Supply of Timber and Associated Materials to Support the Construction Projects and Timber Products in Hong Kong**

- 5.1.1 Timber industry has undergone significant changes over the past decades and many timber operators ceased their business because of shortage of suitable land for their operations. The 8 operators are vital in the timber and related industry as they are the several remaining timber importers and suppliers that continue to contribute significantly to a number of construction projects, furniture productions and construction of exhibition spaces in Hong Kong. As detailed in **Section 3.4**, **Section 4.2** and **Appendix IV**, each operator contributes greatly in different divisions of the Hong Kong timber industry.
- 5.1.2 The approval of the application would allow the 8 operators, who all are key players in the discipline of timber and related industry, to continue their business, maintain the industry, provide timber supply and support the economy in Hong Kong.

### **5.2 Urgently Required for the Re-location of Affected Operators**

- 5.2.1 Due to the construction works for the KTN/FLN NDA development commenced in September 2019, many private lands in Ma Tso Lung have been greatly affected. The concerned sites within the KTN/FLN NDA had already/ would have to be resumed and reverted to the Government. In this regard, a group of affected operators seek assistance from HKTMA to make their relocation and continuation of their business a seamless transition to further support Hong Kong in their specialised areas.
- 5.2.2 Various discussions have been made between Development Bureau and HKTMA in regards to the relocation of the affected operators over the past several years. Eventually, HKTMA has identified the subject Sha Ling site located along Lin Ma Hang Road as the best available option. The Applicant has spent great effort to secure the subject private lots that could form an appropriate site size which meets the 8 operator's operational needs as detailed in **Section 2.3** and **Appendix III**.

### **5.3 Site Suitability for the Proposed Relocation**

- 5.3.1 As detailed in **Section 2.3** and **Appendix III**, the Site in Sha Ling is operationally and financially suitable than the other sites. It has a large site area of more than 20,000m<sup>2</sup> which will be able to meet the need for the business of the 8 affected operators. Right of way disputes will be avoided since the access to the Site will not encroach onto the private lots from the other landowners. Besides, the Site is conveniently served by local networks (i.e. Lin Ma Hang Road towards Man Kam To Road) and close to the boundary crossing points. Being located close to a main road and with considerable size to accommodate the operational needs of the operators, the Site is the best available site.

- 5.3.2 Although the Site is zoned “AGR” on the Approved Man Kam To OZP, it is considered less susceptible to the local environment as the proposed storage and warehouse uses will be located within the covered structures. The proposed uses are low-rise in nature and are compatible with the surrounding land uses which are mainly occupied by workshops and paved area/ dry abandoned field. They are situated within a reasonable distance from the residential settlement. There are no sensitive zonings (i.e. such as Green Belt, Coastal Protection Area, Site of Special Scientific Interest or Country Park) in the vicinity of the Site. Pond filling or substantial clearance of vegetation is not required.

#### **5.4 The Site is No Longer Suitable for Agricultural Use**

- 5.4.1 The Site is zoned “AGR” which is intended to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purpose. However, the Site is considered no longer suitable for agricultural rehabilitation since half of the Site is already hard paved, fenced off, and partly covered by the built-over area based on the updated approved scheme. The remaining portion of the Site is largely vacant, partly fenced off, and partly covered with dry abandoned field and temporary structures. Some area is inaccessible as it is enclosed by fences. Approval of the planning application on a temporary basis will not frustrate the long-term planning intention of the “AGR” zone.
- 5.4.2 Having considered the fact that some open storage/ workshops are sited further west and north of the Site, and several graves are located further north, it is unlikely that the planning intention of “AGR” zone in close vicinity could be materialised in short term until the surrounding characteristics are entirely and compulsorily required to be reverted to agricultural activities. Given that the timber operators have been in operation for between 18 to 60 years, the 8 operators have been serving the construction industry and wood related productions and goods with good track records. In order to be compatible with the surrounding environment, various mitigation measures are proposed such as providing a setback with varying width from about 2.7m to 17m from the stream to protect the natural resources of the area. Such buffer space covers about a total of 866.2m<sup>2</sup> of the private lots at the Site (about 586.2m<sup>2</sup> (25% of Lot 642 S.A RP in D.D. 90) and about 280.2m<sup>2</sup> (20% of Lot 129 S.A in D.D. 86 and Lot 638 in D.D. 90)).

#### **5.5 Maximize Utilization of Valuable Land Resources**

- 5.5.1 The Site is currently vacant. The proposed development provides an interim solution to maximize land utilization of the application site and allow more efficient use of scarce land resources rather than leaving the site idle and deteriorate. In addition, the proposed development would allow the 8 timber yard/ sawmill operators to continue to greatly contribute to the timber industry in Hong Kong. They are all timber operators with a long history, some of them are multi-generations business for more than 50 years. The remaining companies have been operating in Kwu Tung North for more than 15 years. More importantly, they all have their next generation to take over their business and work for their family legacy.

5.5.2 Furthermore, although partial of the Site (i.e. Lot 642 S.A RP and Lot 638 in D.D. 90) falls within the village environ boundary of San Uk Ling, it will not significantly affect the provision of land for small house developments in the area for the following reasons:-

- (i) The Site falls outside the "Village Type Development" ("V") zone. There are plenty of lands still available within the "V" zone of San Uk Ling which is primarily intended for small house development. Thus, small house development outside the "V" zone does not comply with relevant policy as there is no general shortage of land in meeting the demand for small house development in the "V" zone of San Uk Ling.
- (ii) The Site is far way from the village core and is segregated by stream and mature trees. It is considered more appropriate to concentrate the small house development close to the existing village cluster for orderly development pattern, efficient use of land and provision of infrastructures and services.

The use of the abandoned agricultural land would allow more efficient use of scarce land resource and the continuation of a number of well-established timber companies in Hong Kong, rather than leaving the deterioration of the site in "AGR" zone.

## **5.6 Majority of the Approval Conditions for the Approved Scheme have been Fulfilled**

5.6.1 The approved scheme under No. A/NE-MKT/17 was approved with conditions on a temporary basis by the TPB on 30.4.2021 (see **Appendix I**). Approval conditions (a), (b), (k), (l) & (m) only refer to the operational control and planning control to the conditions with a prescribed time limit. However, approval conditions (c), (d), (e), (f), (g), (h), (i) & (j) refer to the submission and implementation of the proposals for drainage, landscape, fire safety, and environmental aspects within the prescribed time limit.

5.6.2 Subsequently, the Applicant started the process to fulfill the approval conditions and to deal with the land applications and ownership issues related to the site. All the approval conditions not involving implementation (i.e. approval conditions (c), (e), (g) & (i)) have been fully complied with to the satisfaction of relevant government departments between 28.10.2021 and 5.7.2023 (see **Appendix II**). Besides, the Applicant has recently received a letter from PlanD on 12.9.2023 that approval condition (f) in relation to the implementation of landscape proposal has been complied with (see **Appendix II**).

5.6.3 The Applicant has worked hard to fulfill the remaining approval conditions involving implementation. The status of works could be summarized as follows:

### **(i) Condition (d) – Implementation of Drainage Proposal**

All the drainage facilities (including underground storage tanks, U-channels and catchpits) for Site A, Site B and Site C have been completed. The as-built drainage record photos have been submitted to PlanD on 16.8.2023 for circulation to relevant departments. The Applicant advised that Drainage Services

Department (DSD) has recently conducted a site inspection on 16.10.2023 to check the drainage facilities at the application site.

**(ii) Condition (h) – Implementation of FSI Installations Proposal**

Water tanks for Site A, Site B and Site C have been completed. The FSI Installations for Site C have been completed and the FS251 certificates for some of the FSI Installations are issued. The remaining FS251 certificates can only be issued after the application of Form WW046 (i.e. application for constructing, installing, altering or removing an inside service or fire service) is approved by Water Supplies Department.

**(iii) Condition (j) – Implementation of Environmental Proposal**

The Applicant has purchased the required building materials as per the approved EP. However, the implementation of EP can only be completed once all the built-over area is constructed and this requires secured land status (i.e. the issuance of STW and STT by LandsD. Nevertheless, in order to speed up the implementation, the Applicant has already constructed part of the workshop covering those areas with valid STW or STT.

5.6.4 The site boundary within the approved scheme comprises 18 private lots and 9 pieces of GL. The Applicant has worked very hard to deal with transfer of ownership, obtain owners' consents, land application and land dispute. The Applicant has obtained most of the STW and STT from LandsD. The remaining STW and STT applications which are still in process are Lot 129 in D.D. 86, Lot 642 S.A. RP in D.D. 90, and the GL within Site A & Site B. On 13.10.2023, the Applicant has recently received the offer of STT for the remaining GL from LandsD. Therefore, it is expected that all the STT within the application site should be issued shortly.

5.6.5 In view of the reasons above, the delay of the compliance in all the approval conditions is beyond the applicant's control. Nevertheless, due to majority of the implementation works have been completed, the Applicant is confident that there is a good prospect to complete the remaining implementation works within the applied extension period.

**5.7 No Adverse Technical Impact**

5.7.1 Technical assessments attached in the **Appendices** have demonstrated that the proposed temporary development is technically feasibly, and appropriate mitigation measures will be put in place, where necessary. Therefore, the small scale development will not result in any significant traffic, environmental, drainage, sewerage, landscape and visual impacts on the locality.

5.7.2 In response to the comments from DSD received during the pre-submission stage, the DIA has been updated and clarifications on the DIA are provided as follows:-

**(i) The Design Standard**

Corrigendum 1/2022 has not been adopted for this DIA, as the application is for

temporary usage for a period of 3 years. Conditions at mid and end 21<sup>st</sup> century are therefore not relevant.

(ii) The Design Concept of Using Additional Runoff Volume under a 60-minute

The “excess” runoff, which requires temporary storage, is difference between the theoretical runoff from the site and the acceptable discharge to the existing streamcourse. The 60-minute hydrograph has been adopted, as there is no further increase in storage required with longer period rainfall events, e.g. 90-minute (see Appendix E of the DIA).

(iii) Elaboration on Areas 1-5 to be referred on a Layout Plan for Both the Calculations for A/B and C/D/E Sites

For simplicity, the runoff hydrographs have been developed based on the overall site being divided equally over the Time of Concentration, i.e. 5 and 6 minutes for Site A/B and C/D/E respectively (so, 5 and 6 equal portions respectively). These areas are therefore theoretical (simply for calculation purposes) and cannot be meaningfully shown on a plan

(iv) Explanation on the Non-typical Bell Shape of the Runoff Hydrograph

The usual shapes at the beginnings and ends of the hydrographs are due to the runoff coming from the different theoretical portions of the site, as discussed above. As the ends of the hydrographs are not relevant to the storage volumes, this does not affect the

(v) Schematic Layout Plan Showing the Storage Tanks

The location of the temporary storage tanks (within Catchment Area C2C) is indicated on Figure 6 of the DIA.

(vi) Adequate Capacity to Cater for the Additional Discharge from the Site

Capacity calculations are included in Appendix F of the DIA.

## **5.8 Unlikely to Set as an Undesirable Precedent**

5.8.1 The proposed development is an exceptional case which is justified on the demand for relocation of the existing sawmills, timber yards and other related rural workshops with long history due to the concerned sites within the KTN/FLN NDA had already/ would have to be resumed and reverted to the Government. The uniqueness of the history of the 6 operators and their contribution to the timber industry in Hong Kong and the reason behind this planning application are not something that can be easily imitated. Moreover being temporary in nature, the approval of the present application will not set an undesirable precedent for other similar applications in the same and other “AGR” zones in the vicinity. It will not frustrate the long-term planning intention of the “AGR” zone.

5.8.2 Similar new applications would require planning and technical assessments to be carried out to demonstrate that no adverse impacts will be caused as a consequence. Hence,

approval of this application will not result in a cumulative effect of approving similar applications, as each of the applications has to be approved by the relevant departments on a case-by-case basis to ensure that no adverse traffic, environmental and visual impacts on the area will be resulted. Nevertheless, the Applicant will comply with the relevant government departments' requirements to make sure the proposed uses are acceptable.

- 5.8.3 Therefore, approving the current application would not set an undesirable precedent for similar applications in the same and other "AGR" zones in the vicinity.



## 6 Conclusion and Recommendations

6.1 In view of the commencement of KTN/FLN NDA development, a group of affected operators of the timber yard and sawmill in KTN have seek assistance from HKTMA to make their relocation and continuation of their business a seamless transition to further support Hong Kong in their specialised areas. This s.16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of HKTMA to seeks the temporary permission of the Board for a period of 3 years to facilitate the relocation of several affected operators into a new site situated at various lots in D.D. 86 and D.D. 90 and adjoining GL, Lin Ma Hang Road, Sha Ling. Planning assessment and recommendations on the application site and the re-provisioning proposal are as follows:

- (i) The KTN/FLN NDA has no land reserved for accommodating affected brownfield operations. This proposal is submitted to facilitate the relocation of 8 different timber operators in Kwu Tung North who all are key players in their areas.
- (ii) Site search has not been easy for the affected operators to identify suitable sites given the limited supply of private land in the area with right zoning or operational requirements for their rural workshops, i.e. same district, large site's size, proper vehicular access, no local objection and no insurmountable technical problem.
- (iii) The lands within the Categories 1 and 2 areas (suitable open storage sites) in the region under TPB Guidelines TPB PG-No. 13F were largely occupied by other open storage uses. HKTMA had looked for alternative sites at "OS" and "(I(D))" zones but the land price are unaffordable by the affected operators.
- (iv) The Site in Sha Ling is operationally and financially suitable than the other sites. It is the best available option with large site area, good accessibility and no sensitive use at the site and its surrounding area. The Applicant agrees to provide suitable setback of the development away from the existing stream course as part of mitigation measures.
- (v) The development scheme has been provided based on the operational needs for the affected operators. Planning and technical assessments have indicated that the present application is well justified based on the following reasons:-
  - (a) the proposed warehouses (storage of timber and other associated materials) are important facilities to support to construction industry in Hong Kong;
  - (b) the proposed use will facilitate the urgent relocation of existing timber yard, sawmill and related rural workshops in Ma Tso Lung, which are affected by KTN/ FLN NDA development, into the new site - which is their best alternative location;
  - (c) the proposed use is an integration of an approved scheme and the proposed extension, which promotes efficient use of scarce land resources;

- (d) the Site is suitable for the proposed use since it has good accessibility and no sensitive use at the site and its surrounding area;
- (e) the proposed use is low-rise in nature and is compatible with the surrounding area which are mainly occupied by workshops and paved area/ dry abandoned field;
- (f) majority of the approval conditions for the approved scheme have been fulfilled;
- (g) the small scale development will not result in any significant traffic, environmental, drainage, sewerage, landscape and visual impacts; and
- (h) being temporary in nature, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “AGR” zone.

6.2 In light of the merits and small scale nature of the proposed temporary use and the justifications presented in the Planning Statement, honourable members of the Board are requested to approve this planning application.

**Appendix I: TPB's Approval Letter and  
the Approved Scheme for Case No. A/NE-MKT/17**

- TPB's Approval Letter
- Development Proposal for the Approved Scheme

# 城市規劃委員會

香港北角渣華道三百三十三號  
北角政府合署十五樓

# TOWN PLANNING BOARD

15/F., North Point Government Offices  
333 Java Road, North Point,  
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-MKT/17

By Post & Fax (2577 2862)

14 May 2021

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Ted Chan)

Dear Sir/Madam,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

I refer to my letter to you dated 21.4.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 30.4.2024 and is subject to the following conditions :

- (a) no operation between 6:00 p.m. and 8:00 a.m. on Mondays to Saturdays, as proposed by you, is allowed on the site during the planning approval period;
- (b) no operation on Sundays and public holidays, as proposed by you, is allowed on the site during the planning approval period;
- (c) the submission of a drainage impact assessment within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 30.10.2021;
- (d) in relation to (c) above, the implementation of the drainage proposal identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 30.1.2022;
- (e) the submission of a landscape proposal within 6 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 30.10.2021;
- (f) in relation to (e) above, the implementation of the landscape proposal within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 30.1.2022;

- (g) the submission of proposals for fire services installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 30.10.2021;
- (h) in relation to (g) above, the implementation of the proposals for fire services installations and water supplies for firefighting within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 30.1.2022;
- (i) the submission of proposals for environmental mitigation measures within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 30.10.2021;
- (j) in relation to (i) above, the implementation of the proposals for the environmental mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 30.1.2022;
- (k) if any of the above planning condition (a) or (b) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (l) if any of the above planning condition (c), (d), (e), (f), (g), (h), (i) or (j) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (m) upon expiry of the planning permission, the reinstatement of the site to an amenity area to the satisfaction of Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix IV of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website ([www.info.gov.hk/tpb/](http://www.info.gov.hk/tpb/)), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 1.5.2024. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB

Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 30.4.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 4.6.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



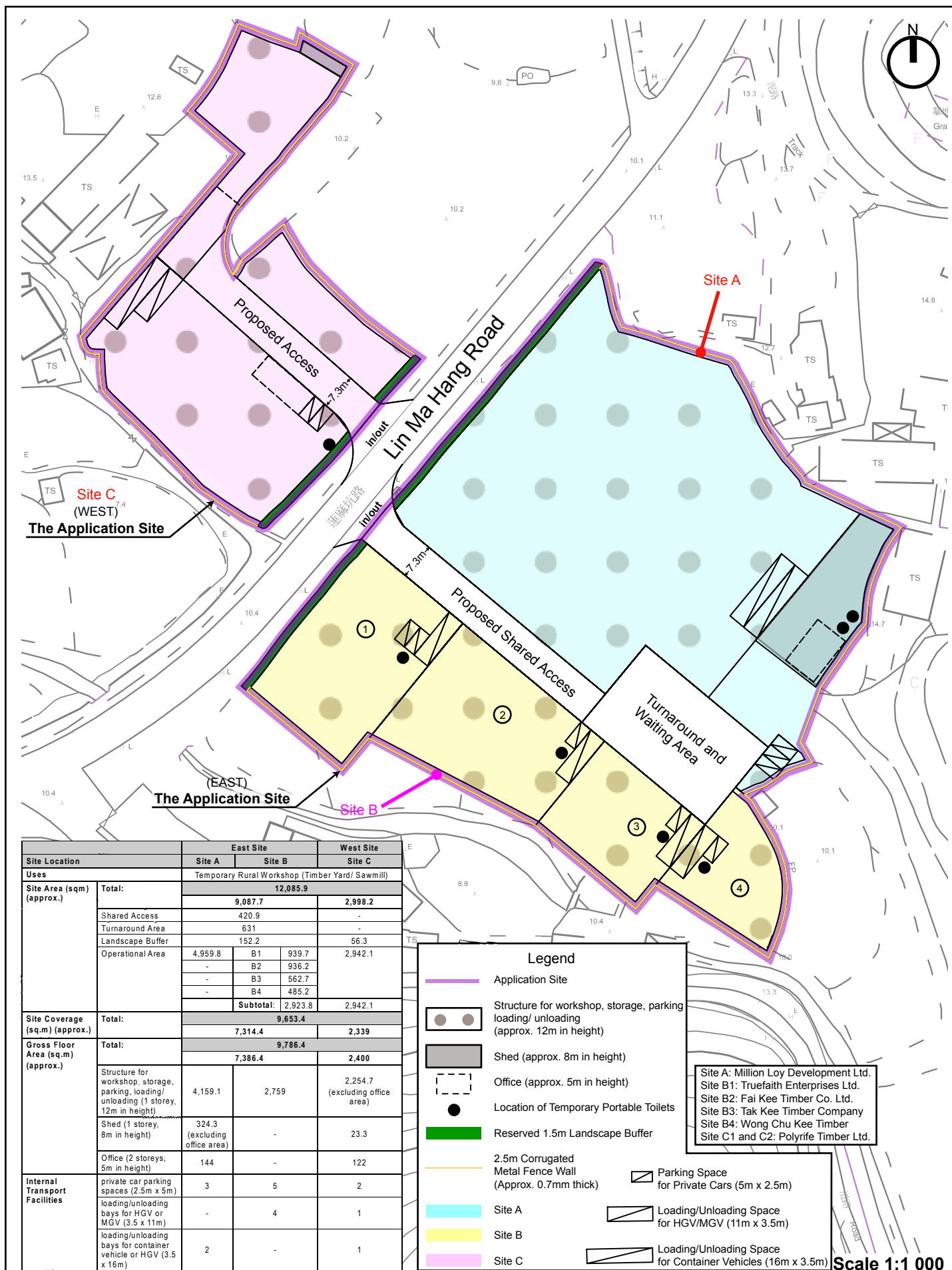
( Raymond KAN )  
for Secretary, Town Planning Board



## List of Government Department Contacts

(Application No. A/NE-MKT/17)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
務署 Drainage Services Department	新界北渠務部 Mainland North Division	鄭敏煒先生 Mr. CHENG Man Wai	2300 1407	2770 4761
環境保護署 Environmental Protection Department	策略評估組 Strategic Assessment Group	鍾穎彤女士 Ms. CHUNG Wing Tung, Candice	2835 1114	2591 0558
消防處 Fire Services Department	策劃組 Planning Group (PG)	徐廣耀先生 Mr. CHUI Kwong Yiu	2733 7735	2739 8775



## Planning Approved Scheme

Date: 15-04-2021

**Appendix II: PlanD's Letter for  
Compliance with Approval Conditions and  
the updated Approved Scheme No. A/NE-MKT/17**

- Compliance with Approval Condition (c)
- Compliance with Approval Condition (e)
- Compliance with Approval Condition (f)
- Compliance with Approval Condition (g)
- Compliance with Approval Condition (i)
- Updated Development Proposal for the Approved Scheme

## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-MKT/17  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Ted Chan)

**By Post and Fax (2577 2862)**

26 May 2022

Dear Sir/Madam,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (c) for Planning Application No. A/NE- MKT/17)**

I refer to your submission dated 3.5.2022 for compliance with approval condition (c) in relation to the submission of a drainage impact assessment under the captioned planning application.

Chief Engineer/Mainland North of Drainage Services Department (Contact person: Mr. CHENG Man-wai, Marcus; Tel.: 2300 1407) has been consulted and considered that approval condition (c) has been complied with. His advisory comments are attached at **Appendix I** for your reference.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning



## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District  
Planning Office  
Rooms 1301-1314, 13/F.,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong.

本函檔號 Your Reference  
本署檔號 Our Reference ( ) in TPB/A/NE-MKT/17  
電話號碼 Tel. No. : 2158 6220  
傳真機號碼 Fax No. : 2691 2806 / 2696 2377

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Mr. Ted CHAN)

**By Post and Fax (2577 2862)**

28 October 2021

Dear Mr. CHAN,

**Proposed Temporary Rural Workshop (Timber Yard and Sandmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (e) under Application No. A/NE-MKT/17)**

I refer to your submission received by this Office on 20.10.2021 for compliance with approval condition (e) in relation to the submission of a landscape proposal under the captioned planning application.

The Chief Town Planner/Urban Design and Landscape of this department (Contact person: Ms. Jenny LAU; Tel.: 2231 4720) has reviewed your submission and considered approval condition (e) has been complied with.

You may proceed to implement the accepted landscape proposal for compliance with the approval condition (f). Upon implementation of landscape works, a set of photo record showing the completed landscape works, together with a location plan marked with viewing angles, should be submitted for consideration.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Ms. Jessica CHU )

for and on behalf of Director of Planning

**規 劃 署**

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室

**Planning Department**

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-MKT/17  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Jacqueline Ho)

**By Post and Fax (2577 2862)**

12 September 2023

Dear Sir/Madam,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (f) for Planning Application No. A/NE-MKT/17)**

I refer to your submission dated 29.8.2023 for compliance with approval condition (f) in relation to the implementation of the landscape proposal under the captioned planning application.

Chief Town Planner/Urban Design and Landscape Section, Planning Department (CTP/UD&L, PlanD) (Contact person: Ms. CHAN Wai-chu, Catrina; Tel.: 3565 3953) has been consulted and considered that approval condition (f) has been complied with.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning



C.C.

CTP/UD&amp;L

(Attn.: Ms. CHAN Wai-chu, Catrina)

(Fax No. 3956 8090)

Internal

CTP/TPB(1)

Site record

HYC/AC/MA/ma

## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-MKT/17  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Kowloon  
(Attn.: Ted Chan)

**By Post and Fax (2577 2862)**

11 May 2022

Dear Sir,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (g) for Planning Application No. A/NE- MKT/17)**

I refer to your submission received by this office on 21.4.2022 for compliance with approval condition (g) in relation to the submission of proposals for fire services installations and water supplies for firefighting under the captioned planning application.

Director of Fire Services (Contact person: Mr. LI Leong-kiu; Tel.: 2733 7781) has been consulted and considered that approval condition (g) has been complied with. His advisory comments are attached at **Appendix I** for your reference.

Please proceed to implement the accepted FSIs proposal and submit FS 251 for compliance with approval condition (h). In order to facilitate compliance checking, you are required to inform this office and submit photographs for inspection.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning

**規 劃 署**

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室

**Planning Department**

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
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來函檔號 Your Reference:  
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電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Mr. Ted CHAN)

**By Post and Fax (2577 2862)**

2 December 2021

Dear Mr. CHAN,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (i) for Planning Application No. A/NE-MKT/17)**

I refer to your submission received by this office on 1.11.2021 for compliance with approval condition (i) in relation to the submission of proposals for environmental mitigation measures under the captioned planning application.

The Director of Environmental Protection (Contact person: Ms. Candice CHUNG; Tel.: 2835 1114) has been consulted and advised that approval condition (i) is complied with. Her advisory comments are attached in **Appendix I**.

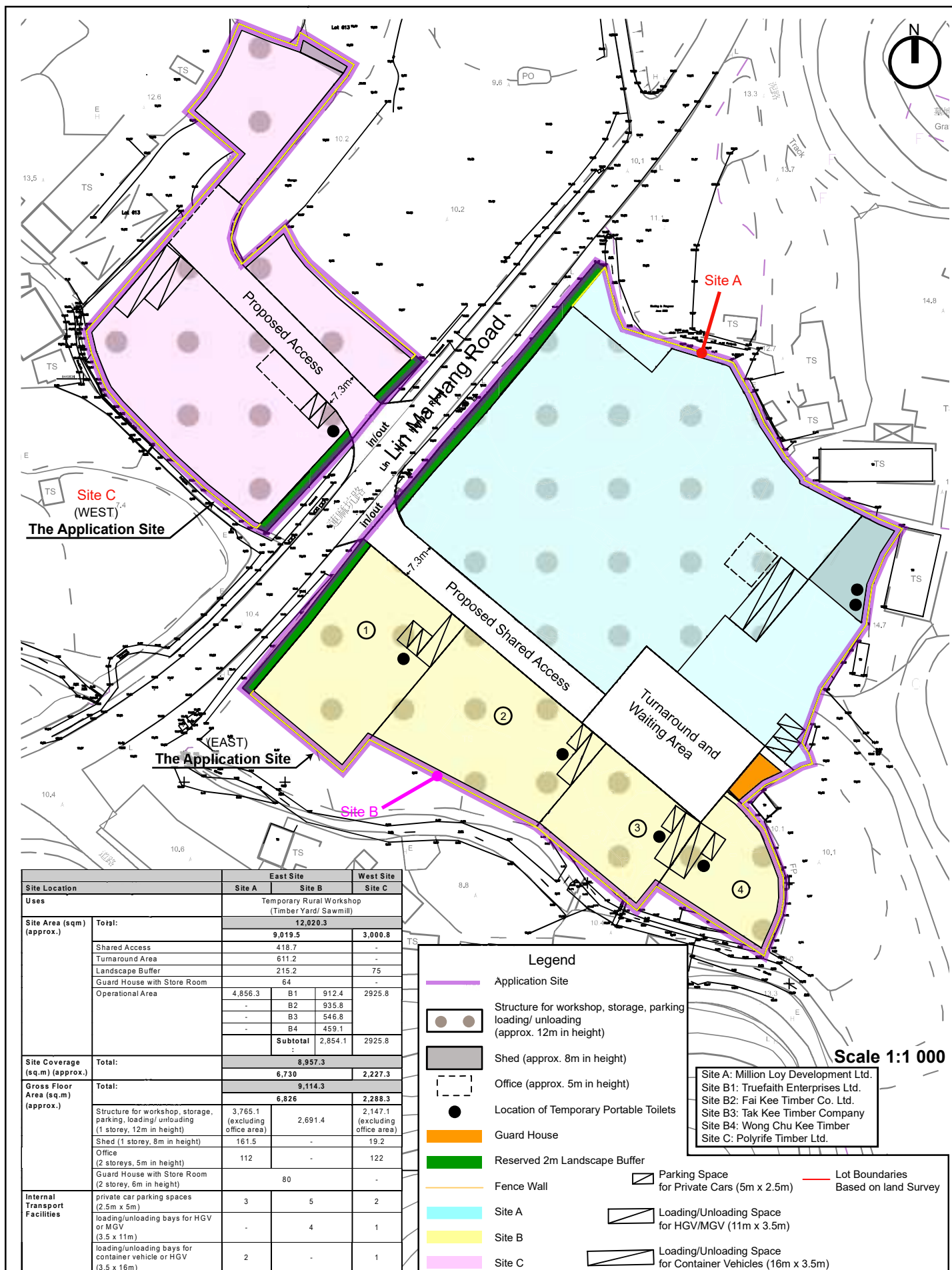
Please proceed to implement the accepted proposals for compliance with approval condition (j). In order to facilitate compliance checking, you are required to inform this office for inspection.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

(Ms. Jessica CHU)

for and on behalf of Director of Planning



## Updated Planning Approved Scheme

Date: 01-11-2021

### COMPREHENSIVE SITE SEARCH EXERCISE

#### **1 Special Criteria for the Relocation Site to Meet Their Operational Needs**

1.1 The operators under this application have been operating successfully in the timber and relative industry. With the land resumption commenced in late 2019 due to the Kwu Tung North/ Fanling North New Development Area development, it is necessary for them to relocate their business and continue to contribute to the economic developments in Hong Kong. However, many private lands in the Northern New Territories and North West New Territories had already/ would have to be resumed by the Government. There are difficulties for Hong Kong & Kowloon Timber Merchants Association Ltd. (the Applicant/ HKTMA) to identify a suitable site in the vicinity of the existing operation sites. Besides, the following criteria are required to be met for the relocation site in order to comply with their special operational requirements as detailed in **Section 2:-**

1. The **location** of the site is preferably selected in the North District (same district to the existing operation site) to facilitate their operation;
2. The **size** of the site should be similar to the existing operation site in Kwu Tung North;
3. The site must have proper **access** (or no right of way problem) to allow container vehicles, heavy goods vehicles and medium goods vehicles entering the site;
4. The site should not be elongated in **shape** and should have sufficient space for manoeuvring of vehicles;
5. **Price** offer of the site cannot be too high;
6. The site cannot be too close to residential developments - avoid **local objection**;
7. Sites with sensitive **zoning** (i.e. such as Green Belt (GB), Coastal Protection Area, Site of Special Scientific Interest and Country Park) shall not be considered;
8. No substantial pond filling and clearance of vegetation required – **no insurmountable problem**.

#### **2 Difficulty for Site Selection**

2.1 However, it is very difficult for HKTMA to identify suitable sites in the North District for their relocation. HKTMA found that those lands within the Categories 1 and 2 areas in the region under TPB Guidelines TPB PG-No. 13F (i.e. Application for Open Storage and Port Back-up Uses under s.16 of the Town Planning Ordinance) were largely occupied by other open storage uses. They had looked for alternative sites at “Open Storage” (“OS”) and “Industrial (Group D)” (“I(D)”) zones but the land price are unaffordable by the affected operators.



2.2 Back in 2020, when the previous 6 affected operators (Batch 1) of the timber industry approached the association, HKTMA had investigated 11 possible sites (excluding the subject Sha Ling site) located in the North District. These possible sites are listed in **Table 1**.

**Table 1: Site Search Exercise for Relocation of Affected Operators (Batch 1)**

Site	Possible Site Location Submitted	Size (m <sup>2</sup> )	Zone & OZP No.	Reasons for Unsuitable for Relocation
1	Lot 569 RP in D.D. 85, Lau Shui Heung Road, Fanling	4,638	GB (S/NE-LYT/19)	Site too small; and GB zone cannot be considered although the site is committed.
2	Lots 1489, 1490, 1492 & 1494 in D.D. 76, Hung Leng Tsuen, Ping Che	3,482	AGR (S/NE-LYT/19)	Site too small; high purchase cost; and site elongated in shape.
3	Lot 115-128, 131-136, 141-144 in D.D. 38, Loi Tung, Fanling	8,574	I(D) & AGR (S/NE-MUP/11)	Land sold before HKTMA committed.
4	Lots 1268 RP & 1275 RP in D.D. 79, Wo Keng Shan, Ta Kwu Ling	4,217	GB (S/NE-WKS/10)	Site too small; GB site; and one of the three landlords does not agree to sell the land.
5	Lots 2465 & 2466 in D.D. 39, Shek Chung Au, Sha Tau Kok	6,253	AGR (S/NE-LK/11)	Site located very close to village houses - local objections
6	Lot 184 in D.D. 87, Hung Lung Hang, Ta Kwu Ling	3,768	AGR (S/NE-HLH/11)	Site too small; and land sold before HKTMA committed.
7	Lots 460, 534, 535 & 536 in D.D. 87, Hung Lung Hang, Ta Kwu Ling	7,014	AGR (S/NE-HLH/11)	False landlord and return deposit paid.
8	Lots 467-471, 484-485 in D.D. 90, Ah Yiu, Ta Kwu Ling	5,265	AGR (S/NE-MKT/4)	Site elongated in shape; and heavy pond filling required.
9	Lots 2643 & 2645 RP in D.D. 39, Luk Keng, Sha Tau Kok	5,833	REC (S/NE-LK/11)	Site very close to CPA and SSSI zones; and unsuitable for rural mills
10	Lots 1159, 1161, 1162, 1167, 1172-3, Tong Hang, Ta Kwu Ling	9,780	AGR (S/NE-TKL/14)	Site access via a one way road which is too narrow for container and HGV.
11	Lot 11 in D.D. 84, Ping Che, Ta Kwu Ling	5,898	AGR (S/NE-TKL/14)	Problem in right of ways.

2.3 However, some of the above sites were too small to accommodate the affected operators. While some of these sites were considered suitable for relocation, they were sold shortly after some time of consideration. The other site options either have poor accessibility or environmental problems and they are not suitable for the rural workshops. Thus, it is extremely difficult for HKTMA to identify suitable sites given the limited supply of private land in the area with right zoning or operational requirements for their rural workshops.

### **3 The Best Available Site for Relocation of Affected Operators (Batch 1)**

3.1 Eventually, HKTMA has identified the subject Sha Ling site located along Lin Ma Hang Road (the Site) as the best available option for the proposed relocation for the following reasons:-

1. The Site has a large site size of more than 10,000m<sup>2</sup>, which will be able to meet the operational need for affected operators, in terms of the number of spaces for loading/ unloading and area for storage and other

ancillary facilities.

2. The Site abutting Lin Ma Hang Road provides good accessibility to allow goods vehicles entering the Site. Right of way disputes will be avoided since the access to the Site will not encroach onto the private lots from the other landowners.
3. Price offer of the Site is within their budget. They have entered a sales agreement with the landowners.
4. The Site is situated within a reasonable distance from the residential settlement. There is no sensitive zoning in the vicinity of the Site. Pond filling or substantial clearance of vegetation is not required.

3.2 A section 16 planning application (No. A/NE-MKT/17) for proposed temporary rural workshop (timber yard and sawmill) covering the entire eastern site and part of the western site (i.e. representing the sites in the eastbound and westbound of Lin Ma Hang Road respectively) was submitted to the Town Planning Board (the Board) on 1.2.2021. It was approved with conditions by the Board on 30.4.2021 (see **Appendix I**).

#### **4 The Best Available Site for Relocation of Affected Operators (Batch 2)**

4.1 Subsequently, some sawmill, timber yard and other related rural workshops in Ma Tso Lung would have to be resumed by the Government in the first quarter of 2024. Serawak and Ronca have approached HKTMA on their urgent need for relocation. Similar to the operational criteria from the previous 6 operators (i.e. location, size, access, shape, price, local objection, zoning, and insurmountable problem), the location of the site is preferably to be situated in the North District and the size of the site should be similar to the existing operation site, i.e. 6,269.5m<sup>2</sup>. HKTMA has investigated 5 possible sites (excluding the subject site) located in the North District. These possible sites are listed in **Table 2**.

**Table 2: Site Search Exercise for Relocation of Affected Operators (Batch 2)**

Site	Possible Site Location Submitted	Size (m <sup>2</sup> )	Zone & OZP No.	Reasons for Unsuitable for Relocation
1	Lot 569 RP in D.D. 85, Lau Shui Heung Road, Fanling	6,500	REC (S/NE-TKLN/2)	Access way is too narrow for container vehicles and other heavy goods vehicles.
2	Lots 1489, 1490, 1492 & 1494 in D.D. 76, Hung Leng Tsuen, Ping Che	4,150	AGR (S/NE-HLH/11)	Landowner withdrew site from market before commitment; and right of way cannot be guaranteed
3	Lot 11 in D.D. 84, Ping Che, Ta Kwu Ling	6,800	AGR (S/NE-MKT/4)	Landowners' missing and representatives do not have authority to sign lease documents.
4	Lots 1493 S.B RP, 1499, 1500, 1501 in D.D. 78, Ta Kwu Ling North	2,504	REC (S/NE-TKLN/2)	Land sold before HKTMA committed.
5	Lot 231 RP, 232, 278 S.A, 278 S.B in D.D. 38, Ta Kwu Ling	6,511	AGR (S/NE-MUP/11)	Land sold before HKTMA committed.

- 4.2 However, the above sites were not suitable for relocation due to various reasons such as poor accessibility, right of way problem and land status issues. Eventually, HKTMA proposes a practical and reasonable solution by extending the size of the western site in order to cater the two additional operators. This site extension proposal is a win-win situation which allows the two additional operators to have a place for their continual operation, and allows the cost of constructing relevant required facilities to be shared by more stakeholders.
- 4.3 Although the extension site also falls within the “Agriculture” zone on the Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4, it is considered less susceptible to the local environment as the proposed storage and workshop uses will be located within the covered structures. The relocation site is conveniently served by local networks (i.e. Lin Ma Hang Road towards Man Kam To Road) and close to the boundary crossing points. Being located close to a main road and with considerable size to accommodate the operational needs of the operators, the application site is the best locational choice.

# Appendix IV: Background of the Affected Operators

## **BACKGROUND OF THE AFFECTED OPERATORS**

### **1 Background of the Affected Operators (Batch 1) and their Site for this Application**

1.1 Under this application, Hong Kong & Kowloon Timber Merchants Association Ltd. (the Applicant/ HKTMA) is representing several different operators in Kwu Tung North who all are key players in their discipline. They specialise in different timber, sawmill and other related services, and they have some common areas which HKTMA treasured and agreed to offer their assistance. The first batch of 6 affected operators is:-

#### **1. Million Loy Development Ltd. (Million Loy) (萬樂來發展有限公司)**

Million Loy is the leader in Hong Kong timber packaging and wooden pallets market. With a long history of more than 50 years, they account for more than 70% of the market. They are also the biggest importer of European construction timber in Hong Kong which amount to about 15% of the construction timber market.

#### **2. Fai Kee Timber Co. Ltd. (Fai Kee) (輝記木業有限公司)**

Fai Kee is the leader in Hong Kong interior decoration market. They supply their timber products to over 50% of timber product retailers in Hong Kong mainly in Wan Chai, Mong Kok and Fo Tan area.

#### **3. Truefaith Enterprise Ltd. (Truefaith) (前稱 (順發木器廠)**

Truefaith is a family owned business specialising in making rattan furniture for export market. They keep part of their old factory in Kwu Tung North as a hub and sourcing centre for their operations.

#### **4. Tak Kee Timber Company (Tak Kee) (德記木行)**

Tak Kee is a unique local sawmill supplying durable tropical hardwood for trucking flooring and wooden fence in Hong Kong. They are the last surviving company supplying and offering such type of service and operation.

#### **5. Wong Chu Kee Timber (Wong Chu Kee) (王照記木行)**

Wong Chu Kee is the family members of Tak Kee. Their service is one of the key elements in the success of construction timber business in Kwu Tung North, and they will continue to be a crucial support to other operators after they have proceeded with their operation at the new site in Sha Ling.

#### **6. Polyrife Timber Ltd. (Polyrife) (寶利豐木業有限公司)**

Polyrife is a legend in the construction timber market. They provide just in time and full product range to support their customers and account for about 15% of the market share in Hong Kong. In recent years, the next generation has taken over the business and they will continue to grow their business after relocation and continues to be a significant player in the Hong Kong timber market.

- 1.2 The above 6 affected operators have a long history of at least 15 years, and some of them are multi-generational business for more than 50 years. More importantly, they all have their next generation to take over their business and work for their family legacy. Before their original sites had reverted to the Government, there were a total of 9 affected sites for the above 6 operators distributed in different areas of Ma Tso Lung, Kwu Tung North (see **Plan 1** and **Table 1**). HKTMA gathered the business and operational background of each affected operators as detailed in **Table 2** to identify suitable site in the North District that can fulfill their operational needs. They also intended to take this opportunity to group all operations in a single site for better cost sharing at the relocation site. On 30.4.2021, a section 16 planning application (Application No. A/NE-MKT/17) was approved by the Town Planning Board and the aforesaid affected operators had subsequently relocated their business to the new site in Sha Ling.
- 1.3 During the implementation stage which crossed paths with the COVID-19 pandemic, the operation within the rural workshops has been changed. The minor resawn services as previously proposed in the approved scheme have been migrated to Mainland China and done before transporting the timber to the application site for storage and delivery to customers. Thus, the affected operators will no longer provide workshop/ resawn services and the new site will only be used for storage of timber and related products.

**Table 1: Location and Size of the Affected Operators (Batch 1)**

Location of the Affected Sites	Hereafter refer as	Name of the Operator	Site Area (sq. m.)	Affected Phase
DD95 Lot 313 (Part)	Site 1	Million Loy	2,845.1	2
Government Land near Community Sports	Site 2	Million Loy	1,419.3	1
DD96 Lot 2240A ss1	Site 3	Million Loy	534.0	1
DD96 Lot 2240D ss1 C	Site 4	Fai Kee	413.4	1
DD96 Lot 2240D ss1	Site 5	Tak Kee	516.7	1
DD96 Lot 2240K ss2	Site 6	Fai Kee	441.8	1
DD96 Lot 2240K ss1	Site 7	Truefaith	915.0	1
DD95 Lot 338 (Part)	Site 8	Wong Chu Kee	446.4	1
DD95 Lot 197RP	Site 9	Polyrife	2,816.1	3
Total			10,347.8	

**Table 2: Operation of the Affected Operator (Batch 1)**

Affected Operator	In KTN since	Total Site Area (sq. m.)	Business	Opening Hour	No. of Staff	No. of Visitor	Type of Vehicle (Average no. of trip per day)
Million Loy	1987	4,798.3	Construction and packaging wood	8:00 – 18:00 (MON – SAT)	20	4	Container Vehicle (2.2) HGV (5.2), MGV (5)
Fai Kee	1983	855.2	Decoration & furniture wood	8:00 – 18:00 (MON – SAT)	8	2	HGV (2.2) MGV (5)
Truefaith	1983	915.0	Rattan furniture	8:00 – 18:00 (MON – SAT)	5	2	HGV (1.6) MGV (4)



Tak Kee	1983	516.7	Car Body & garden wood	8:00 – 18:00 (MON – SAT)	3	2	HGV (1) MGV (1.5)
Wong Chu Kee	1983	446.4	Construction timber	8:00 – 18:00 (MON – SAT)	4	2	HGV (1.8)
Polyrife	2003	2,816.1	Construction timber	8:00 – 18:00 (MON – SAT)	12	3	Container Vehicle (1.8) HGV (3), MGV (5)
Total							Container Vehicle (4) HGV(14.8), MGV(20.5)

Remarks: Heavy Goods Vehicle (HGV)  
Medium Goods Vehicle (MGV)

## 2 **Background of the Affected Operators (Batch 2) and their Site for this Application**

2.1 In addition, HKTMA is representing two more operators in Kwu Tung North, who are also key businesses in their field. One operator specialises in providing wooden construction materials, and the other operator specialises in utilising timber and associated materials to set up exhibitions in Hong Kong. The second batch of 2 affected operators is:

### 7. **Serawak (K.T.) Company Ltd. (Serawak) (砂勞越(建大)有限公司)**

Serawak has been a provider of wooden construction materials in Hong Kong for over 40 years, with over 18 years of warehouse operation in their current site within the North district. All of the wooden materials that their warehouse handles are imported, and they act as one of the largest distributor of wooden materials in Hong Kong. To provide a stable, timely and reliable supply of wooden materials for local construction parties, they ensure their warehouses maintain large reserves of wood to meet local demand.

However, the current site for Serawak would have to be resumed and reverted to the Government by first quarter of 2024. The recent eviction notice from the Government will incur significant detrimental impacts to the company, as well as a significant number of infrastructure projects relying on their availability of wooden materials. Hence, it is extremely important for them to make their relocation and continuation of their business a seamless transition. HKTMA hopes that the Government can be thoughtful in providing the appropriate support and assistance.

### 8. **Ronca Exhibition Ltd. (Ronca) (朗嘉展覽有限公司)**

Ronca is one of the largest consultancy companies in Hong Kong engaging in large and small-scale exhibitions, shopping mall decorations and setting up of contractual event exhibitions. Whilst business was tough during the COVID-19 pandemic, both Hong Kong and the exhibition business has recovered and there is significant demand for their services. However, the current site for Ronca would have to be resumed and reverted to the Government by first quarter of 2024. Ronca has recently been ordered by Lands Department to vacate the current operating site. If Ronca is unable to secure seamless transitional arrangements, this will incur significant detrimental impacts to their business and operations. Due to the severity

and urgency of the situation, HKTMA hopes to seek support and assistance from the Government in protecting their related industry. As well as providing first class services, their vision lies within future developments as a contribution of the Hong Kong exhibition industry.

2.2 Currently, there are a total of 2 affected sites for the above 2 affected operators. They fall within the planning scheme area of the Draft Kwu Tung North Outline Zoning Plan (OZP) No. S/KTN/3. As indicated in **Plan 2** and **Table 3** respectively, these 2 affected sites are distributed in different areas within Kwu Tung North. Currently, Serawak is located at an area zoned “Residential (Group B)” and Ronca is located at an area zoned “Other Specified Use (Business and Technology Park)” on the Draft Kwu Tung North OZP. Same as the previous practice, HKTMA gathered the business and operational background of each affected operators as detailed in **Table 4** to identify suitable site in the North District that can fulfill their operational needs.

2.3 As previous mentioned, the minor resawn services under the affected operators have been migrated to Mainland China and done before transporting the timber and other related materials to the new relocation site for storage and delivery to customers. Therefore, they will no longer provide workshop/ resawn services and only be used for storage of timber and related products at the application site.

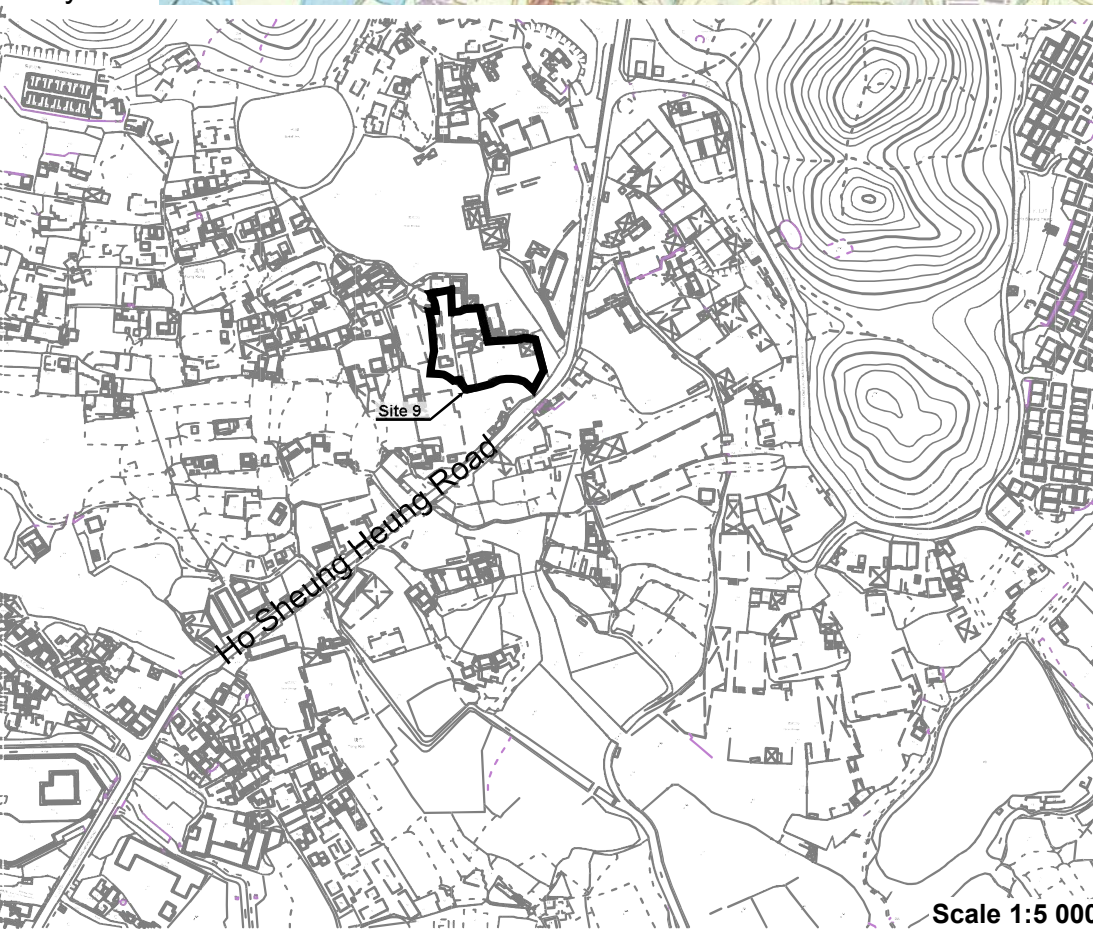
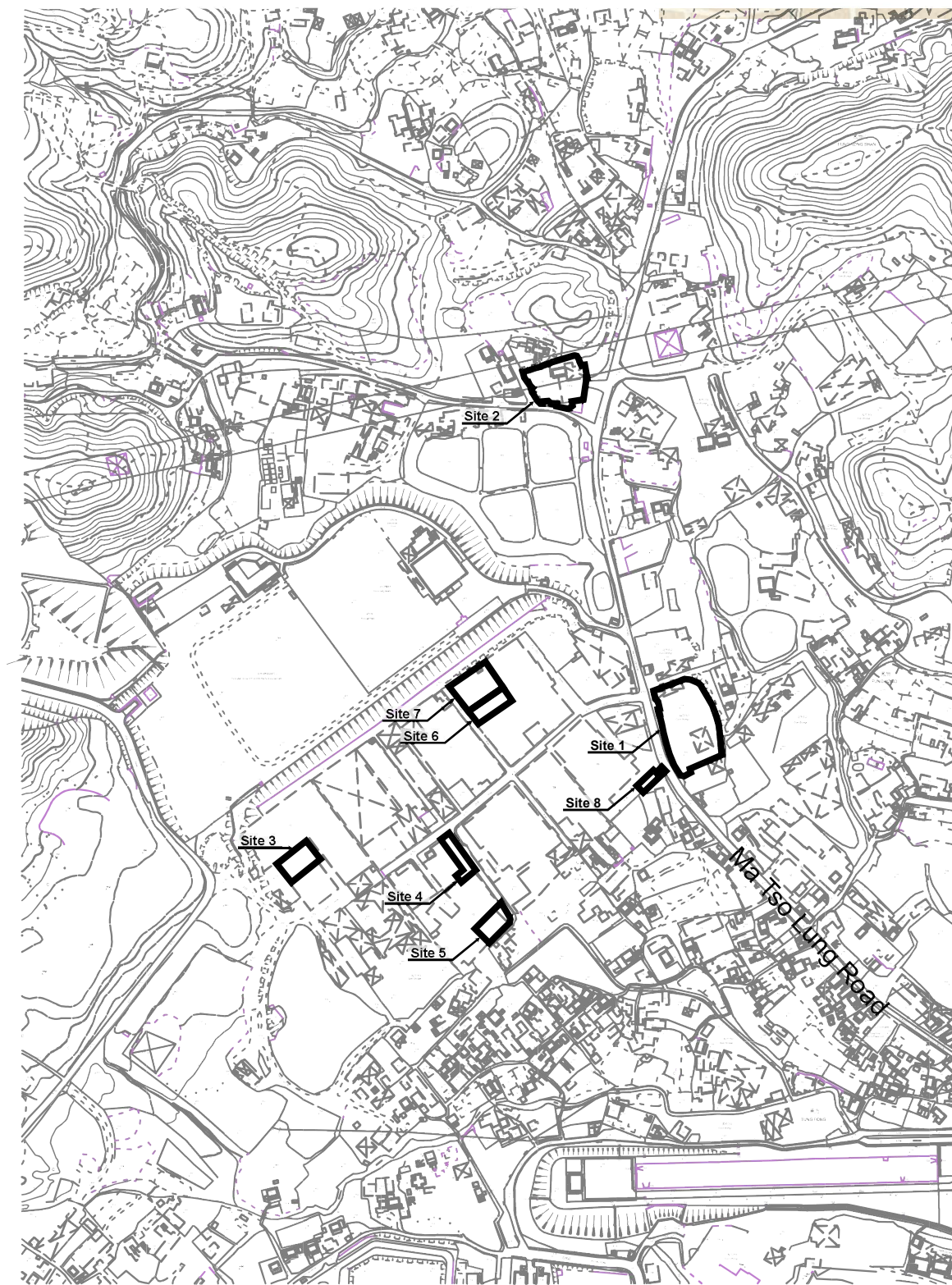
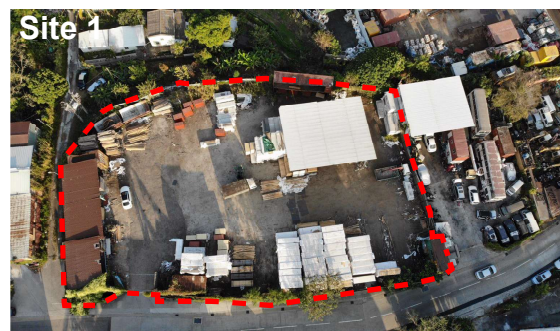
**Table 3: Location and Size of the Affected Operators (Batch 2)**

Location of the Affected Sites	Hereafter refer as	Name of the Operator	Site Area (sq. m.)	Affected Phase
DD95 Lots. 190 S.A, 212 S.A, 212 RP, 213 and 1914 and adjoining government land	Site 10	Serawak	2,875.5	2
DD92 Lot Nos. 909 S.A, 910 (Part), 912 RP (Part), 913, 914 RP, 915 RP and 915 S.A s.s.1 and adjoining government land	Site 11	Ronca	3,394	3
Total			6,269.5	

**Table 4: Operation of the Affected Operator (Batch 2)**

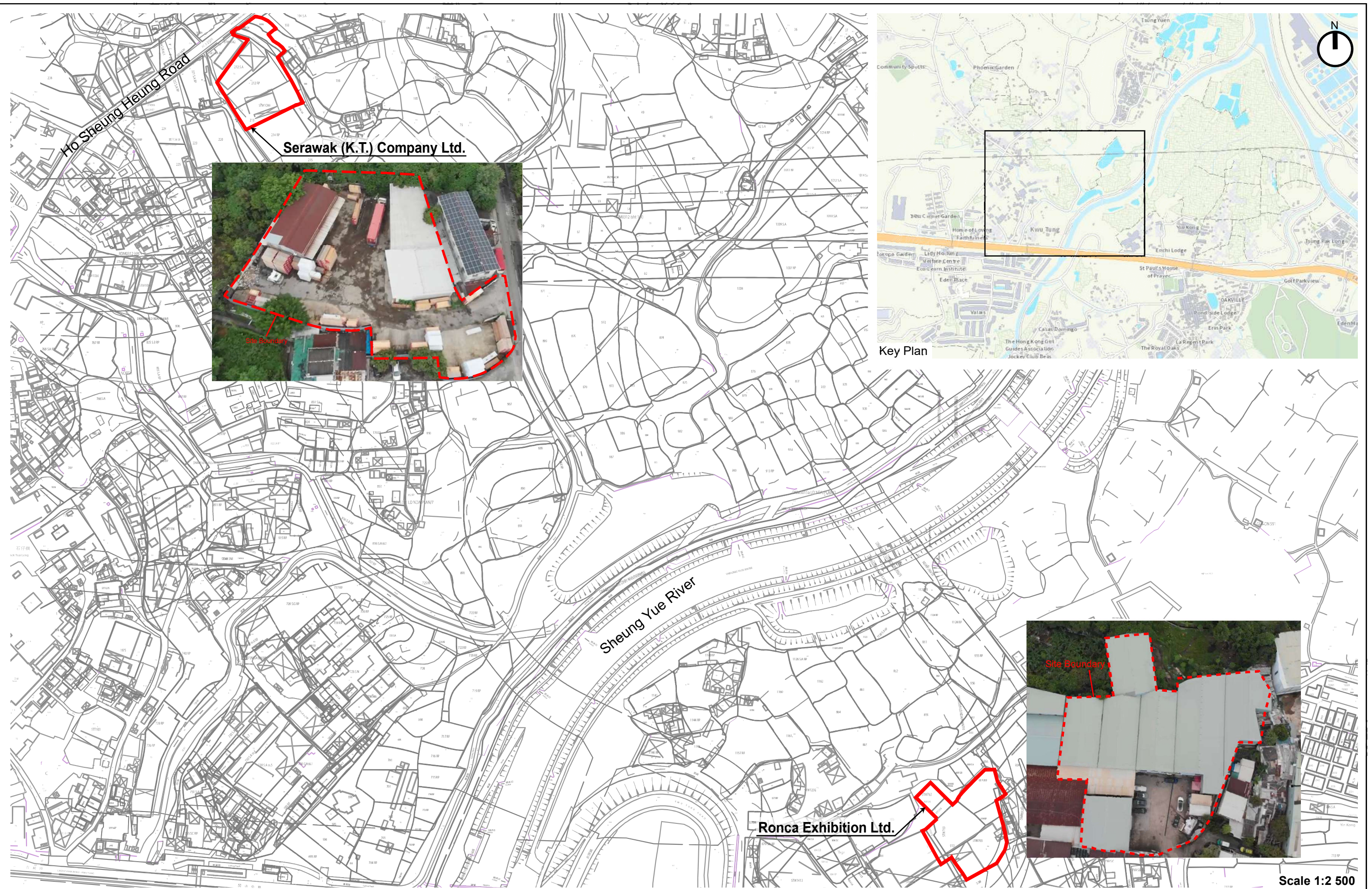
Affected Operator	In KTN since	Total Site Area (sq. m.)	Business	Opening Hour	No. of Staff	No. of Visitor	Type of Vehicle (Average no. of trip per day)
Serawak	2005	2,875.5	Storage & provision of construction materials	8:00 – 18:00 (MON – SAT)	10	2	Container Vehicle (2) HGV (2)
Ronca	2007	3,394	Storage & provision of decorations & setting up of contractual event exhibitions	8:00 – 18:00 (MON – SAT)	28	4	Container Vehicle (2) HGV (4), MGW (2)
Total							Container Vehicle (4) HGV(6), MGW(3)





Plan 1 : Site Plan for the Existing Location of the Affected Operator (Batch 1)





Plan 2 : Site Plan for Existing Location of the Affected Operator (Batch 2)





Hong Kong & Kowloon Timber Merchants Association

Proposed Temporary Rural Workshop  
(Timber Yard and Sawmill) in Various Lots in  
D.D. 86, D.D. 90 and Adjoining Government  
Land, Lin Ma Hang Road, San Uk Ling, Ma  
Kam To

Drainage Impact Assessment

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Project Profile Report

March 2024

Drainage Impact Assessment Report prepared by:

A handwritten signature in blue ink, appearing to read 'Colin C Moreby', written over a light blue grid background.

---

Ir Colin C MOREBY BEng, CEng, MICE, MHKIE, RPE(Civil)



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## **APPENDICES**

### **Appendix A**

Master Layout Plan

### **Appendix B**

**As-constructed Drainage**

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Site Photographs

### **Appendix D**

Runoff Calculations

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### **Appendix F**

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### **Appendix G**

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### **Appendix I**

Drainage Schedule

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Figures

Figure 1 - Site Location Plan

Figure 2 - Existing Local Drainage Arrangements

Figure 3 - Overall Catchment Area (Eastern Site)

Figure 4 - Upstream Catchment Area (Western Site)

Figure 5 - Overflow Weir Arrangements

Figure 6 - Site Catchments & Drainage Plan (Western Site)

# 1 Introduction

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## 1.1 Background

- 1.1.1 This Drainage Impact Assessment (DIA) has been prepared to discharge Town Planning Approval Condition (c) for the Site, in accordance with Town Planning Board (TPB) letter ref. TPB/A/NE-MKT/17 dated 14 May 2021.
- 1.1.2 The Site is to be developed to provide simple workshop facilities for a period of 3 years.
- 1.1.3 This Report assesses the drainage impacts in the vicinity of the Site as a result of the proposed development, with discussion of proposed mitigation measures.
- 1.1.4 This Project Profile Report has been prepared in accordance with the requirements of the DIA process for private sector projects set out under Drainage Services Department's (DSD's) Technical Advice Note No. 1 (Appendix I).
- 1.1.5 A DIA for the Project was previously accepted without comment in May 2022 and the eastern portion of the overall Site has been substantially completed in accordance with that DIA. However, due to changes to the Project Programme and the Site Boundary in the western portion of the Site, the DIA has been updated. **It is noted that the essential principles of this updated DIA are the same as the previously accepted DIA.**

## 1.2 Information Available for the Study

- 1.2.1 Reference has been made to Drainage Services Departments DSD's Stormwater Drainage Manual (SDM), 5<sup>th</sup> Edition, and public drainage information presented on Land's Department's GeoInfo Map website.
- 1.2.2 A local topographic survey has also been carried out for the Project, although the survey coverage is not extensive beyond the Site Boundaries.

## 2 Project Outline

---

### 2.1 Project Title

- 2.1.1 The project title is “Proposed Rural Workshop (Timber Yard and Sawmill) for a period of 3 years in “Agriculture” Zone, Lot 129 (Part) in D.D. 86, Lots 607, 608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To”. The location of the Site is shown on **Figure 1**.

### 2.2 Proponent

- 2.2.1 The proponent of the project is Hong Kong and Kowloon Timber Merchants Association.

### 2.3 Contact Person

- 2.3.1 For issues relating to this DIA Study, please contact Ir Colin Moreby of AIM Group Limited at 2572 6533.

### 2.4 Nature and Description of the Project

- 2.4.1 The proposed development consists of various covered workshop buildings, with access roads and parking/turning areas. There will also be some buffer planting areas. The Master Layout Plan for the proposed development is included in **Appendix A**. The TPB Approval is for a period of 3 years, so all facilities will be generally temporary in nature. As noted above, drainage works at the Site have been substantially completed in accordance with the previous DIA (see As-constructed details in **Appendix B**). It should be noted that some of the As-constructed details in Site C are likely to be modified as part of later expansion works.
- 2.4.2 The overall Application Site is split into two portions, with (adjoining) Sites A and B located to the south of Lin Ma Hang Road and Sites C, D and E to the north of the road. Sites A and B cover a combined area of approximately 9,088m<sup>2</sup>, while Sites C, D and E cover an area of approximately 11,493m<sup>2</sup>.



## **2.5 Planning Application and Lease Modification**

2.5.1 This DIA – Project Profile has been prepared to discharge Planning Condition (c) of the TPB Approval Letter.

2.5.2 No Lease Modification is required for the proposed Project.

## **2.6 Location and Zoning**

2.6.1 The Application Site is located to the south and north of Lin Ma Hang Road, a short distance to the northeast of San Uk Ling.

2.6.2 The Site is zoned as “Agriculture”.

# **3 Planning and Implementation Programme**

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## **3.1 Planning and Implementation**

3.1.1 The proposed redevelopment will be planned and implemented under the supervision of appropriately qualified and experienced professionals. The construction of any works for the proposed redevelopment will be carried out by a suitable Contractor.

## **3.2 Project Timetable**

3.2.1 The Redevelopment is expected to be complete by mid-2024.

## **3.3 Interface with Other Projects**

3.3.1 There is no foreseeable direct interaction with other development projects in the area, which should be considered at this time.

# **4 Existing Drainage**

---

## **4.1 Existing Drainage Routes and Conditions**

4.1.1 The two main Site areas are both partially filled and paved, with the land falling generally from northeast to southwest across the Sites. The existing land in Site E generally falls from northwest to southeast. There were no existing formal drainage systems at the Sites, apart from small

simple unlined open channels, with runoff mostly passing overland to adjacent areas and nearby Streamcourses to the south and east of the Sites. There is another existing open channel to the north of Sites A & B, which cuts off runoff from areas to the north of the Sites. This channel passes under Lin Ma Hang Road and continues towards the north along the eastern boundary of Site E. The existing local drainage regimes are indicated on **Figure 2**.

- 4.1.2 As mentioned above, Site drainage facilities in Sites A and B have been constructed in accordance with the previous (2022) DIA.
- 4.1.3 To the south of Sites A & B there is an existing natural open channel (streamcourse) running generally from southeast to northwest before discharging to the Shenzhen River close to the Man Kam To Border Crossing. In the vicinity of the Site, the streamcourse is mostly unlined, but fairly straight and with the sides formed by the access road to Muk Wu Village and the supporting wall at the Site Boundary (i.e. the walls are concrete, but the base is soil/silt). It serves an upstream catchment, as shown on **Figure 3**.
- 4.1.4 The existing Site contains some buildings and some areas of paving and hardstanding (compacted broken asphalt). There are also some flat areas of vegetation. Photographs of the existing Site are included in **Appendix C** (N.B. it should be noted that some parts of the existing Site are currently overgrown and access is limited).
- 4.1.5 There are no flooding blackspots in the vicinity of the Site and informal discussions with local residents and landowners suggest that there is no history of flooding in the area.
- 4.1.6 There are no known Ecologically Important Streams/Rivers in the area.

## 5 Drainage Impact Assessment

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### 5.1 Drainage Impact Assessment

#### **General**

- 5.1.1 The proposed development at the Site will involve paving of the ground surface and the construction of temporary workshop structures, with most of the Site being roofed over. As such, there will be an increase in paving, with a resultant increase in runoff. These increases have been quantified, with mitigation measures proposed to offset the increases, as discussed below.
- 5.1.2 The Site Areas will be provided with peripheral channels throughout, to collect any runoff from outside the Site (e.g. from Lot No. 630RP) and to prevent runoff from the Site towards adjacent areas. As such, the adjacent areas will not be adversely affected by the proposed development.

#### **Assessment Criteria**

- 5.1.3 As the catchment areas are all fairly small, the Rational Method (as set out in Section 7.5.2 of the SDM) has been used for the calculation of runoff.
- 5.1.4 The existing Site contains some buildings and temporary structures, as well as some fully paved (concrete) areas and a runoff coefficient,  $C$ , of 0.95 has been adopted for these areas. There are also areas of (compacted broken asphalt) hardstanding for which a runoff coefficient of 0.75 has been adopted. A runoff coefficient of 0.20 has been adopted for the remaining vegetated/farmland areas.
- 5.1.5 The proposed development will introduce additional paving and covered workshop structures ( $C = 1.00$  has been adopted for these). There will also be some flat buffer landscaping ( $C = 0.20$ ).
- 5.1.6 The overall upstream catchments mostly comprise steep vegetated hillsides with a runoff coefficient of 0.35 assumed. The amount of paving is hard to determine accurately, so an area equivalent to 2.5% of the overall catchment area has been assumed ( $C = 0.90$ ), except where actual measurement (from maps) is feasible.
- 5.1.7 The 1 in 10-year scenario has been considered, as runoff from the Site will only affect minor local village areas and nearby (largely unused)

farmland. Furthermore, the approved usage at the Site is only for a period of 3 years, so a higher return period is not considered justified.

- 5.1.8 Allowances for increased rainfall intensity up to mid-21<sup>st</sup> Century and beyond have not been considered, as the TPB Approval is only for a period of 3 years.
- 5.1.9 The proposed mitigation measures involve the provision of temporary storage and it is therefore necessary to consider runoff hydrographs. Runoff hydrographs have been developed for each Site Area based on the 1 in 10-year design rainfall profile for North District set out in Table 5d of the SDM, with assessments of 10-minute, 30-minute and 1-hour storm durations. A 90-minute storm has also been considered for the Western Site (Sites C, D and E) for reference.

## 5.2 Drainage Impact

- 5.2.1 The existing and future runoff flows from the overall Sites and overall catchments are presented in **Appendix D**. As the two main portions of the overall Application Site are physically independent, the drainage impacts will be discussed separately.

### **Eastern Portion (Sites A and B)**

- 5.2.2 The discharge from Sites A & B will increase from approximately 0.199m<sup>3</sup>/s to 0.429m<sup>3</sup>/s as a result of the proposed development. However, in terms of the overall catchment served by the main streamcourse, the overall runoff from the Site will increase from 0.290m<sup>3</sup>/s to 0.326m<sup>3</sup>/s (partly as a result of diversion of the runoff from Sites C and D, as discussed below), an increase of only 0.5% of the overall catchment runoff. Such an increase is well within the accuracy of runoff calculations and is therefore insignificant.
- 5.2.3 Although the overall increased runoff will not significantly change the flow from the overall catchment, there will be more significant increases at the local level. Given the absence of flooding records in the area, it can be reasonably assumed that the existing peak flows can be accommodated within the existing drainage system(s) and it is therefore proposed to provide storage for flows in excess of the existing peak runoff. The storage volumes required are presented in **Appendix E**, including runoff hydrographs for each of the storm durations for each portion of the Site. The required storage volumes for the 30-minute and 1-hour storm durations are the same and have been adopted as the minimum storage volumes to be provided, i.e. 147.3m<sup>3</sup> for Sites A & B. However, as the storage volumes will be provided by multiple standard-sized

prefabricated tanks, the actual volumes to be provided will be greater than the minimum volumes required. For Sites A & B, the actual volume will be  $3 \times 55\text{m}^3 = 165\text{m}^3$ .

- 5.2.4 The south-eastern corner of the Site is close to the existing streamcourse and, to avoid any future conflict, all main building structures in this area will be set back a minimum of 3m from the bank of the stream.
- 5.2.5 The construction works in the eastern portion of the Site, including the Site drainage facilities, have been substantially completed.

#### **Western Portion (Sites C, D and E)**

- 5.2.6 Following discussions with Highways Department, the option of discharging from the Site to the road drainage in Lin Ma Hang Road and hence to the main streamcourse to the south of the Site is considered not feasible. It will therefore be necessary to discharge all runoff from the western portion of the Site (Sites C, D and E) to the existing streamcourse to the east of the Site, running partially below the recently constructed access road to Muk Wu Village. The upstream catchment area for this stream is shown on **Figure 4**.
- 5.2.7 As a result of the diversion of flows from Sites C and D towards the east and increased paving at the Site, the theoretical discharge from the Site towards the east would increase from  $0.074\text{m}^3/\text{s}$  to  $0.591\text{m}^3/\text{s}$ . As for the eastern portion of the Site, it is proposed to provide storage facilities (buried tanks) to temporarily store excess runoff from the Site, to reduce the peak discharge. The existing eastern streamcourse comprises a significant channel (approximately  $1\text{m} \times 1\text{m}$ ) and capacity calculations (see **Appendix F**) indicate that it could accommodate some increased runoff from the Site. However, due to limited physical survey data and to keep the assessment conservative, it is proposed to limit the future runoff from the Site to a nominal  $0.25\text{m}^3/\text{s}$ . This figure has been used for the hydrographs for the Western Site in **Appendix E**, and the resultant temporary storage volume of just under  $250\text{m}^3$ . It is noted that the required storage volumes for the 60-minute and 90-minute rainfall events are the same, so this has been adopted for this DIA and no further assessment of longer-duration rainfall is required. The storage will be provided as  $4 \times 75\text{m}^3$  standard tanks.
- 5.2.8 At the Site boundary, the stream comprises a substantial well-defined channel, with the western side formed by concrete blocks supporting the Site boundary and the eastern side formed by the structure of the access road (see Appendix C). The crossing beneath Lin Ma Hang Road appears to be quite restricted (see Appendix C) and this supports the concept that the channel can accept additional flows from the Site.



## **General Issues**

- 5.2.9 It is proposed to provide the storage in the form of buried plastic tanks (as indicated in **Appendix G** – actual dimensions to be confirmed), with small pumps also provided to gradually empty the tanks over an extended period (say, an hour or two). Inflow to the tanks would be controlled by simple overflow weirs (as illustrated in **Figure 5** and with calculations included in **Appendix H**).
- 5.2.10 Peripheral channels and on-Site underground pipe drainage systems to suit the MLP will be provided to collect all runoff from the Site and all runoff entering the Site from other adjacent catchments. It is proposed that prefabricated units (as shown in **Appendix F**) will be used to simplify construction and maintain standards. The Site Catchment Areas & Drainage Plan for the western Site is included as **Figure 6**. A Drainage Schedule showing the required and proposed gradients of the peripheral channels and internal pipes is included in **Appendix I**.
- 5.2.11 Sites A & B will discharge directly (via a sand trap) into the main Streamcourse to the south of the Site (as under the existing scenario).
- 5.2.12 Silt/sand traps and Terminal Manholes (if appropriate) will be provided at all discharge points.
- 5.2.13 The Project Proponent will be responsible for the construction and maintenance of all drainage facilities for the Project.

## 6 Conclusions

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- 6.1.1 There will be increases in the volume of runoff from the Site as a result of the Proposed Redevelopment.
- 6.1.2 Runoff from Sites A and B will discharge to an existing streamcourse to the south of the Site. Runoff from Sites C, D and E will discharge to an existing channel to the east of the Site.
- 6.1.3 Peripheral channels, etc. will be provided to collect any flow entering the Site from external areas and to prevent discharge from the Site to adjacent areas. Underground pipes will be provided to collect internal runoff from most Site areas.
- 6.1.4 Temporary storage of runoff will be provided for flows in excess of the acceptable peak flows. The actual storage to be provided will be greater than the minimum volumes calculated.
- 6.1.5 Construction and maintenance of all new drainage facilities will be undertaken by the Project Proponent.
- 6.1.6 There will be no unacceptable increases to the risks of flooding at the Site or in surrounding areas and no unacceptable adverse drainage impacts.

# Appendix A

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Master Layout Plan



# Appendix B

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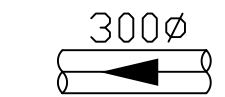
As-constructed Drainage





- Notes :
1. Co-ordinates are relative to Hong Kong Metric Grid (1980)
  2. All Levels are in Metres relative to Principal Datum (P.D.)
  3. Elevation of kerb are referred to bottom of kerb
  4. Dimensions are in Metres unless otherwise shown

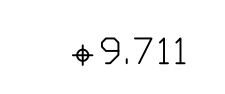
Legends:



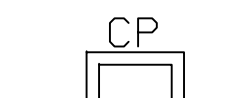
As-built Drain Pipe



As-built U-Channel



As-built Invert Level



As-built Catchpit



As-built Ground Level

DRAWING TITLE :

As-Built Survey Record Drainage System  
At Lin Ma Hang Road  
DD90 Temporary Rural Workshop

Sheet 1 of 2

Scale @A0 1:200

Date of Survey: June 2023





Notes :

1. Co-ordinates are relative to Hong Kong Metric Grid (1980)
2. All Levels are in Metres relative to Principal Datum (P.D.)
3. Elevation of kerb are referred to bottom of kerb
4. Dimensions are in Metres unless otherwise shown

Legends:

	As-built Drain Pipe
	As-built U-Channel
	As-built Invert Level
	As-built Catchpit
	As-built Ground Level

DRAWING TITLE :

As-Built Survey Record Drainage System  
At Lin Ma Hang Road  
DD90 Temporary Rural Workshop

Sheet 2 of 2

Scale

@A0 1:200

Date of Survey:

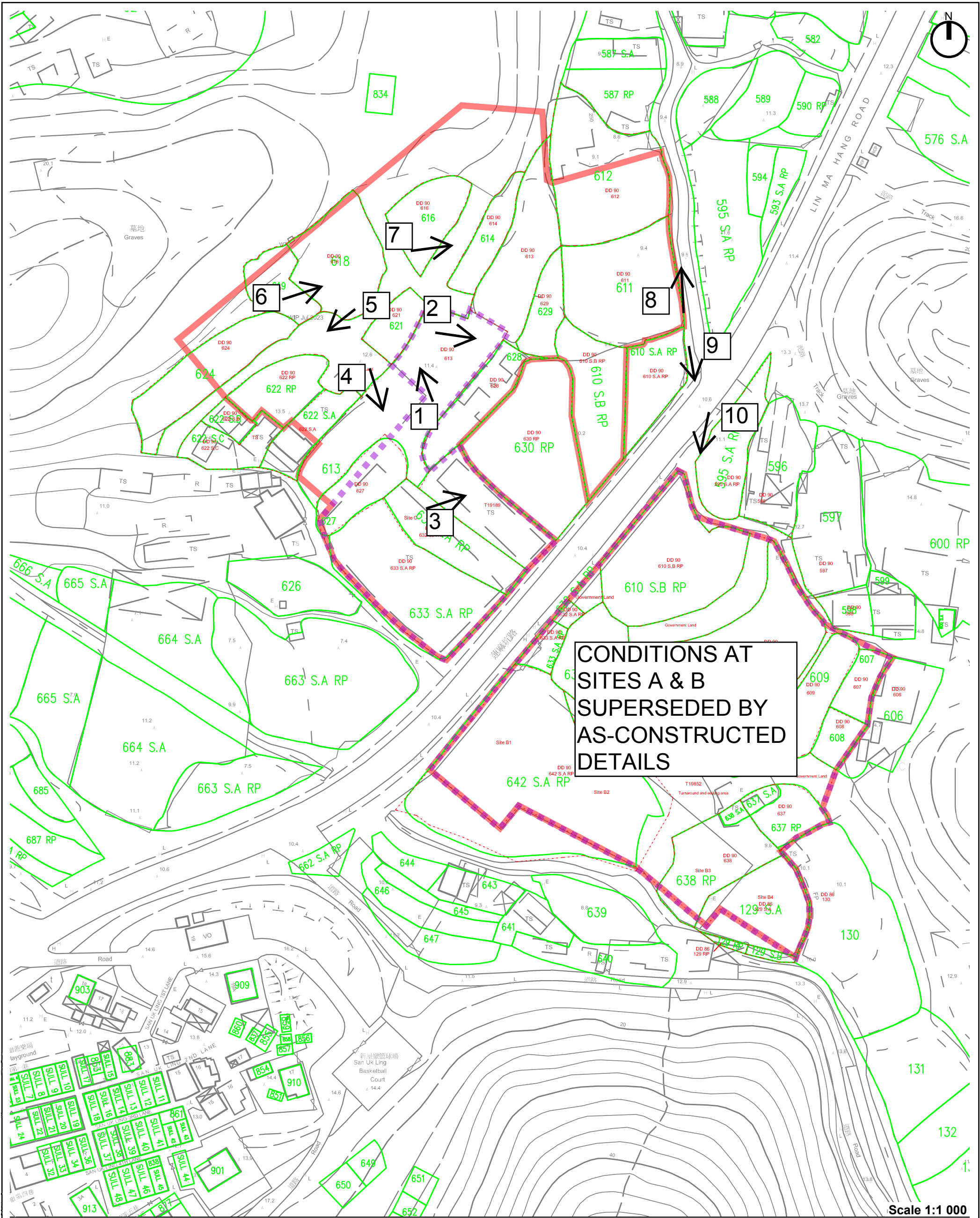
June 2023



# Appendix C

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Site Photographs



Application Site Boundary

Planning Approval Boundary

Lot Boundary Based on Lot Index Plan

Lot Boundary Based on Surveying

←

1

Plate Number and Direction (Indicative only)



**C192 – Proposed Rural Workshop (Timber Yard and Sawmill) for a period of 3 years in Various Lots in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Appendix C –Site Photographs (Dated June 2021, March 2022 and December 2023)**

See Plan for Locations. Original Site conditions for Sites A and B have been superseded by the As-constructed details (workshops and drainage facilities) and relevant (original) photographs have therefore been omitted from this DIA.



**Plate 1 – Small External Catchment (North of Site C)**



**Plate 2 – Original ground sloping away from Site C**





**Plate 3 – Existing/original ground sloping away from Site C**



**Plate 4 – Existing Site C (December 2023)**





**Plate 5 – Site D**



**Plate 6 – Sites D and E**





**Plate 7 – Site E**



SITE  
BOUNDARY

ACCESS ROAD TO  
MUK WU VILLAGE

**Plate 8 – Existing Eastern Streamcourse**





**Plate 9 – Drainage Crossing Beneath Lin Ma Hang Road (view from the North)**



**Plate 10 – Catchpit at Southern Side of Lin Ma Hang Road**

# Appendix D

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Runoff Calculations



**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Overall Catchment Areas and Run-off towards Western (Main) Streamcourse (1 in 10 Year)**

Refer:  
DSD Stormwater Drainage Manual

Notes:  
The existing Site comprises some small buildings, temporary structures & hard paving (concrete); C = 0.95, some hardstanding (broken asphalt); C = 0.7, and some areas of flat vegetation, C = 0.2  
The existing areas of paving, etc. are estimated from survey plans, Google Earth and other Site records  
The future Site will comprise buildings, flat paving and access roads, etc.; C = 1.0. Also, some landscape buffer zones, C = 0.25  
The overall catchment mostly comprises steep naturally vegetated hillsides; C = 0.35  
The Site is at Lin Ma Hang Road - North District  
The catchments are fairly small, so Rational Method is appropriate.  
Runoff from Sites C & D are to be diverted towards the East after the proposed development

Intensity =  $a/(t_c + b)^c$

a, b and c from the DSD Stormwater Manual (Table 3d - North Dist

	a	b	c
1 in 10 year	1157.7	19.04	0.597

Catchment	Area	Levels (mPD)		Fall	Overland, L	Channel, L	Fall, H	Overland t <sub>c</sub>	Velocity (Channel)	Flow Time (Channel)	Total t <sub>c</sub> <sup>*</sup>	Intensity	Runoff Coefficient	Run-off
	(m <sup>2</sup> )	Upstream	Downstream	(m)	(m)	(m)	(m/100m)	(min)	(m/s)	(min)	(min)	(mm/h)		(m <sup>3</sup> /s)
<b><u>Existing (Original) Situation for Streamcourse to the West</u></b>														
<b>The Site</b>														
Sites A & B	9,020	11.4	9.18	2.19	96	-	2.3	4.7	-	-	4.7	175		
Structures/Temporary Structures & Hard Paving (Paved)	902												0.95	0.042
Hardstanding (Paved)	2,951												0.75	0.107
Vegetated Areas (Unpaved)	5,168												0.20	0.050
<b>Total</b>														<b>0.199</b>
Western Site (Sites C and D - Catchments 1 & 3)	8,209	26	10.35	15.65	162	-	9.7	6.0	-	-	6.0	169		
Temporary Structures & Hard Paving (Paved)	1,100												0.95	0.049
Hardstanding (Paved)	1,714												0.75	0.060
Vegetated Areas (Unpaved)	5,395												0.20	0.051
<b>Total</b>														<b>0.160</b>
<b>Overall Catchment</b>														
Overall Catchment Area	385,662	80	25	55	238	652	23.1	5.1	1	10.9	15.9	139		
Paving @ 2.5% of the Area (Paved)	96,416												0.90	3.345
Vegetated Areas (Unpaved)	289,247												0.35	3.902
<b>Total</b>														<b>7.247</b>
Sites A, B & C contribution to Overall Catchment Runoff														
Total Area	17,229											139		
Structures/Temporary Structures & Hard Paving (Paved)	2,002												0.95	0.073
Hardstanding (Paved)	4,665												0.75	0.135
Vegetated Areas (Unpaved)	10,563												0.20	0.081
<b>Total</b>														<b>0.290</b>
<b><u>Future Situation</u></b>														
<b>The Site</b>														
Sites A & B	9,020										5.0	173		
Buildings and Paving (Paved)	8,868												1.00	0.428
Buffer Zone (Unpaved)	152												0.20	0.001
<b>Total</b>														<b>0.429</b>
<b>Overall Catchment</b>														
Sites A & B contribution to Overall Catchment Runoff														
Total Area	9,020											139		
Buildings and Paving (Paved)	8,868												0.95	0.325
Vegetated Areas (Unpaved)	152												0.20	0.001
<b>Total</b>														<b>0.326</b>

\*Assumed t<sub>c</sub> for Future Situation

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Overall Catchment Areas and Run-off (1 in 10 Year)**

Refer:

DSD Stormwater Drainage Manual

Notes:

The existing (original) Site comprises mostly areas of flat vegetation, with some mild slopes, C = 0.2

The existing areas of paving, etc. are estimated from survey plans and other Site records

The future Site will comprise buildings, flat paving and access roads, etc.; C = 1.0. Also, some landscape buffer zones, C = 0.25

The overall upstream catchment mostly comprises steep naturally vegetated hillsides; C = 0.35

The Site is at Lin Ma Hang Road - North District

The catchments are fairly small, so Rational Method is appropriate.

