Relevant Extracts of Town Planning Board Guidelines on
Application for Open Storage and Port Back-up Uses

(TPB PG-No. 13G)

1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:

   (a) Category 1 areas: considered suitable for open storage and port-backup uses. Favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;

   (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;

   (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals. Sympathetic consideration may be given if the applicants have demonstrated genuine efforts in compliance with approval conditions of the previous planning applications and included in the fresh applications relevant technical assessments/proposals (if required) to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and

   (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals, and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if the applicants have demonstrated genuine efforts in compliance with approval conditions of the previous planning applications and included in the fresh applications relevant technical assessments/proposals (if required) to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and

environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. A maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merit.

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

(a) port back-up sites and those types of open storage generating adverse noise, air pollution and visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;

(b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;

(c) adequate screening of the sites through landscaping and/or fencing should be provided where sites are located adjacent to public roads or are visible from surrounding residential areas;

(d) there is a general presumption against conversion of agricultural land and fish ponds to other uses on an ad-hoc basis, particularly in flood prone areas or sites which would obstruct natural drainage channels and overland flow; and

(e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused, notwithstanding other criteria set out in the Guidelines are complied with.

Similar S.16 Application for Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond within the "Agriculture" zone in the vicinity of the Application Site in the Ta Kwu Ling Area

Approved Application

Application No.	Uses/ Development	Date of Consideration
A/NE-TKL/687	Proposed Temporary Logistics Centre with Ancillary Parking of Container Vehicles and Office for a Period of 3 Years and Filling of Land	24/12/2021

Government Departments' General Comments

1. Traffic

Comments of Commissioner for Transport (C for T):

- she has no comment on the application;
- an approval condition shall be included for the implementation of traffic management measures as proposed by the applicant within 9 months from the date of planning approval to her satisfaction; and
- the proposed vehicular access between Ping Che Road and application site (the Site) is not managed by the Transport Department. The applicant should seek comments from the responsible party.

2. Landscape

Comments of the Chief Town Planner/ Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- no objection to the application from landscape planning perspective; and
- with reference to the aerial photo of 2023, the Site is mainly located in an area of rural inland plains landscape character comprising open storage, temporary structures, tree clusters, vegetated areas and farmlands. Based on site photos taken on 4.6.2024, the Site is mainly covered by wild grasses and self-seeded vegetation. According to Para. 4.3.1 of the Planning Statement, there is no existing tree within the Site. Significant adverse impact on the landscape character and existing landscape resources within the Site is not anticipated.

3. Drainage

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

- with a view to facilitating the relocation of brownfield site operators affected by New Development Area projects, she has no objection in principle to the application;
- should the application be approved, conditions should be included to request the applicant to submit and implement the revised drainage proposal for the Site to ensure that it will not cause adverse drainage impact on the adjacent area, and the implemented drainage facilities at the Site shall be maintained at all times during the planning approval period. Furthermore, the applicant shall be required to place all the proposed works at least 3m away from existing stream course; and

- her detailed comments on the submitted drainage proposal are at **Appendix V**;

4. Fire Safety

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

- no in-principle objection to the proposal subject to fire service installations and water supplies for firefighting being provided to his satisfaction;
- his advisory comments are set out at **Appendix VI**.

5. Project Interface

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

- it is noted that the proposed temporary logistics centre on a three-year basis and associated filling of land and pond (the proposed use) 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. Hence, the applicant is reminded that 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.

6. Other Departments

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

(a) Chief Highway Engineer/New Territories East, Highways Department;

(b) Chief Building Surveyor/New Territories West, Buildings Department;

(c) Chief Engineer/Construction, Water Supplies Department; and

(d) District Officer (North), Home Affairs Department.

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 Lot 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) no consent is given for inclusion of GL (about 371m² mentioned in the Application Form) in the Site. The applicant should be reminded that any occupation of GL without Government's prior approval is an offence. For direct grant of Short Term Tenancy (STT) of the adjoining GL to the applicant for temporary uses, prior policy support from the relevant Bureau has to be obtained;

(iii) the lot owners should apply to her office for a Short Term Waiver (STW) and/or STT to permit the structure to be erected within the said private lots and the occupation of the GL. The application(s) for STW and/or STT will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW and/or STT, if approved, will be subject to such terms and conditions including the payment of waiver fee/rent and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure will be considered; and

(iv) the applicant should comply with all the land filling requirements imposed by relevant Government departments. GL should not be disturbed unless with prior approval;

(b) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that the access road adjacent to the Site is not maintained by HyD;

(c) to note the comments of the Commissioner for Transport (C for T) that the proposed vehicular access between Ping Che Road and the Site is not managed by the Transport Department and the applicant should seek comment from the responsible party;

(d) to note the comments of the Director of Agriculture & Fisheries and Conservation (DAFC) that as the Site is adjacent to Ping Yuen River, measures should be implemented to avoid pollution and disturbance to Ping Yuen River nearby;

(e) 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 Environmental Protection Department (EPD) should be followed to minimise 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;

(iii) the applicant should observe the Water Pollution Control Ordinance and follow the mitigation measures as required under Environment, Transport and Works Bureau Technical Circular (Works) (ETWB TC(Works)) No. 5/2005 "Protection of natural streams/rivers from adverse impacts arising from construction works" for the land and pond filling works during construction phase; and

(iv) it is the obligation of the applicant to meet the statutory requirements under relevant pollution control ordinances;

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

(i) the applicant shall be required to place all the proposed works 3m away from existing stream course. All the proposed works in the vicinity of the stream course should not create any adverse drainage impacts, both during and after construction. Proposed flooding mitigation measures if necessary shall be provided at the resources of the applicant to her satisfaction;

(ii) the applicant should be reminded to minimise the possible adverse environmental impacts on the existing stream course in his design and during construction;

(iii) the Site is in an area where no public sewerage connection is available. EPD should be consulted regarding the sewage treatment/disposal facilities for the proposed use; and

(iv) her detailed comments on the submitted drainage proposal are as follows:

- the applicant should verify if Appendix D matches with the filling plan shown on Section 3.4. The applicant should indicate the clearance with the existing stream course in Appendix D;

- Section 2.4 – The applicant should maintain or channelise the existing stream course within the development area rather than filling it. Alternatively, the applicant may consider to provide intake point and supporting drainage facilities to intercept the flow from the existing stream course;

- Section 4.6 - The applicant should advise extent of the fencing/walls and details of the proposed opening. The applicant is reminded that overland flow should not be obstructed by the proposed fencing/wall;

- Appendix C Design Calculation of U-channel - The applicant should justify the selected runoff coefficient and explain how effective area is derived. The catchment areas are fragmented and envisaged flow path is relatively ideal, also,

the proposed U-channel are generally undersized given the catchment areas. The applicant should review;

- Appendix C Downstream Capacity Checking - The data listed (as captured below) seems to be the site areas rather than the surface runoff, the applicant should clarify and review the calculation accordingly; and

Total Surface Runoff from Catchment Areas		
Catchment Area 1	=	3,340 L /min
Catchment Area 2	=	2,270 L /min
Catchment Area 3	=	1,200 L /min
Catchment Area 4	=	493,735 L /min
Catchment Area 5	=	267,914 L /min
		768,459 L /min

- Appendix D - The applicant should provide details of discharge path and indicate the catchpits with sand trap;

(g) to note the comments of the Director of Fire Services (D of FS) that:

(i) in consideration of the design/nature of the proposal, fire service installations (FSIs) are 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;

- the location of where the proposed FSI to be installed should be clearly marked on the layout plans; and

(ii) if the proposed structures 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;

(h) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

- the Site shall be provided with means of obtaining access thereto from a street under the regulation 5 of the Building (Planning) Regulations (B(P)R) and emergency vehicular access shall be provided under the regulation 41D of the B(P)R;

- the Site is not abutting on a specified street having a width not less than 4.5m, the development intensity shall be determined by the Building Authority (BA) under regulation 19(3) of the B(P)R at building plan submission stage;

- it is noted that a new structure is proposed in the application. Before any new building works are to be carried out on the Site, prior approval and consent of the BA should be obtained unless they are exempted building works, designated exempted works or minor works commenced under the simplified requirements under the BO. Otherwise they are Unauthorised Building Works (UBW). An Authorised Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the BO;

- for UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

- 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;

- 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;

- the applicant's attention is drawn to the provision under regulations 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations in respect of disposal of foul water and surface water respectively;

- the applicant's attention is also drawn to the headroom of the storey not be excessive, otherwise GFA of the storey will be considered double counting under regulation 23(3)(a) of the B(P)R subject to justification; and

- formal submission under the BO is required for any proposed new works, including any temporary structures, site formation works like filling of ponds and land and site formation drainage works. Detailed comments under BO on individual sites for private developments such as permissible plot ratio, site coverage, emergency vehicular access, private streets and/or access roads, barrier free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the formal building plan submission stage; and

(i) to note the comments of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that the proposed temporary logistics centre on a three-year basis and associated filling of land and pond (the proposed use) 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. Hence, the applicant is reminded that 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.

Appendix VI of RNTPC
Paper No. A/NE-TKL/759A

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-TKL/759

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

無意見

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

簽署 Signature ______ 日期 Date 2024.6.6

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

From: [redacted]
Sent: 2024-06-25 星期二 08:00:00
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [redacted]

Subject: Comments on the Section 16 Application No. A/NE-TKL/759
Attachment: TPB20240625(TKL759).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yous faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
[redacted]

長春社 Since1968
The Conservancy Association
[redacted]

25th June 2024

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

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

Dear Sir/Madam,

Comments on the Section 16 Application No. A/NE-TKL/759

The Conservancy Association OBJECTS to the captioned application.

1. Not in line with the planning intention of Agriculture (AGR) zone

According to the draft Ta Kwu Ling (No. S/NE-TKL/14) and Hung Lung Hang (No. S/NE-HLH/11) Outline Zoning Plan (OZP), the planning intention of AGR zone "*is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*". Even though the figures in the application revealed that the site is currently abandoned, active agricultural activities have long been spotted in the site. We opine that the site still possesses good potential for rehabilitation. It seems that the entire site under this application would be filled and formed. We worry that agricultural land would no longer be arable after the temporary use. We do not think that such plan is in line with the planning intention.

2. Adverse environmental impact

We worry that there would be several potential adverse environmental impacts:

- No plans on land recovery: The extent of land filling is about 3,205m^2. However, no details are available to illustrate how the land would be recovered after the

[redacted]

proposed temporary use.

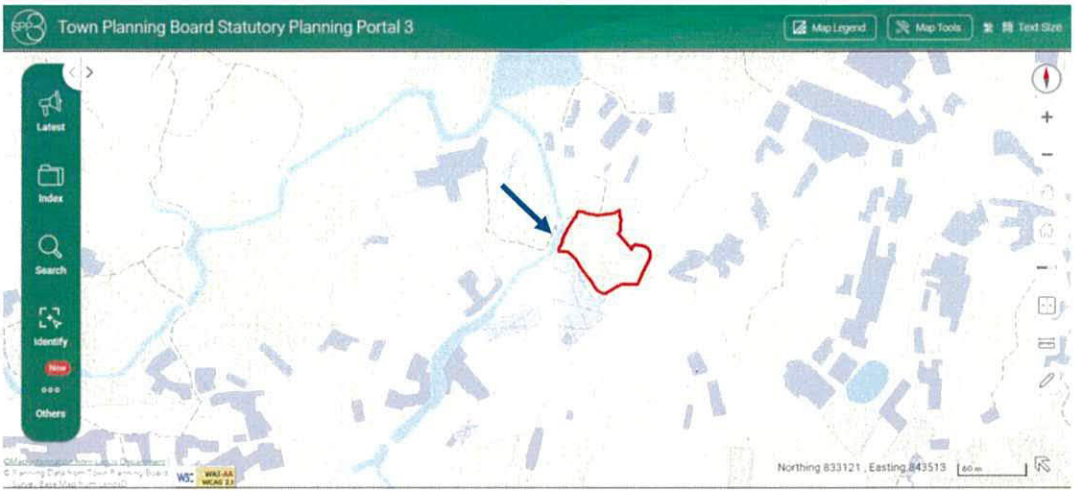
- Disturbance on natural stream: The application site is located very close to a natural stream (Figure 1). No details are available to demonstrate that no deterioration in water quality would be resulted during both construction and operation phase.

- Potential adverse drainage impact: No sufficient details are available to demonstrate that drainage impact would be properly handled. We worry that filling of land and some other watercourses would largely change the hydrology of the site, and such change would affect the adjacent uses.

Yours faithfully,
The Conservancy Association

[redacted]

Figure 1 The application site (marked in red) is located very close to a natural stream (blue arrow)



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

3

From: [redacted]
Sent: 2024-06-25 星期二 21:12:01
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: KFBG's comments on one planning application
Attachment: 240625 s16 TKL 759.pdf

Dear Sir/ Madam,

Attached please see our comments regarding one application. There is one pdf file attached to this email. If you cannot see/ download/ open this file, please notify us through email.

Also, please do not disclose our email address.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

25th June, 2024. **By email only**

Dear Sir/ Madam,

Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond
(A/NE-TKL/759)

1. We refer to the captioned.

2. We recommend the Board to investigate the current site status with relevant authorities and also to investigate whether there is ongoing enforcement case covering the application site first before making a decision on this application.

3. As shown in the map of the gist, there are some watercourse sections covering by the application site. We urge the Board to consider whether a drainage impact assessment is required for this application (if not yet provided), and also whether the proposed use would cause any adverse drainage impacts to the area (if yes, whether there is any feasible proposal provided to solve it).

4. We object to this application as it is unlikely to be in line with the planning intention of the Agriculture zone. We urge the Board to reject this application.

5. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden
[redacted]

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

4

From: [redacted]
Sent: 2024-06-25 星期二 01:54:17
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/NE-TKL/759 DD 87 Ping Che

A/NE-TKL/759

Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che

Site area: About 3,270sq.m Includes Government Land of about 371sq.m

Zoning: "Agriculture"

Applied use: Logistics Centre/ 6 Vehicle Parking / **Filling of Land and Pond**

Dear TPB Members,

Strong Objections. No previous history of approvals. The development would further extend brownfield use into agriculture land. This is despite government pledges that this land use would be phased out and only yesterday officials repeated their plans to construct industrial parks to accommodate logistic firms.

Approval of plans to encroach onto farmland that is surrounded by watercourses and with ponds, indicating that it plays a role in the drainage ecosystem of the district.

To encourage further brownfield development that impacts the natural environment when we are receiving hourly reports of major flooding and landslides over the border is not only shorsighted but also a failure to protect the territory from the impact of climate change.

Mary Mulvihill

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

240 1196 10/5 By hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TKL/259
	Date Received 收到日期	28 MAY 2024

1. 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。

2. 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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

---

1. Name of Applicant 申請人姓名/名稱

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

ABLE NEW DEVELOPMENT LIMITED (力新發展有限公司)

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

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

AIKON DEVELOPMENT CONSULTANCY LIMITED

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 3,270 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 1,400 sq.m 平方米 ☑About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	371 sq.m 平方米 ☑About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 and Approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Agriculture" ("AGR")
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☑ is not a "current land owner"#.
並不是「現行土地擁有人」#。

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

5. Statement on Owner's Consent/Notification
就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at 3.4.2024 & 3.5.2024 (DD/MM/YYYY), this application involves a total of 4 "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 ..... 4 ..... "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)
1	Lot 268 in D.D. 84, Lots 481 S.A and 481 RP in D.D. 87, Ping Che, Ta Kwu Ling, New Territories	7.5.2024
3	Lot 267 in D.D. 84, Ping Che, Ta Kwu Ling, New Territories	7.5.2024

(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 _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____(日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and 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	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	1,870 sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	1,400 sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	1
Proposed domestic floor area 擬議住用樓面面積	0 sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	1400 sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	1400 sq.m ☑About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

Please refer to Table 3 of the attached Planning Statement

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	3
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	1
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	2
Others (Please Specify) 其他 (請列明)	

Proposed operating hours 擬議營運時間
From 9:00a.m. to 6:00 p.m. from Mondays to Saturdays (Excluding 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	☑ 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)) Local track leading to Ping Che Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
		No 否	☐

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

(i)	Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情
		No 否	☑
(ii)	Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☑ Filling of pond 填塘 Area of filling 填塘面積 65 sq.m 平方米 ☑About 約 Depth of filling 填塘深度 0.1 - 2.5 m 米 ☑About 約 ☑ Filling of land 填土 Area of filling 填土面積 3,205 sq.m 平方米 ☑About 約 Depth of filling 填土厚度 0.1 - 2.5 m 米 ☑About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約
		No 否	☐

(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
		On traffic 對交通	Yes 會 ☐	No 不會 ☑
		On water supply 對供水	Yes 會 ☐	No 不會 ☑
		On drainage 對排水	Yes 會 ☐	No 不會 ☑
		On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
		Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
		Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
		Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
		Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
		Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

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

(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/_____/_____
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	
(e) Approval conditions 附帶條件	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

7. Justifications 理由

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

Please refer to the 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

Thomas LUK ..... Planning Consultant .....

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 AIKON DEVELOPMENT CONSULTANCY LIMITED .....

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

Date 日期 9/5/2024 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories 新界打鼓嶺坪輋丈量約份第 84 約地段第267號（部分）及 268號（部分）和第 87 約地段第481號A分段（部分）及481號餘段（部分）和毗鄰政府土地
Site area 地盤面積	3,270 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 371 sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 and Approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 坪輋及打鼓嶺分區計劃大綱核准圖（編號：S/NE-TKL/14）及恐龍坑分區計劃大綱核准圖（編號：S/NE-HLH/11）
Zoning 地帶	"Agriculture" ("AGR") 「農業」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond 擬議臨時物流中心 (為期三年)及填土和填塘工程

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米		Plot Ratio 地積比率	
		Domestic 住用	N.A.	☐ About 約 ☐ Not more than 不多於	N.A.	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	1,400	☑ About 約 ☐ Not more than 不多於	0.43	☑About 約 ☐Not more than 不多於
(ii)	No. of blocks 幢數	Domestic 住用	N.A.			
		Non-domestic 非住用	1			
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	N.A.	m 米 ☐ (Not more than 不多於)		
			N.A.	Storeys(s) 層 ☐ (Not more than 不多於)		
		Non-domestic 非住用	10	m 米 ☑ (Not more than 不多於)		
			1	Storeys(s) 層 ☐ (Not more than 不多於)		
(iv)	Site coverage 上蓋面積	42.8	%	☑ 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			3	
		Private Car Parking Spaces 私家車車位			3	
		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)				
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數			3	
		Taxi Spaces 的士車位				
		Coach Spaces 旅遊巴車位				
		Light Goods Vehicle Spaces 輕型貨車車位			1	
		Medium Goods Vehicle Spaces 中型貨車位				
		Heavy Goods Vehicle Spaces 重型貨車車位			2	
		Others (Please Specify) 其他 (請列明)				

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

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Location plan, Lot Index Plan extract, Outline Zoning Plan extract, Site photos, Land and Pond Filling Plan, Indicative Plan Showing Existing Locations of the Existing Operations		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Traffic Review Report, Drainage Proposal		

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

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

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

Ref.: ADCL/PLG-10286/R001

Section 16 Planning Application

Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond

Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Planning Statement

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Prepared by
Aikon Development Consultancy Limited

May 2024

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond** (hereinafter referred to as "the proposed use") at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, 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 consideration by the Board.

The existing business operations at Fanling North involve two sites for logistics centre. The current application is to facilitate the relocation of existing business operations affected by the remaining phase of the Kwu Tung North/Fanling North New Development Areas (KTN/FLN NDA). The application site falls with an area zoned "Agriculture" ("AGR") on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 gazetted on 12.3.2010 and approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 gazetted on 15.12.2017. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

(a) the current application is submitted for the relocation of the existing operations affected by the remaining phase of the FLN NDA development. Efficient reprovisioning of the affected operations could facilitate smoother and earlier implementation of the FLN NDA development which would be beneficial to the public;
(b) the application site is a suitable location for reprovisioning of the concerned operations. The proposed use could help realise the strategic economic development potential in the New Territories North under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030";
(c) the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "AGR" zone or any planned infrastructural developments at the application site and its neighbourhood;
(d) the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse visual impacts on the surroundings land uses and neighbourhood;
(e) no adverse traffic, landscape, visual, environmental and drainage impacts arising from the proposed use is anticipated; and
(f) the proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時物流中心 (為期三年) 及填土和填塘工程（以下簡稱「擬議用途」）。該申請涉及的地點位於新界打鼓嶺坪輋丈量約份第 84 約地段第 267 號（部分）及 268 號（部分）和第 87 約地段第 481 號 A 分段（部分）及 481 號餘段（部分）和毗鄰政府土地（以下簡稱「申請地點」）。此規劃報告書提供該申請的背景及規劃理據以支持擬議用途予城規會考慮。

現時粉嶺北的現有業務運作涉及兩個作物流中心之地盤。該申請旨在重置受古洞北及粉嶺北新發展區餘下階段發展影響的現行作業。根據 2010 年 3 月 12 日刊憲公佈之坪輋及打鼓嶺分區計劃大綱核准圖（編號：S/NE-TKL/14）及 2017 年 12 月 15 日刊憲公佈之恐龍坑分區計劃大綱核准圖（編號：S/NE-HLH/11）（以下簡稱為「大綱核准圖」），申請地點坐落於「農業」地帶。根據大綱核准圖的註釋說明，有關用途或發展即使圖則沒有作出規定，城規會仍可批給作不超過三年屬臨時性質的用途。此規劃報告書詳細闡述該申請的規劃理據，當中包括：-

(一) 該申請旨在重置受粉嶺北新發展區餘下階段發展影響的現行作業。透過有效重置受新發展區發展影響的作業，該申請有助促進新發展區的發展，惠及大眾；
(二) 申請地點適合用作重置受新發展區發展影響的作業。申請地點處於策略性位置，符合《香港 2030+：跨越 2030 年的規劃遠景與策略》中發揮新界北部的策略性經濟發展潛力的策略性規劃意向；
(三) 擬議用途為臨時用途。擬議用途不會妨礙落實大綱核准圖中「農業」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
(四) 就土地用途而言，擬議用途與周邊地區並非不相容，並不會構成不良景觀影響；
(五) 擬議用途不會對交通、景觀、視覺、環境和排水方面構成不良影響；及
(六) 考慮到附近已有類似該申請的規劃申請獲批准，擬議用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年擬擬用途。

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1. INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond** (hereinafter referred to as "the proposed use") at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (hereinafter referred to "the application site"). The application site has an area of about 3,270m^2 (including about 371m^2 of Government land). This Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1** whilst **Figure 2** indicates the relevant private lot and Government land in which the application site involves.

1.1.2 The application site currently falls within an area zoned "Agriculture" ("AGR") on the approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 gazetted on 12.3.2010 and approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 gazetted on 15.12.2017 (hereinafter referred to as "the Current OZPs") (**Figure 3** refers). As stipulated in the Notes of the Current OZPs, "…*temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years…*". The Remarks of "AGR" zone of the respective OZPs also stated *"...any filling of land shall not be undertaken...without the permission from the Town Planning Board..."* and *"...any filling of pond shall not be undertaken...without the permission from the Town Planning Board..."*. In this connection, a planning permission is wished to be sought from the Board for the proposed use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of Able New Development Limited (hereinafter referred to as "the Applicant"), Aikon Development Consultancy Limited has been commissioned to prepare and submit the current application.

1.2 Background

1.2.1 Currently the development of the Kwu Tung North/Fanling North New Development Areas (KTN/FLN NDA) is well underway, based on the available information. A land resumption notice for the remaining phase development was issued on 11.1.2024. According to the information from the freezing survey, there are a total of 313 affected business operators within the remaining phase development of the KTN/FLN NDA. According to the project schedule, they are scheduled to depart in batches from the third quarter of 2024 to the first quarter of 2026.

1.2.2 The existing business operations at FLN involve two sites for logistics centre (hereinafter referred to as "the Existing Operations"). It is noted that the Existing Operations will be affected by the remaining phase development of the FLN NDA, and therefore, relocation of the affected operation is considered necessary. The locations of the Existing Operations are illustrated in **Figures 6-I and 6-II**. The uses, locations and areas of the Existing Operations are detailed in **Table 1** below.

Table 1: Use, Locations and Size of the Existing Operations

	Existing Use	Existing Location	Existing Area
Site A	Logistics Centre	Lots 359 (part), 376 (part) and 377 S.B RP (part) in D.D. 52, Fanling North, N.T.	About 1,428m^2
Site B	Logistics Centre	Lots 361 (part), 367 (part), 369 (part), 450RP (part) and 451RP (part) in D.D. 52, Fanling North, N.T.	About 2,125m^2
		Total:	About 3,553m^2

1.2.3 The Applicant intends to make use of the application site for reprovisioning of the Existing Operations. The Applicant has entered a Memorandum of Understanding with the existing operator. The Applicant and the existing operator have agreed that upon approval of the current application by the Board, the application site will be utilised by the existing operator for the proposed use during the planning approval period.

1.3 Objectives

1.3.1 The current application strives to achieve the following objectives:-

(a) To re-provide logistics centre on a temporary basis in serving district and territorial needs under the pressing land acquisition process for the KTN/FLN NDA development project;

(b) To fully utilise the land resources falling within "AGR" zone for temporary uses that are beneficial to the community, viable in operation, and compatible with the character of the surrounding environment without hindering the long term planning intention of "AGR" zone; and

(c) To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.

1.4 Structure of the Planning Statement

1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarises the concluding remarks for the proposed use.

2. SITE PROFILE

2.1 Location and Current Conditions of the Application Site

2.1.1 The application site is located in Ta Kwu Ling/Hung Lung Hang, west of Ping Che Road. The application site is vacant covered by shrubs and weeds and is accessible via a local track leading to Kai Ping Che Road. Access to the application site is available through a local track that connects to Ping Che Road. Public transportation, such as bus and minibus, can be easily accessed within a 10-minute walk along Ping Che Road. (**Figure 1** refers)

2.1.2 **Illustration 1** indicates the current conditions of the application site and its surrounding areas.

2.2 Surrounding Land-use and Characteristics

2.2.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. To the immediate north of the application site is the Ping Yuen River.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls within an area zoned "AGR" on the Current OZPs (**Figure 3** refers). According to the Notes of the Current OZPs, "AGR" zone is intended primarily to '*retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purpose*'. It is also intended to "*retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*".

3.1.2 As stipulated in the Notes of the Current OZPs, "…*temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years*…". The Remarks of "AGR" zone of the respective OZPs also stated *"...any filling of land shall not be undertaken...without the permission from the Town Planning Board..."* and *"...any filling of pond shall not be undertaken...without the permission from the Town Planning Board..."*. In this connection, the applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of three years.

3.2 Previous Application

3.2.1 There is no previous application for the application site.

3.3 Similar Applications

3.3.1 In the past five years, there are two similar applications for similar temporary logistics centre uses within the "AGR" zone(s) on the Ping Che and Ta Kwu Ling OZP. Details of the similar applications are tabulated in **Table 2** below.

Table 2: Similar Planning Applications in the Past Five Years

Application No.	Proposed Use(s)	Zoning(s)	Decisions (Date)
A/NE-TKL/687	Proposed Temporary Logistics Centre with Ancillary Parking of Container Vehicles and Office for a Period of 3 Years and Filling of Land	"AGR"	Approved with condition(s) on a temporary basis (24/12/2021)
A/NE-TKL/708	Proposed Temporary Logistics Centre for a Period of 3 Years	"Open Storage" and "AGR"	Approved with condition(s) on a temporary basis (17/03/2023)

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

3.4.1 The application site falls under Category 3 areas in the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated by the Board in April 2023.

3.4.2 According to the TPB PG-No.13G, Category 3 areas are those outside the Category 1, 2 and 4 areas. Within these areas, "existing" and approved open storage and port back-up uses are to be contained and further proliferation of such uses is not acceptable. Applications falling within Category 3 areas would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). In that connection, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

4.1.1 The proposed use of the application site (i.e. Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond) is to facilitate the relocation of the Existing Operations affected by the remaining phase of the FLN NDA development. As agreed by the Applicant and the existing operator, should the current application be approved by the Board, the existing operations will be relocated to the application site during the planning approval period.

4.1.2 The application site has a total area of about 3,270m^2 (including about 371m^2 of Government land) and is currently vacant. Access to the application site will be provided through an ingress/egress point (in about 9m) located at the eastern boundary (**Figure 5** refers), which is connected to a local track leading to Ping Che Road (**Figure 1** refers). Should the current application be approved, the existing fencing will be adjusted, and new fencing will be erected along the periphery of the application site.

4.1.3 The application site consists of a 3-side enclosed temporary structure, with a maximum height of 10m (1-storey), providing a gross floor area (GFA) of about 1,400m^2 for a logistics centre. Additionally, within the application site, there are provisions for three parking spaces for private cars, one loading and unloading (L/UL) bay for light goods vehicles (LGVs) and two L/UL bays for heavy goods vehicles (HGVs). The Indicative Layout Plan is shown in **Figure 5** whilst the key development parameters for the proposed use are detailed in **Table 3**.

4.1.4 The proposed logistic centre will primarily provide logistics support for business operations, including inventory control, storage, and consolidation of goods for distribution, particularly for construction materials. The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The operation hours of the proposed use are from 9:00a.m. to 6:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.

