

2024年 1月 1 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。

10 JAN 2024

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

Appendix I of RNTPC
Paper No. A/NE-TKLN/79B

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

2303202

12/12

By hand

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-TKLN/79
	Date Received 收到日期	10 JAN 2024

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

1. Name of Applicant 申請人姓名/名稱	
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構	
Kin Hing Timber Engineering Limited 建興木業有限公司	
2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）	
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構	
Ying Shing (Hopewell) Engineering Ltd 英盛(合和) 工程有限公司	
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 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. IN D.D. 80, TA KWU LING NORTH, 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	<input checked="" type="checkbox"/> Site area 地盤面積 5,377 sq.m 平方米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 2,222 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有） N/A sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved 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 'REC'
(f) Current use(s) 現時用途	Vacant Land (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

- ☐ is the sole "current land owner"^{#&} (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 06/01/2024 (DD/MM/YYYY)[&]
於 06/01/2024 (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 04/01/2024 (DD/MM/YYYY)[&]
於 04/01/2024 (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 Warehouse for Storage of Construction Material for 3 Years and Filling of Pond (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)																									
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月																									
(c) Development Schedule 發展細節表																										
Proposed uncovered land area 擬議露天土地面積 3,155sq.m <input checked="" type="checkbox"/> About 約																									
Proposed covered land area 擬議有上蓋土地面積 2,222sq.m <input checked="" type="checkbox"/> About 約																									
Proposed number of buildings/structures 擬議建築物/構築物數目 2																									
Proposed domestic floor area 擬議住用樓面面積 N/Asq.m <input type="checkbox"/> About 約																									
Proposed non-domestic floor area 擬議非住用樓面面積 2,222sq.m <input checked="" type="checkbox"/> About 約																									
Proposed gross floor area 擬議總樓面面積 2,222sq.m <input checked="" type="checkbox"/> About 約																									
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)																										
<table border="1"> <thead> <tr> <th>Structure</th> <th>Use</th> <th>Covered Area</th> <th>GFA</th> <th>Building Height</th> </tr> </thead> <tbody> <tr> <td>B1</td> <td>Warehouse</td> <td>821 m2</td> <td>821 m2</td> <td>7m (about)(1-Storey)</td> </tr> <tr> <td>B2</td> <td>Warehouse</td> <td>1,401 m2</td> <td>1,401 m2</td> <td>7m (about)(1-Storey)</td> </tr> <tr> <td colspan="5">.....</td> </tr> <tr> <td colspan="5">.....</td> </tr> </tbody> </table>		Structure	Use	Covered Area	GFA	Building Height	B1	Warehouse	821 m2	821 m2	7m (about)(1-Storey)	B2	Warehouse	1,401 m2	1,401 m2	7m (about)(1-Storey)				
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.....																										
.....																										
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 2																									
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)																									
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 2																									
Heavy Goods Vehicle Spaces 重型貨車車位																									
Others (Please Specify) 其他 (請列明)																									

Proposed operating hours 擬議營運時間 The operation hours are from 9 a.m. to 6 p.m., from Mondays to Saturdays only..... There will be no operation on Sundays and public holidays.			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／ 有關建築物？	Yes 是	<input type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))	
	No 否	<input checked="" type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)	
(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	<input type="checkbox"/> Please provide details 請提供詳情	
	No 否	<input checked="" type="checkbox"/>	
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？	Yes 是	<input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input checked="" type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 38 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填塘深度 0.5 m 米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約	
	No 否	<input type="checkbox"/>	
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		

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

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 attached Planning Statement

8. Declaration 聲明

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

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

Signature
簽署

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

曾學朗

Manager

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

☐ Member 會員 / ☐ Fellow of 資深會員

☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☐ RPP 註冊專業規劃師

Others 其他

on behalf of
代表

Ying Shing (Hopewell) Engineering Ltd 英盛(合和)工程有限公司

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

Date 日期

6/12/23

(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 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. IN D.D. 80, TA KWU LING NORTH, NEW TERRITORIES
Site area 地盤面積	5,377 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
Zoning 地帶	Recreation 'REC'
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____ <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Warehouse for Storage of Construction Material for 3 Years and Filling of Pond

(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 <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	2,222 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.41 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	2	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	<input type="checkbox"/> m 米 (Not more than 不多於)
		N/A	<input type="checkbox"/> Storeys(s) 層 (Not more than 不多於)
	Non-domestic 非住用	7	<input checked="" type="checkbox"/> m 米 (Not more than 不多於)
		1	<input checked="" type="checkbox"/> Storeys(s) 層 (Not more than 不多於)
(iv) Site coverage 上蓋面積	41.3 % <input checked="" type="checkbox"/> About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		2
	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) _____ _____		2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		2
	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) _____ _____		2

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Site Location, Drainage Proposal, Vehicular Access Plan, Lot Index Plan</u>		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
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 WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF
THREE YEARS AND FILLING OF POND IN “RECREATION” ZONE**

LOTS 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A.

IN D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

PLANNING STATEMENT

Applicant:

Kin Hing Timber Engineering Limited

Table of Contents

EXECUTIVE SUMMARY	2
1. INTRODUCTION	3
1.1 Background	3
1.2 Structure of the Planning Statement	3
2. SITE CONTEXT	3
2.1 Thorough Site Selection Process	3
2.2 Site Location	4
2.3 Accessibility	4
2.4 Existing Site Condition	4
3. PLANNING CONTEXT	4
3.1 Zoning of the Application Site	4
3.2 Planning Intention	5
3.3 Previous Application	5
3.4 Similar Application	5
3.5 Land Status	5
3.6 Maximize Utilization of Valuable Land Resources	5
4. DEVELOPMENT PROPOSAL	6
4.1 Proposed Temporary Warehouse for Storage of Construction Materials	6
4.2 Development Details	6
4.3 Operation Arrangement	6
4.4 Minimal Traffic Impact	6
4.5 Minimal Drainage Impact	7
4.6 Minimal Landscape Impact	7
4.7 Minimal Environmental Impact	7
4.8 Security Concerns	8
5. Conclusion	8

APPENDICES

Plan 1 Application Site Location
Plan 2 Lot Index Plan
Plan 3 Proposed Site Layout
Plan 4 Vehicular Access Plan

EXECUTIVE SUMMARY

- The Applicant seeks to apply for planning permission under Section 16 of the Town Planning Ordinance (Cap. 131) to use Various Lots and Adjoining Land in D.D. 80, Ta Kwu Ling North, New Territories (the Site) for Proposed Temporary Warehouse Storage of Construction Material for a Period of Three Years and Filling of Pond.
- The Site falls within an area zoned as “Recreation” on the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
- The Site consists of an area of 5,377m². The proposed development consists of open-air areas for vehicle maneuvering and 2 warehouses. 2 parking space for private cars and 2 loading and unloading bay for medium goods vehicles will be provided within the site.
- The Application Site is accessible from Lin Ma Hang Road via a proposed local path (Plan 5). The operation hours of the Site are from 09:00 to 18:00 from Mondays to Saturdays only. There will be no operation on Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - The current application is to facilitate relocation of their timber and construction business from Lot 331 in D.D. 95 in Ma Tso Lung, Kwun Tung North New Development Area (KTN NDA). The applicant has been in business at that location for 28 years, and the concerned land lot would need to be resumed and reverted to the Government by July, 2024. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operation.
 - The proposed use is intended to facilitate cross border trade and the construction industry in the area;
 - the proposed use is temporary in nature, which would not jeopardize long term planning intention of “REC” zone;
 - There are open storage and workshop uses in the vicinity of the Site. The proposed use is not incompatible with the adjoining land uses;
 - No significant adverse landscape, traffic, environmental, and drainage impacts are anticipated;

Table 1: Development Parameters of the Proposed Development Application Site Area	5,377m ² (about)
Covered Area	2,222m ² (about)
Uncovered Area	3,155m ² (about)
Plot Ratio	0.41
Site Coverage	About 41.3%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	2,222m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	2,222m ² (about)

行政摘要 (如內文與其英文版本有差異，則以英文版本為準)

- 本規劃申請根據《城市規劃條例》第 16 條，懇請城市規劃委員會批准位於新界打鼓嶺北丈量份 80 約，作臨時貨倉存放建築材料及機械，為其三年及擬議填土工程。
- 申請地盤位於《打鼓嶺北分區計劃大綱圖 S/NE-TKLN/2》上劃作「康樂」地帶。
- 申請地點的面積為 5,377 平方米，用於露天存放和操作空間。
- 申請地盤面積約 5,377 平方米。用於共 2 個貨倉和操作空間，並提供共 2 個私家車泊車位及 1 個中型貨車上落客貨車位。
- 擬議發展的營運時間為星期一至星期六上午 9 時至下午 6 時。星期日及公眾假期不會運作。
- 擬議發展有充分的理支持，包括以下規劃考量因素：
 - 本規劃申請是為了促進其木材和建築業務從新界古洞北新發展區馬草壟丈量約份第 95 約地段第 331 號搬遷。申請人已在該地點經營了 28 年，而相關地段需要在 2024 年 7 月之前收回並交還給政府。因此，申請人迫切需要找到一個搬遷地點以繼續經營。受影響的業務運營。
 - 擬議用途會促進該地區的跨境貿易和建築業；
 - 擬議用途屬於臨時性質，不會損害「康樂」地帶的長期規劃；
 - 現場附近有露天儲存用途。擬議發展與周邊土地用途兼容；和
 - 擬議發展不會對附近地方構成不良的景觀、交通、環境、排水及排污影響；

表 1：擬議發展申請參數	5,377 平方米(約)
有上蓋土地面積	2,222 平方米(約)
露天土地面積	3,155 平方米(約)
地積比率	0.41
上蓋面積	約 41.3%
構築物數目	2
建築物高度	不多於 7 米
樓面面積	2,222 平方米(約)
住用樓面面積	不適用
非住用樓面面積	2,222 平方米(約)

1. INTRODUCTION

1.1 Background

- 1.1.1 Pursuant to the section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application for **Temporary Warehouse for Storage of Construction Material for a Period of 3 Years and Filling of Pond** (hereinafter referred to as “the proposed use”) at Lots 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. in D.D. 80, Ta Kwu Ling North, New Territories (hereinafter referred to “the Application Site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board. The Site has a total area of approximately 5,377m². Its location is shown on **Plan 1**.
- 1.1.2 The current application is to facilitate relocation of their timber and construction business from Lot 331 in D.D. 95 in Ma Tso Lung, Kwun Tung North New Development Area (KTN NDA). The abovementioned location is about 5,514m². The applicant has been in business at that location for 28 years, and the concerned land lot would need to be resumed and reverted to the Government by July, 2024. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operation.
- 1.1.3 The applicant of this planning application has approached the Development Bureau for seeking the advice for the relocation of his business to a suitable location. As shown in the attachment, Development Bureau agreed that the application site may be a suitable location for the relocation of the applicant’s business subject to the provision of appropriate technical proposals.
- 1.1.4 In support of the proposal, a set of indicative development plans and drawings, as well as a Traffic Impact Assessment, are provided with the planning statement. Additional sets 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. SITE CONTEXT

2.1 Thorough Site Selection Process

- 2.1.1 The applicant had undergone a thorough site selection process in identifying a suitable relocation site for their affected operation. The process had been difficult as land within Categories 1 and 2 areas of the Town Planning Board Guidelines for “Application for Open Storage and Port Back-up Uses” (TPB PG-No. 13G) were either unaffordable or have been occupied by other operators.
- 2.1.2 Three prospective sites in Ta Kwu Ling North and Man Kam To Districts has been reviewed and were found to be unsuitable due to various shortcomings such as too small for the relocation, high acquisition costs, etc. The details of alternative sites for relocation of the applicant’s business and why they are not feasible is shown in the following:

- 2.1.3 Alternative Site 1 – Lot 486 in D.D. 80 – The site is in the vicinity of the application site, and is directly accessible to the main road, however the site is split into two parcels, with a local access running through the middle, which makes operations difficult and inefficient.
- 2.1.4 Alternative Site 2- Lot 183RP in D.D. 82- The site is ideally situated in the Man Kam To area, with direct accessible to the main road. However, the lot size is around 1,000m², which is too small for the applicant.
- 2.1.5 Alternative Site 3- Lots 113, 116, 117, 118 and 119 in D.D. 86, and Lots 566 S.A. RP, 567, 570, 571, 573, 574, and 576 S.A. RP in D.D. 90- This site is ideally situated in the Man Kam To area, with a suitable area of 5,750m². The site is also direct accessible to the main road. However, a recent application for warehouse use was rejected for slope safety, environmental, landscape, drainage, and traffic concerns.
- 2.1.6 The site at the application site is deemed suitable for relocation as it is large vacant area that is hard paved, allowing the applicant to plan the site most suitably to operate efficiently. The site is also ideally located close to the Heung Yuen Wai Border control for importing of timber material situated within the Northern Metropolis, to support the major developments in the area as described in the recent Northern Metropolis Action Agenda 2023.

2.2 Site Location

- 2.2.1 Plan 2 below shows the locations of the Application Site, comprising of private lots (i.e. Lots 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A.).
- 2.2.2 The Application Site is located at Ta Kwu Ling North in the North District, New Territories. It is directly South of the China/Hong Kong border; 1.8km East of Heung Yuen Wai Boundary Control Point; and 3km North of Ping Che Road

2.3 Accessibility

- 2.3.1 The Application Site is accessible from Lin Ma Hang Road via a local track.
- 2.3.2 The Application Site can be accessed by minibuses that run along regularly Lin Ma Hang Road.
- 2.3.3 Location plan of the Application site is shown in Plan I.

2.4 Existing Site Condition

- 2.4.1 The application site is hard paved and vacant

3. PLANNING CONTEXT

3.1 Zoning of the Application Site

- 3.1.1 The Application Site falls within an area zoned as “REC” on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. The planning intention of this zone is primarily for 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 recreational developments may be permitted

- 3.1.2 Although the applied use is not entirely in line with the planning intention of “REC” zones, the applied use is considered not incompatible with surrounding land use which is dominated by woodlands with nearby storage and workshops uses.
- 3.1.3 The Application Site falls wholly within “REC” zone. Since the application is only on a temporary basis, it will not frustrate the long-term planning intention of the “REC” zone.

3.2 Planning Intention

- 3.2.1 The proposed use- Open storage and warehouse (excluding dangerous goods godown) is neither one of the Column 1 or Column 2 uses under the Schedule of Uses for the subject “REC” zone. However, according to the Notes of the OZP, the TPB may grant planning permission for temporary use or development of any land or building not exceeding a period of three years within “REC” zone.
- 3.2.2 The application site is located with close proximity to the Heung Yuen Wai Border Control in the Boundary Commerce and Industry Zone of the Northern Metropolis as proposed in the Northern Metropolis Action Agenda 2023. According to the plan, “Emerging industries have development potential in the area include food technology, green/ environmental industry and advanced construction industry, etc.” Major developments are intended in the area surrounding the border control. The proposed use is in line with direction of the above Action Agenda.

3.3 Previous Application

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

3.4 Similar Application

- 3.4.1 There is no similar approved application within the same “REC” zone.

3.5 Land Status

- 3.5.1 The Application site consists of 9 private lots, i.e. Lots 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. in D.D. 80 of Old Schedule Agricultural Lots held under the Block Government Lease (**Plan 2**).

3.6 Maximize Utilization of Valuable Land Resources

- 3.6.1 As the Application Site is located in a very remote area, with close proximity to frontier closed-area and burial grounds, and with little to no recreation use in the vicinity of the site, it is difficult to develop the Site for recreation use.
- 3.6.2 The proposed development provides an interim solution to maximize land utilization of the application site and allow more efficient use of scarce land resources rather than leaving the site idle and deteriorate.

4. DEVELOPMENT PROPOSAL

4.1 Proposed Temporary Warehouse for Storage of Construction Material

- 4.1.1 The proposed development intends to be a temporary warehouse for storage of construction material for a period of 3 years and filling of pond. The proposed development is a relocation project to help sustain a 28 year old business. Construction material is imported mainly from mainland China, and proposed to be stored at the application and then distributed to the construction sites.

4.2 Development Details

- 4.2.1 The Site occupied an area of 5,377m² (about). Details of development parameters are shown below:

Table 1: Development Parameters of the Proposed Development Application Site Area	5,377m ² (about)
Covered Area	2,222m ² (about)
Uncovered Area	3,155m ² (about)
Plot Ratio	0.41
Site Coverage	About 41.3%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	2,222m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	2,222m ² (about)

- 4.2.2 Two structures of one story (not more than) 7m in height are proposed at the Site for warehouse with total GFA 2,222m² (about) (**Plan 3**).

Structure	Use	Covered Area	GFA	Building Height
B1	Warehouse	821 m ²	821 m ²	7m (about)(1-Storey)
B2	Warehouse	1,401 m ²	1,401 m ²	7m (about)(1-Storey)

4.3 Operation Arrangement

- 4.3.1 The proposed warehouse is intended for storage of construction materials such as timber and metals to facilitate the construction industry. The operation hours are from 9 a.m. to 6p.m., from Mondays to Saturdays only. There will be no operation on Sundays and public holidays. As the Site is for 'warehouse' use with no storefront, no visitors are anticipated at the Site.

4.4 Minimal Traffic Impact

- 4.4.1 The Site is accessible via a proposed local access from Lin Ma Hang Road.

- 4.4.2 A 20m diameter manoeuvring circle is provided for vehicles to smoothly maneuver within the Site to ensure that no vehicles will turn back onto Lin Ma Hang Road or the Local access. As traffic generated and attracted by the proposed development is minimal (as shown below), adverse traffic impact should not be anticipated.

Time Period	Trip Generation and Attraction				
	PC		MGV		2- Way Total
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

- 4.4.3 Minimal traffic impact is anticipated from the estimated average traffic generation and attraction rate at peak hours.
- 4.4.4 Sufficient space is provided for vehicle to smoothly maneuver to and from Lin Ma Hang Road and within the Site (**Plan 3**). No vehicles will be allowed to queue back to or reverse onto/from the Site to the public road. A total of 2 spaces for private vehicles are provided for staff, and a total of 2 Loading/Unloading spaces are provided; details of parking and L/UL spaces are shown at Table 3 below:

Table 3: Parking and L/UL Provisions

Type of Parking Space:	
Private Car Parking Space for Staff - 2.5m (W) x 5m (L)	2
Type of L/UL Space	
L/UL Space for Medium Goods Vehicle - 3.5m (W) x 11m (L)	2

4.5 Minimal Drainage Impact

- 4.5.1 A drainage proposal is submitted, with provision of peripheral u-channels and catchpits to mitigate adverse drainage impact generated by the development (Plan 4). The Applicant will implement the proposed drainage facilities at the Site once the drainage proposal is accepted by Drainage Services Department/ the Board.

4.6 Minimal Landscape Impact

- 4.6.1 The proposed use would not involve felling of trees. No adverse landscape impact would be caused to the surroundings.

4.7 Minimal Environmental Impact

- 4.7.1 No workshop activities and storage of dangerous goods will be carried out at the Site at any time during the planning approval period. An existing 2.5m high corrugated metal wall will

be maintained along the site boundary by the applicant to minimize nuisance to the surrounding area.

- 4.7.2 The applicant will strictly follow the 'Code of Practice on handling the Environmental Aspects of Temporary Uses and Open Storage Site' issued by the Environmental Protection Department (EPD) to minimize adverse environmental impacts and nuisance to the surrounding area. The Applicant will strictly comply with all environmental protection/pollution control ordinances, i.e. Water Pollution Control Ordinance, Waste Disposal Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance etc. at all times during the planning approval period
- 4.7.3 Due to the unavailability of public sewer, the applicant will install a septic tank with soakaway system.

4.8 Security Concerns

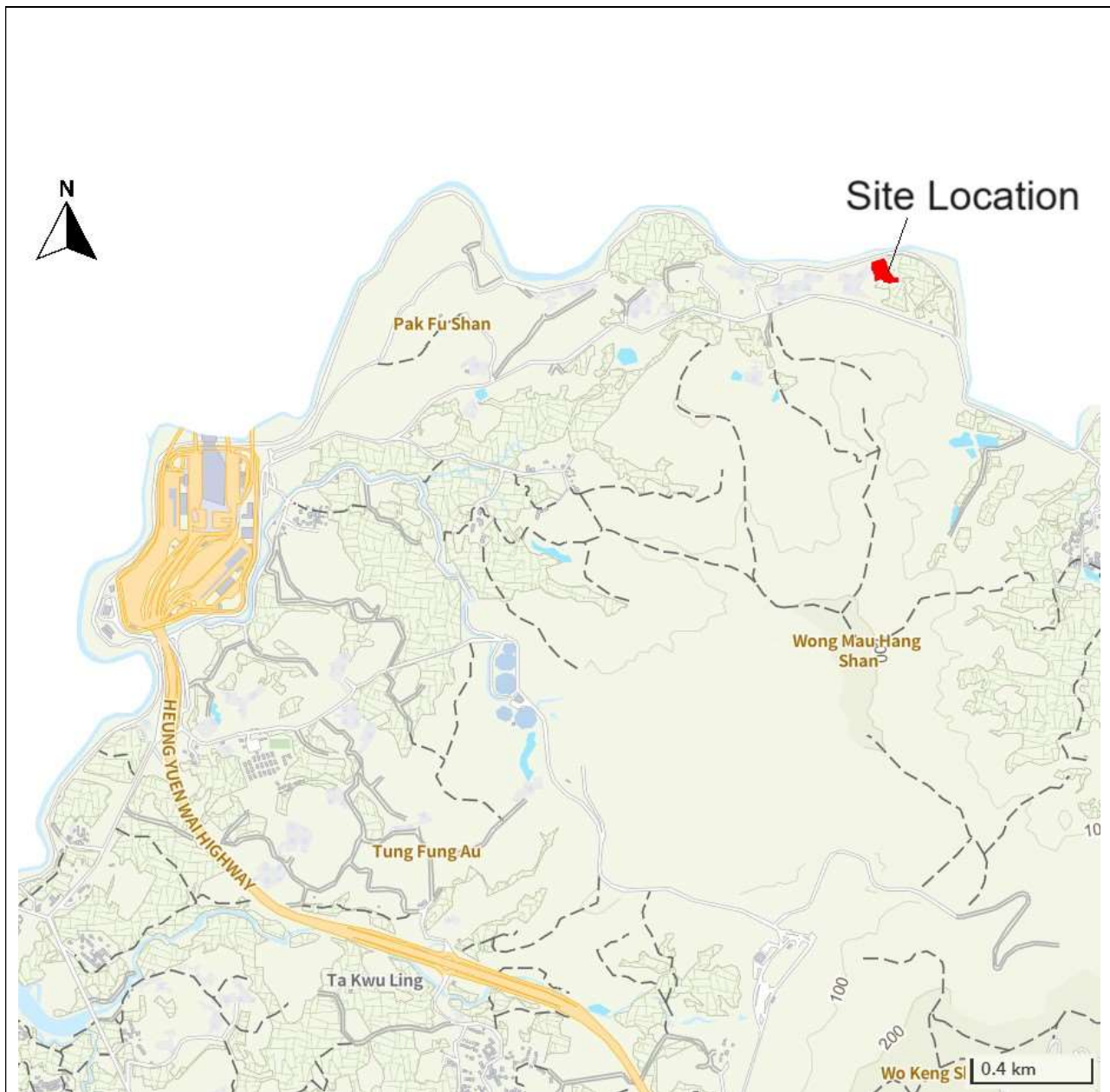
- 4.8.1 As the application site is close to the boundary fence, the applicant will carry out below boundary security measures:
- a. Install a fence, 3m high, with barbed wire along the surrounding near the boundary fence.
 - b. The applicant will employ security guards round the clock who will swiftly report to the Police for any illicit activities spotted.
 - c. The applicant will install high resolution CCTV, 1080p or higher, with recording and storage function for at least 30 days to monitor the surrounding for any suspicious activities.

5. CONCLUSION

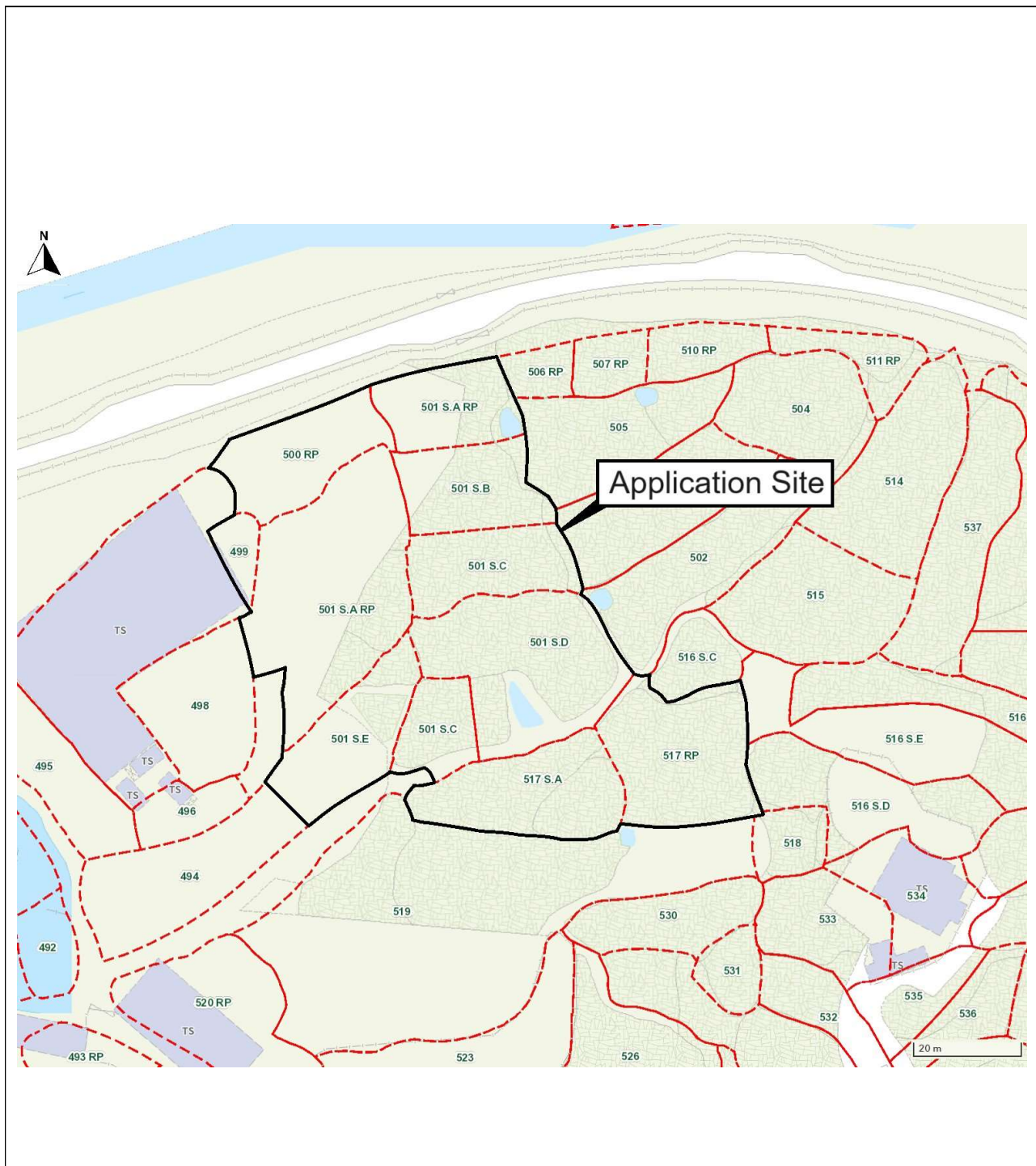
- 5.1 The proposed development is to facilitate relocation of a 28 year old business from Ma Tso Lung, North Kwu Tung New Development Area. The applicant's current location would need to be resumed and reverted to the Government by July, 2024. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operation.
- 5.2 The application site is located with close proximity to the Heung Yuen Wai Border Control in the Boundary Commerce and Industry Zone of the Northern Metropolis as proposed in the Northern Metropolis Action Agenda 2023. The proposed application will be able to help support the major developments in the area.
- 5.3 The proposed development will not create significant adverse traffic, environmental, landscape and drainage impact to the surrounding areas. Adequate mitigation measures are provided, i.e. submission of drainage and access proposals to mitigate any adverse impact arising from the proposed development (Plan 4). The applicant will implement the accepted proposals after planning approval has been granted by the Board.
- 5.4 The Site falls within area zoned as "REC" zone on the Approved Ta Kwu Ling North OZP No. S/NE-TKLN/2. Although the proposed development is not entirely in line with planning intention of the "REC", the application is only on a temporary basis, it would not frustrate the long-term planning intention of the "REC" zone.
- 5.5 As the Application Site is located in a very remote area, with close proximity to frontier closed-area and burial grounds, and with little to no recreation use in the area, it is difficult to develop

the Site for recreation use. Due to the close proximity to the Heung Yuen Wai Boundary Control Point, the proposed use to facilitate cross border trade would be a better utilization of valuable land resources.

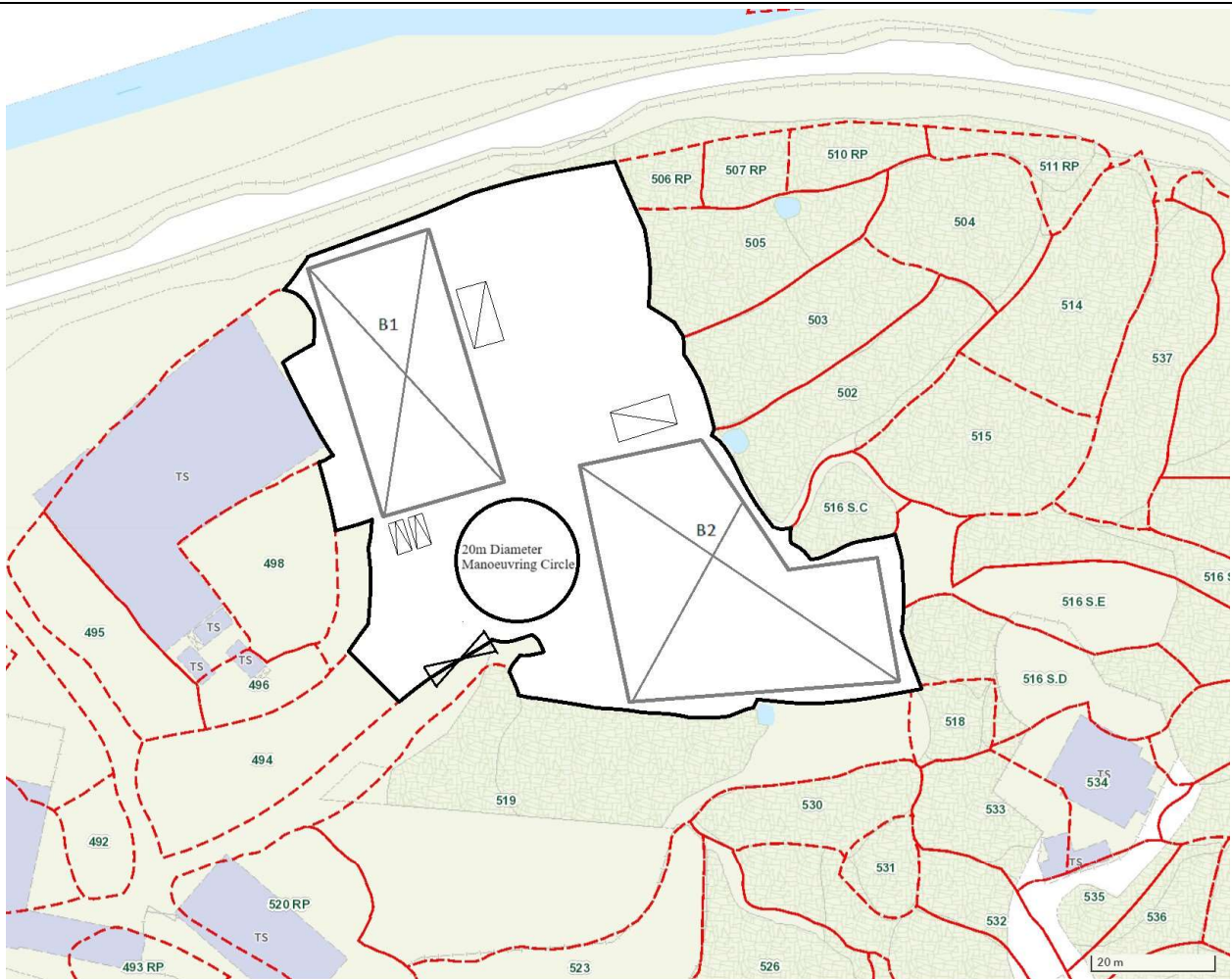
- 5.6 The proposed development is considered not incompatible with the surrounding area which is rural in character intermixed with workshops, open storage yards, and vacant land. In addition, the proposed development intends to provide valuable open storage space needed for the continued development in the North District area.
- 5.7 In view of the above, the Board is hereby respectfully recommended to approve the subject application for 'Proposed Temporary Warehouse for Storage of Construction Materials and Machineries for a Period of 3 Years and Filling of Pond'.