Runoff from Sites C & D are to be diverted towards the East after the proposed development

Intensity =  $a/(t_c + b)^c$

a, b and c from the DSD Stormwater Manual (Table 3d - North Dist

	a	b	c
1 in 10 year	1157.7	19.04	0.597

Catchment	Area	Levels (mPD)		Fall	Overland, L	Channel, L	Fall, H	Overland t <sub>c</sub>	Velocity (Channel)	Flow Time (Channel)	Total t <sub>c</sub>	Intensity	Runoff Coefficient	Run-off
	(m <sup>2</sup> )	Upstream	Downstream	(m)	(m)	(m)	(m/100m)	(min)	(m/s)	(min)	(min)	(mm/h)		(m <sup>3</sup> /s)
<b>Existing (Original) Situation for Streamcourse to the East</b>														
<b>Overall Catchment</b>														
<b>Upstream Catchment</b>	17,015	75.0	10	65.0	254	-	25.6	7.3	-	-	7.3	164		
Structures/Temporary Structures & Hard Paving (Paved)	3,748												0.95	0.16
Vegetated Hills (Unpaved)	13,267												0.35	0.21
<b>Total</b>														<b>0.37</b>
<b>Site E (Catchments 2 and 4, plus 630RP)</b>	7,023	22	11.4	10.6	160	-	6.6	6.5	-	-	6.5	167		
Temporary Structures & Hard Paving (Paved)	0												0.95	0.00
Hardstanding (Paved)	351												0.75	0.01
Vegetated Areas (Unpaved)	6,672												0.20	0.06
<b>Total</b>														<b>0.07</b>
<b>Total to Eastern Stream</b>														
Overall Discharge to Eastern Stream from Upstream Catchment and the Site														
Total Area	24,038											164		
Structures/Temporary Structures & Hard Paving (Paved)	3,748												0.95	0.16
Vegetated Areas (Unpaved)	6,672												0.20	0.06
Vegetated Hills (Unpaved)	13,267												0.35	0.21
<b>Total</b>														<b>0.43</b>
<b>Future Situation</b>														
<b>Overall Catchment</b>														
<b>Upstream Catchment</b>	17,015	75.0	10	65	254	-	25.6	7.3	-	-	7.3	164		
Structures/Temporary Structures & Hard Paving (Paved)	3,748												0.95	0.16
Vegetated Areas (Unpaved)	13,267												0.35	0.21
<b>Total</b>														<b>0.37</b>
<b>The Site (Sites C, D &amp; E plus local external catchments)</b>	15,232										6.0	169		
Buildings and Paving (Paved)	11,389												1.00	0.53
Buffer Zone (Unpaved)	104												0.20	0.00
Upstream Catchments (3 & 4)	2,649												0.35	0.04
Lot 630RP	1,090												0.20	0.01
<b>Total</b>														<b>0.59</b>
<b>Total to Eastern Stream</b>														
Overall Discharge to Eastern Stream from Upstream Catchment and the Site														
Total Area	32,247											164		
Site Structures & Hard Paving (Paved)	11,389												1.00	0.52
Upstream Temporary Structures (Paved)	3,748												0.95	0.16
Vegetated Hills (Unpaved)	15,916												0.35	0.25
<b>Total</b>														<b>0.93</b>

\*Assumed t<sub>c</sub> for Future Situation

# Appendix E

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Hydrograph and Storage Calculations

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**

**Hydrographs and Storage - Sites A & B**

**10-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 5$  minutes, so 20% of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	9,020		0.987
Paved	8,868	1.00	
Unpaved	152	0.20	

**Case 1 - 10-minute duration, 1 in 10-year**

Time	Rainfall Intensity	Area A, m <sup>2</sup> = C =	Area 1 1804 0.987 Runoff	Area 2 1804 0.987 Runoff	Area 3 1804 0.987 Runoff	Area 4 1804 0.987 Runoff	Area 5 1804 0.987 Runoff	Overall Runoff Hydrograph	Original Peak Discharge	Excess Discharge	Excess Volume in Time Period
(min)	(mm/hr)		(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> )
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
0.5	123		0.061	0.000	0.000	0.000	0.000	0.061	0.200	0.000	0.0
1	133		0.066	0.000	0.000	0.000	0.000	0.066	0.200	0.000	0.0
1.5	133		0.066	0.061	0.000	0.000	0.000	0.127	0.200	0.000	0.0
2	145		0.072	0.066	0.000	0.000	0.000	0.138	0.200	0.000	0.0
2.5	145		0.072	0.066	0.061	0.000	0.000	0.198	0.200	0.000	0.0
3	160		0.079	0.072	0.066	0.000	0.000	0.217	0.200	0.017	0.5
3.5	160		0.079	0.072	0.066	0.061	0.000	0.278	0.200	0.078	2.3
4	177		0.088	0.079	0.072	0.066	0.000	0.304	0.200	0.104	3.1
4.5	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
5.5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
6	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
6.5	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
7	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
7.5	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
8	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
8.5	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
9	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
9.5	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
10	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
10.5	0		0.000	0.066	0.072	0.079	0.088	0.304	0.200	0.104	3.1
11	0		0.000	0.061	0.066	0.072	0.079	0.278	0.200	0.078	2.3
11.5	0		0.000	0.000	0.066	0.072	0.079	0.217	0.200	0.017	0.5
12	0		0.000	0.000	0.061	0.066	0.072	0.198	0.200	0.000	0.0
12.5	0		0.000	0.000	0.000	0.066	0.072	0.138	0.200	0.000	0.0
13	0		0.000	0.000	0.000	0.061	0.066	0.127	0.200	0.000	0.0
13.5	0		0.000	0.000	0.000	0.000	0.066	0.066	0.200	0.000	0.0
14	0		0.000	0.000	0.000	0.000	0.061	0.061	0.200	0.000	0.0
14.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
15	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0

**Total Excess Volume for Storage = 86.1 m<sup>3</sup>**



**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**

**Hydrographs and Storage - Sites A & B**

**30-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 5$  minutes, so 20% of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	9,020		0.987
Paved	8,868	1.00	
Unpaved	152	0.20	

**Case 2 - 30-minute duration, 1 in 10-year**

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 2 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 3 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 4 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 5 1804 0.987 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)										
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
0.5	72		0.036	0.000	0.000	0.000	0.000	0.036	0.200	0.000	0.0
1	75		0.037	0.000	0.000	0.000	0.000	0.037	0.200	0.000	0.0
1.5	75		0.037	0.036	0.000	0.000	0.000	0.073	0.200	0.000	0.0
2	78		0.039	0.037	0.000	0.000	0.000	0.076	0.200	0.000	0.0
2.5	78		0.039	0.037	0.036	0.000	0.000	0.111	0.200	0.000	0.0
3	82		0.041	0.039	0.037	0.000	0.000	0.116	0.200	0.000	0.0
3.5	82		0.041	0.039	0.037	0.036	0.000	0.152	0.200	0.000	0.0
4	86		0.043	0.041	0.039	0.037	0.000	0.159	0.200	0.000	0.0
4.5	86		0.043	0.041	0.039	0.037	0.036	0.194	0.200	0.000	0.0
5	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
5.5	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
6	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
6.5	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
7	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
7.5	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
8	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
8.5	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
9	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
9.5	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
10	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
10.5	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
11	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
11.5	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
12	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
12.5	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
13	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
13.5	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
14	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
14.5	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
15	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
15.5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
16	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
16.5	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
17	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
17.5	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
18	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
18.5	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
19	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
19.5	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
20	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
20.5	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
21	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
21.5	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
22	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
22.5	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
23	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
23.5	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
24	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
24.5	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
25	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
25.5	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
26	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
26.5	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
27	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
27.5	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
28	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
28.5	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
29	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
29.5	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
30	72		0.036	0.037	0.039	0.041	0.043	0.194	0.200	0.000	0.0
30.5	0		0.000	0.037	0.039	0.041	0.043	0.159	0.200	0.000	0.0
31	0		0.000	0.036	0.037	0.039	0.041	0.152	0.200	0.000	0.0
31.5	0		0.000	0.000	0.037	0.039	0.041	0.116	0.200	0.000	0.0
32	0		0.000	0.000	0.036	0.037	0.039	0.111	0.200	0.000	0.0
32.5	0		0.000	0.000	0.000	0.037	0.039	0.076	0.200	0.000	0.0
33	0		0.000	0.000	0.000	0.036	0.037	0.073	0.200	0.000	0.0
33.5	0		0.000	0.000	0.000	0.000	0.037	0.037	0.200	0.000	0.0
34	0		0.000	0.000	0.000	0.000	0.036	0.036	0.200	0.000	0.0
34.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
35	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0

Total Excess Volume for Storage = 147.3 m<sup>3</sup>

C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Hydrographs and Storage - Sites A & B  
60-Minute Duration

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

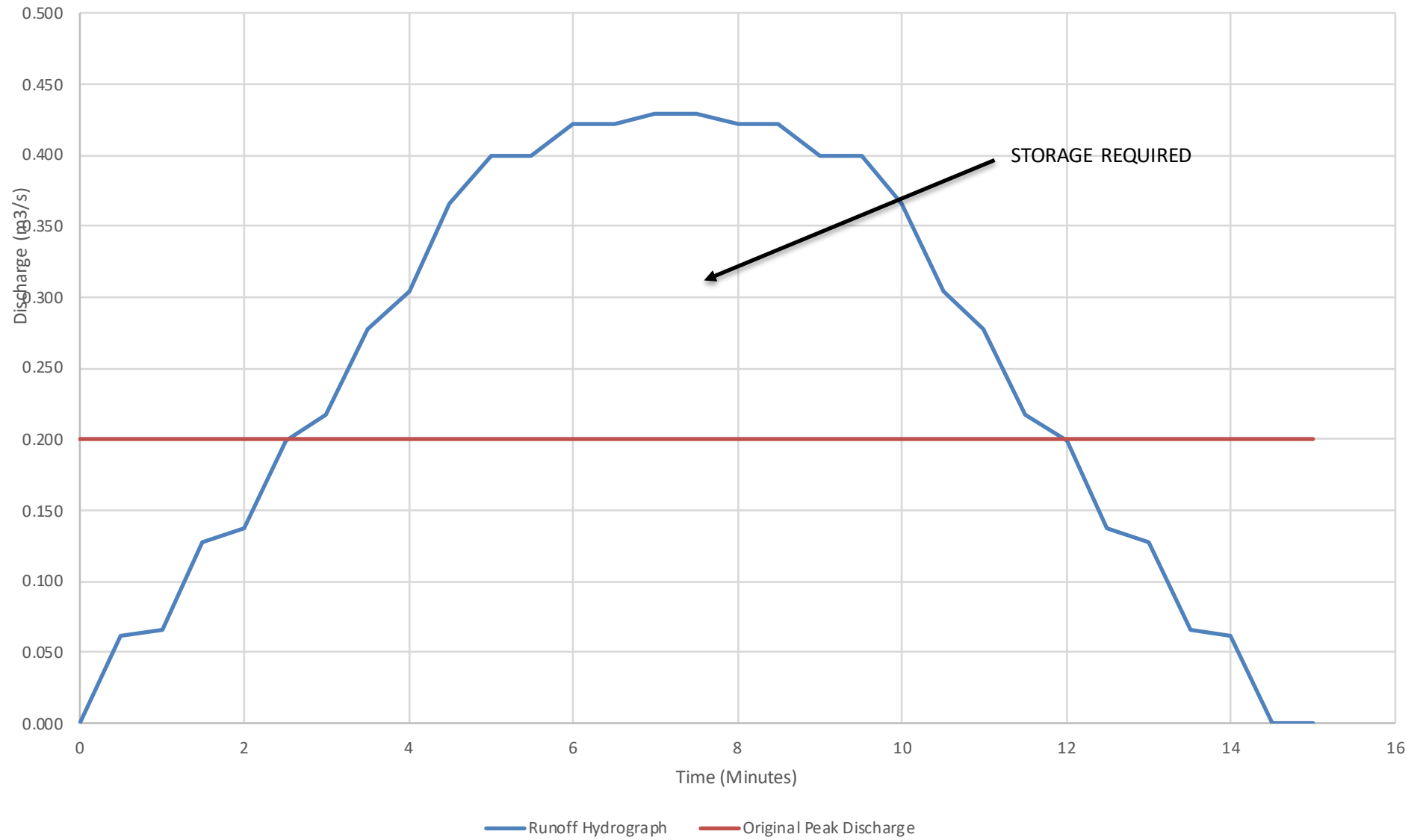
Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 5$  minutes, so 20% of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	9,020		0.987
Paved	8,868	1.00	
Unpaved	152	0.20	

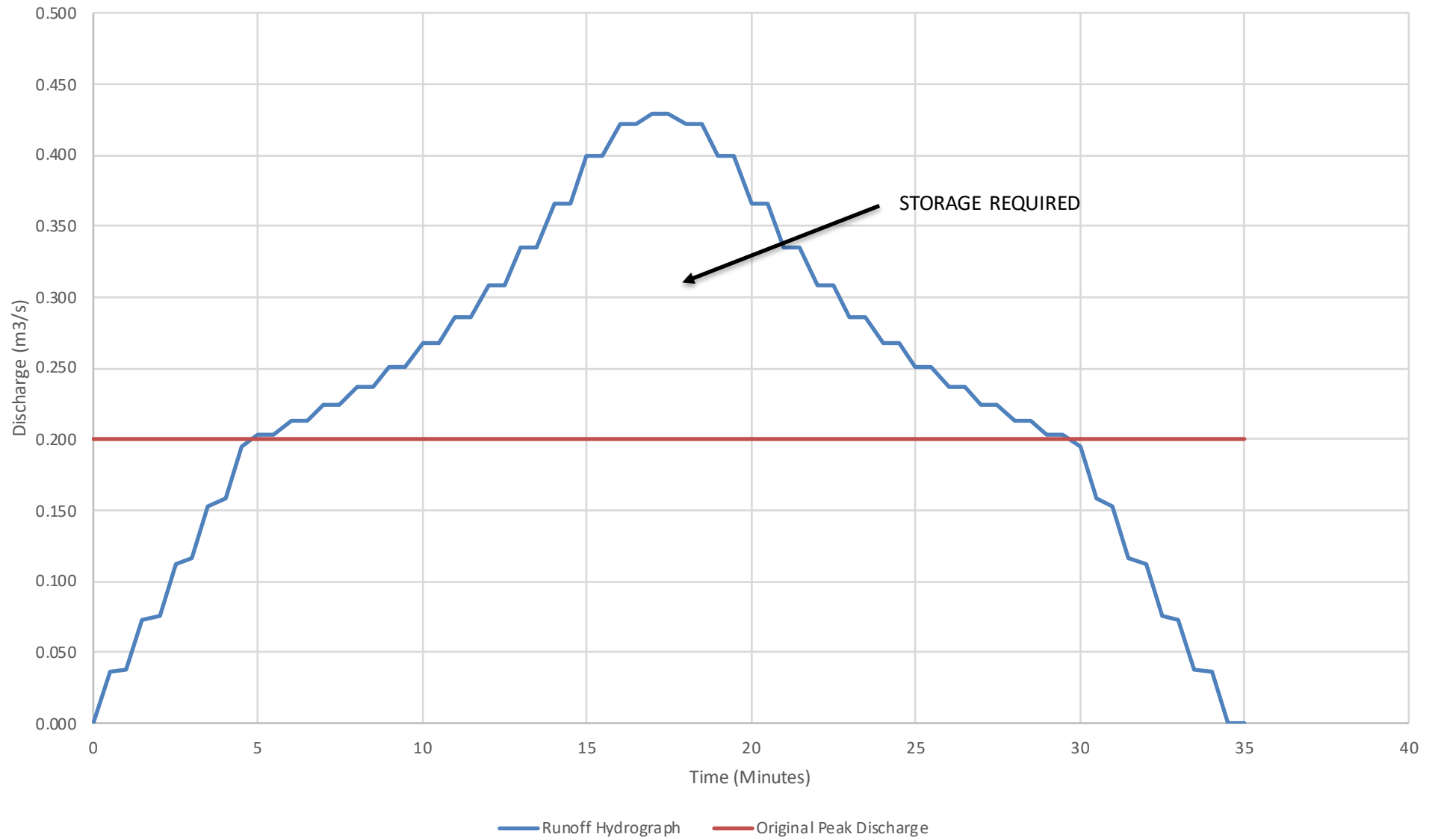
Case 3 - 60-minute duration, 1 in 10-year

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 2 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 3 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 4 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 5 1804 0.987 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)										
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
0.5	47		0.023	0.000	0.000	0.000	0.000	0.023	0.200	0.000	0.0
1	48		0.024	0.000	0.000	0.000	0.000	0.024	0.200	0.000	0.0
1.5	48		0.024	0.023	0.000	0.000	0.000	0.047	0.200	0.000	0.0
2	49		0.024	0.024	0.000	0.000	0.000	0.048	0.200	0.000	0.0
2.5	49		0.024	0.024	0.023	0.000	0.000	0.071	0.200	0.000	0.0
3	50		0.025	0.024	0.024	0.000	0.000	0.073	0.200	0.000	0.0
3.5	50		0.025	0.024	0.024	0.023	0.000	0.096	0.200	0.000	0.0
4	51		0.025	0.025	0.024	0.024	0.000	0.098	0.200	0.000	0.0
4.5	51		0.025	0.025	0.024	0.024	0.023	0.121	0.200	0.000	0.0
5	52		0.026	0.025	0.024	0.024	0.024	0.124	0.200	0.000	0.0
5.5	52		0.026	0.025	0.025	0.024	0.024	0.124	0.200	0.000	0.0
6	54		0.027	0.026	0.025	0.025	0.024	0.127	0.200	0.000	0.0
6.5	54		0.027	0.026	0.025	0.025	0.024	0.127	0.200	0.000	0.0
7	55		0.027	0.027	0.026	0.025	0.025	0.130	0.200	0.000	0.0
7.5	55		0.027	0.027	0.026	0.025	0.025	0.130	0.200	0.000	0.0
8	57		0.028	0.027	0.027	0.026	0.025	0.133	0.200	0.000	0.0
8.5	57		0.028	0.027	0.027	0.026	0.025	0.133	0.200	0.000	0.0
9	59		0.029	0.028	0.027	0.027	0.026	0.137	0.200	0.000	0.0
9.5	59		0.029	0.028	0.027	0.027	0.026	0.137	0.200	0.000	0.0
10	60		0.030	0.029	0.028	0.027	0.027	0.141	0.200	0.000	0.0
10.5	60		0.030	0.029	0.028	0.027	0.027	0.141	0.200	0.000	0.0
11	62		0.031	0.030	0.029	0.028	0.027	0.145	0.200	0.000	0.0
11.5	62		0.031	0.030	0.029	0.028	0.027	0.145	0.200	0.000	0.0
12	64		0.032	0.031	0.030	0.029	0.028	0.149	0.200	0.000	0.0
12.5	64		0.032	0.031	0.030	0.029	0.028	0.149	0.200	0.000	0.0
13	67		0.033	0.032	0.031	0.030	0.029	0.154	0.200	0.000	0.0
13.5	67		0.033	0.032	0.031	0.030	0.029	0.154	0.200	0.000	0.0
14	69		0.034	0.033	0.032	0.031	0.030	0.159	0.200	0.000	0.0
14.5	69		0.034	0.033	0.032	0.031	0.030	0.159	0.200	0.000	0.0
15	72		0.036	0.034	0.033	0.032	0.031	0.165	0.200	0.000	0.0
15.5	72		0.036	0.034	0.033	0.032	0.031	0.165	0.200	0.000	0.0
16	75		0.037	0.036	0.034	0.033	0.032	0.172	0.200	0.000	0.0
16.5	75		0.037	0.036	0.034	0.033	0.032	0.172	0.200	0.000	0.0
17	78		0.039	0.037	0.036	0.034	0.033	0.179	0.200	0.000	0.0
17.5	78		0.039	0.037	0.036	0.034	0.033	0.179	0.200	0.000	0.0
18	82		0.041	0.039	0.037	0.036	0.034	0.186	0.200	0.000	0.0
18.5	82		0.041	0.039	0.037	0.036	0.034	0.186	0.200	0.000	0.0
19	86		0.043	0.041	0.039	0.037	0.036	0.194	0.200	0.000	0.0
19.5	86		0.043	0.041	0.039	0.037	0.036	0.194	0.200	0.000	0.0
20	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
20.5	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
21	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
21.5	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
22	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
22.5	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
23	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
23.5	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
24	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
24.5	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
25	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
25.5	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
26	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
26.5	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
27	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
27.5	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
28	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
28.5	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
29	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
29.5	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
30	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
30.5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
31	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
31.5	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
32	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
32.5	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
33	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
33.5	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
34	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
34.5	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
35	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
35.5	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
36	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
36.5	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
37	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
37.5	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
38	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
38.5	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
39	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
39.5	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
40	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
40.5	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
41	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
41.5	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
42	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
42.5	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
43	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
43.5	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
44	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
44.5	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
45	72		0.036	0.037	0.039	0.041	0.043	0.194	0.200	0.000	0.0
45.5	72		0.036	0.037	0.039	0.041	0.043	0.194	0.200	0.000	0.0
46	69		0.034	0.036	0.037	0.039	0.041	0.186	0.200	0.000	0.0
46.5	69		0.034	0.036	0.037	0.039	0.041	0.186	0.200	0.000	0.0
47	67		0.033	0.034	0.036	0.037	0.039	0.179	0.200	0.000	0.0
47.5	67		0.033	0.034	0.036	0.037	0.039	0.179	0.200	0.000	0.0
48	64		0.032	0.033	0.034	0.036	0.037	0.172	0.200	0.000	0.0
48.5	64		0.032	0.033	0.034	0.036	0.037	0.172	0.200	0.000	0.0
49	62		0.031	0.032	0.033	0.034	0.036	0.165			

# Sites A & B 10-Minute Runoff Hydrograph



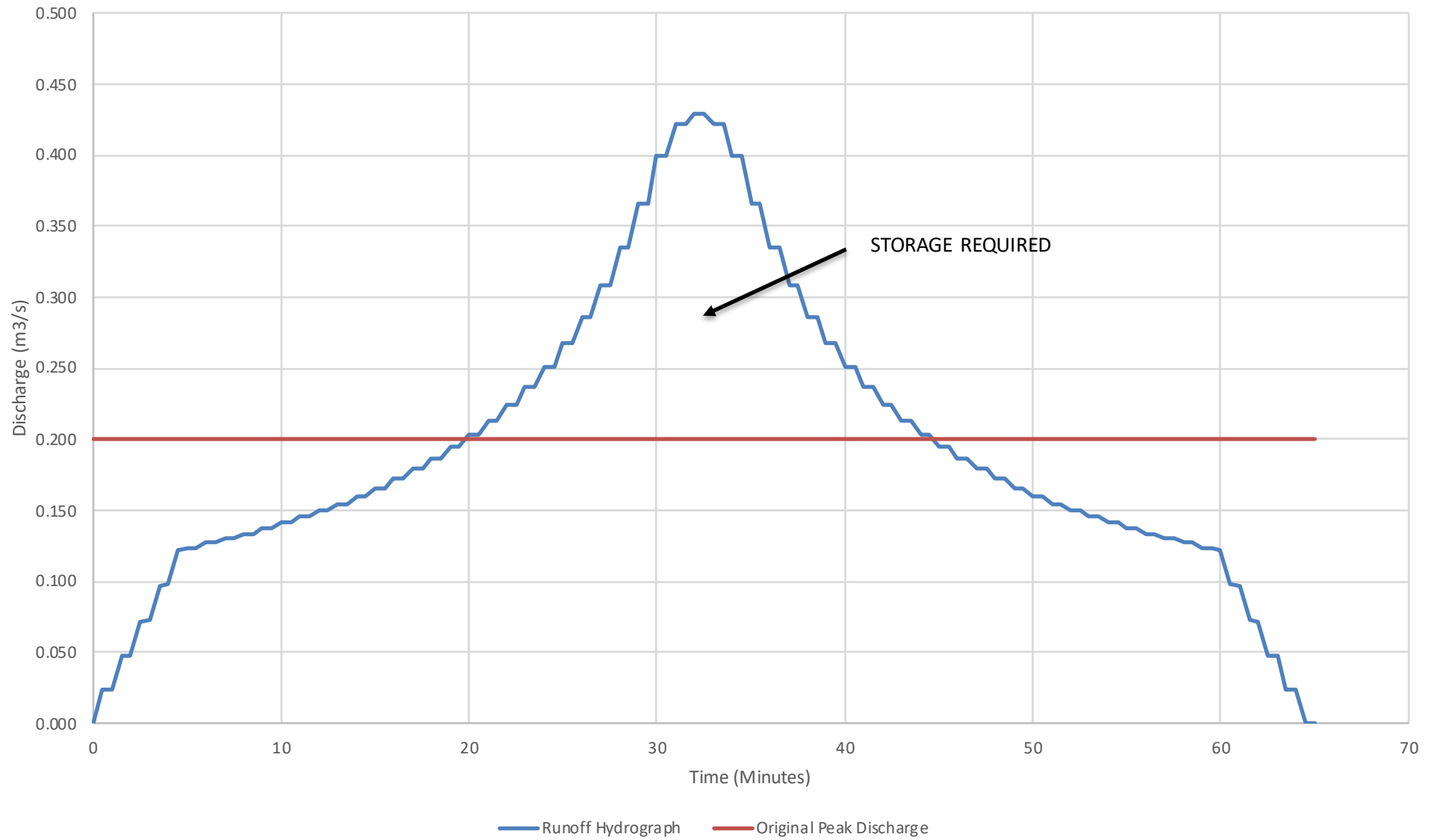
# Sites A & B 30-Minute Runoff Hydrograph





# Sites A & B

## 60-Minute Runoff Hydrograph



**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**

**Hydrographs and Storage - Sites C, D and E**

**10-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 6$  minutes, so 1/6 of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	15,232		0.810
Paved	11,389	1.00	
Buffer Zone	104	0.20	
Local Catchments	2,649	0.35	

**Case 1 - 10-minute duration, 1 in 10-year**

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 2 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 3 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 4 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 5 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 6 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Proposed Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)											
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	115		0.066	0.000	0.000	0.000	0.000	0.000	0.066	0.250	0.000	0.0
1	123		0.070	0.000	0.000	0.000	0.000	0.000	0.070	0.250	0.000	0.0
1.5	123		0.070	0.066	0.000	0.000	0.000	0.000	0.136	0.250	0.000	0.0
2	133		0.076	0.070	0.000	0.000	0.000	0.000	0.146	0.250	0.000	0.0
2.5	133		0.076	0.070	0.066	0.000	0.000	0.000	0.212	0.250	0.000	0.0
3	145		0.083	0.076	0.070	0.000	0.000	0.000	0.229	0.250	0.000	0.0
3.5	145		0.083	0.076	0.070	0.066	0.000	0.000	0.295	0.250	0.045	1.3
4	160		0.091	0.083	0.076	0.070	0.000	0.000	0.321	0.250	0.071	2.1
4.5	160		0.091	0.083	0.076	0.070	0.066	0.000	0.386	0.250	0.136	4.1
5	177		0.101	0.091	0.083	0.076	0.070	0.000	0.422	0.250	0.172	5.2
5.5	177		0.101	0.091	0.083	0.076	0.070	0.066	0.488	0.250	0.238	7.1
6	193		0.110	0.101	0.091	0.083	0.076	0.070	0.532	0.250	0.282	8.5
6.5	193		0.110	0.101	0.091	0.083	0.076	0.070	0.532	0.250	0.282	8.5
7	177		0.101	0.110	0.101	0.091	0.083	0.076	0.563	0.250	0.313	9.4
7.5	177		0.101	0.110	0.101	0.091	0.083	0.076	0.563	0.250	0.313	9.4
8	160		0.091	0.101	0.110	0.101	0.091	0.083	0.578	0.250	0.328	9.9
8.5	160		0.091	0.101	0.110	0.101	0.091	0.083	0.578	0.250	0.328	9.9
9	145		0.083	0.091	0.101	0.110	0.101	0.091	0.578	0.250	0.328	9.9
9.5	145		0.083	0.091	0.101	0.110	0.101	0.091	0.578	0.250	0.328	9.9
10	133		0.076	0.083	0.091	0.101	0.110	0.101	0.563	0.250	0.313	9.4
10.5	133		0.076	0.083	0.091	0.101	0.110	0.101	0.563	0.250	0.313	9.4
11	123		0.070	0.076	0.083	0.091	0.101	0.110	0.532	0.250	0.282	8.5
11.5	123		0.070	0.076	0.083	0.091	0.101	0.110	0.532	0.250	0.282	8.5
12	115		0.066	0.070	0.076	0.083	0.091	0.101	0.488	0.250	0.238	7.1
12.5	0		0.000	0.070	0.076	0.083	0.091	0.101	0.422	0.250	0.172	5.2
13	0		0.000	0.066	0.070	0.076	0.083	0.091	0.386	0.250	0.136	4.1
13.5	0		0.000	0.000	0.070	0.076	0.083	0.091	0.321	0.250	0.071	2.1
14	0		0.000	0.000	0.066	0.070	0.076	0.083	0.295	0.250	0.045	1.3
14.5	0		0.000	0.000	0.000	0.070	0.076	0.083	0.229	0.250	0.000	0.0
15	0		0.000	0.000	0.000	0.066	0.070	0.076	0.136	0.250	0.000	0.0
15.5	0		0.000	0.000	0.000	0.000	0.070	0.076	0.070	0.250	0.000	0.0
16	0		0.000	0.000	0.000	0.000	0.066	0.070	0.066	0.250	0.000	0.0
16.5	0		0.000	0.000	0.000	0.000	0.000	0.070	0.000	0.250	0.000	0.0
17	0		0.000	0.000	0.000	0.000	0.000	0.066	0.000	0.250	0.000	0.0
17.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
18	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0

**Total Excess Volume for Storage = 150.5 m<sup>3</sup>**

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**

**Hydrographs and Storage - Sites C, D and E**

**30-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 6$  minutes, so 1/6 of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	15,232		0.810
Paved	11,389	1.00	
Unpaved	104	0.20	
Local Catchments	2,649	0.35	

**Case 2 - 30-minute duration, 1 in 10-year**

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 2 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 3 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 4 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 5 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 6 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)											
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	72		0.041	0.000	0.000	0.000	0.000	0.000	0.041	0.250	0.000	0.0
1	75		0.043	0.000	0.000	0.000	0.000	0.000	0.043	0.250	0.000	0.0
1.5	75		0.043	0.041	0.000	0.000	0.000	0.000	0.084	0.250	0.000	0.0
2	78		0.045	0.043	0.000	0.000	0.000	0.000	0.087	0.250	0.000	0.0
2.5	78		0.045	0.043	0.041	0.000	0.000	0.000	0.129	0.250	0.000	0.0
3	82		0.047	0.045	0.043	0.000	0.000	0.000	0.134	0.250	0.000	0.0
3.5	82		0.047	0.045	0.043	0.041	0.000	0.000	0.175	0.250	0.000	0.0
4	86		0.049	0.047	0.045	0.043	0.000	0.000	0.183	0.250	0.000	0.0
4.5	86		0.049	0.047	0.045	0.043	0.041	0.000	0.225	0.250	0.000	0.0
5	90		0.051	0.049	0.047	0.045	0.043	0.000	0.235	0.250	0.000	0.0
5.5	90		0.051	0.049	0.047	0.045	0.043	0.041	0.276	0.250	0.026	0.8
6	95		0.054	0.051	0.049	0.047	0.045	0.043	0.289	0.250	0.039	1.2
6.5	95		0.054	0.051	0.049	0.047	0.045	0.043	0.289	0.250	0.039	1.2
7	101		0.058	0.054	0.051	0.049	0.047	0.045	0.304	0.250	0.054	1.6
7.5	101		0.058	0.054	0.051	0.049	0.047	0.045	0.304	0.250	0.054	1.6
8	107		0.061	0.058	0.054	0.051	0.049	0.047	0.321	0.250	0.071	2.1
8.5	107		0.061	0.058	0.054	0.051	0.049	0.047	0.321	0.250	0.071	2.1
9	115		0.066	0.061	0.058	0.054	0.051	0.049	0.340	0.250	0.090	2.7
9.5	115		0.066	0.061	0.058	0.054	0.051	0.049	0.340	0.250	0.090	2.7
10	123		0.070	0.066	0.061	0.058	0.054	0.051	0.361	0.250	0.111	3.3
10.5	123		0.070	0.066	0.061	0.058	0.054	0.051	0.361	0.250	0.111	3.3
11	133		0.076	0.070	0.066	0.061	0.058	0.054	0.385	0.250	0.135	4.1
11.5	133		0.076	0.070	0.066	0.061	0.058	0.054	0.385	0.250	0.135	4.1
12	145		0.083	0.076	0.070	0.066	0.061	0.058	0.414	0.250	0.164	4.9
12.5	145		0.083	0.076	0.070	0.066	0.061	0.058	0.414	0.250	0.164	4.9
13	160		0.091	0.083	0.076	0.070	0.066	0.061	0.448	0.250	0.198	5.9
13.5	160		0.091	0.083	0.076	0.070	0.066	0.061	0.448	0.250	0.198	5.9
14	177		0.101	0.091	0.083	0.076	0.070	0.066	0.488	0.250	0.238	7.1
14.5	177		0.101	0.091	0.083	0.076	0.070	0.066	0.488	0.250	0.238	7.1
15	193		0.110	0.101	0.091	0.083	0.076	0.070	0.532	0.250	0.282	8.5
15.5	193		0.110	0.101	0.091	0.083	0.076	0.070	0.532	0.250	0.282	8.5
16	177		0.101	0.110	0.101	0.091	0.083	0.076	0.563	0.250	0.313	9.4
16.5	177		0.101	0.110	0.101	0.091	0.083	0.076	0.563	0.250	0.313	9.4
17	160		0.091	0.101	0.110	0.101	0.091	0.083	0.578	0.250	0.328	9.9
17.5	160		0.091	0.101	0.110	0.101	0.091	0.083	0.578	0.250	0.328	9.9
18	145		0.083	0.091	0.101	0.110	0.101	0.091	0.578	0.250	0.328	9.9
18.5	145		0.083	0.091	0.101	0.110	0.101	0.091	0.578	0.250	0.328	9.9
19	133		0.076	0.083	0.091	0.101	0.110	0.101	0.563	0.250	0.313	9.4
19.5	133		0.076	0.083	0.091	0.101	0.110	0.101	0.563	0.250	0.313	9.4
20	123		0.070	0.076	0.083	0.091	0.101	0.110	0.532	0.250	0.282	8.5
20.5	123		0.070	0.076	0.083	0.091	0.101	0.110	0.532	0.250	0.282	8.5
21	115		0.066	0.070	0.076	0.083	0.091	0.101	0.488	0.250	0.238	7.1
21.5	115		0.066	0.070	0.076	0.083	0.091	0.101	0.488	0.250	0.238	7.1
22	107		0.061	0.066	0.070	0.076	0.083	0.091	0.448	0.250	0.198	5.9
22.5	107		0.061	0.066	0.070	0.076	0.083	0.091	0.448	0.250	0.198	5.9
23	101		0.058	0.061	0.066	0.070	0.076	0.083	0.414	0.250	0.164	4.9
23.5	101		0.058	0.061	0.066	0.070	0.076	0.083	0.414	0.250	0.164	4.9
24	95		0.054	0.058	0.061	0.066	0.070	0.076	0.385	0.250	0.135	4.1
24.5	95		0.054	0.058	0.061	0.066	0.070	0.076	0.385	0.250	0.135	4.1
25	90		0.051	0.054	0.058	0.061	0.066	0.070	0.361	0.250	0.111	3.3
25.5	90		0.051	0.054	0.058	0.061	0.066	0.070	0.361	0.250	0.111	3.3
26	86		0.049	0.051	0.054	0.058	0.061	0.066	0.340	0.250	0.090	2.7
26.5	86		0.049	0.051	0.054	0.058	0.061	0.066	0.340	0.250	0.090	2.7
27	82		0.047	0.049	0.051	0.054	0.058	0.061	0.321	0.250	0.071	2.1
27.5	82		0.047	0.049	0.051	0.054	0.058	0.061	0.321	0.250	0.071	2.1
28	78		0.045	0.047	0.049	0.051	0.054	0.058	0.304	0.250	0.054	1.6
28.5	78		0.045	0.047	0.049	0.051	0.054	0.058	0.304	0.250	0.054	1.6
29	75		0.043	0.045	0.047	0.049	0.051	0.054	0.289	0.250	0.039	1.2
29.5	75		0.043	0.045	0.047	0.049	0.051	0.054	0.289	0.250	0.039	1.2
30	72		0.041	0.043	0.045	0.047	0.049	0.051	0.276	0.250	0.026	0.8
30.5	0		0.000	0.043	0.045	0.047	0.049	0.051	0.235	0.250	0.000	0.0
31	0		0.000	0.041	0.043	0.045	0.047	0.049	0.225	0.250	0.000	0.0
31.5	0		0.000	0.000	0.043	0.045	0.047	0.049	0.183	0.250	0.000	0.0
32	0		0.000	0.000	0.041	0.043	0.045	0.047	0.175	0.250	0.000	0.0
32.5	0		0.000	0.000	0.000	0.043	0.045	0.047	0.134	0.250	0.000	0.0
33	0		0.000	0.000	0.000	0.041	0.043	0.045	0.129	0.250	0.000	0.0
33.5	0		0.000	0.000	0.000	0.000	0.043	0.045	0.087	0.250	0.000	0.0
34	0		0.000	0.000	0.000	0.000	0.041	0.043	0.084	0.250	0.000	0.0
34.5	0		0.000	0.000	0.000	0.000	0.000	0.043	0.043	0.250	0.000	0.0
35	0		0.000	0.000	0.000	0.000	0.000	0.041	0.041	0.250	0.000	0.0
35.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
36	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0

Total Excess Volume for Storage = 244.2 m<sup>3</sup>

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Hydrographs and Storage - Sites C, D and E**  
**60-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 6$  minutes, so 1/6 of the Site over each minute

	( $m^2$ )	C Value	Average C
Site Area	15,232		0.810
Paved	11,389	1.00	
Unpaved	104	0.20	
Local Catchm	2,649	0.35	

Case 3 - 60-minute duration, 1 in 10-year

Time	Rainfall Intensity	Area $m^2 = C \times$	Area 1 2538.7	Area 2 2538.7	Area 3 2538.7	Area 4 2538.7	Area 5 2538.7	Area 6 2538.7	Overall Runoff Hydrograph	Original Peak Discharge	Excess Discharge	Excess Volume in Time Period
(min)	(mm/hr)		Runoff ( $m^3/s$ )	Runoff ( $m^3/s$ )	Runoff ( $m^3/s$ )	Runoff ( $m^3/s$ )	Runoff ( $m^3/s$ )	Runoff ( $m^3/s$ )	( $m^3/s$ )	( $m^3/s$ )	( $m^3/s$ )	( $m^3$ )
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	47		0.027	0.000	0.000	0.000	0.000	0.000	0.027	0.250	0.000	0.0
1	48		0.027	0.000	0.000	0.000	0.000	0.000	0.027	0.250	0.000	0.0
1.5	48		0.027	0.027	0.000	0.000	0.000	0.000	0.054	0.250	0.000	0.0
2	49		0.028	0.027	0.000	0.000	0.000	0.000	0.055	0.250	0.000	0.0
2.5	49		0.028	0.027	0.000	0.000	0.000	0.000	0.082	0.250	0.000	0.0
3	50		0.029	0.028	0.027	0.000	0.000	0.000	0.084	0.250	0.000	0.0
3.5	50		0.029	0.028	0.027	0.027	0.000	0.000	0.111	0.250	0.000	0.0
4	51		0.029	0.029	0.028	0.027	0.000	0.000	0.113	0.250	0.000	0.0
4.5	51		0.029	0.029	0.028	0.027	0.027	0.000	0.140	0.250	0.000	0.0
5	52		0.030	0.029	0.029	0.028	0.027	0.000	0.143	0.250	0.000	0.0
5.5	52		0.030	0.029	0.029	0.028	0.027	0.027	0.170	0.250	0.000	0.0
6	54		0.031	0.030	0.029	0.029	0.028	0.027	0.174	0.250	0.000	0.0
6.5	54		0.031	0.030	0.029	0.029	0.028	0.027	0.174	0.250	0.000	0.0
7	55		0.031	0.031	0.030	0.029	0.028	0.027	0.178	0.250	0.000	0.0
7.5	55		0.031	0.031	0.030	0.029	0.029	0.028	0.178	0.250	0.000	0.0
8	57		0.033	0.031	0.031	0.030	0.029	0.029	0.182	0.250	0.000	0.0
8.5	57		0.033	0.031	0.031	0.030	0.029	0.029	0.182	0.250	0.000	0.0
9	59		0.034	0.033	0.031	0.031	0.030	0.029	0.187	0.250	0.000	0.0
9.5	59		0.034	0.033	0.031	0.031	0.030	0.029	0.187	0.250	0.000	0.0
10	60		0.034	0.034	0.033	0.031	0.031	0.030	0.193	0.250	0.000	0.0
10.5	60		0.034	0.034	0.033	0.031	0.031	0.030	0.193	0.250	0.000	0.0
11	62		0.035	0.034	0.034	0.033	0.031	0.031	0.198	0.250	0.000	0.0
11.5	62		0.035	0.034	0.034	0.033	0.031	0.031	0.198	0.250	0.000	0.0
12	64		0.037	0.035	0.034	0.034	0.033	0.031	0.204	0.250	0.000	0.0
12.5	64		0.037	0.035	0.034	0.034	0.033	0.031	0.204	0.250	0.000	0.0
13	67		0.038	0.037	0.035	0.034	0.034	0.033	0.211	0.250	0.000	0.0
13.5	67		0.038	0.037	0.035	0.034	0.034	0.033	0.211	0.250	0.000	0.0
14	69		0.039	0.038	0.037	0.035	0.034	0.034	0.218	0.250	0.000	0.0
14.5	69		0.039	0.038	0.037	0.035	0.034	0.034	0.218	0.250	0.000	0.0
15	72		0.041	0.039	0.038	0.037	0.035	0.034	0.225	0.250	0.000	0.0
15.5	72		0.041	0.039	0.038	0.037	0.035	0.034	0.225	0.250	0.000	0.0
16	75		0.043	0.041	0.039	0.038	0.037	0.035	0.234	0.250	0.000	0.0
16.5	75		0.043	0.041	0.039	0.038	0.037	0.035	0.234	0.250	0.000	0.0
17	78		0.045	0.043	0.041	0.039	0.038	0.037	0.243	0.250	0.000	0.0
17.5	78		0.045	0.043	0.041	0.039	0.038	0.037	0.243	0.250	0.000	0.0
18	82		0.047	0.045	0.043	0.041	0.039	0.038	0.253	0.250	0.003	0.0
18.5	82		0.047	0.045	0.043	0.041	0.039	0.038	0.253	0.250	0.003	0.0
19	86		0.049	0.047	0.045	0.043	0.041	0.039	0.264	0.250	0.014	0.4
19.5	86		0.049	0.047	0.045	0.043	0.041	0.039	0.264	0.250	0.014	0.4
20	90		0.051	0.049	0.047	0.045	0.043	0.041	0.276	0.250	0.026	0.8
20.5	90		0.051	0.049	0.047	0.045	0.043	0.041	0.276	0.250	0.026	0.8
21	95		0.054	0.051	0.049	0.047	0.045	0.043	0.289	0.250	0.039	1.2
21.5	95		0.054	0.051	0.049	0.047	0.045	0.043	0.289	0.250	0.039	1.2
22	101		0.058	0.054	0.051	0.049	0.047	0.045	0.304	0.250	0.054	1.6
22.5	101		0.058	0.054	0.051	0.049	0.047	0.045	0.304	0.250	0.054	1.6
23	107		0.061	0.058	0.054	0.051	0.049	0.047	0.321	0.250	0.071	2.1
23.5	107		0.061	0.058	0.054	0.051	0.049	0.047	0.321	0.250	0.071	2.1
24	115		0.066	0.061	0.058	0.054	0.051	0.049	0.340	0.250	0.090	2.7
24.5	115		0.066	0.061	0.058	0.054	0.051	0.049	0.340	0.250	0.090	2.7
25	123		0.070	0.066	0.061	0.058	0.054	0.051	0.361	0.250	0.111	3.3
25.5	123		0.070	0.066	0.061	0.058	0.054	0.051	0.361	0.250	0.111	3.3
26	133		0.076	0.070	0.066	0.061	0.058	0.054	0.385	0.250	0.135	4.1
26.5	133		0.076	0.070	0.066	0.061	0.058	0.054	0.385	0.250	0.135	4.1
27	145		0.083	0.076	0.070	0.066	0.061	0.058	0.414	0.250	0.164	4.9
27.5	145		0.083	0.076	0.070	0.066	0.061	0.058	0.414	0.250	0.164	4.9
28	160		0.091	0.083	0.076	0.070	0.066	0.061	0.448	0.250	0.198	5.9
28.5	160		0.091	0.083	0.076	0.070	0.066	0.061	0.448	0.250	0.198	5.9
29	177		0.101	0.091	0.083	0.076	0.070	0.066	0.488	0.250	0.238	7.1
29.5	177		0.101	0.091	0.083	0.076	0.070	0.066	0.488	0.250	0.238	7.1
30	193		0.110	0.101	0.091	0.083	0.076	0.070	0.532	0.250	0.282	8.5
30.5	193		0.110	0.101	0.091	0.083	0.076	0.070	0.532	0.250	0.282	8.5
31	177		0.101	0.110	0.101	0.091	0.083	0.076	0.563	0.250	0.313	9.4
31.5	177		0.101	0.110	0.101	0.091	0.083	0.076	0.563	0.250	0.313	9.4
32	160		0.091	0.110	0.101	0.101	0.091	0.083	0.578	0.250	0.328	9.9
32.5	160		0.091	0.110	0.101	0.101	0.091	0.083	0.578	0.250	0.328	9.9
33	145		0.083	0.091	0.101	0.110	0.101	0.091	0.578	0.250	0.328	9.9
33.5	145		0.083	0.091	0.101	0.110	0.101	0.091	0.578	0.250	0.328	9.9
34	133		0.076	0.083	0.091	0.101	0.110	0.101	0.563	0.250	0.313	9.4
34.5	133		0.076	0.083	0.091	0.101	0.110	0.101	0.563	0.250	0.313	9.4
35	123		0.070	0.076	0.083	0.091	0.101	0.110	0.532	0.250	0.282	8.5
35.5	123		0.070	0.076	0.083	0.091	0.101	0.110	0.532	0.250	0.282	8.5
36	115		0.066	0.070	0.076	0.083	0.091	0.101	0.488	0.250	0.238	7.1
36.5	115		0.066	0.070	0.076	0.083	0.091	0.101	0.488	0.250	0.238	7.1
37	107		0.061	0.066	0.070	0.076	0.083	0.091	0.448	0.250	0.198	5.9
37.5	107		0.061	0.066	0.070	0.076	0.083	0.091	0.448	0.250	0.198	5.9
38	101		0.058	0.061	0.066	0.070	0.076	0.083	0.414	0.250	0.164	4.9
38.5	101		0.058	0.061	0.066	0.070	0.076	0.083	0.414	0.250	0.164	4.9
39	95		0.054	0.058	0.061	0.066	0.070	0.076	0.385	0.250	0.135	4.1
39.5	95		0.054	0.058	0.061	0.066	0.070	0.076	0.385	0.250	0.135	4.1
40	90		0.051	0.054	0.058	0.061	0.066	0.070	0.361	0.250	0.111	3.3
40.5	90		0.051	0.054	0.058	0.061	0.066	0.070	0.361	0.250	0.111	3.3
41	86		0.049	0.051	0.054	0.058	0.061	0.066	0.340	0.250	0.090	2.7
41.5	86		0.049	0.051	0.054	0.058	0.061	0.066	0.340	0.250	0.090	2.7
42	82		0.047	0.049	0.051	0.054	0.058	0.061	0.321	0.250	0.071	2.1
42.5	82		0.047	0.049	0.051	0.054	0.058	0.061	0.321	0.250	0.071	2.1
43	78		0.045	0.047	0.049	0.051	0.054	0.058	0.304	0.250	0.054	1.6
43.5	78		0.045	0.047	0.049	0.051	0.054	0.058	0.304	0.250	0.054	1.6
44	75		0.043	0.045	0.047	0.049	0.051	0.054	0.289	0.250	0.039	1.2
44.5	75		0.043	0.045	0.047	0.049	0.051	0.054	0.289	0.250	0.039	1.2
45	72		0.041	0.043	0.045	0.047	0.049	0.051	0.276	0.250	0.026	0.0



C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Hydrographs and Storage - Sites C, D and E  
20 Minute Duration

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SCM 5th Edition  
(Refer to SCM Table 54 - Storm Profile for North District and Figure 6)

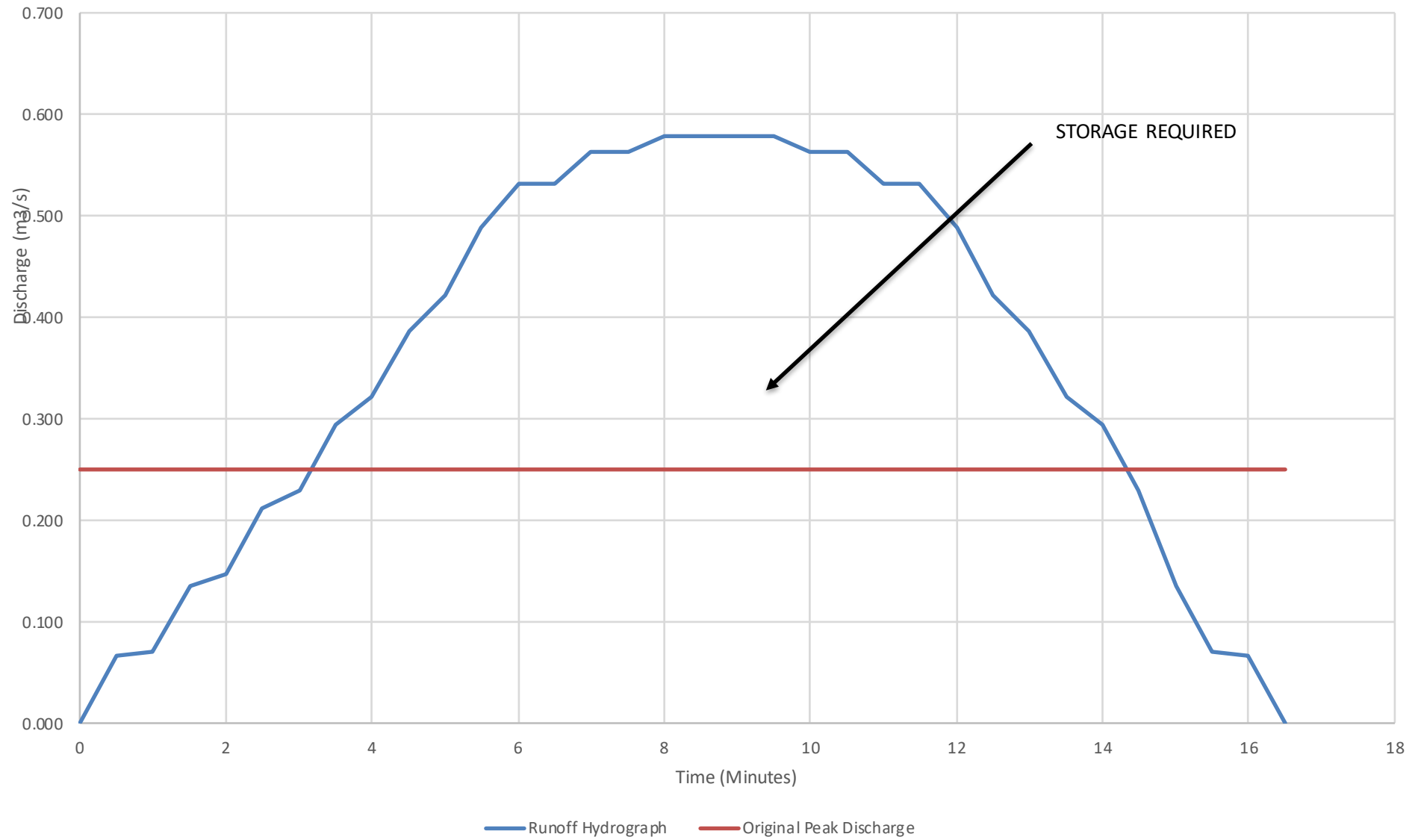
Assume Site Areas are equally divided over the time of Concentration, i.e. i.e. = 6 minutes, so 1/6 of the Site over each minute

Site	C Value	Average C
Site Area	15,232	0.810
Paved	11,389	1.00
Unpaved	104	0.20
Local Catchment	2,649	0.35

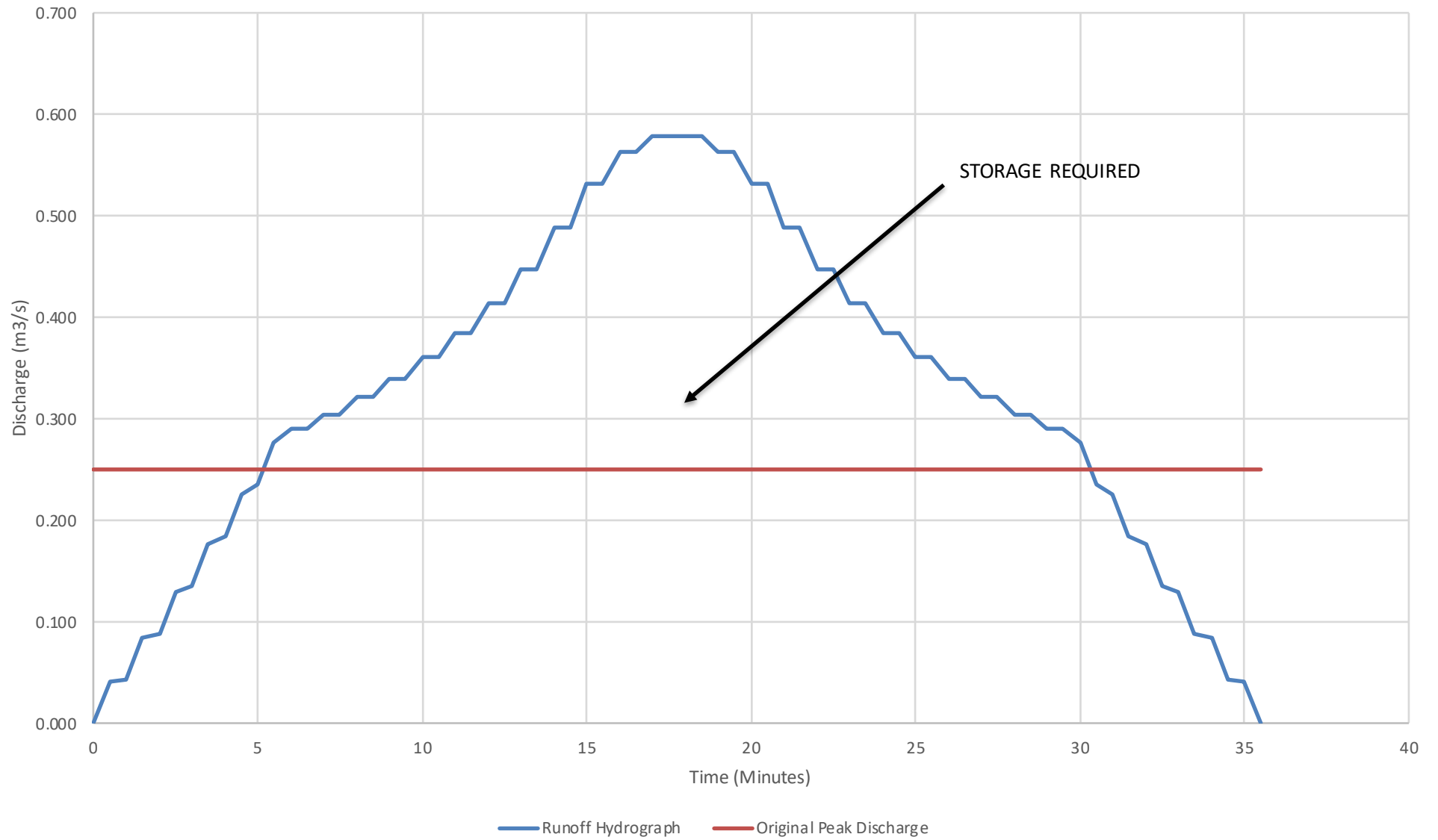
Table 3 - 20 minute Duration - 5 to 95 years

Time	Rainfall Intensity (mm/hr)	Area A <sub>T</sub> = C =	Area 1 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 2 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 3 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 4 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 5 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 6 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Overall Peak Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
0	0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	36	0	0.021	0.000	0.000	0.000	0.000	0.000	0.021	0.250	0.000	0.0
1	36	0	0.021	0.000	0.000	0.000	0.000	0.000	0.021	0.250	0.000	0.0
1.5	36	0	0.021	0.021	0.000	0.000	0.000	0.000	0.041	0.250	0.000	0.0
2	37	0	0.021	0.021	0.000	0.000	0.000	0.000	0.042	0.250	0.000	0.0
2.5	37	0	0.021	0.021	0.021	0.000	0.000	0.000	0.062	0.250	0.000	0.0
3	37	0	0.021	0.021	0.021	0.000	0.000	0.000	0.063	0.250	0.000	0.0
3.5	37	0	0.021	0.021	0.021	0.021	0.000	0.000	0.083	0.250	0.000	0.0
3.8	38	0	0.022	0.021	0.021	0.021	0.000	0.000	0.085	0.250	0.000	0.0
4	38	0	0.022	0.021	0.021	0.021	0.000	0.000	0.105	0.250	0.000	0.0
4.5	38	0	0.022	0.021	0.021	0.021	0.000	0.000	0.107	0.250	0.000	0.0
4.8	39	0	0.022	0.022	0.021	0.021	0.021	0.021	0.127	0.250	0.000	0.0
5	39	0	0.022	0.022	0.022	0.021	0.021	0.021	0.127	0.250	0.000	0.0
5.2	39	0	0.022	0.022	0.022	0.021	0.021	0.021	0.129	0.250	0.000	0.0
5.5	39	0	0.022	0.022	0.022	0.022	0.021	0.021	0.129	0.250	0.000	0.0
5.8	40	0	0.023	0.022	0.022	0.022	0.022	0.021	0.131	0.250	0.000	0.0
6	40	0	0.023	0.022	0.022	0.022	0.022	0.021	0.131	0.250	0.000	0.0
6.2	40	0	0.023	0.023	0.022	0.022	0.022	0.021	0.134	0.250	0.000	0.0
6.5	41	0	0.023	0.023	0.022	0.022	0.022	0.021	0.134	0.250	0.000	0.0
6.8	41	0	0.023	0.023	0.022	0.022	0.022	0.021	0.136	0.250	0.000	0.0
7	41	0	0.023	0.023	0.023	0.022	0.022	0.022	0.136	0.250	0.000	0.0
7.2	41	0	0.024	0.023	0.023	0.023	0.022	0.022	0.138	0.250	0.000	0.0
7.5	42	0	0.024	0.023	0.023	0.023	0.022	0.022	0.138	0.250	0.000	0.0
7.8	42	0	0.024	0.024	0.023	0.023	0.022	0.022	0.141	0.250	0.000	0.0
8	42	0	0.024	0.024	0.023	0.023	0.023	0.022	0.141	0.250	0.000	0.0
8.2	42	0	0.024	0.025	0.024	0.023	0.023	0.023	0.143	0.250	0.000	0.0
8.5	42	0	0.025	0.025	0.025	0.024	0.023	0.023	0.146	0.250	0.000	0.0
8.8	43	0	0.025	0.025	0.025	0.025	0.024	0.023	0.146	0.250	0.000	0.0
9	43	0	0.025	0.026	0.025	0.025	0.024	0.023	0.149	0.250	0.000	0.0
9.2	43	0	0.026	0.026	0.025	0.025	0.024	0.023	0.149	0.250	0.000	0.0
9.5	43	0	0.027	0.026	0.025	0.025	0.024	0.023	0.153	0.250	0.000	0.0
9.8	44	0	0.027	0.026	0.026	0.025	0.025	0.025	0.156	0.250	0.000	0.0
10	44	0	0.027	0.027	0.026	0.026	0.025	0.025	0.156	0.250	0.000	0.0
10.2	44	0	0.028	0.027	0.027	0.026	0.026	0.025	0.159	0.250	0.000	0.0
10.5	44	0	0.028	0.027	0.027	0.026	0.026	0.025	0.159	0.250	0.000	0.0
10.8	44	0	0.028	0.027	0.027	0.026	0.026	0.025	0.162	0.250	0.000	0.0
11	44	0	0.029	0.028	0.027	0.027	0.026	0.026	0.163	0.250	0.000	0.0
11.2	44	0	0.029	0.028	0.027	0.027	0.026	0.026	0.166	0.250	0.000	0.0
11.5	44	0	0.029	0.028	0.027	0.027	0.026	0.026	0.166	0.250	0.000	0.0
11.8	44	0	0.029	0.028	0.028	0.027	0.027	0.026	0.166	0.250	0.000	0.0
12	44	0	0.030	0.029	0.028	0.028	0.027	0.027	0.170	0.250	0.000	0.0
12.2	44	0	0.030	0.029	0.028	0.028	0.027	0.027	0.170	0.250	0.000	0.0
12.5	44	0	0.031	0.030	0.029	0.029	0.028	0.027	0.174	0.250	0.000	0.0
12.8	44	0	0.031	0.030	0.029	0.029	0.028	0.027	0.174	0.250	0.000	0.0
13	44	0	0.031	0.031	0.030	0.029	0.029	0.028	0.178	0.250	0.000	0.0
13.2	44	0	0.031	0.031	0.030	0.029	0.029	0.028	0.178	0.250	0.000	0.0
13.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
13.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
14	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
14.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
14.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
14.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
15	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
15.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
15.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
15.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
16	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
16.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
16.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
16.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
17	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
17.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
17.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
17.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
18	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
18.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
18.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
18.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
19	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
19.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
19.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
19.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
20	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
20.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
20.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
20.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
21	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
21.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
21.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
21.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
22	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
22.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
22.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
22.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
23	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
23.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
23.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
23.8	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
24	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
24.2	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0
24.5	44	0	0.031	0.031	0.031	0.030	0.029	0.028	0.182	0.250	0.000	0.0

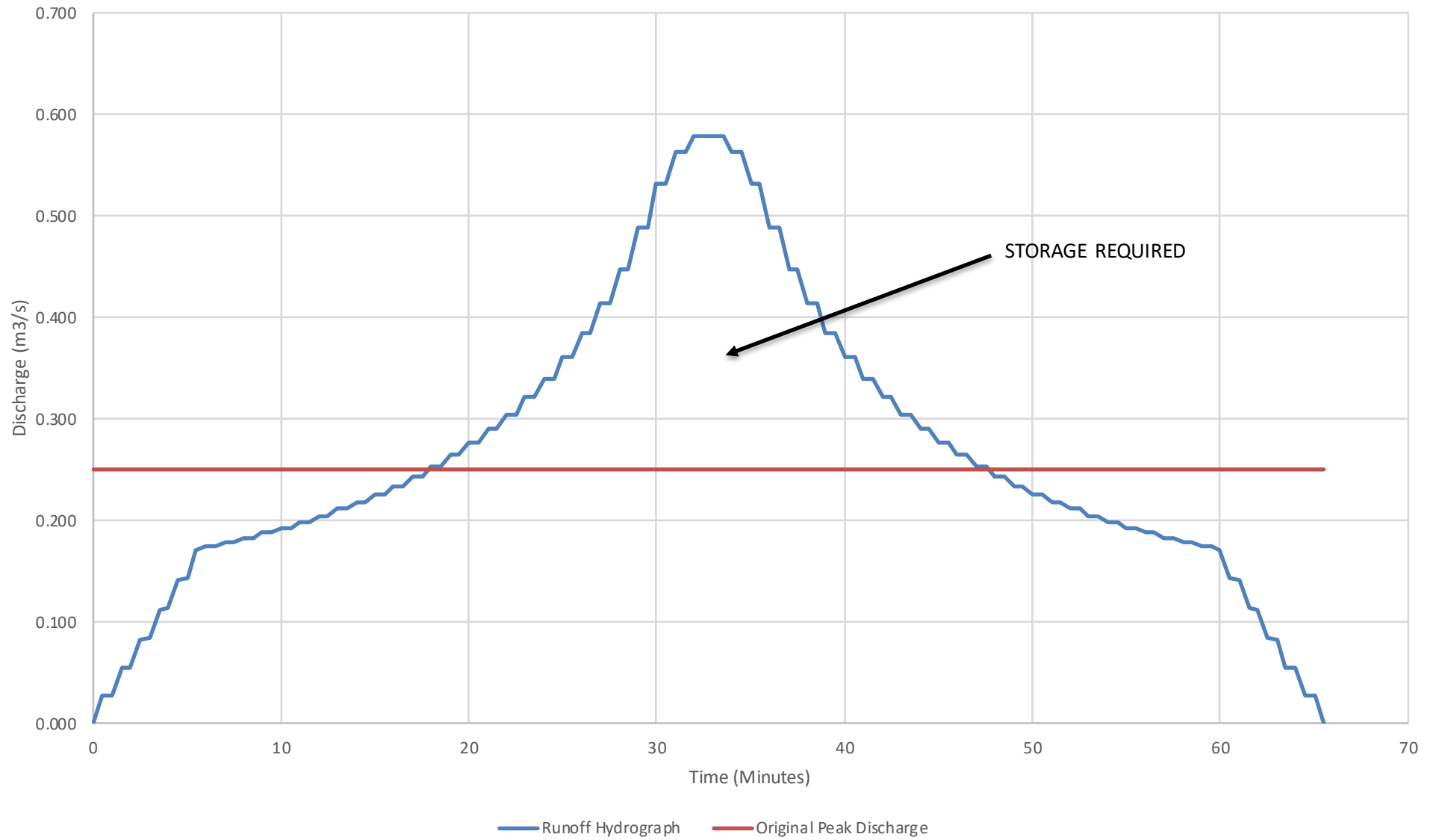
# Sites C, D & E 10-Minute Runoff Hydrograph



# Sites C, D & E 30-Minute Runoff Hydrograph

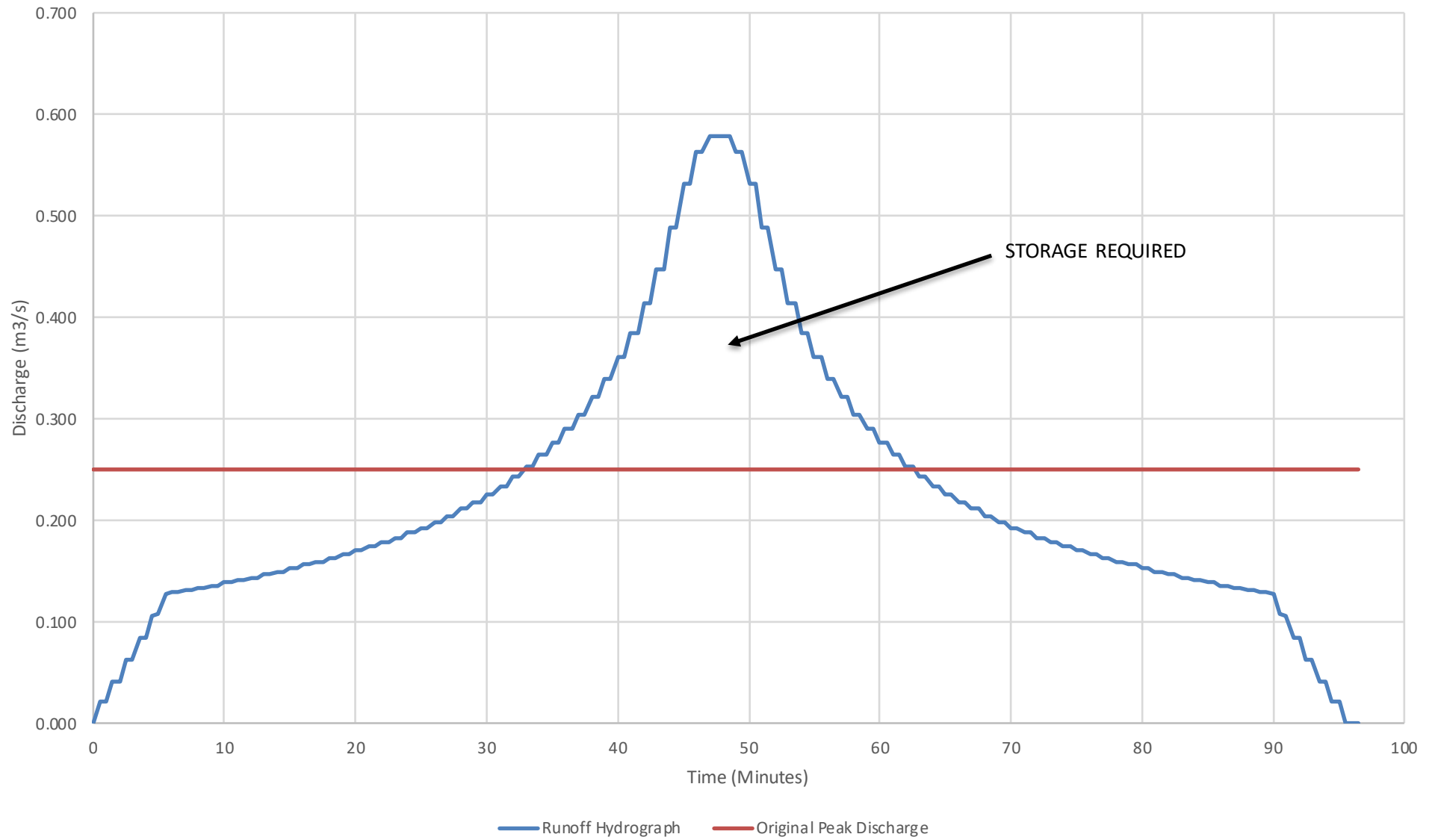


Sites C, D & E  
60-Minute Runoff Hydrograph





# Sites C, D & E 60-Minute Runoff Hydrograph



# Appendix F

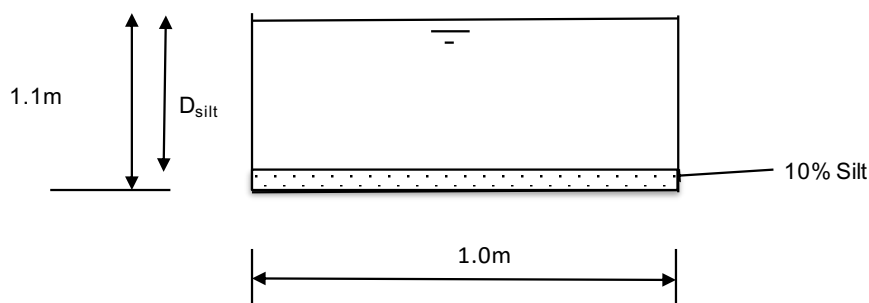
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Stream Hydraulics

**C192 Hong Kong & Kowloon Timber Merchants Association Timber Yard at Lin Ma Hang Road**  
**Existing East Channel**  
**Capacity Check**

Assume:

1. Stream channel is rectangular
2. Dimensions from Initial Site Inspection (22/12/2023). Check worst location
3. Channel is existing concrete sides, with silt/soil base. Assume concrete lined channel, bad condition ( $n = 0.018$ )
4. Check capacity without freeboard



Gradient

Upstream IL =	N/A	mPD
Downstream IL =	N/A	mPD
Fall =	-	m

Distance between ILs = m

Overall channel gradient =  $1/500$  0.002 ASSUMED

Concrete Lined Channel, (bad condition); say, Manning's  $n = 0.018$  (DSD SDM Table 13)

Without Freeboard Allowance

B = 1.00 m  
D = 1.10 m  
 $D_{silt} = D \times 0.9 = 0.99$  m (allowing for 10% silt)

Top Width = 1.00 m

A ( $m^2$ ) = 0.99  $m^2$

P (m) =  
1.00 m (base)  
1.98 m (side walls)  
2.98 m

R (m) =  $A/P = 0.33$  m

Q ( $m^3/s$ ) =  $Av = A \times R^{2/3} \times S^{1/2} / n = 1.18$   $m^3/s$

v = 1.19 m/s

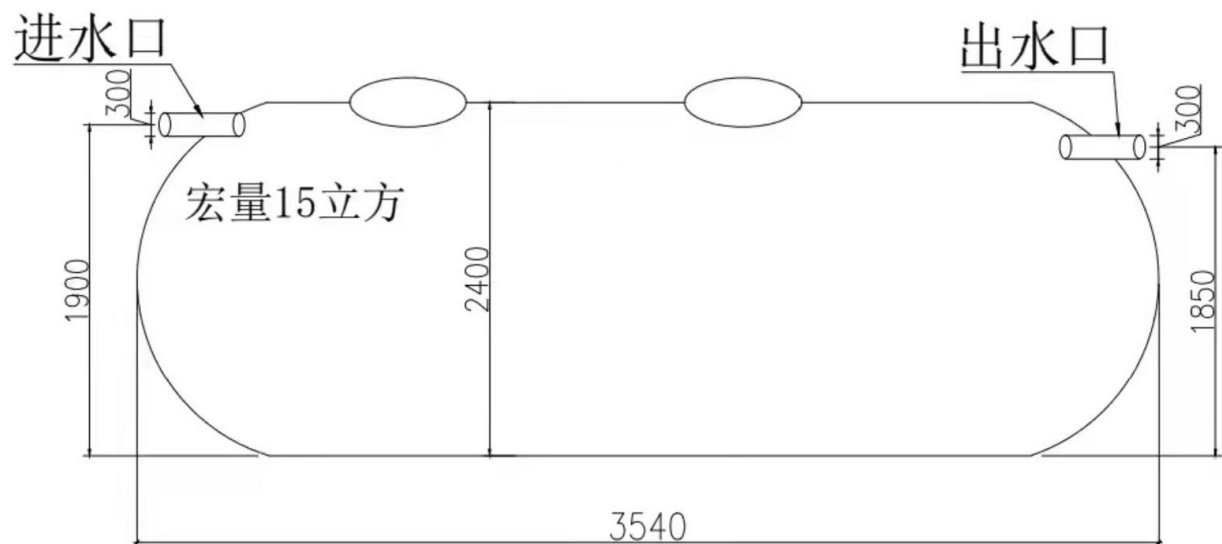
# Appendix G

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Prefabricated Drainage Units

### Water tank information

Typical details of temporary storage tanks. Actual sizes to suit Site conditions and transportation limitations.





**C192 Hong Kong & Kowloon Timber Merchants Association  
Timber Yard and Sawmill at Lin Ma Hang Road  
Prefabricated Drainage Units**

It is proposed to generally use prefabricated units for the drainage facilities at the new Timber Yard and Sawmill. This will facilitate construction and help to ensure the quality of the final facilities. Typical images are shown below (subject to confirmation during construction).

**Drainage Channels**



**Catchpits (Indicative only)**



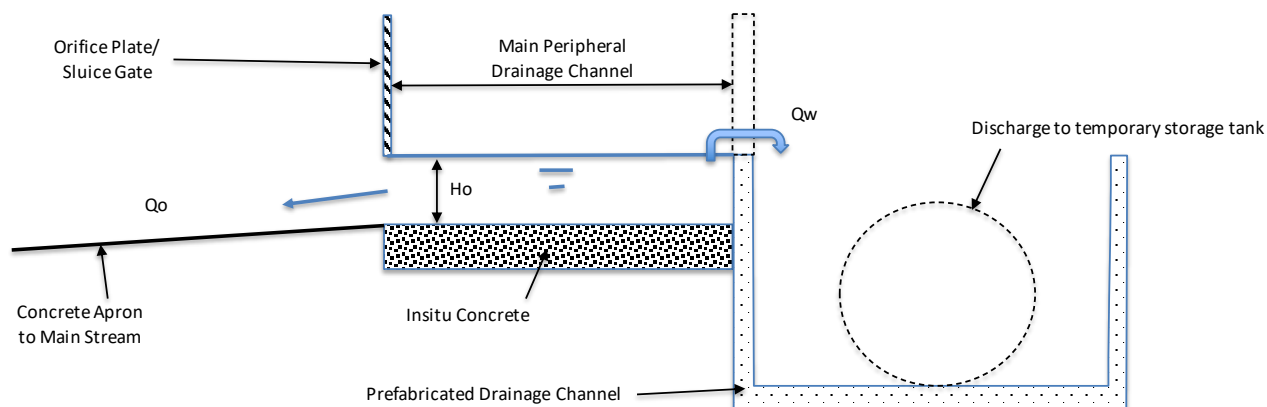
# Appendix H

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Overflow Weir Calculations

**C192 Hong Kong & Kowloon Timber Merchants Association Timber Yard at Lin Ma Hang Road**  
**Orifice/Sluice Discharges**  
**Check Discharges**

1. Assume orifice/sluice gate discharge for low flows
2. Weir overflow for excess flows
3. Discharge through Orifice/Sluice will increase as water level rises.



**CROSS-SECTION THROUGH DISCHARGE/OVERFLOW CHAMBER**

**Sites A/B**

**Sites C/D/E**

**Flows**

Existing/Proposed Discharge =	0.167 m <sup>3</sup> /s	0.250 m <sup>3</sup> /s
Future Flow =	0.432 m <sup>3</sup> /s	0.591 m <sup>3</sup> /s

**Discharge Through Orifice/Sluice**

Orifice Height, $H_o$ =	0.110 m	0.160 m
Orifice Width =	1.0 m	1.0 m
Orifice/Sluice Discharge, $Q_o = C_d \times A \times (2gH)^{0.5}$		
Assume $C_d$ =	0.6	0.6
Area, $A$ =	0.11 m <sup>2</sup>	0.160 m <sup>2</sup>
<b>Discharge, <math>Q_o</math> =</b>	<b>0.097 m<sup>3</sup>/s (&lt; Existing Peak Discharge)</b>	<b>0.170 m<sup>3</sup>/s (&lt; Proposed Peak Discharge)</b>
(N.B. Maximum discharges before water level rises above the top of the orifice/sluice and over the weir)		
Weir Length, $B$ =	3.0 m	4.0 m
Peak Excess Flow =	0.335 m <sup>3</sup> /s (to pass over weir)	0.421 m <sup>3</sup> /s (to pass over weir)

**Overflow to Weir**

Weir Discharge, $Q_w = C_w \times B \times H^{1.5}$		
$H_w = (Q_w / (C_w \times B))^{0.67}$		
Assume $C_w$ =	1.5	1.5
Head over Wier, $H_w$ =	0.175 m	0.169 m
<b>Peak <math>Q_o</math> =</b>	<b>0.156 m<sup>3</sup>/s (&lt;= Existing Peak Discharge)</b>	<b>0.244 m<sup>3</sup>/s (&lt;= Proposed Peak Discharge)</b>

Note: These are conservative assessments, as the water levels are based on the assumption that all excess flows pass over the weir.

# Appendix I

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Drainage Schedule



C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Drainage Schedule - Western Site

Refer to Site Catchment Plan (Figure 6), Overall Runoff Calculations and Standard Channel Capacity Calculations

Channel Section	Contributing Catchment(s)	Catchment Area (Cumulative) (m <sup>2</sup> )	Runoff Coefficient	Rainfall Intensity <sup>#</sup> (mm/h)	Runoff (m <sup>3</sup> /s)	Minimum Gradient Required* (1 in)	Section Length (m)	Upstream		Downstream		Proposed Gradient (1 in)	Remarks
								Ground Level (mPD)	Invert Level (mPD)	Ground Level (mPD)	Invert Level (mPD)		
Site C													
Northern/Eastern Boundary													
P10-P09	C3 x 60%	1,085.4	0.35	169	0.018	350	44	14.0	13.7	12.5	12.2	29	Runoff from External Slopes
P09-P08	C3	1,809.0	0.35	169	0.030	350	26	12.5	12.2	11.8	11.5	37	Runoff from External Slopes
P08-P07	C3+C4	2,649.0	0.35	169	0.044	350	31	11.8	11.5	11.1	10.8	44	Runoff from External Slopes
P07-P06	C3+C4	2,649.0	0.35	169	0.044	350	22	11.1	10.8	10.8	10.5	73	Runoff from External Slopes
P06-P05	C3+C4	2,649.0	0.35	169	0.044	350	20	10.8	10.5	10.6	10.3	99	Runoff from External Slopes
P05-P04	C3+C4	2,649.0	0.35	169	0.044	350	33	10.6	10.3	10.2	9.9	82	Runoff from External Slopes
P04-P03	C3+C4	2,649.0	0.35	169	0.044	350	18	10.2	9.9	10.0	9.7	90	Runoff from External Slopes
P03-P02	C3+C4	2,649.0	0.35	169	0.044	350	20	10.0	9.7	9.7	9.4	67	Runoff from External Slopes
P02-P01	C3+C4	2,649.0	0.35	169	0.044	350	2	9.7	9.4	9	8.7	3	Drop section not using standard channels
Outlet to Eastern Stream													
Western/Southern Boundary													
P10-P11	Minor local runoff	0.0	1.00	169	0.000	350	20	14.0	13.7	13.4	13.1	33	
P11-P12	Minor local runoff	0.0	1.00	169	0.000	350	9	13.4	13.1	13.1	12.8	30	
P12-P13	Minor local runoff	0.0	1.00	169	0.000	350	3	13.1	12.8	12.9	12.6	15	
P13-P14	Minor local runoff	0.0	1.00	169	0.000	350	18	12.9	12.6	12.5	12.2	45	
P14-P15	Minor local runoff	0.0	1.00	169	0.000	350	8	12.5	12.2	12.2	11.9	27	
P15-P16	Minor local runoff	0.0	1.00	169	0.000	350	12	12.2	11.9	11.8	11.5	30	
P16-P17	Minor local runoff	0.0	1.00	169	0.000	350	5	11.8	11.5	11.6	11.3	25	
P17-P18	C1A x 25%	384.7	1.00	169	0.018	350	10	11.6	11.3	11.3	11.0	33	
P18-P19	C1A x 50%	769.3	1.00	169	0.036	350	15	11.3	11.0	10.8	10.5	30	
P19-P20	C1A x 75%	1,154.0	1.00	169	0.054	350	12	10.8	10.5	10.4	10.1	30	
P20-P21	C1A	1,538.6	1.00	169	0.072	350	13	10.4	10.1	10.0	9.7	33	
P21-P22	C1A	1,538.6	1.00	169	0.072	350	24	10.0	9.7	9.9	9.6	240	
P22-P23	C1A + C1B x 25%	1,721.8	1.00	169	0.081	350	20	9.9	9.6	9.8	9.5	200	
P23-P24	C1A + C1B x 50%	1,904.9	1.00	169	0.089	350	21	9.8	9.5	9.7	9.4	210	
P24-P25	C1A + C1B x 75%	2,088.1	1.00	169	0.098	350	17	9.7	9.4	9.6	9.3	170	
Southern Boundary													
P25-P26	C1A + C1B	2,271.3	1.00	169	0.107	350	30	9.6	9.3	9.45	9.15	200	
P26-P27	C1A + C1B	2,271.3	1.00	169	0.107	350	7	9.4	9.1	9.35	9.05	140	
P27-P28	Minor local runoff	0.0	1.00	169	0.000	350	40	9.35	9.05	9.3	9.0	800	
P28-P29	C2C*50%	150.1	1.00	169	0.007	350	15	9.3	9.0	9.25	8.95	300	
P29-P30	C2C	300.2	1.00	169	0.014	350	31	9.25	8.95	9.1	8.8	207	
P27-P30	C1A + C1B	2,271.3	1.00	169	0.107	350	19	9.35	9.05	9.1	8.8	76	
P30-P01	C1A + C1B + C2C	2,571.5	1.00	169	0.121	280	16	9.1	8.8	9	8.7	160	Outlet to Eastern Stream
Internal Pipeline													
Upstream	C1C + C2A	6,118.7	1.00	169	0.287	150	68	12		11.5		136	See separate pipeline calculations
Downstream	C1C + C2A + C2B	8,920.8	1.00	169	0.419	120	34	11.5		11.2		113	See separate pipeline calculations

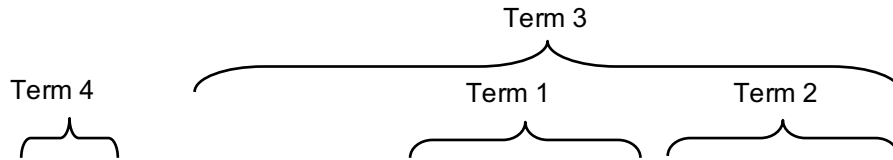
<sup>#</sup> Note: Rainfall Intensity taken from overall runoff calculations for the Site

\*Note: Minimum required gradient taken as 1:350, to provide full-flow velocity of 1m/s (Q = 0.108m<sup>3</sup>/s)

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Proposed Drainage Capacity**  
**Upstream End of Pipeline - Twin 400mm Pipelines**

**Colebrook-white Equation in SI units, simplified for solution for D**

(From "Tables for the Hydraulic Design of Pipes, Sewers & Channels" HR Wallingford)



Assume uPVC pipes, normal condition

D	0.400 m	400 mm
S (1 in)	150	0.007 Assumed Gradient
Ks	0.06 mm	0.00006 m

Term 1	2.24987E-05
Term 2	1.65073E-05
Term 3	28.90013306

Term 4	28.89962337
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Diff 0 Should be zero for solution

**Capacity, Q** 0.239 m<sup>3</sup>/s

**With 10% flow area allowance for sedimentation, assume 10% reduction in capacity:**

**Capacity, Q<sub>silt</sub> =** 0.215 m<sup>3</sup>/s/ pipe

A = 0.13 m<sup>2</sup>

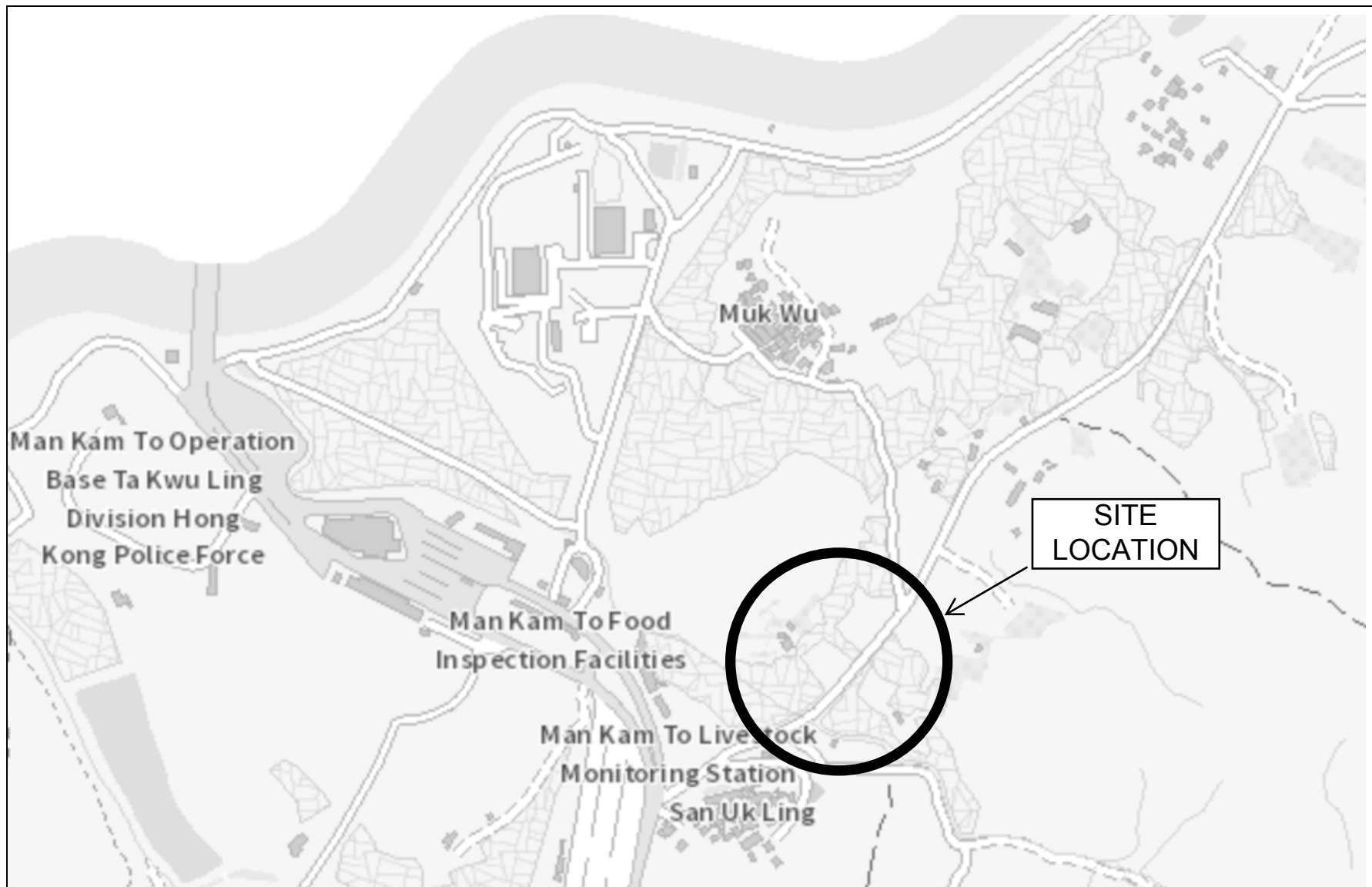
v = Q/A = 1.90 m/s

**Overall Capacity =** 0.430 m<sup>3</sup>/s (twin pipes)

# Appendix J

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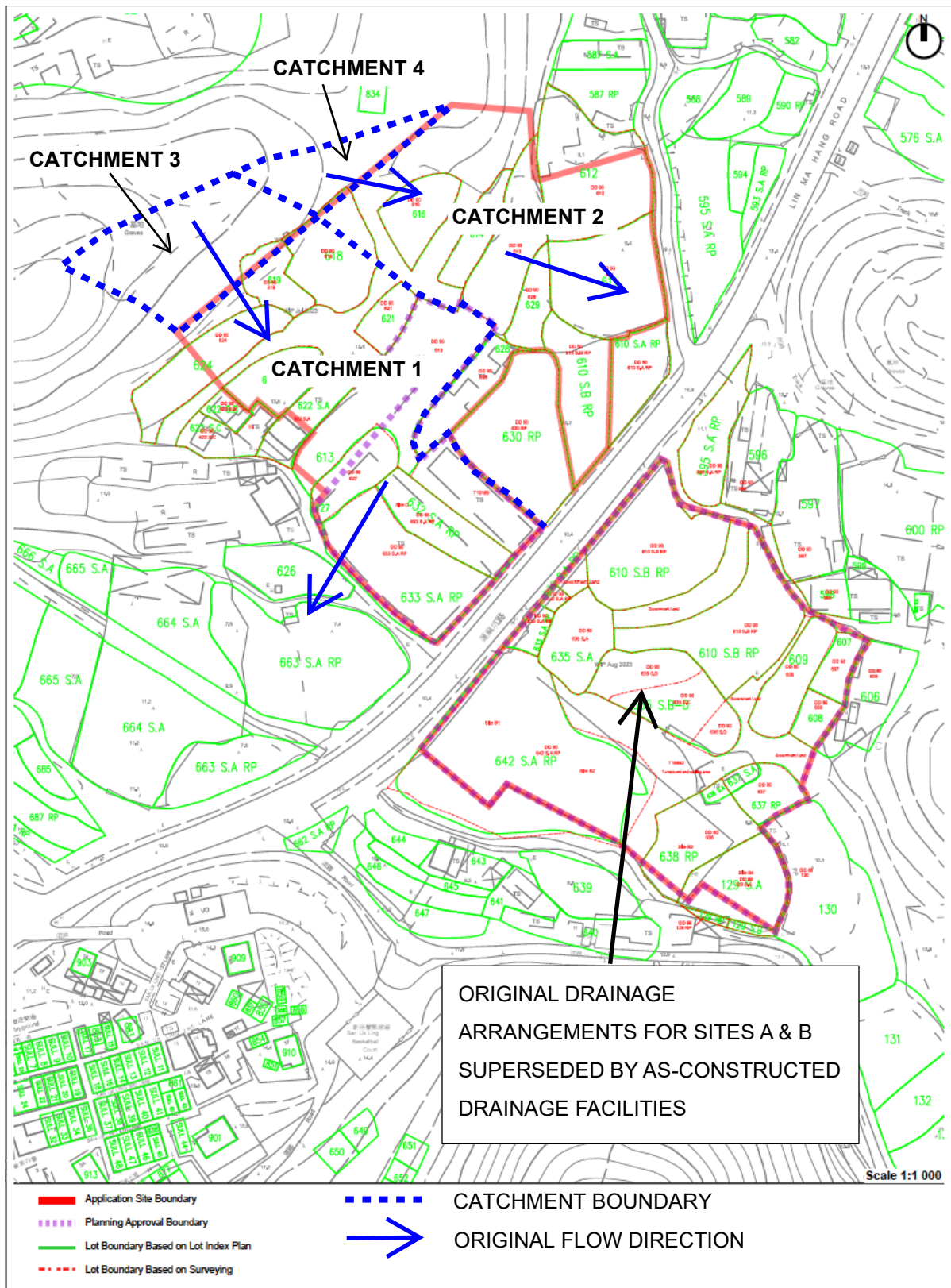
Figures