4.1.5 Considering the existing topographic profile of the application site, the current level of the site ranges from +12.17mPD to +14.47mPD, with the majority portion being approximately 1 to 2.5m lower than the access road to the east. The ground level is proposed to be raised to +14.5mPD for feasible traffic flow and heavy vehicle access. The application site will be filled with soil, covering an area of about 3,270m^2 and ranging in depth from 0.1m to 2.5m. The extent of filling of land is about 3,205m^2, ranging from 0.1m to 2.5m in depth. Additionally, the extent of filling of pond is about 65m^2, ranging from 0.1m to 2.5m in depth. (**Figure 4** refers).

4.1.6 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the Short Term Tenancy (STT) and the Short Term Waiver (STW) for occupying the Government land, and permitting the structures to be erected or to regularise any irregularities on site, once the current application is approved.

Table 3: Key Development Parameters

Proposed Use	Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond
Operation Hours	From 9:00a.m. to 6:00 p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays)
Site Area	3,270m^2 (including about 371m^2 of Government land)
Covered Area	About 1,400m^2 (About 43%)
Uncovered Area	About 1,870m^2 (About 57%)
Temporary Structure	
No(s).	1
No. of Storey	1
Use	Logistics Centre
Maximum Height	10m
Total Floor Area	About 1,400m^2
No. of Parking Spaces	
Private Car (5m(L) x 2.5m(W))	3
No. of Loading/Unloading (L/UL) Bays	
HGVs (11m(L) x 3.5m(W))	2
LGVs (7m(L) x 3.5m(W))	1

4.2 Proposed Traffic Arrangement

4.2.1 The application site can be accessed via an unnamed access road leading to Ping Che Road. The logistics centre features a 9m-wide access point, which is well-suited for the proposed types of vehicles. This entry width supports safe and efficient vehicle manoeuvring, minimising the risk of congestion or accidents. Within the application site, three parking spaces for private cars, one L/UL bay for LGVs, and two L/UL bays for HGVs are provided.

4.2.2 According to the Traffic Review Report (**Appendix I** refers), the logistics center is designed to meet regulatory standards and optimise operational efficiency without substantially impacting local traffic. It is confirmed that the proposed logistics center, strategically situated near key roadways, is designed for low-intensity operations that will generate two-way traffic of 28 passenger car units (pcu) per hour during peak periods, thus ensuring minimal impact on local traffic.

4.2.3 Servals operational arrangements are proposed to ensure minimal traffic impact:

(a) Low-intensity Operation: The proposed logistics centre is designed for low-intensity operations, focusing on infrequent, specialised shipments. This

operational model inherently limits the number of vehicle trips to and from the application site;

(b) Operating Hours: The logistics center will operate from 9:00 AM to 6:00 PM, Monday through Saturday, specifically timed to reduce disruptions to local traffic flow;

(c) Vehicle Management: The operation will predominantly all scheduled to operate outside peak traffic times to mitigate potential congestion; and

(d) Safety and Design: The logistics center will feature a 9-meter-wide access point to ensure safe vehicle maneuvers, three L/UL bays and three private car parking spaces.

4.3 Landscape and Visual Consideration

4.3.1 The application site is vacant covered by shrubs and weeds and there is no existing tree within the application site. The application site has very low agricultural value at present and the proposed development would induce no significant landscape impact.

4.3.2 It is proposed that the application site will be fenced off and feature a 3-side enclosed temporary single-storey structure to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consist of open storages and warehouses. As a result, the proposed use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

4.4 Environmental Consideration

4.4.1 The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

4.5 Drainage Consideration

4.5.1 According to the Drainage Proposal (**Appendix II**), there are existing rivers, culverts, and surface channels along the boundary of the application site. To facilitate drainage collection within the application site, a new drainage system with peripheral U-shaped channels is proposed to be installed after the site formation works. The proposed drainage system has been designed to be sufficient in handling the stormwater surface runoff within the application site. It has also been checked to ensure that it will not affect the adjacent footpath and carriageway, thereby minimising the potential risks of overland flows and flooding during rainfall events. As such, no significant adverse drainage impact is expected.

5. PLANNING JUSTIFICATIONS

5.1 Reprovisioning of the Existing Operations Affected by the Development of KTN/FLN NDA

5.1.1 The application site is deemed a highly suitable alternative for relocating the Existing Operations that will be affected by the remaining phase development of the FLN NDA. It is located in close proximity to the Fanling/Sheung Shui area, where the Existing Operations are currently located. Moreover, the application site is situated within a cluster of open storage warehouse uses, further enhancing its compatibility with the intended operations. Efficient reprovisioning of the affected operations would facilitate smooth clearance for the implementation of the KTN/FLN NDA, while ensuring the necessary operating space for displaced brownfield operations still needed by the community.

5.1.2 The proposed area under the current application is considered reasonable, taking into account that the size of the application site (about 3,270m^2) is similar to that of the Existing Operations (about 3,553m^2).

5.2 Realisation of Strategic Planning Intention

5.2.1 The application site is strategically positioned to take full advantage of the regional transport infrastructure and connections. Its location near the boundary allows for convenient access to Shenzhen and the eastern part of Guangdong. Furthermore, its proximity to the three Boundary Control Points at Lo Wu, Man Kam To, and Heung Yuen Wai enhances connectivity and accessibility. This advantageous location ensures efficient support for the operation of the logistics centre, facilitating seamless transportation and logistics activities.

5.2.2 Additionally, the proposed use could help realise the strategic economic development potential in the New Territories North under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030". By leveraging this opportunity, the logistics centre can contribute to the realisation of strategic economic goals within the region, fostering growth and development.

5.3 Not Jeopardizing the Planning Intention of “AGR” Zone

5.3.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of “AGR” zone may hardly be materialized in short term until the surrounding characteristics are entirely and compulsorily required to be utilized for agricultural activities again. In contrast, approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.

5.3.2 The temporary nature of the proposed use under the current application will by no means jeopardize the long-term planning intention of the “AGR” zone, considering

that the proposed use under the current application is only being applied for a period of 3 years.

5.4 Compatible with Land Uses of the Surrounding Areas

5.4.1 The surrounding areas of the application site are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas. The proposed use is therefore considered to be compatible with the land uses of the surrounding areas.

5.4.2 The proposed use is considered to fully commensurate with its local geographical settings and is ideal to attain utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

5.5 No Adverse Infrastructural nor Environmental Impacts

5.5.1 According to the Traffic Review Report (**Appendix I** refers), the proposed logistics center is strategically situated near key roadways and is designed for low-intensity operations, which are expected to generate two-way traffic of 28 pcu per hour during peak periods, ensuring minimal impact on local traffic. Several operational arrangements have been proposed to further mitigate any potential traffic impact, including a low-intensity operation model, restricted operating hours, vehicle management measures to schedule operations outside peak times, and safety design features. With the proposed traffic arrangements, the logistics center is designed to meet regulatory standards and optimise operational efficiency without substantially impacting the surrounding road network.

5.5.2 The application site is vacant covered by shrubs and weeds and there is no existing tree within the application site. The application site has very low agricultural value at present and the proposed development would induce no significant landscape impact.

5.5.3 It is proposed that the application site will be fenced off and feature a 3-side enclosed temporary single-storey structure to prevent direct visual contact from outside. This design ensures compatibility with the surrounding land uses, which predominantly consist of open storages and warehouses. As a result, the proposed use is expected to have no or minimal adverse visual impacts on the surrounding land uses and the overall neighborhood.

5.5.4 The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The Applicant is committed to implementing good site practices and adhering to the latest “CoP” and comply with all environmental protection/ pollution control ordinances, throughout the construction and operation stages of the

proposed development, should the application be approved. It is ensured that the proposed development will not generate any unacceptable environmental impacts (including air quality, noise, water quality and waste management), during both the construction and operation phases. Therefore, no adverse environmental impact or misuse of the proposed use is anticipated.

5.5.5 According to the Drainage Proposal (**Appendix II**), there are existing rivers, culverts, and surface channels along the boundary of the application site. To facilitate drainage collection within the application site, a new drainage system with peripheral U-shaped channels is proposed to be installed after the site formation works. The proposed drainage system has been designed to be sufficient in handling the stormwater surface runoff within the application site. It has also been checked to ensure that it will not affect the adjacent footpath and carriageway, thereby minimising the potential risks of overland flows and flooding during rainfall events. As such, no significant adverse drainage impact is expected.

5.6 Not Setting an Undesirable Precedent

5.6.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

6. CONCLUSION

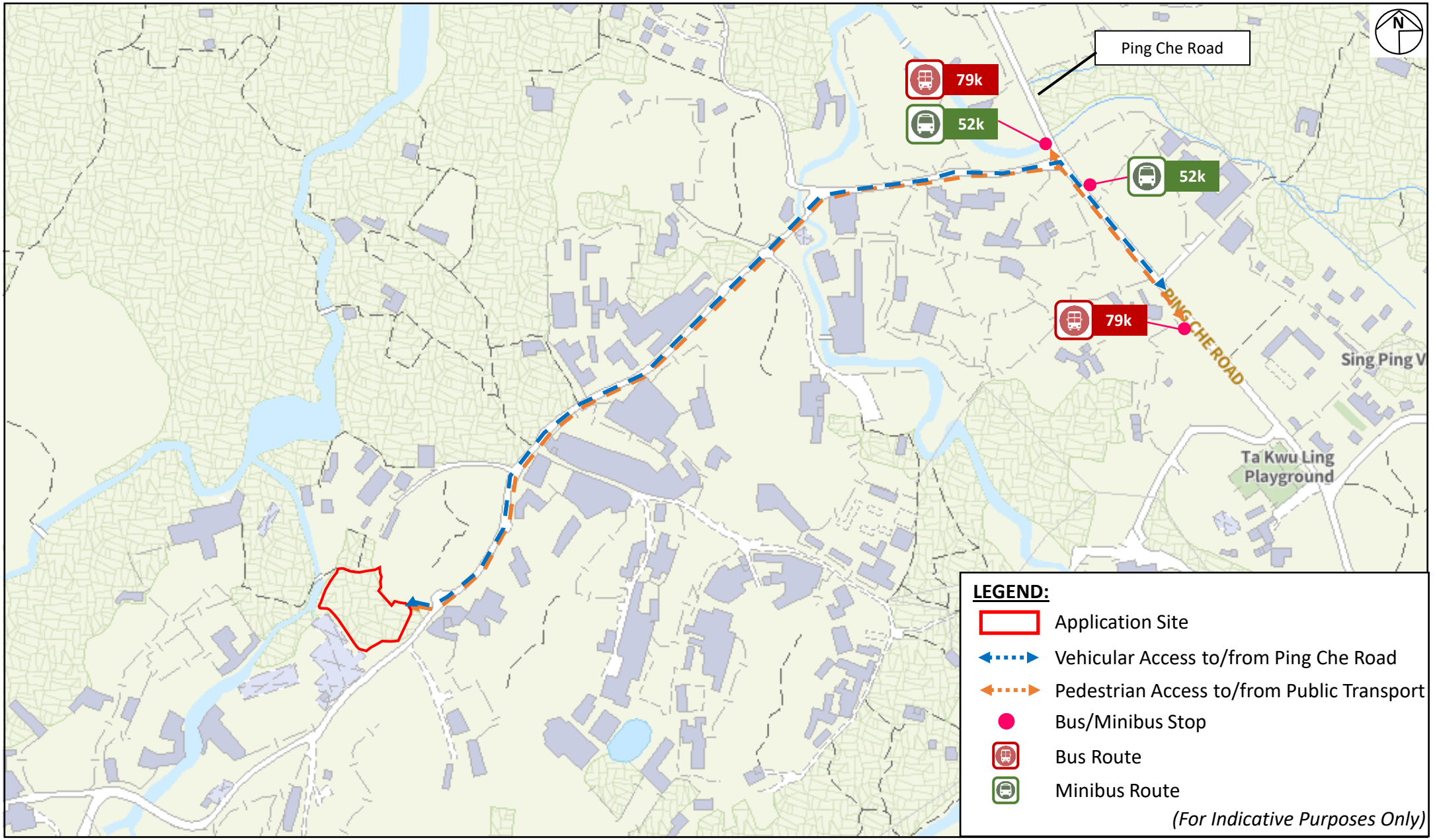
6.1 This Planning Statement is submitted to the Board in support of the current application for the proposed use at the application site. The application site has an area of about 3,270m^2 (including about 371m^2 of Government land). This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.

6.2 The existing business operations at FLN involve two sites for logistics centre. The current application is to facilitate the relocation of existing business operations affected by the remaining phase of the KTN/FLN NDA. The application site falls with an area zoned "AGR" on Current OZPs. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

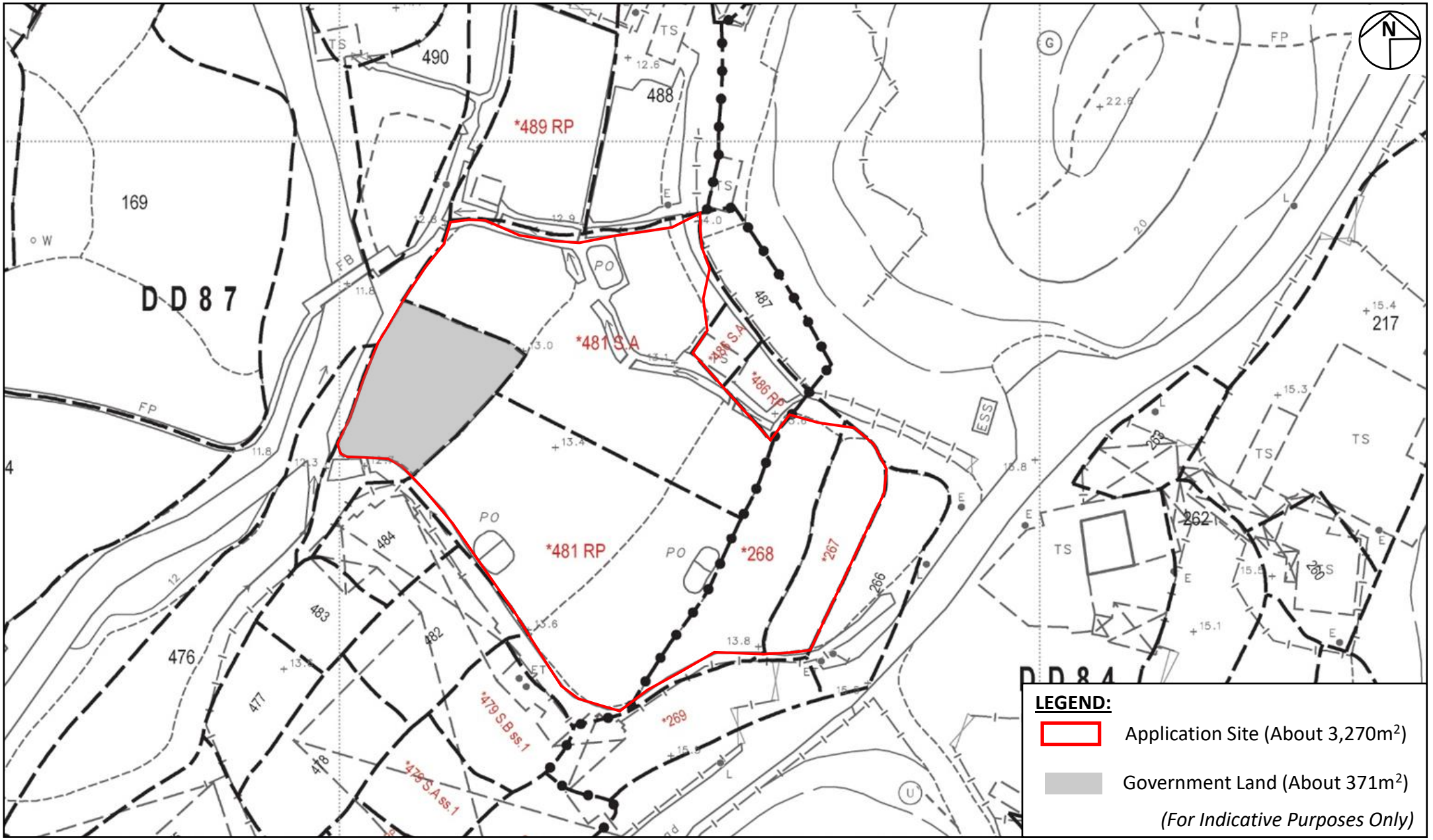
(a) the current application is submitted for the relocation of the existing operations affected by the remaining phase of the FLN NDA development. Efficient reprovisioning of the affected operations could facilitate smoother and earlier implementation of the FLN NDA development which would be beneficial to the public;
(b) the application site is a suitable location for reprovisioning of the concerned operations. The proposed use could help realise the strategic economic development potential in the New Territories North under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030";
(c) the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "AGR" zone or any planned infrastructural developments at the application site and its neighbourhood;
(d) the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse visual impacts on the surroundings land uses and neighbourhood;
(e) no adverse traffic, landscape, visual, environmental and drainage impacts arising from the proposed use is anticipated; and
(f) the proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.

6.3 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years.

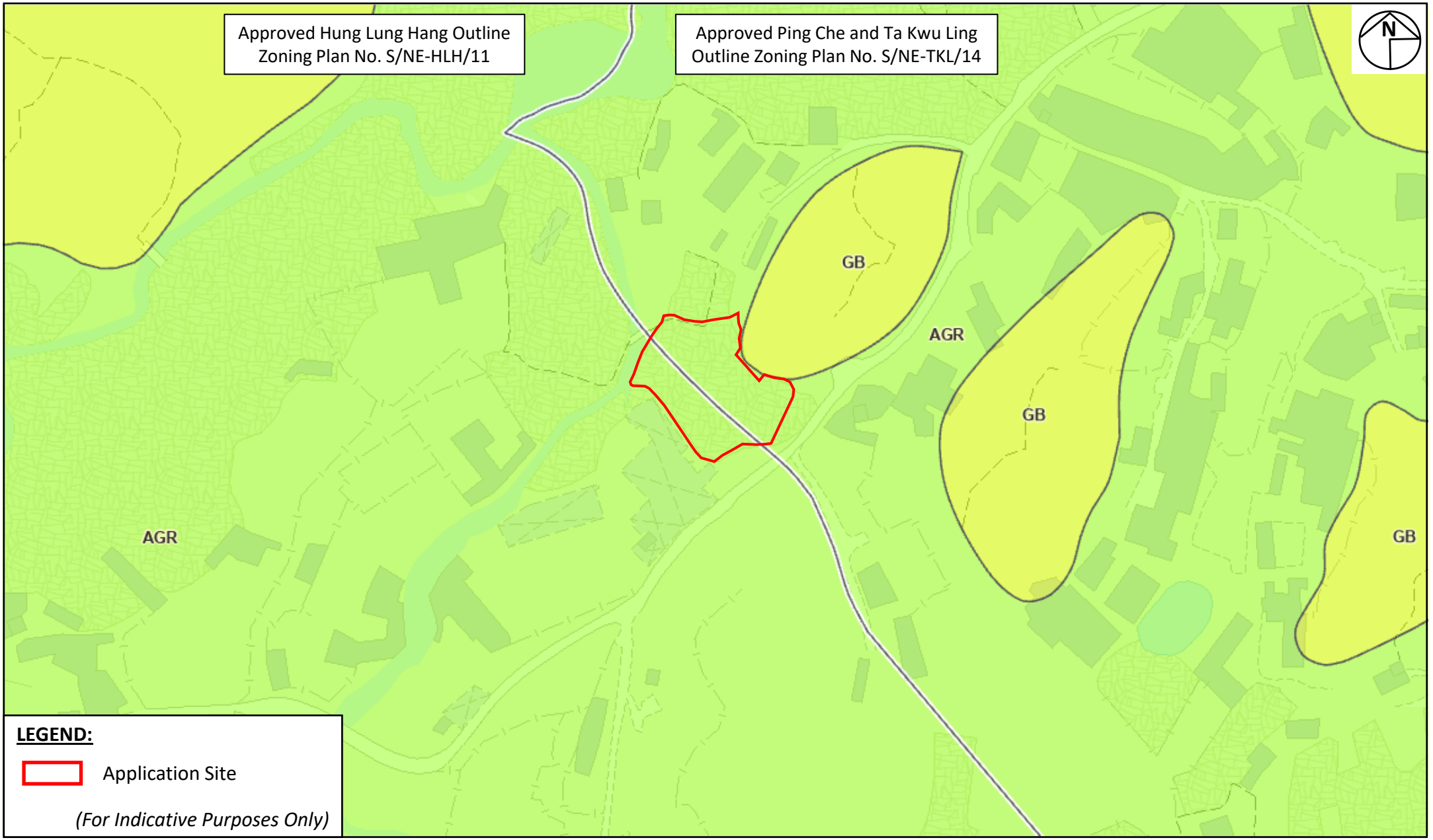
List of Figures



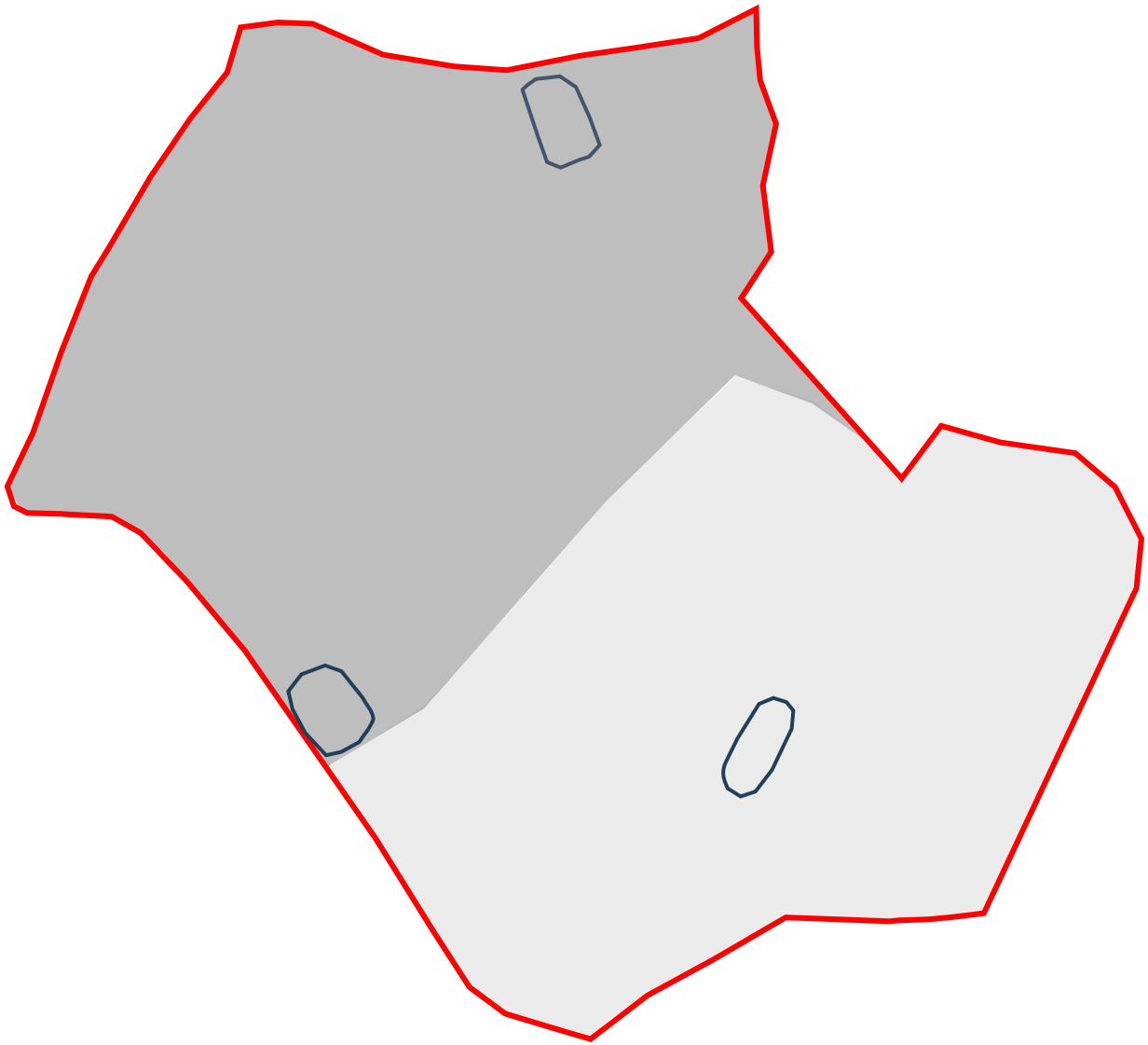
Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Location Plan *Ref.: ADCL/PLG-10286-R001/F001*	**Figure:** 1 **Scale:** Not to Scale **Date:** May 2024	AIKON DEVELOPMENT CONSULTANCY LTD.



Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Extract of Lot Index Plan (No. ags_S00000126958_0001) *Ref.: ADCL/PLG-10286-R001/F002*	**Figure:** 2 **Scale:** Not to Scale **Date:** May 2024	AIKON DEVELOPMENT CONSULTANCY LTD.



Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Extract of Approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11 and Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 *Ref.: ADCL/PLG-10286-R001/F003*	**Figure:** 3 **Scale:** Not to Scale **Date:** May 2024	AIKON DEVELOPMENT CONSULTANCY LTD.

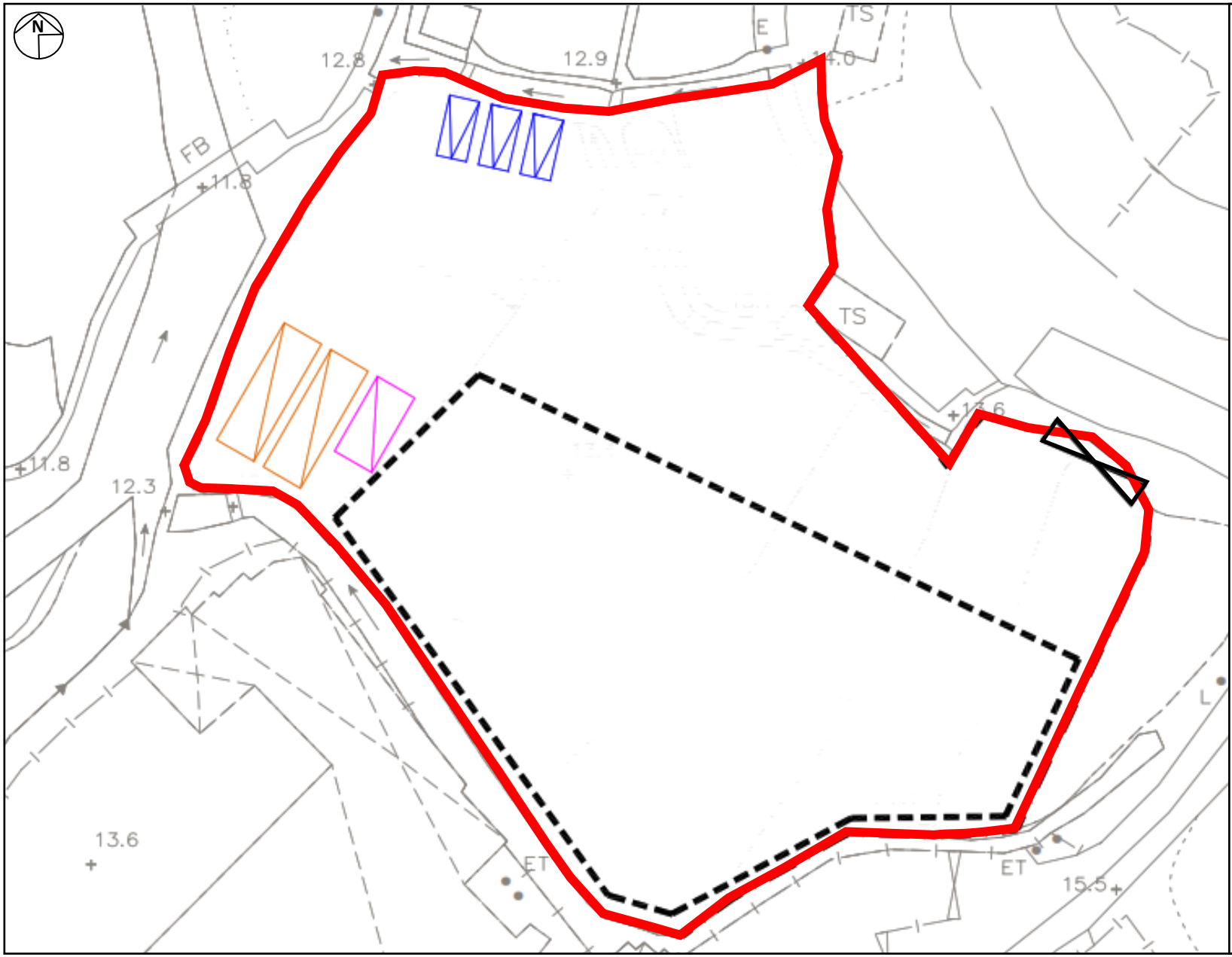


LEGEND:

- The Application Site
- Filling of Land (0.1 to 1m) (About 1,515m^2)
- Filling of Land (1 to 2.5m) (About 1,690m^2)
- Filling of Pond (0.1 to 1m) (About 20m^2)
- Filling of Pond (1 to 2.5m) (About 45m^2)

(For Identification Only)

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Proposed Land and Pond Filling *Ref.: ADCL/PLG-10286-R001/F004*	**Figure:** 4 **Scale:** Not to Scale **Date:** May 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.

