

2023年 12月 1 2日

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

12 DEC 2023

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.

Form No. S16-III
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

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

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

By hand
2303029 21/11

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TRLN/77
	Date Received 收到日期	12 DEC 2023

- 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)

New Peak Investment Limited 新高峰投資有限公司

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)

Tai Wah Development Consultants Limited 大華發展顧問有限公司

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)	Lots 1363 S.B RP (Part), 1484 S.B RP, 1485 RP, 1486 RP, 1487, 1488, 1489, 1490, 1492 RP, 1493 S.B RP, 1498 S.B RP, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507 S.B, 1507 S.A, 1508, 1509, 1510 RP, 1511 RP, 1512 RP, 1513, 1514 RP, 1515 S.A RP, 1515 S.B RP, 1516, 1518 RP (Part), 1519 RP (Part), 1534 S.A RP, 1534 RP, 1536, 1538, 1540, 1542 RP, 1585 RP, 1586 RP (Part), 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606 S.A, 1606 S.B, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1615 (Part), 1617, 1618 (Part), 1621 (Part), 1631 RP (Part), 1714 (Part), 1715 (Part) in D.D. 78 and Lots 78 S.B RP, 79 RP (Part), 80 (Part), 81 (Part), 82 (Part), 812, 814 (Part), 816 (Part), 817 (Part), 818 (Part), 834 (Part), 835, 836, 837, 838, 839, 840, 841, 842 S.A, 842 S.B, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859 S.A ss.1, 859 S.A RP, 859 S.B, 860, 861, 862, 863, 864, 865 S.A, 865 S.B, 865 S.C, 865 S.D, 866, 867 (Part), 868, 869, 870, 871, 872, 873, 874, 875, 876, 877 S.A, 877 RP, 878, 879, 880, 881 (Part), 882, 883, 884 (Part), 885 S.A (Part), 885 RP (Part) in D.D. 82 and Adjoining Government Land, Ta Kwu Ling, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	☒ Site area 地盤面積 122,819 sq.m 平方米 ☒ About 約 ☒ Gross floor area 總樓面面積 116,448 sq.m 平方米 ☒ About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	6,371 sq.m 平方米 ☒ 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 Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
(e) Land use zone(s) involved 涉及的土地用途地帶	"Recreation" zone
(f) Current use(s) 現時用途	Vacant (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" (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」 (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" (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」 (請夾附業權證明文件)。
- ☒ is not a "current land owner".
並不是「現行土地擁有人」。

- ☐ 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)".
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」。

(b) The applicant 申請人 -

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

Details of consent of "current land owner(s)" obtained 取得「現行土地擁有人」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 01/12/2023 (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 08/12/2023 (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）

Note: May insert more than one 「✓」.

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

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別**(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas**

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

Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle park with Ancillary Facilities 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☒ year(s) 年 3☐ month(s) 個月**(c) Development Schedule 發展細節表**

Proposed uncovered land area 擬議露天土地面積 57,395sq.m ☒About 約

Proposed covered land area 擬議有上蓋土地面積 65,424sq.m ☒About 約

Proposed number of buildings/structures 擬議建築物／構築物數目 6

Proposed domestic floor area 擬議住用樓面面積 N/Asq.m ☐About 約

Proposed non-domestic floor area 擬議非住用樓面面積 130,848sq.m ☒About 約

Proposed gross floor area 擬議總樓面面積 130,848sq.m ☒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)

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT	
B1	WAREHOUSE (EXCL. D.G.G.)	8,986 m ² (ABOUT)	17,972 m ² (ABOUT)	15 m (ABOUT)X2-STORY	
B2	LOGISTICS CENTRE	22,811 m ² (ABOUT)	45,622 m ² (ABOUT)	15 m (ABOUT)X2-STORY	
B3	LOGISTICS CENTRE	22,447 m ² (ABOUT)	44,894 m ² (ABOUT)	15 m (ABOUT)X2-STORY	
B4	WAREHOUSE (EXCL. D.G.G.)	4,245 m ² (ABOUT)	8,490 m ² (ABOUT)	15 m (ABOUT)X2-STORY	
B5	WAREHOUSE (EXCL. D.G.G.)	6,372 m ² (ABOUT)	12,744 m ² (ABOUT)	15 m (ABOUT)X2-STORY	
B6	OFFICE AND WASHROOM	563 m ² (ABOUT)	1,126 m ² (ABOUT)	7 m (ABOUT)X2-STORY	
TOTAL		65,424 m ² (ABOUT)	130,848 m ² (ABOUT)		

*D.G.G. - DANGEROUS GOODS GODOWN

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位 16

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) 33 (Container Vehicle)

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

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) 53 (Container Vehicle)

Proposed operating hours 擬議營運時間 Mondays to Saturdays from 07:00 to 20:00, No operation on Sunday and public holiday			
(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)) <u>Accessible from Heung Yuen Wai Highway via Lin Ma Hang Road.</u>	
	No 否	☐ 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) ☐	
(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 ☒		

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)
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(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	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： Reason(s) for non-compliance: 仍未履行的原因： (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ☐ month(s) 個月

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 refer to the planning statement.	

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 refer to the planning statement.	

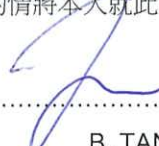
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Please refer to the planning statement.	

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


.....
B. TANG

Name in Block Letters
姓名（請以正楷填寫）

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

Manager

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☐ Member 會員 / ☐ Fellow of 資深會員

專業資格

- ☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他

on behalf of
代表

Tai Wah Development Consultants Limited



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

Date 日期

21/11/2023

(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	Lots 1363 S.B RP (Part), 1484 S.B RP, 1485 RP, 1486 RP, 1487, 1488, 1489, 1490, 1492 RP, 1493 S.B RP, 1498 S.B RP, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507 S.B, 1507 S.A, 1508, 1509, 1510 RP, 1511 RP, 1512 RP, 1513, 1514 RP, 1515 S.A RP, 1515 S.B RP, 1516, 1518 RP (Part), 1519 RP (Part), 1534 S.A RP, 1534 RP, 1536, 1538, 1540, 1542 RP, 1585 RP, 1586 RP (Part), 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606 S.A, 1606 S.B, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1615 (Part), 1617, 1618 (Part), 1621 (Part), 1631 RP (Part), 1714 (Part), 1715 (Part) in D.D. 78 and Lots 78 S.B RP, 79 RP (Part), 80 (Part), 81 (Part), 82 (Part), 812, 814 (Part), 816 (Part), 817 (Part), 818 (Part), 834 (Part), 835, 836, 837, 838, 839, 840, 841, 842 S.A, 842 S.B, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859 S.A ss.1, 859 S.A RP, 859 S.B, 860, 861, 862, 863, 864, 865 S.A, 865 S.B, 865 S.C, 865 S.D, 866, 867 (Part), 868, 869, 870, 871, 872, 873, 874, 875, 876, 877 S.A, 877 RP, 878, 879, 880, 881 (Part), 882, 883, 884 (Part), 885 S.A (Part), 885 RP (Part) in D.D. 82 and Adjoining Government Land, Ta Kwu Ling, New Territories
Site area 地盤面積	 122,819 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 6,530 sq. m 平方米 ☒ About 約)
Plan 圖則	Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
Zoning 地帶	"Recreation" zone
Type of Application 申請類別	☒ 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 ☒ Year(s) 年 <u>3</u> ☐ Month(s) 月 <u> </u> ☐ 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 ☐ Year(s) 年 <u> </u> ☐ Month(s) 月 <u> </u>
Applied use/ development 申請用途/發展	Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years

(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	N/A ☐ About 約 ☐ Not more than 不多於	N/A ☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	130,848 ☒ About 約 ☐ Not more than 不多於	1.07 ☒ About 約 ☐ Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	6	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A ☐ (Not more than 不多於) m 米	
		N/A ☐ (Not more than 不多於) Storeys(s) 層	
	Non-domestic 非住用	7 - 15 (about) ☐ (Not more than 不多於) m 米	
		2 ☐ (Not more than 不多於) Storeys(s) 層	
(iv) Site coverage 上蓋面積	53 % ☒ 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		49
	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) Container Vehicle		16 (PC) 33 (CV)
(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 loading/unloading bays/lays 上落客貨車位／停車處總數		53
	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 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Container Vehicle		53 (CV)

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☒
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☒
Plan showing the land status of the application site, Plan showing the zoning of the application site		
Plan showing the details of the original premises, FSIs proposal, Drainage proposal		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
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

PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS IN “RECREATION” ZONE

**VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND,
TA KWU LING, NEW TERRITORIES**

PLANNING STATEMENT

TAI WAH DEVELOPMENT CONSULTANTS LIMITED

NOV 2023

VERSION 1.0

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EXECUTIVE SUMMARY

- The applicant seeks to apply for planning permission from the Town Planning Board (the Board) under Section (S.) 16 of the Town Planning Ordinance (Cap. 131)(the Ordinance) to use *Various Lots in D.D. 78 and D.D. 82 and Adjoining Government Land (GL), Ta Kwu Ling, New Territories* (the Site) for **‘Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years’**.
- The Site falls within an area zoned as "Recreation" ("REC") on the Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2. The Site area is 122,819 m² (about), including 6,371 m² (about) of Government Land (GL). A total of 6 two-storey structures are proposed at the Site for warehouses (excluding dangerous goods godown), logistics centres, office and washroom with total GFA of 130,848 m² (about), the remaining area is reserved for parking of container vehicle and circulation area.
- The Site is accessible from Heung Yuen Wai Highway via Lin Ma Hang Road. The operation hours of the proposed development are Monday to Saturday from 07:00 to 20:00. No operation on Sunday and public holiday.
- Justifications for the proposed development are as follows:
 - The applicant's original premises are affected by the development of Hung Shui Kiu/Ha Tsuen (HSK/HT) and Kwu Tung North (KTN) New Development Area (NDA), and Public Housing Development in Sha Po, Yuen Long.
 - The applicant has spent effort in identifying suitable site for relocation.
 - The applied use is the same as the applicant's original premises.
 - No significant adverse impact is anticipated from the proposed development.
 - The proposed development is only on a temporary basis, approval of the application will not frustrate the long-term planning intention of the "REC" zone.
- Details of development parameters are as follows:

Application Site Area	122,819 m ² (about), incl. 6,371 m ² (about) of GL
Covered Area	65,424 m ² (about)
Uncovered Area	57,395 m ² (about)
Plot Ratio	1.07 (about)
Site Coverage	53% (about)
Number of Structure	6
Total GFA	130,848 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	130,848 m ² (about)
Building Height	7 m – 15 m (about)
No. of Storey	2

行政摘要 (內文如與英文版本有任何差異，應以英文版本為準)

- 申請人現根據《城市規劃條例》(第 131 章)第 16 條，向城市規劃委員會提交有關新界打鼓嶺丈量約份第 78 約及第 82 約多個地段及毗鄰政府土地的規劃申請，於上述地點作「擬議臨時物流中心、貨倉（危險品倉庫除外）及貨櫃車停車場連附屬設施（為期 3 年）」。
- 申請地點所在的地區在《打鼓嶺北分區計劃大綱核准圖編號 S/NE-TKLN/2》上劃為「康樂」用途地帶。申請地盤面積為 122,819 平方米（約），包括 6,530 平方米（約）的政府土地。申請地點將設有 6 座兩層高的構築物作物流中心、貨倉（危險品倉庫除外）、辦公室及洗手間，構築物的總樓面面積合共為 130,848 平方米（約），其餘地方將預留作貨櫃車停車位及流轉空間。
- 申請地點可從香園圍公路經蓮麻坑路前往。擬議發展的作業時間為星期一至六上午七時至下午八時。星期日及公眾假期休息。
- 擬議發展的申請理據如下：
 - 申請人原來的經營處所受到政府洪水橋/廈村新發展區、古洞北新發展區發展及元朗沙埔公營房屋發展收地影響。
 - 申請的用途與申請人先前受影響的發展場地用途一致。
 - 申請人曾經致力尋找合適的搬遷地點。
 - 擬議發展不會對周邊地區帶來重大負面影響。
 - 擬議發展只屬臨時性質，批出規劃許可則不會影響「康樂」用途地帶的長遠規劃意向。
- 擬議發展的詳情發展參數如下：

申請地盤面積：	122,819 平方米（約） （包括 6,530 平方米（約）的政府土地）
上蓋總面積：	65,424 平方米（約）
露天地方面積：	57,395 平方米（約）
地積比率：	1.07（約）
上蓋覆蓋率：	53%（約）
樓宇數目：	6 座
總樓面面積	130,848 平方米（約）
住用總樓面面積：	不適用
非住用總樓面面積：	130,848 平方米（約）
構築物高度：	7 米 – 15 米（約）
構築物層數：	2 層

1. INTRODUCTION

Background

- 1.1 **Tai Wah Development Consultants Limited** has been commissioned by *New Peak Investment Limited* (the applicant) to make submission on its behalf to the Board under the S.16 of the Ordinance in respect to *Lots 1363 S.B RP (Part), 1484 S.B RP, 1485 RP, 1486 RP, 1487, 1488, 1489, 1490, 1492 RP, 1493 S.B RP, 1498 S.B RP, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507 S.B, 1507 S.A, 1508, 1509, 1510 RP, 1511 RP, 1512 RP, 1513, 1514 RP, 1515 S.A RP, 1515 S.B RP, 1516, 1518 RP (Part), 1519 RP (Part), 1534 S.A RP, 1534 RP, 1536, 1538, 1540, 1542 RP, 1585 RP, 1586 RP (Part), 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606 S.A, 1606 S.B, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1615 (Part), 1617, 1618 (Part), 1621 (Part), 1631 RP (Part), 1714 (Part), 1715 (Part) in D.D. 78 and Lots 78 S.B RP, 79 RP (Part), 80 (Part), 81 (Part), 82 (Part), 812, 814 (Part), 816 (Part), 817 (Part), 818 (Part), 834 (Part), 835, 836, 837, 838, 839, 840, 841, 842 S.A, 842 S.B, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859 S.A ss.1, 859 S.A RP, 859 S.B, 860, 861, 862, 863, 864, 865 S.A, 865 S.B, 865 S.C, 865 S.D, 866, 867 (Part), 868, 869, 870, 871, 872, 873, 874, 875, 876, 877 S.A, 877 RP, 878, 879, 880, 881 (Part), 882, 883, 884 (Part), 885 S.A (Part), 885 RP (Part) in D.D. 82 and Adjoining GL, Ta Kwu Ling, New Territories (the Site)(Plans 1 to 3).*
- 1.2 The applicant would like to use the Site for '**Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years**' (proposed development). The Site currently falls within an area zoned as "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, the proposed use, i.e. 'logistics centre', 'warehouse (excluding dangerous goods godown)' and 'container vehicle park' are not column one nor two uses within the "REC" zone. Therefore, planning permission is required to be obtained from the Board by the applicant to facilitate the proposed development at the Site.
- 1.3 In support of the proposal, a set of indicative development plans and drawings are provided with the planning statement (**Plans 1 to 14 and Appendices I to IV**). Set of assessments to mitigate potential adverse impacts will be submitted, if required, at a later stage for the consideration of Government departments and members of the Board.

2. JUSTIFICATIONS

To facilitate the relocation of the applicant's business premises affected by the implementation of HSK/HT NDA and KTN NDA, and public housing development in Sha Po

2.1 The current application is intended to facilitate the relocation of the applicant's affected business premises in Hung Shui Kiu, Sha Po and Kwu Tung due to land resumption to pave way for the development of HSK/HT NDA, KTN NDA, and public housing development in Sha Po (**Plans 4 to 7**), details are as follows:

2.2 Affected Business Premises A – Logistics Centre in Hung Shui Kiu

2.2.1 The applicant has been operating their business premises since the approval of the S.16 planning application No. A/YL-HT/881 for '*warehouse for storage of machinery, spare parts and construction materials with ancillary office and parking of vehicle*' use in 2014. The premises were later converted to '*logistics centre with ancillary office and parking of vehicle*' under application No. A/HSK/43 in 2018 (**Appendix I**).

2.2.2 Since then, the applicant has been operating the premises for the same use with valid planning permission under application No. A/HSK/319. The premises currently falls within an area zoned as "Government, Institution or Community" ("GIC"), "Open Space" ("O") and area shown as 'Road' on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (**Appendix I** and **Plan 5**). According to the approved scheme of the planning application, the premises occupied an area of 26,983.8 m² (about) with total GFA of 18,460 m² (about)(**Appendix I**).

2.3 Affected Business Premises B – Container Vehicle Park in Kwu Tung

2.3.1 The applicant has been operating their business premises since the approval of the S.16 planning application No. A/NE-KTN/146 for '*Private Container Vehicle Park (including Light and Heavy Goods Vehicles)*' in 2011 (**Appendix I**).

2.3.2 Since then, the applicant has been operating the premises for the a similar use, i.e. '*container vehicle park (including light and heavy goods vehicles)*' with valid planning permission under application No. A/KTN/90. The premises currently falls within an area zoned as "Residential (Group B)" ("R(B)") and area shown as 'Road' on the Approved Kwu Tung North OZP No. S/KTN/4 (**Appendix I** and **Plan 6**). According to the approved scheme of the planning application, the premises occupied an area of 3,170 m² (about) with total GFA of 575 m² (about)(**Appendix I**).

2.4 Affected Business Premises C – Warehouse (Excluding Dangerous Goods Godown) in Sha Po

2.4.1 The applicant has been operating their business premises for '*warehouse (excluding dangerous goods godown)*' since the early 2010s. The premises

currently falls within an area zoned as "Residential (Group A)" ("R(A)") on the Draft Kam Tin North OZP No. S/YL-KTN/10 (**Appendix I** and **Plan 7**). According to the Notes of the Kam Tin North OZP, 'warehouse (excluding dangerous goods godown)' use is a column one use, which is always permitted by the Board. The premises occupies an area of 21,023 m² (about) with total GFA of 29,410 m² (about)(**Appendix I**).

2.5 Summary of affected business premises is provided at **Appendix I** and **Table 1** below:

Table 1: Summary of Affected Business Premises

Development Parameters	Premises A A/HSK/319	Premises B A/KTN/90	Premises C Warehouse	Total
Site Area	26,983.8 m ²	3,170 m ²	22,205 m	52,358.8 m ²
GFA	18,460 m ²	575 m ²	31,510 m ²	50,545 m ²

2.6 According to the implementation program of the development of HSK/HT NDA and KTN NDA, both the affected premises A and C falls within sites under the *Remaining Phase Development* of the respective NDAs (**Plans 8** and **9**). While the affected premises B falls within the boundary of the public housing development in Sha Po (**Plan 6**). As land where the affected business premises are located will be developed for various GIC, residential and open space uses upon completion of the HSK/HT and KTN NDAs and public housing development in Sha Po respectively, the concerned parcels of land will be resumed and reverted to the Government in the future. Therefore, the applicant desperately needs to identify a suitable site for relocation to continue their business operations.

Applicant's effort in identifying suitable site for relocation

2.7 Whilst the applicant has spent effort to relocate its premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership, accessibility or site area being too small (**Appendix II** and **Plan 10**). After a lengthy site search process, the Site was identified for relocation as it is relatively flat and easily accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plan 1**).

Applied Use Is the Same as the Affected Business in Hung Shui Kiu, Kwu Tung and Sha Po

2.8 The proposed development involves the operation of logistics centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities to support the daily operation of the Site. The applied uses are the same as the affected business premises in Hung Shui Kiu, Kwu Tung and Sha Po.

2.9 Although the site area and GFA are larger than the original business premises, the

additional space is intended to alleviate the pressing demand for local warehouse space and to support the local logistics industry. The increase in site area and GFA offers an excellent opportunity to enhance operational efficiency by providing additional space for the storage, bulk breaking, and packaging of goods. Ultimately, this can have a positive impact on the efficiency, competitiveness, and growth of the logistics sector, thereby contributing to Hong Kong's overall economic development.

- 2.10 Due to the Site's proximity to the Heung Yuen Wai Border Control Point, this could also lead to cost savings by reducing transportation costs for frequent deliveries and enhancing the overall supply chain. The proposed site office will allow the applicant to attract more business clients, creating employment opportunities and economic benefits for the New Territories while optimizing the use of valuable land resources. The applicant will strictly follow the proposed scheme, and no further expansion is anticipated during the planning approval period.

Approval of the application would not frustrate the long-term planning intention of the "REC" zone

- 2.11 Although the Site falls within area zoned as "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2, there is no known long-term recreational development at the Site within the applied planning period. Therefore, approval of the current application on a temporary basis would not frustrate the long-term planning intention of the "REC" zone and would better utilize deserted land in the New Territories.
- 2.12 Despite the fact that the proposed development is not in line with planning intention of the "REC" zone, the special background of the application should be considered on its individual merit, which approval of the current application would therefore not set an undesirable precedent for the "REC" zone. Upon approval of the planning application, the applicant will make effort in complying with approval conditions related to fire services and drainage aspects, to minimize potential adverse impact arisen from the proposed development.

3. SITE CONTEXT

Site Location

- 3.1 The Site is located approximately 10 m east of Ling Ma Hang Road; 180 m west of Heung Yuen Wai Highway; 550 m south of Heung Yuen Wai Boundary Control Point; 3.3 km east of Man Kam To Boundary Control Point; 9.1 km north of Fanling MTR Station; and 10.6 km east of Sha Tau Kok Boundary Control Point (**Plan 1**).

Accessibility

- 3.2 The Site is accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plan 1**).

Existing Site Condition

- 3.3 The Site is generally flat, partially hard-paved and the remaining area is covered by vegetation.

Surrounding Area

- 3.4 The Site is mainly surrounded by vacant land, woodland, public roads, temporary structures and village houses (**Plans 1 and 3**).
- 3.5 To its immediate north is the Heung Yuen Wai Highway, to its further north is the Heung Yuen Wai Boundary Control Point and other Government facilities.
- 3.6 To its immediate east is the Heung Yuen Wai Highway. To its further east across the Heung Yuen Wai Highway are vacant land covered by vegetation, woodland and Chuk Yuen Tsuen.
- 3.7 To its immediate south are vacant land and some village houses. To its further south are some vacant land covered by vegetation, woodland and Kan Tau Wai.
- 3.8 To its immediate west is Lin Ma Hang Road, which connects the Site with Heung Yuen Wai Highway. To its further west are some village houses and vacant land covered by vegetation.

4. PLANNING CONTEXT

Zoning of the Application Site

- 4.1 The Site falls within an area zoned as "REC" on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2 (**Plan 2**). According to the Notes of the OZP, 'logistics centre', 'warehouse (excluding dangerous goods godown)' and 'open storage of goods' uses are not a column 1 nor column 2 use within the "REC" zone, which requires permission from the Board.

Planning Intention

- 4.2 This planning intention of the subject "REC" zone is *intended primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.*

Previous Application

- 4.3 There is no previous approved S.16 application in respect of the Site.

Similar Application

- 4.4 There is no similar approved application within the same "REC" zone.

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

- 4.5 The Site falls within category 3 area, *which are areas outside the Category 1, 2 and 4 areas. Within these areas, "existing" and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant or previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, planning permission could be granted on a temporary basis up to a maximum period of 3 years.*

- 4.6 Although the Site falls within category 3 area of the TPB PG-No. 13G (**Plan 11**), the proposed development would not generate significant adverse impacts on the surrounding areas. In addition, the original premises will be resumed by the Government to facilitate the implementation of HSK/HT NDA, KTN NDA and public housing development in Sha Po, approval of the current application would not set undesirable precedent within the subject category 3 area and should be considered on an individual merit given its special background of the Site.

Land Status of the Application Site

- 4.7 The Site falls mostly on private lots, i.e. *Lots 1363 S.B RP (part), 1484 S.B RP, 1485 RP, 1486 RP, 1487, 1488, 1489, 1490, 1492 RP, 1493 S.B RP, 1498 S.B RP, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507 S.B, 1507 S.A, 1508, 1509, 1510 RP, 1511 RP, 1512 RP, 1513, 1514 RP, 1515 S.A RP, 1515 S.B RP, 1516, 1518 RP (part), 1519 RP (part), 1534 S.A RP, 1534 RP, 1536, 1538, 1540, 1542 RP, 1585 RP, 1586 RP (part), 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606 S.A, 1606 S.B, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1615 (part), 1617, 1618 (part), 1621 (Part), 1631 RP (part), 1714 (Part), 1715 (Part) in D.D. 78 and Lots 78 S.B RP, 79 RP (part), 80 (part), 81 (part), 82 (part), 812, 814 (part), 816 (part), 817 (part), 818 (part), 834 (part), 835, 836, 837, 838, 839, 840, 841, 842 S.A, 842 S.B, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859 S.A ss.1, 859 S.A RP, 859 S.B, 860, 861, 862, 863, 864, 865 S.A, 865 S.B, 865 S.C, 865 S.D, 866, 867 (part), 868, 869, 870, 871, 872, 873, 874, 875, 876, 877 S.A, 877 RP, 878, 879, 880, 881 (part), 882, 883, 884 (part), 885 S.A (part), 885 RP (part) in D.D. 82 with total land area of 116,289 m² (about) of Old Schedule Lots held under the Block Government Lease (**Plan 3**). The remaining area, i.e. 6,371 m² (about) falls on GL (**Plan 3**).*
- 4.8 Since there is the restriction that no structure is allowed to be erected without the prior approval of the Government, the applicant will submit Short Term Waiver (STW) and Short Term Tenancy (STT) applications to the Lands Department to make way for erection of the proposed structures and occupation of GL at the Site respectively after planning approval has been obtained from the Board. No structure is proposed for domestic use.

5. DEVELOPMENT PROPOSAL

Development Details

- 5.1 The site consists of an area of 122,819 m² (about), including 6,371 m² of GL. Details of development parameters are shown at **Table 2** below.

Table 2: Development Parameters of the Proposed Development

Application Site Area	122,819 m ² (about), incl. 6,371 m ² (about) of GL
Covered Area	65,424 m ² (about)
Uncovered Area	57,395 m ² (about)
Plot Ratio	1.07 (about)
Site Coverage	53% (about)
Number of Structure	6
Total GFA	130,848 m ² (about)
- Domestic GFA	Not applicable
- Non-Domestic GFA	130,848 m ² (about)
Building Height	7 m – 15 m (about)
No. of Storey	2

- 5.2 A total of 6 two-storey structures are proposed at the Site for warehouses (excluding dangerous goods godown), logistics centres and office with total GFA of 130,848 m² (about), the remaining area is reserved for parking of container vehicle and circulation area (**Plan 11**). Details of structures are shown at **Table 3** below:

Table 3: Details of Proposed Structures

Structure	Use	Covered Area	Gross Floor Area	Building Height
B1	Warehouse (excluding D.G.G.)	8,986m ²	17,972 m ²	15 m (2-storey)
B2	Logistics Centre	22,811m ²	45,622 m ²	
B3	Logistics Centre	22,447 m ²	44,894 m ²	
B4	Warehouse (excluding D.G.G.)	4,245 m ²	8,490 m ²	
B5	Warehouse (excluding D.G.G.)	6,372 m ²	12,744 m ²	
B6	Office and Washroom	563 m ²	1,126 m ²	7 m (2-storey)
Total		65,424 m² (about)	130,848 m² (about)	-

*D.G.G. – Dangerous Goods Godown

Hard-Paving at the Site

- 5.3 The Site is proposed to be hard-paved wholly for site formation of structures, parking, L/UL spaces and circulation area (**Plan 12**). As the Site is currently of soiled ground, concrete site formation is required to provide a relatively flat surface for erection of structures and circulation purpose. Therefore, hard-paving the Site is considered required and has been kept to minimal to meet the operational needs of the proposed development.

Operation Mode

- 5.4 The Site will be used as logistics centres, warehouse (excluding dangerous goods godown) for storage of miscellaneous goods, including but not limited to packaged food, package beverage, apparel, footwear, electronic goods, etc. and open storage of goods. While the uncovered area will be used as circulation area and parking of container vehicles. The operation hours of the proposed development are Monday to Saturday from 07:00 to 20:00. No operation on Sunday and public holiday.
- 5.5 It is estimated that the Site would be able to accommodate not more than 40 staff. The site office is proposed to provide indoor office space for administrative staff to support the daily operation of the Site. As no shopfront is proposed at the Site, visitor is not anticipated at the Site.

Minimal Traffic Impact

- 5.6 The Site is accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plan 1**). One 20m (about) wide ingress/egress is provided at the western part of the Site (**Plan 11**). A total of 102 parking and loading/unloading (L/UL) spaces are provided at the Site, details of spaces are provided at **Table 4** below:

Table 4: Parking and L/UL Provisions

Type of Parking Space:	Number of Space
Private Car Parking Space - 2.5 m (W) X 5 m (L)	16
Container Vehicle Parking Space - 3.5 m (W) X 16 m (L)	33
Type of L/UL Space:	Number of Space
L/UL Space for Container Vehicle - 3.5 m (W) X 16 m (L)	53

- 5.7 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to the public road (**Plans 13 and 14**). Staff is deployed to station at the ingress/egress of the Site to direct incoming/outgoing vehicle to enhance pedestrian safety. The

breakdown of estimated trip generation and attraction of proposed development at AM and PM peak hours are provided at **Table 5** below:

Table 5: Trip Generation and Attraction of the Proposed Development

Time Period	Trip Generation and Attraction				
	Private Car		Container Vehicle		2-Way Total
	In	Out	In	Out	
Trips at <u>AM peak</u> per hour (08:00 – 09:00)	14	2	40	20	76
Trips at <u>PM peak</u> per hour (17:00 – 18:00)	2	14	20	40	76
Traffic trip per hour (average)	3	3	20	20	46

- 5.8 As the number of vehicular trips generated and attracted by the proposed development are minimal, adverse traffic impact to the surrounding road network should not be anticipated.

Minimal Environmental Impact

- 5.9 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' issued by Environmental Protection Department (EPD) to minimise adverse environmental impacts and nuisance to the surrounding area. The applicant will also comply with all environmental protection / pollution control ordinances, i.e. Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. at all times during the planning approval period.
- 5.10 During the construction stage, the applicant will follow the good practices stated in Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PNs) 1/94 to minimize the impact on the nearby watercourse water quality. Surface run-off from the construction phase will be discharged into storm drains through appropriately designed sand/silt removal facilities such as sand traps, silt traps, and sediment basins. Silt removal facilities, channels, and manholes will be maintained, and the deposited silt and grit will be removed on a regular basis, at the start and end of each rainstorm, to ensure that these facilities are always operational.
- 5.11 During the operation of the proposed development, the major source of wastewater will be sewage from toilets generated by staff. The applicant will implement good practices under ProPECC PN 5/93 when designing on-site drainage system with the Site. Licensed collectors will be employed by the applicant to collect and dispose of

sewage regularly, and the location of portable toilets are located away from the watercourse in the vicinity.

- 5.12 2.5m high solid metal wall will be erected along the site boundary by the applicant to minimize noise nuisance to the surrounding area. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall. In addition, maintenance will be conducted by the applicant on a regular basis.

Minimal Landscape Impact

- 5.13 No old and valuable tree or protected species has been identified at the Site. Due to proposed hard-paving works for circulation purpose, majority of the Site area will be disturbed. The remaining area will be affected by the erection of structures; consequently, all existing trees will be affected, and it is not proposed to retain any of the existing trees at the Site.

Minimal Drainage Impact

- 5.14 The applicant submitted a drainage proposal to mitigate potential drainage impact generated from the proposed development after planning approval has been granted from the Board (**Appendix III**). The applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by Drainage Services Department/the Board.

Fire Safety Aspect

- 5.15 The applicant submitted a fire service installations (FSIs) proposal to enhance fire safety of the Site (**Appendix IV**). The applicant will implement the proposed FSIs at the Site once the proposal is accepted by Fire Services Department/the Board.

6. CONCLUSION

- 6.1 The applicant has previously spent effort in identifying suitable site for relocation of their premises in Hung Shui Kiu, Sha Po and Kwu Tung to pave way for the development of HSK/HT NDA, KTN NDA and public housing development in Sha Po respectively (**Plans 4 to 9**). Whilst the applicant attempted to relocate its premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable (**Plan 10**). Since the applied use is the same as the affected business premises, approval of the application could facilitate relocation prior to land resumption, thereby minimizing the impact on the NDAs and public housing implementation program (**Plans 8 and 9**).
- 6.2 Although the proposed development is not a column one nor column two use within the "REC" zone, there is no known long-term implementation programme of the "REC" zone (**Plan 2**). Therefore, approval of the application on a temporary basis of 3 years would not frustrate the long-term planning intention of the "REC" zone and would better utilize deserted land in the New Territories. Given that the application's special background is to facilitate the development of NDAs and public housing, approval of the current application would not set an undesirable precedent within the "REC" and should be considered on its own merits.
- 6.3 Despite the fact that the Site falls within Category 3 Area under TPB PG-No. 13G, the applicant has submitted drainage and FSIs proposals to mitigate potential impacts to the surrounding area (**Plan 10**). Furthermore, as the current application is intended to facilitate the relocation of affected business premises due to land resumption to pave way for the NDAs and public housing development in Sha Po, sympathetic consideration should be given by the Board. Therefore, approval of the current application would not set undesirable precedent within the subject category 3 area.
- 6.4 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures are provided, i.e. submission of drainage, FSIs proposals etc. to mitigate any adverse impact arising from the proposed development (**Appendices III and IV**). The applicant will also strictly follow the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' by the EPD to minimize all possible environmental impacts on the nearby sensitive receivers.
- 6.5 In view of the above, the Board is hereby respectfully recommended to approve the subject application for '**Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years**'.

Tai Wah Development Consultants Limited
November 2023

Appendix I – Summary of the Affected Business Premises

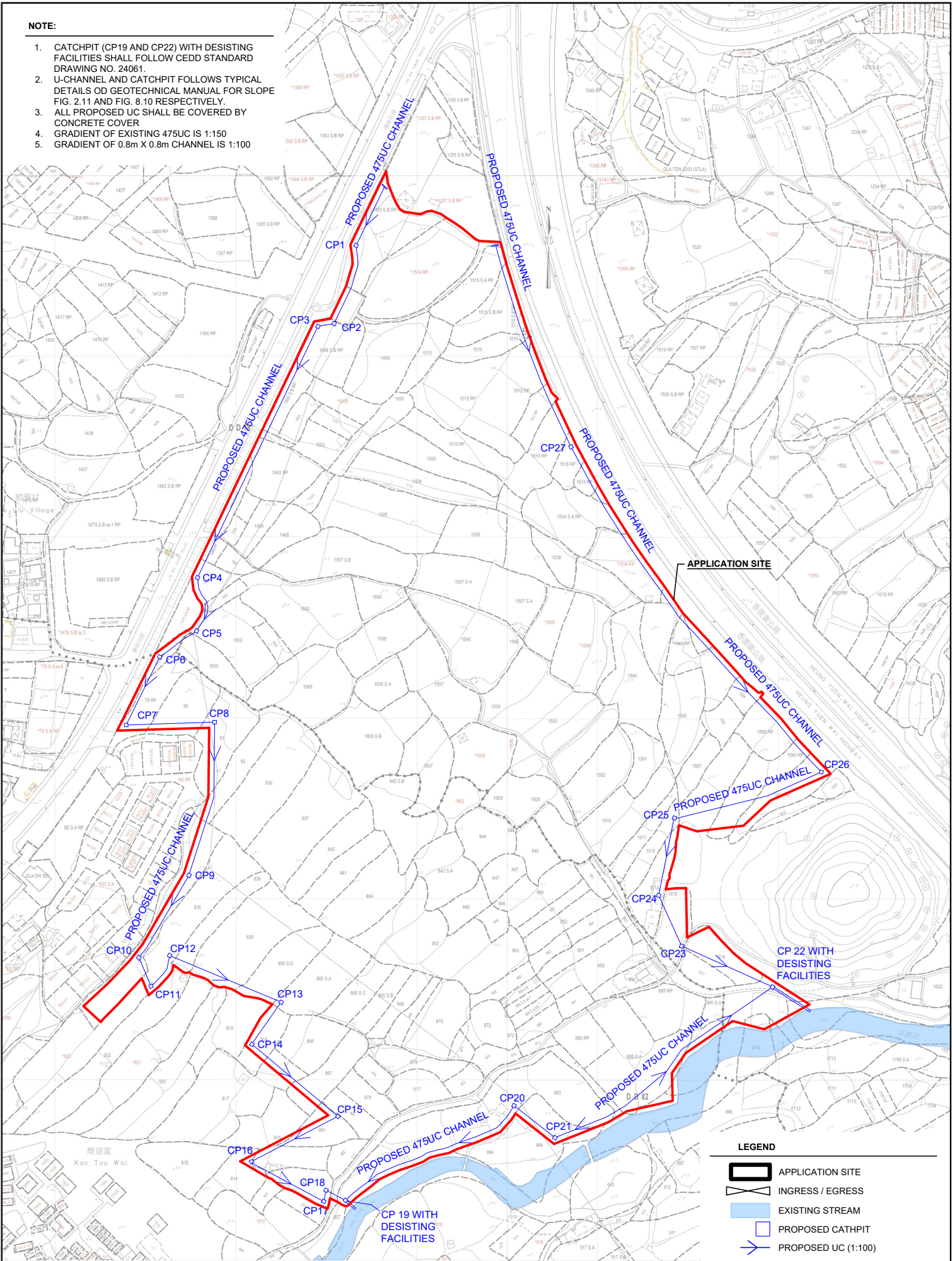
	Affected Business Premises for Relocation			
Premises	Premises A	Premises B	Premises C	Total
Location	Various Lots in D.D. 125 and D.D. 129, and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories	Various Lots in D.D. 95 and Adjoining Government Land, Kwu Tung, New Territories	Various Lots in D.D. 107 and Adjoining Government Land, Sha Po, Kam Tin, Yuen Long, New Territories	N/A
Current Application	A/HSK/319	A/KTN/90	Always Permitted	
Current Use	Temporary Logistics Centre with Ancillary Office and Parking of Vehicle for a Period of 3 Years	Temporary Container Vehicle Park (Including Light and Heavy Goods Vehicle) for a Period of 3 Years	Warehouse (Excluding Dangerous Goods Godown)	
Site Area	26,983.8 m ² (about)	3,170 m ² (about)	21,023 m ²	52,358.8 m² (about)
Gross Floor Area	18,460 m ² (about)	575 m ² (about)	31,510 m ² (about)	50,454 m² (about)
Previous Similar Uses	<u>A/HSK/43</u> Temporary Logistics Centre with Ancillary Office and Parking of Vehicle for a Period of 3 Years <u>A/YL-HT/881 and 916</u> Temporary Warehouse for Storage of Machinery, Spare Parts and Construction Material with Ancillary Office and Parking of Vehicle for a Period of 3 Years	<u>A/NE-KTN/146, 168 and A/KTN/60</u> Temporary Container Vehicle Park (including Light and Heavy Goods Vehicles) for a Period of 3 Years	N/A	N/A
Outline Zoning Plan	Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/2	Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4	Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10	
Zoning	- "Government, Institution or Community", "Open Space" and area shown as 'Road'	"Residential (Group B)" and area shown as 'Road'	"Open Space", "Residential (Group B) 2", "Government, Institution or Community" and area shown as 'Road'	

Appendix II – Alternative Site Options for Relocation of the Applicant's Original Premises

Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D. 9, Tai Po, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 104, Tai Sang Wai, Yuen Long, New Territories	Various Lots in D.D. 120, Shan Ha, Yuen Long, New Territories	Various Lots in D.D. 135, Pak Nai, Yuen Long, New Territories	Various Lots in D.D. 78 and D.D.82 and Adjoining GL, Ta Kwu Ling, New Territories
Site Area	11,045 m ² (about)	16,551 m ² (about)	73,160 m ² (about)	18,630 m ² (about)	14,324 m ² (about)	122,819 m ² (about), including 6,530 m ² of GL
Accessibility	Accessible from Tai Wo Service Road via a local access	No existing direct vehicular access	Accessible from Kam Po Road West via a local access	Accessible from Shan Ha Road	Accessible from Nim Wan Road via a local access	Accessible from Heung Yuen Wai Highway via Lin Ma Hang Road
Outline Zoning Plan	Approved Kau Lung Hang OZP No. S/NE-KLH/11	Approved Ma Tso Lung and Hook Hok Wai OZP No. S/NE-MTL/3	Approved Nam Sang Wai OZP No. S/YL-NSW/8	Approved Yuen Long OZP No. S/YL/26	Approved Sheung Pak Nai and Ha Pak Nai OZP No. S/YL-PN/9	Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2
Zoning	"Green Belt"	"Conservation Area (1)"	"Conservation Area"	"Residential (Group B)"	"Coastal Protection Area"	"Recreation"
Existing Condition	Covered by vegetation and woodland	Occupied by fishponds	Occupied by fishponds and footpath	Vacant and hard-paved	Occupied by fishponds and land covered by vegetation	Partially hard-paved and covered by vegetation
Surrounding Area	Surrounded by agricultural activities, vacant land covered by vegetation and woodland	Surrounded by fishponds and footpath	Surrounded by fishpond and footpath	Surrounded by land covered by vegetation, woodland and residential development	Surrounded by land covered by vegetation and fishponds	Surrounded by vacant land covered by hard-paving, woodland and some village houses
Suitability for Relocation	<u>Not suitable</u> for relocation - About 5 times <u>smaller</u> than the original premises - Not compatible with the surrounding area - Active agricultural activities	<u>Not suitable</u> for relocation - About 3 times <u>smaller</u> than the original premises - Within the boundary of <u>Wetland Conservation Area</u> according to TPB PG-No. 12C - Not compatible with the surrounding area	<u>Not suitable</u> for relocation - About 40% <u>larger</u> than the original premises - Within the boundary of <u>Wetland Conservation Area</u> according to TPB PG-No. 12C - Not compatible with the surrounding area	<u>Not suitable</u> for relocation - About 3 times <u>smaller</u> than the original premises - Not compatible with the surrounding area - Residential development is in close vicinity of the site	<u>Not suitable</u> for relocation - About 4 times <u>smaller</u> than the original premises - The site is in close vicinity of "Site of Special Scientific Interest" - Not compatible with the surrounding area	Comparatively <u>Suitable</u> for relocation: - In close vicinity of Heung Yuen Wai Highway - Relatively flat and mostly vacant - No active agricultural activity

NOTE:

1. CATCHPIT (CP19 AND CP22) WITH DESISTING FACILITIES SHALL FOLLOW CEDD STANDARD DRAWING NO. 24061.
2. U-CHANNEL AND CATCHPIT FOLLOWS TYPICAL DETAILS OD GEOTECHNICAL MANUAL FOR SLOPE FIG. 2.11 AND FIG. 8.10 RESPECTIVELY.
3. ALL PROPOSED UC SHALL BE COVERED BY CONCRETE COVER
4. GRADIENT OF EXISTING 475UC IS 1:150
5. GRADIENT OF 0.8m X 0.8m CHANNEL IS 1:100



APPLICATION SITE

LEGEND

- APPLICATION SITE
- INGRESS / EGRESS
- EXISTING STREAM
- PROPOSED CATCHPIT
- PROPOSED UC (1:100)

PROJECT PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS	ADDRESS VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES	SCALE 1 : 3000 @ A4		TITLE DRAINAGE PROPOSAL		
		DRAWN BY MN	DATE 20.11.2023	DWG NO. APP III	VER. 001	
		REVISED BY	DATE			



FIRE SERVICES NOTES:

1. HOSE REEL SYSTEM

- 1.1 HOSE REEL SHALL BE PROVIDED AT POSITIONS AS INDICATED ON PLANS.
- 1.2 THERE SHALL BE SUFFICIENT HOSE REELS TO ENSURE THAT EVERY PART OF THE BUILDING CAN BE REACHED BY A LENGTH OF NOT MORE THAN 30M OF HOSE REEL TUBING. ONE ACTUATING POINT AND ONE AUDIO WARNING DEVICE TO BE LOCATED AT EACH HR POINT. THE ACTUATING POINT SHOULD INCLUDE FACILITIES FOR THE FIRE PUMP START DEVICE INITIATION.
- 1.3 A MODIFIED HOSE REEL SYSTEM OF 2,000 LITRES WATER TANK TO BE PROVIDED FOR THE ENTIRE BUILDING AS INDICATED ON PLAN.
- 1.4 NO FIRE SERVICES INLET TO BE PROVIDED FOR THE MODIFIED HOSE REEL SYSTEM.
- 1.5 WATER SUPPLY FOR THE MODIFIED HOSE REEL SYSTEM TO BE SINGLE END FEED FROM THE GOVERNMENT TOWN MAIN.
- 1.6 TWO FIXED FIRE PUMPS (DUTY/STANDBY) TO BE PROVIDED AT F.S. & SPR. PUMP ROOM.
- 1.7 THE HR SYSTEM INSTALLED SHOULD BE IN ACCORDANCE WITH PARA. 5.14 OF THE CODE OF PRACTICE FOR MINIMUM FIRE SERVICE INSTALLATION AND EQUIPMENT 2012.
- 1.8 AN INSTRUCTION PLATE SHALL BE PROVIDED NEXT TO THE BREAK GLASS UNIT FOR OPERATION OF HOSE REEL.

2. AUTOMATIC SPRINKLER SYSTEM

- 2.1 AUTOMATIC SPRINKLER SYSTEM SUPPLIED BY A 135,000L SPRINKLER WATER TANK AND HAZARD CLASS OH3 SHALL BE PROVIDED TO THE ENTIRE BUILDING/ STRUCTURE IN ACCORDANCE WITH LPC RULES INCORPORATING BS EN12845: 2015 AND FSD CIRCULAR LETTER 5/2020. THE SPRINKLER TANK, SPRINKLER PUMP ROOM, SPRINKLER INLET AND SPRINKLER CONTROL VALVE GROUP SHALL BE CLEARLY MARKED ON PLANS.
- 2.2 THE CLASSIFICATION OF THE AUTOMATIC SPRINKLER INSTALLATION TO BE ORDINARY HAZARD GROUP 3.
- 2.3 SIX NUMBER 135,000 LITRES SPRINKLER WATER TANK TO BE PROVIDED AS INDICATED ON PLANS.
- 2.4 SPRINKLER INLET TO BE PROVIDED AS INDICATED ON PLANS.
- 2.5 SPRINKLER CONTROL VALVE SET, SPRINKLER AND HOSE REEL PUMP TO BE PROVIDED AND LOCATED INSIDE G/F F.S. & SPR. PUMP ROOM.
- 2.6 TYPE OF STORAGE METHOD FOR THE BUILDING IS AS FOLLOWS:
 - (A) STORAGE CATEGORY: CATEGORY (I)
 - (B) STORAGE HEIGHT: NOT EXCEEDING 4M
 - (C) STORAGE: ST1

3. FIRE ALARM SYSTEM

- 3.1 FIRE ALARM SYSTEM SHALL BE PROVIDED THROUGHOUT THE ENTIRE BUILDING IN ACCORDANCE WITH BS 5839-1: 2017 AND FSD CIRCULAR LETTER N0.6/2021. ONE ACTUATING POINT AND ONE AUDIO WARNING DEVICE SHOULD BE LOCATED AT EACH HOSE REEL POINT. THE ACTUATION POINT SHOULD INCLUDE FACILITIES FOR FIRE PUMP START AND AUDIO / VISUAL WARNING DEVICE INITIATION.
- 3.2 AN ADDRESSABLE TYPE FIRE ALARM PANEL TO BE PROVIDED AND LOCATED INSIDE G/F F.S. & SPR. PUMP ROOM.

4. MISCELLANEOUS F.S. INSTALLATION

- 4.1 PORTABLE FIRE EXTINGUISHER WITH SPECIFIED TYPE AND CAPACITY TO BE PROVIDED AT LOCATIONS AS INDICATED ON PLANS.
- 4.2 SUFFICIENT EMERGENCY LIGHTING SHALL BE PROVIDED THROUGHOUT THE ENTIRE BUILDINGS/STRUCTURES IN ACCORDANCE WITH BS 5266-1:2016, BS EN 1838:2013 AND FSD CL 4/2021.
- 4.3 SUFFICIENT DIRECTIONAL AND EXIT SIGN SHALL BE PROVIDED IN ACCORDANCE WITH BS 5266: PART 1 AND FSD CIRCULAR LETTER 5/2008.
- 4.4 NO EMERGENCY GENERATOR TO BE PROVIDED FOR SERVING THE EMERGENCY POWER. DUPLICATED POWER SUPPLIES FOR ALL FIRE SERVICES INSTALLATIONS COMPRISING A CABLE CONNECTED FROM ELECTRICITY MAINS DIRECTLY BEFORE THE MAIN SWITCH.
- 4.5 WHEN A VENTILATION/ AIR CONDITIONING CONTROL SYSTEM TO A BUILDING IS PROVIDED, IT SHALL STOP MECHANICALLY INDUCED AIR MOVEMENT WITHIN A DESIGNATED FIRE COMPARTMENT.
- 4.6 NO DYNAMIC SMOKE EXTRACTION SYSTEM SHALL BE PROVIDED SINCE FIRE COMPARTMENT NOT EXCEEDING 7000 CUBIC METRES AND THE AGGREGATE AREA OF OPENABLE WINDOWS OF THE RESPECTIVE COMPARTMENT EXCEEDS 6.25% OF THE FLOOR AREA OF THAT COMPARTMENT.