**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land, Lin Ma Hang  
Road, San Uk Ling, Ma Kam To**

**Site Location Plan**

**Figure 1**

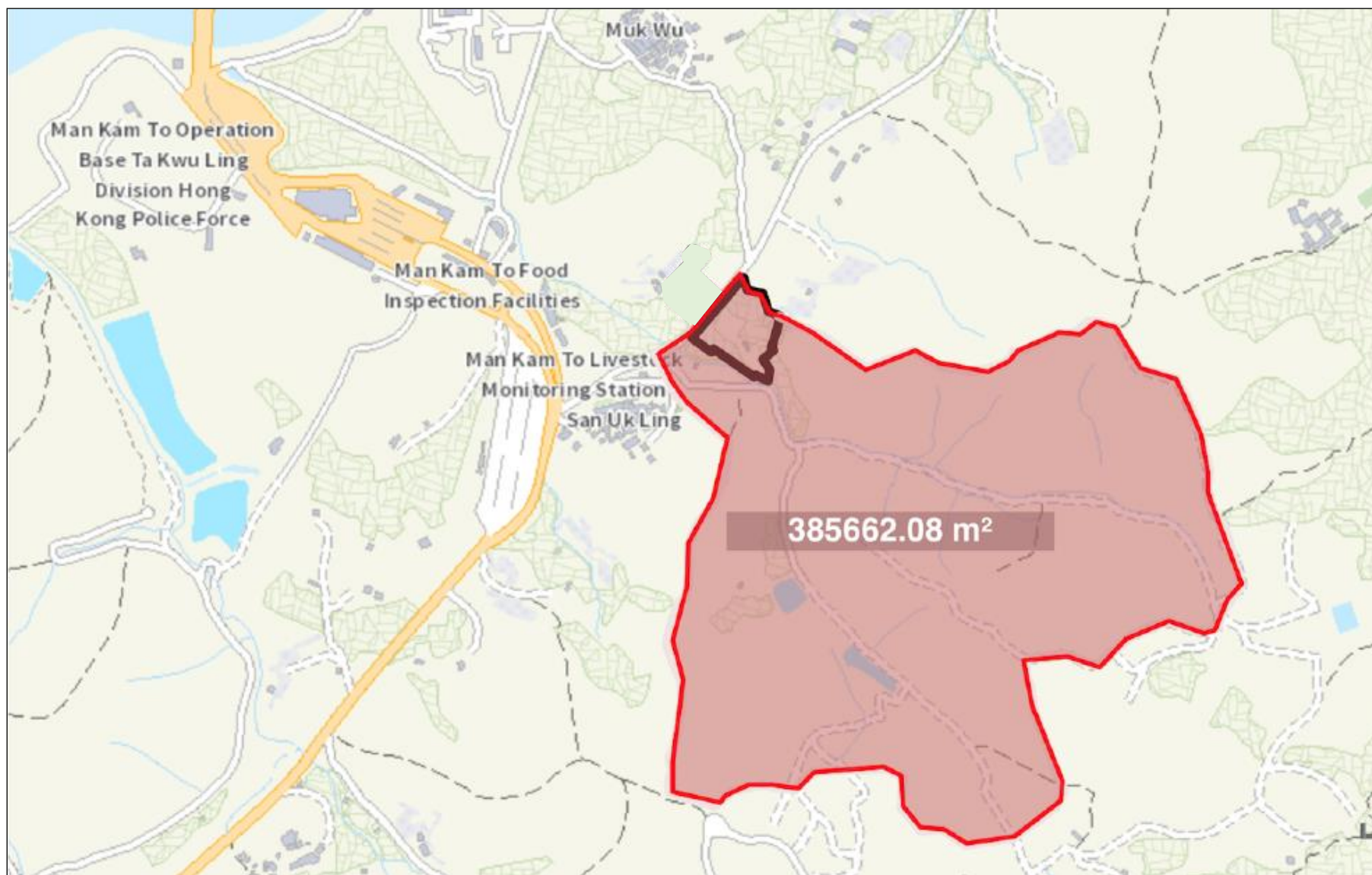


**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots in D.D.86, D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Existing/Original Local Drainage Arrangements**

**Figure 2**

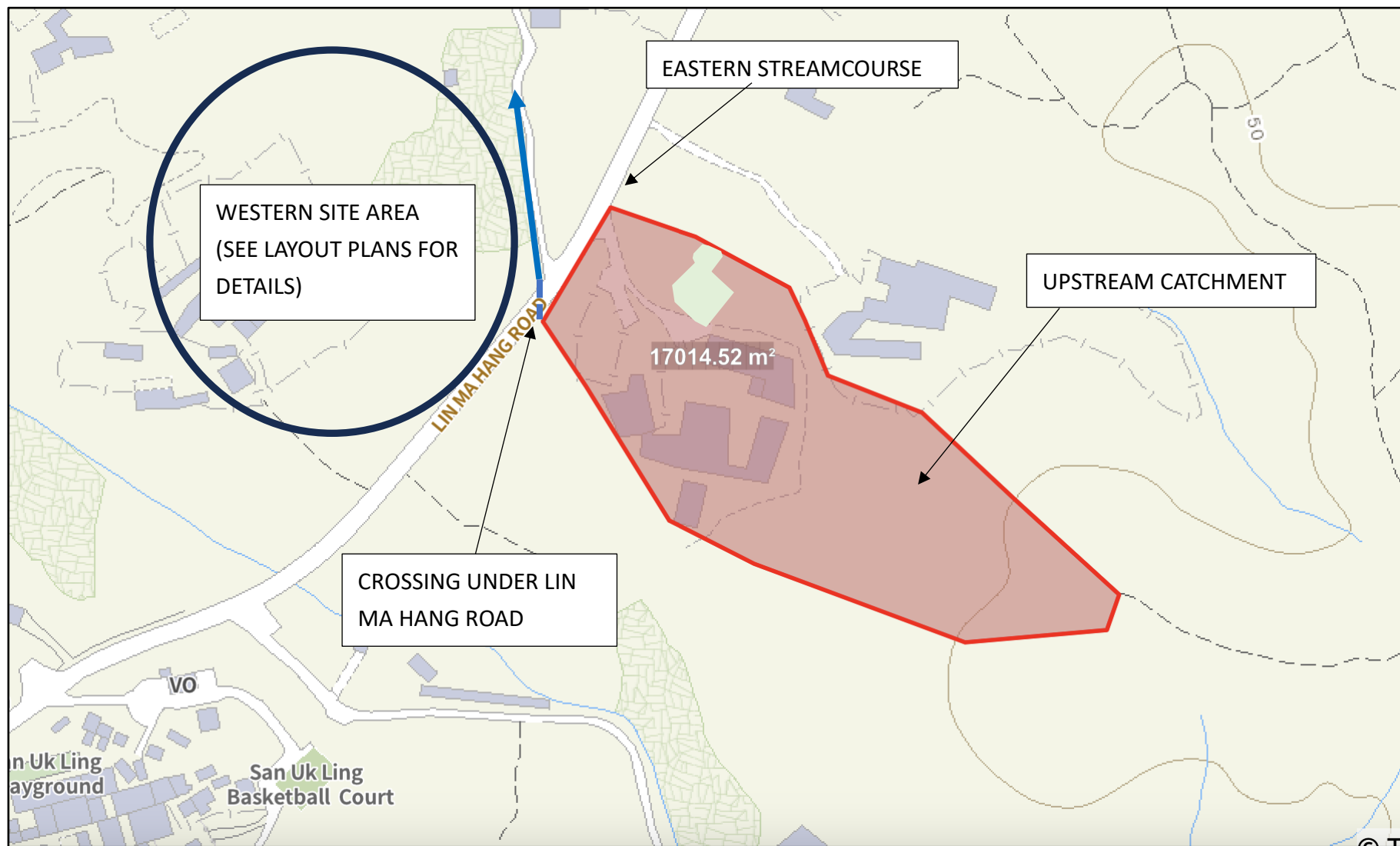




Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, San Uk Ling, Ma Kam To

Overall Catchment Area (Eastern Site)

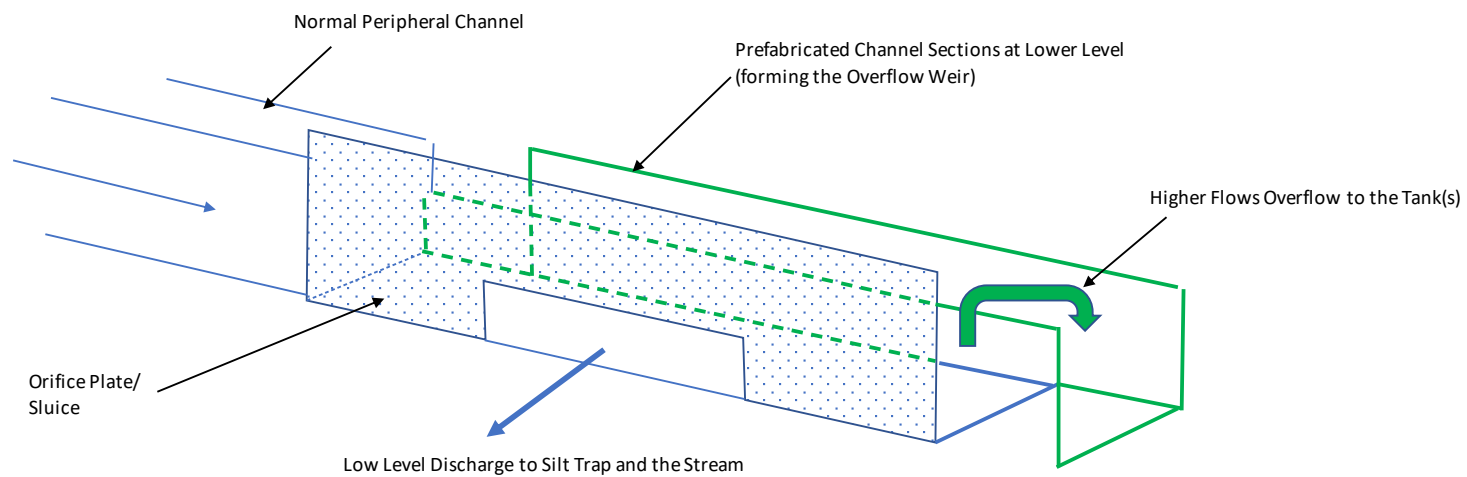
Figure 3



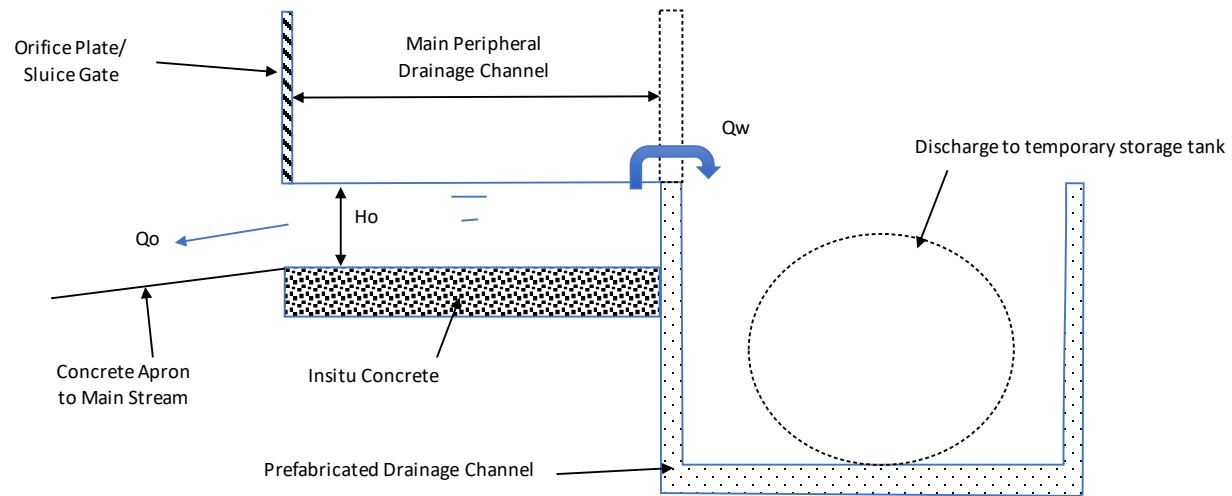
**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Upstream Catchment Area (Western Site)**

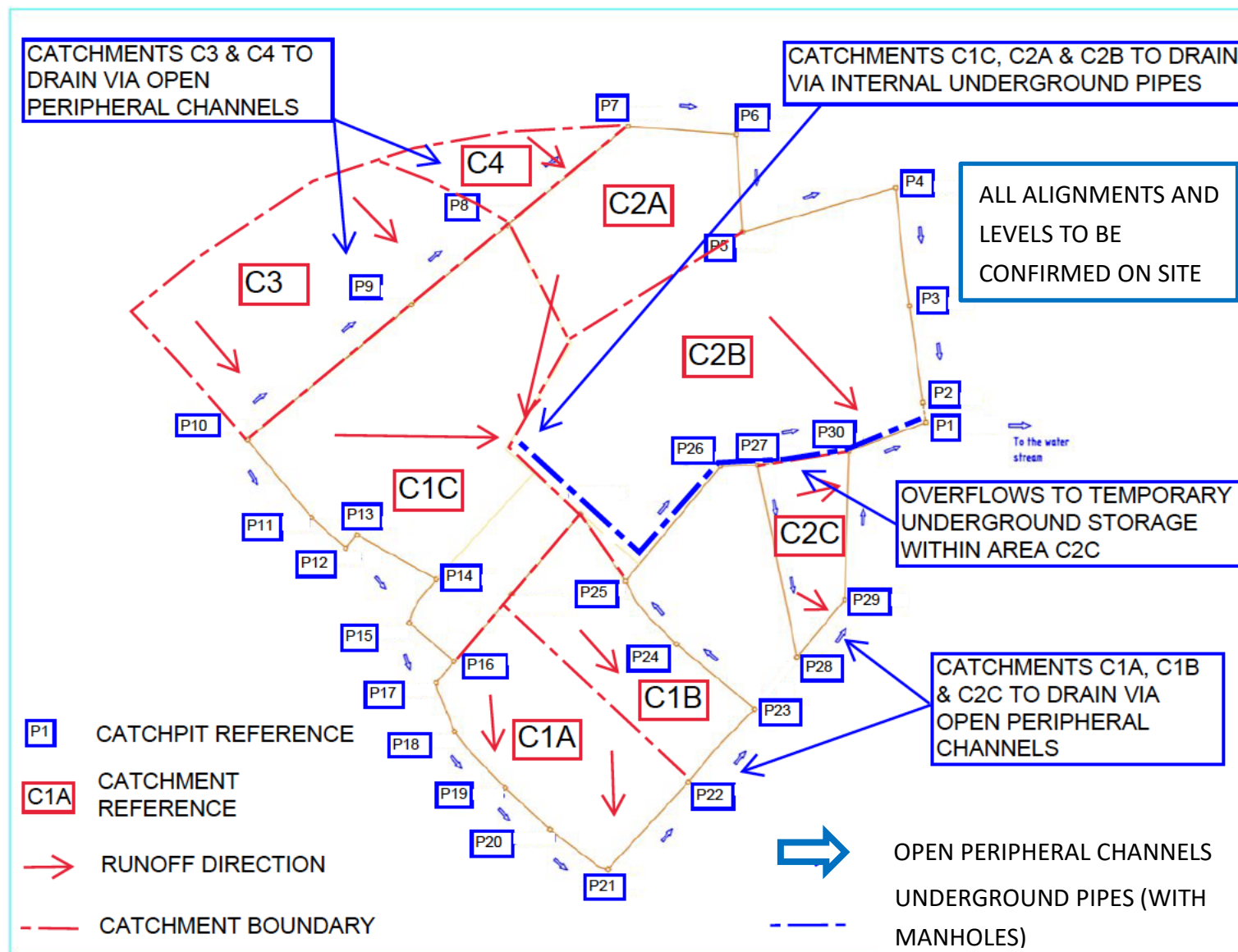
**Figure 4**



**SCHEMATIC DIAGRAMME OF DISCHARGE/OVERFLOW ARRANGEMENT**



**CROSS-SECTION THROUGH DISCHARGE/OVERFLOW CHAMBER**



**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Site Catchments & Drainage Plan (Western Site)**

**Figure 6**

地政總署

收回土地條例(第 124 章)

(根據第 4 條發出的公告)

**收回土地  
以便進行古洞北新發展區及  
粉嶺北新發展區發展計劃一  
餘下階段**

致下文詳述並在第 DNM5339a 號收地圖則上以橙色標示，位於新界的各塊或各幅土地的業主，以及就該等土地擁有權益、權利或地役權的每名人士。該等土地稱為：

丈量約份第 51 約地段第 172 號餘段(部分)、第 174 號、第 175 號、第 176 號、第 178 號、第 179 號餘段、第 180 號、第 182 號、第 209 號(部分)、第 227 號(部分)、第 228 號(部分)、第 229 號、第 230 號、第 231 號(部分)、第 232 號 A 分段、第 232 號 B 分段、第 233 號、第 234 號、第 235 號、第 236 號、第 237 號(部分)、第 238 號餘段(部分)、第 239 號(部分)、第 240 號(部分)、第 241 號(部分)、第 242 號、第 245 號 B 分段餘段(部分)[又稱第 245B 號餘段(部分)]、第 246 號餘段(部分)、第 248 號、第 249 號(部分)、第 252 號(部分)、第 256 號(部分)、第 257 號(部分)、第 258 號(部分)、第 259 號、第 260 號 A 分段、第 260 號餘段(部分)、第 261 號(部分)、第 262 號、第 263 號、第 264 號、第 265 號、第 270 號(部分)、第 306 號餘段(部分)、第 332 號(部分)、第 333 號(部分)、第 334 號(部分)、第 335 號(部分)、第 358 號(部分)、第 359 號(部分)、第 396 號(部分)、第 397 號、第 398 號、第 399 號(部分)、第 400 號(部分)、第 401 號、第 402 號、第 403 號、第 404 號(部分)、第 406 號(部分)、第 407 號(部分)、第 414 號(部分)、第 416 號(部分)、第 418 號(部分)、第 419 號、第 420 號(部分)、第 421 號(部分)、第 422 號、第 424 號(部分)、第 425 號(部分)、第 428 號(部分)、第 429 號(部分)、第 430 號、第 431 號(部分)、第 432 號(部分)、第 433 號(部分)、第 434 號(部分)、第 435 號(部分)、第 437 號餘段、第 442 號、第 443 號、第 444 號、第 445 號、第 446 號、第 447 號、第 448 號(部分)、第 450 號(部分)、第 451 號、第 452 號、第 453 號、第 455 號、第 456 號餘段、第 457 號、第 458 號 B 分段餘段、第 482 號(部分)、第 483 號(部分)、第 484 號 A 分段(部分)、第 484 號餘段(部分)、第 485 號 D 分段(部分)、第 485 號餘段、第 486 號、第 532 號餘段(部分)、第 533 號餘段(部分)、第 534 號餘段(部分)、第 538 號、第 539 號(部分)、第 540 號(部分)、第 541 號(部分)、第 542 號(部分)、第 543 號(部分)、第 544 號、第 545 號(部分)、第 546 號(部分)、第 547 號(部分)、第 548 號(部分)、第 549 號、第 550 號、第 551 號(部分)、第 552 號(部分)、第 553 號(部分)、第 554 號、第 555 號、第 556 號、第 557 號 A 分段、第 557 號餘段、第 558 號 A 分段、第 558 號餘段、第 559 號、第 560 號、第 561 號、第 562 號(部分)、第 566 號餘段(部分)、第 608 號(部分)、第 609 號(部分)、第 610 號餘段(部分)、第 611 號餘段(部分)、第 612 號、第 613 號餘段、第 614 號餘段、第 619 號餘段、第 620 號餘段、第 621 號餘段、第 622 號 A 分段第 1 小分段(部分)、第 622 號 A 分段餘段、第 622 號 B 分段第 1 小分段(部分)、第 622 號 B 分段餘段、第 624 號 A 分段(部分)、第 624 號餘



段、第 625 號 A 分段(部分)、第 625 號餘段、第 626 號(部分)、第 627 號餘段、第 628 號餘段(部分)、第 629 號餘段(部分)、第 636 號餘段、第 646 號餘段(部分)、第 647 號餘段(部分)、第 648 號餘段(部分)、第 650 號餘段、第 651 號餘段、第 652 號、第 653 號、第 654 號、第 655 號餘段(部分)、第 656 號、第 657 號(部分)、第 741 號、第 791 號餘段、第 792 號餘段、第 793 號、第 806 號、第 807 號 A 分段(部分)、第 2013 號 A 分段餘段(部分)、第 2013 號 B 分段餘段(部分)、第 2013 號 C 分段餘段(部分)、第 2014 號、第 2015 號(部分)、第 2016 號 A 分段餘段(部分)、第 2016 號 B 分段餘段(部分)、第 2018 號 A 分段、第 2018 號 B 分段(部分)、第 2018 號餘段、第 2019 號 A 分段(部分)、第 2019 號餘段(部分)、第 2020 號餘段(部分)、第 2021 號 A 分段、第 2022 號 A 分段(部分)、第 2022 號 B 分段、第 2022 號餘段、第 2023 號、第 2024 號、第 2025 號、第 2026 號、第 2027 號 A 分段、第 2027 號 B 分段、第 2028 號、第 2029 號餘段、第 2030 號餘段、第 2031 號餘段、第 2032 號餘段、第 2034 號(部分)、第 2035 號 A 分段、第 2035 號 B 分段(部分)、第 2036 號(部分)、第 2037 號(部分)、第 2038 號(部分)、第 2039 號餘段、第 2041 號、第 2042 號 A 分段(部分)、第 2042 號 B 分段、第 2043 號(部分)、第 2044 號 A 分段(部分)、第 2044 號餘段、第 2045 號(部分)、第 2046 號 A 分段(部分)、第 2046 號 B 分段、第 2046 號餘段、第 2047 號 B 分段、第 2047 號 C 分段(部分)、第 2047 號餘段、第 2048 號、第 2049 號 A 分段、第 2049 號餘段、第 2050 號餘段、第 2052 號餘段、第 2053 號 B 分段、第 2053 號餘段、第 2054 號、第 2055 號餘段、第 2056 號、第 2057 號、第 2058 號、第 2059 號餘段、第 2060 號餘段、第 2061 號 B 分段、第 2061 號 C 分段、第 2061 號餘段、第 2062 號 A 分段、第 2062 號 B 分段、第 2062 號餘段、第 2063 號 A 分段、第 2063 號餘段、第 2064 號、第 2066 號、第 2067 號、第 2069 號餘段、第 2070 號餘段、第 2071 號、第 2072 號、第 2073 號、第 2074 號(部分)、第 2075 號、第 2076 號、第 2077 號(部分)、第 2078 號、第 2080 號 A 分段(部分)、第 2080 號餘段、第 2081 號 A 分段、第 2081 號餘段、第 2082 號 A 分段、第 2082 號餘段、第 2083 號 A 分段、第 2083 號 B 分段、第 2083 號 C 分段、第 2083 號餘段、第 2084 號、第 2085 號 A 分段、第 2085 號餘段、第 2086 號 A 分段、第 2086 號餘段、第 2087 號 A 分段、第 2087 號 B 分段、第 2087 號餘段、第 2088 號 A 分段、第 2088 號 B 分段、第 2088 號餘段、第 2089 號 A 分段、第 2089 號餘段、第 2090 號、第 2091 號 A 分段、第 2091 號餘段、第 2092 號、第 2093 號、第 2094 號 A 分段、第 2094 號餘段、第 2095 號 A 分段、第 2095 號餘段、第 2096 號 A 分段第 1 小分段、第 2096 號 A 分段餘段、第 2096 號 B 分段、第 2096 號餘段、第 2097 號餘段、第 2124 號餘段(部分)、第 2125 號餘段(部分)、第 2127 號 A 分段餘段、第 2127 號 B 分段餘段、第 2128 號、第 2129 號、第 2130 號 A 分段(部分)、第 2130 號 B 分段、第 2130 號餘段、第 2131 號餘段(部分)、第 2133 號餘段、第 2134 號餘段、第 2135 號、第 2136 號餘段、第 2137 號 A 分段、第 2137 號餘段、第 2138 號 A 分段、第 2138 號餘段、第 2139 號 A 分段、第 2139 號餘段、第 2140 號、第 2141 號 A 分段、第 2141 號餘段、第 2144 號餘段、第 4541 號餘段、第 4644 號(部分)、第 4666 號(部分)、第 4849 號 A 分段(部分)、第 4849 號 B 分段、第 4849 號 C 分段、第 4849 號 D 分段第 1 小分段、第 4849 號 D 分段餘段、第 4849 號 E 分段第 1 小分段(部分)、第 4849 號 E 分段餘段、第 4849 號 F 分段第 1 小分段(部分)、第 4849 號 F 分段餘段(部分)、第 4849 號 G 分段(部分)、第 4849 號 H 分段和第 4849 號餘段；

丈量約份第 52 約地段第 55 號(部分)、第 56 號、第 74 號餘段、第 75 號餘段(部分)、第 76 號、第 77 號餘段、第 78 號 A 分段餘段、第 78 號 B 分段餘段、第 79 號餘段、第 80 號餘段、第 81 號、第 82 號 A 分段餘段[又稱第 82A 號餘段]、第 86 號 A 分段餘段(部分)、第 87 號餘段(部分)、第 89 號、第 90 號 A 分段、第 90 號 B 分段、第 92 號、第 93 號、第 94 號餘段、第 95 號 B 分段、第 96 號 B 分段、第 97 號、第 98 號 A 分段(部分)、第 99 號、第 100 號(部分)、第 101 號(部分)、第 104 號 A 分段、第 104 號 B 分段(部分)、第 104 號餘段(部分)、第 117 號 A 分段餘段(部分)、第 118 號 A 分段餘段、第 130 號 A 分段餘段、第 131 號 A 分段餘段、第 132 號、第 133 號、第 134 號餘段、第 135 號、第 147 號(部分)、第 149 號(部分)、第 150 號、第 151 號、第 152 號、第 153 號餘段、第 154 號 B 分段餘段(部分)、第 159 號 C 分段餘段、第 160 號 B 分段、第 161 號、第 162 號、第 163 號、第 164 號(部分)、第 166 號餘段、第 167 號 A 分段(部分)、第 167 號餘段(部分)、第 168 號 A 分段(部分)、第 168 號餘段(部分)、第 170 號餘段(部分)、第 171 號餘段(部分)、第 172 號餘段(部分)、第 173 號餘段、第 174 號餘段、第 176 號餘段、第 177 號餘段、第 179 號餘段、第 181 號餘段(部分)、第 187 號餘段(部分)、第 194 號 A 分段餘段(部分)、第 195 號餘段(部分)、第 210 號(部分)、第 212 號(部分)、第 231 號餘段(部分)、第 318 號、第 319 號餘段、第 320 號餘段(部分)、第 321 號(部分)、第 329 號 B 分段餘段(部分)、第 330 號餘段(部分)、第 331 號 A 分段餘段、第 331 號餘段、第 332 號餘段、第 333 號餘段、第 334 號(部分)、第 335 號(部分)、第 336 號(部分)、第 337 號(部分)、第 338 號(部分)、第 339 號(部分)、第 340 號(部分)、第 341 號(部分)、第 342 號(部分)、第 343 號(部分)、第 344 號(部分)、第 345 號(部分)、第 346 號、第 347 號(部分)、第 348 號(部分)、第 350 號、第 351 號(部分)、第 352 號、第 353 號 A 分段、第 353 號餘段、第 354 號、第 355 號、第 356 號、第 357 號、第 358 號、第 359 號、第 360 號、第 361 號、第 362 號、第 363 號、第 364 號、第 365 號餘段、第 366 號餘段、第 367 號(部分)、第 369 號、第 370 號、第 371 號、第 372 號餘段、第 373 號、第 374 號、第 375 號餘段、第 376 號、第 377 號 A 分段餘段、第 377 號 B 分段餘段、第 378 號、第 379 號、第 380 號、第 381 號餘段、第 397 號餘段、第 398 號餘段、第 399 號、第 400 號、第 401 號、第 402 號、第 403 號、第 404 號、第 405 號 A 分段、第 405 號餘段、第 406 號、第 407 號、第 408 號、第 409 號餘段、第 410 號餘段、第 414 號 AB 分段餘段[又稱第 414AB 號餘段]、第 414 號 C 分段餘段[又稱第 414C 號餘段]、第 415 號餘段、第 416 號餘段、第 420 號餘段、第 421 號、第 422 號、第 423 號餘段、第 424 號、第 425 號、第 426 號、第 427 號、第 428 號、第 429 號、第 430 號、第 431 號、第 432 號、第 433 號、第 436 號餘段、第 437 號、第 438 號、第 439 號、第 440 號、第 441 號、第 442 號、第 443 號、第 444 號、第 445 號餘段(部分)、第 446 號(部分)、第 449 號(部分)、第 451 號餘段(部分)、第 452 號(部分)、第 454 號 A 分段(部分)、第 457 號(部分)、第 459 號、第 462 號(部分)、第 463 號(部分)、第 464 號 A 分段餘段(部分)、第 466 號(部分)、第 467 號、第 468 號、第 474 號、第 475 號(部分)、第 477 號、第 478 號、第 479 號、第 480 號、第 481 號、第 482 號 A 分段、第 482 號餘段、第 483 號、第 484 號 A 分段、第 486 號 A 分段餘段、第 528 號 A 分段餘段(部分)、第 529 號 A 分段餘段、第 804 號(部分)、第 805 號餘段(部分)、第 806 號(部分)、第 809 號(部分)、第 810 號、第 811 號、第 812 號餘段、第 813 號餘段、第 814 號、第 815 號、第 816 號餘段、第 817 號餘段、第 1193A 號(部分)、第 1207 號(部分)、第 1208 號、第 1210 號、第 1319 號、第 1322 號 A 分段、第 1322 號餘段、

第 1380 號、第 1381 號餘段和第 1454 號；

丈量約份第 83 約地段第 1130 號餘段(部分)、第 1131 號餘段(部分)、第 1132 號、第 1133 號、第 1134 號(部分)、第 1135 號 A 分段(部分)、第 1135 號 B 分段(部分)、第 1135 號餘段、第 1136 號 A 分段第 1 小分段(部分)、第 1136 號 A 分段餘段、第 1136 號餘段、第 1149 號 A 分段(部分)、第 1149 號餘段、第 1150 號餘段(部分)、第 1152 號 A 分段(部分)、第 1152 號餘段、第 1153 號 A 分段(部分)、第 1153 號餘段、第 1154 號 A 分段、第 1154 號 B 分段(部分)、第 1154 號餘段、第 1156 號 B 分段、第 1156 號餘段、第 1157 號 A 分段第 1 小分段(部分)、第 1157 號 A 分段第 2 小分段、第 1157 號 A 分段餘段、第 1157 號 B 分段第 1 小分段(部分)、第 1157 號 B 分段餘段、第 1157 號 C 分段(部分)、第 1157 號 D 分段第 1 小分段、第 1157 號 D 分段餘段、第 1157 號 E 分段、第 1157 號餘段、第 1158 號 A 分段第 1 小分段、第 1158 號 A 分段餘段、第 1158 號 B 分段第 1 小分段、第 1158 號 B 分段餘段、第 1158 號 C 分段、第 1158 號餘段、第 1159 號 A 分段、第 1159 號餘段、第 1160 號 A 分段第 1 小分段、第 1160 號 A 分段餘段、第 1160 號 B 分段、第 1160 號餘段、第 1161 號 A 分段、第 1161 號餘段、第 1162 號 A 分段餘段、第 1162 號 B 分段、第 1162 號 C 分段第 1 小分段、第 1162 號 C 分段第 2 小分段 A 分段、第 1162 號 C 分段第 2 小分段餘段、第 1162 號 D 分段第 1 小分段、第 1162 號 D 分段餘段、第 1175 號 A 分段、第 1175 號餘段、第 1176 號、第 1177 號 A 分段和第 1177 號餘段；

丈量約份第 88 約地段第 41 號、第 43 號 B 分段(部分)、第 45 號、第 46 號 B 分段、第 49 號和第 53 號(部分)；

丈量約份第 92 約地段第 739 號 A 分段、第 739 號 B 分段第 1 小分段、第 739 號 B 分段餘段、第 739 號 C 分段(部分)、第 739 號餘段(部分)、第 741 號 A 分段(部分)、第 741 號 B 分段、第 741 號 C 分段(部分)、第 741 號 D 分段、第 741 號 E 分段(部分)、第 741 號 F 分段(部分)、第 741 號 G 分段、第 741 號 H 分段、第 741 號餘段(部分)、第 742 號 A 分段、第 742 號 B 分段、第 742 號餘段、第 743 號 A 分段、第 743 號餘段、第 744 號餘段、第 745 號 A 分段、第 745 號餘段、第 746 號餘段、第 749 號餘段、第 857 號(部分)、第 858 號、第 859 號(部分)、第 860 號(部分)、第 861 號(部分)、第 862 號、第 863 號、第 864 號、第 865 號、第 868 號、第 871 號餘段(部分)、第 872 號餘段(部分)、第 879 號 A 分段餘段(部分)、第 880 號 C 分段餘段(部分)、第 903 號 B 分段(部分)、第 904 號 A 分段、第 904 號 B 分段、第 904 號 C 分段、第 904 號 D 分段(部分)、第 904 號 E 分段(部分)、第 904 號 F 分段(部分)、第 904 號 G 分段(部分)、第 905 號、第 906 號、第 908 號 A 分段、第 908 號 B 分段、第 908 號餘段、第 909 號 A 分段、第 910 號(部分)、第 911 號 C 分段餘段(部分)、第 912 號 A 分段第 1 小分段(部分)、第 912 號餘段(部分)、第 913 號、第 914 號 A 分段第 1 小分段(部分)、第 914 號餘段、第 915 號 A 分段第 1 小分段(部分)、第 915 號餘段(部分)、第 916 號(部分)、第 917 號(部分)、第 918 號(部分)、第 919 號(部分)、第 920 號、第 923 號(部分)和第 2222 號(部分)；

丈量約份第 95 約地段第 4 號(部分)、第 5 號、第 6 號 A 分段、第 6 號餘段(部分)、第 7 號、第 8 號 A 分段、第 9 號、第 10 號 A 分段、第 10 號餘段、第 12 號 A 分段、第 13 號、第 14 號 A 分段、第 14 號餘段、第 16 號 A 分段第

2 小分段(部分)、第 16 號 A 分段第 3 小分段(部分)、第 16 號 A 分段第 4 小分段、第 16 號 A 分段第 5 小分段(部分)、第 16 號 A 分段第 6 小分段(部分)、第 16 號 A 分段第 7 小分段(部分)、第 16 號 A 分段第 8 小分段、第 16 號 A 分段第 9 小分段、第 16 號 A 分段第 10 小分段、第 16 號 A 分段第 11 小分段、第 16 號 A 分段第 12 小分段、第 16 號 A 分段第 13 小分段、第 16 號 A 分段第 14 小分段(部分)、第 17 號 A 分段餘段、第 19 號、第 20 號、第 21 號、第 22 號、第 23 號、第 24 號、第 25 號、第 26 號、第 27 號、第 28 號(部分)、第 29 號(部分)、第 38 號 A 分段(部分)、第 38 號 B 分段(部分)、第 38 號餘段(部分)、第 39 號 A 分段(部分)、第 39 號餘段(部分)、第 40 號(部分)、第 42 號餘段、第 43 號(部分)、第 44 號(部分)、第 45 號(部分)、第 53 號(部分)、第 59 號(部分)、第 61 號(部分)、第 62 號(部分)、第 63 號、第 64 號、第 65 號(部分)、第 66 號(部分)、第 67 號、第 69 號、第 70 號、第 71 號、第 72 號、第 73 號、第 74 號、第 75 號、第 76 號、第 77 號、第 78 號 A 分段、第 78 號餘段、第 79 號、第 80 號、第 81 號(部分)、第 82 號(部分)、第 83 號(部分)、第 84 號(部分)、第 85 號(部分)、第 86 號(部分)、第 87 號(部分)、第 88 號(部分)、第 89 號(部分)、第 90 號(部分)、第 91 號(部分)、第 94 號 A 分段餘段(部分)、第 95 號 A 分段第 2 小分段、第 95 號 A 分段餘段(部分)、第 96 號 A 分段(部分)、第 97 號 A 分段第 1 小分段、第 97 號 A 分段餘段、第 98 號 A 分段、第 98 號餘段(部分)、第 99 號(部分)、第 100 號 A 分段(部分)、第 100 號餘段、第 102 號(部分)、第 104 號(部分)、第 106 號(部分)、第 111 號 A 分段(部分)、第 111 號 B 分段(部分)、第 111 號餘段(部分)、第 112 號(部分)、第 118 號(部分)、第 119 號(部分)、第 122 號(部分)、第 123 號(部分)、第 124 號(部分)、第 126 號、第 127 號、第 128 號、第 129 號、第 131 號、第 132 號(部分)、第 133 號(部分)、第 139 號(部分)、第 140 號、第 143 號(部分)、第 145 號(部分)、第 148 號、第 149 號、第 150 號(部分)、第 151 號(部分)、第 152 號(部分)、第 153 號(部分)、第 154 號(部分)、第 157 號、第 158 號、第 161 號(部分)、第 162 號、第 163 號(部分)、第 164 號 A 分段(部分)、第 166 號 B 分段、第 167 號 A 分段餘段、第 168 號 A 分段餘段、第 169 號餘段、第 170 號、第 171 號、第 172 號(部分)、第 173 號、第 174 號、第 175 號、第 176 號、第 177 號、第 178 號、第 180 號、第 181 號、第 182 號、第 183 號、第 184 號、第 186 號、第 187 號、第 188 號、第 189 號、第 190 號 A 分段、第 191 號、第 193 號、第 194 號 A 分段、第 195 號 A 分段餘段(部分)、第 196 號餘段、第 197 號 A 分段(部分)、第 198 號餘段(部分)、第 199 號 A 分段、第 200 號 A 分段、第 201 號 A 分段(部分)、第 203 號(部分)、第 204 號(部分)、第 205 號(部分)、第 206 號、第 207 號(部分)、第 208 號 A 分段(部分)、第 208 號 B 分段(部分)、第 208 號餘段(部分)、第 210 號 A 分段、第 211 號 A 分段餘段、第 212 號 A 分段、第 212 號餘段、第 213 號、第 214 號 A 分段、第 214 號餘段、第 215 號、第 216 號、第 217 號、第 218 號、第 219 號、第 220 號、第 221 號 A 分段餘段、第 222 號 A 分段餘段(部分)、第 223 號、第 224 號、第 225 號、第 229 號、第 231 號 B 分段餘段(部分)、第 233 號 A 分段(部分)、第 234 號 A 分段第 1 小分段(部分)、第 234 號 A 分段餘段、第 235 號 A 分段第 1 小分段(部分)、第 235 號 A 分段餘段、第 236 號 A 分段餘段(部分)、第 237 號 B 分段(部分)[又稱 237B(部分); 亦稱 237(部分)]、第 238 號(部分)、第 240 號(部分)、第 241 號(部分)、第 242 號、第 244 號、第 245 號(部分)、第 246 號、第 247 號(部分)、第 249 號(部分)、第 252 號(部分)、第 253 號(部分)、第 255 號(部分)、第 256 號(部分)、第 257 號、第 258 號、第 259 號(部分)、第 261 號、第 262 號、第 263 號、第 264 號、第 265 號 A

分段、第 265 號餘段、第 266 號、第 268 號(部分)、第 270 號(部分)、第 271 號 A 分段餘段(部分)、第 272 號(部分)、第 273 號、第 276 號(部分)、第 280 號(部分)、第 283 號(部分)、第 285 號、第 286 號、第 287 號、第 288 號、第 289 號(部分)、第 292 號 A 分段(部分)、第 292 號餘段(部分)、第 306 號(部分)、第 308 號(部分)、第 314 號餘段(部分)、第 321 號 B 分段、第 321 號 C 分段、第 321 號 D 分段、第 321 號 E 分段、第 321 號餘段、第 322 號餘段、第 323 號、第 325 號 A 分段、第 325 號 B 分段、第 325 號餘段、第 328 號 A 分段、第 328 號餘段(部分)、第 329 號(部分)、第 331 號、第 334 號 A 分段、第 334 號 B 分段、第 334 號 C 分段、第 334 號 D 分段、第 334 號 E 分段、第 334 號 F 分段、第 334 號餘段、第 335 號 A 分段(部分)、第 335 號 B 分段、第 335 號 C 分段、第 335 號 D 分段、第 335 號 E 分段、第 335 號 F 分段、第 335 號 G 分段、第 335 號 H 分段、第 335 號 I 分段、第 335 號 J 分段、第 335 號餘段(部分)、第 337 號(部分)、第 338 號、第 341 號餘段、第 346 號 A 分段(部分)、第 346 號 B 分段(部分)、第 349 號(部分)、第 351 號、第 352 號、第 353 號 A 分段、第 353 號 B 分段、第 353 號 C 分段、第 353 號 D 分段、第 355 號(部分)、第 356 號(部分)、第 357 號、第 359 號、第 360 號、第 372 號餘段(部分)、第 373 號餘段(部分)、第 691 號 C 分段第 2 小分段(部分)、第 691 號 C 分段第 3 小分段、第 691 號 C 分段第 4 小分段、第 691 號 C 分段第 5 小分段、第 691 號 C 分段第 6 小分段、第 691 號 C 分段第 7 小分段、第 691 號 C 分段第 8 小分段、第 691 號 C 分段第 9 小分段、第 691 號 C 分段餘段(部分)、第 694 號(部分)、第 695 號(部分)、第 696 號(部分)、第 697 號、第 698 號、第 699 號、第 700 號、第 701 號、第 702 號(部分)、第 703 號(部分)、第 711 號餘段(部分)、第 713 號餘段、第 714 號餘段、第 715 號餘段、第 716 號餘段、第 717 號餘段、第 719 號餘段(部分)、第 720 號餘段(部分)、第 722 號餘段(部分)、第 723 號餘段、第 724 號、第 725 號 A 分段、第 725 號 B 分段、第 725 號餘段(部分)、第 726 號餘段(部分)、第 727 號餘段(部分)、第 728 號 A 分段、第 728 號 B 分段、第 728 號 C 分段、第 728 號 D 分段、第 728 號 E 分段、第 728 號 F 分段、第 728 號 G 分段餘段(部分)、第 728 號 H 分段、第 728 號 J 分段、第 728 號 K 分段、第 728 號 L 分段、第 728 號 M 分段、第 728 號 N 分段、第 728 號餘段、第 729 號 A 分段第 1 小分段、第 729 號 A 分段第 2 小分段 A 分段、第 729 號 A 分段第 2 小分段 B 分段、第 729 號 A 分段第 2 小分段 C 分段、第 729 號 A 分段第 2 小分段餘段、第 729 號 A 分段第 3 小分段、第 729 號 A 分段第 4 小分段、第 729 號 A 分段第 5 小分段餘段、第 729 號 A 分段第 6 小分段餘段、第 729 號 A 分段第 7 小分段、第 729 號 A 分段第 8 小分段、第 729 號 A 分段第 9 小分段、第 729 號 A 分段第 10 小分段 A 分段、第 729 號 A 分段第 10 小分段餘段、第 729 號 A 分段第 11 小分段、第 729 號 A 分段第 12 小分段、第 729 號 A 分段第 13 小分段、第 729 號 A 分段餘段、第 730 號 A 分段第 1 小分段、第 730 號 A 分段第 2 小分段、第 730 號 A 分段第 3 小分段、第 730 號 A 分段第 4 小分段、第 730 號 A 分段第 5 小分段、第 730 號 A 分段第 6 小分段、第 730 號 A 分段第 7 小分段、第 730 號 A 分段第 8 小分段、第 730 號 A 分段餘段、第 730 號餘段(部分)、第 731 號 A 分段第 2 小分段、第 731 號 A 分段第 3 小分段、第 731 號 A 分段第 4 小分段、第 731 號 A 分段第 5 小分段(部分)、第 731 號 A 分段第 6 小分段(部分)、第 731 號 A 分段第 7 小分段 A 分段、第 731 號 A 分段第 7 小分段餘段、第 731 號 A 分段第 8 小分段(部分)、第 731 號 A 分段第 10 小分段、第 731 號 A 分段第 11 小分段(部分)、第 731 號 A 分段第 12 小分段(部分)、第 731 號 A 分段第 13 小分段(部分)、第 731 號 A 分段第 14 小分段、第 731



號 A 分段第 15 小分段、第 731 號 A 分段第 16 小分段、第 731 號 A 分段餘段(部分)、第 731 號餘段(部分)、第 732 號 B 分段、第 732 號 C 分段(部分)、第 732 號餘段(部分)、第 733 號 C 分段餘段(部分)、第 736 號餘段(部分)、第 737 號餘段(部分)、第 738 號餘段、第 739 號餘段、第 740 號餘段(部分)、第 741 號(部分)、第 742 號 A 分段(部分)、第 742 號餘段(部分)、第 743 號 A 分段、第 743 號餘段、第 744 號 A 分段、第 744 號餘段、第 745 號 A 分段、第 745 號餘段(部分)、第 747 號、第 748 號餘段、第 749 號、第 750 號、第 751 號(部分)、第 752 號(部分)、第 754 號 A 分段、第 754 號 B 分段、第 754 號 C 分段、第 754 號 D 分段、第 754 號餘段、第 755 號 A 分段、第 755 號 B 分段、第 755 號 C 分段、第 755 號 D 分段(部分)、第 755 號餘段(部分)、第 757 號 A 分段、第 757 號 B 分段、第 757 號餘段(部分)、第 758 號、第 759 號 A 分段(部分)、第 759 號 B 分段、第 759 號 C 分段(部分)、第 759 號餘段(部分)、第 761 號 A 分段(部分)、第 761 號 B 分段、第 761 號 C 分段(部分)、第 761 號 D 分段、第 761 號餘段、第 762 號 A 分段、第 762 號 B 分段、第 762 號 C 分段(部分)、第 762 號 D 分段、第 762 號餘段、第 763 號、第 764 號、第 765 號、第 766 號 A 分段、第 766 號餘段、第 767 號 A 分段餘段(部分)、第 767 號餘段(部分)、第 768 號 A 分段餘段(部分)、第 768 號 B 分段餘段(部分)、第 768 號 C 分段、第 768 號餘段、第 769 號餘段(部分)、第 770 號 A 分段餘段、第 774 號 A 分段(部分)、第 776 號 A 分段餘段(部分)、第 778 號餘段(部分)、第 783 號餘段(部分)、第 784 號餘段(部分)、第 790 號餘段、第 794 號餘段、第 795 號、第 796 號餘段、第 798 號 A 分段、第 798 號 B 分段、第 798 號餘段、第 799 號餘段、第 803 號 A 分段第 1 小分段餘段、第 803 號 A 分段第 2 小分段、第 803 號 A 分段第 3 小分段(部分)、第 803 號 A 分段餘段、第 805 號 A 分段餘段、第 805 號 B 分段餘段(部分)、第 806 號(部分)、第 807 號餘段、第 809 號餘段、第 811 號 A 分段、第 811 號餘段、第 812 號、第 814 號、第 815 號餘段(部分)、第 816 號 A 分段第 1 小分段(部分)、第 816 號 A 分段第 2 小分段、第 816 號 A 分段餘段(部分)、第 816 號餘段、第 817 號餘段、第 818 號餘段、第 819 號餘段、第 820 號餘段(部分)、第 821 號 A 分段餘段、第 821 號 B 分段、第 821 號 C 分段、第 821 號餘段(部分)、第 822 號 A 分段餘段、第 822 號 B 分段第 1 小分段、第 822 號 B 分段第 2 小分段、第 822 號 B 分段第 3 小分段(部分)、第 822 號 B 分段餘段(部分)、第 823 號、第 824 號(部分)、第 825 號(部分)、第 826 號、第 827 號(部分)、第 829 號(部分)、第 830 號(部分)、第 831 號 A 分段(部分)、第 831 號 B 分段(部分)、第 832 號、第 833 號、第 834 號、第 835 號、第 837 號、第 839 號、第 840 號、第 841 號(部分)、第 842 號、第 844 號 A 分段、第 844 號餘段、第 845 號、第 846 號 A 分段、第 846 號 B 分段、第 846 號餘段、第 847 號、第 849 號 A 分段、第 849 號 B 分段、第 850 號、第 851 號(部分)、第 852 號 A 分段、第 852 號餘段(部分)、第 853 號(部分)、第 856 號 A 分段、第 856 號餘段、第 857 號、第 858 號 A 分段、第 858 號餘段、第 859 號、第 860 號 A 分段、第 860 號 B 分段、第 860 號 C 分段、第 860 號餘段、第 861 號 A 分段、第 861 號餘段、第 863 號、第 864 號、第 865 號、第 866 號 A 分段、第 867 號、第 868 號 A 分段、第 869 號 A 分段、第 870 號 A 分段、第 871 號 A 分段、第 871 號餘段、第 872 號 A 分段、第 872 號 B 分段(部分)、第 872 號餘段、第 873 號 A 分段、第 873 號餘段(部分)、第 874 號 A 分段、第 874 號餘段(部分)、第 875 號(部分)、第 876 號(部分)、第 877 號(部分)、第 878 號(部分)、第 879 號(部分)、第 880 號、第 881 號、第 882 號、第 884 號、第 885 號、第 886 號、第 887 號(部分)、第 888 號餘段(部分)、第 889 號(部分)、第 890 號(部分)、第 891

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丈量約份第 96 約第 626 號 A 分段餘段、第 627 號、第 629 號、第 630 號 A 分段、第 630 號 B 分段餘段、第 631 號餘段、第 632 號餘段(部分)、第 633 號餘段(部分)、第 634 號 C 分段餘段、第 637 號餘段、第 638 號餘段、第 643 號餘段、第 644 號餘段、第 645 號 A 分段餘段、第 645 號 C 分段餘段、第 647 號餘段、第 657 號 A 分段餘段(部分)、第 659 號 A 分段餘段(部分)、第 659 號 B 分段(部分)、第 659 號 C 分段餘段(部分)、第 662 號(部分)、第 663 號(部分)、第 664 號餘段(部分)、第 665 號餘段、第 666 號餘段(部分)、第 667 號(部分)、第 668 號(部分)、第 671 號(部分)、第 747 號 B 分段餘段(部分)、第 747 號 C 分段餘段(部分)、第 747 號 D 分段第 1 小分段(部分)、第 834 號餘段(部分)、第 839 號 B 分段(部分)、第 839 號 C 分段第 1 小分段(部分)、第 839 號 C 分段餘段(部分)、第 839 號餘段(部分)、第 855 號餘段、第 858 號、第 859 號 B 分段餘段(部分)、第 860 號(部分)、第 861 號(部分)、第 862 號餘段、第 863 號、第 864 號、第 866 號、第 868 號、第 869 號餘段(部分)、第 870 號(部分)、第 871 號(部分)、第 872 號(部分)、第 875 號、第 876 號、第 877 號、第 878 號、第 882 號餘段、第 884 號餘段、第 886 號餘段、第 888 號餘段(部分)、第 897 號、第 898 號(部分)、第 899 號(部分)、第 900 號(部分)、第 901 號(部分)、第 904 號(部分)、第 905 號(部分)、第 920 號(部分)、第 922 號(部分)、第 923 號(部分)、第 924 號(部分)、第 925 號(部分)、第 954 號(部分)、第 965 號、第 976A 號、第 979 號、第 980 號、第 982 號(部分)、第 983 號(部分)、第 989 號(部分)、第 990 號 A 分段(部分)、第 990 號 B 分段(部分)、第 991 號(部分)、第 992 號(部分)、第 993 號、第 994 號(部分)、第 998 號(部分)、第 999 號(部分)、第 1000 號(部分)、第 1004 號(部分)、第 1005 號、第 1006 號、第 1007 號、第 1008 號(部分)、第 1015 號(部分)、第 1017 號(部分)、第 1020 號、第 1021 號(部分)、第 1033

號、第 1035 號、第 1037 號、第 1040 號、第 1042 號、第 1056 號(部分)、第 1057 號和第 2252 號餘段(部分)；以及

粉嶺上水市地段第 182 號餘段(部分)。

現公布行政長官會同行政會議已決定，須收回上述土地作公共用途。本人並已根據香港特別行政區行政長官所授予的權力，發出命令，在本公告張貼於上述土地的日期起計三個月屆滿時，上述土地須予收回，並歸還香港特別行政區政府所有。

本公告已於 2024 年 1 月 11 日張貼於上述土地。在通知期屆滿時，即 2024 年 4 月 11 日午夜，上述土地須予收回，並歸還香港特別行政區政府所有。土地歸還日期為 2024 年 4 月 12 日。

公眾人士可在本公告刊登《憲報》之後，於地政總署網頁(<https://www.landsd.gov.hk/tc/resources/gov-notices/acq.html>)政府公告一欄內，瀏覽本公告及上述收地圖則的電子版本。下列辦事處亦備有本公告的副本及上述收地圖則，公眾人士可於辦事處下述一般開放時間內免費查閱：

**辦事處地址**

**開放時間**  
(公眾假期除外)

香港中環統一碼頭道 38 號  
海港政府大樓地下  
中西區民政諮詢中心

新界粉嶺璧峰路 3 號  
北區政府合署地下  
北區民政諮詢中心

新界元朗青山公路 269 號  
元朗民政事務處大廈地下  
元朗民政諮詢中心

新界粉嶺璧峰路 3 號  
北區政府合署 6 樓  
北區地政處

新界元朗橋樂坊 2 號  
元朗政府合署 9 樓  
元朗地政處

星期一至星期五  
上午 9 時至晚上 7 時

星期一至星期五  
上午 8 時 45 分至下午 12 時 30 分  
以及  
下午 1 時 30 分至下午 5 時 30 分

2024 年 1 月 11 日

地政總署副署長(專業事務)趙莉莉

## **Landscape Proposal**

**Proposed Temporary Warehouse (Storage of Timber and  
Ancillary Uses) at Various Lots in  
D.D. 86 and D.D. 90 and Adjoining Government Land,  
Lin Man Hang, Sha Ling**

**February 2024**

(Revision has been highlighted in **Yellow Tab**)

Prepared by:

**Blanc Design Studio**

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Annex II	Tree Preservation Plan
Annex III	Tree Assessment Schedule
Annex IV	Photographic Records of Existing Trees

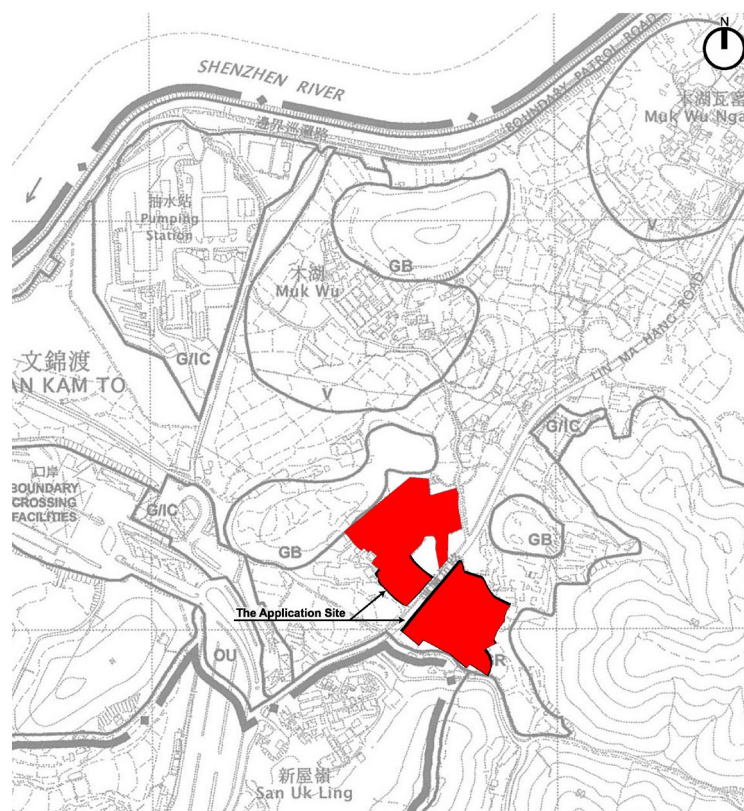
#### **APPENDIX II: NEW PLANTING PROPOSAL**

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Annex VII:	Sections



## 1.0 Introduction

- 1.1 Blanc Design Studio has been commissioned by Toco Planning Consultants Ltd. to prepare a Landscape Proposal to the site covering Lots in D.D.86 and D.D.90 and Adjoining Government Lands, Lin Ma Hang Road, Sha Ling for a Proposed Temporary Warehouse under Section 16 Application.
- 1.2 On December 29, 2023, a comprehensive tree survey was conducted to assess the existing conditions of trees on-site. The Landscape Proposal meticulously details the methodology, outcomes, and implications of the tree survey. It provides a thorough account of the type, quantity, and health status of the existing trees within the site. Furthermore, it identifies trees that may pose conflicts with proposed developments and presents recommendations for their appropriate treatment
- 1.3 The tree survey and report preparation have been completed in accordance with LAO PN Issue No. 2/2020 Tree Preservation and Tree Removal Application for Building Development in Private Projects. The survey approach is presented as **Annex I of the Appendix I – Methodology of Tree Survey**.



**Figure 1: Application Site Location**

## 2.0 Existing Site Description

- 2.1 The application site is divided into two distinct areas: The East Site and The West Site, with Lin Ma Hang Road serving as the demarcation between the two sections. The total area of the entire site spans approximately 20,513 m<sup>2</sup>. A prior scheme, inclusive of a portal area, was submitted in 2021 and subsequently granted approval in September 2023. The current imperative is to integrate the extension area seamlessly, necessitating the preparation of a new submission package

## 3.0 Existing Vegetation

- 3.1 A landscape proposal for a specific portion of the application site has been formally submitted in compliance with the conditions stipulated by the Town Planning Board (TPB). The proposal entails the planting of 40 compensatory trees of the species *Lagerstroemia speciosa* along Lin Ma Hang Road. The executed work has undergone thorough review and has been deemed satisfactory by the Planning Department, as evidenced by the approval reference letter TPB/A/NE-MKT/17.
- 3.2 Given that this submission integrates the previously approved scheme with the extension area, our arborist conducted a comprehensive tree survey of the extension portion. The survey revealed the presence of four existing trees along the western edge, identified as *Litchi chinensis* (荔枝) and *Dimocarpus longan* (龍眼) and ten nos. of *Leucaena leucocephala* (銀合歡) along Lin Ma Hang Road. **Annex III** includes a tree assessment schedule offering intricate details on estimated tree sizes, health, form, and species. Additionally, **Annex IV** provides photographic records of the existing trees for reference and documentation.
- 3.3 All existing trees on the premises belong to common Hong Kong species, with no presence of a Champion Tree within the site. Primarily comprising fruit trees, especially undesirable species *Leucaena leucocephala* are invasive exotic tree in nature, these specimens pose a potential disruption to future factory operations. Collectively, the trees exhibit limited ecological value, characterized by generally poor form and fair health conditions

#### 4.0 Recommendations

- 4.1 Considering the current poor and fair condition of the existing trees, coupled with anticipated increased vehicular activity in the vicinity, it is recommended that all existing trees be removed.
- 4.2 In an effort to maintain a verdant ambiance to the entire site, our client is committed to enhancing the greenery by proposing row of Lagerstroemia speciosa (大葉紫薇) trees along Lin Ma Hang Road and along the northern boundary to provide a landscape buffer to the site.

#### 5.0 Planting Strategy

- 5.1 In the application, 14 nos. of trees were surveyed and all are proposed to be felled due to the conflict with the future operation of factory, especially most are invasive exotic trees. Whilst, there are 17 nos. of new trees proposed in this application.

5.2

Summary Table	
No. of trees to be felled	14 nos.
No. of new trees	17 nos.

Total DBH of new trees: 2550mm

(Total DBH of felled trees: 2550mm)

From our new planting scheme,

Number of tree to be felled: 14 nos. (a)

Accumulated lost in DBH: 2550mm (b)

Proposed no. of new tree: 17 nos. (c)

Accumulated DBH for new tree = 2550mm (d)

**Quantity New Planting Ratio (c) / (a) = 1: 1.21**

**DBH New Planting Ratio (d) / (b) = 1: 1**

## **APPENDIX I: TREE SURVEY REPORT**

Annex I: Tree Methodology of Tree Survey

Annex II: Tree Preservation Plan

Annex III: Tree Assessment Schedule

Annex IV: Photographic Records of Existing Trees

## 1.0 Tree Survey Methodology

## Annex I

### 1.1 Definition

In accordance with **DBVB TC(W) No. 4/2020**, all existing trees if its trunk diameter measures 95mm or more at a height of 1.3m above ground level (Diameter at Breast Height) were identified.

### 1.2 Legend

Every tree surveyed individually shall be recorded with the following information, with photographic record provided in **Annex IV**:

- Species
- Height
- Crown Spread
- Diameter at Breast Height (DBH)
- Health Condition
- Tree Form
- Amenity Value
- Survival Rate after Transplanting
- Special Features

### 1.3 Tree Assessment Schedule

A Tree Assessment Schedule recording the detailed information of existing trees together with photographic records of existing trees are provided in **Annex III** and **Annex IV** respectively. All surveyed trees shall be identified to confirm whether the trees are:

- Whether the tree is included in the Register of Old and Valuable Trees promulgated under DEVB TC(W) no.5/2020,
- Whether the tree is potentially register able in accordance with the criteria as set out in **DEVB TC(W) no.4/2020**,
- Whether the tree species is included in the latest edition of the publication: Rare and Precious Plants of Hong Kong, issued by Agriculture Fisheries and Conservation Department,
- The tree is potentially hazardous,
- The tree should be removed or treated with tree surgery to ensure safety and prevent health deterioration.

The relevant information will be indicated in the Remarks column of the Tree Assessment Schedule, and that if no such information is indicated in the Remarks column of the Tree Assessment Schedule, it means that the tree does not have such status/ characteristics/ condition or does not need to be removed or treated with tree surgery.



## 1.4 Terms Used in the Tree Assessment Schedule

**a) Tree No.**

Surveyed tree reference number recorded.

**b) Photo No.**

Photograph reference number of the tree being identified.

**c) Species**

Botanical names and Chinese names of the surveyed tree recorded.

**d) Height**

Full height measured from ground level to the top branch in meters.

**e) Spread**

Diameter of tree canopy in meter.

**f) DBH**

Diameter of the main trunk measured at a height of 1300mm above ground level.

**g) Health Condition**

Estimate according to the Foliage, Exposed Roots, Branches and Trunk.

(G) = Good	Without any visible disease or defect, sound and healthy tree
(F) = Fair	With few visible defects or health problem
(P) = Poor	With many visible defects or health problem such as rot, cavities in the main trunk, insect or fungi attack, lack of vigor and crown die back, etc.

**h) Tree Form**

Estimated according to the canopy, branch and trunk.

(G) = Good	Well-balanced canopy and straight strong trunk(s) without any broken branch
(F) = Fair	Slightly unbalanced canopy and non-straight trunk(s)
(P) = Poor	Heavily leaning, unbalanced canopy misshapen, awkwardly-forked trunk or with any broken branch or trunk

## **1.5 Possible treatments for trees**

The treatment proposed of each tree is dependent on the following considerations.

### **a) Retain**

The feasibility of retaining trees has been considered with regard to the following:

- Proximity to the area of slope re-stabilization and potential damage to trees as a result of the works.
- Changes to ground level on a macro scale which affects the ground water table and may cause severe stress.
- Special constructions to maintain the existing ground level are also considered.
- Conflict between tree roots and slope stabilization methods.

### **b) Transplant**

In situations where it is impossible to retain trees then transplanting them is the first consideration. The criteria upon which the assessment of transplanting trees is based includes the following:

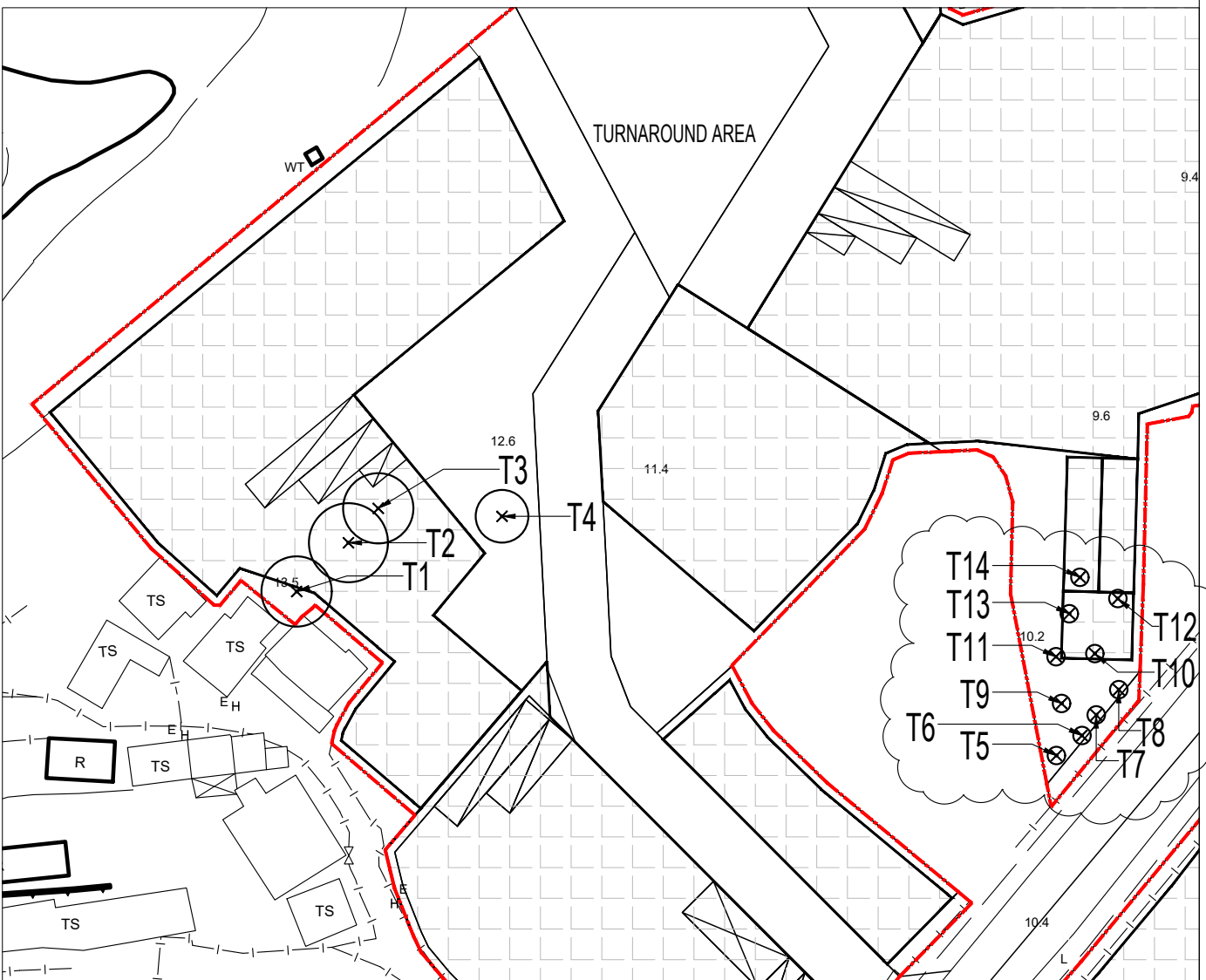
- Variety of species, rare Hong Kong species are particularly important.
- Condition of the tree, especially trees with balanced form, in good health and with high amenity value.
- Size and maturity, small and younger trees have a better chance of surviving transplanting while larger, mature trees are difficult to transplant both logistically and in terms of survival rate.
- Species, different tree species have differing rates of survival and are better suited to transplanting than others.
- Access, large machinery may be required to lift the trees, steep slopes and rocky terrain therefore make it difficult to access trees.

### **c) Fell**

- Trees in direct conflict with slope stabilization measures; changes of level, etc., which cannot be transplanted have no option other than to be felled.
- Trees which do not conflict with slope stabilization measures shall be considered in terms of health, condition and amenity value.
- Dead, hazardous or trees with contagious diseases are also proposed to be felled.
- Woodland trees which have had adjacent trees removed and have an unbalanced form or which are at risk of being blown over due to loss of supporting trees are considered for felling.



Key Plan SCALE 1:3000



Annex II: Tree Preservation Plan SCALE 1:750  
Revision A

Location: Lin Ma Hang Road DD90 Lot 610-622  
Date of Inspection 29 December 2023 and 31 January 2024

Surveyed by: Wong Yun Keung, Beavis (ISA-CA no.: HK-0007BUM)

Tree No.	Scientific Name	Chinese Name	Height (m)	DBH (mm)	Crown Spread (m)	Form	Health Condition	Structural Condition	Amenity Value	Suitability for Transplanting		Recommendation		Additional Remarks
						(Good/Fair/Poor)			(High, Medium, Low)	(High, Medium, Low)	Remarks	(Retain/ Transplant/ Fell)	Justification for tree felling	
T01	<i>Litchi chinensis</i>	荔枝	7	300	8	Poor	Fair	Fair	Low	Low	a, b, c, e, f	Fell	Conflict with the future operation	Sign of senescence, forked, vined, main branch removed, codominant trunks
T02	<i>Dimocarpus longan</i>	龍眼	8	650	9	Poor	Good	Fair	Medium	Low	a, c, f	Fell	Conflict with the future operation	Leaning, imbalanced form, broken branches, wound on trunk
T03	<i>Dimocarpus longan</i>	龍眼	5	350	8	Poor	Fair	Poor	Low	Low	a, b, c, e, f	Fell	Conflict with the future operation	Sign of senescence, forked, codominant branches, wound on trunk
T04	<i>Dimocarpus longan</i>	龍眼	8	350	6	Fair	Fair	Poor	Low	Low	a, c, f	Fell	Conflict with the future operation	Broken branches, grade lowered, damage on surface root
T05	<i>Leucaena leucocephala</i>	銀合歡	5	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T06	<i>Dead Tree</i>	枯死樹木	-	-	-	-	-	-	-	-	-	Fell	Collapsed	
T07	<i>Leucaena leucocephala</i>	銀合歡	6	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T08	<i>Leucaena leucocephala</i>	銀合歡	8	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T09	<i>Leucaena leucocephala</i>	銀合歡	8	95	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T10	<i>Leucaena leucocephala</i>	銀合歡	8	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T11	<i>Leucaena leucocephala</i>	銀合歡	8	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T12	<i>Leucaena leucocephala</i>	銀合歡	8	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T13	<i>Leucaena leucocephala</i>	銀合歡	8	105	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	
T14	<i>Leucaena leucocephala</i>	銀合歡	8	100	2	Poor	Fair	Fair	Low	Low	g	Fell	Undesirable species	

\* Justification for tree felling:

- AIn direct conflict with the proposed works
- BCommon undesirable species that are characterised by their aggressive ar
- CTree with poor health, structure or form
- DLow amenity value
- ELow survival rate after transplplantation

Suitability for transplanting:

- aLow amenity value
- bIrrecoverable form after transplanting (e.g. if substantial crown and root pruning are necessary to facilitate the transplanting)
- cLow survival rate after transplanting;
- dVery large size (unless the feasibility to transplant has been considered financially reasonable and technically feasible during the feasibility stage.
- eWith evidence of over-maturity and onset of senescence;
- fWith poor health, structure or form (e.g. imbalanced form, leaning, with major cavity/cracks/splits)
- gUndesirable species (e.g. *Leucaena leucocephala* which is an invasive exotic tree)





T1 Ground Condition



T1 Overview



T2 Ground Condition

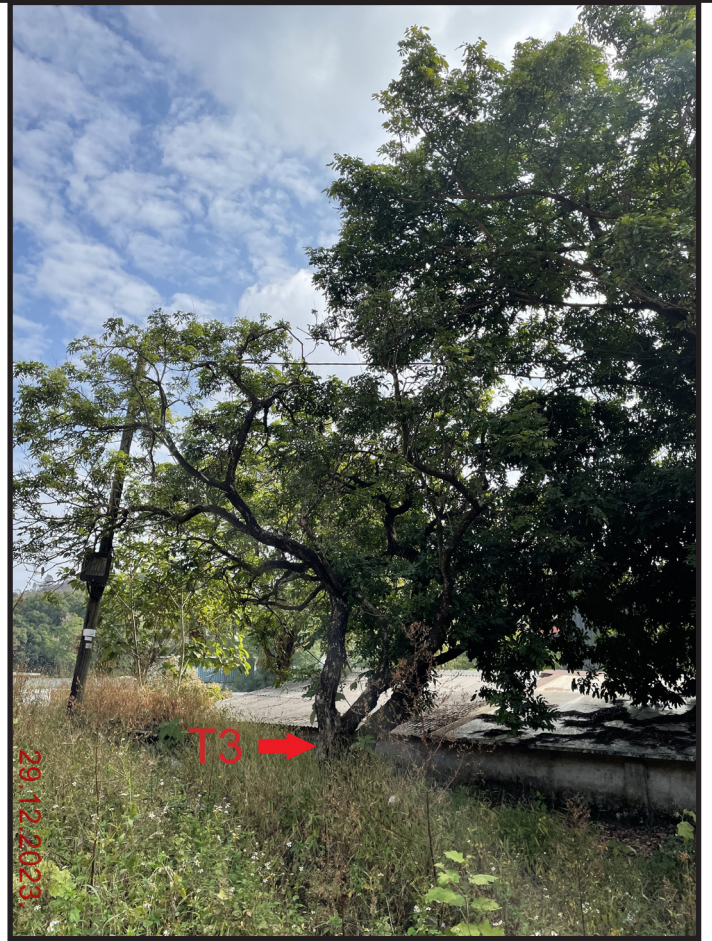


T2 Overview





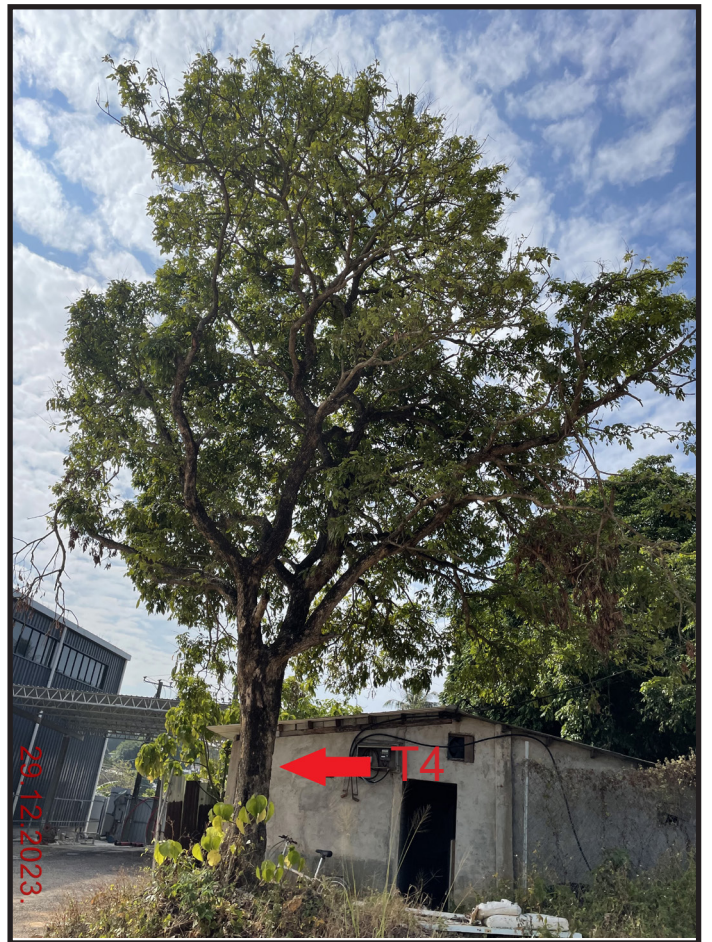
T3 Ground Condition



T3 Overview



T4 Ground Condition



T4 Overview





T5 Ground Condition



T5 Overview



T6 (Dead Tree)





T7 Overview



T7 Ground Condition





T8 Ground Condition



T8 Overview



T9 Ground Condition



T9 Overview





T10 Ground Condition



T10 Overview



T11 Ground Condition



T11 Overview





T12 Ground Condition



T12 Overview



T13 Ground Condition



T13 Overview





T14 Ground Condition



T14 Overview

## **APPENDIX II: NEW PLANTING PROPOSAL**

Annex V: Landscape Proposal

Annex VI: Compensatory Planting Plan

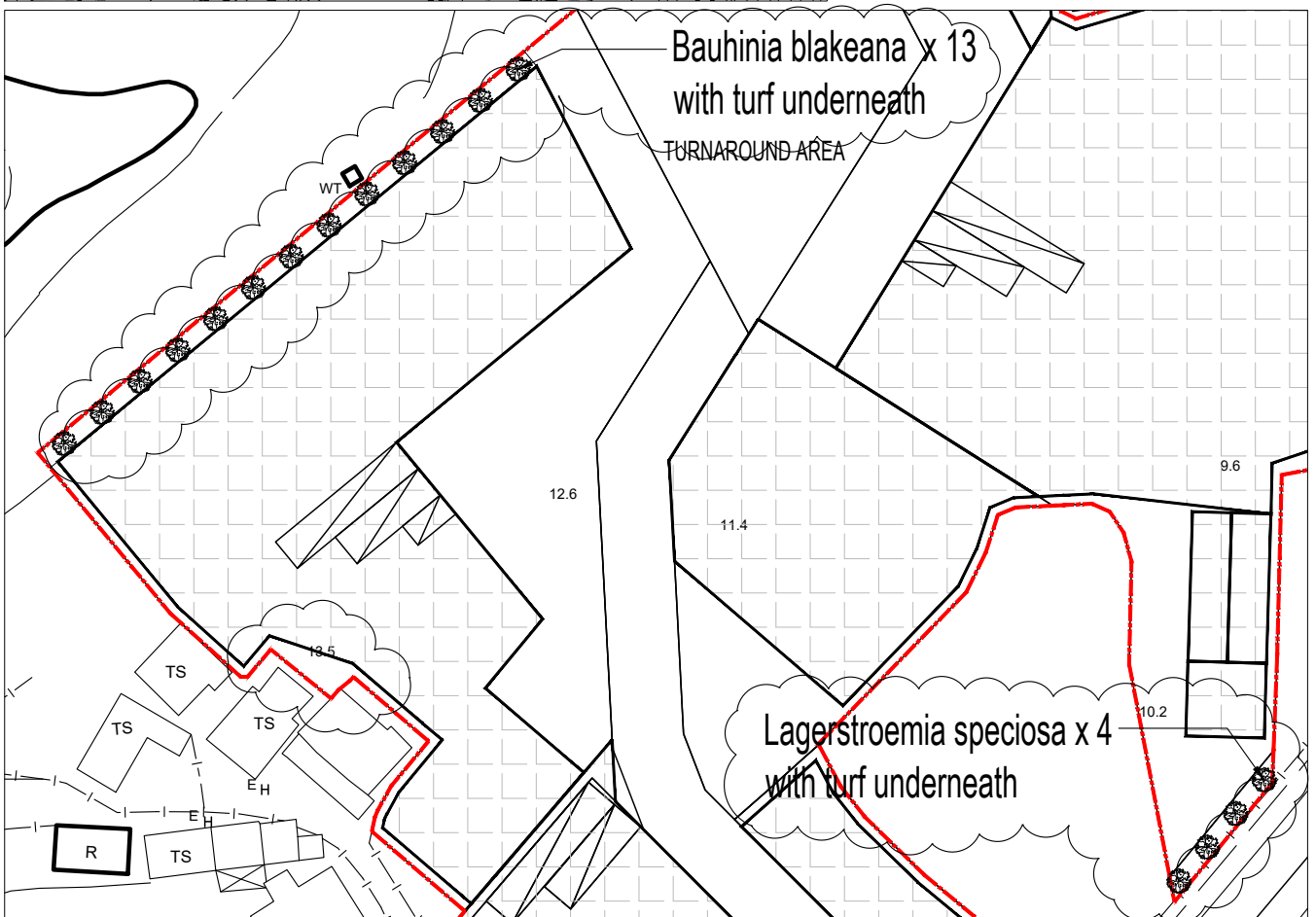
Annex VII: Sections







Key Plan SCALE 1:3000



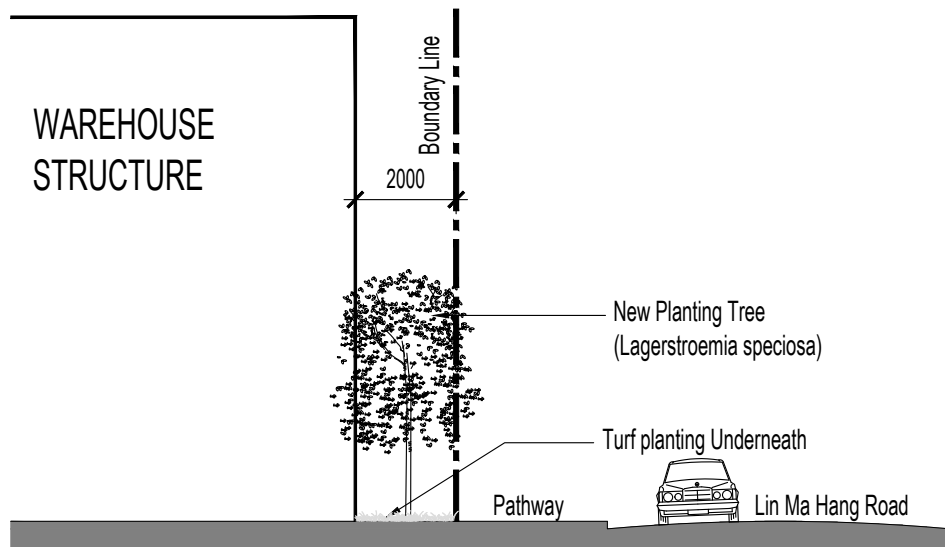
Annex VI: Compensatory Planting Plan SCALE 1:750  
Revision A

TREE SCHEDULE

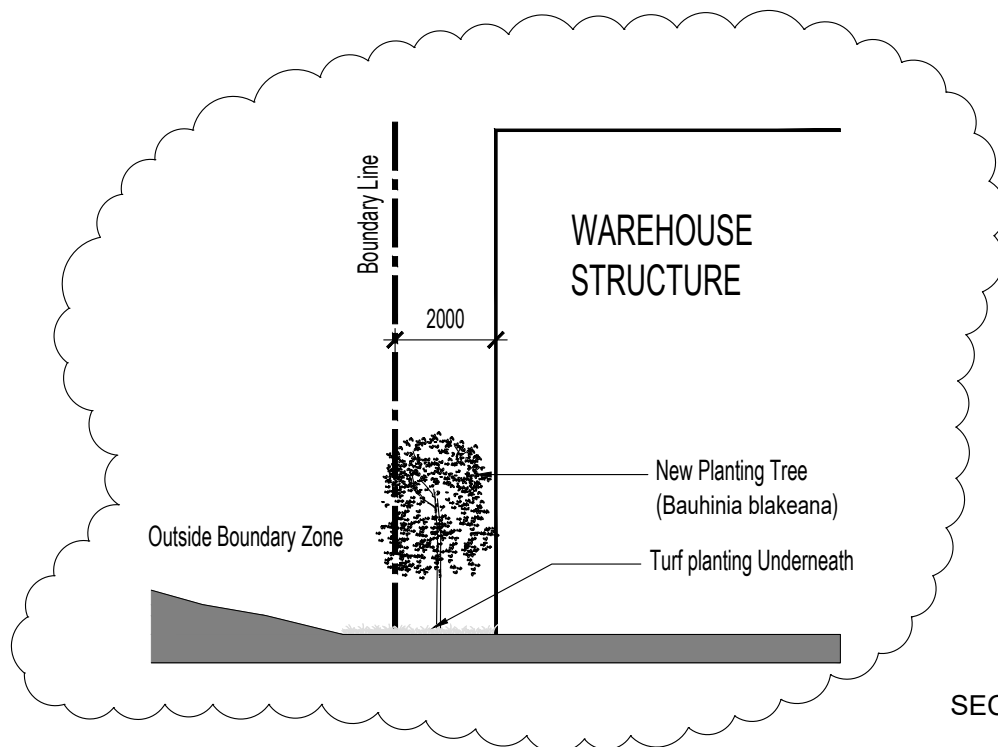
Item	Botanical Name	Chinese Name	Height(mm)	Spread(mm)	DBH(mm)	Location	Spacing	Quantity
1	Lagerstroemia speciosa	大葉紫薇	5000	2000-2500	150	Along Lin Ma Hang Rd.	4500	4
2	Bauhinia blakeana	洋紫荊	5000	2000-2500	150	Along Northern Boundary	5000	13







SECTION A-A SCALE 1:150



SECTION B-B SCALE 1:150



<b>Project</b>	Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling	<b>Date</b>	8 January 2024
<b>Note</b>	<u>Preliminary Traffic Impact Assessment</u>	<b>Page</b>	1 of 5

## 1 Introduction

### 1.1 Background

- 1.1.1 The Applicant intends to apply for Temporary Warehouses (Storage of Timber and Ancillary Uses) for a period of 3 years, by relocating their current rural workshop from Kwu Tung to the Application Site at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling.

## 2 The Proposed Development

### 2.1 The Application Site

- 2.1.1 As shown in **Figure 2-1**, the Application Site locates at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling, New Territories.
- 2.1.2 The Application Site is situated on both sides of Lin Ma Hang Road, comprising of East Site (Site A and B) and West Site (Site C, D and E).
- 2.1.3 A planning application [A/NE-MKT/17] at the Application Site (includes Site A, B and C) was previously approved with conditions in 2021. With the approved schemes remain unchanged, the new application is made due to a site extension to add Site D and E (whose current sites were also affected by the land resumption in Kwu Tung).

### 2.2 Development Proposal

- 2.2.1 The Applicant proposes to convert the Application Site into a Temporary Warehouses (Storage of Timber and Ancillary Uses) for a period of 3 years. The Application Site has an area of about 20,512.5 m<sup>2</sup>.
- 2.2.2 The key parameters of the proposed development are summarized in **Table 2-1**.

**Table 2-1 Summary of Development Parameters**

Site Location	East Site		West Site		
	Site A	Site B	Site C	Site D	Site E
Uses	Temporary Warehouses (Storage of Timber and Ancillary Uses)				
Site Area (approx.)	20,512.5 m <sup>2</sup>				
	9,019.5 m <sup>2</sup>		11,493 m <sup>2</sup>		

Site Location	East Site		West Site		
	Site A	Site B	Site C	Site D	Site E
Covered Area (approx.)	6,729 m <sup>2</sup>		7,257 m <sup>2</sup>		
Gross Floor Area (approx.)	6,825 m <sup>2</sup>		7,501 m <sup>2</sup>		
Nos. of Block and Story	1 Block of Office 2 storeys, 5m in height And 1 Block of Guard House with Store Room 2 storeys, 6m in height		2 Blocks of Offices 2 storeys, 5m in height		

2.2.3 Similar to the current site at Ma Tso Lung, eight operators will only be used as storage of wood and other ancillary materials in the Application Site. In addition, the operation hours of the Application Site are between 08:00 to 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.

## 2.3 Internal Transport Facilities

2.3.1 Since the requirements of provision of internal transport facilities for temporary Warehouses (Storage of Timber and Ancillary Uses) are not specified in the latest Hong Kong Planning Standards and Guidelines (HKPSG), provision of internal transport facilities is provided based on the existing operation and traffic generation provided by the Applicant.

2.3.2 The detailed internal layout is shown in **Figure 2-2**.

## 3 Existing Traffic Situation

### 3.1 Existing Road Network

3.1.1 The existing Lin Ma Hang Road that serves the Application Site is a two-way Rural Road.

3.1.2 Man Kam To Road is a district distributor which provides major access for traffic commuting to/from Man Kam To Boundary Control Point ("BCP") and other areas of North East New Territories.

3.1.3 Heung Yuen Wai Highway, a dual 2-lane Connecting Road links up the Heung Yuen Wai Boundary Control Point and Fanling Highway, and it has been commissioned since May 2019. Upon the commission, the overall transport network in North East New Territories has been improved and enhanced.

3.1.4 The Application Site can be accessed directly by Lin Ma Hang Road and further connect to Man Kam To Road in the west and Heung Yuen Wai Highway in the east.

### 3.2 Public Transport

3.2.1 Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Franchised bus KMB 73K is available to connect Sheung Shui Town Centre and Man Kam To. GMB 59K is serving between Sheung Shui Town Centre and Lin Ma Hang, which will run via Lin Ma Hang Road and would pass by the Application Site. Staff / visitors can take Public Transport to/from the Application Site.

### 3.3 Existing Peak Hour Traffic

3.3.1 To gain an understanding of the existing traffic condition of the Application Site, traffic count surveys were undertaken at the key locations for both AM and PM peaks on a neutral weekday in 2020.

3.3.2 Based on the observed peak hour traffic flows, the performances on the Lin Ma Hang Road could be assessed. The results are summarized in **Table 3-1**.

**Table 3-1 2020 Weekday Peak Hour Road Link Performance**

Ref No.	Road Link	Peak Hour Flow (in Veh.)		V.C. Ratio <sup>(1)</sup>	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	168	111	0.47	0.31
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	98	130	0.27	0.36

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:

Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

3.3.3 As shown in **Table 3-1**, that the V/C ratio of Lin Ma Hang Road is less than 0.85, which means the Lin Ma Hang Road operates satisfactorily during the peak hour of weekday.

## 4 Future Traffic Situation

### 4.1 Traffic Generation from the Application Site

4.1.1 For Site A, B, C, according to the information provided by the Applicant, there will be not more than 40 trips daily for transporting the goods by the container vehicles and other goods vehicle, which is in the same profile as the current operation site. Trips for staff / visitors would be less than 12 trips. The detailed trips generation are tabulated in **Table 4-1**.

**Table 4-1 Daily Average Trips Generation of Application Site (Site A, B, C)**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Site A	2.2	5.2	5	4
Site B	0	6.6	10.5	5
Site C	1.8	3	5	3
Total (I)	4	14.8	20.5	12

4.1.2 For Site D and E, as the provision of loading / unloading bays are in a similar profile as Site C (one bay for container vehicle and one for HGV), thus, the estimated trips of Site D and E are estimated based on the trips of Site C. The detailed trips generation are tabulated in **Table 4-2**.

**Table 4-2 Daily Average Trips Generation of Application Site (Site D,E)**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Site D	1.8	3	5	3
Site E	1.8	3	5	3
Total (II)	3.6	6	10	6

4.1.3 Therefore, the estimated daily average trips generations of the Application Site are listed as in the following table.

**Table 4-3 Daily Average Trips Generation of Application Site**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Total (I+II)	7.6	20.8	30.5	18



- 4.1.4 Since the daily trips would be distributed through the whole working day, the trips over the peak traffic hour would be much less than the total daily trips. As a conservative method, one fourth of the daily trips would be considered as the peak hour trips generation as shown in **Table 4-4**.

**Table 4-4 Estimated Peak Hour Trips Generation of Application Site**

	AM and PM Peak Hour No. of Trips				
	Container Vehicle	HGV	MGV	PV	Total
Vehicle /hr	2	6	8	5	21

- 4.1.5 According to **Table 4-4**, it is estimated that 21 vehicles per hour would be attracted, correspondingly, less than 21 vehicles per hour would be generated since some vehicle may parked longer than one hour for some operation activities. However, we would still use 21 vehicle/hr as the trips attracted for a more conservative consideration.

## 4.2 Traffic Impact from the Application Site

- 4.2.1 The 2024 traffic flow data is derived by using the observed 2020 traffic flow. An annual growth factor of 0.80% from 2020 to 2024 has also been adopted by making reference to the population and employment data obtained from 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data in Fanling / Sheung Shui District published by Planning Department.