Project: Proposed Temporary Warehouse for Storage of Construction Material for Three Years and Filling of Pond	Drawing Title: Application Site Location	Remarks:
	Drawing No: Plan 1	



Project: Proposed Temporary Warehouse for Storage of Construction Material for Three Years and Filling of Pond	Drawing Title: Lot Index Plan	Remarks:
	Drawing No: Plan 2	



PARKING AND LOADING/ UNLOADING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 2
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)
NO. OF L/UL SPACE FOR MEDIUM GOODS VEHICLE	: 2
DIMENSION OF L/UL SPACE	: 11 m (L) x 3.5 m (W)

Structure	Use	Covered Area	GFA	Building Height
B1	Warehouse	821 m ²	821 m ²	7m (about)(1-Storey)
B2	Warehouse	1,401 m ²	1,401 m ²	7m (about)(1-Storey)

LEGEND

	APPLICATION SITE
	STRUCTURE
	PARKING SPACE
	LOADING / UNLOADING SPACE
	INGRESS / EGRESS

Project:
Proposed Temporary
Warehouse for Storage of
Construction Material for Three
Years and Filling of Pond

Drawing Title:
Proposed Site Layout

Drawing No:
Plan 3

Remarks:

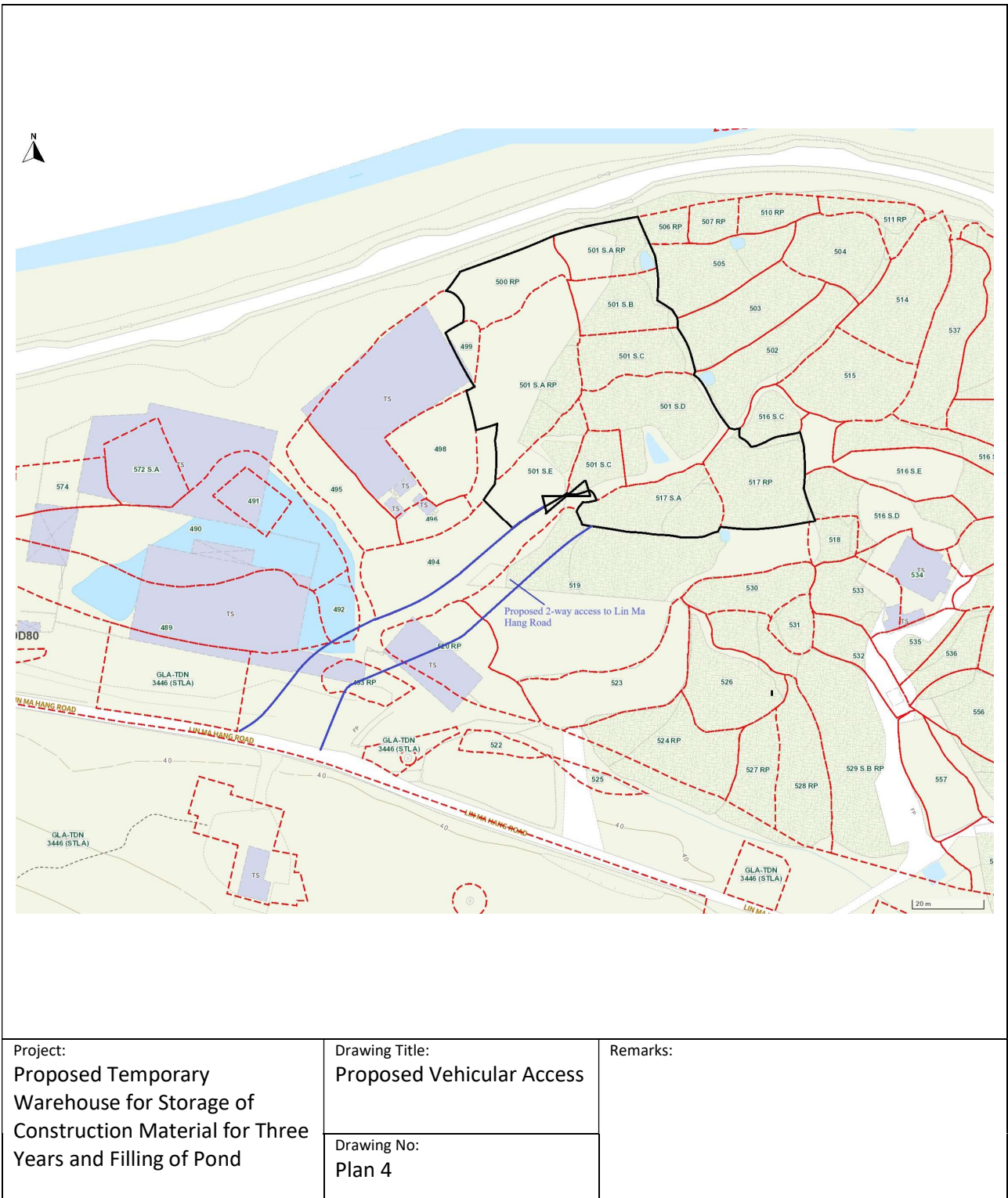


Figure 1



Figure 2



Figure 3



Figure 4



1. Drainage Proposal

1.1 Site Particulars

- 1.1.1 The application site is abutting a local vehicular access leading to Lin Ma Hang Road.
- 1.1.2 The application site possesses an area of approximately 5,377m².
- 1.1.3 There is an open drainage channel directly to the north of the application site. Two warehouses and open space is proposed at the application site.

1.2 Level and gradient of the subject site & proposed surface channel

- 1.2.1 The application site is mostly paved, an area of approximately 5,377m². The paved area will have a gradient sloping from south to north from about +33.6mPD to +33mPD.
- 1.2.2 In order to follow the topography of the application site, the proposed surface channel will be constructed following the gradient of the site. As demonstrated in the calculation in Annex 1.3 hereunder, 450mm surface U-channel will be capable to drain the surface runoff accrued at the subject site.

1.3 Catchment area of the proposed drainage provision at the subject site.

- 1.3.1 It is noted that the land to the South and East command a lower level, and the land to the West is occupied by a warehouse which drains away from the application site. There is an existing open channel abutting to the north of the site. As such, there is no external catchment.
- 1.3.2 The intercepted stormwater will then be discharged to the existing open drainage channel to the North of the Site via a proposed 450mm surface U-channel.

2 Runoff Estimation and Proposed Drainage Facilities

2.1 Proposed Drainage Facilities

- 2.1.1 Subject to the below calculations, it is determined that 450mm surface U-channel which is made of concrete along the site periphery is adequate to intercept storm water passing through and generated at the application site.
- 2.1.2 The intercepted stormwater will then be discharged to the existing open drainage channel to the north of the application site as shown in Figure 1 via a proposed 450mm surface U-channel leading to the channel.
- 2.1.3 The flow capacities of the proposed U-channel are calculated using the Chart for the Rapid Design of Channels. Runoff from corresponding Site Catchments (calculated based on a return period of 50 years), the capacity estimations are included below.
- 2.1.4 The calculations below shows that the proposed 450mm U-channel has adequate capacity to cater for the surface runoff generated at the application site and the external catchment. A sand trap is proposed at the terminal catchpit.
- 2.1.5 All the proposed drainage facilities, including the section of surface channel proposed in between the subject site to the open drainage channel will be provided and maintained at the applicant's own expense. Also, surface U-channel will be cleaned at regular interval to avoid the accumulation of rubbish/debris which would affect the dissipation of storm water.
- 2.1.6 Prior to the commencement of drainage works, the applicant will seek the consent of the District Lands Office/North District and the registered land owner for any drainage works outside the application site or outside the jurisdiction of the applicant.
- 2.1.7 The provision of the proposed surface U-channel will follow the gradient of the application site. All the proposed drainage facilities will be constructed and maintained at the expense of the applicant.

2.1.8 All proposed works at the site periphery would not obstruct the flow of surface runoff from the adjacent areas, the provision of trees and surface U-channel at the site boundary is detailed hereunder:

- a) Soil excavation at the site periphery, although at minimal scale, is inevitably for the provision of surface U-channel and landscaping. In the reason that the accumulation of excavated soil at the site periphery would obstruct the free flow of the surface runoff from the surroundings, the soil will be cleared at the soonest possible after the completion of the excavation process.
- b) No levelling work will be carried at the site periphery. The level of the site periphery will be maintained during and after the works. As such, the works at the site periphery would not either alter or obstruct the flow of the surface runoff from adjacent areas.
- c) Some holes will be provided at the toe of hoarding so as to allow unobstructed flow of surface runoff to and from adjacent areas.

3 Drainage Calculation for the proposed Provision of Drainage Facilities at the Application Site

3.1 Runoff Estimation

3.1.1 Rational method is adopted for estimating the designed run-off

$$Q=0.278 C \times I \times A$$

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	0.15-0.2

Assuming that:

- I. The total catchment area is about 5,377m²;
- II. Approximately 5,377 m² is hard paved, and therefore the value of run-off co-efficient (k) is taken as 0.95.

$$\begin{aligned}
 \text{Difference in Land Datum} &= 33.6 - 33 \text{ m} = 0.4\text{m} \\
 L &= 119\text{m} \\
 \text{Average fall} &= 0.50\text{m in } 100\text{m}
 \end{aligned}$$

According to the Brandsby-Williams Equation adopted from the “Stormwater Drainage Manual – Planning, Design and management” published by the Drainage Services Department (DSD),

$$\begin{aligned}
\text{Time of Concentration } (t_c) &= 0.14465[L/(H^{0.2} \times A^{0.1})] \\
t_c &= 0.14465[119/(0.6^{0.2} \times 5,377^{0.1})] \\
t_c &= 8.36 \text{ minutes}
\end{aligned}$$

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

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

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

Return Period T(years)	2	5	10	20	50
a	1004.5	1112.2	1157.7	1178.6	1167.6
b	17.24	18.86	19.04	18.49	16.76
c	0.644	0.614	0.597	0.582	0.561

$$\begin{aligned}
i &= 1167.6/[8.36+16.76]^{0.561} \\
i &= 191.4 \text{ mm/hr}
\end{aligned}$$

$$\begin{aligned}
\text{By Rational Method, } Q &= 0.95 \times 191.4 \text{ mm/hr} \times 5,377/3600 \\
Q &= 272 \text{ l/s} = 0.272 \text{ m}^3/\text{s} = 16,292 \text{ l/min}
\end{aligned}$$

In accordance with the Chart of the Rapid Design of Channels in “Geotechnical Manual for Slopes”, 450mm surface U-channel in 1:100 gradient is considered adequate to dissipate all the stormwater accrued by the application site. The intercepted stormwater will then be discharged to the existing natural stream to the north of the application site as shown in Figure 3.

3.2 Checking the Capacity of the Natural Stream

Manning Equation

$$V = R^{2/3} \times S_f^{0.5} / n$$

$$R = \frac{L \times D}{2D + L}$$

$$\begin{aligned}
L &= 2.0 \text{ m} \\
D &= 1.8 \text{ m} \\
R &= [2.0 \times 1.8] / [2 \times 1.8 + 2.0] \\
R &= 0.643 \text{ m} \\
n &= 0.035 \text{ s/m}^{1/3} \\
&\text{(Table 13 of Stormwater Drainage Manual)} \\
V &= [0.643^{2/3}] \times [0.01^{0.5}] / 0.035 \\
V &= 2.13 \text{ m/sec}
\end{aligned}$$

$$\text{Maximum Capacity } Q_{\text{Max}} = V \times A$$

$$A = L \times D$$

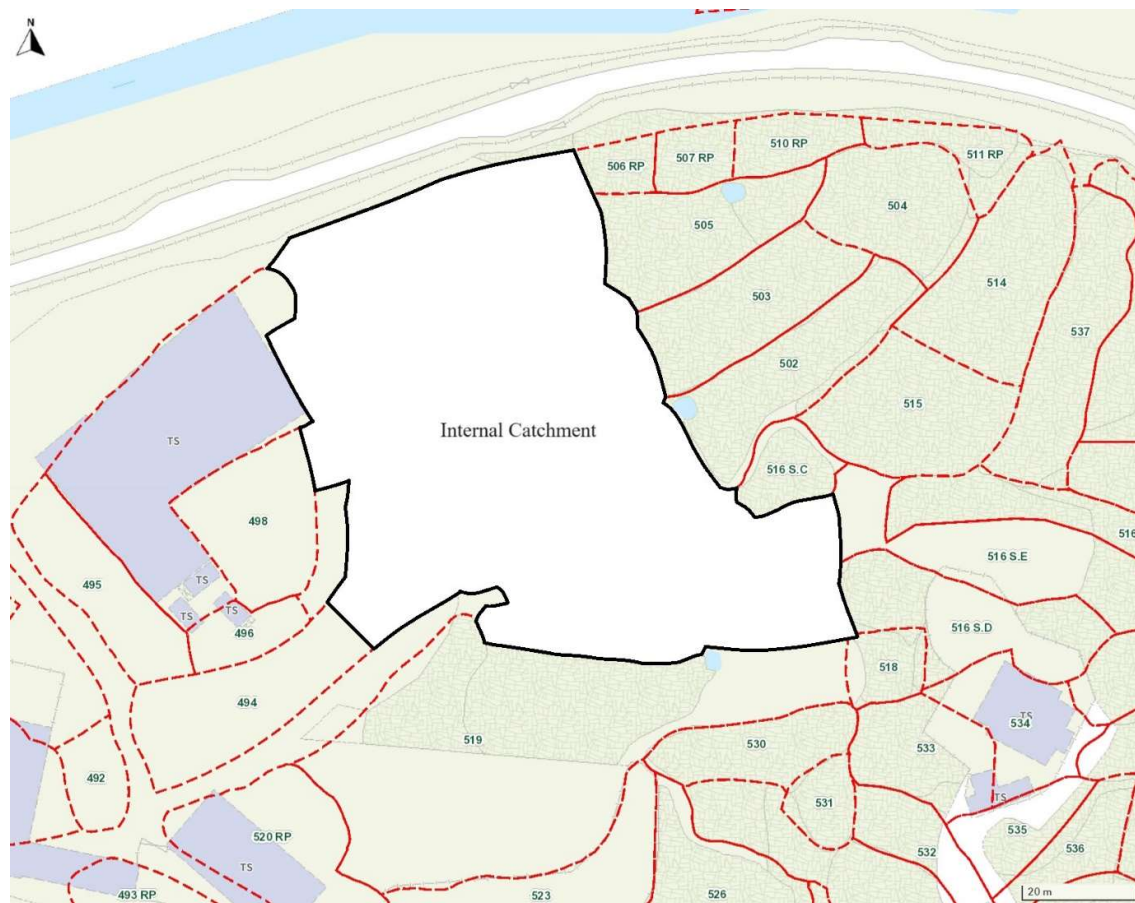
$$\begin{aligned}
 A &= 2.0 \times 1.8 \\
 A &= 3.6\text{m}^2 \\
 Q_{\text{Max}} &= 2.13\text{m/sec} \times 3.6\text{m}^2 \\
 Q_{\text{Max}} &= 7.66\text{m}^3/\text{sec} \\
 7.66\text{m}^3/\text{sec} &> 0.272\text{m}^3/\text{sec} \\
 Q_{\text{Max}} &> Q
 \end{aligned}$$

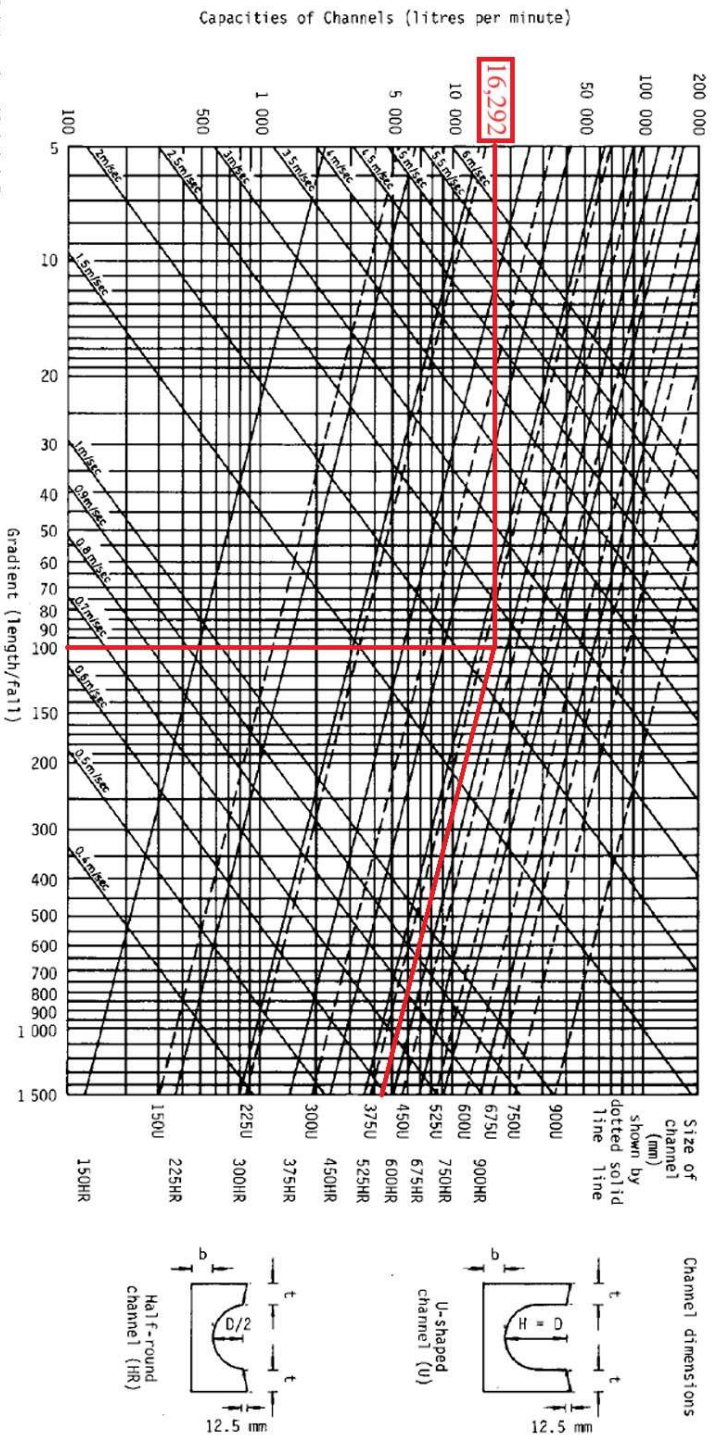
The runoff estimation is only a small fraction of the existing streamcourse's capacity

4 Conclusion

- 4.1 The applicant will be responsible for the construction and ongoing maintenance of the drainage facilities.
- 4.2 Potential drainage impacts that may arise from the Site after construction of the Proposed Development have been assessed. Thus, existing stormwater system will have sufficient capacity to receive stormwater runoff from the Proposed Development and surrounding catchments.
- 4.3 Adequate measures are provided at the resources of the applicant to prevent the site from being eroded and flooded
- 4.4 External catchment is taken into account such that flooding susceptibility of the adjoining areas would not be adversely affected by the proposed development.

Figure 1: Catchment areas





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. ($\times 4$ m/sec. : 0K)

(b) Stepped channel Solution

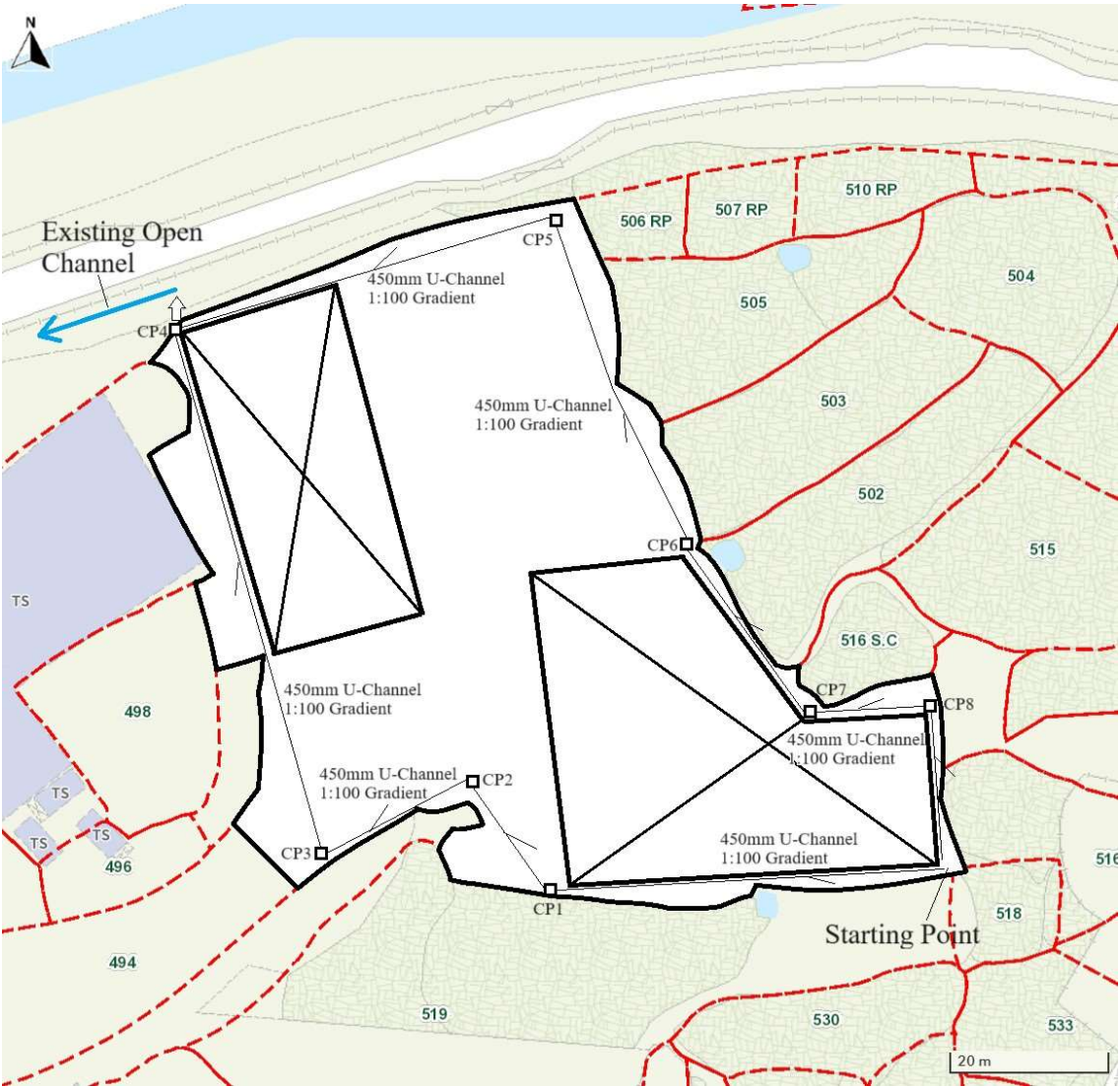
1. Runoff
2. Channel size
3. Velocity
4. Gradient

Example :

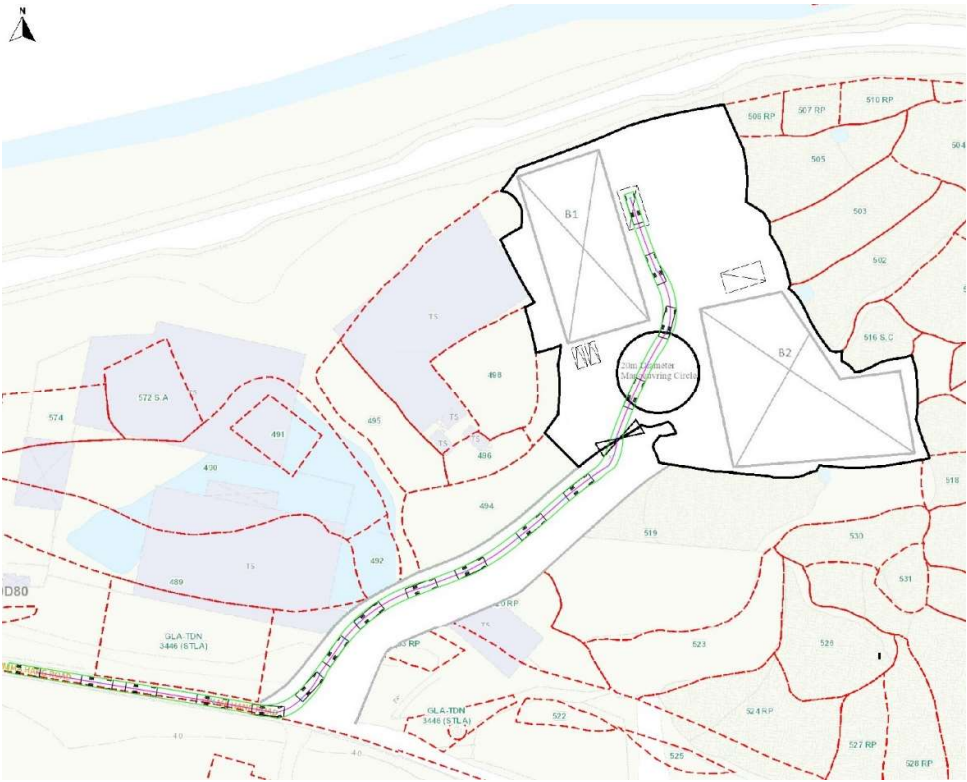
1. Enter Velocity = 5 m/sec.
2. Enter Runoff = 20 000 litre/min.
3. Read required channel size = 300U
4. Read required gradient = 1 in 14

Chart for the Rapid Design of Channels in the Geotechnical Manual for Slopes (Second Edition) (GCO, 1984)

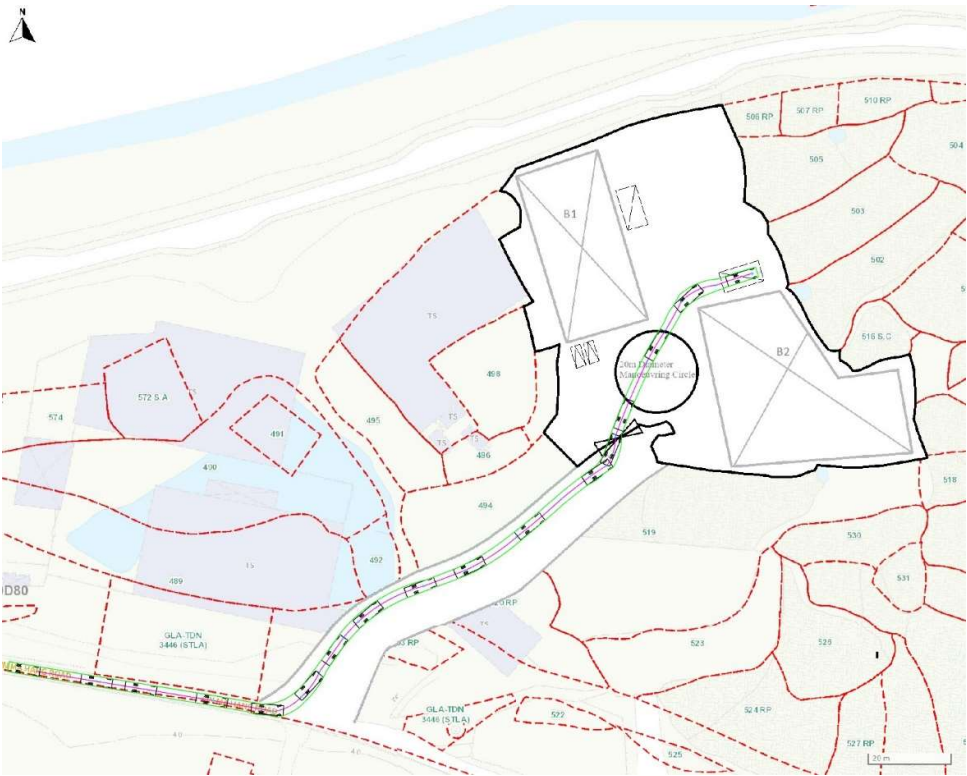
Figure 3: Drainage Plan



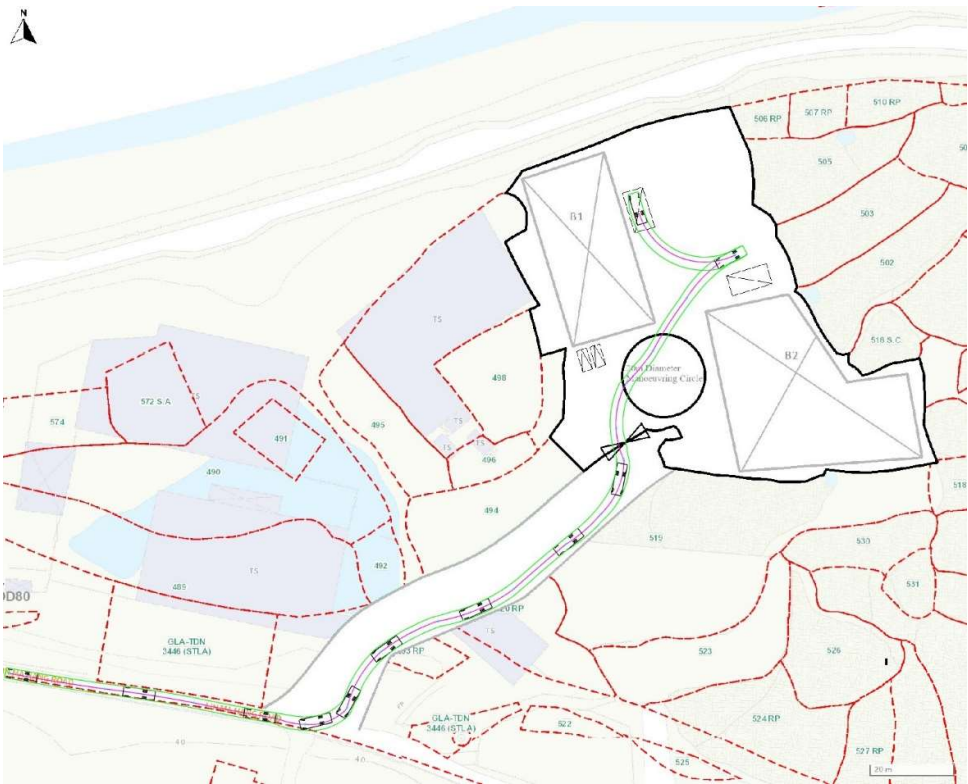
Swept Path Analysis: Entering the Application Site 1



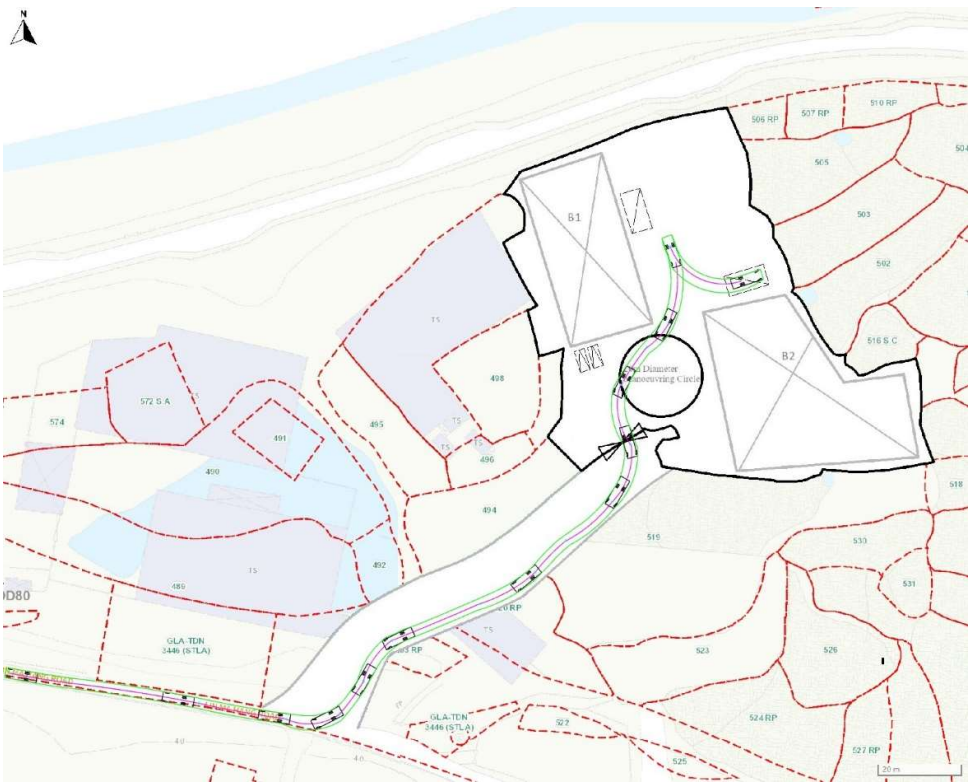
Swept Path Analysis: Entering the Application Site 2



Swept Path Analysis: Exiting from the Application Site 1



Swept Path Analysis: Exiting from the Application Site 2



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

From: Jeffrey Lam
Sent: Tuesday, January 16, 2024 11:43 PM
To: Markie Wing Leuk AU/PLAND <mwlau@pland.gov.hk>
Subject: A/NE-TKLN/79

Dear Markie,

Attached are the notice and site layout of the old site located within the Kwu Tung North New Development Area.