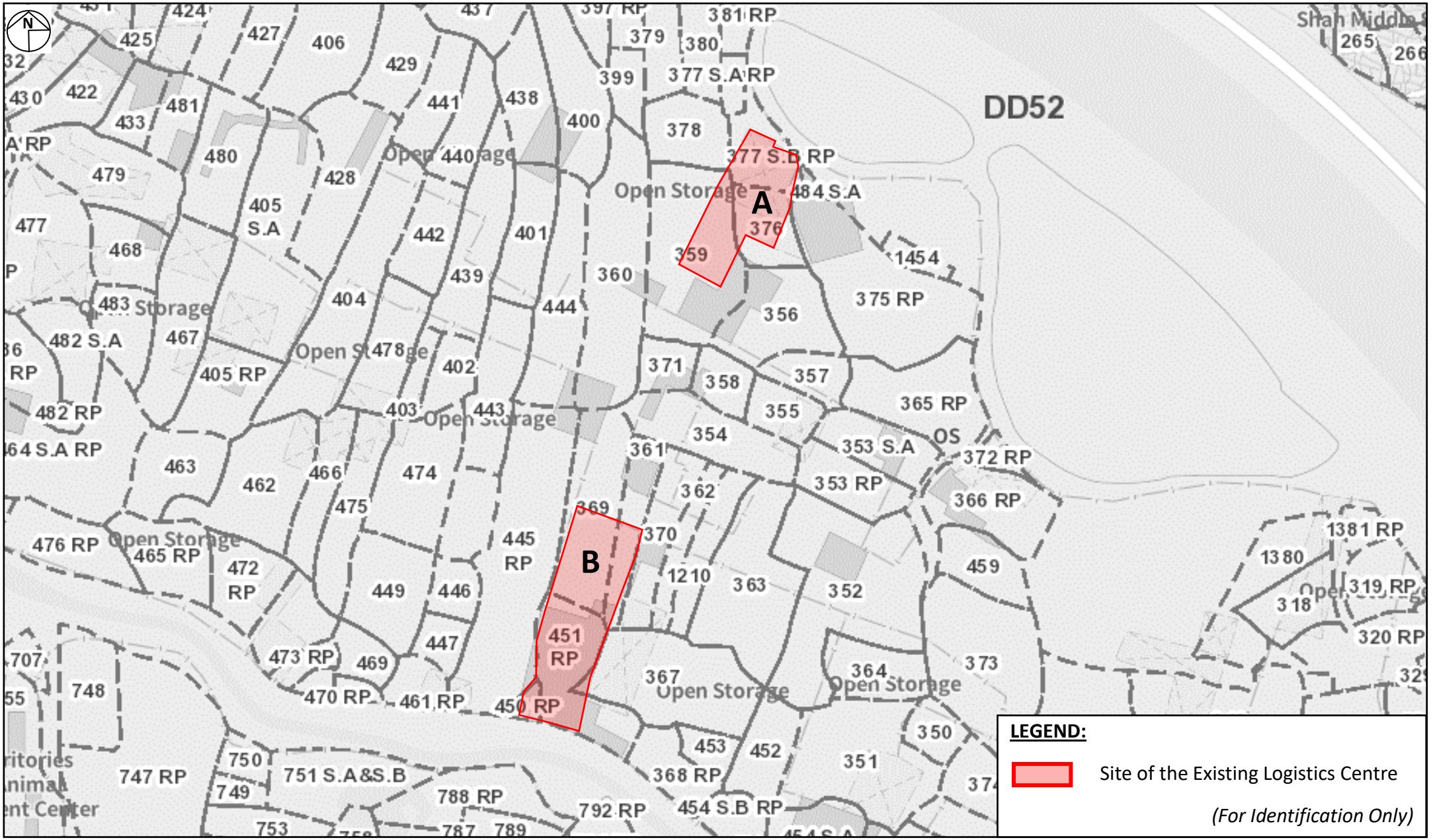


LEGEND:

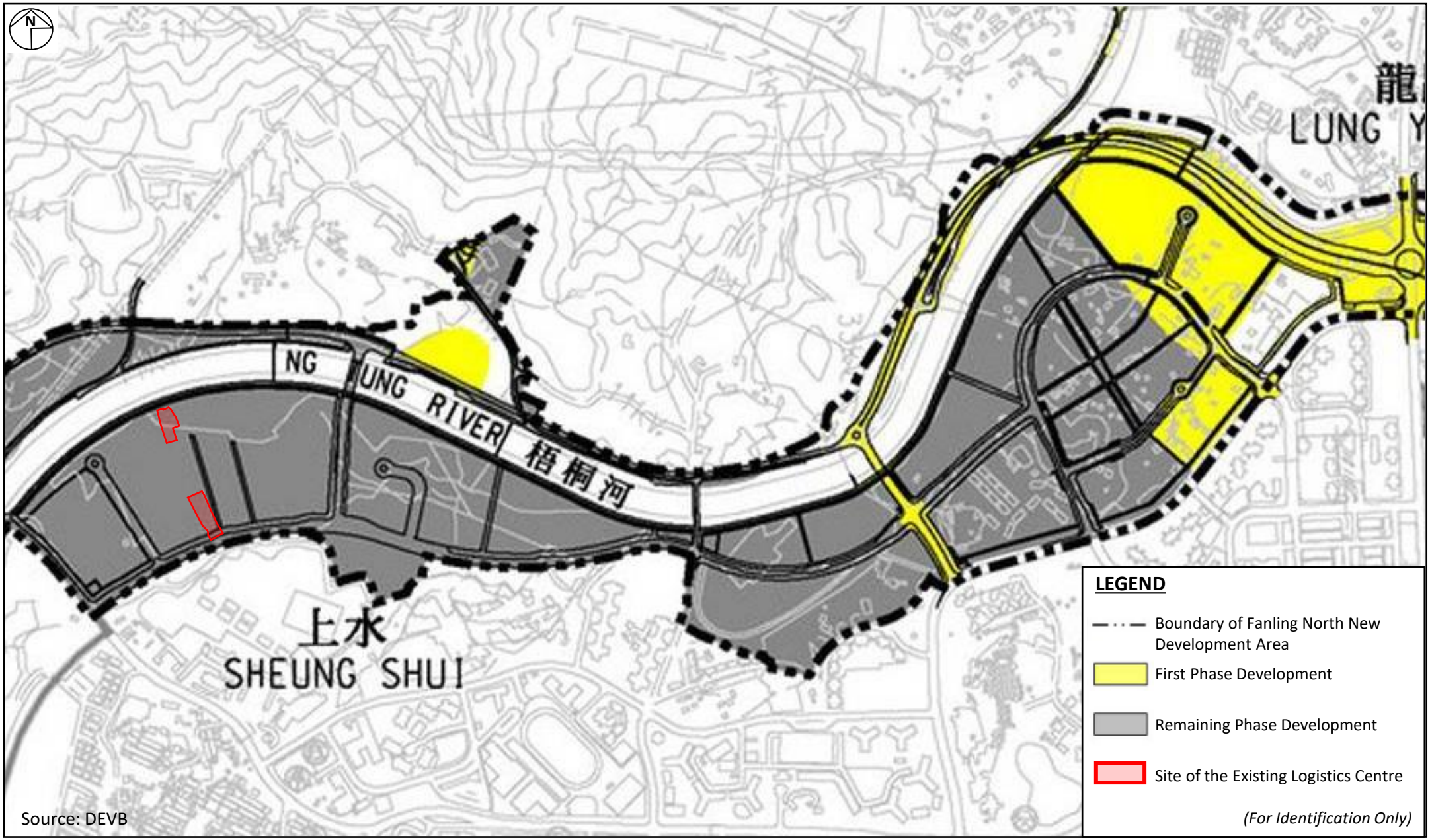
- Application Site (About 3,270m^2)
- Structure (About 1,400m^2)
- Loading and Unloading Bay for Heavy Goods Vehicle (11m(L) x 3.5m(W))
- Loading and Unloading Bay for Light Goods Vehicle (7m(L) x 3.5m(W))
- Private Car Parking Space (5m(L) x 2.5m(W))
- Ingress/Egress (About 9m wide)

(For Identification Only)

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Indicative Layout Plan *Ref.: ADCL/PLG-10286-R001/F005*	**Figure:** 5 **Scale:** Not to Scale **Date:** May 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.



Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Indicative Plan Showing Existing Locations of the Existing Operations *Ref.: ADCL/PLG-10286-R001/F006-I*	**Figure:** 6-I **Scale:** Not to Scale **Date:** May 2024	AIKON DEVELOPMENT CONSULTANCY LTD.

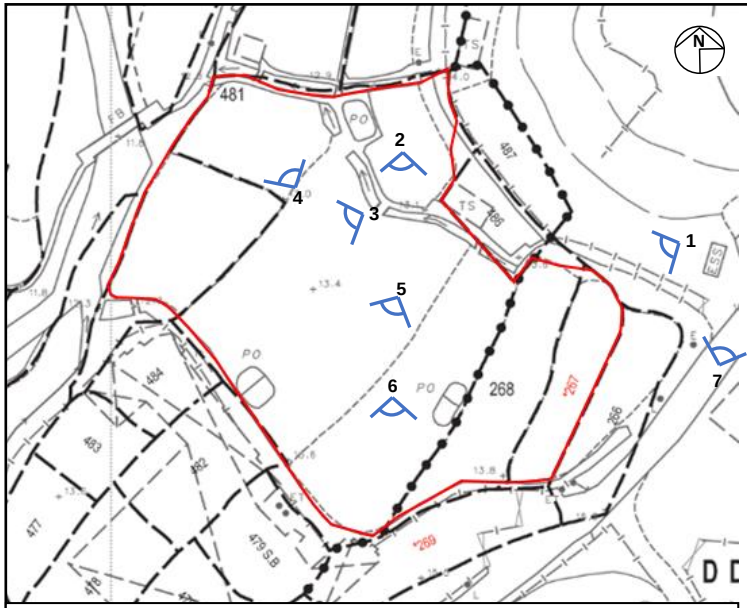


Source: DEVB

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Indicative Plan Showing Existing Locations of the Existing Operations (Cont'd.) *Ref.: ADCL/PLG-10286-R001/F006-II*	**Figure:** 6-II **Scale:** Not to Scale **Date:** May 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.

Illustration 1

Existing Condition of the Application Site and the Surrounding Areas



LEGEND:

The Application Site

Viewpoint

(For Identification Only)

Project:
Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Title:
Existing Condition of the Application Site and the Surrounding Areas

Ref.: ADCL/PLG-10286-R001/I001

Illustration:
1

Scale:
N.A.

Date:
May 2024

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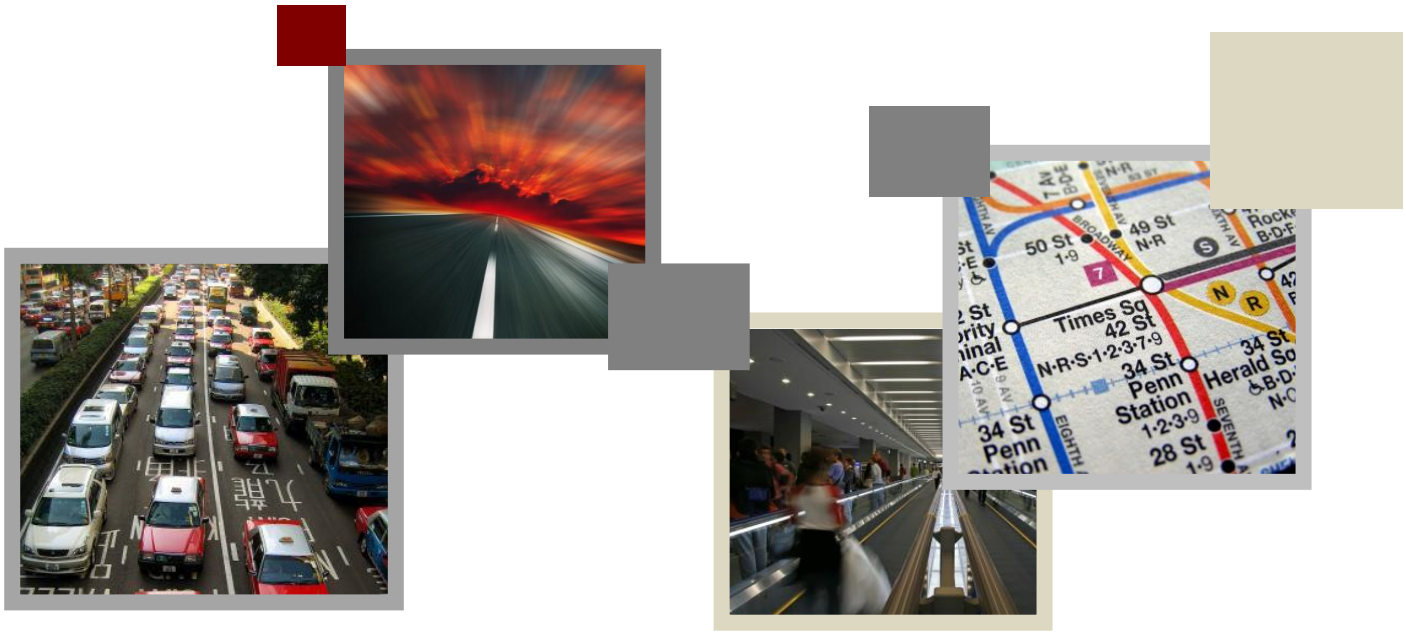
List of Appendices

Appendix I

Traffic Review Report

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories



TRAFFIC REVIEW REPORT

Reference: 31037-T01-01
Date: May 2024

AXON
CONSULTANCY

Contents

1 Introduction

1.1 Background

The Applicant intends to seek Town Planning Board ("TPB") approval for a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (hereafter "the proposed development", in order to facilitate the proposed relocation of the Applicant's existing logistics centre in Sheung Shui North.

In the Approved Hung Lung Hang Outline Zoning Plan (S/NE-HLH/11) and Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (S/NE-TKL/14) (referred to as the "OZP"), the Applicant Site is zoned as "Agriculture". According to the Schedule of Uses outlined in the OZP, the intended use of a "logistics centre" does not fall under either Column 1 or Column 2 uses. Consequently, obtaining temporary planning permission from TPB is necessary for the proposed logistics centre, in accordance with TPB PG-No. 13G 'Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance'.

AXON Consultancy Limited was commissioned to carry out a Traffic Review (TR) report in support of the Section 16 planning application to facilitate the proposal at the Application Site.

1.2 Objectives

The objectives of the traffic review study are as follows:

- to assess the operational traffic impacts associated with the temporary logistics centre; and
- to ensure that existing traffic operations adhere to relevant statutory requirements, guidelines, and standards; and
- to analyse the effectiveness of current traffic management measures implemented at the site.

2 The Proposed Development

2.1 The Application Site

The Application Site covers approximately 3,270m² and is bounded by Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land in Ping Che, Ta Kwu Ling, New Territories. The site is proximate to a local store (樂奇園士多) and is accessed via a single-track road branching from Ping Che Road on the west. The site's location is depicted in **Figure 2.1.**

2.2 The Proposed Development

The Applicant plans to operate the site as a temporary logistics centre from 2024 to 2027. The development timeline is outlined in **Table 2.1**.

Table 2.1 Development Schedule

Design Parameter	Quantity of Proposed Development Parameter
Subject Site Area	About 3,270 m^2
Covered Area	About 1,400 m^2
Tentative Operation Year	2024 – 2027

2.3 Existing Road Network

The major road networks in the vicinity of the Application Site are listed as follows:

Ping Che Road, operates as a District Distributor and features a single two-lane carriageway running in the north-south direction. It serves as a crucial link between Sha Tau Kok Road and Lin Ma Hang Road.

Unnamed Access Road, serves as the primary access route for local communities in Hung Lung Hang, including Lei Uk and Lei Uk San Tsuen. This road extends east-west between Ping Che Road and Kong Nga Po Road. Vehicular access to the application site is detailed in **Figure 2.2**.

3 Traffic Operation Review

3.1 Overview of Business Operations and Traffic Flow

The proposed logistics centre is designed for low-intensity operations, focusing on infrequent, specialized shipments. This operational model inherently limits the number of vehicle trips to and from the site, as depicted in **Table 3.1**. The information pertains to the Applicant's existing logistics centre in Sheung Shui North. Typically, the maximum traffic generation is projected to be 13 pcu per hour during AM peak hours and 15 pcu per hour during PM peak hours, with traffic attraction slightly reversing to 15 pcu in the morning and 13 pcu in the afternoon.

Table 3.1 Development Traffic Generation

Development	Generation		Attraction	
	AM Peak	PM Peak	AM Peak	PM Peak
Observed Trips (pcu/hr)				
Existing Site (Covered Area: about 2,136m^2)	13	15	15	13
Anticipated Trips (pcu/hr)				
Application Site* (Covered Area: about 1,400m^2)	**13**	**15**	**15**	**13**

*Note: * To provide a conservative estimate, the anticipated maximum traffic generated and attracted would be equivalent to the highest recorded traffic at the current site, even though the application site has a smaller area of coverage compared to the existing site.*

3.2 Operating Hours and Vehicle Types

The logistics centre will operate from 9:00 AM to 6:00 PM, Monday through Saturday, excluding public holidays. These hours have been chosen to align with local business operations and to minimise the impact on peak traffic periods in the surrounding areas. The primary types of vehicles expected at the site include Private cars by Staff, Light Goods Vehicles (LGV), and Heavy Goods Vehicles (HGV).

3.3 Site Access and Vehicle Manoeuvrability

In order to determine the optimal width for the access at the logistics centre, a swept path analysis was conducted for the vehicles anticipated to use this facility. This analysis led to the conclusion that a 9-meter-wide access point is necessary to ensure safe and efficient vehicle manoeuvres, thereby minimizing congestion and to minimize tailback onto public road. The results are documented in Figures **SP-01 to SP-03.**

3.4 Loading and Unloading Operations

The design of the logistics centre incorporates three loading/unloading bays to meet the operational demands of the facility, given that there are no specific parking requirements for logistics centres outlined in the Hong Kong Planning Standards and Guidelines (HKPSG). The layout is planned to ensure efficient operations and to mitigate any potential traffic or operational congestion. The layout of the loading/unloading areas, along with the designated parking spaces, is depicted in **Figure 2.2**

a. *Loading/Unloading Provisions*

   One LGV L/UL bay, measuring 7 meters in length, and 3.5 meters in width.

   Two HGV L/UL bays, each measuring 11 meters in length and 3.5 meters in width.

   These bays are located on the western side of the site to enhance access and efficiency.

b. *Parking Provisions*

   Three private car parking spaces, each measuring 5 meters in length and 2.5 meters in width.

   These parking spaces are provided on the north-western side of the site, ensuring the parking needs of staff.

The manoeuvrability of vehicles at each bay has been analysed to ensure that there are no backlogs or excessive idling times. The detailed manoeuvrability for each bay is illustrated in Figures **SP-01 to SP-03**, showing that each space is well-suited to the vehicle sizes anticipated.

4 Summary and Conclusions

4.1 Summary

The applicant seeks planning permission to develop Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining government land in Ping Che, Ta Kwu Ling, New Territories, into a temporary logistics centre. This development, slated to operate from 2024 to 2027, aims to facilitate the relocation of the applicant's existing logistics centre currently located in Sheung Shui North.

This Traffic Operation Review confirms that the planned logistics centre, strategically situated near key roadways, is designed for low-intensity operations that will generate two-way traffic of 28 pcu per hour during peak periods, thus ensuring minimal impact on local traffic.

Operational Highlights:

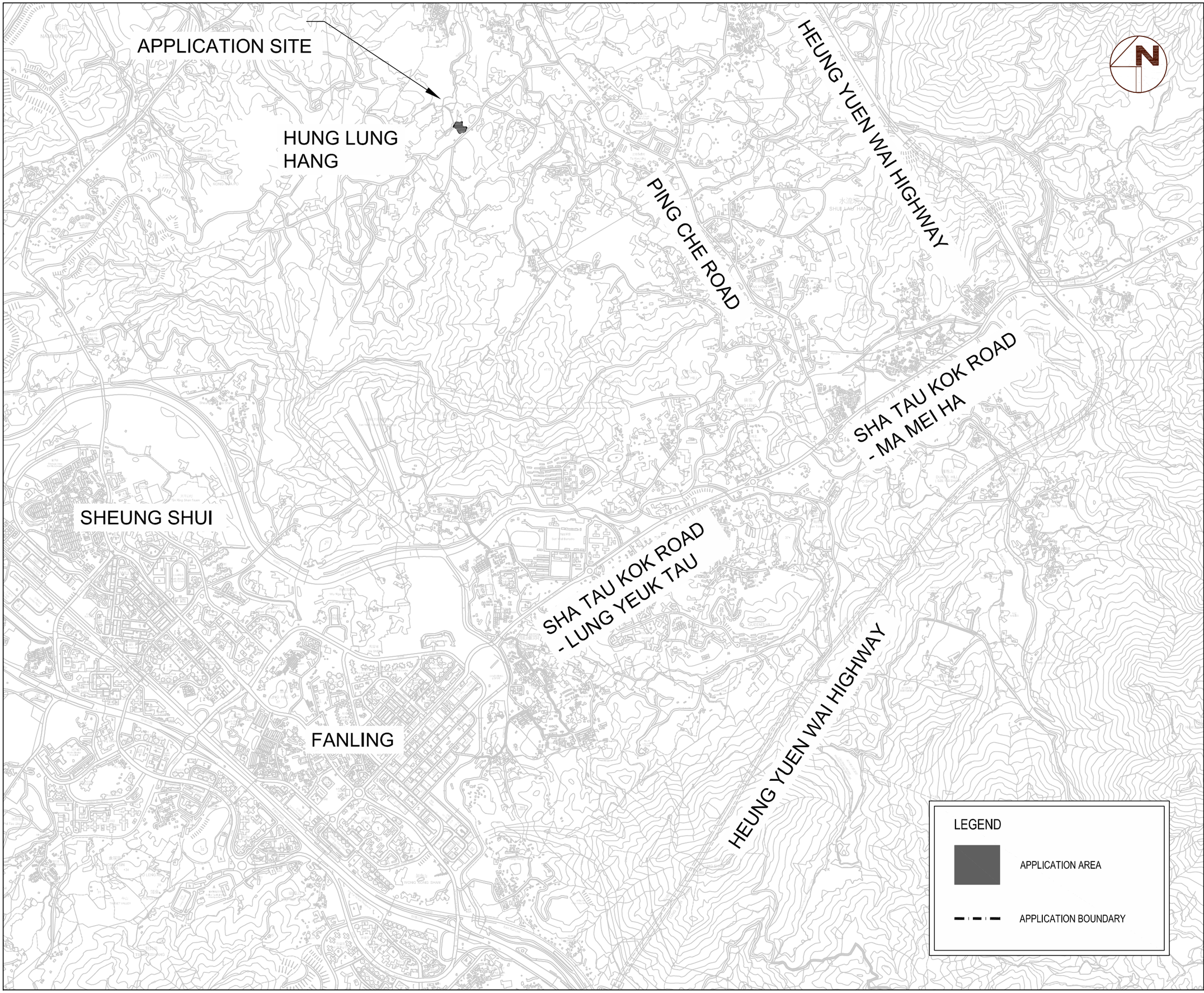
- Operating Hours: The centre will operate from 9:00 AM to 6:00 PM, Monday through Saturday, specifically timed to reduce disruptions to local traffic flow.

- Vehicle Management: The operation will predominantly all scheduled to operate outside peak traffic times to mitigate potential congestion.

- Safety and Design: The centre will feature a 9-meter-wide access point to ensure safe vehicle manoeuvres, three L/UL bays, and three private car parking spaces.

In conclusion, the logistics centre is designed to meet regulatory standards and optimize operational efficiency without substantially impacting local traffic.

Figures



Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SITE LOCATION

FIGURE 2.1

Scale : **1:20000 (A3)**

Date : **MAY 2024**

Rev. :

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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.1_SITE LOCATION.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

TRAFFIC MANAGEMENT MEASURES

FIGURE 2.2

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

Scale : **1:500 (A3)**

Date : **MAY 2024**

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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.2_TRAFFIC MANAGEMENT MEASURES.DWG

Appendix A

Swept Path Analysis

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 11m HGV

FIGURE SP-01

Scale : **1:500 (A3)**

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Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.2_TRAFFIC MANAGEMENT MEASURES.DWG

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 7m LGV

FIGURE SP-02

Scale : **1:500 (A3)**

Date : **MAY 2024**

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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2-2_TRAFFIC MANAGEMENT MEASURES.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 5m PRIVATE CAR

FIGURE SP-03

Scale : **1:500 (A3)**

Date : **MAY 2024**

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Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.2_TRAFFIC MANAGEMENT MEASURES.DWG

Appendix II

Drainage Proposal

Application at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

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Drainage Proposal

First Submission

Wings & Associates Consulting Engineers Ltd.
22/F, Elite Centre,
22 Hung To Road,
Kwun Tong, Kowloon
Hong Kong

May 2024

CONTENTS

APPENDICE

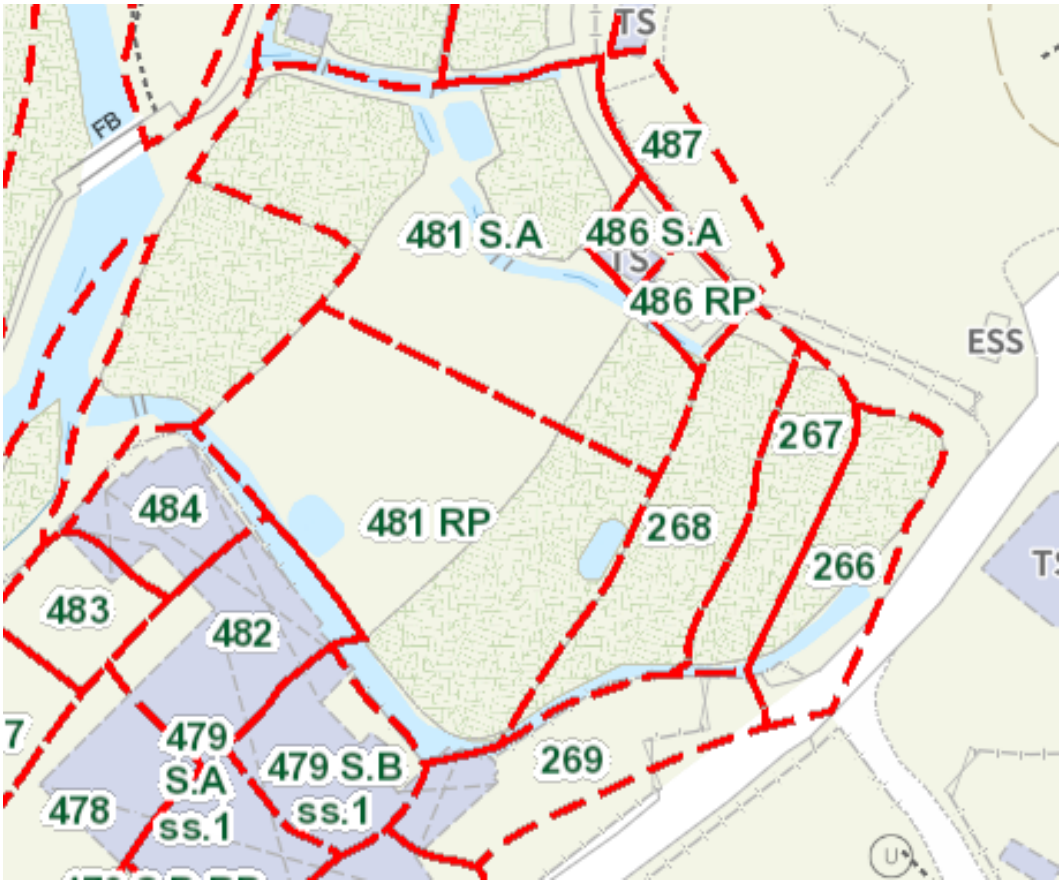
1. INTRODUCTION

The drainage proposal is under the application of Section 16 Planning Application. The proposed uses of the subject lots are a temporary logistic center for a period of 3 years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories.

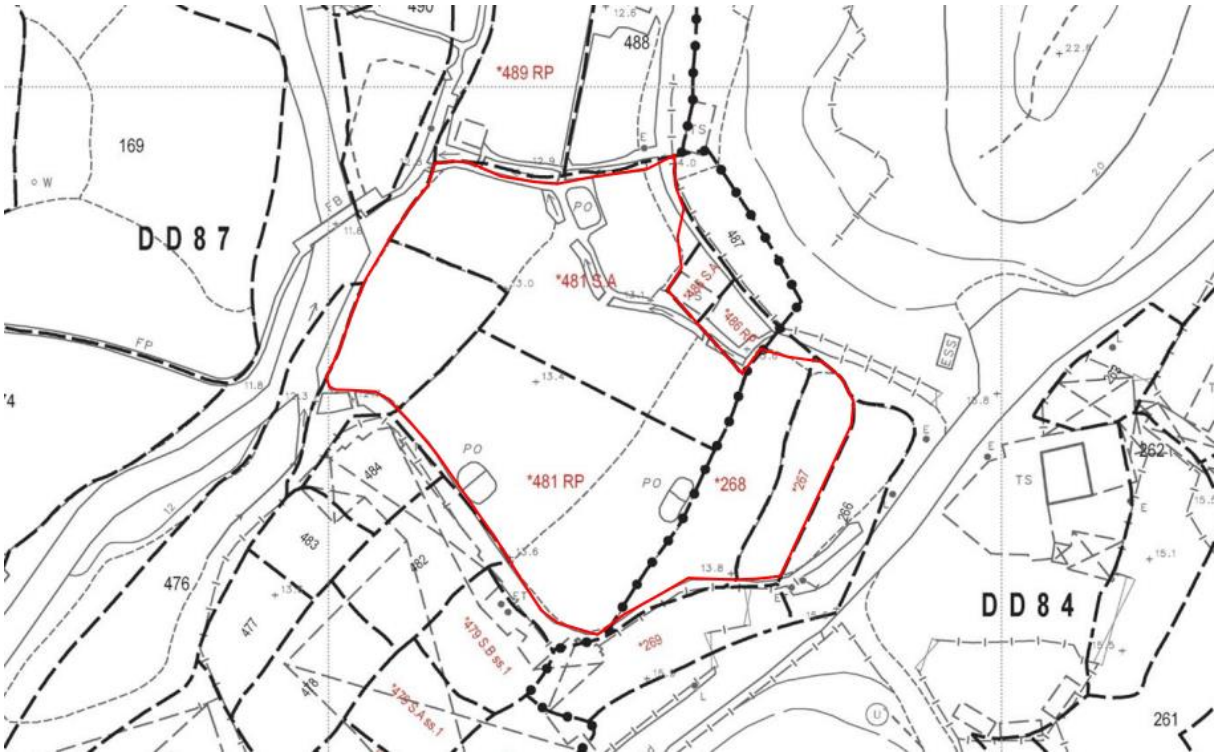
Wings & Associates Consulting Engineers Limited is appointed to be the consultant to prepare for the Drainage Proposal in support of the construction works for the proposed application and address the Drainage Services Department's general comments.