- 4.2.2 By applying the estimated trips of both generation and attraction i.e. 21+21=42 vehicle/hr onto the Lin Ma Hang Road, the performance would be indicated as the following

**Table 4-5 Peak Hour Road Link Performance Affected by the Application Site**

Ref No.	Junction Location	Without the Application Site [v/c ratio]		With the Application Site [v/c ratio]	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	173 [0.48]	115 [0.32]	215 [0.60]	157 [0.43]
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	101 [0.28]	134 [0.37]	143 [0.40]	176 [0.49]

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:

Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

- 4.2.3 As shown in **Table 4-3**, the impact on Lin Ma Hang Road from the small number of daily trips by the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing of the Application Site.

## **5 Management and Crowd Measures**

- 5.1.1 To ensure no queuing on Lin Ma Hang Road due to the Application Site, a staff would be arranged for communicate the drivers and appointment will be needed for goods vehicles, such that blockage at the access road and run-in/out can be avoided.

## **6 Summary and Conclusion**

### **6.1 Summary**

- 6.1.1 Due to the land in Kwu Tung is to be redeveloped by the Government for Kwu Tung North New Development Area in the coming years, the Applicant intends to relocate their current rural workshop from Kwu Tung to the Application Site which locates at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling.

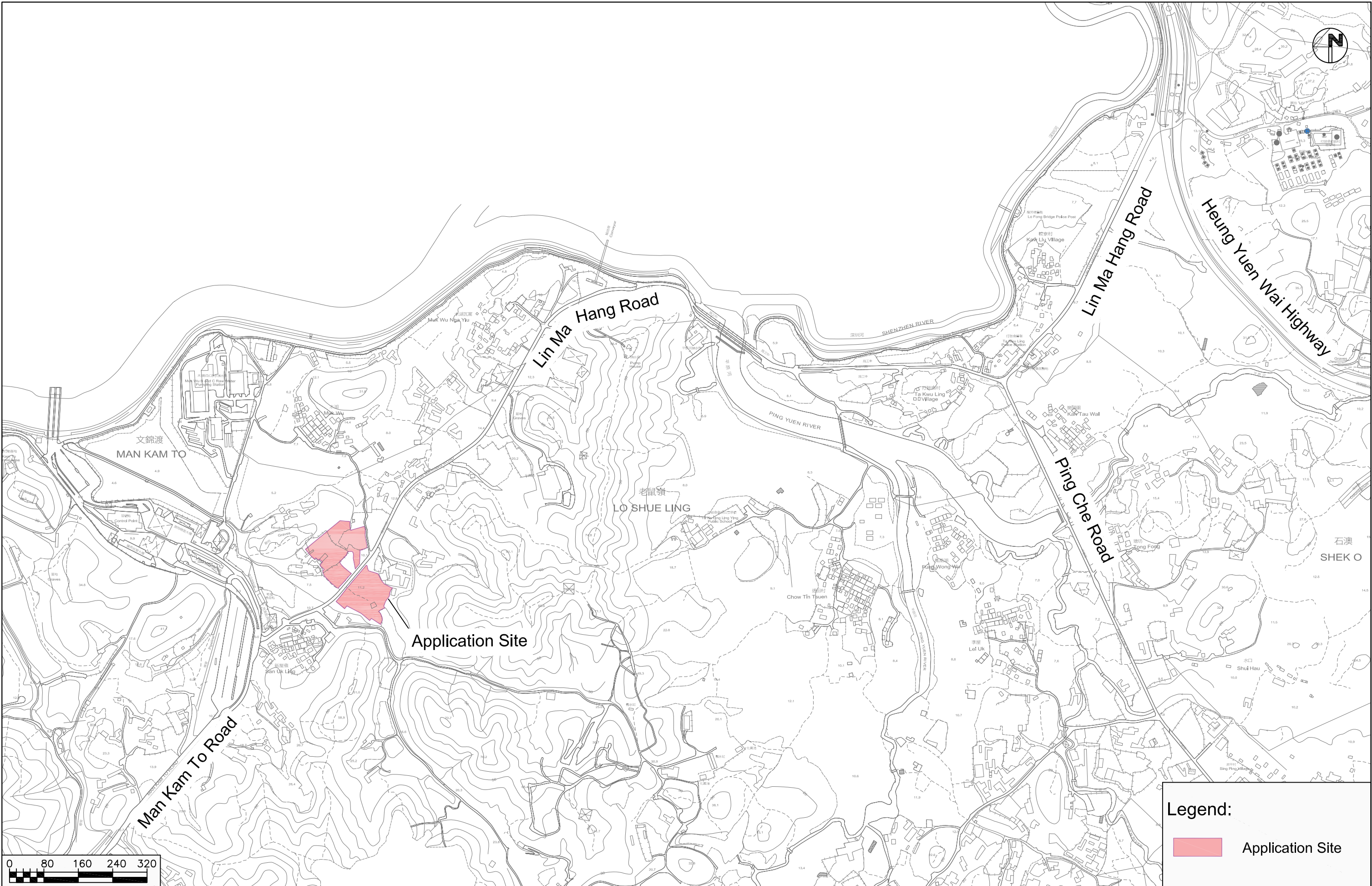
- 6.1.2 Similar to the current site, the operators will mainly process with the same operation activities, so the trips generated would also be in the same profile as the existing site. Reference is made to the information provided by the Applicant, not more than 60 daily trips for goods transporting would be generated, and less than 18 daily trips generated by staff and visitors. To be more conservative, it is estimated that the about 21 vehicles would be generated and about 21 trips would be attracted due to the Application Site during peak hour.

- 6.1.3 By applying the peak hour trips by the Application Site to the peak hour traffic flow on Lin Ma Hang Road, it is found that the v/c ratio of Lin Ma Hang Road is less than 0.85. In other words, the impact on Lin Ma Hang Road from the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing of the Application Site.

### **6.2 Conclusion**

- 6.2.1 Based on the findings of this traffic review, it is anticipated that the traffic trips related to the proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) would be small and hence the potential traffic impact to be induced by the Application Site would not pose adverse traffic impacts to road in the vicinity.

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Legend:

Application Site

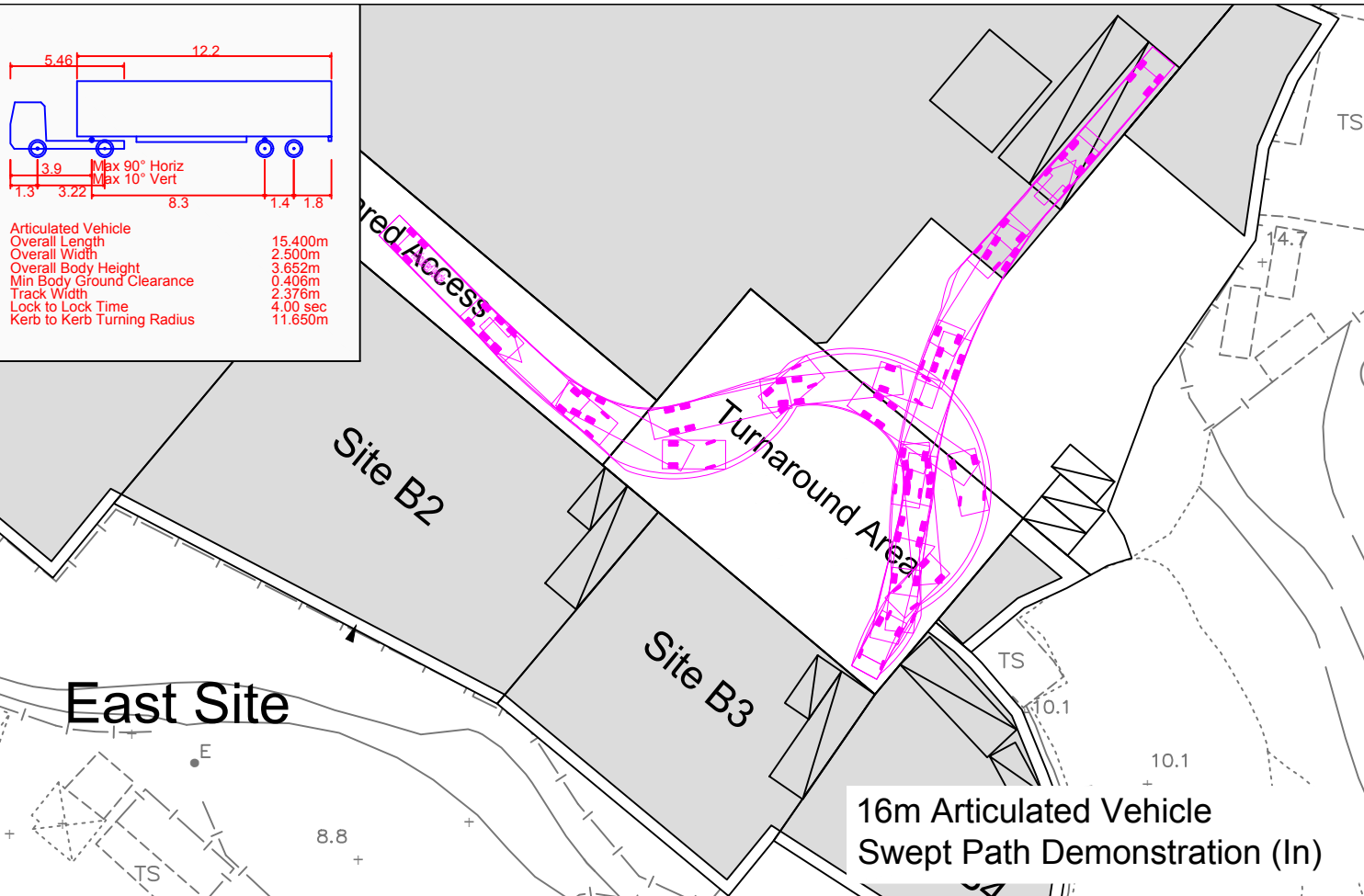
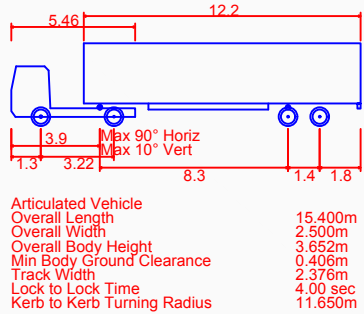
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		<div>Site Location</div>	<div><div>Project No. 82137</div><div>Dwg No. Figure 2-1</div></div> <div><div>Rev.</div><div>A</div></div>







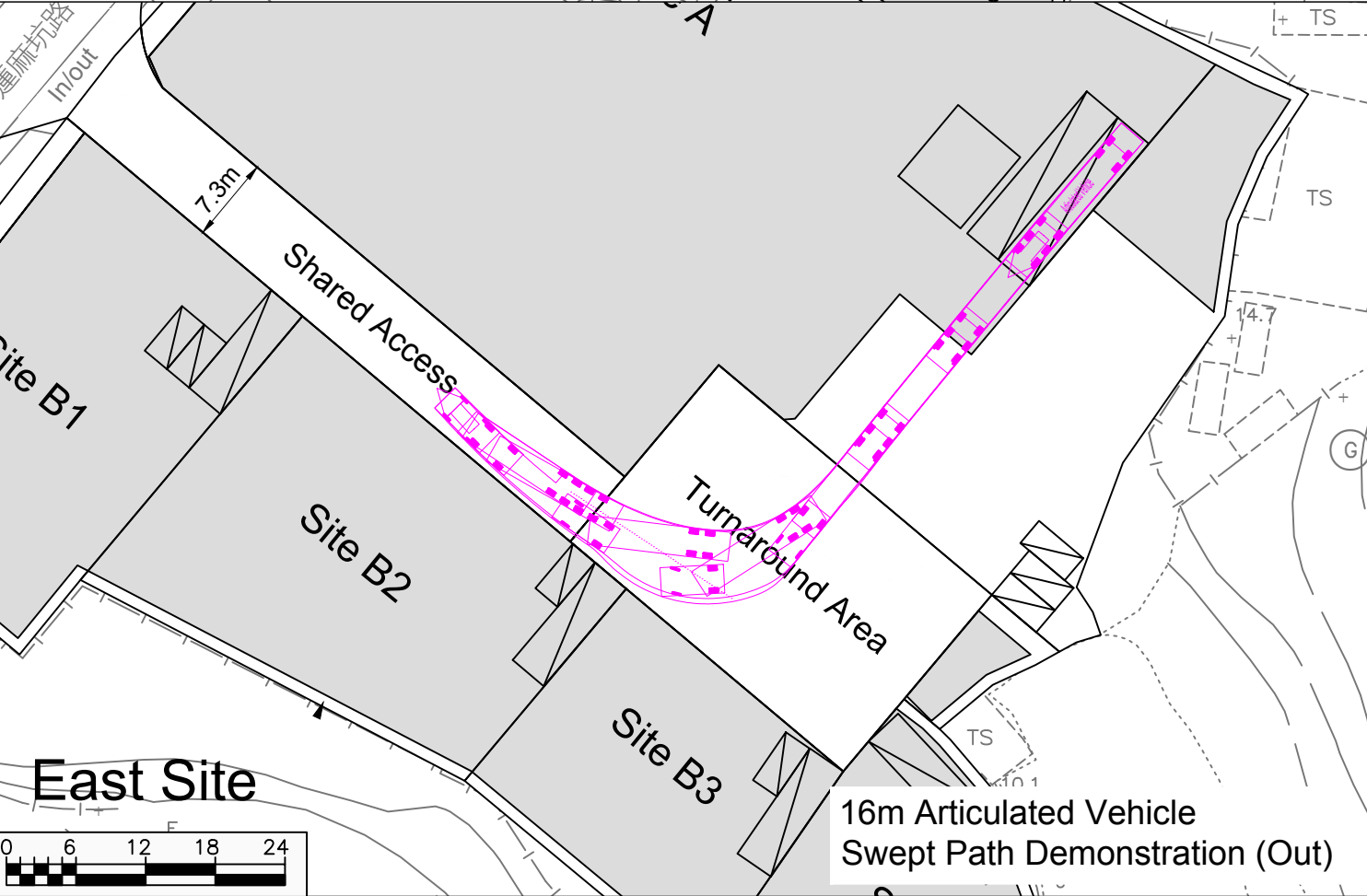
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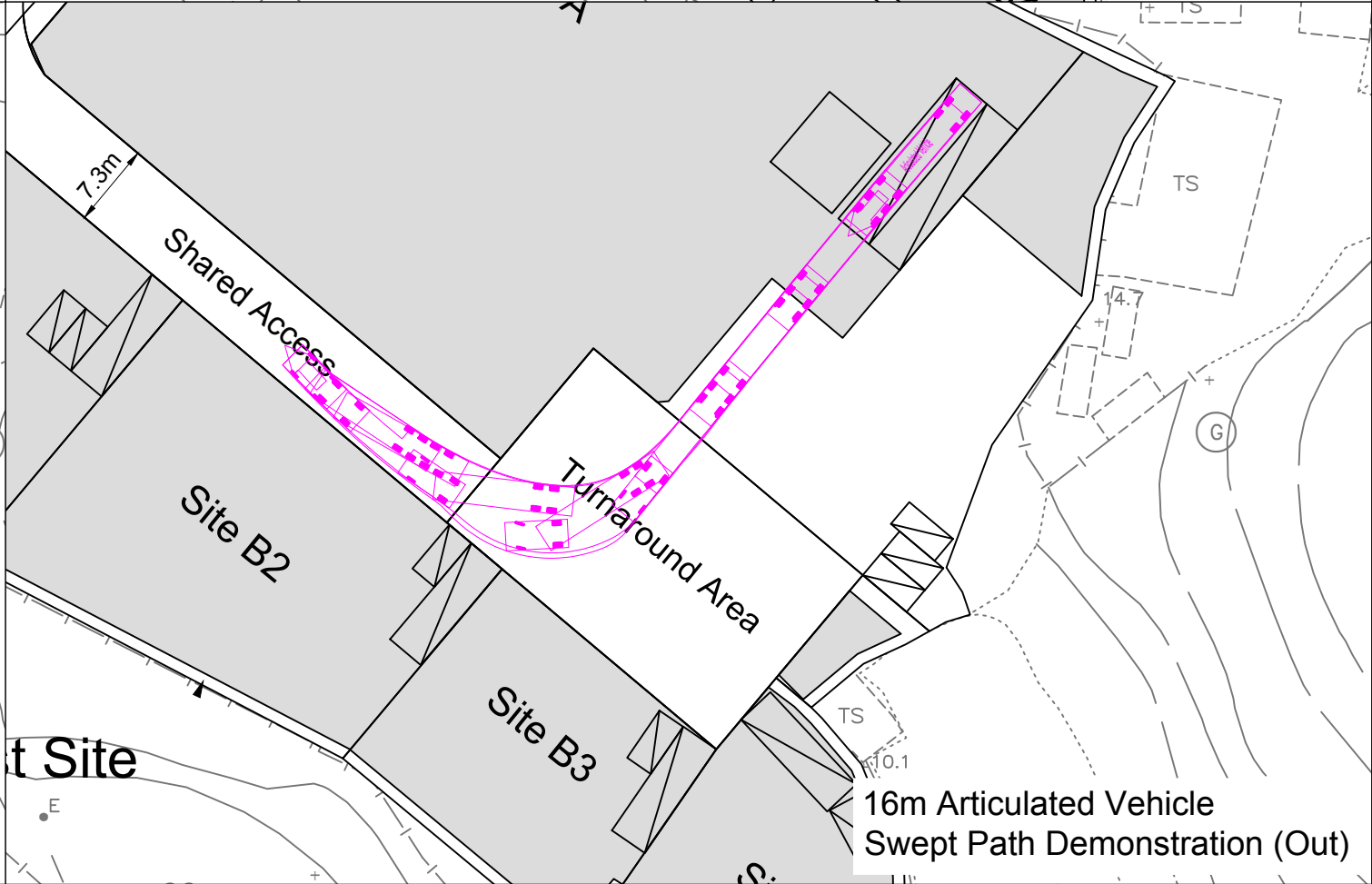
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Swept Path Demonstration (In)



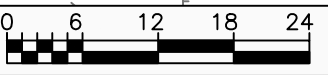
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16m Articulated Vehicle  
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16m Articulated Vehicle  
Swept Path Demonstration (Out)



Date  
08/01/2024

Scale  
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Project Title

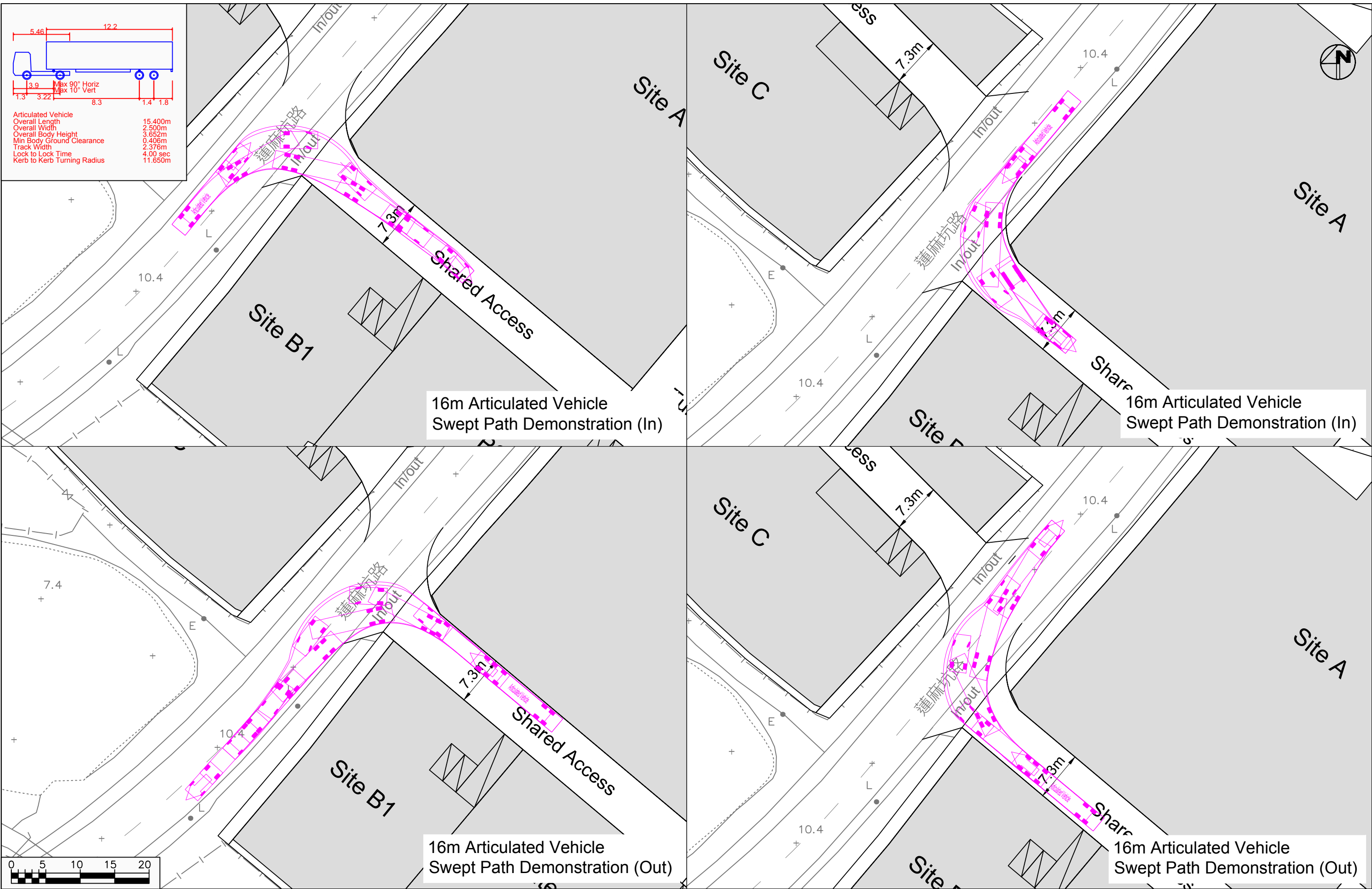
**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

**Swept Path Assessment**

Project No. 82137  
Dwg No. 0108-SP1

Rev.  
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16m Articulated Vehicle  
Swept Path Demonstration (In)

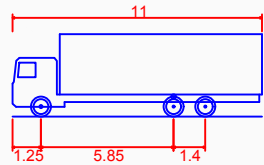
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Swept Path Demonstration (In)

16m Articulated Vehicle  
Swept Path Demonstration (Out)

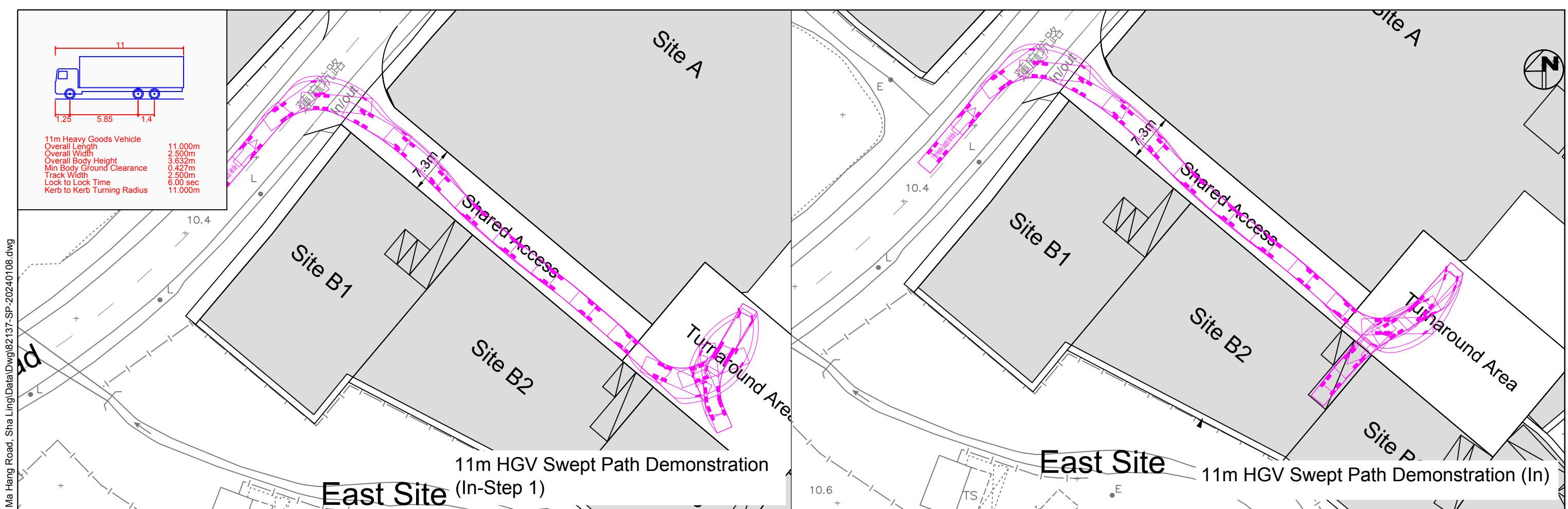
16m Articulated Vehicle  
Swept Path Demonstration (Out)



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11m Heavy Goods Vehicle  
Overall Length 11.000m  
Overall Width 2.500m  
Overall Body Height 3.632m  
Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m



Date 08/01/2024  
Scale 1:600

Project No. 82137	Rev. -
Dwg No. 0108-SP3	



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Date  
08/01/2024

Scale  
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Project Title

**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

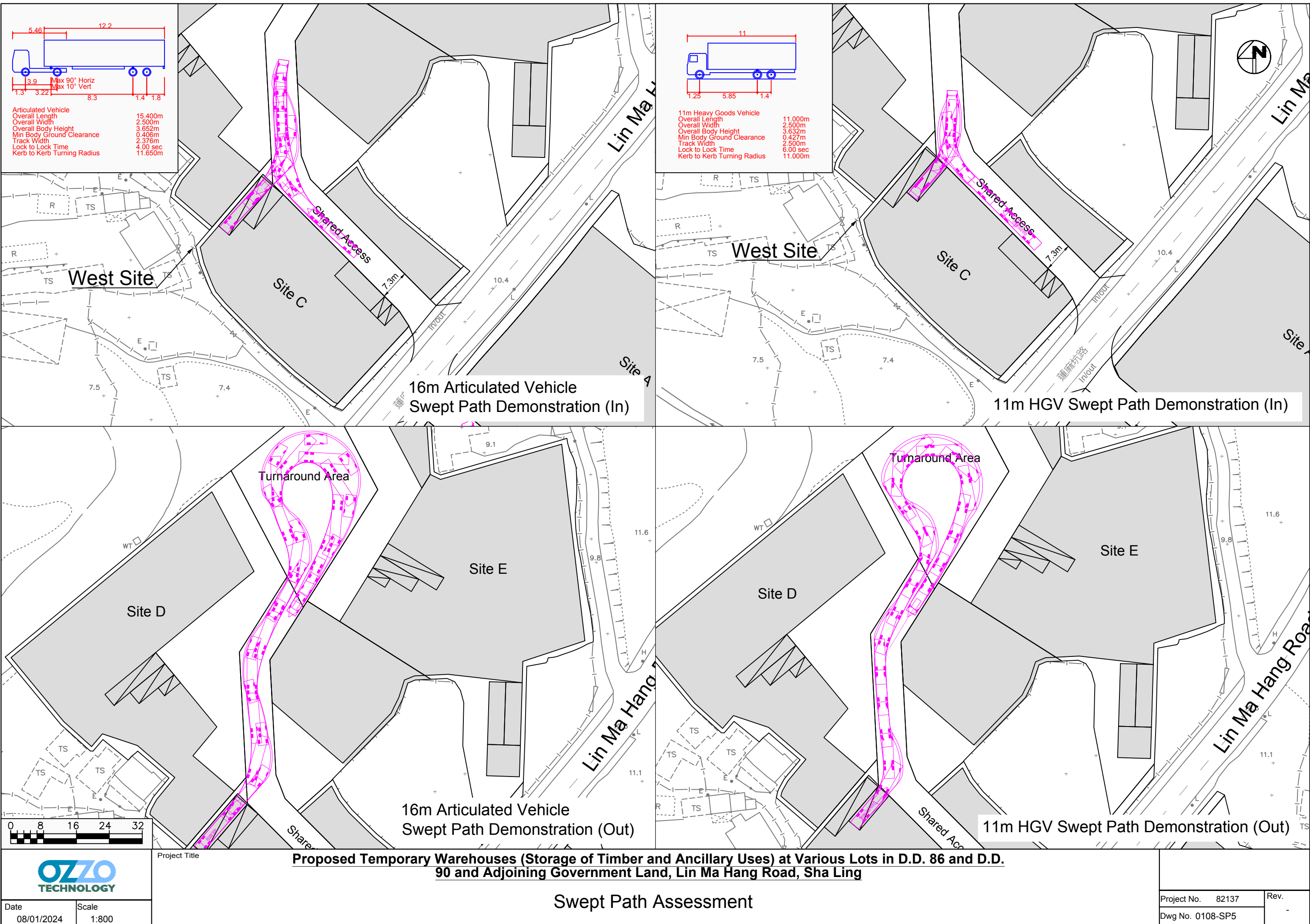
**Swept Path Assessment**

Project No. 82137  
Dwg No. 0108-SP4

Rev.  
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Project Title  
**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

## Swept Path Assessment



Date  
08/01/2024

Scale  
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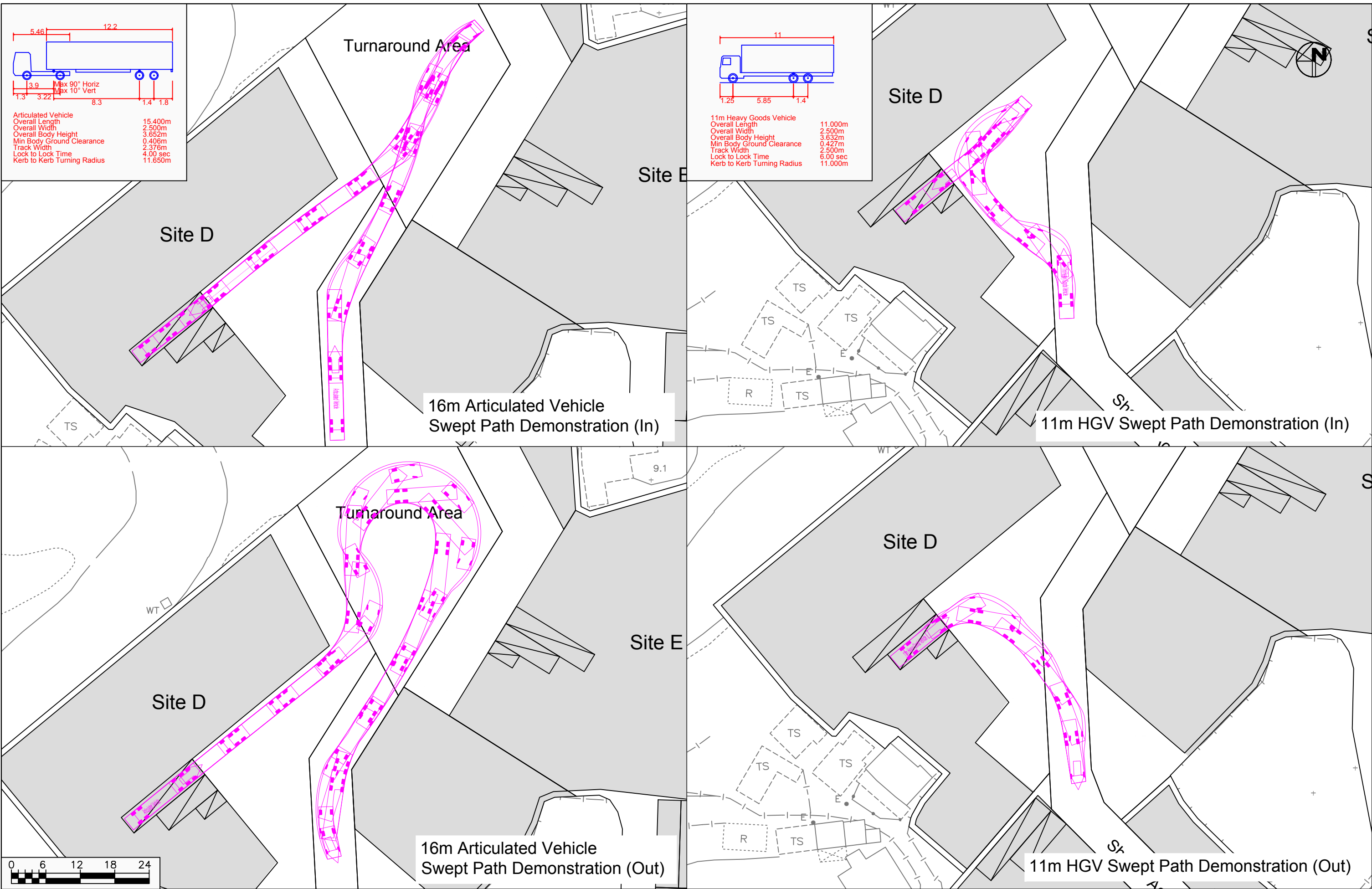
Project No. 82137

Dwg No. 0108-SP5

Rev.

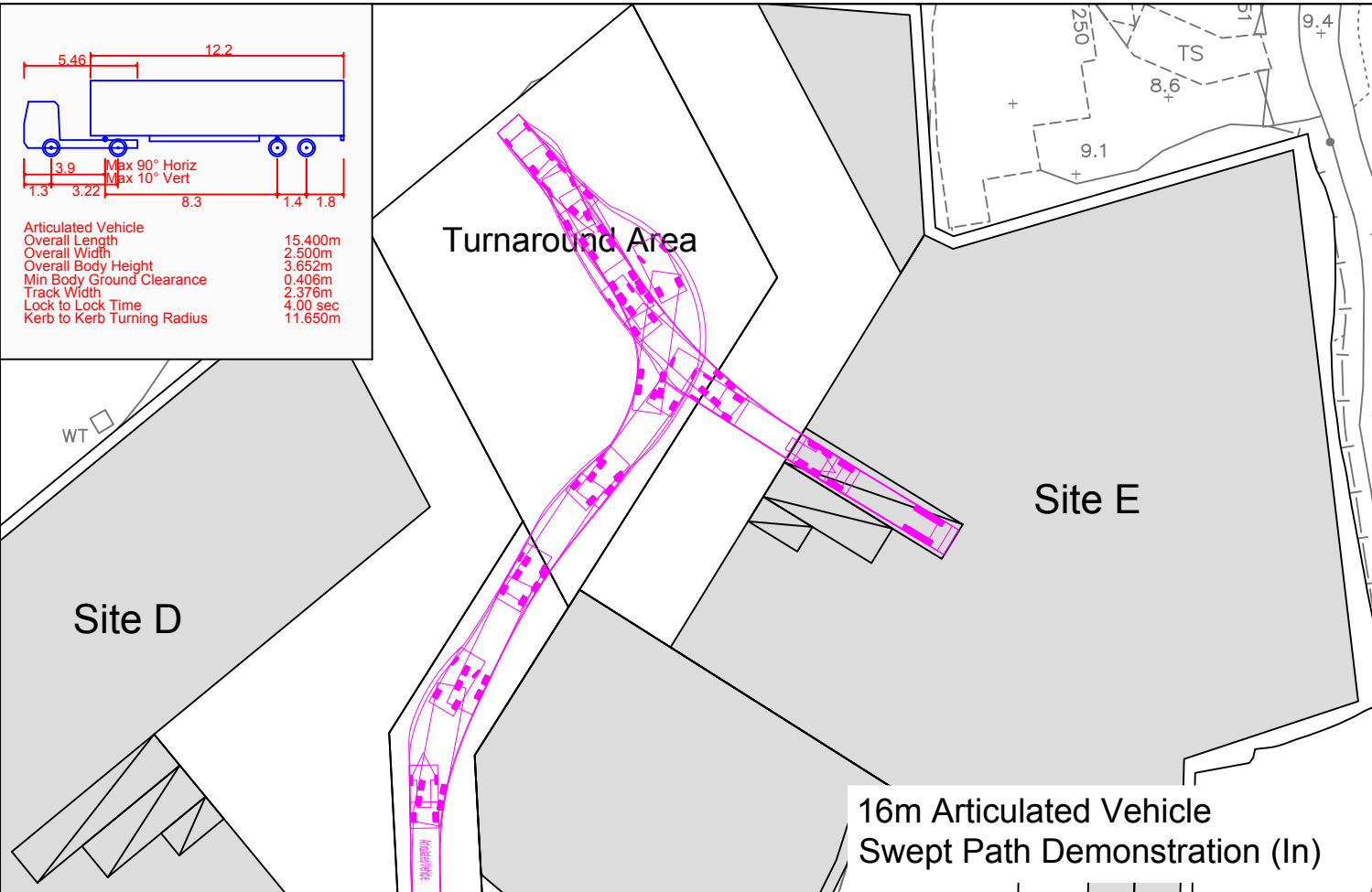
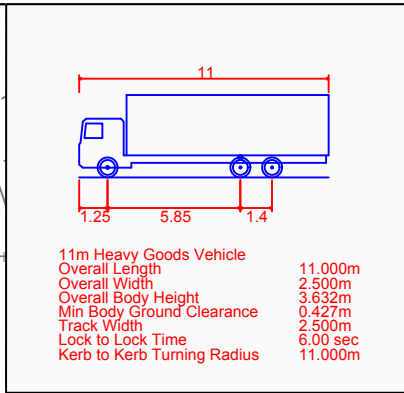
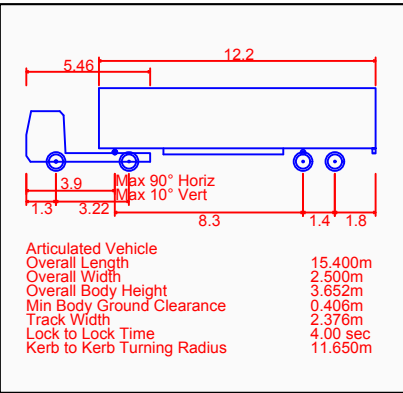
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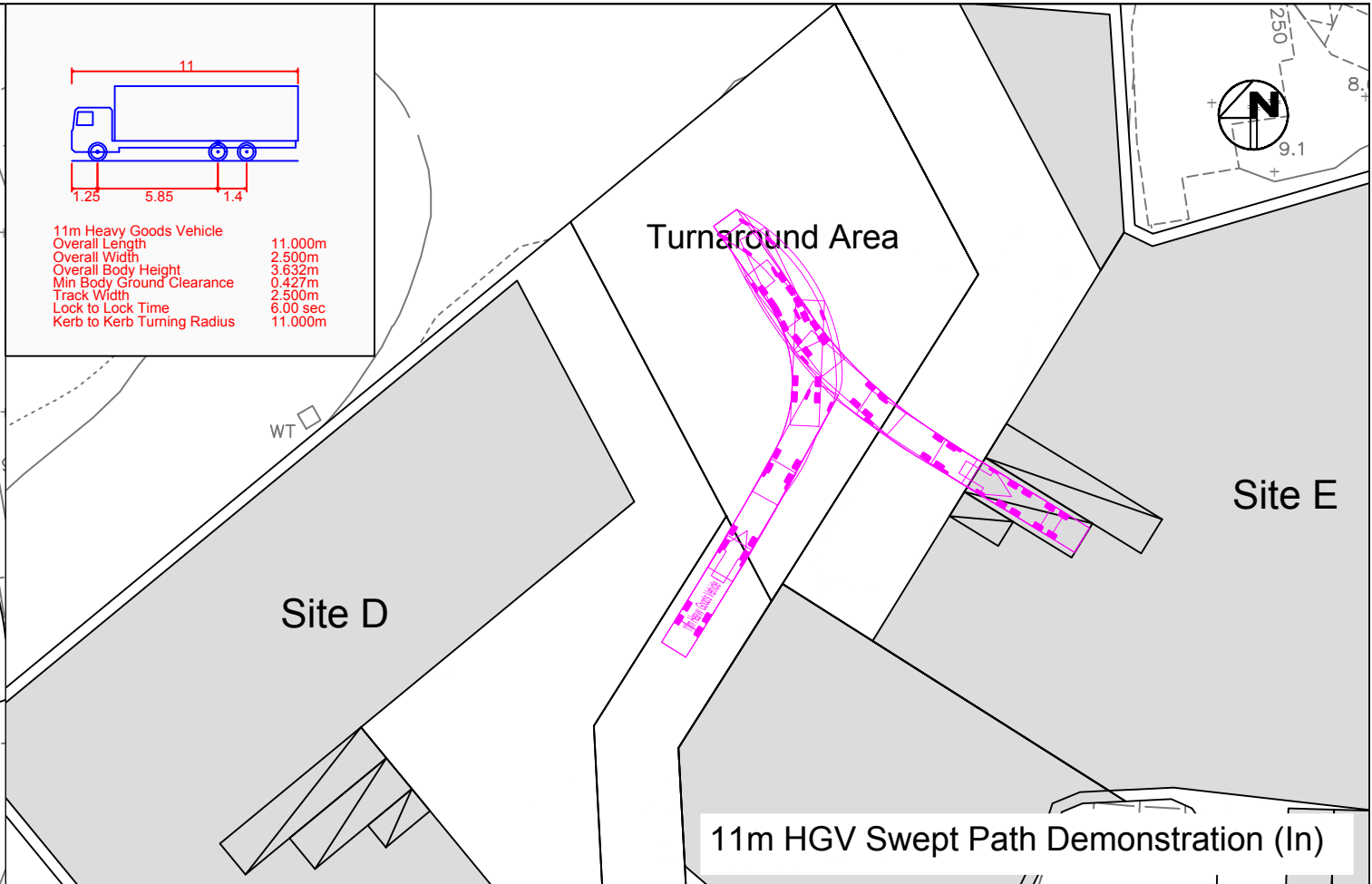




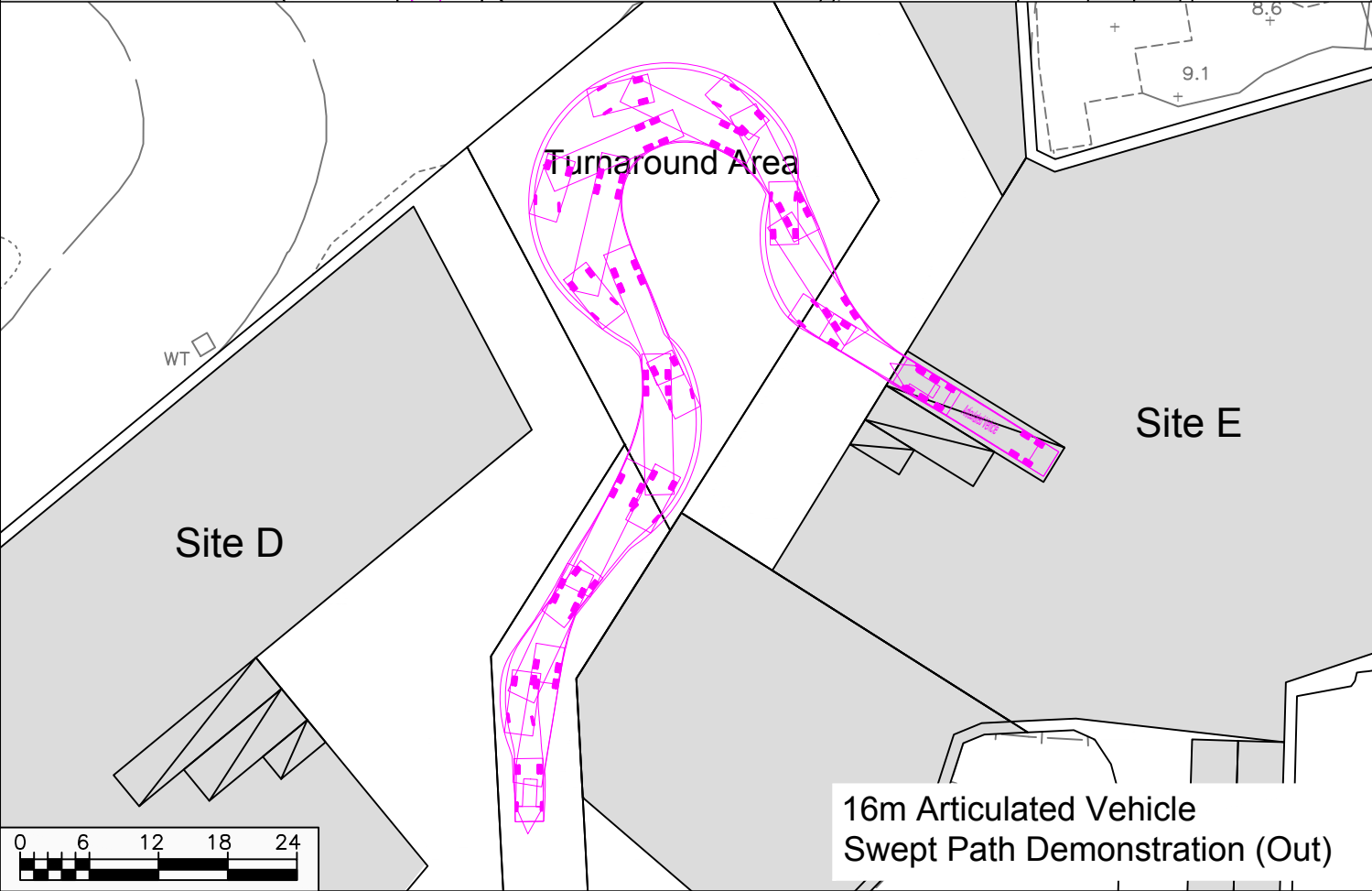
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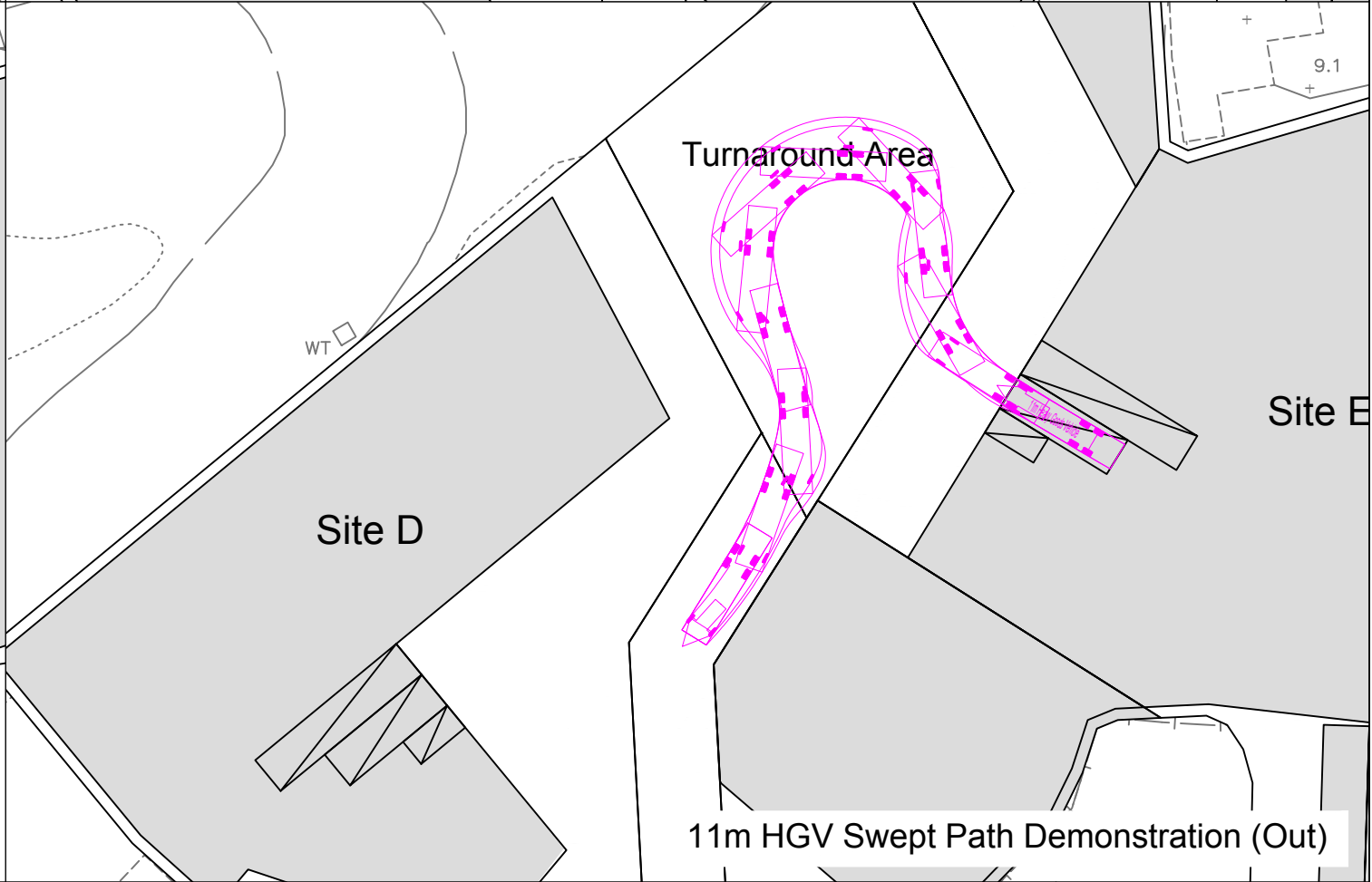
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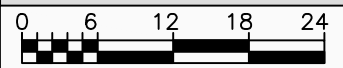
11m HGV Swept Path Demonstration (In)



16m Articulated Vehicle  
Swept Path Demonstration (Out)



11m HGV Swept Path Demonstration (Out)



Project Title

**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

## Swept Path Assessment

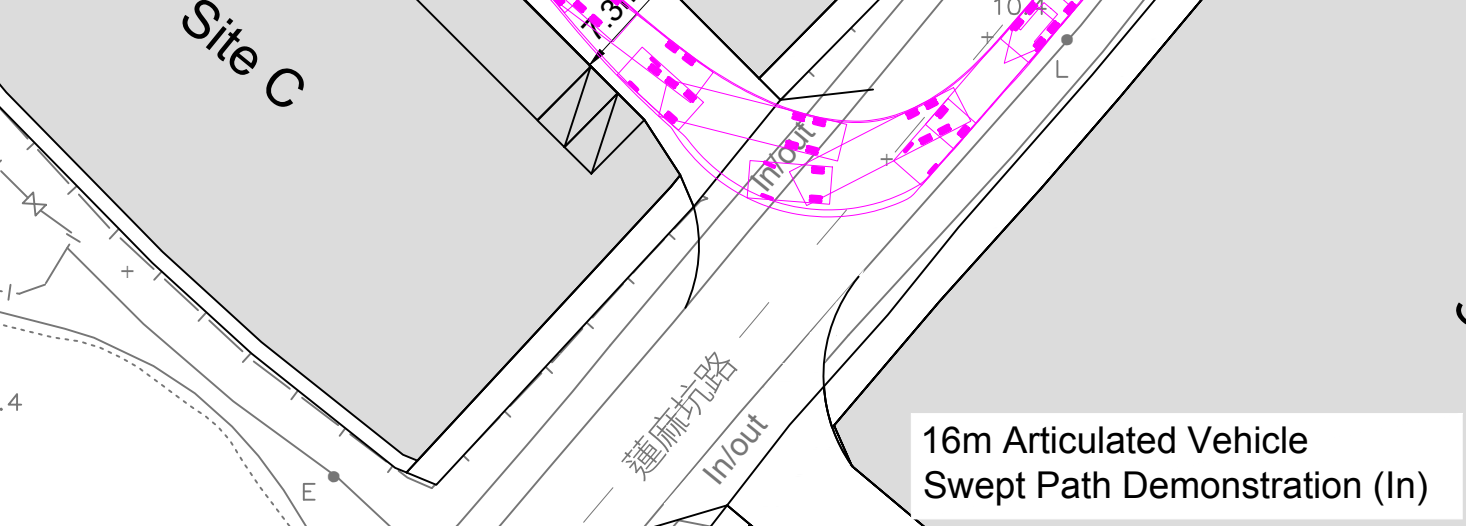
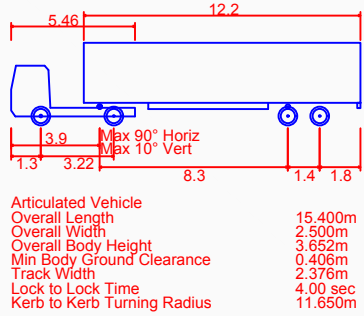
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Project No. 82137  
Dwg No. 0108-SP7

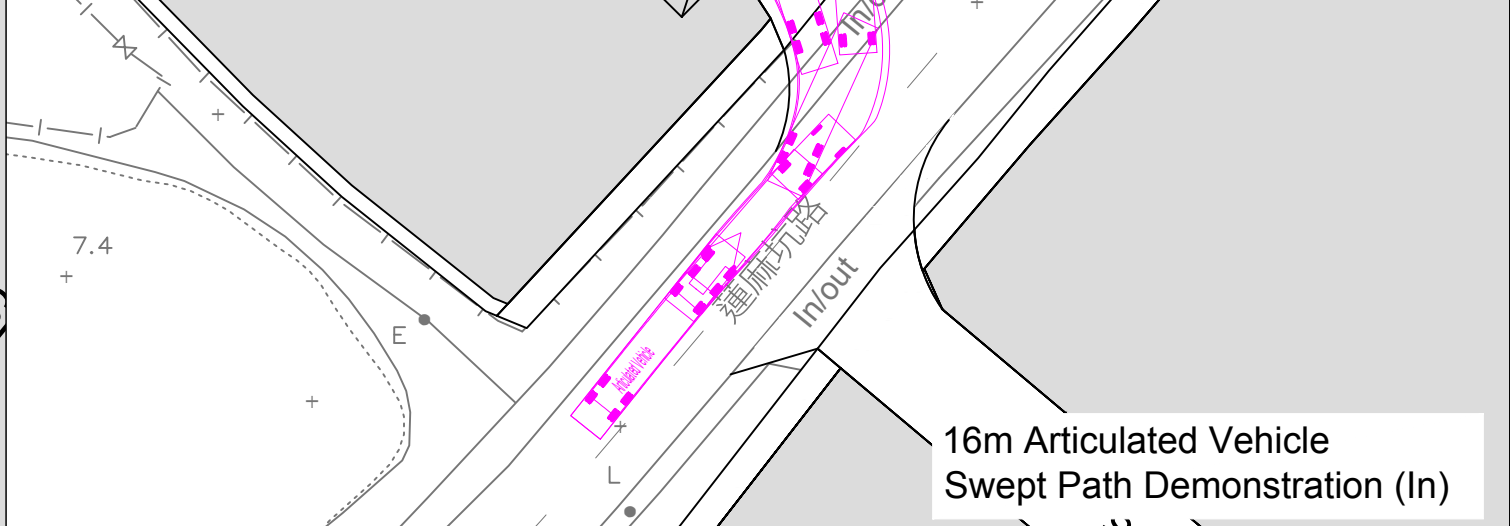
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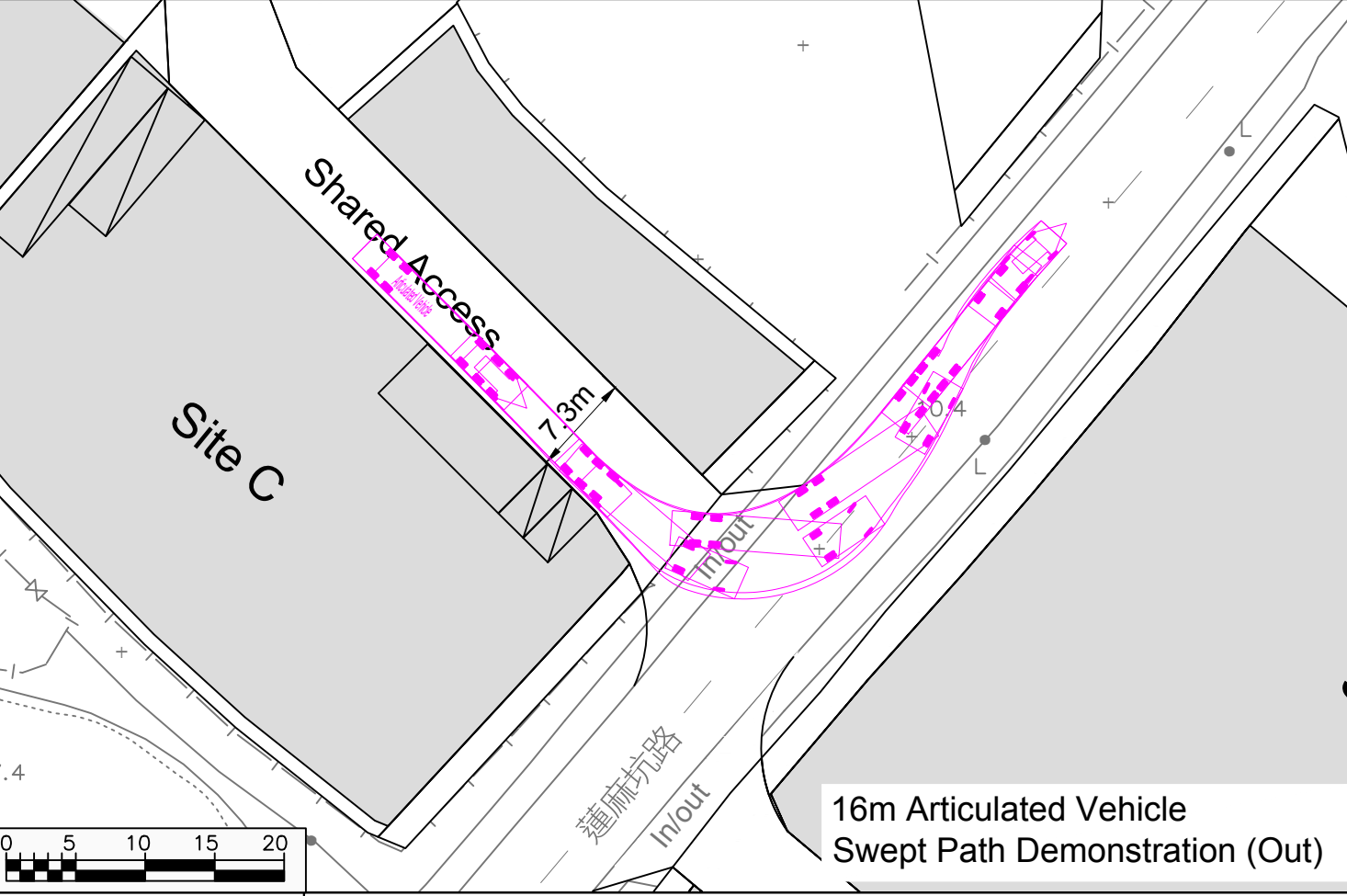
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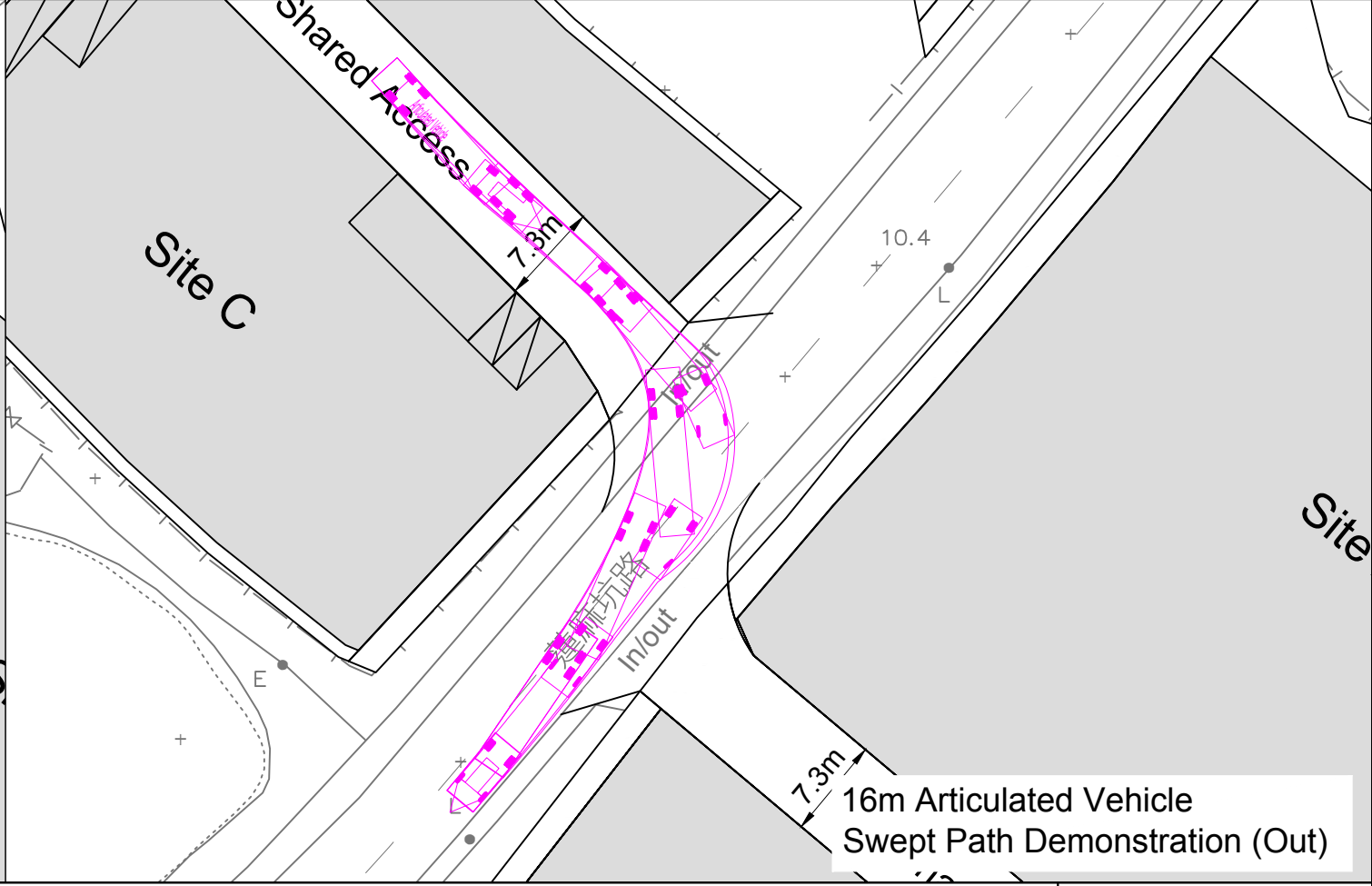
16m Articulated Vehicle  
Swept Path Demonstration (In)



16m Articulated Vehicle  
Swept Path Demonstration (In)



16m Articulated Vehicle  
Swept Path Demonstration (Out)



16m Articulated Vehicle  
Swept Path Demonstration (Out)



Date  
08/01/2024

Scale  
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Project Title

**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

**Swept Path Assessment**

Project No. 82137

Dwg No. 0108-SP8

Rev.

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## **Environmental Proposal**

Section 16 Planning Application for Proposed Temporary Warehouse  
(Storage of Timber and other Associated Materials)  
at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, Sha Ling

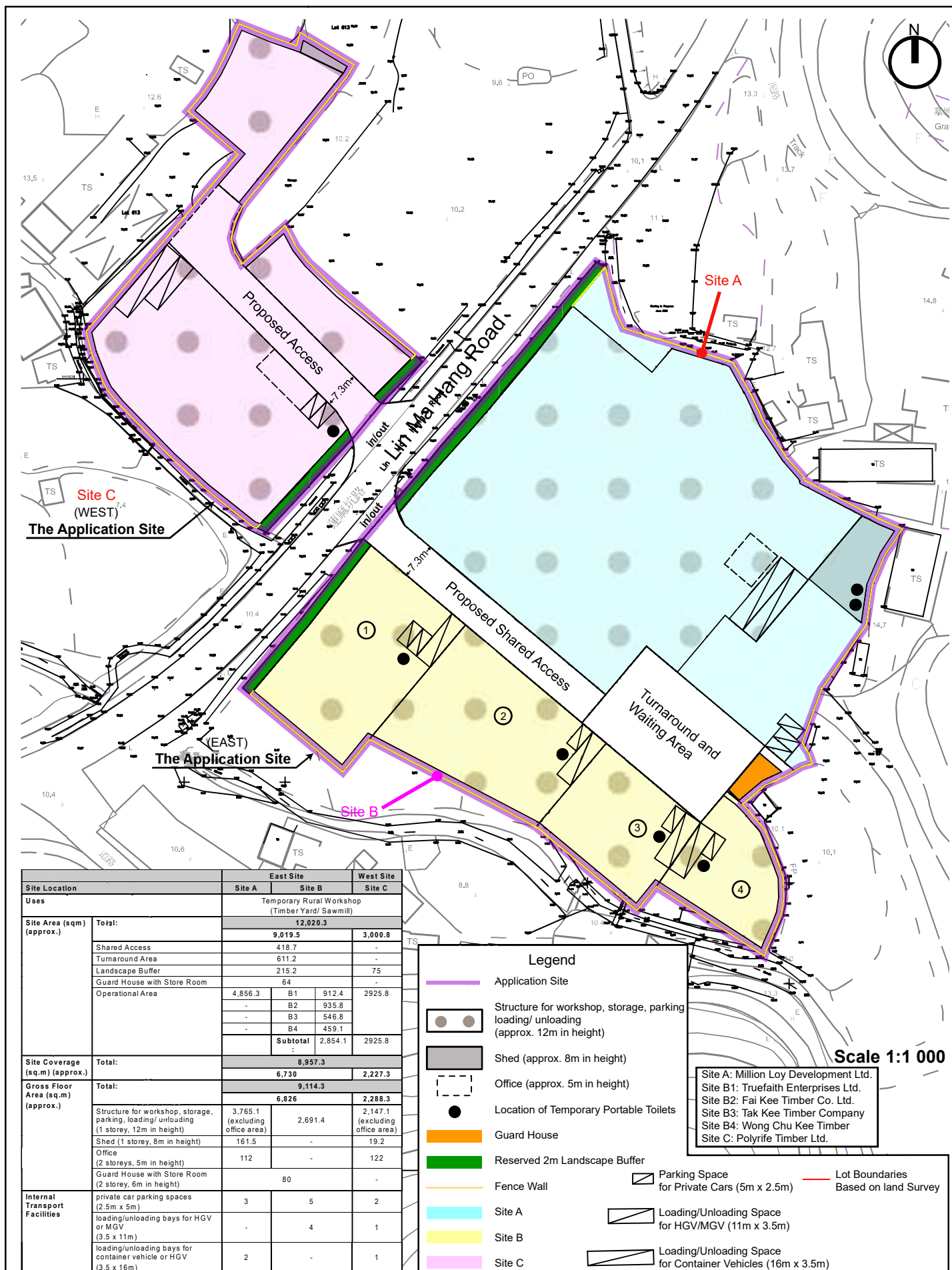
**DATE : JANUARY 2024**

**BY: TOCO PLANNING CONSULTANTS LTD.**

## 1. INTRODUCTION

### 1.1 Background

- 1.1.1 Due to the construction works for the Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development commenced in September 2019, many sawmill, timber yard and other related rural workshops in Ma Tso Lung have been affected. The concerned sites within the KTN/FLN NDA had already / would have to be resumed and reverted to the Government. Therefore, Hong Kong & Kowloon Timber Merchants Association Ltd. (the Applicant / HKTMA) was invited to represent 8 affected operators of sawmill, timber yard and related rural workshops to negotiate with the relevant government bureaux / departments on the relocation of their rural workshops to a new site in the North District. The first batch of aforesaid affected operators is Million Loy Development Ltd., Fai Kee Timber Company Ltd., Polyrife Timber Ltd., Truefaith Enterprise Ltd., Wong Chu Kee Timber and Tak Kee Timber Company.
- 1.1.2 In January 2021, a section 16 planning application (Case No. TPB/A/NE-MKT/17) (MKT/17) was submitted by Toco Planning Consultants Ltd. to the Town Planning Board (the Board) in order to allow the relocation of their workshops to a new site in the North District. The application site is located at Lin Ma Hang Road, Sha Ling, which includes various lots in D.D. 86 and D.D. 90 and adjoining government land (see **Plan A**). The application was approved with conditions by the Board on 14.5.2021 (see **Appendix I**).
- 1.1.3 On 1.11.2021, the Environmental Proposal (EP) was submitted for compliance of approval condition (i) in relation to the submission of proposals for environmental mitigation measures. The Director of Environmental Protection has considered the submitted EP was acceptable on 2.12.2021 (see **Appendix II**).
- 1.1.4 During the implementation stage which crossed paths with the COVID-19 pandemic, the operation within the rural workshops has been changed. The minor resawn services as previously mentioned in the proposal of the approved scheme have been migrated to Mainland China and done before transporting the timber to the application site for storage and delivery to customers. Therefore, the affected operators will no longer provide workshop/ resawn services and no machines (i.e. Horizontal Band Saw, Chop Saw, Plywood Cutting Saw, Single Face Planer, Nailing Platform and Saw Dust Collectors) will be installed within the application site. The proposed temporary use within the Application Site is for storage of timber and related products.
- 1.1.5 The implementation is nearly complete (see **Site Photos**). However, in view HKTMA is helping a second batch of affected operators, namely Serawak (K.T.) Company Ltd. and Ronca Exhibition Ltd. to relocate their business, they identified that the subject Sha Ling site is the best available option. Therefore, a new (present) s.16 planning application is submitted with the integration of the approved scheme (MKT/17) and the proposed extension with 2 additional operators.



## Plan A: Indicative Layout and Development Proposal of the Approved Scheme (A/NE-MKT/17)

## **1.2 Purpose of this Updated Environmental Proposal and Study Objectives**

- 1.2.1 In order to facilitate the present s.16 application, the EP has been updated based on the latest existing site condition and proposed extension scheme for relevant government department's consideration.
- 1.2.2 In view the EP for application MKT/17 was accepted by the Director of Environmental Protection, the proposed mitigation measures for the warehouse within the previously approved scheme remains the same (MKT/17). On the other hand, as detailed in section 1.1.4 above, as the affected operators will no longer provide workshop/ resawn services, the proposed mitigation measures (i.e. construction of the warehouses) for the new extension area with the 2 additional operators has been adjusted.
- 1.2.3 The objectives of this Environmental Proposal can be summarized as follows:-
- to identify potential environmental concerns that may arise from the construction and operation of the proposed development, in terms of air quality, noise and water quality; and
  - to recommend appropriate measures to mitigate any impacts that are identified.



## **2. PROPOSED DEVELOPMENT**

### **2.1 The Application Site**

The application site is located along (and accessible from) Lin Ma Hang Road, Sha Ling. It is divided into two portion bisected by Lin Ma Hang Road, namely the east site (eastbound of Lin Ma Hang Road) and the west site (westbound of Lin Ma Hang Road). Currently, the east site and part of the west site (except for the new extension area) is mostly hard paved, fenced off, partly covered with new trees along Lin Ma Hang Road, and partly covered by the built-over area based on the updated approved scheme. The new extension area within the west site is largely vacant, partly fenced off, and partly covered with dry abandoned field, wild vegetation and temporary structures.

The surrounding land uses are rural in character intermixed with vacant land, temporary structures, small stream, slope, trees and flat land covered with dry abandoned field and wild grass. San Uk Ling Village is located further south of the site across the tree clusters.

- 2.1.1 The application site is accessible from Lin Ha Hang Road. Location plan of the application site is shown in **Plan B**.

### **2.2 Development Proposal**

- 2.2.1 An Indicative Layout and Development Proposal for the proposed development has been prepared in **Plan C**. The proposed extension area will be integrated with the updated approved scheme. As previous mentioned, there will no longer provide workshop / resawn services and only be used for storage of timber and related products. For a clearer demonstration, the application site has been divided into 5 portions namely:

(i) **Site A**

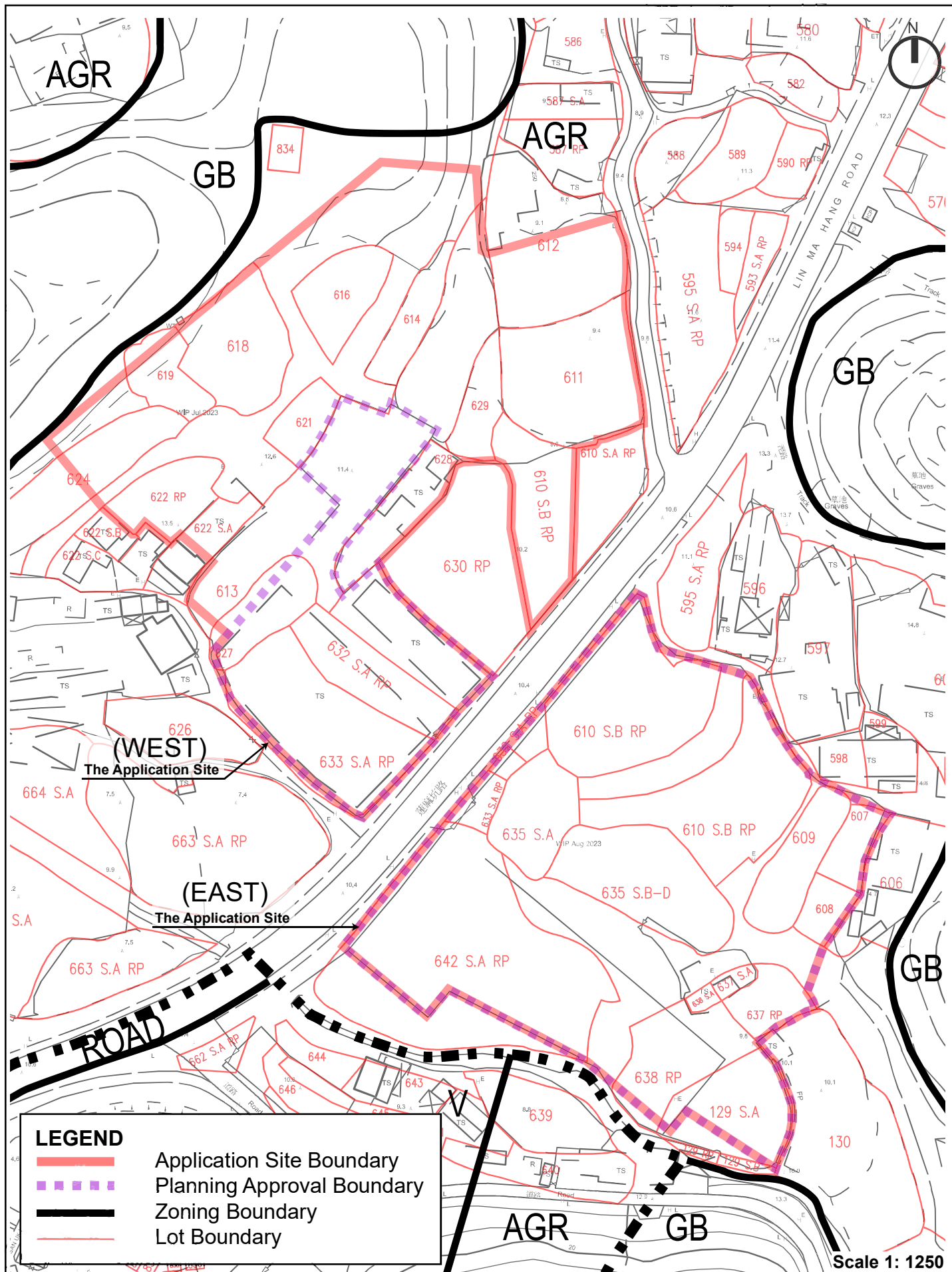
Site A covers the northern part of the “east site” and it will be occupied by the warehouse for Million Loy Development Ltd..

(ii) **Site B**

Site B covers the southern part of the “east site” and it will be occupied by the warehouses for several operators, i.e. Fai Kee Timber Co. Ltd. (Site B2), Truefaith Enterprises Ltd. (Site B1), Tak Kee Timber Company (Site B3) and Wong Chu Kee Timber (Site B4).

(iii) **Site C**

Site C covers the southern part of the “west site” and it will be occupied by the warehouses for Polyrite Timber Ltd.. The original ingress/ egress from the previous approved scheme will be shared with Site D and E. Thus, a small portion of the original operational area of Polyrite will become the shared access (and the operational area of Ronca Exhibition Ltd.)



## Plan B: Zoning and Location Plan for the Application Site

**(iii) Site D**

Site D covers the northern part of the “west site” and it will be occupied by the warehouse for Serawak (K.T.) Company Ltd..

**(iii) Site E**

Site E covers the eastern part of the “west site” and it will be occupied by the workshops for Ronca Exhibition Ltd..

2.2.2 The covered area of Site A, B, C, D and E are proposed as warehouses for storage of timber and other associated materials, ancillary office, loading/ unloading and parking purposes. The proposed shed within Site A is mainly for the use of access, temporary toilets in the approved scheme remains unchanged. The shed within Site D will be used for storage purpose. The proposed guard house that was proposed within the “east site” in the approved scheme remains unchanged.

2.2.3 The operation hour of the 6 operators at the application site will all be in line, i.e. the opening hour will be from 8:00 – 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.

**Table 2.1: Key Development Parameters**

		East Site			West Site		
Site Location		Site A	Site B		Site C	Site D	Site E
Uses		Temporary Warehouse (Storage of Timber and other Associated Materials)					
Site Area (~sq.m)	Total:	20,512.5					
		9,019.5			11, 493		
	Shared Access	418.7			743.5		
	Turnaround Area	611.2			946.3		
	Landscape Buffer	215.2			249.3		
	Guard House with Store Room	64			-		
	Operational Area	4,856.3	B1	912.4	2,941.3	2,898.7	3,713.9
			B2	935.8			
			B3	546.8			
B4			459.1				
Subtotal :			2,854.1				
Site Coverage (~sq.m)	Total:	13,922.9					
		6,728.8			7,194.1		
Gross Floor Area (~sq.m)	Total:	14,262.9					
		6,824.8			7,438.1		
	Structure for warehouse, parking, loading/ unloading (1 storey, 12m in height)	3,780.8 (excluding office area)	2,690.5		2,479.5 (excluding office area)	1,997.2	2,303.7
	Shed (1 storey, 8m in height)	161.5	-		-	-	169.6
	Ancillary Office (2 storeys, 5m in height)	112	-		122	-	366

	Guard House with Store Room (2 storey, 6m in height)	80		-		
<b>Internal Transport Facilities</b>	private car parking spaces (2.5m x 5m)	3	5	2	1	1
	loading/unloading bays for HGV or MGV (3.5 x 11m)	-	4	1	1	1
	loading/unloading bays for container vehicle or HGV (3.5 x 16m)	2	-	1	1	1





### 3. AIR QUALITY PROTECTION PROPOSAL

- 3.1 Fugitive dust is the major possible concern that would be generated during construction and operation activities, such as stockpiling, transferring or handling of dusty materials.
- 3.2 The Applicant would like to emphasize the majority area would be used as timber storage and packaging service. In view of the pandemic and the aging working staff at the woodmills, the minor resawn services have been migrated to Mainland China and done before transporting the timber to the application site for storage and delivery to customers. Therefore, no resawn services will be provided, and in consequences, no machines (i.e. Horizontal Band Saw, Chop Saw, Plywood Cutting Saw, Single Face Planer, Nailing Platform and Saw Dust Collectors) will be installed in the application site. Detailed operational flow is attached in **Appendix III**.
- 3.3 Unacceptable chimney emission impact on the proposed development is not anticipated as there is no chimney located within 200m from subject site. The recommended buffer distance for chimney emission stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) has been fulfilled.
- 3.4 Air quality impacts due to traffic emissions from surrounding roads of the propose development may be assessed based on the criteria of HKPSG which stated the minimum buffer distance requirement from different road types to different open space uses in Table 3.1 of Chapter 9 of the HKPSG. The existing Lin Ma Hang Road that serves the Application Site is a two-way Rural Road. According to Chapter 9 (Table 3.1) of the HKPSG, there is no specified guidelines for rural type road. However, following the guideline for Local Road, the proposed structures would be no less than 5m setback away from Lin Ma Hang Road. Therefore, it is considered the buffer distance between the closest distance between the nearby traffic road and the proposed development is considered to be sufficient as recommended in the HKPSG, and no significant vehicular emission impacts would be imposed to the proposed development.
- 3.5 To avoid adverse dust impact on the air sensitive users nearby, good practice and dust control measures to be implemented are as follows:-
- Provision of not less than 2.5m high hoarding from ground level along site boundary during construction.
  - Any stockpile of dusty materials including wood dust shall be covered entirely by impervious sheeting and placed in the covered area.
  - The proposed structures would be no less than 5m setback away from Lin Ma Hang Road.
  - 2.5m high corrugated metal fence wall around the site boundary and 2m landscape buffer along Lin Ma Hang Road would be provided between sensitive receptors and potential air pollution emitters (i.e. vehicular emission from Lin Ma Hang Road) during operation of the proposed development.

3.6 In addition, the standard emission control measures specified in the following legislations would be adopted during construction phase:

- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery)(Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a sulphur content of less than 0.005% by weight)

3.7 According to the traffic count survey undertaken on a neutral weekday in November 2020, the observed peak hour traffic flows on Lin Ma Hang Road is summarized in the following table.

**Table 3.1: 2020 Weekday Peak Hour Road Link Performance**

Ref No.	Road Link	Peak Hour Flow (in Veh.)		V.C. Ratio <sup>(1)</sup>	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	168	111	0.47	0.31
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	98	130	0.27	0.36

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:  
Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

3.8 The results reveal that the V/C ratio of Lin Ma Hang Road is less than 0.85, which means the Lin Ma Hang Road operates satisfactorily during the peak hour of weekday.

3.9 The estimated daily average trips generations of the Application Site are listed as in the following table.

**Table 3.2: Daily Average Trips Generation of Application Site**

	AM and PM Peak Hour No. of Trips			
	Container Vehicle	HGV	MGV	PV
Application Site (Approved Scheme and Extension Area)	7.6	20.8	30.5	18

3.10 Since the daily trips would be distributed through the whole working day, the trips over the peak traffic hour would be much less than the total daily trips. As a conservative method, one fourth of the daily trips would be considered as the peak hour trips generation as shown in the following table.

**Table 3.3: Estimated Peak Hour Trips Generation of Application Site**

	AM and PM Peak Hour No. of Trips				
	Container Vehicle	HGV	MGV	PV	Total
Vehicle /hr	2	6	8	5	21

- 3.11 The above table shows that only about 21 vehicles per hour would be attracted, correspondingly, less than 121 vehicles per hour would be generated since some vehicle may parked longer than one hour for some operation activities.
- 3.12 By applying the estimated trips of both generation and attraction i.e. 21+21=42 vehicle/hr onto the Lin Ma Hang Road, the performance would be indicated as the following:

**Table 3.4: Peak Hour Road Link Performance Affected by the Application Site**

Ref No.	Junction Location	Without the Application Site [v/c ratio]		With the Application Site [v/c ratio]	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	173 [0.48]	115 [0.32]	215 [0.60]	157 [0.43]
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	101 [0.28]	134 [0.37]	143 [0.40]	176 [0.49]

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:  
Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

- 3.13 The results reveals that the impact on Lin Ma Hang Road from the small number of daily trips by the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing the traffic from the Application Site. And we consider the air quality impact would thereby be insignificant.
- 3.14 In addition, no less than 5m distance between Lin Ma Hang Road and the proposed structures has been proposed. Sufficient buffer distance has been provided, therefore no significant vehicular emission impacts will be imposed to the proposed development.
- 3.15 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during construction phases are not anticipated.
- 3.16 No adverse air quality impact from warehouse activities and vehicular emissions is anticipated with the implementation of the proposed mitigation measures during operation phase. Overall, no adverse air quality impacts are anticipated during construction and operation phases.



#### **4. NOISE PROTECTION PROPOSAL**

- 4.1 Various construction and operation activities would be the key noise sources generated at the application site, i.e. vehicle movement and loading/ unloading activities within the application site are the main noise sources.
- 4.2 In view of the pandemic and the aging of the working staff at the woodmills, the minor resawn services have been migrated to Mainland China and done before transporting the timber to the application sites for storage and delivery to customers. Therefore, no resawn services will be provided, and in consequences, no machines (i.e. Horizontal Band Saw, Chop Saw, Plywood Cutting Saw, Single Face Planer, Nailing Platform and Saw Dust Collectors) will be installed in the application site. Therefore, no adverse noise impact during the operation would be anticipated.
- 4.3 It is noted that the temporary structures within the vicinity of the site are either vacant temporary structures or warehouses, and they are not considered as noise sensitive receivers (NSRs). Nevertheless, to reduce potential noise impact from the proposed development the following design is proposed:-

##### **Site A and B and C:**

Majority of the warehouses within Site A, B and C has been built according to the following materials as proposed in the EP approved under the approved scheme (MKT/17):

- Foam surrounding steel plate (泡沫圍身鋼板) had been used to avoid on-site traffic noise. Sample of the material is attached in **Appendix III**.
- The site boundary wall had been designed with no slit or gap to prevent sound leakage.
- Rockwool board (岩棉牆身板) for acoustic use had been used at the internal layer of the warehouse structure to minimize noise impact. The same material had been used as the warehouse cover. Sample of the material is attached in **Appendix III**.

##### **Site D and E:**

The proposed warehouses within Site D and Site E will be used for storage of timber and other associated materials. Therefore, no adverse noise impact during the operation would be anticipated. The following design is proposed:-

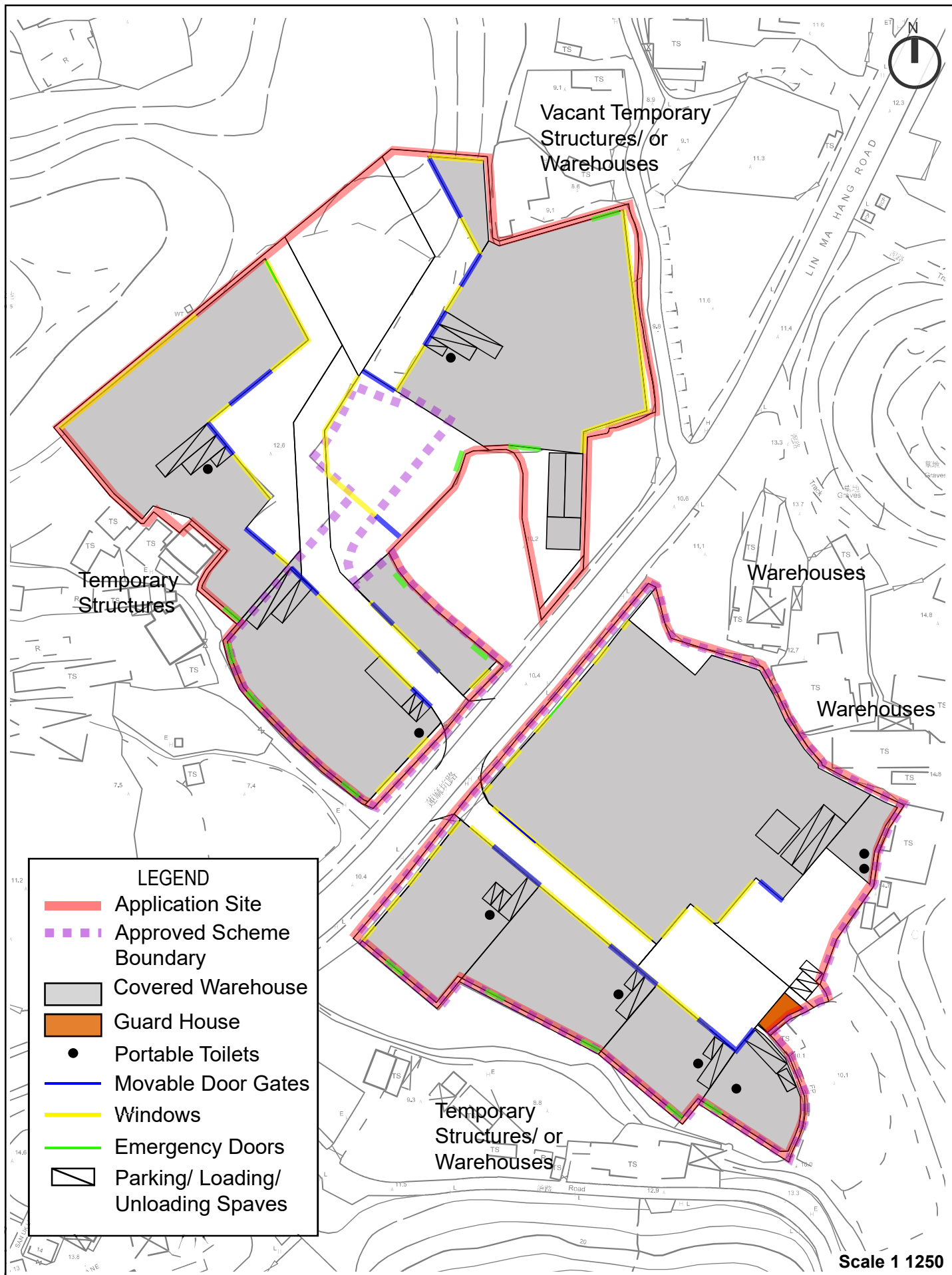
- Colour coated steel plate (坑瓦) would be used to build the warehouses. Sample of the material is attached in **Appendix III**.
- The site boundary wall will be designed with no slit or gap to prevent sound leakage.

4.4 Construction shall be carried out during non-restricted hours as far as practical. In addition, the following measures and on-site practice are recommended in order to minimize the potential noise impact during the daytime:-

- The contractor shall devise and execute working methods to minimize the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Warehouse operation including loading and unloading will be carried out inside the covered area.
- Operating hours will be restricted from 8:00 – 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.

4.5 Even though no equipment will be proposed inside the warehouse, nevertheless, entrances of the warehouse structures and all the windows will be located facing away the temporary structures as shown in **Plan D** to minimise the potential nuisance caused by heavy vehicles within the site. The fences of the structures and site boundary wall will further reduce the noise impact to surrounding.

4.6 Overall, in view of the double fencing surrounding the site as well as sufficient distance provided away from nearest residences, adverse noise impact during the operation would not be anticipated.