Thanks.
Jeffrey Lam



地政總署
新發展區組

NEW DEVELOPMENT AREA SECTION
LANDS DEPARTMENT

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

新界上水龍琛路 39 號上水廣場 15 樓 1501 至 1510 室
Units 1501-10, Level 15, Landmark North,
39 Lung Sum Avenue, Sheung Shui, New Territories

網址 Website : www.landsd.gov.hk

電話 Tel: 3516 8233
圖文傳真 Fax: 3547 0756
電郵地址 Email: laonda@landsd.gov.hk
本署檔號 Our Ref: LD NDA/POL/20/1
來函檔號 Your Ref:

來函請註明本署檔號

Please quote our reference in your reply

注意：請轉交土地業權人

致：受影響土地業權人(受影響私人土地的地段編號請參閱附件 1)

現場派遞

重要文件

古洞北／粉嶺北新發展區餘下階段工程

根據古洞北／粉嶺北新發展區餘下階段工程（下稱「該新發展區工程」）擬議收地範圍，附件 1 列出的私人土地（下稱「該土地」）將受影響而須被政府收回。本函件旨在通知受影響土地業權人項目的擬議收地範圍及時間表，以及提供有關補償事宜的相關資料。

擬議收地範圍及時間表

2. 該新發展區工程的擬議收地及清拆範圍可於古洞北／粉嶺北新發展區網頁瀏覽，網址如下：

<https://www.ktnfln-ndas.gov.hk/tc/6-1-compensation.php>

或掃描以下二維碼 (QR Code)：



相關圖則亦可於附件 2 所述地點查閱。

根據目前工程計劃，政府最早將於 2023 年下半年開展收地工作。本署屆時會按相關法例在受影響的私人土地張貼收回土地公告，訂明有關私人土地業權於公告張貼後的三個月復歸政府。

3. 收回土地通告訂明的日期，只是土地業權復歸政府的日期，並不是該土地佔用人的遷出限期。為了讓土地佔用人有更多緩衝時間，工程部門會按工程需要，將工程範圍內不同位置的土地佔用人訂定分階段的遷離限期。目前預計的遷出限期約為 2024 年第二季至 2025 年下半年。在確實遷出限期前約三個月，本署會援引《土地（雜項條文）條例》（第 28 章），在涉及的構築物及／或相關範圍張貼法定告示，限期屆滿後清理相關範圍的土地及構築物。本署已另行向受影響的土地佔用人發信告知相關資料。

補償事宜

4. 本署會根據適用安排向土地業權人作出補償。業權人可以根據相關法例向政府申索法定補償，或選擇領取行政性質的特惠土地補償作為法定補償以外的替代安排。詳情可參考附錄及本署網站 (<https://www.landso.gov.hk/tc/land-acq-clearance.html>)。

查詢

5. 如有查詢，請與本署新發展區組職員聯絡 [熱線電話：3516 8233(古洞北／粉嶺北新發展區餘下階段工程)]。

地政總署

總產業測量師／新發展區

(楊振宇 代行)



2022 年 11 月 10 日

附件(供參閱)

附件 1 - 受影響地段一覽表

附件 2 - 查閱古洞北／粉嶺北新發展區餘下階段工程擬議收地及清拆範圍圖則的地點

附錄 - 土地業權人補償簡介

古洞北／粉嶺北新發展區餘下階段工程

受影響地段一覽表

丈量約份第 51 約地段第 172 號餘段(部分)、第 174 號、第 175 號、第 176 號、第 178 號、第 179 號餘段、第 180 號、第 182 號、第 208 號(部分)、第 209 號、第 226 號 A 分段(部分)、第 227 號(部分)、第 228 號、第 229 號、第 230 號、第 231 號、第 232 號 A 分段、第 232 號 B 分段、第 233 號、第 234 號、第 235 號、第 236 號、第 237 號、第 238 號餘段、第 239 號、第 240 號、第 241 號、第 242 號、第 245 號 B 分段餘段 [又稱第 245B 號餘段]、第 246 號餘段(部分)、第 247 號、第 248 號、第 249 號、第 250 號、第 251 號、第 252 號、第 253 號、第 254 號、第 255 號、第 256 號、第 257 號、第 258 號、第 259 號、第 260 號 A 分段、第 260 號餘段、第 261 號、第 262 號、第 263 號、第 264 號、第 265 號、第 266 號、第 267 號、第 268 號、第 270 號(部分)、第 272 號、第 300 號(部分)、第 305 號(部分)、第 306 號餘段(部分)、第 307 號(部分)、第 330 號、第 332 號、第 333 號、第 334 號、第 335 號(部分)、第 358 號、第 359 號(部分)、第 396 號(部分)、第 397 號、第 398 號、第 399 號(部分)、第 400 號(部分)、第 401 號、第 402 號、第 403 號、第 404 號、第 406 號、第 407 號、第 408 號、第 409 號、第 410 號(部分)、第 411 號(部分)、第 412 號(部分)、第 413 號、第 414 號、第 415 號、第 416 號、第 418 號、第 419 號、第 420 號、第 421 號、第 422 號、第 424 號、第 425 號、第 426 號、第 427 號、第 428 號、第 429 號、第 430 號、第 431 號、第 432 號、第 433 號、第 434 號、第 435 號、第 437 號餘段、第 442 號、第 443 號、第 444 號、第 445 號、第 446 號、第 447 號、第 448 號、第 450 號、第 451 號、第 452 號、第 453 號、第 455 號、第 456 號餘段、第 457 號、第 458 號 B 分段餘段、第 477 號餘段(部分)、第 479 號(部分)、第 480 號餘段、第 481 號餘段(部分)、第 482 號、第 483 號、第 484 號 A 分段、第 484 號餘段、第 485 號 A 分段、第 485 號 B 分段、第 485 號 C 分段、第 485 號 D 分段、第 485 號餘段、第 486 號、第 496 號餘段(部分)、第 503 號(部分)、第 504 號(部分)、第 517 號餘段(部分)、第 518 號餘段(部分)、第 521 號餘段(部分)、第 523 號餘段(部分)、第 524 號餘段(部分)、第 527 號餘段(部分)、第 532 號餘段、第 533 號餘段、第 534 號餘段、第 538 號、第 539 號、第 540 號、第 541 號、第 542 號、第 543 號、第 544 號、第 545 號、第 546 號、第 547 號、第 548 號、第 549 號、第 550 號、第 551 號、第 552 號、第 553 號、第 554 號、第 555 號、第 556 號、第 557 號 A 分段、第 557 號餘段、第 558 號 A 分段、第 558 號餘段、第 559 號、第 560 號、第 561 號、第 562 號、第 565 號餘段(部分)、第 566 號餘段(部分)、第 567 號餘段、第 568 號 A 分段(部分)、第 569 號(部分)、第 571 號餘段(部分)、第 572 號餘段(部分)、第 573 號餘段(部分)、第 574 號(部分)、第 583 號(部分)、第 584 號餘段(部分)、第 608 號、第 609 號、第 610 號餘段、第 611 號餘段、第 612 號、第 613 號餘段、第 614 號餘段、第 619 號餘段、第 620 號餘段、第 621 號餘段、第 622 號 A 分段第 1 小分段、第 622 號 A 分段餘段、第 622 號 B 分段第 1 小分段、第 622 號 B 分段餘段、第 624 號 A 分段、第 624 號餘段、第 625 號 A 分段、第 625 號 B 分段、第 625 號 C 分段、第 625 號餘段、第 626 號、第 627 號餘段、第 628 號餘段、第 629 號餘段、第 636 號餘段、第 646 號餘段(部分)、第 647 號餘段、第 648 號餘段、第 650 號餘段、第 651 號餘段、第 652 號、第 653 號、第 654 號、第 655 號餘段(部分)、第 656 號、第 657 號(部分)、第 741 號、第 791 號餘段、第 792 號餘段、第 793 號、第 803 號餘段(部分)、第 804 號餘段、第 806 號、第 807 號 A 分段、第 807 號餘段、第 808 號 A 分段餘段、第 808 號餘段、第 2013

號 A 分段餘段、第 2013 號 B 分段餘段、第 2013 號 C 分段餘段、第 2014 號、第 2015 號、第 2016 號 A 分段餘段、第 2016 號 B 分段餘段、第 2017 號 A 分段餘段、第 2018 號 A 分段、第 2018 號 B 分段、第 2018 號餘段、第 2019 號 A 分段、第 2019 號餘段、第 2020 號 A 分段、第 2020 號餘段、第 2021 號 A 分段、第 2021 號 B 分段、第 2021 號餘段、第 2022 號 A 分段、第 2022 號 B 分段、第 2022 號餘段、第 2023 號、第 2024 號、第 2025 號、第 2026 號、第 2027 號 A 分段、第 2027 號 B 分段、第 2028 號、第 2029 號 A 分段、第 2029 號餘段、第 2030 號 A 分段、第 2030 號 B 分段、第 2030 號餘段、第 2031 號 A 分段、第 2031 號 B 分段、第 2031 號餘段、第 2032 號 A 分段、第 2032 號餘段、第 2033 號、第 2034 號、第 2035 號 A 分段、第 2035 號 B 分段、第 2035 號餘段、第 2036 號、第 2037 號、第 2038 號、第 2039 號 A 分段、第 2039 號餘段、第 2041 號、第 2042 號 A 分段、第 2042 號 B 分段、第 2043 號、第 2044 號 A 分段、第 2044 號 B 分段、第 2044 號餘段、第 2045 號、第 2046 號 A 分段、第 2046 號 B 分段、第 2046 號餘段、第 2047 號 A 分段、第 2047 號 B 分段、第 2047 號 C 分段、第 2047 號餘段、第 2048 號、第 2049 號 A 分段、第 2049 號餘段、第 2050 號 A 分段、第 2050 號餘段、第 2052 號 A 分段、第 2052 號餘段、第 2053 號 A 分段、第 2053 號 B 分段、第 2053 號餘段、第 2054 號、第 2055 號 A 分段、第 2055 號餘段、第 2056 號、第 2057 號、第 2058 號、第 2059 號 A 分段、第 2059 號餘段、第 2060 號 A 分段、第 2060 號餘段、第 2061 號 A 分段、第 2061 號 B 分段、第 2061 號 C 分段、第 2061 號餘段、第 2062 號 A 分段、第 2062 號 B 分段、第 2062 號餘段、第 2063 號 A 分段、第 2063 號餘段、第 2064 號、第 2066 號、第 2067 號、第 2069 號餘段、第 2070 號餘段、第 2071 號、第 2072 號、第 2073 號、第 2074 號、第 2075 號、第 2076 號、第 2077 號、第 2078 號、第 2079 號、第 2080 號 A 分段、第 2080 號餘段、第 2081 號 A 分段、第 2081 號餘段、第 2082 號 A 分段、第 2082 號餘段、第 2083 號 A 分段、第 2083 號 B 分段、第 2083 號 C 分段、第 2083 號餘段、第 2084 號、第 2085 號 A 分段、第 2085 號餘段、第 2086 號 A 分段、第 2086 號餘段、第 2087 號 A 分段、第 2087 號 B 分段、第 2087 號餘段、第 2088 號 A 分段、第 2088 號 B 分段、第 2088 號餘段、第 2089 號 A 分段、第 2089 號餘段、第 2090 號、第 2091 號 A 分段、第 2091 號餘段、第 2092 號、第 2093 號、第 2094 號 A 分段、第 2094 號餘段、第 2095 號 A 分段、第 2095 號餘段、第 2096 號 A 分段第 1 小分段、第 2096 號 A 分段餘段、第 2096 號 B 分段、第 2096 號餘段、第 2097 號餘段、第 2124 號餘段、第 2125 號餘段、第 2127 號 A 分段餘段、第 2127 號 B 分段餘段、第 2128 號、第 2129 號、第 2130 號 A 分段、第 2130 號 B 分段、第 2130 號餘段、第 2131 號餘段、第 2133 號餘段、第 2134 號餘段、第 2135 號、第 2136 號餘段、第 2137 號 A 分段、第 2137 號餘段、第 2138 號 A 分段、第 2138 號餘段、第 2139 號 A 分段、第 2139 號餘段、第 2140 號、第 2141 號 A 分段、第 2141 號餘段、第 2144 號餘段、第 4541 號 A 分段、第 4541 號餘段、第 4644 號、第 4666 號、第 4849 號 A 分段、第 4849 號 B 分段、第 4849 號 C 分段、第 4849 號 D 分段第 1 小分段、第 4849 號 D 分段餘段、第 4849 號 E 分段第 1 小分段、第 4849 號 E 分段餘段、第 4849 號 F 分段第 1 小分段、第 4849 號 F 分段餘段、第 4849 號 G 分段、第 4849 號 H 分段及第 4849 號餘段；

丈量約份第 52 約地段第 55 號(部分)、第 56 號、第 74 號餘段、第 75 號餘段(部分)、第 76 號、第 77 號餘段、第 78 號 A 分段餘段、第 78 號 B 分段餘段、第 79 號餘段、第 80 號餘段、第 81 號、第 82 號 A 分段餘段、第 86 號 A 分段餘段、第 87 號餘段、第 89 號、第 90 號 A 分段、第 90 號 B 分段、第 92 號、第 93 號、第 94 號餘段、第 95 號 B 分段、第 96 號 B 分段、第 97 號、第 98 號 A 分段、第 99 號、第 100 號、第 101 號、第 102 號 A 分段、第

103 號 A 分段、第 104 號 A 分段、第 104 號 B 分段、第 104 號餘段、第 111 號餘段、第 112 號餘段、第 117 號 A 分段餘段、第 118 號 A 分段餘段、第 122 號(部分)、第 130 號 A 分段餘段、第 131 號 A 分段餘段、第 132 號、第 133 號、第 134 號餘段、第 135 號、第 147 號(部分)、第 148 號(部分)、第 149 號、第 150 號、第 151 號、第 152 號、第 153 號餘段、第 154 號 B 分段餘段、第 159 號 C 分段餘段、第 160 號 B 分段、第 161 號、第 162 號、第 163 號、第 164 號、第 166 號餘段、第 167 號 A 分段、第 167 號餘段(部分)、第 168 號 A 分段、第 168 號餘段、第 170 號餘段、第 171 號餘段、第 172 號餘段、第 173 號餘段、第 174 號餘段、第 176 號餘段、第 177 號餘段、第 179 號餘段、第 181 號餘段、第 182 號餘段、第 183 號餘段(部分)、第 184 號餘段(部分)、第 186 號餘段(部分)、第 187 號餘段(部分)、第 190 號餘段(部分)、第 192 號(部分)、第 193 號(部分)、第 194 號 A 分段餘段(部分)、第 195 號餘段、第 199 號 E 分段(部分)、第 210 號(部分)、第 212 號、第 230 號 A 分段餘段(部分)、第 230 號 B 分段餘段(部分)、第 231 號餘段(部分)、第 252 號 B 分段(部分)、第 264 號(部分)、第 265 號、第 266 號(部分)、第 268 號餘段、第 270 號(部分)、第 301 號(部分)、第 302 號餘段(部分)、第 314 號餘段、第 318 號、第 319 號餘段、第 320 號餘段、第 321 號、第 325 號餘段、第 326 號、第 329 號 B 分段餘段、第 330 號餘段、第 331 號 A 分段餘段、第 331 號餘段、第 332 號餘段、第 333 號餘段、第 334 號、第 335 號、第 336 號、第 337 號、第 338 號、第 339 號、第 340 號、第 341 號、第 342 號、第 343 號、第 344 號、第 345 號、第 346 號、第 347 號、第 348 號、第 350 號、第 351 號、第 352 號、第 353 號 A 分段、第 353 號餘段、第 354 號、第 355 號、第 356 號、第 357 號、第 358 號、第 359 號、第 360 號、第 361 號、第 362 號、第 363 號、第 364 號、第 365 號餘段、第 366 號餘段、第 367 號、第 368 號餘段、第 369 號、第 370 號、第 371 號、第 372 號餘段、第 373 號、第 374 號、第 375 號餘段、第 376 號、第 377 號 A 分段餘段、第 377 號 B 分段餘段、第 378 號、第 379 號、第 380 號、第 381 號餘段、第 397 號餘段、第 398 號餘段、第 399 號、第 400 號、第 401 號、第 402 號、第 403 號、第 404 號、第 405 號 A 分段、第 405 號餘段、第 406 號、第 407 號、第 408 號、第 409 號餘段、第 410 號餘段、第 414 號 AB 分段餘段、第 414 號 C 分段餘段、第 415 號餘段、第 416 號餘段、第 420 號餘段、第 421 號、第 422 號、第 423 號餘段、第 424 號、第 425 號、第 426 號、第 427 號、第 428 號、第 429 號、第 430 號、第 431 號、第 432 號、第 433 號、第 436 號餘段、第 437 號、第 438 號、第 439 號、第 440 號、第 441 號、第 442 號、第 443 號、第 444 號、第 445 號餘段(部分)、第 446 號、第 447 號、第 448 號餘段(部分)、第 449 號、第 450 號餘段、第 451 號餘段、第 452 號、第 453 號、第 454 號 A 分段、第 454 號 B 分段餘段、第 455 號餘段、第 456 號餘段、第 457 號、第 458 號餘段、第 459 號、第 461 號餘段(部分)、第 462 號、第 463 號、第 464 號 A 分段餘段、第 465 號餘段、第 466 號、第 467 號、第 468 號、第 469 號(部分)、第 472 號餘段(部分)、第 474 號、第 475 號、第 476 號餘段、第 477 號、第 478 號、第 479 號、第 480 號、第 481 號、第 482 號 A 分段、第 482 號餘段、第 483 號、第 484 號 A 分段及 B 分段、第 486 號 A 分段餘段、第 528 號 A 分段餘段(部分)、第 529 號 A 分段餘段、第 804 號、第 805 號餘段、第 806 號、第 809 號、第 810 號、第 811 號、第 812 號餘段、第 813 號餘段、第 814 號、第 815 號、第 816 號餘段、第 817 號餘段、第 1193A 號、第 1207 號、第 1208 號、第 1210 號、第 1319 號、第 1322 號 A 分段、第 1322 號餘段、第 1380 號、第 1381 號餘段及第 1454 號；

丈量約份第 83 約地段第 1130 號餘段、第 1131 號餘段、第 1132 號、第 1133 號、第 1134 號、第 1135 號 A 分段、第 1135 號 B 分段、第 1135 號餘段、第 1136 號 A 分段第 1 小分段、第

1136 號 A 分段餘段、第 1136 號餘段、第 1149 號 A 分段、第 1149 號餘段、第 1150 號餘段、第 1152 號 A 分段、第 1152 號餘段、第 1153 號 A 分段、第 1153 號餘段、第 1154 號 A 分段、第 1154 號 B 分段、第 1154 號餘段、第 1156 號 A 分段、第 1156 號 B 分段、第 1156 號餘段、第 1157 號 A 分段第 1 小分段、第 1157 號 A 分段第 2 小分段、第 1157 號 A 分段餘段、第 1157 號 B 分段第 1 小分段、第 1157 號 B 分段餘段、第 1157 號 C 分段、第 1157 號 D 分段第 1 小分段、第 1157 號 D 分段餘段、第 1157 號 E 分段、第 1157 號餘段、第 1158 號 A 分段第 1 小分段、第 1158 號 A 分段餘段、第 1158 號 B 分段第 1 小分段、第 1158 號 B 分段餘段、第 1158 號 C 分段、第 1158 號餘段、第 1159 號 A 分段、第 1159 號餘段、第 1160 號 A 分段第 1 小分段、第 1160 號 A 分段餘段、第 1160 號 B 分段、第 1160 號餘段、第 1161 號 A 分段、第 1161 號餘段、第 1162 號 A 分段第 1 小分段、第 1162 號 A 分段餘段、第 1162 號 B 分段、第 1162 號 C 分段第 1 小分段、第 1162 號 C 分段第 2 小分段 A 分段、第 1162 號 C 分段第 2 小分段餘段、第 1162 號 D 分段第 1 小分段、第 1162 號 D 分段餘段、第 1175 號 A 分段、第 1175 號餘段、第 1176 號、第 1177 號 A 分段及第 1177 號餘段；

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

丈量約份第 92 約地段第 540 號餘段(部分)、第 541 號餘段(部分)、第 678 號(部分)、第 679 號餘段(部分)、第 681 號餘段、第 683 號、第 684 號餘段(部分)、第 718 號餘段(部分)、第 721 號餘段、第 738 號 A 分段餘段、第 739 號 A 分段、第 739 號 B 分段第 1 小分段、第 739 號 B 分段餘段、第 739 號 C 分段、第 739 號餘段、第 740 號 A 分段、第 740 號 B 分段、第 740 號 C 分段、第 740 號 D 分段、第 740 號 E 分段、第 740 號餘段、第 741 號 A 分段、第 741 號 B 分段、第 741 號 C 分段、第 741 號 D 分段、第 741 號 E 分段、第 741 號 F 分段、第 741 號 G 分段、第 741 號 H 分段、第 741 號餘段、第 742 號 A 分段、第 742 號 B 分段、第 742 號餘段、第 743 號 A 分段、第 743 號餘段、第 744 號餘段、第 745 號 A 分段、第 745 號餘段、第 746 號餘段、第 749 號餘段、第 853 號餘段、第 855 號餘段、第 856 號、第 857 號、第 858 號、第 859 號、第 860 號、第 861 號、第 862 號、第 863 號、第 864 號、第 865 號、第 868 號、第 871 號餘段、第 872 號餘段、第 874 號餘段、第 878 號 C 分段餘段、第 879 號 A 分段第 1 小分段、第 879 號 A 分段餘段、第 879 號 B 分段第 1 小分段、第 879 號 B 分段餘段、第 880 號 C 分段餘段、第 902 號 C 分段餘段、第 903 號 A 分段、第 903 號 B 分段、第 903 號 C 分段、第 903 號餘段、第 904 號 A 分段、第 904 號 B 分段、第 904 號 C 分段、第 904 號 D 分段、第 904 號 E 分段、第 904 號 F 分段、第 904 號 G 分段、第 904 號餘段、第 905 號、第 906 號、第 908 號 A 分段、第 908 號 B 分段、第 908 號餘段、第 909 號 A 分段、第 910 號、第 911 號 C 分段餘段、第 912 號 A 分段第 1 小分段、第 912 號 A 分段餘段、第 912 號餘段、第 913 號、第 914 號 A 分段第 1 小分段、第 914 號 A 分段餘段、第 914 號餘段、第 915 號 A 分段第 1 小分段、第 915 號 A 分段餘段、第 915 號餘段、第 916 號、第 917 號、第 918 號、第 919 號、第 920 號、第 923 號、第 924 號、第 925 號 A 分段、第 925 號 B 分段、第 925 號 C 分段、第 925 號餘段、第 926 號 C 分段第 2 小分段餘段、第 926 號 C 分段餘段、第 1376 號餘段(部分)、第 1547 號餘段(部分)、第 1548 號(部分)、第 1619 號餘段(部分)、第 1621 號、第 1622 號餘段、第 1627 號餘段、第 1628 號、第 1630 號

(部分)、第1631號、第1632號、第1640號餘段、第1641號餘段、第2154號餘段(部分)、第2158號餘段(部分)、第2222號及上水地段第2號餘段(部分)；

這是我的地段

丈量約份第95約地段第4號、第5號、第6號、第7號、第8號、第9號、第10號A分段、第10號餘段、第12號、第13號、第14號、第16號A分段第2小分段、第16號A分段第3小分段、第16號A分段第4小分段、第16號A分段第5小分段(部分)、第16號A分段第6小分段、第16號A分段第7小分段、第16號A分段第8小分段、第16號A分段第9小分段、第16號A分段第10小分段、第16號A分段第11小分段、第16號A分段第12小分段、第16號A分段第13小分段、第16號A分段第14小分段、第16號A分段餘段(部分)、第17號A分段餘段、第19號、第20號、第21號、第22號、第23號、第24號、第25號、第26號、第27號、第28號、第29號、第31號、第32號(部分)、第33號(部分)、第34號(部分)、第37號(部分)、第38號A分段、第38號B分段、第38號餘段、第39號A分段、第39號餘段、第40號、第41號、第42號、第43號、第44號、第45號、第46號、第47號、第48號、第49號、第50號、第51號、第52號、第53號、第54號、第55號、第56號、第57號、第58號、第59號、第60號A分段、第60號餘段、第61號、第62號、第63號、第64號、第65號、第66號、第67號、第69號、第70號、第71號、第72號、第73號、第74號、第75號、第76號、第77號、第78號A分段、第78號餘段、第79號、第80號、第81號、第82號、第83號、第84號、第85號、第86號、第87號、第88號、第89號、第90號、第91號、第93號A分段餘段、第94號A分段餘段、第95號A分段第2小分段、第95號A分段餘段、第96號A分段、第97號A分段第1小分段、第97號A分段餘段、第98號A分段、第98號餘段、第99號、第100號、第102號、第104號(部分)、第106號、第107號、第108號、第109號、第110號、第111號A分段、第111號B分段、第111號餘段、第112號、第113號、第114號、第115號、第116號、第117號、第118號、第119號、第120號、第122號、第123號、第124號、第126號、第127號、第128號、第129號、第131號、第132號、第133號、第134號、第136號、第137號、第138號、第139號、第140號、第143號(部分)、第145號、第148號、第149號、第150號、第151號、第152號、第153號、第154號、第157號、第158號、第161號、第162號、第163號、第164號A分段、第165號A分段、第166號B分段、第167號A分段餘段、第168號A分段餘段、第169號餘段、第170號、第171號、第172號、第173號、第174號、第175號、第176號、第177號、第178號、第180號、第181號、第182號、第183號、第184號、第186號、第187號、第188號、第189號、第190號A分段、第191號、第193號、第194號A分段、第195號A分段餘段、第196號餘段、第197號A分段、第198號餘段、第199號A分段、第200號A分段、第201號A分段、第202號、第203號、第204號、第205號、第206號、第207號、第208號A分段、第208號B分段、第208號餘段、第210號A分段、第211號A分段餘段、第212號A分段、第212號餘段、第213號、第214號A分段、第214號餘段、第215號、第216號、第217號、第218號、第219號、第220號、第221號A分段餘段、第222號A分段餘段、第223號、第224號、第225號、第229號、第231號B分段餘段、第233號A分段、第234號A分段第1小分段、第234號A分段餘段、第235號A分段第1小分段、第235號A分段餘段、第236號A分段餘段、第237號B分段[又稱第237B號；亦稱第237號]、第238號、第240號、第241號、第242號、第244號、第245號、第246號、第247號、第249號、第252號、第253號、第255號、第256號、第257號、第258號、第259

號、第 260 號、第 261 號、第 262 號、第 263 號、第 264 號、第 265 號 A 分段、第 265 號餘段、第 266 號、第 268 號、第 270 號、第 271 號 A 分段第 1 小分段、第 271 號 A 分段餘段、第 271B 號[又稱第 271(B)號；亦稱第 271 號 B 分段]、第 272 號、第 273 號、第 276 號、第 279 號、第 280 號、第 283 號、第 285 號、第 286 號、第 287 號、第 288 號、第 289 號、第 292 號 A 分段、第 292 號餘段、第 306 號、第 308 號、第 314 號餘段(部分)、第 321 號 B 分段、第 321 號 C 分段、第 321 號 D 分段、第 321 號 E 分段、第 321 號餘段、第 322 號餘段、第 323 號、第 325 號 A 分段、第 325 號 B 分段、第 325 號餘段、第 328 號 A 分段、第 328 號餘段、第 329 號、第 331 號、第 334 號 A 分段、第 334 號 B 分段、第 334 號 C 分段、第 334 號 D 分段、第 334 號 E 分段、第 334 號 F 分段、第 334 號餘段、第 335 號 A 分段、第 335 號 B 分段、第 335 號 C 分段、第 335 號 D 分段、第 335 號 E 分段、第 335 號 F 分段、第 335 號 G 分段、第 335 號 H 分段、第 335 號 I 分段、第 335 號 J 分段、第 335 號餘段、第 337 號、第 338 號、第 341 號餘段、第 346 號 A 分段、第 346 號 B 分段、第 349 號、第 351 號、第 352 號、第 353 號 A 分段、第 353 號 B 分段、第 353 號 C 分段、第 353 號 D 分段、第 355 號、第 356 號、第 357 號、第 359 號、第 360 號、第 372 號餘段、第 373 號餘段、第 691 號 C 分段第 2 小分段、第 691 號 C 分段第 3 小分段、第 691 號 C 分段第 4 小分段、第 691 號 C 分段第 5 小分段、第 691 號 C 分段第 6 小分段、第 691 號 C 分段第 7 小分段、第 691 號 C 分段第 8 小分段、第 691 號 C 分段第 9 小分段、第 691 號 C 分段餘段、第 693 號餘段、第 694 號、第 695 號、第 696 號、第 697 號、第 698 號、第 699 號、第 700 號、第 701 號、第 702 號、第 703 號、第 704 號餘段、第 705 號、第 706 號 C 分段餘段、第 708 號餘段、第 709 號餘段、第 710 號餘段、第 711 號餘段、第 713 號餘段、第 714 號餘段、第 715 號餘段、第 716 號餘段、第 717 號餘段、第 719 號餘段、第 720 號餘段、第 722 號餘段、第 723 號餘段、第 724 號、第 725 號 A 分段、第 725 號 B 分段、第 725 號餘段、第 726 號餘段、第 727 號餘段、第 728 號 A 分段、第 728 號 B 分段、第 728 號 C 分段、第 728 號 D 分段、第 728 號 E 分段、第 728 號 F 分段、第 728 號 G 分段第 1 小分段餘段、第 728 號 G 分段餘段、第 728 號 H 分段、第 728 號 J 分段、第 728 號 K 分段、第 728 號 L 分段、第 728 號 M 分段、第 728 號 N 分段、第 728 號餘段、第 729 號 A 分段第 1 小分段、第 729 號 A 分段第 2 小分段 A 分段、第 729 號 A 分段第 2 小分段 B 分段、第 729 號 A 分段第 2 小分段 C 分段、第 729 號 A 分段第 2 小分段餘段、第 729 號 A 分段第 3 小分段、第 729 號 A 分段第 4 小分段、第 729 號 A 分段第 5 小分段餘段、第 729 號 A 分段第 6 小分段餘段、第 729 號 A 分段第 7 小分段、第 729 號 A 分段第 8 小分段、第 729 號 A 分段第 9 小分段、第 729 號 A 分段第 10 小分段 A 分段、第 729 號 A 分段第 10 小分段餘段、第 729 號 A 分段第 11 小分段、第 729 號 A 分段第 12 小分段、第 729 號 A 分段第 13 小分段、第 729 號 A 分段餘段、第 730 號 A 分段第 1 小分段、第 730 號 A 分段第 2 小分段、第 730 號 A 分段第 3 小分段、第 730 號 A 分段第 4 小分段、第 730 號 A 分段第 5 小分段、第 730 號 A 分段第 6 小分段、第 730 號 A 分段第 7 小分段、第 730 號 A 分段第 8 小分段、第 730 號 A 分段餘段、第 730 號餘段、第 731 號 A 分段第 1 小分段、第 731 號 A 分段第 2 小分段、第 731 號 A 分段第 3 小分段、第 731 號 A 分段第 4 小分段、第 731 號 A 分段第 5 小分段、第 731 號 A 分段第 6 小分段、第 731 號 A 分段第 7 小分段 A 分段、第 731 號 A 分段第 7 小分段餘段、第 731 號 A 分段第 8 小分段、第 731 號 A 分段第 9 小分段、第 731 號 A 分段第 10 小分段、第 731 號 A 分段第 11 小分段、第 731 號 A 分段第 12 小分段、第 731 號 A 分段第 13 小分段、第 731 號 A 分段第 14 小分段、第 731 號 A 分段第 15 小分段、第 731 號 A 分段第 16 小分段、第 731 號 A 分段餘段、第 731 號餘段、第 732 號 A 分段、第 732 號 B 分段、第 732 號 C 分段、第 732 號 D 分段、第

這是在
的號碼

732 號 E 分段、第 732 號 F 分段、第 732 號餘段、第 733 號 C 分段餘段、第 734 號餘段、第 736 號餘段、第 737 號餘段、第 738 號餘段、第 739 號餘段、第 740 號餘段、第 741 號、第 742 號 A 分段、第 742 號餘段、第 743 號 A 分段、第 743 號餘段、第 744 號 A 分段、第 744 號餘段、第 745 號 A 分段、第 745 號餘段、第 747 號、第 748 號餘段、第 749 號、第 750 號、第 751 號、第 752 號、第 754 號 A 分段、第 754 號 B 分段、第 754 號 C 分段、第 754 號 D 分段、第 754 號餘段、第 755 號 A 分段、第 755 號 B 分段、第 755 號 C 分段、第 755 號 D 分段、第 755 號餘段、第 757 號 A 分段、第 757 號 B 分段、第 757 號餘段、第 758 號、第 759 號 A 分段、第 759 號 B 分段、第 759 號 C 分段、第 759 號餘段、第 761 號 A 分段、第 761 號 B 分段、第 761 號 C 分段、第 761 號 D 分段、第 761 號餘段、第 762 號 A 分段、第 762 號 B 分段、第 762 號 C 分段、第 762 號 D 分段、第 762 號餘段、第 763 號、第 764 號、第 765 號、第 766 號 A 分段、第 766 號餘段、第 767 號 A 分段餘段、第 767 號餘段、第 768 號 A 分段餘段、第 768 號 B 分段餘段、第 768 號 C 分段、第 768 號餘段、第 769 號餘段、第 770 號 A 分段餘段、第 774 號 A 分段、第 776 號 A 分段餘段、第 778 號餘段、第 783 號餘段、第 784 號餘段、第 790 號餘段、第 794 號餘段、第 795 號、第 796 號餘段、第 798 號 A 分段、第 798 號 B 分段、第 798 號餘段、第 799 號餘段、第 803 號 A 分段第 1 小分段餘段、第 803 號 A 分段第 2 小分段、第 803 號 A 分段第 3 小分段、第 803 號 A 分段餘段、第 805 號 A 分段餘段、第 805 號 B 分段餘段、第 806 號、第 807 號餘段、第 809 號餘段、第 811 號 A 分段、第 811 號餘段、第 812 號、第 814 號、第 815 號餘段、第 816 號 A 分段第 1 小分段、第 816 號 A 分段第 2 小分段、第 816 號 A 分段餘段、第 816 號餘段、第 817 號餘段、第 818 號餘段、第 819 號餘段、第 820 號餘段、第 821 號 A 分段餘段、第 821 號 B 分段、第 821 號 C 分段、第 821 號餘段、第 822 號 A 分段餘段、第 822 號 B 分段第 1 小分段、第 822 號 B 分段第 2 小分段、第 822 號 B 分段第 3 小分段、第 822 號 B 分段餘段、第 823 號、第 824 號、第 825 號、第 826 號、第 827 號、第 829 號、第 830 號、第 831 號 A 分段、第 831 號 B 分段、第 832 號、第 833 號、第 834 號、第 835 號、第 837 號、第 839 號、第 840 號、第 841 號、第 842 號、第 844 號 A 分段、第 844 號餘段、第 845 號、第 846 號 A 分段、第 846 號 B 分段、第 846 號餘段、第 847 號、第 849 號 A 分段、第 849 號 B 分段、第 850 號、第 851 號、第 852 號 A 分段、第 852 號餘段、第 853 號、第 856 號、第 857 號、第 858 號 A 分段、第 858 號餘段、第 859 號、第 860 號 A 分段、第 860 號餘段、第 861 號、第 863 號、第 864 號、第 865 號、第 866 號餘段、第 867 號、第 868 號餘段、第 869 號、第 870 號、第 871 號、第 872 號、第 873 號、第 874 號、第 875 號、第 876 號、第 877 號、第 878 號、第 879 號、第 880 號、第 881 號、第 882 號、第 884 號、第 885 號、第 886 號、第 887 號、第 888 號餘段、第 889 號、第 890 號、第 891 號、第 892 號、第 893 號、第 900 號、第 910 號餘段、第 913 號餘段、第 914 號、第 915 號、第 916 號、第 917 號、第 918 號、第 919 號、第 920 號、第 921 號、第 922 號、第 923 號、第 924 號、第 925 號、第 927 號、第 928 號、第 929 號、第 930 號、第 931 號、第 932 號、第 933 號、第 934 號、第 935 號、第 936 號、第 937 號、第 938 號、第 939 號餘段、第 940 號、第 941 號、第 942 號餘段、第 943 號餘段、第 944 號餘段、第 945 號餘段、第 966 號餘段、第 986 號餘段、第 989 號餘段、第 991 號餘段、第 998 號餘段、第 999 號餘段、第 1001 號餘段、第 1002 號、第 1003 號餘段、第 1004 號、第 1005 號、第 1007 號、第 1008 號、第 1009 號、第 1010 號、第 1011 號、第 1012 號、第 1013 號、第 1014 號、第 1015 號、第 1016 號、第 1017 號、第 1018 號餘段、第 1019 號、第 1123 號餘段、第 1124 號餘段、第 1125 號餘段、第 1126 號 A 分段餘段、第 1126 號 B 分段餘段、第 1127 號、第 1128 號餘段、第 1130 號餘段、第 1140