2. SITE DESCRIPTION

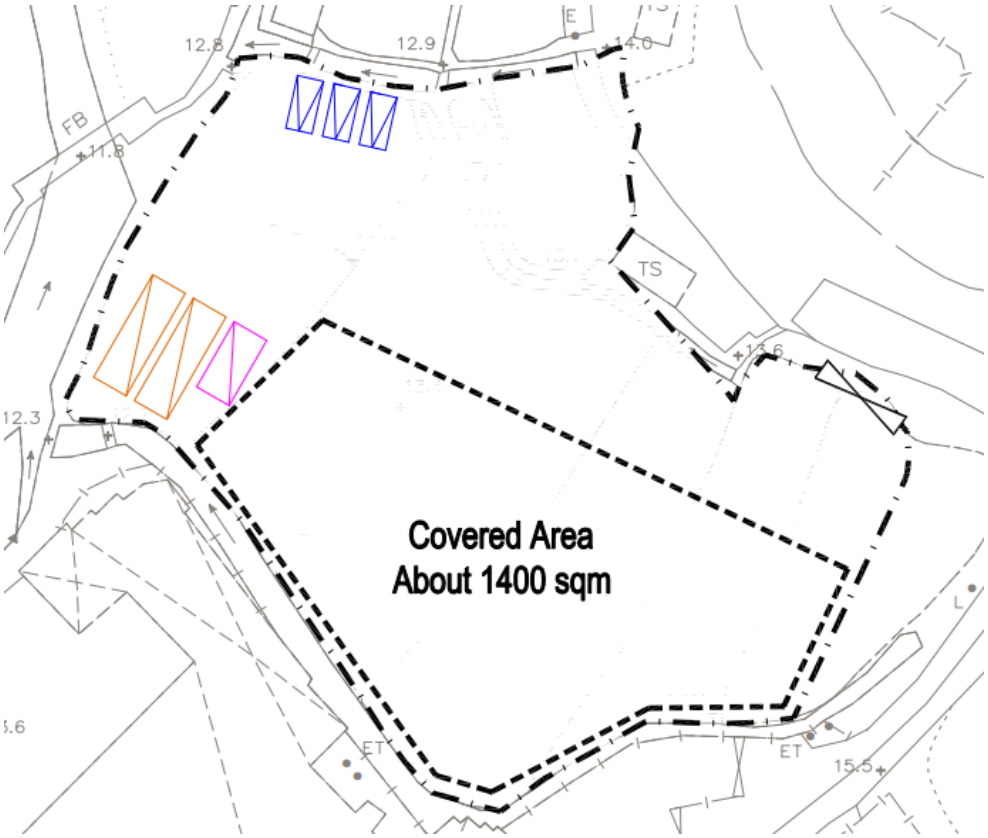
2.1 The general views of the application area can be referred to the figures below. The combined parts of the lot cover an area of about 6500m^2.



Lot information of the Subject Site



Boundary of the Subject Site



Layout Plan with different Parking Provisions of the Subject Site

Location and Condition of the Existing Discharge Point (River) at West Side

Location and Condition of the Existing U-Channels at West Side (outside the site boundary)


Photo Record for the Existing Fencing with openings at bottom surrounding the site


Photo Record of the Existing Drainage System inside the Subject Lots

2.2 The existing ground level of the subject site ranges between +12.17mPD to +14.47 mPD.

With reference to the Stormwater Drainage Manual, the mean higher high-water level for Tai Po Kau is +2.02mPD.

Water level information from Hong Kong Observatory shows the existing highest water level is recorded as +5.03mCD (+5.176mPD) with tide gauge established in Tai Po Kau.

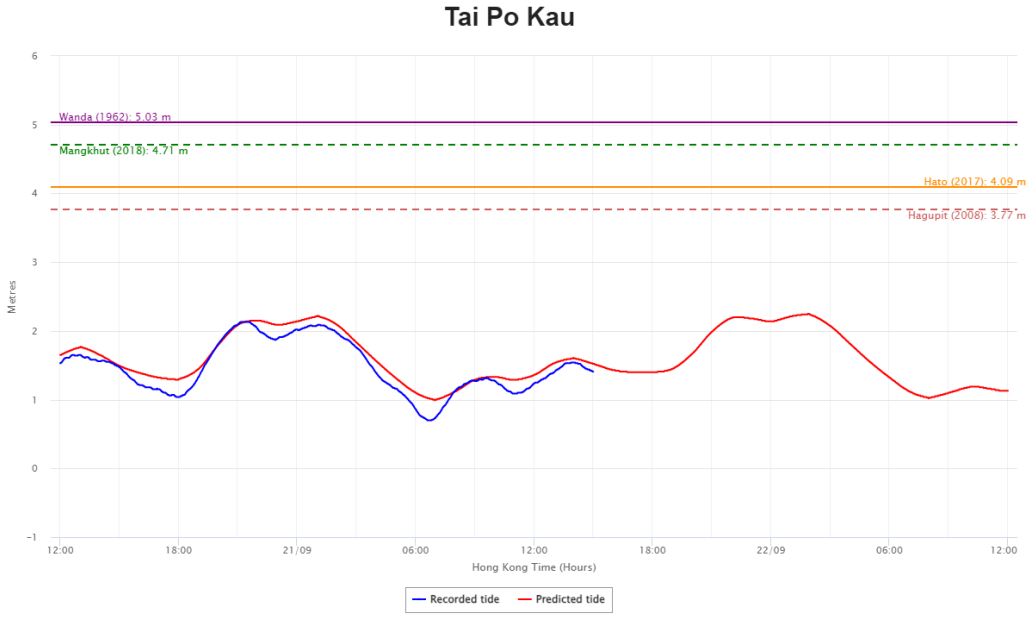


Table 8 – Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point/ Quarry Bay (1954-2017)	Tai Po Kau (1962-2017)	Tsim Bei Tsui (1974-2017)	Tai O (1985-2017)
2	2.73	2.91	3.07	2.87
5	2.94	3.20	3.31	3.16
10	3.09	3.45	3.51	3.36
20	3.24	3.73	3.74	3.57
50	3.45	4.19	4.09	3.84
100	3.63	4.60	4.40	4.06
200	3.81	5.10	4.77	4.28

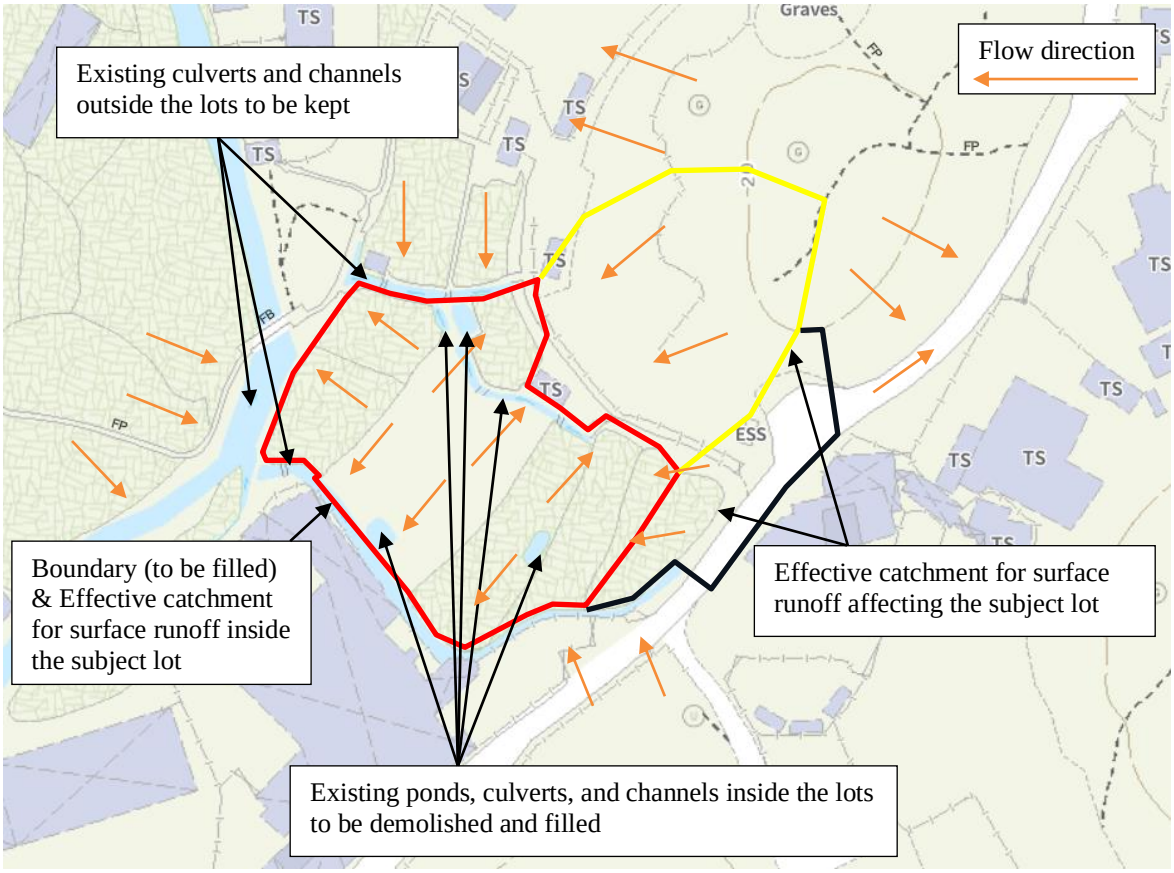
Table 9 – Mean Higher High Water (MHHW) Levels (in mPD)

North Point/ Quarry Bay (1962-2017)	Tai Po Kau (1981-2017)	Tsim Bei Tsui (1983-2017)	Tai O (1985-2017)
2.01	2.02	2.32	2.13

3. DRAINAGE SYSTEM OF THE SITE FOR STORWATER DISCHARGE

3.1 Referring to the location plan and the existing ground level, the considered effective catchment area of surface runoff includes: the area of the subject lots and the adjacent area with higher cover level (including uphill and carriageway).

The other adjacent area will be determined as the anticipated catchment areas of runoff which are not affecting the subject site, in case, those area separate with the subject lots by existing drainage utilities (culvert and channels), carriageway, fencing, and level difference.

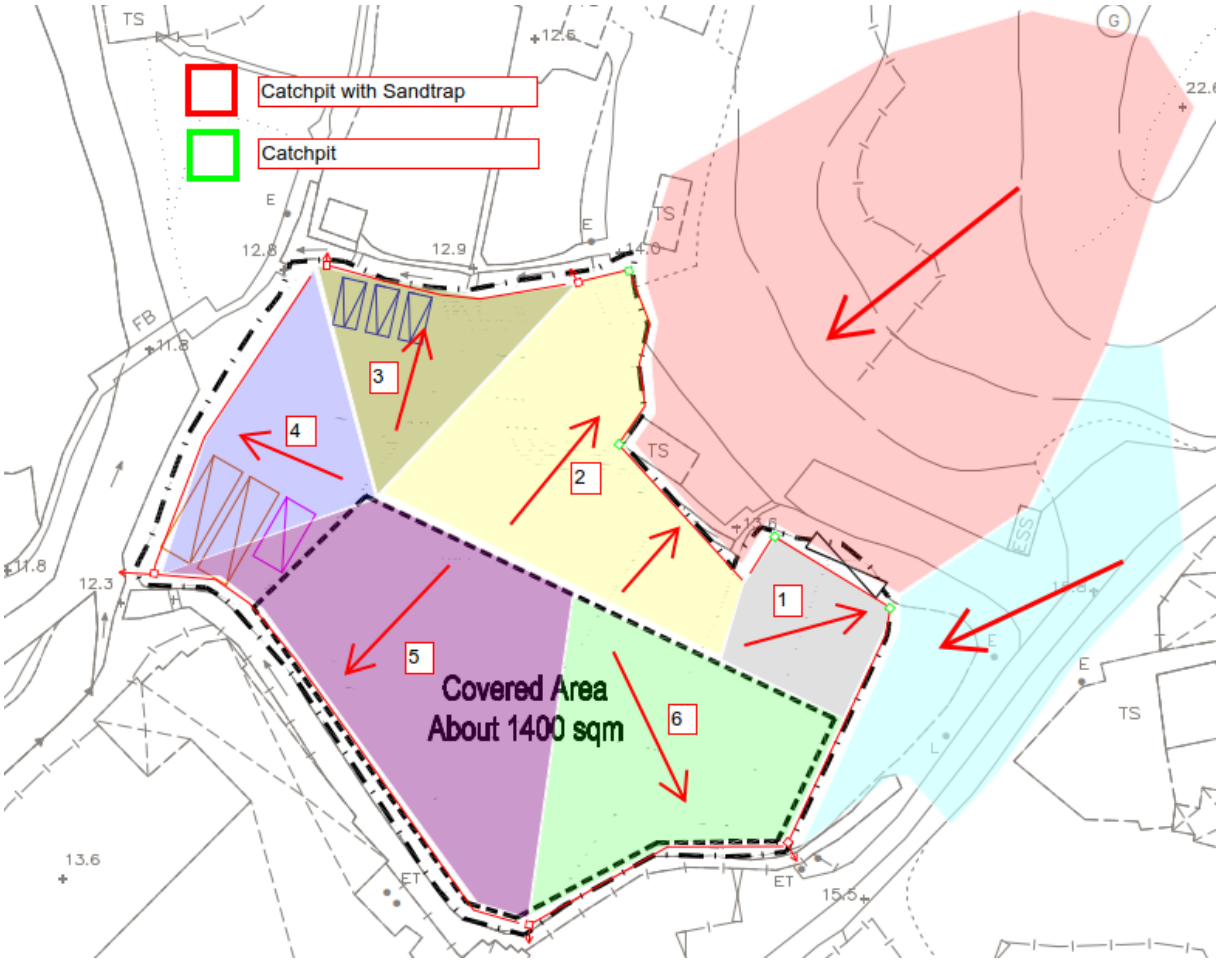


Flow Direction of the Catchment Area on this site

3.2 The area inside the lots will be completely filled up to create a flat surface to match the existing road surface outside the lot boundary. The ground level is proposed to be raised to +14.5mPD for feasible traffic flow and heavy vehicle access. Thus, the existing culvert within the subject lots will be filled and dismantled. The new drainage system will replace the original one.

3.3 The captured catchment areas have been identified for collecting stormwater for the application area. The drainage system has been proposed to discharge stormwater with surface channel and catchpits, the design of the dimension and size have been

referred to the guidance from Stormwater Drainage Manual. Calculation has been provided for checking the capacity of the drainage system.



Effective Catchment Area and Flow Direction within the Subject Lots

3.4 The proposed drainage system has been checked to be sufficient to handle stormwater surface runoff within the subject site area and not affecting the adjacent footpath and carriageway to minimize the potential risks of overland flows and flooding by rainfall event. The related calculation and drawing can be related in Appendix.

3.5 For the surface channel have to change direction, a bend with radius three times the width of the channel will be provided according to the guidance from the design manual. For the turning in sharp angle, catchpits will be provided.

3.6 The collected stormwater will be diverted and discharged to the adjacent river.

4. CONCLUSIONS

4.1 A new drainage system within the subject lots is proposed after the site formation works to raise the ground level to be uniform.

4.2 The stormwater and surface runoff in the effective catchment area will be discharged to the existing drainage system outside the subject lot area (existing river, culverts, and surface channels).

4.3 Having considered each branch of the proposed surface channel to handle the surface runoff from both catchment areas from uphill and the subject lots concurrently in the design checking (design calculation in Appendix refers), the proposed surface channels and catchpits are capable of receiving potential surface runoff in calculating the rainfall intensity storm effect in approximate 50 years of return period.

4.4 Regular maintenance such as routine desilting will be carried out by the development owner for the drainage system (i.e. surface channel and catchpit) surrounding the site to avoid blockage and deterioration.

4.5 For the surface channels pass through vehicle access, steel gratings referring to the typical details from standard drawings will be provided.

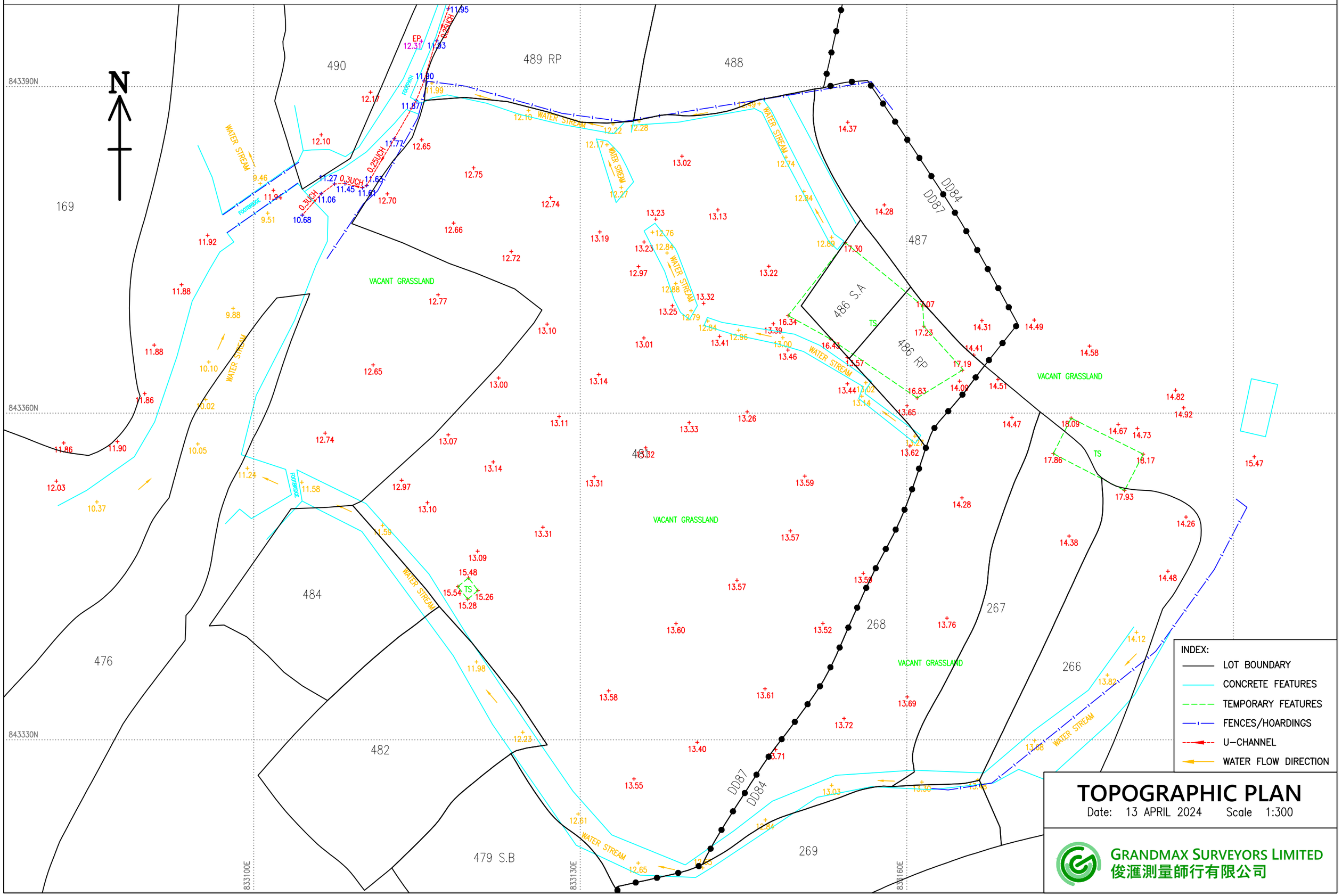
4.6 Openings on the bottom of fencing and walls will be provided surrounding the subject lots to avoid blockage and changing the flow path of the surface runoff.

END OF TEXT

APPENDIX A

Topography Survey Record

TOPOGRAPHIC SURVEY FOR VARIOUS LOTS IN D.D.87



TOPOGRAPHIC PLAN

Date: 13 APRIL 2024 Scale 1:300

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

APPENDIX B

Drainage Design Calculation

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

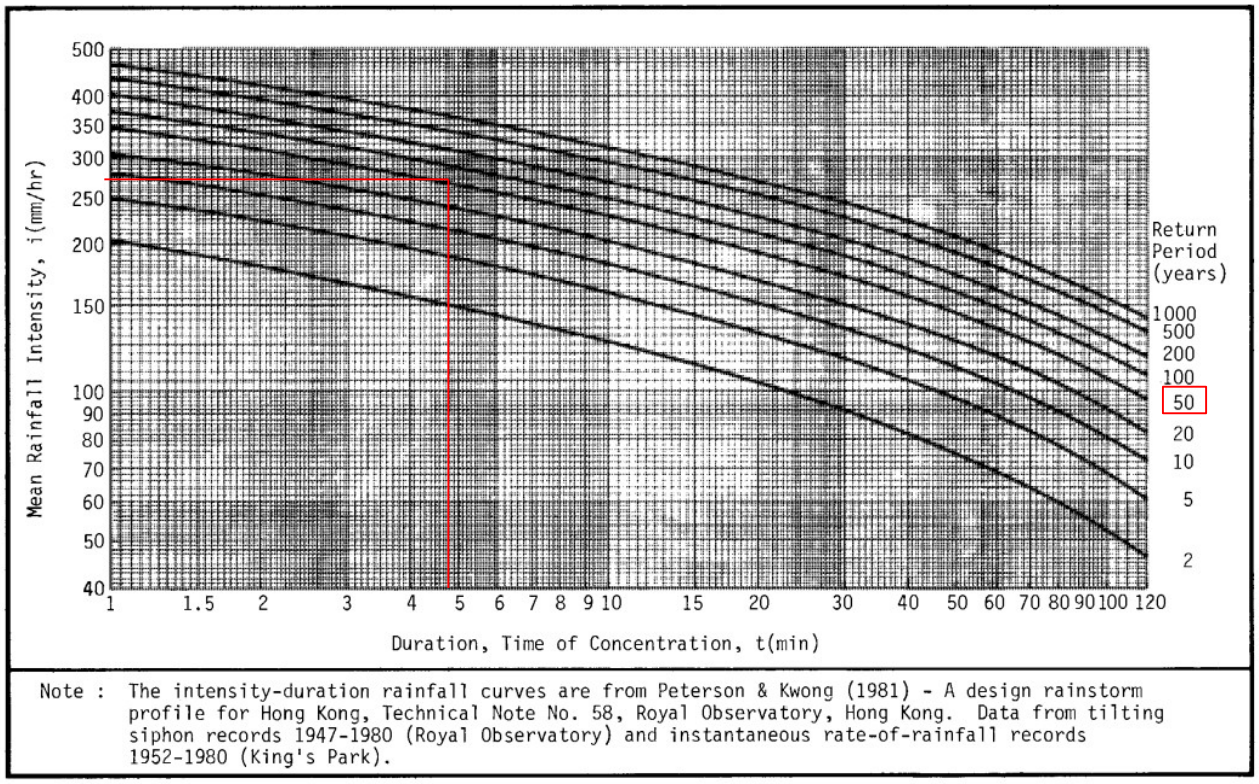
Catchment Area : 1 (inside Lot)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A = area of catchment (m^2)	=	3340.0	m^2	
H = average fall (per 100m) from the summit of catchment to the point of design	=	0.1	m	
L = length which water takes the longest time to reach the design section	=	75.0	m	

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 7.63 min say 7.63 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,



Note : The intensity-duration rainfall curves are from Peterson & Kwong (1981) - A design rainstorm profile for Hong Kong, Technical Note No. 58, Royal Observatory, Hong Kong. Data from tilting siphon records 1947-1980 (Royal Observatory) and instantaneous rate-of-rainfall records 1952-1980 (King's Park).

Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 243.4 mm/hr

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

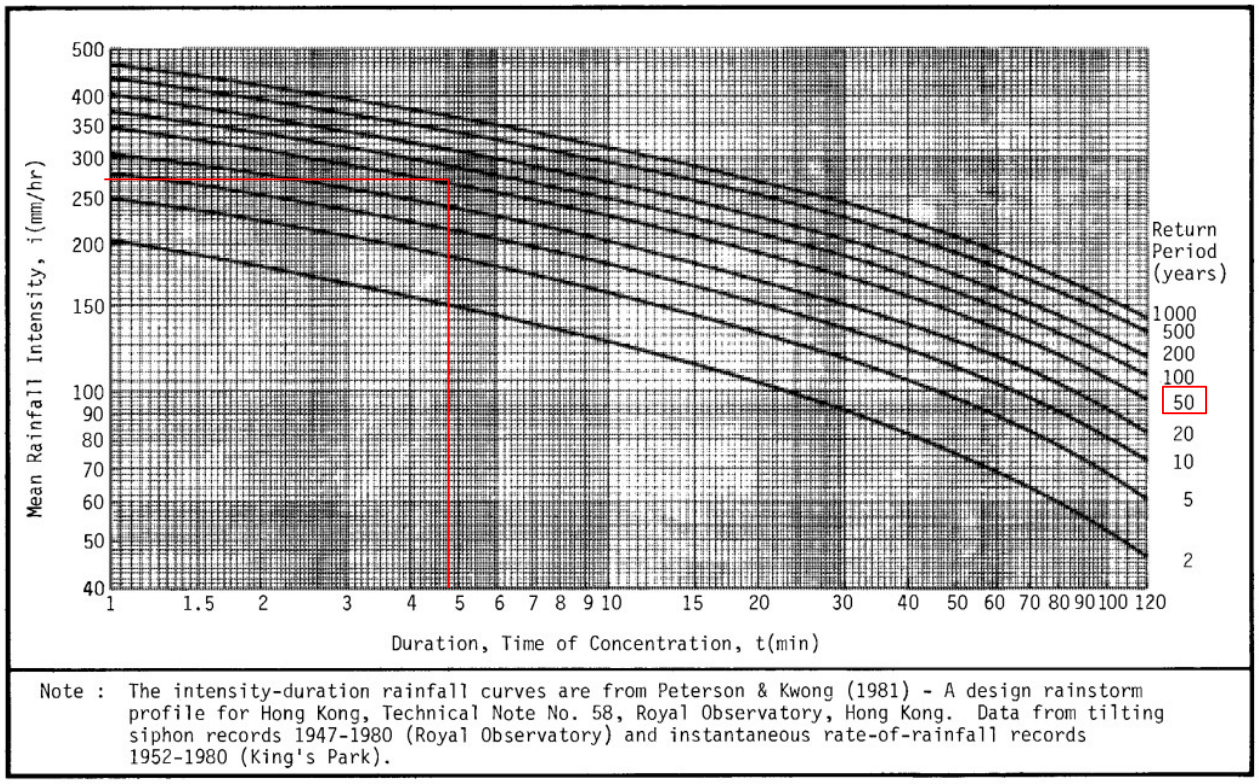
Catchment Area : 2 (Uphill)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A = area of catchment (m^2)	=	1900.0	m^2
H = average fall (per 100m) from the summit of catchment to the point of design	=	15.0	m
L = length which water takes the longest time to reach the design section	=	65.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 2.57 min say 2.57 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,



Note : The intensity-duration rainfall curves are from Peterson & Kwong (1981) - A design rainstorm profile for Hong Kong, Technical Note No. 58, Royal Observatory, Hong Kong. Data from tilting siphon records 1947-1980 (Royal Observatory) and instantaneous rate-of-rainfall records 1952-1980 (King's Park).

Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 307.7 mm/hr

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

Catchment Area : 3 (Carriageway)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A = area of catchment (m^2)	=	1200.0	m^2	
H = average fall (per 100m) from the summit of catchment to the point of design	=	6.0	m	
L = length which water takes the longest time to reach the design section	=	75.0	m	

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 3.73 min say 3.73 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,

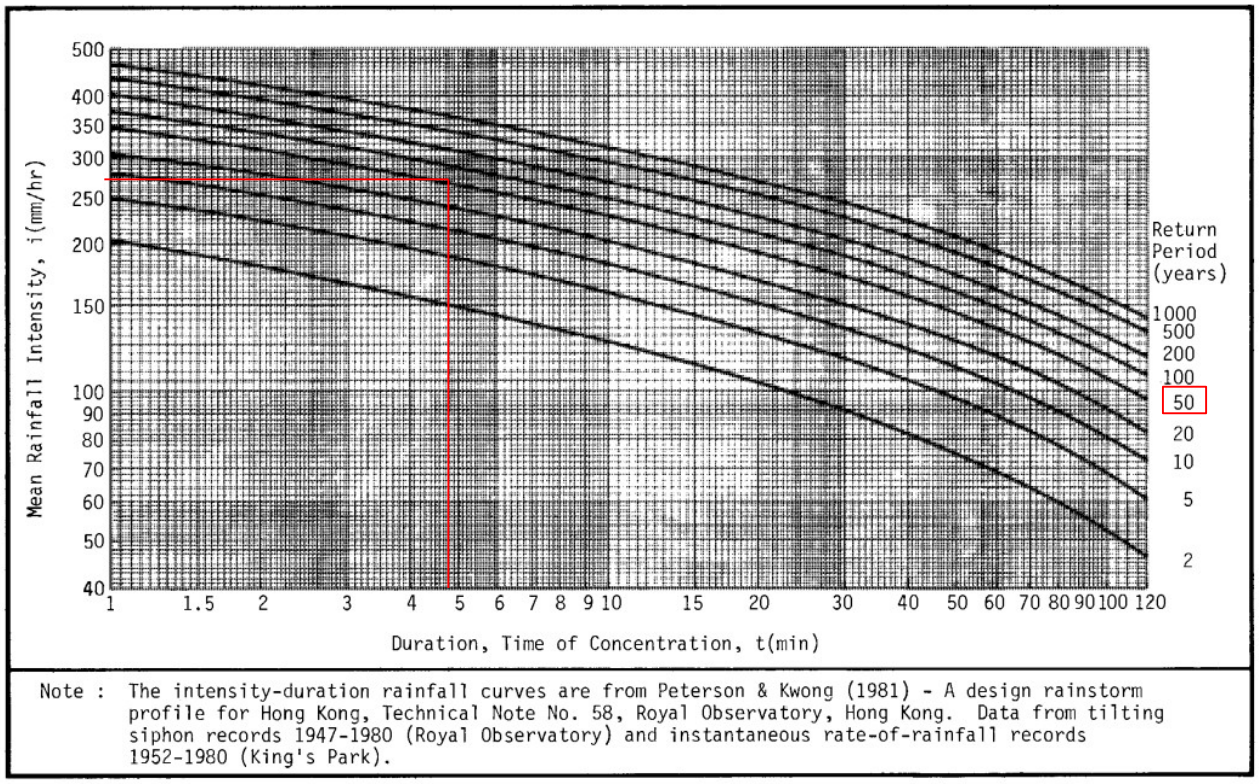


Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 287.9 mm/hr

Design Calculation of U-Channel

Project : **S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)**

Reference code: Stormwater Drainage Manual 2018 & Geotechnical Manual for Slope

Assumption:
- Runoff Coefficient for grass **0.2** (Steep and sandy grassland)
- Runoff Coefficient for concrete **1**
- Catchment 1 **3340** m^2 (Effective catchment inside subject lot) Rainfall Intensity = **243.4** mm/hr
- Catchment 2 **1900** m^2 (Effective catchment from uphill) Rainfall Intensity = **307.7** mm/hr
- Catchment 3 **1200** m^2 (Effective catchment from carriageway) Rainfall Intensity = **287.9** mm/hr
- Allowance **10** % reduction in flow area due to permissible degradation between desilting cycles

Abbreviation and Terms:

USCP	Upstream Catchpit	RAINFALL INTENSITY	Rainfall Intensity, mm/hr
DSCP	Downstream Catchpit	RUNOFF COEF.	Runoff Coefficient
USGL	Upstream Ground Level, mPD	CATCHMENT	Catchment Area, m^2
USIL	Upstream Invert Level, mPD	EFF. AREA	Effective Area, m^2
DSIL	Downstream Invert Level, mPD	CUM. AREA	Cumulative Effective Area, m^2
INVERT DIFF.	INVERT DIFFERENCE, m	DESIGN FLOW	Design Flow m^3/s
LENGTH	Channel Length, m	SIZE	Channel Size, mm
SLOPE	Channel Gradient, 1 in	UC TYPE	Channel Type
		VEL.	Velocity of Channel by Manning's Equation where n = 0.013
		FLOW CAP.	Fullbore Capacity m^3/s
		SPARE CAP.	Spare Capacity m^3/s

Cathcment		USGL mPD	DSGL mPD	USIL mPD	DSIL mPD	AVG. DEPTH m	INVERT DIFF. m	LENGTH m	GRADIENT 1 in	RAINFALL INTENSITY mm/hr	RUNOFF COEF.	CATCHMENT m^2	Affected Area %	EFF. AREA m^2	DESIGN FLOW m^3/s	CUM. DESIGN m^3/s	SIZE mm	TYPE	VEL m/s	ALLOWANCE (REDUCTION %)	FLOW CAP. m^3/s	SPARE CAP. m^3/s	UTILISATION %	RESULT	A (m^2)	P (m)	R (m)
1	Branch 1	14.50	14.45	14.23	13.76	0.69	0.47	46.7	100	243.4	1	3340	20	668	0.04519	0.04519	225	UC	1.5	10	0.208	0.163	22	OK	0.135	1.512	0.089
2		22.60	14.45	14.23	13.76	0.69	0.47	46.7	100	307.7	0.2	1900	100	380	0.03250	0.03250	225	UC	1.5	10	0.208	0.176	16	OK	0.135	1.512	0.089
3		15.80	14.45	14.23	13.76	0.69	0.47	46.7	100	287.9	1	1200	100	1200	0.09605	0.09605	225	UC	1.5	10	0.208	0.112	46	OK	0.135	1.512	0.089
Resultant & Discharge															0.17375	0.17375	225	UC	1.5	10	0.208	0.034	84	OK	0.135	1.512	0.089
1	Branch 2	14.50	14.45	14.30	13.92	0.53	0.38	38.0	100	243.4	1	3340	20	668	0.04519	0.04519	150	UC	1.2	10	0.082	0.037	55	OK	0.069	1.146	0.061
2		22.60	14.45	14.30	13.92	0.53	0.38	38.0	100	307.7	0.2	1900	100	380	0.03250	0.03250	150	UC	1.2	10	0.082	0.050	39	OK	0.069	1.146	0.061
Resultant & Discharge															0.07770	0.07770	150	UC	1.2	10	0.082	0.005	94	OK	0.069	1.146	0.061
1	Branch 3	14.50	14.45	14.30	13.97	0.48	0.33	33.0	100	243.4	1	3340	30	1002	0.06779	0.06779	150	UC	1.2	10	0.074	0.006	92	OK	0.063	1.046	0.060
Discharge															0.06779	0.06779	150	UC	1.2	10	0.074	0.006	92	OK	0.063	1.046	0.060
1	Branch 4	14.50	14.45	14.30	14.05	0.40	0.25	25.0	100	243.4	1	3340	20	668	0.04519	0.04519	150	UC	1.2	10	0.060	0.015	75	OK	0.052	0.886	0.059
Discharge															0.04519	0.04519	150	UC	1.2	10	0.060	0.015	75	OK	0.052	0.886	0.059
1	Branch 5	14.50	14.45	14.30	13.76	0.69	0.54	53.6	100	243.4	1	3340	40	1336	0.09039	0.09039	150	UC	1.2	10	0.109	0.019	83	OK	0.090	1.457	0.062
Discharge															0.09039	0.09039	150	UC	1.2	10	0.109	0.019	83	OK	0.090	1.457	0.062
1	Branch 6	14.50	14.45	14.30	14.01	0.44	0.29	29.0	100	243.4	1	3340	20	668	0.04519	0.04519	150	UC	1.2	10	0.067	0.022	68	OK	0.057	0.966	0.059
Discharge															0.04519	0.04519	150	UC	1.2	10	0.067	0.022	68	OK	0.057	0.966	0.059
Total Catchment for Site = 6440 m^2																											

APPENDIX C

Construction Drawing

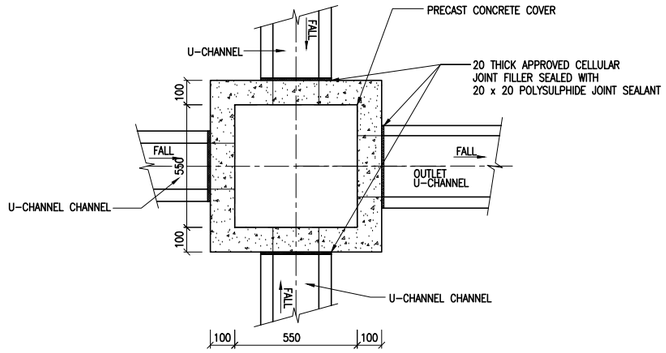
ISO A1 594mm x 841mm

GENERAL NOTES:

1. GRADE 40D CONCRETE SHALL BE USED UNLESS OTHERWISE STATED.
2. THE PROPOSED DRAINAGE WORKS, WHETHER WITHIN OR OUTSIDE THE LOT BOUNDARY, SHALL BE CONSTRUCTED AND MAINTAINED BY THE OWNER AT HIS OWN EXPENSE. FOR WORKS TO BE UNDERTAKEN OUTSIDE THE LOT BOUNDARY, PRIOR CONSENT FROM DLO AND/OR RELEVANT PRIVATE LOT OWNERS SHALL BE SOUGHT.
3. ALL U-CHANNEL SHALL BE GRADIENT 1:100 UNLESS OTHERWISE STATED.
4. GRATE COVERS SHALL BE PROVIDED FOR THE SECTION THAT VEHICLE MAY CROSS THE CHANNELS.

SCHEDULE OF CATCHPIT

CATCHPIT NO.	CATCHPIT TYPE	COVER LEVEL (mPD)	BTM. LEVEL (mPD)	INLET LEVEL (mPD)	OUTLET LEVEL (mPD)
CP1A	1	+14.45	+14.08	+14.23	+14.23
CP1B	1	+14.45	+13.94	+14.09	+14.09
CP1C	2	+14.45	+13.36	+13.81	+13.81
CP2A	1	+14.45	+13.96	+14.11	+14.11
CP2B	2	+14.45	+13.47	+13.92	+13.92
CP3	2	+14.45	+13.52	+13.97	+13.97
CP4	2	+14.45	+13.58	+14.03	+14.03
CP5	2	+14.45	+13.31	+13.76	+13.76
CP6	2	+14.45	+13.56	+14.01	+14.01



PLAN OF CATCHPIT (TYPE 1&2)

(REFERENCE: CEDD STANDARD DRAWING NO. IC2406_1&2)
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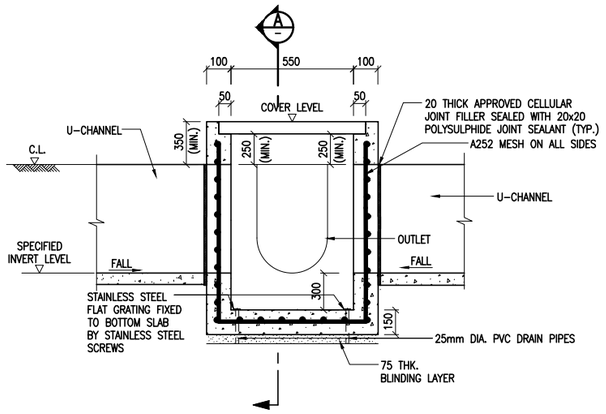

SECTION OF TYPE 2 CATCHPIT

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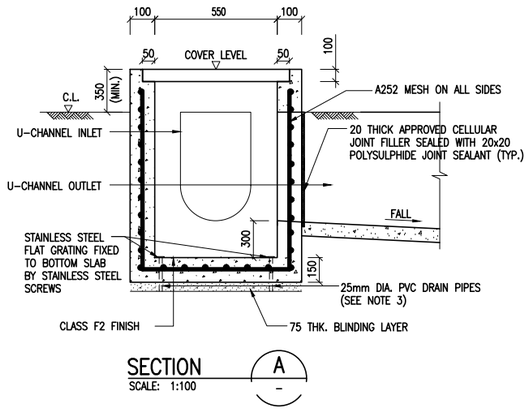
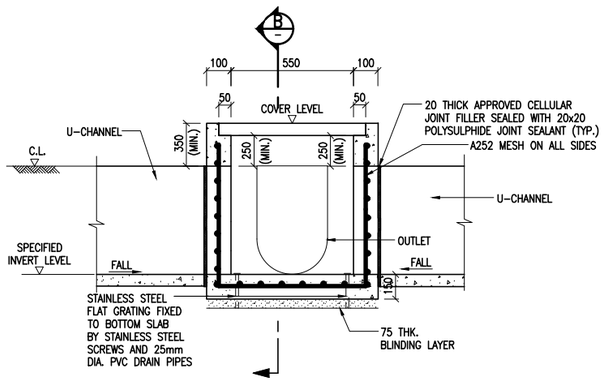


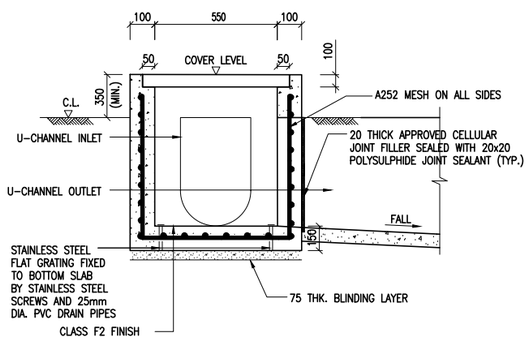
SECTION A

SCALE: 1:100



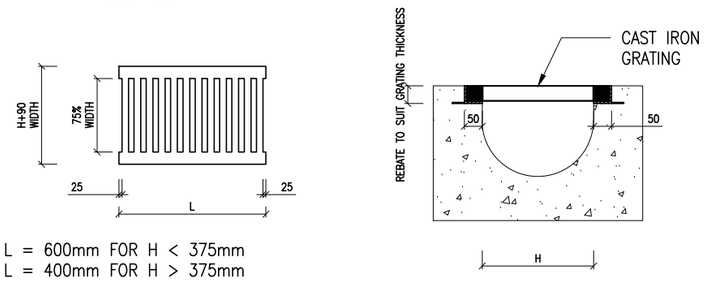
SECTION OF TYPE 1 CATCHPIT

SCALE 1:100



SECTION B

SCALE: 1:100



CAST IRON GRATING FOR U-CHANNELS

(REFERENCE : CEDD DWG. NO. C2412D)
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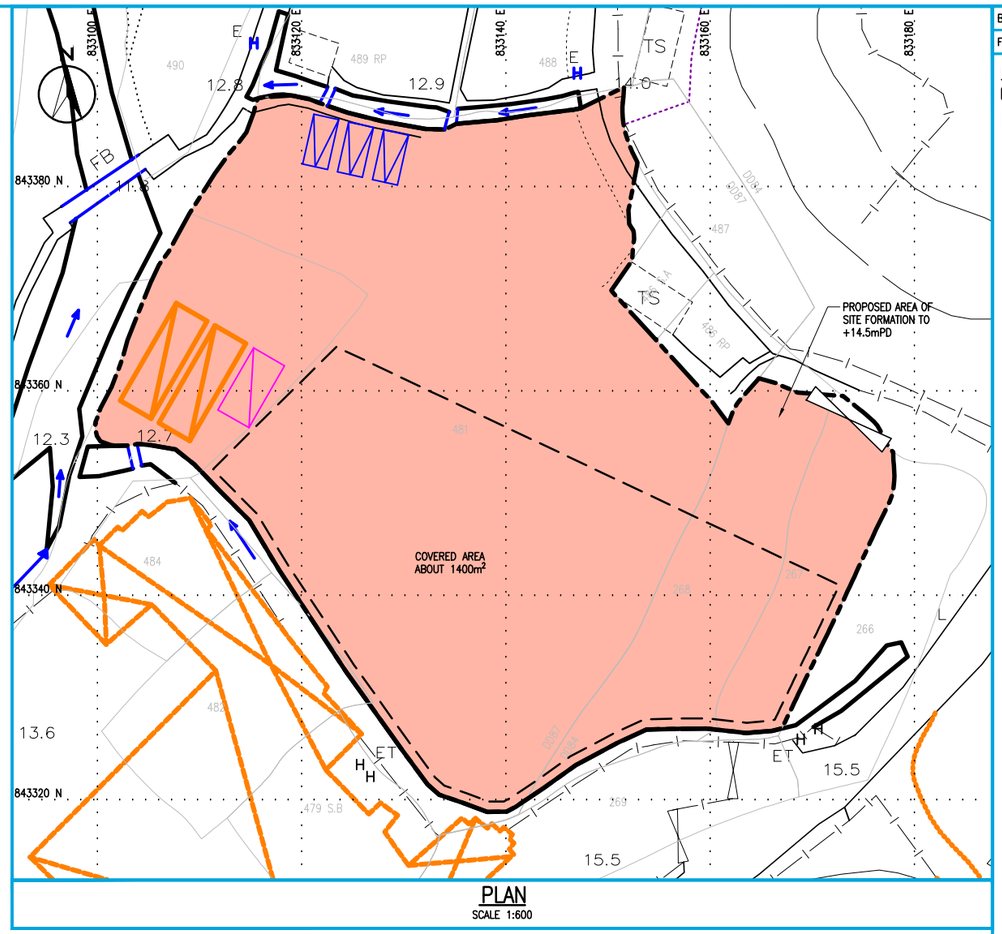


PLAN

SCALE 1:600

B.D. REF.

F.S.D. REF.

LEGEND:

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (16mx 3.5mx4.7m)
- PROPOSED HGV L/UL BAY (11mx3.5mx4.7m)
- PROPOSED ACCESSIBLE PARKING SPACE (5m x 3.5mx 2.4m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE – DO NOT SCALE DRAWING – ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK – THIS DRAWING IS NOT VALID FOR FOR CONSTRUCTION PURPOSES UNLESS EXPRESSEDLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	AS SHOWN (A3)		
CAD FILE:	WNG_24050_C_DRA_001		

PROJECT:
SDO 01/2024 PEDESTRIAN WALKWAY LINKING WEST KOWLOON CULTURAL DISTRICT AND TAI KOK TSUI DESIGN AND CONSTRUCTION SUPERVISION

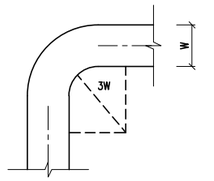
DRAWING TITLE:
GENERAL NOTES AND LAYOUT PLAN

DRAWING NO: WNG/24050/C/DRA/001

REV: –

WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.

NOMINAL SIZE H	THICKNESS T	THICKNESS B
150	100	100
225–600	175	225
675–1200	175	225



CHANNEL CHANGING DIRECTION THROUGH BENDS

(REFERENCE : PAGE 100 GEOTECHNICAL MANUAL FOR SLOPES)
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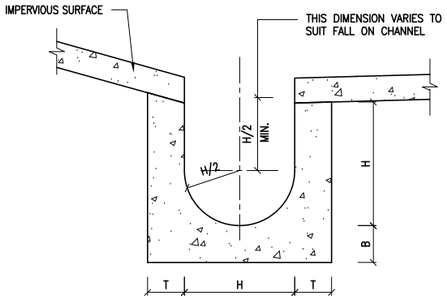

DETAILS OF U-CHANNEL

(REFERENCE : FIG. 8.11 OF GEOTECHNICAL MANUAL FOR SLOPES)
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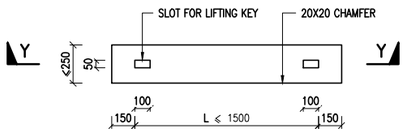

PLAN OF PRECAST CONCRETE COVERS

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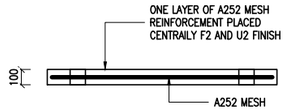

SECTION Y–Y
PRECAST CONCRETE COVERS FOR SAND TRAP AND CATCHPIT

(REFERENCE : CEDD DWG. NO. C2407B)
N.T.S.

Plot File by: USER115 7/5/2024 3:39:04 pm
PATH \\192.168.1.20\SS_Eng4_SAE_2024\P24050 (Drainage Consultancy Services For S.16 Planning Application At Lot 268 (Part) In D.D. 84 And Lot 481 (Part) In D.D. 87)\05-Drawing\01-Working\DWG\WNG_24050_C_DRA_001.dwg

ISO A1 594mm x 841mm

N

833100_E | 833150_E | 833200_E | 833250_E

843400_N

843350_N

843300_N

EXISTING DRAINAGE FEATURES

CATCHMENT AREA 1
AREA: 3340mm²

CATCHMENT AREA 2
AREA: 2270mm²

CATCHMENT AREA 3
AREA: 1200mm²

COVERED AREA
ABOUT 1400m²

FALL

VACANT GRASSLAND

WATER STREAM

DD84

DD87

Road

B.D. REF.	
F.S.D. REF.	

LEGEND:

- BOUNDARY OF LOTS FOR THIS APPLICATION
- EXISTING DRAINAGE FEATURES
- FLOW DIRECTION

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE – DO NOT SCALE DRAWING – ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK – THIS DRAWING IS NOT VALID FOR FOR CONSTRUCTION PURPOSES UNLESS EXPRESSEDLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	1:500 (A3)		
CAD FILE:	WNG_24050_C_DRA_002		

PROJECT:
SDO 01/2024 PEDESTRIAN WALKWAY LINKING WEST KOWLOON CULTURAL DISTRICT AND TAI KOK TSUI DESIGN AND CONSTRUCTION SUPERVISION

DRAWING TITLE:
PROPOSED EFFECTIVE CATCHMENT AREA FOR SURFACE RUNOFF AFFECTING SUBJECT LOTS

DRAWING NO: WNG/24050/C/DRA/002

REV: –

威翔集團工程師有限公司
WING & ASSOCIATES CONSULTING ENGINEERS LTD.

Plot File by: USER115 2/5/2024 2:08:07 pm
PATH C:\Users\USER115\Desktop\Working\P24050 Hung Lung Hang Drainage Proposal\001245_N3A0_P24050-DWG\WNG_24050_C_DRA_002.dwg

ISO A1 594mm x 841mm

N

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

U CHANNEL (BRANCH 4)

CP3 (TYPE 2)
C.L.: +14.45mPD
A1: +13.97mPD
X1: +13.97mPD

150 UC

+ 14.45

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

U CHANNEL (BRANCH 3)

CP2B (TYPE 2)
C.L.: +14.45mPD
A1: +13.92mPD
X1: +13.92mPD

PROPOSED SITE BOUNDARY

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

CP4 (TYPE 2)
C.L.: +14.45mPD
A1: +14.03mPD
X1: +14.03mPD

CP2A (TYPE 1)
C.L.: +14.45mPD
A1: +14.11mPD
X1: +14.11mPD

+ 14.50

CP1A (TYPE 1)
C.L.: +14.45mPD
A1: +14.23mPD
X1: +14.23mPD

PROPOSED VEHICLE ACCESS

225 UC

U CHANNEL (BRANCH 4)

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

CP5 (TYPE 2)
C.L.: +14.45mPD
A1: +13.76mPD
X1: +13.76mPD

U CHANNEL (BRANCH 2)

U CHANNEL (BRANCH 1)

CP1B (TYPE 1)
C.L.: +14.45mPD
A1: +14.09mPD
X1: +14.09mPD

CP1C (TYPE 2)
C.L.: +14.45mPD
A1: +13.81mPD
X1: +13.81mPD

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

U CHANNEL (BRANCH 5)

U CHANNEL (BRANCH 6)

CP6 (TYPE 2)
C.L.: +14.45mPD
A1: +14.01mPD
X1: +14.01mPD

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

843380 N.
843360 N.
843340 N.
843320 N.

833100 E
833120 E
833140 E
833160 E
833180 E

LEGEND:

PROPOSED 9m WIDE VEHICULAR ACCESS

B.D. REF.
F.S.D. REF.

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	1:300 (A3)		
CAD FILE:	WNG_24050_C_DRA_003		

PROJECT:
SDO 01/2024 PEDESTRIAN WALKWAY LINKING WEST KOWLOON CULTURAL DISTRICT AND TAI KOK TSUI DESIGN AND CONSTRUCTION SUPERVISION

DRAWING TITLE:
PROPOSED DRAINAGE SYSTEM

DRAWING NO: WNG/24050/C/DRA/003
REV: –

WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.

Plot File by: USER115 7/5/2024 3:31:12 pm
PATH \\192.168.1.20\SS_Eng4_SAE_2024\P24050 (Drainage Consultancy Services For S.16 Planning Application At Lot 268 (Part) In D.D. 84 And Lot 481 (Part) In D.D. 87)\05-Drawing\01-Working\DWG\WNG_24050_C_DRA_003.dwg

毅
Tel
Fax 傳真：(852) 3180 7811
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 29th May 2024
Our Ref. : ADCL/PLG-10286/L002

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

By Email and Fax (No. 2877 0245)

Dear Sir/Madam,

RE: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (Planning Application No. A/NE-TKL/759)

We are writing to provide supplementary information for the caption application.

In 2023, the Applicant underwent a site search process and identified the current site as the most suitable location for relocating the affected brownfield operations. The proposed relocation site is of a similar scale to the existing operations in Fanling North.

The Applicant subsequently reached out to the Development Projects Facilitation Office (DPFO) of the Development Bureau (DEVB) to inquire about the suitability of the current site for relocation. On 31.01.2024, the DPFO of the DEVB responded that "*…if the operator intends to use the site for such purposes and the proposed use would not exceed a period of three years, he can apply for temporary planning permission from the Town Planning Board.*"

Based on this feedback, the Applicant has engaged consultants to initiate the section 16 planning application process. **Table 1** provides a comparison of the sites considered during the relocation site search.

The Applicant is genuinely facilitating the relocation process to continue the existing business operations. The current application is intended to reduce uncertainties in business operations and facilitate smooth clearance for the implementation of the Kwu Tung North/Fanling North New Development Areas, while ensuring the necessary operating space for displaced brownfield operations that are still needed by the community.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Miss Zoe LAU or Mr. Thomas LUK at 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

Encl.
c.c. DPO/ Sha Tin, Tai Po and North (Attn.: Ms. Sheren LEE) – By Email
Client

Address 地址：
Room 1702, 17/F., Loon Kee Building,
Nos. 276-275 Des Voeux Road Central, Hong Kong
香港德輔道中 267-275 號龍記大廈 17 樓 1702 室

Table 1: Comparison of the Sites Considered During the Relocation Site Search

Assessed Site	Application Site	Site 1	Site 2
Location	Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	Various Lots in D.D. 96, Kwu Tung North, New Territories	Various Lots in D.D. 91, Ping Kong, Sheug Shui, New Territories
Site Area (About)	3,270m^2	3,893m^2	5,723m^2
Outline Zoning Plan	Approved Ping Che and Ta Kwu Ling Outline Zoning Plan No. S/NE-TKL/14 and Approved Hung Lung Hang Outline Zoning Plan No. S/NE-HLH/11	Approved Kwu Tung North Outline Zoning Plan No. S/KTN/4	Approved Ping Kong Outline Zoning Plan No. S/NE-PK/11
Zoning	"Agriculture" ("AGR")	"Green Belt" ("GB")	"GB"
Accessibility	Accessible via a local track leading to Ping Che Road	Accessible via Ma Tso Lung Road	Accessible via a local track leading to Fam Kam Road
Distance from Existing Operations	About 2.5km	About 3km	About 4km
Site Condition	Vacant covered by shrubs and weeds	Largely covered by vegetation, active/fallow farmland and some temporary structures	Largely covered by vegetation and tree clusters
Locality	The surrounding areas are in rural inland plain landscape character and predominately occupied by open storages, warehouses, temporary structures, tree clusters, active/fallow farmlands and vegetated areas.	The surrounding areas are predominantly intermixed with vegetation, active/fallow farmland and temporary structures.	The surrounding areas are in a rural landscape character area and the surroundings are mainly vegetation, tree clusters and ponds with some scattered temporary structures.
Suitability	Suitable for relocation for the following reasons: 1. Similar size to that of the Existing Operations. 2. Located in close proximity to the Fanling/Sheung Shui area, where the Existing Operations are currently located. 3. Not incompatible with the surrounding land uses. 4. Vacant, without active agricultural activity.	Not suitable for relocation for the following reasons: 1. The access road to Site 1 (i.e. Ma Tso Lung Road) passes through the Stage 1 works area of Kwu Tung North New Development Area (NDA). 2. "GB" zone is not designated for development purpose in NDA. 3. Not compatible with the surrounding rural character.	Not suitable for relocation for the following reasons: 1. Not compatible with the surrounding rural character. 2. No brownfield operation in the vicinity of Site 2. 3. Tree felling is required.

Te
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 5th July, 2024
Our Ref. : ADCL/PLG-10286/L003

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

By Email

Dear Sir/Madam,

RE: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (Planning Application No. A/NE-TKL/759)

We refer to the latest comments from Drainage Services Department, Agriculture, Fisheries and Conservation Department (dated 27.6.2024) and Transport Department (dated 28.6.2024), we would like to enclose herewith the following items to address the abovementioned departmental comments for their consideration.

i. Response-to-Comment Table;
ii. Replacement Pages of the Planning Statement and Figure 5;
iii. Revised Drainage Proposal;
iv. Revised Traffic Review Report.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Miss Isa YUEN or Mr. Thomas LUK at 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

Encl.
c.c. DPO/ Sha Tin, Tai Po and North (Attn.: Ms. Sheren LEE) – By Email
Client

Address 地址：
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香港德輔道中 267-275 號龍記大廈 17 樓 1702 室

Further Information

Table of Contents

Table | 1

Response-to-Comment Table

Department	Date	Comments	Responses to Departmental Comments
Drainage Services Department (DSD)	27.6.2024	**Comments on the application** (a) The applicant shall be required to place all the proposed works 3m away from existing streamcourse to the west of the application site. All the proposed works in the vicinity of the streamcourse should not create any adverse drainage impacts, both during and after construction. Proposed flooding mitigation measures if necessary shall be provided at the resources of the applicant to my satisfaction. (b) Should the application be approved, conditions should be included 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, and the implemented drainage facilities at the site shall be maintained at all times during the planning approval period. (c) The applicant should be reminded to minimize the possible adverse environmental impacts on the existing streamcourse in his design and during construction. DEP and DAFC should be consulted on possible environmental and/or ecological impacts of the development. (d) The site is in an area where no public sewerage connection is available. EPD should be consulted regarding the sewage treatment/disposal facilities for the proposed development.	Noted. Noted. Noted. Noted.