## Plan D: Minimum Environmental Impact

## **5. WATER QUALITY PROTECTION PROPOSAL**

- 5.1 The major source of sewage/ wastewater during operation phase would be sewage and grey water from toilet and washing basin.
- 5.2 In construction phase, good practices in ProPECC PN 1/94 "Construction Site Drainage" will be implemented as mitigation measures against water pollution. Particular attention will be made to prevent water pollution to the stream course southbound of the site and ponds within the site.
- 5.3 The applicant will follow recommendations stated under Section 5 of ProPECC PN 5/93 "Drainage Plan subject to comment by the Environmental Protection Department" as far as practicable when designing on-site drainage. All the structures are set back 1.0m from the site boundary to allow drainage facilities.
- 5.4 The applicant will employ licensed contractor to regularly collect, treat and dispose sewage from portable toilets.
- 5.5 In general, all discharges from the application site is subject to control by the Water Pollution Control Ordinance (WPCO, Cap 358) and its Technical Memorandum.
- 5.6 During construction stage, water quality impacts can be properly controlled with the implementation of good site practice. Portable toilets will be provided for construction workers on site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.
- 5.7 Sufficient portable toilets (a total of nine) would be provided on-site during operation stage.
- 5.8 During operation, no adverse water quality impact is anticipated from the wastewater/ sewage from employee and staff. Overall, therefore, no adverse water quality impacts would be anticipated during construction and operation phases.



## **6. SUMMARY AND CONCLUSION**

### **6.1 Summary**

6.1.1 The Applicant intends to relocate the existing 8 affected operators into a new site situated at various lots in D.D. 86 and D.D. 90 and adjoining government land, Lin Ma Hang Road, Sha Ling due to the land in KTN will be resumed by the Government for the development of KTN/FLN NDA in the coming years. The proposed development is of great importance since the 8 affected operators are key players in the discipline of timber industry.

6.1.2 The application site is mainly surrounded by open-air car parks, workshops and paved area/ dry abandoned field. Although there are some temporary structures located to the northeast and northwest of the site, the storage uses and activities will only be confined within the covered area. Since the operating hours will be restricted from 8:00 – 18:00 from Monday to Saturday, main activities include storage of wood in the warehouses and will be conducted indoors. All warehouses and loading/ unloading activities will only be conducted in the covered area. Moreover, the Applicant is prepared to upgrade the landscape values of the application site by proposing an additional planting strip in the extension area along Lin Ma Hang Road for screening and improving the local environment in general.

6.1.3 In addition, various mitigation measures are also proposed to minimize the environmental impact.

6.1.4 Drainage facilities will be provided within the application site. Surface runoff will be effectively collected from and discharge out of the site. Thus, no adverse water quality impacts would be generated from the site.

6.1.5 Portable toilets will be proposed at the application site. Since the anticipated sewage flow from the small scale development is relatively low, it is considered that the portable toilets would be sufficient to treat the small quantity of sewage. The sewage collected at the portable toilets will be taken off-site for treatment. Thus, adverse water quality impacts on local environment would not be anticipated.

### **6.2 Conclusion**

6.2.1 This Environmental Proposal has indicated that the proposed development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented. The Applicant is committed to provide, implement and maintain all the mitigation measures as recommended in this proposal.

城市規劃委員會

香港北角渣華道三百三十三號  
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices  
333 Java Road, North Point,  
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

By Post & Fax (2577 2862)

電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-MKT/17

14 May 2021

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Ted Chan)

Dear Sir/Madam,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

I refer to my letter to you dated 21.4.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 30.4.2024 and is subject to the following conditions :

- (a) no operation between 6:00 p.m. and 8:00 a.m. on Mondays to Saturdays, as proposed by you, is allowed on the site during the planning approval period;
- (b) no operation on Sundays and public holidays, as proposed by you, is allowed on the site during the planning approval period;
- (c) the submission of a drainage impact assessment within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 30.10.2021;
- (d) in relation to (c) above, the implementation of the drainage proposal identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 30.1.2022;
- (e) the submission of a landscape proposal within 6 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 30.10.2021;
- (f) in relation to (e) above, the implementation of the landscape proposal within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 30.1.2022;

- (g) the submission of proposals for fire services installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 30.10.2021;
- (h) in relation to (g) above, the implementation of the proposals for fire services installations and water supplies for firefighting within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 30.1.2022;
- (i) the submission of proposals for environmental mitigation measures within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 30.10.2021;
- (j) in relation to (i) above, the implementation of the proposals for the environmental mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 30.1.2022;
- (k) if any of the above planning condition (a) or (b) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (l) if any of the above planning condition (c), (d), (e), (f), (g), (h), (i) or (j) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (m) upon expiry of the planning permission, the reinstatement of the site to an amenity area to the satisfaction of Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix IV of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website ([www.info.gov.hk/tpb/](http://www.info.gov.hk/tpb/)), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 1.5.2024. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB

Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 30.4.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 4.6.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



( Raymond KAN )  
for Secretary, Town Planning Board



## List of Government Department Contacts

(Application No. A/NE-MKT/17)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
務署 Drainage Services Department	新界北渠務部 Mainland North Division	鄭敏煒先生 Mr. CHENG Man Wai	2300 1407	2770 4761
環境保護署 Environmental Protection Department	策略評估組 Strategic Assessment Group	鍾穎彤女士 Ms. CHUNG Wing Tung, Candice	2835 1114	2591 0558
消防處 Fire Services Department	策劃組 Planning Group (PG)	徐廣耀先生 Mr. CHUI Kwong Yiu	2733 7735	2739 8775

## Appendix II: Letter from DPO dated 2.12.2021

## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-MKT/17  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Mr. Ted CHAN)

**By Post and Fax (2577 2862)**

2 December 2021

Dear Mr. CHAN,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (i) for Planning Application No. A/NE-MKT/17)**

I refer to your submission received by this office on 1.11.2021 for compliance with approval condition (i) in relation to the submission of proposals for environmental mitigation measures under the captioned planning application.

The Director of Environmental Protection (Contact person: Ms. Candice CHUNG; Tel.: 2835 1114) has been consulted and advised that approval condition (i) is complied with. Her advisory comments are attached in **Appendix I**.

Please proceed to implement the accepted proposals for compliance with approval condition (j). In order to facilitate compliance checking, you are required to inform this office for inspection.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

(Ms. Jessica CHU)

for and on behalf of Director of Planning

**Appendix I**

Comments of the Director of Environmental Protection (Contact person: Ms. Candice CHUNG; Tel.: 2835 1114):

1. the applicant is reminded that, if any complaint is received, the applicant shall review the existing measures and provide further measures to remedy the situation promptly;
2. to comply with the approval condition (j) in relation to the implementation of the proposal for environmental mitigation measures, the applicant should provide the following information:
  - (a) a table to list out all proposed environmental mitigation measures, including those identified in the proposals for environmental mitigation measures;
  - (b) a figure to show the location of all proposed environmental mitigation measures, with view angles of photos to be provided under para. 2(c);
  - (c) photos / specifications of the implemented environmental mitigation measures which can properly demonstrate that the relevant requirements have been met (e.g. height, thickness, surface mass density, materials, etc.); and
  - (d) certification by Authorised Person(s) to confirm the environmental mitigation measures proposed in the proposal have been properly implemented.

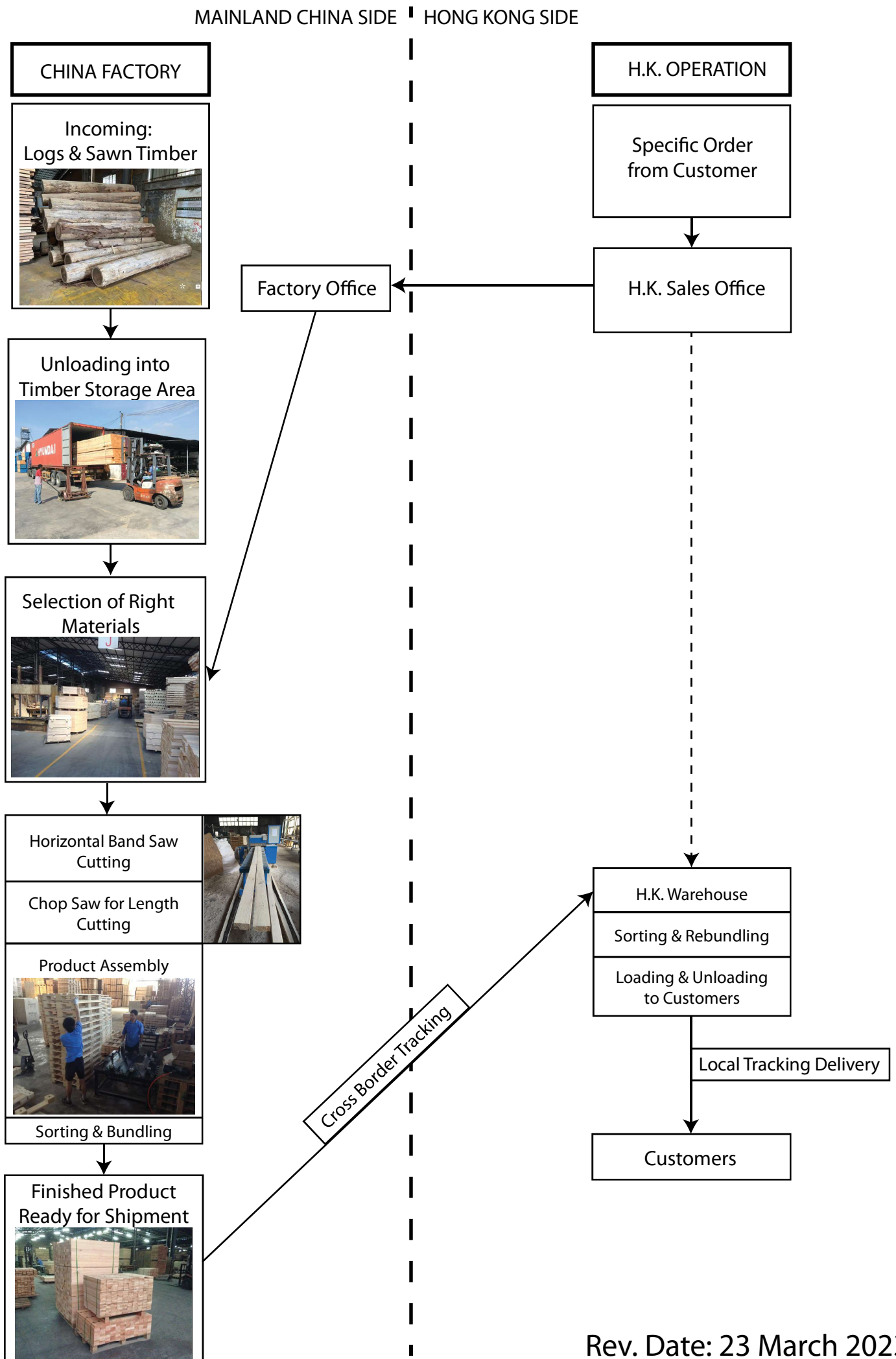
## **APPENDIX III**

Operational Flow Diagram

Information on the Materials



# Revised Timber Yard Operational Flow



Rev. Date: 23 March 2023

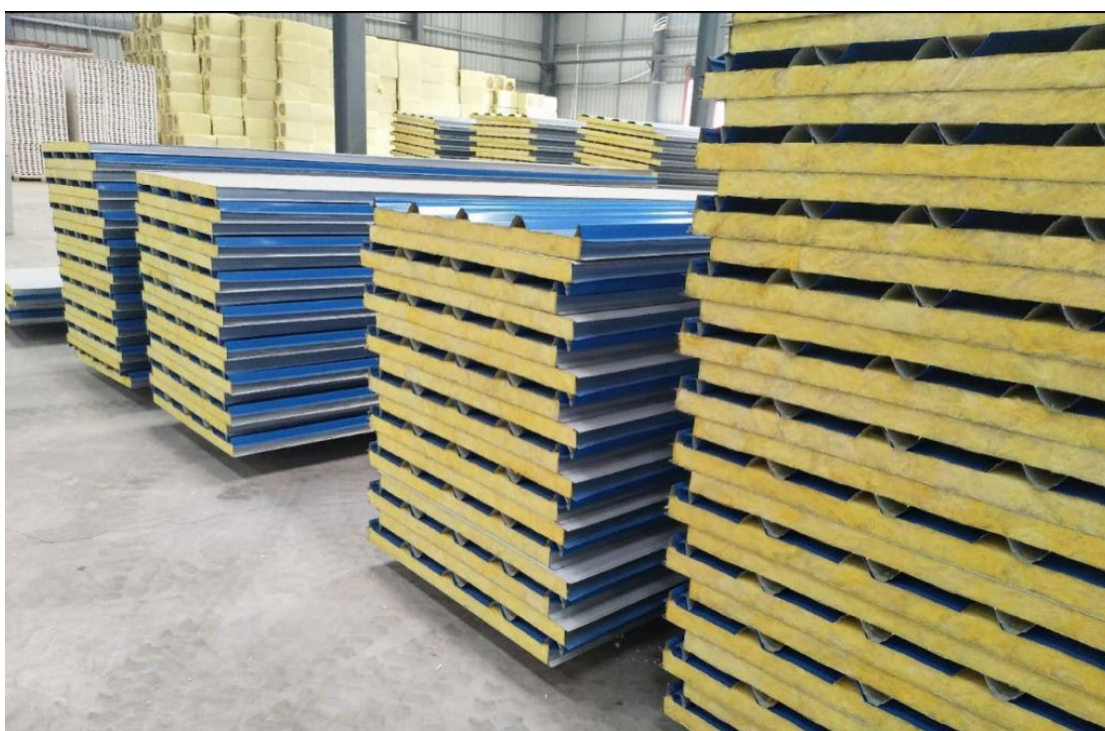
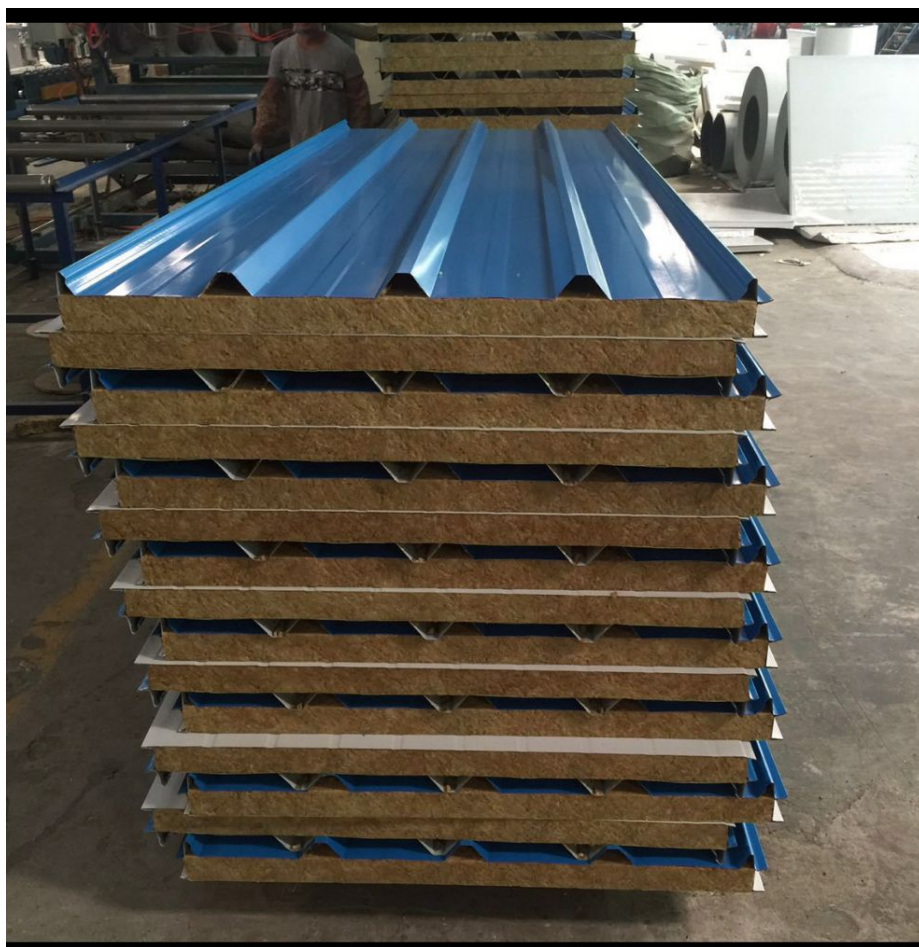
## Information on the Materials

泡沫圍身鋼板，規格是 50mm 厚度，高度 2.5m 密度 10.8kg/m<sup>2</sup>





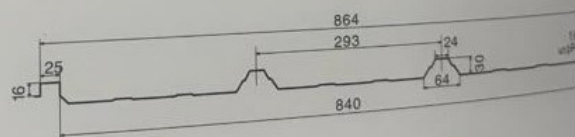
岩棉牆身板，規格厚度 50mm 每平方米 11.94kg



坑瓦用的是**0.476MM**厚，截面尺寸如附图，重量**2.9KG/M**



840坑瓦





## **Appendix X: Updated Fire Services Installation Proposal**

FIRE SERVICE NOTES :

1. A MODIFIED HOSE REEL SYSTEM WITH A 2,000 L F.S. TANK SHALL BE PROVIDED TO THE SUBJECT BUILDINGS IN ACCORDANCE WITH PARA. 5.14 OF THE CODE OF PRACTICE FOR MINIMUM FIRE SERVICE INSTALLATIONS AND EQUIPMENT 2012. HOSE REEL SHALL BE PROVIDED TO ENSURE THAT EVERY PART OF THE BUILDINGS WHERE CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30M OF HOSE REEL TUBING.

- 1.1 HOSE REEL SHALL BE PROVIDED AT POSITIONS AS INDICATED ON PLANS.
- 1.2 NO FIRE SERVICE INLET TO BE PROVIDED FOR MODIFIED HOSE REEL SYSTEM.
- 1.3 TWO FIXED FIRE PUMPS (DUTY/STANDY) TO BE PROVIDED.

2. FIRE ALARM SYSTEM SHALL BE PROVIDED IN ACCORDANCE WITH BS 5839-1 : 2002 A2 : 2008 AND FSD CIRCULAR LETTERS NO. 1/2009 & 3/2010 & 2/2012. ONE ACTUATING POINT AND ONE AUDIO WARNING DEVICE TO BE LOCATED AT EACH HOSE REEL POINT. VISUAL ALARM SIGNALS TO BE PROVIDED. ACTUATING POINT SHALL INCLUDE FACILITIES FOR FIRE PUMP START AND AUDIO/VISUAL WARNING DEVICE INITIATION.

- 2.1 FIRE ALARM PANEL TO BE PROVIDED AND LOCATED INSIDE F.S. PUMP ROOM.

3. SUFFICIENT EMERGENCY LIGHTING WITH 2 HOURS BACK UP BATTERY TO BE PROVIDED TO THE BUILDINGS IN ACCORDANCE WITH BS 5266 : PART 1 AND BS EN 1838.

4. SUFFICIENT EXIT SIGN / DIRECTIONAL SIGN TO BE PROVIDED IN ACCORDANCE WITH BS 5266 : PART 1 AND FSD CIRCULAR LETTER NO. 5/2008.

5. FIRE EXTINGUISHERS SHALL BE PROVIDED AS INDICATED ON PLANS.

6. WHEN A VENTILATION/AIR CONDITIONING CONTROL SYSTEM TO THE AREAS/BUILDING IS REQUIRED TO BE PROVIDED, IT SHALL STOP MECHANICALLY INDUCED AIR MOVEMENT WITHIN A DESIGNATED FIRE COMPARTMENT.

7. AUTOMATIC SPRINKLER SYSTEM SHALL BE PROVIDED TO THE ENTIRE BUILDING/STRUCTURE IN ACCORDANCE WITH LPC RULES INCORPORATING BS EN12845 : 2015 AND FSD CIRCULAR LETTER 5/2020 EXCEPT E&M PLANT ROOMS. SPRINKLER SHALL NOT BE PROVIDED TO AREAS OF COVERED SHED AS THOSE ARE METAL STRUCTURE WITH 2 SIDES OPENING.

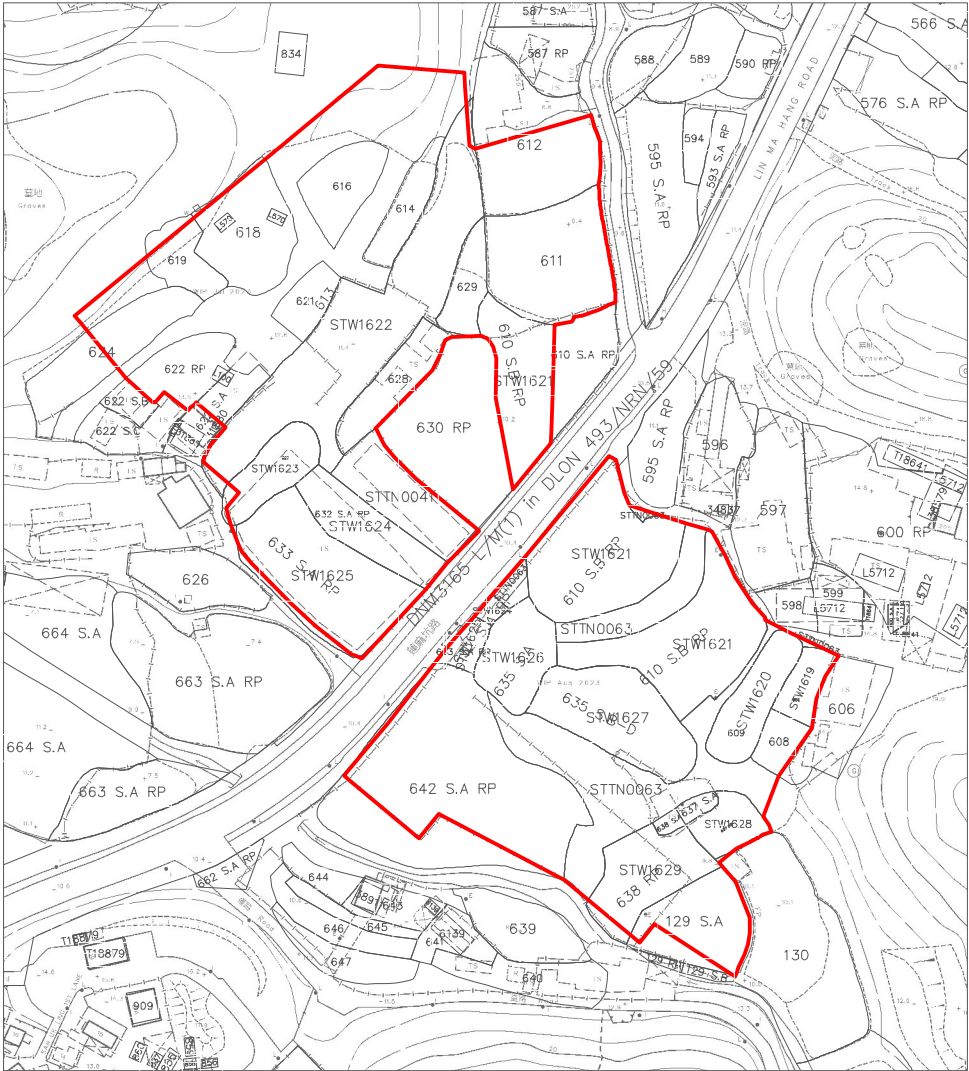
- 7.1 HAZARD CLASSIFICATION : OH3
- 7.2 STORED PRODUCTS AND CATEGORIES : CATEGORY ( I )
- 7.3 STORAGE CONFIGURATION : FREE STANDING (ST1) & POST-PALLET STORAGE (ST2)
- 7.4 STORAGE HEIGHT NOT EXCEEDING : 4M & 3.5M
- 7.5 STORAGE SHOULD BE CONFINED TO BLOCKS NOT EXCEEDING 50 SQ M. IN PLAN AREA FOR CATEGORY I.
- 7.6 STORAGE BLOCKS SHOULD BE SEPARATED BY AISLES NO LESS THAN 2.4M WIDE.
- 7.7 ONE NUMBER 135,000 LITRES SPRINKLER WATER TANK TO BE PROVIDED AS INDICATED ON PLANS.
- 7.8 SPRINKLER PUMPS, SPRINKLER CONTROL VALVES AND SPRINKLER INLETS SHALL BE PROVIDED AS INDICATED ON PLANS.

8. SECONDARY SOURCE OF POWER SUPPLY FOR FIRE SERVICE INSTALLATIONS TO BE PROVIDED BY CONNECTION BEFORE THE MAIN SWITCH WITH AUTOMATIC CHANGE-OVER DEVICE AND SATISFACTION OF THE DIRECTOR OF FIRE SERVICES.

9. SMOKE EXTRACTION SYSTEM SHALL NOT BE PROVIDED WHEREAS THE AGGREGATE AREA OF OPENABLE WINDOWS OF THE COMPARTMENT EXCEEDS 6.25% OF THE FLOOR AREA OF THAT COMPARTMENT IN WAREHOUSES.



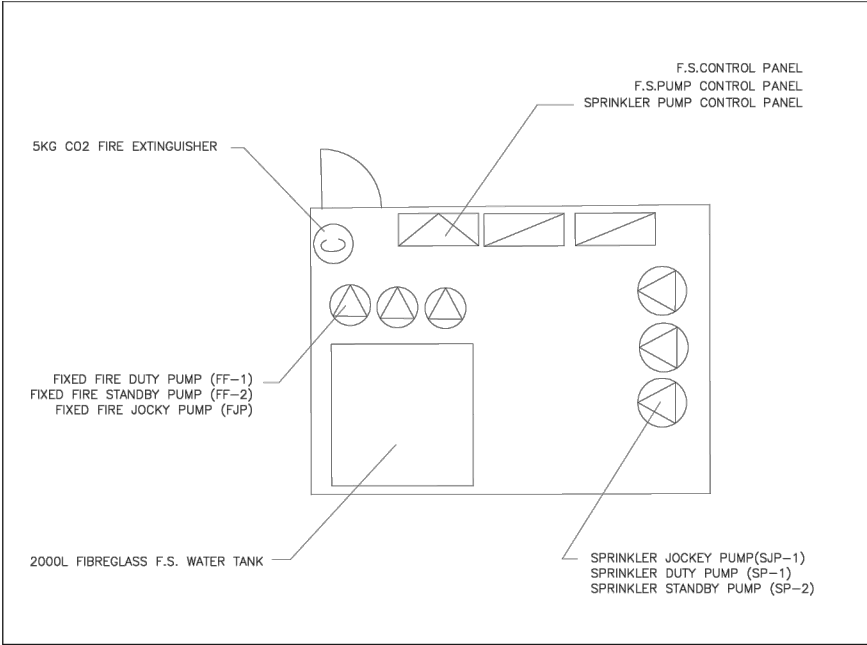
SITE LOCATION PLAN  
SCALE 1:2000



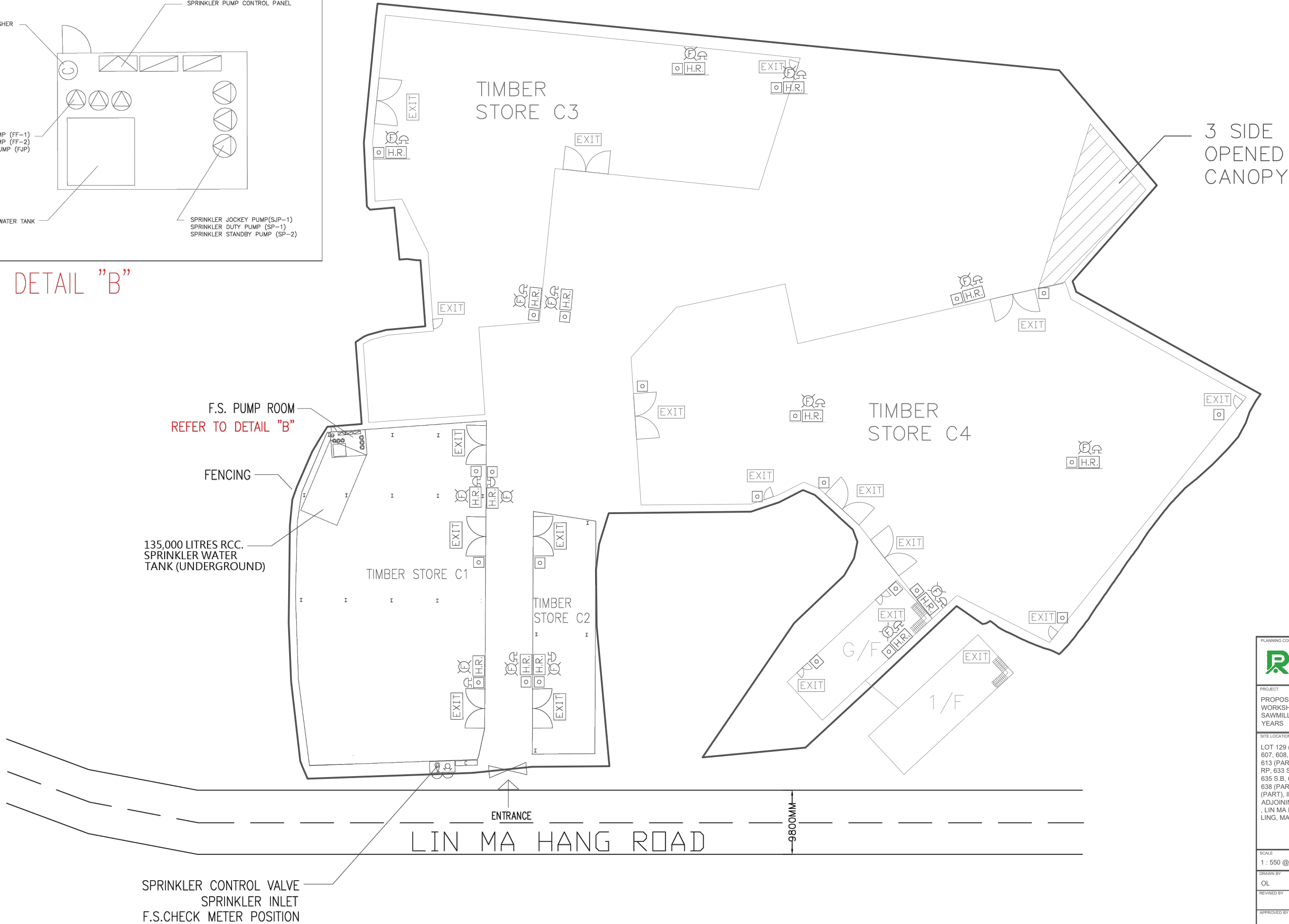
LAND STATUS PLAN  
SCALE 1:2000

LEGEND	
	COVERED SHED
	METAL GATE
	FIRE ALARM BELL
	VISUAL FIRE ALARM
	MANUAL FIRE ALARM CALL POINT (BREAK GLASS TYPE)
	EXIT SIGN
	SLIDING DOOR
	HOSE REEL SET
	FIXED FIRE PUMP
	SPRINKLER CONTROL VALVE
	F.S.CHECK METER POSITION
	SPRINKLER INLET
	SKG CO2 FIRE EXTINGUISHER
	9L W/ CO2 FIRE EXTINGUISHER
	F.S.CONTROL PANEL
	F.S.PUMP STARTER CONTROL PANEL
	PEDESTAL HYDRANT (FRESH)
	FOLDING DOOR
	SAND BUCKET

PLANNING CONSULTANT	
PROJECT	
PROPOSED TEMPORARY RURAL WORKSHOP (TIMBER YARD AND SAWMILL) FOR A PERIOD 3 YEARS	
SITE LOCATION	
LOT 129 (PART) IN D.D. 86, LOTS 607, 608, 609, 610 S.B RP (PART), 613 (PART), 627 (PART), 632 S.A RP, 633 S.A RP (PART), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (PART), AND 642 S.A RP (PART), IN D.D. 90 AND ADJOINING GOVERNMENT LAND , LIN MA HANG ROAD, SAN UK LING, MAN KAM TO	
SCALE	
-	
DRAWN BY	DATE
OL	11.03.2024
REVISED BY	DATE
APPROVED BY	DATE
DWG. TITLE	
FSIs PROPOSAL	
DWG NO.	VER.
APPENDIX I	001



DETAIL "B"



PLANNING CONSULTANT	
PROJECT	
PROPOSED TEMPORARY RURAL WORKSHOP (TIMBER YARD AND SAWMILL) FOR A PERIOD 3 YEARS	
SITE LOCATION	
LOT 129 (PART) IN D.D. 86, LOTS 607, 608, 609, 610 S.B RP (PART), 613 (PART), 627 (PART), 632 S.A RP, 633 S.A RP (PART), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (PART), AND 642 S.A RP (PART), IN D.D. 90 AND ADJOINING GOVERNMENT LAND, LIN MA HANG ROAD, SAN UK LING, MAN KAM TO	
SCALE	
1 : 550 @ A3	
DRAWN BY	DATE
OL	11.03.2024
REVISED BY	DATE
APPROVED BY	DATE
DWG. TITLE	
FSIs PROPOSAL	
DWG NO.	VER.
APPENDIX I	001



FENCING

TIMBER  
STORE B1

SPRINKLER CONTROL VALVE  
SPRINKLER INLET  
F.S.CHECK METER POSITION

135,000 LITRES RCC.  
SPRINKLER WATER  
TANK (UNDERGROUND)

F.S. PUMP ROOM  
REFER TO DETAIL "A"

TIMBER  
STORE B2

TIMBER  
STORE A

CANOPY

TURNAROUND AND  
WAITING AREA

TIMBER  
STORE B3

CAR PARK AREA

TIMBER  
STORE B4

F.S.CONTROL PANEL  
F.S.PUMP CONTROL PANEL  
SPRINKLER PUMP CONTROL PANEL

5KG CO2 FIRE EXTINGUISHER

FIXED FIRE DUTY PUMP (FF-1)  
FIXED FIRE STANDBY PUMP (FF-2)  
FIXED FIRE JOCKY PUMP (FJP)

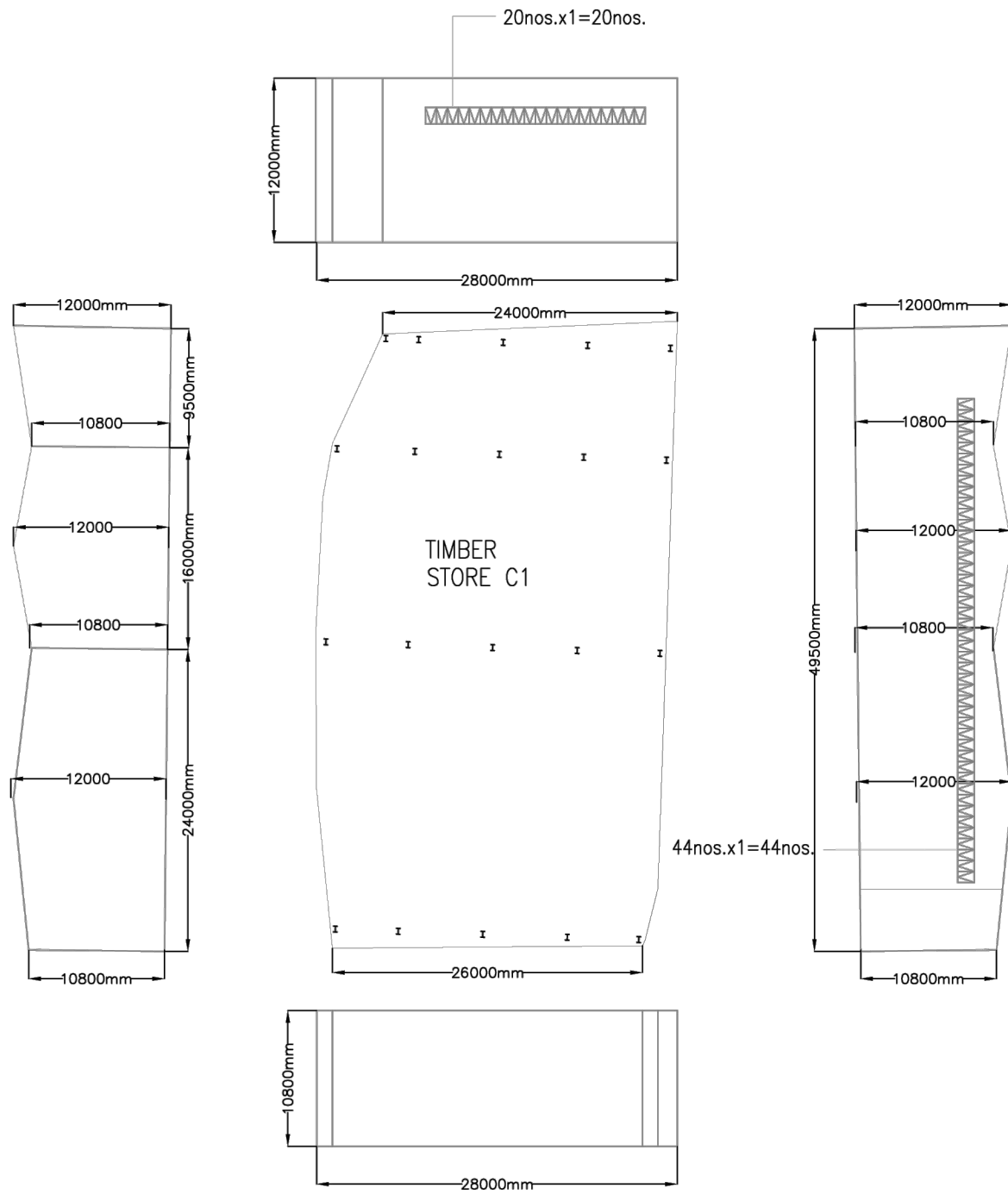
SPRINKLER JOCKY PUMP(SJP-1)  
SPRINKLER DUTY PUMP (SP-1)  
SPRINKLER STANDBY PUMP (SP-2)

2000L FIBREGLASS F.S. WATER TANK

DETAIL "A"

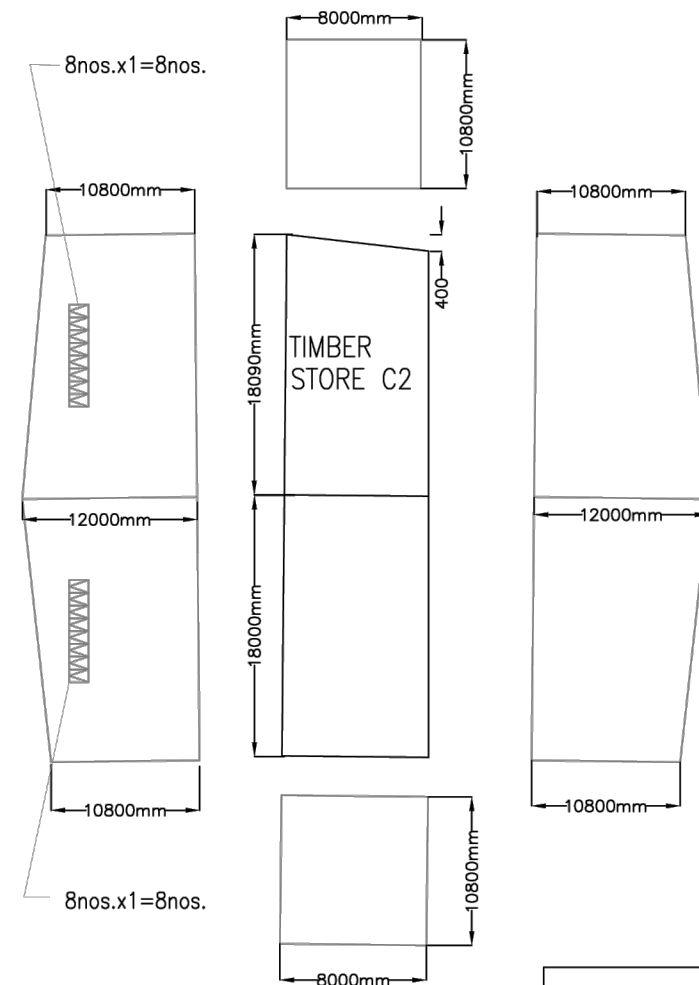
PLANNING CONSULTANT	
PROJECT	
PROPOSED TEMPORARY RURAL WORKSHOP (TIMBER YARD AND SAWMILL) FOR A PERIOD 3 YEARS	
SITE LOCATION	
LOT 129 (PART) IN D.D. 86, LOTS 607, 608, 609, 610 S.B RP (PART), 613 (PART), 627 (PART), 632 S.A RP, 633 S.A RP (PART), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (PART), AND 642 S.A RP (PART), IN D.D. 90 AND ADJOINING GOVERNMENT LAND, LIN MA HANG ROAD, SAN UK LING, MAN KAM TO	
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FLOOR AREA		REQUIRED OPENABLE WINDOWS
STORE-C1	1,386M <sup>2</sup>	X 6.25% = 86.63 M <sup>2</sup>
TOTAL :		1,386M <sup>2</sup> X 6.25% = 86.63 M <sup>2</sup>

PROVIDED OPENABLE WINDOWS	
1M X 1.5M = 1.5 M <sup>2</sup> X 64 = 96M <sup>2</sup>	
TOTAL :	96 M <sup>2</sup>



FLOOR AREA		REQUIRED OPENABLE WINDOWS
STORE-C2	288.8 M <sup>2</sup>	X 6.25% = 18.05 M <sup>2</sup>
TOTAL :		288.8 M <sup>2</sup> X 6.25% = 18.05 M <sup>2</sup>

PROVIDED OPENABLE WINDOWS	
1M X 1.5M = 1.5 M <sup>2</sup> X 16 = 24M <sup>2</sup>	
TOTAL :	24 M <sup>2</sup>

PLANNING CONSULTANT

PROJECT

PROPOSED TEMPORARY RURAL WORKSHOP (TIMBER YARD AND SAWMILL) FOR A PERIOD 3 YEARS

SITE LOCATION

LOT 129 (PART) IN D.D. 86, LOTS 607, 608, 609, 610 S.B RP (PART), 613 (PART), 627 (PART), 632 S.A RP, 633 S.A RP (PART), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (PART), AND 642 S.A RP (PART), IN D.D. 90 AND ADJOINING GOVERNMENT LAND , LIN MA HANG ROAD, SAN UK LING, MAN KAM TO

SCALE

1 : 550 @ A3

DRAWN BY

OL

DATE

11.03.2024

REVISED BY

DATE

APPROVED BY

DATE

DWG. TITLE

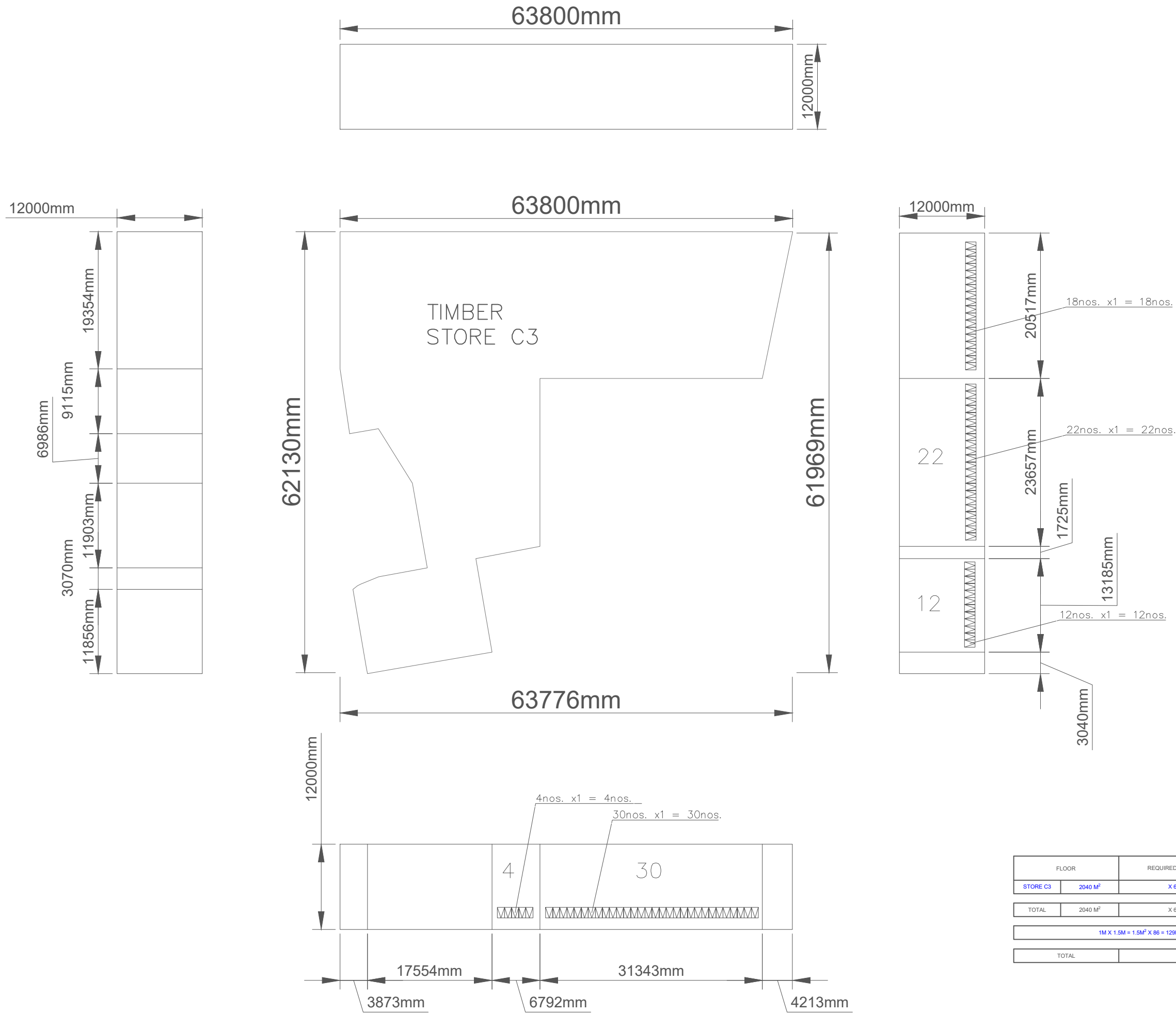
FSIs PROPOSAL

DWG NO.

APPENDIX I

VER.

001



FLOOR		REQUIRED OPENABLE WINDOWS
STORE C3	2040 M <sup>2</sup>	X 6.25% = 127.5 M <sup>2</sup>
TOTAL	2040 M <sup>2</sup>	X 6.25% = 127.5 M <sup>2</sup>
1M X 1.5M = 1.5M <sup>2</sup> X 86 = 129M <sup>2</sup>		
TOTAL		129 M <sup>2</sup>

PLANNING CONSULTANT

PROJECT

PROPOSED TEMPORARY RURAL WORKSHOP (TIMBER YARD AND SAWMILL) FOR A PERIOD 3 YEARS

SITE LOCATION

LOT 129 (PART) IN D.D. 86, LOTS 607, 608, 609, 610 S.B RP (PART), 613 (PART), 627 (PART), 632 S.A RP, 633 S.A RP (PART), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (PART), AND 642 S.A RP (PART), IN D.D. 90 AND ADJOINING GOVERNMENT LAND , LIN MA HANG ROAD, SAN UK LING, MAN KAM TO

SCALE

1 : 550 @ A3

DRAWN BY

OL

DATE

11.03.2024

REVISED BY

DATE

APPROVED BY

DATE

DWG. TITLE

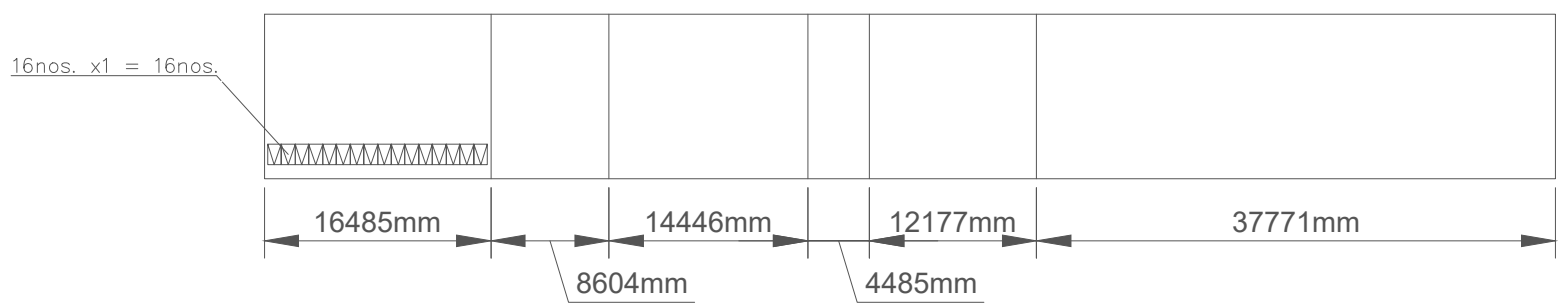
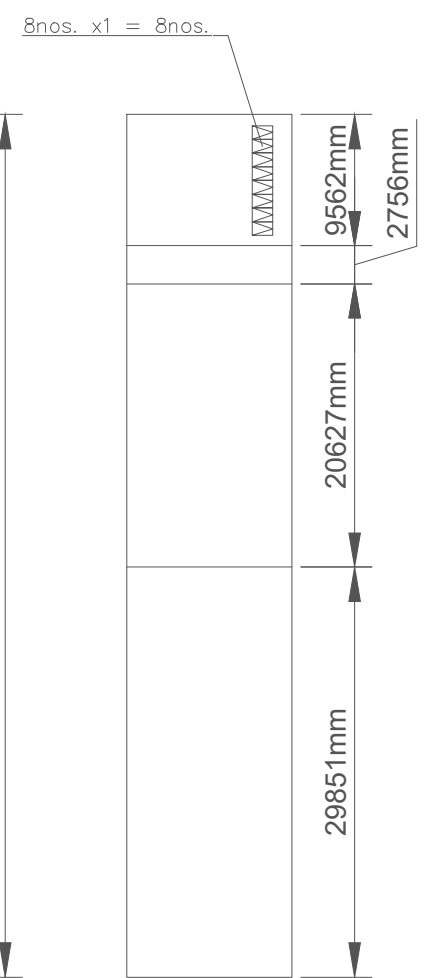
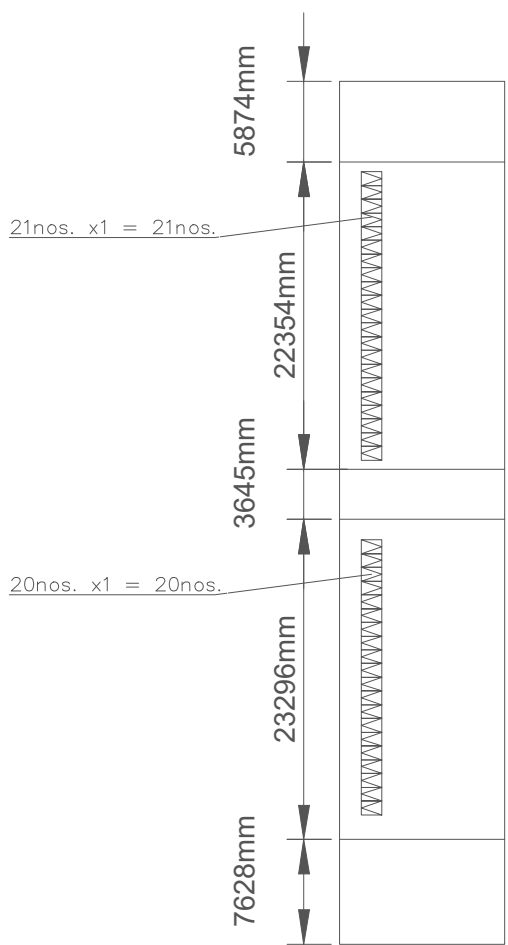
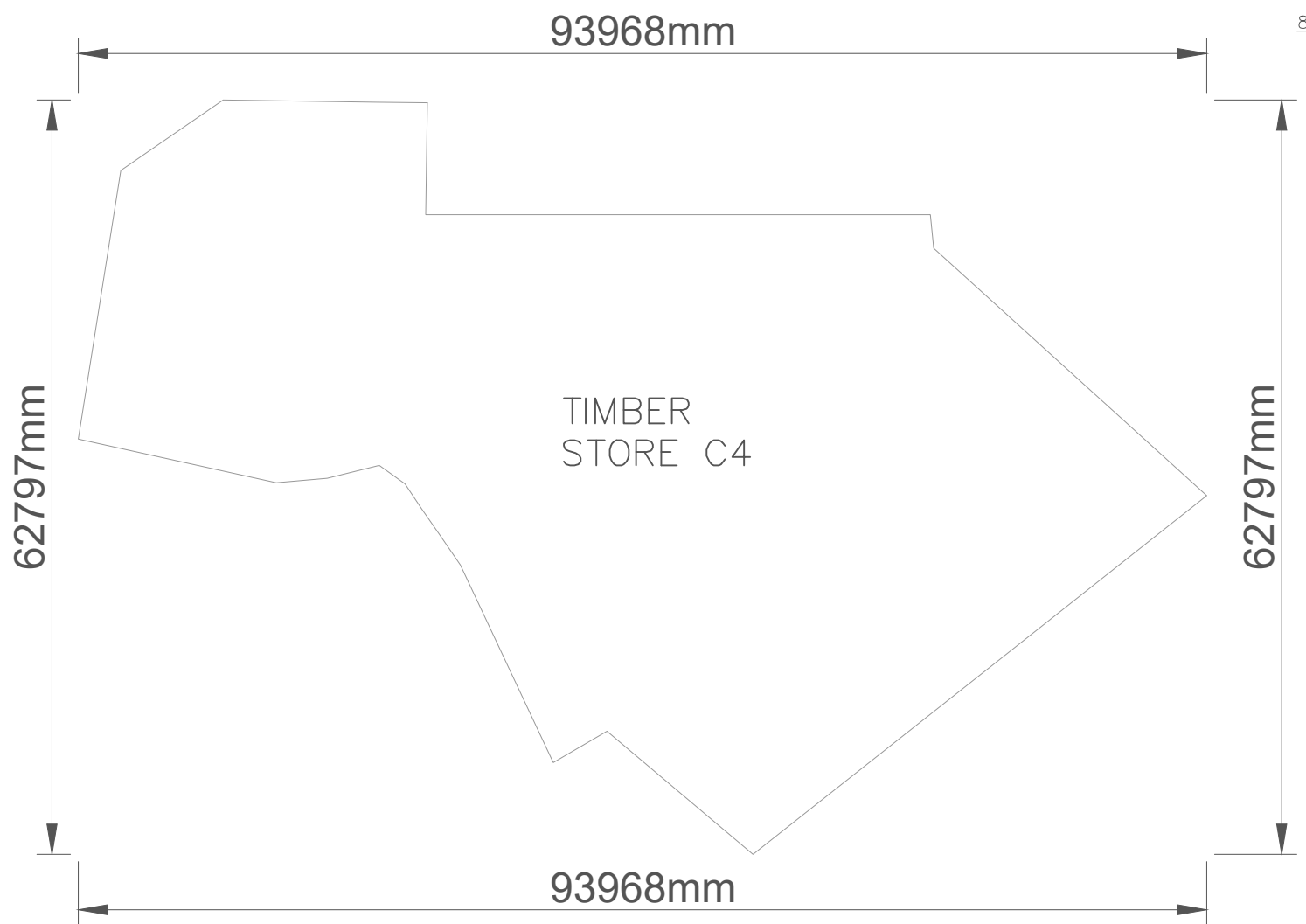
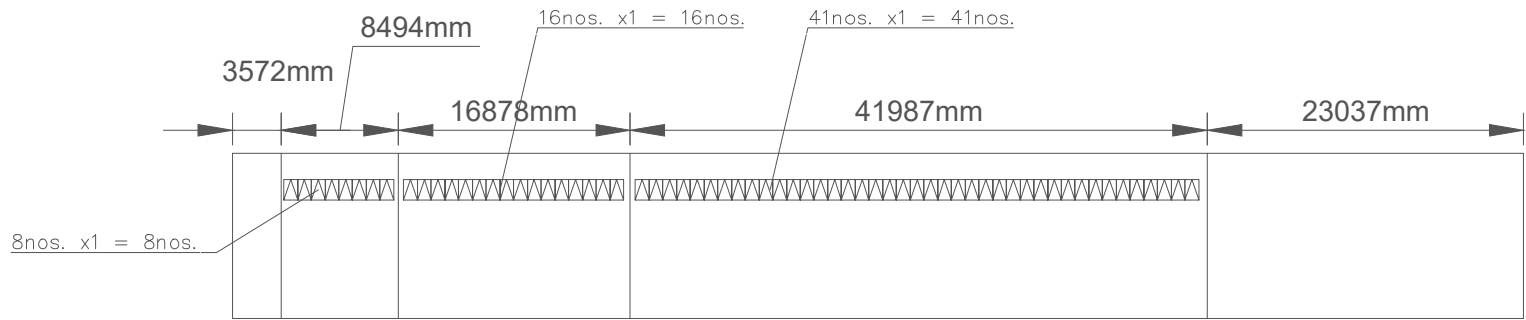
FSIs PROPOSAL

DWG NO.

APPENDIX I


VER.

001



FLOOR		REQUIRED OPENABLE WINDOWS
STORE C4	3101 M <sup>2</sup>	<div>XXXXXXXXXX</div> X 6.25% = 193.8 M <sup>2</sup>
TOTAL	3101 M <sup>2</sup>	X 6.25% = 193.8 M <sup>2</sup>
1M X 1.5M = 1.5M <sup>2</sup> X 130 = 195 M <sup>2</sup>		
TOTAL		195 M <sup>2</sup>

PLANNING CONSULTANT



**R-Riches**  
Property Consultants Ltd.

PROJECT

PROPOSED TEMPORARY RURAL WORKSHOP (TIMBER YARD AND SAWMILL) FOR A PERIOD 3 YEARS

SITE LOCATION

LOT 129 (PART) IN D.D. 86, LOTS 607, 608, 609, 610 S.B RP (PART), 613 (PART), 627 (PART), 632 S.A RP, 633 S.A RP (PART), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (PART), AND 642 S.A RP (PART), IN D.D. 90 AND ADJOINING GOVERNMENT LAND , LIN MA HANG ROAD, SAN UK LING, MAN KAM TO

SCALE

1 : 550 @ A3

DRAWN BY

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REVISD BY

APPROVED BY

DATE

11.03.2024

DATE

DATE

DWG. TITLE

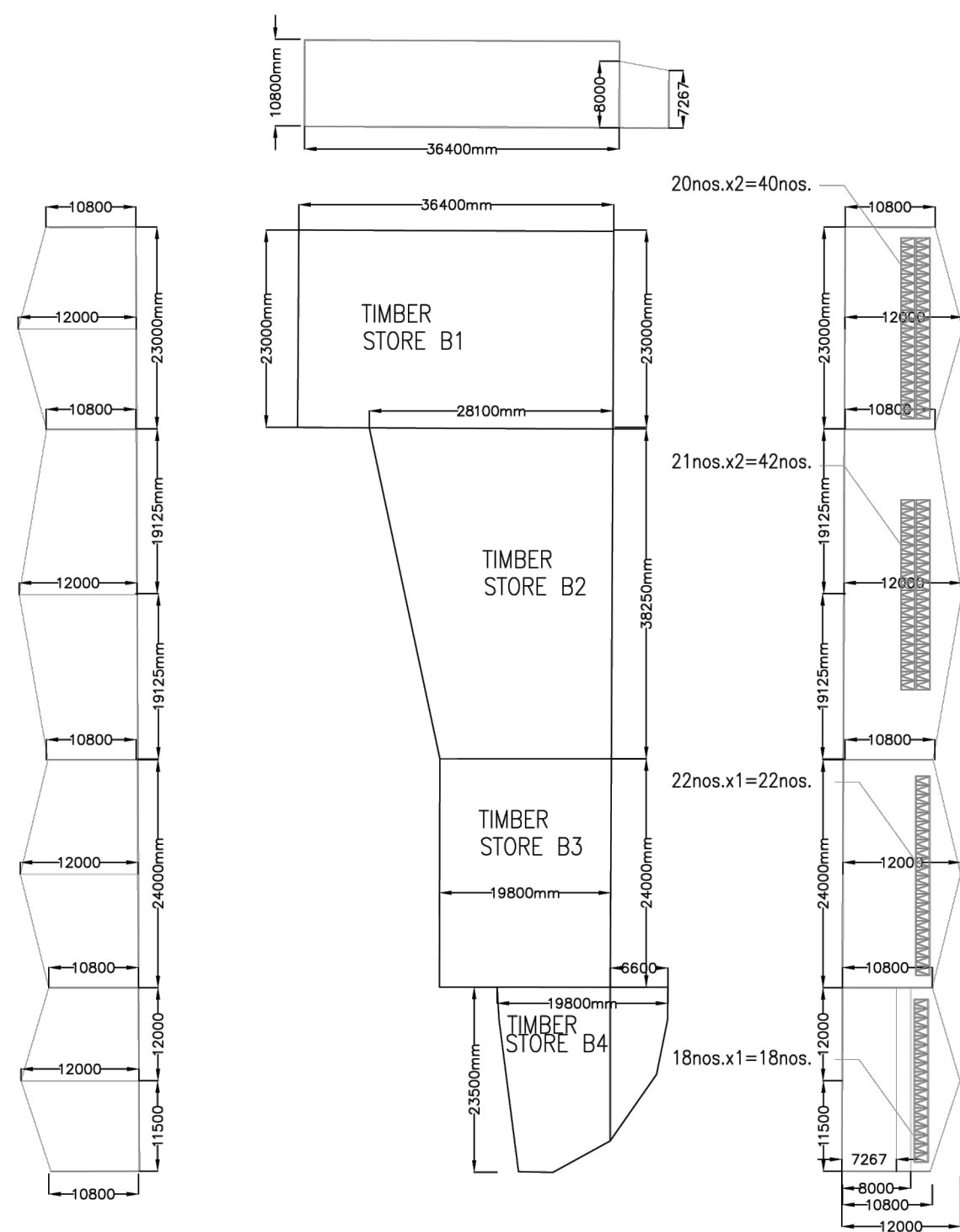
FSIs PROPOSAL

DWG NO.

APPENDIX I

VER.

001

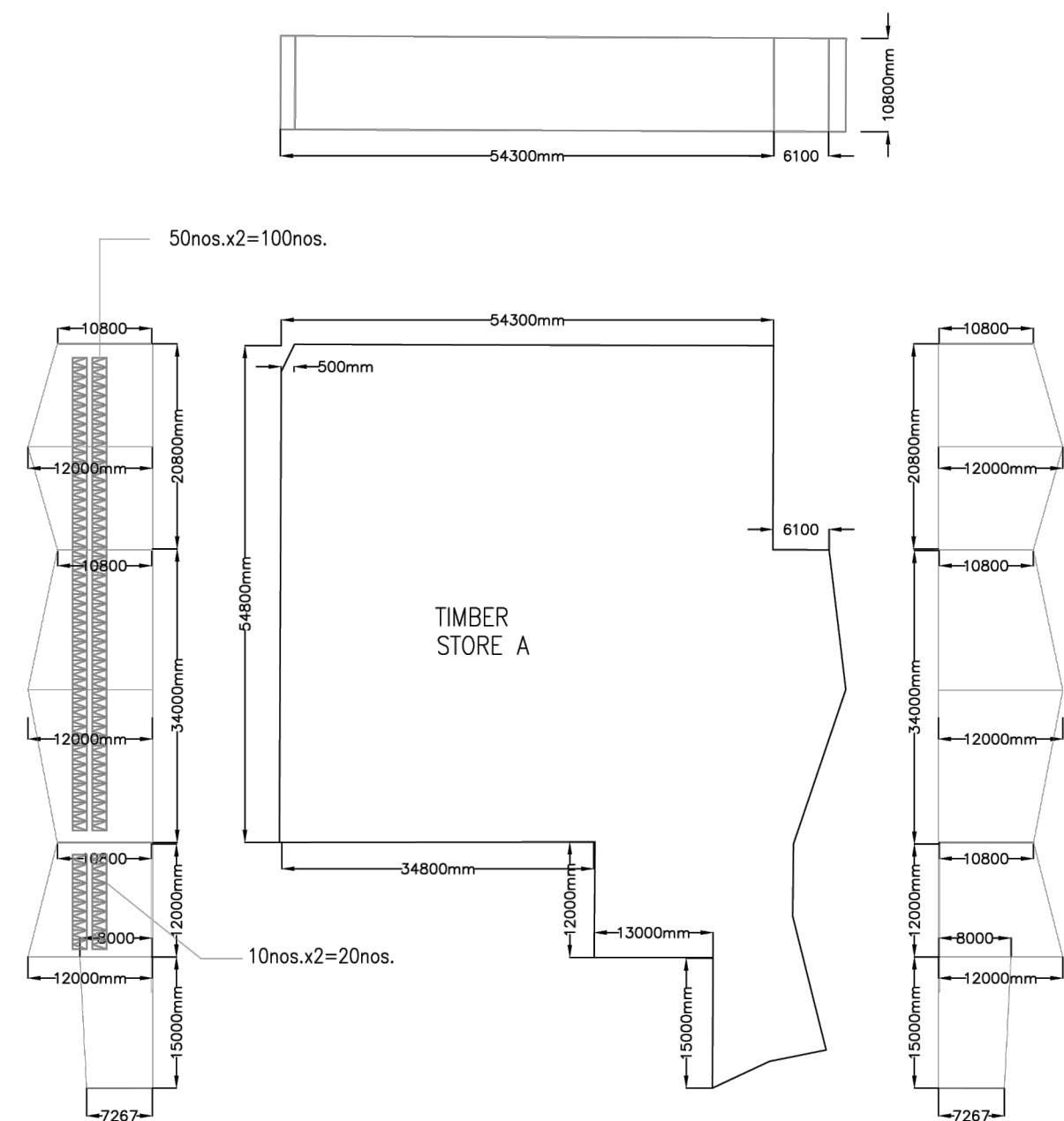


FLOOR AREA	REQUIRED OPENABLE WINDOWS
STORE- B1	837.2 M <sup>2</sup> X 6.25% = 52.33 M <sup>2</sup>
STORE- B2	914.2 M <sup>2</sup> X 6.25% = 57.14 M <sup>2</sup>
STORE- B3	475.2 M <sup>2</sup> X 6.25% = 29.7 M <sup>2</sup>
STORE- B4	387.8M <sup>2</sup> X 6.25% = 24.3 M <sup>2</sup>


TOTAL :	2,614.4 M <sup>2</sup> X 6.25% = 163.47 M <sup>2</sup>
---------	--

PROVIDED OPENABLE WINDOWS
1M X 1.5M = 1.5 M <sup>2</sup> X 40 = 60M <sup>2</sup>
1M X 1.5M = 1.5 M <sup>2</sup> X 42 = 63M <sup>2</sup>
1M X 1.5M = 1.5 M <sup>2</sup> X 22 = 33M <sup>2</sup>
1M X 1.5M = 1.5 M <sup>2</sup> X 18 = 27M <sup>2</sup>

TOTAL :	183 M <sup>2</sup>
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FLOOR AREA	REQUIRED OPENABLE WINDOWS
STORE - A	3,679.3M <sup>2</sup> X 6.25% = 229.96 M <sup>2</sup>
TOTAL :	3,679.3M <sup>2</sup> X 6.25% = 229.96 M <sup>2</sup>

PROVIDED OPENABLE WINDOWS 	
$1\text{M} \times 1.5\text{M} = 1.5\text{ M}^2 \times 176 = 264\text{M}^2$	

TOTAL :	264 M <sup>2</sup>
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問材  
有都  
限市  
公規  
司劃

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

Your Ref.: A/NE-MKT/35

Email Only

Dear Sir/ Madam,

16 April, 2024

**Section 16 Planning Application for Proposed Temporary Warehouse  
(Storage of Timber and other Associated Materials) and Associated Filling of Land  
for a Period of 3 Years at Various Lots in D.D. 86 and D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

We refer to the captioned application submitted on 5.4.2023.

We would like to clarify the following aspects:-

- (1) the captioned s.16 planning application should read as *"Temporary Warehouse (Storage of Timber and other Associated Materials) and Associate Filling of Land for a Period of 3 Years"*;
- (2) the total associate filling of land is approximately 20,048m<sup>2</sup>, which is based on the total application site area (i.e. 20,512.5m<sup>2</sup>) minus the landscape area (i.e. 464.5m<sup>2</sup>). It should be noted that part of the application site (about 11,730m<sup>2</sup>) has been subject to a previous planning application (Application No. A/NE-MKT/17) and it has been paved with concrete of not more than 0.2m in depth for the foundation for the structures and maneuvering space. Under the current planning application, the Applicant has the intention to pave an additional of about 8,318m<sup>2</sup> with concrete and not more than 0.2m in depth for the extension area to allow for the foundation for the additional workshops and maneuvering space; upon expiry of the planning permission, the Applicant will reinstatement the site to an amenity area; and
- (3) the number of blocks for the captioned development should be 14.

In view of the above, please find attached revised page 5, 6, 10 and 11 of the application form and Plan E your attention.

This letter supersedes the letter submitted this morning.

Yours faithfully,

Toco Planning Consultants Ltd.

Ted Chan  
Managing Director

cc DPO/STN (Attn. Ms. Amy Chong)

<b>6. Type(s) of Application 申請類別</b>	
<b>(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas</b> 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 <b>(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))</b> (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Temporary Warehouse (Storage of Timber and other Associated Materials) and Associate Filling of Land for a Period of 3 Years  (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 ..... <b>3</b> <input type="checkbox"/> month(s) 個月 .....
<b>(c) Development Schedule 發展細節表</b>	
Proposed uncovered land area 擬議露天土地面積	..... <b>6,526.4</b> .....sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	..... <b>13,986.1</b> .....sq.m <input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	..... <b>N/A</b> .....sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	..... <b>14,262.9</b> .....sq.m <input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	..... <b>14,262.9</b> .....sq.m <input checked="" type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) <b>Please see attached Planning Statement</b> ..... ..... .....	
<b>Proposed number of car parking spaces by types 不同種類停車位的擬議數目</b>	
Private Car Parking Spaces 私家車車位	..... <b>12 (2.5m x 5m)</b> .....
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)	.....
<b>Proposed number of loading/unloading spaces 上落客貨車位的擬議數目</b>	
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)	..... <b>HGV/MGV (3.5m x 11m): 7</b> .....
	..... <b>Container Vehicle or HGV (3.5 x 16m): 5</b> .....

Proposed operating hours 擬議營運時間 <u>8:00am - 6:00pm from Monday to Saturday (excluding Sunday and Public Holidays)</u> ..... .....																																							
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是           No 否	<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))  <u>Lin Ma Hang Road</u> ..... <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)  <input type="checkbox"/>																																					
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)																																							
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動？	Yes 是           No 否	<input type="checkbox"/> Please provide details 請提供詳情 ..... ..... ..... <input checked="" type="checkbox"/>																																					
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？	Yes 是           No 否	<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)  <input type="checkbox"/> Diversion of stream 河道改道  <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約  <input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ... <u>20,048</u> ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填土厚度 ..... <u>0.2</u> ..... m 米 <input checked="" type="checkbox"/> About 約  <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約  <input checked="" type="checkbox"/>																																					
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">On environment 對環境</td> <td style="width: 10%;">Yes 會 <input type="checkbox"/></td> <td style="width: 10%;">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> <tr> <td>_____</td> <td></td> <td></td> </tr> <tr> <td>_____</td> <td></td> <td></td> </tr> </table>			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"/>	_____			_____		
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"/>																																					
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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"/>																																					
_____																																							
_____																																							

Gist of Application 申請摘要	
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information. ) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot 129 S.A (part) in D.D. 86 and Lots 607, 608, 609, 610 S.B RP, 611, 612 (part), 613 (part), 614, 616, 618 (part), 619 (part), 621, 622 S.A (part), 622 RP, 624 (part), 627 (part), 628, 629, 632 S.A RP, 633 S.A RP (part), 635 S.A, 635 S.B-D, 637 S.A, 637 RP, 638 S.A, 638 RP (part) and 642 S.A RP (part) in D.D. 90 and adjoining Government Land 丈量約份第86約地段第129S.A (部份) 號, 丈量約份第90約地段第607、608、609、610S.B RP、611、612 (部份)、613 (部份)、614、616、618 (部份)、619 (部份)、621、622S.A (部份)、622 RP、624(部份)、627 (部份)、628、629、632S.A RP、633S.A RP (部份)、635S.A、635S.B-D、637S.A、637 RP、638S.A、638 RP(部份)、642S.A RP (部份) 號 及毗連政府土地
Site area 地盤面積	20,512.5 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 4,178.2 sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Man Kam To Outline Zoning Plan No. S/NE-MKT/4 文錦渡分區計劃大綱核准圖編號S/NE-MKT/4
Zoning 地帶	"Agriculture" 「農業」
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____  <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Warehouse (Storage of Timber and other Associated Materials) and Associate Filling of Land for a Period of 3 Years 臨時貨倉 (儲存木材及相關材料及)小型填土工程為期3年



(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	14,262.9 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.695 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	--	
	Non-domestic 非住用	14	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	-- m 米 <input type="checkbox"/> (Not more than 不多於)	
		-- Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
	Non-domestic 非住用	12 m 米 <input checked="" type="checkbox"/> (Not more than 不多於)	
		1-2 Storeys(s) 層 <input checked="" type="checkbox"/> (Not more than 不多於)	
(iv) Site coverage 上蓋面積	68.18 % <input checked="" type="checkbox"/> About 約		
(v) 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		12
	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) _____ _____		12
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		12
	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) Heavy Goods Vehicle/ Medium Goods Vehicle Spaces Container Vehicle/ Heavy Goods Vehicle Spaces		7 5



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

Tel: [REDACTED]  
Fax: [REDACTED]  
E-mail: [REDACTED]  
Website: <http://www.tocoplanning.com>



問材都市  
有限公規  
司劃

Your Ref.: A/NE-MKT/35

Dear Sir/ Madam,

27 May, 2024

**Section 16 Planning Application for Proposed Temporary Warehouse  
(Storage of Timber and other Associated Materials) and Associated Filling of Land  
for a Period of 3 Years at Various Lots in D.D. 86 and D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

We refer to the captioned application submitted on 5.4.2023.

We refer to the comments from the Landscape Unit of Planning Department, Agriculture, Fisheries and Conservation Department, Environmental Protection Department, Transport Department and Drainage Services Department sent to us via District Planning Office/ Sha Tin, Tai Po & North District (DPO/STN)'s emails between 8.5.2024 and 22.5.2024.

Please find enclosed 4 copies of the Further Information (F.I.) in response to comments from the abovementioned departments. During the latest statutory public inspection period, a total of 10 public comments have been received, of which seven supported the application, one raised concerns, and two had no comment. The Applicant appreciates the strong support from the public received, in particular, most of the supporting comments were submitted by reputable local organisations and legislative and district councillors. The public who raised concerns are mainly related to possible flooding and landslide issue. The Applicant has prepared a Drainage Impact Assessment and it concludes that there will be no unacceptable increases to the risks of flooding at the site or in surrounding areas and no unacceptable adverse drainage impacts.

In addition, amended pages of the Planning Statement in relation to minor typos are attached in Appendix I of this F.I. as requested.

We hope that our clarifications above have adequately addressed the concerns of relevant government departments and the concerned public.

Yours faithfully,

Toco Planning Consultants Ltd.

Ted Chan  
Managing Director



cc DPO/STN (Attn. Ms. Amy Chong)



**Further Information in Support of Section 16 Planning Application for  
Proposed Temporary Warehouse (Storage of Timber and other  
Associated Materials) and associated Filling of Land for a Period of 3  
Years at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government  
Land, Lin Ma Hang Road, Sha Ling**

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**(Application No. A/NE-MKT/35)**

**Further Information I**

**RESPONSES TO DEPARMENTAL COMMENTS**

- 1 Responses to Comments from Landscape Unit of the Planning Department
- 2 Responses to Comments from Agriculture, Fisheries and Conservation  
Department
- 3 Responses to Comments from Transport Department
- 4 Responses to Comments from Environmental Protection Department
- 5 Responses to Comments from Drainage Services Department

<b>Appendix I:</b>	<b>Amended Pages of the Planning Statement</b>
<b>Appendix II:</b>	<b>Amended Pages of the Landscape Proposal</b>
<b>Appendix III:</b>	<b>Revised Preliminary Traffic Impact Assessment</b>
<b>Appendix IV:</b>	<b>Revised Environmental Proposal</b>
<b>Appendix V:</b>	<b>Revised Drainage Impact Assessment</b>

Toco Planning Consultants Ltd.  
OZZO Technology (HK) Ltd.  
Blanc Design Studio  
AIM Group Ltd.





## 1. RESPONSES TO DEPARTMENTAL COMMENTS

### 1.1 Responses to Comments from Landscape Unit, Planning Department

Item	Departmental Comments	The Applicant's Responses
LU(1)	The applicant is advised to maximize the planning buffer adjacent to the "Green Belt" zone at the northern site boundary. Sufficient planting and growing space should be provided for the new tree plantings, particularly for the proposed Bauhinia x blakeana with crown spread of 2 to 2.5m in between proposed fence wall and warehouse structure as shown in section drawing B-B of Appendix II in the Landscape Proposal.	Please be advised that a 2-meter-wide landscape buffer strip has been proposed to be positioned along the northern boundary, adjacent to the "Green Belt" zone. The Applicant's intention is to leave this boundary unencumbered by fence walls or fencing, allowing the planting strip to seamlessly blend with the surrounding greenery. This approach not only integrates the strip harmoniously with its environment but also provides enough room for the future expansion of planting crowns.
LU(2)	Annex VI: Compensatory Planting Plan – The applicant is advised to review and ensure that the proposed tree size (i.e. DBH 150mm) could be provided and the proposed compensation ratio of 1:1 in terms of aggregated DBH could be achieved.	The Applicant ensures that the total Diameter at Breast Height (DBH) size of compensation trees precisely matches the aggregated DBH of felled trees in a 1:1 compensation ratio.
LU(3)	It is noted that some of the technical circular (i.e. LAO PN No. 2/2020) mentioned in the Landscape Proposal is outdated. Please review and update as appropriate.	Noted. The Applicant has meticulously considered the guidelines outlined in the technical circulars LAO PN No. 6/2023 to process this submission (see <b>Appendix II</b> ).
LU(4)	Para. 4.2 of the Landscape Proposal – Proposed new trees, i.e. Bauhinia x blakeana as shown in Annex VI – Compensatory Planting Plan is missing in the description.	Noted. Amended pages of the Landscape Proposal has been revised accordingly.

## 1.2 Responses to Comments from Agriculture, Fisheries and Conservation Department

Item	Departmental Comments	The Applicant's Responses
AFCD(1)	<p><u>From agricultural perspective</u></p> <p>The subject site falls within the “AGR” and is generally occupied with some structures. The agricultural activities are active on part of the subject site and in the vicinity, and agricultural infrastructures such as road access and water source are also available. The subject site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the proposed development is not supported from agricultural perspective.</p>	<p>Please be advised that the application site is partly the subject of a previous planning approval (No. A/NE-MKT/17) for temporary warehouse use. Majority of the application site has already been hard paved and constructed by warehouses based on the previously approved scheme. The present temporary application is intended to integrate the existing warehouse site with the proposed extension area in order to cater 2 additional affected operators. The current condition of the extension area is largely vacant, partly fenced off, and partly covered with wild grasses and temporary structures. It is currently not covered by any Agricultural Rehabilitation Program.</p> <p>In view of the above, approval of the application on a temporary basis for a period of 3 years will not frustrate the long-term planning intention of the “AGR” zone.</p>
AFCD(2)	<p><u>From nature conservation perspective</u></p> <p>It is noted from the aerial photo that the subject site is largely paved and disturbed with agricultural land found within the subject site. While I have no strong view on the subject application from nature conservation perspective, please remind the applicant to avoid adverse impact to the nearby natural environment, including watercourse and marshes, during construction and operation of the proposed use should the application be approved.</p>	<p>Noted.</p>

### 1.3 Responses to Comments from Transport Department

Item	Departmental Comments	The Applicant's Responses
TD(1)	(i) The vehicular access is connected to Lin Ma Hang road which is a single two-lane carriageway road, the run-in should be wide enough for safe left turns of long vehicles entering/leaving the subject sites without the need to encroach onto the opposite lane. The applicant should demonstrate how this can be prevented and catered in the subject application, or alternatively, the applicant shall advise the management/control measures to be implemented to ensure compatibility and safety with satisfactory operation of long vehicles using the run-in.	<p>Management measures are proposed to be implemented to ensure compatibility and safety of long vehicles using the run-in. First of all, staff will be deployed by the applicant to direct vehicle entering / exiting the site. "Stop and Give way" and "beware of pedestrians" signs would be erected to ensure pedestrian safety to/from the Site.</p> <p>In addition, flashing light and alarm systems will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site, the flashing light and alarm will work immediately to alarm the pedestrians. Adequate lights would be provided by adding lights for safety concerns.</p> <p>The above proposed management measures are added in chapter 5 of the revised TIA report attached in <b>Appendix III</b>.</p>
TD(2)	(ii) The 2024 traffic flow data was derived by using the observed 2020 traffic flow as presented in the TIA report. To reflect on the latest traffic condition in the vicinity, the application is required to conduct a traffic survey and revise the traffic impact assessment accordingly.	<p>To reflect the latest traffic conditions in the vicinity, a supplementary traffic survey was conducted on 21 May 2024 (Tuesday) over the AM and PM peak periods between 07:00 to 10:00 and 16:00 to 19:00 respectively. The AM and PM peak hour of Lin Ma Hang Road is identified to occur at 07:15 - 08:15 and 16:15 - 17:15 respectively.</p> <p>The peak hour traffic flows are summarized in the following table:</p>

Item	Departmental Comments	The Applicant's Responses																																														
		<div>Weekday Peak Hour Road Link Performance</div> <table><tr><th rowspan="2">Ref No.</th><th rowspan="2">Road Link</th><th colspan="2">Peak Hour Flow (in Veh.)</th><th colspan="2">V.C. Ratio<sup>(1)</sup></th></tr><tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr><tr><td colspan="6">2020 Weekday</td></tr><tr><td>L1<sup>(2)</sup></td><td>Lin Ma Hang Road (East Bound)</td><td>168</td><td>111</td><td>0.47</td><td>0.31</td></tr><tr><td>L2<sup>(2)</sup></td><td>Lin Ma Hang Road (West Bound)</td><td>98</td><td>130</td><td>0.27</td><td>0.36</td></tr><tr><td colspan="6">2024 Weekday</td></tr><tr><td>L1<sup>(2)</sup></td><td>Lin Ma Hang Road (East Bound)</td><td>182</td><td>152</td><td>0.51</td><td>0.42</td></tr><tr><td>L2<sup>(2)</sup></td><td>Lin Ma Hang Road (West Bound)</td><td>189</td><td>172</td><td>0.53</td><td>0.48</td></tr></table> <div>Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios (2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles: Lin Ma Hang Road (Rural road with <u>6.3m</u> 2-lane single carriageway) = 720 veh/hr (2-way)</div> <div>Based on observation, more traffic flows are observed in year 2024 peak hour than in year 2020. The assessment will be updated in the revised TIA report.</div>	Ref No.	Road Link	Peak Hour Flow (in Veh.)		V.C. Ratio <sup>(1)</sup>		AM	PM	AM	PM	2020 Weekday						L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	168	111	0.47	0.31	L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	98	130	0.27	0.36	2024 Weekday						L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182	152	0.51	0.42	L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189	172	0.53	0.48
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L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189	172	0.53	0.48																																											



#### 1.4 Responses to Comments from Environmental Protection Department

Item	Departmental Comments	The Applicant's Responses
EPD(1)	<u>Air Quality</u> 1. Section 3: Please provide the endorsement from Transport Department on the traffic data presented.	A traffic count survey was conducted on 21.5.2024 (Tuesday). The data will be submitted to Transport Department for review.
EPD(2)	2. Section 3.7: Since the traffic count survey was conducted 3.5 years ago during the COVID-19 pandemic, please conduct the traffic count again to reflect the latest situation.	Noted. The traffic count survey has been conducted again on 21.5.2024, and the Environmental Proposal has been updated and attached in <b>Appendix IV</b> .
EPD(3)	3. Table 3.2: The first row of the table does not match with the title. Please check.	Noted and amended accordingly.
EPD(4)	4. Please be reminded that if any complaint is received the applicant shall review the existing measures and provide further measures to remedy the situation promptly.	Noted.
EPD(5)	<u>Noise</u> 1. The applicant shall confirm no direct line of sight from noise sensitive receivers (NSRs) to the work areas.	The applicant confirms that no direct line of sight from NSRs to the work areas. The temporary structures within the vicinity of the site are either vacant temporary structures or warehouses, and they are not considered as NSRs. The proposed temporary warehouse at the application site will be enclosed and will be mainly used for storage of timber and other associated materials. Thus, the possible work areas (main operation activities) shall be the shared access, turnaround area and loading/unloading spaces, which will be sandwiched by/ located inside the proposed warehouses.

Item	Departmental Comments	The Applicant's Responses
EPD(6)	<p><u>Noise</u></p> <p>1. Section 2.2.3: Please clarify whether there will be 6 or 8 operators at site. Plan C shows a total of 8 operators at Site A to Site E.</p>	Please be clarified that there will be 8 operators at site. The wordings have been amended accordingly.
EPD(7)	<p><u>Water Quality</u></p> <p>2. Section 5:</p> <p>(i) Please structure and group the content based on construction phase and operation phase properly.</p>	Noted and updated accordingly.
EPD(8)	<p>(ii) Please identify the sources of water quality impacts during construction phase.</p>	Sources of water quality impacts during construction phase have been added in Section 5.1.
EPD(9)	<p>(iii) Please identify representative water sensitive receiver(s) (WSR) within 500m from site boundary and add a figure to show the WSR(s). Also, please illustrate the water quality impact to the WSR(s) subject to the proposed development.</p>	An additional figure showing the WSRs are added in the updated Environmental Proposal. Mitigated measures have been proposed to ensure no adverse impact to the nearby WSRs during construction and operation of the proposed use.
EPD(10)	<p>3. Section 5.1: Please illustrate surface runoff as a source of water quality impact during operation phase.</p>	Noted and updated accordingly.
EPD(11)	<p>4. Section 5.2:</p> <p>(i) Please note that ProPECC PN1/94 has been superseded by ProPECC PN2/23. Please update relevant content.</p>	Noted and updated accordingly.

Item	Departmental Comments	The Applicant's Responses
EPD(12)	(ii) Please include ETWB TC(Works) No. 5/2005 'Protection of natural streams/rivers from adverse impacts arising from construction works' as one of the mitigation measures during construction phase.	Noted. ETWB TC(Works) No. 5/2005 have been included in the updated Environmental Proposal.
EPD(13)	(iii) Please clarify whether there is pond(s) within the site. If yes, please identify it as WSR and illustrate the water quality impact to pond(s) subject to the proposed development.	Please be clarified that there is no pond within the site.
EPD(14)	5. Section 5.3: Please note that ProPECC PN5/93 has been superseded by ProPECC PN1/23. Please update relevant content.	Noted and updated accordingly.
EPD(15)	6. Section 5.5: Please state the full name of the Technical Memorandum.	Noted and updated accordingly.

## 1.5 Responses to Comments from Drainage Services Department

Item	Departmental Comments	The Applicant's Responses
DSD(1)	<p>Please find comments on the submitted Drainage Impact Assessment:</p> <ol style="list-style-type: none"> <li>1. Please be advised that the design rainstorm profile in the Stormwater Drainage Manual has been updated vide Corrigendum No. 1/2024. Please review the relevant calculation to ensure the latest design standard has been adopted.</li> </ol>	<p>Noted, the calculations have been updated accordingly for Sites C, D and E, as included in the revised <b>Appendices D and E</b>. It is noted that the latest storm profiles result in smaller required volumes of storage and these will be implemented.</p> <p>The calculations for Sites A and B have not been updated, as the storage facilities for those areas have already been completed in accordance with the previous standards.</p>
DSD(2)	<ol style="list-style-type: none"> <li>2. Appendix E: Please elaborate the adopted figures for the original peak discharge at 0.2m<sup>3</sup>/s and 0.25m<sup>3</sup>/s for the derivation of the storage volume.</li> </ol>	<p>The 0.2m<sup>3</sup>/s adopted for Sites A and B is an approximation of the existing (previous) runoff of 0.199m<sup>3</sup>/s (see DIA <b>5.2.2</b> and <b>Appendix D</b>).</p> <p>The 0.25m<sup>3</sup>/s for Sites C, D and E, is a nominal conservative allowance for available capacity in the Eastern stream (see DIA <b>5.2.7</b> and <b>Appendix F</b>).</p>
DSD(3)	<ol style="list-style-type: none"> <li>3. Please provide a layout plan and schematic operation protocol to demonstrate the feasibility of the proposed use of modular storage tank on site for stormwater storage purpose.</li> </ol>	<p>The operation of the storage tanks is discussed in DIA Para <b>5.2.9</b>, i.e. weir overflows controlling the inflows and pumps to empty the tanks. A layout plan will be included as <b>Figure 7</b>.</p>



Item	Departmental Comments	The Applicant's Responses
DSD(4)	4. Para 5.2.13: Please indicate the project proponent will also be responsible for operation of the drainage facilities. The proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at his/her own expense.	Noted. The text will be amended accordingly.
DSD(5)	5. A drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided. Please review the Appendix B accordingly.	Details of the drainage system are provided in the Drainage Schedule in <b>Appendix I</b> of the DIA Report.  <b>Appendix B</b> of the DIA Report is simply an As-constructed record of the facilities implemented on-Site so far.
DSD(6)	6. Please advise if hoarding/fencing wall was/will be constructed along the site boundary. If confirmative, please clarify if the existing overland flow would be intercepted by the proposed drainage system. All existing flow paths as well as the run-off falling onto and passing through the site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interface with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the subject site any time during or after the works.	Any hoarding/fencing will be constructed in a manner to not obstruct any existing overland or stream runoff into the Site, during both construction and later operations.  The Site drainage facilities will accommodate all existing runoff into the Site and will intercept all Site runoff to prevent uncontrolled discharge from the Site to adjacent areas.