號餘段、第 1141 號、第 1142 號、第 1143 號、第 1144 號 A 分段、第 1144 號 B 分段、第 1144 號餘段、第 1145 號、第 1146 號餘段、第 1157 號餘段、第 1158 號、第 1159 號、第 1160 號、第 1161 號、第 1162 號、第 1914 號、第 1917 號、第 1921 號 B 分段、第 1921 號餘段、第 1924 號、第 1952 號、第 1971 號、第 1975 號、第 1994 號、第 1995 號、第 2067 號、第 2072 號、第 2074 號及第 2079 號；

丈量約份第 96 約地段第 327 號(部分)、第 328 號餘段(部分)、第 626 號 A 分段餘段、第 627 號、第 629 號、第 630 號 A 分段、第 630 號 B 分段餘段、第 631 號餘段、第 632 號餘段、第 633 號餘段、第 634 號 C 分段餘段、第 637 號餘段、第 638 號餘段、第 643 號餘段、第 644 號餘段、第 645 號 A 分段餘段、第 645 號 C 分段餘段、第 647 號餘段、第 657 號 A 分段餘段、第 659 號 A 分段餘段、第 659 號 B 分段、第 659 號 C 分段餘段、第 662 號、第 663 號、第 664 號餘段、第 665 號餘段、第 666 號餘段、第 667 號、第 668 號、第 671 號、第 747 號 B 分段餘段(部分)、第 747 號 C 分段餘段(部分)、第 747 號 D 分段第一小分段(部分)、第 834 號餘段、第 839 號 B 分段、第 839 號 C 分段第一小分段、第 839 號 C 分段餘段、第 839 號餘段、第 855 號餘段、第 858 號、第 859 號 B 分段餘段(部分)、第 860 號(部分)、第 861 號(部分)、第 862 號餘段、第 863 號、第 864 號、第 866 號、第 868 號、第 869 號餘段(部分)、第 870 號(部分)、第 871 號(部分)、第 872 號(部分)、第 875 號、第 876 號、第 877 號、第 878 號、第 882 號餘段、第 884 號餘段、第 886 號餘段、第 888 號餘段(部分)、第 897 號、第 898 號(部分)、第 899 號(部分)、第 900 號(部分)、第 901 號(部分)、第 904 號(部分)、第 905 號(部分)、第 920 號(部分)、第 922 號(部分)、第 923 號(部分)、第 924 號(部分)、第 925 號(部分)、第 954 號(部分)、第 965 號、第 976A 號、第 979 號、第 980 號、第 982 號(部分)、第 983 號(部分)、第 989 號(部分)、第 990 號 A 分段(部分)、第 990 號 B 分段(部分)、第 991 號(部分)、第 992 號(部分)、第 993 號(部分)、第 994 號(部分)、第 998 號(部分)、第 999 號(部分)、第 1000 號(部分)、第 1004 號(部分)、第 1005 號(部分)、第 1006 號(部分)、第 1007 號(部分)、第 1008 號(部分)、第 1015 號(部分)、第 1017 號(部分)、第 1020 號(部分)、第 1021 號(部分)、第 1033 號、第 1035 號、第 1037 號、第 1040 號、第 1042 號(部分)、第 1056 號(部分)、第 1057 號(部分)及第 2252 號餘段(部分)；以及

粉嶺上水市地段第 182 號 A 分段、粉嶺上水市地段第 182 號 B 分段及粉嶺上水市地段第 182 號餘段。

土地業權人補償簡介

1. 政府會根據適用程序向需收回土地的業權人作出補償。土地業權人可選擇領取行政性質的新界土地特惠補償，亦可向政府申索法定補償作為替代。本署張貼收回土地公告後會發信聯絡土地業權人跟進，包括發出標準補償建議書，當中會載列適用特惠補償金額供業權人考慮。
2. 屬行政性質的新界土地特惠補償已於2022年5月優化。該特惠補償設有兩個補償分區級別(即第一級別和第二級別)。第一級別適用於因發展用途而收回的土地，第二級別適用於因非發展用途而收回的土地。由於古洞北／粉嶺北新發展區餘下階段工程屬發展用途，所收回的土地將獲發較高的第一級別補償，一般以土地業權歸還政府當時生效的補償率計算。作為參考，現時(自2022年10月1日生效)，每平方呎農地的特惠補償為港幣1,457元。特惠補償率於每年四月一日及十月一日檢視及調整。

查閱古洞北／粉嶺北新發展區餘下階段工程擬議收地及清拆範圍
可於古洞北／粉嶺北新發展區網頁瀏覽，網址如下：

<https://www.ktnfln-ndas.gov.hk/tc/6-1-compensation.php>

或掃描以下二維碼(QR Code)：



相關圖則亦可於下列地點查閱：

地政總署新發展區組

新界上水龍琛路 39 號上水廣場 15 樓 1501-1510 室

辦公時間：星期一至星期五上午 9 時至下午 5 時半
(下午 12 時 30 分至 1 時 30 分除外)

古洞北新發展區社工隊

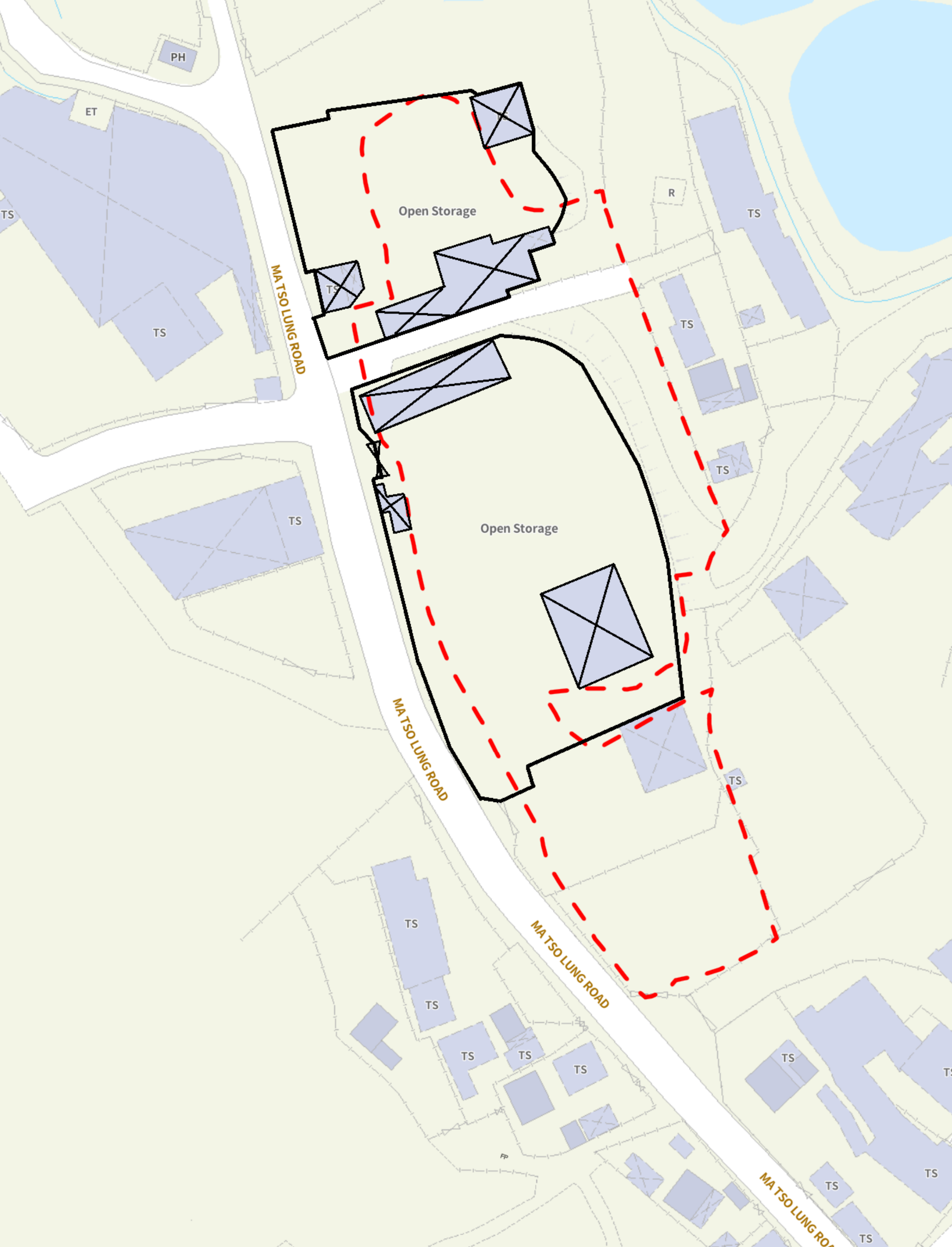
新界古洞青山公路古洞段 25 號

辦公時間：星期一、二、四上午 9 時半至下午 5 時半
(下午 12 時 30 分至 2 時除外)；
星期三、五下午 2 時至下午 9 時半
(下午 5 時 30 分至 7 時除外)；
星期六上午 9 時半至下午 12 時半

粉嶺北新發展區社工隊

新界上水新樂街 36 號 A 閣樓後座

辦公時間：星期一、二、四上午 9 時半至下午 5 時半
(下午 12 時 30 分至 2 時除外)；
星期三、五下午 2 時半至下午 9 時半
(下午 5 時 30 分至 7 時除外)；
星期六上午 9 時半至下午 12 時半



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

寄件者: Jeffrey Lam [REDACTED]
寄件日期: 2024年03月04日星期一 14:11
收件者: William Shu Tai WONG/PLAND
主旨: A/NE-TKLN/79
附件: Response to Comments- TKLN79-1.pdf; Swept Path Analysis- Timber.pdf; Traffic Survey.pdf

類別: Internet Email

Dear William, please find attached FI in response to the comments of the commissioner of Transport.

Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN “RECREATION” ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant's Response
<p><u>Comments from Transport Department</u></p> <ul style="list-style-type: none">The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated by the development will not cause substantial traffic impact to the surrounding road network, in particular whether there would be any issue on the road capacity of the adjacent Lin Ma Hang Road, which is a single track access with traffic of both directions;	<p>In order to assess the existing traffic conditions, a vehicle count survey was conducted at the Lin Ma Hang Road, near the Heung Yuen Wai Bus terminal, where Lin Ma Hang Road becomes a 1-lane-2-way operation, between 7:00am to 10:00 and 16:00 to 19:00 on 23 February, 2024 (FRI). Flow counts are recorded at 15-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume. The morning and afternoon peak times for the network are determined to be 8:00am to 9:00am and 4:00pm to 5:00pm respectively. Based on the attached assessment, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios in 2027. No adverse traffic impact is anticipated.</p>
<ul style="list-style-type: none">The applicant should advise the width of the vehicular access leading to the site;	<p>The width of the vehicular access leading to the site will be 12m wide</p>
<ul style="list-style-type: none">The applicant shall demonstrate the satisfactory maneuvering of the goods vehicles entering and exiting the subject site, maneuvering within the subject site and into/out of the parking and loading/unloading spaces, preferably using the swept path analysis;	<p>Please find attached swept path analysis to demonstrate sufficient maneuvering space for goods vehicles.</p>

S.16 Planning Application No. A/NE-TKLN/79

<ul style="list-style-type: none">• The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;	<ul style="list-style-type: none">- The staff on site will manage vehicles entering and exiting the subject site to ensure that there will be no queuing of vehicles outside the subject site.- As the proposed use is for storage only, there will be no visitors to the site, and all deliveries and pickups to the site will be scheduled ahead of time.- Sufficient space will be provided for maneuvering within the site, and departing vehicles will wait inside the site and give way to vehicles entering the site
<ul style="list-style-type: none">• In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrians. The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park; and	The applicant will install "TS460" and "5KM/H" signs at the site access to alert drivers to slow down and be aware of pedestrians.
<ul style="list-style-type: none">• The proposed vehicular access between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments/ approvals from the responsible parties; and should have no objection from LandsD on the land matters to validate the feasibility for the use of vehicular access	Noted.

1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

1.1. Existing Road Network

- 1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:
- 1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.
- 1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-lane 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

1.2. Traffic Surveys

- 1.2.1. As the proposed use is for temporary warehouse storage, with no outside vehicle, traffic generation is expected to be very minimal. It is anticipated that the proposed use will not incur adverse traffic impact.
- 1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 7:00am to 10:00 and 16:00 to 19:00 on 23 February, 2024 (FRI). Flow counts are recorded at 15-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.
- 1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.
- 1.2.4. The morning and afternoon peak times for the network are determined to be 8:00am to 9:00am and 4:00pm to 5:00pm respectively.
- 1.2.5. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

Table 1.1 2023 Peak hour Road Link Capacity Assessment

Location	Direction	Design ⁽¹⁾ Capacity (Veh/hr)	Observed Flow		V/C	
			AM	PM	AM	PM
Lin Ma Hang Road (east of Heung Yuen Wai Bus Terminal)	2-way	100	30	23	0.30	0.23

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

- 1.2.6. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

2. Traffic Impact Assessment

2.1. Design Year

- 2.1.1. This application is seeking temporary permission for a period of 3 years only, which targets to commence by the end of 2024.

2.2. Methodology

- 2.2.1. In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- Projections of Population Distribution 2021-2029 published by the Planning Department
 - Committed and planned developments in the Study Area
- 2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

$$\begin{aligned} 2027 \text{ Background Flow} &= 2024 \text{ Observed Flow} \times \text{annual growth factors } (1 + 8.9\%)^1 \\ 2027 \text{ Reference Flows} &= 2027 \text{ Background Flow} + \text{additional traffic by planned developments} \\ 2027 \text{ Design Flow} &= 2027 \text{ Reference Flow} + \text{Development Flow of this Application} \end{aligned}$$

2.3. Future Year Reference Traffic Flows

- 2.3.1. According to the Projections of Population Distribution 2021-2029 published by the Planning Department, the projected population in North District in 2024 and 2027 are 361,600 and 393,900 respectively. Thus, a growth rate of 8.9% is adopted over the 3 year period

2.4. Planned and Committed Developments

- 2.4.1. An approved application, A/NE-TKLN/58, is identified in the area, and making reference to their application, the estimated trip generation and attraction is listed in Table 2.1.

Table 2.1 Planned and Committed Developments

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

2.5. Development Flow of this Application

- 2.5.1. The operation is expected to remain the same at the application site. Thus, the traffic generation and attraction is estimated based on the operations at the applicant's previous location at Ma Tso Lung is shown Table 2.2.

Table 2.2 Expected Trip Generation and Attraction

Time Period	Trip Generation and Attraction				2- Way Total
	PC		MGV		
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

2.6. Future Year Link Capacity Assessment

2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

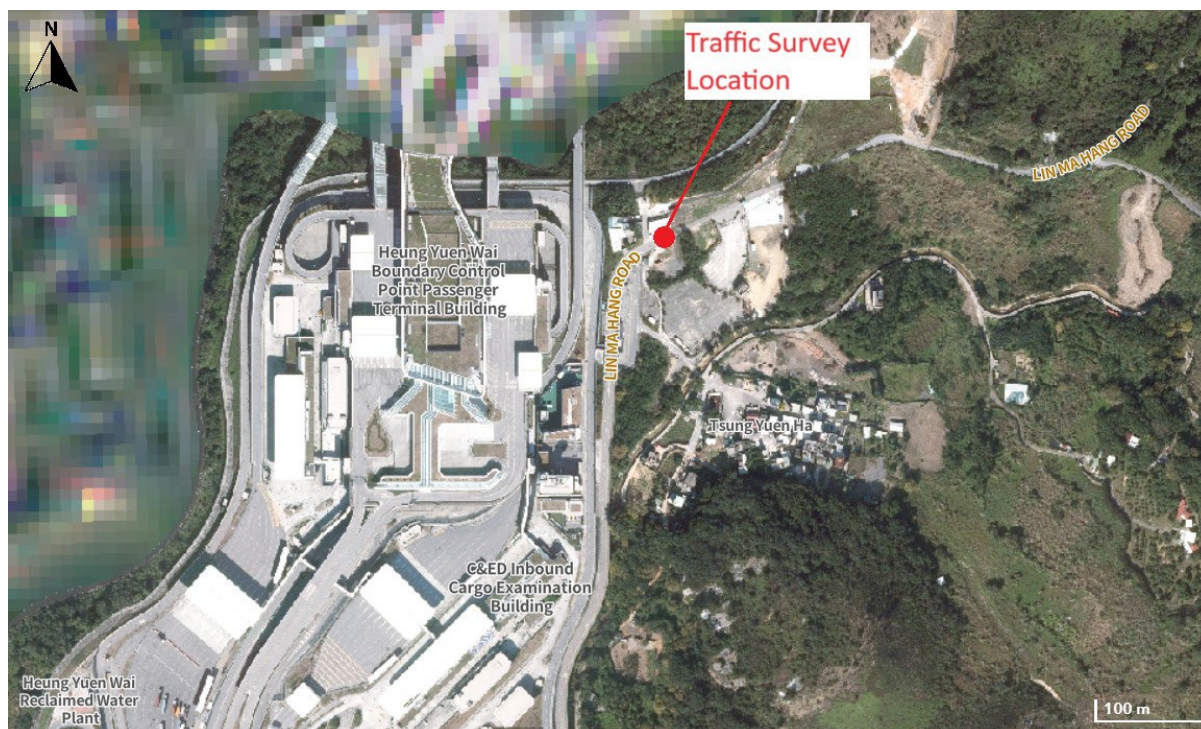
Table 2.3 2027 Traffic Assessment

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Desing V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	30 x 1.089 + 4 =37	23 x 1.089 +3 =28	0.37	0.28	37 + 3 = 40	28 + 3 = 31	0.40	0.31

2.6.2. As shown in the table above, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios. No adverse traffic impact is anticipated.

2.6.3. With only 3 trips per hour generated from the application, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

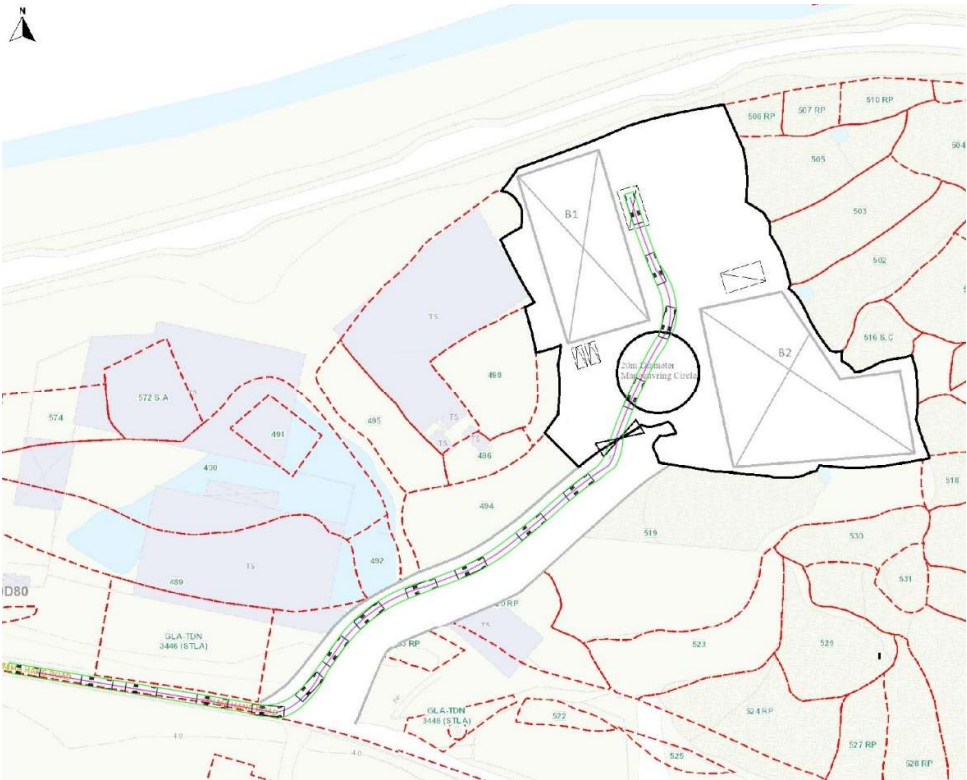
Appendix I: Location of Traffic Survey



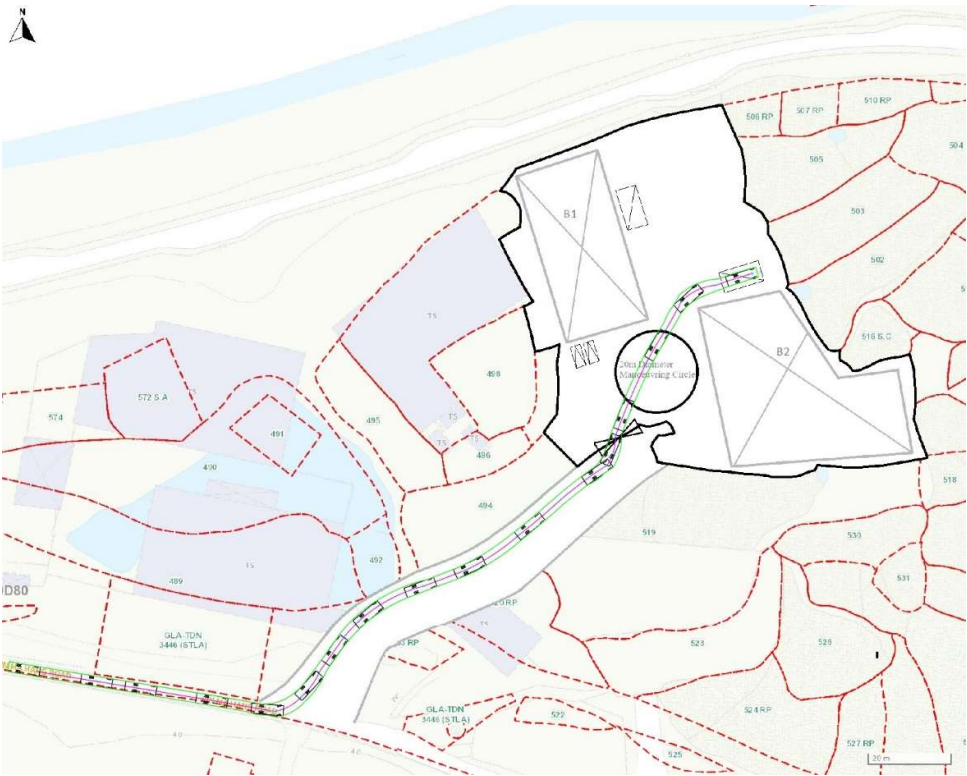
Appendix II: Traffic Survey Raw Data

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車
7:00-7:15	0	2	1	0
7:15-7:30	0	0	0	0
7:30-7:45	1	1	1	1
7:45-8:00	2	1	1	1
8:00-8:15	3	1	2	2
8:15-8:30	0	1	1	0
8:30-8:45	4	1	0	0
8:45-9:00	4	1	3	0
9:00-9:15	5	1	0	0
9:15-9:30	2	1	1	1
9:30-9:45	0	1	0	0
9:45-10:00	0	1	0	0
16:00-16:15	4	1	1	1
16:15-16:30	1	1	1	0
16:30-16:45	0	1	1	0
16:45-17:00	2	1	1	1
17:00-17:15	2	1	0	1
17:15-17:30	2	1	0	0
17:30-17:45	2	1	1	0
17:45-17:00	0	1	0	0
18:00-18:15	1	1	1	0
18:15-18:30	2	1	0	0
18:30-18:45	1	1	0	0
18:45-19:00	0	1	0	0

Swept Path Analysis: Entering the Application Site 1



Swept Path Analysis: Entering the Application Site 2



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

寄件者: Jeffrey Lam [REDACTED]
寄件日期: 2024年04月08日星期一 18:20
收件者: William Shu Tai WONG/PLAND
主旨: A/NE-TKLN/79
附件: Revised Planning Statement pages 2, 3, 7, 13, 14.pdf; Timber- Swept Path Analysis Revised.pdf; Local Access Photo.pdf; Response to Comments- TKLN79-2.pdf; Traffic Survey- Revised.pdf; Application Form Revised Page 6.pdf

類別: Internet Email

Dear William,

Please find attached FI in response to the Transport Department's comments. Included are the attachments listed below.

1. Response to Comments
2. Traffic Survey Revised
3. Application Form Page 6 Revised, Access to site using existing road
4. Revised Planning statements
 - Page 2, 3, and 7, Revised vehicular access from Lin Ma Hang Road via local access
 - Page 13: Revised Site Plan, new ingress/egress location
 - Page 14: Revised Vehicular Access Plan
5. Local Access Photos
6. Revised Swept Path Analysis with revised ingress/egress and vehicular access

Thank you for your consideration, if you have any questions, please do not hesitate to contact me at any time.

Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN “RECREATION” ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant's Response
<u>Comments from Transport Department</u> <ul style="list-style-type: none">The traffic count survey should have also conducted on a typical Saturday, as Lin Ma Hang road is busier during weekend due to heavier public access and traffic demand to the Heung Yuen Wai Boundary Control Point. The traffic count to be conducted on Saturday shall be from 8am to 7pm	Noted. Please find revised traffic survey. A traffic count survey was conducted on Saturday, April 6th, 2024, from 7am to 8pm to account for the heavier public access and traffic demand of the weekend.
<ul style="list-style-type: none">The applicant should advise the width of the vehicular access (ingress and egress points).	The vehicular access has been revised to be an existing single lane 2-way local access with 9.2m at the ingress and 10.8m at the egress.
<ul style="list-style-type: none">Table 2.1 should have included all the planned and committed developments in the vicinity and the list should be confirmed with PlanD.	Noted. The revised Traffic survey takes consideration of the list provided by PlanD of all the planned and committed developments in the vicinity.
<ul style="list-style-type: none">The applicant should demonstrate that no-objections/ consent have been obtained from relevant government department and private lot owners to validate the feasibility to form and for use of vehicular access.	The vehicular access has been revised to use an existing local access from Lin Ma Hang Road. Please find attached revised vehicular access plan, swept path analysis and site plan with revised ingress/egress, and pictures of conditions of the existing local path.

1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

1.1. Existing Road Network

- 1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:
- 1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.
- 1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-land 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

1.2. Traffic Surveys

- 1.2.1. As the proposed use is for temporary warehouse storage, with no outside vehicle, traffic generation is expected to be very minimal. It is anticipated that the proposed use will not incur adverse traffic impact.
- 1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 7:00 to 20:00 6 April, 2024 (SAT). Flow counts are recorded at 30-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.
- 1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.
- 1.2.4. The morning and afternoon peak times for the network are determined to be 10:30am to 11:30am and 12:30pm to 1:30pm respectively.
- 1.2.5. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

Table 1.1 2023 Pak hour Road Link Capacity Assessment

Location	Direction	Design ⁽¹⁾ Capacity (Veh/hr)	Observed Flow		V/C	
			AM	PM	AM	PM
Lin Ma Hang Road (east of Heung Yuen Wai Bus Terminal)	2-way	100	65.75	46	0.66	0.46

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

- 1.2.6. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

2. Traffic Impact Assessment

2.1. Design Year

- 2.1.1. This application is seeking temporary permission for a period of 3 years only, which targets to commence by July of 2024.

2.2. Methodology

- 2.2.1. In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- Historical data of the nearby Annual Traffic Census station 6533 Ping Che Road
 - Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section)
 - Committed and planned developments in the Study Area
- 2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

2027 Background Flow = 2024 Observed Flow x annual growth factors (1 + 1.8%)

2027 Reference Flows = 2027 Background Flow + additional traffic by planned developments

2027 Design Flow = 2027 Reference Flow + Development Flow of this Application

2.3. Future Year Reference Traffic Flows

- 2.3.1. According to the historical data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic grew from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per annum.
- 2.3.2. According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.
Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>
- 2.3.3. Thus, the more conservative growth rate of 0.6% p.a. is adopted, and a growth rate of 1.8% is estimated over the 3 year period

2.4. Planned and Committed Developments

- 2.4.1. From the list of planned and committed developments in the vicinity confirmed by the Planning Department, A/NE-TKLN/76 and A/NE-TKLN/82, are identified in the area, as projects that have not commenced operations and makes use of the Lin Ma Hang Road. Details of the selection criteria and estimation of trip generation and attractions are detailed in Appendix III. A summary of the estimations are listed in Table 2.1.

Table 2.1 Planned and Committed Developments

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/76	1	1	1	1
A/NE-TKLN/82	4	3	3	3
Total	5	4	4	4

2.5. Development Flow of this Application

- 2.5.1. The operation is expected to remain the same at the application site. Thus, the traffic generation and attraction is estimated based on the operations at the applicant's previous location at Ma Tso Lung is shown Table 2.2.

Table 2.2 Expected Trip Generation and Attraction

Time Period	Trip Generation and Attraction				
	PC		MGV		2- Way Total
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

2.6. Future Year Link Capacity Assessment

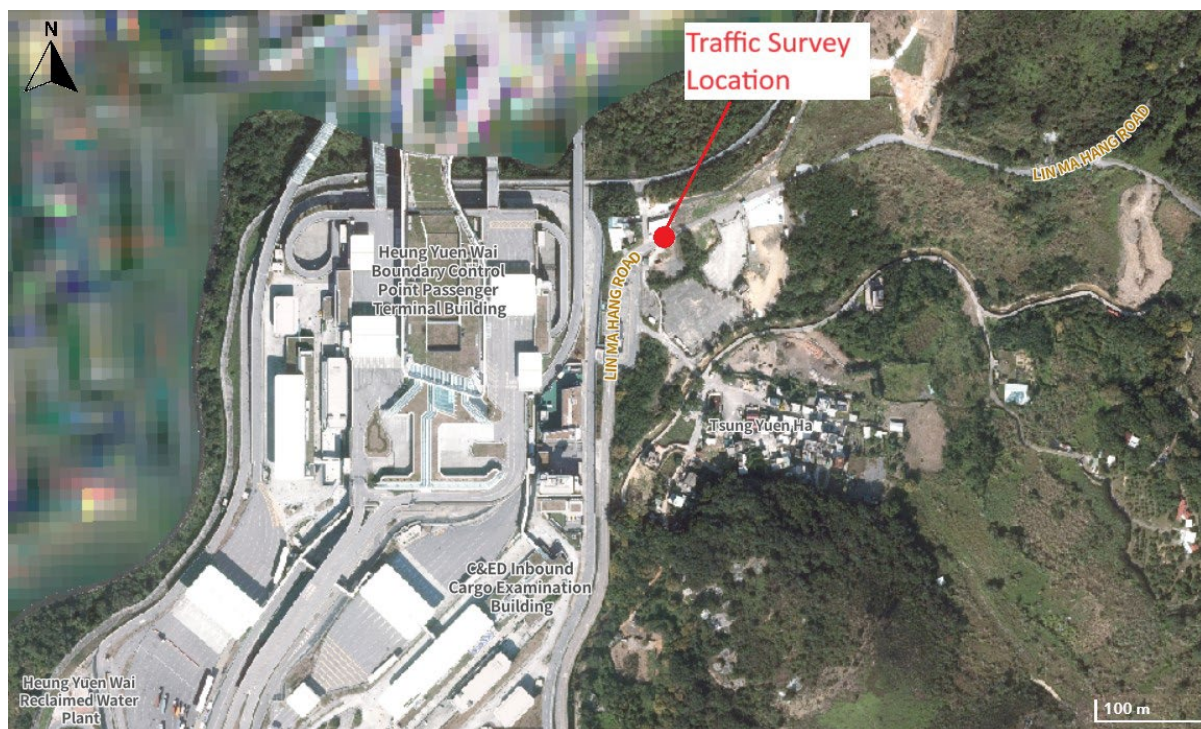
- 2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

Table 2.3 2027 Traffic Assessment

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Desing V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	66 x 1.018 + 5 =72	46 x 1.018 +4 =51	0.72	0.51	72 + 3 = 75	51 + 3 = 54	0.75	0.54

- 2.6.2. As shown in the table above, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios. No adverse traffic impact is anticipated.
- 2.6.3. With only 3 trips per hour generated from the application, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

Appendix I: Location of Traffic Survey



Appendix II: Traffic Survey Raw Data

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	PCU	
7:00-7:30	3	2	0	0	6	
7:30-8:00	2	2	1	0	6.5	
8:00-8:30	6	2	2	0	12	
8:30-9:00	5	2	3	0	12.5	
9:00-9:30	12	2	3	1	21.25	
9:30-10:00	10	2	3	1	19.25	
10:00-10:30	17	2	0	0	20	
10:30-11:00	20	2	3	1	29.25	
11:00-11:30	27	3	1	2	36.5	65.75
11:30-12:00	12	2	1	2	20	
12:00-12:30	13	2	2	1	20.75	
12:30-13:00	11	2	3	3	23.75	
13:00-13:30	11	2	2	3	22.25	46
13:30-14:00	11	2	2	2	20.5	
14:00-14:30	10	2	0		13	
14:30-15:00	6	2	0	1	10.75	
15:00-15:30	5	2	0		8	
15:30-16:00	6	2	0		9	
16:00-16:30	4	2	1		8.5	
16:30-17:00	5	2	0	1	9.75	
17:00-17:30	3	2	0		6	
17:30-18:00	5	2	0		8	
18:00-18:30	6	2	1		10.5	
18:30-19:00	10	2	0	2	16.5	
19:00-19:30	11	2	0		14	
19:30-20:00	5	2	0		8	

Appendix III: Planned and Committed Developments

Application	Date Approved	Meeting Date	Commenced Operation	Notes
A/NE-TKLN/23	5/2/2021		No	Same location as TKLN/68
A/NE-TKLN/37	28/5/2021		Yes	
A/NE-TKLN/39	28/5/2021		Yes	
A/NE-TKLN/40	25/6/2021		Yes	
A/NE-TKLN/53	23/6/2023		Yes	
A/NE-TKLN/55	22/9/2023		Yes	
A/NE-TKLN/57	22/9/2023		Yes	
A/NE-TKLN/58	22/9/2023		Yes	
A/NE-TKLN/61	Not yet approved	10/5/2024	No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/67	27/10/2023		Yes	
A/NE-TKLN/68	5/4/2024		No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/70	27/10/2023		Yes	
A/NE-TKLN/75	15/3/2024		Yes	
A/NE-TKLN/76	5/4/2024		No	
A/NE-TKLN/80	15/3/2024		Yes	
A/NE-TKLN/82	Not yet approved	Deferred, TBD	No	

- Based on photos taken on April 5th, 2024 (Figure B and C), the above referenced applications that have commenced operations will not be counted in the planned and committed developments, as the numbers are already counted towards the traffic count taken on April 6th, 2024, and adding their estimates will duplicate the results.
- Based on the applications information of A/NE-TKLN/23, A/NE-TKLN/61, and A/NE-TKLN/68, these sites will be accessed via “unnamed road” and will generate additional traffic towards the concerned section of Lin Ma Hang Road, and thus will not be counted in our analysis. Photo of the project site is shown in Figure D.