Department	Date	Comments	Responses to Departmental Comments
Drainage Services Department (DSD)	27.6.2024	**Comments on the drainage proposal** (a) Para 3.1 -Please explain the extent of boundary to be filled and the potential impact to the streamcourse to the west. All the proposed works should be placed 3m away from the existing streamcourse. (b) Should the applicant intend to fill the existing streamcourse/channel within the site, drainage diversion scheme should be provided. Also, the applicant shall study the upstream catchment area of the existing streamcourse and the potential drainage impact out of the filling works. (c) Para 3.3 & Appendix B - Please provide the future site formation levels to justify the flow path and demarcation of the effective catchment area, You are reminded to consider the future structures/construction plants which could alter the ideal flow path. (d) Appendix C -Please review the calculation and drainage plan, it seems unreasonable that the 150min UC at the east side of the development can be adequate to receive surface runoff from both internal and external catchment areas. (e) Photos should be submitted clearly showing the current conditions of the area within and around the site, the existing drainage/flowpaths around the site, the proposed drainage from the site to the downstream existing watercourse. The locations of the camera and the direction of each photo should also be indicated on a plan. In particular, please provide photos for the existing streamcourse, culverts and channels within or in the vicinity of the site. (f) The applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the captioned site. He should also ensure	(a) Please find the revised drainage proposal with explanation on the extent of boundary and filling works under Section 2.2 and 3.1 to 3.4. The stream course will not be disturbed by the proposed works. (b) Please find the revised drainage proposal with scheme of diversion and filling under Section 3.1 to 3.4. The study regarding the upstream catchment area of the existing stream course and the potential drainage impact out of the filling works can be referred to Section 3.4 to 3.9. (c) Please find the revised drainage proposal with description on the site formation levels and the proposed flow path under Section 3.1 too 3.4. No future structures/construction plants will alter the ideal flow path, refer to the location plan and as mentioned in Section 2.3. (d) Please find the revised Appendix which has provided a larger size of UC (225UC) with more comprehensive capacity of the proposed drainage system at the east side to receive surface runoff from both internal and external catchment areas. (e) Please refer to Appendix A for a detailed photo record with showing the current conditions of the area and the existing stream course, culverts and channels within and around the site and provided location and direction to each photo. (f) Please find the revised drainage proposal with study and checking on the capacity and satisfactory condition to cater for the discharge from the captioned site and downstream under

Department	Date	Comments	Responses to Departmental Comments
		that the flow from this site will not overload the existing drainage system.	Section 3. We ensure that the flow from this site will not overload the existing drainage system.
		(g) The applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the site to be intercepted by the drainage system of the site with details to be agreed by DSD, unless justified not necessary.	(g) Noted.
		(h) The applicant is reminded that all existing flow paths as well as the run-off falling onto and passing through the site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the subject site any time during or after the works.	(h) Noted.
		(i) The proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at his/her own expense.	(i) Noted.
		(j) The applicant shall allow all time free access for the Government and its agent to conduct site inspection on his completed drainage works.	(j) Noted.
		(k) The applicant and the successive lot owners shall allow connections from the adjacent lots to the completed drainage works on Government Land when so required.	(k) Noted.
		(l) For works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N and/or relevant private lot owners	(l) Noted.

Department	Date	Comments	Responses to Departmental Comments
		(m) The applicant should make good all the adjacent affected areas upon the completion of the drainage works.	(m) Noted.

Department	Date	Comments	Responses to Departmental Comments
Transport Department	28.6.2024	(i) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;	Noted. To ensure that there is no queuing or backlog of vehicles at the site entrance, the following measures will be implemented: a. The site is designed with ample maneuverable space to facilitate the smooth entry and exit of vehicles. b. All vehicle entry and exit records will be managed internally, ensuring that vehicles can enter the site immediately upon arrival without waiting outside. c. Deliveries to the logistics centre are expected to be infrequent, averaging only a few trips per hour. Delivery schedules can be staggered to avoid traffic peaks and ensure a steady and manageable flow of vehicles. d. Dedicated personnel will be present on-site to monitor vehicle movements and provide real-time guidance to drivers, which helps maintain efficient traffic flow and prevents delays or backlogs. These measures, along with the site's design as depicted in **Figure 2.2** of revised Traffic Review Report (**Annex A**), will ensure that vehicles can move in and out without causing external queuing.
		(ii) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety;	The site plan prioritizes pedestrian safety by ensuring a clear separation between pedestrian pathways and vehicle routes. This segregation is illustrated in **Figure 2.2** of revised Traffic Review Report (**Annex A**). Key pedestrian safety measures include: a. Pedestrians and Vehicles Segregation: Pedestrian routes are clearly marked and separated from vehicular routes to minimize

Department	Date	Comments	Responses to Departmental Comments
			interactions between pedestrians and vehicles. b. Lighting systems are in place to ensure pedestrian areas are well-lit and monitored.
		(iii) The applicant shall advise the measure in preventing illegal parking by visitors to the subject site; and	(iii) The applicant shall advise the measure in preventing illegal parking by visitors to the subject site; and
		(iv) The proposed vehicular access between Ping Che Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted.

Department	Date	Comments	Responses to Departmental Comments
Agriculture, Fisheries and Conservation Department (AFCD)	27.6.2024	<u>From agricultural perspective</u> The subject site falls within the "AGR" zone and is generally abandoned. The agricultural activities are active in the vicinity, and agricultural infrastructures such as road access and water source are also available. The subject site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the proposed development is not supported from agricultural perspective. <u>From fisheries perspective</u> Nil. <u>From nature conservation perspective</u> The subject site is not fully accessible and it is unclear whether there is pond within the subject site. The subject site is covered with weeds, fruit trees and common trees. A ditch is located to the north of the subject site and Ping Yuen River is located to the west of the subject site. The applicant should clarify whether pond filling is required in the subject application, and evaluate if the nearby watercourses, in particular Ping Yuen River, will be affected by the proposed use for our further consideration.	Noted. The application site is accessible via a local track leading to Ping Che Road (**Figure 1** of the planning statement refers). The Traffic Operation Review confirms that the planned logistics centre is situated near key roadway. As shown in **Figure 2** and **Figure 4** of the planning statement, there are 3 small-scale ponds within the application site. These ponds are currently present as small ditches covered in weeds and no longer serve as fishing or water gathering areasadverse impacts. To facilitate the development of the proposed temporary logistics center, site formation works with pond filling would be required, despite their small scale. The photographic record of the ponds is presented below.

			 The nearby watercourses, in particular Ping Yuen River, will remain as natural drain and remain intact. As proven by the Drainage proposal, with careful drainage design and considerations, the subject site will not induce additional loading to the existing drainage downstream, as such, the nearby watercourses will not be affected by the proposed use.

Enclosure | 1

Replacement Pages of the Planning Statement and Figure 5

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

4.1.1 The proposed use of the application site (i.e. Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond) is to facilitate the relocation of the Existing Operations affected by the remaining phase of the FLN NDA development. As agreed by the Applicant and the existing operator, should the current application be approved by the Board, the existing operations will be relocated to the application site during the planning approval period.

4.1.2 The application site has a total area of about 3,270m^2 (including about 371m^2 of Government land) and is currently vacant. Access to the application site will be provided through an ingress/egress point (in about 9m) located at the eastern boundary (**Figure 5** refers), which is connected to a local track leading to Ping Che Road (**Figure 1** refers). Should the current application be approved, the existing fencing will be adjusted, and new fencing will be erected along the periphery of the application site.

4.1.3 The application site consists of a 3-side enclosed temporary structure, with a maximum height of 10m (1-storey), providing a gross floor area (GFA) of about 1,400m^2 for a logistics centre. Additionally, within the application site, there are provisions for three parking spaces for private cars, two visitors parking spaces, one loading and unloading (L/UL) bay for light goods vehicles (LGVs) and two L/UL bays for heavy goods vehicles (HGVs). The Indicative Layout Plan is shown in **Figure 5** whilst the key development parameters for the proposed use are detailed in **Table 3**.

4.1.4 The proposed logistic centre will primarily provide logistics support for business operations, including inventory control, storage, and consolidation of goods for distribution, particularly for construction materials. The goods to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All activities of the logistics centre will only be confined within the application site without affecting the neighbouring uses. The operation hours of the proposed use are from 9:00a.m. to 6:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.

4.1.5 Considering the existing topographic profile of the application site, the current level of the site ranges from +12.17mPD to +14.47mPD, with the majority portion being approximately 1 to 2.5m lower than the access road to the east. The ground level is proposed to be raised to +14.5mPD for feasible traffic flow and heavy vehicle access. The application site will be filled with soil, covering an area of about 3,270m^2 and ranging in depth from 0.1m to 2.5m. The extent of filling of land is about 3,205m^2, ranging from 0.1m to 2.5m in depth. Additionally, the extent of filling of pond is about 65m^2, ranging from 0.1m to 2.5m in depth. (**Figure 4** refers).

4.1.6 Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the Short Term Tenancy (STT) and the Short Term Waiver (STW) for occupying the Government land, and permitting the structures to be erected or to regularise any irregularities on site, once the current application is approved.

Table 3: Key Development Parameters

Proposed Use	Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond
Operation Hours	From 9:00a.m. to 6:00 p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays)
Site Area	3,270m^2 (including about 371m^2 of Government land)
Covered Area	About 1,400m^2 (About 43%)
Uncovered Area	About 1,870m^2 (About 57%)
Temporary Structure	
No(s).	1
No. of Storey	1
Use	Logistics Centre
Maximum Height	10m
Total Floor Area	About 1,400m^2
No. of Parking Spaces	5
Private Car (5m(L) x 2.5m(W))	3
Visitors Parking Space (5m(L) x 2.5m(W))	2
No. of Loading/Unloading (L/UL) Bays	
HGVs (11m(L) x 3.5m(W))	2
LGVs (7m(L) x 3.5m(W))	1

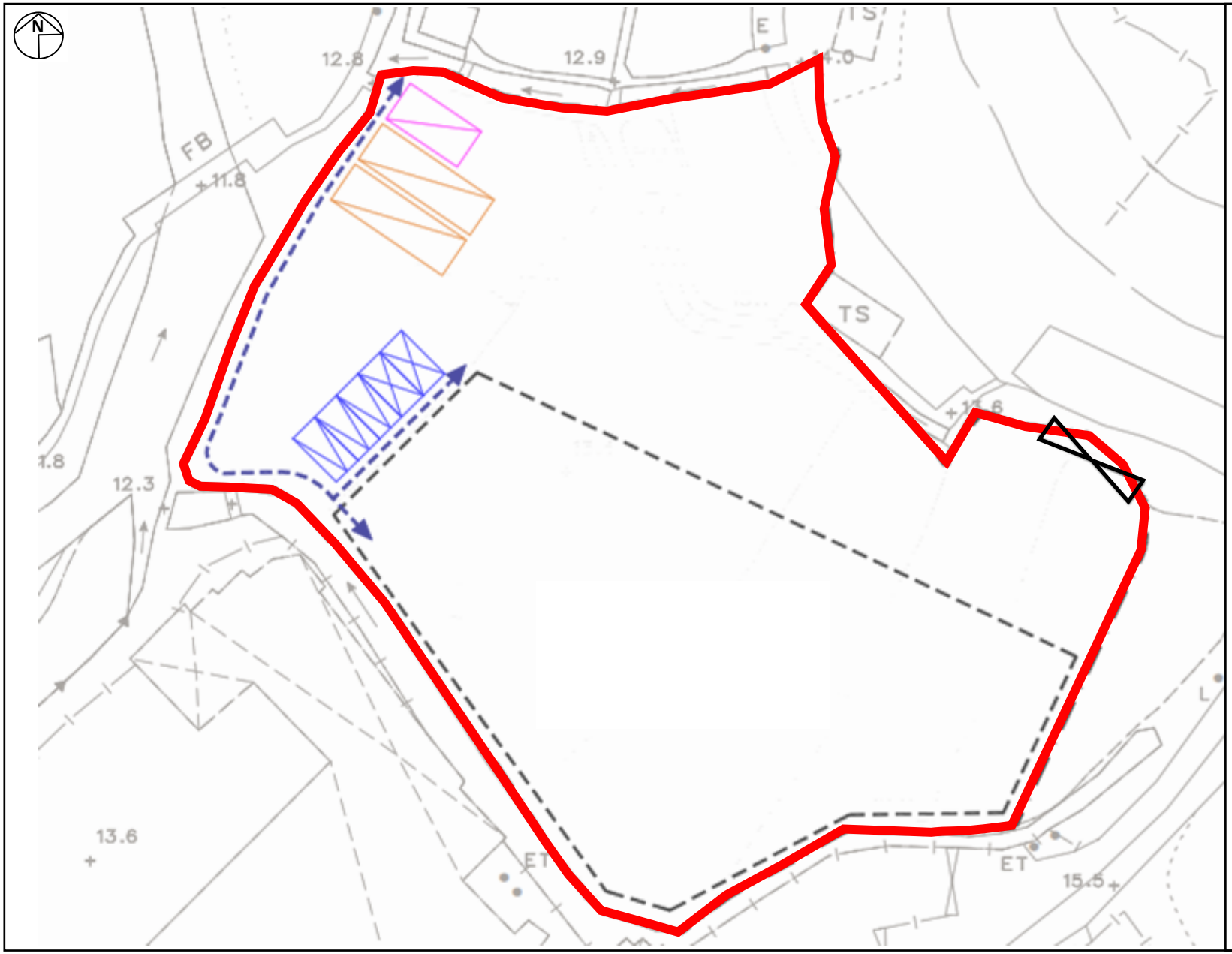
4.2 Proposed Traffic Arrangement

4.2.1 The application site can be accessed via an unnamed access road leading to Ping Che Road. The logistics centre features a 9m-wide access point, which is well-suited for the proposed types of vehicles. This entry width supports safe and efficient vehicle manoeuvring, minimising the risk of congestion or accidents. Within the application site, three parking spaces for private cars, two visitors parking spaces, one L/UL bay for LGVs, and two L/UL bays for HGVs are provided.

4.2.2 According to the Traffic Review Report (**Appendix I** refers), the logistics center is designed to meet regulatory standards and optimise operational efficiency without substantially impacting local traffic. It is confirmed that the proposed logistics center, strategically situated near key roadways, is designed for low-intensity operations that will generate two-way traffic of 28 passenger car units (pcu) per hour during peak periods, thus ensuring minimal impact on local traffic.

4.2.3 Servals operational arrangements are proposed to ensure minimal traffic impact:

(a) Low-intensity Operation: The proposed logistics centre is designed for low-



LEGEND:

- Application Site (About 3,270m^2)
- Structure (About 1,400m^2)
- Loading and Unloading Bay for Heavy Goods Vehicle (11m(L) x 3.5m(W))
- Loading and Unloading Bay for Light Goods Vehicle (7m(L) x 3.5m(W))
- Private Car Parking Space (5m(L) x 2.5m(W))
- Private Visitor Parking (5m(L) x 2.5m(W))
- Pedestrian Route
- Ingress/Egress (About 9m wide)

(For Identification Only)

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Indicative Layout Plan *Ref.: ADCL/PLG-10286-R001/F005*	**Figure:** 5 **Scale:** Not to Scale **Date:** Jul 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.

Enclosure | 2

Revised Drainage Proposal

Application at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

---

Drainage Proposal

Second Submission

Prepared by: Him Tang
Date: 28-June-2024

Wings & Associates Consulting Engineers Ltd.
22/F, Elite Centre,
22 Hung To Road,
Kwun Tong, Kowloon
Hong Kong

CONTENTS

APPENDICE

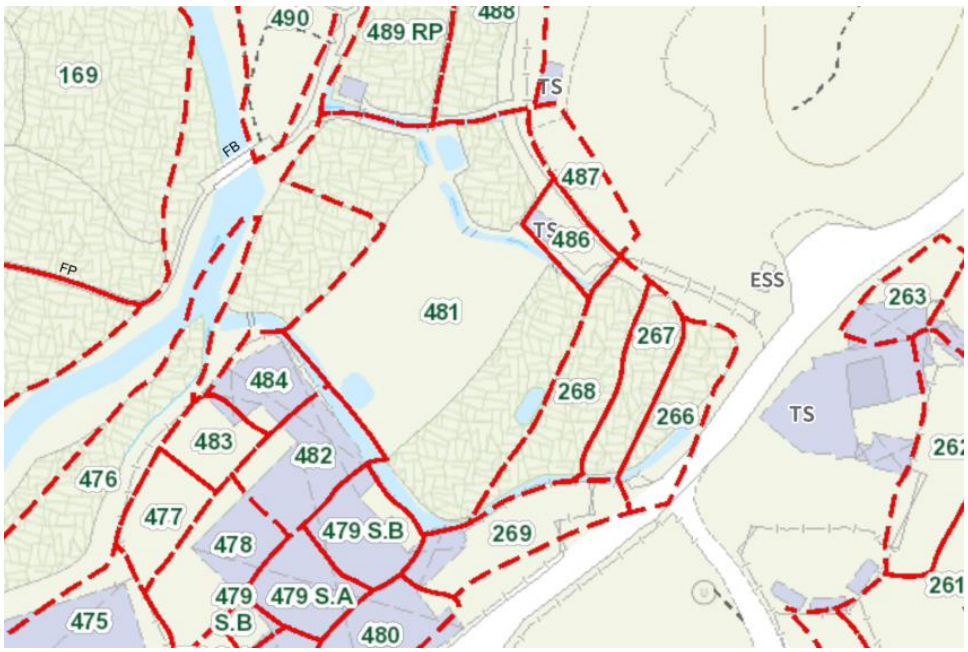
1. INTRODUCTION

The drainage proposal is under the application of Section 16 Planning Application. The proposed uses of the subject lots are a temporary logistic center for a period of 3 years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories.

Wings & Associates Consulting Engineers Limited is appointed to be the consultant to prepare for the Drainage Proposal in support of the construction works for the proposed application and address the Drainage Services Department's general comments.

2. SITE DESCRIPTION

2.1 The general views of the application area can be referred to in the figures below. The combined parts of the lot cover an area of about 6500m^2.

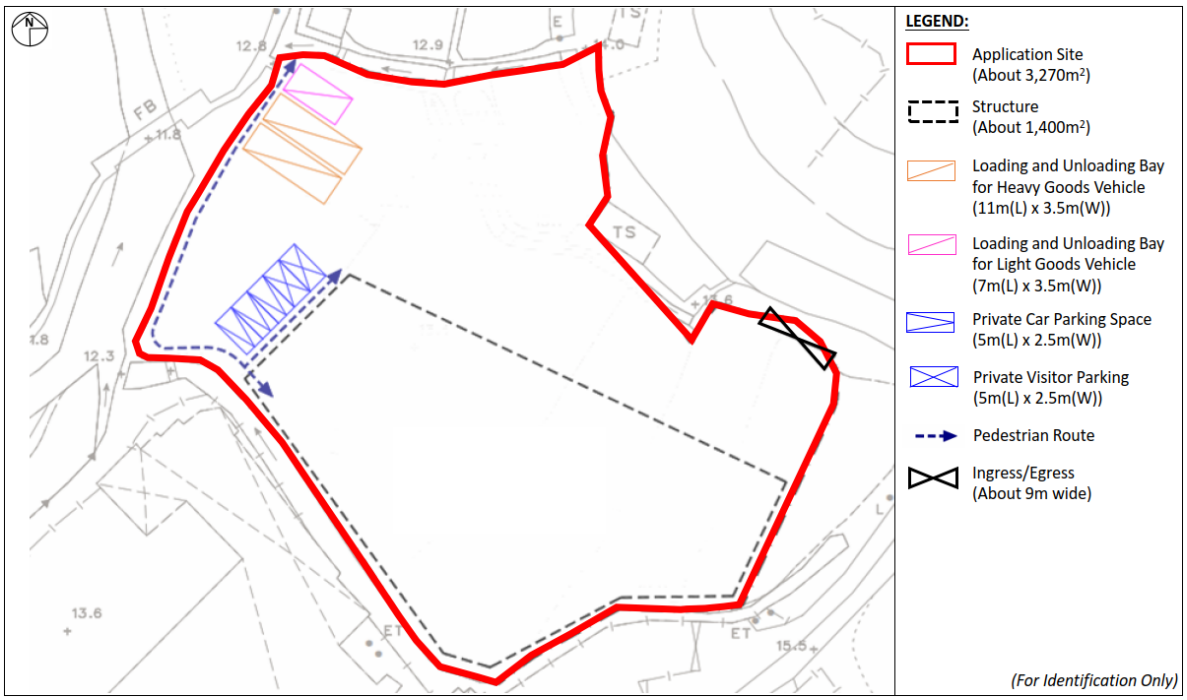


Lot information of the Subject Site

2.2 The figure below shows the proposed boundary of the subject site. This area will be surrounded by fencing in the subject lots. The fencing will provide clearance above ground surface to allow the flow of storm water surface runoff.

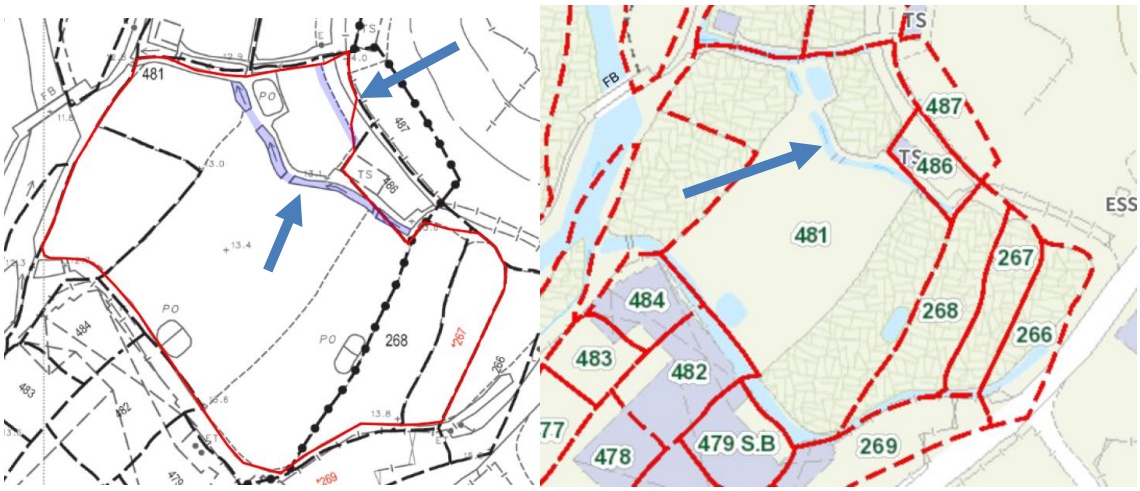
Boundary of the Subject Site and surround by Fencing

2.3 The figure below shows the proposed layout with different parking provisions of this area within the boundary of the fencing where will be a temporary logistic center as we proposed. No permanent structures and buildings will be placed within the subject site, the flow direction will not be affected by any blockage.



Location of the parking area within the subject site

2.4 The figures below show the location of an existing stream course within the subject lot. Photos showing the current conditions can be referred to Appendix.



Existing drainage features within the subject site

2.5 The figure below shows the location of the existing stream course outside of the subject lot. Photos showing the current conditions can be referred to Appendix.

Existing drainage features outside of the subject site

2.6 Referring to the actual site condition, there are existing channels outside the boundary. The figure below shows the location of the existing channels outside of the subject lots. Photos showing the current conditions can be referred to Appendix.

Existing U-Channels at West Side (outside the site boundary)

2.7 The existing ground level of the subject site ranges between +12.17mPD to +14.47 mPD. With reference to the Stormwater Drainage Manual, the mean higher high-water level for Tai Po Kau is +2.02mPD. Water level information from Hong Kong Observatory shows the existing highest water level is recorded as +5.03mCD (+5.176mPD) with tide gauge established in Tai Po Kau.

The Information can be referred to the record from the Observatory and the tables from the Stormwater Drainage Manual, which have shown below.

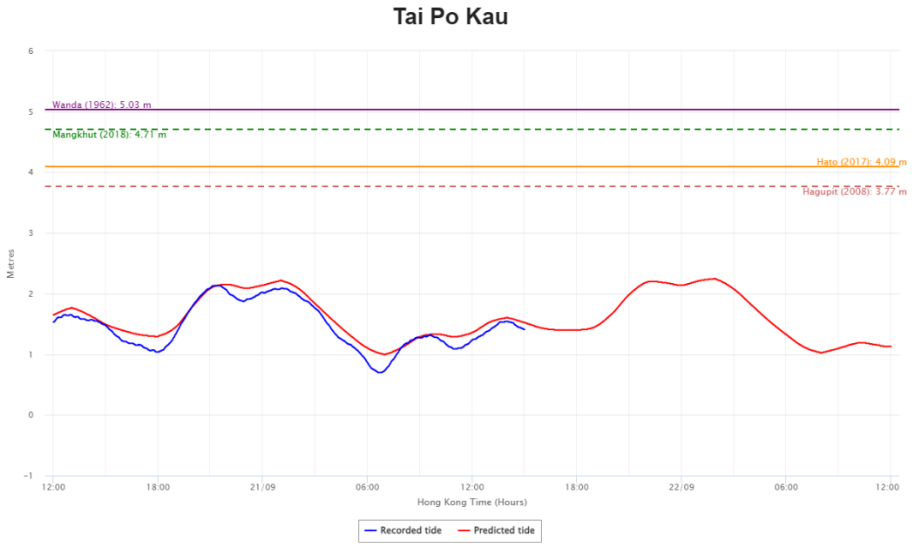


Table 8 – Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point/ Quarry Bay (1954-2017)	Tai Po Kau (1962-2017)	Tsim Bei Tsui (1974-2017)	Tai O (1985-2017)
2	2.73	2.91	3.07	2.87
5	2.94	3.20	3.31	3.16
10	3.09	3.45	3.51	3.36
20	3.24	3.73	3.74	3.57
50	3.45	4.19	4.09	3.84
100	3.63	4.60	4.40	4.06
200	3.81	5.10	4.77	4.28

Table 9 – Mean Higher High Water (MHHW) Levels (in mPD)

North Point/ Quarry Bay (1962-2017)	Tai Po Kau (1981-2017)	Tsim Bei Tsui (1983-2017)	Tai O (1985-2017)
2.01	2.02	2.32	2.13

3. DRAINAGE SYSTEM OF THE SITE FOR STORWATER DISCHARGE

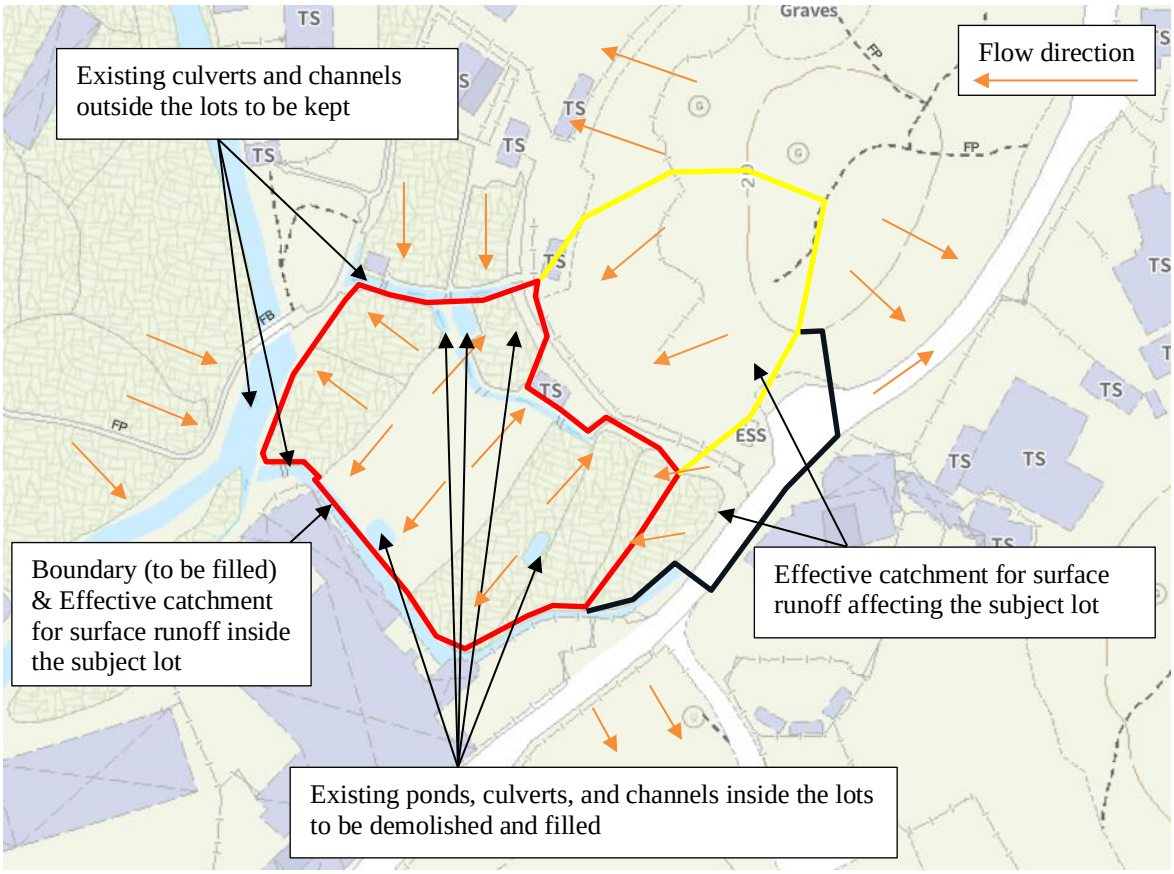
3.1 General Planning

At the very first, the planning of the provision of drainage system to handle stormwater surface runoff within the subject site will cover the following items:

- Maintain the existing stream course, and channels (outside the boundary)
- Backfill and remove the existing ponds, stream course, and channels (inside the boundary)
- Raise the ground surface level inside the subject site by filling works
- Construction of new channels and catchpits

3.2 Identification of the Effective Catchment Area

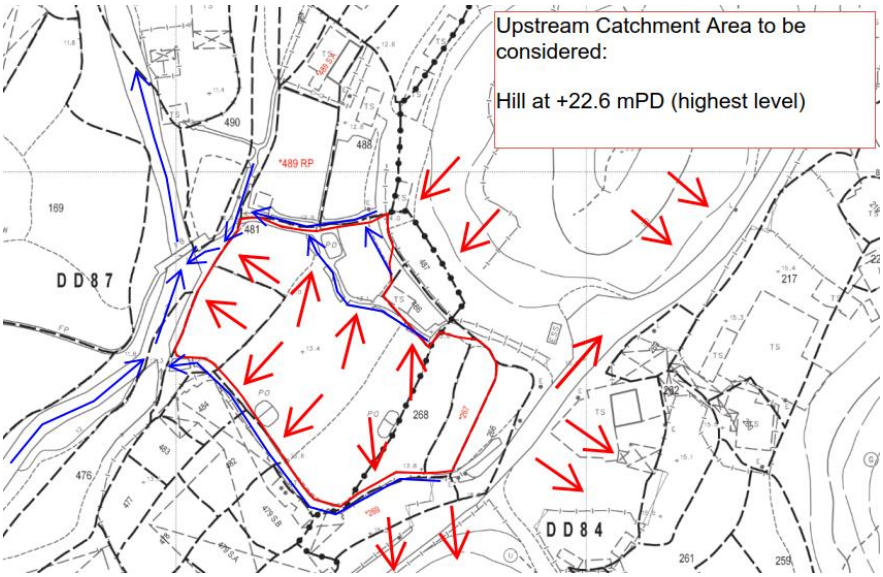
Referring to the location plan and the existing ground level, the considered effective catchment area of surface runoff includes: the area of the subject lots and the adjacent area with higher cover level (including uphill and carriageway).
The other adjacent area will be determined as the anticipated catchment areas of runoff which are not affecting the subject site, in case, those area separate with the subject lots by existing drainage utilities (culvert and channels), carriageway, fencing, and level difference.