Item	Departmental Comments	The Applicant's Responses
DSD(7)	7. Please check and ensure that the existing drainage downstream, including the existing eastern streamcourse besides the access road to Muk Wu Village, to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the captioned site. You should also ensure that the flow from this site will not overload the existing drainage system.	The capacity of this stream has been assessed in <b>Appendix F</b> of the DIA Report.
DSD(8)	8. Appendix I: The equation was not displayed. Please review.	Noted. <b>Appendix I</b> has been updated for resubmission.
DSD(9)	9. For works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N and/or relevant private lot owners.	Noted. This will be done.
DSD(10)	10. The applicant should make good all the adjacent affected areas upon the completion of the drainage works.	Noted.
DSD(11)	11. The applicant shall allow all time free access for the Government and its agent to conduct site inspection on his completed drainage works.	Noted.
DSD(12)	12. The applicant and the successive lot owners shall allow connections from the adjacent lots to the completed drainage works on Government Land when so required.	Noted.

Item	Departmental Comments	The Applicant's Responses
DSD(13)	Please request the applicant to provide Sewerage Impact Assessment for our comment. The site is in an area where no public sewerage connection is available. EPD should be consulted regarding the sewage treatment/disposal facilities for the proposed development.	It is understood from subsequent correspondence that the SIA Report is no longer required.

### 1. Purpose of Submission

- 1.1 This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant, i.e. Hong Kong & Kowloon Timber Merchants Association Ltd. (HKTMA 港九木行商會有限公司), to seek planning permission from the Town Planning Board (the Board) for a proposed temporary warehouse (storage of timber and other associated materials) for a period of three years at the application site (the Site) covering various lots in D.D. 86 and D.D. 90 and adjoining Government Land (GL), Lin Ma Hang Road, Sha Ling.
- 1.2 The Site with an area of about 20,512.5m<sup>2</sup> falls within an area zoned "Agriculture" ("AGR") on the Approved Man Kam To Outline Zoning Plan (OZP) No. S/NE-MKT/4 (see **Plan A**). It is divided into two portions bisected by Lin Ma Hang Road, namely the "eastern site" and the "western site" (i.e. representing the sites in the eastbound and westbound of Lin Ma Hang Road respectively).

### 2. Background of the Application

- 2.1 HKTMA was established early in 1931 with a long history in promoting timber industry in Hong Kong. Their mission is to safeguard the interest of their members. Over the past decades, timber industry has undergone significant changes due to economic transition. While many timber operators have ceased their businesses because of shortage of suitable land, the remaining operators are still supporting the economic development in Hong Kong as timber is a widely used raw material in many applications.
- 2.2 Due to implementation of the Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development (construction works commenced in September 2019), many sawmill, timber yards and other related rural workshops in Ma Tso Lung are affected/displaced by the NDA development (including the eight operators under the current application). In this regard, this application is submitted to facilitate the relocation of 11 sites (eight operators) affected by the NDA development. According to the operators, their original sites in Ma Tso Lung had been reverted and resumed by the Government in Q4 2021/scheduled to be resumed in Q1 2024.
- 2.3 The Applicant has carried out site search in the territory for reprovisioning of the affected operations. A number of criteria have been formulated to assess the suitability of the sites (see **Appendix III**). While the Applicant has spent effort in identifying suitable relocation sites, the Site is considered the most suitable one due to the following reasons:
- (i) The Site has a large site size of more than 10,000m<sup>2</sup>, which will be able to meet the operational need for affected operators, as timber and other associated materials are relatively large scale in size and weight, which requires more storage and manoeuvring space;



**(i) Landscape Aspect**

A Landscape Proposal, which entails planting of 40 compensatory trees of the species *Lagerstroemia speciosa* along Lin Ma Hang Road, was submitted for compliance with approval condition (i) under the approved application. On 28.10.2021, Planning Department (PlanD) considered the Landscape Proposal acceptable (see **Appendix II**). Moreover, the executed implementation work of the Landscape Proposal was also accepted by PlanD on 12.9.2023 (i.e. approval condition (f) has been complied with).

Under the current application, it is proposed that the existing 2m planting strip along Lin Ma Hang Road will all be retained in-situ. Besides, an additional tree survey covering the extension portion has been conducted on 29.12.2023 and 31.1.2024. The survey revealed that there are 14 trees and all are proposed to be felled due to the conflict with the future operation of warehouses, especially most are invasive exotic trees. In an effort to maintain a verdant ambiance to the Site, the Applicant is committed to enhancing the greenery by proposing a row of *Lagerstroemia speciosa* along Lin Ma Hang Road and *Bauhinia blakeana* along the northern boundary to provide a landscape buffer to the site, a total of 17 new trees to be planted. The Landscape Proposal has been updated and attached in **Appendix VI**.

**(ii) Traffic Arrangement**

The Site can be accessed directly by both side of Lin Ma Hang Road. Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Staffs/ visitors can take public transport to/ from the site. Since the requirements of provision of internal transport facilities for the proposed temporary warehouse are not specified in the Hong Kong Planning Standards and Guidelines, it is estimated based on the existing operation and traffic generation provided by HKTMA.

In order to meet their operational need, 5 loading/unloading bays for container vehicle (3.5m x 16m), 7 loading/unloading bays for HGV or MGV (3.5m x 11m) and 12 private car parking spaces (2.5m x 5m) are proposed. The ingress/ egress for both the east site and the west site will be maintained 7.3m in width to allow sufficient space for vehicles entering/ leaving the site. There will be no difficulties in internal traffic circulation since sufficient space for manoeuvring and queuing of vehicles are allowed at the shared access and turnaround areas, such that no waiting or queuing of goods vehicles along Lin Ma Hang Road will arise under any circumstances. Management and crowd measures will be adopted so that blockage at the access road and run-in/out can be avoided. The Preliminary Traffic Impact Assessment has been updated and attached in **Appendix VII**.

**(iii) Environmental, Drainage and Fire Safety Aspects**

The Applicant has submitted an Environmental Proposal (EP), a FSI Proposal and a DIA for relevant departments' consideration. The proposals were considered acceptable by concerned departments between 2021 and 2022 (see **Appendix II**).

**(a) Environmental Arrangement**

Majority of the built-over area within Site A, Site B and Site C has been built according to the materials (i.e. foam surrounding steel plate and rockwool board) as proposed in the Environmental Proposal under the latest approved scheme. As previously mentioned, the affected operators will no longer provide workshop/ resawn services and the Site will only be used for storage of timber and related products. For the construction of built-over area for Site D and Site E, colour coated steel plate of appropriate thickness would be used.

The EP has been updated and attached in **Appendix VIII**. Similar to the latest approved scheme, 2.5m high corrugated metal fence wall around the site boundary and 2m landscape buffer along Lin Ma Hang Road will be provided. No less than 5m distance between Lin Ma Hang Road and the proposed structures have been provided. Two additional portable toilets will be provided on-site (One in Site D and one in Site E). **Collected sewage will be tankered away by licensed contractor every few days. The exact frequency of emptying would be determined during the operation of the Site and toilet facilities.**

**(b) Drainage Arrangement**

As part of the approval condition of the approved scheme, peripheral channels throughout the site areas and underground storage tanks located the eastern portion (Sites A and B) and western portion (Site C) has been provided.

According to the updated assessment, for the eastern portion, the existing peak flows can be accommodated within the existing drainage system(s). For the western portion, it is proposed to provide storage facilities (buried tanks) to temporarily store excess runoff from the site, to reduce the peak discharge. The existing eastern streamcourse comprises a significant channel and capacity calculation indicates that it could accommodate some increased runoff from the site. It is proposed to limit the future runoff from the site to a nominal figure, which has been used for the hydrographs for the western site. The required storage volumes for the 60-minute and 90-minute rainfall events are the same, so this has been adopted for the updated DIA, which is attached in **Appendix IX**, and no further assessment of longer-duration rainfall is required. The storage will be provided as 4 x **75m<sup>3</sup>** standard tanks.

To meet the latest drainage requirements, the proposed built-over area shall be at least 3m away from the top of the bank of the stream course.

**(c) Fire Safety Arrangement**

As part of the approval condition of the approved scheme, a 135,000 Litres RCC Sprinkler Water Tank has been provided at Site C (under the previous FSI Proposal). According to previous calculations, the Sprinkler Water Tank located at Site C could cater and be shared with the proposed extension area. The size of the Sprinkler Water Tank has already taken into account the requirement for the extension area. The FSI Proposal has been updated and attached in **Appendix X**. Extra firefighting facilities within the warehouses in the extension area will be provided in accordance to the departmental requirements.

### 1.0 Introduction

- 1.1 Blanc Design Studio has been commissioned by Toco Planning Consultants Ltd. to prepare a Landscape Proposal to the site covering Lots in D.D.86 and D.D.90 and Adjoining Government Lands, Lin Ma Hang Road, Sha Ling for a Proposed Temporary Warehouse under Section 16 Application.
- 1.2 On December 29, 2023 and January 31, 2024, a comprehensive tree survey was conducted to assess the existing conditions of trees on-site. The Landscape Proposal meticulously details the methodology, outcomes, and implications of the tree survey. It provides a thorough account of the type, quantity, and health status of the existing trees within the site. Furthermore, it identifies trees that may pose conflicts with proposed developments and presents recommendations for their appropriate treatment
- 1.3 The tree survey and report preparation have been completed in accordance with LAO PN Issue No. 6/2023 Tree Preservation and Tree Removal Application for Building Development in Private Projects. The survey approach is presented as **Annex I** of the **Appendix I – Methodology of Tree Survey**.



**Figure 1: Application Site Location**

### 2.0 Existing Site Description

#### 4.0 Recommendations

- 4.1 Considering the current poor and fair condition in terms of tree form, health and structural condition of the existing trees, coupled with anticipated increased vehicular activity in the vicinity, it is recommended that all existing trees be removed.
- 4.2 In an effort to maintain a verdant ambiance to the entire site, our client is committed to enhancing the greenery by proposing row of Lagerstroemia speciosa (大葉紫薇) (4 Nos.) trees along Lin Ma Hang Road and row of Bauhinia blakeana (洋紫荊) (13 Nos.) along the northern boundary to provide a landscape buffer to the site.

#### 5.0 Planting Strategy

- 5.1 In the application, 14 nos. of trees were surveyed and all are proposed to be felled due to the conflict with the future operation of factory, especially most are invasive exotic trees. Whilst, there are 17 nos. of new trees proposed in this application.

5.2

Summary Table	
No. of trees to be felled	14 nos.
No. of new trees	17 nos.

Total DBH of new trees: 2550mm

(Total DBH of felled trees: 2550mm)

From our new planting scheme,

Number of tree to be felled: 14 nos. (a)

Accumulated lost in DBH: 2550mm (b)

Proposed no. of new tree: 17 nos. (c)

Accumulated DBH for new tree = 2550mm (d)

**Quantity New Planting Ratio (c) / (a) = 1: 1.21**

**DBH New Planting Ratio (d) / (b) = 1: 1**



<b>Project</b>	Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling	<b>Date</b>	24 May 2024
<b>Note</b>	<u>Preliminary Traffic Impact Assessment</u>	<b>Page</b>	1 of 6

## 1 Introduction

### 1.1 Background

- 1.1.1 The Applicant intends to apply for Temporary Warehouses (Storage of Timber and Ancillary Uses) for a period of 3 years, by relocating their current rural workshop from Kwu Tung to the Application Site at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling.

## 2 The Proposed Development

### 2.1 The Application Site

- 2.1.1 As shown in **Figure 2-1**, the Application Site locates at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling, New Territories.
- 2.1.2 The Application Site is situated on both sides of Lin Ma Hang Road, comprising of East Site (Site A and B) and West Site (Site C, D and E).
- 2.1.3 A planning application [A/NE-MKT/17] at the Application Site (includes Site A, B and C) was previously approved with conditions in 2021. With the approved schemes remain unchanged, the new application is made due to a site extension to add Site D and E (whose current sites were also affected by the land resumption in Kwu Tung).

### 2.2 Development Proposal

- 2.2.1 The Applicant proposes to convert the Application Site into a Temporary Warehouses (Storage of Timber and Ancillary Uses) for a period of 3 years. The Application Site has an area of about 20,512.5 m<sup>2</sup>.
- 2.2.2 The key parameters of the proposed development are summarized in **Table 2-1**.

**Table 2-1 Summary of Development Parameters**

Site Location	East Site		West Site		
	Site A	Site B	Site C	Site D	Site E
Uses	Temporary Warehouses (Storage of Timber and Ancillary Uses)				
Site Area (approx.)	20,512.5 m <sup>2</sup>				
	9,019.5 m <sup>2</sup>		11,493 m <sup>2</sup>		

Site Location	East Site		West Site		
	Site A	Site B	Site C	Site D	Site E
Covered Area (approx.)	6,729 m <sup>2</sup>		7,194 m <sup>2</sup>		
Gross Floor Area (approx.)	6,825 m <sup>2</sup>		7,438 m <sup>2</sup>		
Nos. of Block and Story	Total 7 blocks 1-2 storeys Not more than 12m in height		Total 7 blocks 1-2 storeys Not more than 12m in height		

2.2.3 Similar to the current site at Ma Tso Lung, eight operators will only be used as storage of wood and other ancillary materials in the Application Site. In addition, the operation hours of the Application Site are between 08:00 to 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.

## 2.3 Internal Transport Facilities

2.3.1 Since the requirements of provision of internal transport facilities for temporary Warehouses (Storage of Timber and Ancillary Uses) are not specified in the latest Hong Kong Planning Standards and Guidelines (HKPSG), provision of internal transport facilities is provided based on the existing operation and traffic generation provided by the Applicant.

2.3.2 The detailed internal layout is shown in **Figure 2-2**.

## 3 Existing Traffic Situation

### 3.1 Existing Road Network

3.1.1 The existing Lin Ma Hang Road that serves the Application Site is a two-way Rural Road.

3.1.2 Man Kam To Road is a district distributor which provides major access for traffic commuting to/from Man Kam To Boundary Control Point ("BCP") and other areas of North East New Territories.

3.1.3 Heung Yuen Wai Highway, a dual 2-lane Connecting Road links up the Heung Yuen Wai Boundary Control Point and Fanling Highway, and it has been commissioned since May 2019. Upon the commission, the overall transport network in North East New Territories has been improved and enhanced.

3.1.4 The Application Site can be accessed directly by Lin Ma Hang Road and further connect to Man Kam To Road in the west and Heung Yuen Wai Highway in the east.

### 3.2 Public Transport

3.2.1 Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Franchised bus KMB 73K is available to connect Sheung Shui Town Centre and Man Kam To. GMB 59S and 59K are serving between Sheung Shui Town Centre and Lin Ma Hang, which will run via Lin Ma Hang Road and would pass by the Application Site. Staff / visitors can take Public Transport to/from the Application Site.

### 3.3 Existing Peak Hour Traffic

3.3.1 To gain an understanding of the existing traffic condition of the Application Site, traffic count surveys were undertaken at the key locations for both AM and PM peaks on a neutral weekday in 2024.

3.3.2 Based on the observed peak hour traffic flows, the performances on the Lin Ma Hang Road could be assessed. The results are summarized in **Table 3-1**.

**Table 3-1 2024 Weekday Peak Hour Road Link Performance**

Ref No.	Road Link	Peak Hour Flow (in Veh.)		V.C. Ratio <sup>(1)</sup>	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182	152	0.51	0.42
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189	172	0.53	0.48

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:

Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

3.3.3 As shown in **Table 3-1**, that the V/C ratio of Lin Ma Hang Road is less than 0.85, which means the Lin Ma Hang Road operates satisfactorily during the peak hour of weekday.

## 4 Future Traffic Situation

### 4.1 Traffic Generation from the Application Site

4.1.1 For Site A, B, C, according to the information provided by the Applicant, there will be not more than 40 trips daily for transporting the goods by the container vehicles and other goods vehicle, which is in the same profile as the current operation site. Trips for staff / visitors would be less than 12 trips. The detailed trips generation are tabulated in **Table 4-1**.

**Table 4-1 Daily Average Trips Generation of Application Site (Site A, B, C)**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Site A	2.2	5.2	5	4
Site B	0	6.6	10.5	5
Site C	1.8	3	5	3
Total (I)	4	14.8	20.5	12

4.1.2 For Site D and E, as the provision of loading / unloading bays are in a similar profile as Site C (one bay for container vehicle and one for HGV), thus, the estimated trips of Site D and E are estimated based on the trips of Site C. The detailed trips generation are tabulated in **Table 4-2**.

**Table 4-2 Daily Average Trips Generation of Application Site (Site D,E)**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Site D	1.8	3	5	3
Site E	1.8	3	5	3
Total (II)	3.6	6	10	6

4.1.3 Therefore, the estimated daily average trips generations of the Application Site are listed as in the following table.

**Table 4-3 Daily Average Trips Generation of Application Site**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Total (I+II)	7.6	20.8	30.5	18

4.1.4 Since the daily trips would be distributed through the whole working day, the trips over the peak traffic hour would be much less than the total daily trips. As a conservative method, one fourth of the daily trips would be considered as the peak hour trips generation as shown in **Table 4-4**.

**Table 4-4 Estimated Peak Hour Trips Generation of Application Site**

	AM and PM Peak Hour No. of Trips				
	Container Vehicle	HGV	MGV	PV	Total
Vehicle /hr	2	6	8	5	21



- 4.1.5 According to **Table 4-4**, it is estimated that 21 vehicles per hour would be attracted, correspondingly, less than 21 vehicles per hour would be generated since some vehicle may parked longer than one hour for some operation activities. However, we would still use 21 vehicle/hr as the trips attracted for a more conservative consideration.

## 4.2 Traffic Impact from the Application Site

- 4.2.1 By applying the estimated trips of both generation and attraction i.e. 21+21=42 vehicle/hr onto the Lin Ma Hang Road, the performance would be indicated as the following

**Table 4-5 Peak Hour Road Link Performance Affected by the Application Site**

Ref No.	Junction Location	Without the Application Site [v/c ratio]		With the Application Site [v/c ratio]	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182 [0.51]	152 [0.42]	224 [0.62]	194 [0.54]
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189 [0.53]	172 [0.48]	231 [0.64]	214 [0.59]

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:

Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

- 4.2.2 As shown in **Table 4-3**, the impact on Lin Ma Hang Road from the small number of daily trips by the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing of the Application Site.

## 5 Management and Crowd Measures

- 5.1.1 To ensure no queuing on Lin Ma Hang Road due to the Application Site, a staff would be arranged for communicate the drivers. Appointment will be needed for goods vehicles, such that blockage at the access road and run-in/out can be avoided.

- 5.1.2 A staff will also be deployed to assist and direct long vehicles entering / exiting the site to assure compatibility and safety.

- 5.1.3 To ensure pedestrian safety, staff will be deployed by the applicant to direct vehicle entering / exiting the site. "Stop and Give way" and "beware of pedestrians" signs would be erected to ensure pedestrian safety to/from the Site.

- 5.1.4 In addition, flashing light and alarm systems will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site, the flashing light and alarm will work immediately to alarm the pedestrians. Adequate lights would be provided for safety concerns.

## 6 Summary and Conclusion

### 6.1 Summary

- 6.1.1 Due to the land in Kwu Tung is to be redeveloped by the Government for Kwu Tung North New Development Area in the coming years, the Applicant intends to relocate their current rural workshop from Kwu Tung to the Application Site which locates at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling.

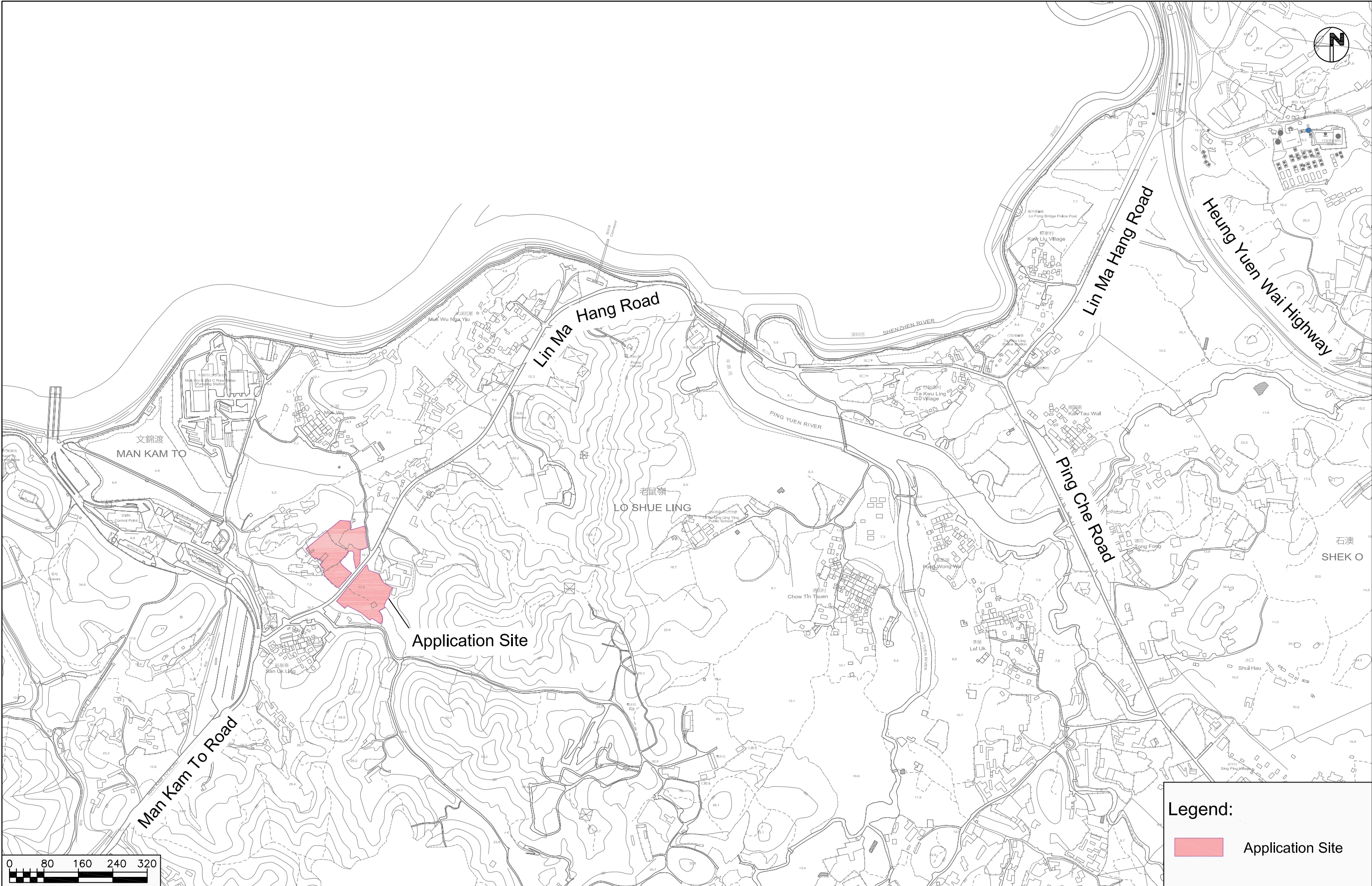
- 6.1.2 Similar to the current site, the operators will mainly process with the same operation activities, so the trips generated would also be in the same profile as the existing site. Reference is made to the information provided by the Applicant, not more than 60 daily trips for goods transporting would be generated, and less than 18 daily trips generated by staff and visitors. To be more conservative, it is estimated that the about 21 vehicles would be generated and about 21 trips would be attracted due to the Application Site during peak hour.

- 6.1.3 By applying the peak hour trips by the Application Site to the peak hour traffic flow on Lin Ma Hang Road, it is found that the v/c ratio of Lin Ma Hang Road is less than 0.85. In other words, the impact on Lin Ma Hang Road from the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing of the Application Site.

### 6.2 Conclusion


- 6.2.1 Based on the findings of this traffic review, it is anticipated that the traffic trips related to the proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) would be small and hence the potential traffic impact to be induced by the Application Site would not pose adverse traffic impacts to road in the vicinity.

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Legend:

Application Site

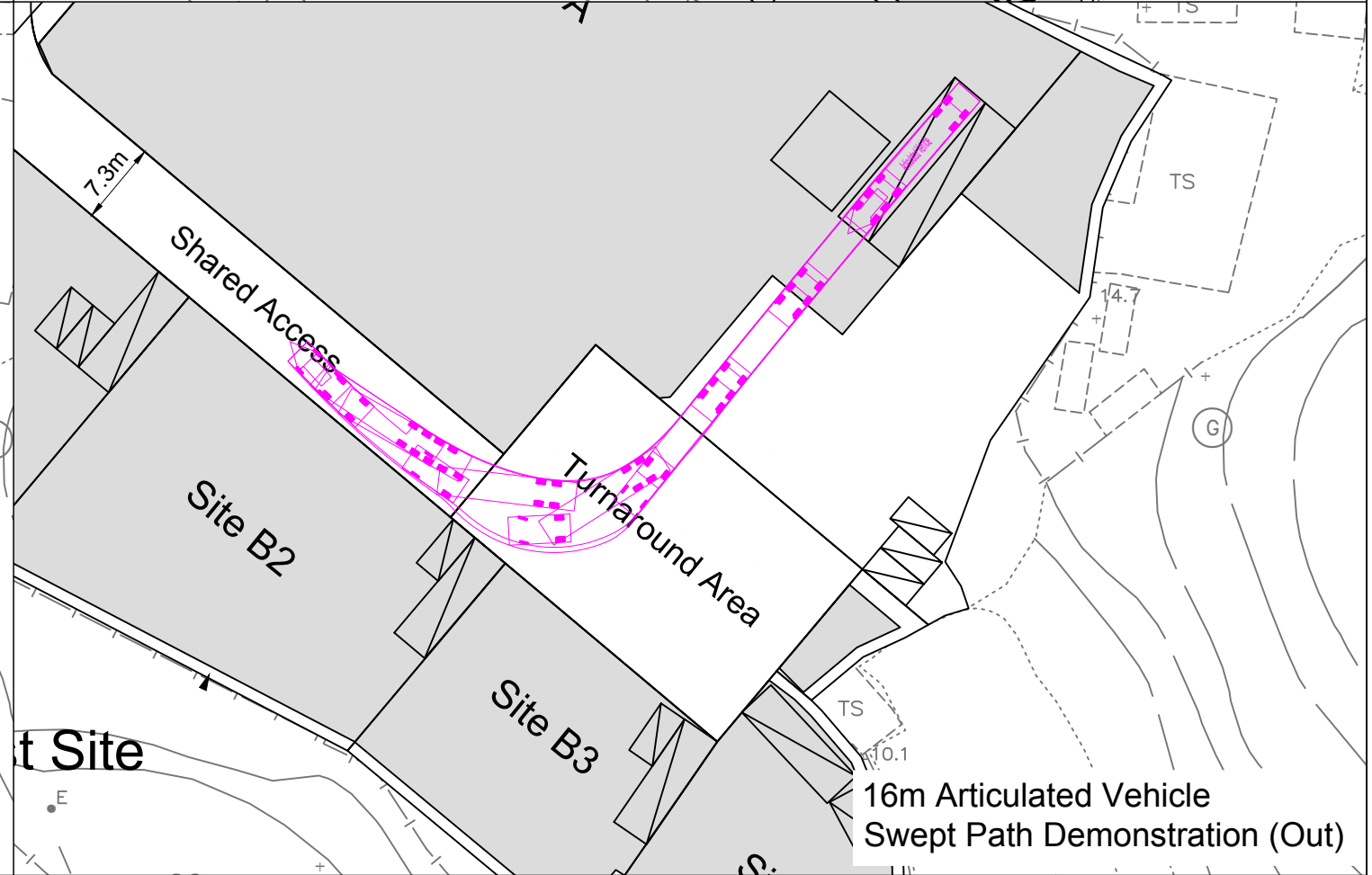
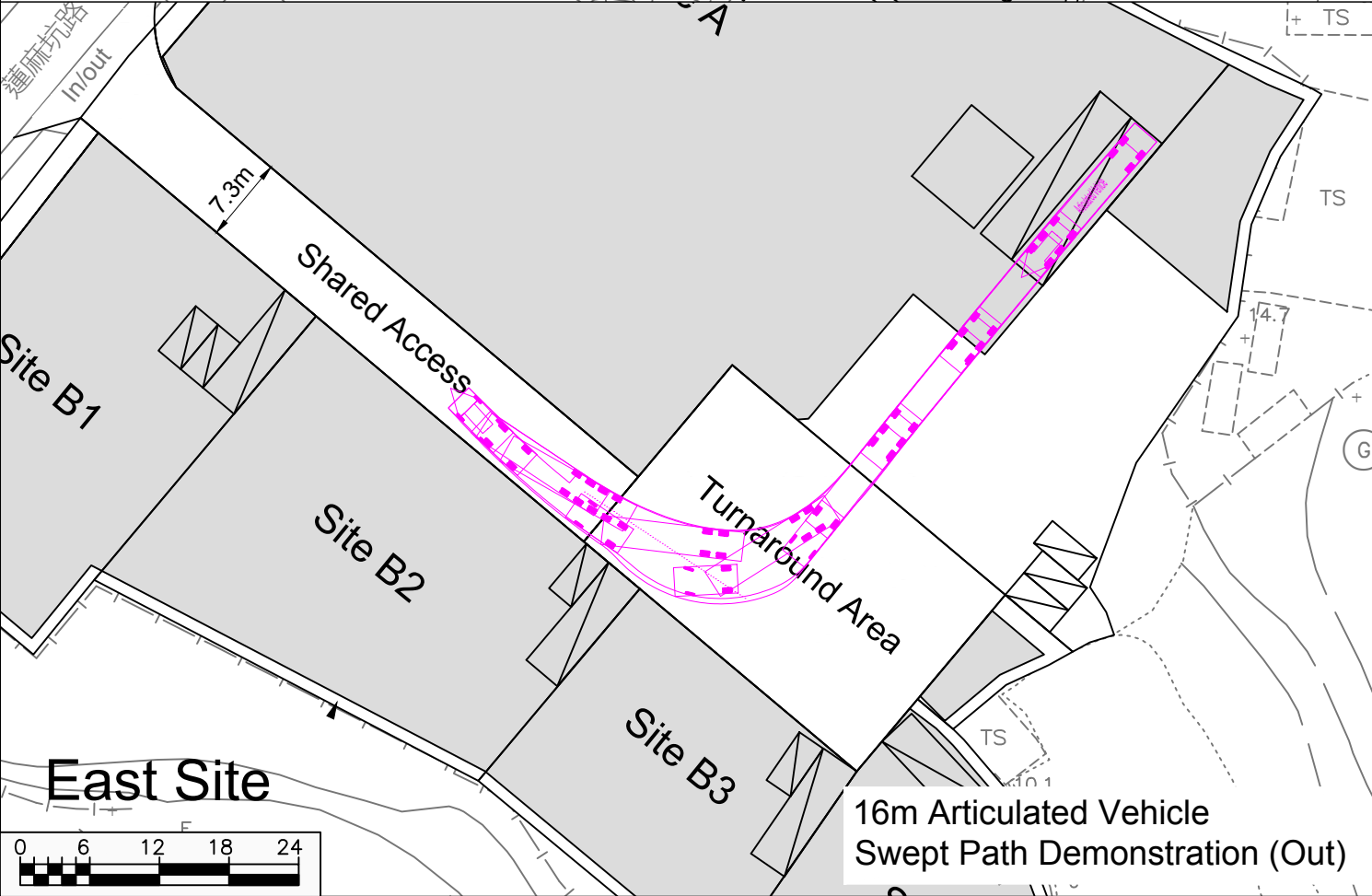
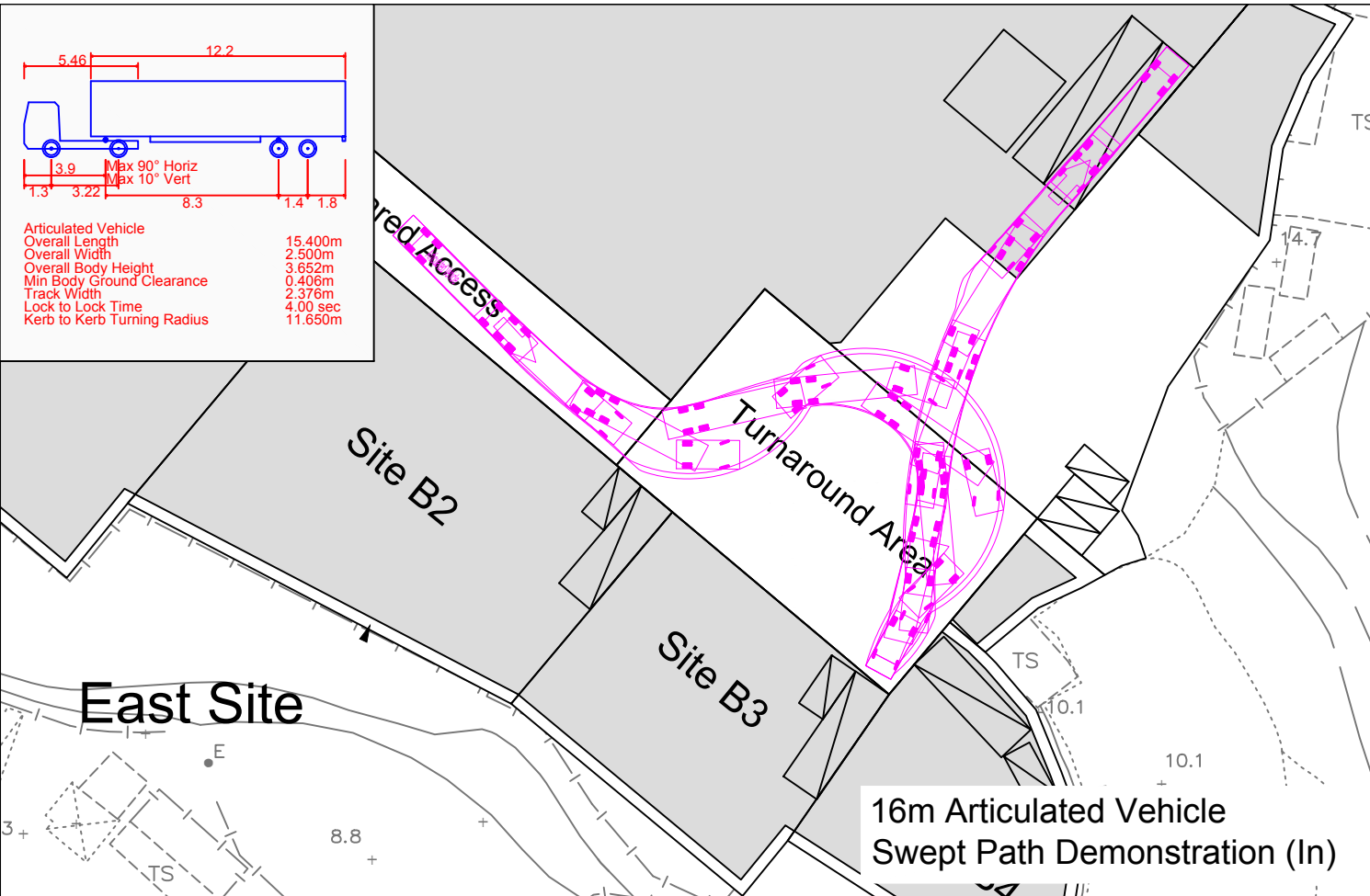
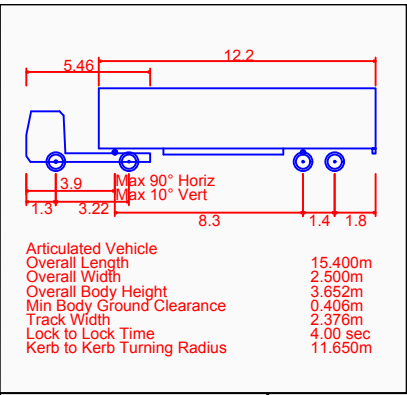
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			<div>Dwg No.</div> <div>Figure 2-1</div>	







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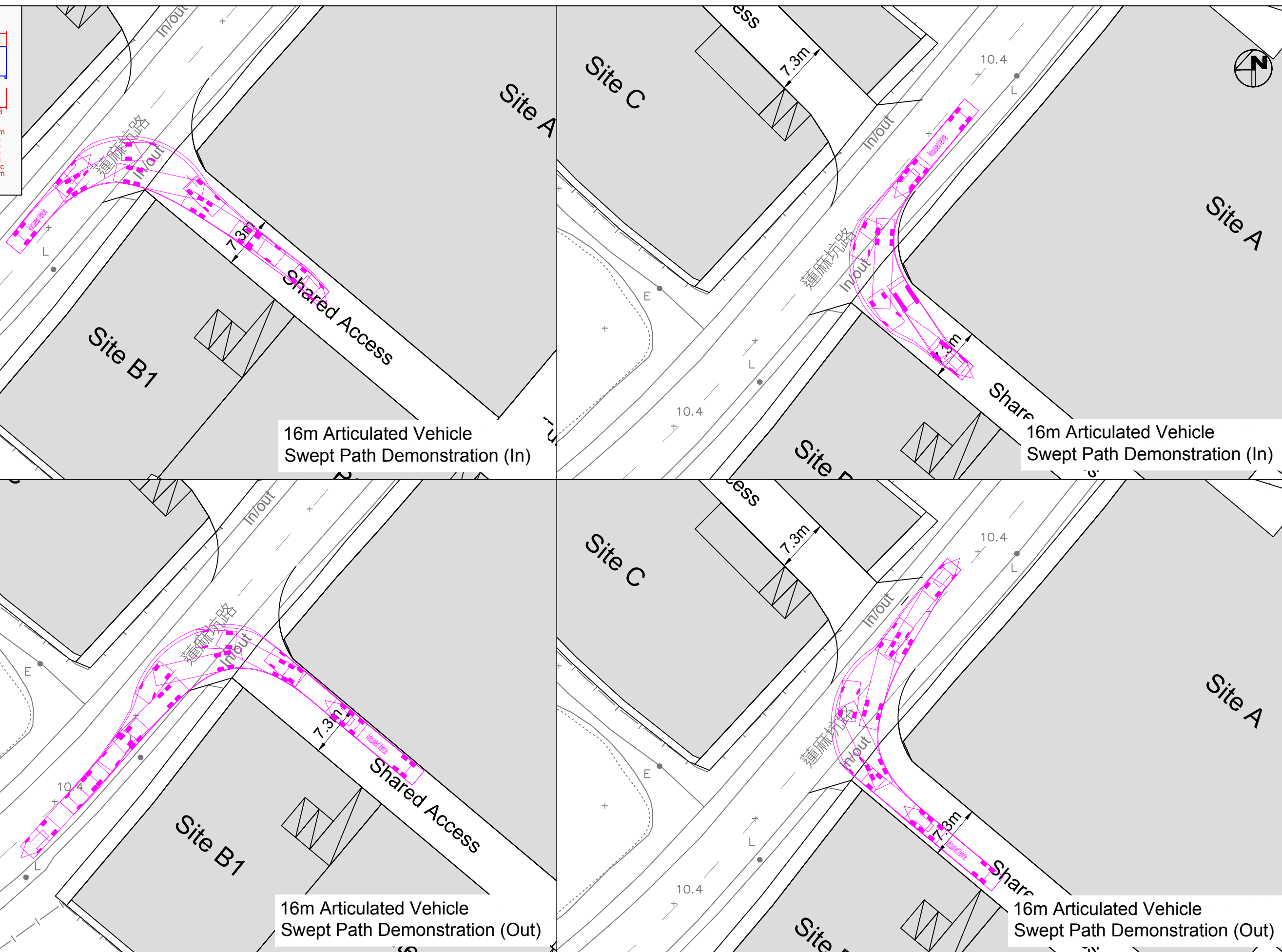
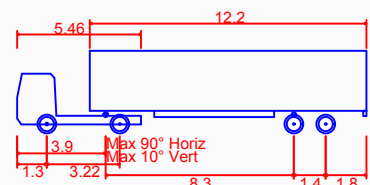
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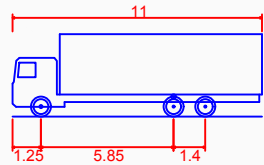
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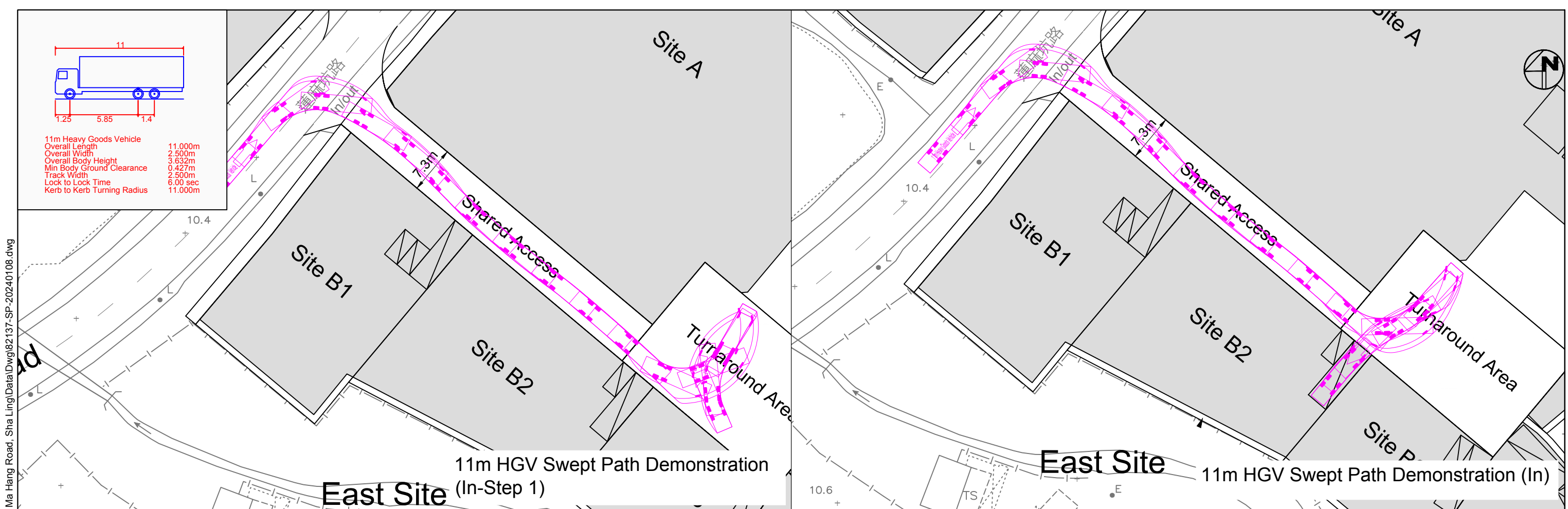




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11m Heavy Goods Vehicle  
Overall Length 11.000m  
Overall Width 2.500m  
Overall Body Height 3.632m  
Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m



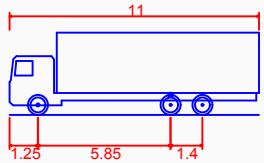
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## Swept Path Assessment

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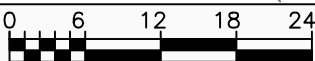


11m Heavy Goods Vehicle  
Overall Length 11.000m  
Overall Width 3.500m  
Overall Body Height 3.632m  
Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m

East Site

Shared Access

East Site



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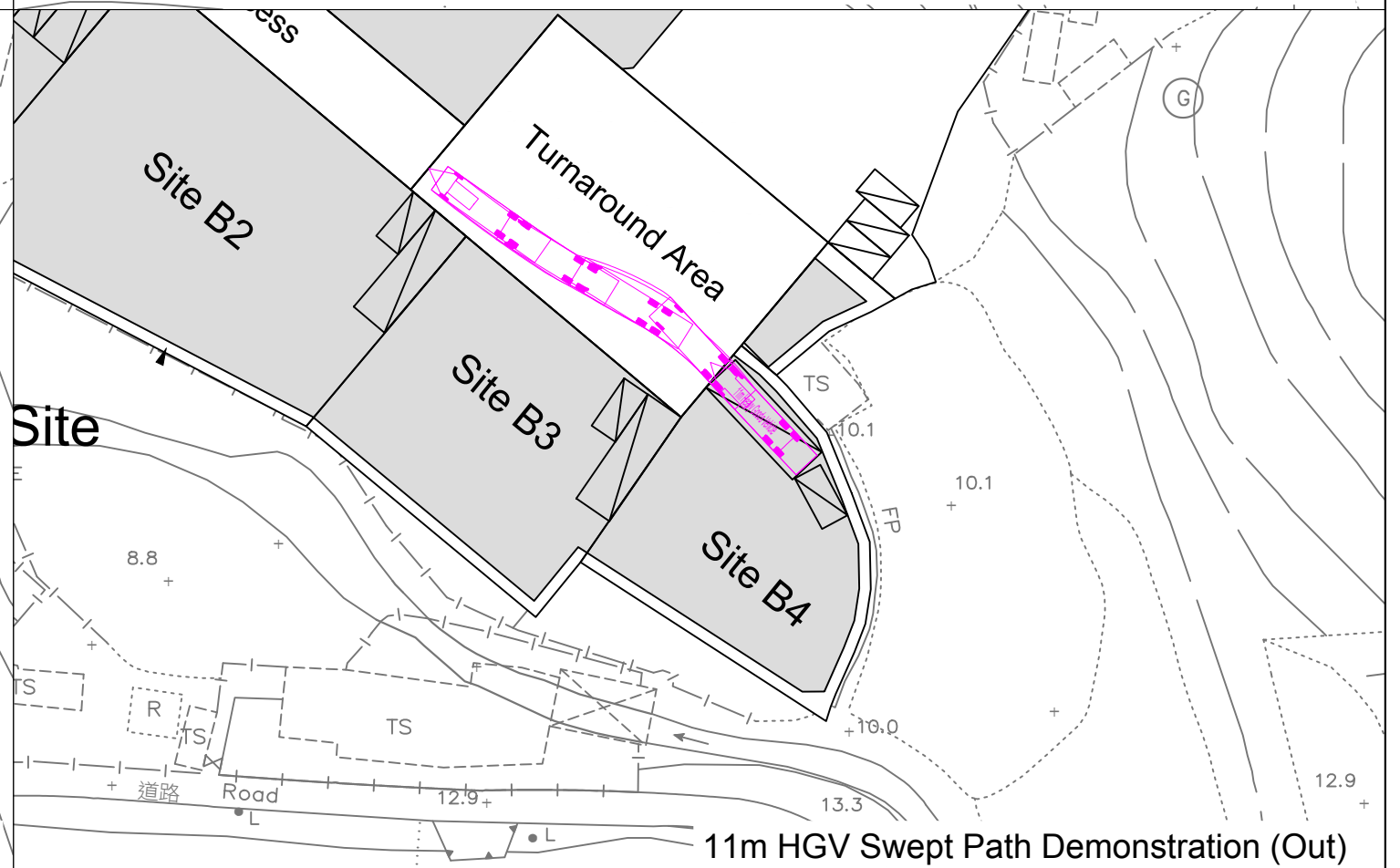
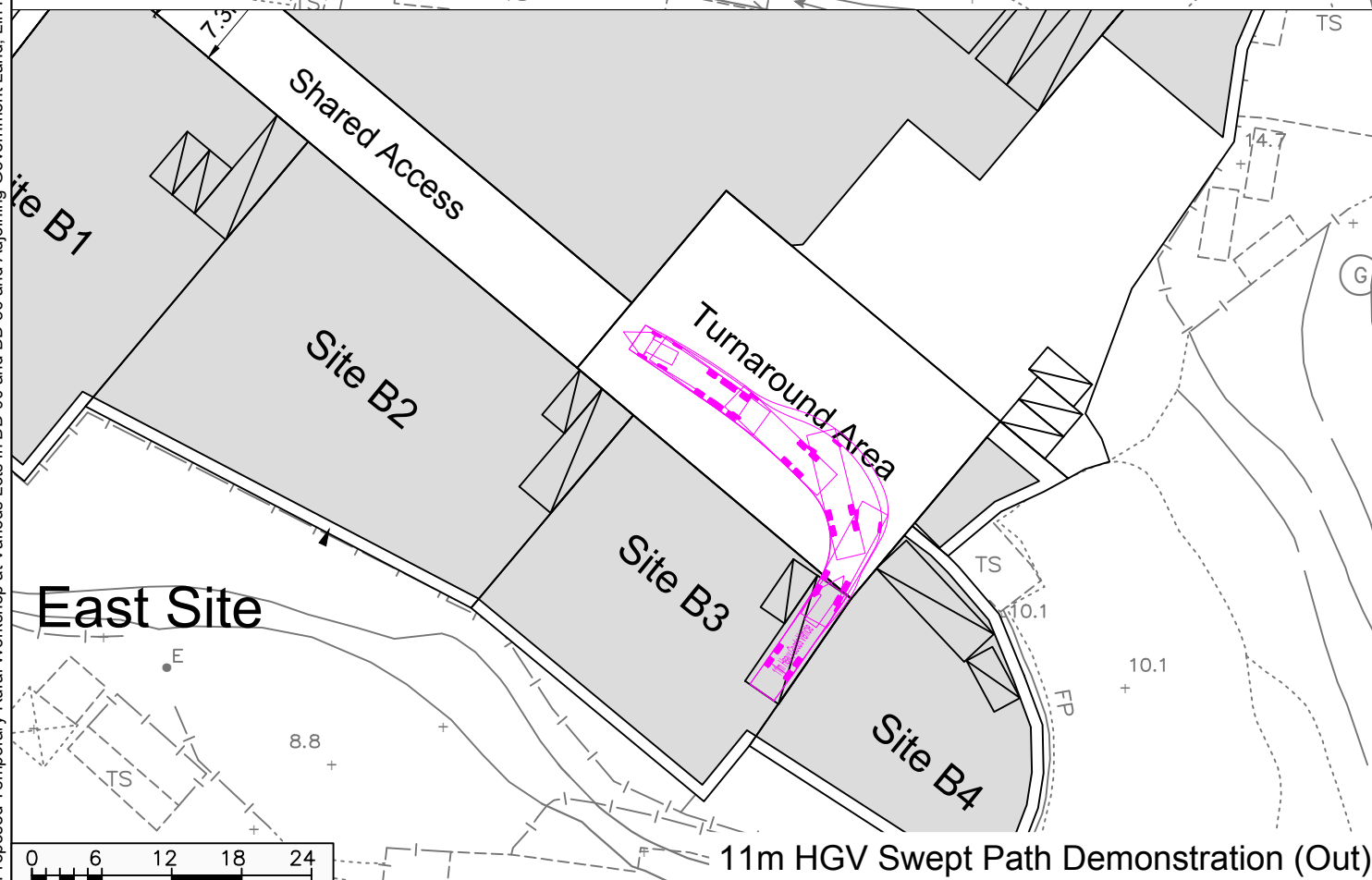
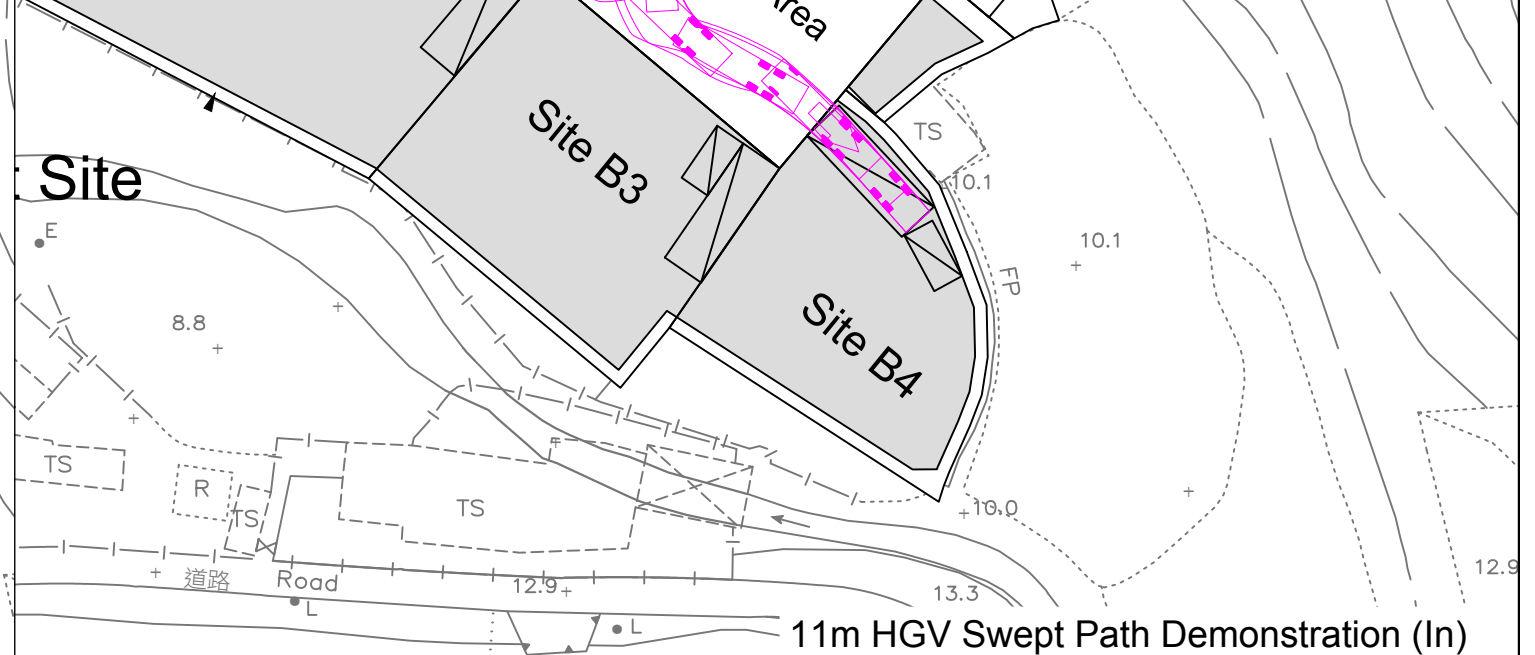
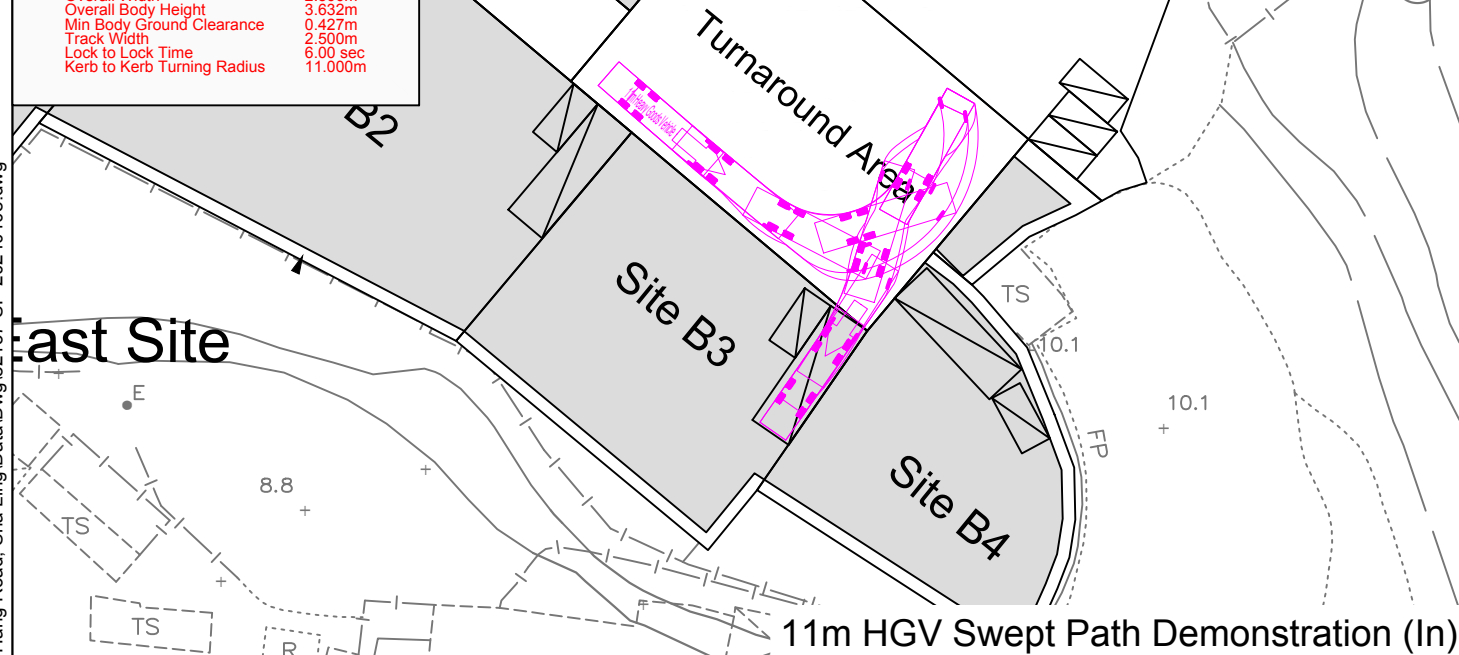
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**Swept Path Assessment**

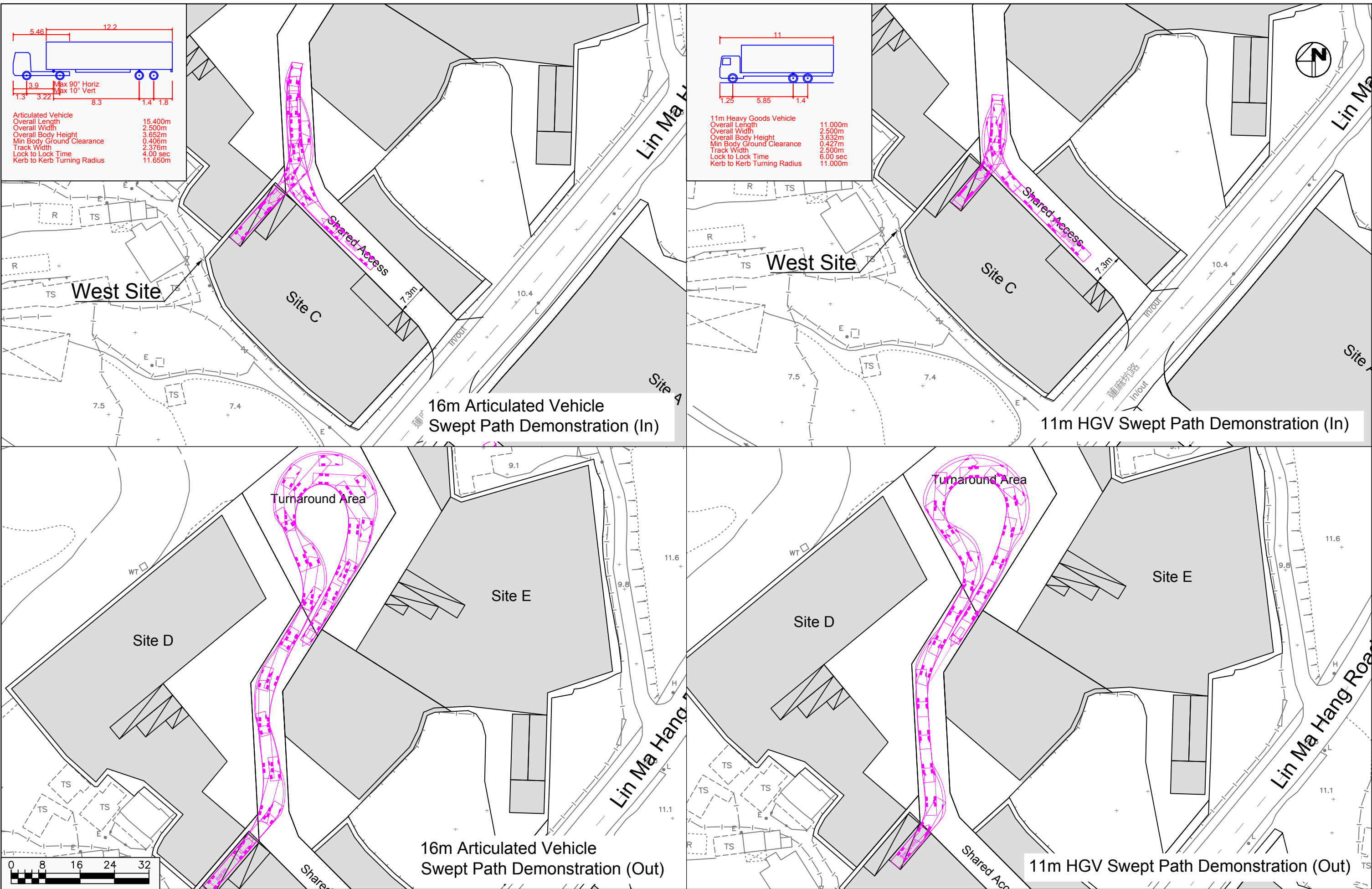
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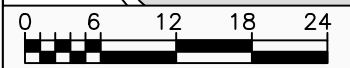
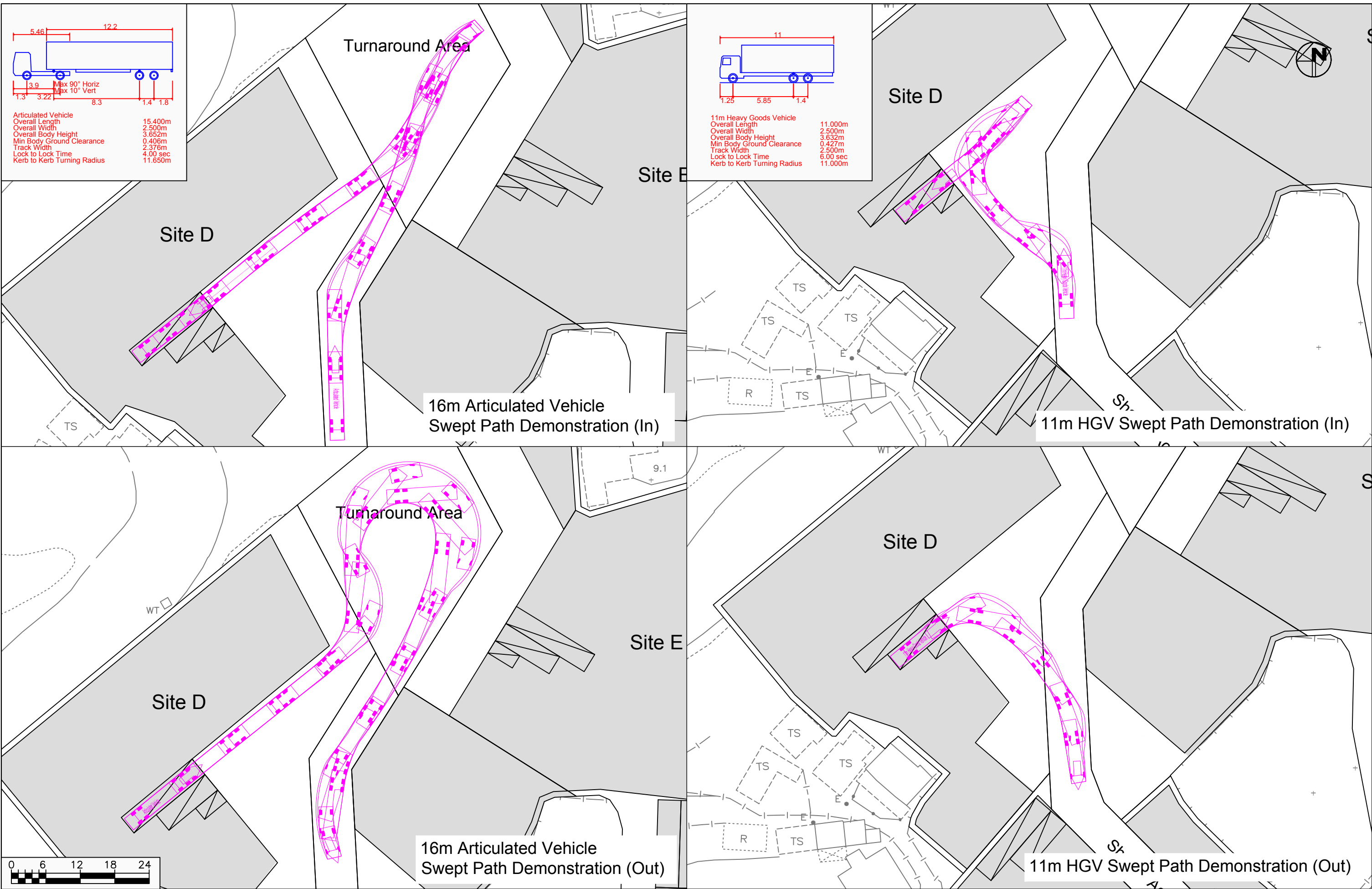




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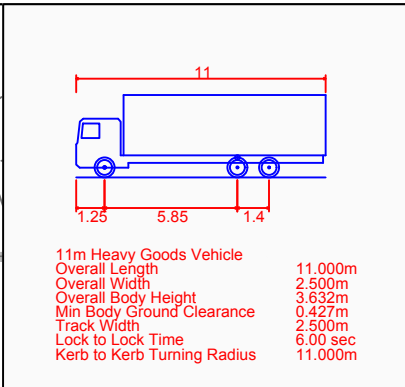
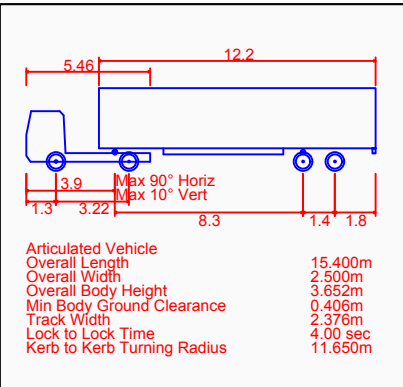
Project Title: **Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

## Swept Path Assessment

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Turnaround Area

Site E

Site D

16m Articulated Vehicle  
Swept Path Demonstration (In)

Turnaround Area

Site E

Site D

11m HGV Swept Path Demonstration (In)

Turnaround Area

Site E

Site D

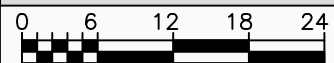
16m Articulated Vehicle  
Swept Path Demonstration (Out)

Turnaround Area

Site E

Site D

11m HGV Swept Path Demonstration (Out)



Project Title

**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

**Swept Path Assessment**

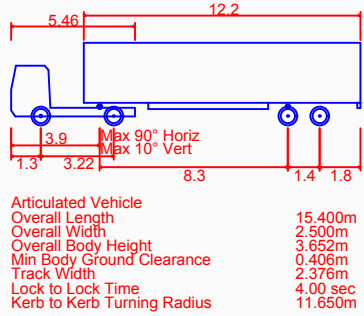
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Site C

Shared Access

In/out

16m Articulated Vehicle  
Swept Path Demonstration (In)

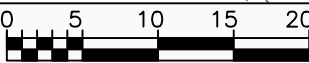
Site C

Shared Access

In/out

16m Articulated Vehicle  
Swept Path Demonstration (In)

Site



Project Title

**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

**Swept Path Assessment**

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Project No. 82137  
Dwg No. 0108-SP8

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## **Environmental Proposal**

Section 16 Planning Application for Proposed Temporary Warehouse  
(Storage of Timber and other Associated Materials)  
at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, Sha Ling

**DATE : MAY 2024**

**BY: TOCO PLANNING CONSULTANTS LTD.**

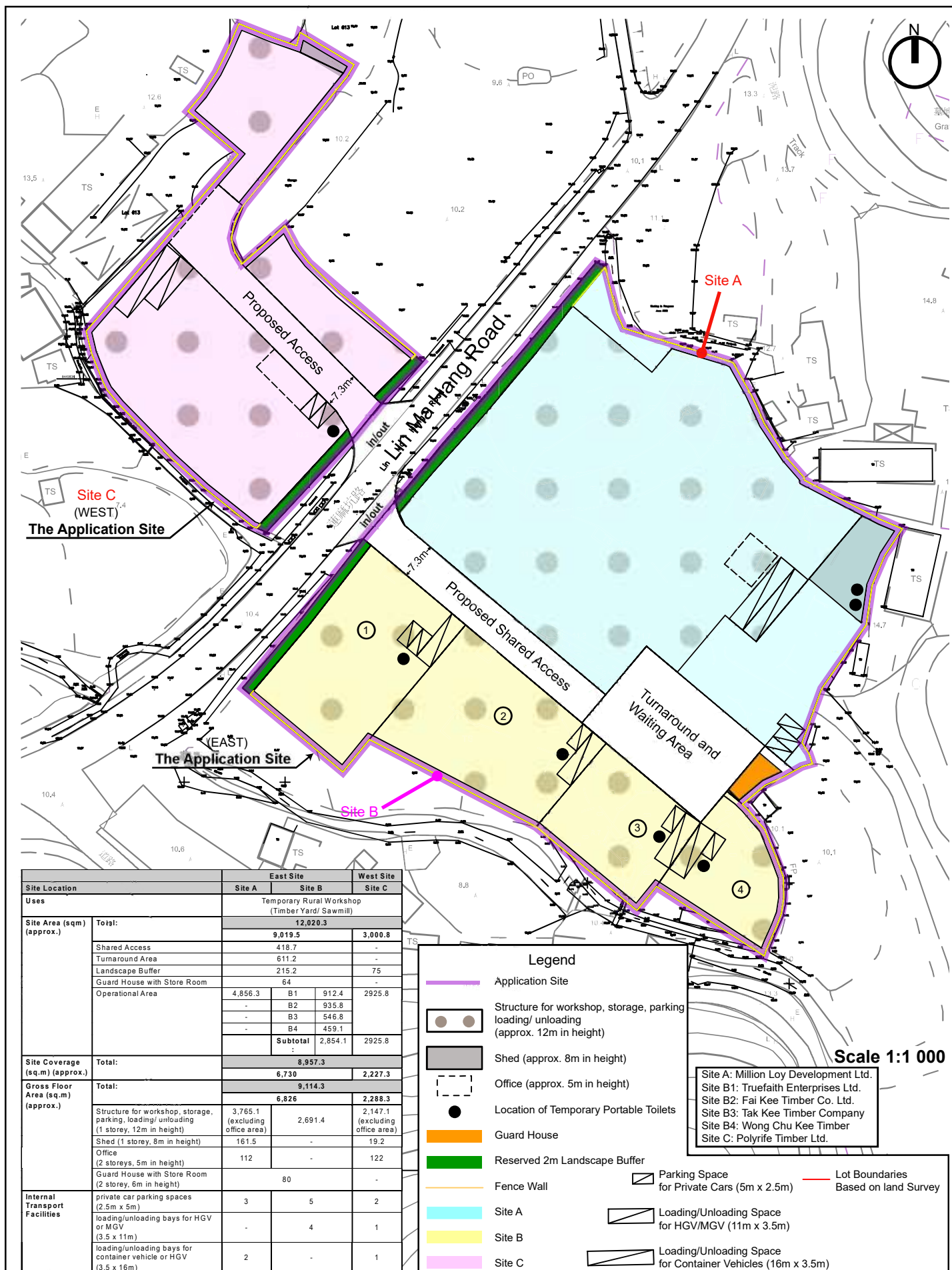
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## 1. INTRODUCTION

### 1.1 Background

- 1.1.1 Due to the construction works for the Kwu Tung North/ Fanling North New Development Area (KTN/FLN NDA) development commenced in September 2019, many sawmill, timber yard and other related rural workshops in Ma Tso Lung have been affected. The concerned sites within the KTN/FLN NDA had already / would have to be resumed and reverted to the Government. Therefore, Hong Kong & Kowloon Timber Merchants Association Ltd. (the Applicant / HKTMA) was invited to represent 8 affected operators of sawmill, timber yard and related rural workshops to negotiate with the relevant government bureaux / departments on the relocation of their rural workshops to a new site in the North District. The first batch of aforesaid affected operators is Million Loy Development Ltd., Fai Kee Timber Company Ltd., Polyrite Timber Ltd., Truefaith Enterprise Ltd., Wong Chu Kee Timber and Tak Kee Timber Company.
- 1.1.2 In January 2021, a section 16 planning application (Case No. TPB/A/NE-MKT/17) (MKT/17) was submitted by Toco Planning Consultants Ltd. to the Town Planning Board (the Board) in order to allow the relocation of their workshops to a new site in the North District. The application site is located at Lin Ma Hang Road, Sha Ling, which includes various lots in D.D. 86 and D.D. 90 and adjoining government land (see **Plan A**). The application was approved with conditions by the Board on 14.5.2021 (see **Appendix I**).
- 1.1.3 On 1.11.2021, the Environmental Proposal (EP) was submitted for compliance of approval condition (i) in relation to the submission of proposals for environmental mitigation measures. The Director of Environmental Protection has considered the submitted EP was acceptable on 2.12.2021 (see **Appendix II**).
- 1.1.4 During the implementation stage which crossed paths with the COVID-19 pandemic, the operation within the rural workshops has been changed. The minor resawn services as previously mentioned in the proposal of the approved scheme have been migrated to Mainland China and done before transporting the timber to the application site for storage and delivery to customers. Therefore, the affected operators will no longer provide workshop/ resawn services and no machines (i.e. Horizontal Band Saw, Chop Saw, Plywood Cutting Saw, Single Face Planer, Nailing Platform and Saw Dust Collectors) will be installed within the application site. The proposed temporary use within the Application Site is for storage of timber and related products.
- 1.1.5 The implementation is nearly complete (see **Site Photos**). However, in view HKTMA is helping a second batch of affected operators, namely Serawak (K.T.) Company Ltd. and Ronca Exhibition Ltd. to relocate their business, they identified that the subject Sha Ling site is the best available option. Therefore, a new (present) s.16 planning application is submitted with the integration of the approved scheme (MKT/17) and the proposed extension with 2 additional operators.



## Plan A: Indicative Layout and Development Proposal of the Approved Scheme (A/NE-MKT/17)



## **1.2 Purpose of this Updated Environmental Proposal and Study Objectives**

- 1.2.1 In order to facilitate the present s.16 application, the EP has been updated based on the latest existing site condition and proposed extension scheme for relevant government department's consideration.
- 1.2.2 In view the EP for application MKT/17 was accepted by the Director of Environmental Protection, the proposed mitigation measures for the warehouse within the previously approved scheme remains the same (MKT/17). On the other hand, as detailed in section 1.1.4 above, as the affected operators will no longer provide workshop/ resawn services, the proposed mitigation measures (i.e. construction of the warehouses) for the new extension area with the 2 additional operators has been adjusted.
- 1.2.3 The objectives of this Environmental Proposal can be summarized as follows:-
- to identify potential environmental concerns that may arise from the construction and operation of the proposed development, in terms of air quality, noise and water quality; and
  - to recommend appropriate measures to mitigate any impacts that are identified.

## **2. PROPOSED DEVELOPMENT**

### **2.1 The Application Site**

- 2.1.1 The application site is located along (and accessible from) Lin Ma Hang Road, Sha Ling. It is divided into two portion bisected by Lin Ma Hang Road, namely the east site (eastbound of Lin Ma Hang Road) and the west site (westbound of Lin Ma Hang Road). Currently, the east site and part of the west site (except for the new extension area) is mostly hard paved, fenced off, partly covered with new trees along Lin Ma Hang Road, and partly covered by the built-over area based on the updated approved scheme. The new extension area within the west site is largely vacant, partly fenced off, and partly covered with dry abandoned field, wild vegetation and temporary structures.
- 2.1.2 The surrounding land uses are rural in character intermixed with vacant land, temporary structures, small stream, slope, trees and flat land covered with dry abandoned field and wild grass. San Uk Ling Village is located further south of the site across the tree clusters.
- 2.1.3 The application site is accessible from Lin Ha Hang Road. Location plan of the application site is shown in **Plan B**.

### **2.2 Development Proposal**

- 2.2.1 An Indicative Layout and Development Proposal for the proposed development has been prepared in **Plan C**. The proposed extension area will be integrated with the updated approved scheme. As previous mentioned, there will no longer provide workshop / resawn services and only be used for storage of timber and related products. For a clearer demonstration, the application site has been divided into 5 portions namely:

**(i) Site A**

Site A covers the northern part of the “east site” and it will be occupied by the warehouse for Million Loy Development Ltd..

**(ii) Site B**

Site B covers the southern part of the “east site” and it will be occupied by the warehouses for several operators, i.e. Fai Kee Timber Co. Ltd. (Site B2), Truefaith Enterprises Ltd. (Site B1), Tak Kee Timber Company (Site B3) and Wong Chu Kee Timber (Site B4).

**(iii) Site C**

Site C covers the southern part of the “west site” and it will be occupied by the warehouses for Polyrite Timber Ltd.. The original ingress/ egress from the previous approved scheme will be shared with Site D and E. Thus, a small portion of the original operational area of Polyrite will become the shared access (and the operational area of Ronca Exhibition Ltd.)







**(iii) Site D**

Site D covers the northern part of the “west site” and it will be occupied by the warehouse for Serawak (K.T.) Company Ltd..

**(iii) Site E**

Site E covers the eastern part of the “west site” and it will be occupied by the workshops for Ronca Exhibition Ltd..

2.2.2 The covered area of Site A, B, C, D and E are proposed as warehouses for storage of timber and other associated materials, ancillary office, loading/ unloading and parking purposes. The proposed shed within Site A is mainly for the use of access, temporary toilets in the approved scheme remains unchanged. The shed within Site D will be used for storage purpose. The proposed guard house that was proposed within the “east site” in the approved scheme remains unchanged.

2.2.3 The operation hour of the 8 operators at the application site will all be in line, i.e. the opening hour will be from 8:00 – 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.

**Table 2.1: Key Development Parameters**

		East Site			West Site		
Site Location		Site A	Site B		Site C	Site D	Site E
Uses		Temporary Warehouse (Storage of Timber and other Associated Materials)					
Site Area (~sq.m)	Total:	20,512.5					
		9,019.5			11, 493		
	Shared Access	418.7			743.5		
	Turnaround Area	611.2			946.3		
	Landscape Buffer	215.2			249.3		
	Guard House with Store Room	64			-		
	Operational Area	4,856.3	B1	912.4	2,941.3	2,898.7	3,713.9
			B2	935.8			
			B3	546.8			
B4			459.1				
Subtotal :			2,854.1				
Site Coverage (~sq.m)	Total:	13,922.9					
		6,728.8			7,194.1		
Gross Floor Area (~sq.m)	Total:	14,262.9					
		6,824.8			7,438.1		
	Structure for warehouse, parking, loading/ unloading (1 storey, 12m in height)	3,780.8 (excluding office area)	2,690.5		2,479.5 (excluding office area)	1,997.2	2,303.7
	Shed (1 storey, 8m in height)	161.5	-		-	-	169.6
	Ancillary Office (2 storeys, 5m in height)	112	-		122	-	366

	Guard House with Store Room (2 storey, 6m in height)	80		-		
<b>Internal Transport Facilities</b>	private car parking spaces (2.5m x 5m)	3	5	2	1	1
	loading/unloading bays for HGV or MGV (3.5 x 11m)	-	4	1	1	1
	loading/unloading bays for container vehicle or HGV (3.5 x 16m)	2	-	1	1	1

### 3. AIR QUALITY PROTECTION PROPOSAL

- 3.1 Fugitive dust is the major possible concern that would be generated during construction and operation activities, such as stockpiling, transferring or handling of dusty materials.
- 3.2 The Applicant would like to emphasize the majority area would be used as timber storage and packaging service. In view of the pandemic and the aging working staff at the woodmills, the minor resawn services have been migrated to Mainland China and done before transporting the timber to the application site for storage and delivery to customers. Therefore, no resawn services will be provided, and in consequences, no machines (i.e. Horizontal Band Saw, Chop Saw, Plywood Cutting Saw, Single Face Planer, Nailing Platform and Saw Dust Collectors) will be installed in the application site. Detailed operational flow is attached in **Appendix III**.
- 3.3 Unacceptable chimney emission impact on the proposed development is not anticipated as there is no chimney located within 200m from subject site. The recommended buffer distance for chimney emission stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) has been fulfilled.
- 3.4 Air quality impacts due to traffic emissions from surrounding roads of the propose development may be assessed based on the criteria of HKPSG which stated the minimum buffer distance requirement from different road types to different open space uses in Table 3.1 of Chapter 9 of the HKPSG. The existing Lin Ma Hang Road that serves the Application Site is a two-way Rural Road. According to Chapter 9 (Table 3.1) of the HKPSG, there is no specified guidelines for rural type road. However, following the guideline for Local Road, the proposed structures would be no less than 5m setback away from Lin Ma Hang Road. Therefore, it is considered the buffer distance between the closest distance between the nearby traffic road and the proposed development is considered to be sufficient as recommended in the HKPSG, and no significant vehicular emission impacts would be imposed to the proposed development.
- 3.5 To avoid adverse dust impact on the air sensitive users nearby, good practice and dust control measures to be implemented are as follows:-
- Provision of not less than 2.5m high hoarding from ground level along site boundary during construction.
  - Any stockpile of dusty materials including wood dust shall be covered entirely by impervious sheeting and placed in the covered area.
  - The proposed structures would be no less than 5m setback away from Lin Ma Hang Road.
  - 2.5m high corrugated metal fence wall around the site boundary and 2m landscape buffer along Lin Ma Hang Road would be provided between sensitive receptors and potential air pollution emitters (i.e. vehicular emission from Lin Ma Hang Road) during operation of the proposed development.

3.6 In addition, the standard emission control measures specified in the following legislations would be adopted during construction phase:

- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery)(Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a sulphur content of less than 0.005% by weight)

3.7 According to the traffic count survey undertaken on a neutral weekday in May 2024, the observed peak hour traffic flows on Lin Ma Hang Road is summarized in the following table.

**Table 3.1: 2024 Weekday Peak Hour Road Link Performance**

Ref No.	Road Link	Peak Hour Flow (in Veh.)		V.C. Ratio <sup>(1)</sup>	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182	152	0.51	0.42
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189	172	0.53	0.48

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:  
Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

3.8 The results reveal that the V/C ratio of Lin Ma Hang Road is less than 0.85, which means the Lin Ma Hang Road operates satisfactorily during the peak hour of weekday.

3.9 The estimated daily average trips generations of the Application Site are listed as in the following table.

**Table 3.2: Daily Average Trips Generation of Application Site**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Application Site (Approved Scheme and Extension Area)	7.6	20.8	30.5	18

3.10 Since the daily trips would be distributed through the whole working day, the trips over the peak traffic hour would be much less than the total daily trips. As a conservative method, one fourth of the daily trips would be considered as the peak hour trips generation as shown in the following table.



**Table 3.3: Estimated Peak Hour Trips Generation of Application Site**

	AM and PM Peak Hour No. of Trips				
	Container Vehicle	HGV	MGV	PV	Total
Vehicle /hr	2	6	8	5	21

- 3.11 The above table shows that only about 21 vehicles per hour would be attracted, correspondingly, less than 21 vehicles per hour would be generated since some vehicle may parked longer than one hour for some operation activities.
- 3.12 By applying the estimated trips of both generation and attraction i.e. 21+21=42 vehicle/hr onto the Lin Ma Hang Road, the performance would be indicated as the following:

**Table 3.4: Peak Hour Road Link Performance Affected by the Application Site**

Ref No.	Junction Location	Without the Application Site [v/c ratio]		With the Application Site [v/c ratio]	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182 [0.51]	152 [0.42]	224 [0.62]	194 [0.54]
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189 [0.53]	172 [0.48]	231 [0.64]	214 [0.59]

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:  
Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

- 3.13 The results reveals that the impact on Lin Ma Hang Road from the small number of daily trips by the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing the traffic from the Application Site. And we consider the air quality impact would thereby be insignificant.
- 3.14 In addition, no less than 5m distance between Lin Ma Hang Road and the proposed structures has been proposed. Sufficient buffer distance has been provided, therefore no significant vehicular emission impacts will be imposed to the proposed development.
- 3.15 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during construction phases are not anticipated.
- 3.16 No adverse air quality impact from warehouse activities and vehicular emissions is anticipated with the implementation of the proposed mitigation measures during operation phase. Overall, no adverse air quality impacts are anticipated during construction and operation phases.

#### **4. NOISE PROTECTION PROPOSAL**

- 4.1 Various construction and operation activities would be the key noise sources generated at the application site, i.e. vehicle movement and loading/ unloading activities within the application site are the main noise sources.
- 4.2 In view of the pandemic and the aging of the working staff at the woodmills, the minor resawn services have been migrated to Mainland China and done before transporting the timber to the application sites for storage and delivery to customers. Therefore, no resawn services will be provided, and in consequences, no machines (i.e. Horizontal Band Saw, Chop Saw, Plywood Cutting Saw, Single Face Planer, Nailing Platform and Saw Dust Collectors) will be installed in the application site. Therefore, no adverse noise impact during the operation would be anticipated.
- 4.3 It is noted that the temporary structures within the vicinity of the site are either vacant temporary structures or warehouses, and they are not considered as noise sensitive receivers (NSRs). Nevertheless, to reduce potential noise impact from the proposed development the following design is proposed:-

##### **Site A and B and C:**

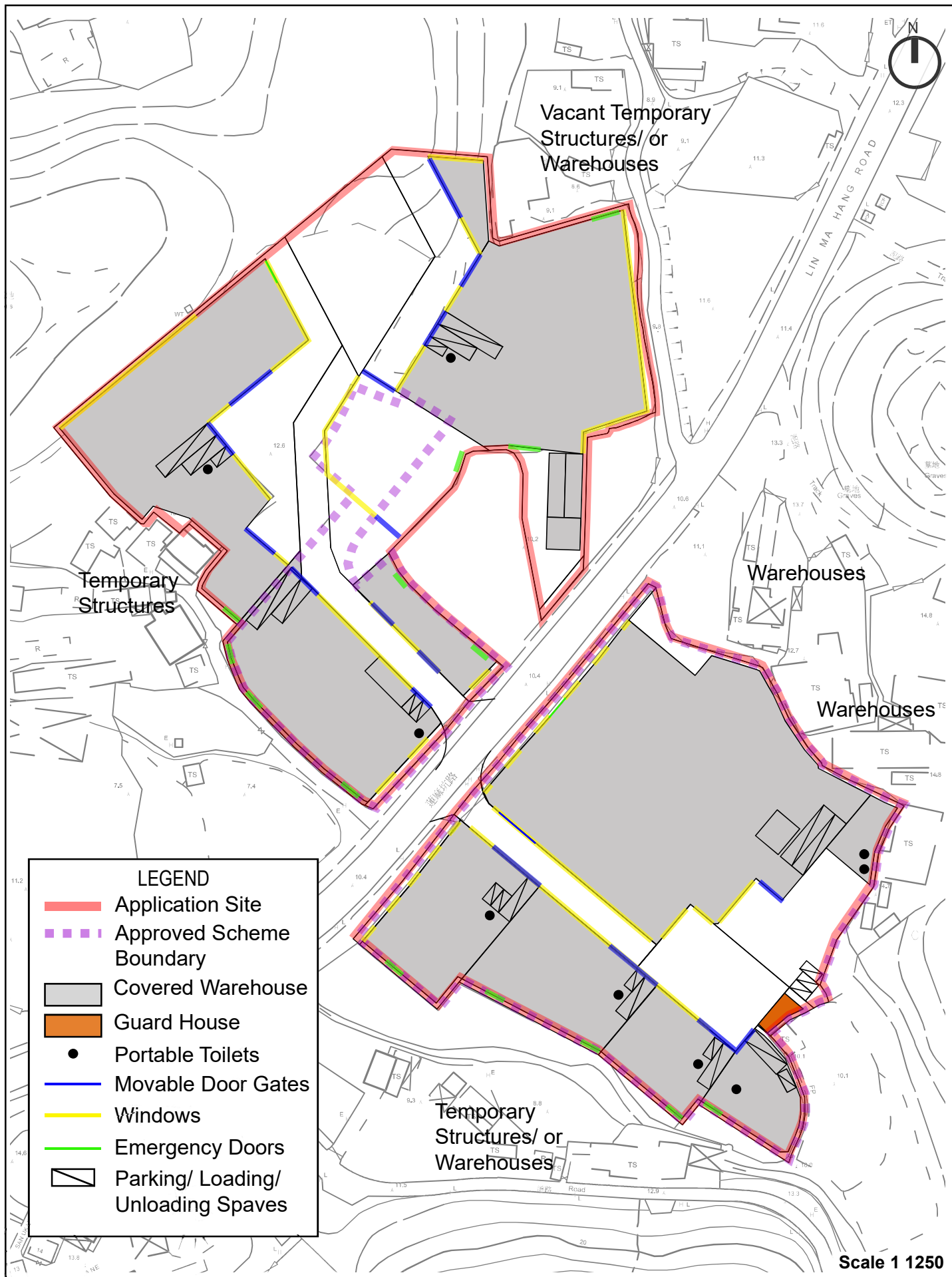
Majority of the warehouses within Site A, B and C has been built according to the following materials as proposed in the EP approved under the approved scheme (MKT/17):

- Foam surrounding steel plate (泡沫圍身鋼板) had been used to avoid on-site traffic noise. Sample of the material is attached in **Appendix III**.
- The site boundary wall had been designed with no slit or gap to prevent sound leakage.
- Rockwool board (岩棉牆身板) for acoustic use had been used at the internal layer of the warehouse structure to minimize noise impact. The same material had been used as the warehouse cover. Sample of the material is attached in **Appendix III**.

##### **Site D and E:**

The proposed warehouses within Site D and Site E will be used for storage of timber and other associated materials. Therefore, no adverse noise impact during the operation would be anticipated. The following design is proposed:-

- Colour coated steel plate (坑瓦) would be used to build the warehouses. Sample of the material is attached in **Appendix III**.
- The site boundary wall will be designed with no slit or gap to prevent sound leakage.



## Plan D: Minimum Environmental Impact

- 4.4 Construction shall be carried out during non-restricted hours as far as practical. In addition, the following measures and on-site practice are recommended in order to minimize the potential noise impact during the daytime:-
- The contractor shall devise and execute working methods to minimize the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
  - Warehouse operation including loading and unloading will be carried out inside the covered area.
  - Operating hours will be restricted from 8:00 – 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.
- 4.5 Even though no equipment will be proposed inside the warehouse, nevertheless, entrances of the warehouse structures and all the windows will be located facing away the temporary structures as shown in **Plan D** to minimise the potential nuisance caused by heavy vehicles within the site. The fences of the structures and site boundary wall will further reduce the noise impact to surrounding.
- 4.6 Overall, in view of the double layer barrier (i.e. walls of the warehouses and the boundary walls) surrounding the site as well as sufficient distance provided away from nearest residences, adverse noise impact during the operation would not be anticipated.