- Project A/NE-TKLN/76

Making reference to A/NE-TKLN/76, the average and peak trip generation and attraction are listed below. Thus, the peak hour trip generation of 1pcu/hour is adopted in our study

	Average (pcu/hour)		Peak (pcu/hour)	
	Generation	Attraction	Generation	Attraction
A/NE-TKLN/76	0.17	0.17	1	1

- Project A/NE-TKLN/82

As of this submission, April 8th, 2024, the project has not been approved, and the planning meeting date is not scheduled, and there are no public trip generation and attraction information available in their application. The application is for a proposed temporary eating place and petrol filling station (for charging only) for a period of 3 years, with 25 parking spaces with charging stations, and a site area of 960m². The eating place and charging is aimed

primarily at servicing the visitors at nearby parking lots, and thus should not generate significant additional traffic to the area.

For our calculations, we can only make reference to the similar or nearby projects. A/YL-KTS/968, which is a similar type, scale, size, 1,065.59m², and 31 parking spaces with charging stations. And their trip generation and attraction is only about 15-20 vehicles per day.

A/NE-TKLN/58, a proposed temporary public vehicle park with (private cars only) and Shop and Services (Convenience Store) which is closest to the referenced project, in location and scale, Although A/NE-TKLN/58 is much bigger in size, 2,058m², it has similar number of parking spaces of 26.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

As the proposed A/NE-TKLN/82 project is aimed primarily at servicing visitors from nearby developments, we can only infer that the project will not draw significant additional traffic to the area. Comparing to A/YL-KTS/968, which is similar in use, size, and number of spaces, the charging stations does not draw significantly higher traffic compared to the nearby parking lots in the area. Thus, without additional public data, as of April 8th, 2024, we can only take into account the more conservative number from the referenced A/NE-TKLN/58 in our calculations.

Figure A Map of listed developments

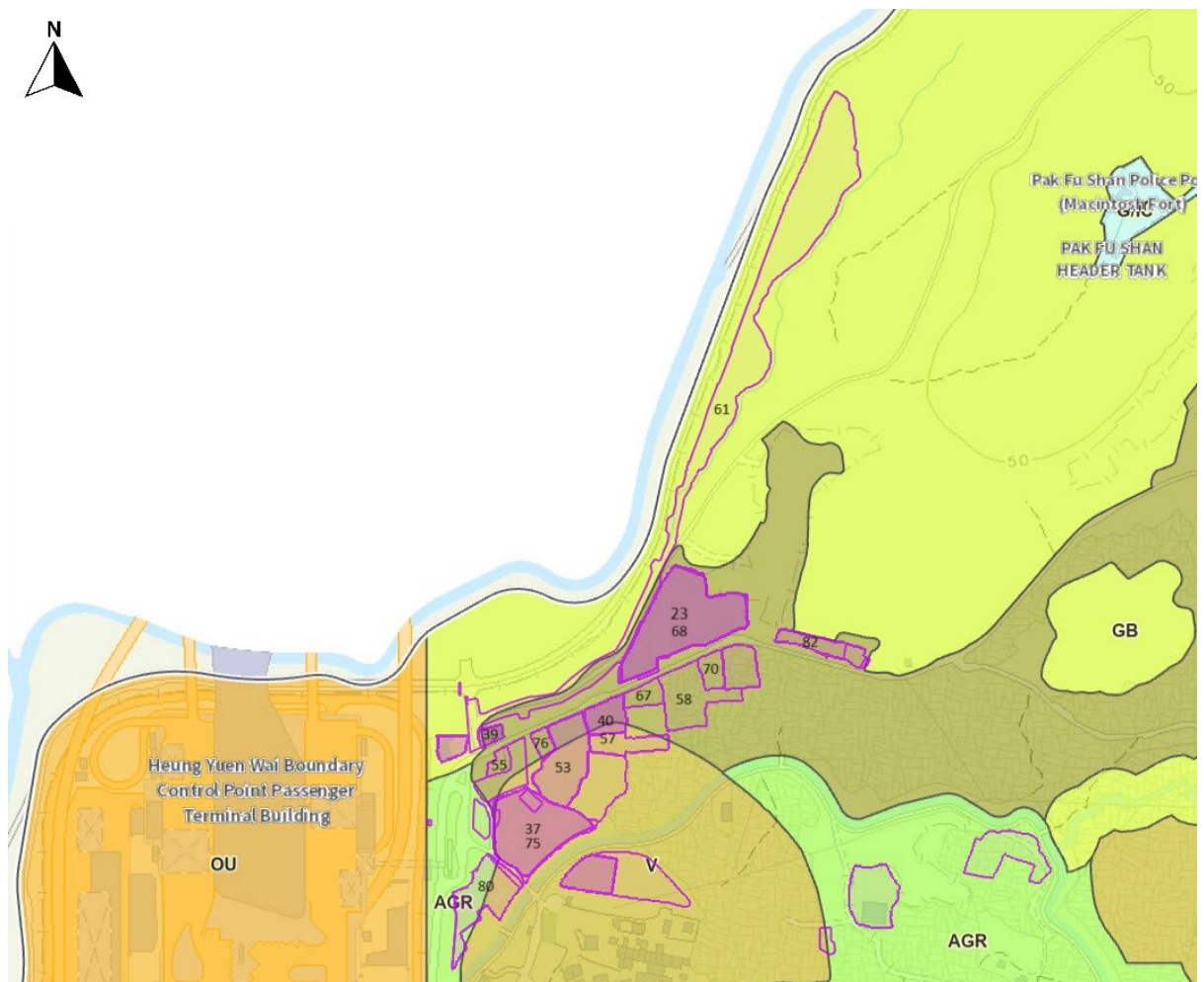


Figure B Photo of Commenced Projects



Figure C Photo of Commenced Projects

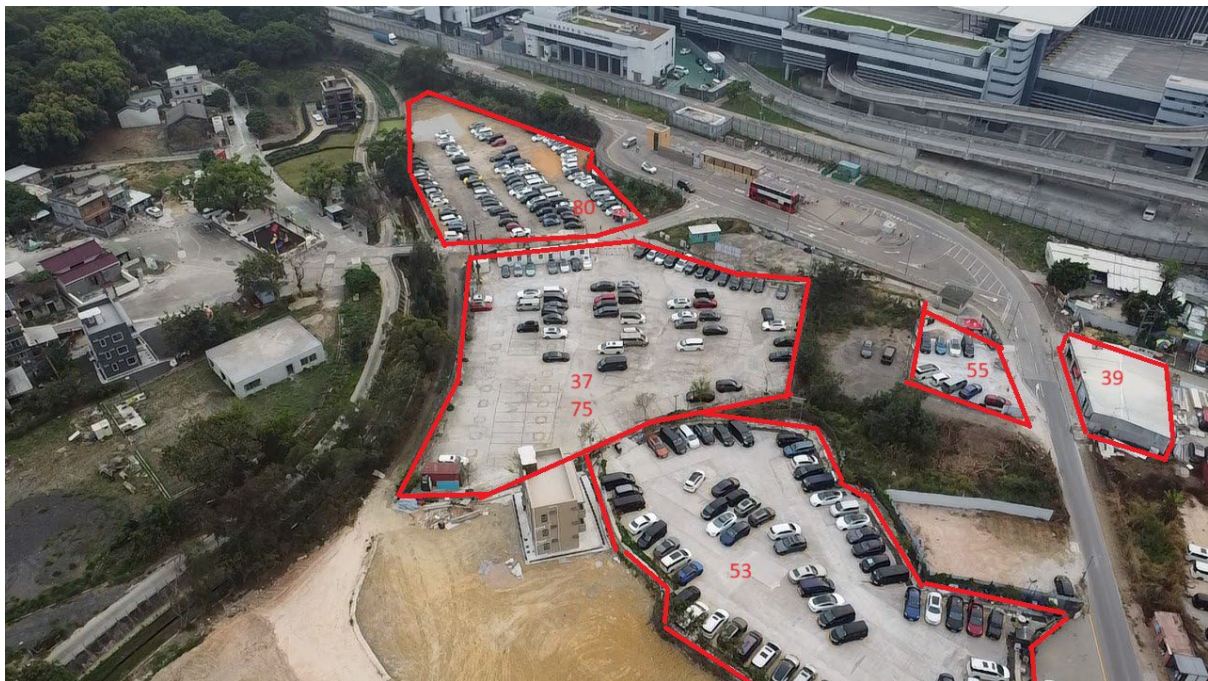


Figure D Projects accessed via “unnamed road”



Proposed operating hours 擬議營運時間 The operation hours are from 9 a.m. to 6p.m., from Mondays to Saturdays only. There will be no operation on Sundays and public holidays.			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) <u>Lin Ma Hang Road via Local Access</u>	
	No 否	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) <input type="checkbox"/>	
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)			
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動？	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情 	
	No 否	<input checked="" type="checkbox"/>	
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？	Yes 是	<input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input checked="" type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 <u>38</u> sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填塘深度 <u>0.5</u> m 米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約	
	No 否	<input type="checkbox"/>	
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> 		

EXECUTIVE SUMMARY

- The Applicant seeks to apply for planning permission under Section 16 of the Town Planning Ordinance (Cap. 131) to use Various Lots and Adjoining Land in D.D. 80, Ta Kwu Ling North, New Territories (the Site) for Proposed Temporary Warehouse Storage of Construction Material for a Period of Three Years and Filling of Pond.
- The Site falls within an area zoned as “Recreation” on the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
- The Site consists of an area of 5,377m². The proposed development consists of open-air areas for vehicle maneuvering and 2 warehouses. 2 parking space for private cars and 2 loading and unloading bay for medium goods vehicles will be provided within the site.
- The Application Site is accessible from Lin Ma Hang Road via **an existing** local path (Plan 5). The operation hours of the Site are from 09:00 to 18:00 from Mondays to Saturdays only. There will be no operation on Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - The current application is to facilitate relocation of their timber and construction business from Lot 331 in D.D. 95 in Ma Tso Lung, Kwun Tung North New Development Area (KTN NDA). The applicant has been in business at that location for 28 years, and the concerned land lot would need to be resumed and reverted to the Government by July, 2024. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operation.
 - The proposed use is intended to facilitate cross border trade and the construction industry in the area;
 - the proposed use is temporary in nature, which would not jeopardize long term planning intention of “REC” zone;
 - There are open storage and workshop uses in the vicinity of the Site. The proposed use is not incompatible with the adjoining land uses;
 - No significant adverse landscape, traffic, environmental, and drainage impacts are anticipated;

Table 1: Development Parameters of the Proposed Development Application Site Area	5,377m ² (about)
Covered Area	2,222m ² (about)
Uncovered Area	3,155m ² (about)
Plot Ratio	0.41
Site Coverage	About 41.3%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	2,222m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	2,222m ² (about)

行政摘要 (如內文與其英文版本有差異，則以英文版本為準)

- 本規劃申請根據《城市規劃條例》第 16 條，懇請城市規劃委員會批准位於新界打鼓嶺北丈量份 80 約，作臨時貨倉存放建築材料及機械，為其三年及擬議填土工程。
- 申請地盤位於《打鼓嶺北分區計劃大綱圖 S/NE-TKLN/2》上劃作「康樂」地帶。
- 申請地點的面積為 5,377 平方米，用於露天存放和操作空間。
- 申請地盤面積約 5,377 平方米。用於共 2 個貨倉和操作空間，並提供共 2 個私家車泊車位及 1 個中型貨車上落客貨車位。
- 擬議發展可從蓮麻坑路經現有的本地道路通往。擬議發展的營運時間為星期一至星期六上午 9 時至下午 6 時。星期日及公眾假期不會運作。
- 擬議發展有充分的理支持，包括以下規劃考量因素：
 - 本規劃申請是為了促進其木材和建築業務從新界古洞北新發展區馬草壟丈量約份第 95 約地段第 331 號搬遷。申請人已在該地點經營了 28 年，而相關地段需要在 2024 年 7 月之前收回並交還給政府。因此，申請人迫切需要找到一個搬遷地點以繼續經營。受影響的業務運營。
 - 擬議用途會促進該地區的跨境貿易和建築業；
 - 擬議用途屬於臨時性質，不會損害「康樂」地帶的長期規劃；
 - 現場附近有露天儲存用途。擬議發展與周邊土地用途兼容；和
 - 擬議發展不會對附近地方構成不良的景觀、交通、環境、排水及排污影響；

表 1：擬議發展申請參數	5,377 平方米(約)
有上蓋土地面積	2,222 平方米(約)
露天土地面積	3,155 平方米(約)
地積比率	0.41
上蓋面積	約 41.3%
構築物數目	2
建築物高度	不多於 7 米
樓面面積	2,222 平方米(約)
住用樓面面積	不適用
非住用樓面面積	2,222 平方米(約)

4. DEVELOPMENT PROPOSAL

4.1 Proposed Temporary Warehouse for Storage of Construction Material

- 4.1.1 The proposed development intends to be a temporary warehouse for storage of construction material for a period of 3 years and filling of pond. The proposed development is a relocation project to help sustain a 28 year old business. Construction material is imported mainly from mainland China, and proposed to be stored at the application and then distributed to the construction sites.

4.2 Development Details

- 4.2.1 The Site occupied an area of 5,377m² (about). Details of development parameters are shown below:

Table 1: Development Parameters of the Proposed Development Application Site Area	5,377m ² (about)
Covered Area	2,222m ² (about)
Uncovered Area	3,155m ² (about)
Plot Ratio	0.41
Site Coverage	About 41.3%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	2,222m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	2,222m ² (about)

- 4.2.2 Two structures of one story (not more than) 7m in height are proposed at the Site for warehouse with total GFA 2,222m² (about) (**Plan 3**).

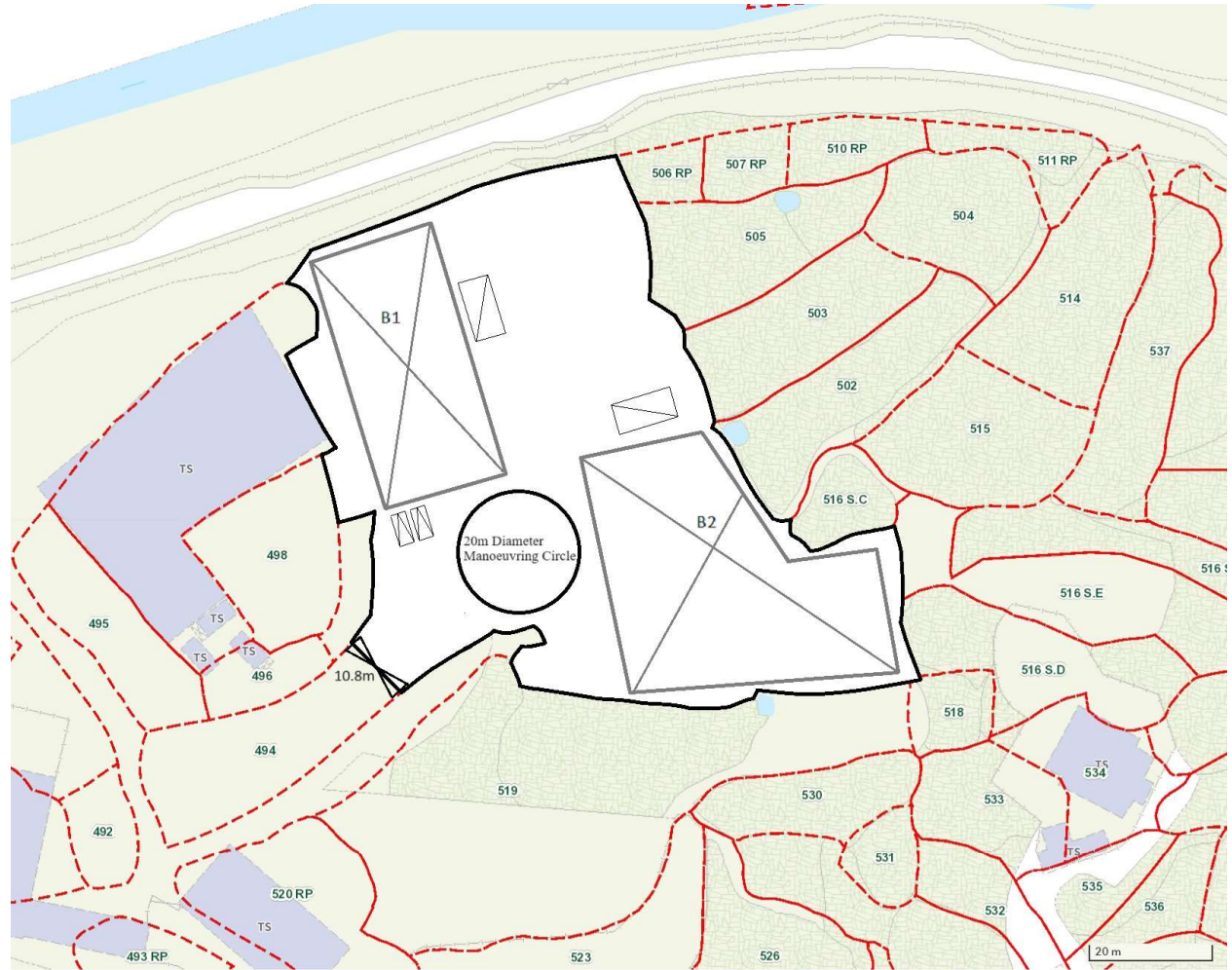
Structure	Use	Covered Area	GFA	Building Height
B1	Warehouse	821 m ²	821 m ²	7m (about)(1-Storey)
B2	Warehouse	1,401 m ²	1,401 m ²	7m (about)(1-Storey)

4.3 Operation Arrangement

- 4.3.1 The proposed warehouse is intended for storage of construction materials such as timber and metals to facilitate the construction industry. The operation hours are from 9 a.m. to 6p.m., from Mondays to Saturdays only. There will be no operation on Sundays and public holidays. As the Site is for 'warehouse' use with no storefront, no visitors are anticipated at the Site.

4.4 Minimal Traffic Impact

- 4.4.1 The Site is accessible via an existing local access from Lin Ma Hang Road.



PARKING AND LOADING/ UNLOADING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 2
DIMENSION OF PARKING SPACE	: 5 m (L) x 2.5 m (W)
NO. OF L/UL SPACE FOR MEDIUM GOODS VEHICLE	: 2
DIMENSION OF L/UL SPACE	: 11 m (L) x 3.5 m (W)

Structure	Use	Covered Area	GFA	Building Height
B1	Warehouse	821 m ²	821 m ²	7m (about)(1-Storey)
B2	Warehouse	1,401 m ²	1,401 m ²	7m (about)(1-Storey)

LEGEND

	APPLICATION SITE
	STRUCTURE
	PARKING SPACE
	LOADING / UNLOADING SPACE
	INGRESS / EGRESS

Project:
Proposed Temporary
Warehouse for Storage of
Construction Material for Three
Years and Filling of Pond

Drawing Title:
Proposed Site Layout

Drawing No:
Plan 3

Remarks:

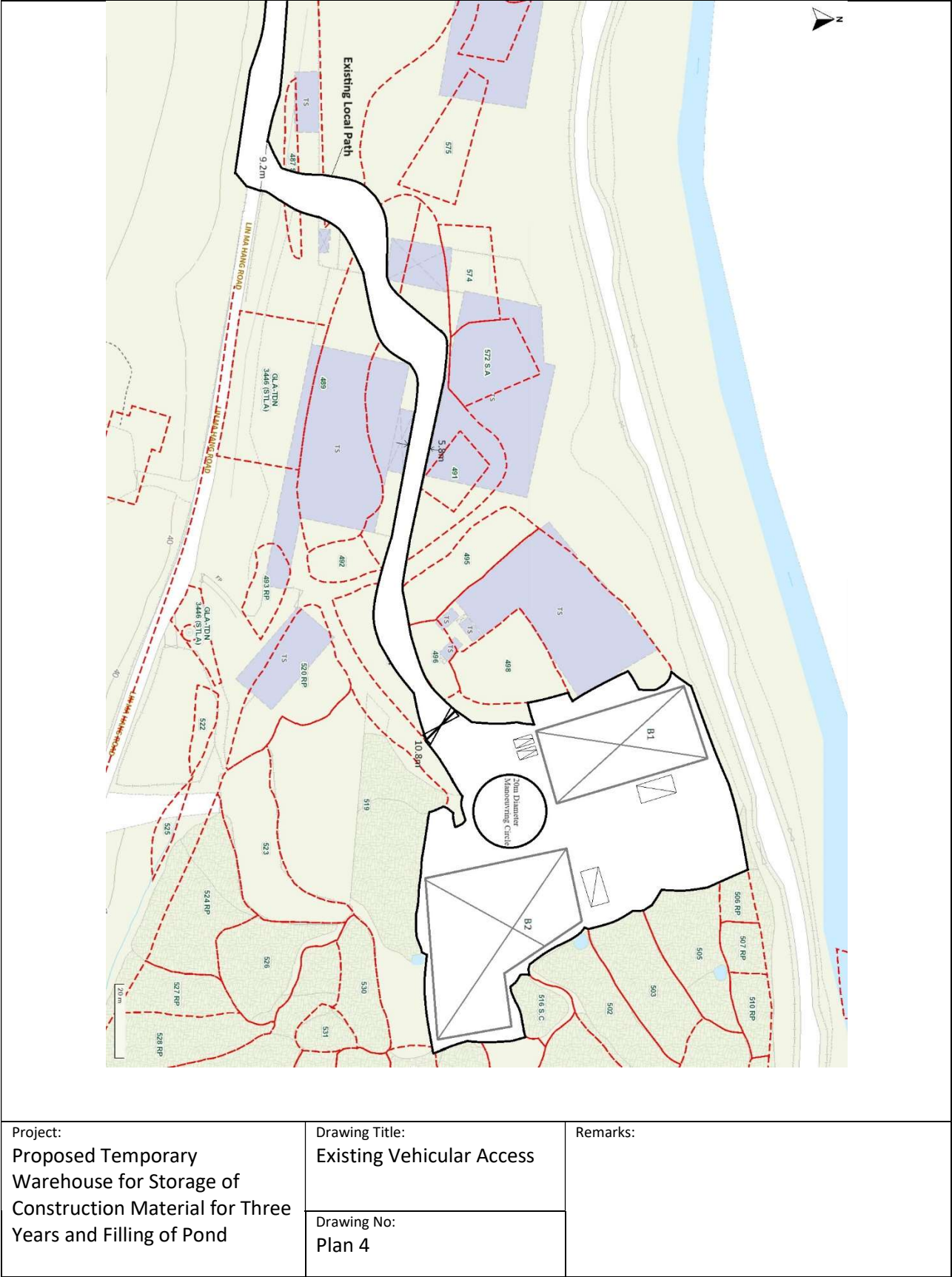


Figure A Site Access Photo Location

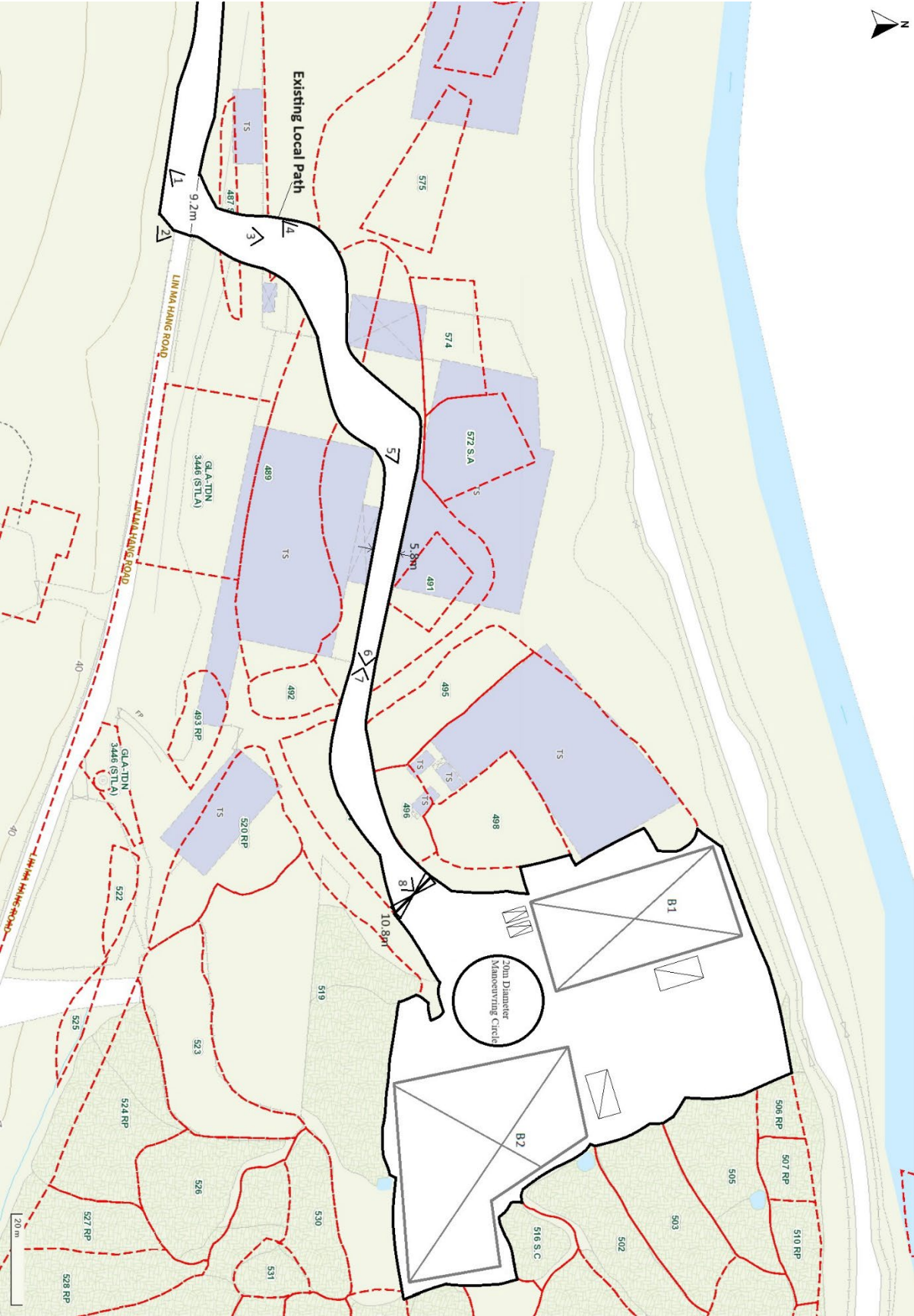


Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



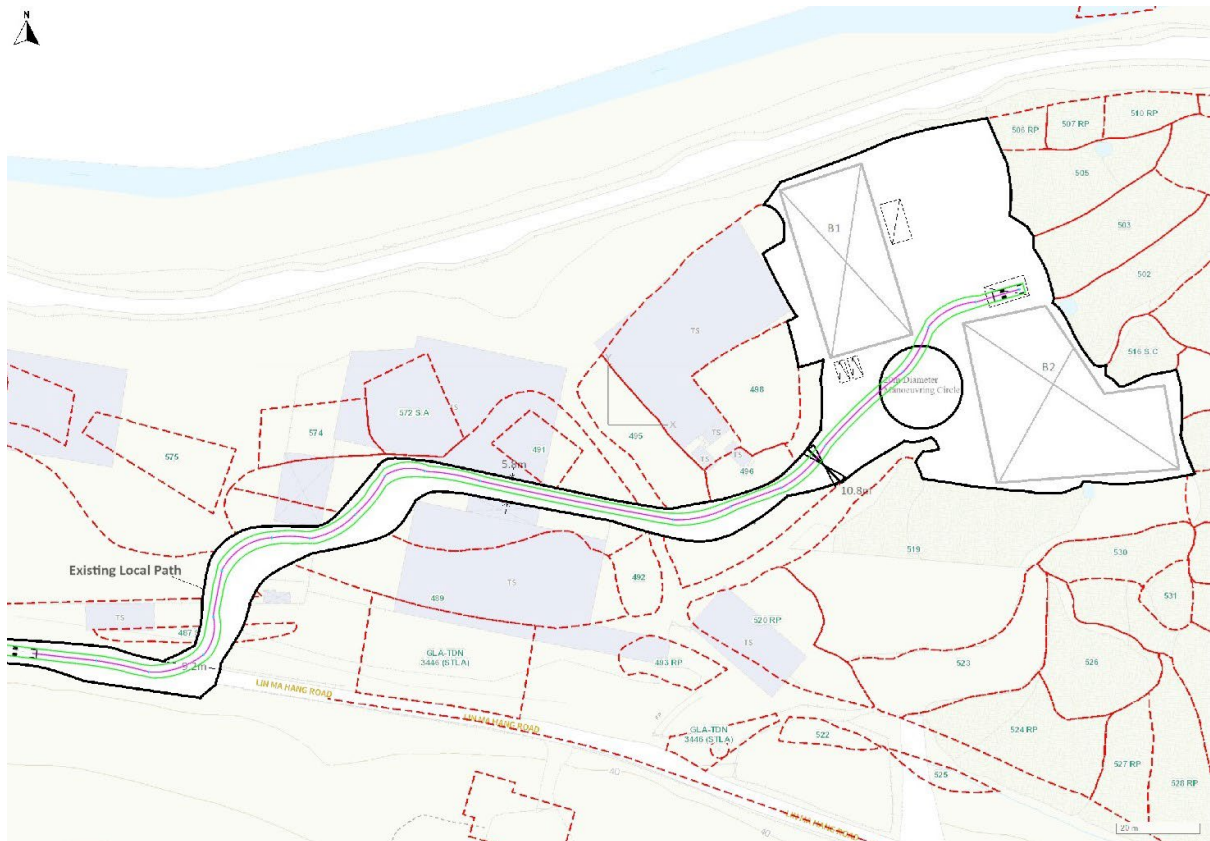
Figure 7



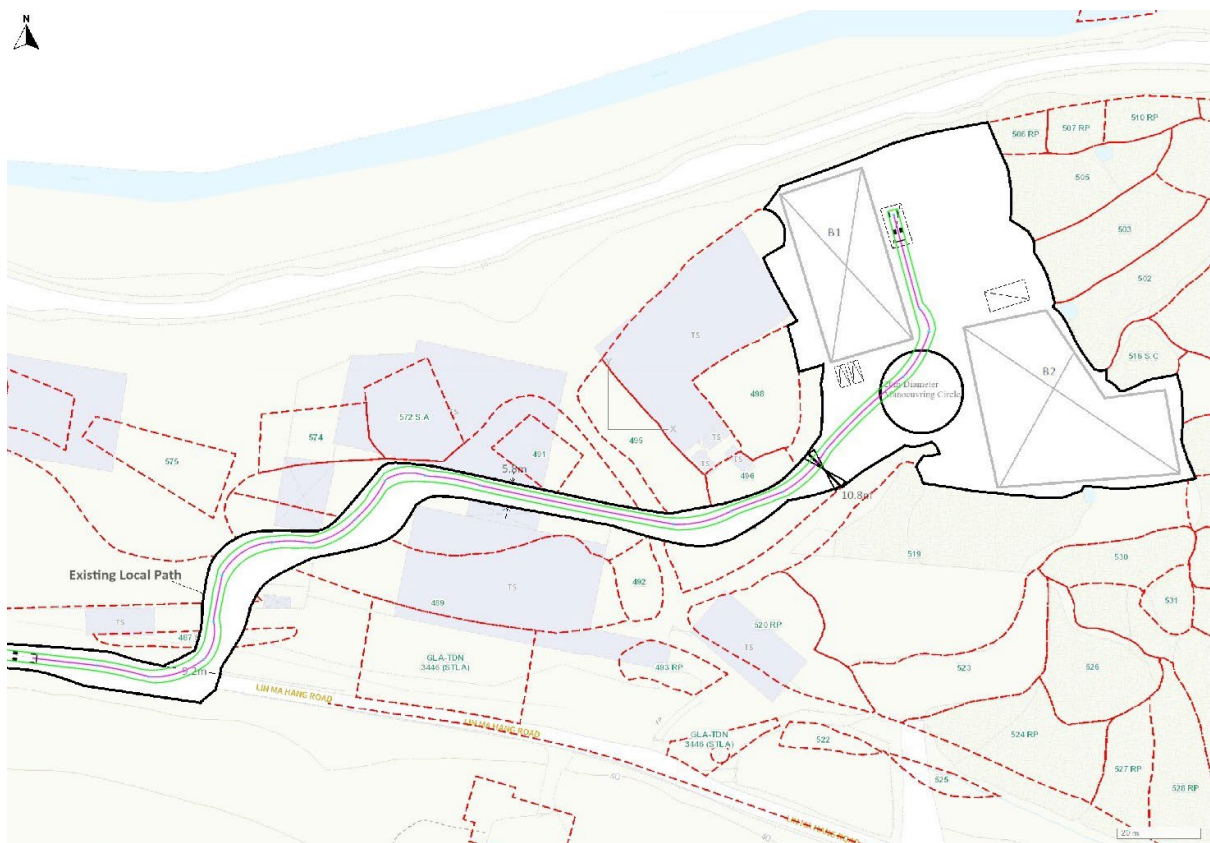
Figure 8



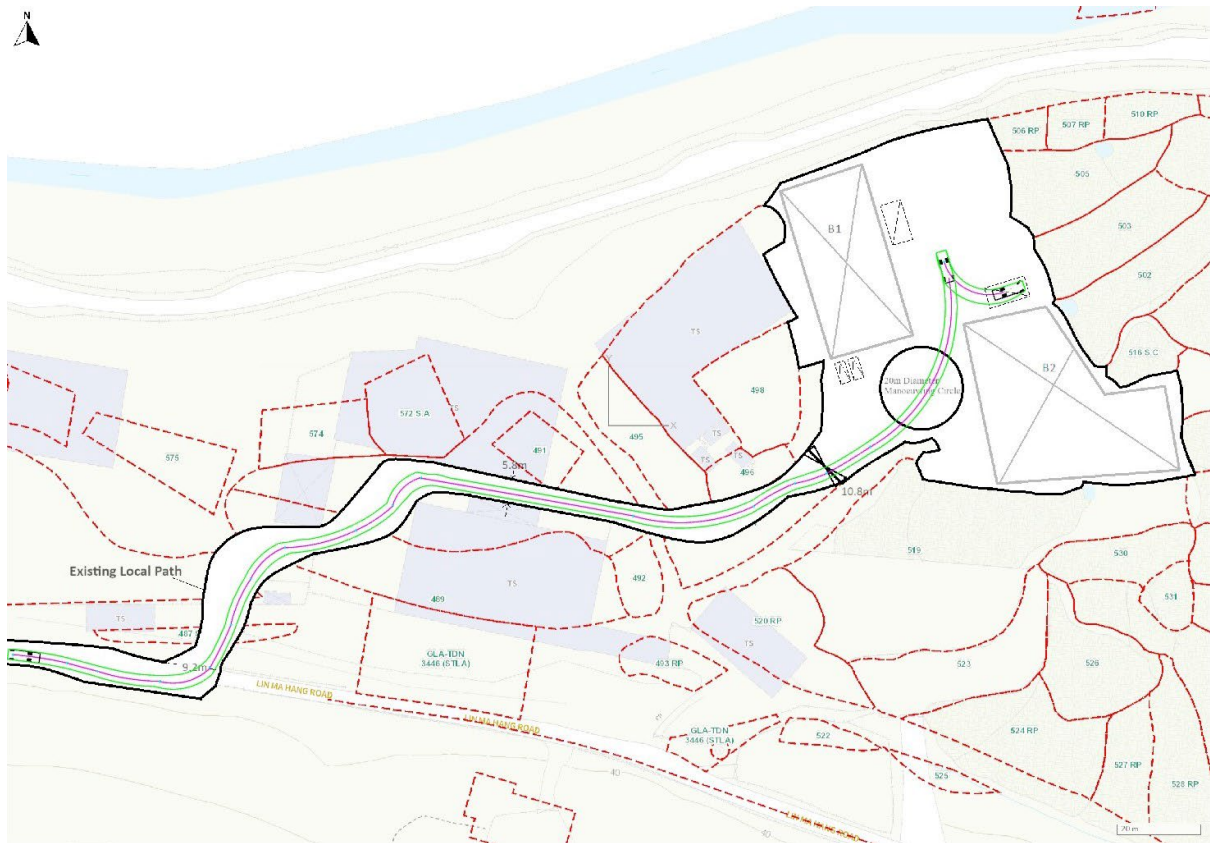
Swept Path Analysis: Entering the Application Site 1



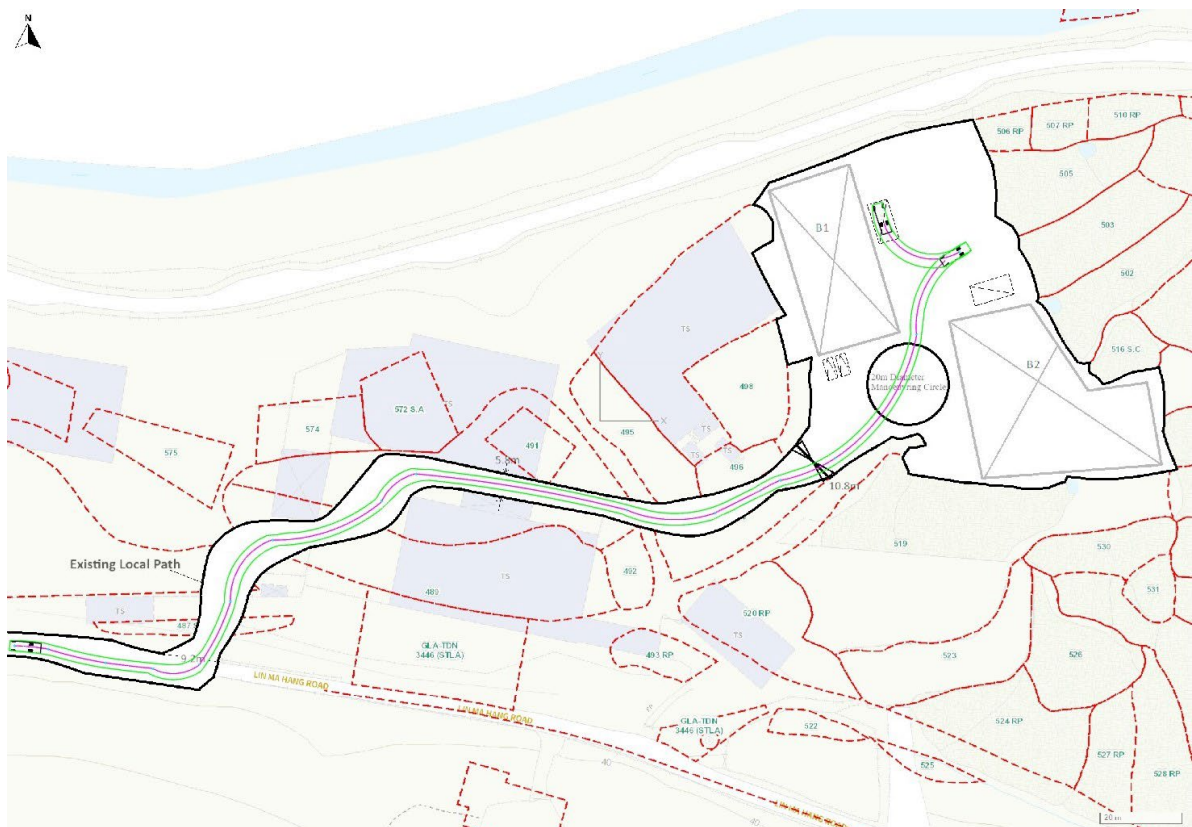
Swept Path Analysis: Entering the Application Site 2



Swept Path Analysis: Exiting from the Application Site 1



Swept Path Analysis: Exiting from the Application Site 2



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

寄件者: Jeffrey Lam [REDACTED]
寄件日期: 2024年04月17日星期三 17:05
收件者: William Shu Tai WONG/PLAND
主旨: Re: Application No. A/NE-TKLN/79 - Proposed Temporary Warehouse for Storage of Construction Material for a Period of Three Years and Associated Filling of Pond in "REC" Zone
附件: Response to Comments- TKLN79-3.pdf
類別: Internet Email

Dear William,

Please find attached FI to address departmental concerns. Thank you

Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN "RECREATION" ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant's Response
<p><u>Comments from the Director of Agriculture, Fisheries and Conservation</u></p> <ul style="list-style-type: none"> <p><u>Fisheries perspective</u></p> <p>Pond filling is generally not recommended from a fisheries viewpoint. It is noted that the subject location includes fish ponds of unknown status that have the potential to be used for fish culture operations in the future. As such, the application is not supported from a fisheries viewpoint.</p> <p><u>Nature conservation perspective</u></p> <p>Based on the aerial photo, the subject site is disturbed and partly paved. While I have no comment on the subject application from nature conservation perspective, please clarify if pond filling is required in the subject application.</p> 	<p>At the time of the applications, although there were no physical ponds, the maps showed that there were 2 ponds within the application site, as shown in Figure 1. "Filling of Pond" was included in the application to rectify the maps. However, as noted, the site is partly paved, and there are no physical ponds at the site, thus there is no actual filling of pond. The most recent version of the map, on April 17th, 2024, there are no longer any ponds within the site, as shown in Figure 2. Both maps were extracted from Geoinfo Maps at different times.</p>

Figure 1

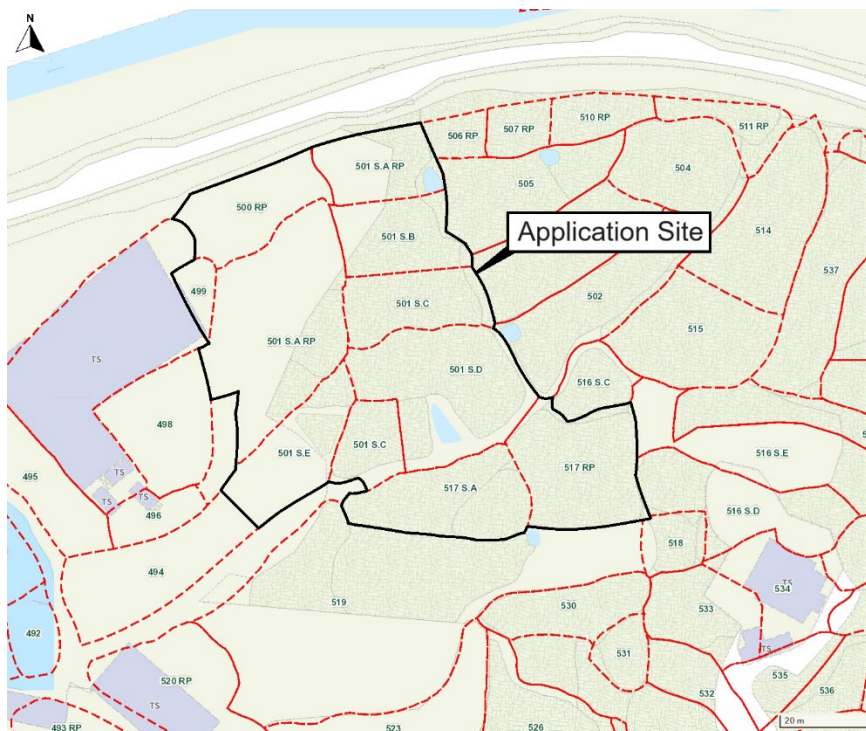
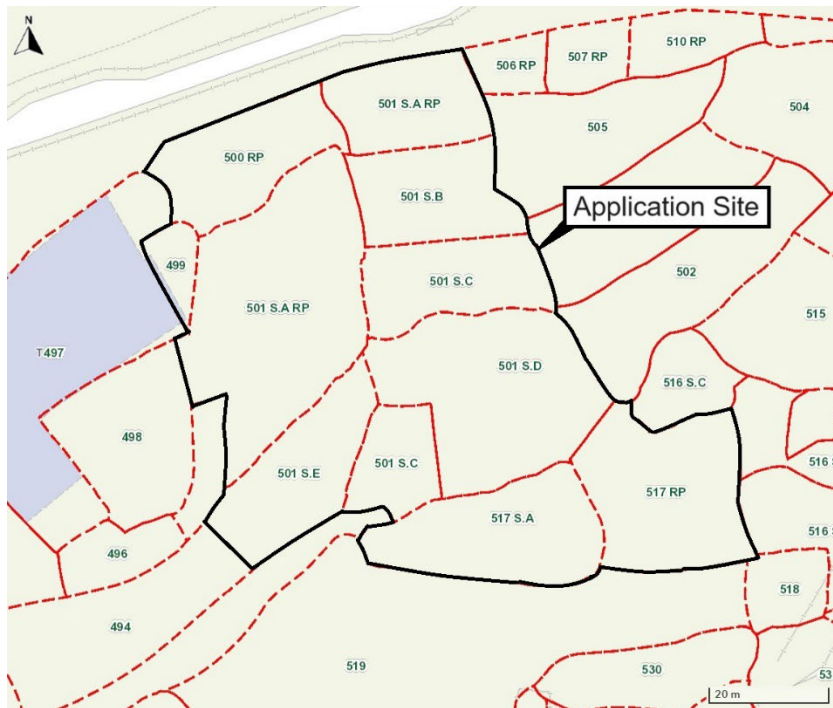


Figure 2



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

寄件者: Jeffrey Lam
寄件日期: 2024年05月28日星期二 11:19
收件者: William Shu Tai WONG/PLAND
副本: Johnny Chung Yin LAM/PLAND; Katie Yuet Yee LEUNG/PLAND; Tim TY FUNG/PLAND
主旨: Re: A/NE-TKLN/79
附件: Response to Comments- TKLN79-4.pdf; Traffic Survey- Revised.pdf
類別: Internet Email

Dear William,

Please find attached Response to Comments and revised TIA to address departmental comments. Thank you

Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN “RECREATION” ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant's Response
<p><u>Comments from Transport Department</u></p> <ul style="list-style-type: none">• The photo of commenced projects as presented in Figure B of the attached document that shows A/NE-TKLN/58 was not in operation, the design flow should have included the trip generation and attraction of A/NE-TKLN/58 in the analysis.• The reference flow should have included the sum of generation and attraction of the planned developments as two way flow $66 \times 1.018 + 5 + 4$. Please revise the design flow as appropriate.• We may offer further comments on the application after receiving the above information	<p>Noted. Attached please find the TIA with A/NE-TKLN/58 removed from the projects that have commenced, and revised design flow. The resulting Design V/C of 0.79 is within the road link's capacity.</p>

1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

1.1. Existing Road Network

- 1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:
- 1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.
- 1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-land 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

1.2. Traffic Surveys

- 1.2.1. As the proposed use is for temporary warehouse storage, with no outside vehicle, traffic generation is expected to be very minimal. It is anticipated that the proposed use will not incur adverse traffic impact.
- 1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 7:00 to 20:00 6 April, 2024 (SAT). Flow counts are recorded at 30-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.
- 1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.
- 1.2.4. The morning and afternoon peak times for the network are determined to be 10:30am to 11:30am and 12:30pm to 1:30pm respectively.
- 1.2.5. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

Table 1.1 2023 Pak hour Road Link Capacity Assessment

Location	Direction	Design ⁽¹⁾ Capacity (Veh/hr)	Observed Flow		V/C	
			AM	PM	AM	PM
Lin Ma Hang Road (east of Heung Yuen Wai Bus Terminal)	2-way	100	65.75	46	0.66	0.46

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

- 1.2.6. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

2. Traffic Impact Assessment

2.1. Design Year

- 2.1.1. This application is seeking temporary permission for a period of 3 years only, which targets to commence by July of 2024.

2.2. Methodology

- 2.2.1. In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- Historical data of the nearby Annual Traffic Census station 6533 Ping Che Road
 - Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section)
 - Committed and planned developments in the Study Area
- 2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

2027 Background Flow = 2024 Observed Flow x annual growth factors (1 + 1.8%)

2027 Reference Flows = 2027 Background Flow + additional traffic by planned developments

2027 Design Flow = 2027 Reference Flow + Development Flow of this Application

2.3. Future Year Reference Traffic Flows

- 2.3.1. According to the historical data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic grew from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per annum.
- 2.3.2. According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.
Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>
- 2.3.3. Thus, the more conservative growth rate of 0.6% p.a. is adopted, and a growth rate of 1.8% is estimated over the 3 year period

2.4. Planned and Committed Developments

- 2.4.1. From the list of planned and committed developments in the vicinity confirmed by the Planning Department, A/NE-TKLN/58, A/NE-TKLN/76, and A/NE-TKLN/82, are identified in the area, as projects that have not commenced operations and makes use of the Lin Ma Hang Road. Details of the selection criteria and estimation of trip generation and attractions are detailed in Appendix III. A summary of the estimations are listed in Table 2.1.

Table 2.1 Planned and Committed Developments

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3
A/NE-TKLN/76	1	1	1	1
A/NE-TKLN/82	4	3	3	3
Total	9	7	7	7

2.5. Development Flow of this Application

- 2.5.1. The operation is expected to remain the same at the application site. Thus, the traffic generation and attraction is estimated based on the operations at the applicant's previous location at Ma Tso Lung is shown Table 2.2.

Table 2.2 Expected Trip Generation and Attraction

Time Period	Trip Generation and Attraction				
	PC		MGV		2- Way Total
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

2.6. Future Year Link Capacity Assessment

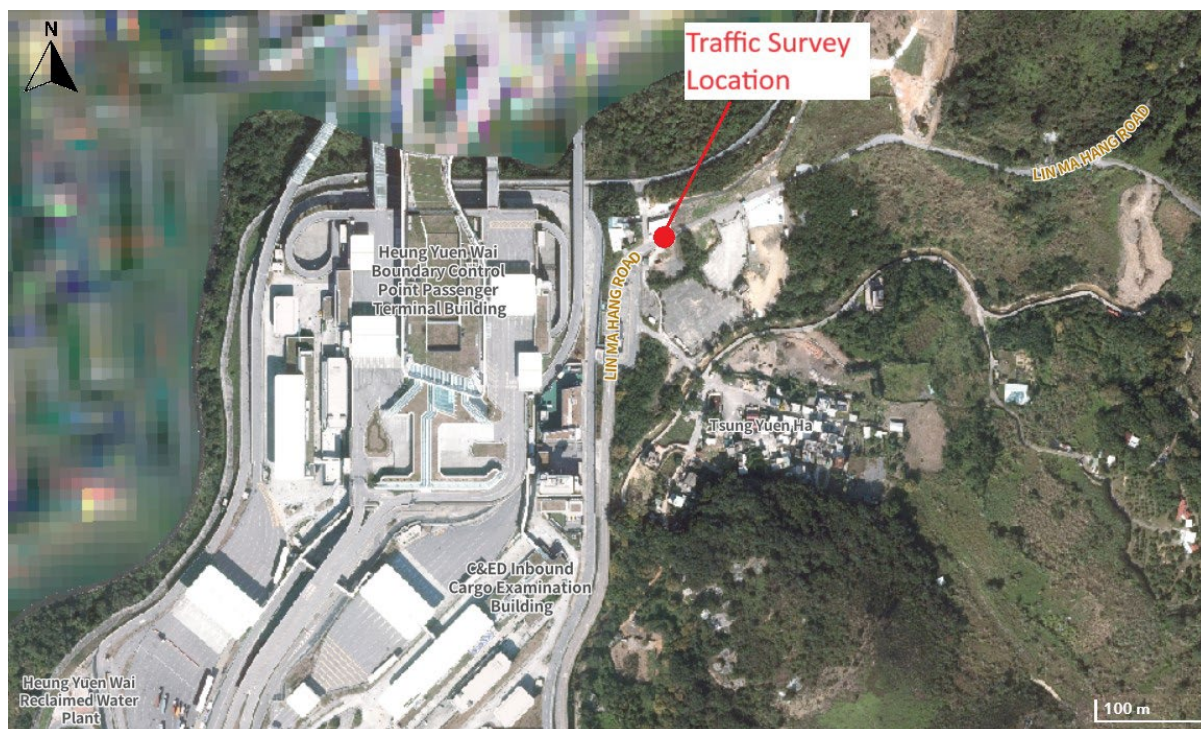
- 2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

Table 2.3 2027 Traffic Assessment

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	66 x 1.018 + 9 =76	46 x 1.018 +7 =54	0.76	0.54	76 + 3 = 79	54 + 3 = 57	0.79	0.57

- 2.6.2. As shown in the table above, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios. No adverse traffic impact is anticipated.
- 2.6.3. With only 3 trips per hour generated from the application, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

Appendix I: Location of Traffic Survey



Appendix II: Traffic Survey Raw Data

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	PCU	
7:00-7:30	3	2	0	0	6	
7:30-8:00	2	2	1	0	6.5	
8:00-8:30	6	2	2	0	12	
8:30-9:00	5	2	3	0	12.5	
9:00-9:30	12	2	3	1	21.25	
9:30-10:00	10	2	3	1	19.25	
10:00-10:30	17	2	0	0	20	
10:30-11:00	20	2	3	1	29.25	
11:00-11:30	27	3	1	2	36.5	65.75
11:30-12:00	12	2	1	2	20	
12:00-12:30	13	2	2	1	20.75	
12:30-13:00	11	2	3	3	23.75	
13:00-13:30	11	2	2	3	22.25	46
13:30-14:00	11	2	2	2	20.5	
14:00-14:30	10	2	0		13	
14:30-15:00	6	2	0	1	10.75	
15:00-15:30	5	2	0		8	
15:30-16:00	6	2	0		9	
16:00-16:30	4	2	1		8.5	
16:30-17:00	5	2	0	1	9.75	
17:00-17:30	3	2	0		6	
17:30-18:00	5	2	0		8	
18:00-18:30	6	2	1		10.5	
18:30-19:00	10	2	0	2	16.5	
19:00-19:30	11	2	0		14	
19:30-20:00	5	2	0		8	

Appendix III: Planned and Committed Developments

Application	Date Approved	Meeting Date	Commenced Operation	Notes
A/NE-TKLN/23	5/2/2021		No	Same location as TKLN/68
A/NE-TKLN/37	28/5/2021		Yes	
A/NE-TKLN/39	28/5/2021		Yes	
A/NE-TKLN/40	25/6/2021		Yes	
A/NE-TKLN/53	23/6/2023		Yes	
A/NE-TKLN/55	22/9/2023		Yes	
A/NE-TKLN/57	22/9/2023		Yes	
A/NE-TKLN/58	22/9/2023		No	
A/NE-TKLN/61	Not yet approved	10/5/2024	No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/67	27/10/2023		Yes	
A/NE-TKLN/68	5/4/2024		No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/70	27/10/2023		Yes	
A/NE-TKLN/75	15/3/2024		Yes	
A/NE-TKLN/76	5/4/2024		No	
A/NE-TKLN/80	15/3/2024		Yes	
A/NE-TKLN/82	Not yet approved	Deferred, TBD	No	

- Based on photos taken on April 5th, 2024 (Figure B and C), the above referenced applications that have commenced operations will not be counted in the planned and committed developments, as the numbers are already counted towards the traffic count taken on April 6th, 2024, and adding their estimates will duplicate the results.
- Based on the applications information of A/NE-TKLN/23, A/NE-TKLN/61, and A/NE-TKLN/68, these sites will be accessed via “unnamed road” and will generate additional traffic towards the concerned section of Lin Ma Hang Road, and thus will not be counted in our analysis. Photo of the project site is shown in Figure D.
- Project A/NE-TKLN/58

Making reference to A/NE-TKLN/58, the trip generation and attraction are listed below.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

- Project A/NE-TKLN/76

Making reference to A/NE-TKLN/76, the average and peak trip generation and attraction are listed below. Thus, the peak hour trip generation of 1pcu/hour is adopted in our study

	Average (pcu/hour)		Peak (pcu/hour)	
	Generation	Attraction	Generation	Attraction
A/NE-TKLN/76	0.17	0.17	1	1

- Project A/NE-TKLN/82

As of this submission, April 8th, 2024, the project has not been approved, and the planning meeting date is not scheduled, and there are no public trip generation and attraction information available in their application. The application is for a proposed temporary eating place and petrol filling station (for charging only) for a period of 3 years, with 25 parking spaces with charging stations, and a site area of 960m². The eating place and charging is aimed primarily at servicing the visitors at nearby parking lots, and thus should not generate significant additional traffic to the area.

For our calculations, we can only make reference to the similar or nearby projects. A/YL-KTS/968, which is a similar type, scale, size, 1,065.59m², and 31 parking spaces with charging stations. And their trip generation and attraction is only about 15-20 vehicles per day.

A/NE-TKLN/58, a proposed temporary public vehicle park with (private cars only) and Shop and Services (Convenience Store) which is closest to the referenced project, in location and scale, Although A/NE-TKLN/58 is much bigger in size, 2,058m², it has similar number of parking spaces of 26.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

As the proposed A/NE-TKLN/82 project is aimed primarily at servicing visitors from nearby developments, we can only infer that the project will not draw significant additional traffic to the area. Comparing to A/YL-KTS/968, which is similar in use, size, and number of spaces, the charging stations does not draw significantly higher traffic compared to the nearby parking lots in the area. Thus, without additional public data, as of April 8th, 2024, we can only take into account the more conservative number from the referenced A/NE-TKLN/58 in our calculations.

Figure A Map of listed developments

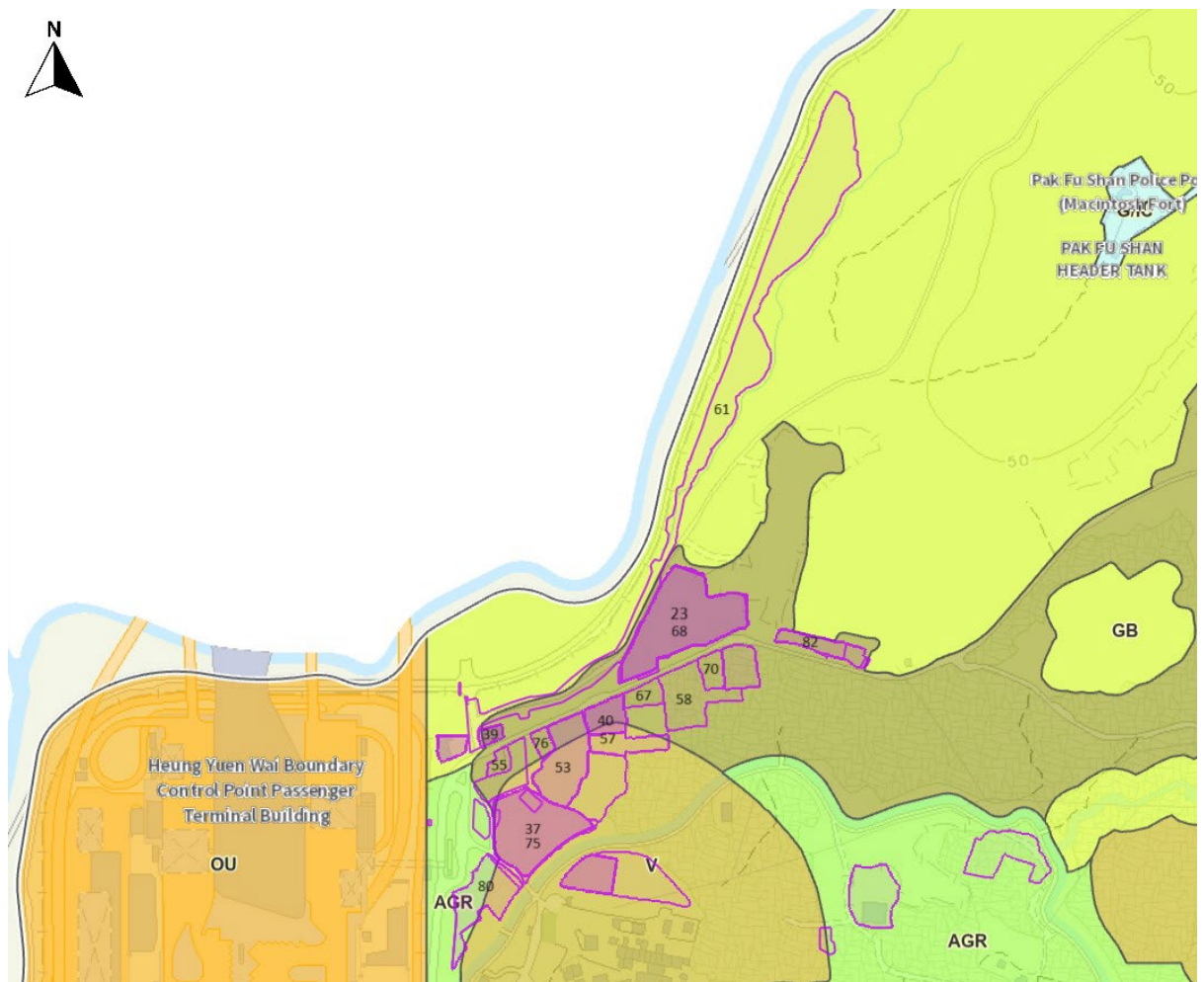


Figure B Photo of Commenced Projects



Figure C Photo of Commenced Projects

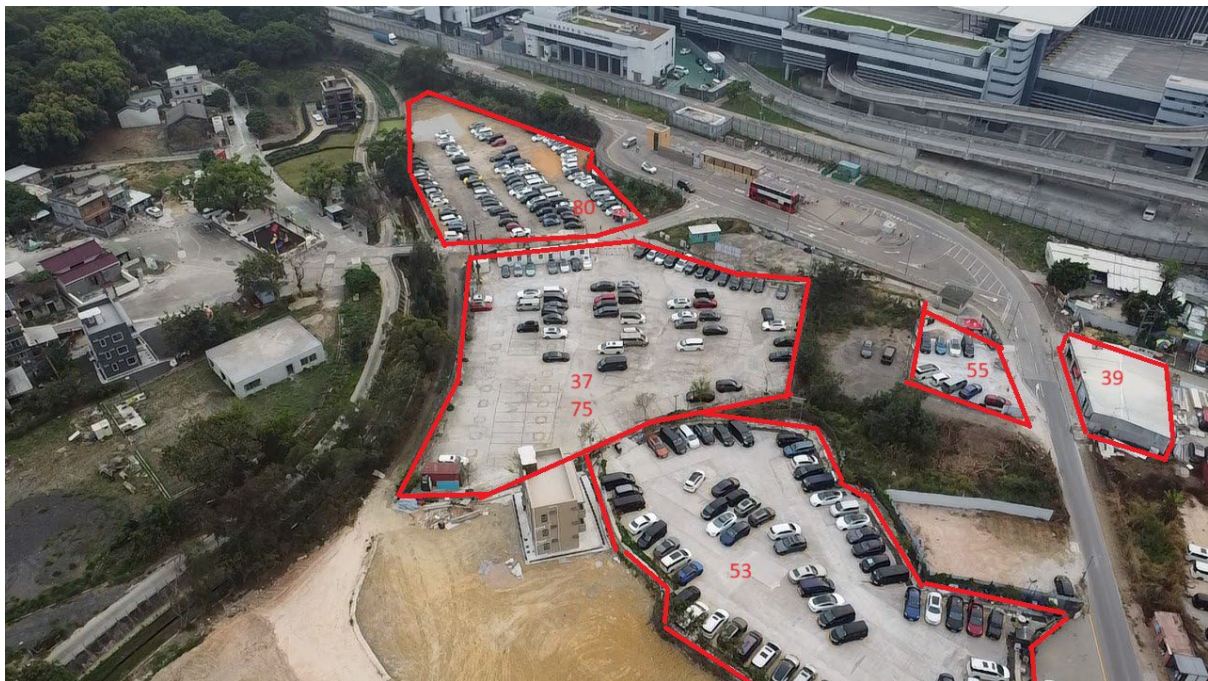


Figure D Projects accessed via “unnamed road”



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寄件者: Jeffrey Lam
寄件日期: 2024年06月24日星期一 8:02
收件者: William Shu Tai WONG/PLAND
副本: Johnny Chung Yin LAM/PLAND; Katie Yuet Yee LEUNG/PLAND
主旨: Re: A/NE-TKLN/79
附件: Response to Comments- TKLN79-5.pdf; Traffic Survey TKLN-79.pdf
類別: Internet Email

Dear William,

Attached, please find FI to address departmental concerns. Attached are the below documents. Thanks

1. Traffic Impact Assessment: revisions to the document are noted in red
2. Response to comment

Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN “RECREATION” ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant's Response
<p><u>Comments from Transport Department</u></p> <ul style="list-style-type: none"> Table 2.1 The planned and committed developments has been revised, however, the reference flow in Table 2.3 should have included the sum of generation and attraction of the planned developments as two way flow $66 \times 1.018 + 9 + 7 = 83.2$ (am) and $46 \times 1.018 + 7 + 7 = 60.8$ (pm). Please revise the reference flow as appropriate. Table 2.3 The design flow would subsequently be $83.2 + 3 = 87$ (am) i.e. 0.87 and $60.8 + 3 = 64$ (pm). Please revise the design flow as appropriate. Since the design flow is greater $\Rightarrow 0.85$, the applicant should submit a traffic improvement scheme to eliminate or mitigate for the adverse impacts identified. 	<p>Noted, the reference and design flows have been revised in the attached TIA. As the noted, the design flow is greater than 0.85; To eliminate the adverse impact identified, the applicant proposes to implement a strict policy of no deliveries or pickups between 10am and 12pm every Saturday, to avoid any MGV traffic during the peak am hour, between 10:30 to 11:30am on Saturday. The estimated traffic generation and attraction from the proposed development during the period (10:30am to 11:30am) will be $0.25 + 0.25 = 0.5$ from private car traffic, and the design flow would therefore be $83.2 + 0.5 = 84$, which is less than 0.85, and thus eliminating the adverse impacts identified.</p> <p>Traffic during weekdays are significantly less than the weekends due to most cross border travellers tendency to travel during the weekends and holidays, as shown in Appendix IIb, Traffic survey on February 23rd, 2024, a typical Friday (information previously submitted in the FI submitted on 04/03/2024, thus only implementing a no delivery or pickup policy around the am peak hour on Saturday should be sufficient.</p>

1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

1.1. Existing Road Network

- 1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:
- 1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.
- 1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-land 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

1.2. Traffic Surveys

- 1.2.1. As the proposed use is for temporary warehouse storage, with no outside vehicle, traffic generation is expected to be very minimal. It is anticipated that the proposed use will not incur adverse traffic impact.
- 1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 7:00 to 20:00 6 April, 2024 (SAT). Flow counts are recorded at 30-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.
- 1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.
- 1.2.4. The morning and afternoon peak times for the network are determined to be 10:30am to 11:30am and 12:30pm to 1:30pm respectively.
- 1.2.5. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

Table 1.1 2023 Pak hour Road Link Capacity Assessment

Location	Direction	Design ⁽¹⁾ Capacity (Veh/hr)	Observed Flow		V/C	
			AM	PM	AM	PM
Lin Ma Hang Road (east of Heung Yuen Wai Bus Terminal)	2-way	100	65.75	46	0.66	0.46

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

- 1.2.6. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

2. Traffic Impact Assessment

2.1. Design Year

- 2.1.1. This application is seeking temporary permission for a period of 3 years only, which targets to commence by July of 2024.