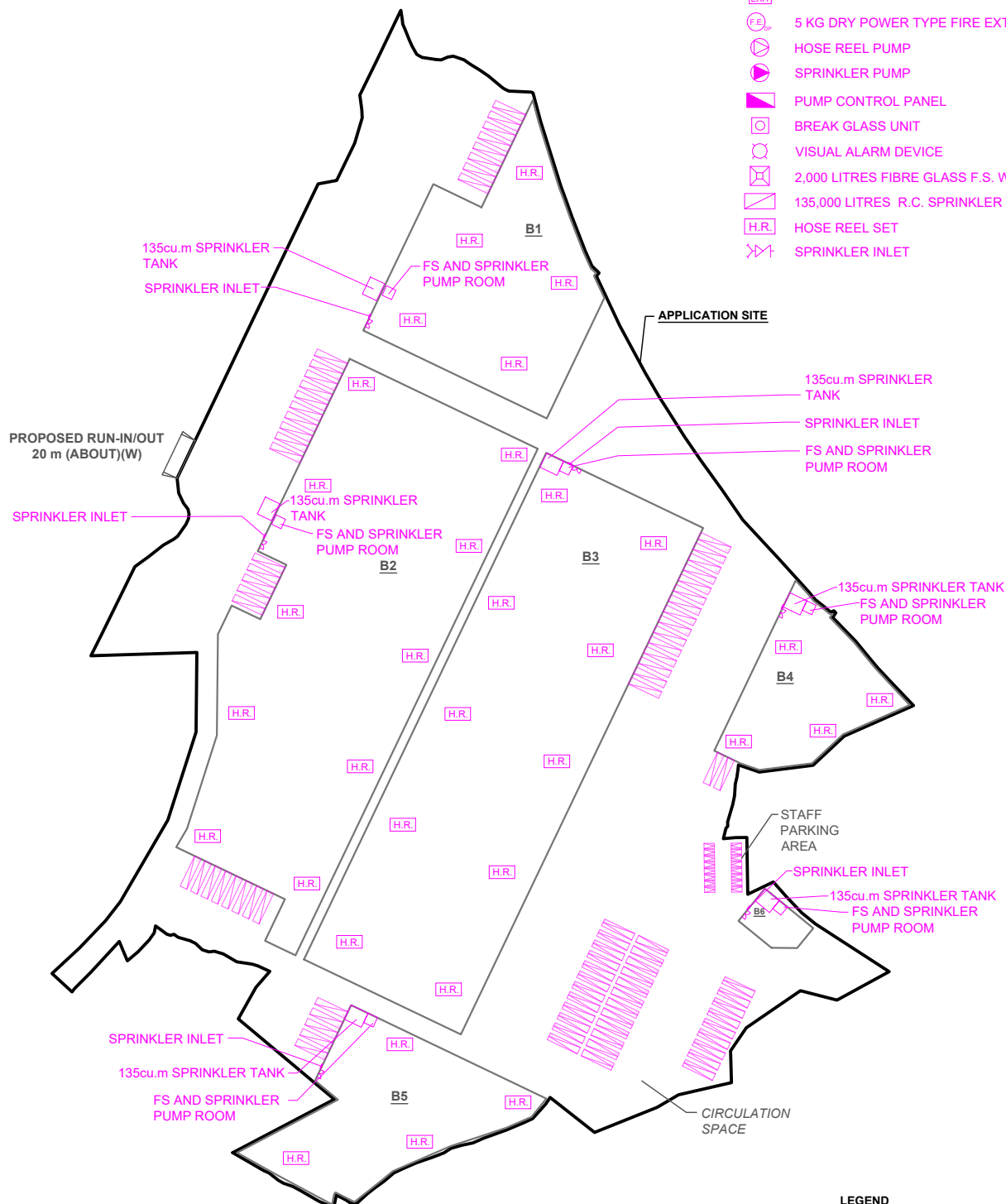
PROJECT PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND OPEN STORAGE OF GOODS WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS	ADDRESS VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES	SCALE -		TITLE FSIs PROPOSAL (1/2)	
		DRAWN BY MN	DATE 20.11.2023		
		REVISED BY	DATE	DWG NO. APP IV	VER. 001

APPLICATION SITE AREA	: 122,819 m ²	(ABOUT)
COVERED AREA	: 65,424 m ²	(ABOUT)
UNCOVERED AREA	: 57,395m ²	(ABOUT)
PLOT RATIO	: 1.07	(ABOUT)
SITE COVERAGE	: 53 %	(ABOUT)
NO. OF STRUCTURE	: 6	
DOMESTIC GFA	: N/A	
NON-DOMESTIC GFA	: 130,848 m ²	(ABOUT)
TOTAL GFA	: 130,848 m ²	(ABOUT)
BUILDING HEIGHT	: 7 m - 15 m	(ABOUT)
NO. OF STOREY	: 2	

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	WAREHOUSE (EXCL. D.G.G.)	8,986 m ² (ABOUT)	17,972 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B2	LOGISTICS CENTRE	22,811 m ² (ABOUT)	45,622 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B3	LOGISTICS CENTRE	22,447 m ² (ABOUT)	44,894 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B4	WAREHOUSE (EXCL. D.G.G.)	4,245 m ² (ABOUT)	8,490 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B5	WAREHOUSE (EXCL. D.G.G.)	6,372 m ² (ABOUT)	12,744 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B6	OFFICE AND WASHROOM	563 m ² (ABOUT)	1,126 m ² (ABOUT)	7 m (ABOUT)(2-STOREY)

*D.G.G. - DANGEROUS GOODS GODOWN

	EMERGENCY LIGHTING AND EXIT SIGN
	5 KG DRY POWER TYPE FIRE EXTINGUISHER
	HOSE REEL PUMP
	SPRINKLER PUMP
	PUMP CONTROL PANEL
	BREAK GLASS UNIT
	VISUAL ALARM DEVICE
	2,000 LITRES FIBRE GLASS F.S. WATER TANK
	135,000 LITRES R.C. SPRINKLER WATER TANK
	HOSE REEL SET
	SPRINKLER INLET



NO. OF PRIVATE CAR PARKING SPACE	: 16
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)
NO. OF CONTAINER VEHICLE PARKING SPACE	: 33
DIMENSION OF LUL SPACE	: 16 m (L) x 3.5 m (W)
NO. OF LUL SPACE FOR CONTAINER VEHICLE	: 53
DIMENSION OF LUL SPACE	: 16 m (L) x 3.5 m (W)

- APPLICATION SITE
- INGRESS / EGRESS
- STRUCTURE
- PARKING SPACE (PC)
- PARKING SPACE (CV)
- LOADING/UNLOADING SPACE (CV)

PROJECT	PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS
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ADDRESS
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND
ADJOINING GOVERNMENT LAND, TA KWU
LING, NEW TERRITORIES

SCALE 1 : 3000 @ A4	
DRAWN BY MN	DATE 20.11.2023
REVISED BY	DATE

TITLE	FSIs PROPOSAL (2/2)
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DWG NO.
APP 1

VER.	001
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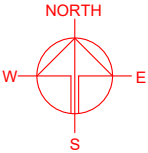
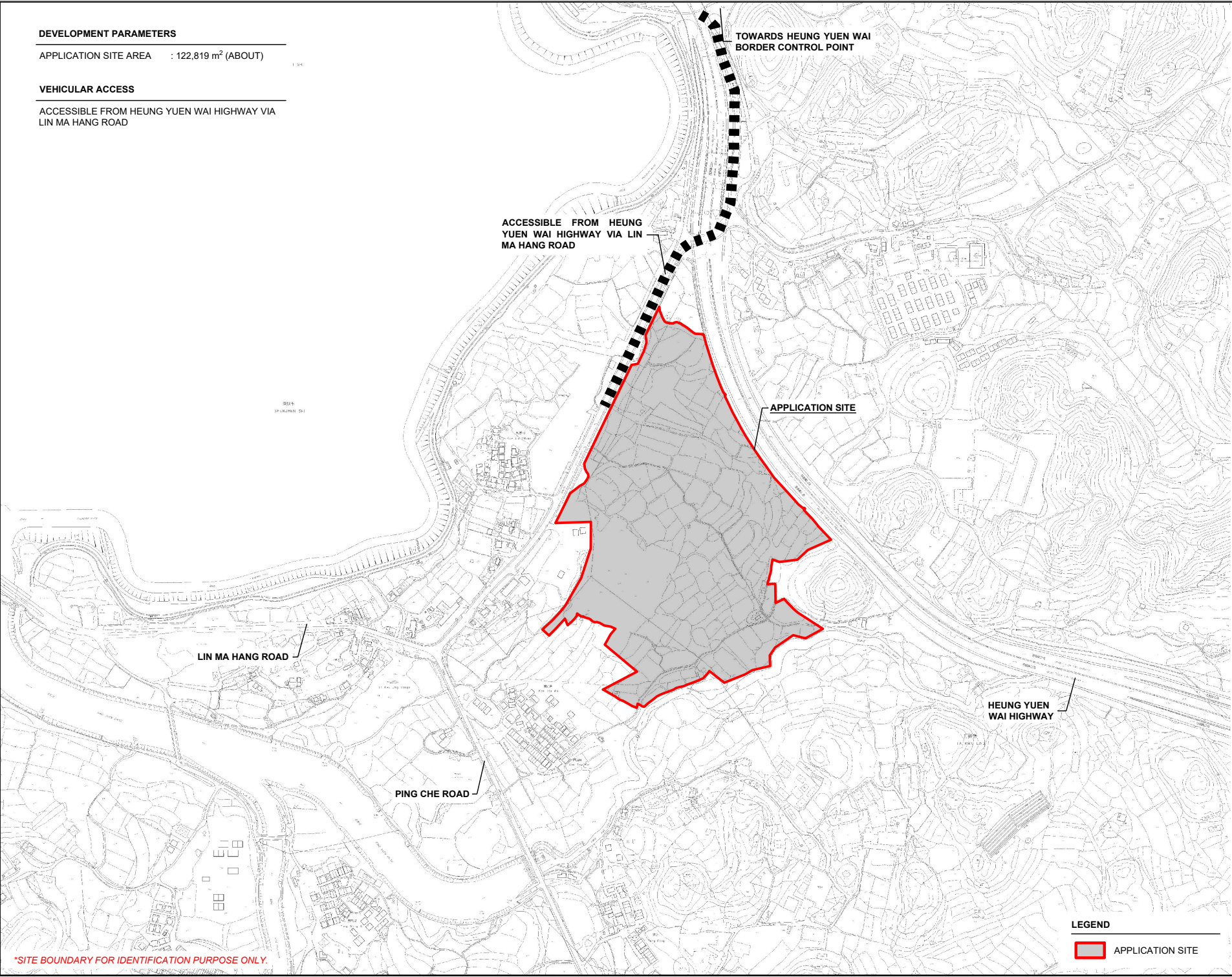


DEVELOPMENT PARAMETERS

APPLICATION SITE AREA : 122,819 m² (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 7000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE LOCATION PLAN	
DWG NO. PLAN 1	VER. 001

LEGEND
APPLICATION SITE

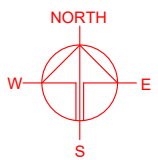
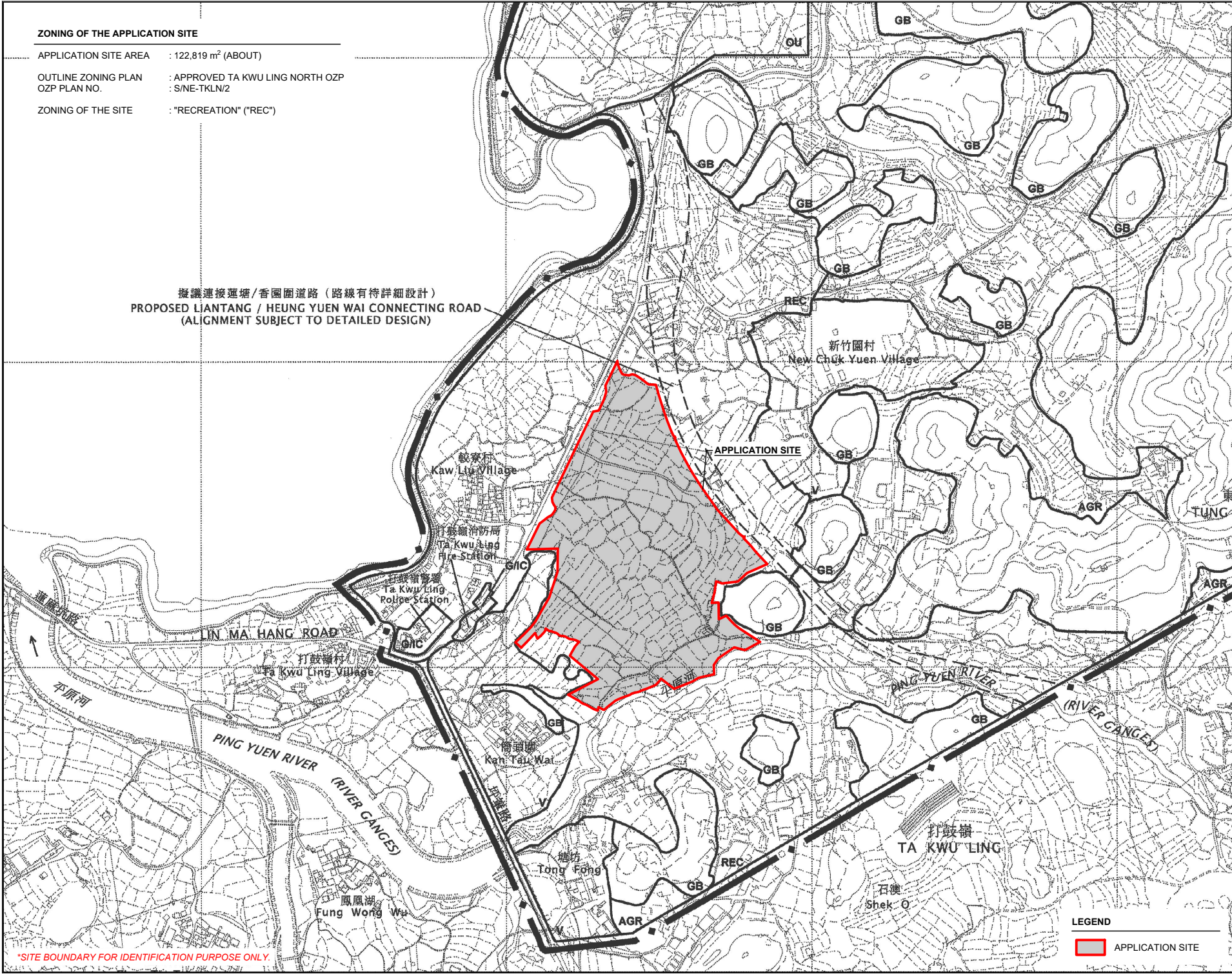
ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 122,819 m² (ABOUT)

OUTLINE ZONING PLAN : APPROVED TA KWU LING NORTH OZP
OZP PLAN NO. : S/NE-TKLN/2

ZONING OF THE SITE : "RECREATION" ("REC")

擬議連接蓮塘/香園圍道路 (路線有待詳細設計)
PROPOSED LIANTANG / HEUNG YUEN WAI CONNECTING ROAD
(ALIGNMENT SUBJECT TO DETAILED DESIGN)



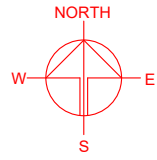
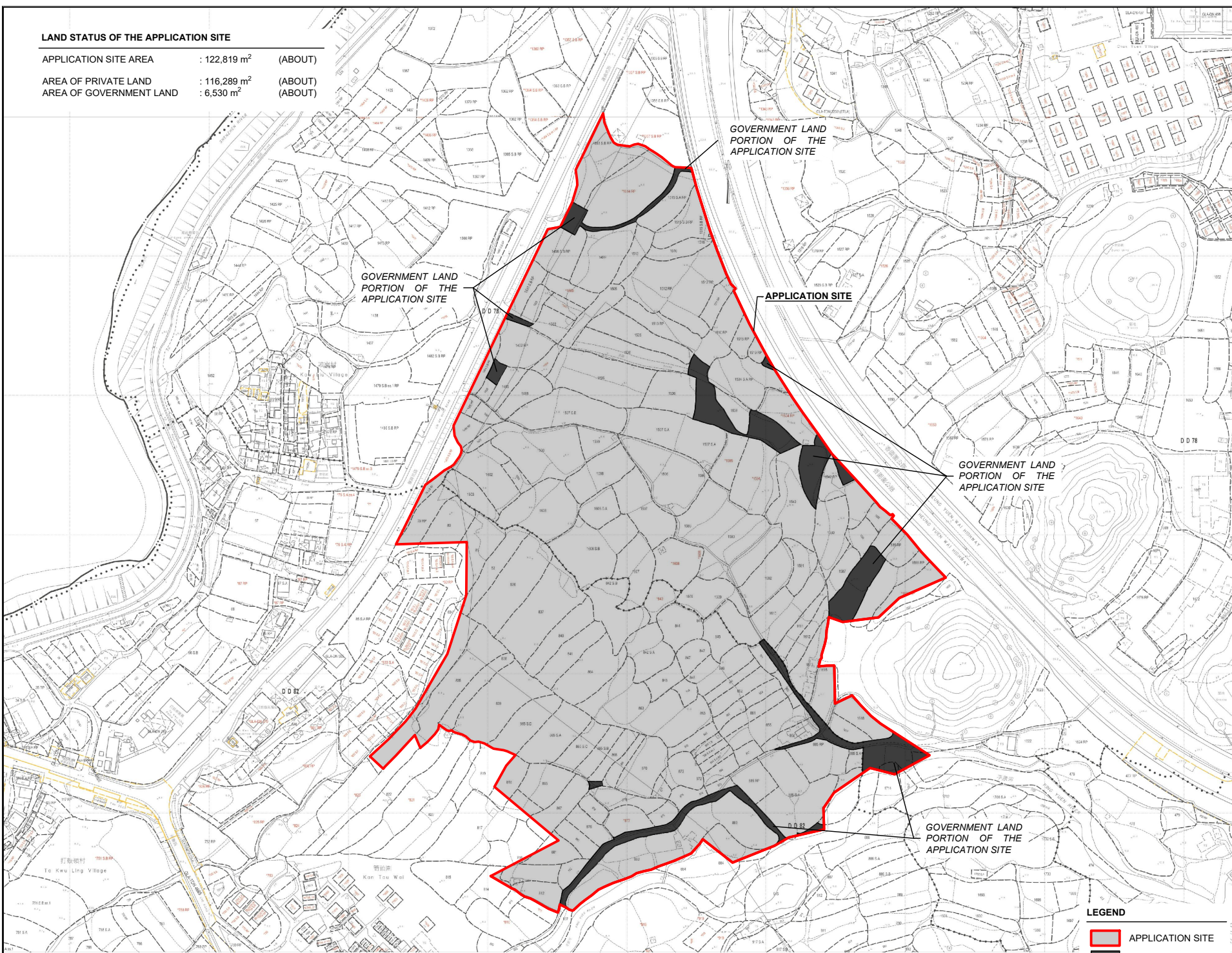
PROJECT	
PROPOSED LOGISTICS WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS	TEMPORARY CENTRE, (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS
SITE LOCATION	
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES	
SCALE	
1 : 8000 @ A4	
DRAWN BY	DATE
MN	20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE	
ZONING OF THE SITE	
DWG NO.	VER.
PLAN 2	001

LEGEND

 APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

LAND STATUS OF THE APPLICATION SITE			
APPLICATION SITE AREA	: 122,819 m ²	(ABOUT)	
AREA OF PRIVATE LAND	: 116,289 m ²	(ABOUT)	
AREA OF GOVERNMENT LAND	: 6,530 m ²	(ABOUT)	



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 3500 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE LAND STATUS OF THE SITE	
DWG NO. PLAN 3	VER. 001

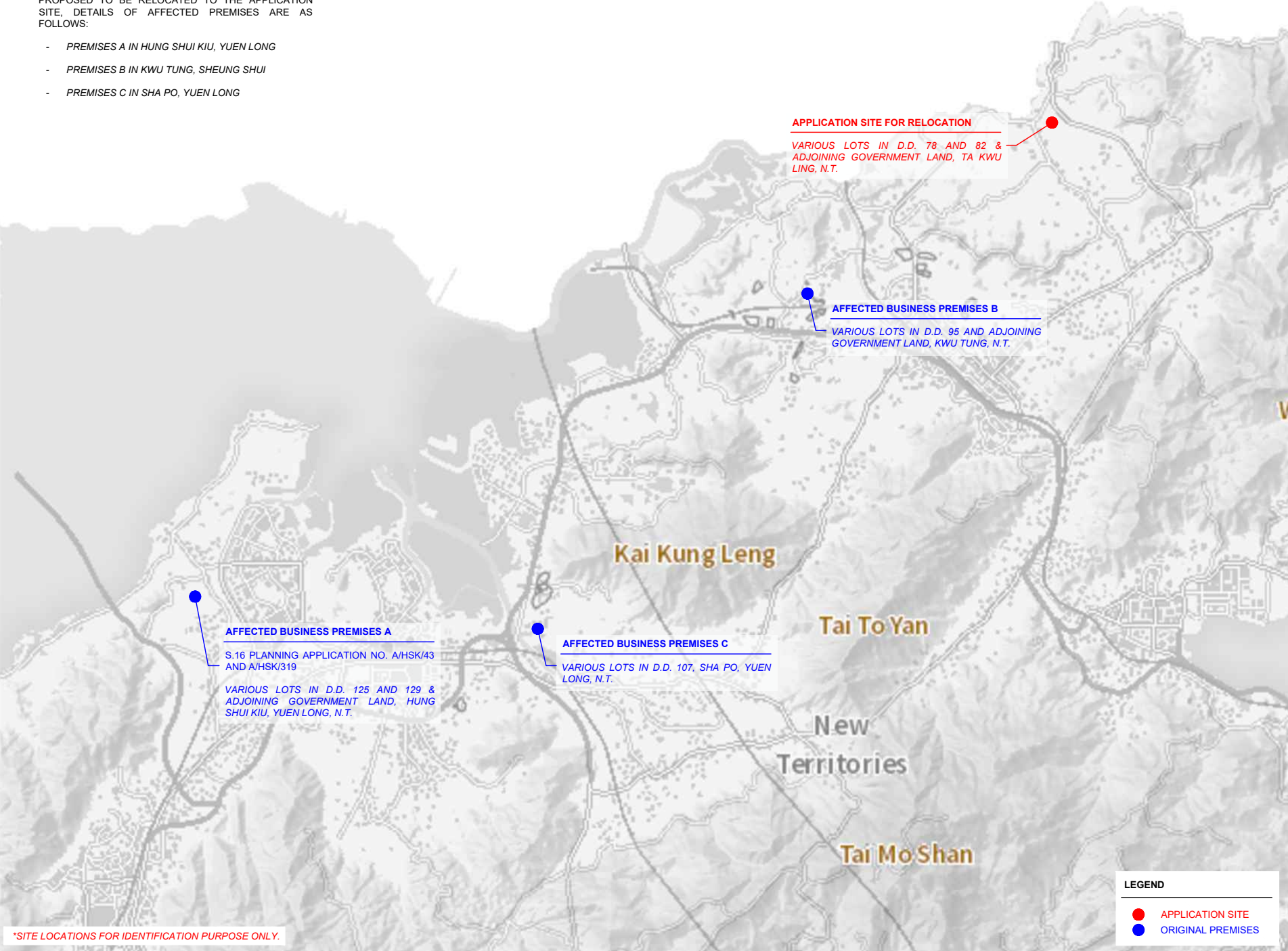
LEGEND	
	APPLICATION SITE
	GOVERNMENT LAND

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

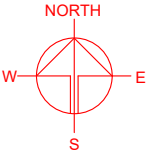
LOCATIONS OF THE AFFECTED BUSINESS PREMISES

A TOTAL OF 3 AFFECTED BUSINESS PREMISES ARE PROPOSED TO BE RELOCATED TO THE APPLICATION SITE, DETAILS OF AFFECTED PREMISES ARE AS FOLLOWS:

- PREMISES A IN HUNG SHUI KIU, YUEN LONG
- PREMISES B IN KWU TUNG, SHEUNG SHUI
- PREMISES C IN SHA PO, YUEN LONG



*SITE LOCATIONS FOR IDENTIFICATION PURPOSE ONLY.



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE NOT TO SCALE	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE OP - LOCATION	
DWG NO. PLAN 4	VER. 001

AFFECTED BUSINESS PREMISES A
LOCATION OF PREMISES

PREMISES AREA: 26,983.8 m² (ABOUT)

LOCATION OF PREMISES: VARIOUS LOTS IN D.D. 125 AND 129 AND ADJOINING GOVERNMENT LAND, HUNG SHUI KIU, YUEN LONG, N.T.

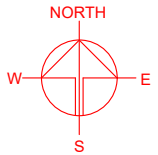
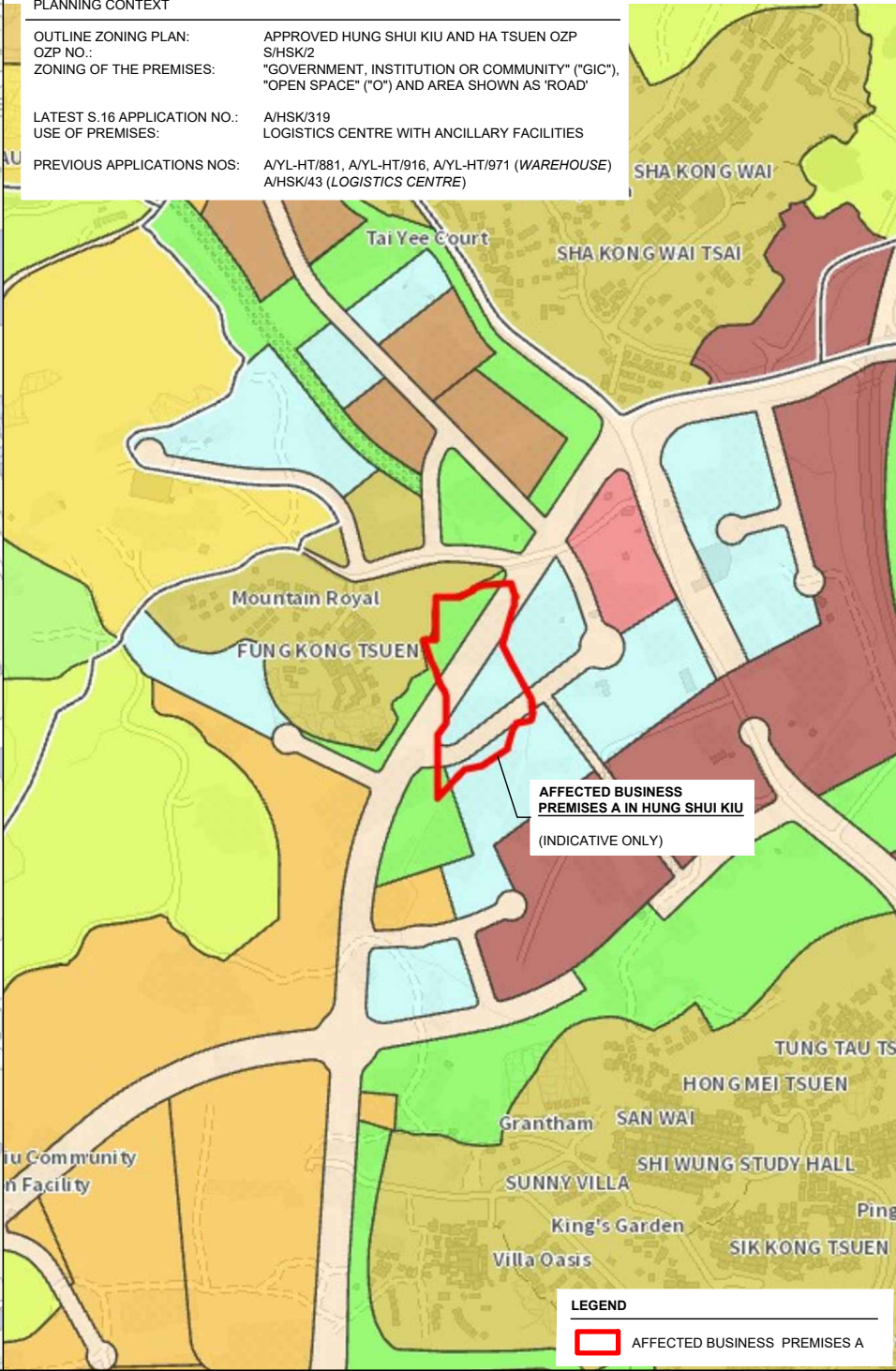


AFFECTED BUSINESS PREMISES A
PLANNING CONTEXT

OUTLINE ZONING PLAN: APPROVED HUNG SHUI KIU AND HA TSUEN OZP
OZP NO.: S/HSK/2
ZONING OF THE PREMISES: "GOVERNMENT, INSTITUTION OR COMMUNITY" ("GIC"),
"OPEN SPACE" ("O") AND AREA SHOWN AS 'ROAD'

LATEST S.16 APPLICATION NO.: A/HSK/319
USE OF PREMISES: LOGISTICS CENTRE WITH ANCILLARY FACILITIES

PREVIOUS APPLICATIONS NOS: A/YL-HT/881, A/YL-HT/916, A/YL-HT/971 (WAREHOUSE)
A/HSK/43 (LOGISTICS CENTRE)



PROJECT

PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

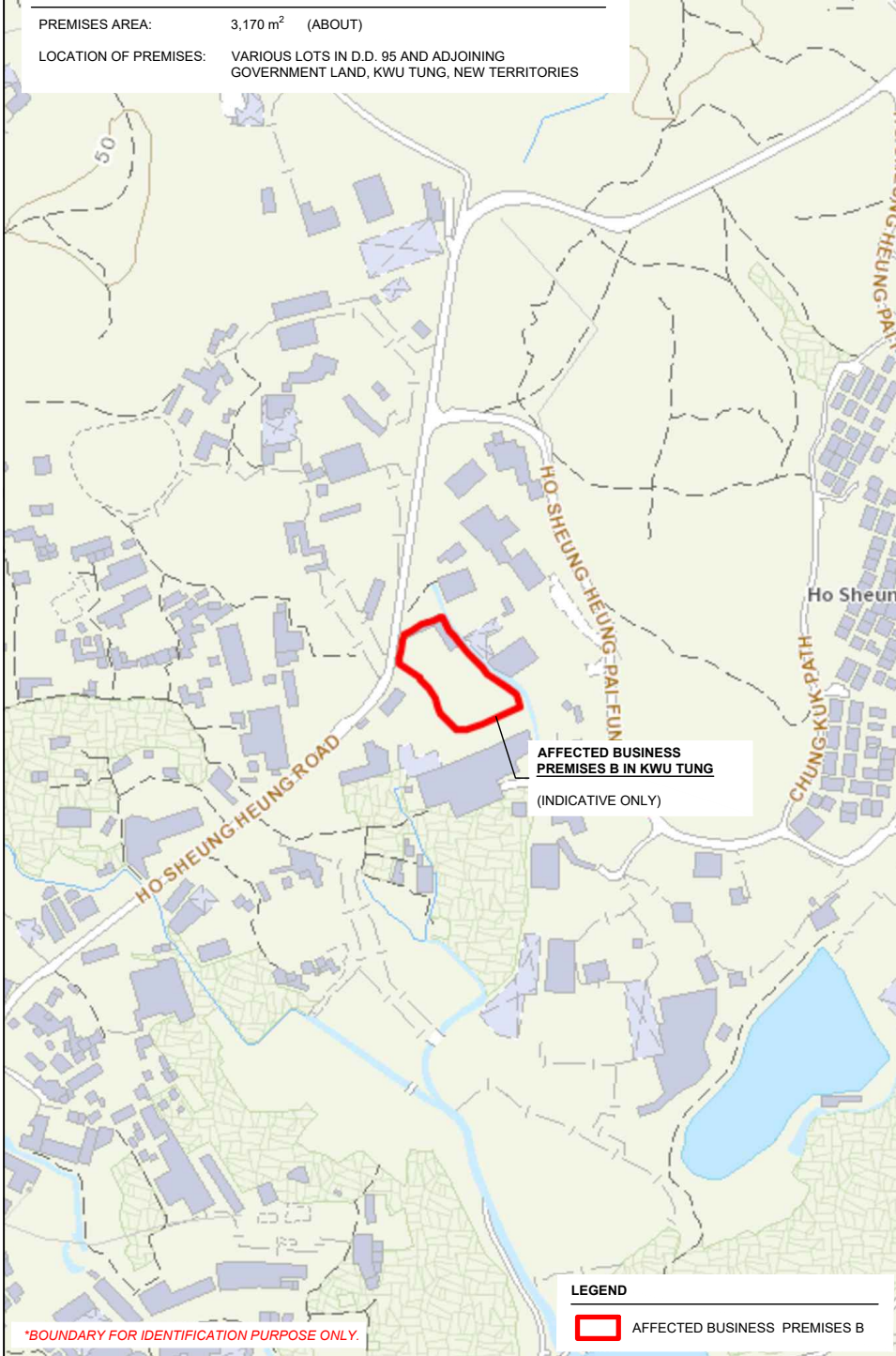
SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 5000 / 10000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE PREMISES A - DETAILS	
DWG NO. PLAN 5	VER. 001

AFFECTED BUSINESS PREMISES B
LOCATION OF PREMISES

PREMISES AREA: 3,170 m² (ABOUT)
LOCATION OF PREMISES: VARIOUS LOTS IN D.D. 95 AND ADJOINING
GOVERNMENT LAND, KWU TUNG, NEW TERRITORIES



**AFFECTED BUSINESS
PREMISES B IN KWU TUNG**
(INDICATIVE ONLY)

LEGEND



AFFECTED BUSINESS PREMISES B

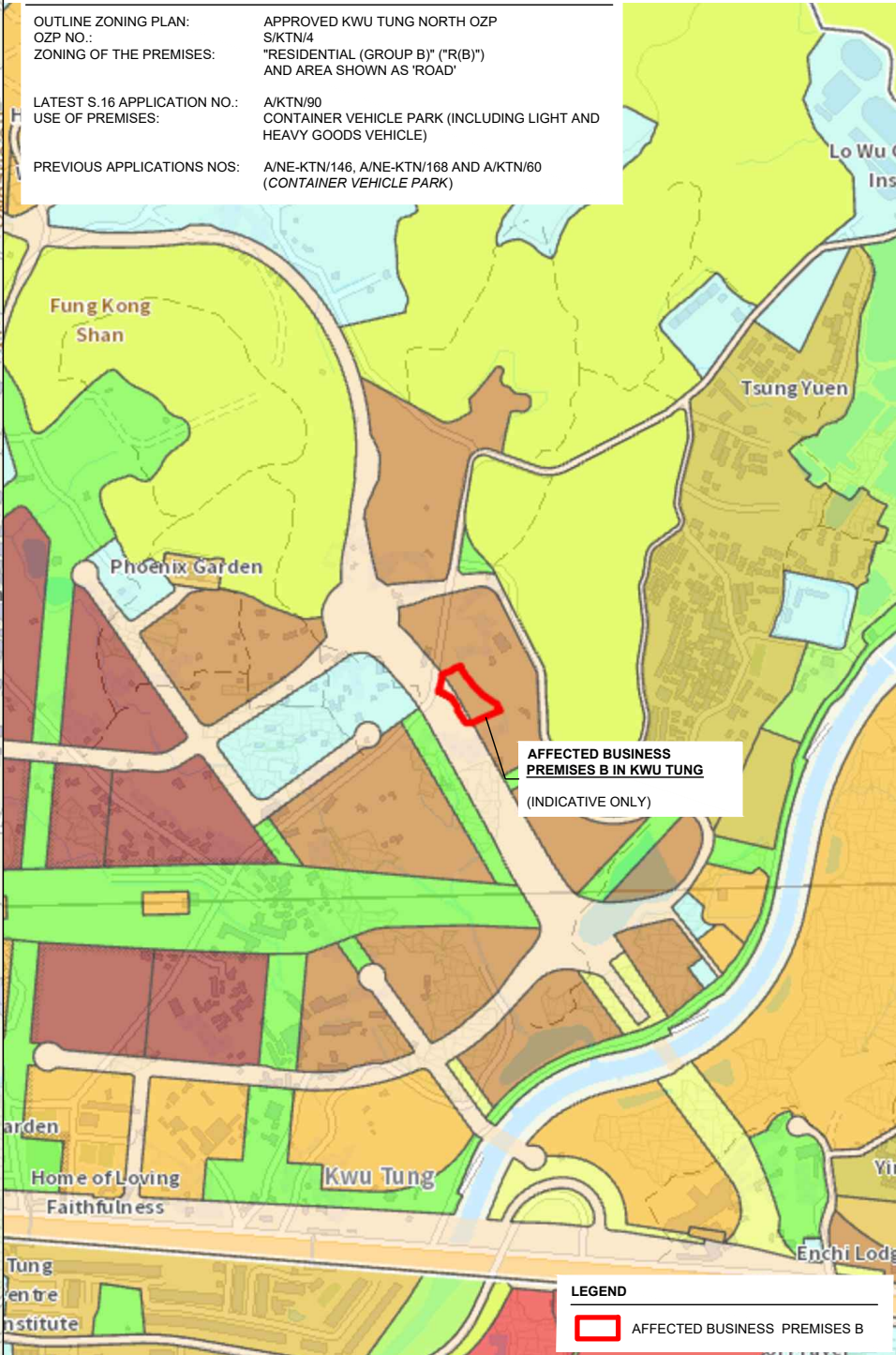
*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

AFFECTED BUSINESS PREMISES B
PLANNING CONTEXT

OUTLINE ZONING PLAN: APPROVED KWU TUNG NORTH OZP
OZP NO.: S/KTN/4
ZONING OF THE PREMISES: "RESIDENTIAL (GROUP B)" ("R(B)")
AND AREA SHOWN AS 'ROAD'

LATEST S.16 APPLICATION NO.: A/KTN/90
USE OF PREMISES: CONTAINER VEHICLE PARK (INCLUDING LIGHT AND
HEAVY GOODS VEHICLE)

PREVIOUS APPLICATIONS NOS: A/NE-KTN/146, A/NE-KTN/168 AND A/KTN/60
(CONTAINER VEHICLE PARK)

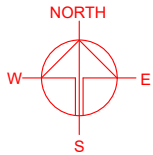


**AFFECTED BUSINESS
PREMISES B IN KWU TUNG**
(INDICATIVE ONLY)

LEGEND



AFFECTED BUSINESS PREMISES B



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 5000 / 10000 @ A4

DRAWN BY
MN

DATE
20.11.2023

CHECKED BY

DATE

APPROVED BY

DATE

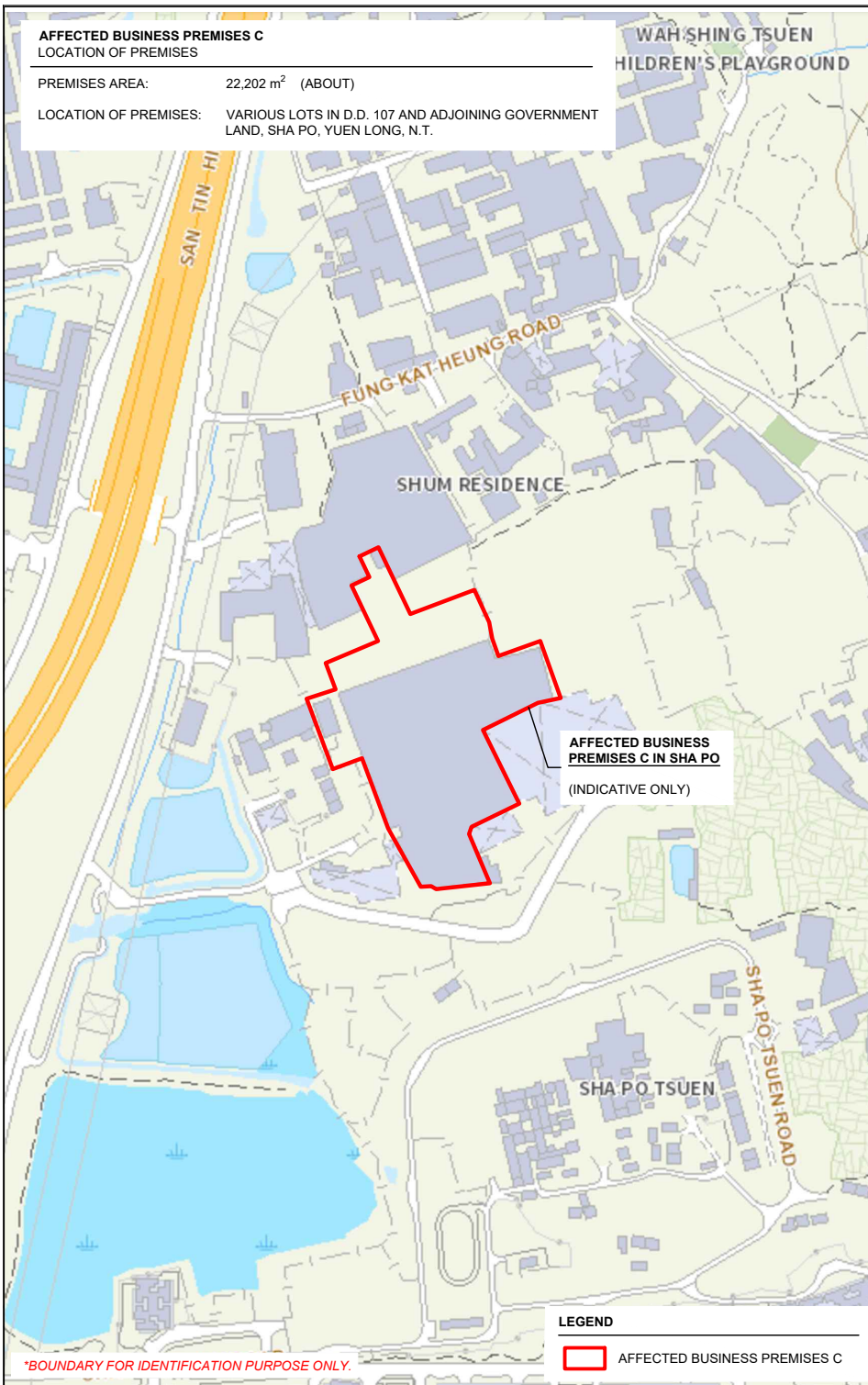
DWG. TITLE
PREMISES B - DETAILS

DWG NO.
PLAN 6

VER.
001

AFFECTED BUSINESS PREMISES C
LOCATION OF PREMISES

PREMISES AREA: 22,202 m² (ABOUT)
LOCATION OF PREMISES: VARIOUS LOTS IN D.D. 107 AND ADJOINING GOVERNMENT LAND, SHA PO, YUEN LONG, N.T.

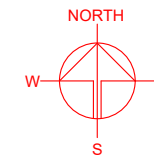
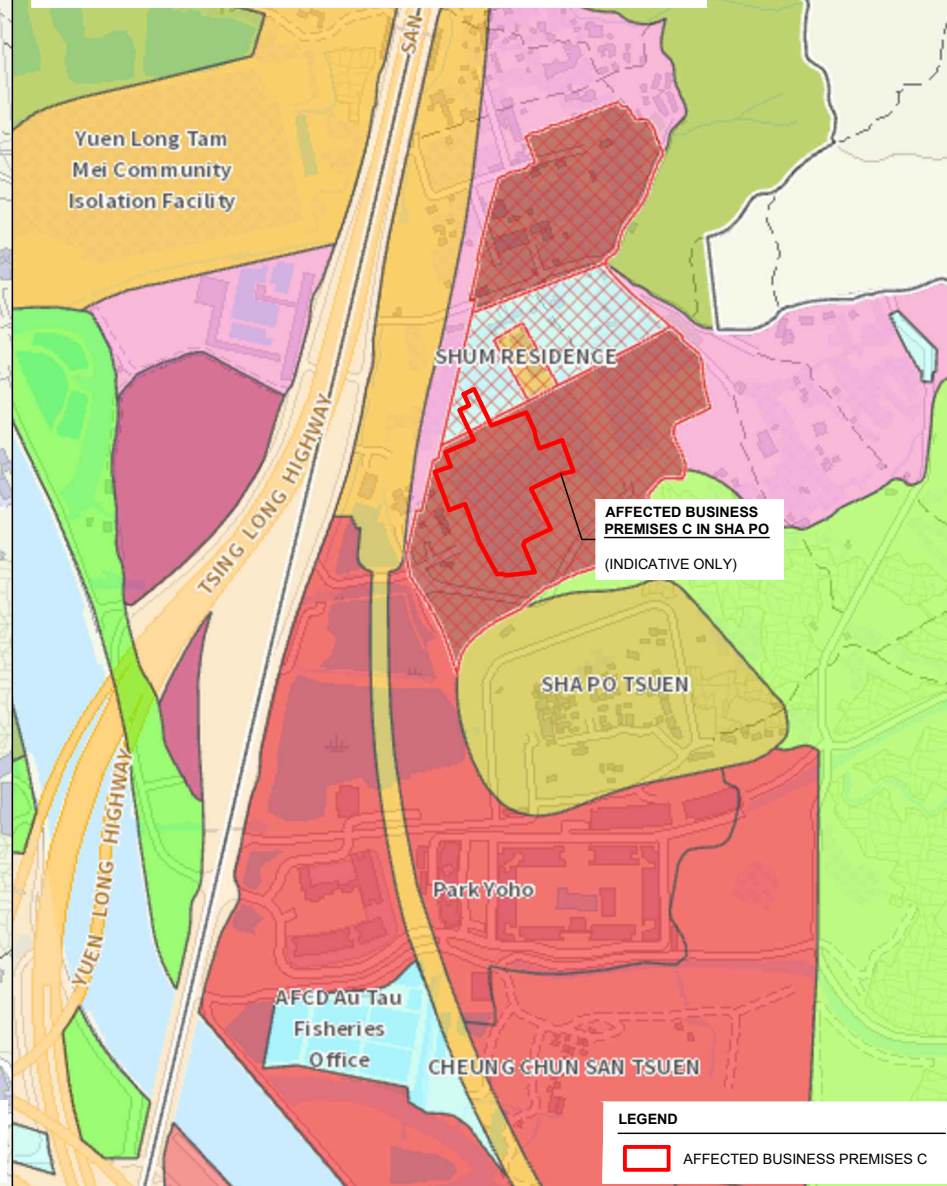


AFFECTED BUSINESS PREMISES C
PLANNING CONTEXT

CURRENTLY
OUTLINE ZONING PLAN: DRAFT KAM TIN NORTH OZP
OZP NO.: S/YL-KTN/10
ZONING OF THE PREMISES: "RESIDENTIAL (GROUP A)" AND "GOVERNMENT, INSTITUTION OR COMMUNITY"

FORMERLY
OUTLINE ZONING PLAN: APPROVED KAM TIN NORTH OZP
OZP NO.: S/YL-KTN/9
ZONING OF THE PREMISES: "INDUSTRIAL (GROUP D)"

S.16 APPLICATION NO.: N/A
USE OF PREMISES: WAREHOUSE (EXCL. DANGEROUS GOODS GODOWN) (ALWAYS PERMITTED)



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 5000 / 10000 @ A4

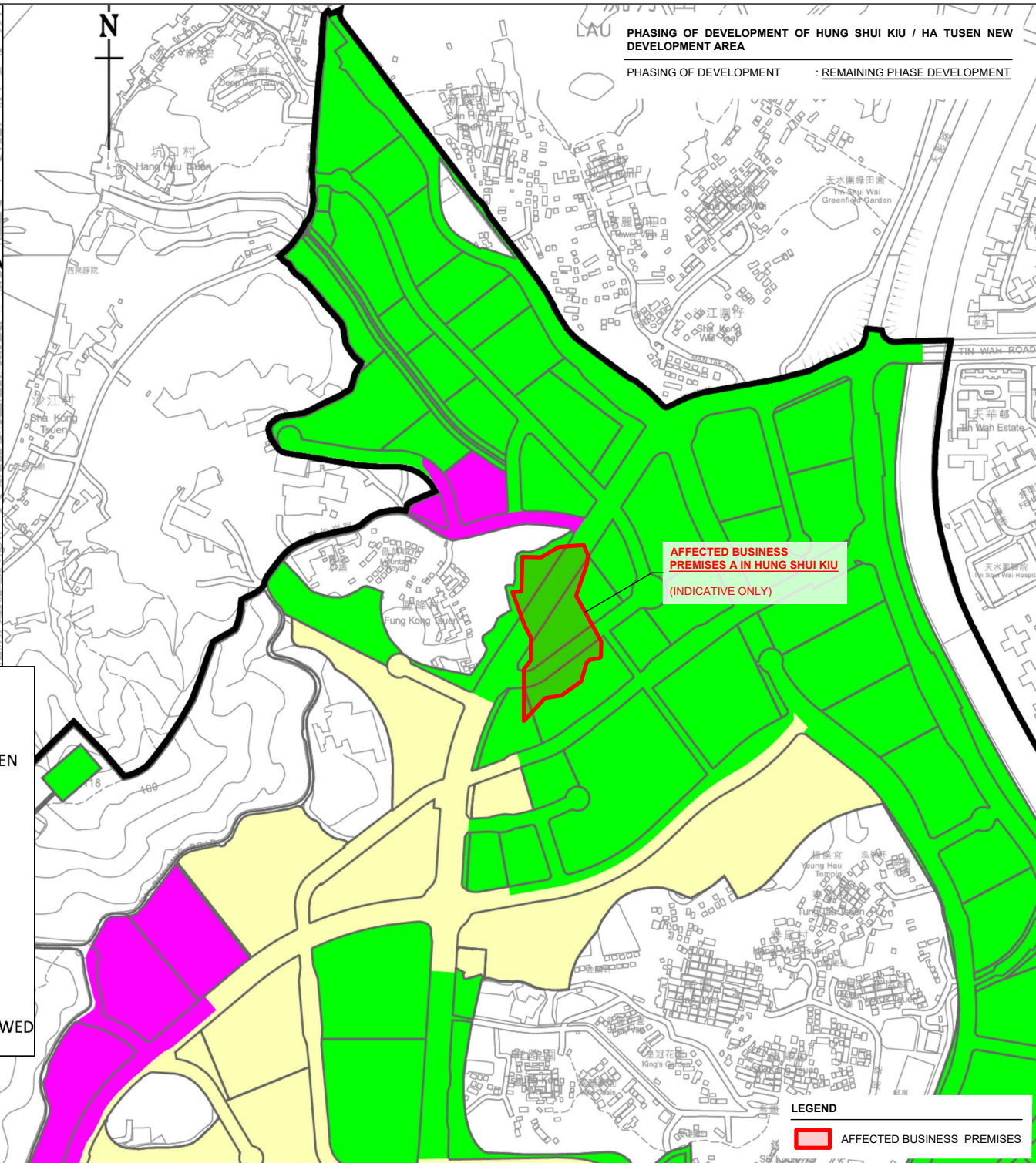
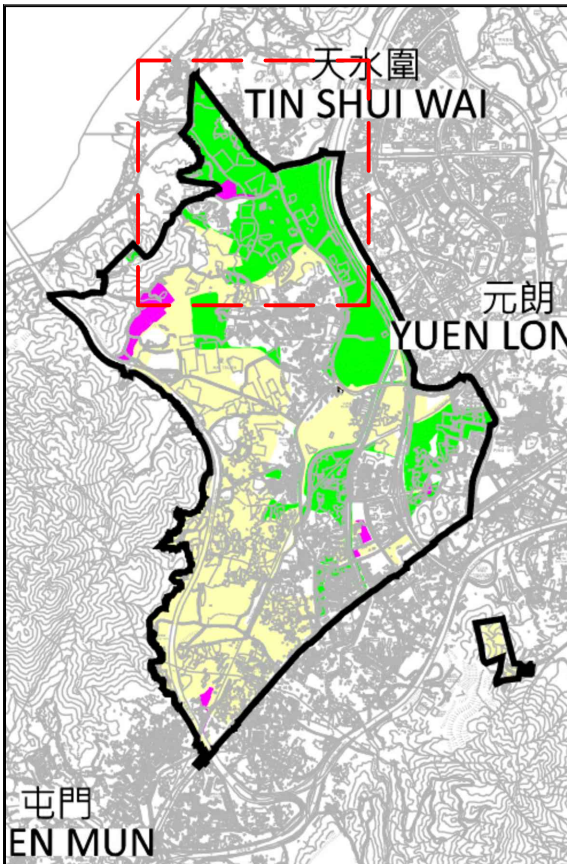
DRAWN BY: MN
DATE: 20.11.2023

CHECKED BY: DATE:

APPROVED BY: DATE:

DWG. TITLE
PREMISES C - DETAILS

DWG NO.: PLAN 7
VER.: 001



NORTH

W E S

PROJECT

PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE

1: 10000 @ A4

DRAWN BY

MN

DATE

20.11.2023

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE

OP (HSK NDA IMP. PHASING)

DWG NO.