## 5. WATER QUALITY PROTECTION PROPOSAL

In general, all discharges from the application site is subject to control by the Water Pollution Control Ordinance (WPCO, Cap 358) and its Technical Memorandum. **Plan E** shows that there are some water sensitive receivers (WSR) within the 500m from the site boundary. It is noted major water sources are located near the peripheral edge of the 500m boundary, and a minor stream that runs along the southwestern side of application boundary. Thus, the management and mitigation strategy of the wastewater generated from the operation of the proposed development should be addressed and implemented.

### **Construction Phase**

5.1 Site construction activities will inevitably have the potential to generate wastewater. As such works should be carried out in such a manner as to minimise adverse impacts on the water quality. Pollutions sources could include:

- Construction site runoff and general construction activities; and
- Sewage generated by construction workforce.

5.2 Good practices in the Professional Persons Environmental Consultative Committee Practice Note 2/23 (ProPECC PN 2/23) "Construction Site Drainage" will be implemented as mitigation measures against water pollution. Particular attention will be made to prevent water pollution to the stream course southbound of the site and ponds within the site.

5.3 Portable toilets will be provided for construction workers on site. The applicant will employ licensed contractor to regularly collect, treat and dispose sewage from portable toilets. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.

5.4 The applicant will follow recommendations stated under Section 5 of the Professional Persons Environmental Consultative Committee Practice Note 1/23 (ProPECC PN 1/23) "Drainage Plans subject to comment by the Environmental Protection Department" as far as practicable when designing on-site drainage. All the structures are set back 1.0m from the site boundary to allow drainage facilities.

5.5 In order to protection the natural streams/rivers from adverse impact arising from construction works as far as practicable, the Applicant will implement Environment, Transport and Works Bureau Technical Circular (Works) No. 5/2005 (ETWB TC(Works) No. 5/2005) as one of the mitigation measures during construction phase.

### **Operational Phase**

5.6 During operation, the surface runoff during rainfall events which is known as non-point source of pollution would be the potential water quality impact. Surface runoff can be

controlled by good drainage design and implementation of Best Management Practices (BMPs). The proposed development has adopted the following BMPs:

- Appropriate drainage system will be constructed for the proposed development in order to control its surface runoff. Site drainage system of the development will be designed in such way that surface runoff from the proposed development will be directed towards the internal surface drains, where appropriate drainage system with control facilities will be proposed. U-channels with screening facilities will be provided along the edge of the development site to avoid uncontrolled spillage of runoff.
- Screening facilities such as standard gully grating and trash grille, with spacing which is capable of screening off large substances such as fallen leaves and rubbish will be provided at the inlet of drainage system. It is expected that most of the large substances in stormwater runoff would be removed with such devices so as to prevent it from entering the drainage system (i.e. existing streamcourse to the south of the site for Site A and Site C and existing channel to the east of the site for Sites C, D, E). Road gullies with standard design and silt/sand traps and oil interceptors will be incorporated to remove particles present in stormwater runoff.

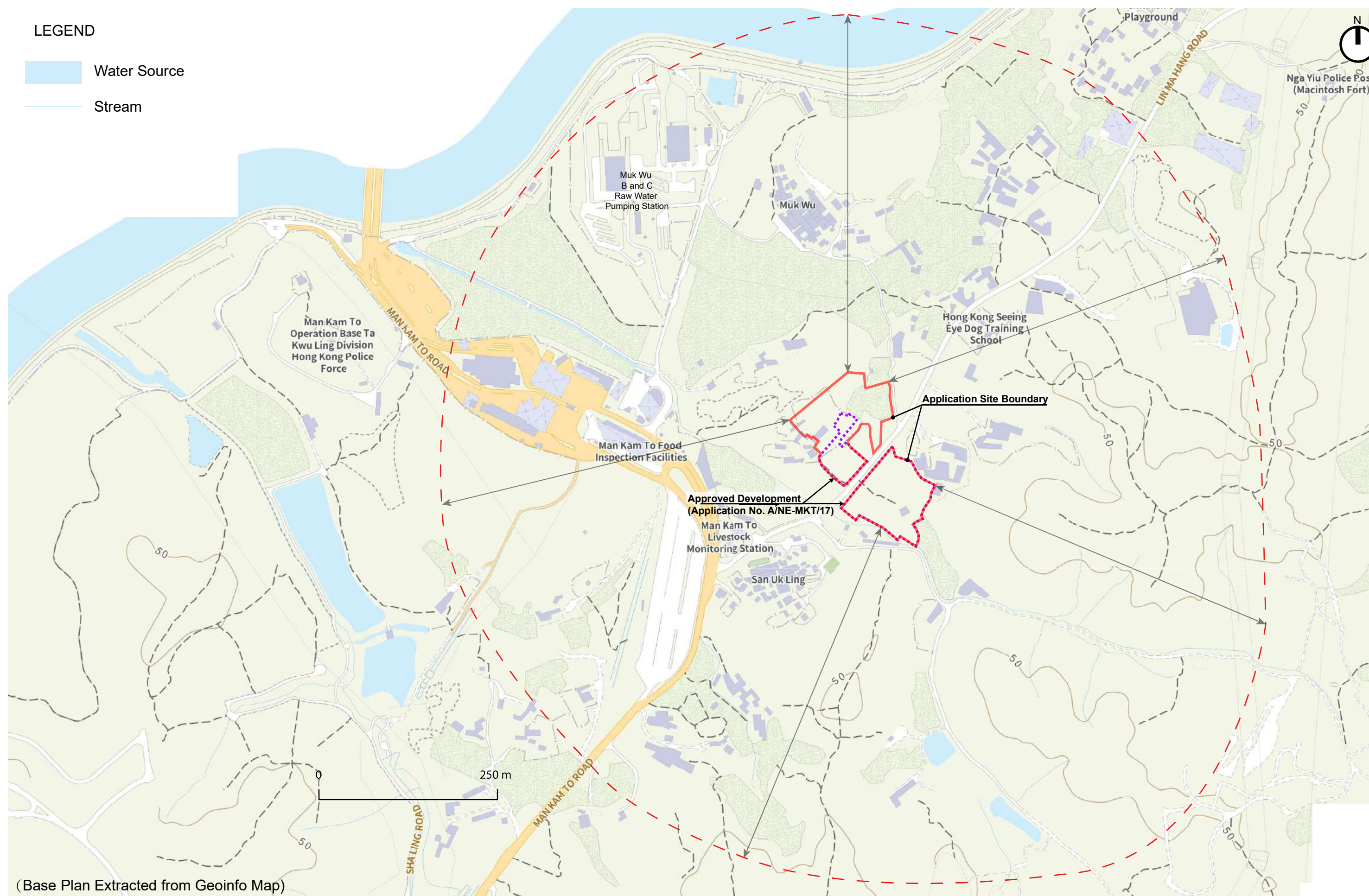
5.7 Moreover, the other source of sewage/ wastewater during operation phase would be sewage and grey water from toilet and washing basin. In this regard, sufficient portable toilets (a total of nine) would be provided on-site during operation stage. Thus, no adverse water quality impact is anticipated from the wastewater/ sewage from employee and staff.

5.8 Overall, therefore, no adverse water quality impacts would be anticipated during both construction and operation phases.



LEGEND

- Water Source
- Stream



(Base Plan Extracted from Geoinfo Map)



Plan E: Water Sensitive Receiver(s) (WSR) within 500m From Site Boundary

## **6. SUMMARY AND CONCLUSION**

### **6.1 Summary**

6.1.1 The Applicant intends to relocate the existing 8 affected operators into a new site situated at various lots in D.D. 86 and D.D. 90 and adjoining government land, Lin Ma Hang Road, Sha Ling due to the land in KTN will be resumed by the Government for the development of KTN/FLN NDA in the coming years. The proposed development is of great importance since the 8 affected operators are key players in the discipline of timber industry.

6.1.2 The application site is mainly surrounded by open-air car parks, workshops and paved area/ dry abandoned field. Although there are some temporary structures located to the northeast and northwest of the site, the storage uses and activities will only be confined within the covered area. Since the operating hours will be restricted from 8:00 – 18:00 from Monday to Saturday, main activities include storage of wood in the warehouses and will be conducted indoors. All warehouses and loading/ unloading activities will only be conducted in the covered area. Moreover, the Applicant is prepared to upgrade the landscape values of the application site by proposing an additional planting strip in the extension area along Lin Ma Hang Road for screening and improving the local environment in general.

6.1.3 In addition, various mitigation measures are also proposed to minimize the environmental impact.

6.1.4 Drainage facilities will be provided within the application site. Surface runoff will be effectively collected from and discharge out of the site. Thus, no adverse water quality impacts would be generated from the site.

6.1.5 Portable toilets will be proposed at the application site. Since the anticipated sewage flow from the small scale development is relatively low, it is considered that the portable toilets would be sufficient to treat the small quantity of sewage. The sewage collected at the portable toilets will be taken off-site for treatment. Thus, adverse water quality impacts on local environment would not be anticipated.

### **6.2 Conclusion**

6.2.1 This Environmental Proposal has indicated that the proposed development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented. The Applicant is committed to provide, implement and maintain all the mitigation measures as recommended in this proposal.



**城市規劃委員會**

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北角政府合署十五樓

**TOWN PLANNING BOARD**

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電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號

In reply please quote this ref.: TPB/A/NE-MKT/17

14 May 2021

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Ted Chan)

Dear Sir/Madam,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

I refer to my letter to you dated 21.4.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 30.4.2024 and is subject to the following conditions :

- (a) no operation between 6:00 p.m. and 8:00 a.m. on Mondays to Saturdays, as proposed by you, is allowed on the site during the planning approval period;
- (b) no operation on Sundays and public holidays, as proposed by you, is allowed on the site during the planning approval period;
- (c) the submission of a drainage impact assessment within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 30.10.2021;
- (d) in relation to (c) above, the implementation of the drainage proposal identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 30.1.2022;
- (e) the submission of a landscape proposal within 6 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 30.10.2021;
- (f) in relation to (e) above, the implementation of the landscape proposal within 9 months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB by 30.1.2022;

- (g) the submission of proposals for fire services installations and water supplies for firefighting within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 30.10.2021;
- (h) in relation to (g) above, the implementation of the proposals for fire services installations and water supplies for firefighting within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 30.1.2022;
- (i) the submission of proposals for environmental mitigation measures within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 30.10.2021;
- (j) in relation to (i) above, the implementation of the proposals for the environmental mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 30.1.2022;
- (k) if any of the above planning condition (a) or (b) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice;
- (l) if any of the above planning condition (c), (d), (e), (f), (g), (h), (i) or (j) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and
- (m) upon expiry of the planning permission, the reinstatement of the site to an amenity area to the satisfaction of Director of Planning or of the TPB.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix IV of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website ([www.info.gov.hk/tpb/](http://www.info.gov.hk/tpb/)), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 1.5.2024. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB

Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 30.4.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 4.6.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



( Raymond KAN )  
for Secretary, Town Planning Board

## List of Government Department Contacts

(Application No. A/NE-MKT/17)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
務署 Drainage Services Department	新界北渠務部 Mainland North Division	鄭敏煒先生 Mr. CHENG Man Wai	2300 1407	2770 4761
環境保護署 Environmental Protection Department	策略評估組 Strategic Assessment Group	鍾穎彤女士 Ms. CHUNG Wing Tung, Candice	2835 1114	2591 0558
消防處 Fire Services Department	策劃組 Planning Group (PG)	徐廣耀先生 Mr. CHUI Kwong Yiu	2733 7735	2739 8775



## Appendix II: Letter from DPO dated 2.12.2021

## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函編號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-MKT/17  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Toco Planning Consultants Ltd.  
Unit 5, 13/F, Technology Plaza  
651 King's Road  
North Point, Hong Kong  
(Attn.: Mr. Ted CHAN)

**By Post and Fax (2577 2862)**

2 December 2021

Dear Mr. CHAN,

**Proposed Temporary Rural Workshop (Timber Yard and Sawmill)  
for a Period of 3 Years in "Agriculture" Zone, Lot 129 (Part) in D.D. 86, Lots 607,  
608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part),  
635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90  
and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Man Kam To**

**(Compliance with Approval Condition (i) for Planning Application No. A/NE-MKT/17)**

I refer to your submission received by this office on 1.11.2021 for compliance with approval condition (i) in relation to the submission of proposals for environmental mitigation measures under the captioned planning application.

The Director of Environmental Protection (Contact person: Ms. Candice CHUNG; Tel.: 2835 1114) has been consulted and advised that approval condition (i) is complied with. Her advisory comments are attached in **Appendix I**.

Please proceed to implement the accepted proposals for compliance with approval condition (j). In order to facilitate compliance checking, you are required to inform this office for inspection.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

(Ms. Jessica CHU)

for and on behalf of Director of Planning

**Appendix I**

Comments of the Director of Environmental Protection (Contact person: Ms. Candice CHUNG; Tel.: 2835 1114):

1. the applicant is reminded that, if any complaint is received, the applicant shall review the existing measures and provide further measures to remedy the situation promptly;
2. to comply with the approval condition (j) in relation to the implementation of the proposal for environmental mitigation measures, the applicant should provide the following information:
  - (a) a table to list out all proposed environmental mitigation measures, including those identified in the proposals for environmental mitigation measures;
  - (b) a figure to show the location of all proposed environmental mitigation measures, with view angles of photos to be provided under para. 2(c);
  - (c) photos / specifications of the implemented environmental mitigation measures which can properly demonstrate that the relevant requirements have been met (e.g. height, thickness, surface mass density, materials, etc.); and
  - (d) certification by Authorised Person(s) to confirm the environmental mitigation measures proposed in the proposal have been properly implemented.

## **APPENDIX III**

Operational Flow Diagram

Information on the Materials

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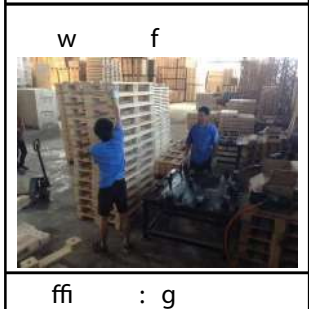
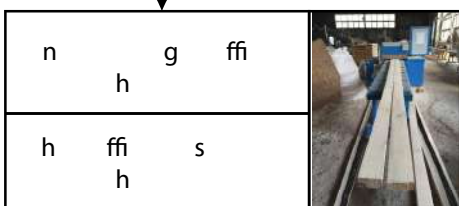
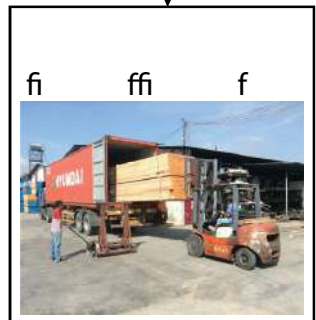
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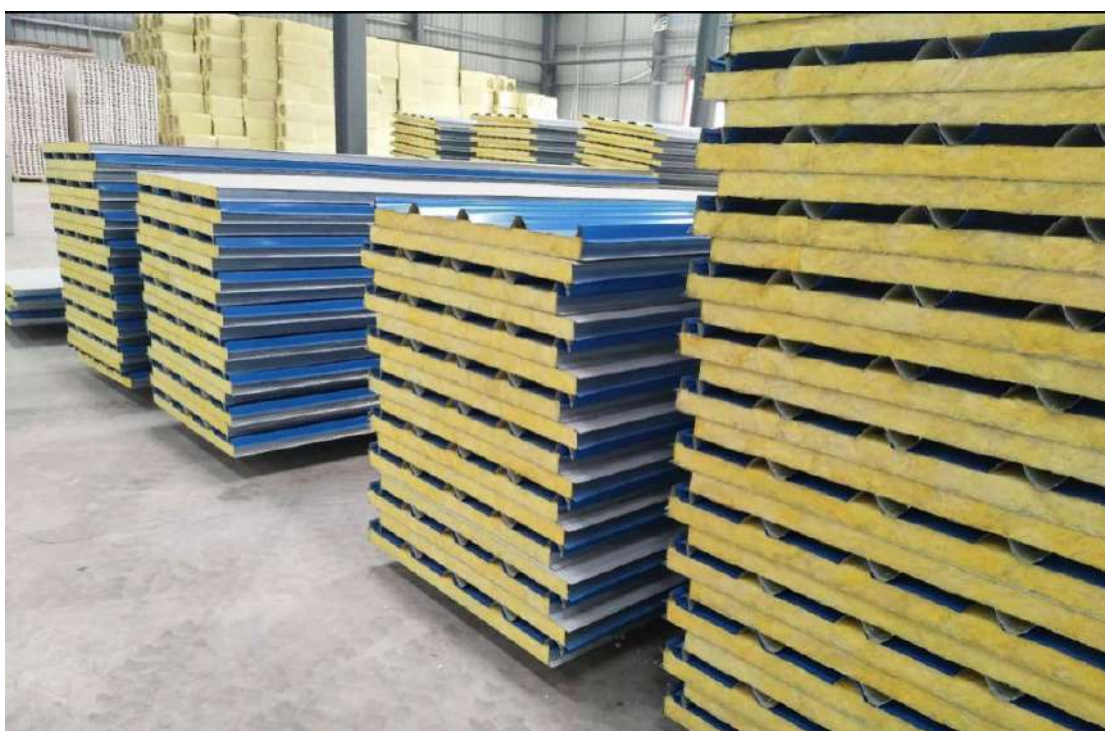


## Information on the Materials

泡沫圍身鋼板，規格是 50mm 厚度，高度 2.5m 密度 10.8kg/m<sup>2</sup>



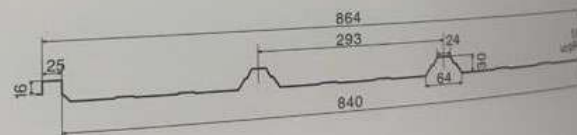
岩棉牆身板，規格厚度 50mm 每平方米 11.94kg



坑瓦用的是**0.476MM**厚，截面尺寸如附图，重量**2.9KG/M**



840坑瓦







Hong Kong & Kowloon Timber Merchants Association

Proposed Temporary Rural Workshop  
(Timber Yard and Sawmill) in Various Lots in  
D.D. 86, D.D. 90 and Adjoining Government  
Land, Lin Ma Hang Road, San Uk Ling, Ma  
Kam To

Drainage Impact Assessment

---

Project Profile Report

May 2024

Drainage Impact Assessment Report prepared by:

A handwritten signature in black ink, appearing to read 'Colin C Moreby', written over a horizontal line.

---

Ir Colin C MOREBY BEng, CEng, MICE, MHKIE, RPE(Civil)



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## **APPENDICES**

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Master Layout Plan

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Figure 1 - Site Location Plan

Figure 2 - Existing Local Drainage Arrangements

Figure 3 - Overall Catchment Area (Eastern Site)

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Figure 5 - Overflow Weir Arrangements

Figure 6 - Site Catchments & Drainage Plan (Western Site)

**Figure 7 - Proposed Temporary Storage Arrangements (Western Site)**

# 1 Introduction

---

## 1.1 Background

- 1.1.1 This Drainage Impact Assessment (DIA) has been prepared to discharge Town Planning Approval Condition (c) for the Site, in accordance with Town Planning Board (TPB) letter ref. TPB/A/NE-MKT/17 dated 14 May 2021.
- 1.1.2 The Site is to be developed to provide simple workshop facilities for a period of 3 years.
- 1.1.3 This Report assesses the drainage impacts in the vicinity of the Site as a result of the proposed development, with discussion of proposed mitigation measures.
- 1.1.4 This Project Profile Report has been prepared in accordance with the requirements of the DIA process for private sector projects set out under Drainage Services Department's (DSD's) Technical Advice Note No. 1 (Appendix I).
- 1.1.5 A DIA for the Project was previously accepted without comment in May 2022 and the eastern portion of the overall Site has been substantially completed in accordance with that DIA. However, due to changes to the Project Programme and the Site Boundary in the western portion of the Site, the DIA has been updated. **It is noted that the essential principles of this updated DIA are the same as the previously accepted DIA.**

## 1.2 Information Available for the Study

- 1.2.1 Reference has been made to Drainage Services Department's DSD's Stormwater Drainage Manual (SDM), 5<sup>th</sup> Edition, **including Corrigendum No. 1/2024**, and public drainage information presented on Land's Department's GeoInfo Map website.
- 1.2.2 A local topographic survey has also been carried out for the Project, although the survey coverage is not extensive beyond the Site Boundaries.

## 2 Project Outline

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### 2.1 Project Title

- 2.1.1 The project title is “Proposed Rural Workshop (Timber Yard and Sawmill) for a period of 3 years in “Agriculture” Zone, Lot 129 (Part) in D.D. 86, Lots 607, 608, 609, 610 S.B RP (Part), 613 (Part), 627 (Part), 632 S.A RP, 633 S.A RP (Part), 635 S.A, 635 S.B, 635 S.C, 635 S.D, 637, 638 (Part) and 642 S.A RP (Part) in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To”. The location of the Site is shown on **Figure 1**.

### 2.2 Proponent

- 2.2.1 The proponent of the project is Hong Kong and Kowloon Timber Merchants Association.

### 2.3 Contact Person

- 2.3.1 For issues relating to this DIA Study, please contact Ir Colin Moreby of AIM Group Limited at 2572 6533.

### 2.4 Nature and Description of the Project

- 2.4.1 The proposed development consists of various covered workshop buildings, with access roads and parking/turning areas. There will also be some buffer planting areas. The Master Layout Plan for the proposed development is included in **Appendix A**. The TPB Approval is for a period of 3 years, so all facilities will be generally temporary in nature. As noted above, drainage works at the Site have been substantially completed in accordance with the previous DIA (see As-constructed details in **Appendix B**). It should be noted that some of the As-constructed details in Site C are likely to be modified as part of later expansion works.
- 2.4.2 The overall Application Site is split into two portions, with (adjoining) Sites A and B located to the south of Lin Ma Hang Road and Sites C, D and E to the north of the road. Sites A and B cover a combined area of approximately 9,088m<sup>2</sup>, while Sites C, D and E cover an area of approximately 11,493m<sup>2</sup>.



## **2.5 Planning Application and Lease Modification**

2.5.1 This DIA – Project Profile has been prepared to discharge Planning Condition (c) of the TPB Approval Letter.

2.5.2 No Lease Modification is required for the proposed Project.

## **2.6 Location and Zoning**

2.6.1 The Application Site is located to the south and north of Lin Ma Hang Road, a short distance to the northeast of San Uk Ling.

2.6.2 The Site is zoned as “Agriculture”.

# **3 Planning and Implementation Programme**

---

## **3.1 Planning and Implementation**

3.1.1 The proposed redevelopment will be planned and implemented under the supervision of appropriately qualified and experienced professionals. The construction of any works for the proposed redevelopment will be carried out by a suitable Contractor.

## **3.2 Project Timetable**

3.2.1 The Redevelopment is expected to be complete by mid-2024.

## **3.3 Interface with Other Projects**

3.3.1 There is no foreseeable direct interaction with other development projects in the area, which should be considered at this time.

# **4 Existing Drainage**

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## **4.1 Existing Drainage Routes and Conditions**

4.1.1 The two main Site areas are both partially filled and paved, with the land falling generally from northeast to southwest across the Sites. The existing land in Site E generally falls from northwest to southeast. There were no existing formal drainage systems at the Sites, apart from small

simple unlined open channels, with runoff mostly passing overland to adjacent areas and nearby Streamcourses to the south and east of the Sites. There is another existing open channel to the north of Sites A & B, which cuts off runoff from areas to the north of the Sites. This channel passes under Lin Ma Hang Road and continues towards the north along the eastern boundary of Site E. The existing local drainage regimes are indicated on **Figure 2**.

- 4.1.2 As mentioned above, Site drainage facilities in Sites A and B have been constructed in accordance with the previous (2022) DIA.
- 4.1.3 To the south of Sites A & B there is an existing natural open channel (streamcourse) running generally from southeast to northwest before discharging to the Shenzhen River close to the Man Kam To Border Crossing. In the vicinity of the Site, the streamcourse is mostly unlined, but fairly straight and with the sides formed by the access road to Muk Wu Village and the supporting wall at the Site Boundary (i.e. the walls are concrete, but the base is soil/silt). It serves an upstream catchment, as shown on **Figure 3**.
- 4.1.4 The existing Site contains some buildings and some areas of paving and hardstanding (compacted broken asphalt). There are also some flat areas of vegetation. Photographs of the existing Site are included in **Appendix C** (N.B. it should be noted that some parts of the existing Site are currently overgrown and access is limited).
- 4.1.5 There are no flooding blackspots in the vicinity of the Site and informal discussions with local residents and landowners suggest that there is no history of flooding in the area.
- 4.1.6 There are no known Ecologically Important Streams/Rivers in the area.

## 5 Drainage Impact Assessment

---

### 5.1 Drainage Impact Assessment

#### **General**

- 5.1.1 The proposed development at the Site will involve paving of the ground surface and the construction of temporary workshop structures, with most of the Site being roofed over. As such, there will be an increase in paving, with a resultant increase in runoff. These increases have been quantified, with mitigation measures proposed to offset the increases, as discussed below.
- 5.1.2 The Site Areas will be provided with peripheral channels throughout, to collect any runoff from outside the Site (e.g. from Lot No. 630RP) and to prevent runoff from the Site towards adjacent areas. As such, the adjacent areas will not be adversely affected by the proposed development.

#### **Assessment Criteria**

- 5.1.3 As the catchment areas are all fairly small, the Rational Method (as set out in Section 7.5.2 of the SDM) has been used for the calculation of runoff.
- 5.1.4 The existing Site contains some buildings and temporary structures, as well as some fully paved (concrete) areas and a runoff coefficient,  $C$ , of 0.95 has been adopted for these areas. There are also areas of (compacted broken asphalt) hardstanding for which a runoff coefficient of 0.75 has been adopted. A runoff coefficient of 0.20 has been adopted for the remaining vegetated/farmland areas.
- 5.1.5 The proposed development will introduce additional paving and covered workshop structures ( $C = 1.00$  has been adopted for these). There will also be some flat buffer landscaping ( $C = 0.20$ ).
- 5.1.6 The overall upstream catchments mostly comprise steep vegetated hillsides with a runoff coefficient of 0.35 assumed. The amount of paving is hard to determine accurately, so an area equivalent to 2.5% of the overall catchment area has been assumed ( $C = 0.90$ ), except where actual measurement (from maps) is feasible.
- 5.1.7 The 1 in 10-year scenario has been considered, as runoff from the Site will only affect minor local village areas and nearby (largely unused)

farmland. Furthermore, the approved usage at the Site is only for a period of 3 years, so a higher return period is not considered justified.

- 5.1.8 Allowances for increased rainfall intensity up to mid-21<sup>st</sup> Century and beyond have not been considered, as the TPB Approval is only for a period of 3 years.
- 5.1.9 The proposed mitigation measures involve the provision of temporary storage and it is therefore necessary to consider runoff hydrographs. Runoff hydrographs have been developed for each Site Area based on the 1 in 10-year design rainfall profile for North District set out in Table 5d of the SDM (the values from Corrigendum No. 1/2024 have been used for the Western Portion (Sites, C, D and E), although not for the Eastern portion, as the facilities have already been constructed in accordance with earlier standards), with assessments of 10-minute, 30-minute and 1-hour storm durations. A 90-minute storm has also been considered for the Western Site (Sites C, D and E) for reference.

## 5.2 Drainage Impact

- 5.2.1 The existing and future runoff flows from the overall Sites and overall catchments are presented in **Appendix D**. As the two main portions of the overall Application Site are physically independent, the drainage impacts will be discussed separately.

### Eastern Portion (Sites A and B)

- 5.2.2 The discharge from Sites A & B will increase from approximately 0.199m<sup>3</sup>/s to 0.429m<sup>3</sup>/s as a result of the proposed development. However, in terms of the overall catchment served by the main streamcourse, the overall runoff from the Site will increase from 0.290m<sup>3</sup>/s to 0.326m<sup>3</sup>/s (partly as a result of diversion of the runoff from Sites C and D, as discussed below), an increase of only 0.5% of the overall catchment runoff. Such an increase is well within the accuracy of runoff calculations and is therefore insignificant.
- 5.2.3 Although the overall increased runoff will not significantly change the flow from the overall catchment, there will be more significant increases at the local level. Given the absence of flooding records in the area, it can be reasonably assumed that the existing peak flows can be accommodated within the existing drainage system(s) and it is therefore proposed to provide storage for flows in excess of the existing peak runoff. The storage volumes required are presented in **Appendix E**, including runoff hydrographs for each of the storm durations for each portion of the Site. The required storage volumes for the 30-minute and 1-hour storm



durations are the same and have been adopted as the minimum storage volumes to be provided, i.e.  $147.3\text{m}^3$  for Sites A & B. However, as the storage volumes will be provided by multiple standard-sized prefabricated tanks, the actual volumes to be provided will be greater than the minimum volumes required. For Sites A & B, the actual volume will be  $3 \times 55\text{m}^3 = 165\text{m}^3$ .

- 5.2.4 The south-eastern corner of the Site is close to the existing streamcourse and, to avoid any future conflict, all main building structures in this area will be set back a minimum of 3m from the bank of the stream.
- 5.2.5 The construction works in the eastern portion of the Site, including the Site drainage facilities, have been substantially completed.

#### **Western Portion (Sites C, D and E)**

- 5.2.6 Following discussions with Highways Department, the option of discharging from the Site to the road drainage in Lin Ma Hang Road and hence to the main streamcourse to the south of the Site is considered not feasible. It will therefore be necessary to discharge all runoff from the western portion of the Site (Sites C, D and E) to the existing streamcourse to the east of the Site, running partially below the recently constructed access road to Muk Wu Village. The upstream catchment area for this stream is shown on **Figure 4**.
- 5.2.7 As a result of the diversion of flows from Sites C and D towards the east and increased paving at the Site, the theoretical **peak** discharge from the Site towards the east would increase from  **$0.078\text{m}^3/\text{s}$**  to  **$0.630\text{m}^3/\text{s}$** . As for the eastern portion of the Site, it is proposed to provide storage facilities (buried tanks) to temporarily store excess runoff from the Site, to reduce the peak discharge. The existing eastern streamcourse comprises a significant channel (approximately 1m x 1m) and capacity calculations (see **Appendix F**) indicate that it could accommodate some increased runoff from the Site. However, due to limited physical survey data and to keep the assessment conservative, it is proposed to limit the future runoff from the Site to a nominal  $0.25\text{m}^3/\text{s}$ . This figure has been used for the hydrographs for the Western Site in **Appendix E**, and the resultant temporary storage volume of **approximately  $213\text{m}^3$** . It is noted that the required storage volumes for the 60-minute and 90-minute rainfall events are the same, so this has been adopted for this DIA and no further assessment of longer-duration rainfall is required. The storage will be provided as **3** x  $75\text{m}^3$  standard tanks.
- 5.2.8 At the Site boundary, the stream comprises a substantial well-defined channel, with the western side formed by concrete blocks supporting the Site boundary and the eastern side formed by the structure of the access

road (see Appendix C). The crossing beneath Lin Ma Hang Road appears to be quite restricted (see Appendix C) and this supports the concept that the channel can accept additional flows from the Site.

### **General Issues**

- 5.2.9 It is proposed to provide the storage in the form of buried plastic tanks (as indicated in **Appendix G** – actual dimensions to be confirmed), with small pumps also provided to gradually empty the tanks over an extended period (say, an hour or two). Inflow to the tanks would be controlled by simple overflow weirs (as illustrated in **Figure 5** and with calculations included in **Appendix H**).
- 5.2.10 Peripheral channels and on-Site underground pipe drainage systems to suit the MLP will be provided to collect all runoff from the Site and all runoff entering the Site from other adjacent catchments (N.B. temporary and permanent hoarding will be constructed so as to not obstruct any overland or stream runoff from adjacent areas). It is proposed that prefabricated units (as shown in **Appendix F**) will be used to simplify construction and maintain standards. The Site Catchment Areas & Drainage Plan for the western Site is included as **Figure 6**, with an indicative layout of the proposed storage shown in **Figure 7**. A Drainage Schedule showing the required and proposed gradients of the peripheral channels and internal pipes is included in **Appendix I**.
- 5.2.11 Sites A & B will discharge directly (via a sand trap) into the main Streamcourse to the south of the Site (as under the existing scenario).
- 5.2.12 Silt/sand traps and Terminal Manholes (if appropriate) will be provided at all discharge points.
- 5.2.13 The Project Proponent will be responsible for the construction, operation and maintenance of all drainage facilities for the Project.

## 6 Conclusions

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- 6.1.1 There will be increases in the volume of runoff from the Site as a result of the Proposed Redevelopment.
- 6.1.2 Runoff from Sites A and B will discharge to an existing streamcourse to the south of the Site. Runoff from Sites C, D and E will discharge to an existing channel to the east of the Site.
- 6.1.3 Peripheral channels, etc. will be provided to collect any flow entering the Site from external areas and to prevent discharge from the Site to adjacent areas. Underground pipes will be provided to collect internal runoff from most Site areas.
- 6.1.4 Temporary storage of runoff will be provided for flows in excess of the acceptable peak flows. The actual storage to be provided will be greater than the minimum volumes calculated.
- 6.1.5 Construction, operation and maintenance of all new drainage facilities will be undertaken by the Project Proponent.
- 6.1.6 There will be no unacceptable increases to the risks of flooding at the Site or in surrounding areas and no unacceptable adverse drainage impacts.

# Appendix A

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Master Layout Plan





# Appendix B

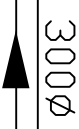


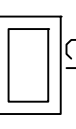

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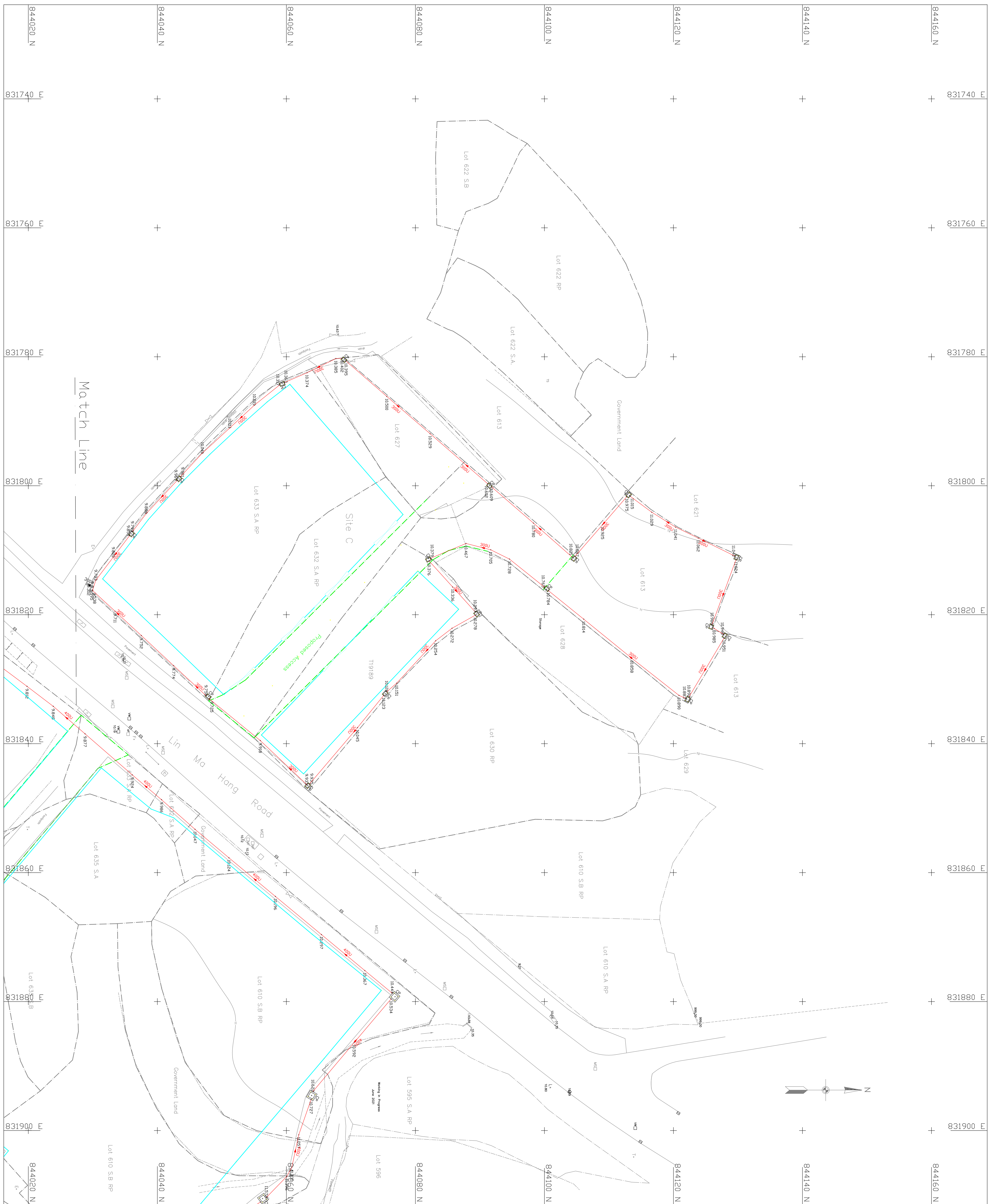
As-constructed Drainage



- Notes :
- Co-ordinates are relative to Hong Kong Metric Grid (1980)
  - All Levels are in Metres relative to Principal Datum (P.D.)
  - Elevation of kerb are referred to bottom of kerb
  - Dimensions are in Metres unless otherwise shown

Legends:

- As-built Drain Pipe
- As-built U-Channel
- As-built Invert Level
- As-built Catchpit
- As-built Ground Level



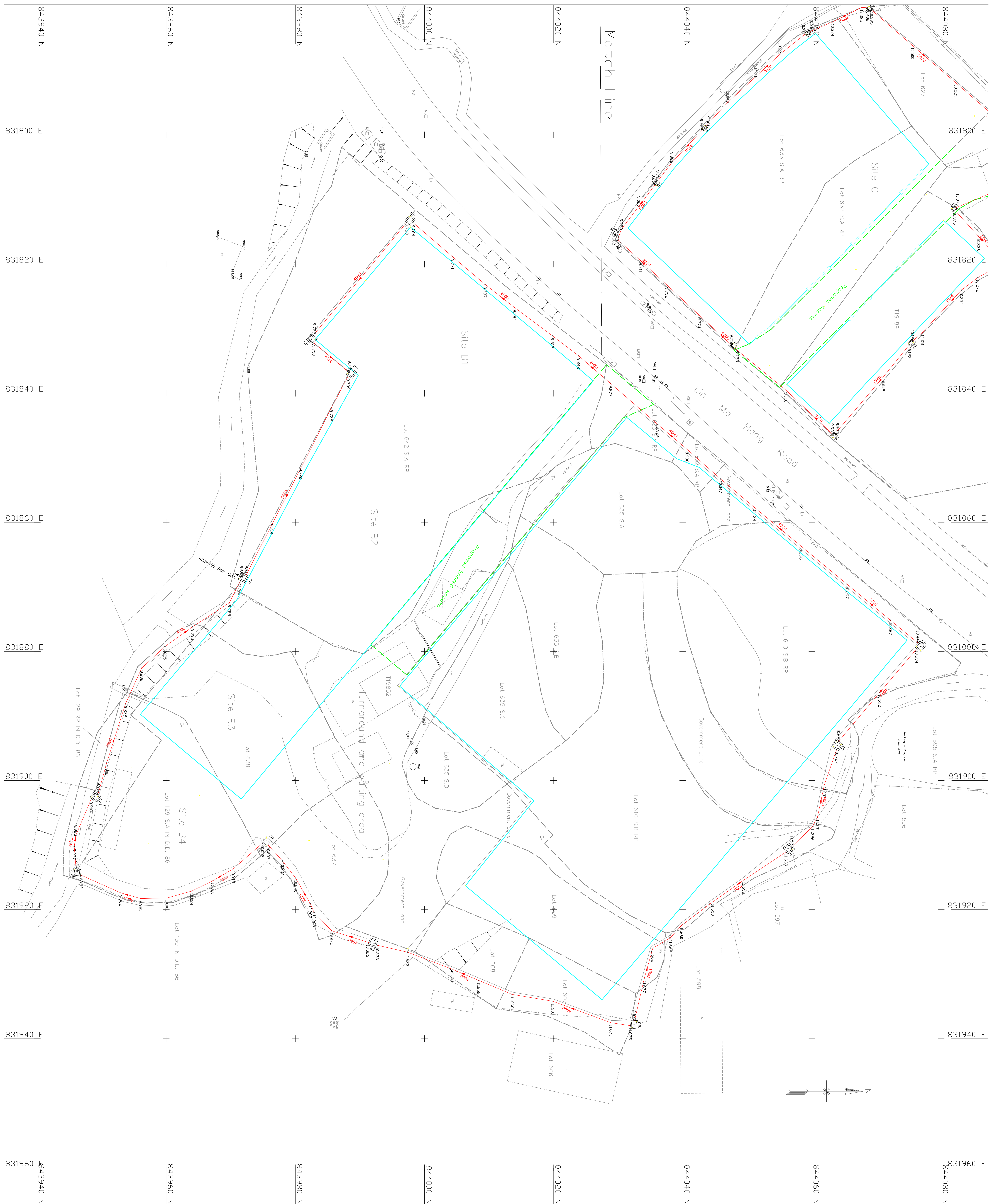
DRAWING TITLE :

As-Built Survey Record Drainage System  
At Lin Ma Hang Road  
DD90 Temporary Rural Workshop

Scale  
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Sheet 1 of 2






Date of Survey:  
June 2023





- Notes :
1. Co-ordinates are relative to Hong Kong Metric Grid (1980)
  2. All Levels are in Metres relative to Principal Datum (P.D.)
  3. Elevation of kerb are referred to bottom of kerb
  4. Dimensions are in Metres unless otherwise shown

Legends:

- |   |                       |
|---|-----------------------|
|  | As-built Drain Pipe   |
|  | As-built U-Channel    |
|  | As-built Invert Level |
|  | As-built Patchpit     |
|  | As-built Ground Level |

DRAWING TITLE :

As-Built Survey Record Drainage System  
At Lin Ma Hang Road  
DD90 Temporary Rural Workshop

Sheet 2 of 2

Date of Survey:

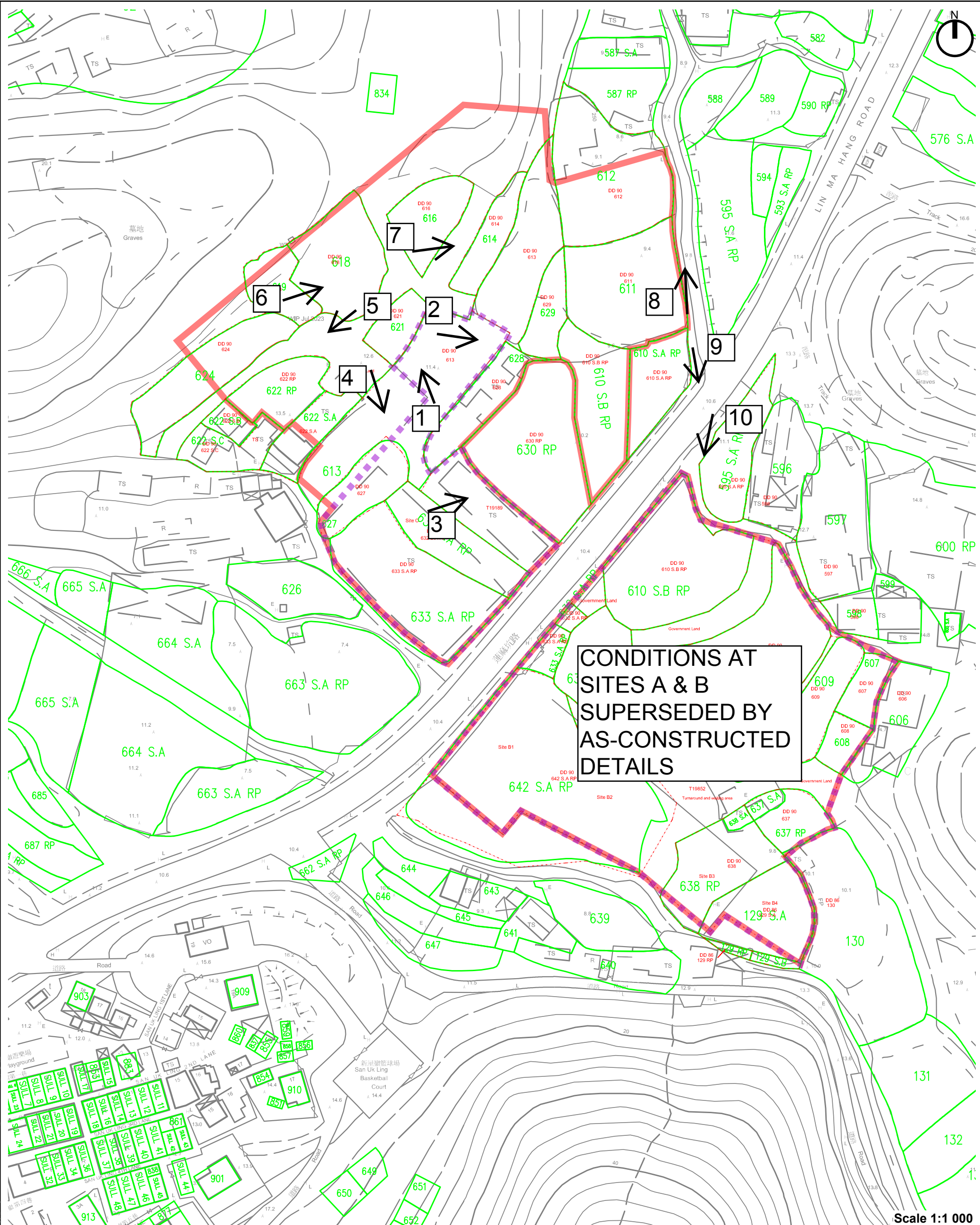
June 2023



# Appendix C

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Site Photographs



Scale 1:1 000

- Application Site Boundary
- Planning Approval Boundary
- Lot Boundary Based on Lot Index Plan
- Lot Boundary Based on Surveying

← 1 Plate Number and Direction (Indicative only)

AIM  
Expert Services

# Locations of Site Photographs



**C192 – Proposed Rural Workshop (Timber Yard and Sawmill) for a period of 3 years in Various Lots in D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Appendix C –Site Photographs (Dated June 2021, March 2022 and December 2023)**

See Plan for Locations. Original Site conditions for Sites A and B have been superseded by the As-constructed details (workshops and drainage facilities) and relevant (original) photographs have therefore been omitted from this DIA.



**Plate 1 – Small External Catchment (North of Site C)**



**Plate 2 – Original ground sloping away from Site C**





**Plate 3 – Existing/original ground sloping away from Site C**



**Plate 4 – Existing Site C (December 2023)**





**Plate 5 – Site D**



**Plate 6 – Sites D and E**





**Plate 7 – Site E**



**Plate 8 – Existing Eastern Streamcourse**





**Plate 9 – Drainage Crossing Beneath Lin Ma Hang Road (view from the North)**



**Plate 10 – Catchpit at Southern Side of Lin Ma Hang Road**

# Appendix D

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Runoff Calculations



**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Overall Catchment Areas and Run-off towards Western (Main) Streamcourse (1 in 10 Year)**

Refer:

DSD Stormwater Drainage Manual (SDM) - facilities already constructed.

Notes:

The existing Site comprises some small buildings, temporary structures & hard paving (concrete); C = 0.95, some hardstanding (broken asphalt); C = 0.7, and some areas of flat vegetation, C = 0.2

The existing areas of paving, etc. are estimated from survey plans, Google Earth and other Site records

The future Site will comprise buildings, flat paving and access roads, etc.; C = 1.0. Also, some landscape buffer zones, C = 0.25

The overall catchment mostly comprises steep naturally vegetated hillsides; C = 0.35

The Site is at Lin Ma Hang Road - North District

The catchments are fairly small, so Rational Method is appropriate.

Runoff from Sites C & D are to be diverted towards the East after the proposed development

a, b and c from the DSD Stormwater Manual (Table 3d - North Dist

$$\text{Intensity} = a/(t_c + b)^c$$

	a	b	c
1 in 10 year	1157.7	19.04	0.597

Catchment	Area	Levels (mPD)		Fall	Overland, L	Channel, L	Fall, H	Overland t <sub>c</sub>	Velocity (Channel)	Flow Time (Channel)	Total t <sub>c</sub> *	Intensity	Runoff Coefficient	Run-off
	(m <sup>2</sup> )	Upstream	Downstream	(m)	(m)	(m)	(m/100m)	(min)	(m/s)	(min)	(min)	(mm/h)		(m <sup>3</sup> /s)
<b>Existing (Original) Situation for Streamcourse to the West</b>														
<b>The Site</b>														
Sites A & B	9,020	11.4	9.18	2.19	96	-	2.3	4.7	-	-	4.7	175		
Structures/Temporary Structures & Hard Paving (Paved)	902													
Hardstanding (Paved)	2,951													
Vegetated Areas (Unpaved)	5,168													
Total														
Western Site (Sites C and D - Catchments 1 & 3)	8,209	26	10.35	15.65	162	-	9.7	6.0	-	-	6.0	169		
Temporary Structures & Hard Paving (Paved)	1,100													
Hardstanding (Paved)	1,714													
Vegetated Areas (Unpaved)	5,395													
Total														
<b>Overall Catchment</b>														
Overall Catchment Area	385,662	80	25	55	238	652	23.1	5.1	1	10.9	15.9	139		
Paving @ 2.5% of the Area (Paved)	96,416													
Vegetated Areas (Unpaved)	289,247													
Total														
Sites A, B & C contribution to Overall Catchment Runoff														
Total Area	17,229	139												
Structures/Temporary Structures & Hard Paving (Paved)	2,002													
Hardstanding (Paved)	4,665													
Vegetated Areas (Unpaved)	10,563													
Total														
<b>Future Situation</b>														
<b>The Site</b>														
Sites A & B	9,020	173									5.0	173		
Buildings and Paving (Paved)	8,868													
Buffer Zone (Unpaved)	152													
Total														
Overall Catchment														
Sites A & B contribution to Overall Catchment Runoff		139												
Total Area	9,020													
Buildings and Paving (Paved)	8,868													
Vegetated Areas (Unpaved)	152													
Total														

\*Assumed t<sub>c</sub> for Future Situation

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Overall Catchment Areas and Run-off (1 in 10 Year)**

Refer:  
DSD Stormwater Drainage Manual (SDM), including SDM Corrigendum No. 1/2024

Notes:  
The existing (original) Site comprises mostly areas of flat vegetation, with some mild slopes, C = 0.2  
The existing areas of paving, etc. are estimated from survey plans and other Site records  
The future Site will comprise buildings, flat paving and access roads, etc.; C = 1.0. Also, some landscape buffer zones, C = 0.25  
The overall upstream catchment mostly comprises steep naturally vegetated hillsides; C = 0.35  
The Site is at Lin Ma Hang Road - North District  
The catchments are fairly small, so Rational Method is appropriate.  
Runoff from Sites C & D are to be diverted towards the East after the proposed development

Intensity =  $a/(t_c+b)^c$

a, b and c from the DSD Stormwater Manual (Table 3d - North Dist)  
1 in 10 year      a      b      c  
454.9      3.44      0.412

Catchment	Area	Levels (mPD)		Fall	Overland, L	Channel, L	Fall, H	Overland t <sub>c</sub>	Velocity (Channel)	Flow Time (Channel)	Total t <sub>c</sub> *	Intensity	Runoff Coefficient	Run-off		
	(m <sup>2</sup> )	Upstream	Downstream	(m)	(m)	(m)	(m/100m)	(min)	(m/s)	(min)	(min)	(mm/h)		(m <sup>3</sup> /s)		
<u>Existing (Original) Situation for Streamcourse to the East</u>																
<b>Overall Catchment</b>																
Upstream Catchment	17,015	75.0	10	65.0	254	-	25.6	7.3	-	-	7.3	171	0.95	0.170		
Structures/Temporary Structures & Hard Paving (Paved)	3,748														0.35	0.221
Vegetated Hills (Unpaved)	13,267															
Total														0.391		
Site E (Catchments 2 and 4, plus 630RP)	7,023	22	11.4	10.6	160	-	6.6	6.5	-	-	6.5	176	0.95	0.000		
Temporary Structures & Hard Paving (Paved)	0															
Hardstanding (Paved)	351														0.75	0.013
Vegetated Areas (Unpaved)	6,672															
Total														0.065		
														0.078		
<b>Total to Eastern Stream</b>																
Overall Discharge to Eastern Stream from Upstream Catchment and the Site												171	0.95	0.170		
Total Area	24,038															
Structures/Temporary Structures & Hard Paving (Paved)	3,748															
Vegetated Areas (Unpaved)	6,672												0.20	0.064		
Vegetated Hills (Unpaved)	13,267												0.35	0.221		
Total														0.454		
<u>Future Situation</u>																
<b>Overall Catchment</b>																
Upstream Catchment	17,015	75.0	10	65	254	-	25.6	7.3	-	-	7.3	171	0.95	0.170		
Structures/Temporary Structures & Hard Paving (Paved)	3,748														0.35	0.221
Vegetated Areas (Unpaved)	13,267															
Total														0.391		
The Site (Sites C, D & E plus local external catchments)	15,232										6.0	180	1.00	0.571		
Buildings and Paving (Paved)	11,389															
Buffer Zone (Unpaved)	104												0.20	0.001		
Upstream Catchments (3 & 4)	2,649															
Lot 630RP	1,090												0.20	0.011		
Total															0.630	
<b>Total to Eastern Stream</b>																
Overall Discharge to Eastern Stream from Upstream Catchment and the Site												171	1.00	0.543		
Total Area	32,247															
Site Structures & Hard Paving (Paved)	11,389															
Upstream Temporary Structures (Paved)	3,748												0.95	0.170		
Vegetated Hills (Unpaved)	15,916												0.35	0.265		
Total														0.978		

\*Assumed t<sub>c</sub> for Future Situation

# Appendix E

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Hydrograph and Storage Calculations

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**

**Hydrographs and Storage - Sites A & B**

**10-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 5$  minutes, so 20% of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	9,020		0.987
Paved	8,868	1.00	
Unpaved	152	0.20	

**Case 1 - 10-minute duration, 1 in 10-year**

Time	Rainfall Intensity	Area A, m <sup>2</sup> = C =	Area 1 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 2 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 3 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 4 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 5 1804 0.987 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)		(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> )
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
0.5	123		0.061	0.000	0.000	0.000	0.000	0.061	0.200	0.000	0.0
1	133		0.066	0.000	0.000	0.000	0.000	0.066	0.200	0.000	0.0
1.5	133		0.066	0.061	0.000	0.000	0.000	0.127	0.200	0.000	0.0
2	145		0.072	0.066	0.000	0.000	0.000	0.138	0.200	0.000	0.0
2.5	145		0.072	0.066	0.061	0.000	0.000	0.198	0.200	0.000	0.0
3	160		0.079	0.072	0.066	0.000	0.000	0.217	0.200	0.017	0.5
3.5	160		0.079	0.072	0.066	0.061	0.000	0.278	0.200	0.078	2.3
4	177		0.088	0.079	0.072	0.066	0.000	0.304	0.200	0.104	3.1
4.5	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
5.5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
6	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
6.5	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
7	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
7.5	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
8	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
8.5	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
9	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
9.5	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
10	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
10.5	0		0.000	0.066	0.072	0.079	0.088	0.304	0.200	0.104	3.1
11	0		0.000	0.061	0.066	0.072	0.079	0.278	0.200	0.078	2.3
11.5	0		0.000	0.000	0.066	0.072	0.079	0.217	0.200	0.017	0.5
12	0		0.000	0.000	0.061	0.066	0.072	0.198	0.200	0.000	0.0
12.5	0		0.000	0.000	0.000	0.066	0.072	0.138	0.200	0.000	0.0
13	0		0.000	0.000	0.000	0.061	0.066	0.127	0.200	0.000	0.0
13.5	0		0.000	0.000	0.000	0.000	0.066	0.066	0.200	0.000	0.0
14	0		0.000	0.000	0.000	0.000	0.061	0.061	0.200	0.000	0.0
14.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
15	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0

**Total Excess Volume for Storage = 86.1 m<sup>3</sup>**



**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**

**Hydrographs and Storage - Sites A & B**

**30-Minute Duration**

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 5$  minutes, so 20% of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	9,020		0.987
Paved	8,868	1.00	
Unpaved	152	0.20	

**Case 2 - 30-minute duration, 1 in 10-year**

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 2 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 3 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 4 1804 0.987 Runoff (m <sup>3</sup> /s)	Area 5 1804 0.987 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)										
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
0.5	72		0.036	0.000	0.000	0.000	0.000	0.036	0.200	0.000	0.0
1	75		0.037	0.000	0.000	0.000	0.000	0.037	0.200	0.000	0.0
1.5	75		0.037	0.036	0.000	0.000	0.000	0.073	0.200	0.000	0.0
2	78		0.039	0.037	0.000	0.000	0.000	0.076	0.200	0.000	0.0
2.5	78		0.039	0.037	0.036	0.000	0.000	0.111	0.200	0.000	0.0
3	82		0.041	0.039	0.037	0.000	0.000	0.116	0.200	0.000	0.0
3.5	82		0.041	0.039	0.037	0.036	0.000	0.152	0.200	0.000	0.0
4	86		0.043	0.041	0.039	0.037	0.000	0.159	0.200	0.000	0.0
4.5	86		0.043	0.041	0.039	0.037	0.036	0.194	0.200	0.000	0.0
5	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
5.5	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
6	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
6.5	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
7	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
7.5	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
8	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
8.5	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
9	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
9.5	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
10	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
10.5	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
11	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
11.5	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
12	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
12.5	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
13	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
13.5	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
14	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
14.5	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
15	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
15.5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
16	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
16.5	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
17	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
17.5	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
18	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
18.5	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
19	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
19.5	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
20	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
20.5	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
21	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
21.5	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
22	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
22.5	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
23	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
23.5	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
24	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
24.5	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
25	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
25.5	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
26	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
26.5	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
27	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
27.5	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
28	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
28.5	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
29	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
29.5	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
30	72		0.036	0.037	0.039	0.041	0.043	0.194	0.200	0.000	0.0
30.5	0		0.000	0.037	0.039	0.041	0.043	0.159	0.200	0.000	0.0
31	0		0.000	0.036	0.037	0.039	0.041	0.152	0.200	0.000	0.0
31.5	0		0.000	0.000	0.037	0.039	0.041	0.116	0.200	0.000	0.0
32	0		0.000	0.000	0.036	0.037	0.039	0.111	0.200	0.000	0.0
32.5	0		0.000	0.000	0.000	0.037	0.039	0.076	0.200	0.000	0.0
33	0		0.000	0.000	0.000	0.036	0.037	0.073	0.200	0.000	0.0
33.5	0		0.000	0.000	0.000	0.000	0.037	0.037	0.200	0.000	0.0
34	0		0.000	0.000	0.000	0.000	0.036	0.036	0.200	0.000	0.0
34.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
35	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0

Total Excess Volume for Storage = 147.3 m<sup>3</sup>

C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Hydrographs and Storage - Sites A & B  
60-Minute Duration

Hydrographs and Storage Volumes based on full hydrographs using storm profiles from the DSD SDM 5th Edition  
(Refer to SDM Table 5d - Storm Profile for North District and Figure 6)

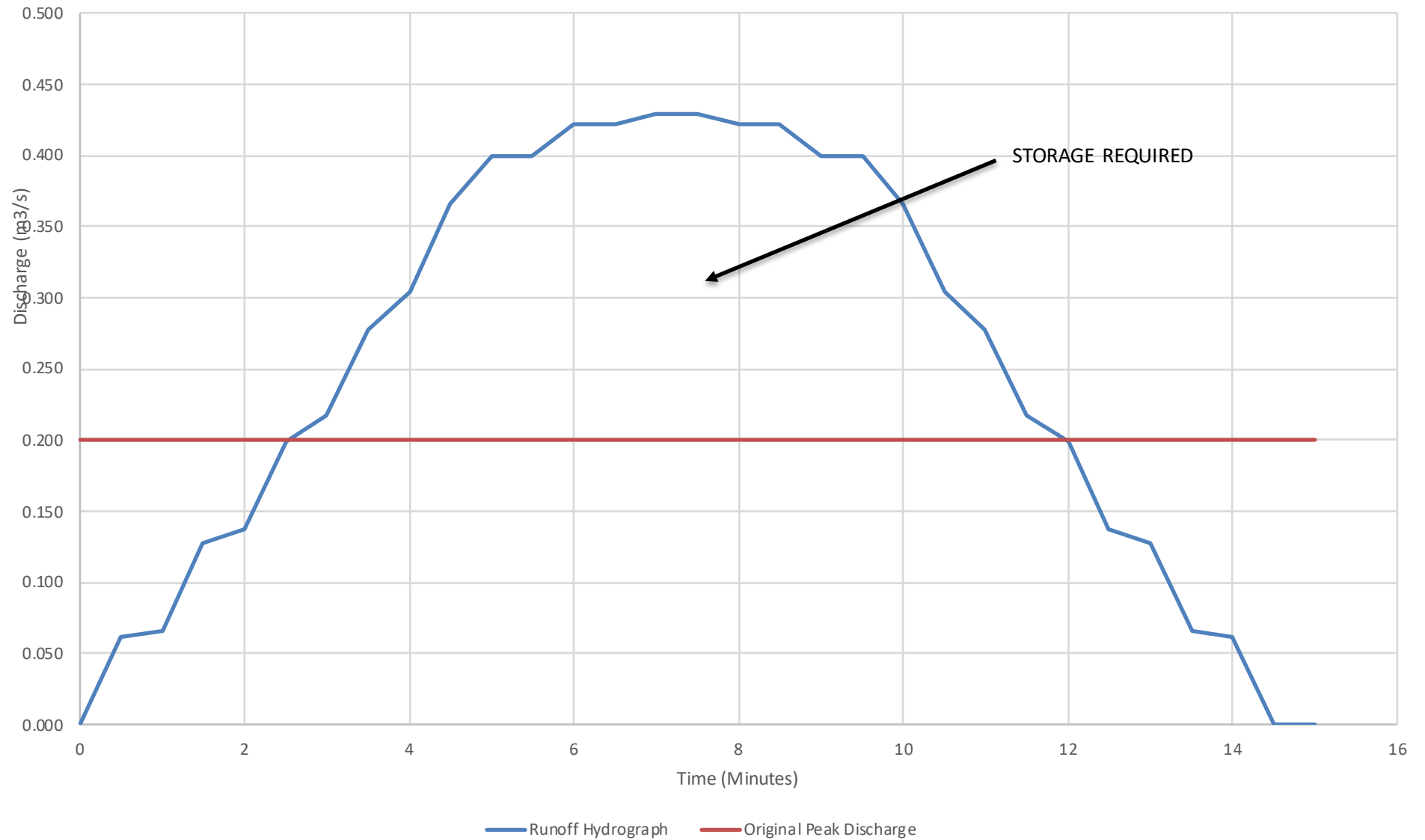
Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 5$  minutes, so 20% of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	9,020		0.987
Paved	8,868	1.00	
Unpaved	152	0.20	

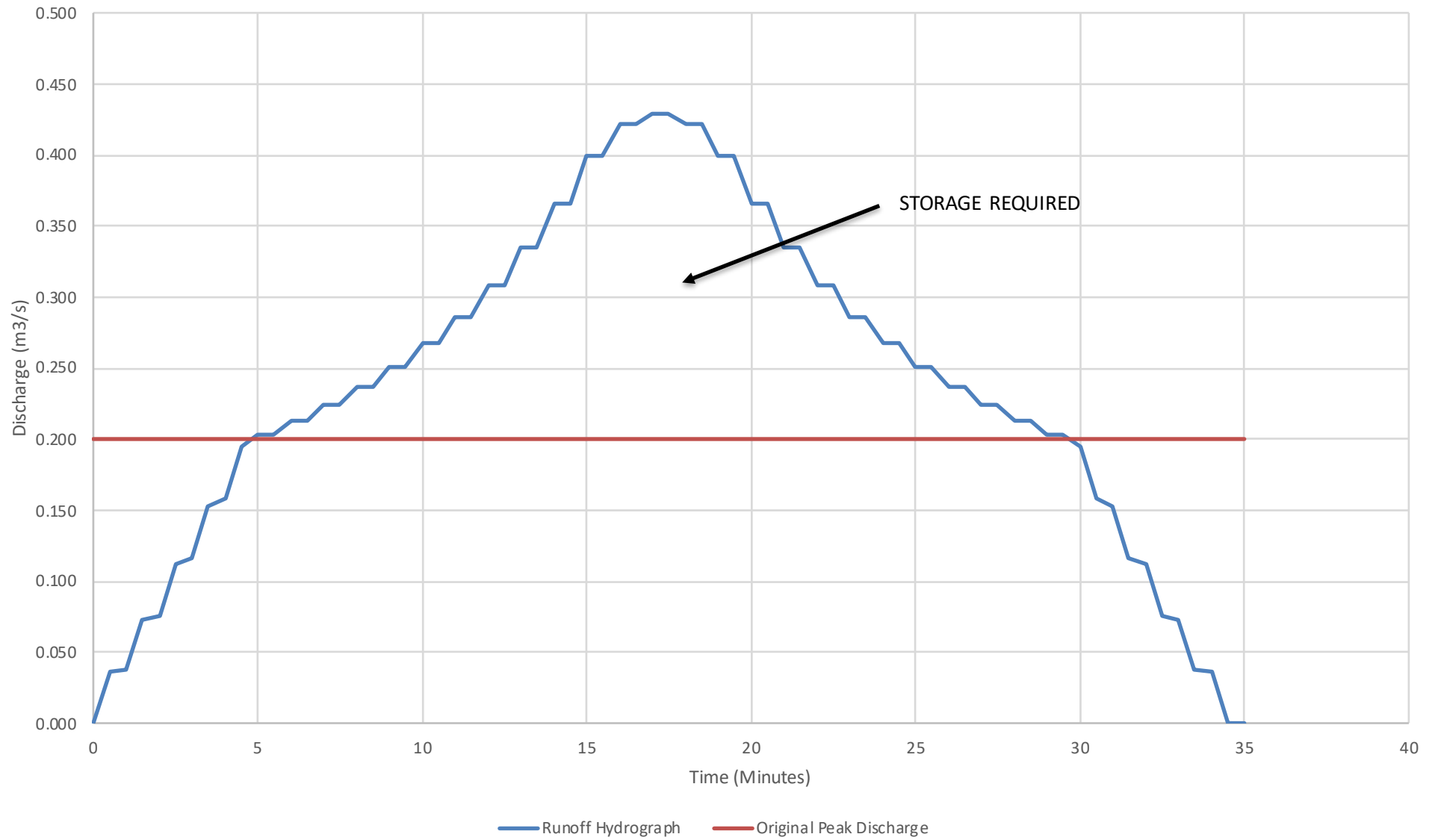
Case 3 - 60-minute duration, 1 in 10-year

Time	Rainfall Intensity	Area m² = C =	Area 1 1804 0.987 Runoff (m³/s)	Area 2 1804 0.987 Runoff (m³/s)	Area 3 1804 0.987 Runoff (m³/s)	Area 4 1804 0.987 Runoff (m³/s)	Area 5 1804 0.987 Runoff (m³/s)	Overall Runoff Hydrograph (m³/s)	Original Peak Discharge (m³/s)	Excess Discharge (m³/s)	Excess Volume in Time Period (m³)
(min)	(mm/hr)										(m³)
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.200	0.000	0.0
0.5	47		0.023	0.000	0.000	0.000	0.000	0.023	0.200	0.000	0.0
1	48		0.024	0.000	0.000	0.000	0.000	0.024	0.200	0.000	0.0
1.5	48		0.024	0.023	0.000	0.000	0.000	0.047	0.200	0.000	0.0
2	49		0.024	0.024	0.000	0.000	0.000	0.048	0.200	0.000	0.0
2.5	49		0.024	0.024	0.023	0.000	0.000	0.071	0.200	0.000	0.0
3	50		0.025	0.024	0.024	0.000	0.000	0.073	0.200	0.000	0.0
3.5	50		0.025	0.024	0.024	0.023	0.000	0.096	0.200	0.000	0.0
4	51		0.025	0.025	0.024	0.024	0.000	0.098	0.200	0.000	0.0
4.5	51		0.025	0.025	0.024	0.024	0.023	0.121	0.200	0.000	0.0
5	52		0.026	0.025	0.024	0.024	0.024	0.124	0.200	0.000	0.0
5.5	52		0.026	0.025	0.025	0.024	0.024	0.124	0.200	0.000	0.0
6	54		0.027	0.026	0.025	0.025	0.024	0.127	0.200	0.000	0.0
6.5	54		0.027	0.026	0.025	0.025	0.024	0.127	0.200	0.000	0.0
7	55		0.027	0.027	0.026	0.025	0.025	0.130	0.200	0.000	0.0
7.5	55		0.027	0.027	0.026	0.025	0.025	0.130	0.200	0.000	0.0
8	57		0.028	0.027	0.027	0.026	0.025	0.133	0.200	0.000	0.0
8.5	57		0.028	0.027	0.027	0.026	0.025	0.133	0.200	0.000	0.0
9	59		0.029	0.028	0.027	0.027	0.026	0.137	0.200	0.000	0.0
9.5	59		0.029	0.028	0.027	0.027	0.026	0.137	0.200	0.000	0.0
10	60		0.030	0.029	0.028	0.027	0.027	0.141	0.200	0.000	0.0
10.5	60		0.030	0.029	0.028	0.027	0.027	0.141	0.200	0.000	0.0
11	62		0.031	0.030	0.029	0.028	0.027	0.145	0.200	0.000	0.0
11.5	62		0.031	0.030	0.029	0.028	0.027	0.145	0.200	0.000	0.0
12	64		0.032	0.031	0.030	0.029	0.028	0.149	0.200	0.000	0.0
12.5	64		0.032	0.031	0.030	0.029	0.028	0.149	0.200	0.000	0.0
13	67		0.033	0.032	0.031	0.030	0.029	0.154	0.200	0.000	0.0
13.5	67		0.033	0.032	0.031	0.030	0.029	0.154	0.200	0.000	0.0
14	69		0.034	0.033	0.032	0.031	0.030	0.159	0.200	0.000	0.0
14.5	69		0.034	0.033	0.032	0.031	0.030	0.159	0.200	0.000	0.0
15	72		0.036	0.034	0.033	0.032	0.031	0.165	0.200	0.000	0.0
15.5	72		0.036	0.034	0.033	0.032	0.031	0.165	0.200	0.000	0.0
16	75		0.037	0.036	0.034	0.033	0.032	0.172	0.200	0.000	0.0
16.5	75		0.037	0.036	0.034	0.033	0.032	0.172	0.200	0.000	0.0
17	78		0.039	0.037	0.036	0.034	0.033	0.179	0.200	0.000	0.0
17.5	78		0.039	0.037	0.036	0.034	0.033	0.179	0.200	0.000	0.0
18	82		0.041	0.039	0.037	0.036	0.034	0.186	0.200	0.000	0.0
18.5	82		0.041	0.039	0.037	0.036	0.034	0.186	0.200	0.000	0.0
19	86		0.043	0.041	0.039	0.037	0.036	0.194	0.200	0.000	0.0
19.5	86		0.043	0.041	0.039	0.037	0.036	0.194	0.200	0.000	0.0
20	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
20.5	90		0.045	0.043	0.041	0.039	0.037	0.203	0.200	0.003	0.1
21	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
21.5	95		0.047	0.045	0.043	0.041	0.039	0.213	0.200	0.013	0.4
22	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
22.5	101		0.050	0.047	0.045	0.043	0.041	0.225	0.200	0.025	0.7
23	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
23.5	107		0.053	0.050	0.047	0.045	0.043	0.237	0.200	0.037	1.1
24	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
24.5	115		0.057	0.053	0.050	0.047	0.045	0.251	0.200	0.051	1.5
25	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
25.5	123		0.061	0.057	0.053	0.050	0.047	0.268	0.200	0.068	2.0
26	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
26.5	133		0.066	0.061	0.057	0.053	0.050	0.286	0.200	0.086	2.6
27	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
27.5	145		0.072	0.066	0.061	0.057	0.053	0.308	0.200	0.108	3.2
28	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
28.5	160		0.079	0.072	0.066	0.061	0.057	0.334	0.200	0.134	4.0
29	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
29.5	177		0.088	0.079	0.072	0.066	0.061	0.365	0.200	0.165	5.0
30	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
30.5	193		0.095	0.088	0.079	0.072	0.066	0.400	0.200	0.200	6.0
31	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
31.5	177		0.088	0.095	0.088	0.079	0.072	0.422	0.200	0.222	6.6
32	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
32.5	160		0.079	0.088	0.095	0.088	0.079	0.429	0.200	0.229	6.9
33	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
33.5	145		0.072	0.079	0.088	0.095	0.088	0.422	0.200	0.222	6.6
34	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
34.5	133		0.066	0.072	0.079	0.088	0.095	0.400	0.200	0.200	6.0
35	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
35.5	123		0.061	0.066	0.072	0.079	0.088	0.365	0.200	0.165	5.0
36	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
36.5	115		0.057	0.061	0.066	0.072	0.079	0.334	0.200	0.134	4.0
37	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
37.5	107		0.053	0.057	0.061	0.066	0.072	0.308	0.200	0.108	3.2
38	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
38.5	101		0.050	0.053	0.057	0.061	0.066	0.286	0.200	0.086	2.6
39	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
39.5	95		0.047	0.050	0.053	0.057	0.061	0.268	0.200	0.068	2.0
40	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
40.5	90		0.045	0.047	0.050	0.053	0.057	0.251	0.200	0.051	1.5
41	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
41.5	86		0.043	0.045	0.047	0.050	0.053	0.237	0.200	0.037	1.1
42	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
42.5	82		0.041	0.043	0.045	0.047	0.050	0.225	0.200	0.025	0.7
43	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
43.5	78		0.039	0.041	0.043	0.045	0.047	0.213	0.200	0.013	0.4
44	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
44.5	75		0.037	0.039	0.041	0.043	0.045	0.203	0.200	0.003	0.1
45	72		0.036	0.037	0.039	0.041	0.043	0.194	0.200	0.000	0.0
45.5	72		0.036	0.037	0.039	0.041	0.043	0.194	0.200	0.000	0.0
46	69		0.034	0.036	0.037	0.039	0.041	0.186	0.200	0.000	0.0
46.5	69		0.034	0.036	0.037	0.039	0.041	0.186	0.200	0.000	0.0
47	67		0.033	0.034	0.036	0.037	0.039	0.179	0.200	0.000	0.0
47.5	67		0.033	0.034	0.036	0.037	0.039	0.179	0.200	0.000	0.0
48	64		0.032	0.033	0.034	0.036	0.037	0.172	0.200	0.000	0.0
48.5	64		0.032	0.033	0.034	0.036	0.037	0.172	0.200	0.000	0.0
49	62		0.031	0.032	0.033	0.034	0.036	0.165	0.200	0.000	0.0
49.5	62		0.03								

**Sites A & B**  
**10-Minute Runoff Hydrograph**



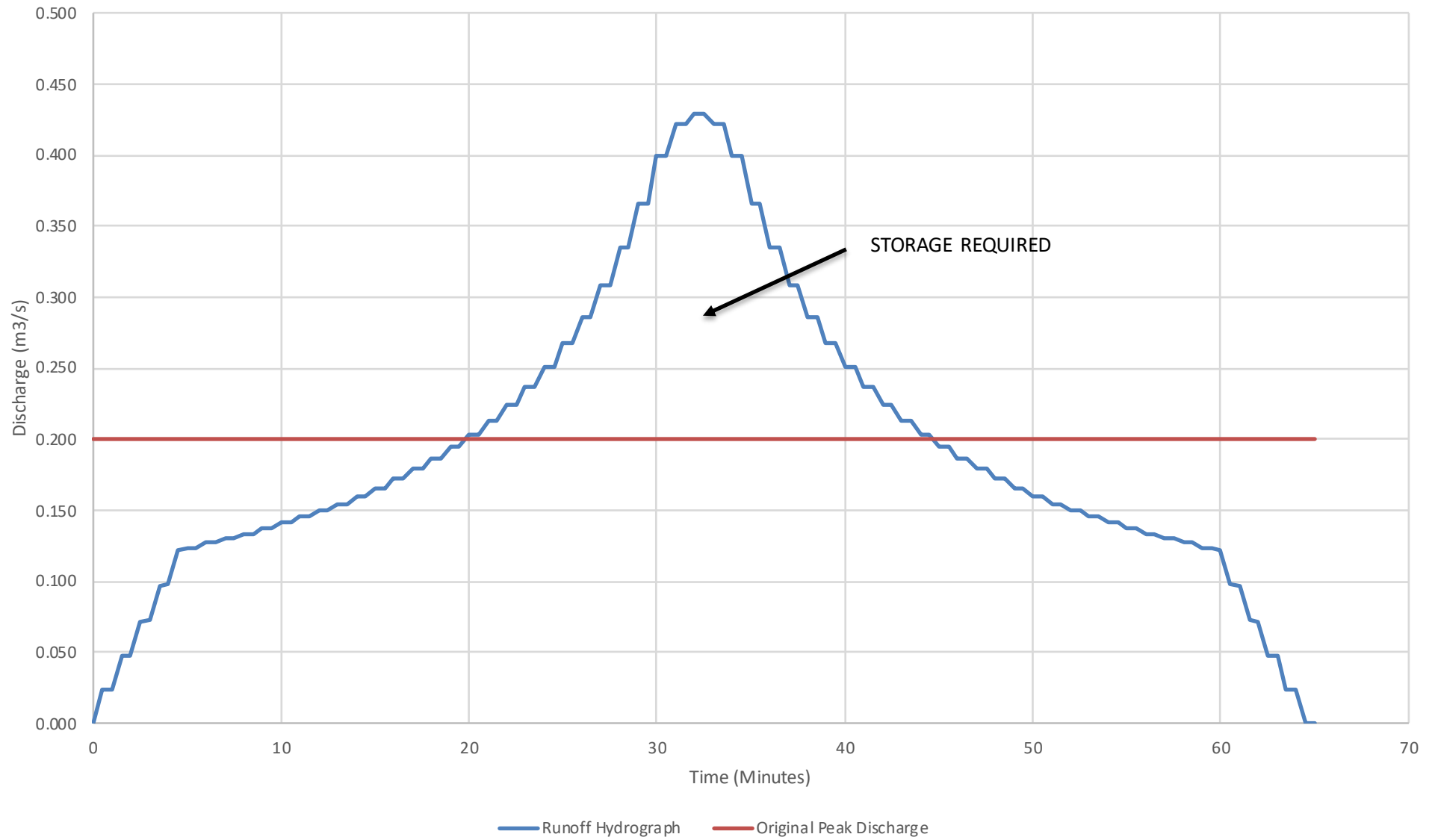
# Sites A & B 30-Minute Runoff Hydrograph





# Sites A & B

## 60-Minute Runoff Hydrograph



C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Hydrographs and Storage - Sites C, D and E  
10-Minute Duration

Hydrographs and Storage Volumes based on full hydrographs using (1 in 10-year) storm profiles from the DSD SDM Corrigendum 1/2024  
(Refer to SDM Corrigendum 1/2024, Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c$  = 6 minutes, so 1/6 of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	15,232		0.810
Paved	11,389	1.00	
Buffer Zone	104	0.20	
Local Catchments	2,649	0.35	

Case 1 - 10-minute duration, 1 in 10-year

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 2 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 3 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 4 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 5 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 6 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Proposed Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)											
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	100		0.057	0.000	0.000	0.000	0.000	0.000	0.057	0.250	0.000	0.0
1	108		0.062	0.000	0.000	0.000	0.000	0.000	0.062	0.250	0.000	0.0
1.5	108		0.062	0.057	0.000	0.000	0.000	0.000	0.119	0.250	0.000	0.0
2	119		0.068	0.062	0.000	0.000	0.000	0.000	0.130	0.250	0.000	0.0
2.5	119		0.068	0.062	0.057	0.000	0.000	0.000	0.187	0.250	0.000	0.0
3	133		0.076	0.068	0.062	0.000	0.000	0.000	0.206	0.250	0.000	0.0
3.5	133		0.076	0.068	0.062	0.057	0.000	0.000	0.263	0.250	0.013	0.4
4	156		0.089	0.076	0.068	0.062	0.000	0.000	0.295	0.250	0.045	1.3
4.5	156		0.089	0.076	0.068	0.062	0.057	0.000	0.352	0.250	0.102	3.1
5	194		0.111	0.089	0.076	0.068	0.062	0.000	0.406	0.250	0.156	4.7
5.5	194		0.111	0.089	0.076	0.068	0.062	0.057	0.463	0.250	0.213	6.4
6	246		0.141	0.111	0.089	0.076	0.068	0.062	0.546	0.250	0.296	8.9
6.5	246		0.141	0.111	0.089	0.076	0.068	0.062	0.546	0.250	0.296	8.9
7	194		0.111	0.141	0.111	0.089	0.076	0.068	0.596	0.250	0.346	10.4
7.5	194		0.111	0.141	0.111	0.089	0.076	0.068	0.596	0.250	0.346	10.4
8	156		0.089	0.111	0.141	0.111	0.089	0.076	0.617	0.250	0.367	11.0
8.5	156		0.089	0.111	0.141	0.111	0.089	0.076	0.617	0.250	0.367	11.0
9	133		0.076	0.089	0.111	0.141	0.111	0.089	0.617	0.250	0.367	11.0
9.5	133		0.076	0.089	0.111	0.141	0.111	0.089	0.617	0.250	0.367	11.0
10	119		0.068	0.076	0.089	0.111	0.141	0.111	0.596	0.250	0.346	10.4
10.5	119		0.068	0.076	0.089	0.111	0.141	0.111	0.596	0.250	0.346	10.4
11	108		0.062	0.068	0.076	0.089	0.111	0.141	0.546	0.250	0.296	8.9
11.5	108		0.062	0.068	0.076	0.089	0.111	0.141	0.546	0.250	0.296	8.9
12	100		0.057	0.062	0.068	0.076	0.089	0.111	0.463	0.250	0.213	6.4
12.5	0		0.000	0.062	0.068	0.076	0.089	0.111	0.406	0.250	0.156	4.7
13	0		0.000	0.057	0.062	0.068	0.076	0.089	0.352	0.250	0.102	3.1
13.5	0		0.000	0.000	0.062	0.068	0.076	0.089	0.295	0.250	0.045	1.3
14	0		0.000	0.000	0.057	0.062	0.068	0.076	0.263	0.250	0.013	0.4
14.5	0		0.000	0.000	0.000	0.062	0.068	0.076	0.206	0.250	0.000	0.0
15	0		0.000	0.000	0.000	0.057	0.062	0.068	0.119	0.250	0.000	0.0
15.5	0		0.000	0.000	0.000	0.000	0.062	0.068	0.062	0.250	0.000	0.0
16	0		0.000	0.000	0.000	0.000	0.057	0.062	0.057	0.250	0.000	0.0
16.5	0		0.000	0.000	0.000	0.000	0.000	0.062	0.000	0.250	0.000	0.0
17	0		0.000	0.000	0.000	0.000	0.000	0.057	0.000	0.250	0.000	0.0
17.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
18	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0

Total Excess Volume for Storage = 152.8 m<sup>3</sup>

C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road

Hydrographs and Storage - Sites C, D and E

30-Minute Duration

Hydrographs and Storage Volumes based on full hydrographs using (1 in 10-year) storm profiles from the DSD SDM Corrigendum 1/2024  
(Refer to SDM Corrigendum 1/2024, Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c$  = 6 minutes, so 1/6 of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	15,232		0.810
Paved	11,389	1.00	
Unpaved	104	0.20	
Local Catchments	2,649	0.35	

Case 2 - 30-minute duration, 1 in 10-year

Time	Rainfall Intensity	Area m <sup>2</sup> = C =	Area 1 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 2 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 3 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 4 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 5 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Area 6 2538.7 0.810 Runoff (m <sup>3</sup> /s)	Overall Runoff Hydrograph (m <sup>3</sup> /s)	Original Peak Discharge (m <sup>3</sup> /s)	Excess Discharge (m <sup>3</sup> /s)	Excess Volume in Time Period (m <sup>3</sup> )
(min)	(mm/hr)											
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	68		0.039	0.000	0.000	0.000	0.000	0.000	0.039	0.250	0.000	0.0
1	70		0.040	0.000	0.000	0.000	0.000	0.000	0.040	0.250	0.000	0.0
1.5	70		0.040	0.039	0.000	0.000	0.000	0.000	0.079	0.250	0.000	0.0
2	72		0.041	0.040	0.000	0.000	0.000	0.000	0.081	0.250	0.000	0.0
2.5	72		0.041	0.040	0.039	0.000	0.000	0.000	0.120	0.250	0.000	0.0
3	74		0.042	0.041	0.040	0.000	0.000	0.000	0.123	0.250	0.000	0.0
3.5	74		0.042	0.041	0.040	0.039	0.000	0.000	0.162	0.250	0.000	0.0
4	77		0.044	0.042	0.041	0.040	0.000	0.000	0.167	0.250	0.000	0.0
4.5	77		0.044	0.042	0.041	0.040	0.039	0.000	0.206	0.250	0.000	0.0
5	80		0.046	0.044	0.042	0.041	0.040	0.000	0.213	0.250	0.000	0.0
5.5	80		0.046	0.044	0.042	0.041	0.040	0.039	0.252	0.250	0.002	0.1
6	84		0.048	0.046	0.044	0.042	0.041	0.040	0.261	0.250	0.011	0.3
6.5	84		0.048	0.046	0.044	0.042	0.041	0.040	0.261	0.250	0.011	0.3
7	89		0.051	0.048	0.046	0.044	0.042	0.041	0.272	0.250	0.022	0.7
7.5	89		0.051	0.048	0.046	0.044	0.042	0.041	0.272	0.250	0.022	0.7
8	94		0.054	0.051	0.048	0.046	0.044	0.042	0.285	0.250	0.035	1.0
8.5	94		0.054	0.051	0.048	0.046	0.044	0.042	0.285	0.250	0.035	1.0
9	100		0.057	0.054	0.051	0.048	0.046	0.044	0.300	0.250	0.050	1.5
9.5	100		0.057	0.054	0.051	0.048	0.046	0.044	0.300	0.250	0.050	1.5
10	108		0.062	0.057	0.054	0.051	0.048	0.046	0.317	0.250	0.067	2.0
10.5	108		0.062	0.057	0.054	0.051	0.048	0.046	0.317	0.250	0.067	2.0
11	119		0.068	0.062	0.057	0.054	0.051	0.048	0.340	0.250	0.090	2.7
11.5	119		0.068	0.062	0.057	0.054	0.051	0.048	0.340	0.250	0.090	2.7
12	133		0.076	0.068	0.062	0.057	0.054	0.051	0.368	0.250	0.118	3.5
12.5	133		0.076	0.068	0.062	0.057	0.054	0.051	0.368	0.250	0.118	3.5
13	156		0.089	0.076	0.068	0.062	0.057	0.054	0.406	0.250	0.156	4.7
13.5	156		0.089	0.076	0.068	0.062	0.057	0.054	0.406	0.250	0.156	4.7
14	194		0.111	0.089	0.076	0.068	0.062	0.057	0.463	0.250	0.213	6.4
14.5	194		0.111	0.089	0.076	0.068	0.062	0.057	0.463	0.250	0.213	6.4
15	246		0.141	0.111	0.089	0.076	0.068	0.062	0.546	0.250	0.296	8.9
15.5	246		0.141	0.111	0.089	0.076	0.068	0.062	0.546	0.250	0.296	8.9
16	194		0.111	0.141	0.111	0.089	0.076	0.068	0.596	0.250	0.346	10.4
16.5	194		0.111	0.141	0.111	0.089	0.076	0.068	0.596	0.250	0.346	10.4
17	156		0.089	0.111	0.141	0.111	0.089	0.076	0.617	0.250	0.367	11.0
17.5	156		0.089	0.111	0.141	0.111	0.089	0.076	0.617	0.250	0.367	11.0
18	133		0.076	0.089	0.111	0.141	0.111	0.089	0.617	0.250	0.367	11.0
18.5	133		0.076	0.089	0.111	0.141	0.111	0.089	0.617	0.250	0.367	11.0
19	119		0.068	0.076	0.089	0.111	0.141	0.111	0.596	0.250	0.346	10.4
19.5	119		0.068	0.076	0.089	0.111	0.141	0.111	0.596	0.250	0.346	10.4
20	108		0.062	0.068	0.076	0.089	0.111	0.141	0.546	0.250	0.296	8.9
20.5	108		0.062	0.068	0.076	0.089	0.111	0.141	0.546	0.250	0.296	8.9
21	100		0.057	0.062	0.068	0.076	0.089	0.111	0.463	0.250	0.213	6.4
21.5	100		0.057	0.062	0.068	0.076	0.089	0.111	0.463	0.250	0.213	6.4
22	94		0.054	0.057	0.062	0.068	0.076	0.089	0.406	0.250	0.156	4.7
22.5	94		0.054	0.057	0.062	0.068	0.076	0.089	0.406	0.250	0.156	4.7
23	89		0.051	0.054	0.057	0.062	0.068	0.076	0.368	0.250	0.118	3.5
23.5	89		0.051	0.054	0.057	0.062	0.068	0.076	0.368	0.250	0.118	3.5
24	84		0.048	0.051	0.054	0.057	0.062	0.068	0.340	0.250	0.090	2.7
24.5	84		0.048	0.051	0.054	0.057	0.062	0.068	0.340	0.250	0.090	2.7
25	80		0.046	0.048	0.051	0.054	0.057	0.062	0.317	0.250	0.067	2.0
25.5	80		0.046	0.048	0.051	0.054	0.057	0.062	0.317	0.250	0.067	2.0
26	77		0.044	0.046	0.048	0.051	0.054	0.057	0.300	0.250	0.050	1.5
26.5	77		0.044	0.046	0.048	0.051	0.054	0.057	0.300	0.250	0.050	1.5
27	74		0.042	0.044	0.046	0.048	0.051	0.054	0.285	0.250	0.035	1.0
27.5	74		0.042	0.044	0.046	0.048	0.051	0.054	0.285	0.250	0.035	1.0
28	72		0.041	0.042	0.044	0.046	0.048	0.051	0.272	0.250	0.022	0.7
28.5	72		0.041	0.042	0.044	0.046	0.048	0.051	0.272	0.250	0.022	0.7
29	70		0.040	0.041	0.042	0.044	0.046	0.048	0.261	0.250	0.011	0.3
29.5	70		0.040	0.041	0.042	0.044	0.046	0.048	0.261	0.250	0.011	0.3
30	68		0.039	0.040	0.041	0.042	0.044	0.046	0.252	0.250	0.002	0.1
30.5	0		0.000	0.040	0.041	0.042	0.044	0.046	0.213	0.250	0.000	0.0
31	0		0.000	0.039	0.040	0.041	0.042	0.044	0.206	0.250	0.000	0.0
31.5	0		0.000	0.000	0.040	0.041	0.042	0.044	0.167	0.250	0.000	0.0
32	0		0.000	0.000	0.039	0.040	0.041	0.042	0.162	0.250	0.000	0.0
32.5	0		0.000	0.000	0.000	0.040	0.041	0.042	0.123	0.250	0.000	0.0
33	0		0.000	0.000	0.000	0.039	0.040	0.041	0.120	0.250	0.000	0.0
33.5	0		0.000	0.000	0.000	0.000	0.040	0.041	0.081	0.250	0.000	0.0
34	0		0.000	0.000	0.000	0.000	0.039	0.040	0.079	0.250	0.000	0.0
34.5	0		0.000	0.000	0.000	0.000	0.000	0.040	0.040	0.250	0.000	0.0
35	0		0.000	0.000	0.000	0.000	0.000	0.039	0.039	0.250	0.000	0.0
35.5	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
36	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0