2.2. Methodology

- 2.2.1. In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- Historical data of the nearby Annual Traffic Census station 6533 Ping Che Road
 - Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section)
 - Committed and planned developments in the Study Area
- 2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

2027 Background Flow = 2024 Observed Flow x annual growth factors (1 + 1.8%)

2027 Reference Flows = 2027 Background Flow + additional traffic by planned developments

2027 Design Flow = 2027 Reference Flow + Development Flow of this Application

2.3. Future Year Reference Traffic Flows

- 2.3.1. According to the historical data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic grew from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per annum.
- 2.3.2. According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.
Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>
- 2.3.3. Thus, the more conservative growth rate of 0.6% p.a. is adopted, and a growth rate of 1.8% is estimated over the 3 year period

2.4. Planned and Committed Developments

- 2.4.1. From the list of planned and committed developments in the vicinity confirmed by the Planning Department, A/NE-TKLN/58, A/NE-TKLN/76, and A/NE-TKLN/82, are identified in the area, as projects that have not commenced operations and makes use of the Lin Ma Hang Road. Details of the selection criteria and estimation of trip generation and attractions are detailed in Appendix III. A summary of the estimations are listed in Table 2.1.

Table 2.1 Planned and Committed Developments

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3
A/NE-TKLN/76	1	1	1	1
A/NE-TKLN/82	4	3	3	3
Total	9	7	7	7

2.5. Development Flow of this Application

- 2.5.1. The operation is expected to remain the same at the application site. Thus, the traffic generation and attraction is estimated based on the operations at the applicant's previous location at Ma Tso Lung is shown Table 2.2.

Table 2.2 Expected Trip Generation and Attraction

Time Period	Trip Generation and Attraction				2- Way Total
	PC		MGV		
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

2.6. Future Year Link Capacity Assessment

- 2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

Table 2.3 2027 Traffic Assessment

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	66 x 1.018 + 9 +7 = 83.2	46 x 1.018 + 7 +7 = 60.8	0.83	0.61	83 + 2.5 = 86	61 + 2.5 = 64	0.86	0.64

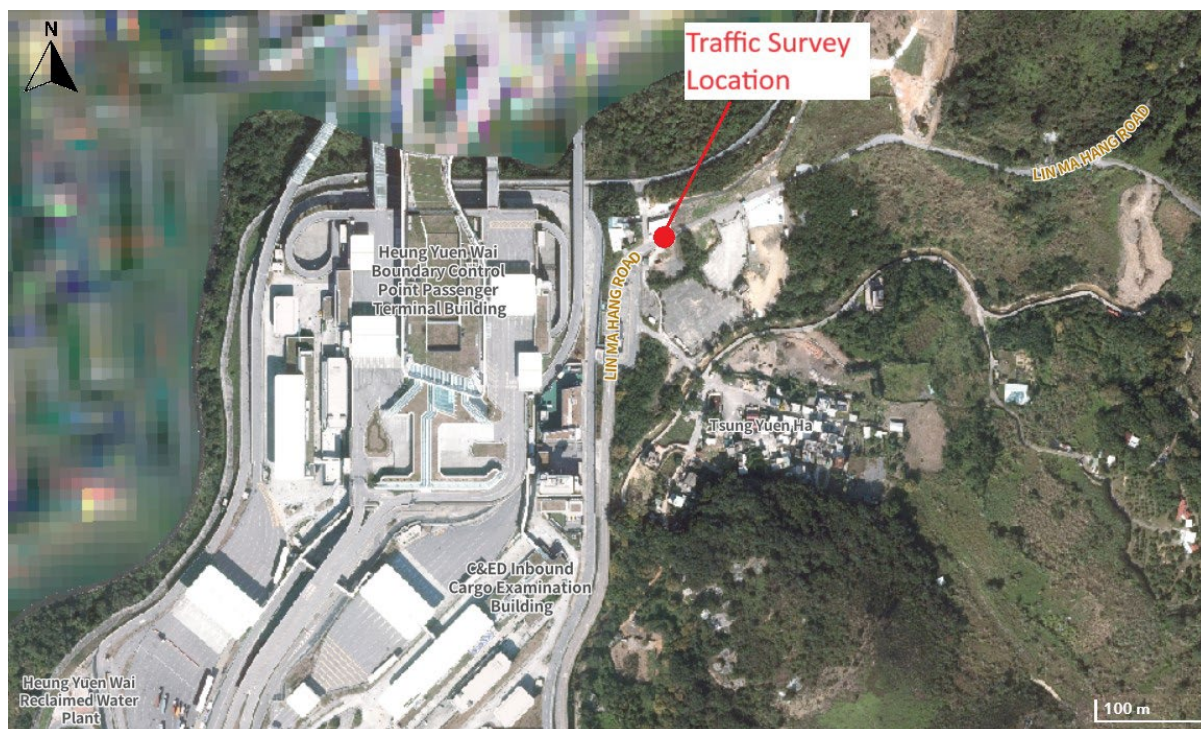
- 2.6.2. As shown in the table above, the capacity of the key road link would be performing satisfactorily during the PM peak period for both Reference and Design Scenarios. However, the Design flow would at 86, V/C 0.86, would be slightly above the capacity.
- 2.6.3. To eliminate the adverse impact identified, the applicant proposes to implement a strict policy of no deliveries or pickups between 10am and 12pm every Saturday, to avoid any MGV traffic during the peak am hour, between 10:30 to 11:30am on Saturday. The estimated traffic generation and attraction from the proposed development will be $0.25 + 0.25 = 0.5$ from private car traffic during this period, and the design flow would therefore be $83.2 + 0.5 = 84$, which is less than 0.85, and thus mitigating the adverse impacts identified.

Table 2.4 2027 Traffic Assessment (No deliveries or pickups 10am to 12pm every Saturday)

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	66 x 1.018 + 9 +7 = 83.2	46 x 1.018 + 7 +7 = 60.8	0.83	0.61	83 + 0.5 = 84	61 + 2.5 = 64	0.84	0.64

- 2.6.4. With the implementation of the above policy, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios. No adverse traffic impact is anticipated.

Appendix I: Location of Traffic Survey



Appendix II: Traffic Survey Raw Data 6 April, 2024 (SAT)

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	PCU	
7:00-7:30	3	2	0	0	6	
7:30-8:00	2	2	1	0	6.5	
8:00-8:30	6	2	2	0	12	
8:30-9:00	5	2	3	0	12.5	
9:00-9:30	12	2	3	1	21.25	
9:30-10:00	10	2	3	1	19.25	
10:00-10:30	17	2	0	0	20	
10:30-11:00	20	2	3	1	29.25	
11:00-11:30	27	3	1	2	36.5	65.75
11:30-12:00	12	2	1	2	20	
12:00-12:30	13	2	2	1	20.75	
12:30-13:00	11	2	3	3	23.75	
13:00-13:30	11	2	2	3	22.25	46
13:30-14:00	11	2	2	2	20.5	
14:00-14:30	10	2	0		13	
14:30-15:00	6	2	0	1	10.75	
15:00-15:30	5	2	0		8	
15:30-16:00	6	2	0		9	
16:00-16:30	4	2	1		8.5	
16:30-17:00	5	2	0	1	9.75	
17:00-17:30	3	2	0		6	
17:30-18:00	5	2	0		8	
18:00-18:30	6	2	1		10.5	
18:30-19:00	10	2	0	2	16.5	
19:00-19:30	11	2	0		14	
19:30-20:00	5	2	0		8	

Appendix IIb: Traffic Survey Raw Data 23 February, 2024 (FRI)

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	
7:00-7:15	0	2	1	0	
7:15-7:30	0	0	0	0	
7:30-7:45	1	1	1	1	
7:45-8:00	2	1	1	1	
8:00-8:15	3	1	2	2	29.5
8:15-8:30	0	1	1	0	
8:30-8:45	4	1	0	0	
8:45-9:00	4	1	3	0	
9:00-9:15	5	1	0	0	
9:15-9:30	2	1	1	1	
9:30-9:45	0	1	0	0	
9:45-10:00	0	1	0	0	
16:00-16:15	4	1	1	1	22.5
16:15-16:30	1	1	1	0	
16:30-16:45	0	1	1	0	
16:45-17:00	2	1	1	1	
17:00-17:15	2	1	0	1	
17:15-17:30	2	1	0	0	
17:30-17:45	2	1	1	0	
17:45-17:00	0	1	0	0	
18:00-18:15	1	1	1	0	
18:15-18:30	2	1	0	0	
18:30-18:45	1	1	0	0	
18:45-19:00	0	1	0	0	

Appendix III: Planned and Committed Developments

Application	Date Approved	Meeting Date	Commenced Operation	Notes
A/NE-TKLN/23	5/2/2021		No	Same location as TKLN/68
A/NE-TKLN/37	28/5/2021		Yes	
A/NE-TKLN/39	28/5/2021		Yes	
A/NE-TKLN/40	25/6/2021		Yes	
A/NE-TKLN/53	23/6/2023		Yes	
A/NE-TKLN/55	22/9/2023		Yes	
A/NE-TKLN/57	22/9/2023		Yes	
A/NE-TKLN/58	22/9/2023		No	
A/NE-TKLN/61	Not yet approved	10/5/2024	No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/67	27/10/2023		Yes	
A/NE-TKLN/68	5/4/2024		No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/70	27/10/2023		Yes	
A/NE-TKLN/75	15/3/2024		Yes	
A/NE-TKLN/76	5/4/2024		No	
A/NE-TKLN/80	15/3/2024		Yes	
A/NE-TKLN/82	Not yet approved	Deferred, TBD	No	

- Based on photos taken on April 5th, 2024 (Figure B and C), the above referenced applications that have commenced operations will not be counted in the planned and committed developments, as the numbers are already counted towards the traffic count taken on April 6th, 2024, and adding their estimates will duplicate the results.
- Based on the applications information of A/NE-TKLN/23, A/NE-TKLN/61, and A/NE-TKLN/68, these sites will be accessed via “unnamed road” and will generate additional traffic towards the concerned section of Lin Ma Hang Road, and thus will not be counted in our analysis. Photo of the project site is shown in Figure D.
- Project A/NE-TKLN/58

Making reference to A/NE-TKLN/58, the trip generation and attraction are listed below.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

- Project A/NE-TKLN/76

Making reference to A/NE-TKLN/76, the average and peak trip generation and attraction are listed below. Thus, the peak hour trip generation of 1pcu/hour is adopted in our study

	Average (pcu/hour)		Peak (pcu/hour)	
	Generation	Attraction	Generation	Attraction
A/NE-TKLN/76	0.17	0.17	1	1

- Project A/NE-TKLN/82

As of this submission, April 8th, 2024, the project has not been approved, and the planning meeting date is not scheduled, and there are no public trip generation and attraction information available in their application. The application is for a proposed temporary eating place and petrol filling station (for charging only) for a period of 3 years, with 25 parking spaces with charging stations, and a site area of 960m². The eating place and charging is aimed primarily at servicing the visitors at nearby parking lots, and thus should not generate significant additional traffic to the area.

For our calculations, we can only make reference to the similar or nearby projects. A/YL-KTS/968, which is a similar type, scale, size, 1,065.59m², and 31 parking spaces with charging stations. And their trip generation and attraction is only about 15-20 vehicles per day.

A/NE-TKLN/58, a proposed temporary public vehicle park with (private cars only) and Shop and Services (Convenience Store) which is closest to the referenced project, in location and scale, Although A/NE-TKLN/58 is much bigger in size, 2,058m², it has similar number of parking spaces of 26.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

As the proposed A/NE-TKLN/82 project is aimed primarily at servicing visitors from nearby developments, we can only infer that the project will not draw significant additional traffic to the area. Comparing to A/YL-KTS/968, which is similar in use, size, and number of spaces, the charging stations does not draw significantly higher traffic compared to the nearby parking lots in the area. Thus, without additional public data, as of April 8th, 2024, we can only take into account the more conservative number from the referenced A/NE-TKLN/58 in our calculations.

Figure A Map of listed developments

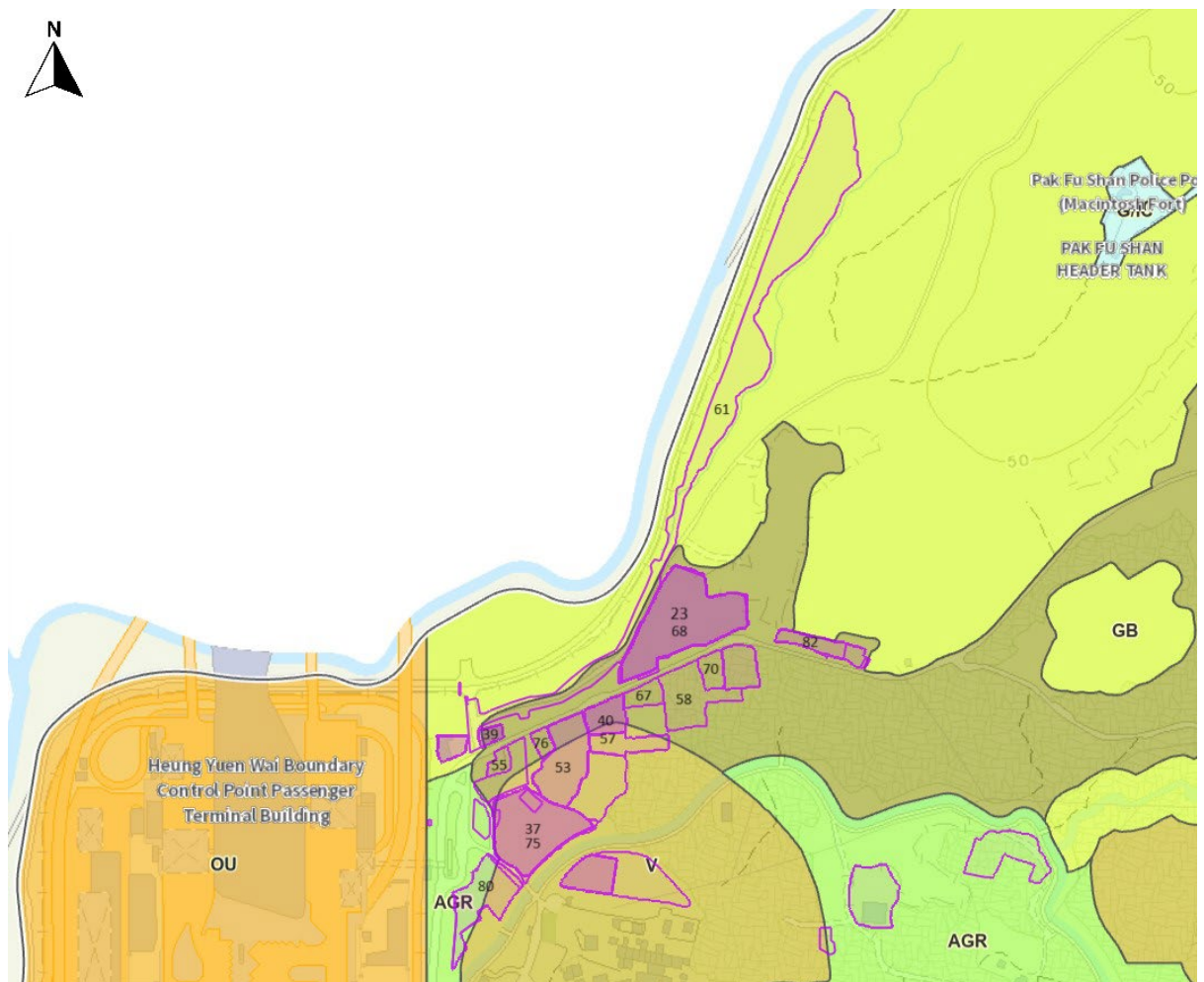


Figure B Photo of Commenced Projects



Figure C Photo of Commenced Projects

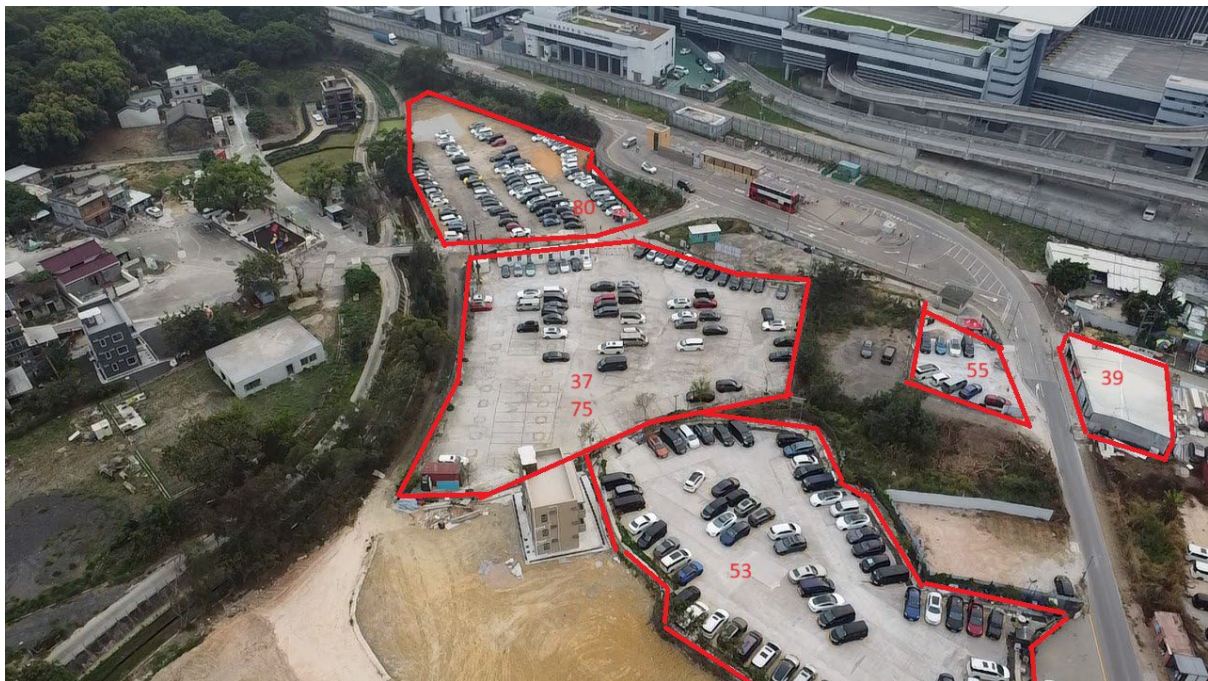


Figure D Projects accessed via “unnamed road”



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

寄件者: Jeffrey Lam
寄件日期: 2024年07月09日星期二 12:49
收件者: William Shu Tai WONG/PLAND
副本: Johnny Chung Yin LAM/PLAND; Katie Yuet Yee LEUNG/PLAND; Ivy Cho Wa WONG/PLAND
主旨: Re: A/NE-TKLN/79
附件: Response to Comments- TKLN79-6.pdf; Traffic Survey- MtoF.pdf; Revised Planning Statement Page 2, 7.pdf; Revised Application Form Page 6.pdf; Permission for Use of Vehicular Access.pdf; Lot 490 494 Permission.jpg; Lot 487 Permission.jpg; 489.pdf; 494.pdf; 490.pdf; 487SBP.pdf

類別: Internet Email

Dear William,

Please find attached FI to address the department's concerns. Attached you will find the below documents.
Thank you.

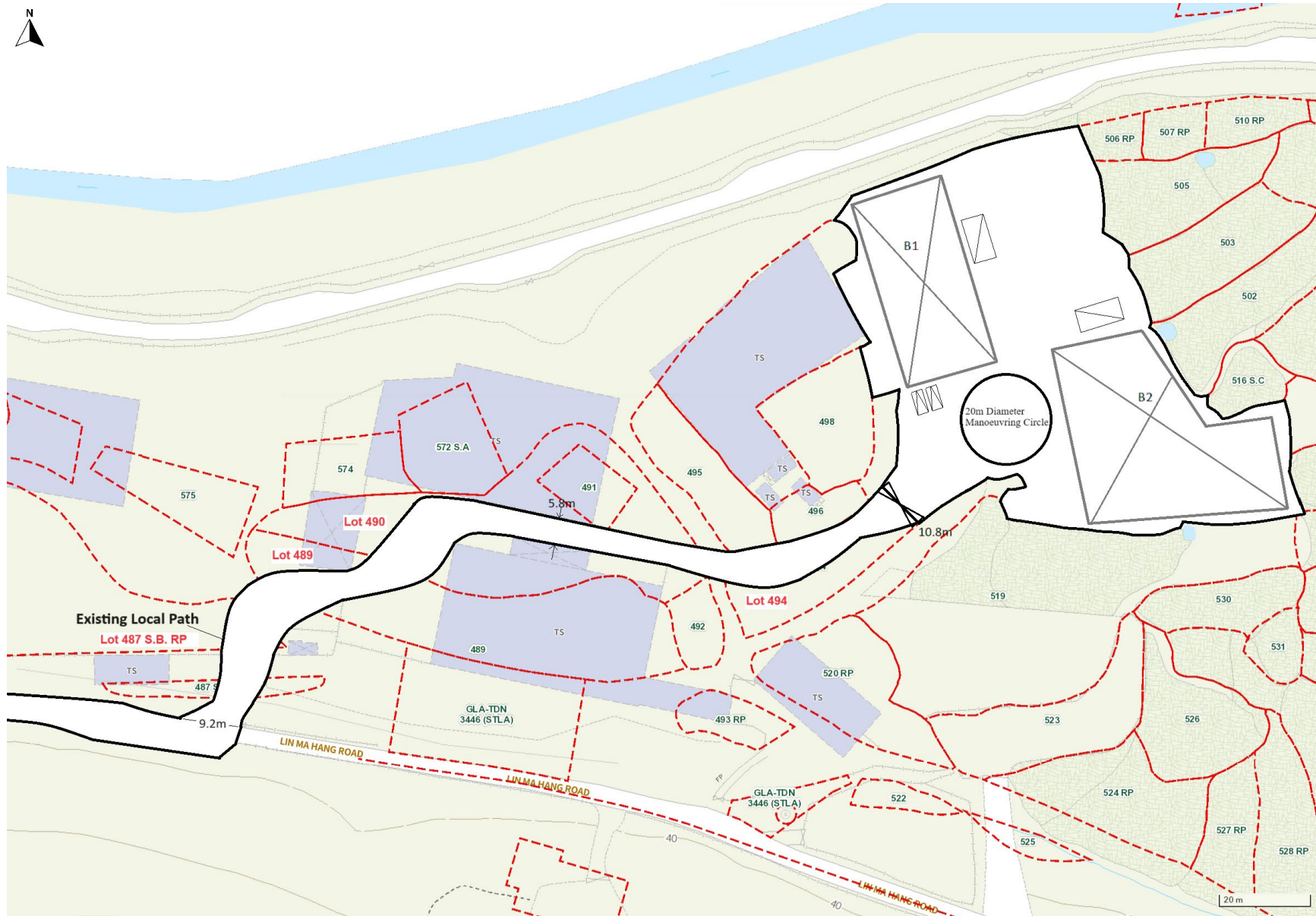
1. Response to Comments
2. Revised TIA
3. Revised Application Form Page 6
4. Revised Planning Statement Pages 2 and 7
5. Land Registries for Lots 487 S.B. RP, 489, 490, and 494 in D.D. 80
6. Consent Letters from the owners of relevant lot owners

Response to Comments

PROPOSED TEMPORARY WAREHOUSE FOR STORAGE OF CONSTRUCTION MATERIAL FOR A PERIOD OF THREE YEARS IN "RECREATION" ZONE

VARIOUS LOTS OF D.D. 80, TA KWU LING NORTH, NEW TERRITORIES

Departmental Comments	Applicant's Response
<p><u>Comments from Transport Department</u></p> <ul style="list-style-type: none">the applicant should demonstrate that no-objections / consent have been obtained from relevant government department and private lot owners to validate the feasibility to form and for use of vehicular access	<p>Noted, the existing vehicular access from Lin Ma Hang Road passes through lots 487 S.B. RP, 489, 490 and 494 in D.D. 80, Ta Kwu Ling North as shown in below vehicular access plan. Attached are consent form from the relevant private lot owners for use of the vehicular access to access the application site.</p>
<ul style="list-style-type: none">The latest R-to-C provided by the applicant is unconvincing especially these statements "implementing a no delivery or pickup policy around the am peak hour on Saturday should be sufficient" and "implement a strict policy of no deliveries or pickups between 10am and 12pm every Saturday". The information provided by the applicant is not sufficient to demonstrate the traffic peak flow is between 10am and 12pm for every Saturday. Also the applicant has not demonstrated how to implement a strict policy of no deliveries or pickups and the control of it considering the warehouse is still in operation on Saturday during these above-mentioned hours.	<p>To address the department's concerns, the applicant proposes to only operate from Monday through Friday, from 09:00 to 18:00, and will not operate on Saturdays, Sundays, and public holidays to avoid the traffic during weekends and holidays. Attached are the revised application Page 6, and revised planning statement Page 2 and 7 with the updated operation days. Attached, please also find the revised TIA based on the proposed operations schedule. There will be no adverse affect during the peak periods in both the design and reference scenarios.</p>



1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

1.1. Existing Road Network

- 1.1.1. As shown in Figure 2-1, the Application Site is located at the Eastern Portion of Lin Ma Hang Road to the West. Current condition of the connecting carriageway is described as follows:
- 1.1.2. Lin Ma Hang Road extends west from the application site to the Heung Yuen Wai Bus Terminal. This portion of Lin Ma Hang Road is a single-track rural road, acting as single carriageway with 1-lane-2-way operation, and passing areas are generally identified along the carriageway, while serving a low volume of traffic. The design capacity of 100pcu is used for this portion, based on TPDM Vol 3 Chapter 3.11.3.1.
- 1.1.3. Extending West from the Heung Yuen Wai Bus Terminal, Lin Ma Hang Road becomes a 2-lane 2-way operation, connects to the Heung Yuen Wai Highway, and all the way to Man Kam To Road. The design capacity of this portion is estimated to be 600pcu, according to the Note of Traffic Forecast Review (Western Section) dated March 2019.

1.2. Traffic Surveys

- 1.2.1. As the proposed use is for temporary warehouse storage, with no outside vehicle, traffic generation is expected to be very minimal. It is anticipated that the proposed use will not incur adverse traffic impact.
- 1.2.2. In order to assess the existing traffic conditions, the key road link was identified as the portion of Lin Ma Hang Road where it is a single-track rural road, and a vehicle count survey was conducted between 7:00am to 10:00 and 16:00 to 19:00 on 23 February, 2024 (FRI). Flow counts are recorded at 15-minute intervals; and converted to Passenger Car Unit (pcu) values. The highest total 60 minute traffic volume is used as the peak hour traffic volume.
- 1.2.3. The location of where the vehicle count survey was conducted is shown in the map in Appendix I.
- 1.2.4. The morning and afternoon peak times for the network are determined to be 8:00am to 9:00am and 4:00pm to 5:00pm respectively.
- 1.2.5. Based on the existing traffic flows, the peak hour performances of the key road link in the vicinity of the Application Site is assessed and the results are indicated in Table 1.1. The raw data are shown in Appendix II. The Volume to Capacity (V/C) ratio represents the proportion of road capacity used by traffic flow during peak hours. Higher V/C ratios for roads indicate greater use of road connection problems. A V/C ratio of 0.85 or less indicates that there is sufficient capacity available and vehicles are not expected to experience significant queues and delays.

Table 1.1 2023 Peak hour Road Link Capacity Assessment

Location	Direction	Design ⁽¹⁾ Capacity (Veh/hr)	Observed Flow		V/C	
			AM	PM	AM	PM
Lin Ma Hang Road (east of Heung Yuen Wai Bus Terminal)	2-way	100	29.5	22.5	0.30	0.23

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

- 1.2.6. The results reveal that the key road link, Lin Ma Hang Road, operates within capacity during the peak hours.

2. Traffic Impact Assessment

2.1. Design Year

- 2.1.1. This application is seeking temporary permission for a period of 3 years only, which targets to commence by July of 2024.

2.2. Methodology

- 2.2.1. In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:
- Historical data of the nearby Annual Traffic Census station 6533 Ping Che Road
 - Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section)
 - Committed and planned developments in the Study Area
- 2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

$$2027 \text{ Background Flow} = 2024 \text{ Observed Flow} \times \text{annual growth factors} (1 + 1.8\%)$$

$$2027 \text{ Reference Flows} = 2027 \text{ Background Flow} + \text{additional traffic by planned developments}$$

$$2027 \text{ Design Flow} = 2027 \text{ Reference Flow} + \text{Development Flow of this Application}$$

2.3. Future Year Reference Traffic Flows

- 2.3.1. According to the historical data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic grew from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per annum.
- 2.3.2. According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.
Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>
- 2.3.3. Thus, the more conservative growth rate of 0.6% p.a. is adopted, and a growth rate of 1.8% is estimated over the 3 year period

2.4. Planned and Committed Developments

- 2.4.1. From the list of planned and committed developments in the vicinity confirmed by the Planning Department, A/NE-TKLN/58, A/NE-TKLN/76, and A/NE-TKLN/82, are identified in the area, as projects that have not commenced operations and makes use of the Lin Ma Hang Road. Details of the selection criteria and estimation of trip generation and attractions are detailed in Appendix III. A summary of the estimations are listed in Table 2.1.

Table 2.1 Planned and Committed Developments

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3
A/NE-TKLN/76	1	1	1	1
A/NE-TKLN/82	4	3	3	3
Total	9	7	7	7

2.5. Development Flow of this Application

- 2.5.1. The operation is expected to remain the same at the application site. Thus, the traffic generation and attraction is estimated based on the operations at the applicant's previous location at Ma Tso Lung is shown Table 2.2.