PLAN 8

VER.

001

圖例 LEGEND

洪水橋 / 厦村新發展區界線
BOUNDARY OF HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA

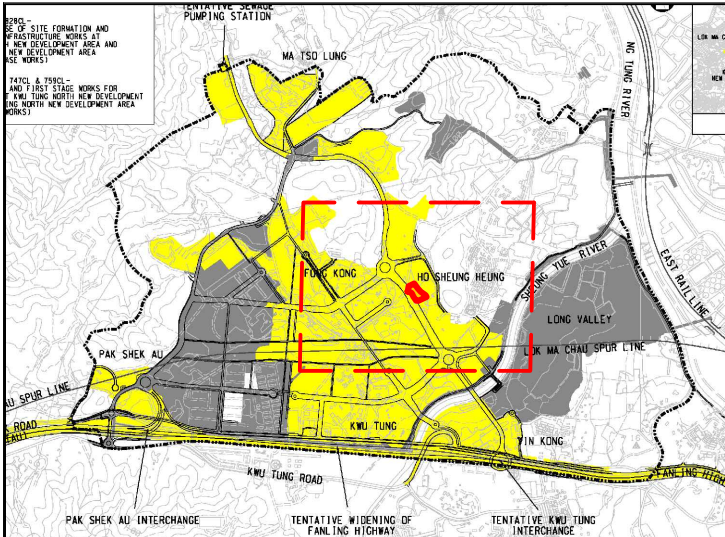
第一期發展
FIRST PHASE DEVELOPMENT

第二期發展 *
SECOND PHASE DEVELOPMENT *

餘下發展 *
REMAINING PHASE DEVELOPMENT *

* 工程範圍會在詳細設計中再作檢討。
PROPOSED WORKS SCOPE WILL BE REVIEWED IN THE DETAILED DESIGN.

*SITE LOCATIONS FOR IDENTIFICATION PURPOSE ONLY



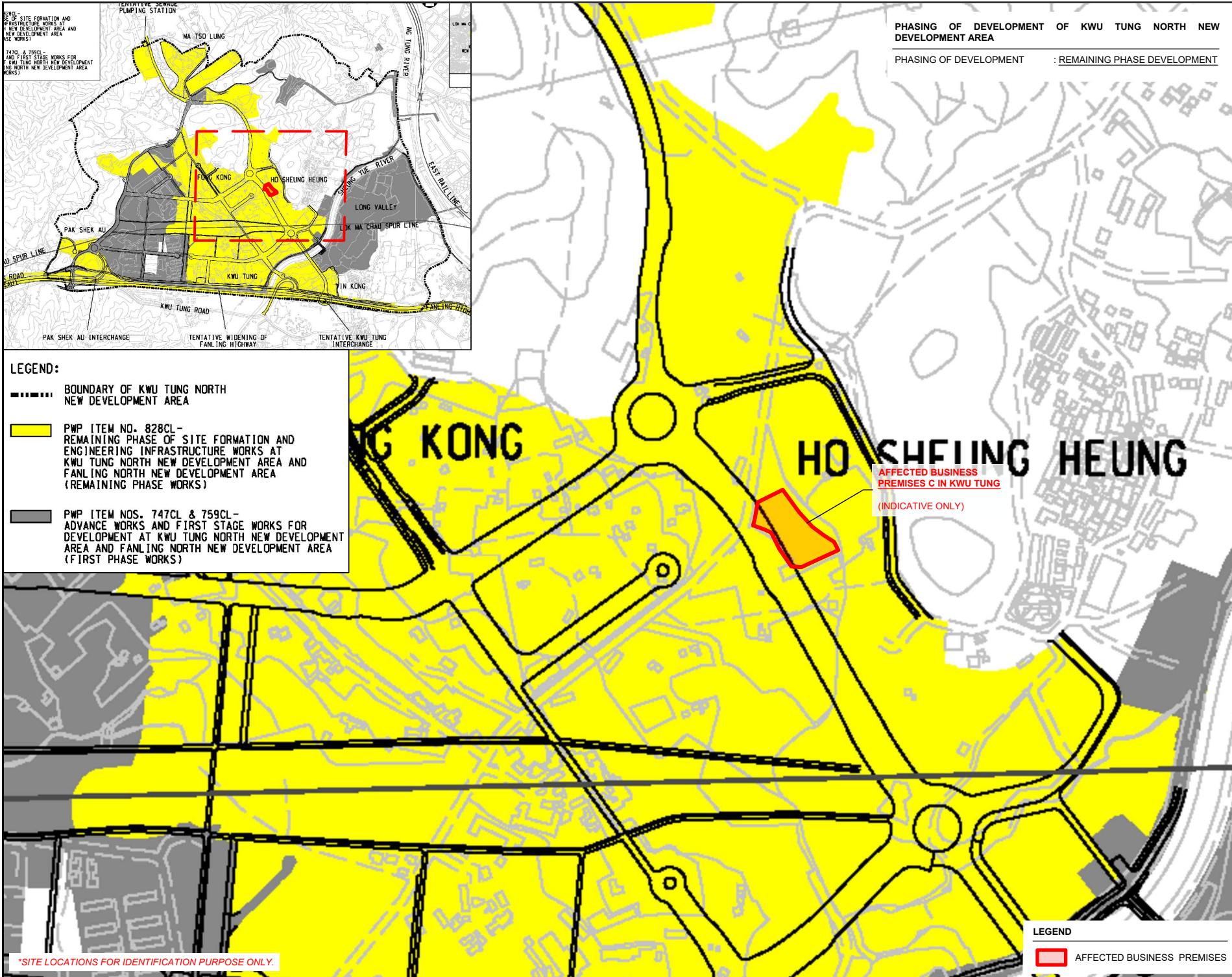
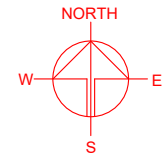
LEGEND:

- BOUNDARY OF KWU TUNG NORTH NEW DEVELOPMENT AREA
- PWP (ITEM NO. 828CL - REMAINING PHASE OF SITE FORMATION AND ENGINEERING INFRASTRUCTURE WORKS AT KWU TUNG NORTH NEW DEVELOPMENT AREA AND FANLING NORTH NEW DEVELOPMENT AREA (REMAINING PHASE WORKS))
- PWP (ITEM NOS. 747CL & 759CL - ADVANCE WORKS AND FIRST STAGE WORKS FOR DEVELOPMENT AT KWU TUNG NORTH NEW DEVELOPMENT AREA AND FANLING NORTH NEW DEVELOPMENT AREA (FIRST PHASE WORKS))

*SITE LOCATIONS FOR IDENTIFICATION PURPOSE ONLY.

PHASING OF DEVELOPMENT OF KWU TUNG NORTH NEW DEVELOPMENT AREA

PHASING OF DEVELOPMENT : REMAINING PHASE DEVELOPMENT



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

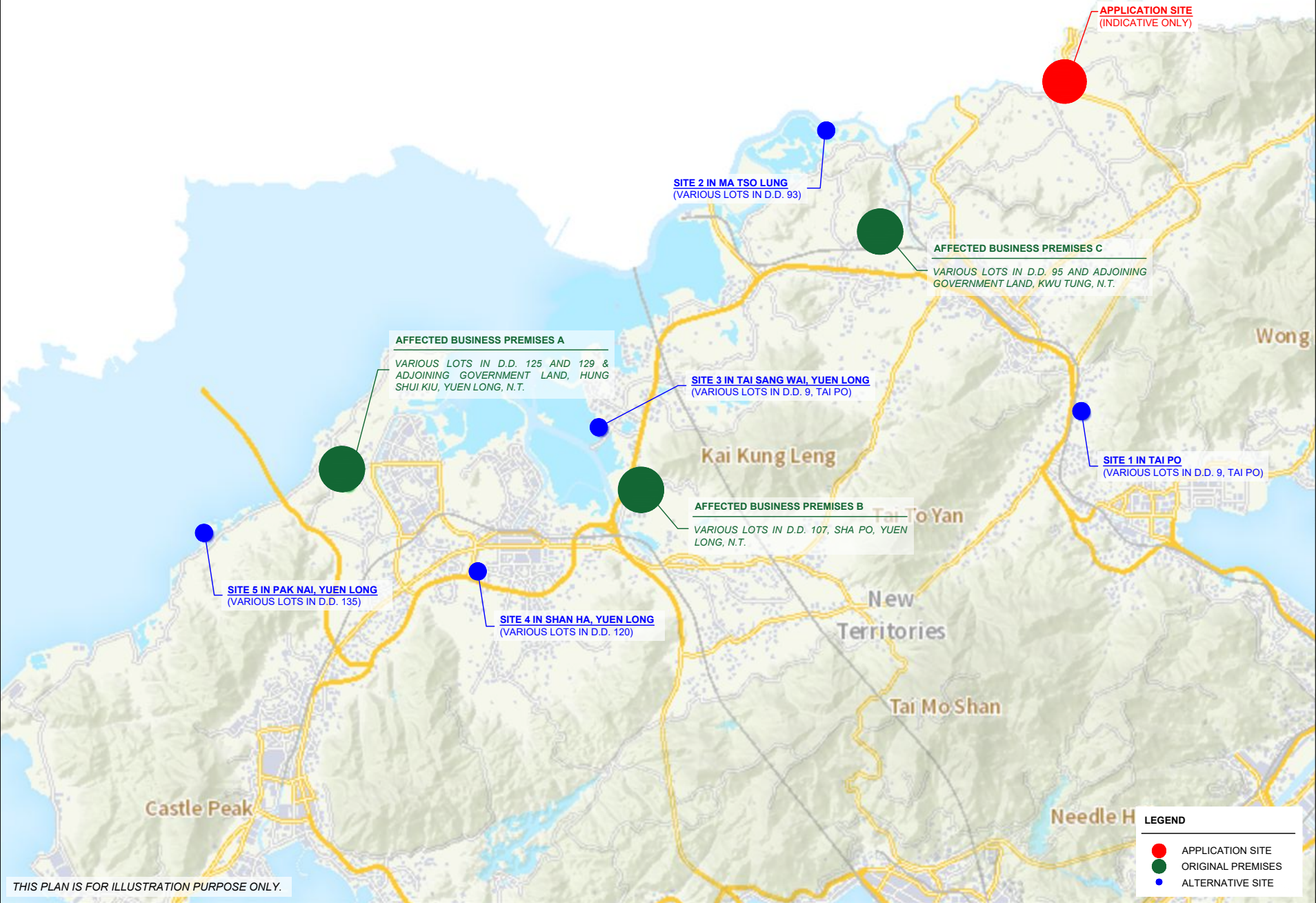
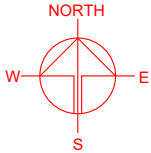
SCALE 1 : 5000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE OP (KTN NDA IMP. PHASING)	
DWG NO. PLAN 9	VER. 001

LEGEND

- AFFECTED BUSINESS PREMISES

ALTERNATIVE SITES FOR RELOCATION

A TOTAL OF 5 ALTERNATIVE SITES ARE ASSESSED FOR RELOCATION OF THE ORIGINAL PREMISES.



THIS PLAN IS FOR ILLUSTRATION PURPOSE ONLY.

PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
INDICATIVE ONLY

DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE

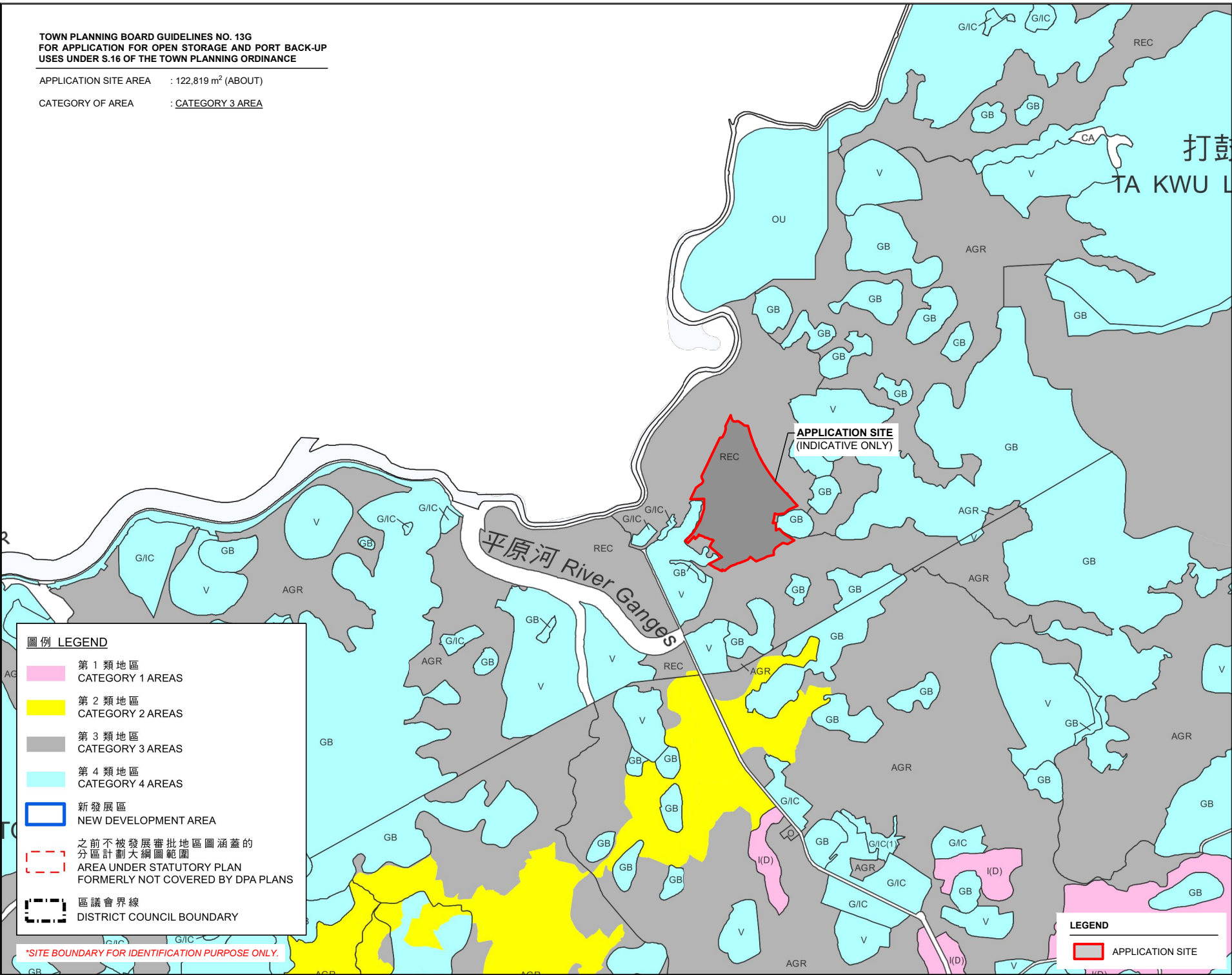
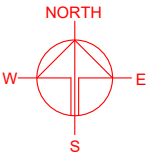
DWG. TITLE
ALTERNATIVE SITE OPTIONS

DWG NO. PLAN 10	VER. 001
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TOWN PLANNING BOARD GUIDELINES NO. 13G
FOR APPLICATION FOR OPEN STORAGE AND PORT BACK-UP
USES UNDER S.16 OF THE TOWN PLANNING ORDINANCE

APPLICATION SITE AREA : 122,819 m² (ABOUT)

CATEGORY OF AREA : CATEGORY 3 AREA



圖例 LEGEND

- 第 1 類地區
CATEGORY 1 AREAS
- 第 2 類地區
CATEGORY 2 AREAS
- 第 3 類地區
CATEGORY 3 AREAS
- 第 4 類地區
CATEGORY 4 AREAS
- 新發展區
NEW DEVELOPMENT AREA
- 之前不被發展審批地區圖涵蓋的
分區計劃大綱圖範圍
AREA UNDER STATUTORY PLAN
FORMERLY NOT COVERED BY DPA PLANS
- 區議會界線
DISTRICT COUNCIL BOUNDARY

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

LEGEND

APPLICATION SITE

PROJECT
PROPOSED LOGISTICS CENTRE,
WAREHOUSE (EXCLUDING
DANGEROUS GOODS GODOWN)
AND CONTAINER VEHICLE PARK
WITH ANCILLARY FACILITIES
FOR A PERIOD OF 3 YEARS

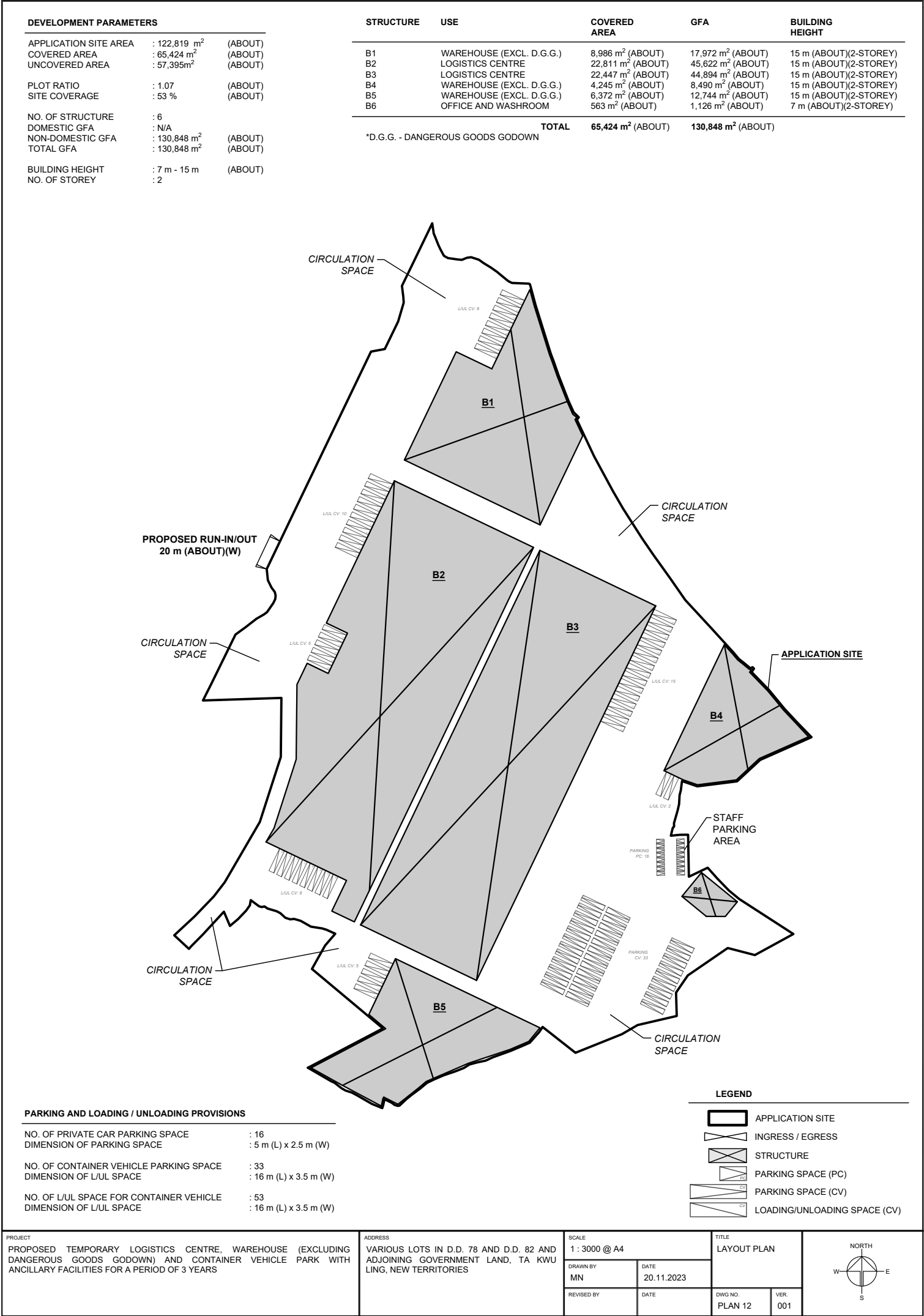
SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND
D.D. 82 AND ADJOINING
GOVERNMENT LAND, TA KWU
LING, NEW TERRITORIES

SCALE
NOT TO SCALE

DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
TPB PG-NO. 13F

DWG NO. PLAN 11	VER. 001
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SWEPT PATH ANALYSIS

TYPE OF VEHICLE : CONTAINER VEHICLE
DIMENSION OF VEHICLE : 2.5 m (W) X 13 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING

APPLICATION SITE
(INDICATIVE ONLY)

L/UL CV: 10

PROPOSED RUN-IN/OUT
IN ACCORDANCE TO STANDARD HYD
DRAWING NO. H1113C AND H1114B

FROM LIN MA HANG ROAD TO
THE APPLICATION SITE

L/UL CV: 5

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

APPLICATION SITE
(INDICATIVE ONLY)

L/UL CV: 10

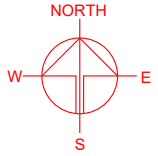
PROPOSED RUN-IN/OUT
IN ACCORDANCE TO STANDARD HYD
DRAWING NO. H1113C AND H1114B

FROM THE APPLICATION SITE
TO LIN MA HANG ROAD

L/UL CV: 5

LEGEND

- APPLICATION SITE
- STRUCTURE
- PARKING SPACE (PC)
- LOADING/UNLOADING SPACE (CV)
- CONTAINER VEHICLE
- SWEPT PATH OF VEHICLE



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1: 1000 @ A4

DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE

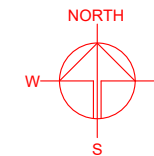
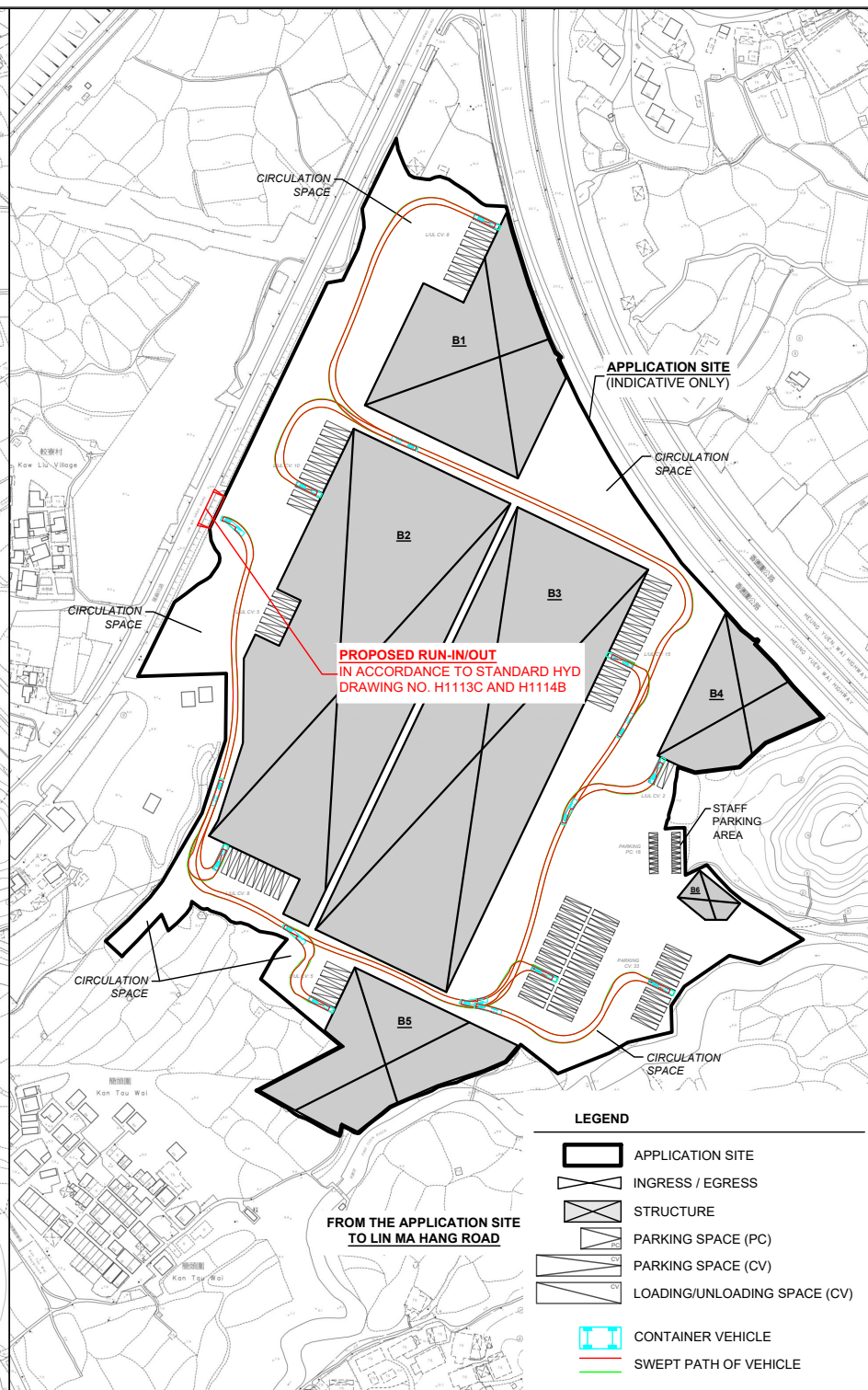
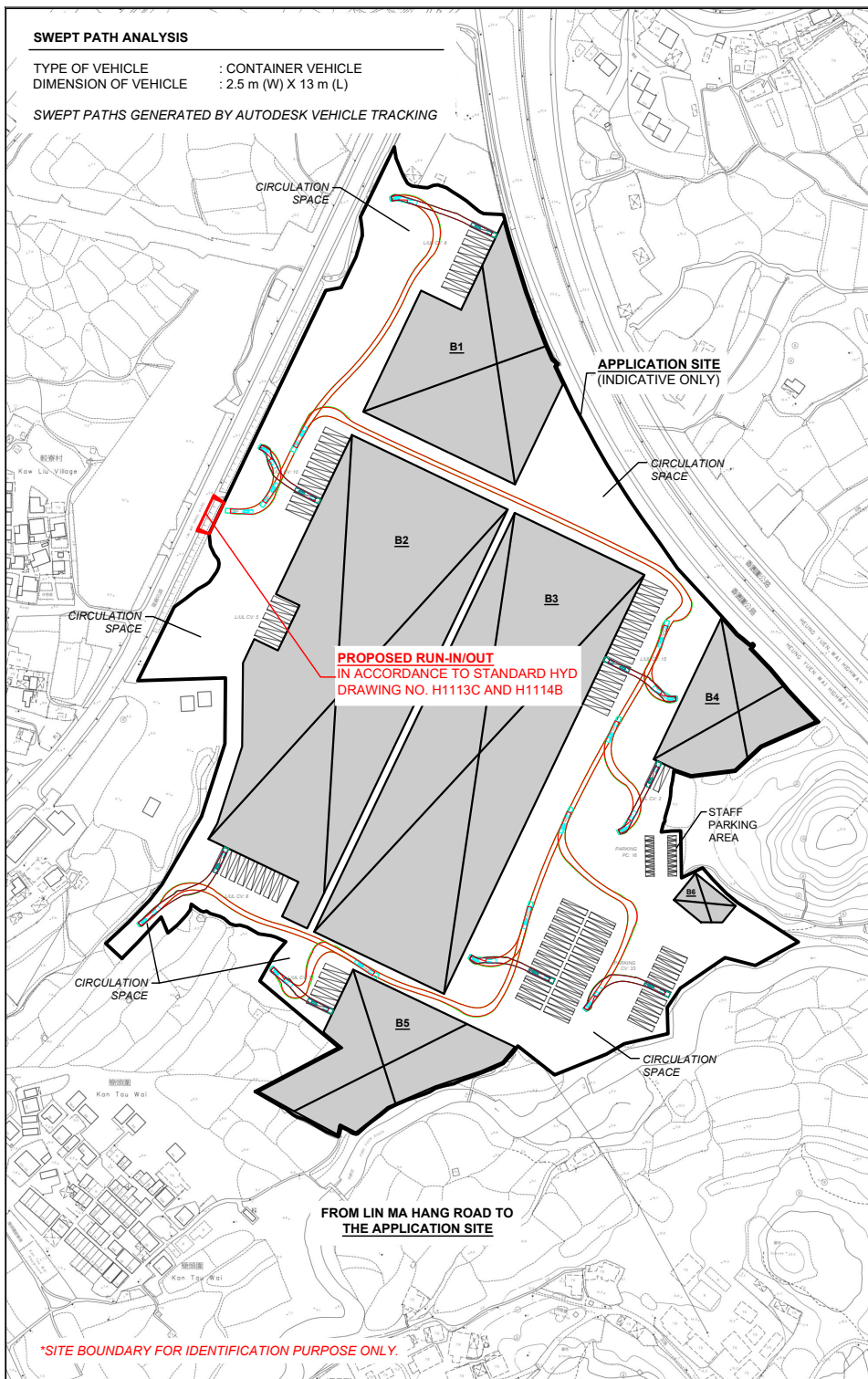
DWG. TITLE
SWEPT PATH ANALYSIS 1

DWG NO. PLAN 13	VER. 001
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TYPE OF VEHICLE : CONTAINER VEHICLE
DIMENSION OF VEHICLE : 2.5 m (W) X 13 m (L)

TYPE OF VEHICLE : CONTAINER VEHICLE
 DIMENSION OF VEHICLE : 2.5 m (W) X 13 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING



PROJECT

PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND OPEN STORAGE OF GOODS WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND
D.D. 82 AND ADJOINING
GOVERNMENT LAND, TA KWU
LING, NEW TERRITORIES

SCALE
1 : 4000 @ A4

DRAWN BY	DATE
MN	19.9.2023

WITN	10/16/2020
CHECKED BY	DATE

APPROVED BY	DATE
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DWG. TITLE
SWEPT PATH ANALYSIS 2

DWG NO.	VER
PLAN 14	00

VER	00
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☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

寄件者: Matthew Ng [REDACTED]
寄件日期: 2024年01月22日星期一 13:44
收件者: tpbpd/PLAND
副本: [REDACTED]
主旨: [Supersede FI] S.16 Application No. A/NE-TKLN/77 - Revised FI to address departmental comments
附件: FI1 for A_NE-TKLN_77 - RtC Table (20240122) Sup2.0.pdf
類別: Internet Email

Dear Sir,

Attached herewith the revised FI to **supersede** the previous FIs submitted on 19/1/2024 and 22/1/2024 (*below emails*), to address departmental comments of the subject application.

Should you require more information, please do not hesitate to contact me. Thank you for your kind attention.

Kind Regards,

Matthew NG
Tai Wah Development Consultants Limited

From: Matthew Ng [REDACTED]
Sent: Monday, January 22, 2024 12:36 PM
To: Town Planning Board <tpbpd@pland.gov.hk>

[REDACTED]
Subject: [Supersede FI] S.16 Application No. A/NE-TKLN/77 - Revised FI to address departmental comments

Dear Sir,

Attached herewith the revised FI to **supersede** the previous FI submitted on 19/1/2024 (*below email*), to address departmental comments of the subject application.

Should you require more information, please do not hesitate to contact me. Thank you for your kind attention.

Kind Regards,

Matthew NG
Tai Wah Development Consultants Limited

Responses-to-Comments

Proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years in “Recreation” Zone, Various Lots in D.D. 78 and 82 and Adjoining Government Land, Ta Kwu Ling North, Lin Ma Hang Road, New Territories

(Application No. A/NE-TKLN/77)

(i) Replacement pages of the submitted planning statement (**Annex I**).

(ii) A revised drainage proposal to address comments of Chief Engineer/Mainland North, Drainage Services Department (**Annex II**).

(iii) A RtoC Table:

Departmental Comments		Applicant's Responses
1) Comments of the Secretary for Development (SDEV)		
(i)	It is understood that there are a number of outstanding technical issues and hence we will reserve to provide our comments later when the technical issues are resolved.	Noted.
(ii)	In passing, while the applicant has claimed that his premises are affected by the HSK/HT NDA, KTN NDA and a public housing development at Sha Po, we note that the applicant has not submitted any information about his affected business operation(s). To facilitate our consideration, the applicant should be required to provide information of his affected businesses (e.g. company name, location, business nature with documentary proof, etc.) and justification on the	The applicant is authorized by <u>Sinotrans (HK) Warehousing Limited</u> to make submission to the Town Planning Board to facilitate the relocation of the 3 affected business premises into 1 site for better management. Details of the affected business premises are provided at Annex III, Plans 1 to 4. Although the area of the Site (i.e. about 122,819 m²) and GFA (i.e. about 130,848 m²) are larger than the original premises combined, large portion of the Site (i.e 57,394 m², 47%) is designated for manoeuvring, parking of vehicles and circulation area to

	proposed site area which seems to be doubling the size of the affected businesses as shown in Table 1 of the planning statement.	support the operation of the Site. According to the applicant, the original premises currently lack adequate circulation space, resulting in prolonged waiting times for vehicles for loading/unloading (L/UL) of goods. As more time is required for L/UL of goods, the transportation cost is therefore increased. In light of this, the applicant intends to reserve a substantial amount of circulation space within the Site in order to increase the Site's overall efficiency, as well as to minimise the potential adverse traffic impact to the surrounding road network. The increase in development intensity from the original premises would better utilize precious land resources in the New Territories and provide opportunities to support the overall supply chain with the integration of the latest technology. The applicant's intention to develop the Site into a contemporary logistics hub, which large scale of robotic systems, such as automated storage and retrieval systems, robotic arms are used for efficient and accurate storage and sorting of goods. These systems require designated spaces that are sufficiently spacious to accommodate the storage racks, conveyor belts, and robotic arms utilised for efficient inventory management and organisation. The development of large-scale logistics hub echoes the Government's Northern Metropolis Strategy, which aims to transform the New Territories into a new economic engine for Hong Kong. The proposed development could alleviate burden on the city's core areas and diversify Hong Kong's economy by converting the northern part of the New Territories into a thriving economic centre. The Site is also geographically close to the Mainland China with convenient access to Heung Yuen Wai Highway, facilitating the efficient movement of goods between the Mainland China and Hong Kong. The proposed development would attract investment from different industries looking to take advantage of Hong Kong's strong business environment and proximity to mainland China. This would ultimately
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		promote greater economic growth and better integration between the Mainland China and Hong Kong. Furthermore, with the growth in online shopping has stimulated demand for local indoor storage space in Hong Kong since the 2010s, the applicant had previously proposed expanding the operation scale in order to alleviate the pressing demand for local storage spaces at the original premises. However, the Government's land resumption plan to facilitate the implementation of the Hung Shui Kiu / Ha Tsuen and Kwu Tung North New Development Areas (NDAs) caused the applicant's business expansion plan to be put on hold temporarily. The proposed scheme at the Site provides an excellent opportunity to support the applicant's original business expansion plan. The additional GFA would generate a substantial number of employment opportunities for New Territories residents. The efficient operation of the Site requires a diverse workforce, comprising logistics experts, warehouse managers, truck drivers, and administrative staff. By reducing the amount of time and cost that employees spend travelling to the urban core of Hong Kong, locals living in the New Territories would have access to more promising employment opportunities.
2) Comments of the Director of Environmental Protection (DEP)		
(i)	According to the "Code of Practice on Handling the Handling Aspects of Temporary Uses and Open Storage Sites" (the CoP), the application should not be supported as there are residential structures within 100m from the boundary of the Site and the use of container vehicles is involved.	Although residential structures are found within 100m from the boundary of the Site, the vehicular access is proposed at the Lin Ma Hang Road without passing through the concerned residential dwellings/structures. Furthermore, 2.5m high solid metal wall will be erected along the site boundary to minimize noise nuisance to the surrounding area. The boundary wall will be installed properly by licensed contractor to prevent misalignment of walls, to ensure that there is no gap or slit on boundary wall. The

		applicant will also strictly follow the proposed operation hours, i.e. Monday to Saturday from 07:00 to 20:00 during the planning approval period.
(ii)	Moreover, the applicant is advised: (a) to follow the requirements stipulated in the CoP; (b) to provide adequate supporting infrastructure / facilities for proper collection, treatment and disposal of waste / wastewater generated from the proposed use. If septic tank and soakaway system will be used in case of unavailability of public sewer, its design and construction shall follow the requirements of EPD's Practice Note for Professional Person (ProPECC) PN 5/93 "Drainage Plans subject to Comment by the Environmental Protection Department" including percolation test; and (c) to note that it is the obligation of the applicant to meet the statutory requirements under relevant pollution control ordinances.	Noted. The applicant will strictly follow the 'CoP' issued by EPD to minimise adverse environmental impacts and nuisance to the surrounding area. Noted. The applicant will implement good practices under ProPECC PN 1/23 when designing on-site drainage system with the Site. Licensed collectors will be employed by the applicant to collect and dispose of sewage regularly, and the location of portable toilets are located away from the watercourse in the vicinity. Noted. The applicant will comply with all environmental protection / pollution control ordinances, i.e. Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. at all times during the planning approval period.
3) Comments of Chief Town Planner / Urban Design and Landscape Section, Planning Department (CTP/UD&L, PlanD)		
(i)	With reference to the aerial photo of 2022, the site is located in an area of rural inland plains landscape character comprising of farmlands, small houses, clusters of tree	According to our site visit conducted on 21/12/2023, no old and valuable tree or protected species has been identified at the Site. Due to the proposed site formation

	groups, vegetated areas, woodland within the “Green Belt” (“GB”) zone at the immediate east, and Liantong/Heung Yuen Wai Boundary Control Point at the northeast. Due to large development area, noticeable change of landscape character within the “REC” zone is anticipated. Based on DPO’s photo taken on 19.12.2023 and our site record taken on 21.12.2023, the site is partly hard paved and partly covered by vegetation, wild grasses and tree groups of common and undesirable species. According to the Planning Statement, all existing trees will be affected and it is not proposed to retain any of the existing trees at the site. However, there is no information on the existing trees within the site, proposed tree treatment and landscape treatment/mitigation measures. Potential impact on the existing landscape resources cannot be ascertained.	works to facilitate the proposed scheme, all existing trees will be affected and none of the existing trees is proposed to be retained at the Site. In view of this, a landscape proposal is submitted by the applicant to compensate the loss of trees by planting 110 new trees (i.e. <i>Bischofia javanica</i> , <i>Adenanthera microsperma</i> and <i>Machilus chinensis</i>) along the boundary adjoining Lin Ma Hang Road, in order to provide landscape screening for the general public (Plan 5).
(ii)	The applicant is advised to provide broad-brush survey with basic information (e.g. species, size, general conditions and tree photos) on existing trees within and along the site boundary, proposed tree treatment and proposed mitigation measures, if any, for TPB’s consideration.	
(iii)	The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant authority prior to commencement of the works.	

4) Comments of the Commissioner for Transport (C for T)		
	Please note our comments on the subject application below from a traffic engineering point of view:	
(i)	The applicant should advise and substantiate the traffic generation from and attraction to the site, existing traffic situation, traffic forecast and traffic impact to the road links and junctions;	The subject information is substantiated in the Technical Note in the Annex IV of this RtoC.
(ii)	The applicant shall advise and justify the adequacy of the parking spaces and loading/unloading spaces so provided by relating to the number of vehicles visiting the subject site;	As presented in section 1.1.2 in Technical Note in the Annex IV of this RtoC, the current application is intended to facilitate the relocation of the applicant's affected business premises in Hung Shui Kiu, Sha Po and Kwu Tung due to land resumption for the HKS/HT NDA, KTN NDA, and other public housing development in Sha Po. The applicant proposes to consolidate all affected premises into one site, i.e., to relocate to the Site. The provisions of the parking spaces and loading/unloading spaces at the Site are based on the consolidation of the existing provisions on the affected sites. Therefore, the proposed provision of parking spaces and loading/unloading spaces would be adequate. In addition, it is anticipated to accommodate not more than 40 staff for operation while some of them will take public transport. And visitors are not anticipated at the Site. Therefore, the provisions of private car parking spaces are sufficient.
(iii)	The applicant shall demonstrate the satisfactory maneuvering of the goods vehicles entering and exiting the subject site, maneuvering within the subject site and	The swept path demonstration is shown in the Appendix A of Technical Note in the Annex IV of this RtoC.

	into/out of the parking and loading/unloading spaces, preferably using the swept path analysis;	
(iv)	The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;	To ensure no queuing of vehicles outside the subject site, management / control measures are to be implemented as the followings: - The staff will make sure the entrance area to make sure vehicles can access smoothly to avoid any queueing outside the subject site. - For departure, the goods vehicles will wait inside the site and will not affecting the public road when there are vehicles passing by the run-in /out of the Site. Staff will also be there to manage and assist. Thus, there would be no queue caused outside the subject site. - A staff will be deployed to assist and manage long vehicles Left-in and Right-out from the Application Site. As shown in the swept path assessment in Appendix A of Technical Note, there are sufficient area for vehicles to wait and to pass through. The content has been elaborated in section 5 of Technical Note in the Annex IV of this RtoC.
(v)	The applicant shall advise the provision and management of pedestrian facilities 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. In addition, flashing light and alarm systems will be set at the entrance of the Site, whenever vehicles are to be accessed to / exit from the Site, the flashing light and

		alarm will work immediately to alarm the pedestrians. Adequate lights would be provided by adding lights for safety concerns. The content has been elaborated in section 5 of Technical Note in the Annex IV of this RtoC.
(vi)	The applicant shall advise the measure in preventing illegal parking by visitors to the subject site; and	The Site is proposed to be used as Temporary Logistics Centre, Warehouse, Container Vehicle Park, office and washroom. It is anticipated to accommodate not more than 40 staff and Visitors are not anticipated at the Site due to no shopfront. Thus, the private car parking spaces are for staff uses only. The staff at the entrance will manage and prevent illegal parking by visitors from accessing the subject site.
	We may offer further comments on the application after receiving the above information.	Noted.

Annex I

Replacement Pages of the Planning Statement

2. JUSTIFICATIONS

To facilitate the relocation of the applicant's business premises affected by the implementation of HSK/HT NDA and KTN NDA, and public housing development in Sha Po

2.1 The current application is intended to facilitate the relocation of the applicant's affected business premises in Hung Shui Kiu, Sha Po and Kwu Tung due to land resumption to pave way for the development of HSK/HT NDA, KTN NDA, and public housing development in Sha Po (**Plans 4 to 7**), details are as follows:

2.2 Affected Business Premises A – Logistics Centre in Hung Shui Kiu

2.2.1 The applicant has been operating their business premises since the approval of the S.16 planning application No. A/YL-HT/881 for '*warehouse for storage of machinery, spare parts and construction materials with ancillary office and parking of vehicle*' use in 2014. The premises were later converted to '*logistics centre with ancillary office and parking of vehicle*' under application No. A/HSK/43 in 2018 (**Appendix I**).

2.2.2 Since then, the applicant has been operating the premises for the same use with valid planning permission under application No. A/HSK/319. The premises currently falls within an area zoned as "Government, Institution or Community" ("GIC"), "Open Space" ("O") and area shown as 'Road' on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2 (**Appendix I** and **Plan 5**). According to the approved scheme of the planning application, the premises occupied an area of 26,983.8 m² (about) with total GFA of 18,460 m² (about)(**Appendix I**).

2.3 Affected Business Premises B – Container Vehicle Park in Kwu Tung

2.3.1 The applicant has been operating their business premises since the approval of the S.16 planning application No. A/NE-KTN/146 for '*Private Container Vehicle Park (including Light and Heavy Goods Vehicles)*' in 2011 (**Appendix I**).

2.3.2 Since then, the applicant has been operating the premises for the a similar use, i.e. '*container vehicle park (including light and heavy goods vehicles)*' with valid planning permission under application No. A/KTN/90. The premises currently falls within an area zoned as "Residential (Group B)" ("R(B)") and area shown as 'Road' on the Approved Kwu Tung North OZP No. S/KTN/4 (**Appendix I** and **Plan 6**). According to the approved scheme of the planning application, the premises occupied an area of 3,170 m² (about) with total GFA of 575 m² (about)(**Appendix I**).