Total Excess Volume for Storage = 212.5 m<sup>3</sup>

C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Hydrographs and Storage - Sites C, D and E  
60-minute Duration

Hydrographs and Storage Volumes based on full hydrographs using (1 in 10-year) storm profiles from the DSD SDM Compendium 1/2024  
(Refer to SDM Compendium 1/2024, Table 5d - Storm Profile for North District and Figure 6)

Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 6$  minutes, so 1/6 of the Site over each minute

	(m <sup>2</sup> )	C Value	Average C
Site Area	15,232		0.810
Paved	11,389	1.00	
Unpaved	104	0.20	
Local Catchm	2,649	0.35	

Case 3 - 60-minute duration, 1 in 10-year

Time	Rainfall Intensity	Area	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Overall	Original	Excess	Excess
		m <sup>2</sup> = C =	2538.7	2538.7	2538.7	2538.7	2538.7	2538.7	Hydrograph	Peak	Discharge	Volume
(min)	(mm/hr)		Runoff (m <sup>3</sup> /s)	Runoff (m <sup>3</sup> /s)	Runoff (m <sup>3</sup> /s)	Runoff (m <sup>3</sup> /s)	Runoff (m <sup>3</sup> /s)	Runoff (m <sup>3</sup> /s)	(m <sup>3</sup> /s)	Discharge (m <sup>3</sup> /s)	(m <sup>3</sup> /s)	(m <sup>3</sup> )
0	0		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.0
0.5	50		0.029	0.000	0.000	0.000	0.000	0.000	0.029	0.250	0.000	0.0
1	51		0.029	0.000	0.000	0.000	0.000	0.000	0.029	0.250	0.000	0.0
1.5	51		0.029	0.029	0.000	0.000	0.000	0.000	0.058	0.250	0.000	0.0
2	52		0.030	0.029	0.000	0.000	0.000	0.000	0.059	0.250	0.000	0.0
2.5	52		0.030	0.029	0.000	0.000	0.000	0.000	0.087	0.250	0.000	0.0
3	53		0.030	0.030	0.029	0.000	0.000	0.000	0.089	0.250	0.000	0.0
3.5	53		0.030	0.030	0.029	0.029	0.000	0.000	0.118	0.250	0.000	0.0
4	53		0.030	0.030	0.030	0.029	0.000	0.000	0.119	0.250	0.000	0.0
4.5	53		0.030	0.030	0.030	0.029	0.000	0.000	0.148	0.250	0.000	0.0
5	54		0.031	0.030	0.030	0.030	0.029	0.000	0.150	0.250	0.000	0.0
5.5	54		0.031	0.030	0.030	0.030	0.029	0.029	0.179	0.250	0.000	0.0
6	55		0.031	0.031	0.030	0.030	0.030	0.029	0.182	0.250	0.000	0.0
6.5	56		0.031	0.031	0.030	0.030	0.030	0.029	0.182	0.250	0.000	0.0
7	56		0.032	0.031	0.031	0.030	0.030	0.030	0.185	0.250	0.000	0.0
7.5	56		0.032	0.031	0.031	0.030	0.030	0.030	0.185	0.250	0.000	0.0
8	57		0.033	0.032	0.031	0.030	0.030	0.030	0.187	0.250	0.000	0.0
8.5	57		0.033	0.032	0.031	0.030	0.030	0.030	0.187	0.250	0.000	0.0
9	58		0.033	0.033	0.032	0.031	0.031	0.030	0.190	0.250	0.000	0.0
9.5	58		0.033	0.033	0.032	0.031	0.031	0.030	0.190	0.250	0.000	0.0
10	60		0.034	0.033	0.033	0.032	0.031	0.031	0.194	0.250	0.000	0.0
10.5	60		0.034	0.033	0.033	0.032	0.031	0.031	0.194	0.250	0.000	0.0
11	61		0.035	0.034	0.033	0.033	0.032	0.031	0.198	0.250	0.000	0.0
11.5	61		0.035	0.034	0.033	0.033	0.032	0.031	0.198	0.250	0.000	0.0
12	62		0.035	0.035	0.034	0.033	0.033	0.032	0.202	0.250	0.000	0.0
12.5	62		0.035	0.035	0.034	0.033	0.033	0.032	0.202	0.250	0.000	0.0
13	64		0.037	0.035	0.035	0.034	0.033	0.033	0.207	0.250	0.000	0.0
13.5	64		0.037	0.035	0.035	0.034	0.033	0.033	0.207	0.250	0.000	0.0
14	66		0.038	0.037	0.035	0.035	0.034	0.033	0.212	0.250	0.000	0.0
14.5	66		0.038	0.037	0.035	0.035	0.034	0.033	0.212	0.250	0.000	0.0
15	68		0.039	0.038	0.037	0.035	0.035	0.034	0.218	0.250	0.000	0.0
15.5	68		0.039	0.038	0.037	0.035	0.035	0.034	0.218	0.250	0.000	0.0
16	70		0.040	0.039	0.038	0.037	0.035	0.035	0.224	0.250	0.000	0.0
16.5	70		0.040	0.039	0.038	0.037	0.035	0.035	0.224	0.250	0.000	0.0
17	72		0.041	0.040	0.039	0.038	0.037	0.035	0.230	0.250	0.000	0.0
17.5	72		0.041	0.040	0.039	0.038	0.037	0.035	0.230	0.250	0.000	0.0
18	74		0.042	0.041	0.040	0.039	0.038	0.037	0.237	0.250	0.000	0.0
18.5	74		0.042	0.041	0.040	0.039	0.038	0.037	0.237	0.250	0.000	0.0
19	77		0.044	0.042	0.041	0.040	0.039	0.038	0.244	0.250	0.000	0.0
19.5	77		0.044	0.042	0.041	0.040	0.039	0.038	0.244	0.250	0.000	0.0
20	80		0.046	0.044	0.042	0.041	0.040	0.039	0.252	0.250	0.002	0.1
20.5	80		0.046	0.044	0.042	0.041	0.040	0.039	0.252	0.250	0.002	0.1
21	84		0.048	0.046	0.044	0.042	0.041	0.040	0.261	0.250	0.011	0.3
21.5	84		0.048	0.046	0.044	0.042	0.041	0.040	0.261	0.250	0.011	0.3
22	89		0.051	0.048	0.046	0.044	0.042	0.041	0.272	0.250	0.022	0.7
22.5	89		0.051	0.048	0.046	0.044	0.042	0.041	0.272	0.250	0.022	0.7
23	94		0.054	0.051	0.048	0.046	0.044	0.042	0.285	0.250	0.035	1.0
23.5	94		0.054	0.051	0.048	0.046	0.044	0.042	0.285	0.250	0.035	1.0
24	100		0.057	0.054	0.051	0.048	0.046	0.044	0.300	0.250	0.050	1.5
24.5	100		0.057	0.054	0.051	0.048	0.046	0.044	0.300	0.250	0.050	1.5
25	108		0.062	0.057	0.054	0.051	0.048	0.046	0.317	0.250	0.067	2.0
25.5	108		0.062	0.057	0.054	0.051	0.048	0.046	0.317	0.250	0.067	2.0
26	119		0.068	0.062	0.057	0.054	0.051	0.048	0.340	0.250	0.090	2.7
26.5	119		0.068	0.062	0.057	0.054	0.051	0.048	0.340	0.250	0.090	2.7
27	133		0.076	0.068	0.062	0.057	0.054	0.051	0.368	0.250	0.118	3.5
27.5	133		0.076	0.068	0.062	0.057	0.054	0.051	0.368	0.250	0.118	3.5
28	156		0.089	0.076	0.068	0.062	0.057	0.054	0.406	0.250	0.156	4.7
28.5	156		0.089	0.076	0.068	0.062	0.057	0.054	0.406	0.250	0.156	4.7
29	194		0.111	0.089	0.076	0.068	0.062	0.057	0.463	0.250	0.213	6.4
29.5	194		0.111	0.089	0.076	0.068	0.062	0.057	0.463	0.250	0.213	6.4
30	246		0.141	0.111	0.089	0.076	0.068	0.062	0.546	0.250	0.296	8.9
30.5	246		0.141	0.111	0.089	0.076	0.068	0.062	0.546	0.250	0.296	8.9
31	194		0.111	0.141	0.111	0.089	0.076	0.068	0.596	0.250	0.346	10.4
31.5	194		0.111	0.141	0.111	0.089	0.076	0.068	0.596	0.250	0.346	10.4
32	156		0.089	0.111	0.141	0.111	0.089	0.076	0.617	0.250	0.367	11.0
32.5	156		0.089	0.111	0.141	0.111	0.089	0.076	0.617	0.250	0.367	11.0
33	133		0.076	0.089	0.111	0.141	0.111	0.089	0.617	0.250	0.367	11.0
33.5	133		0.076	0.089	0.111	0.141	0.111	0.089	0.617	0.250	0.367	11.0
34	119		0.068	0.076	0.089	0.111	0.141	0.111	0.596	0.250	0.346	10.4
34.5	119		0.068	0.076	0.089	0.111	0.141	0.111	0.596	0.250	0.346	10.4
35	108		0.062	0.068	0.076	0.089	0.111	0.141	0.546	0.250	0.296	8.9
35.5	108		0.062	0.068	0.076	0.089	0.111	0.141	0.546	0.250	0.296	8.9
36	100		0.057	0.062	0.068	0.076	0.089	0.111	0.463	0.250	0.213	6.4
36.5	100		0.057	0.062	0.068	0.076	0.089	0.111	0.463	0.250	0.213	6.4
37	94		0.054	0.057	0.062	0.068	0.076	0.089	0.406	0.250	0.156	4.7
37.5	94		0.054	0.057	0.062	0.068	0.076	0.089	0.406	0.250	0.156	4.7
38	89		0.051	0.054	0.057	0.062	0.068	0.076	0.368	0.250	0.118	3.5
38.5	89		0.051	0.054	0.057	0.062	0.068	0.076	0.368	0.250	0.118	3.5
39	84		0.048	0.051	0.054	0.057	0.062	0.068	0.340	0.250	0.090	2.7
39.5	84		0.048	0.051	0.054	0.057	0.062	0.068	0.340	0.250	0.090	2.7
40	80		0.046	0.048	0.051	0.054	0.057	0.062	0.317	0.250	0.067	2.0
40.5	80		0.046	0.048	0.051	0.054	0.057	0.062	0.317	0.250	0.067	2.0
41	77		0.044	0.046	0.048	0.051	0.054	0.057	0.300	0.250	0.050	1.5
41.5	77		0.044	0.046	0.048	0.051	0.054	0.057	0.300	0.250	0.050	1.5
42	74		0.042	0.044	0.046	0.048	0.051	0.054	0.285	0.250	0.035	1.0
42.5	74		0.042	0.044	0.046	0.048	0.051	0.054	0.285	0.250	0.035	1.0
43	72		0.041	0.042	0.044	0.046	0.048	0.051	0.272	0.250	0.022	0.7
43.5	72		0.041	0.042	0.044	0.046	0.048	0.051	0.272	0.250	0.022	0.7
44	70		0.040	0.041	0.042	0.044	0.046	0.048	0.261	0.250	0.011	0.3
44.5	70		0.040	0.041	0.042	0.044	0.046	0.048	0.261	0.250	0.011	0.3
45	68		0.039	0.040	0.041	0.042	0					



C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Hydrographs and Storage - Sites C, D and E  
25 Minute Duration

Hydrographs and Storage Volumes based on full Hydrographs using (1 in 10 year) storm profiles from the OED SDM Compendium 1-2024  
(Refer to SDM Compendium 1-2024, Table S6 - Storm Profile for North District and Figure 6)

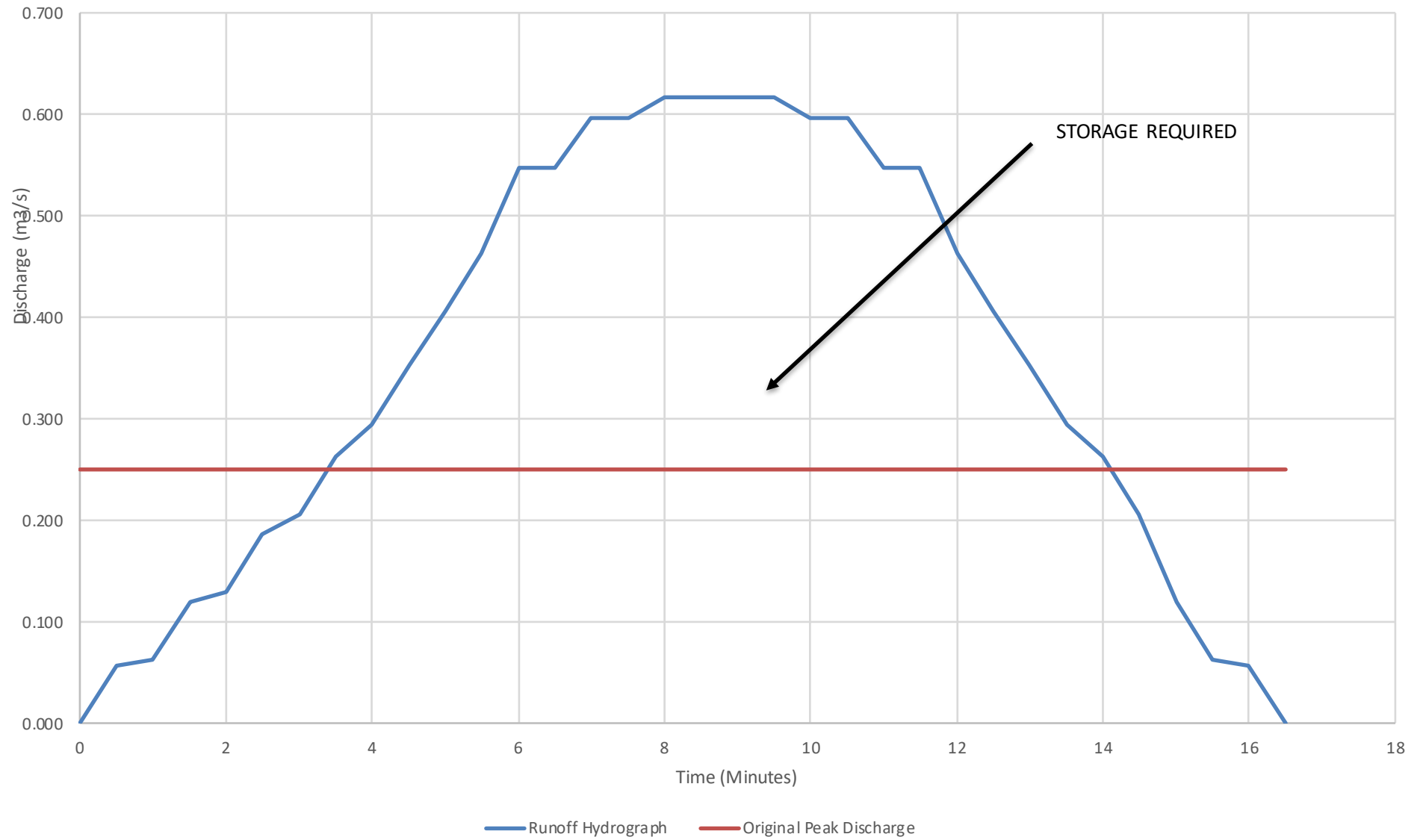
Assume Site Areas are equally divided over the time of Concentration, i.e.  $t_c = 6$  minutes, so 1/6 of the Site over each minute

Site Area	15,232
Permeable	11,389
Unpermeable	184
Local Catchment	2,649

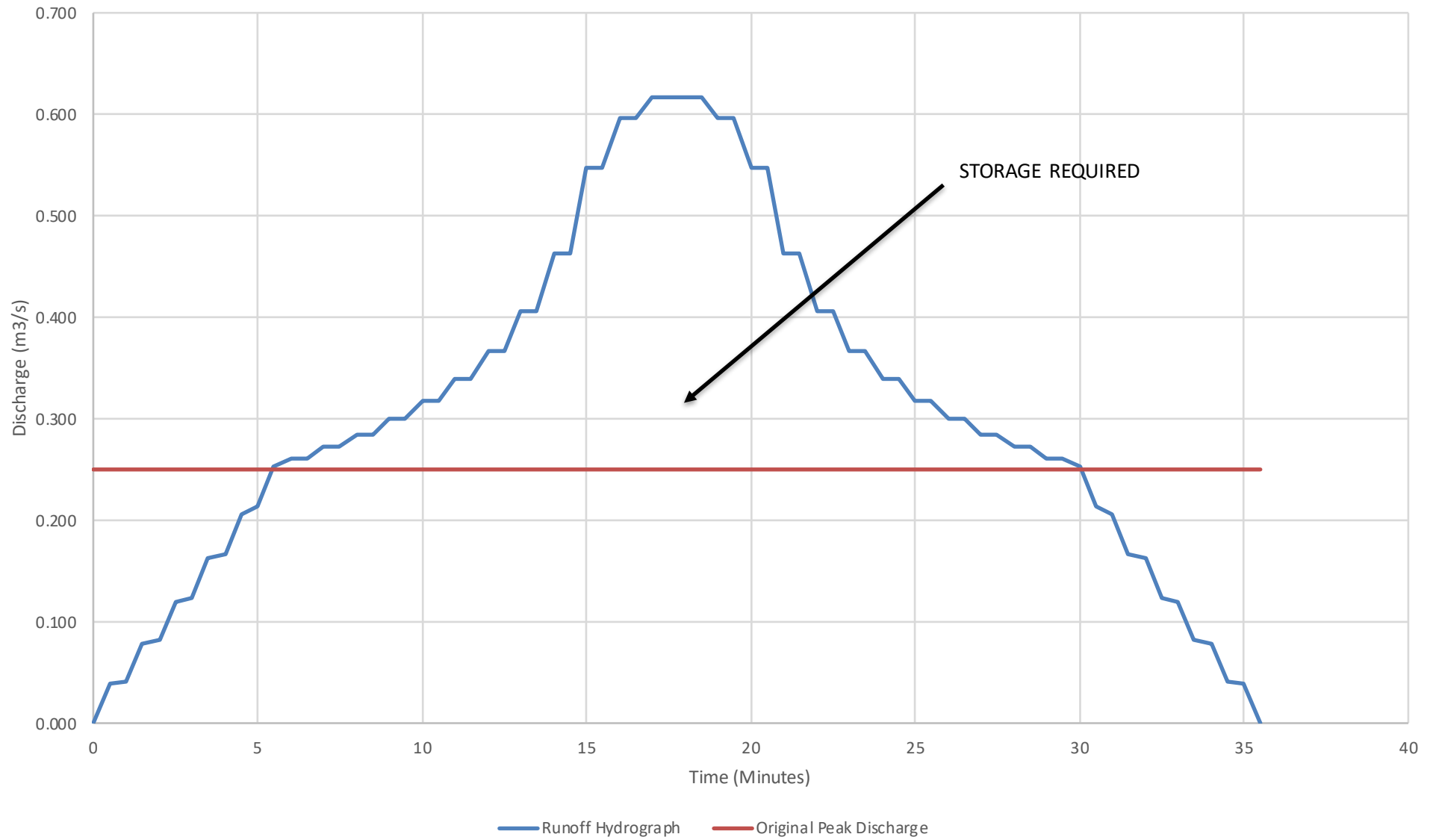
Table 3 - Storm Excess Volume - 1 in 10 year

Time (min)	Station Intensity (mm/h)	Area = C =	Area 1		Area 2		Area 3		Area 4		Area 5		Downfall Hydrograph (mm/h)	Original Peak Discharge (m³/s)	Excess Discharge (m³/s)	Excess Volume in Time Period (m³)
			2038.7 Runoff	2038.7 Runoff	2038.7 Runoff	2038.7 Runoff	2038.7 Runoff	2038.7 Runoff	2038.7 Runoff	2038.7 Runoff						
0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.00	
0.5	42	0.024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.024	0.250	0.000	0.00	
1	43	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.025	0.250	0.000	0.00	
1.5	43	0.025	0.024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.049	0.250	0.000	0.00	
2	43	0.025	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.049	0.250	0.000	0.00	
2.5	44	0.025	0.025	0.024	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.073	0.250	0.000	0.00	
3	44	0.025	0.025	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.074	0.250	0.000	0.00	
3.5	44	0.025	0.025	0.025	0.024	0.000	0.000	0.000	0.000	0.000	0.000	0.098	0.250	0.000	0.00	
4	44	0.025	0.025	0.025	0.025	0.000	0.000	0.000	0.000	0.000	0.000	0.099	0.250	0.000	0.00	
4.5	44	0.025	0.025	0.025	0.025	0.024	0.000	0.000	0.000	0.000	0.000	0.123	0.250	0.000	0.00	
5	44	0.025	0.025	0.025	0.025	0.025	0.000	0.000	0.000	0.000	0.000	0.148	0.250	0.000	0.00	
5.5	45	0.026	0.025	0.025	0.025	0.025	0.024	0.000	0.000	0.000	0.000	0.150	0.250	0.000	0.00	
6	45	0.026	0.025	0.025	0.025	0.025	0.025	0.024	0.000	0.000	0.000	0.151	0.250	0.000	0.00	
6.5	45	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.153	0.250	0.000	0.00	
7	46	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.153	0.250	0.000	0.00	
7.5	46	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.153	0.250	0.000	0.00	
8	46	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.154	0.250	0.000	0.00	
8.5	46	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.154	0.250	0.000	0.00	
9	46	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.154	0.250	0.000	0.00	
9.5	46	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.154	0.250	0.000	0.00	
10	47	0.027	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.159	0.250	0.000	0.00	
10.5	47	0.027	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.159	0.250	0.000	0.00	
11	48	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.159	0.250	0.000	0.00	
11.5	48	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.159	0.250	0.000	0.00	
12	48	0.027	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.160	0.250	0.000	0.00	
12.5	48	0.027	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.026	0.026	0.160	0.250	0.000	0.00	
13	48	0.028	0.027	0.027	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.162	0.250	0.000	0.00	
13.5	49	0.028	0.027	0.027	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.162	0.250	0.000	0.00	
14	50	0.029	0.028	0.027	0.027	0.027	0.026	0.026	0.026	0.026	0.026	0.165	0.250	0.000	0.00	
14.5	50	0.029	0.028	0.027	0.027	0.027	0.027	0.026	0.026	0.026	0.026	0.165	0.250	0.000	0.00	
15	50	0.029	0.029	0.028	0.028	0.027	0.027	0.027	0.027	0.027	0.027	0.167	0.250	0.000	0.00	
15.5	51	0.029	0.029	0.029	0.028	0.028	0.027	0.027	0.027	0.027	0.027	0.167	0.250	0.000	0.00	
16	51	0.029	0.029	0.029	0.029	0.028	0.028	0.027	0.027	0.027	0.027	0.169	0.250	0.000	0.00	
16.5	51	0.029	0.029	0.029	0.029	0.028	0.028	0.027	0.027	0.027	0.027	0.169	0.250	0.000	0.00	
17	52	0.030	0.029	0.029	0.029	0.029	0.028	0.027	0.027	0.027	0.027	0.171	0.250	0.000	0.00	
17.5	52	0.030	0.029	0.029	0.029	0.029	0.028	0.027	0.027	0.027	0.027	0.171	0.250	0.000	0.00	
18	53	0.030	0.030	0.029	0.029	0.029	0.029	0.028	0.027	0.027	0.027	0.172	0.250	0.000	0.00	
18.5	53	0.030	0.030	0.029	0.029	0.029	0.029	0.028	0.027	0.027	0.027	0.172	0.250	0.000	0.00	
19	53	0.030	0.030	0.030	0.029	0.029	0.029	0.029	0.028	0.027	0.027	0.173	0.250	0.000	0.00	
19.5	53	0.031	0.030	0.030	0.030	0.029	0.029	0.029	0.029	0.029	0.029	0.177	0.250	0.000	0.00	
20	54	0.031	0.030	0.030	0.030	0.030	0.029	0.029	0.029	0.029	0.029	0.179	0.250	0.000	0.00	
20.5	54	0.031	0.030	0.030	0.030	0.030	0.029	0.029	0.029	0.029	0.029	0.179	0.250	0.000	0.00	
21	55	0.032	0.030	0.030	0.030	0.030	0.029	0.029	0.029	0.029	0.029	0.182	0.250	0.000	0.00	
21.5	55	0.032	0.031	0.031	0.031	0.030	0.030	0.029	0.029	0.029	0.029	0.182	0.250	0.000	0.00	
22	56	0.032	0.031	0.031	0.031	0.030	0.030	0.030	0.030	0.030	0.030	0.185	0.250	0.000	0.00	
22.5	56	0.032	0.031	0.031	0.031	0.030	0.030	0.030	0.030	0.030	0.030	0.185	0.250	0.000	0.00	
23	57	0.033	0.032	0.031	0.031	0.031	0.030	0.030	0.030	0.030	0.030	0.187	0.250	0.000	0.00	
23.5	57	0.033	0.032	0.031	0.031	0.031	0.030	0.030	0.030	0.030	0.030	0.187	0.250	0.000	0.00	
24	58	0.033	0.032	0.032	0.032	0.031	0.031	0.030	0.030	0.030	0.030	0.188	0.250	0.000	0.00	
24.5	58	0.033	0.033	0.032	0.031	0.031	0.031	0.030	0.030	0.030	0.030	0.190	0.250	0.000	0.00	
25	59	0.034	0.033	0.033	0.032	0.031	0.031	0.030	0.030	0.030	0.030	0.194	0.250	0.000	0.00	
25.5	60	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.031	0.031	0.194	0.250	0.000	0.00	
26	61	0.035	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.031	0.198	0.250	0.000	0.00	
26.5	61	0.035	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.031	0.198	0.250	0.000	0.00	
27	62	0.035	0.035	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.200	0.250	0.000	0.00	
27.5	62	0.035	0.035	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.202	0.250	0.000	0.00	
28	64	0.037	0.035	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.207	0.250	0.000	0.00	
28.5	64	0.037	0.035	0.034	0.033	0.033	0.032	0.031	0.031	0.031	0.031	0.207	0.250	0.000	0.00	
29	65	0.038	0.037	0.035	0.035	0.034	0.033	0.032	0.031	0.031	0.031	0.212	0.250	0.000	0.00	
29.5	65	0.038	0.037	0.035	0.035	0.034	0.033	0.032	0.031	0.031	0.031	0.212	0.250	0.000	0.00	
30	66	0.039	0.038	0.037	0.035	0.035	0.034	0.033	0.032	0.031	0.031	0.218	0.250	0.000	0.00	
30.5	66	0.039	0.038	0.037	0.035	0.035	0.034	0.033	0.032	0.031	0.031	0.218	0.250	0.000	0.00	
31	70	0.040	0.039	0.038	0.037	0.036	0.035	0.034	0.032	0.031	0.031	0.224	0.250	0.000	0.00	
31.5	70	0.040	0.039	0.038	0.037	0.036	0.035	0.034	0.032	0.031	0.031	0.224	0.250	0.000	0.00	
32	72	0.041	0.040	0.039	0.038	0.037	0.036	0.035	0.033	0.032	0.031	0.230	0.250	0.000	0.00	
32.5	72	0.041	0.040	0.039	0.038	0.037	0.036	0.035	0.033	0.032	0.031	0.230	0.250	0.000	0.00	
33	74	0.042	0.041	0.040	0.039	0.038	0.037	0.036	0.033	0.032	0.031	0.237	0.250	0.000	0.00	
33.5	74	0.042	0.041	0.040	0.039	0.038	0.037	0.036	0.033	0.032	0.031	0.237	0.250	0.000	0.00	
34	77	0.044	0.042	0.041	0.040	0.039	0.038	0.037	0.034	0.033	0.032	0.244	0.250	0.000	0.00	
34.5	77	0.044	0.042	0.041	0.040	0.039	0.038	0.037	0.034	0.033	0.032	0.244	0.250	0.000	0.00	
35	80	0.046	0.044	0.042	0.041	0.040	0.039	0.038	0.034	0.033	0.032	0.252	0.250	0.002	0.1	
35.5	80	0.046	0.044	0.042												

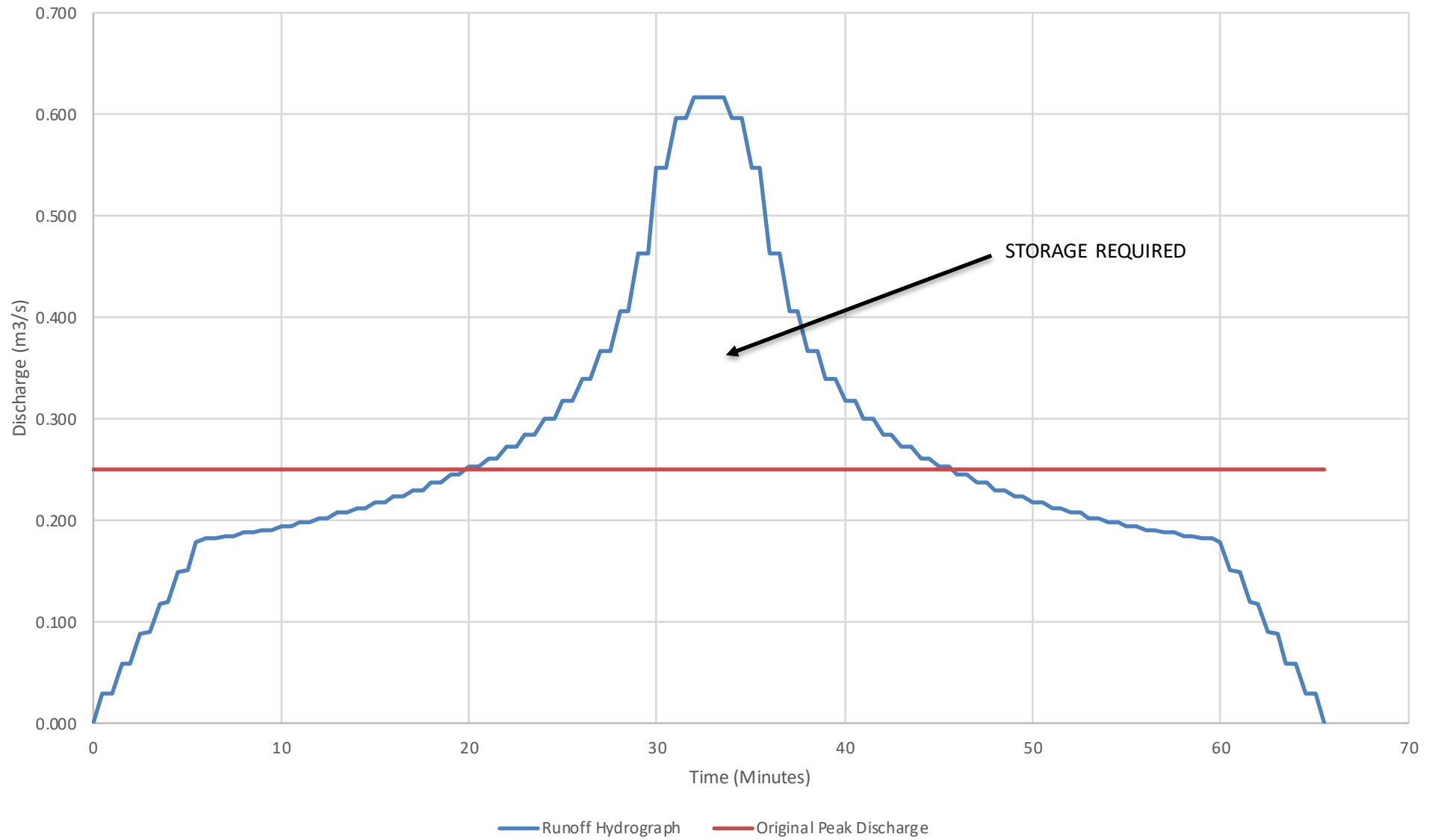
# Sites C, D & E 10-Minute Runoff Hydrograph



# Sites C, D & E 30-Minute Runoff Hydrograph

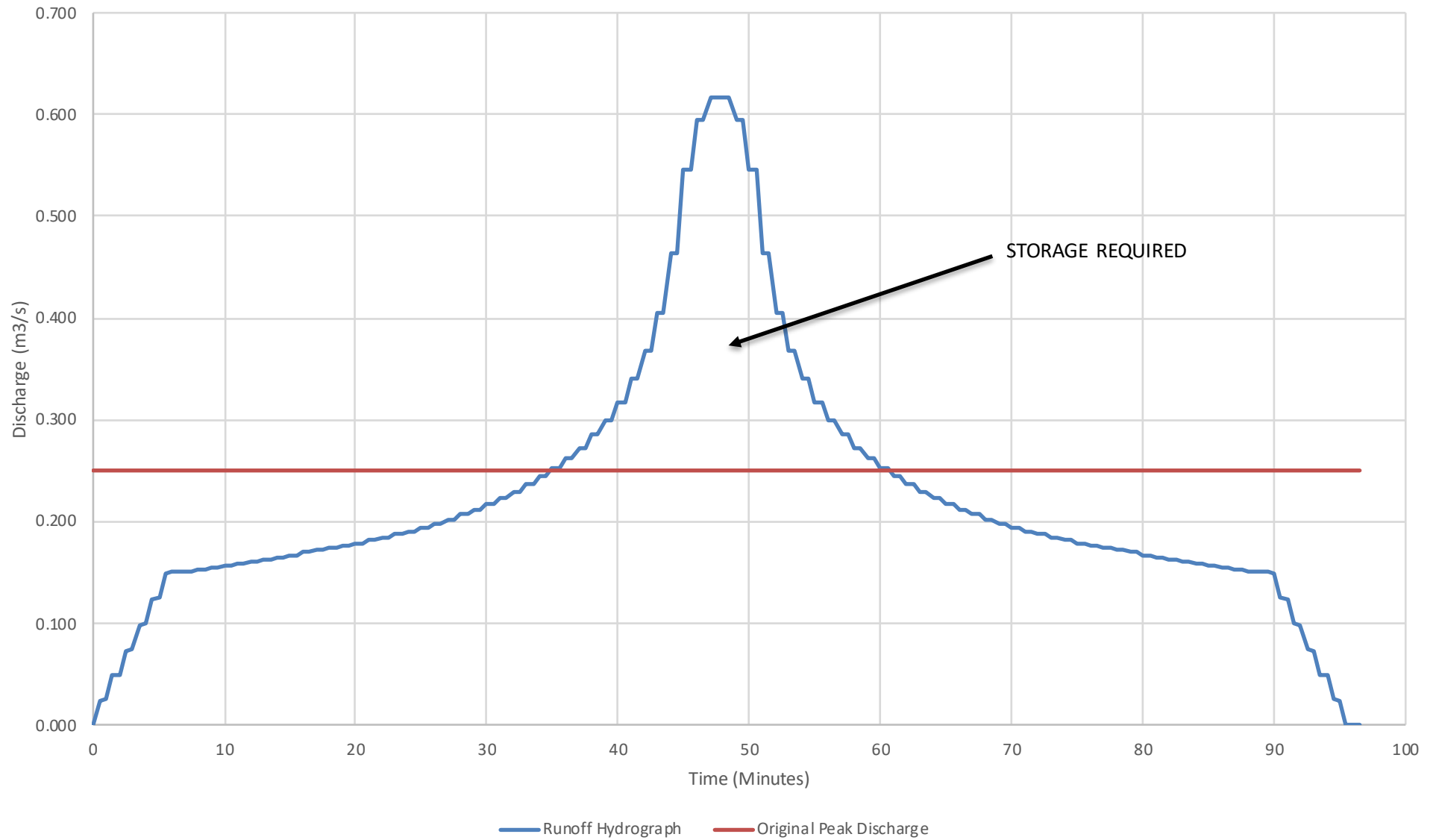


# Sites C, D & E 60-Minute Runoff Hydrograph





# Sites C, D & E 60-Minute Runoff Hydrograph



# Appendix F

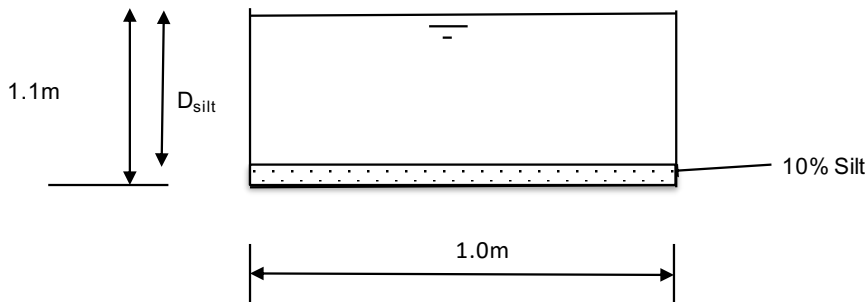
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Stream Hydraulics

**C192 Hong Kong & Kowloon Timber Merchants Association Timber Yard at Lin Ma Hang Road**  
**Existing East Channel**  
**Capacity Check**

Assume:

1. Stream channel is rectangular
2. Dimensions from Initial Site Inspection (22/12/2023). Check worst location
3. Channel is existing concrete sides, with silt/soil base. Assume concrete lined channel, bad condition ( $n = 0.018$ )
4. Check capacity without freeboard



Gradient

Upstream IL =	N/A	mPD
Downstream IL =	N/A	mPD
Fall =	-	m

Distance between ILs = m

Overall channel gradient =  $1/500$  0.002 ASSUMED

Concrete Lined Channel, (bad condition); say, Manning's  $n = 0.018$  (DSD SDM Table 13)

Without Freeboard Allowance

B = 1.00 m  
D = 1.10 m  
 $D_{\text{silt}} = D \times 0.9 = 0.99$  m (allowing for 10% silt)

Top Width = 1.00 m

A ( $\text{m}^2$ ) = 0.99  $\text{m}^2$

P (m) = 1.00 m (base)  
1.98 m (side walls)  
2.98 m

R (m) =  $A/P = 0.33$  m

Q ( $\text{m}^3/\text{s}$ ) =  $Av = A \times R^{2/3} \times S^{1/2} / n = 1.18$   $\text{m}^3/\text{s}$

v = 1.19 m/s

# Appendix G

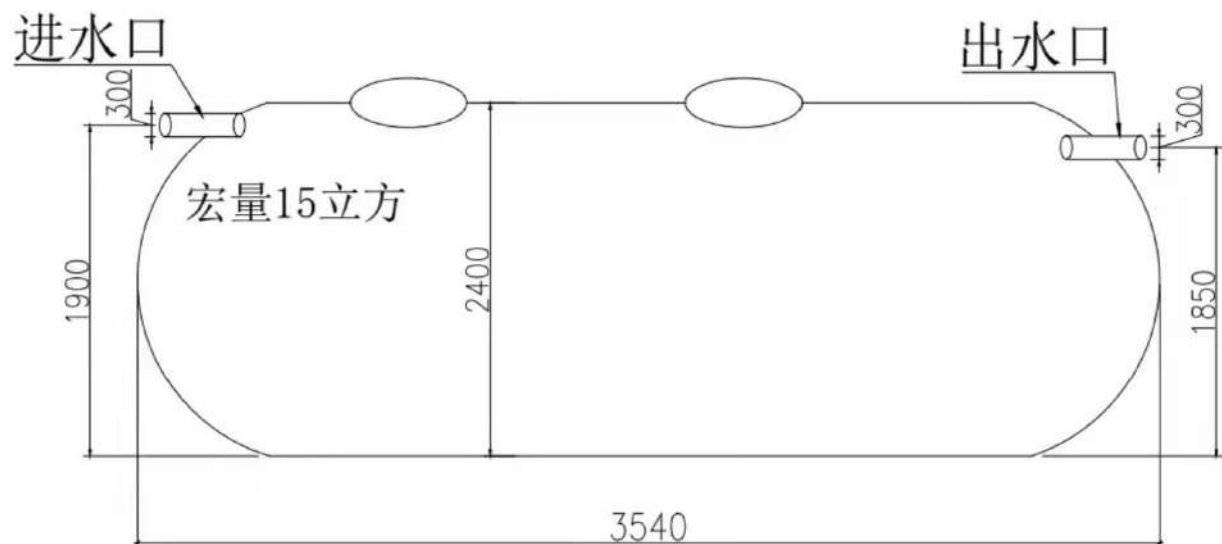
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Prefabricated Drainage Units



### Water tank information

Typical details of temporary storage tanks. Actual sizes to suit Site conditions and transportation limitations.



**C192 Hong Kong & Kowloon Timber Merchants Association  
Timber Yard and Sawmill at Lin Ma Hang Road  
Prefabricated Drainage Units**

It is proposed to generally use prefabricated units for the drainage facilities at the new Timber Yard and Sawmill. This will facilitate construction and help to ensure the quality of the final facilities. Typical images are shown below (subject to confirmation during construction).

**Drainage Channels**



**Catchpits (Indicative only)**



# Appendix H

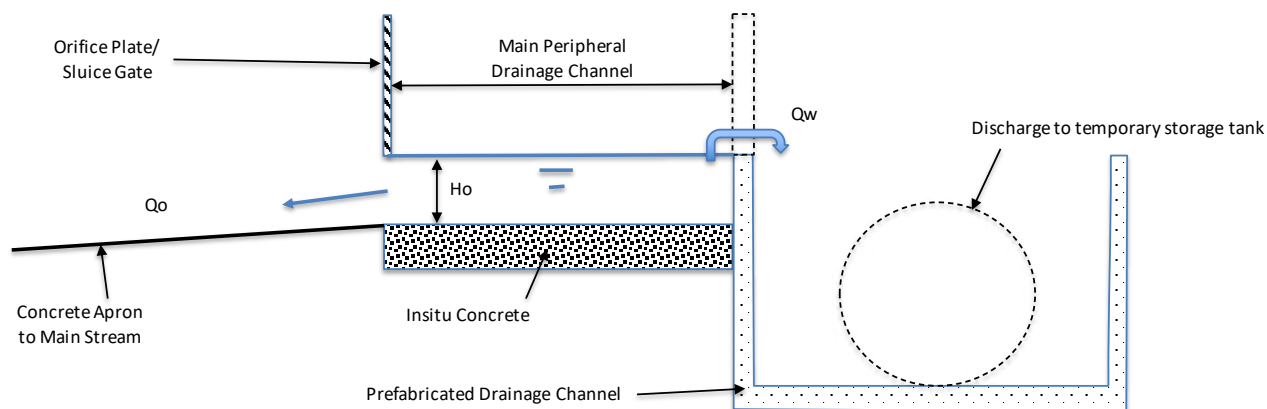
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## Overflow Weir Calculations



**C192 Hong Kong & Kowloon Timber Merchants Association Timber Yard at Lin Ma Hang Road**  
**Orifice/Sluice Discharges**  
**Check Discharges**

1. Assume orifice/sluice gate discharge for low flows
2. Weir overflow for excess flows
3. Discharge through Orifice/Sluice will increase as water level rises.



**CROSS-SECTION THROUGH DISCHARGE/OVERFLOW CHAMBER**

**Sites A/B**

**Sites C/D/E**

**Flows**

Existing/Proposed Discharge =	0.167 m <sup>3</sup> /s	0.250 m <sup>3</sup> /s
Future Flow =	0.432 m <sup>3</sup> /s	0.591 m <sup>3</sup> /s

**Discharge Through Orifice/Sluice**

Orifice Height, $H_o$ =	0.110 m	0.160 m
Orifice Width =	1.0 m	1.0 m
Orifice/Sluice Discharge, $Q_o = C_d \times A \times (2gH)^{0.5}$		
Assume $C_d$ =	0.6	0.6
Area, $A$ =	0.11 m <sup>2</sup>	0.160 m <sup>2</sup>
<b>Discharge, <math>Q_o</math> =</b>	<b>0.097 m<sup>3</sup>/s (&lt; Existing Peak Discharge)</b>	<b>0.170 m<sup>3</sup>/s (&lt; Proposed Peak Discharge)</b>
(N.B. Maximum discharges before water level rises above the top of the orifice/sluice and over the weir)		
Weir Length, $B$ =	3.0 m	4.0 m
Peak Excess Flow =	0.335 m <sup>3</sup> /s (to pass over weir)	0.421 m <sup>3</sup> /s (to pass over weir)

**Overflow to Weir**

Weir Discharge, $Q_w = C_w \times B \times H^{1.5}$		
$H_w = (Q_w / (C_w \times B))^{0.67}$		
Assume $C_w$ =	1.5	1.5
Head over Weir, $H_w$ =	0.175 m	0.169 m
<b>Peak <math>Q_o</math> =</b>	<b>0.156 m<sup>3</sup>/s (&lt;= Existing Peak Discharge)</b>	<b>0.244 m<sup>3</sup>/s (&lt;= Proposed Peak Discharge)</b>

Note: These are conservative assessments, as the water levels are based on the assumption that all excess flows pass over the weir.

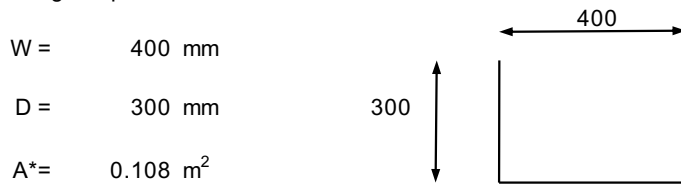
# Appendix I

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Drainage Schedule

**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Capacities of Peripheral Channels**

Standard 400W x 300D channel units are to be used throughout  
 Use Manning's Equation



\* Assumes 10% loss for siltation

$$(R^{2/3})/n = 18.759$$

$$V = S^{0.5} R^{2/3}/n \quad Q = VA$$

Gradient		V (m/s)	Q (m <sup>3</sup> /s)
1 in	s		
10	0.1000	5.93	0.641
20	0.0500	4.19	0.453
30	0.0333	3.42	0.370
40	0.0250	2.97	0.320
50	0.0200	2.65	0.287
60	0.0167	2.42	0.262
70	0.0143	2.24	0.242
80	0.0125	2.10	0.227
85	0.0118	2.03	0.220
90	0.0111	1.98	0.214
95	0.0105	1.92	0.208
100	0.0100	1.88	0.203
110	0.0091	1.79	0.193
120	0.0083	1.71	0.185
130	0.0077	1.65	0.178
140	0.0071	1.59	0.171
150	0.0067	1.53	0.165
160	0.0063	1.48	0.160
170	0.0059	1.44	0.155
180	0.0056	1.40	0.151
190	0.0053	1.36	0.147
200	0.0050	1.33	0.143
210	0.0048	1.29	0.140
220	0.0045	1.26	0.137
230	0.0043	1.24	0.134
240	0.0042	1.21	0.131
250	0.0040	1.19	0.128
260	0.0038	1.16	0.126
270	0.0037	1.14	0.123
280	0.0036	1.12	0.121
290	0.0034	1.10	0.119
300	0.0033	1.08	0.117
310	0.0032	1.07	0.115
320	0.0031	1.05	0.113
330	0.0030	1.03	0.112
340	0.0029	1.02	0.110
<b>350</b>	<b>0.0029</b>	<b>1.00</b>	<b>0.108</b>
360	0.0028	0.99	0.107
370	0.0027	0.98	0.105
380	0.0026	0.96	0.104
390	0.0026	0.95	0.103
400	0.0025	0.94	0.101

C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road  
Drainage Schedule - Western Site

Refer to Site Catchment Plan (Figure 6), Overall Runoff Calculations and Standard Channel Capacity Calculations

Channel Section	Contributing Catchment(s)	Catchment Area (Cumulative) (m <sup>2</sup> )	Runoff Coefficient	Rainfall Intensity <sup>#</sup> (mm/h)	Runoff (m <sup>3</sup> /s)	Minimum Gradient Required* (1 in)	Section Length (m)	Upstream		Downstream		Proposed Gradient (1 in)	Remarks
								Ground Level (mPD)	Invert Level (mPD)	Ground Level (mPD)	Invert Level (mPD)		
Site C													
Northern/Eastern Boundary													
P10-P09	C3 x 60%	1,085.4	0.35	180	0.019	350	44	14.0	13.7	12.5	12.2	29	Runoff from External Slopes
P09-P08	C3	1,809.0	0.35	180	0.032	350	26	12.5	12.2	11.8	11.5	37	Runoff from External Slopes
P08-P07	C3+C4	2,649.0	0.35	180	0.046	350	31	11.8	11.5	11.1	10.8	44	Runoff from External Slopes
P07-P06	C3+C4	2,649.0	0.35	180	0.046	350	22	11.1	10.8	10.8	10.5	73	Runoff from External Slopes
P06-P05	C3+C4	2,649.0	0.35	180	0.046	350	20	10.8	10.5	10.6	10.3	99	Runoff from External Slopes
P05-P04	C3+C4	2,649.0	0.35	180	0.046	350	33	10.6	10.3	10.2	9.9	82	Runoff from External Slopes
P04-P03	C3+C4	2,649.0	0.35	180	0.046	350	18	10.2	9.9	10.0	9.7	90	Runoff from External Slopes
P03-P02	C3+C4	2,649.0	0.35	180	0.046	350	20	10.0	9.7	9.7	9.4	67	Runoff from External Slopes
P02-P01	C3+C4	2,649.0	0.35	180	0.046	350	2	9.7	9.4	9	8.7	3	Drop section not using standard channels
Outlet to Eastern Stream													
Western/Southern Boundary													
P10-P11	Minor local runoff	0.0	1.00	180	0.000	350	20	14.0	13.7	13.4	13.1	33	
P11-P12	Minor local runoff	0.0	1.00	180	0.000	350	9	13.4	13.1	13.1	12.8	30	
P12-P13	Minor local runoff	0.0	1.00	180	0.000	350	3	13.1	12.8	12.9	12.6	15	
P13-P14	Minor local runoff	0.0	1.00	180	0.000	350	18	12.9	12.6	12.5	12.2	45	
P14-P15	Minor local runoff	0.0	1.00	180	0.000	350	8	12.5	12.2	12.2	11.9	27	
P15-P16	Minor local runoff	0.0	1.00	180	0.000	350	12	12.2	11.9	11.8	11.5	30	
P16-P17	Minor local runoff	0.0	1.00	180	0.000	350	5	11.8	11.5	11.6	11.3	25	
P17-P18	C1A x 25%	384.7	1.00	180	0.019	350	10	11.6	11.3	11.3	11.0	33	
P18-P19	C1A x 50%	769.3	1.00	180	0.038	350	15	11.3	11.0	10.8	10.5	30	
P19-P20	C1A x 75%	1,154.0	1.00	180	0.058	350	12	10.8	10.5	10.4	10.1	30	
P20-P21	C1A	1,538.6	1.00	180	0.077	350	13	10.4	10.1	10.0	9.7	33	
P21-P22	C1A	1,538.6	1.00	180	0.077	350	24	10.0	9.7	9.9	9.6	240	
P22-P23	C1A + C1B x 25%	1,721.8	1.00	180	0.086	350	20	9.9	9.6	9.8	9.5	200	
P23-P24	C1A + C1B x 50%	1,904.9	1.00	180	0.095	350	21	9.8	9.5	9.7	9.4	210	
P24-P25	C1A + C1B x 75%	2,088.1	1.00	180	0.104	350	17	9.7	9.4	9.6	9.3	170	
Southern Boundary													
P25-P26	C1A + C1B	2,271.3	1.00	180	0.114	310	30	9.6	9.3	9.42	9.12	167	
P26-P27	C1A + C1B	2,271.3	1.00	180	0.114	310	7	9.4	9.1	9.37	9.07	233	
P27-P28	Minor local runoff	0.0	1.00	180	0.000	350	40	9.37	9.07	9.25	9.0	333	
P28-P29	C2C*50%	150.1	1.00	180	0.008	350	15	9.25	9.0	9.20	8.90	300	
P29-P30	C2C	300.2	1.00	180	0.015	350	31	9.2	8.90	9.1	8.8	310	
P27-P30	C1A + C1B	2,271.3	1.00	180	0.114	350	19	9.37	9.07	9.1	8.8	70	
P30-P01	C1A + C1B + C2C	2,571.5	1.00	180	0.129	280	16	9.1	8.8	9	8.7	160	Outlet to Eastern Stream
Internal Pipeline													
Upstream	C1C + C2A	6,118.7	1.00	180	0.306	150	68	12		11.5		136	See separate pipeline calculations
Downstream	C1C + C2A + C2B	8,920.8	1.00	180	0.446	120	34	11.5		11.2		113	See separate pipeline calculations

<sup>#</sup> Note: Rainfall Intensity taken from overall runoff calculations for the Site

\*Note: Minimum required gradient taken as 1:350, to provide full-flow velocity of 1m/s (Q = 0.108m<sup>3</sup>/s)



**C192 - Hong Kong & Kowloon Timber Merchants Association Yard at Lin Ma Hang Road**  
**Proposed Drainage Capacity**  
**Upstream End of Pipeline - Twin 400mm Pipelines**

**Colebrook-white Equation in SI units, simplified for solution for D**

(From "Tables for the Hydraulic Design of Pipes, Sewers & Channels" HR Wallingford)

$$\frac{Q}{\sqrt{S} D^{2.5}} = -6.555 \log \left\{ \frac{0.576 S^{0.2} K_s}{Q^{0.4}} + \frac{2.566 \times 10^{-6}}{Q^{0.6} S^{0.2}} \right\}$$

Term 4
Term 3
Term 1
Term 2

Assume uPVC pipes, normal condition

D	0.400 m	400 mm
S (1 in)	150	0.007 Assumed Gradient
Ks	0.06 mm	0.00006 m

Term 1	2.24987E-05
Term 2	1.65073E-05
Term 3	28.90013306

Term 4	28.89962337
--------	-------------

Diff 0 Should be zero for solution

**Capacity, Q**                      **0.239 m<sup>3</sup>/s**

**With 10% flow area allowance for sedimentation, assume 10% reduction in capacity:**

**Capacity, Q<sub>silt</sub> =**                      **0.215 m<sup>3</sup>/s/ pipe**

A =                      0.13 m<sup>2</sup>

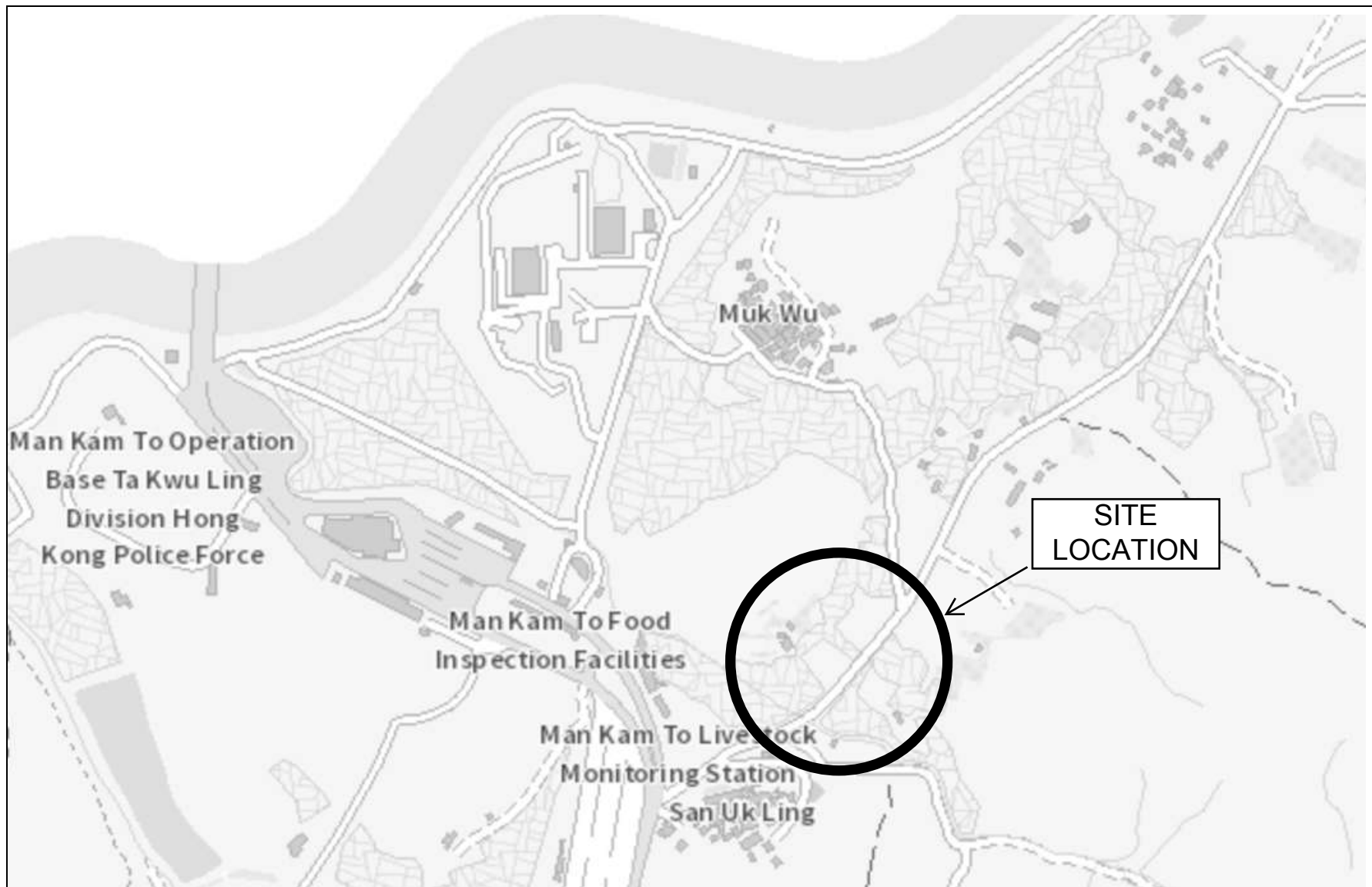
v = Q/A =                      1.90 m/s

**Overall Capacity =**                      **0.430 m<sup>3</sup>/s (twin pipes)**

# Appendix J

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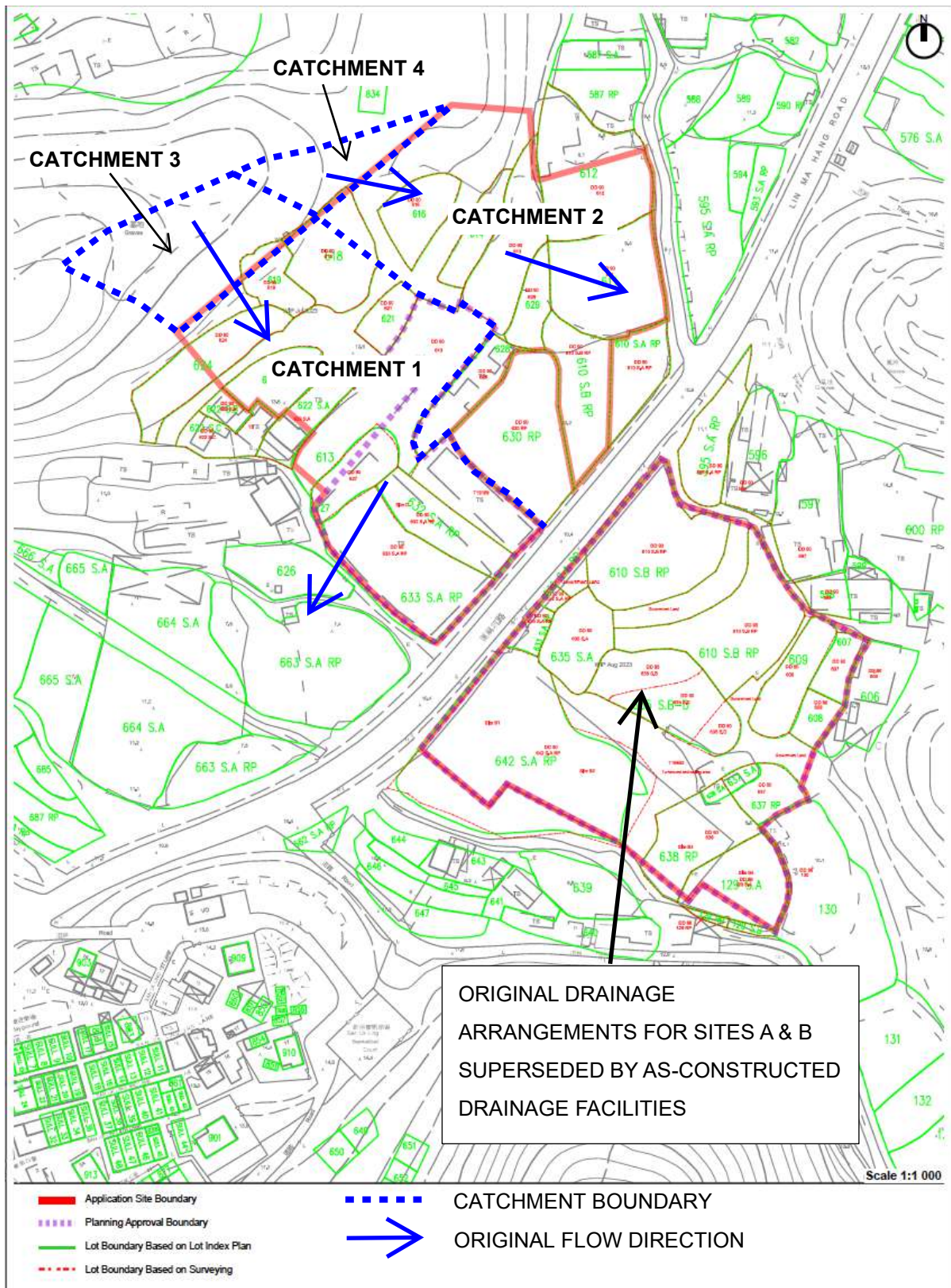
Figures



**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land, Lin Ma Hang  
Road, San Uk Ling, Ma Kam To**

**Site Location Plan**

**Figure 1**

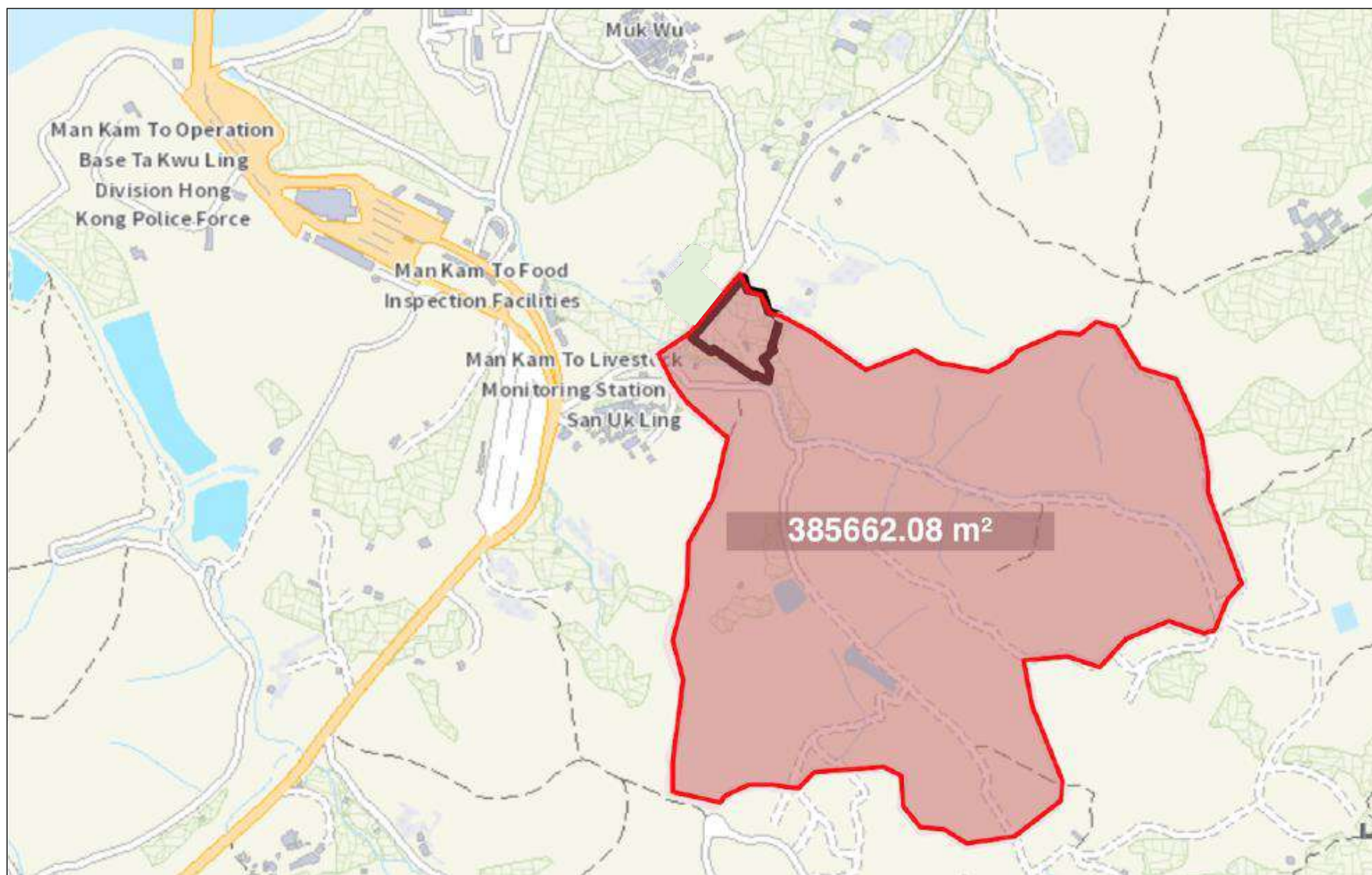


**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots in D.D.86, D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Existing/Original Local Drainage Arrangements**

**Figure 2**

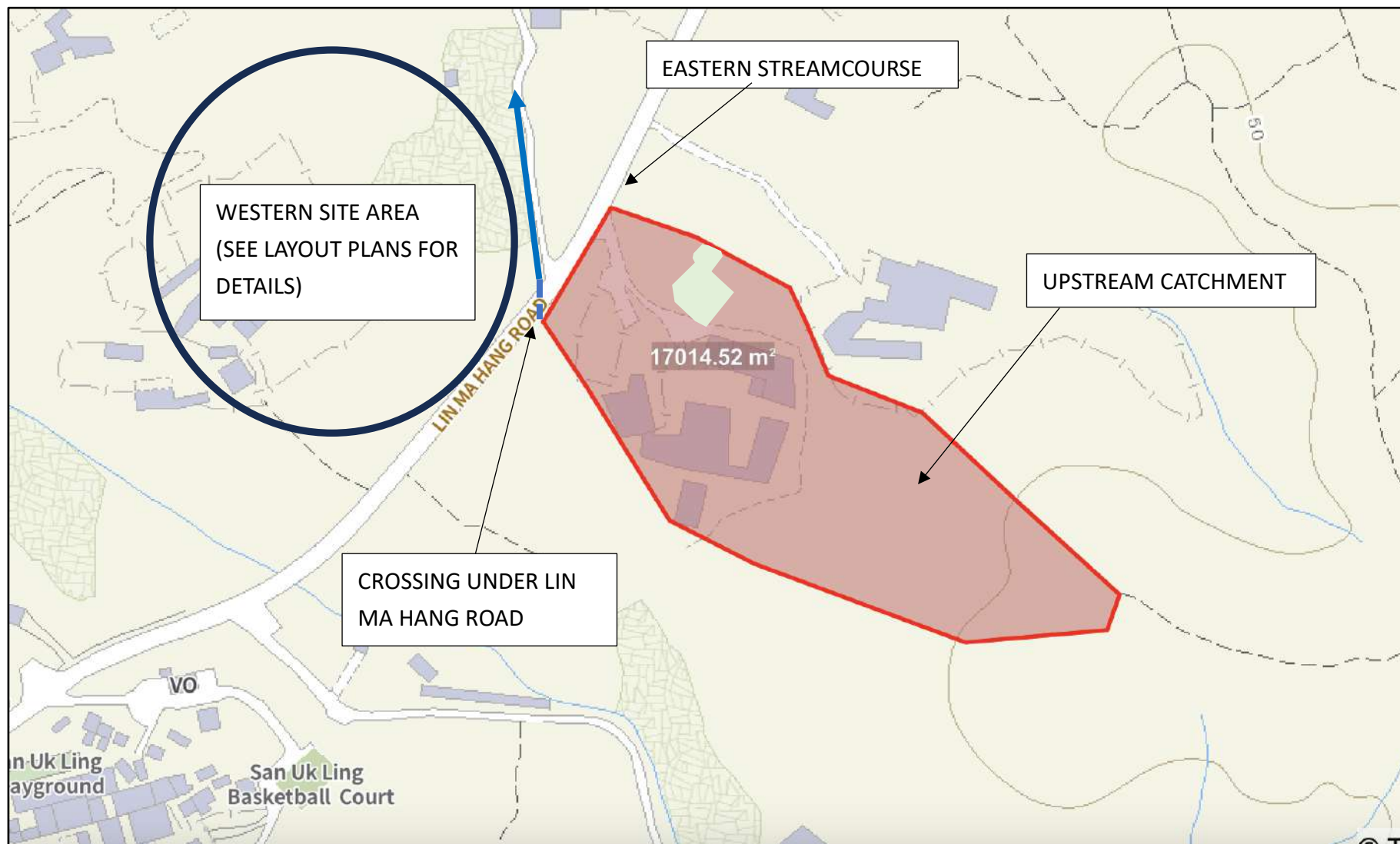




**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Overall Catchment Area (Eastern Site)**

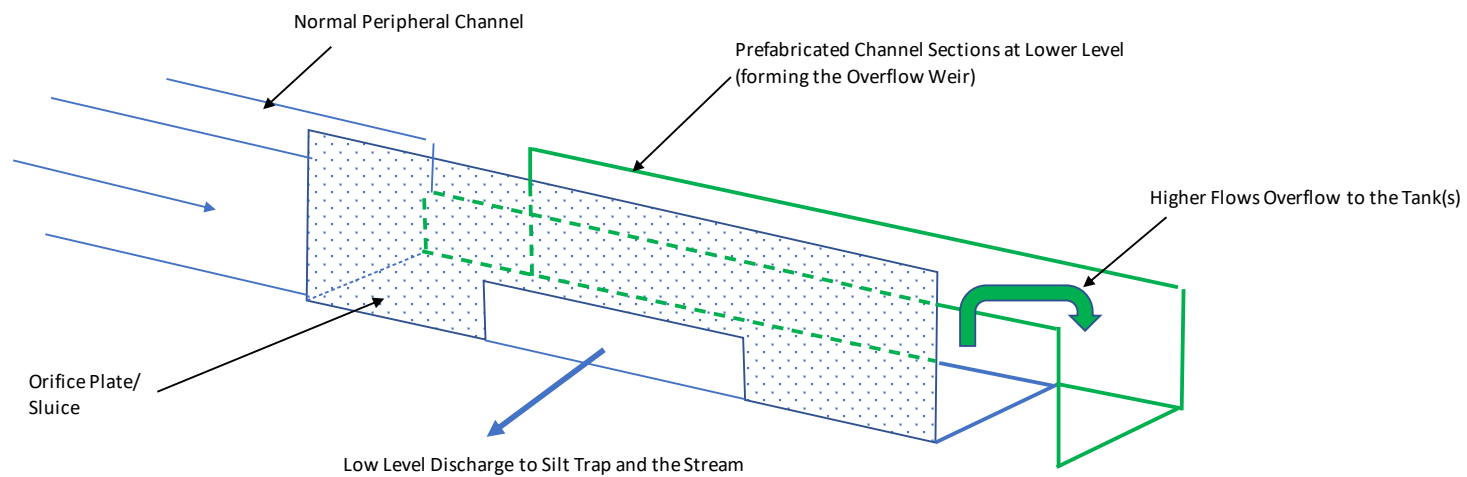
**Figure 3**



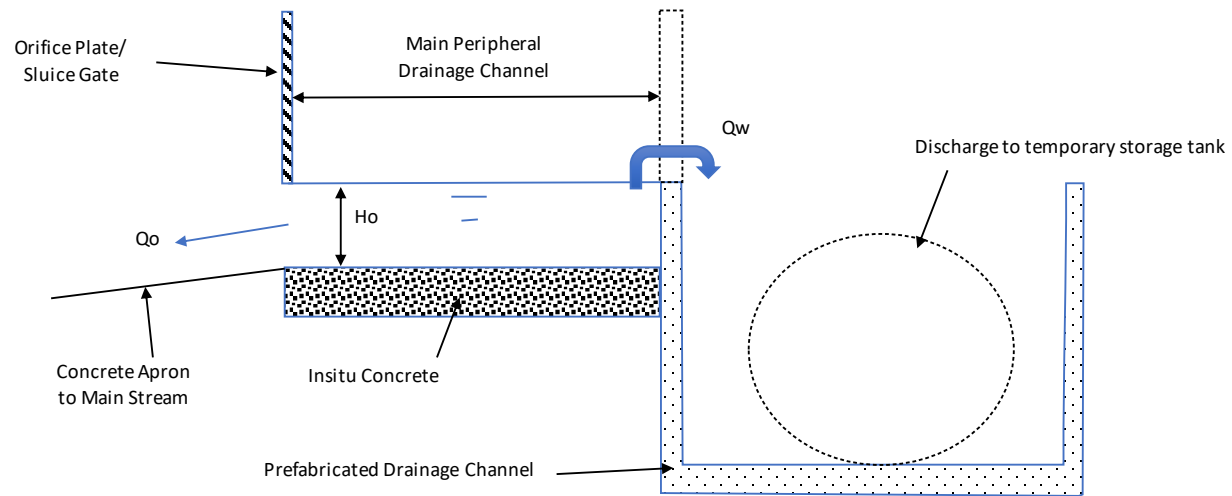
**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Upstream Catchment Area (Western Site)**

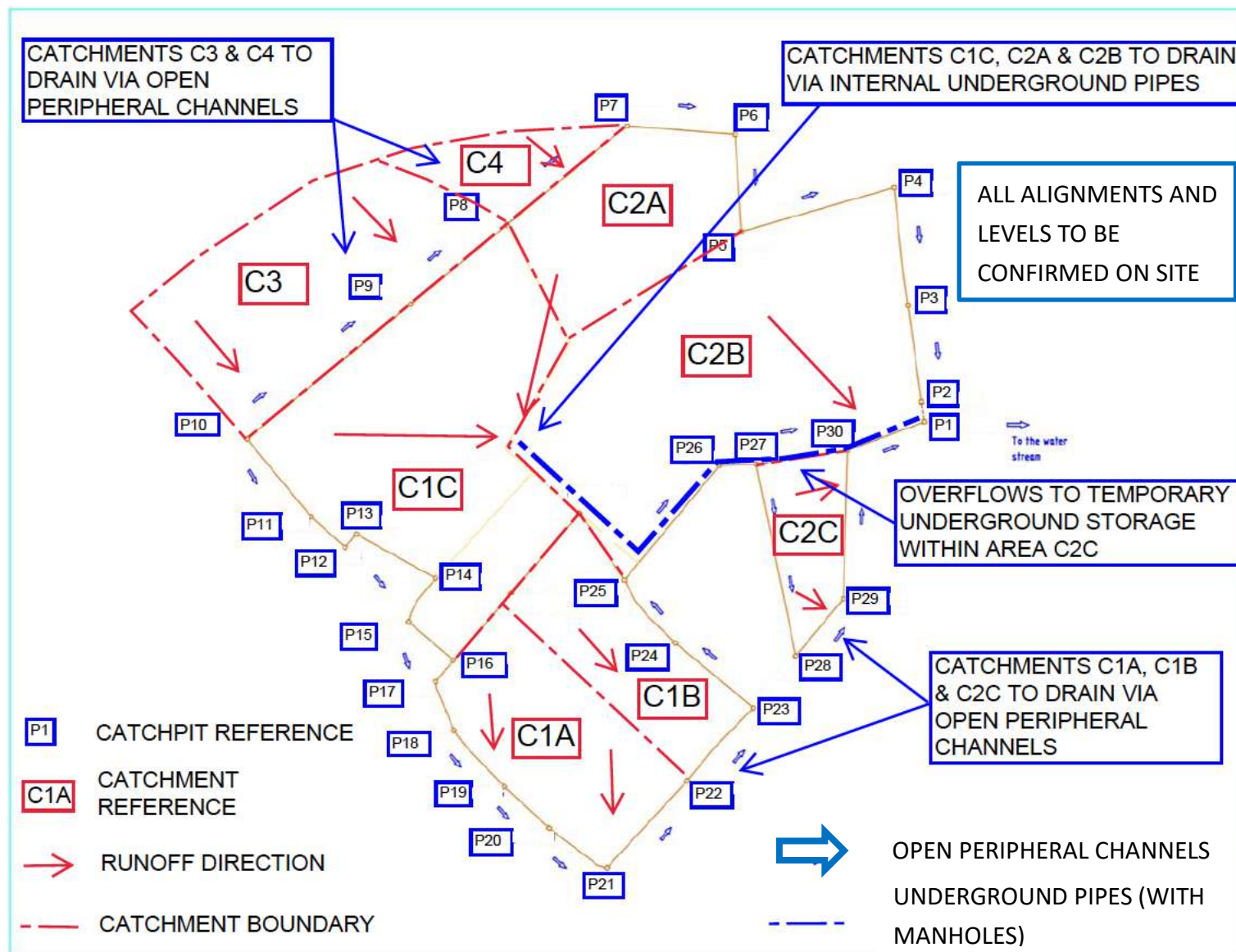
**Figure 4**



**SCHEMATIC DIAGRAMME OF DISCHARGE/OVERFLOW ARRANGEMENT**



**CROSS-SECTION THROUGH DISCHARGE/OVERFLOW CHAMBER**

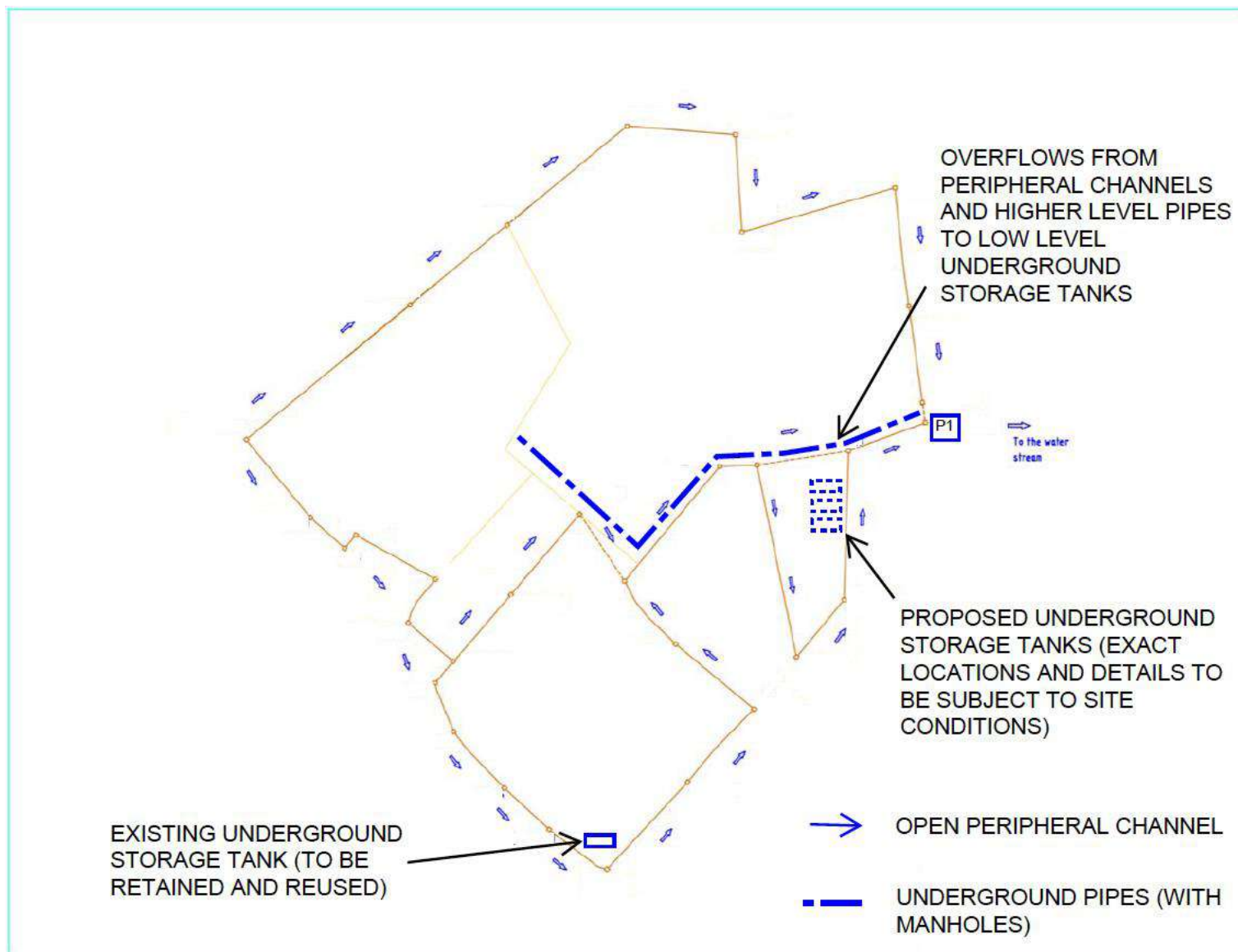


**Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots  
in D.D.86, D.D. 90 and Adjoining Government Land,  
Lin Ma Hang Road, San Uk Ling, Ma Kam To**

**Site Catchments & Drainage Plan (Western Site)**

**Figure 6**

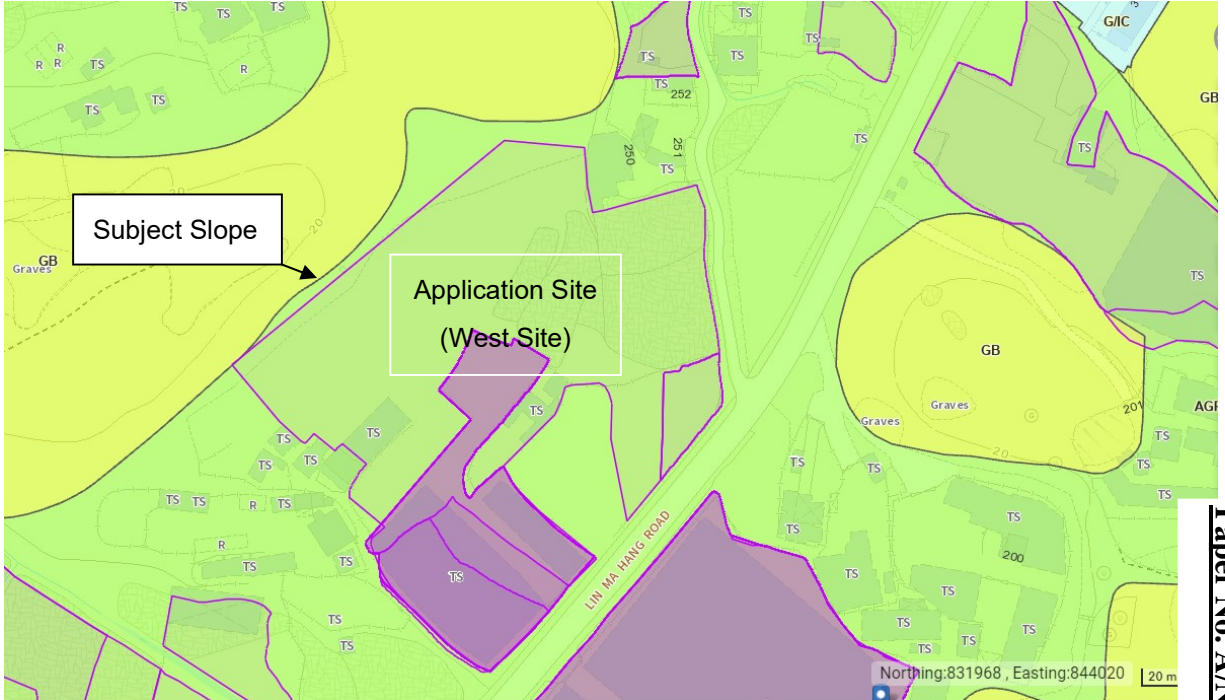




<p><b>Proposed Rural Workshop (Timber Yard and Sawmill) at Various Lots in D.D.86, D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, San Uk Ling, Ma Kam To</b></p>	<p><b>Proposed Temporary Storage Arrangements (Western Site)</b></p>
	<p><b>Figure 7</b></p>

## 1. RESPONSES TO DEPARTMENTAL COMMENTS

### 1.1 Responses to Comments from Geotechnical Engineering Office

Item	Departmental Comments	The Applicant's Responses
GEO(1)	<p>An unregistered man-made slope to the north of the applicant site is present within or in the vicinity of the proposed site (i.e. adjoining unallocated government land) which may affect or be affected by the proposed development of the captioned application. As noted from the site photos, the concerned unregistered man-made slope appears to be newly formed with bare slope surface and covered by concrete blocks. Based on GEO's records, we have no information of the proper design and construction of the concerned man-made slope. In this regard, you may wish to investigate this slope and consider taking planning enforcement actions where appropriate if the case is found to be suspected unauthorized site formation works (USW).</p> <p>Nonetheless, as the subject planning application would affect or be affected by the above-mentioned existing man-made slope, the applicant shall submit a Geotechnical Planning Review Report (GPRR) in support of the application. The GPRR should include a</p>	<p>The Applicant has conducted a site inspection on 11.6.2024 and would like to clarify that the said unregistered man-made slope falls outside the application site. The extent of the subject slope is relatively the same as the alignment of the adjacent "Green Belt" zone (see indicative plan below). According to the village representative, the subject slope was previously stabilised by the gravel pack constructed by the villagers in the 1970s. It has been subsequently replaced by the concrete blocks in order to further stabilise the subject slope.</p> 

Item	Departmental Comments	The Applicant's Responses
	<p>preliminary geotechnical review of the man-made features that may affect or be affected by the proposed development. The GPRR should also include an assessment of the geotechnical feasibility of the proposed development, and address the scope of geotechnical investigation of the existing registered and unregistered slopes and any associated remedial/slope upgrading works that may be required. Other essential contents of a GPRR are given in the attached GEO Advice Note (Appendix A).</p>	<p>The application site is partly the subject of a previous planning approval (No. A/NE-MKT/17) for temporary warehouse use. Majority of the application site has already been hard paved and constructed by warehouses based on the previously approved scheme. The present temporary application is intended to integrate the existing warehouse site with the proposed extension area in order to cater 2 additional affected operators. The current condition of the extension area is largely vacant, partly fenced off, and partly covered with wild grasses and temporary structures.</p> <p>While the subject slope falls outside the application site, the Applicant has provided the following preliminary investigation in relation to the geotechnical aspects. Since Civil Engineering and Development Department had no comment on the previous planning approval, the preliminary investigation would be focused mainly on the extension area:-</p> <ul style="list-style-type: none"> <li> <p><u>Site Description</u></p> <p>The new extension area within the western site is largely vacant, fenced off and partly covered with dry abandoned filed, wild vegetation and temporary structures.</p> </li> <li> <p><u>Proposed Warehouse</u></p> <p>The proposed temporary warehouse at the application site will be enclosed and will be mainly used for storage of timber and other associated materials. The possible staff working areas shall be the loading/unloading spaces and the office, which are at least 40m away from the subject slope.</p> </li> <li> <p><u>Adjoining Structures</u></p> <p>The nearby structures are either vacant temporary structures or warehouse. As the proposed temporary warehouse structure does not require substantial site formation, such as excavation and lateral support and foundation works, these low-rise structures will not</p> </li> </ul>

Item	Departmental Comments	The Applicant's Responses
		<p>affect adversely or be affected by the proposed development.</p> <ul style="list-style-type: none"> <li> <p><u>Adjoining Geotechnical Features</u></p> <p>According to desktop search, there are no registered slopes nor landslide record within the application site. The closest registered slope (slope no. 3NW-C/C303) is located about 45m further west of the application site responsible and maintained by the Lands Department (LandsD). As this feature lies about 45m away from the application site and maintained by LandsD, further study of this feature is considered unnecessary.</p> <p>It is noted that a suspected unregistered and relatively gentle man-made slope locate near the vicinity of the northern part of the western site. According to the information provided by the Applicant, the subject slope situated around Site D and the proposed turnaround area has a height of about 3m and 1.5m respectively. As the proposed temporary warehouse structures will be constructed by colour coated steel plate, substantial site formation such as excavation and lateral support and foundation works are not required. Thus, it is anticipated that the subject slope will not be significantly affected by the proposed development. Besides, a 2-meter-wide landscape buffer strip has been proposed to be positioned along the northern boundary, adjacent to the subject slope. Therefore, the proposed warehouse development will have at least 2-5m buffer space from the subject slope.</p> <p>The Applicant hopes that the clarifications above have adequately addressed the concerns of relevant government departments. The Applicant will closely monitor the condition of the slope.</p> </li> </ul>