Table 2.2 Expected Trip Generation and Attraction

Time Period	Trip Generation and Attraction				2- Way Total
	PC		MGV		
	In	Out	In	Out	
Trips at AM peak per hour (08:00-10:00)	2	0	1	0	3
Trips at PM peak per hour (17:00-19:00)	0	2	0	1	3
Traffic trip per hour (average) (10:00-17:00)	0.25	0.25	1	1	2.5

2.6. Future Year Link Capacity Assessment

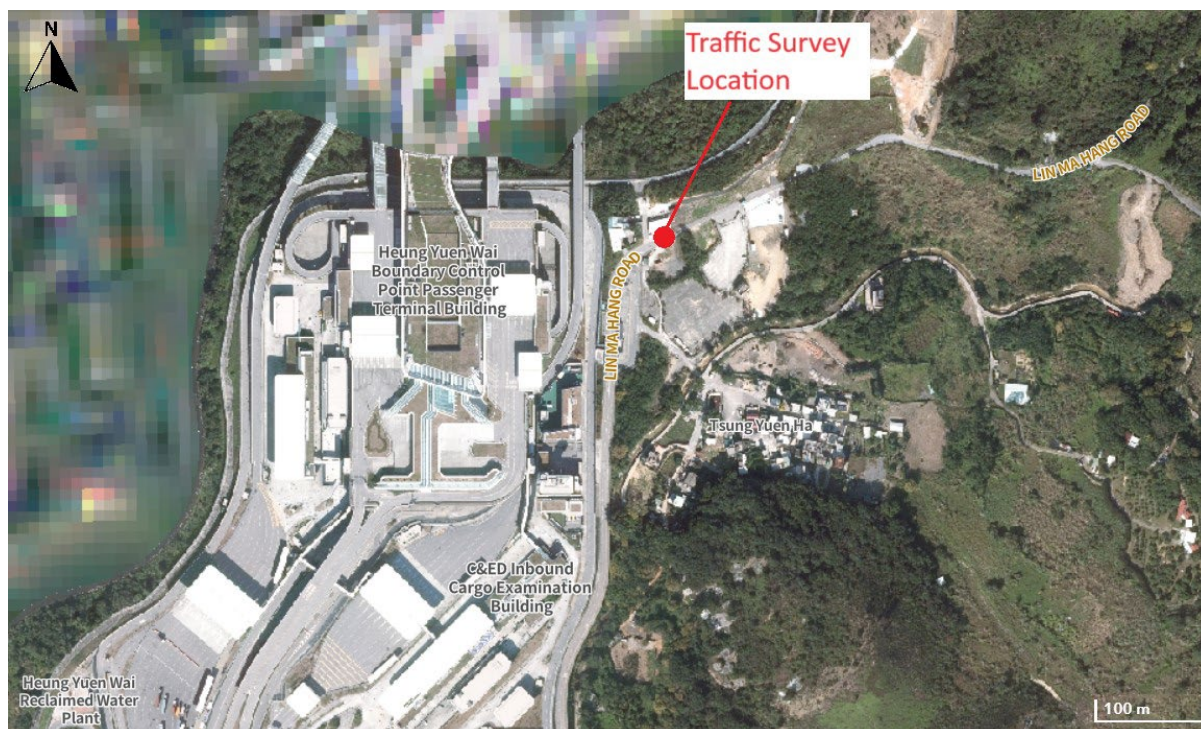
- 2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

Table 2.3 2027 Traffic Assessment

Road Link	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
		AM	PM	AM	PM	AM	PM	AM	PM
Lin Ma Hang Raod	100	30 x 1.018 + 9 +7 = 47	23 x 1.018 +7 +7 = 37.4	0.47	0.38	47 + 2.5 = 50	37.4 + 2.5 = 40	0.50	0.40

- 2.6.2. As shown in the table above, the capacity of the key road link would be performing satisfactorily during the peak periods for both Reference and Design Scenarios. No adverse traffic impact is anticipated.
- 2.6.3. With less than 3 trips per hour generated from the application, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

Appendix I: Location of Traffic Survey



Appendix II: Traffic Survey Raw Data 6 April, 2024 (SAT)

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	PCU	
7:00-7:30	3	2	0	0	6	
7:30-8:00	2	2	1	0	6.5	
8:00-8:30	6	2	2	0	12	
8:30-9:00	5	2	3	0	12.5	
9:00-9:30	12	2	3	1	21.25	
9:30-10:00	10	2	3	1	19.25	
10:00-10:30	17	2	0	0	20	
10:30-11:00	20	2	3	1	29.25	
11:00-11:30	27	3	1	2	36.5	65.75
11:30-12:00	12	2	1	2	20	
12:00-12:30	13	2	2	1	20.75	
12:30-13:00	11	2	3	3	23.75	
13:00-13:30	11	2	2	3	22.25	46
13:30-14:00	11	2	2	2	20.5	
14:00-14:30	10	2	0		13	
14:30-15:00	6	2	0	1	10.75	
15:00-15:30	5	2	0		8	
15:30-16:00	6	2	0		9	
16:00-16:30	4	2	1		8.5	
16:30-17:00	5	2	0	1	9.75	
17:00-17:30	3	2	0		6	
17:30-18:00	5	2	0		8	
18:00-18:30	6	2	1		10.5	
18:30-19:00	10	2	0	2	16.5	
19:00-19:30	11	2	0		14	
19:30-20:00	5	2	0		8	

Appendix IIb: Traffic Survey Raw Data 23 February, 2024 (FRI)

Time	Private Car 私家車	Mini Bus 小巴	LGV 輕型貨車	MGV/HGV 中型貨車/ 重型貨車	
7:00-7:15	0	2	1	0	
7:15-7:30	0	0	0	0	
7:30-7:45	1	1	1	1	
7:45-8:00	2	1	1	1	
8:00-8:15	3	1	2	2	29.5
8:15-8:30	0	1	1	0	
8:30-8:45	4	1	0	0	
8:45-9:00	4	1	3	0	
9:00-9:15	5	1	0	0	
9:15-9:30	2	1	1	1	
9:30-9:45	0	1	0	0	
9:45-10:00	0	1	0	0	
16:00-16:15	4	1	1	1	22.5
16:15-16:30	1	1	1	0	
16:30-16:45	0	1	1	0	
16:45-17:00	2	1	1	1	
17:00-17:15	2	1	0	1	
17:15-17:30	2	1	0	0	
17:30-17:45	2	1	1	0	
17:45-17:00	0	1	0	0	
18:00-18:15	1	1	1	0	
18:15-18:30	2	1	0	0	
18:30-18:45	1	1	0	0	
18:45-19:00	0	1	0	0	

Appendix III: Planned and Committed Developments

Application	Date Approved	Meeting Date	Commenced Operation	Notes
A/NE-TKLN/23	5/2/2021		No	Same location as TKLN/68
A/NE-TKLN/37	28/5/2021		Yes	
A/NE-TKLN/39	28/5/2021		Yes	
A/NE-TKLN/40	25/6/2021		Yes	
A/NE-TKLN/53	23/6/2023		Yes	
A/NE-TKLN/55	22/9/2023		Yes	
A/NE-TKLN/57	22/9/2023		Yes	
A/NE-TKLN/58	22/9/2023		No	
A/NE-TKLN/61	Not yet approved	10/5/2024	No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/67	27/10/2023		Yes	
A/NE-TKLN/68	5/4/2024		No	Uses unnamed road, not Lin Ma Hang Road
A/NE-TKLN/70	27/10/2023		Yes	
A/NE-TKLN/75	15/3/2024		Yes	
A/NE-TKLN/76	5/4/2024		No	
A/NE-TKLN/80	15/3/2024		Yes	
A/NE-TKLN/82	Not yet approved	Deferred, TBD	No	

- Based on photos taken on April 5th, 2024 (Figure B and C), the above referenced applications that have commenced operations will not be counted in the planned and committed developments, as the numbers are already counted towards the traffic count taken on April 6th, 2024, and adding their estimates will duplicate the results.
- Based on the applications information of A/NE-TKLN/23, A/NE-TKLN/61, and A/NE-TKLN/68, these sites will be accessed via “unnamed road” and will generate additional traffic towards the concerned section of Lin Ma Hang Road, and thus will not be counted in our analysis. Photo of the project site is shown in Figure D.
- Project A/NE-TKLN/58

Making reference to A/NE-TKLN/58, the trip generation and attraction are listed below.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

- Project A/NE-TKLN/76

Making reference to A/NE-TKLN/76, the average and peak trip generation and attraction are listed below. Thus, the peak hour trip generation of 1pcu/hour is adopted in our study

	Average (pcu/hour)		Peak (pcu/hour)	
	Generation	Attraction	Generation	Attraction
A/NE-TKLN/76	0.17	0.17	1	1

- Project A/NE-TKLN/82

As of this submission, April 8th, 2024, the project has not been approved, and the planning meeting date is not scheduled, and there are no public trip generation and attraction information available in their application. The application is for a proposed temporary eating place and petrol filling station (for charging only) for a period of 3 years, with 25 parking spaces with charging stations, and a site area of 960m². The eating place and charging is aimed primarily at servicing the visitors at nearby parking lots, and thus should not generate significant additional traffic to the area.

For our calculations, we can only make reference to the similar or nearby projects. A/YL-KTS/968, which is a similar type, scale, size, 1,065.59m², and 31 parking spaces with charging stations. And their trip generation and attraction is only about 15-20 vehicles per day.

A/NE-TKLN/58, a proposed temporary public vehicle park with (private cars only) and Shop and Services (Convenience Store) which is closest to the referenced project, in location and scale, Although A/NE-TKLN/58 is much bigger in size, 2,058m², it has similar number of parking spaces of 26.

	Generation		Attraction	
	AM	PM	AM	PM
A/NE-TKLN/58	4	3	3	3

As the proposed A/NE-TKLN/82 project is aimed primarily at servicing visitors from nearby developments, we can only infer that the project will not draw significant additional traffic to the area. Comparing to A/YL-KTS/968, which is similar in use, size, and number of spaces, the charging stations does not draw significantly higher traffic compared to the nearby parking lots in the area. Thus, without additional public data, as of April 8th, 2024, we can only take into account the more conservative number from the referenced A/NE-TKLN/58 in our calculations.

Figure A Map of listed developments

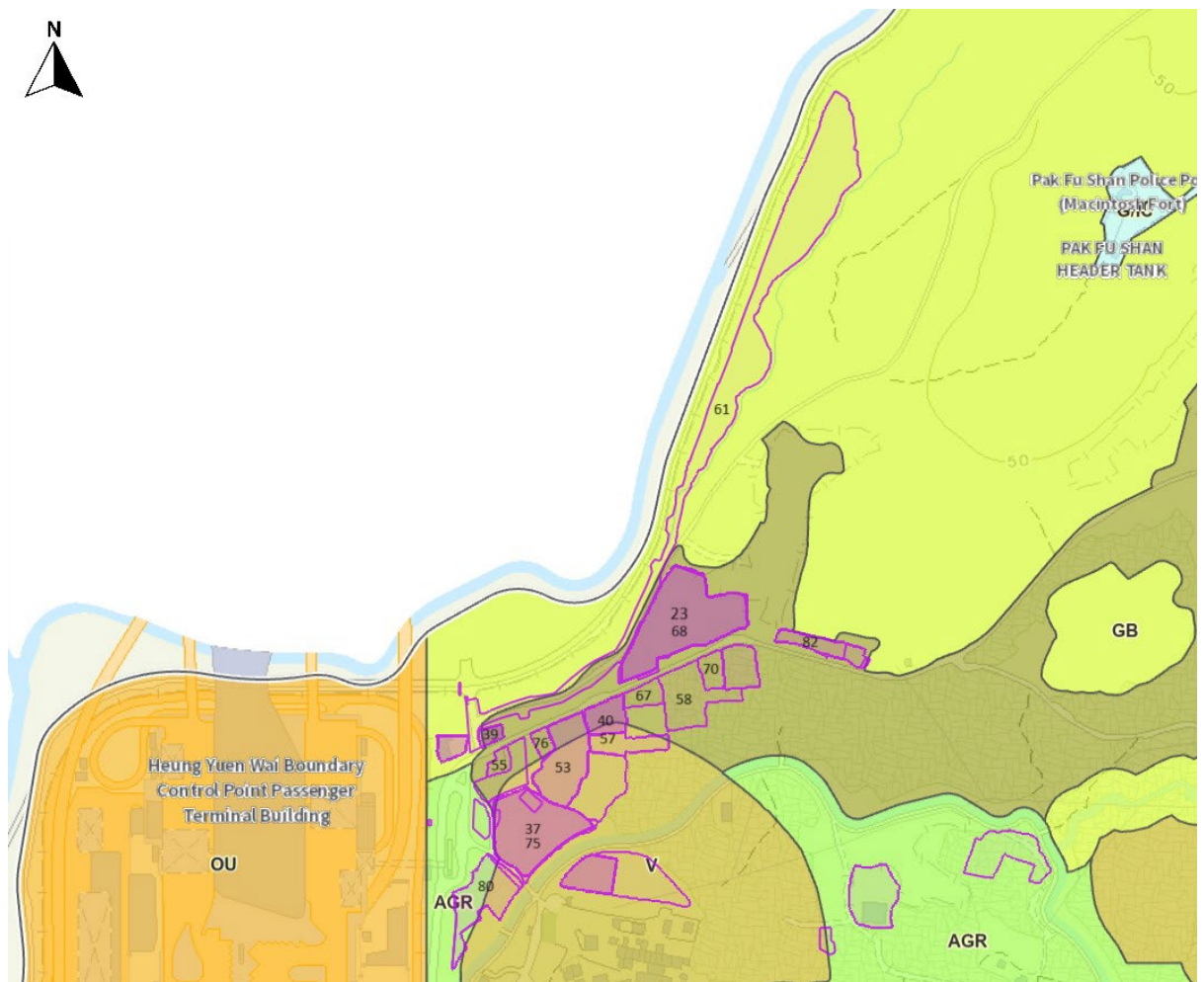


Figure B Photo of Commenced Projects



Figure C Photo of Commenced Projects

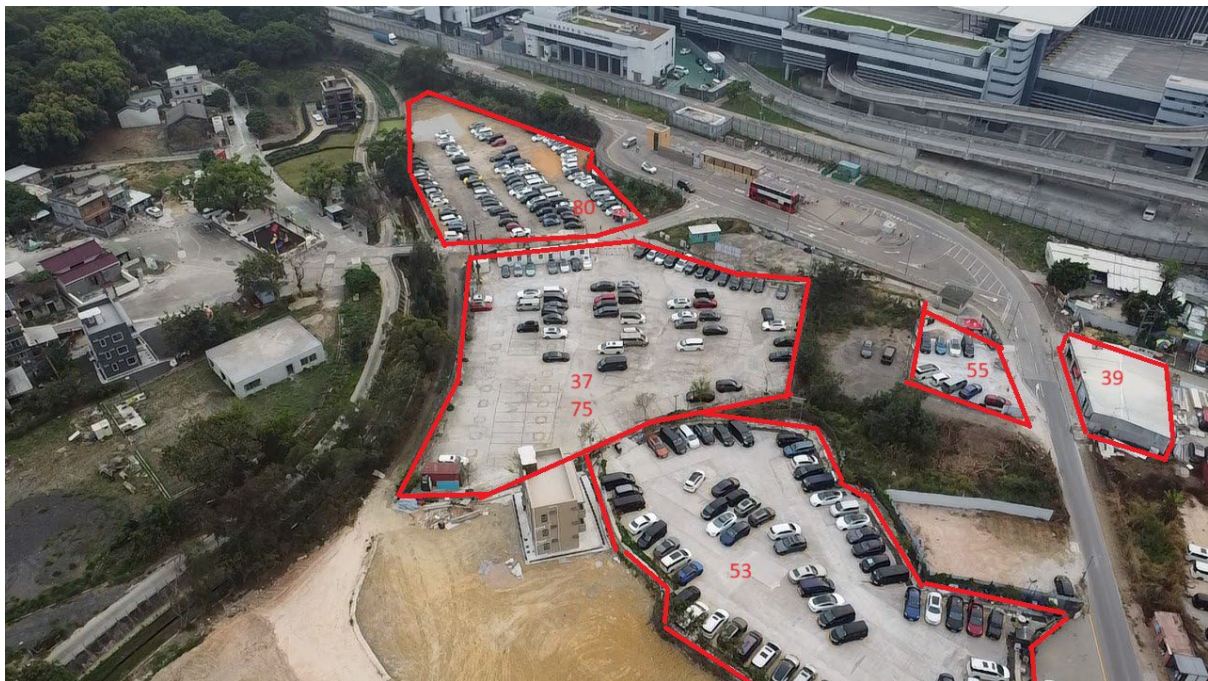


Figure D Projects accessed via “unnamed road”



Proposed operating hours 擬議營運時間			
The operation hours are from 9 a.m. to 6 p.m., from Mondays to Fridays only..... There will be no operation on Saturdays, Sundays and public holidays.			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Lin Ma Hang Road via Local Access.....	
	No 否	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)	
(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	<input type="checkbox"/> Please provide details 請提供詳情	
	No 否	<input checked="" type="checkbox"/>	
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程？	Yes 是	<input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input checked="" type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積38..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填塘深度0.5..... m 米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度m 米 <input type="checkbox"/> About 約	
	No 否	<input type="checkbox"/>	
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>		
	Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> _____ _____		

EXECUTIVE SUMMARY

- The Applicant seeks to apply for planning permission under Section 16 of the Town Planning Ordinance (Cap. 131) to use Various Lots and Adjoining Land in D.D. 80, Ta Kwu Ling North, New Territories (the Site) for Proposed Temporary Warehouse Storage of Construction Material for a Period of Three Years and Filling of Pond.
- The Site falls within an area zoned as “Recreation” on the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
- The Site consists of an area of 5,377m². The proposed development consists of open-air areas for vehicle maneuvering and 2 warehouses. 2 parking space for private cars and 2 loading and unloading bay for medium goods vehicles will be provided within the site.
- The Application Site is accessible from Lin Ma Hang Road via a proposed local path (Plan 5). The operation hours of the Site are from 09:00 to 18:00 from Mondays to **Fridays** only. There will be no operation on **Saturdays**, Sundays and public holidays.
- Justifications for the proposed development are as follows:
 - The current application is to facilitate relocation of their timber and construction business from Lot 331 in D.D. 95 in Ma Tso Lung, Kwun Tung North New Development Area (KTN NDA). The applicant has been in business at that location for 28 years, and the concerned land lot would need to be resumed and reverted to the Government by July, 2024. Thus, there is an imminent need for the applicant to secure a relocation site to continue the affected business operation.
 - The proposed use is intended to facilitate cross border trade and the construction industry in the area;
 - the proposed use is temporary in nature, which would not jeopardize long term planning intention of “REC” zone;
 - There are open storage and workshop uses in the vicinity of the Site. The proposed use is not incompatible with the adjoining land uses;
 - No significant adverse landscape, traffic, environmental, and drainage impacts are anticipated;

Table 1: Development Parameters of the Proposed Development Application Site Area	5,377m ² (about)
Covered Area	2,222m ² (about)
Uncovered Area	3,155m ² (about)
Plot Ratio	0.41
Site Coverage	About 41.3%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	2,222m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	2,222m ² (about)

4. DEVELOPMENT PROPOSAL

4.1 Proposed Temporary Warehouse for Storage of Construction Material

- 4.1.1 The proposed development intends to be a temporary warehouse for storage of construction material for a period of 3 years and filling of pond. The proposed development is a relocation project to help sustain a 28 year old business. Construction material is imported mainly from mainland China, and proposed to be stored at the application and then distributed to the construction sites.

4.2 Development Details

- 4.2.1 The Site occupied an area of 5,377m² (about). Details of development parameters are shown below:

Table 1: Development Parameters of the Proposed Development Application Site Area	5,377m ² (about)
Covered Area	2,222m ² (about)
Uncovered Area	3,155m ² (about)
Plot Ratio	0.41
Site Coverage	About 41.3%
Number of Structure	2
Building Height	Not more than 7m
Total GFA	2,222m ² (about)
Domestic GFA	Not Applicable
Non-Domestic GFA	2,222m ² (about)

- 4.2.2 Two structures of one story (not more than) 7m in height are proposed at the Site for warehouse with total GFA 2,222m² (about) (**Plan 3**).

Structure	Use	Covered Area	GFA	Building Height
B1	Warehouse	821 m ²	821 m ²	7m (about)(1-Storey)
B2	Warehouse	1,401 m ²	1,401 m ²	7m (about)(1-Storey)

4.3 Operation Arrangement

- 4.3.1 The proposed warehouse is intended for storage of construction materials such as timber and metals to facilitate the construction industry. The operation hours are from 9 a.m. to 6p.m., from Mondays to **Fridays** only. There will be no operation on **Saturdays**, Sundays and public holidays. As the Site is for 'warehouse' use with no storefront, no visitors are anticipated at the Site.

4.4 Minimal Traffic Impact

- 4.4.1 The Site is accessible via a proposed local access from Lin Ma Hang Road.

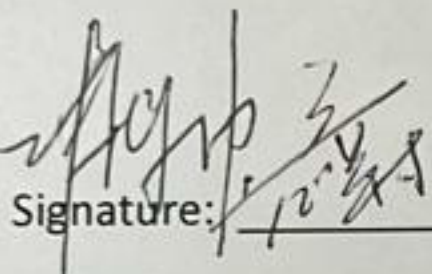
Permission for Use of Vehicular Access

Consent of Land Owner

Location of the Application Site	LOTS 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. in Ta Kwu Ling North, NT
Application No.	A/NE-TKLN/79

I hereby declare that:

- (i) According to the record of the Land Registry, I am the Manager of IP SHIU KING (OR KENG) TSO, registered owner of – Lot No. 487 S.B. RP in Demarcation District 80, Ta Kwu Ling North
- (ii) I have given consent to the applicant, Kin Hing Timber Engineering Limited, for use of the vehicular access on our lot to access application site of A/NE-TKLN/79

Signature: 

Name in Block: _____

Identification No.: _____

Date: 2024年7月8日

葉子釗 謹啟

葉一帆, 謹啟

Permission for Use of Vehicular Access

Consent of Land Owner

Location of the Application Site	LOTS 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. in Ta Kwu Ling North, NT
Application No.	A/NE-TKLN/79

I hereby declare that:

- (i) According to the record of the Land Registry, I am the Trustee of IP HIN YEUNG TSO, registered owner of – Lot No. 490 and 494 in Demarcation District 80, Ta Kwu Ling North
- (ii) I have given consent to the applicant, Kin Hing Timber Engineering Limited, for use of the vehicular access on our lot to access application site of A/NE-TKLN/79

Signature: _____

Name in Block: Ip Cheung Put

Identification No.: _____

Date: 9-7-2024

Permission for Use of Vehicular Access

Consent of Land Owner

Location of the Application Site	LOTS 499, 500 RP, 501 S.A. RP, 501 S.B., 501 S.C., 501 S.D., 501 S.E., 517 RP, 517 S.A. in Ta Kwu Ling North, NT
Application No.	A/NE-TKLN/79

I hereby declare that:

- (i) According to the record of the Land Registry, I am the Manager of IP SHIU KING (OR KENG) TSO, registered owner of – Lot No. 489 in Demarcation District 80, Ta Kwu Ling North
- (ii) I have given consent to the applicant, Kin Hing Timber Engineering Limited, for use of the vehicular access on our lot to access application site of A/NE-TKLN/79

Signature: _____



Name in Block: GD Management Limited

Certificate of Incorporation No.:

Date: 8/7/2024

**Appendix II of RNTPC
Paper No. A/NE-TKLN/79B**

**Similar S.16 Applications for Warehouse
within the “Recreation” zone in the vicinity of the application site
in the Ta Kwu Ling North Area**

Rejected Applications

Application No.	Uses/Development	Date of Consideration	Rejection Reasons
A/NE-TKLN/29	Proposed Temporary Warehouse and Open Storage of Containers for a Period of 3 Years	17.1.2020	R1 - R3
A/NE-TKLN/31	Proposed Temporary Logistics Warehouse for a Period of 3 Years	6.3.2020	R1, R3 – R4

Rejection Reasons

- R1 The proposed development was not in line with the planning intention of the “Recreation” (“REC”) zone, which was intended 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. There was no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis.
- R2 The applicant failed to demonstrate in the submission that the proposed development would not cause adverse traffic impact on the surrounding areas.
- R3 The approval of the application would set an undesirable precedent for similar applications within the same “REC” zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.
- R4 The applicant failed to demonstrate that the proposed development would not cause adverse traffic and drainage impacts on the surrounding areas.

Government Departments' General Comments

1. Land Administration

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

- no objection to the application;
- the application site (the Site) comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land (GL) is granted to the Site; and
- if the planning application is approved, the lot owners shall apply to his office for a Short Term Waiver (STW) to permit the structures to be erected within the said private lots. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure will be considered.

2. Traffic

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

- taking account of the traffic demand (including the increased cross-boundary trips relating to the Heung Yuen Wai Boundary Control Point in the weekends and public holidays) and the capacity of the road network in the vicinity as well as the further information submitted by the applicant, he has no adverse comment on the application from a traffic engineering viewpoint subject to the condition that the proposed warehouse will not operate on Saturdays, Sundays and public holidays.

3. Drainage

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

- no objection to the application from the public drainage viewpoint;
- should the application be approved, approval conditions should be imposed to request the applicant to submit and implement a drainage proposal for the Site to ensure that it will not cause adverse drainage impact to the adjacent area. The drainage system should be properly maintained at all times during the planning approval period and rectify if they are found inadequate/ ineffective during operation; and
- the Site is in an area where public sewerage connection is not available.

4. Fire Safety

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

- no objection in principal to the proposal subject to fire service installations and water supplies for firefighting being provided to his satisfaction.

5. Project Interface

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

- it is noted that the proposed temporary warehouse for storage of construction material on a three 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. The P&E Study already commenced on 29.10.2021. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage; and
- 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.

6. District Officer's Comments

District Officer (North), Home Affairs Department (DO(N), HAD) has relayed the following local views/comments on the application:

- six members of North District Council (NDC) indicate no comment.

7. Other Departments

The following government departments have no comments on the application:

- (a) Director of Agricultural, Fisheries and Conservation (DAFC);
- (b) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (d) Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD);
and
- (e) Commissioner for Police (C for P).

Recommended Advisory Clauses

- (a) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
 - (i) the application site (the Site) comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land (GL) is granted to the Site;
 - (ii) if the planning application is approved, the lot owners shall apply to his office for a Short Term Waiver (STW) to permit the structures to be erected within the subject lots. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure will be considered; and
 - (iii) the applicant should comply with all the land filling requirements imposed by relevant Government departments. GL should not be disturbed unless with prior approval.
- (b) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that the approval of the application does not imply the approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.
- (c) to note the comments of the Director of Environmental Protection (DEP) that:
 - (i) the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” issued by EPD should be followed to minimize potential environmental nuisance to the surrounding area;
 - (ii) adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste/wastewater generated from the proposed use should be provided. 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 1/23 “Drainage Plans subject to Comment by the Environmental Protection Department” including percolation test; and
 - (iii) it is the obligation of the applicant to meet the statutory requirements under relevant pollution control ordinances.
- (d) to note the comment of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
 - (i) the applicant should rectify the drainage system if it is found to be inadequate/ ineffective during operation;
 - (ii) there is no public stormwater system in the vicinity of the Site. The applicant should construct and maintain the proposed drainage works whether within or outside the lot boundary by lot owner at the own expense. The applicant is reminded that the development

should not adversely affect existing water free flow from the north to south; and

- (iii) the Site is in an area where public sewerage connection is not available. EPD should be consulted regarding the sewage impact assessment and sewage treatment/ disposal facilities for the proposed development.
- (e) to note the comments of the Director of Fire Services (D of FS) that:
- (i) based on the proposed access route, it is noted that the nearest available street hydrant is more than 500m away from the Site. In this regard, street fire hydrant system with adequate flow, pressure and water tank size shall be provided in the Site;
 - (ii) in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. The applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department 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; and
 - the location of where the proposed FSIs to be installed should be clearly marked on the layout plans;
 - (iii) the applicant is reminded that if the proposed structure(s) are 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.
- (f) to note the comments of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that the Site 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. The P&E Study already commenced on 29.10.2021. While the implementation programme of NTN New Town is being formulated under the P&E Study, the site formation works will likely commence soon after the completion of the detailed design in next stage. Hence, subject to the land use planning in the P&E Study, the proposed use, if approved, may need to be vacated for the site formation works.
- (g) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that the access road adjacent to the Site is not maintained by HyD.
- (h) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
- (i) the Site shall be provided with means of obtaining access thereto from a street under the Regulation 5 of the Building (Planning) Regulation (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 a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority (BA) under Regulation 19(3) of the B(P)R at building plan submission stage;
 - (iii) before any new building works are to be carried out on the Site, prior approval and consent of the BA should be obtained unless they are exempted building works, designated exempted works or minor works commenced under the simplified requirements under the

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;

- (iv) for UBW erected on lease 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 Site under the BO;
- (v) 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;
- (vi) in general there is no requirement under the BO in respect of provision of car parking spaces for a proposed development. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under the regulation 72 of the B(P)R and Division 3 of Design Manual: Barrier Free Access 2008;
- (vii) the applicant's attention is drawn to the provision under regulations 5, 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulation in respect of provision of sanitary fitments at workplace, disposal of foul water and surface water respectively;
- (viii) the applicant's attention is also drawn to the headroom of the storey should not be excessive, otherwise GFA of the storey will be considered double counting under regulation 23(3)(a) or the B(P)R subject to justification; and
- (ix) formal submission under the BO is required for any proposed new works, including any temporary structures, street works, site formation works like filling of ponds and land and site formation drainage works. Detailed comments under BO on individual sites for private developments such as permissible plot ratio, site coverage, emergency vehicular access, private streets and/or access roads, barrier free access and facilities, compliance with the sustainable building design guideline (SBD), etc. will be formulated at the formal building plan submission stage. The applicant's attention is drawn to section 14(2) of the BO that neither the approval of any plans nor the consent to the commencement of any building works or street works shall be deemed to confer any title to land.

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

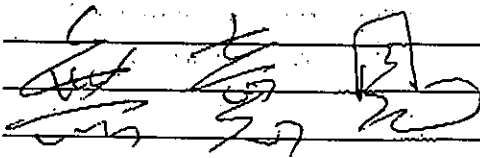
By Fax : 2877 0245 or 2522 8426

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/79

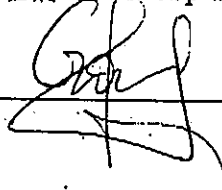
意見詳情 (如有需要，請另頁說明)

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 2024.1.24

2

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



A/NE-TKLN/79 DD 80 Lin Ma Hang Road Rec

06/02/2024 02:54

From:

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

Sent by: tpbpd@pland.gov.hk

File Ref:

A/NE-TKLN/79

Lots 499, 500 RP, 501 S.A RP, 501 S.B, 501 S.C, 501 S.D, 501 S.E, 517 RP and 517 S.A in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North

Site area: About 5,377sq.m

Zoning: "Recreation"

Applied use: Warehouse for Storage of Construction Materials / 4 Vehicle Parking / **Filling of Pond**

Dear TPB Members,

Strong Objections. Another plan to turn Lin Ma Hang Road into another Kam Shung Road – a line of ramshackle brownfield sites. It is clear from Google Maps that the site has already been trashed, has any enforcement action been taken?

The solution cannot be to allow Lin Ma Hang Road to become an eyesore lined with rusty 'temporary' structures with inadequate drainage and sewerage, prone to fires and giving the area that third world appearance that belies all the Good Stories we are fed about the hi-tech state of the art blah blah.

Members should reject this application.

Mary Mulvihill

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

**KFBG's comments on four planning applications**

09/02/2024 17:57

From:

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

Sent by: tpbpd@pland.gov.hk

File Ref:

4 attachments



240209 s16 TKLN 79.pdf 240209 s12a TW 19.pdf 240209 s16 NSW 314.pdf 240209 s17 NSW 293.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 February, 2024.

By email only

Dear Sir/ Madam,

**Proposed Temporary Warehouse for Storage of Construction Material for a Period
of 3 Years and Associated Filling of Pond
(A/NE-TKLN/79)**

1. We refer to the captioned.
2. There are two rejected applications adjacent to the current application site. The reasons to reject the latest one (A/NE-TKLN/34; Proposed Temporary Private Club (Skateboard Training Ground and Golf Driving Range) with Ancillary Office for a Period of 2 Years) are reproduced below:

(a) the proposed development is not in line with the planning intention of the "Recreation" ("REC") zone which is intended primarily for low-density recreational developments for the use of the general public. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;

(b) the applicant fails to demonstrate in the submission that the proposed development would not cause adverse traffic, environmental and drainage impacts on the surrounding areas; and

(c) the approval of the application would set an undesirable precedent for similar applications within the same "REC" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the

area.

3. We urge the Board to consider whether the above reasons (or part of them) can also be applicable to this application.
4. We also urge the Board to investigate whether there is ongoing enforcement case covering the current site and if yes, to consider whether it is appropriate to approve this application.
5. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

FE 1

4

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：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

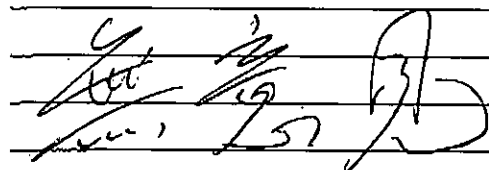
By Fax : 2877 0245 or 2522 8426

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/79 Received on 04/03/2024**

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 2024.3.15

F2.1

5

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

From:
Sent: 2024-04-02 星期二 18:59:31
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: KFBG's comments on two planning applications
Attachment: 240402 s16 NSW 314.pdf; 240402 s16 TKLN 79.pdf

Dear Sir/ Madam,

Attached please see our comments regarding two applications. There are two 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

Email Disclaimer:

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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)

2nd April, 2024.

By email only

Dear Sir/ Madam,

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of 3 Years and Associated Filling of Pond**
(A/NE-TKLN/79)

1. We refer to the captioned.
2. There are two rejected applications adjacent to the current application site. The reasons to reject the latest one (A/NE-TKLN/34; Proposed Temporary Private Club (Skateboard Training Ground and Golf Driving Range) with Ancillary Office for a Period of 2 Years) are reproduced below:

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

F12

6

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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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

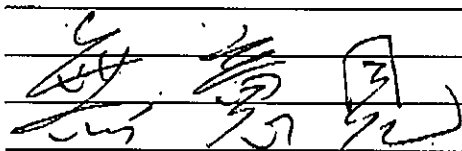
By e-mail : tpbpd@pland.gov.hk

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

A/NE-TKLN/79 Received on 08/04/2024

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 2024.4.22

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

From:
 Sent: 2024-05-08 星期三 02:12:08
 To: tpbpd/PLAND <tpbpd@pland.gov.hk>
 Subject: Re: A/NE-TKLN/79 DD 80 Lin Ma Hang Road Rec

Dear TPB Members,

So the ponds have been filled in. This is Destroy to Build and should be condemned not rewarded.

With the plans to wipe out most of the ponds at San Tin, every effort should be made to protect and conserve the very few remaining.

Mary Mulvihill

From:
 To: tpbpd <tpbpd@pland.gov.hk>
 Date: Tuesday, 6 February 2024 2:53 AM HKT
 Subject: A/NE-TKLN/79 DD 80 Lin Ma Hang Road Rec

A/NE-TKLN/79

Lots 499, 500 RP, 501 S.A RP, 501 S.B, 501 S.C, 501 S.D, 501 S.E, 517 RP and 517 S.A in D.D. 80, Lin Ma Hang Road, Ta Kwu Ling North

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

Members should reject this application.

Mary Mulvihill