2.4 Affected Business Premises C – Warehouse (Excluding Dangerous Goods Godown) in Sha Po

2.4.1 The applicant has been operating their business premises for '*warehouse (excluding dangerous goods godown)*' since the early 2010s. The premises

falls within an area previously zoned as "Industrial (Group D)" ("I(D)") on the former Approved Kam Tin North OZP No. S/YL-KTN/9 (**Appendix I** and **Plan 7**). According to the Notes of the former Kam Tin North OZP, 'warehouse (excluding dangerous goods godown)' use is a column one use, which is always permitted by the Board. The premises occupies an area of 22,205 m² (about) with total GFA of 31,510 m² (about)(**Appendix I**).

2.5 Summary of affected business premises is provided at **Appendix I** and **Table 1** below:

Table 1: Summary of Affected Business Premises

Development Parameters	Premises A A/HSK/319	Premises B A/KTN/90	Premises C Warehouse	Total
Site Area	26,983.8 m ²	3,170 m ²	22,205 m	52,358.8 m ²
GFA	18,460 m ²	575 m ²	31,510 m ²	50,545 m ²
Anticipated Land Resumption Year	2030 (tentatively)	2024 (tentatively)	2024 (tentatively)	

2.6 According to the implementation program of the development of HSK/HT NDA and KTN NDA, both the affected premises A and B falls within sites under the *Remaining Phase Development* of the respective NDAs (**Plans 8** and **9**). While the affected premises C falls within the boundary of the public housing development in Sha Po (**Plan 6**). As land where the affected business premises are located will be developed for various GIC, residential and open space uses upon completion of the HSK/HT and KTN NDAs and public housing development in Sha Po respectively, the concerned parcels of land will be resumed and reverted to the Government in the future. Therefore, the applicant desperately needs to identify a suitable site for relocation to continue their business operations.

Applicant's effort in identifying suitable site for relocation

2.7 Whilst the applicant has spent effort to relocate its premises to a number of alternative sites in the New Territories, those sites were considered not suitable or impracticable due to various issues such as land use incompatibility, environmental concerns, land ownership, accessibility or site area being too small (**Appendix II** and **Plan 10**). After a lengthy site search process, the Site was identified for relocation as it is relatively flat and easily accessible from Heung Yuen Wai Highway via Lin Ma Hang Road (**Plan 1**).

Applied Use Is the Same as the Affected Business in Hung Shui Kiu, Kwu Tung and Sha Po

2.8 The proposed development involves the operation of logistics centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities to support the daily operation of the Site. The applied uses are the same as the affected business premises in Hung Shui Kiu, Kwu Tung and Sha Po.

Annex II

Revised Drainage Proposal

PROPOSED TEMPORARY LOGISTIC CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

VARIOUS LOTS IN D.D. 78 AND 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING NORTH, LIN MA HAND ROAD, NEW TERRITORIES

DRAINAGE PROPOSAL

1 Project Background and Site Description

Introduction

The Applicant intends to develop a proposed temporary logistic centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities for a period of 3 years at various lots in D.D. 78 and 82 and adjoining Government Land, Tak Kwu Ling North, Lin Ma Hang Road, New Territories (the Site).

According to the Approved Ta Kwu Ling North Outline Zoning Plan ("OZP") No. S/NE-TKLN/2, the Site currently falls within "Recreation" ("REC") zone. A planning permission for the proposed temporary logistic centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities for a period of 3 years, are required on application to the Town Planning Board ("the Board") under Section 16 of the Town Planning Ordinance.

As the proposed site fall within flood prone areas and floodings, a Drainage Proposal is conducted to support this Section 16 planning application.

Objective of the Proposal

The objectives of this technical note are to assess the potential drainage impact that may be generated from the proposed development and recommend the mitigation measures, if necessary, to alleviate the impacts.

Description of Existing Environment

The area of the application site is about 122,819m² and is located at Ta Kwu Ling North District. Existing site levels ranging from +8.2mPD to +13.2mPD.

Existing Baseline Conditions

According to the site inspection conducted on 16 January 2024, the site is currently a soiled ground. Several ditches/watercourses were found next to the Site. The location of the Site is shown on Drawing No. PLAN 1 in **Appendix A**.

Proposed Development Scheme

The Site is intended for a temporary logistic centre, warehouse (excluding dangerous goods godown) and container vehicle park with ancillary facilities for a period of 3 years. A proposed master layout plan with Drawing No. PLAN12 is enclosed in **Appendix A**.

The following uses or facilities will be provided:

- Warehouse (Excluding Dangerous Goods Godown)
- Logistic Centre
- Container Vehicle Park
- Office and Washroom

1. Methodology

1.1 Assessment Method

1.1.1 Rational Method is used to estimate the peak runoff from the catchment according to “Stormwater Drainage Manual – Planning, Design and Management” (SDM). The peak runoff is given by the following expression:

$$Q_p = 0.278 C i A$$

Where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

1.1.2 According to the Stormwater Drainage Manual, the runoff coefficient C is considered below:

Table 1: Runoff Coefficients

Surface Characteristics	Runoff Coefficient
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Grassland (Heavy Soil)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (Sandy Soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

1.1.3 The rainfall intensity i is determined by using the Gumbel Solution:

$$i = a / (td + b)c$$

Where i = extreme mean intensity in mm/hr
 td = duration in minutes ($td \leq 240$)
 a, b, c = storm constants given in the table below

Table 2: Storm Constants for Different Return Periods of North District Area (based on Table 3a of SDM)

Return Period T(years)	2	5	10	20	50	100	200
a	1004.5	1112.2	1157.7	1178.6	1167.6	1131.2	1074.8
b	17.24	18.86	19.04	18.49	16.76	14.82	12.47
c	0.644	0.614	0.597	0.582	0.561	0.543	0.523

1.1.4 The Brandsby William's Equation is used to determine the time of concentration etc.

$$t_o = 0.14465L / (H^{0.2}A^{0.1})$$

Where t_o = time of concentration of a natural catchment (min.);
 A = catchment area (m²);
 H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration;
 L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

1.1.5 The Manning's Equation is used to determine the capacity of the existing drainage system:

$$V = \frac{R^{\frac{1}{6}}}{n} \sqrt{Rs}$$

where V = mean velocity (m/s)
 R = hydraulic radius (m)
 n = Manning coefficient (s/m^{1/3})
 s = hydraulic gradient (energy loss per unit length due to friction)

1.1.6 The application is proposed to be Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) And Container Vehicle Park with Ancillary Facilities for A Period Of 3 Years. Rainfall increase due to climate change is not adopted in the runoff assessment in **Appendix B**.

2 Existing Drainage

2.1 Existing Drainage Routes and Arrangements

- 2.1.1 The Site is located almost immediately adjacent to (to the north of) a substantial (in the order of 11m wide) natural streamcourse which serves a large upstream catchment, leading up to Wo Keng Shan. An existing nullah (in the order of 1.8m wide) is also located at the north of the site. The existing overall catchment is shown on Drawing No. D01 in **Appendix A**.
- 2.1.2 The overall site catchment measures approximately 122,819 m². Within the Site, there are two existing 750UCs to be demolished. One with runoff towards the north side, one leading runoff from East of the site to Ping Yuen River, the main natural streamcourse in this district.
- 2.1.3 There are no known Ecologically Important Streams/Rivers in the catchment in which the Site is located.

3 Capacity Checking

3.1 Project Site

- 3.1.1 According to the topographical data and the existing drainage facilities on the surveys map obtained from Lands Department, there is an External Catchment located at the adjacent to the project site. The runoff from the External Catchment will flow from the Eastern and Western Boundary of the Project Site, this extra runoff will potentially further drain into the proposed drainage system. As such, runoff arising from the External Catchment should be considered using Rational Method.

3.2 Proposed Drainage Arrangement

- 3.2.1 U-channels will be proposed for both Existing Site Catchment and the External Catchment. For the drainage system, flow capacities of the proposed U-channel are calculated using the Chart for the Rapid Design of Channels. For the drainage, please kindly refer to drawing no. APPIII in **Appendix A**.

3.3 Assumptions

- 3.3.1 The proposed catchment plan is shown on Drawing No. D01 in **Appendix A**. Details of the runoff assessment, please refer to the calculation in **Appendix B**.
- 3.3.2 For the Northern site, a proposed discharge pipe is designed to collect the runoff collected by the 525UC and discharge to the existing open 1.8m nullah next to the site through a discharge concrete pipe.
- 3.3.3 For the Southern site, a proposed discharge pipe is designed to collect the runoff collected by the 900UC and discharge to the existing open rectangular channel next to the site through a discharge concrete pipe. The preliminary drainage layout and capacity checking

of UC are shown on drawing no. APPIII in **Appendix A** and **Appendix C** based on the runoff assessment.

3.4 Assumptions

3.4.1 The proposed catchment plan is shown on Drawing No. D01 in **Appendix A**. Details of the runoff assessment, please refer to the calculation in **Appendix B**.

3.5 Drainage Capacity Checking

3.5.1 The existing and future runoff flows from the overall Site and overall catchment are presented in **Appendix B**.

3.5.2 It is understood that the proposed development would cause additional flow to the public drainage system. For the Northern Site, the overall drainage flow of the nullah after the discharge is estimated to be 3.35 m³/s for 1 in 50-year peak discharge. To avoid adverse drainage impact on the existing drainage system, the capacity of Existing 1.8m wide nullah is calculated, please refer to the calculation shown in **Appendix D**. The design capacity of the Existing 1.8m wide nullah is found to be 6.37m³/s. Therefore, the existing drainage system is adequate to cater the additional flow from the proposed development.

3.5.3 For the Southern Site, the overall drainage flow of the existing river after the discharge is estimated to be 26.25 m³/s for 1 in 50-year peak discharge. To avoid adverse drainage impact on the existing natural stream, the capacity of Existing 11m wide existing river is calculated, please refer to the calculation shown in **Appendix D**. The design capacity of the Existing 13m wide river is found to be 68.85m³/s.

3.5.4 Therefore, the existing drainage system is adequate to cater the additional flow from the proposed development with 50 year return period.

January 2024

Appendix A

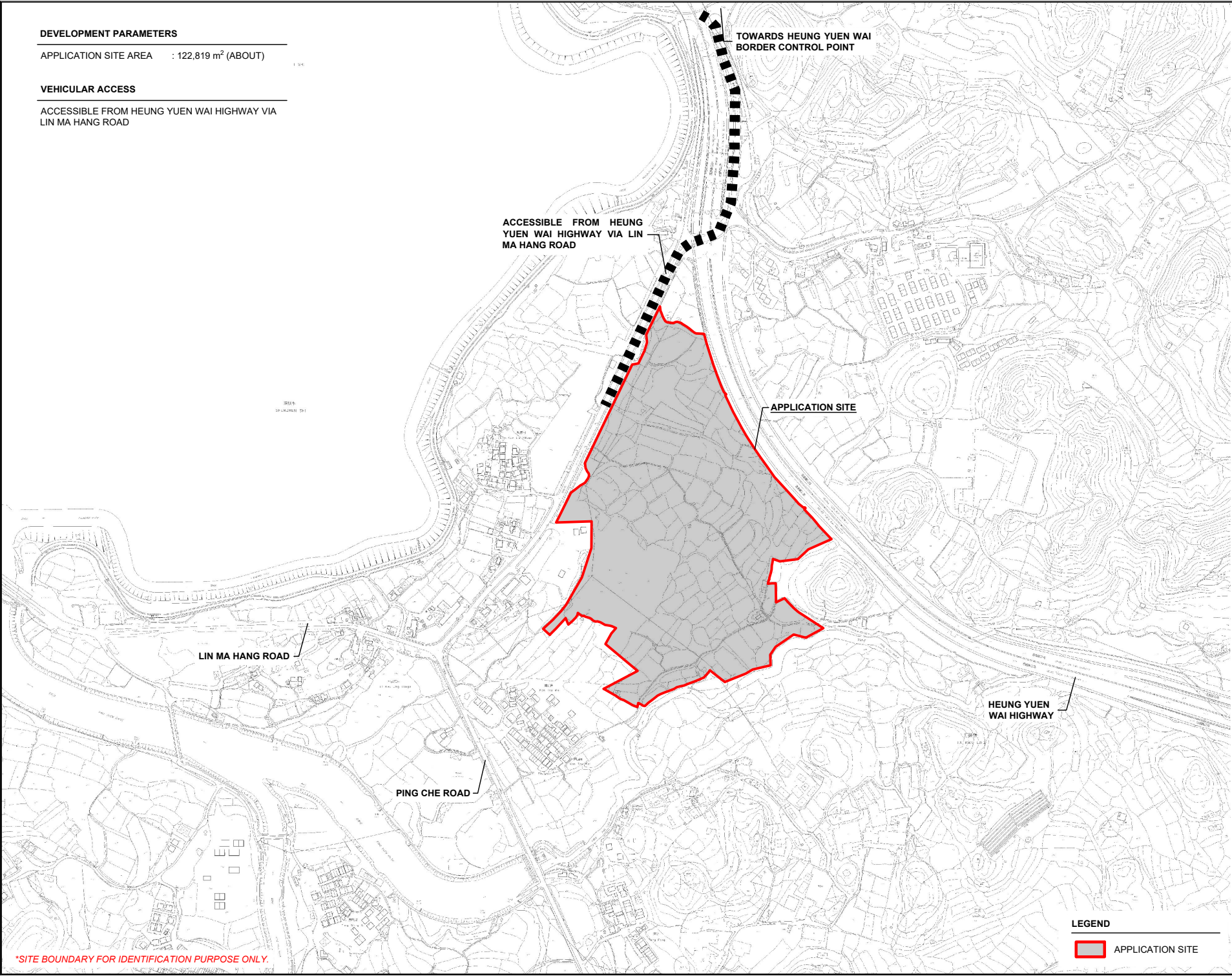
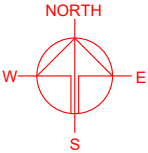
Drawings

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA : 122,819 m² (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD



ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD

TOWARDS HEUNG YUEN WAI
BORDER CONTROL POINT

APPLICATION SITE

LIN MA HANG ROAD

PING CHE ROAD

HEUNG YUEN WAI HIGHWAY

LEGEND



APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 7000 @ A4

DRAWN BY
MN

DATE
20.11.2023

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE
LOCATION PLAN

DWG NO.
PLAN 1

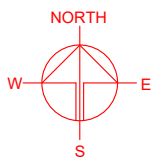
VER.
001

ZONING OF THE APPLICATION SITE

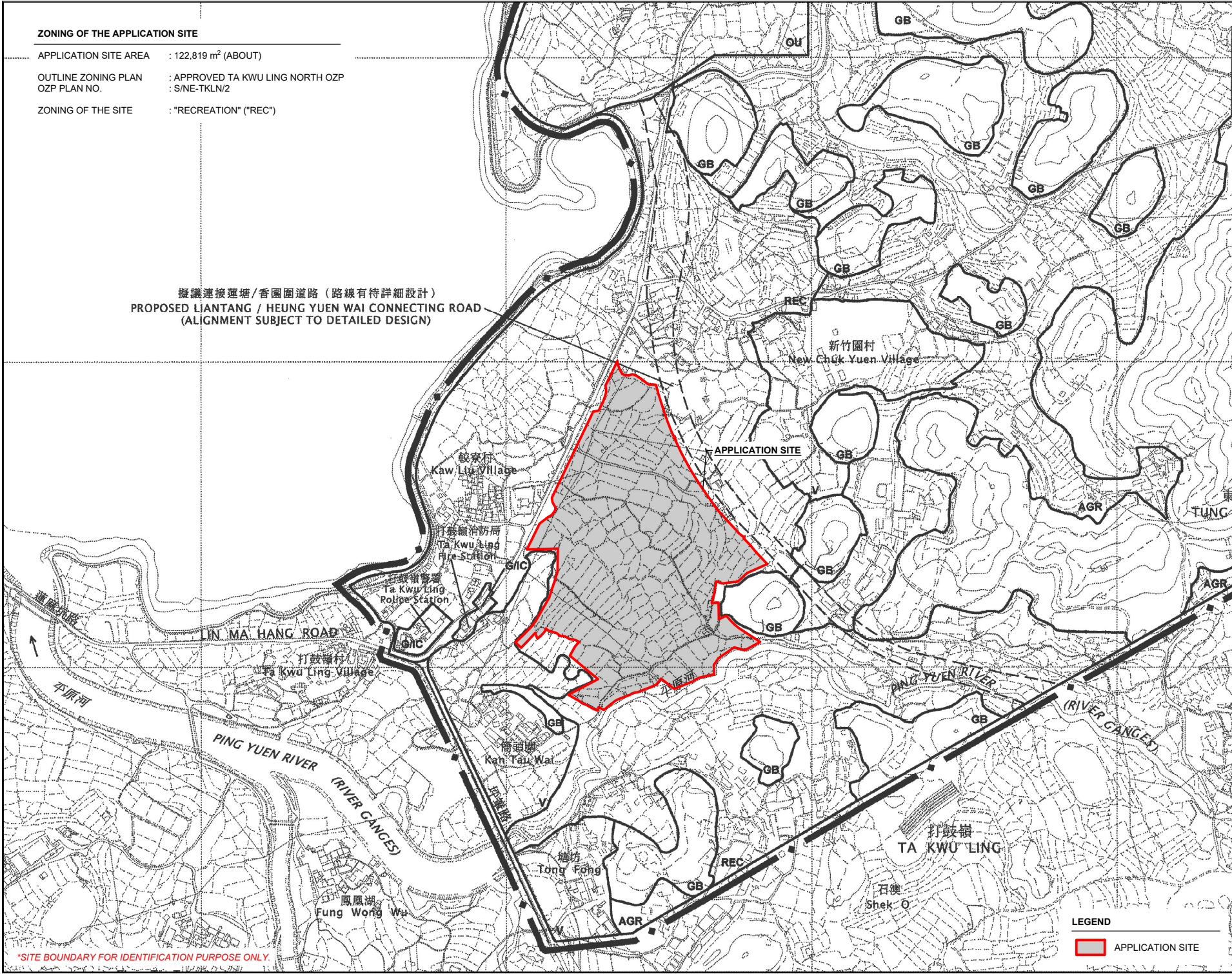
APPLICATION SITE AREA : 122,819 m² (ABOUT)

OUTLINE ZONING PLAN : APPROVED TA KWU LING NORTH OZP
OZP PLAN NO. : S/NE-TKLN/2

ZONING OF THE SITE : "RECREATION" ("REC")



擬議連接蓮塘/香園圍道路 (路線有待詳細設計)
PROPOSED LIANTANG / HEUNG YUEN WAI CONNECTING ROAD
(ALIGNMENT SUBJECT TO DETAILED DESIGN)



PROJECT

PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION

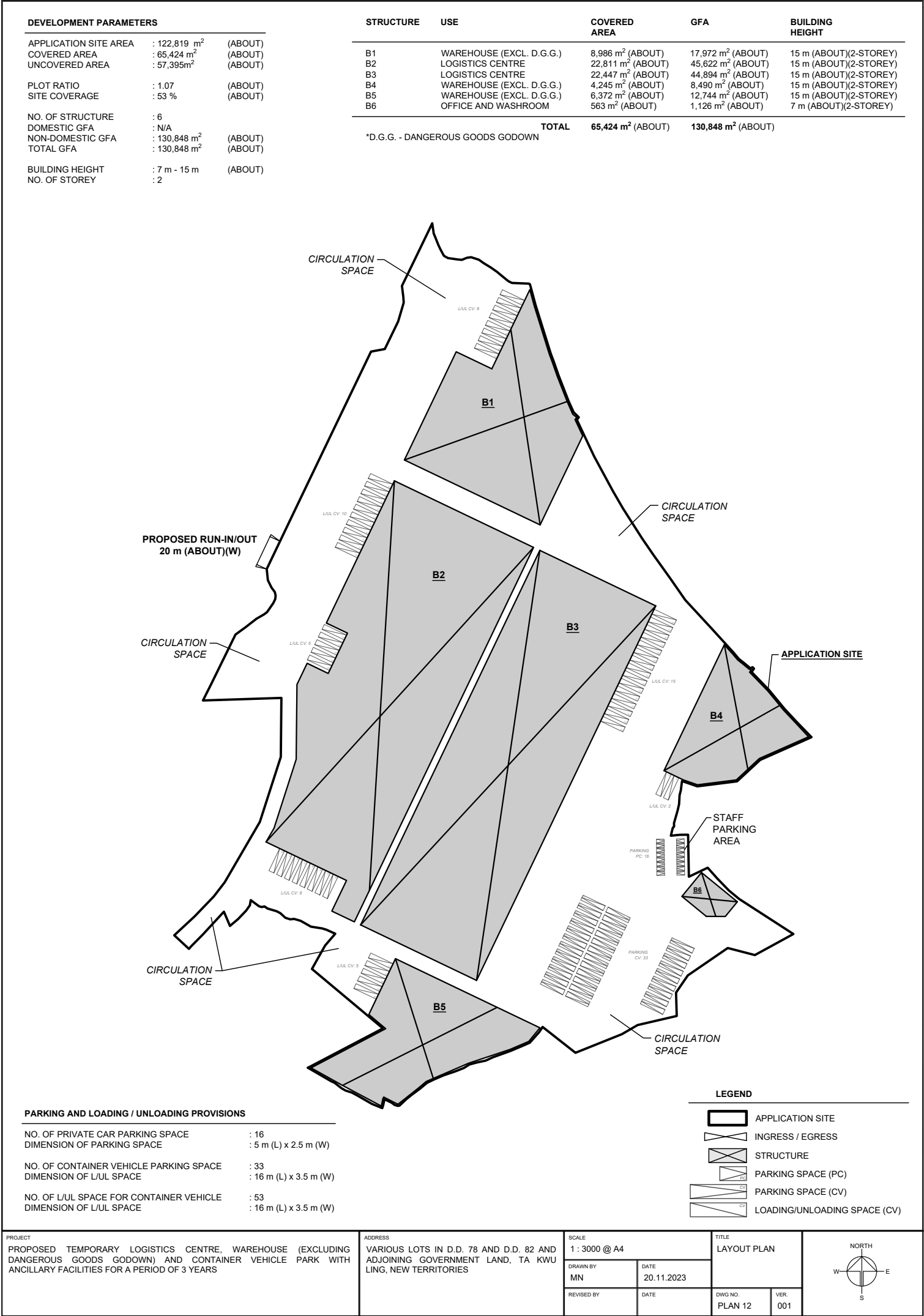
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 8000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE ZONING OF THE SITE	
DWG NO. PLAN 2	VER. 001

LEGEND

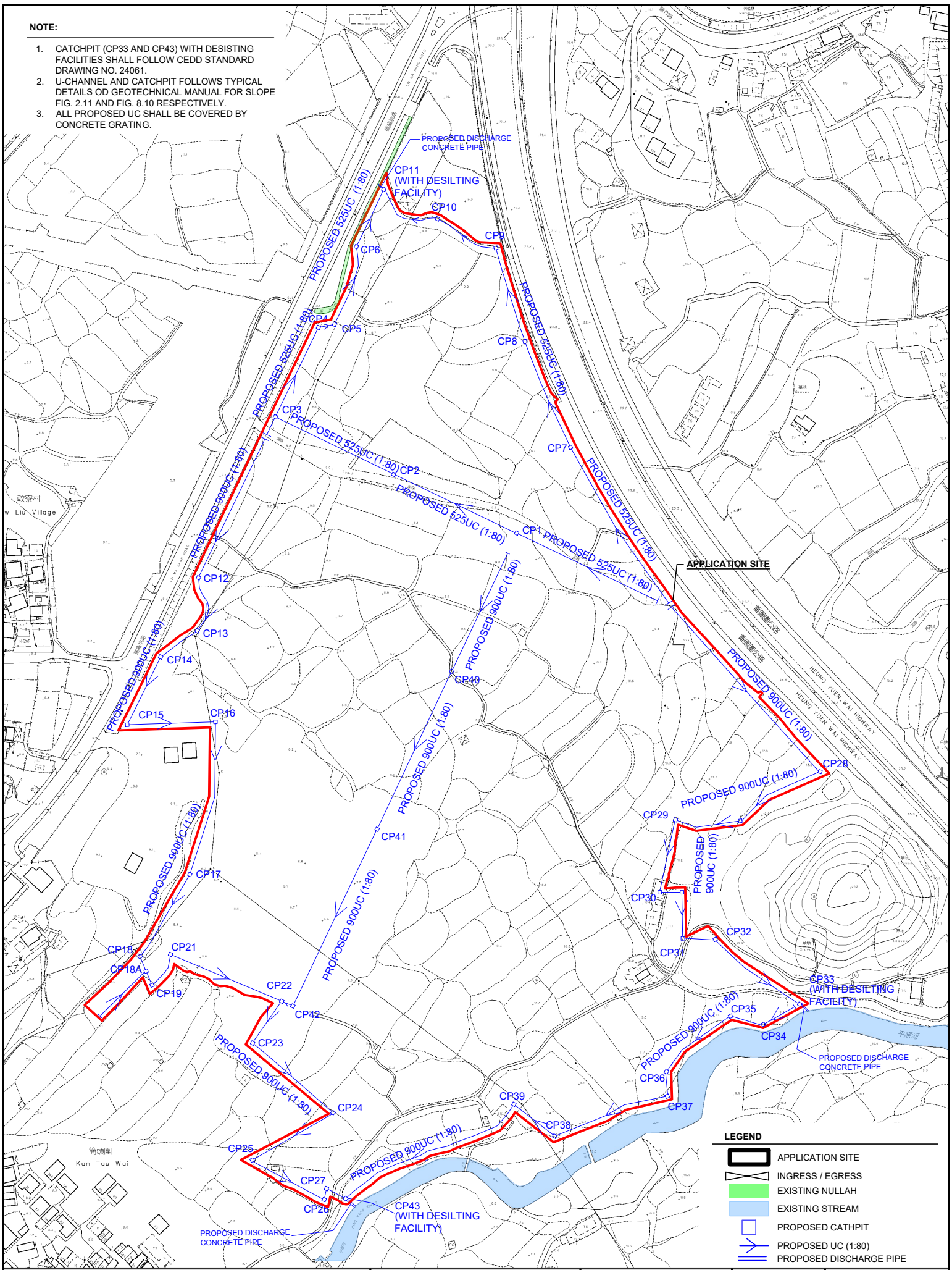
APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.



NOTE:

1. CATCHPIT (CP33 AND CP43) WITH DESILTING FACILITIES SHALL FOLLOW CEDD STANDARD DRAWING NO. 24061.
2. U-CHANNEL AND CATCHPIT FOLLOWS TYPICAL DETAILS OD GEOTECHNICAL MANUAL FOR SLOPE FIG. 2.11 AND FIG. 8.10 RESPECTIVELY.
3. ALL PROPOSED UC SHALL BE COVERED BY CONCRETE GRATING.



LEGEND

- APPLICATION SITE
- INGRESS / EGRESS
- EXISTING NULLAH
- EXISTING STREAM
- PROPOSED CATCHPIT
- PROPOSED UC (1:80)
- PROPOSED DISCHARGE PIPE

PROJECT
PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

ADDRESS
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

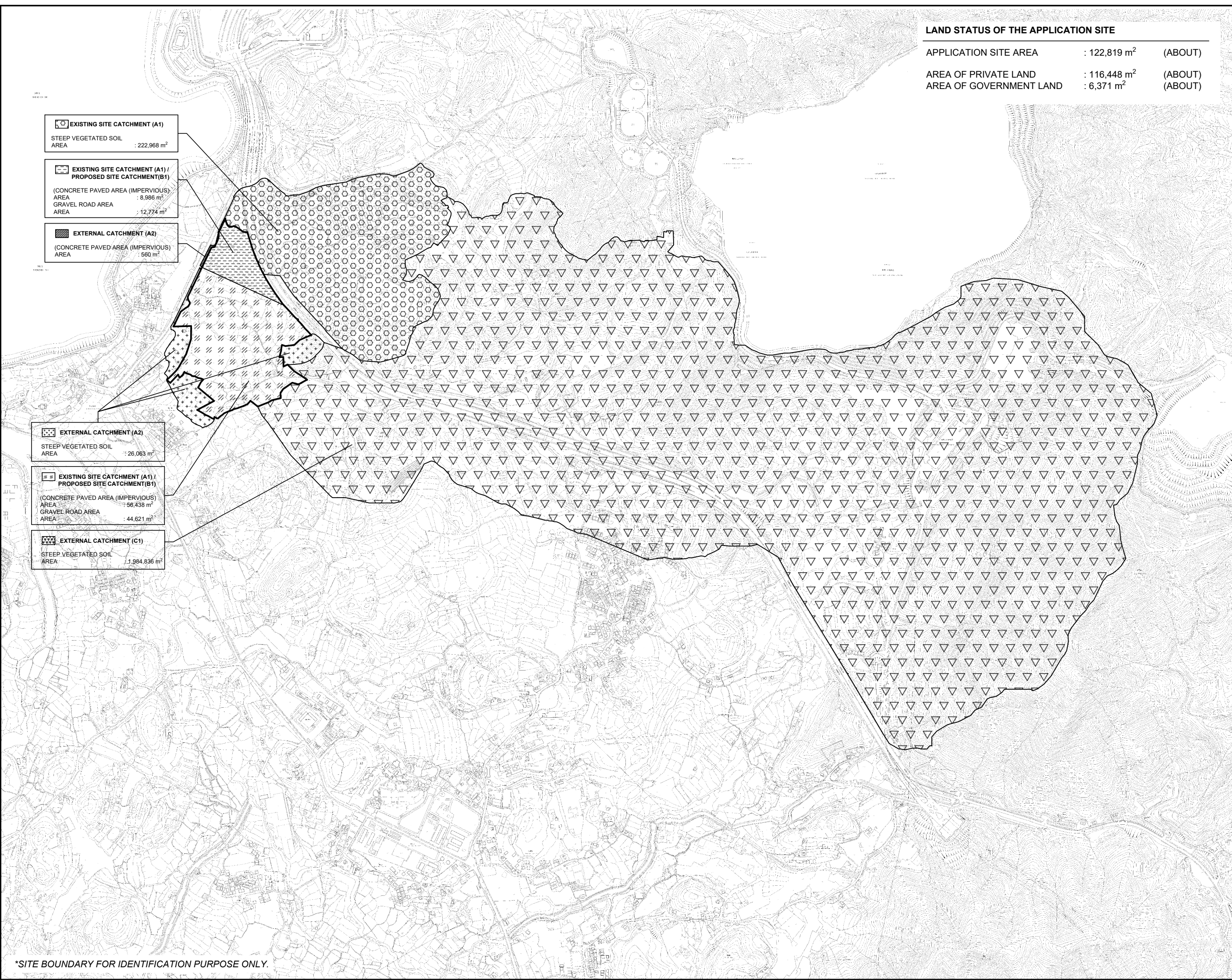
SCALE
1 : 3000 @ A4

DRAWN BY MN	DATE 20.1.2024
REVISED BY	DATE

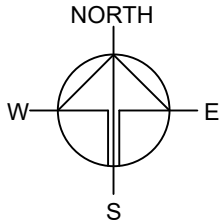
TITLE
DRAINAGE PROPOSAL

DWG NO. APP III	VER. 001
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LAND STATUS OF THE APPLICATION SITE			
APPLICATION SITE AREA	: 122,819 m ²	(ABOUT)	
AREA OF PRIVATE LAND	: 116,448 m ²	(ABOUT)	
AREA OF GOVERNMENT LAND	: 6,371 m ²	(ABOUT)	



- EXISTING SITE CATCHMENT (A1)

STEEP VEGETATED SOIL AREA : 222,968 m²
- EXISTING SITE CATCHMENT (A1) / PROPOSED SITE CATCHMENT(B1)

(CONCRETE PAVED AREA (IMPERVIOUS) AREA : 8,986 m²

GRAVEL ROAD AREA : 12,774 m²
- EXTERNAL CATCHMENT (A2)

(CONCRETE PAVED AREA (IMPERVIOUS) AREA : 560 m²
- EXTERNAL CATCHMENT (A2)

STEEP VEGETATED SOIL AREA : 26,063 m²
- EXISTING SITE CATCHMENT (A1) / PROPOSED SITE CATCHMENT(B1)

(CONCRETE PAVED AREA (IMPERVIOUS) AREA : 56,438 m²

GRAVEL ROAD AREA : 44,621 m²
- EXTERNAL CATCHMENT (C1)

STEEP VEGETATED SOIL AREA : 1,984,836 m²

PROJECT	
PROPOSED LOGISTICS WAREHOUSE AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS	TEMPORARY CENTRE, (EXCLUDING DANGEROUS GOODS GODOWN)
SITE LOCATION	
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES	
SCALE	
1 : 7000 @ A3	
DRAWN BY	DATE
MN	20.01.2023
CHECKED BY	DATE
OL	20.01.2023
APPROVED BY	DATE
DWG. TITLE	
CATCHMENT PLAN	
DWG NO.	VER.
D01	002

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

Appendix B

Runoff Calculations

**Northern Site
(Towards Existing Nullah)**

Runoff Estimation

Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown)
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years
Various Lots in D.D. 78 And D.D. 82 And Adjoining Government Land, Ta Kwu Ling, New Territories

Rational method is used for calculation of the peak runoff. The formula is extracted from Section 7.5.2 (a) of SDM.
The parameters and assumptions refer to section 3.

This calculation to be read in conjunction with drawing no. D01

The local upstream catchment comprises mainly naturally vegetated hillsides; C = 0.25
The existing site comprises mainly steep vegetated soil; C = 0.25

Covered Area, (Concrete Paved Area (Impervious); C=0.95
Uncovered Area (Gravel Road Area); C=0.35

The Site is proposed to be "Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years"
so check the 1 in 50-year Scenario.

Existing Site Catchment (A1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
21760	288	10.1	8.5	0.56	17.26	17.26	North District	0.25 0.95	21760 0	0.0%	161.44 161.44	0.24 0.00	0.244	14649

Proposed Site Catchment (B1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
21760	288	10.1	8.5	0.56	17.26	17.26	North District	0.25 0.35 0.95	0 12274 8986	0.0%	161.44 161.44 161.44	0.00 0.20 0.38	0.584	35026

Existing Site Catchment (A1) + External Catchment (A2)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
22320	288	10.1	8.5	0.56	17.21	17.21	North District	0.25 0.35 0.95	0 12214 9546	0.0%	161.55 161.55 161.55	0.00 0.19 0.41	0.599	35957

Proposed Site Catchment (A1) + External Catchment (A2) + Local Upstream Catchment (C1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
345915	288	10.1	8.5	0.56	13.09	13.09	North District	0.25 0.35 0.95	222968 12774 9546	0.0%	173.73 173.73 173.73	2.69 0.22 0.44	3.346	200762

**Southern Site
(Towards Existing River)**

Runoff Estimation

Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown)
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years
Various Lots in D.D. 78 And D.D. 82 And Adjoining Government Land, Ta Kwu Ling, New Territories

Rational method is used for calculation of the peak runoff. The formula is extracted from Section 7.5.2 (a) of SDM.
The parameters and assumptions refer to section 3.

This calculation to be read in conjunction with drawing no. D01

The local upstream catchment comprises mainly naturally vegetated hillsides; C = 0.25
The existing site comprises mainly steep vegetated soil; C = 0.25

Covered Area, (Concrete Paved Area (Impervious); C=0.95
Uncovered Area (Gravel Road Area); C=0.35

The Site is proposed to be "Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years"
so check the 1 in 50-year Scenario.

Existing Site Catchment (A1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
101059	420	11.1	8.8	0.55	21.65	21.65	North District	0.25 0.95	101059 0	0.0%	150.81 150.81	1.06 0.00	1.059	63554

Proposed Site Catchment (B1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
101059	420	11.1	8.8	0.55	21.65	21.65	North District	0.25 0.35 0.95	0 44261 56438	0.0%	150.81 150.81 150.81	0.00 0.65 2.25	2.897	173842

Existing Site Catchment (A1) + External Catchment (A2)

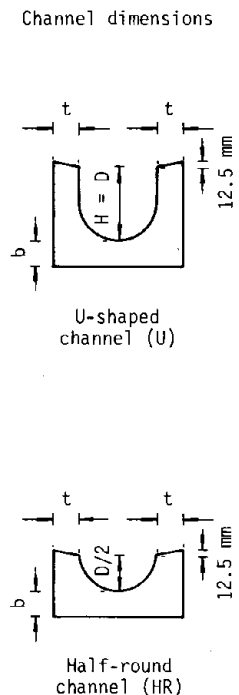
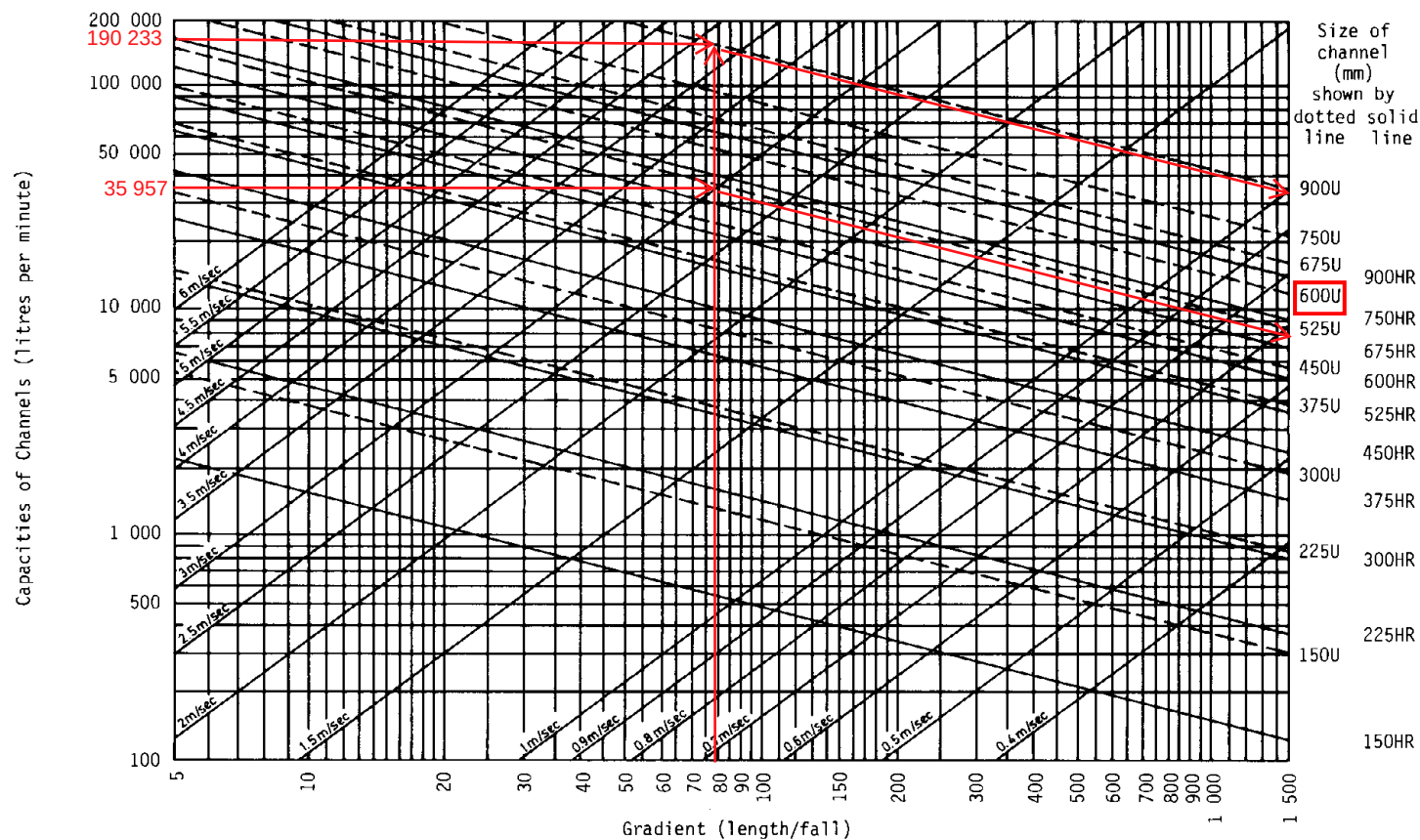
Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
101059	420	11.1	8.8	0.55	21.65	21.65	North District	0.25 0.35 0.95	26063 44261 56438	0.0%	150.81 150.81 150.81	0.27 0.65 2.25	3.171	190233

Proposed Site Catchment (A1) + External Catchment (A2) + Local Upstream Catchment (C1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
2186954	420	11.1	8.8	0.55	15.92	15.92	North District	0.25 0.35 0.95	2010899 44261 56438	0.0%	165.12 165.12 165.12	23.08 0.71 2.46	26.249	1574931

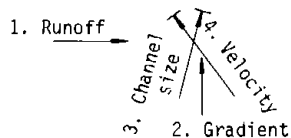
Appendix C

Calculation of Drainage Capacity of U Channels



DESIGN METHOD USING CHART

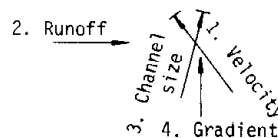
(a) Normal channel Solution



Example :

1. Enter Runoff = 4 000 litre/min.
2. Enter Gradient = 1 in 40
3. Read channel required = 225 U or 300HR
4. Read velocity = 2.2 m/sec. (<4 m/sec. ∴OK)

(b) Stepped channel Solution



Example :

1. Enter Velocity = 5 m/sec.
2. Enter Runoff = 20 000 litre/min.
3. Read required channel size = 300U
4. Read required gradient = 1 in 14

Figure 8.7 - Chart for the Rapid Design of Channels

Appendix D

Calculation of Drainage Capacity

Existing 1.8m Nullah

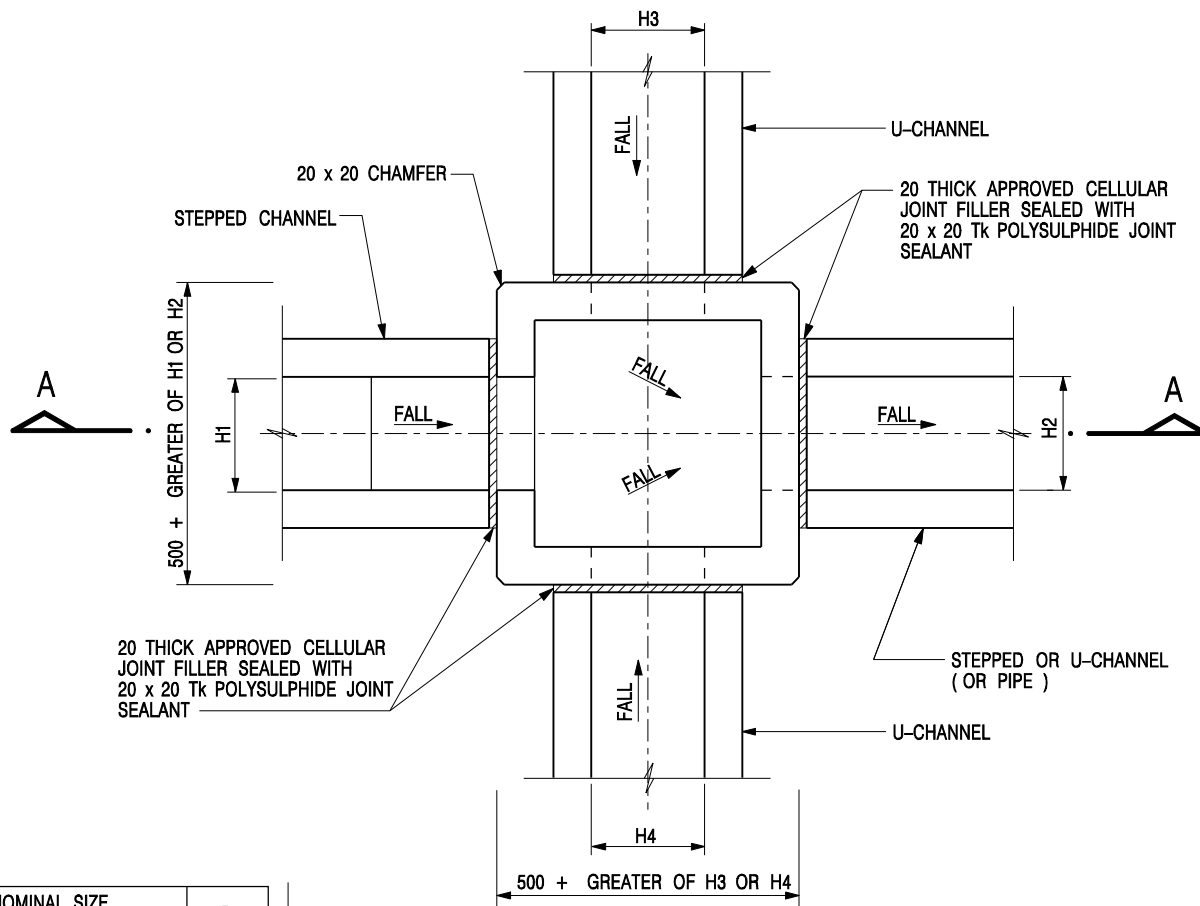
Calculation Sheet		Sheet No. 1	Rev. 1
		Lot No. DD82	
Job Title:	Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years Various Lots in D.D. 78 And D.D. 82 And Adjoining Government Land, Ta Kwu Ling, New Territories		
	Date	20/1/2024	
Checking of Capacity of Existing Nullah (Rectangular Channel)			
Input Data			
Width of Existing Rectauglar Channel	=	1.80	m
Height of Existing Rectauglar Channel	=	1	m
Design Flow Generated from the Proposed Site	=	3.324	m ³ /s
		1	
Flow capacity, Q			
			1.8
$Q = \frac{A \times r^{2/3} \times s^{1/2}}{n}$			
where	A	=	cross sectional area of flow (m ²)
	A'	=	Adjusted cross sectional area (SDM Section 9.3)
		=	with 10% reduction in flow area
	r	=	hydraulic radius (m)
	s	=	slope of the water surface or the linear hydraulic head loss (m/m)
	n	=	Manning coefficient of roughness
Hydraulic radius			
	r	=	$\frac{A'}{P}$
	p	=	wetted perimeter (m)
	r	=	0.43 m
Slope			
	s	=	0.010 m/m (Gradient = 1:100)
Manning coefficient of roughness			
	n	=	0.016 Fair Condition for Concrete-lined channels
Therefore,			
	Q	=	6.37246 m ³ /s > Design flow, OK!
	Utilization	=	52.16%

Existing River

Calculation Sheet		Sheet No. 1	Rev. 1
		Lot No. DD82	
Job Title:	Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years Various Lots in D.D. 78 And D.D. 82 And Adjoining Government Land, Ta Kwu Ling, New Territories		
	Date	20/1/2024	
Checking of Capacity of Existing River			
Input Data			
Width of Existing Rectauglar Channel	=	13.00 m	
Height of Existing Rectauglar Channel	=	1 m	
Design Flow Generated from the Proposed Site	=	26.25 m ³ /s	1
			11.0
Flow capacity, Q			
$Q = \frac{A \times r^{2/3} \times s^{1/2}}{n}$			
where	A	=	cross sectional area of flow (m ²)
	A'	=	Adjusted cross sectional area (SDM Section 9.3) = 13 x 0.9
		=	with 10% reduction in flow area = 11.7 m ²
	r	=	hydraulic radius (m)
	s	=	slope of the water surface or the linear hydraulic head loss (m/m)
	n	=	Manning coefficient of roughness
Hydraulic radius			
	r	=	$\frac{A'}{P}$
	p	=	wetted perimeter (m) = 15.00 m
	r	=	0.78 m
Slope			
	s	=	0.010 m/m (Gradient = 1:100)
Manning coefficient of roughness			
	n	=	0.016 Fair Condition for Concrete-lined channels
Therefore,			
	Q	=	68.8472 m ³ /s > Design flow, OK!
	Utilization	=	38.13%

Appendix E

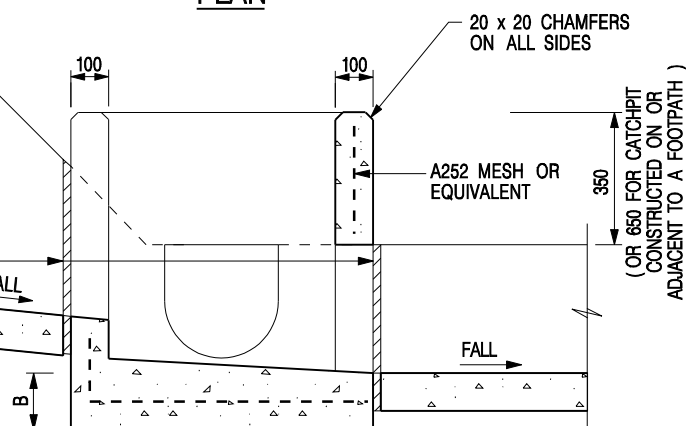
Typical Construction Details



PLAN

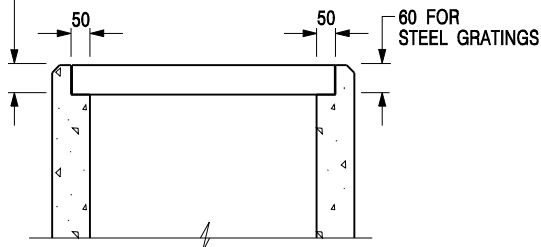
NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175

20 THICK APPROVED CELLULAR JOINT FILLER SEALED WITH 20 x 20 Tk POLYSULPHIDE JOINT SEALANT



SECTION A - A

DEPTH OF RECESS AND DETAILS OF PRECAST CONCRETE COVERS (SEE STD. DRG. NO. C2407)



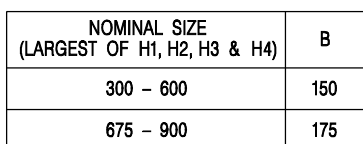
**ALTERNATIVE TOP SECTION FOR
PRECAST CONCRETE COVERS / GRATINGS**

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 5 FOR OTHER NOTES.

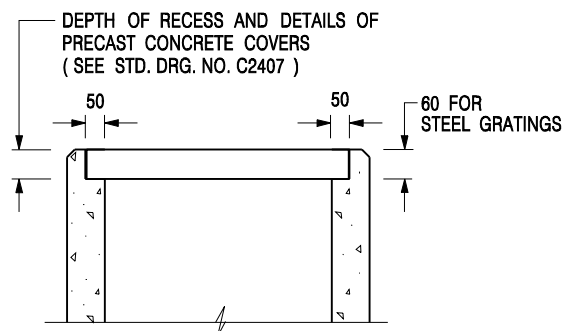
**STANDARD CATCHPIT DETAILS
(SHEET 1 OF 5)**

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE 1 : 20		DRAWING NO.	
DATE JAN 1991		C2405 /1	



- CATCHPIT WITH TRAP
(SHEET 1 OF 2)

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE 1 : 20		DRAWING NO.	
DATE JAN 1991		C2406 /1	



ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

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

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

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



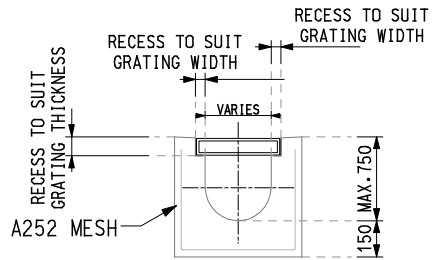
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

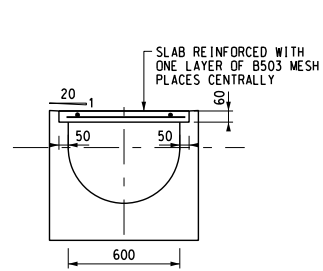
DATE JAN 1991

DRAWING NO.

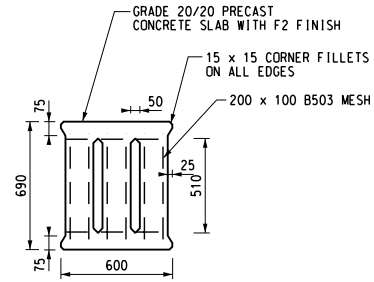
C2406 /2A



**TYPICAL CROSS SECTION OF
U-CHANNEL WITH COVER**
SCALE N.T.S.



**TYPICAL SECTION
U-CHANNELS WITH PRECAST CONCRETE SLABS**



PLAN OF SLAB

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED
 2. DETAILS OF CATCHPIT REFER TO STANDARD DRAWING NO. C2405/1.
 3. DETAILS OF CATCHPIT WITH TRAP STANDARD DRAWING NO. C2406/1.

PLANNING CONSULTANT

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS, CONSTRUCTION MACHINERIES AND VEHICLES WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF POND/LAND AND EXCAVATION OF LAND

SITE LOCATION

VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

SCALE

AS SHOWN

DRAWN BY

TL

DATE

9.10.2023

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE

STANDARD DETAILS OF U-CHANNEL

DWG NO.

SD 1

VER.

001

Annex III

Details of Affected Business Premises

Annex III – Details of the Affected Business Premises

Company Name: **Sinotrans (HK) Warehousing Limited**
(authorised New Peak Investment Limited as applicant of the application)

Details of Business Premises A

Location: Various Lots in D.D. 125 and D.D. 129 and Adjoining Government Land, Hung Shui Kiu, Yuen Long, New Territories

Use of Premises: Logistics Centre with Ancillary Facilities



Details of Business Premises B

Location: Various Lots in D.D. 95 and Adjoining Government Land, Kwu Tung, New Territories

Use of Premises: Container Vehicle Park (Including Light and Heavy Goods Vehicle)



Sinotrans (HK) Warehousing Limited is the parent company of China Merchants Kin Swiss Transportation Company Limited.

Details of Business Premises C

Location: Various Lots in D.D. 107 and Adjoining Government Land, Sha Po, Yuen Long, New Territories

Use of Premises: Warehouse (Excluding Dangerous Goods Godown)



Sinotrans (HK) Warehousing Limited is the parent company of Man Shun Shipping Company Limited.



Annex IV

Technical Note to address comments of the C for T

Project	Proposed Temporary Logistics Centre, Warehouse (excluding D.G.G.) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years in “Recreation” Zone, Various Lots in D.D.78 and D.D. 82 and Adjoining GL, Ta Kwu Ling, New Territories	Date	19 January 2024
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Note	Traffic Review	Page	1 of 12
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1 Introduction

1.1 Background

1.1.1 The Applicant intends to apply for Temporary Logistics Centre, Warehouse (excluding Dangerous goods godown) and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years in “Recreation” Zone, Various Lots in D.D.78 and D.D. 82 and Adjoining GL, Ta Kwu Ling, New Territories.

1.1.2 The current application is intended to facilitate the relocation of the applicant’s affected business premises in Hung Shui Kiu, Sha Po and Kwu Tung due to land resumption for the HKS/HT NDA, KTN NDA, and other public housing development in Sha Po. The Applicant proposes to consolidate all affected premises and relocate into the proposed Application Site.

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 sits at the middle section of Lin Ma Hang Road, connects to Heung Yuen Wai Highway in the east and Ping Che Road in the west, which is very close to Heung Yuen Wai Boundary Control Point of around 500m away. The site is easily accessible from Heung Yuen Wai Highway via Lin Ma Hang Road.

2.2 Development Proposal

2.2.1 The Applicant proposes to convert the Application Site into a Temporary Logistics Centre, Warehouse (excluding D.G.G.) and Container Vehicle Park, Office and washroom. The Application Site has an area of about 122,819 m².

2.2.2 The key parameters of the proposed development are summarized in **Table 2-1**.

Table 2-1 Summary of Development Parameters

Parameters	Numbers
Site Area	122,819m ² (approx.)
Uncovered Area	57,395 m ² (approx.)
Covered Area	65,424 m ² (approx.)
Total GFA (Non-Domestic)	130,848 m ² (approx.)

2.2.3 The site will be used as logistic centres, warehouse (excluding D.G.G.) for storage of miscellaneous goods, including but not limited to packaged food, package beverage, apparel, footwear, electronic goods, etc. and open storage of goods. While the uncovered area will be used as circulation area and parking of container vehicles.

2.2.4 The operation hours of the proposed development are Monday to Saturday from 07:00 to 20:00. No operations on Sunday and public holiday. It is anticipated to accommodate not more than 40 staff. Visitors are not anticipated at the Site.

2.3 Internal Transport Facilities

2.3.1 Since the requirements of provision of internal transport facilities for temporary Warehouses are not specified in the latest Hong Kong Planning Standards and Guidelines (HKPSG), provision of internal transport facilities is provided based on consolidation of existing provisions on the affected sites, which reflects the operation demand.

Table 2-2 Summary of Development Parameters

Type	Vehicle Type	Proposed Provisions	Proposed Size
Types of Parking Spaces	Private Car	16	2.5m x 5m
	Container Vehicle	33	3.5m x 16m
Types of L/UL Spaces	Container Vehicle	53	3.5m x 16m

2.3.2 The detailed internal layout is shown in **Figure 2-2**. The swept path demonstration are shown in **Appendix A**.

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 (“BCP”) 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 Heung Yuen Wai Highway in the east.

3.2 Existing Traffic Flows

- 3.2.1 To gain an understanding of the existing traffic condition of the vicinity of the Application Site, traffic count surveys were undertaken at the key locations for on a neutral weekday in 2024 with survey period of 07:00-10:00 and 16:00-19:00. The AM and PM peak hours are identified to occur at 08:45 – 09:45 and 16:30 – 17:30. Assessment results for the junction of Ping Che Road / Lin Ma Hang Road and the key links are shown in **Table 3-1** and **Table 3-2**. Detailed junction calculation sheets are given in **Appendix B**.

3.2.2 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 Peak Hour Junction Capacity Assessment

Ref No.	Location ⁽¹⁾	DFC ⁽²⁾ for AM Peak	DFC ⁽²⁾ for PM Peak
J1	Ping Che Road / Lin Ma Hang Road	0.35	0.34

Notes: (1) Locations refer to **Figure 2-1**.
(2) DFC = Design Flow to Capacity for Priority junction

Table 3-2 2024 Peak Hour Road Link Performance

Ref No.	Location ⁽¹⁾	Direction	Design Capacity ⁽²⁾ (veh/hr)	AM Peak		PM Peak	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Lin Ma Hang Road Lin Ma Hang Road (Section Between Ping Che Road and Application Site)	EB	400	165	0.41	158	0.40
		WB	400	143	0.36	145	0.36
L2	Lin Ma Hang Road Lin Ma Hang Road (Section Between Application Site and slip road of Heung Yuen Wai Highway)	EB	400	171	0.43	160	0.40
		WB	400	142	0.36	132	0.33
L3	Slip Road to Heung Yuen Wai Highway (Section Between Heung Yuen Wai Highway and Lin Ma Hang Road)	NB	1500	127	0.08	101	0.07
L4	Lin Ma Hang Road (Section Between Slip Road to Heung Yuen Wai Highway and Lin Ma Hang Road)	NB	360 ⁽⁴⁾	73	0.20	83	0.23
		SB	360 ⁽⁴⁾	89	0.25	73	0.20
L5	Slip Road to Heung Yuen Wai Highway (Section Between Heung Yuen Wai Highway and Lin Ma Hang Road)	SB	1500	100	0.07	96	0.06

Notes: (1) Locations refer to **Figure 2-1**.
(2) TPDM Vol 2 Table 2.4.1.1
(3) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios
(4) 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 7.3m 2-lane single carriageway) = 720 veh/hr (2-way)

3.2.3 The results reveal that the assessed junction and road link are currently operating satisfactorily during the peak hours.

4 Future Traffic Situation

4.1 Traffic Generation from the Application Site

4.1.1 Daily trips of one current affected warehouse locates at Sha Po Yuen Long (to be relocated to the Application Site) is provided by the operator. The reference site area of the warehouse 22,205m². The subject site is of similar nature of use with the Application Site. The site location is similar as the Application site, which is also close and easily accessible to a Trunk Road (i.e. San Tin Highway for the reference site). The details are presented in the following table. The peak hour of the Site operation is found to occur over 09:00-10:00.

Table 4-1 Observed Daily Trips Generation of an Existing Site C

Time Period	No. of Trips – IN (in Veh)				No. of Trips – OUT (in Veh)				Hourly Vehicle Trips (two-way)
	Container Vehicle	HGV and MGW	LGV	PV	Container Vehicle	HGV and MGW	LGV	PV	
0800-0900	0	0	0	5	0	4	0	0	9
0900-1000	2	0	2	0	4	5	0	0	13
1000-1100	4	0	3	3	0	0	0	0	10
1100-1200	0	2	0	0	1	0	0	0	3
1200-1300	3	0	3	0	0	0	1	0	7
1300-1400	0	0	0	0	0	0	0	0	0
1400-1500	2	1	2	0	0	0	0	0	5
1500-1600	0	1	2	0	0	0	0	0	3
1600-1700	1	3	2	0	0	0	0	0	6
1700-1800	0	0	0	0	0	0	0	3	3
1800-1900	0	0	0	0	0	0	0	5	5
Total	12	7	14	8	5	9	1	8	64

Note: Details of Site C may refer to the Planning Statement of this Application A/NE-TKLN/77

4.1.2 Among the three affected Sites A, B, C of the Applicant, only Site C provided the operation daily trips. Considering the uncertainties on the Site A and B, a factor of 150% will be applied to the reference trips from Site C to forecast the Application Site as a conservative method.

4.1.3 Thus, the estimated trip rates of the Application Site are calculated and listed in **Table 4-2**.

Table 4-2 Estimated Trip Rates

Time Period	Trip Rates – IN (trips/100m ²)				Trip Rates – OUT (trips/100m ²)			
	Container Vehicle	HGV and MGW	LGV	PV	Container Vehicle	HGV and MGW	LGV	PV
0800-0900	0.0000	0.0000	0.0000	0.0338	0.0000	0.0270	0.0000	0.0000
0900-1000	0.0135	0.0000	0.0135	0.0000	0.0270	0.0338	0.0000	0.0000
1000-1100	0.0270	0.0000	0.0203	0.0203	0.0000	0.0000	0.0000	0.0000
1100-1200	0.0000	0.0135	0.0000	0.0000	0.0068	0.0000	0.0000	0.0000
1200-1300	0.0203	0.0000	0.0203	0.0000	0.0000	0.0000	0.0068	0.0000
1300-1400	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
1400-1500	0.0135	0.0068	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000
1500-1600	0.0000	0.0068	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000
1600-1700	0.0068	0.0203	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000
1700-1800	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0203
1800-1900	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0338

4.1.4 For the Application site, the site area is about 122,819m² (refer to **Table 2-1**).
The trips of the Application site are estimated and listed in **Table 4-3**.

Table 4-3 Estimated Peak Trips Generations and Attractions of Application Site

Time Period	No. of Trips – IN (in Veh)					No. of Trips - OUT (in Veh)					Peak Hour Trips (two-way)
	Container Vehicle	HGV and MGW	LGV	PV	Total	Container Vehicle	HGV and MGW	LGV	PV	Total	
0800-0900	0.0	0.0	0.0	41.5	41.5	0.0	33.2	0.0	0.0	33.2	74.7
0900-1000	16.6	0.0	16.6	0.0	33.2	33.2	41.5	0.0	0.0	74.7	107.9
1000-1100	33.2	0.0	24.9	24.9	83.0	0.0	0.0	0.0	0.0	0.0	83.0
1100-1200	0.0	16.6	0.0	0.0	16.6	8.3	0.0	0.0	0.0	8.3	24.9
1200-1300	24.9	0.0	24.9	0.0	49.8	0.0	0.0	8.3	0.0	8.3	58.1
1300-1400	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1400-1500	16.6	8.3	16.6	0.0	41.5	0.0	0.0	0.0	0.0	0.0	41.5
1500-1600	0.0	8.3	16.6	0.0	24.9	0.0	0.0	0.0	0.0	0.0	24.9
1600-1700	8.3	24.9	16.6	0.0	49.8	0.0	0.0	0.0	0.0	0.0	49.8
1700-1800	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9	24.9	24.9
1800-1900	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.5	41.5	41.5

4.1.5 According to **Table 4-3**, during the peak hour of the Application site, it is estimated that about 83 vehicles per hour would be attracted, while 75 vehicles per hour would be generated. Though the peak hour of the Application Site trips occurs at the off-peak hour of the area traffic, we would adopt 158 vehicle/hr (83 in and 75 out) as the estimated trips to evaluate the area traffic peak hour as a more conservative method. Major vehicular routes to / from the Application Site are shown in **Figure 4-1**.

4.2 Future Year Forecast

4.2.1 The anticipated commission year of the Application site is 2025, hence, the Design Year for this study is set as 2028, 3 years after the commission year.

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

- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;
- Committed and planned developments in the Study Area.

4.2.3 The following steps are undertaken to derive the 2028 Peak Hour Reference Flows (i.e. without the Redevelopment) and Design Flows (i.e. with the Redevelopment):

- 2028 Background Flows = 2024 Observed Flows x annual growth factors
- 2028 Reference Flows = 2028 Background Flows + additional traffic by planned and committed developments
- 2028 Design Flows = 2028 Reference Flows + Development traffic

4.2.4 The traffic impact to be induced by the Redevelopment is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

Background Traffic Growth

4.2.5 The TPEDM data in NENT(others) covers larger scale of the North East area. The Application Site sits in the rural area, and is close to boundary area instead the town centre or any other planned NDA. Hence, the TPEDM data in NENT(others) is deemed as less available to reflect population and employment situations of the vicinity of the Application Site.

4.2.6 To obtain a more reasonable growth rate, reference is also made to the historical traffic data from Annual Traffic Census (ATC) published by Transport Department. The historical trend of traffic growth in on the nearby road network over the 6-year period of 2017 to 2022 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations within the Study Area.

Table 4-4 Traffic Data from Annual Traffic Census within Study Area

Station	Road	Between		2017	2018	2019	2020	2021	2022	Average Annual Growth 2017-2022
6653	Ping Che Rd (1)	Sha Tau Kok Rd	Lin Ma Hang Rd	11,360	11,430	11,820	11,030	11,870	11,510	0.26%
				-	0.62%	3.41%	-6.68%	7.62%	-3.03%	
5041	Lung Shan Tunnel (2)	Fanling Highway	Sha Tau Kok Road	-	-	13,540	13,840	16,870	16,400	6.60%
				-	-	-	2.22%	21.89%	-2.79%	
Total				11,360	11,430	25,360	24,870	28,740	27,910	3.25%

Note: (1) Station 6653 started to record since year 2017

(2) Station 5041 started to record since year 2019 when the Heung Yuen Wai Highway commissioned

4.2.7 On average, there was an increase of 3.25% per annum in the area over the period from 2019 to 2022, which will be adopted as the annual growth rate and applied to the 2024 Peak Hour Observed Flows to derive the 2028 background flows.

Planned and Committed Developments

4.2.8 Based on the information obtained from TPB website, planned and committed developments with direct traffic impact to the assessed area that is in the close vicinity of the site are listed in the following table.

Table 4-5 Planned / Committed Developments in the Site Vicinity

Location	Land Use	Decision Status	Trip Generations (pcu/hr)			
			AM Peak		PM Peak	
			In	Out	In	Out
1 Various Lots in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories [A/NE-TKLN/53] ⁽¹⁾	Temporary Car Park (Private Cars and Light Goods Vehicles) (~2,529.6m ²)	Approved with conditions (23/06/2023)	10	10	14	14
2 Lots 1309 S.B ss.3 and 1313 RP in D.D. 78 and Adjoining Government Land, Ta Kwu Ling North, New Territories [A/NE-TKLN/63] ⁽²⁾	Proposed Temporary Private Club (~451.5 m ²)	Deferred on 08/12/2023	2.5	2.5	2.5	2.5
3 Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories [A/NE-TKLN/75] ⁽³⁾	Proposed Temporary Public Vehicle Park and Shop and Services (3,776m ²)	Currently Under Application	13	13	16	16
4 Lots 1117 RP (Part) and 1340 (Part) in D.D. 82 and Adjoining Government Land, Ping Che Road, Ping Che, New Territories [A/NE-TKL/731] ⁽⁴⁾	Proposed Temporary Open Storage of Construction Materials and Vehicles (7,896m ²)	Deferred on 28/07/2023	6.5	0	0	6.5
5 Lots 967 (Part), 968 (Part), 969 (Part), 971 (Part), 972, 973, 975, 976, 977 and 978 RP in D.D. 82 and Adjoining Government Land, Ping Che, New Territories [A/NE-TKL/737] ⁽⁵⁾	Proposed Temporary Warehouse (~6,097 m ²)	Approved with conditions (11/09/2023)	5.5	0	0	5.5
6 Lot 1115 (Part) in D.D. 82, Ping Che, New Territories [A/NE-TKL/743] ⁽⁶⁾	Proposed Temporary Open Storage of Construction Machinery and Materials (~700m ²)	Currently Under Application	2	2	2	2

Notes: (1) Trip generations and attractions are made reference to planning application [A/NE-TKLN/75]

(2) Trip generations and attractions are extracted from its planning application [A/NE-TKLN/63]

(3) Trip generations and attractions are extracted from its planning application [A/NE-TKLN/75]

(4) Trip generations and attractions are extracted from its planning application [A/NE-TKL/731]

(5) Trip generations and attractions are extracted from its planning application [A/NE-TKL/737]

(6) Trip generations and attractions are assumed based on its planning application [A/NE-TKL/743] as one MGW space was provided within site.

4.2.9 The additional development trips to be generated by the other planned / committed developments in the vicinity of the site are then added to the 2028 background flows to derive the 2028 reference flows (without the Application site).

4.3 Future Year Traffic Assessment

4.3.1 By adding the peak hour development flows to the forecast 2028 Reference Flows, the 2028 Design Flows are derived. Junction and link capacity assessment are undertaken and the results are shown in **Table 4-6** and **Table 4-7** with detailed calculation sheets provided in **Appendix C**.

Table 4-6 2028 Peak Hour Junction Capacity Assessment

Ref No.	Location	2028 Reference Case		2028 Design Case	
		DFC ⁽¹⁾ for AM Peak	DFC ⁽¹⁾ for PM Peak	DFC ⁽¹⁾ for AM Peak	DFC ⁽¹⁾ for PM Peak
J1	Ping Che Road / Lin Ma Hang Road	0.42	0.39	0.42	0.39

Notes: (1) DFC = Design Flow to Capacity for Priority junction

Table 4-7 2028 Peak Hour Road Link Performance

Ref No.	Location ⁽¹⁾	Dir.	Design Capacity ⁽²⁾ (veh/hr)	2028 Reference Case				2028 Design Case			
				AM Peak		PM Peak		AM Peak		PM Peak	
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾
L1	Lin Ma Hang Road Lin Ma Hang Road (Section Between Ping Che Road and Application Site)	EB	400	188	0.47	187	0.47	188	0.47	187	0.47
		WB	400	172	0.43	167	0.42	172	0.43	167	0.42
L2	Lin Ma Hang Road Lin Ma Hang Road (Section Between Application Site and slip road of Heung Yuen Wai Highway)	EB	400	196	0.49	190	0.48	271	0.68	265	0.66
		WB	400	170	0.43	152	0.38	253	0.63	235	0.59
L3	Slip Road to Heung Yuen Wai Highway (Section Between Heung Yuen Wai Highway and Lin Ma Hang Road)	NB	1500	144	0.10	120	0.08	219	0.15	195	0.13
L4	Lin Ma Hang Road (Section Between Slip Road to Heung Yuen Wai Highway and Lin Ma Hang Road)	NB	360 ⁽⁴⁾	84	0.23	96	0.27	84	0.23	96	0.27
		SB	360 ⁽⁴⁾	109	0.30	84	0.23	150	0.42	126	0.35
L5	Slip Road to Heung Yuen Wai Highway (Section Between Heung Yuen Wai Highway and Lin Ma Hang Road)	SB	1500	114	0.08	109	0.07	156	0.10	151	0.10

Notes: (1) Locations refer to **Figure 2-1**.

(2) TPDM Vol 2 Table 2.4.1.1

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

(4) 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 7.3m 2-lane single carriageway) = 720 veh/hr (2-way)

4.3.2 The results indicate that all the key junctions and the key road links in the vicinity would be operating within capacity during the AM and PM peak hour for both the 2028 Reference (without Application Site) and Design (with Application Site) scenarios.

4.3.3 Therefore, it can be concluded that the traffic generated by the Application Site would not cause significant traffic impact to the road network in the vicinity of the Subject Site.

5 Management and Crowd Measures

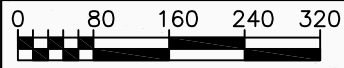
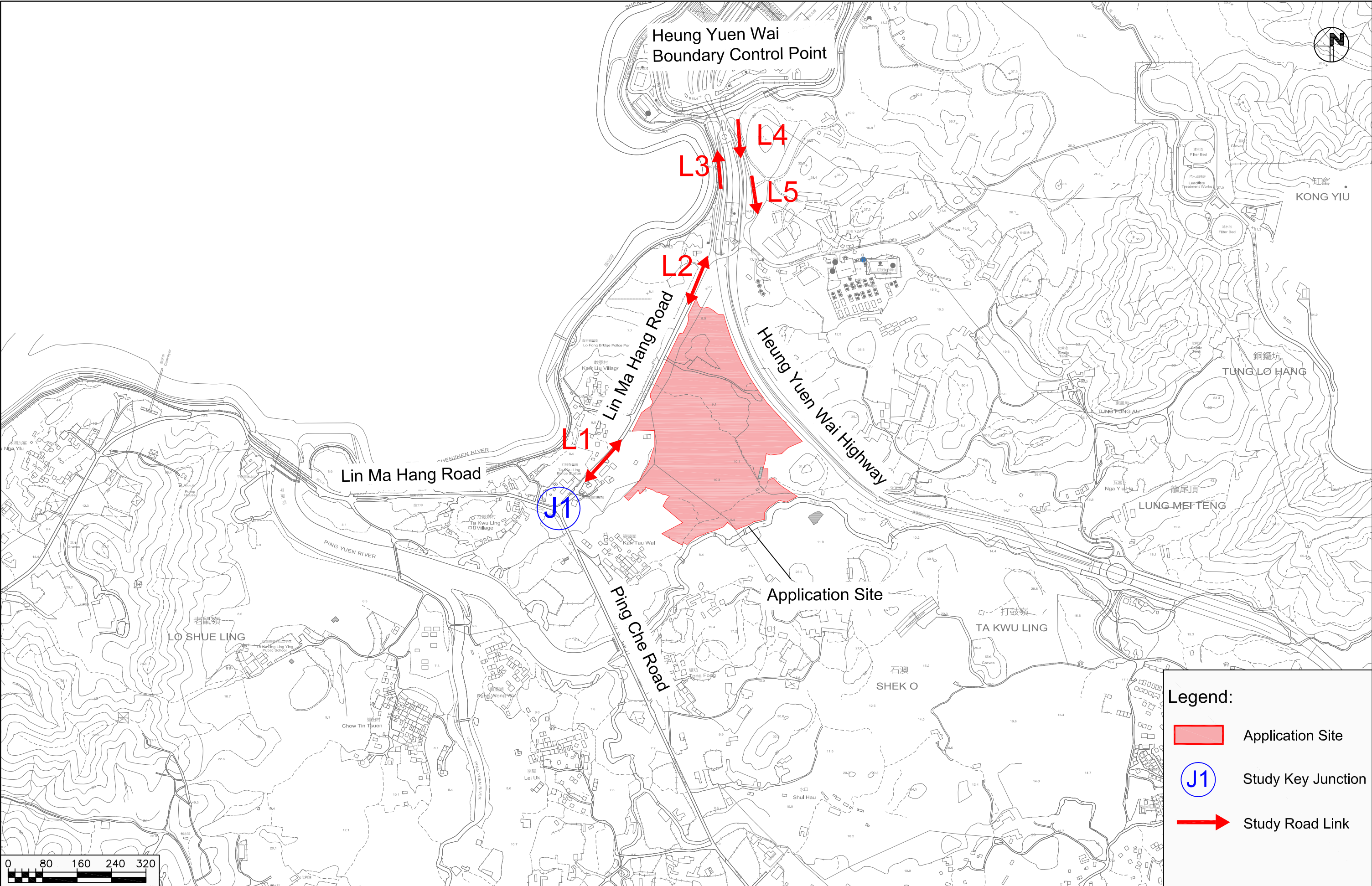
- 5.1.1 To ensure no queuing of vehicles outside the subject site, management / control measures are to be implemented as the followings:
- The staff will make sure the entrance area to make sure vehicles can access smoothly to avoid any queueing outside the subject site.
 - For departure, the goods vehicles will wait inside the site and will not affecting the public road when there are vehicles passing by the run-in /out of the Application Site. Staff will also be there to manage and assist. Thus, there would be no queue caused outside the subject site.
 - A staff will be deployed to assist and manage long vehicles Left-in and Right-out from the Application Site.
- 5.1.2 As shown in the swept path assessment in **Appendix A** of Technical Note, there are sufficient area for vehicles to wait and to pass through.
- 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 by adding lights for safety concerns.
- 5.1.5 The staff at the entrance will manage and prevent illegal parking by visitors from accessing the subject site.

6 Conclusion

- 6.1.1 Based on the findings of this traffic review, it is anticipated that the traffic trips related to the proposed Temporary Logistics Centre, Warehouse (excluding Dangerous goods godown) and Container Vehicle Park with Ancillary Facilities traffic generated by the Application Site would not induce significant traffic impact to the road network in the vicinity of the Application Site.

Figures

X:\Ozzo\82921_S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT\Ozzo\82921-Figure 2-1.dwg 2024/01/18 13:43:44



Date18/01/2024

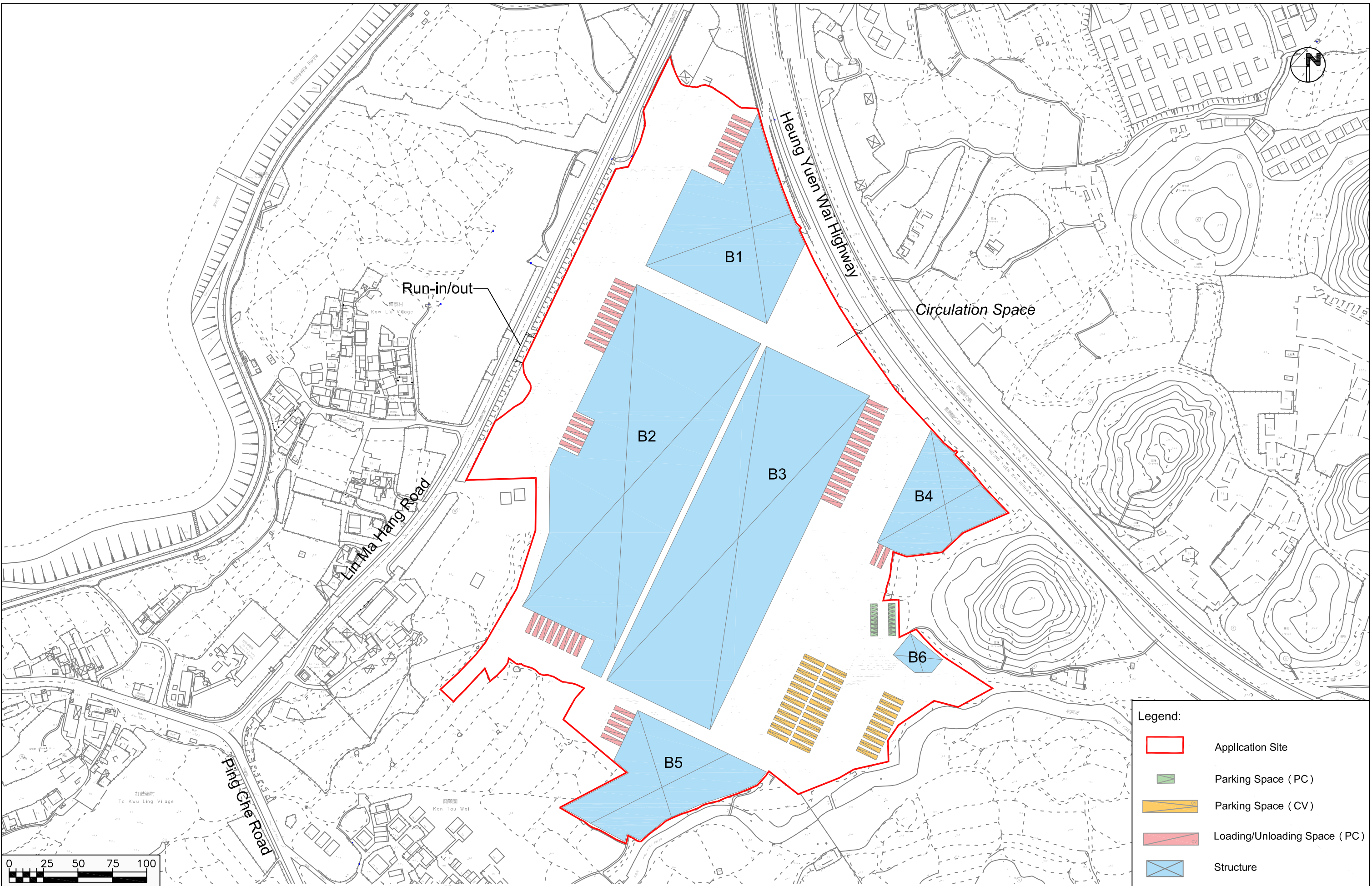
Scale1:8000

S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots
in DD78 and DD82, Ta Kwu Ling, NT

Site Location

Project No.	82921	Rev.
Dwg No.	Figure 2-1	-

X:\Ozzo\82921_S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT\Drawings\82921-Figure 2-2.dwg 2024/01/18 11:34:10

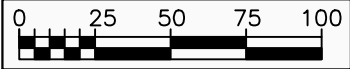
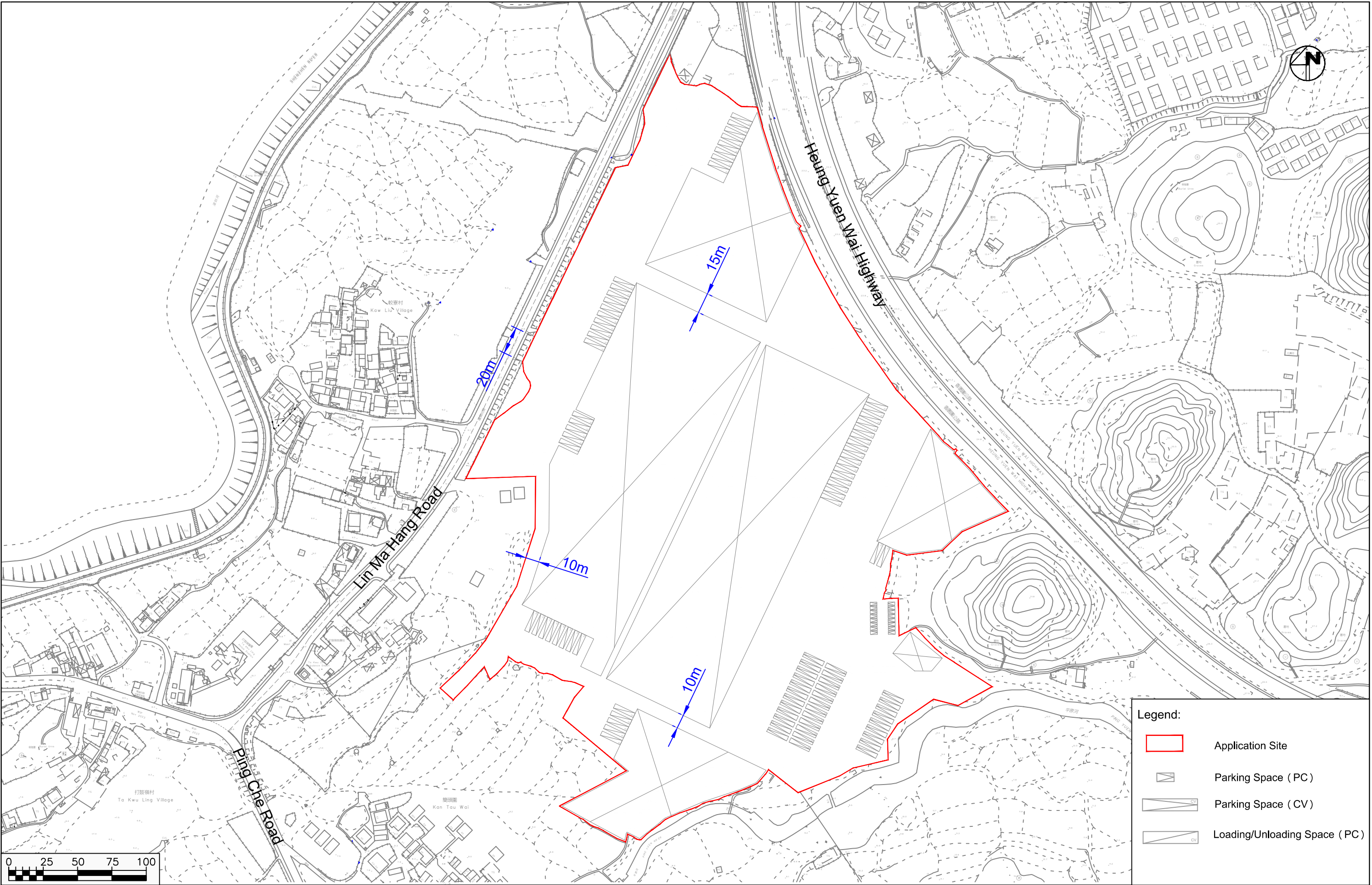


		S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT			
Master Layout Plan					
Date	18/01/2024	Scale	1:2500	Project No.	82921
				Dwg No.	Figure 2-2
				Rev.	-

Appendix A

Swept Path Assessment

X:\Ozzo\82921_S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT\Drawings\0115-SP.dwg 2024/01/18 13:36:32



Date 18/01/2024 Scale 1:2500

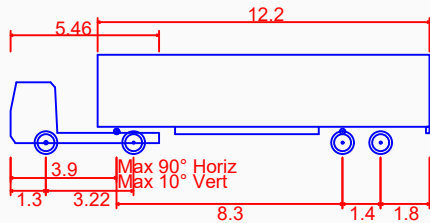
S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

Layout Plan

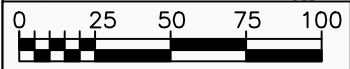
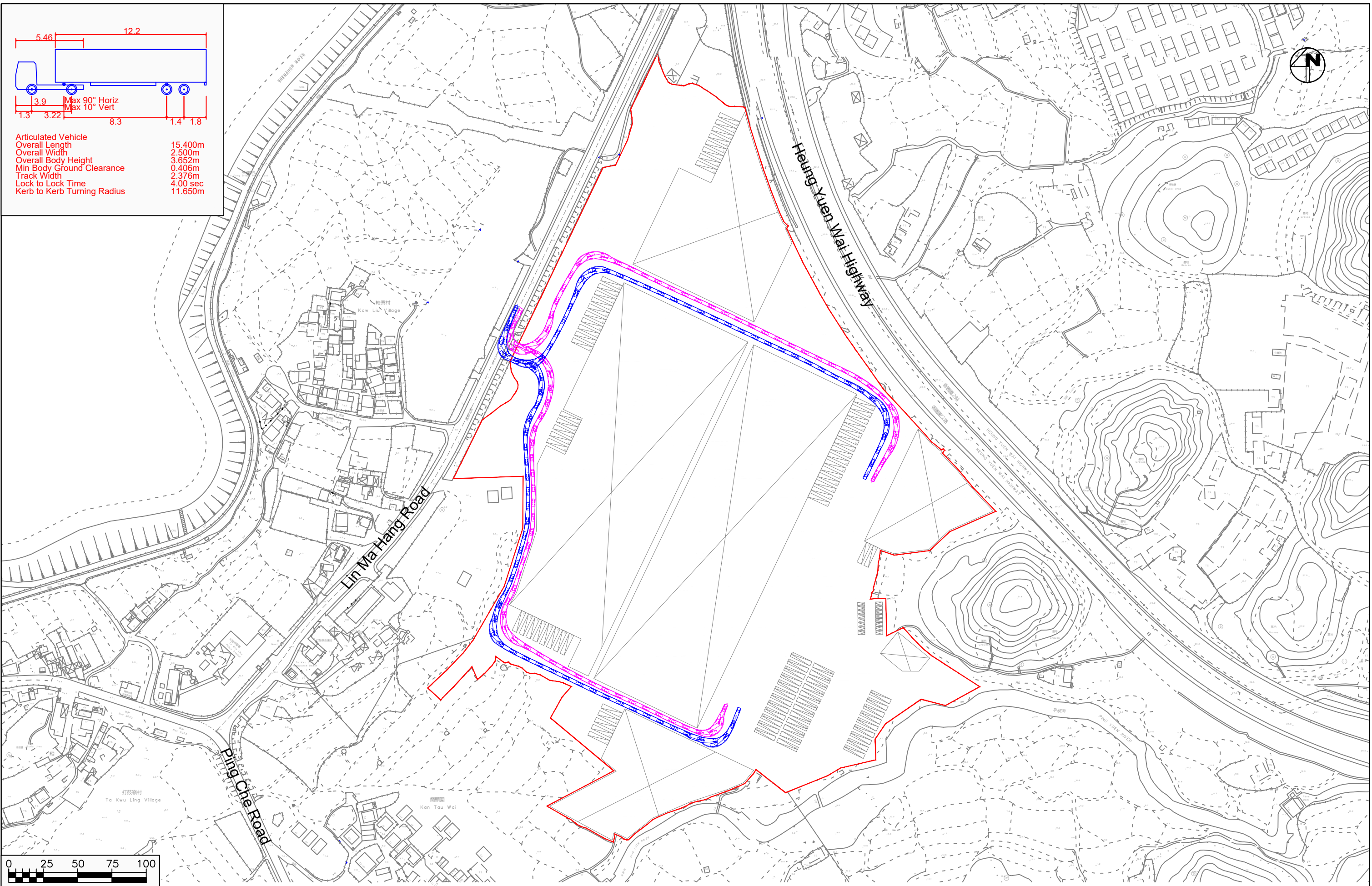
- Legend:
- Application Site
 - Parking Space (PC)
 - Parking Space (CV)
 - Loading/Unloading Space (PC)

Project No. 82921	Rev.
Dwg No. 0115-Layout	-

X:\Ozzo\82921_S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT\Drawings\82921-0115-SP.dwg 2024/01/18 13:36:46



- Articulated Vehicle
- Overall Length 15.400m
- Overall Width 2.500m
- Overall Body Height 3.652m
- Min Body Ground Clearance 0.406m
- Track Width 2.376m
- Lock to Lock Time 4.00 sec
- Kerb to Kerb Turning Radius 11.650m



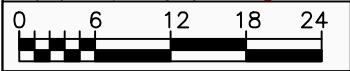
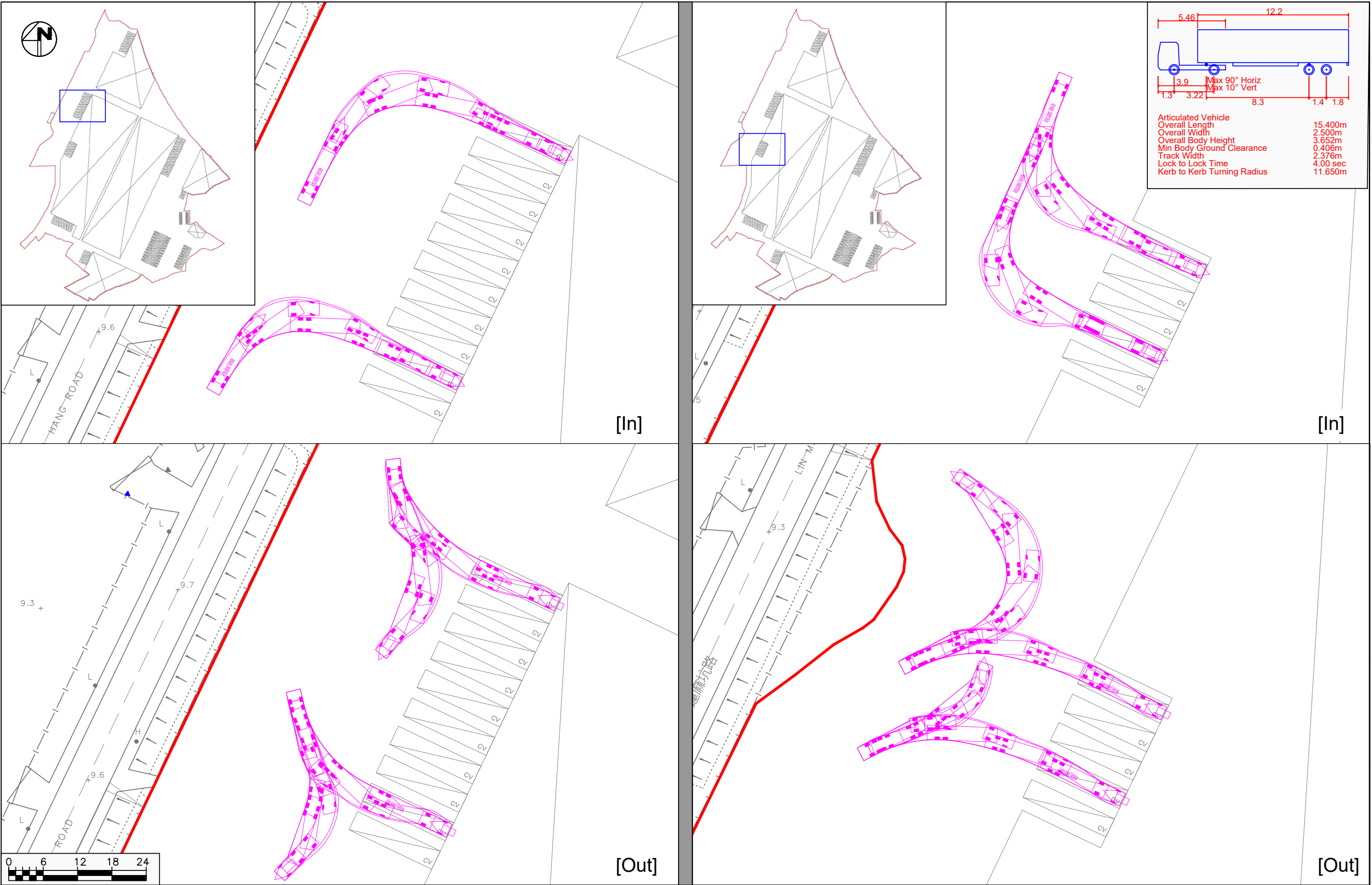
Date 18/01/2024 Scale 1:2500

S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

Articulated Vehicle Swept Path Assessments

Project No. 82921	Rev.
Dwg No. 82921-0115-SP1	-

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Date 18/01/2024 Scale 1:600

S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

Articulated Vehicle Swept Path Assessments

Project No.	82921	Rev.	
Dwg No.	82921-0115-SP2		-

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**S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots
in DD78 and DD82, Ta Kwu Ling, NT**

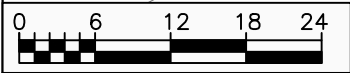
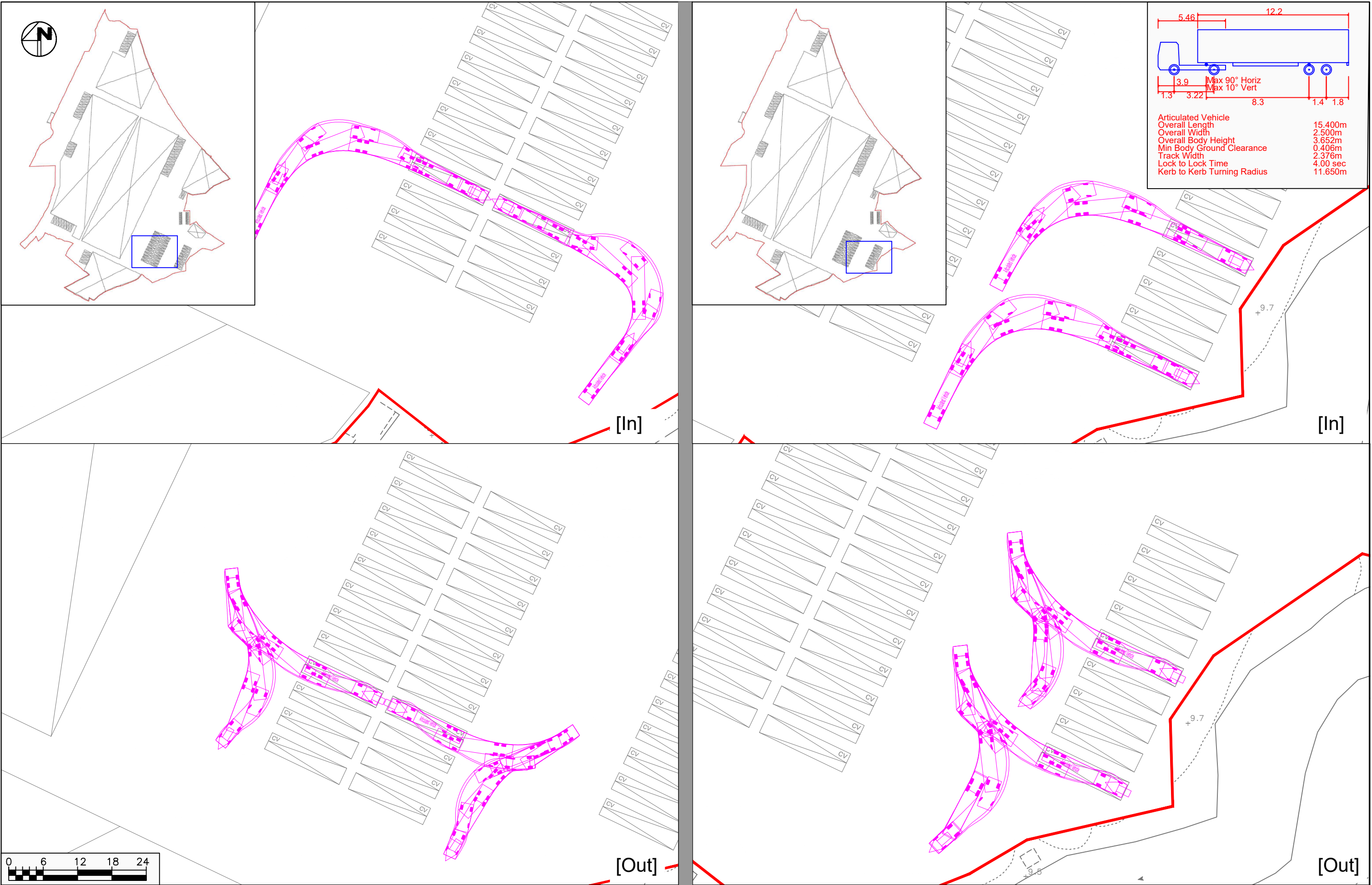
Articulated Vehicle Swept Path Assessments



Date 18/01/2024 Scale 1:600

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Dwg No. 82921-0115-SP3		-

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OZZO TECHNOLOGY

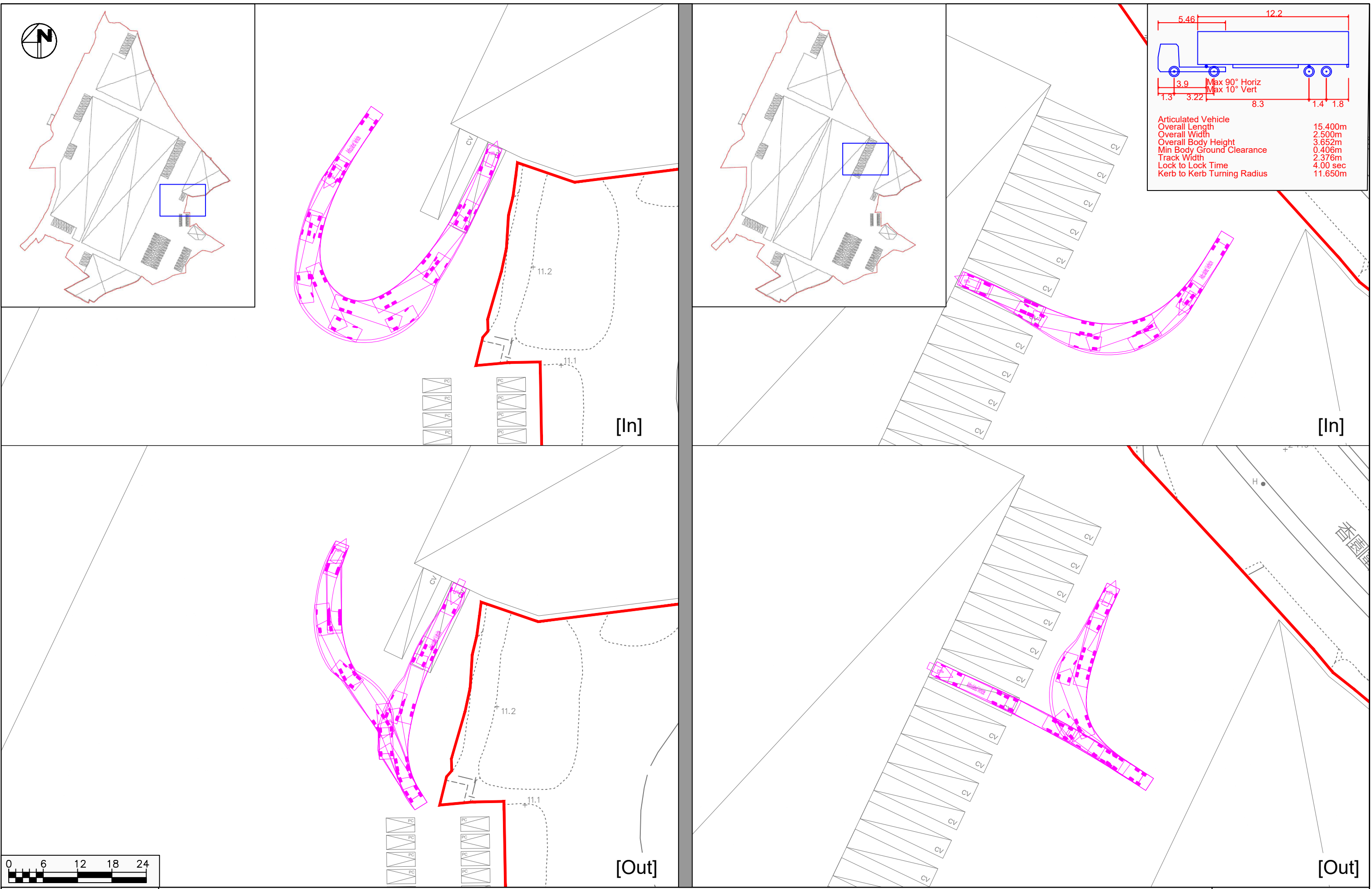
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S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

Articulated Vehicle Swept Path Assessments

Project No.	82921	Rev.	
Dwg No.	82921-0115-SP4		-

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OZZO TECHNOLOGY

Date: 18/01/2024 Scale: 1:600

S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

Articulated Vehicle Swept Path Assessments

Project No.	82921	Rev.	-
Dwg No.	82921-0115-SP5		

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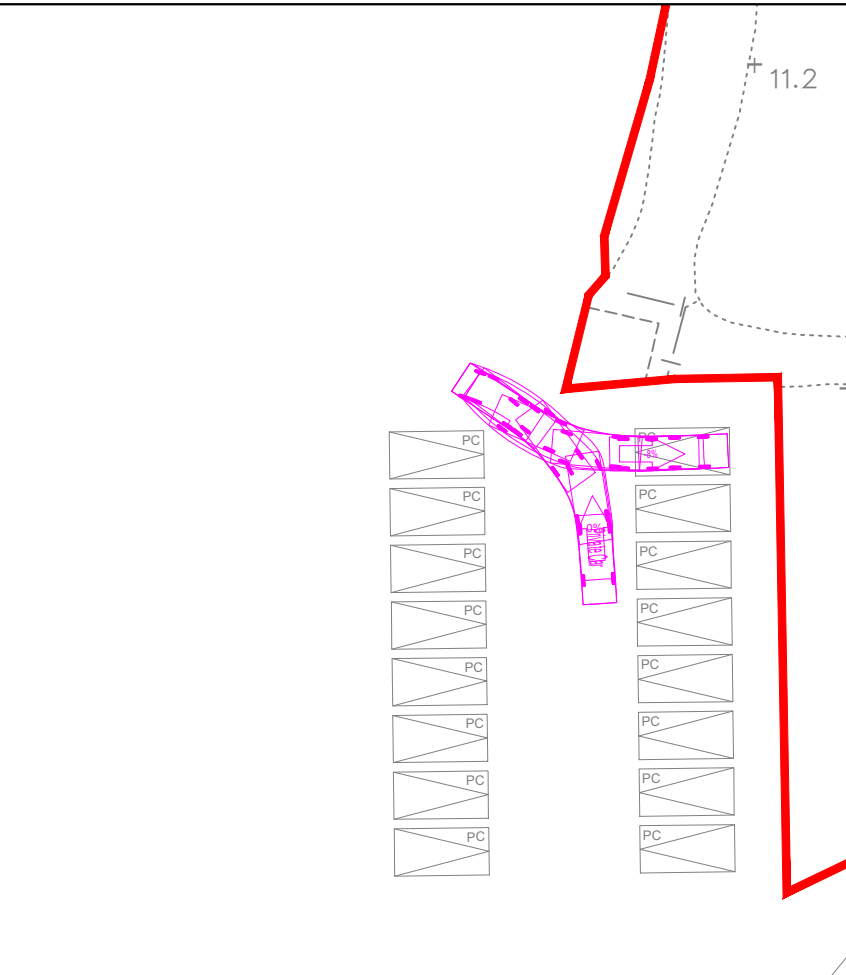
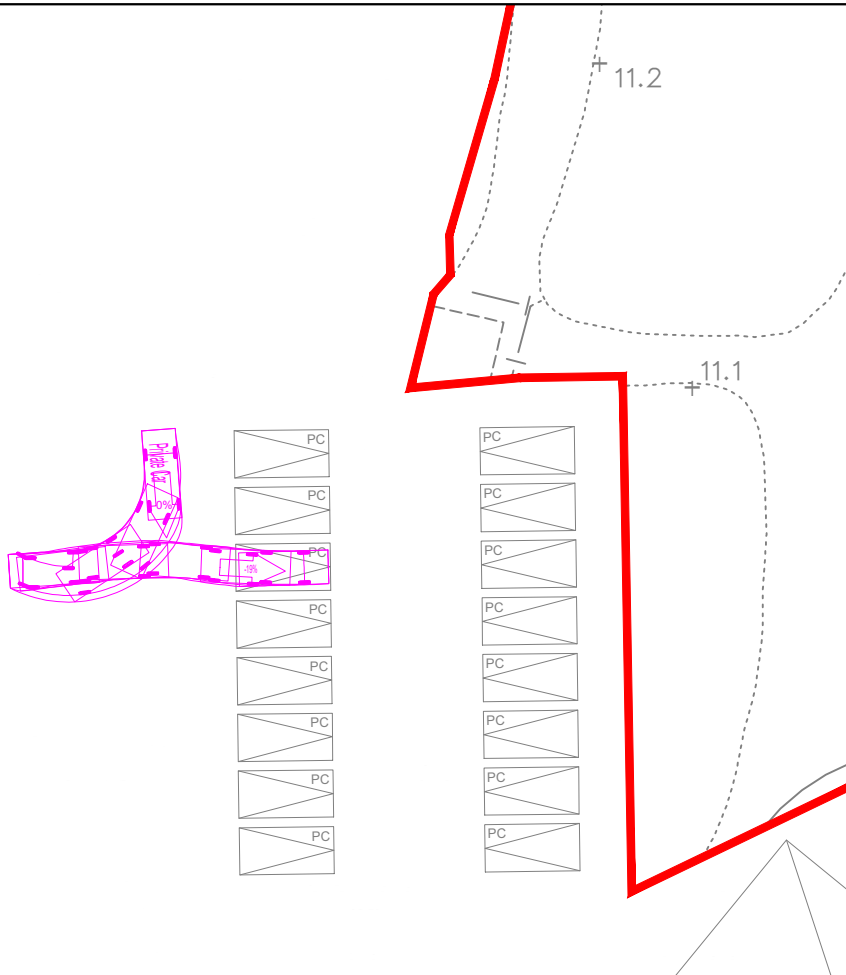
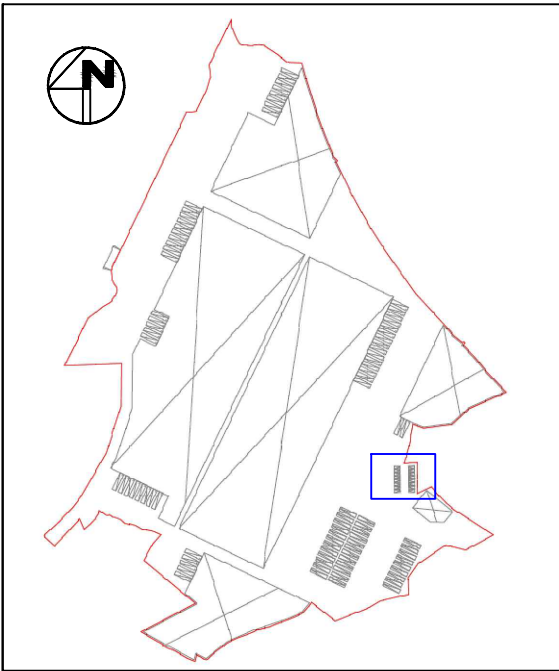
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S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

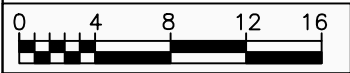
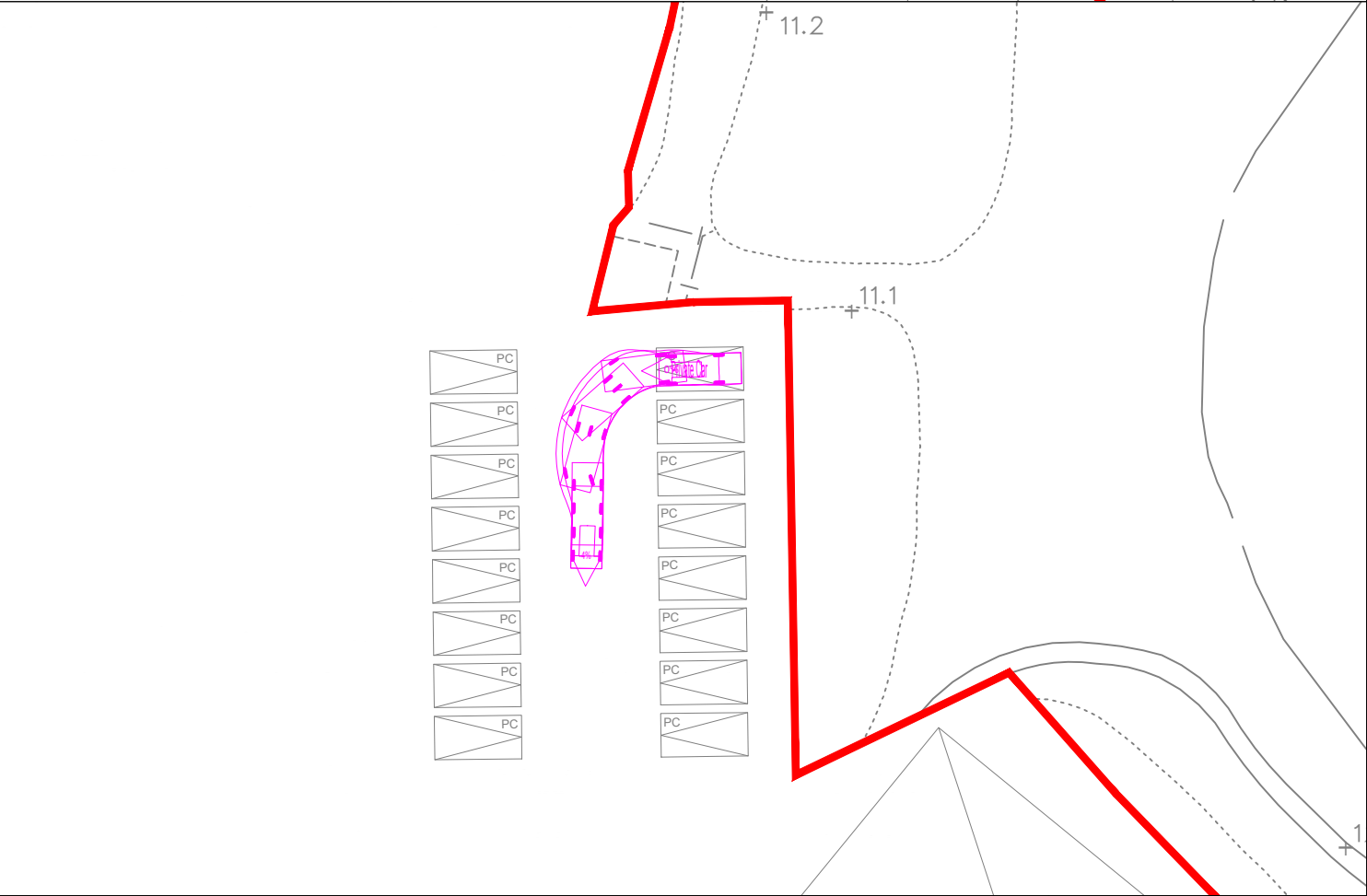
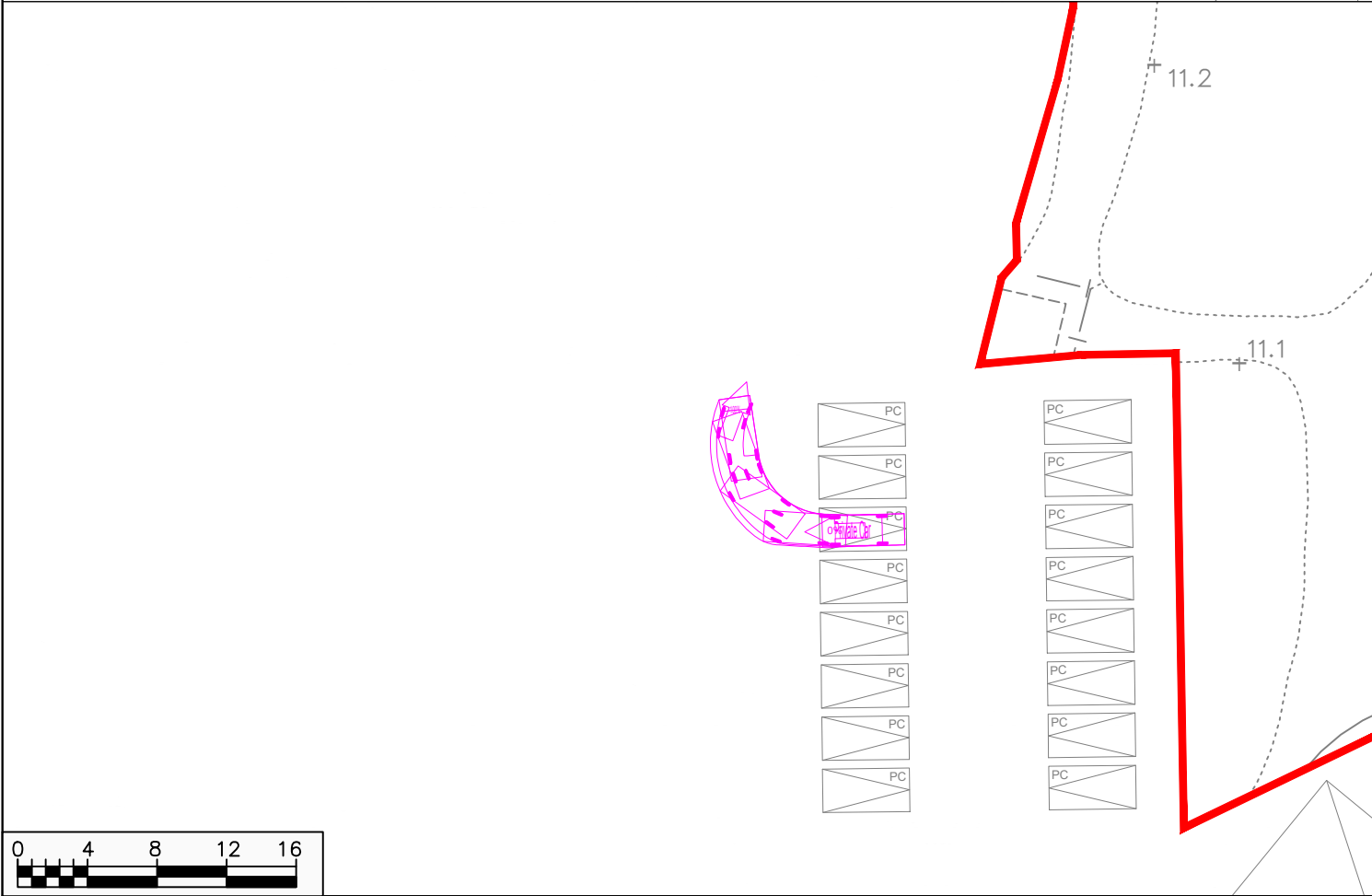
Articulated Vehicle Swept Path Assessments

Project No.	82921	Rev.	-
Dwg No.	82921-0115-SP6		

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Private Car
Overall Length 4.725m
Overall Width 1.785m
Overall Body Height 1.860m
Min Body Ground Clearance 0.254m
Max Track Width 1.745m
Lock to Lock Time 2.00 sec
Kerb to Kerb Turning Radius 6.400m



Date 18/01/2024 Scale 1:400

S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in DD78 and DD82, Ta Kwu Ling, NT

Private Cars Swept Path Assessments

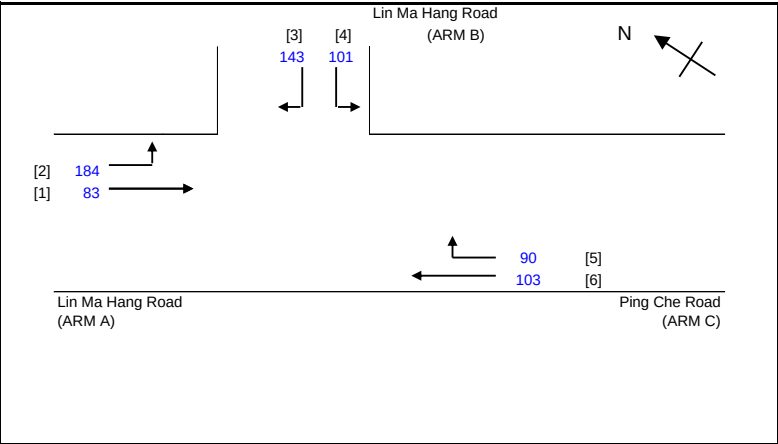
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Dwg No. 82921-0115-SP7	-

Appendix B

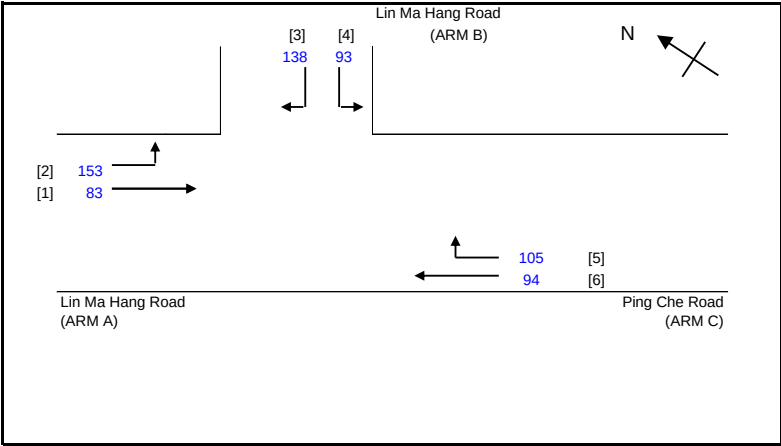
2024 Junction calculation sheet

Appendix C

2028 Junction calculation sheet

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in D.D.78 and D.D.82, Ta Kwu Ling, NT		2028 Ref_AM	PROJECT NO.:	82921	PREPARED BY:	TL	Jan-24
J1: Lin Ma Hang Road / Ping Che Road			FILENAME :		CHECKED BY:	LL	Jan-24
2028 Reference Weekday AM Peak Hour Traffic Flows			J1_Lin Ma Hang Road_Ping Che Road_P.xls		REVIEWED BY:	SC	Jan-24
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)				
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 6.1 (metres) W cr = 0 (metres) q a-b = 184 (pcu/hr) q a-c = 83 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.0 (metres) Vr c-b = 36 (metres) q c-a = 103.2 (pcu/hr) q c-b = 90.2 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.8 (metres) W b-c = 3.8 (metres) Vl b-a = 104 (metres) Vr b-a = 124 (metres) Vr b-c = 124 (metres) q b-a = 143 (pcu/hr) q b-c = 101 (pcu/hr) GEOMETRIC FACTORS : D = 0.9922294 E = 1.0203922 F = 0.8709604 Y = 0.7886875 THE CAPACITY OF MOVEMENT : Q b-a = 523 Q b-c = 715 Q c-b = 582 Q b-ac = 588 Q b-c (O) = 666.1 TOTAL FLOW = 704.4 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2734 DFC b-c = 0.1413 DFC c-b = 0.1550 DFC b-c (share lane) = 0.4147 CRITICAL DFC = 0.41							

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE
S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in D.D.78 and D.D.82, Ta Kwu Ling, NT		2028 Ref_PM	PROJECT NO.: 82921		PREPARED BY:	TL	Jan-24
J1: Lin Ma Hang Road / Ping Che Road			FILENAME :		CHECKED BY:	LL	Jan-24
2024 Reference Weekday PM Peak Hour Traffic Flows			J1_Lin Ma Hang Road_Ping Che Road_P.xls		REVIEWED BY:	SC	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.1	(metres)
W cr	=	0	(metres)
q a-b	=	153	(pcu/hr)
q a-c	=	83	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.0	(metres)
Vr c-b	=	36	(metres)
q c-a	=	93.75	(pcu/hr)
q c-b	=	105.3	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.8	(metres)
W b-c	=	3.8	(metres)
VI b-a	=	104	(metres)
Vr b-a	=	124	(metres)
Vr b-c	=	124	(metres)
q b-a	=	138	(pcu/hr)
q b-c	=	93	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.9922294
E	=	1.0203922
F	=	0.8709604
Y	=	0.7886875

THE CAPACITY OF MOVEMENT :

Q b-a	=	522
Q b-c	=	718
Q c-b	=	590
Q b-ac	=	587

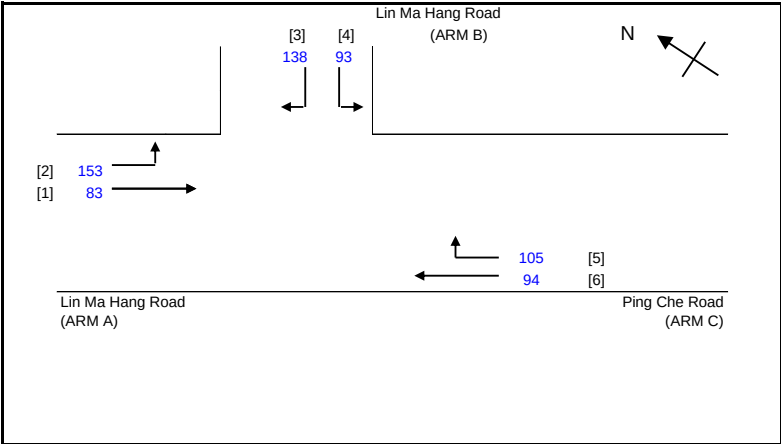
Q b-c (O) = 670.5

TOTAL FLOW = 666.4 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.2644
DFC b-c	=	0.1301
DFC c-b	=	0.1784
DFC b-c (share lane)	=	0.3945

CRITICAL DFC = 0.39

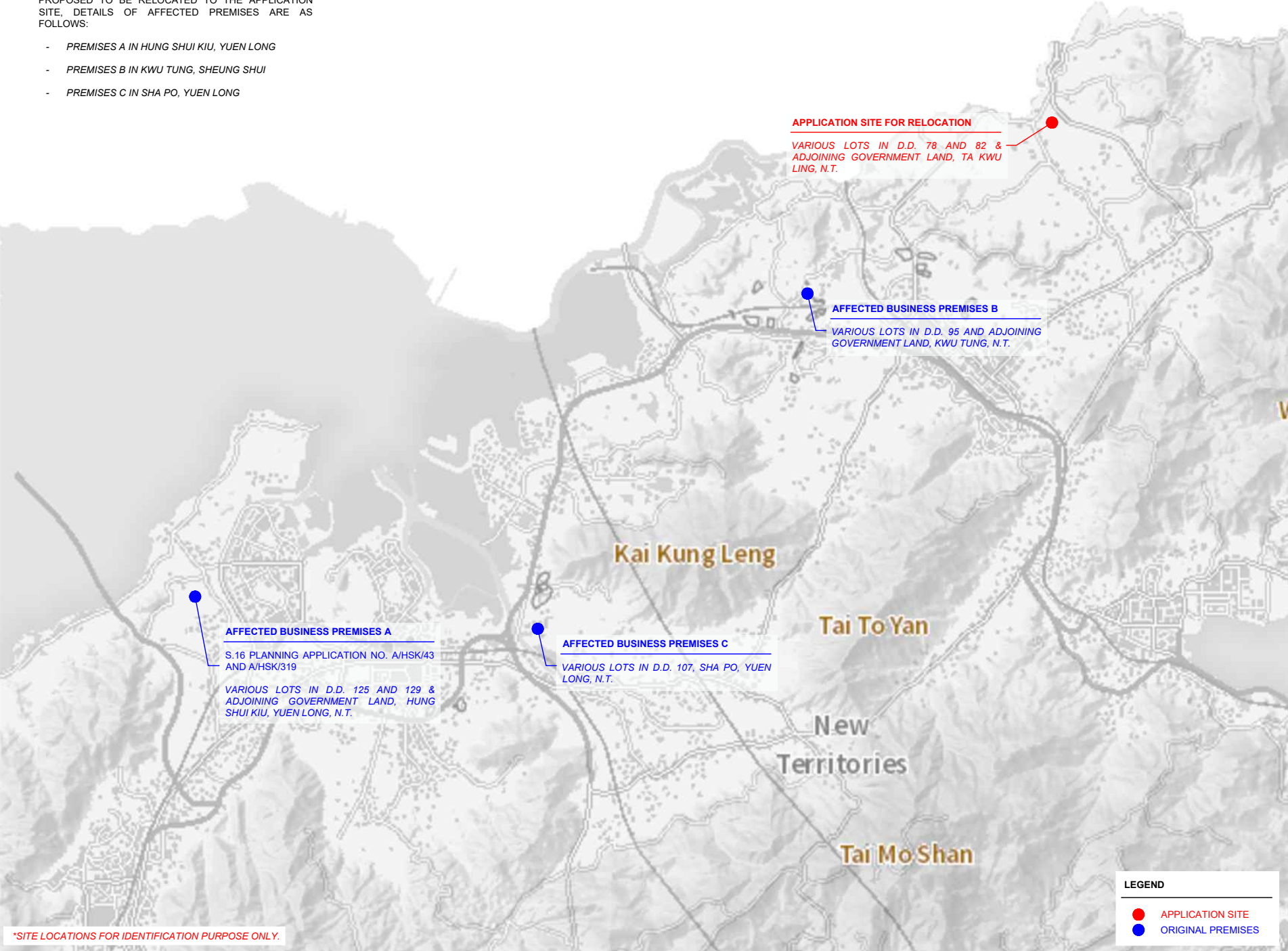
OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
S16 for Proposed Temporary Logistics Centre, Warehouse and Container Vehicle Park at various lots in D.D.78 and D.D.82, Ta Kwu Ling, NT		2028 Des_PM	PROJECT NO.:	82921	PREPARED BY:	TL	Jan-24
J1: Lin Ma Hang Road / Ping Che Road			FILENAME :		CHECKED BY:	LL	Jan-24
2028 Design Weekday AM Peak Hour Traffic Flows			J1_Lin Ma Hang Road_Ping Che Road_P.xls		REVIEWED BY:	SC	Jan-24
			NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)				
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 6.1 (metres) W cr = 0 (metres) q a-b = 153 (pcu/hr) q a-c = 83 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.0 (metres) Vr c-b = 36 (metres) q c-a = 93.75 (pcu/hr) q c-b = 105.3 (pcu/hr) MINOR ROAD (ARM B) W b-a = 3.8 (metres) W b-c = 3.8 (metres) VI b-a = 104 (metres) Vr b-a = 124 (metres) Vr b-c = 124 (metres) q b-a = 138 (pcu/hr) q b-c = 93 (pcu/hr) GEOMETRIC FACTORS : D = 0.9922294 E = 1.0203922 F = 0.8709604 Y = 0.7886875 THE CAPACITY OF MOVEMENT : Q b-a = 522 Q b-c = 718 Q c-b = 590 Q b-ac = 587 TOTAL FLOW = 666.4 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.2644 DFC b-c = 0.1301 DFC c-b = 0.1784 DFC b-c (share lane) = 0.3945 CRITICAL DFC = 0.39							

Plans 1 - 5

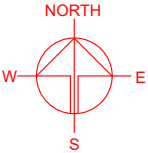
LOCATIONS OF THE AFFECTED BUSINESS PREMISES

A TOTAL OF 3 AFFECTED BUSINESS PREMISES ARE PROPOSED TO BE RELOCATED TO THE APPLICATION SITE, DETAILS OF AFFECTED PREMISES ARE AS FOLLOWS:

- PREMISES A IN HUNG SHUI KIU, YUEN LONG
- PREMISES B IN KWU TUNG, SHEUNG SHUI
- PREMISES C IN SHA PO, YUEN LONG



*SITE LOCATIONS FOR IDENTIFICATION PURPOSE ONLY.



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE NOT TO SCALE	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE OP - LOCATION	
DWG NO. PLAN 1	VER. 001

AFFECTED BUSINESS PREMISES A
LOCATION OF PREMISES

PREMISES AREA: 26,983.8 m² (ABOUT)

LOCATION OF PREMISES: VARIOUS LOTS IN D.D. 125 AND 129 AND ADJOINING GOVERNMENT LAND, HUNG SHUI KIU, YUEN LONG, N.T.

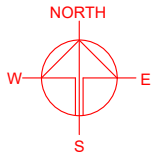
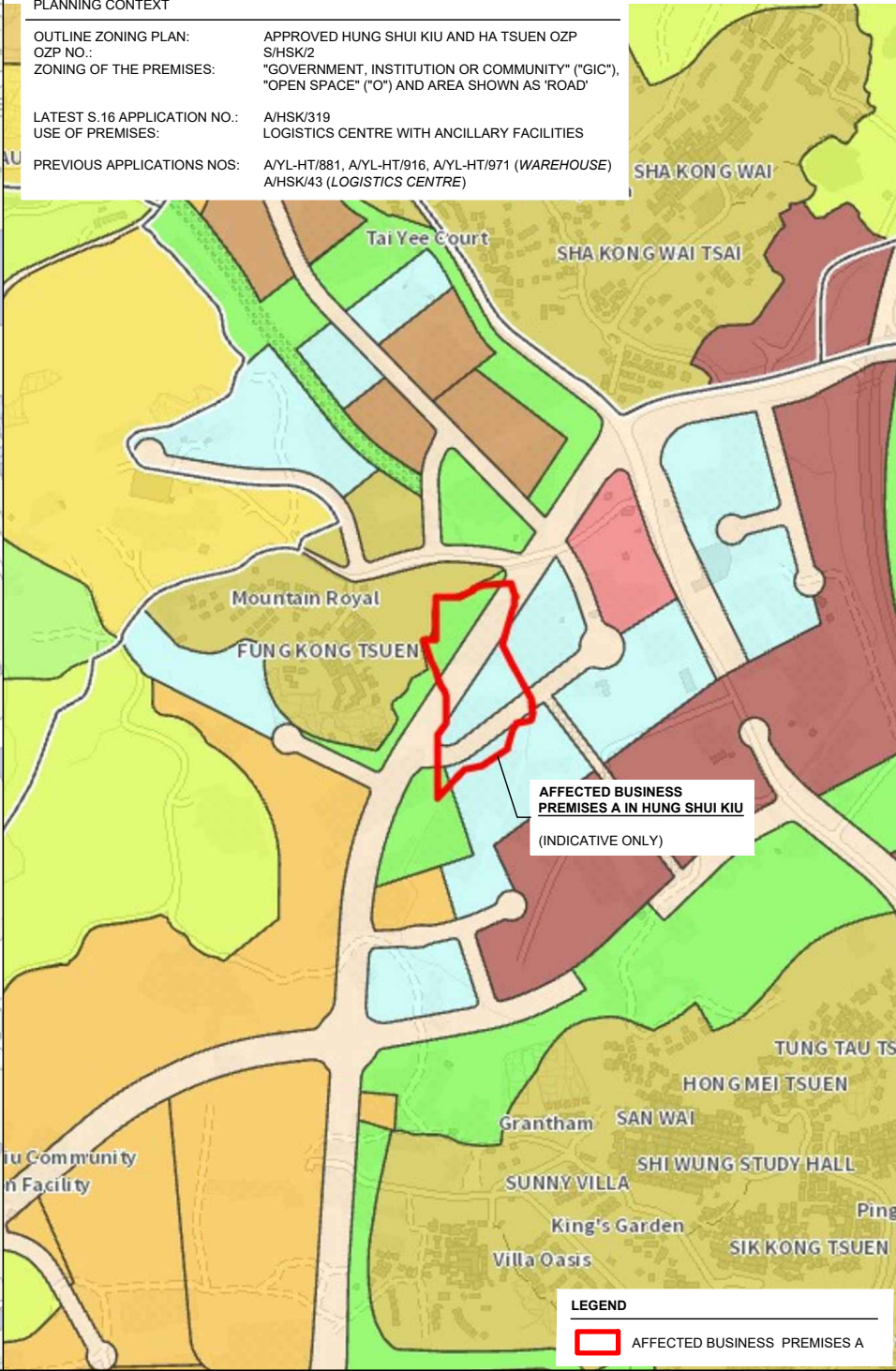


AFFECTED BUSINESS PREMISES A
PLANNING CONTEXT

OUTLINE ZONING PLAN: APPROVED HUNG SHUI KIU AND HA TSUEN OZP
OZP NO.: S/HSK/2
ZONING OF THE PREMISES: "GOVERNMENT, INSTITUTION OR COMMUNITY" ("GIC"),
"OPEN SPACE" ("O") AND AREA SHOWN AS 'ROAD'

LATEST S.16 APPLICATION NO.: A/HSK/319
USE OF PREMISES: LOGISTICS CENTRE WITH ANCILLARY FACILITIES

PREVIOUS APPLICATIONS NOS: A/YL-HT/881, A/YL-HT/916, A/YL-HT/971 (WAREHOUSE)
A/HSK/43 (LOGISTICS CENTRE)



PROJECT

PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

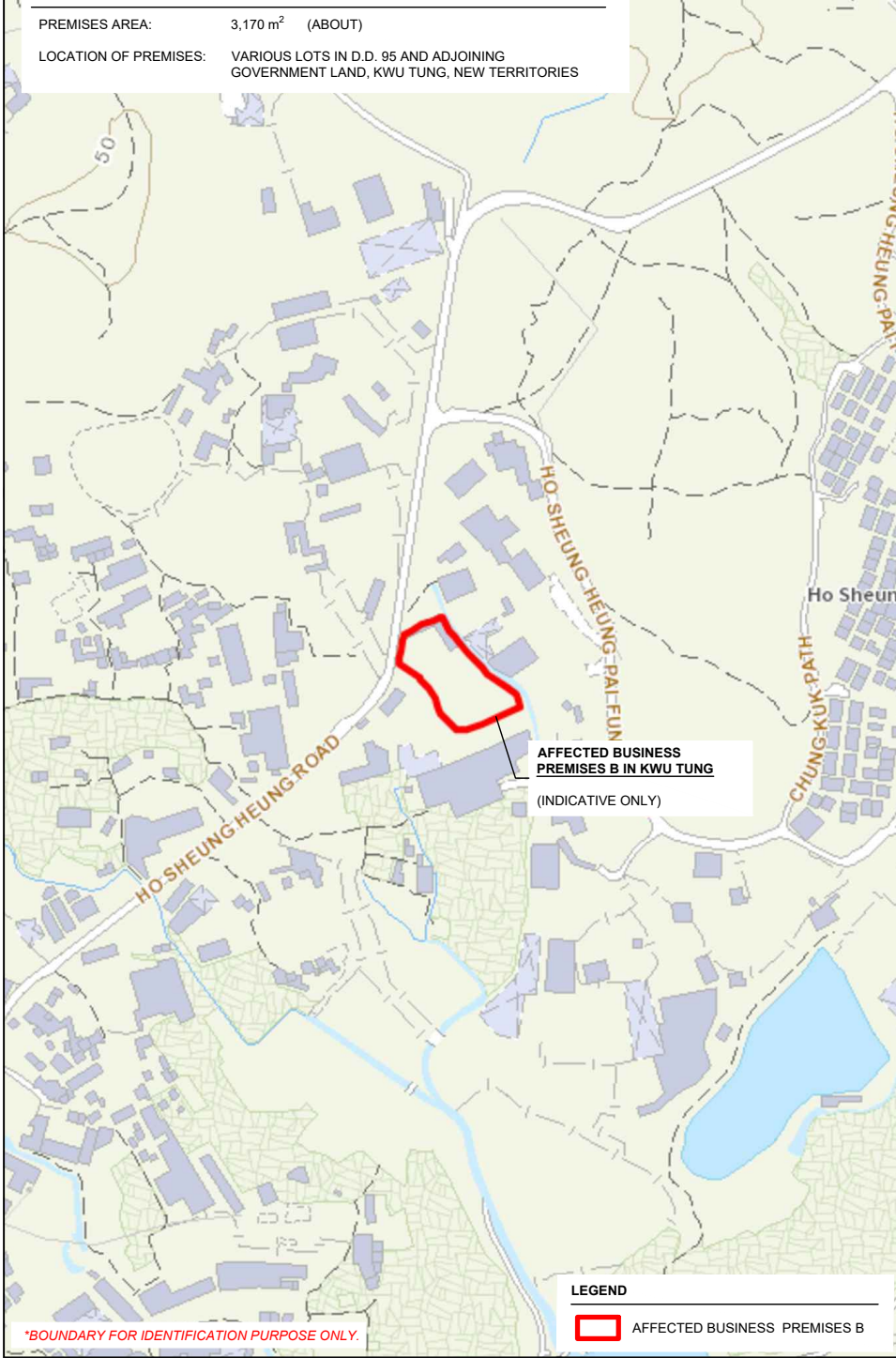
SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 5000 / 10000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE PREMISES A - DETAILS	
DWG NO. PLAN 2	VER. 001

AFFECTED BUSINESS PREMISES B
LOCATION OF PREMISES

PREMISES AREA: 3,170 m² (ABOUT)
LOCATION OF PREMISES: VARIOUS LOTS IN D.D. 95 AND ADJOINING
GOVERNMENT LAND, KWU TUNG, NEW TERRITORIES



**AFFECTED BUSINESS
PREMISES B IN KWU TUNG**
(INDICATIVE ONLY)

LEGEND



AFFECTED BUSINESS PREMISES B

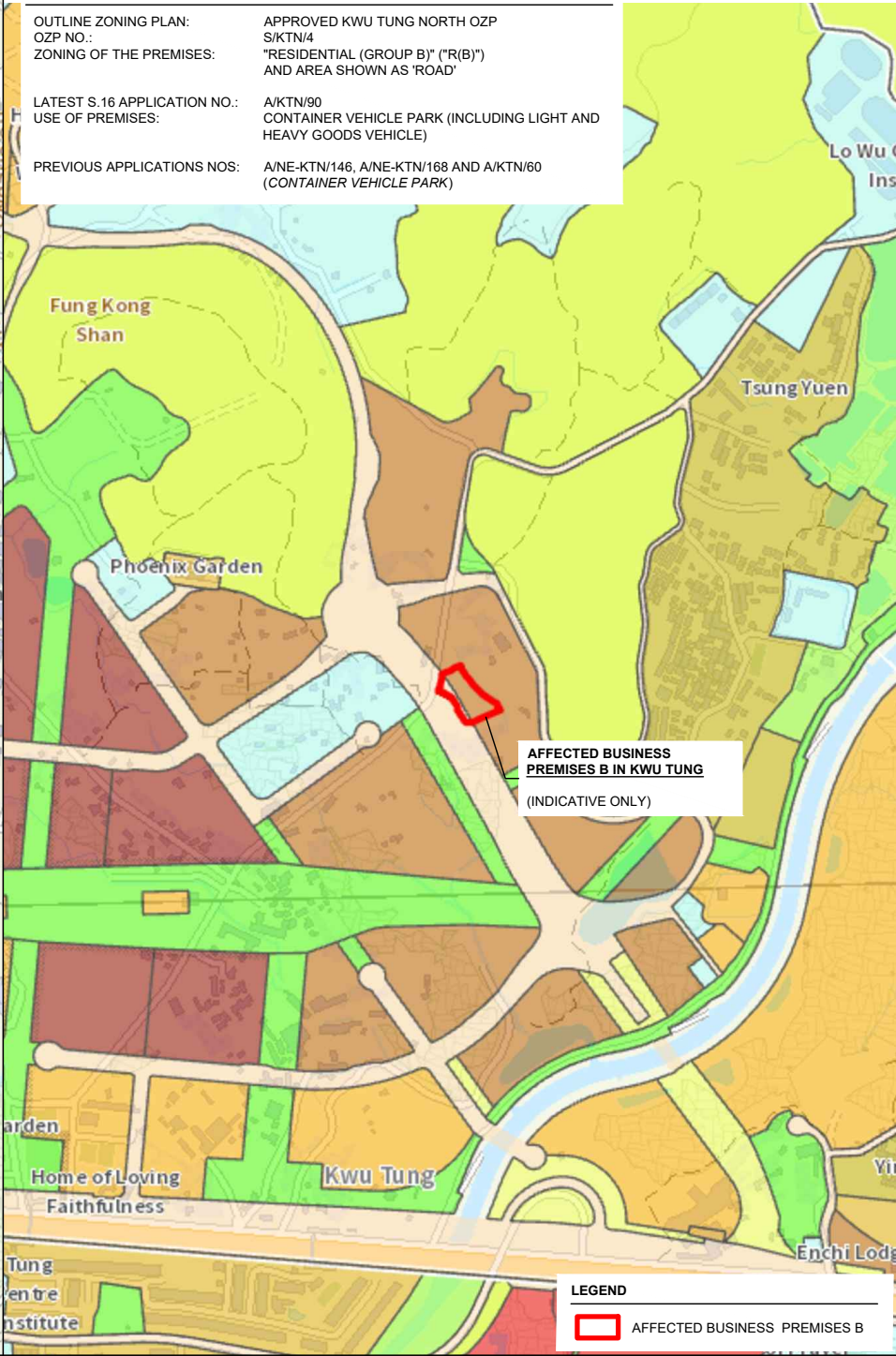
*BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

AFFECTED BUSINESS PREMISES B
PLANNING CONTEXT

OUTLINE ZONING PLAN: APPROVED KWU TUNG NORTH OZP
OZP NO.: S/KTN/4
ZONING OF THE PREMISES: "RESIDENTIAL (GROUP B)" ("R(B)")
AND AREA SHOWN AS 'ROAD'

LATEST S.16 APPLICATION NO.: A/KTN/90
USE OF PREMISES: CONTAINER VEHICLE PARK (INCLUDING LIGHT AND
HEAVY GOODS VEHICLE)

PREVIOUS APPLICATIONS NOS: A/NE-KTN/146, A/NE-KTN/168 AND A/KTN/60
(CONTAINER VEHICLE PARK)

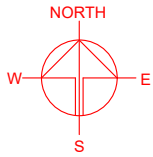


**AFFECTED BUSINESS
PREMISES B IN KWU TUNG**
(INDICATIVE ONLY)

LEGEND



AFFECTED BUSINESS PREMISES B



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 5000 / 10000 @ A4

DRAWN BY
MN

DATE
20.11.2023

CHECKED BY

DATE

APPROVED BY

DATE

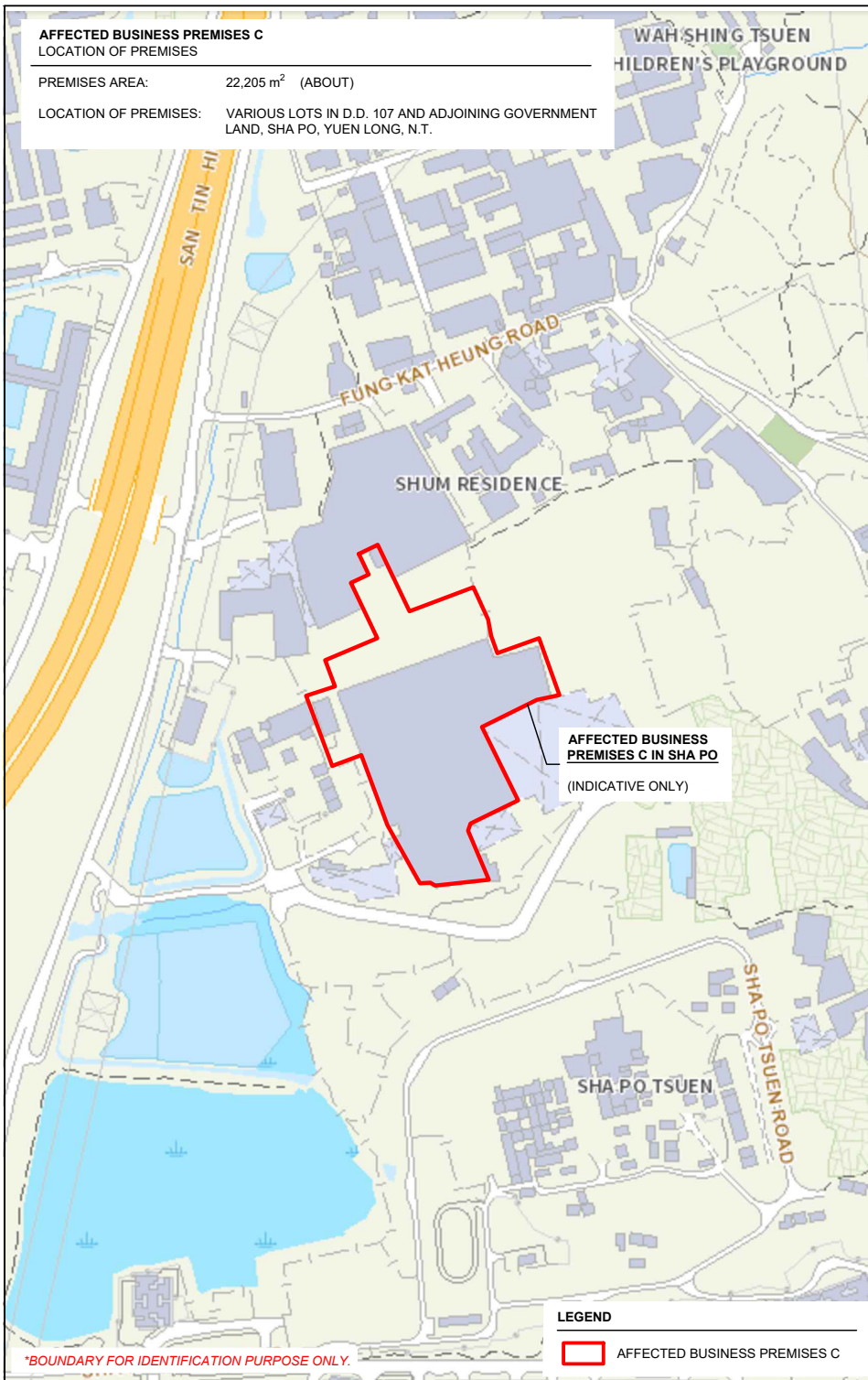
DWG. TITLE
PREMISES B - DETAILS

DWG NO.
PLAN 3

VER.
001

AFFECTED BUSINESS PREMISES C
LOCATION OF PREMISES

PREMISES AREA: 22,205 m² (ABOUT)
LOCATION OF PREMISES: VARIOUS LOTS IN D.D. 107 AND ADJOINING GOVERNMENT LAND, SHA PO, YUEN LONG, N.T.

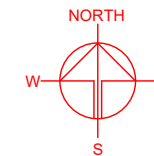
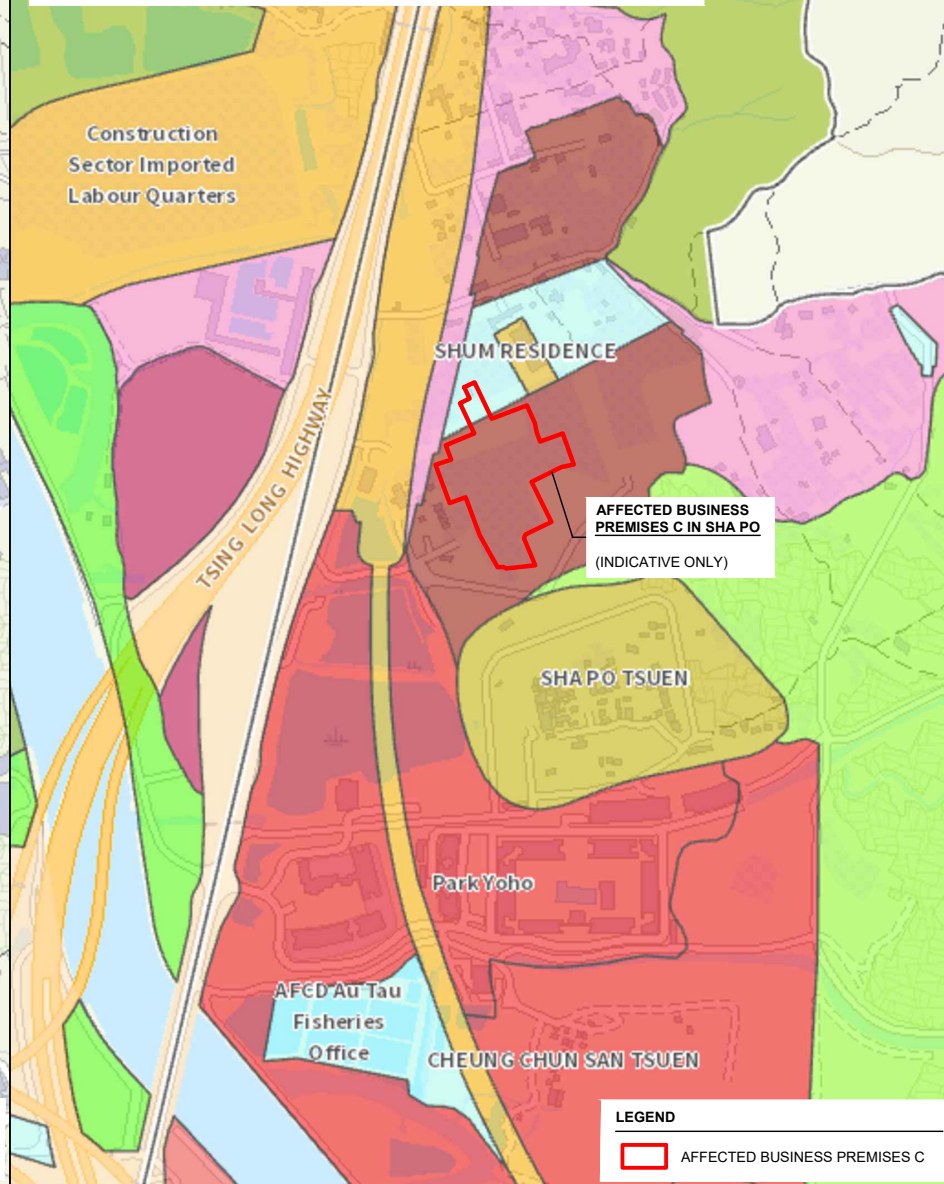


AFFECTED BUSINESS PREMISES C
PLANNING CONTEXT

CURRENTLY
OUTLINE ZONING PLAN: APPROVED KAM TIN NORTH OZP
OZP NO.: S/YL-KTN/11
ZONING OF THE PREMISES: "RESIDENTIAL (GROUP A)" AND "GOVERNMENT, INSTITUTION OR COMMUNITY"

FORMERLY
OUTLINE ZONING PLAN: APPROVED KAM TIN NORTH OZP
OZP NO.: S/YL-KTN/9
ZONING OF THE PREMISES: "INDUSTRIAL (GROUP D)"

S.16 APPLICATION NO.: N/A
USE OF PREMISES: WAREHOUSE (EXCL. DANGEROUS GOODS GODOWN) (ALWAYS PERMITTED)



PROJECT

PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE

1 : 5000 / 10000 @ A4

DRAWN BY: MN DATE: 22.1.2024

CHECKED BY: DATE:

APPROVED BY: DATE:

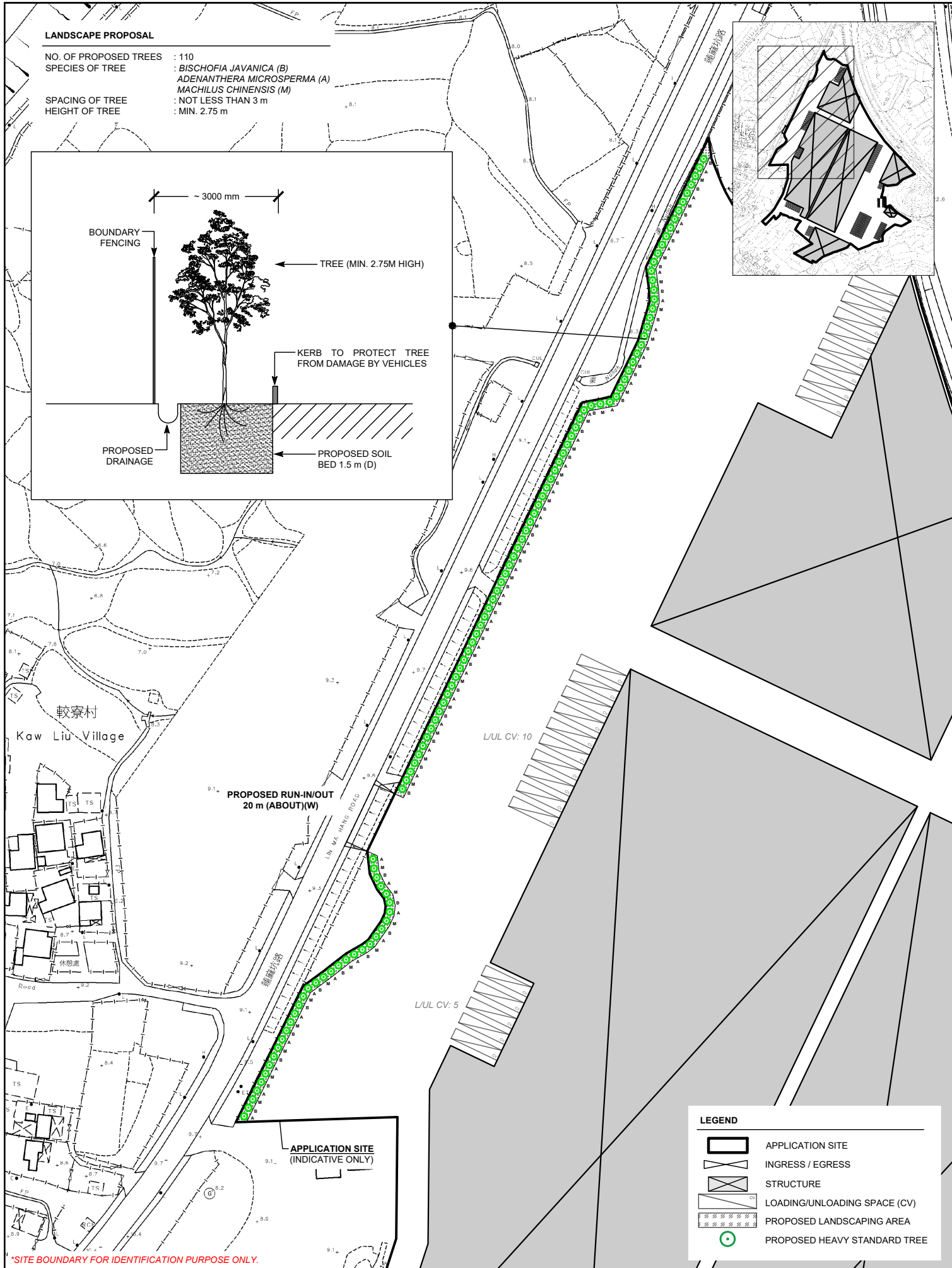
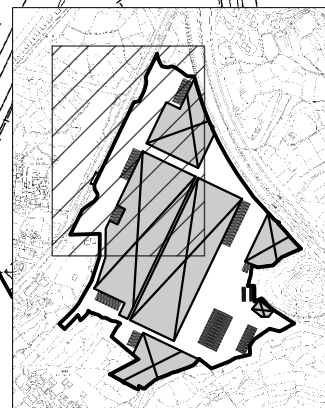
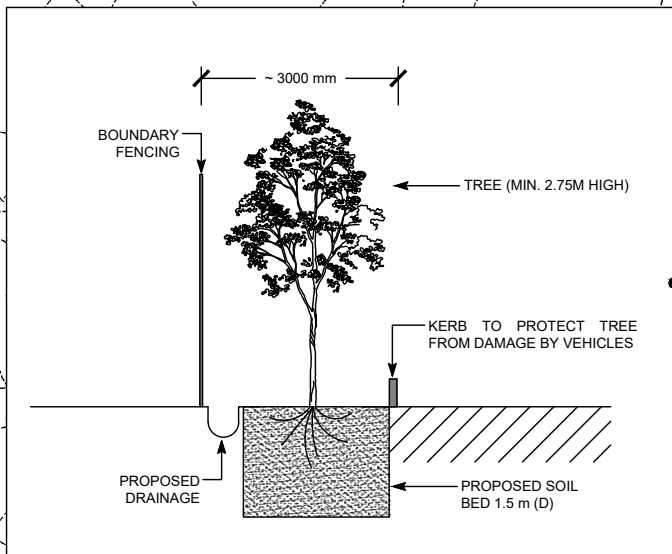
DWG. TITLE

PREMISES C - DETAILS

DWG NO.: PLAN 4 VER.: 002

LANDSCAPE PROPOSAL

NO. OF PROPOSED TREES : 110
 SPECIES OF TREE : *BISCHOFIA JAVANICA* (B)
 ADENANTHERA MICROSPERMA (A)
 MACHILUS CHINENSIS (M)
 SPACING OF TREE : NOT LESS THAN 3 m
 HEIGHT OF TREE : MIN. 2.75 m



*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

PROJECT
 PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

ADDRESS
 VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
 1 : 1500 @ A4

DRAWN BY
 MN

DATE
 22.1.2024

REVISED BY

DATE

TITLE
 LAYOUT PLAN

DWG NO.
 PLAN 5

VER.
 002



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

William Shu Tai WONG/PLAND

寄件者: Louis Tse [REDACTED]
寄件日期: 2024年02月08日星期四 15:33
收件者: tpbpd/PLAND
副本: [REDACTED]
主旨: [FI] S.16 Application No. A/NE-TKLN/77 - FI to address departmental comments
附件: FI2 for A_NE-TKLN_77 - RtC Table (20240208).pdf
類別: Internet Email

Dear Sir,

Attached herewith the FI to address departmental comments of the subject application.

Should you require more information, please do not hesitate to contact me. Thank you for your kind attention.

Kind Regards,

Louis TSE
Tai Wah Development Consultants Limited

Responses-to-Comments

**Proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods Godown)
and Container Vehicle Park with Ancillary Facilities for a Period of 3 Years in
“Recreation” Zone, Various Lots in D.D. 78 and 82 and Adjoining Government Land,
Ta Kwu Ling North, Lin Ma Hang Road, New Territories**

(Application No. A/NE-TKLN/77)

(i) A RtoC Table:

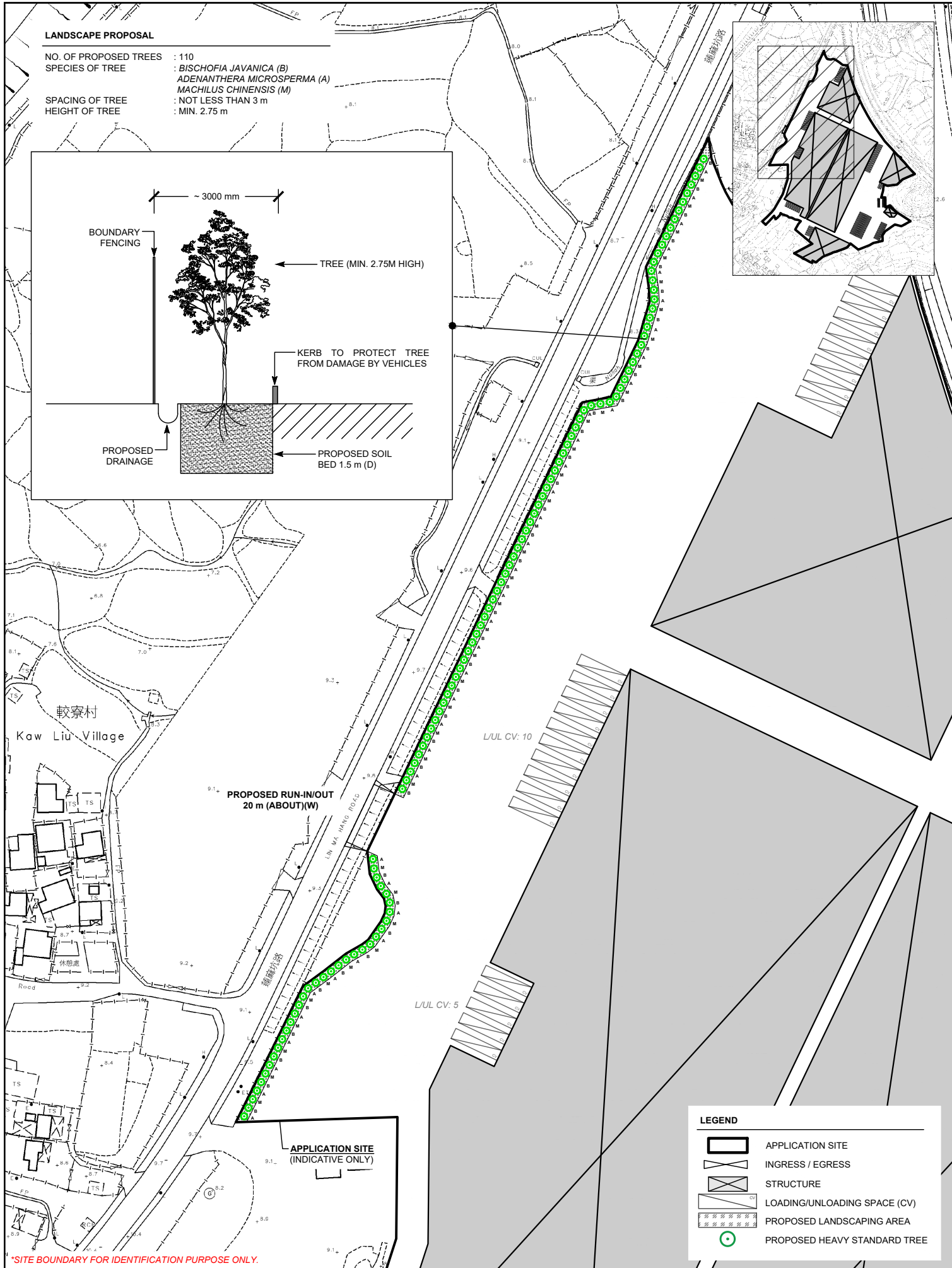
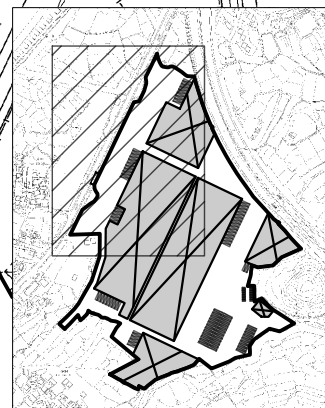
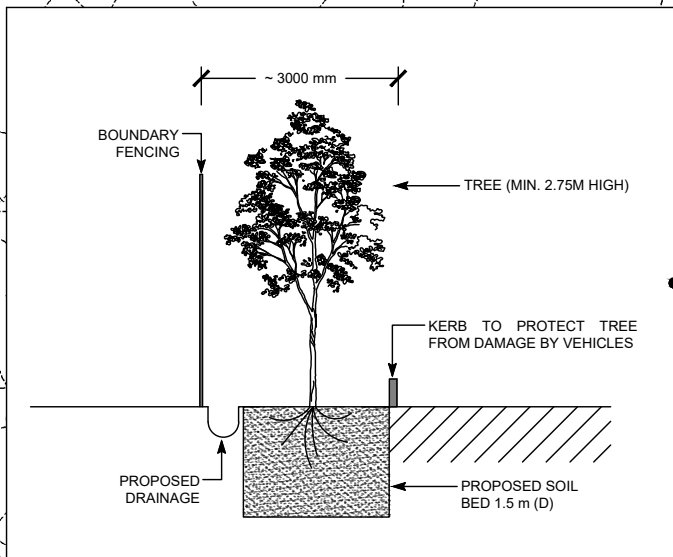
Departmental Comments		Applicant's Responses
1) Comments of Chief Town Planner / Urban Design and Landscape Section, Planning Department (CTP/UD&L, PlanD)		
(a)	With reference to the aerial photo of 2022, the site is located in an area of rural inland plains landscape character comprising of farmlands, small houses, clusters of tree groups, vegetated areas, woodland within the “Green Belt” (“GB”) zone at the immediate east, and Liantong/Heung Yuen Wai Boundary Control Point at the northeast. Due to large development area, noticeable change of landscape character within the “REC” zone is anticipated. Based on DPO’s photo taken on 19.12.2023 and our site record taken on 21.12.2023, the site is partly hard paved and partly covered by vegetation, wild grasses and tree groups of common and undesirable species. According to the Planning Statement, all existing trees will be affected and it is not proposed to retain any of the existing trees at the site. However, there is no information on the existing trees within the site, proposed tree treatment and landscape treatment/mitigation measures. Potential impact on the existing landscape resources cannot be ascertained.	According to our site visit conducted on 21/12/2023, no old and valuable tree or protected species has been identified at the Site. Due to the proposed site formation works to facilitate the proposed scheme, all existing trees will be affected and none of the existing trees is proposed to be retained at the Site. In view of this, a landscape proposal is submitted by the applicant to compensate the loss of trees by planting 110 new trees (i.e. <i>Senna surattensis</i>) along the boundary adjoining Lin Ma Hang Road, in order to provide landscape screening for the general public (Plan 1).
(b)	The applicant is advised to provide broad-brush survey with basic information (e.g. species, size, general conditions and tree photos) on existing trees within and along	A preliminary study report has been conducted to review if any protected or rare species were observed in the designated location (Annex I). No protected or rare tree

	the site boundary, proposed tree treatment and proposed mitigation measures, if any, for TPB's consideration.	species were spotted from the drone video. The applicant will provide detailed tree survey report in the later stage after planning approval has been obtained from the Town Planning Board (the Board).
(c)	The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant authority prior to commencement of the works.	Noted.
2) Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD)		
(a)	Overflow was observed at the said 1.8m-wide U-channel during past extreme rainstorm. Please verify with photos for size, depth and gradient of the U-channel.	A revised drainage proposal is provided for your consideration (Annex II). An underground water storage tank is proposed to store the additional runoff due to the proposed development. In this case, no additional runoff would be discharged to the 1.8m wide U-channel. Therefore, the capacity checking of the 1.8m wide U-channel is no longer included in this supplementary information.
(b)	Please review the size of stormwater storage tank to deal with additional surface runoff from proposed northern site area of about 21,760 m ² . Preliminary size of the tank should be provided.	To avoid adverse drainage impact on the existing natural stream, an underground storage tank is proposed to store the additional runoff due to the proposed development. For the calculation and preliminary sizing, please refer to Section 3.4.2 to 3.4.6 of the report and Drawing No. D02 in Appendix A. As this proposal presents the initial findings regarding drainage impact and indicative drainage layout. The applicant will provide a detailed drainage impact assessment for the internal Site drainage layout after planning approval has been obtained from the Board.

(c)	Please review if the proposed gradient (eg. 1:80) of the proposed U-channel / drain is sufficient taking into account the geography of the subject site. Otherwise, larger and deeper drain is required.	The calculation of the runoff generated from external catchment, additional runoff generated from the northern site and southern site are shown in Appendix B . The corresponding capacity checking is shown by the chart in Appendix C . The proposed 525UC and 900UC are designed to cater the drainage in northern site and southern site correspondingly.
(d)	The applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the wall or kerbs with details to be agreed by DSD.	Noted.

LANDSCAPE PROPOSAL

NO. OF PROPOSED TREES : 110
SPECIES OF TREE : *BISCHOFIA JAVANICA* (B)
 ADENANTHERA MICROSPERMA (A)
 MACHILUS CHINENSIS (M)
SPACING OF TREE : NOT LESS THAN 3 m
HEIGHT OF TREE : MIN. 2.75 m



LEGEND

- APPLICATION SITE
- INGRESS / EGRESS
- STRUCTURE
- LOADING/UNLOADING SPACE (CV)
- PROPOSED LANDSCAPING AREA
- PROPOSED HEAVY STANDARD TREE

PROJECT
PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

ADDRESS
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 1500 @ A4

DRAWN BY
MN

DATE
22.1.2024

REVISED BY

DATE

TITLE
LAYOUT PLAN

DWG NO.
PLAN 1

VER.
002





Preliminary Study Report

Date of Study: 6th February 2024

Location:

Various lots in D.D. 78 and D.D. 82 and Adjoining Government Land, Ta Kwu Ling, New Territories

Prepared by:

A handwritten signature in black ink, appearing to be 'Joe Fung', is written over a solid black horizontal line.

Joe Fung (Certified Arborist)

Date: 6th February 2024

Table of contents

1. Introduction	3
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Disclaimer:

This desktop study conducted do not involve site or tree inspection. Assessments of amenity value, form, health and structural condition of the trees were not yet conducted. Wing Ho Yuen Landscaping Company Limited cannot accept responsibility for any discrepancies between the study and actual tree conditions.

1. Introduction

This preliminary study is to review if any protected or rare species were observed in the designated location on desktop. From the drone video provided and the Google images, no protected or rare species were spotted. Detailed tree conditions will be supplemented after on site tree survey.

Appendix I – Location Plan

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA : 122,819 m² (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD

ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD

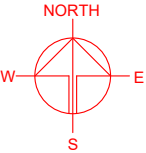
TOWARDS HEUNG YUEN WAI
BORDER CONTROL POINT

APPLICATION SITE

LIN MA HANG ROAD

PING CHE ROAD

HEUNG YUEN WAI HIGHWAY



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 7000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE LOCATION PLAN	
DWG NO. PLAN 1	VER. 001

LEGEND
APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

Appendix II – Drone Photos













Appendix III – Google Images

Lin Ma Hang Rd



Hong Kong, New Territories



Google Street View

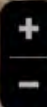


Apr 2021

[See more dates](#)



Google



Lin Ma Hang Rd



Hong Kong, New Territories



Google Street View

Apr 2021

[See more dates](#)



Google



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Hong Kong, New Territories

 Google Street View

Apr 2021

See more dates

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⋮



Lin Ma Hang Rd



Hong Kong, New Territories



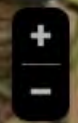
Google Street View

Apr 2021

[See more dates](#)



Google



1 Methodology

1.1 Assessment Method

1.1.1 Rational Method is used to estimate the peak runoff from the catchment according to “Stormwater Drainage Manual – Planning, Design and Management” (SDM). The peak runoff is given by the following expression:

$$Q_p = 0.278 C i A$$

Where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

1.1.2 According to the Stormwater Drainage Manual, the runoff coefficient C is considered below:

Table 1: Runoff Coefficients

Surface Characteristics	Runoff Coefficient
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Grassland (Heavy Soil)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (Sandy Soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

1.1.3 The rainfall intensity i is determined by using the Gumbel Solution:

$$i = a / (td + b)c$$

Where i = extreme mean intensity in mm/hr
 td = duration in minutes ($td \leq 240$)
 a, b, c = storm constants given in the table below

Table 2: Storm Constants for Different Return Periods of North District Area (based on Table 3a of SDM)

Return Period T(years)	2	5	10	20	50	100	200
a	1004.5	1112.2	1157.7	1178.6	1167.6	1131.2	1074.8
b	17.24	18.86	19.04	18.49	16.76	14.82	12.47
c	0.644	0.614	0.597	0.582	0.561	0.543	0.523

1.1.4 The Brandsby William's Equation is used to determine the time of concentration etc.

$$t_o = 0.14465L / (H^{0.2}A^{0.1})$$

Where t_o = time of concentration of a natural catchment (min.);
 A = catchment area (m²);
 H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration;
 L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

1.1.5 The Manning's Equation is used to determine the capacity of the existing drainage system:

$$V = \frac{R^{\frac{1}{6}}}{n} \sqrt{Rs}$$

where V = mean velocity (m/s)
 R = hydraulic radius (m)
 n = Manning coefficient (s/m^{1/3})
 s = hydraulic gradient (energy loss per unit length due to friction)

1.1.6 The application is proposed to be Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) And Container Vehicle Park with Ancillary Facilities for A Period Of 3 Years. Rainfall increase due to climate change is not adopted in the runoff assessment in **Appendix B**.

2 Existing Drainage

2.1 Existing Drainage Routes and Arrangements

- 2.1.1 The Site is located almost immediately adjacent to (to the north of) a substantial (in the order of 11m wide) natural streamcourse which serves a large upstream catchment, leading up to Wo Keng Shan. An existing nullah (in the order of 1.8m wide) is also located at the north of the site. The existing overall catchment is shown on Drawing No. D01 in **Appendix A**.
- 2.1.2 The overall site catchment measures approximately 122,819 m². Within the Site, there are two existing 750UCs to be demolished. One with runoff towards the north side, one leading runoff from East of the site to Ping Yuen River, the main natural streamcourse in this district.
- 2.1.3 There are no known Ecologically Important Streams/Rivers in the catchment in which the Site is located.

3 Capacity Checking

3.1 Project Site

- 3.1.1 According to the topographical data and the existing drainage facilities on the surveys map obtained from Lands Department, there is an External Catchment located at the adjacent to the project site. The runoff from the External Catchment will flow from the Eastern and Western Boundary of the Project Site, this extra runoff will potentially further drain into the proposed drainage system. As such, runoff arising from the External Catchment should be considered using Rational Method.

3.2 Proposed Drainage Arrangement

- 3.2.1 U-channels will be proposed for both Existing Site Catchment and the External Catchment. For the drainage system, flow capacities of the proposed U-channel are calculated using the Chart for the Rapid Design of Channels. For the drainage, please kindly refer to drawing no. APPIII in **Appendix A**.

3.3 Assumptions

- 3.3.1 The proposed catchment plan is shown on Drawing No. D01 in **Appendix A**. Details of the runoff assessment, please refer to the calculation in **Appendix B**.
- 3.3.2 For the Northern site, a proposed discharge pipe is designed to collect the runoff collected by the 525UC and discharge to the existing open 1.8m nullah next to the site through a discharge concrete pipe.
- 3.3.3 For the Southern site, a proposed discharge pipe is designed to collect the runoff collected by the 900UC and discharge to the existing open rectangular channel next to the site through a discharge concrete pipe. The preliminary drainage layout and capacity checking

of UC are shown on drawing no. APPIII in **Appendix A** and **Appendix C** based on the runoff assessment.

- 3.3.4 The proposed catchment plan is shown on Drawing No. D01 in **Appendix A**. Details of the runoff assessment, please refer to the calculation in **Appendix B**.

3.4 Drainage Capacity Checking

- 3.4.1 The existing and future runoff flows from the overall Site and overall catchment are presented in **Appendix B**.

Northern Site

- 3.4.2 It is understood that the proposed development would cause additional flow to the public drainage system. For the Northern Site, the overall drainage flow of the nullah after the discharge is estimated to be 9.28 m³/s for 1 in 50-year peak discharge. It is understood that the drainage facilities downstream might not be capable of receiving additional flow from the Site. In order to avoid adverse drainage impact on the existing natural stream, an underground storage tank is proposed to store the additional runoff due to the proposed development as shown in Drawing No. D02 in **Appendix A**.
- 3.4.3 Since Rational Method is not based on a total storm duration, but rather a period of rain that produces the peak runoff rate. The method cannot compute the runoff volumes unless the total storm duration is assumed. Therefore, 4 hours storm duration is proposed for the size design of the on-site water storage tank. This duration is sufficient to cover the effective life of many rainstorms.
- 3.4.4 In order to reduce the drainage impact on the existing natural stream, an underground storage tank is proposed to store the additional runoff due to the proposed development. The discharge from the proposed site will not be greater than the existing site including the external catchment. please refer to the calculation shown in **Appendix D**. A water tank with pumping system is designed to temporary store the runoff from the site and the pumping system keeps operating with designed pump rate during rainstorm. The total volume of the water tank is designed to be at least 5,000 m² (Area) x 2 m (Depth) = 10,000 m³ (Volume).
- 3.4.5 A sump/pumping system is proposed to pump the additional stormwater into the tank during heavy rain. Since the additional runoff over the existing site and external catchment is 0.684 m³/s, the pump rate of sump/pumping system is designed to be at least 0.684 m³/s which is the additional runoff over the existing site and external catchment mentioned in Section 3.4.2.
- 3.4.6 The stored stormwater will be reused as far as practicable and the surplus water will be drained off to the proposed channel nearby and subsequently conveyed to the existing natural stream after heavy rain. Hence, there is no additional flooding risk caused by the Proposed Development. No nearby buildings or roads might be affected by the change in runoff.

Southern Site

- 3.4.7 For the Southern Site, the overall drainage flow of the existing river after the discharge is estimated to be 27.48 m³/s for 1 in 50-year peak discharge. To avoid adverse drainage impact on the existing natural stream, the capacity of Existing 11m wide existing river is calculated, please refer to the calculation shown in **Appendix D**. The design capacity of the Existing 13m wide river is found to be 68.85m³/s. Therefore, the existing drainage system is adequate to cater the additional flow from the proposed development.
- 3.4.8 Therefore, the proposed drainage system is adequate to cater the additional flow from the proposed development with 50 year return period.

4 CONCLUSION

- 4.1.1 The Project Proponent will be responsible for the construction and ongoing maintenance of the drainage facilities. The runoff to the existing natural stream during rainstorm would be discharged by means of 525mm U-channel together with the pumping systems.

Northern Site

- 4.1.2 The incremental runoff before and after the development was estimated using the rational method. An on-site storage tank is proposed as temporary storage facility to collect the incremental runoff during the heavy rainstorm. The capacity of the storage tank should not be less than 10,000 m³ to prevent generating additional runoff to the natural watercourse. The proposed development would not discharge extra runoff to the existing natural stream during rainstorms. As a result, no adverse drainage impact to the existing drainage system is anticipated after the development of the Site, subject to the following condition.

Southern Site

- 4.1.3 The proposed development will result in slightly greater runoff than the existing Site comparing to the design capacity of the Existing river. The incremental runoff before and after the development was estimated using the rational method. The existing river is adequate to collect the incremental runoff during the heavy rainstorm. As a result, no adverse drainage impact to the existing drainage system is anticipated after the development of the Site with 50 year return period.
- 4.1.4 This Report presents the initial findings regarding drainage impact and indicative drainage layout. A qualified engineer should be engaged by the Applicant of the Proposed Development to review and provide detailed designs for the internal Site drainage layout. A "Drainage Proposal" including detailed designs based on calculations and quantitative assessments shall be prepared by the qualified engineer and submitted to DSD, for their review and approval prior to the commencement of work.

February 2024

Appendix A

Drawings

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA : 122,819 m² (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD

ACCESSIBLE FROM HEUNG YUEN WAI HIGHWAY VIA LIN MA HANG ROAD

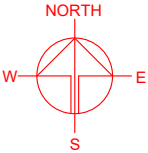
TOWARDS HEUNG YUEN WAI
BORDER CONTROL POINT

APPLICATION SITE

LIN MA HANG ROAD

PING CHE ROAD

HEUNG YUEN WAI HIGHWAY



PROJECT
PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 7000 @ A4

DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE

DWG. TITLE
LOCATION PLAN

DWG NO. PLAN 1	VER. 001
-------------------	-------------

LEGEND
APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

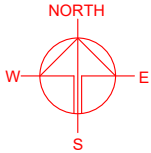
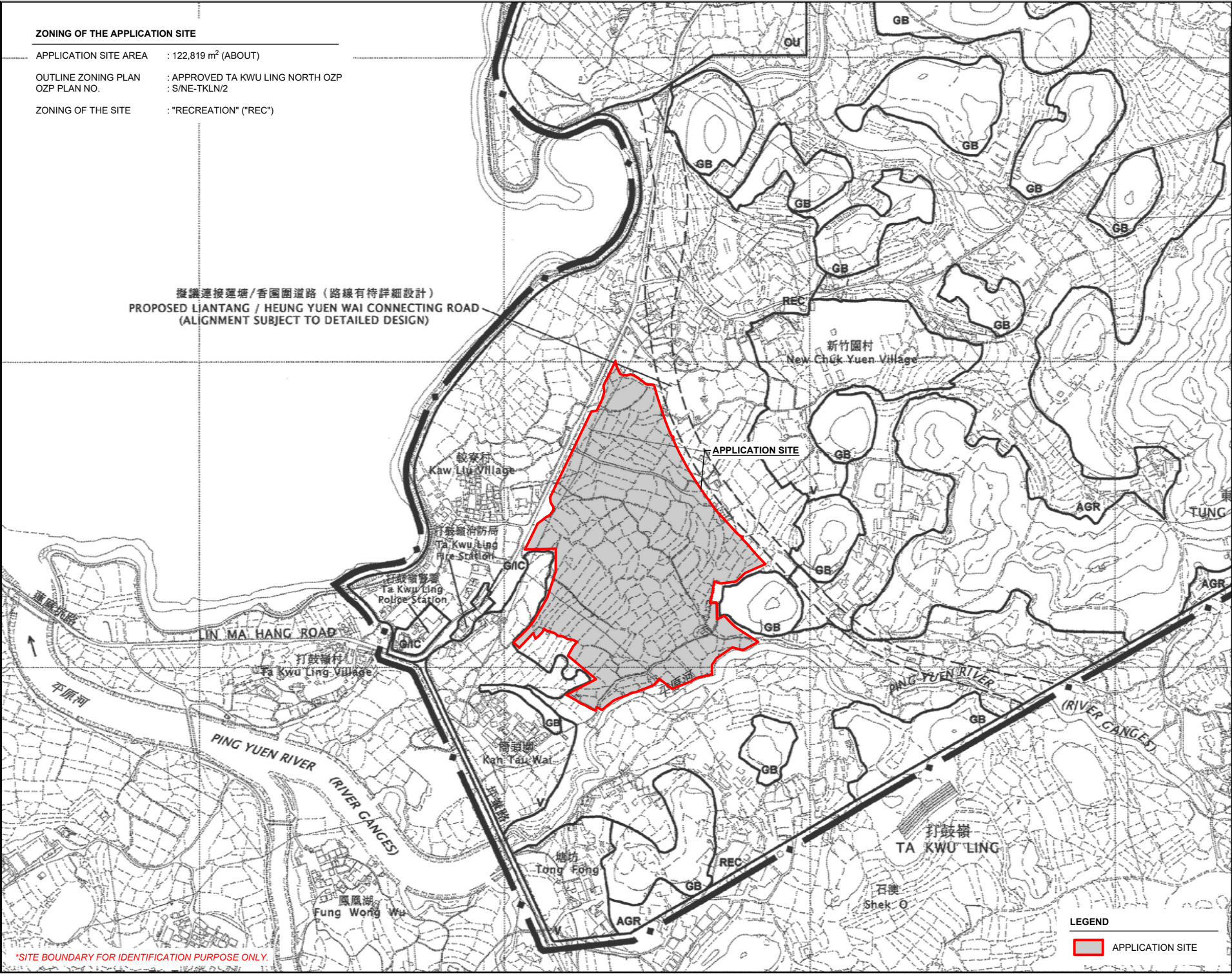
ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 122,819 m² (ABOUT)

OUTLINE ZONING PLAN : APPROVED TA KWU LING NORTH OZP
OZP PLAN NO. : S/NE-TKLN/2

ZONING OF THE SITE : "RECREATION" ("REC")

擬議連接蓮塘/香園圍道路 (路線有待詳細設計)
PROPOSED LIANTANG / HEUNG YUEN WAI CONNECTING ROAD
(ALIGNMENT SUBJECT TO DETAILED DESIGN)



PROJECT

PROPOSED LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE 1 : 8000 @ A4	
DRAWN BY MN	DATE 20.11.2023
CHECKED BY	DATE
APPROVED BY	DATE
DWG. TITLE ZONING OF THE SITE	
DWG NO. PLAN 2	VER. 001

LEGEND

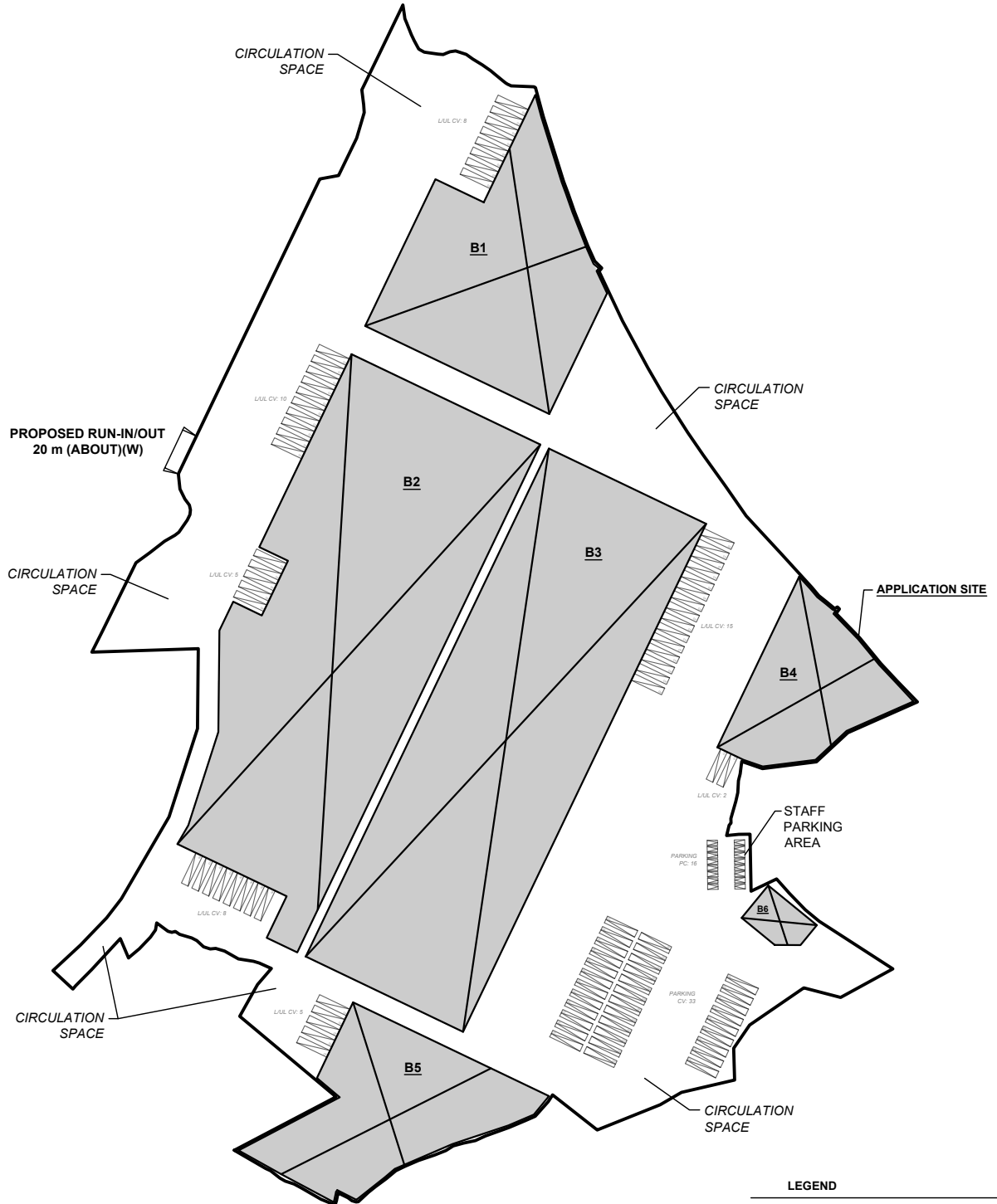
APPLICATION SITE

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

APPLICATION SITE AREA	: 122,819 m ²	(ABOUT)
COVERED AREA	: 65,424 m ²	(ABOUT)
UNCOVERED AREA	: 57,395m ²	(ABOUT)
PLOT RATIO	: 1.07	(ABOUT)
SITE COVERAGE	: 53 %	(ABOUT)
NO. OF STRUCTURE	: 6	
DOMESTIC GFA	: N/A	
NON-DOMESTIC GFA	: 130,848 m ²	(ABOUT)
TOTAL GFA	: 130,848 m ²	(ABOUT)
BUILDING HEIGHT	: 7 m - 15 m	(ABOUT)
NO. OF STOREY	: 2	

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	WAREHOUSE (EXCL. D.G.G.)	8,986 m ² (ABOUT)	17,972 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B2	LOGISTICS CENTRE	22,811 m ² (ABOUT)	45,622 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B3	LOGISTICS CENTRE	22,447 m ² (ABOUT)	44,894 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B4	WAREHOUSE (EXCL. D.G.G.)	4,245 m ² (ABOUT)	8,490 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B5	WAREHOUSE (EXCL. D.G.G.)	6,372 m ² (ABOUT)	12,744 m ² (ABOUT)	15 m (ABOUT)(2-STOREY)
B6	OFFICE AND WASHROOM	563 m ² (ABOUT)	1,126 m ² (ABOUT)	7 m (ABOUT)(2-STOREY)

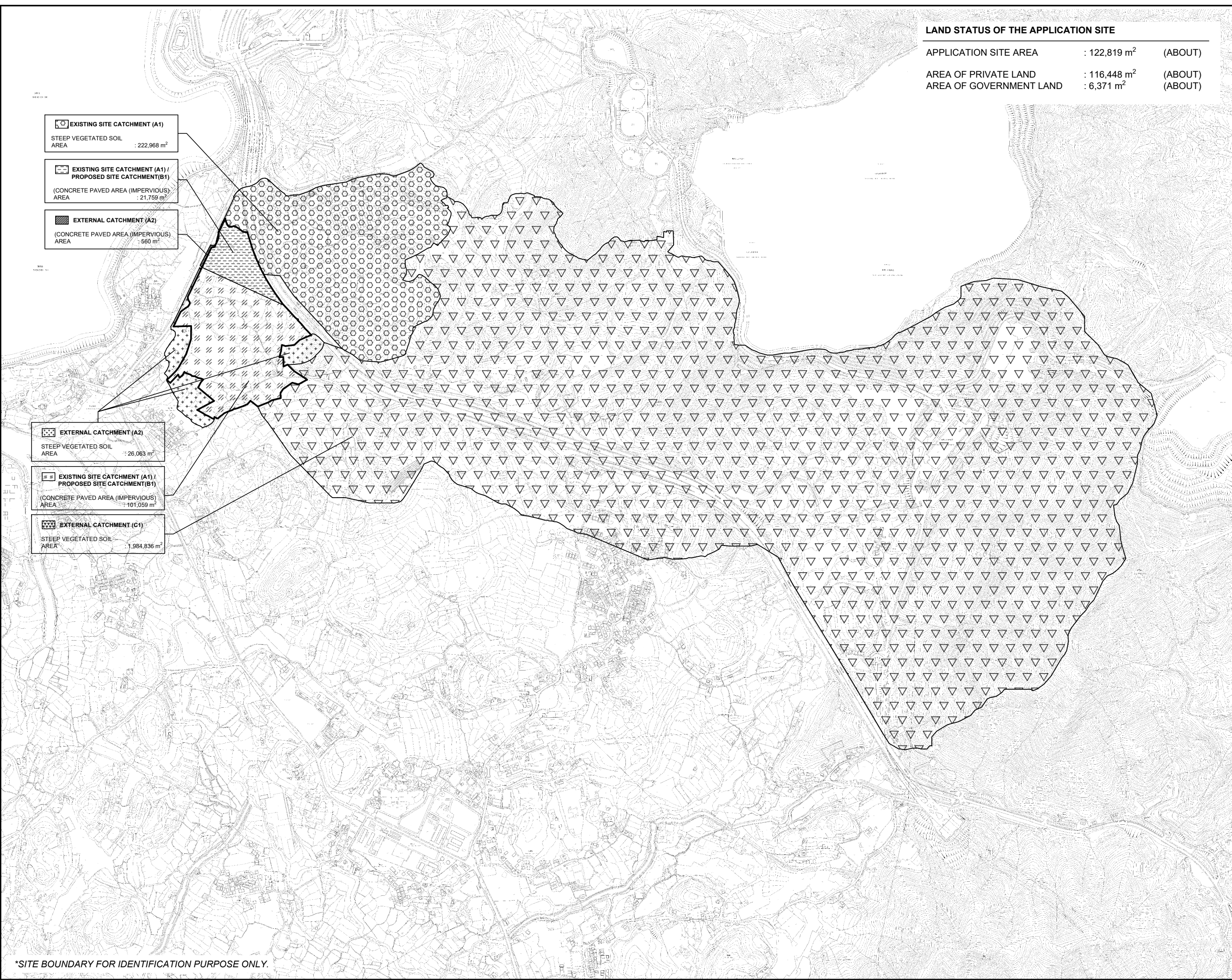
TOTAL	65,424 m² (ABOUT)	130,848 m² (ABOUT)
--------------	-------------------------------------	--------------------------------------



NO. OF PRIVATE CAR PARKING SPACE	: 16
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)
NO. OF CONTAINER VEHICLE PARKING SPACE	: 33
DIMENSION OF L/U/L SPACE	: 16 m (L) x 3.5 m (W)
NO. OF L/U/L SPACE FOR CONTAINER VEHICLE	: 63
DIMENSION OF L/U/L SPACE	: 16 m (L) x 3.5 m (W)

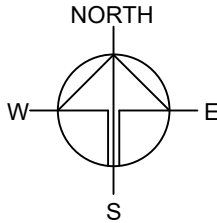
- APPLICATION SITE
- INGRESS / EGRESS
- STRUCTURE
- PARKING SPACE (PC)
- PARKING SPACE (CV)
- LOADING/UNLOADING SPACE (CV)

PROJECT PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS	ADDRESS VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES	SCALE 1 : 3000 @ A4		TITLE LAYOUT PLAN		
		DRAWN BY MN	DATE 20.11.2023			
		REVISED BY	DATE	DWG NO. PLAN 12	VER. 001	



LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA	: 122,819 m ²	(ABOUT)
AREA OF PRIVATE LAND	: 116,448 m ²	(ABOUT)
AREA OF GOVERNMENT LAND	: 6,371 m ²	(ABOUT)



EXISTING SITE CATCHMENT (A1)
STEEP VEGETATED SOIL
AREA : 222,968 m²

**EXISTING SITE CATCHMENT (A1) /
PROPOSED SITE CATCHMENT (B1)**
(CONCRETE PAVED AREA (IMPERVIOUS)
AREA : 21,759 m²

EXTERNAL CATCHMENT (A2)
(CONCRETE PAVED AREA (IMPERVIOUS)
AREA : 560 m²

EXTERNAL CATCHMENT (A2)
STEEP VEGETATED SOIL
AREA : 26,063 m²

**EXISTING SITE CATCHMENT (A1) /
PROPOSED SITE CATCHMENT (B1)**
(CONCRETE PAVED AREA (IMPERVIOUS)
AREA : 101,059 m²

EXTERNAL CATCHMENT (C1)
STEEP VEGETATED SOIL
AREA : 1,984,836 m²

PROJECT

PROPOSED LOGISTICS CENTRE,
WAREHOUSE (EXCLUDING
DANGEROUS GOODS GODOWN)
AND CONTAINER VEHICLE PARK
WITH ANCILLARY FACILITIES
FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 78 AND
D.D. 82 AND ADJOINING
GOVERNMENT LAND, TA KWU
LING, NEW TERRITORIES

SCALE

1 : 7000 @ A3

DRAWN BY

MN

DATE

20.01.2023

CHECKED BY

OL

DATE

20.01.2023

APPROVED BY

DATE

DWG. TITLE

CATCHMENT PLAN

DWG NO.

D01

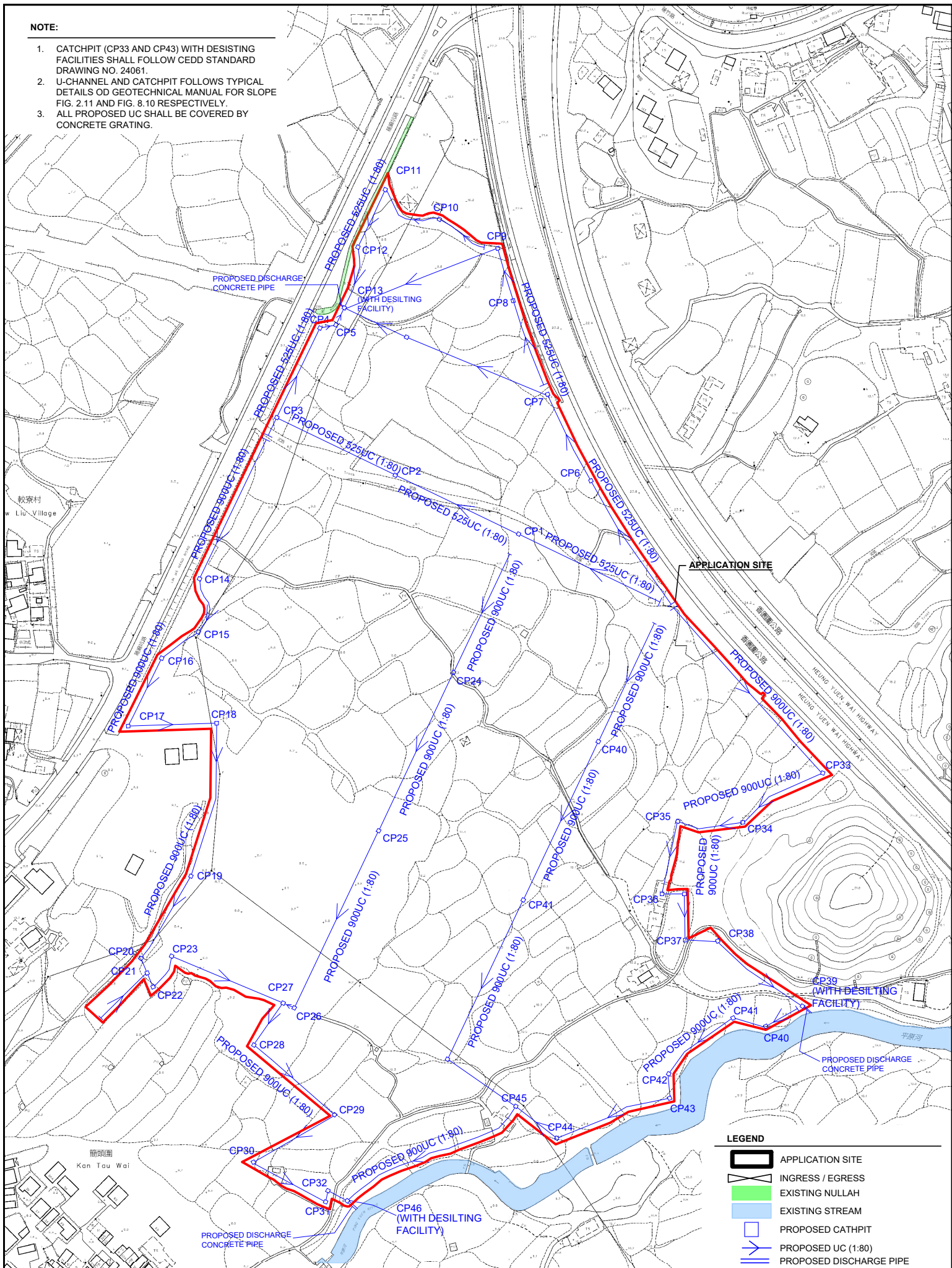
VER.

002

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

NOTE:

1. CATCHPIT (CP33 AND CP43) WITH DESISTING FACILITIES SHALL FOLLOW CEDD STANDARD DRAWING NO. 24061.
2. U-CHANNEL AND CATCHPIT FOLLOWS TYPICAL DETAILS OD GEOTECHNICAL MANUAL FOR SLOPE FIG. 2.11 AND FIG. 8.10 RESPECTIVELY.
3. ALL PROPOSED UC SHALL BE COVERED BY CONCRETE GRATING.



PROJECT PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS	ADDRESS VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES	SCALE 1 : 3000 @ A4		TITLE DRAINAGE PROPOSAL	
		DRAWN BY MN	DATE 20.1.2024	DWG NO. APP III	VER. 001
		REVISED BY	DATE		

NORTH

NOTE:

1. CATCHPIT (CP33 AND CP43) WITH DESISTING FACILITIES SHALL FOLLOW CEDD STANDARD DRAWING NO. 24061.
2. U-CHANNEL AND CATCHPIT FOLLOWS TYPICAL DETAILS OD GEOTECHNICAL MANUAL FOR SLOPE FIG. 2.11 AND FIG. 8.10 RESPECTIVELY.
3. ALL PROPOSED UC SHALL BE COVERED BY CONCRETE GRATING.

PROPOSED WATER TANK
VOLUME = 5000 m³ (AREA)
x 2 m (DEPTH) = 10,000 m³

CIRCULATION SPACE

CIRCULATION SPACE

APPLICATION SITE

STAFF PARKING AREA

CIRCULATION SPACE

CIRCULATION SPACE

LEGEND

- APPLICATION SITE
- EXISTING NULLAH
- EXISTING STREAM
- PROPOSED WATERTANK

PROJECT
PROPOSED TEMPORARY LOGISTICS CENTRE, WAREHOUSE (EXCLUDING DANGEROUS GOODS GODOWN) AND CONTAINER VEHICLE PARK WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS

ADDRESS
VARIOUS LOTS IN D.D. 78 AND D.D. 82 AND ADJOINING GOVERNMENT LAND, TA KWU LING, NEW TERRITORIES

SCALE
1 : 3000 @ A4

DRAWN BY
MN

DATE
3.2.2024

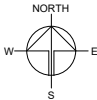
REVISED BY

DATE

TITLE
WATER TANK LAYOUT

DWG NO.
D02

VER.
001



Appendix B

Runoff Calculations

**Northern Site
(Towards Existing Nullah)**

Runoff Estimation

Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown)
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years
Various Lots in D.D. 78 And D.D. 82 And Adjoining Government Land, Ta Kwu Ling, New Territories

Rational method is used for calculation of the peak runoff. The formula is extracted from Section 7.5.2 (a) of SDM.
The parameters and assumptions refer to section 3.

This calculation to be read in conjunction with drawing no. D01

The local upstream catchment comprises mainly naturally vegetated hillsides; C = 0.25
The existing site comprises mainly steep vegetated soil; C = 0.25

Covered Area, (Concrete Paved Area (Impervious); C=0.95

The Site is proposed to be "Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years"
so check the 1 in 50-year Scenario.

Existing Site Catchment (A1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L/(H^{0.2}A^{0.1})$	$t_c = t_o + t_r$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
21759	288	10.1	8.5	0.56	17.26	17.26	North District	0.25 0.95	21760 0	0.0%	161.44 161.44	0.24 0.00	0.244	14649

Proposed Site Catchment (B1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L/(H^{0.2}A^{0.1})$	$t_c = t_o + t_r$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
21759	288	10.1	8.5	0.56	17.26	17.26	North District	0.25 0.95	0 21759	0.0%	161.44 161.44	0.00 0.93	0.928	55662

Existing Site Catchment (A1) + External Catchment (A2)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L/(H^{0.2}A^{0.1})$	$t_c = t_o + t_r$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
22320	288	10.1	8.5	0.56	17.21	17.21	North District	0.25 0.95	0 22320	0.0%	161.55 161.55	0.00 0.95	0.952	57139

**Southern Site
(Towards Existing River)**

Runoff Estimation

Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown)
And Container Vehicle Park with Ancillary Facilities for A Period Of 3 Years
Various Lots in D.D. 78 and 82 and Adjoining Government Land,

Rational method is used for calculation of the peak runoff. The formula is extracted from Section 7.5.2 (a) of SDM.
The parameters and assumptions refer to section 3.

This calculation to be read in conjunction with drawing no. D01

The local upstream catchment comprises mainly naturally vegetated hillsides; $C = 0.25$
The existing site comprises mainly steep vegetated soil; $C = 0.25$

Covered Area, (Concrete Paved Area (Impervious); $C=0.95$

The Site is proposed to be "Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) and
And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years"
so check the 1 in 50-year Scenario.

Existing Site Catchment (A1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
101059	420	11.1	8.8	0.55	21.65	21.65	North District	0.25 0.95	101059 0	0.0%	150.81 150.81	1.06 0.00	1.059	63554

Proposed Site Catchment (B1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
101059	420	11.1	8.8	0.55	21.65	21.65	North District	0.25 0.95	0 101059	0.0%	150.81 150.81	0.00 4.03	4.025	241507

Existing Site Catchment (A1) + External Catchment (A2)

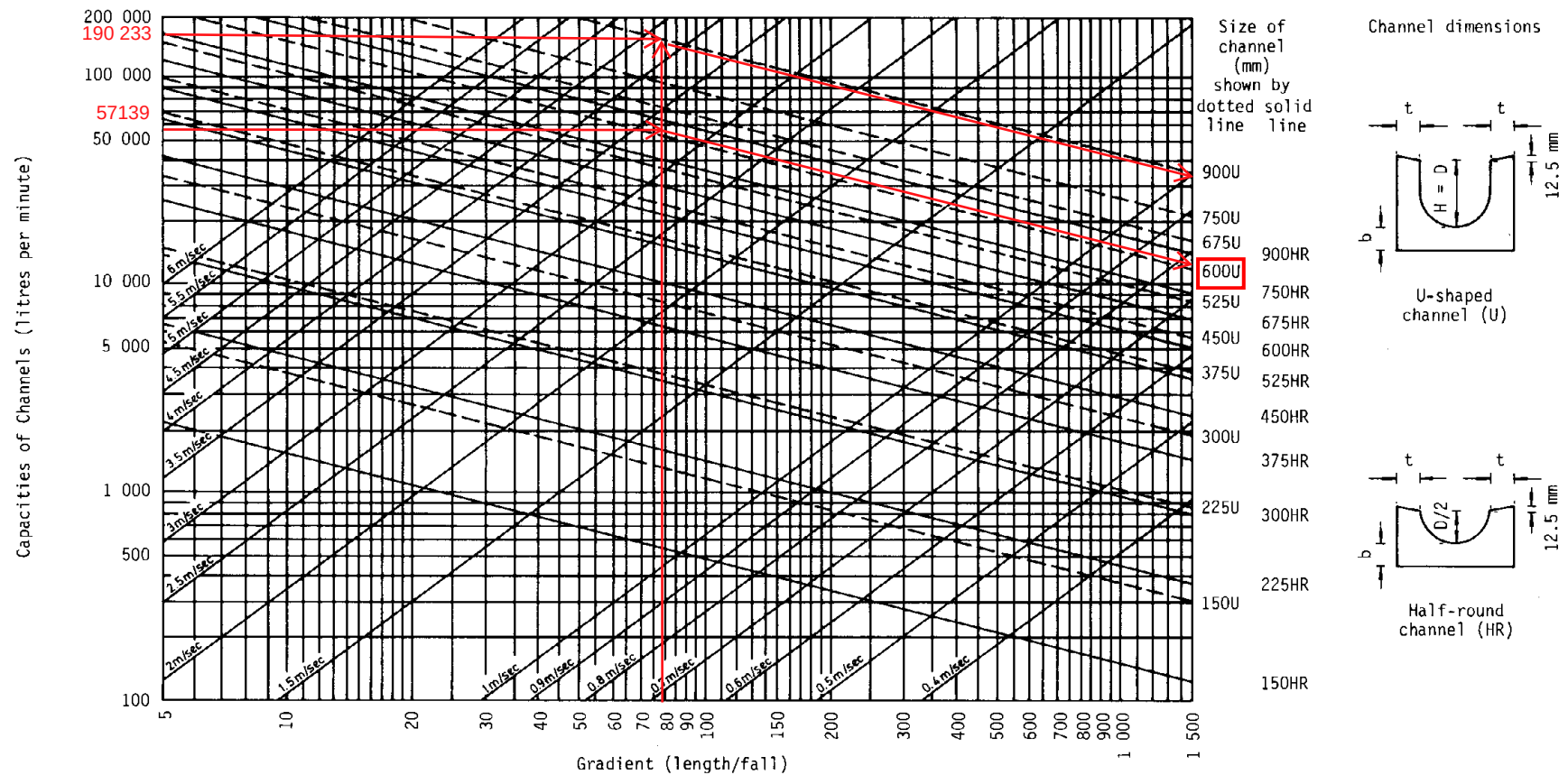
Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
101059	420	11.1	8.8	0.55	21.65	21.65	North District	0.25 0.95	26063 101059	0.0%	150.81 150.81	0.27 4.03	4.298	257897

Proposed Site Catchment (A1) + External Catchment (A2) + Local Upstream Catchment (C1)

Catchment (m ²)	Flow Distance (m)	Highest (mPD)	Lowest (mPD)	Gradient (per 100m) = $(h_1-h_2)/L \times 100$	t_o (min) = $0.14465L / (H^{0.2}A^{0.1})$	$t_c = t_o + t_f$ (min)	Storm Constants	Runoff coeff.	Total Catch. Area (m ²)	Rainfall Increase	50 year Intensity (mm/hr)	50 year design runoff = $0.278CiA$	50 year Total runoff (m ³ /s)	50 year Total runoff (L/min)
2186954	420	11.1	8.8	0.55	15.92	15.92	North District	0.25 0.95	2010899 101059	0.0%	165.12 165.12	23.08 4.41	27.484	1649015

Appendix C

Calculation of Drainage Capacity of U Channels



DESIGN METHOD USING CHART

(a) Normal channel Solution

1. Runoff
2. Gradient
3. Channel size
4. Velocity

Example :

1. Enter Runoff = 4 000 litre/min.
2. Enter Gradient = 1 in 40
3. Read channel required = 225 U or 300HR
4. Read velocity = 2.2 m/sec. (<4 m/sec. ∴OK)

(b) Stepped channel Solution

2. Runoff
3. Channel size
4. Gradient
1. Velocity

Example :

1. Enter Velocity = 5 m/sec.
2. Enter Runoff = 20 000 litre/min.
3. Read required channel size = 300U
4. Read required gradient = 1 in 14

Figure 8.7 - Chart for the Rapid Design of Channels

Appendix D

Calculation of Drainage Capacity

Existing River

Calculation Sheet		Sheet No. 1	Rev. 1
		Lot No. DD82	
Job Title:	Proposed Temporary Logistics Centre, Warehouse (Excluding Dangerous Goods Godown) And Container Vehicle Park With Ancillary Facilities For A Period Of 3 Years Various Lots in D.D. 78 And D.D. 82 And Adjoining Government Land, Ta Kwu Ling, New Territories		
	Date	20/1/2024	
Checking of Capacity of Existing River			
Input Data			
Width of Existing Rectauglar Channel	=	13.00 m	
Height of Existing Rectauglar Channel	=	1 m	
Design Flow Generated from the Proposed Site	=	27.48 m ³ /s	
		1	11.0
Flow capacity, Q			
$Q = \frac{A \times r^{2/3} \times s^{1/2}}{n}$			
where	A	=	cross sectional area of flow (m ²) = 13 m ²
	A'	=	Adjusted cross sectional area (SDM Section 9.3) = 13 x 0.9
			with 10% reduction in flow area = 11.7 m ²
	r	=	hydraulic radius (m)
	s	=	slope of the water surface or the linear hydraulic head loss (m/m)
	n	=	Manning coefficient of roughness
Hydraulic radius			
	r	=	$\frac{A'}{P}$
	p	=	wetted perimeter (m) = 15.00 m
	r	=	0.78 m
Slope			
	s	=	0.010 m/m (Gradient = 1:100)
Manning coefficient of roughness			
	n	=	0.016 Fair Condition for Concrete-lined channels
Therefore,			
	Q	=	68.8472 m ³ /s > Design flow, OK!
	Utilization	=	39.92%

Appendix D

Calculation of Water Tank Size

CALCULATION SHEET

PROJECT: PROPOSED TEMPORARY PLACE OF RECREATION, SPORTS OR CULTURE
(HOBBY FARM AND BARBECUE SITE) AND HOLIDAY CAMP WITH ANCILLARY
FACILITIES FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND

Calculation of Water Tank Size

Calculation of Water Tank size for Cut-Off Site Catchment
(For 4 hours rain fall duration for storage of extra runoff due to development)

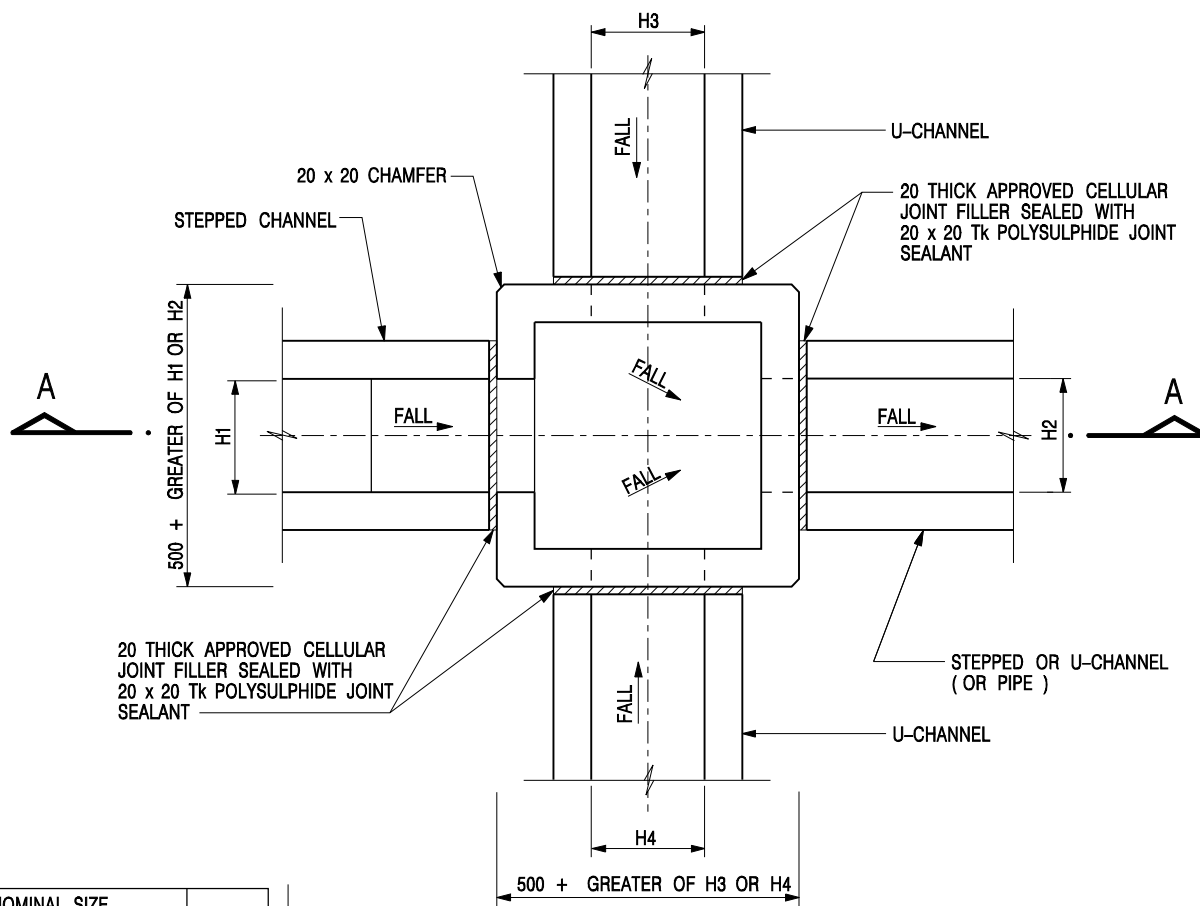
As per the runoff calculation conducted in Appendix B,
The Increase over Existing Situation = $0.684 \text{ m}^3/\text{s}$

$$\begin{aligned}\text{Volume of Water Tank, } V &= Q_c \times 4 \text{ hrs} \\ &= 0.684 \text{ m}^3/\text{s} \times 4 \times 60 \text{ mins} \times 60 \text{ s} \\ &= 9850 \text{ m}^3\end{aligned}$$

Provide a 10000 m^2 (Area) x 1m (Depth) = 10000 m^3

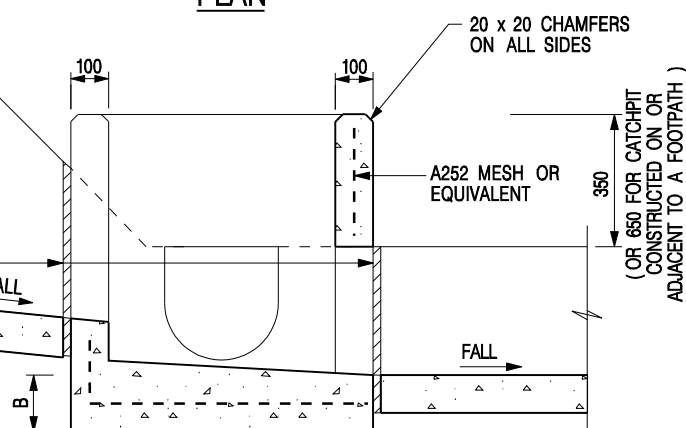
Appendix E

Typical Construction Details

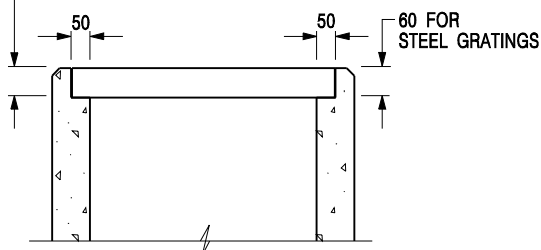


NOMINAL SIZE (LARGEST OF H1, H2, H3 & H4)	B
300 - 600	150
675 - 900	175

20 THICK APPROVED CELLULAR JOINT FILLER SEALED WITH 20 x 20 Tk POLYSULPHIDE JOINT SEALANT



DEPTH OF RECESS AND DETAILS OF PRECAST CONCRETE COVERS (SEE STD. DRG. NO. C2407)



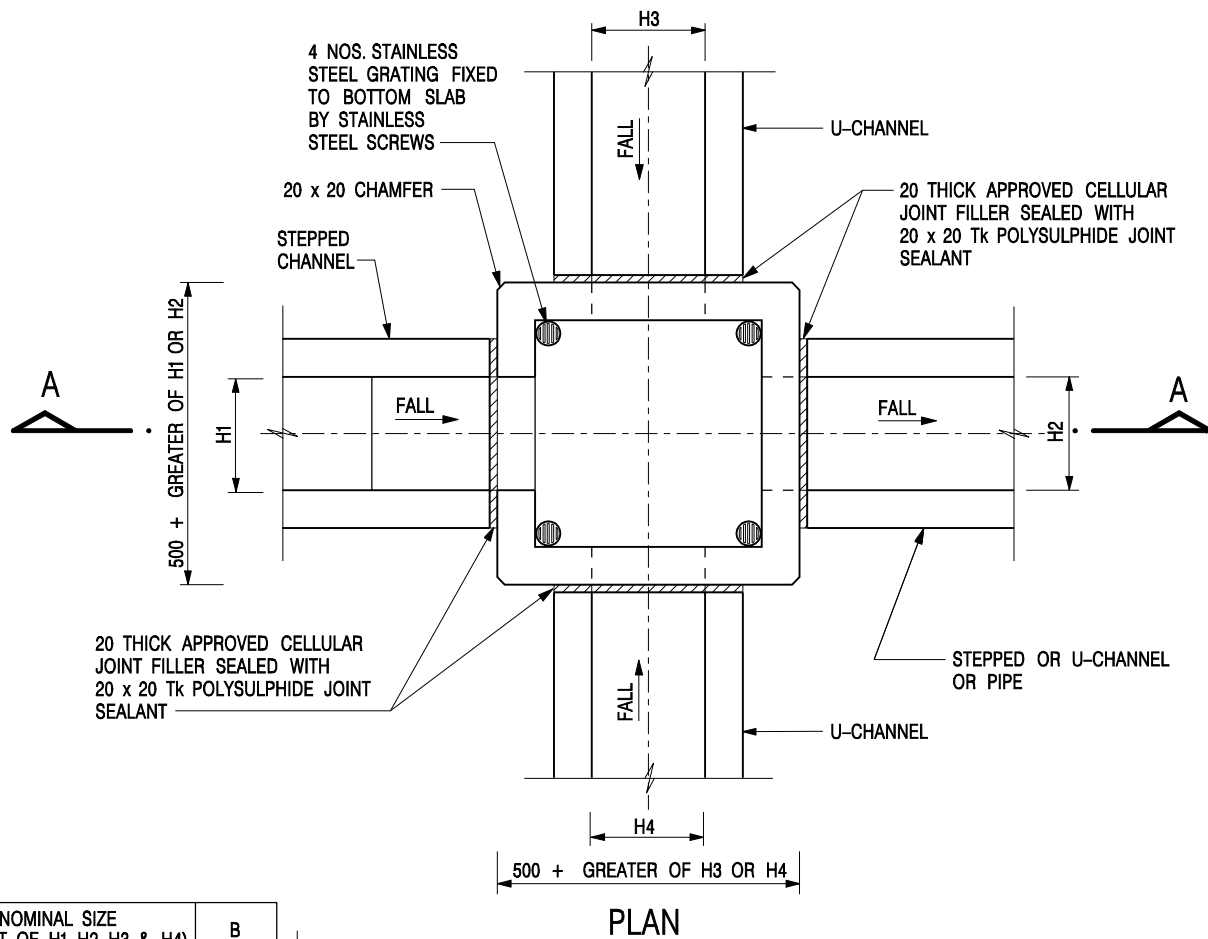
NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. REFER TO SHEET 5 FOR OTHER NOTES.

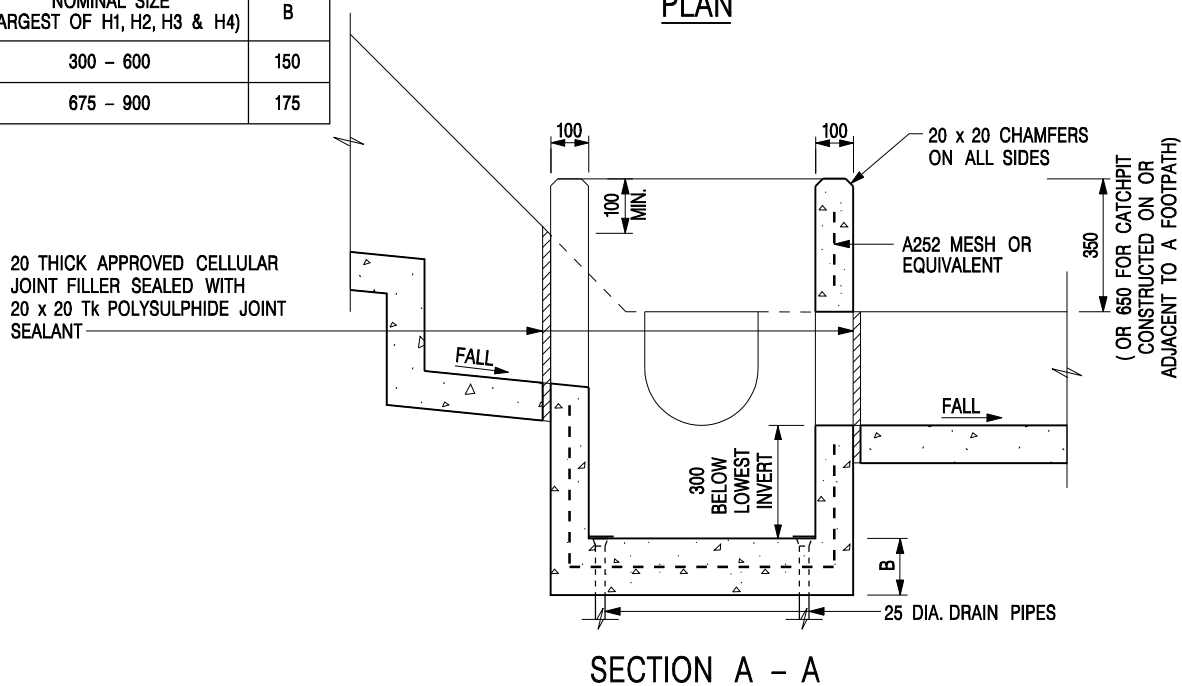
ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

STANDARD CATCHPIT DETAILS (SHEET 1 OF 5)

-	FORMER DRG. NO. C2405J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT			
SCALE 1 : 20		DRAWING NO. C2405 /1	
DATE JAN 1991			



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

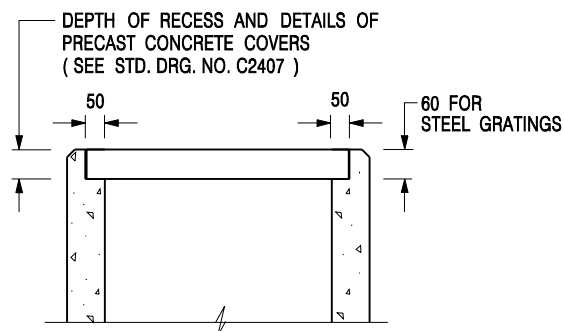


NOTES:

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

CATCHPIT WITH TRAP
(SHEET 1 OF 2)

-	FORMER DRG. NO. C2406J.	Original Signed	03.2015
REF.	REVISION	SIGNATURE	DATE
 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT		SCALE 1 : 20 DATE JAN 1991	
		DRAWING NO. C2406 /1	



ALTERNATIVE TOP SECTION FOR PRECAST CONCRETE COVERS / GRATINGS

NOTES:

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

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

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



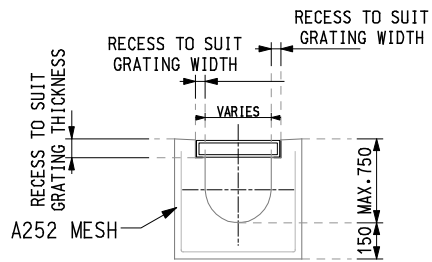
**CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT**

SCALE 1 : 20

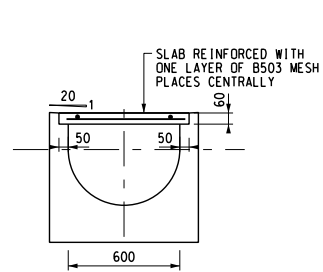
DATE JAN 1991

DRAWING NO.

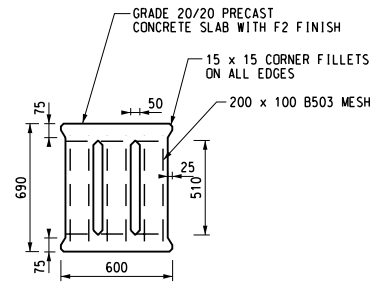
C2406 /2A



**TYPICAL CROSS SECTION OF
U-CHANNEL WITH COVER**
SCALE N.T.S.



**TYPICAL SECTION
U-CHANNELS WITH PRECAST CONCRETE SLABS**



PLAN OF SLAB

- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED
 2. DETAILS OF CATCHPIT REFER TO STANDARD DRAWING NO. C2405/1.
 3. DETAILS OF CATCHPIT WITH TRAP STANDARD DRAWING NO. C2406/1.

PLANNING CONSULTANT

PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS, CONSTRUCTION MACHINERIES AND VEHICLES WITH ANCILLARY FACILITIES FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF POND/LAND AND EXCAVATION OF LAND

SITE LOCATION

VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

SCALE

AS SHOWN

DRAWN BY

TL

DATE

9.10.2023

CHECKED BY

DATE

APPROVED BY

DATE

DWG. TITLE

STANDARD DETAILS OF U-CHANNEL

DWG NO.

SD 1

VER.

001

Relevant Extracts of Town Planning Board Guidelines on
Application for Open Storage and Port Back-up Uses
(TPB PG-No.13G)

1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:
 - (a) Category 1 areas: favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;
 - (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;
 - (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and
 - (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. A maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits.

2. In assessing applications for open storage and port back-up uses, the other major relevant assessment criteria are also summarised as follows:

- (a) port back-up sites and those types of open storage uses generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;
- (b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;
- (c) adequate screening of sites through landscaping and/or fencing should be considered where sites are located adjacent to public roads or are visible from surrounding residential areas;
- (d) there is a general presumption against conversion of active or good quality agricultural land and fish ponds to other uses on an ad-hoc basis. For flood prone areas or sites which would obstruct natural drainage channels and overland flow, advice should be sought;
- (e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused notwithstanding other criteria set out in the Guidelines are complied with; and
- (f) having considered that the open storage and port back-up uses have a role to play in Hong Kong's economy and provide considerable employment opportunities, and the operators/uses affected by resumption and clearance operations of the Government to make way for developments may face difficulties in finding a replacement site, sympathetic consideration could be given to such type of applications, except those involving land in Category 4 area (only minor encroachment may be allowed), if the following criteria are met:
 - (i) policy support is given by the relevant bureau(x) to the application for relocation of the affected uses/operations to the concerned sites; and
 - (ii) no adverse departmental comments and local objections, or the concerns could be addressed by approval conditions.

Previous S.16 Application

Rejected Application

Application No.	Uses/Developments	Date of Consideration	Rejection Reasons
A/NE-TKLN/47	Temporary Open Storage of Construction Equipment and Materials for a Period of 3 Years	9.9.2022	R1,R2

Rejection Reasons:

- R1. The development was not in line with the planning intention of the “Recreation” zone which was primarily for low-density recreational developments for the use of the general public. It encouraged the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments might be permitted subject to planning permission. There was no strong planning justification in the current submission for a departure from the planning intention, even on a temporary basis.
- R2. The applicants failed to demonstrate that the proposed use would not generate adverse traffic and landscape impacts on the surrounding areas.

Government Departments' General Comments

1. Traffic

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

- no comments on the application; and
- should the application be approved, an approval condition requiring the implementation of traffic management measures should be imposed.

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

- the proposed access arrangements and the Traffic Impact Assessments for the run-in/out at Lin Ma Hang Road should be commented and approved by TD;
- the run-in/out should be designed and constructed in accordance with prevailing HyD Standard Drawings to the satisfaction of HyD and TD; and
- adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains.

2. Drainage

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

- despite having comments on the applicant's drainage proposal, we consider that the application can be approved with conditions from a drainage perspective. These conditions should require the applicant to submit a revised drainage proposal with details that meet DSD's satisfaction prior to the implementation of the proposal by the applicant.

3. Nature Conservation

Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- no comment on the subject application from nature conservation perspective; and
- based on the site inspection and the UAV photo, the subject site is largely a dry shrubby abandoned agricultural land, with Ping Yuen River located at the southern boundary of the subject site. The applicant should adopt good site practice in order to avoid adverse impact to the Ping Yuen River should the application be approved.

4. Fire Safety

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

- no in-principle objection to the proposals subject to fire service installations (FSIs) proposal being provided to the satisfaction of the D of FS; and
- no objection to the location of the Site.

5. **Project Interface**

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

- it is noted that the proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods Godown) and Container Vehicle Park with Ancillary Facilities on a 3-year basis (the subject development) is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. Please note that the P&E Study already commenced on 29 Oct 2021. While the implementation programme of NTN New Town 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. Hence, subject to the land use planning in the P&E Study, the subject development, if approved, may need to be vacated for the site formation works. The proposed development with over 12 ha is located near the existing residential structures/village and Ping Yuen River. Relevant departments should be consulted on any environmental impact.

6. **Other Departments**

The following government departments have no comments on the applications:

- (a) Commissioner for Police (C for P);
- (b) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (c) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD); and
- (d) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD).

Recommended Advisory Clauses

- (a) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that :
 - (i) no right of access via Government land (GL) is granted to the application site; and
 - (ii) if the planning application is approved, the lot owners shall apply to this office for a Short Term Waiver (STW) and Short Term Tenancy (STT) to permit the structures to be erected within the said private lots and the occupation of the 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. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered;
- (b) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that the proposed run-in/run-out should be designed and constructed in accordance with prevailing Highways Standard Drawings to the satisfaction of HYDs 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 Director of Agriculture, Fisheries and Conservation (DAFC) that the applicant should adopt good site practice in order to avoid adverse impact to the Ping Yuen River;
- (d) to note the comments of the Director of Environmental Protection (DEP) that:
 - (i) to follow the requirements stipulated in the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Site” (the COP);
 - (ii) to provide adequate supporting infrastructure/ facilities for proper collection, treatment and disposal of waste/ wastewater generated from the proposed use. If septic tank and soakaway system will be used in case of unavailability of public sewer, its design and construction shall follow the requirements of EPD’s Practice Note for Professional Person (ProPECC) PN 5/93 “Drainage Plans subject to Comments by the Environmental Protection Department” including percolation test; and
 - (iii) it is the obligation of the applicant to meet the statutory requirements under the relevant pollution control ordinances;
- (e) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that the applicants should construct and maintain the proposed drainage works whether within or outside the lot boundary by lot owner at their own expense. The Site is in an area where public sewage connection is not available. EPD should be consulted regarding the sewage treatment/disposal facilities for the proposed developments;
- (f) to note the comments of the Director of Fire Services (D of FS) that:
 - (i) in consideration of the design/nature of the proposal, fire service installations (FSIs) are required. The applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to FSD for approval. In addition, the applicant should also be advised on the

following points:

- the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy;
 - the location of where the proposed FSIs to be installed should be clearly marked on the layout plans; and
- (ii) the applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (BO) (Cap.123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;
- (g) to note the comments of the Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD) that subject to the land use planning in the Planning and Engineering Study for New Territories North New Town and Man Kam To, the subject development, if approved, may need to be vacated for the site formation works;
- (h) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:
- (i) existing water mains inside the proposed site maybe affected. The applicant is required to either divert or protect the water mains found on site;
 - (ii) if diversion is required, existing water mains inside the proposed site areas are needed to be diverted outside the site boundary of the proposed site 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;
- (iii) 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 1.5 metres 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) shown on the plan. 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 1.5 metres around the cover of any valve or within a distance of 1 metre

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;
- (i) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
- (i) the application site shall be provided with means of obtaining access thereto from a street under the Regulations 5 of the Building (Planning) Regulations (B(P)R) and emergency vehicular access shall be provided under the Regulation 41D of the B(P)R;
 - (ii) the site is not abutting on a specified street having a width not less than 4.5m wide, the development intensity shall be determined by the Building Authority under the Regulation 19(3) of the B(P)R at building plan submission stage;
 - (iii) if the existing structures are erected on leased land without approval of the Buildings Department (BD) (not being a New Territories Exempted House), they are unauthorized under the BO and should not be designated for any approved use under the captioned application;
 - (iv) before any new building works are to be carried out on the application site, prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works, designated exempted works or minor works commenced under the simplified requirements under the BO. Otherwise they are Unauthorized Building Works(UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;
 - (v) 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 UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the application site under the BO;
 - (vi) 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 B(P)R;
 - (vii) the applicant should note that 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 disability as per the requirements under the B(P)R 72 and Division 3 of Design Manual: Barrier Free Access 2008;
 - (viii) the applicant's attention is drawn to the provision under regulation 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulation (B(SSFPDW&L)R) in respect of disposal of foul water and surface water respectively;
 - (ix) the applicant's attention is also drawn to the headroom of the storey not be excessive, otherwise GFA of the storey will be considered double counting under the Regulation 23(3)(a) of the B(P)R subject to justification; and

- (x) formal submission under the BO is required for any proposed new works, including any temporary structures, site formation works like the 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 (SBD), etc. will be formulated at the formal building plan submission stage.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



A/NE-TKLN/77 DD 78 and 82 Lin Ma Hang Road Rec
08/01/2024 03:18

From:

To: "tpbpd" <tpbpd@pland.gov.hk>

Sent by: tpbpd@pland.gov.hk

File Ref:

A/NE-TKLN/77

Various Lots in D.D. 78 and 82 and Adjoining Government Land, Lin Ma Hang Road,
Ta Kwu Ling North

Site area: About 122,819sq.m Includes Government Land of about 6,371sq.m

Zoning: "Recreation"

Applied development: Logistic Centre / Warehouse / 16 Vehicle / 86 Container
Vehicle Park

Dear TPB Members,

Strongest Objections. This is effectively a massive brownfield, exactly the type of operation that the administration promised to phase out.

Where is the multi-storey, state of the art, land efficient logistics centre we were promised?

Plans like this propagate the temporary, rusty, ramshackle, third world mode of operation that has transformed much of NT into a Third World.

Approval of plans like this would undermine any hope of progress or improvement to the current modus operandi.

HK does not need any more temporary, low rise, land inefficient logistic facilities. Operators should be forced to invest in permanent multi-level logistics centres incorporating technological solutions, energy saving, well equipped catering and restrooms, etc. For far too long cheap solution have been allowed to prevail that have benefited a few to the detriment of the community in general.

The application should be rejected as it does not comply with the vision presented to the community of the transformation to a world class logistics hub.

The era of cheap and nasty should be consigned to the history books. Expediency should not be allowed to derail the promised upgrading of the industry.

Mary Mulvihill

4

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KFBG's comments on four planning applications

09/01/2024 19:59

From:

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

Sent by: tpbpd@pland.gov.hk

File Ref:

4 attachments



240109 s16 TKLN 77.pdf 240109 s16 TT 629.pdf 240109 s16 KTN 976.pdf 240109 s16 KTN 975.pdf

Dear Sir/ Madam,

Attached please see our comments regarding four applications. There are four pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Please do not disclose our email address.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

9th January, 2024.

By email only

Dear Sir/ Madam,

**Proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods
Godown) and Container Vehicle Park with Ancillary Facilities
for a Period of 3 Years
(A/NE-TKLN/77)**

1. We refer to the captioned.
2. Although the site is zoned Recreation (REC), we would like the Board to investigate the current site status with relevant authorities and also to consider whether it should be turned into the proposed use which is not quite in line with what the REC zone is intended for. We would also like the Board to note the size of the application site.
3. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

F.L. 1

6

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



KFBG's comments on five planning applications

16/02/2024 19:14

From:

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

Sent by: tpbpd@pland.gov.hk

File Ref:

5 attachments



240216 s12a TKL 4c.pdf 240216 s16 TKLN 77.pdf 240216 s16 SK 360.pdf 240216 s16 KTN 980.pdf



240216 s12a KTS 8.pdf

Dear Sir/ Madam,

Attached please see our comments regarding five applications. There are five pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Please do not disclose our email address.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

16th February, 2024.

By email only

Dear Sir/ Madam,

**Proposed Temporary Logistic Centre, Warehouse (Excluding Dangerous Goods
Godown) and Container Vehicle Park with Ancillary Facilities
for a Period of 3 Years
(A/NE-TKLN/77)**

1. We refer to the captioned.
2. Although the site is zoned Recreation (REC), we would like the Board to investigate the current site status with relevant authorities and also to consider whether it should be turned into the proposed use which is not quite in line with what the REC zone is intended for. We would also like the Board to note the size of the application site.
3. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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

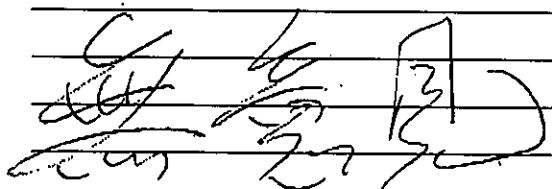
By e-mail : tpbpd@pland.gov.hk

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

A/NE-TKLN/77

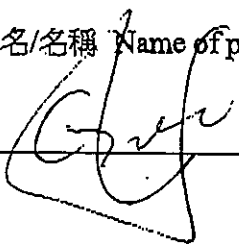
意見詳情 (如有需要，請另頁說明)

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 2023.12.22

3

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號**

240109-063900-80514

Reference Number:**提交限期**

09/01/2024

Deadline for submission:**提交日期及時間**

09/01/2024 06:39:00

Date and time of submission:**有關的規劃申請編號**

A/NE-TKLN/77

The application no. to which the comment relates:**「提意見人」姓名/名稱**

先生 Mr. Richard Wong (Wong Lung Kai)

Name of person making this comment:**意見詳情****Details of the Comment :**

1. Does the proposed site include the path leading up to family tombs (near the border). If so how will access be provided for those wishing to visit to pay respects?
2. At the end of the 3 year period and the company vacate the land, can assurances be given that the land will be cleared and no machinery, building materials, chemicals or waste will be left behind?

F.I. 1

5

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

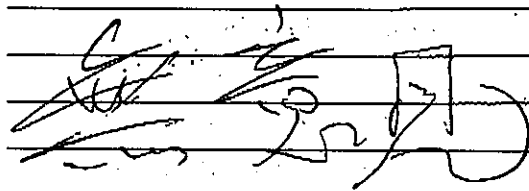
By e-mail : tpbpd@pland.gov.hk

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

A/NE-TKLN/77 Received on 22/01/2024

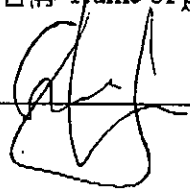
意見詳情 (如有需要，請另頁說明)

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 2024.1.29

FL 2

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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

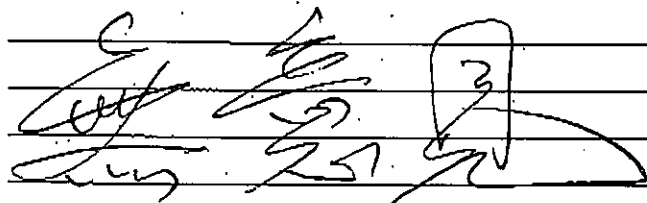
By Fax : 2877 0245 or 2522 8426

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

有關的規劃申請編號 The application no. to which the comment relatesA/NE-TKLN/77 Received on 08/02/2024

意見詳情 (如有需要，請另頁說明)

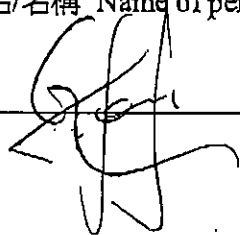
Details of the Comment (use separate sheet if necessary)



「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. 2. 23