Flow Direction of the Catchment Area on this site

3.3 Studying on the Existing Drainage System

According to the existing ground level, upstream profile, and the flow direction and the location of the existing stream course and surface channels, the original drainage system can be determined as the figure below:

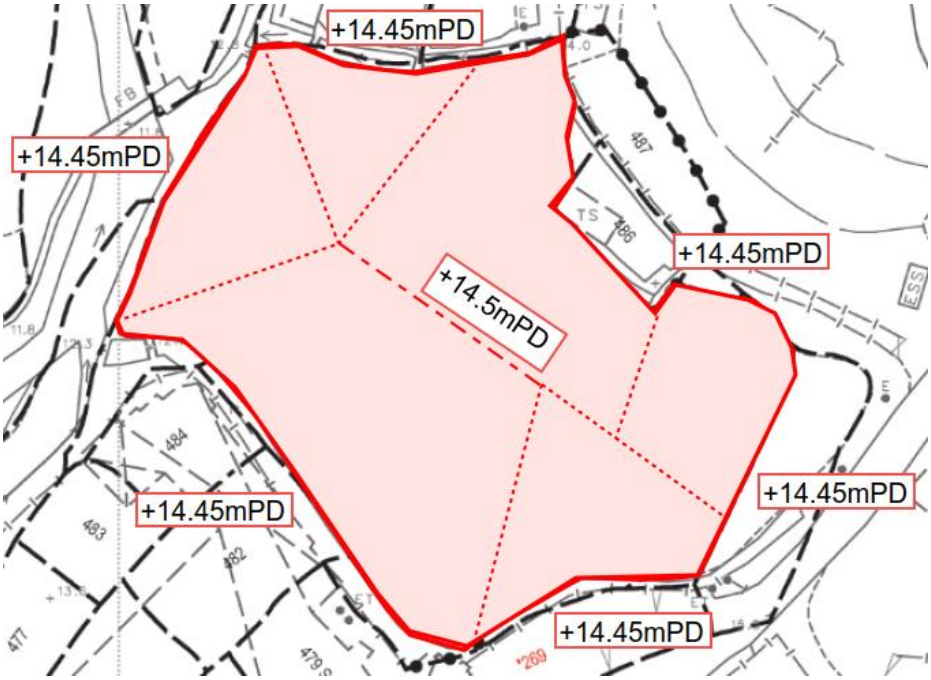


Original drainage network on these lots

3.4 Filling the subject site to rearrange cover level

The area inside the lots will be completely filled up to create a flat surface with slight gradient to provide falls to drainage features and match the existing road surface outside the lot boundary. The existing culvert within the subject lots will be filled and dismantled. The new drainage system will replace the original one.

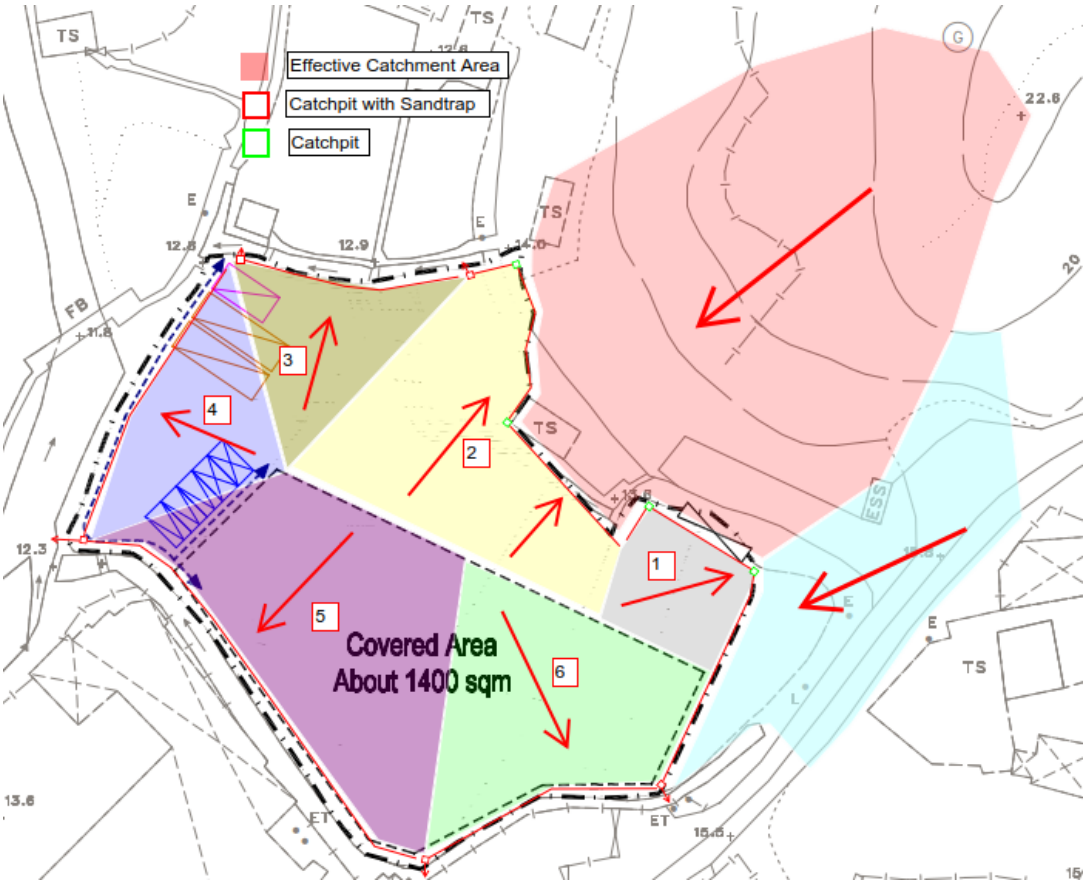
The ground level is proposed to be raised to +14.5mPD for feasible traffic flow and heavy vehicle access. The cover level at the boundary will be around +14.45mPD. The details of the cover levels and the flow direction of the surface runoff can be referred to the drawings and the figure below.



Filling plan of the subject site

3.5 Proposed Flow Direction and Drainage System

The captured catchment areas have been identified for collecting stormwater for the application area. The drainage system has been proposed to discharge stormwater with surface channel and catchpits, the design of the dimension and size have been referred to the guidance from Stormwater Drainage Manual. Calculation has been provided for checking the capacity of the drainage system.



Effective Catchment Area and Flow Direction within the Subject Lots

3.6 Diversion and Filling of Existing stream course

To maintain the drainage system to divert and discharge stormwater surface runoff within the subject site, the proposed channels and catchpit at North-East and East shall be constructed at the very first. Since the stormwater from upstream can be handled, the existing stream course and channels can be filled or removed without disturbance to the performance of the drainage system.

The original flow direction at West, South and West-South remains unchanged, the existing stream course is capable of handling the surface runoff under both the original and the raised cover level. The proposed new channels and catchpit will divert surface runoff to the stream course.

3.7 Design of Channels and Catchpits

The proposed drainage system has been checked to be sufficient to handle stormwater surface runoff within the subject site area and not affecting the adjacent footpath and carriageway to minimize the potential risks of overland flows and flooding by rainfall event. The related calculation and drawing can be related in Appendix.

For the surface channel to change direction, a bend with radius three times the width of the channel will be provided according to the guidance from the design manual. For the turning in sharp angle, catchpits will be provided.

3.8 Drainage Impact of the captioned site

There are two major factors that may affect the loading and capacity of the drainage system within this subject lot, which are the filling of existing stream course and filling of ground surface. To determine the impact of the drainage system, the amount of discharge from the captioned site shall be checked if there are changes or additional discharge generated. Since the flow direction and the effective catchment area of each stream course and channels remain unchanged, the proposed channels are capable to replace the original stream course which will be filled without increasing the catchment area and required flow rate. The details of calculation for rainfall intensity and flow rate can be referred to in the Appendix.

3.9 Discharge Point

The collected stormwater will be diverted and discharged to the existing stream course and river adjacent to the captioned site. Before discharging to the public drainage network, a catchpit with sand trap will be provided. The dimensions and depth are according to the standard drawings from CEDD (drawing no. C2405 & C2406). The proposed connection handles the same effective catchment area from upstream and the subject site which will not induce additional loading to the existing drainage downstream.

4. CONCLUSIONS

4.1 A new drainage system within the subject lots is proposed after the site formation works to raise the ground level to be uniform.

4.2 The stormwater and surface runoff in the effective catchment area will be discharged to the existing drainage system outside the subject lot area (existing river, culverts, and surface channels).

4.3 Having considered each branch of the proposed surface channel to handle the surface runoff from both catchment areas from uphill and the subject lots concurrently in the design checking (design calculation in Appendix refers), the proposed surface channels and catchpits are capable of receiving potential surface runoff in calculating the rainfall intensity storm effect in approximate 50 years of return period.

4.4 Regular maintenance such as routine desilting will be carried out by the development owner for the drainage system (i.e. surface channel and catchpit) surrounding the site to avoid blockage and deterioration.

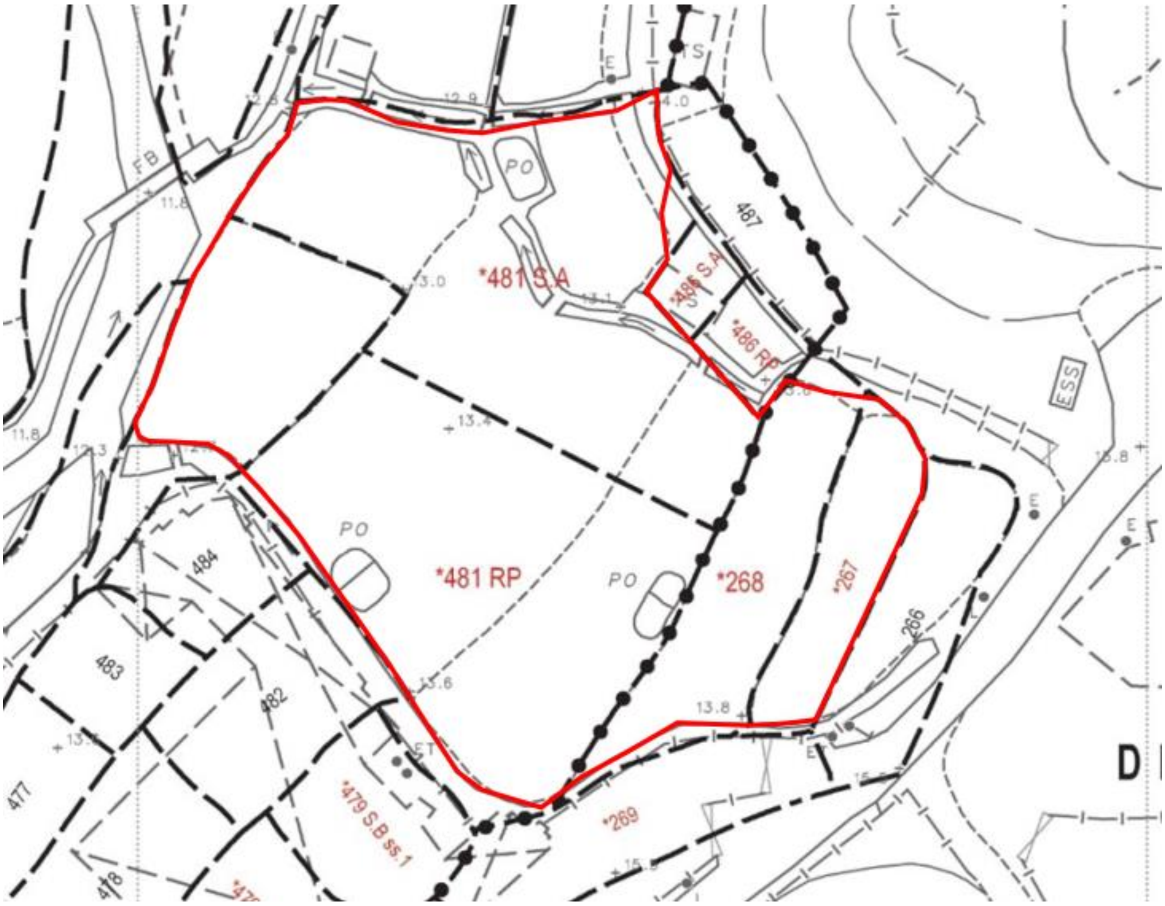
4.5 For the surface channels pass through vehicle access, steel gratings referring to the typical details from standard drawings will be provided.

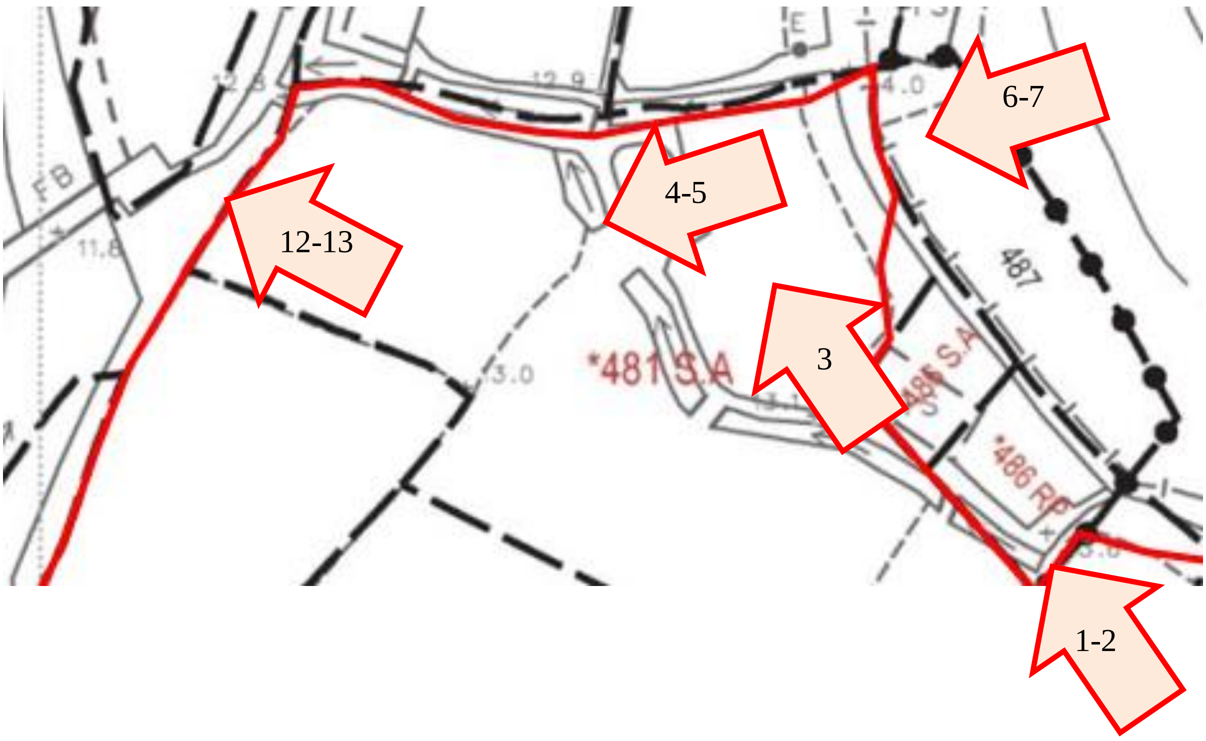
4.6 Openings on the bottom of fencing and walls will be provided surrounding the subject lots to avoid blockage and changing the flow path of the surface runoff.

END OF TEXT

APPENDIX A

Photo Record


*481 S.A
*481 RP
*268
*267
487
484
483
482
266
*269
PO


6-7
4-5
12-13
3
1-2
*481 S.A
487

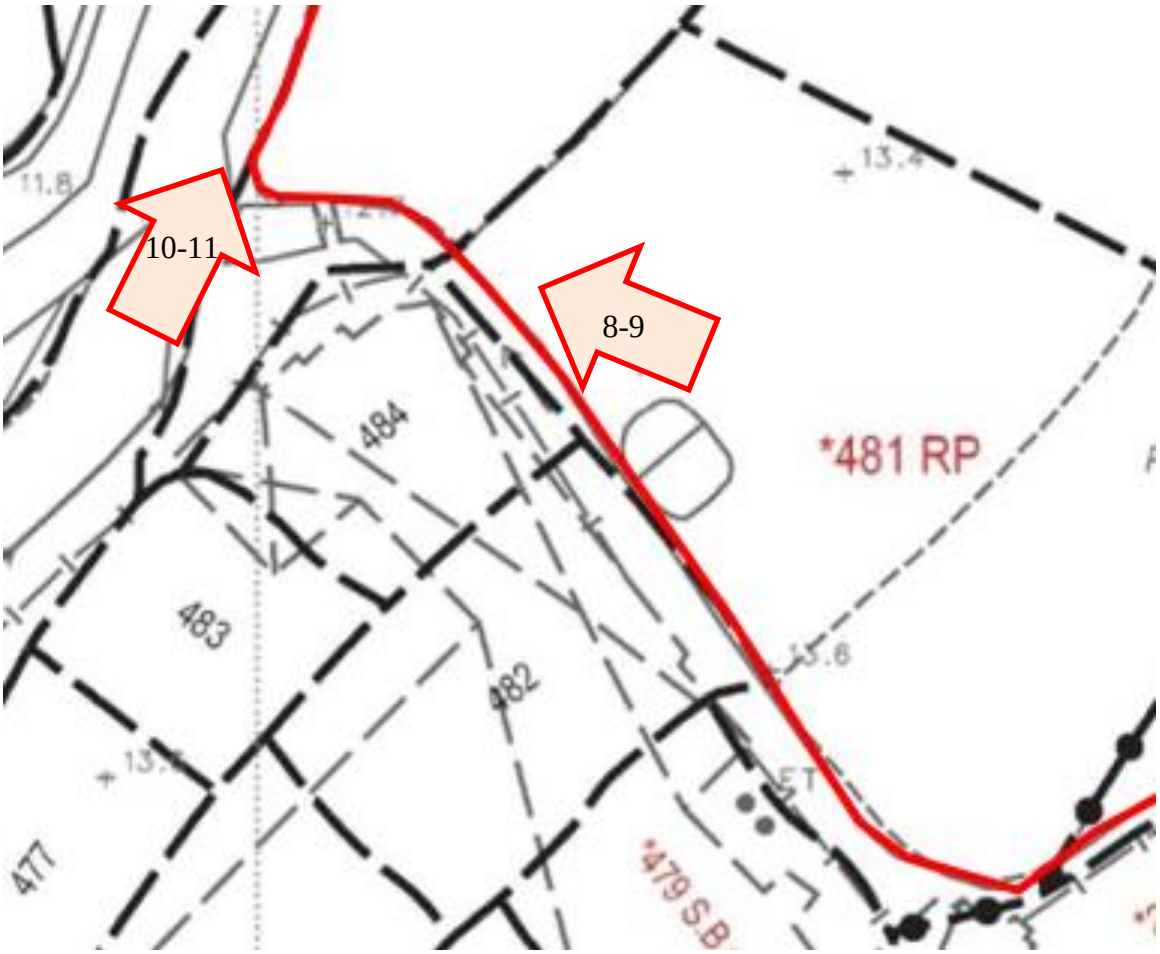

10-11
8-9
*481 RP
484
483
482
477
*479 S.B

Photo No. 1

Photo No. 2

Photo No. 3

Photo No. 4

Photo No. 5

Photo No. 6

Photo No. 7

Photo No. 8

Photo No. 9

Photo No. 10

Photo No. 11

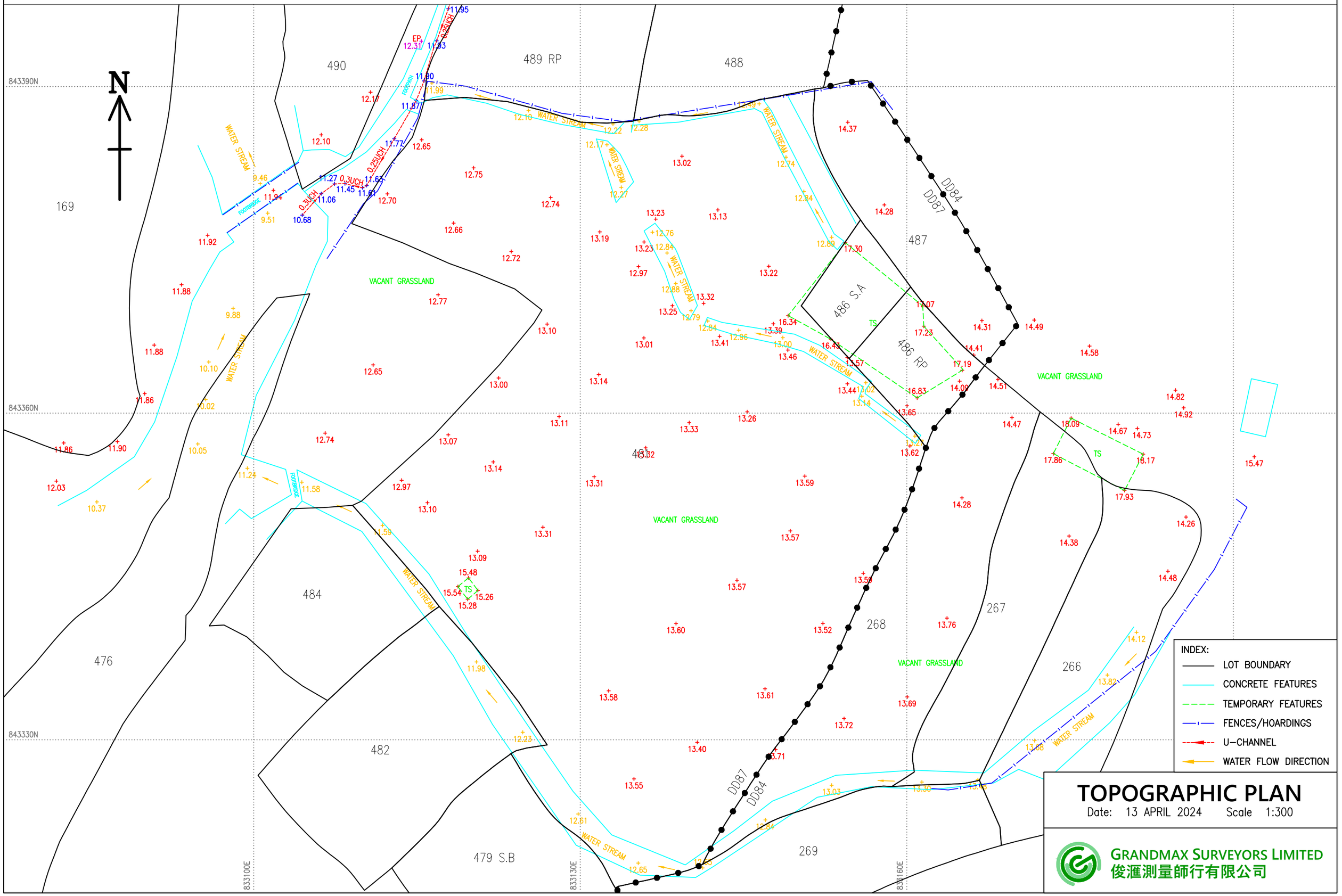
Photo No. 12

Photo No. 13

APPENDIX B

Topography Survey Record

TOPOGRAPHIC SURVEY FOR VARIOUS LOTS IN D.D.87



TOPOGRAPHIC PLAN

Date: 13 APRIL 2024 Scale 1:300

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

APPENDIX C

Drainage Design Calculation

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

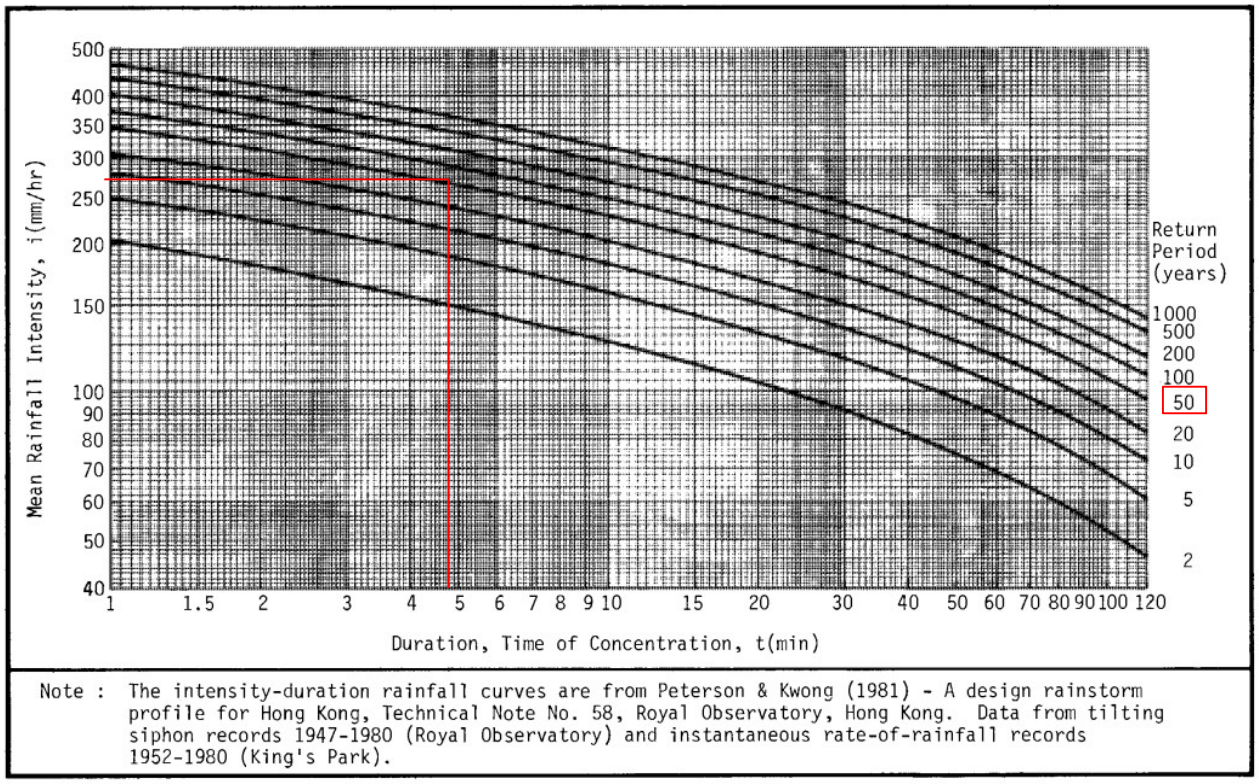
Catchment Area : 1 (inside Lot)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A = area of catchment (m^2)	=	3340.0	m^2	
H = average fall (per 100m) from the summit of catchment to the point of design	=	0.1	m	
L = length which water takes the longest time to reach the design section	=	75.0	m	

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 7.63 min say 7.63 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,



Note : The intensity-duration rainfall curves are from Peterson & Kwong (1981) - A design rainstorm profile for Hong Kong, Technical Note No. 58, Royal Observatory, Hong Kong. Data from tilting siphon records 1947-1980 (Royal Observatory) and instantaneous rate-of-rainfall records 1952-1980 (King's Park).

Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 243.4 mm/hr

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

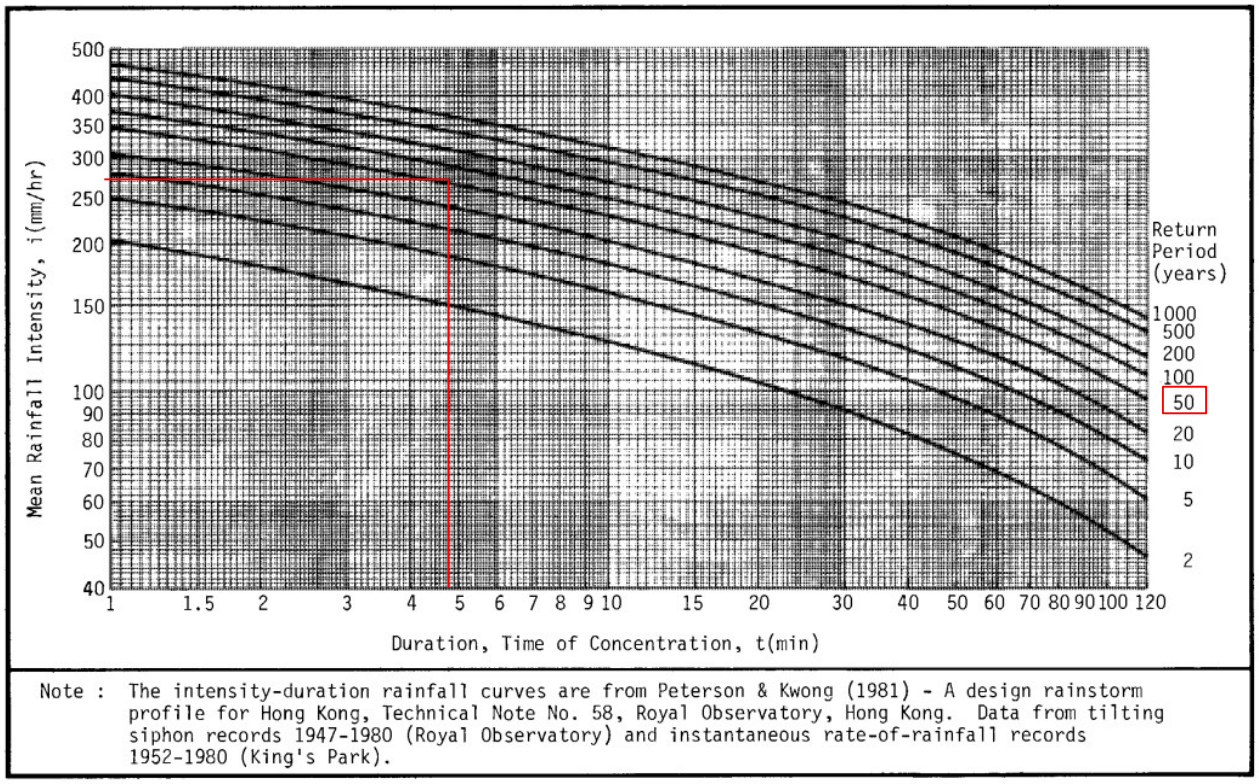
Catchment Area : 2 (Uphill)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A = area of catchment (m^2)	=	1900.0	m^2
H = average fall (per 100m) from the summit of catchment to the point of design	=	15.0	m
L = length which water takes the longest time to reach the design section	=	65.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 2.57 min say 2.57 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,



Note : The intensity-duration rainfall curves are from Peterson & Kwong (1981) - A design rainstorm profile for Hong Kong, Technical Note No. 58, Royal Observatory, Hong Kong. Data from tilting siphon records 1947-1980 (Royal Observatory) and instantaneous rate-of-rainfall records 1952-1980 (King's Park).

Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 307.7 mm/hr

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

Catchment Area : 3 (Carriageway)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A = area of catchment (m^2)	=	1200.0	m^2	
H = average fall (per 100m) from the summit of catchment to the point of design	=	6.0	m	
L = length which water takes the longest time to reach the design section	=	75.0	m	

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 3.73 min say 3.73 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,

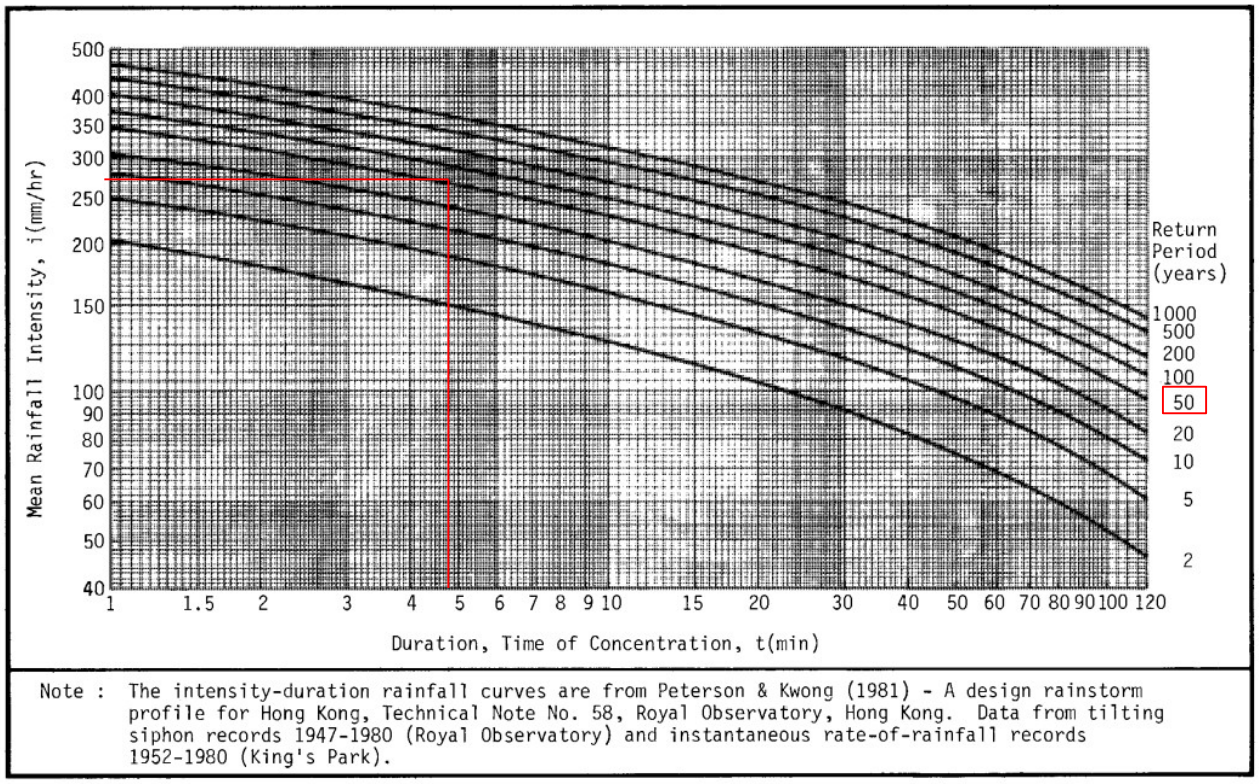


Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 287.9 mm/hr

Design Calculation of U-Channel

Project : **S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)**

Reference code: Stormwater Drainage Manual 2018 & Geotechnical Manual for Slope

Assumption:
- Runoff Coefficient for grass **0.2** (Steep and sandy grassland)
- Runoff Coefficient for concrete **1**
- Catchment 1 **3340** m^2 (Effective catchment inside subject lot) Rainfall Intensity = **243.4** mm/hr
- Catchment 2 **1900** m^2 (Effective catchment from uphill) Rainfall Intensity = **307.7** mm/hr
- Catchment 3 **1200** m^2 (Effective catchment from carriageway) Rainfall Intensity = **287.9** mm/hr
- Allowance **10** % reduction in flow area due to permissible degradation between desilting cycles

Abbreviation and Terms:

USCP	Upstream Catchpit	RAINFALL INTENSITY	Rainfall Intensity, mm/hr
DSCP	Downstream Catchpit	RUNOFF COEF.	Runoff Coefficient
USGL	Upstream Ground Level, mPD	CATCHMENT	Catchment Area, m^2
USIL	Upstream Invert Level, mPD	EFF. AREA	Effective Area, m^2
DSIL	Downstream Invert Level, mPD	CUM. AREA	Cumulative Effective Area, m^2
INVERT DIFF.	INVERT DIFFERENCE, m	DESIGN FLOW	Design Flow m^3/s
LENGTH	Channel Length, m	SIZE	Channel Size, mm
SLOPE	Channel Gradient, 1 in	UC TYPE	Channel Type
		VEL.	Velocity of Channel by Manning's Equation where n = 0.013
		FLOW CAP.	Fullbore Capacity m^3/s
		SPARE CAP.	Spare Capacity m^3/s

Cathcment		USGL mPD	DSGL mPD	USIL mPD	DSIL mPD	AVG. DEPTH m	INVERT DIFF. m	LENGTH m	GRADIENT 1 in	RAINFALL INTENSITY mm/hr	RUNOFF COEF.	CATCHMENT m^2	Affected Area %	EFF. AREA m^2	DESIGN FLOW m^3/s	CUM. DESIGN m^3/s	SIZE mm	TYPE	VEL m/s	ALLOWANCE (REDUCTION %)	FLOW CAP. m^3/s	SPARE CAP. m^3/s	UTILISATION %	RESULT	A (m^2)	P (m)	R (m)
1	Branch 1	14.50	14.45	14.23	13.76	0.69	0.47	46.7	100	243.4	1	3340	20	668	0.04519	0.04519	225	UC	1.5	10	0.208	0.163	22	OK	0.135	1.512	0.089
2		22.60	14.45	14.23	13.76	0.69	0.47	46.7	100	307.7	0.2	1900	100	380	0.03250	0.03250	225	UC	1.5	10	0.208	0.176	16	OK	0.135	1.512	0.089
3		15.80	14.45	14.23	13.76	0.69	0.47	46.7	100	287.9	1	1200	100	1200	0.09605	0.09605	225	UC	1.5	10	0.208	0.112	46	OK	0.135	1.512	0.089
Resultant & Discharge															0.17375	0.17375	225	UC	1.5	10	0.208	0.034	84	OK	0.135	1.512	0.089
1	Branch 2	14.50	14.45	14.23	13.85	0.61	0.38	38.0	100	243.4	1	3340	20	668	0.04519	0.04519	225	UC	1.5	10	0.179	0.134	25	OK	0.118	1.338	0.088
2		22.60	14.45	14.23	13.85	0.61	0.38	38.0	100	307.7	0.2	1900	100	380	0.03250	0.03250	225	UC	1.5	10	0.179	0.146	18	OK	0.118	1.338	0.088
Resultant & Discharge															0.07770	0.07770	225	UC	1.5	10	0.179	0.101	43	OK	0.118	1.338	0.088
1	Branch 3	14.50	14.45	14.23	13.90	0.56	0.33	33.0	100	243.4	1	3340	30	1002	0.06779	0.06779	225	UC	1.5	10	0.162	0.094	42	OK	0.107	1.238	0.087
Discharge															0.06779	0.06779	225	UC	1.5	10	0.162	0.094	42	OK	0.107	1.238	0.087
1	Branch 4	14.50	14.45	14.30	14.05	0.40	0.25	25.0	100	243.4	1	3340	20	668	0.04519	0.04519	150	UC	1.2	10	0.060	0.015	75	OK	0.052	0.886	0.059
Discharge															0.04519	0.04519	150	UC	1.2	10	0.060	0.015	75	OK	0.052	0.886	0.059
1	Branch 5	14.50	14.45	14.30	13.76	0.69	0.54	53.6	100	243.4	1	3340	40	1336	0.09039	0.09039	150	UC	1.2	10	0.109	0.019	83	OK	0.090	1.457	0.062
Discharge															0.09039	0.09039	150	UC	1.2	10	0.109	0.019	83	OK	0.090	1.457	0.062
1	Branch 6	14.50	14.45	14.30	14.01	0.44	0.29	29.0	100	243.4	1	3340	20	668	0.04519	0.04519	150	UC	1.2	10	0.067	0.022	68	OK	0.057	0.966	0.059
Discharge															0.04519	0.04519	150	UC	1.2	10	0.067	0.022	68	OK	0.057	0.966	0.059
Total Catchment for Site = 6440 m^2																											

APPENDIX D

Construction Drawing

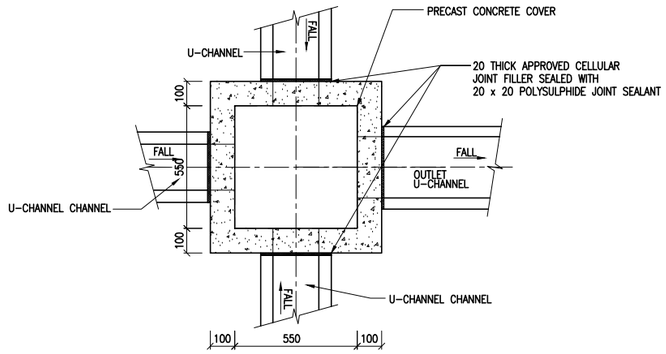
ISO A1 594mm x 841mm

GENERAL NOTES:

1. GRADE 40D CONCRETE SHALL BE USED UNLESS OTHERWISE STATED.
2. THE PROPOSED DRAINAGE WORKS, WHETHER WITHIN OR OUTSIDE THE LOT BOUNDARY, SHALL BE CONSTRUCTED AND MAINTAINED BY THE OWNER AT HIS OWN EXPENSE. FOR WORKS TO BE UNDERTAKEN OUTSIDE THE LOT BOUNDARY, PRIOR CONSENT FROM DLO AND/OR RELEVANT PRIVATE LOT OWNERS SHALL BE SOUGHT.
3. ALL U-CHANNEL SHALL BE GRADIENT 1:100 UNLESS OTHERWISE STATED.
4. GRATE COVERS SHALL BE PROVIDED FOR THE SECTION THAT VEHICLE MAY CROSS THE CHANNELS.

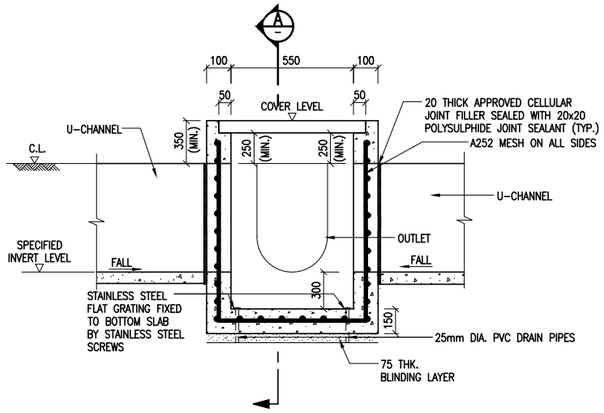
SCHEDULE OF CATCHPIT

CATCHPIT NO.	CATCHPIT TYPE	COVER LEVEL (mPD)	BTM. LEVEL (mPD)	INLET LEVEL (mPD)	OUTLET LEVEL (mPD)
CP1A	1	+14.45	+14.08	+14.23	+14.23
CP1B	1	+14.45	+13.94	+14.09	+14.09
CP1C	2	+14.45	+13.36	+13.81	+13.81
CP2A	1	+14.45	+13.89	+14.04	+14.04
CP2B	2	+14.45	+13.39	+13.84	+13.84
CP3	2	+14.45	+13.44	+13.89	+13.89
CP4	2	+14.45	+13.58	+14.03	+14.03
CP5	2	+14.45	+13.31	+13.76	+13.76
CP6	2	+14.45	+13.56	+14.01	+14.01



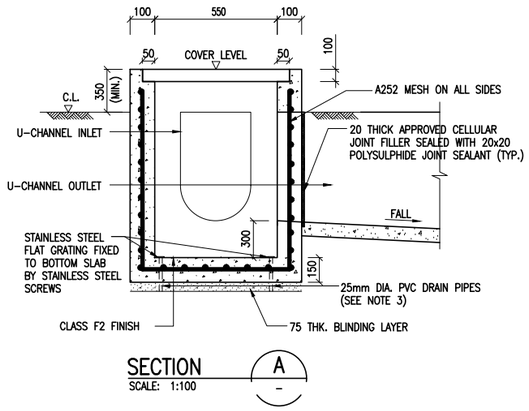
PLAN OF CATCHPIT (TYPE 1&2)

(REFERENCE: CEDD STANDARD DRAWING NO. IC2406_1&2)
N.T.S.



SECTION OF TYPE 2 CATCHPIT

SCALE 1:100



SECTION A

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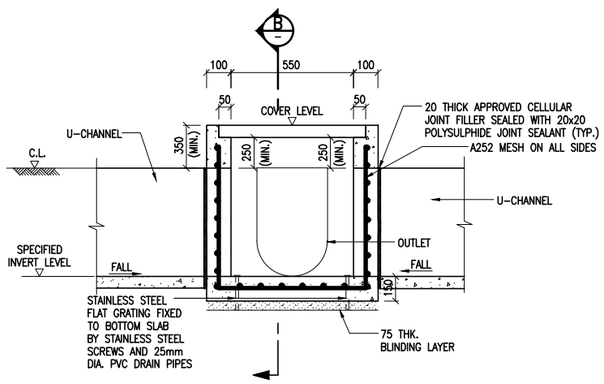

SECTION OF TYPE 1 CATCHPIT

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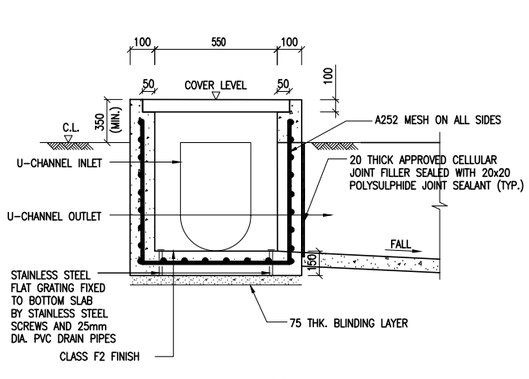
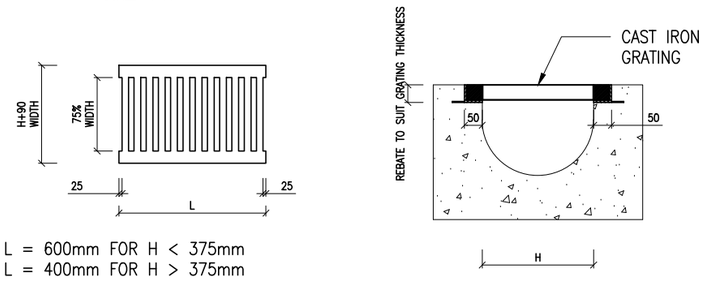


SECTION B

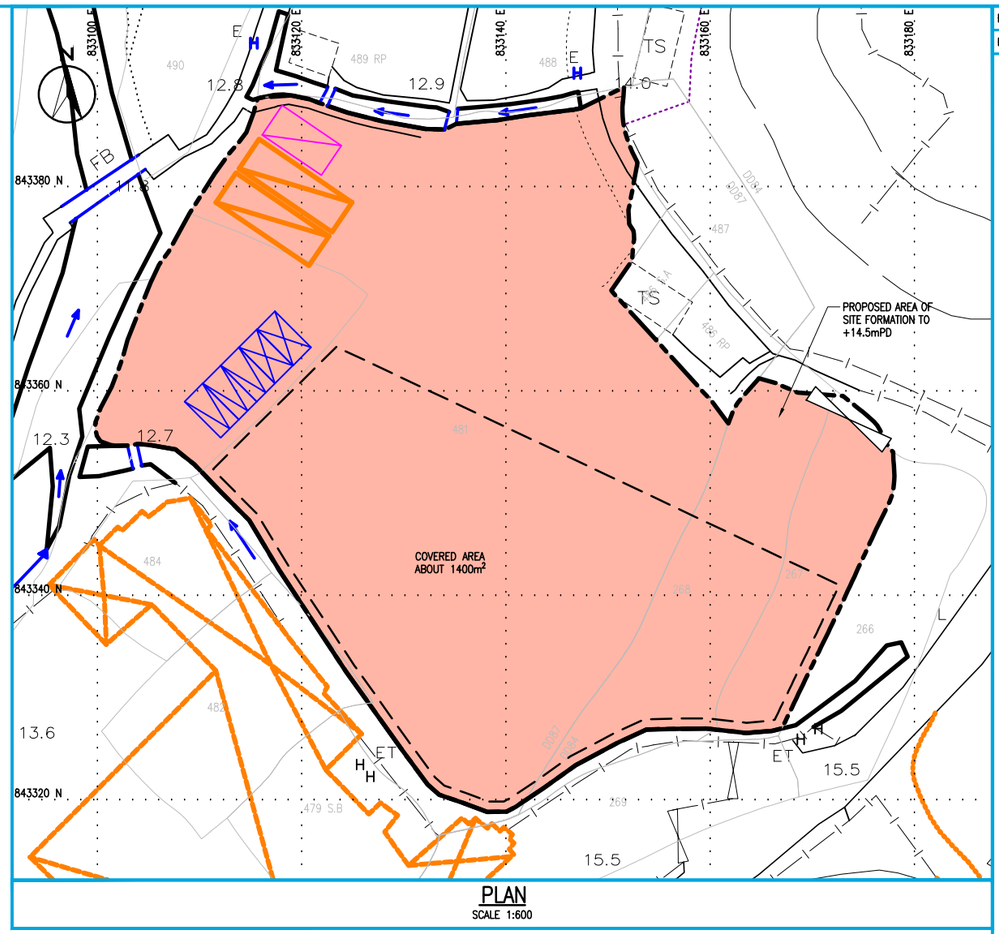
SCALE: 1:100



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

CAST IRON GRATING FOR U-CHANNELS

(REFERENCE : CEDD DWG. NO. C2412D)
N.T.S.



PLAN

SCALE 1:600

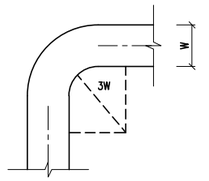
B.D. REF.

F.S.D. REF.

LEGEND:

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11mx3.5m)
- PROPOSED LGV L/UL BAY (7mx3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5mx2.5m)
- PROPOSED VISITOR PARKING SPACE (5mx2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

NOMINAL SIZE H	THICKNESS T	THICKNESS B
150	100	100
225–600	175	225
675–1200	175	225



CHANNEL CHANGING DIRECTION THROUGH BENDS

(REFERENCE : PAGE 100 GEOTECHNICAL MANUAL FOR SLOPES)
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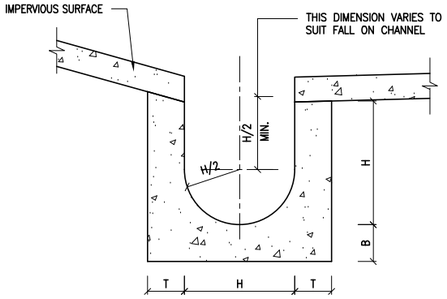

DETAILS OF U-CHANNEL

(REFERENCE : FIG. 8.11 OF GEOTECHNICAL MANUAL FOR SLOPES)
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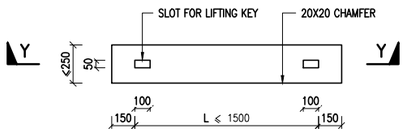

PLAN OF PRECAST CONCRETE COVERS

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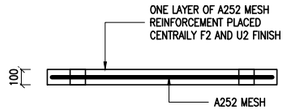
N.T.S.



SECTION Y–Y
PRECAST CONCRETE COVERS FOR SAND TRAP AND CATCHPIT

(REFERENCE : CEDD DWG. NO. C2407B)
N.T.S.

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE – DO NOT SCALE DRAWING – ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK – THIS DRAWING IS NOT VALID FOR FOR CONSTRUCTION PURPOSES UNLESS EXPRESSEDLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	AS SHOWN (A3)		
CAD FILE:	WNG_24050_C_DRA_001		

PROJECT:
SDO 01/2024 PEDESTRIAN WALKWAY LINKING WEST KOWLOON CULTURAL DISTRICT AND TAI KOK TSUI DESIGN AND CONSTRUCTION SUPERVISION

DRAWING TITLE:
GENERAL NOTES AND LAYOUT PLAN

DRAWING NO: WNG/24050/C/DRA/001

REV: –

WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.

Plot File by: USER115 5/7/2024 9:58:17 am
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ISO A1 594mm x 841mm

N

833100_E | 833150_E | 833200_E | 833250_E

843400_N

843350_N

843300_N

EXISTING DRAINAGE FEATURES

CATCHMENT AREA 1
AREA: 3340mm²

CATCHMENT AREA 2
AREA: 2270mm²

CATCHMENT AREA 3
AREA: 1200mm²

COVERED AREA
ABOUT 1400m²

FALL

VACANT GRASSLAND

WATER STREAM

DD84

DD87

Road

B.D. REF.	
F.S.D. REF.	

LEGEND:

- BOUNDARY OF LOTS FOR THIS APPLICATION
- EXISTING DRAINAGE FEATURES
- FLOW DIRECTION

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE – DO NOT SCALE DRAWING – ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK – THIS DRAWING IS NOT VALID FOR FOR CONSTRUCTION PURPOSES UNLESS EXPRESSEDLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	1:500 (A3)		
CAD FILE:	WNG_24050_C_DRA_002		

PROJECT:
SDO 01/2024 PEDESTRIAN WALKWAY LINKING WEST KOWLOON CULTURAL DISTRICT AND TAI KOK TSUI DESIGN AND CONSTRUCTION SUPERVISION

DRAWING TITLE:
PROPOSED EFFECTIVE CATCHMENT AREA FOR SURFACE RUNOFF AFFECTING SUBJECT LOTS

DRAWING NO: WNG/24050/C/DRA/002

REV: –

威翔集團工程師有限公司
WING & ASSOCIATES CONSULTING ENGINEERS LTD.

Plot File by: USER115 2/5/2024 2:08:07 pm
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ISO A1 594mm x 841mm

N

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

U CHANNEL (BRANCH 4)

CP3 (TYPE 2)
C.L.: +14.45mPD
A1: +13.89mPD
X1: +13.89mPD

225 UC

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

CP2B (TYPE 2)
C.L.: +14.45mPD
A1: +13.84mPD
X1: +13.84mPD

U CHANNEL (BRANCH 3)

150 UC

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

CP4 (TYPE 2)
C.L.: +14.45mPD
A1: +14.03mPD
X1: +14.03mPD

PROPOSED SITE BOUNDARY

CP2A (TYPE 1)
C.L.: +14.45mPD
A1: +14.04mPD
X1: +14.04mPD

CP1A (TYPE 1)
C.L.: +14.45mPD
A1: +14.23mPD
X1: +14.23mPD

PROPOSED VEHICLE ACCESS

CP1B (TYPE 1)
C.L.: +14.45mPD
A1: +14.09mPD
X1: +14.09mPD

U CHANNEL (BRANCH 2)

U CHANNEL (BRANCH 1)

U CHANNEL (BRANCH 4)

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

CP5 (TYPE 2)
C.L.: +14.45mPD
A1: +13.76mPD
X1: +13.76mPD

CP1C (TYPE 2)
C.L.: +14.45mPD
A1: +13.81mPD
X1: +13.81mPD

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

U CHANNEL (BRANCH 5)

CP6 (TYPE 2)
C.L.: +14.45mPD
A1: +14.01mPD
X1: +14.01mPD

U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT

U CHANNEL (BRANCH 6)

843380 N.
843360 N.
843340 N.
843320 N.

833100 E
833120 E
833140 E
833160 E
833180 E

LEGEND:

PROPOSED 9m WIDE VEHICULAR ACCESS

B.D. REF.
F.S.D. REF.

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	1:300 (A3)		
CAD FILE:	WNG_24050_C_DRA_003		

PROJECT:
SDO 01/2024 PEDESTRIAN WALKWAY LINKING WEST KOWLOON CULTURAL DISTRICT AND TAI KOK TSUI DESIGN AND CONSTRUCTION SUPERVISION

DRAWING TITLE:
PROPOSED DRAINAGE SYSTEM

DRAWING NO: WNG/24050/C/DRA/003
REV: –

WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.

Plot File by: USER115 5/7/2024 9:58:31 am
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Enclosure | 3

Revised Traffic Review Report

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

Responses to Comments from Transport Department (A/NE-TKL/759)

Annex A

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

TRAFFIC REVIEW REPORT

Reference: 31037-T01-02
Date: July 2024

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Contents

1 Introduction

1.1 Background

The Applicant intends to seek Town Planning Board ("TPB") approval for a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (hereafter "the proposed development", in order to facilitate the proposed relocation of the Applicant's existing logistics centre in Sheung Shui North.

In the Approved Hung Lung Hang Outline Zoning Plan (S/NE-HLH/11) and Approved Ping Che and Ta Kwu Ling Outline Zoning Plan (S/NE-TKL/14) (referred to as the "OZP"), the Applicant Site is zoned as "Agriculture". According to the Schedule of Uses outlined in the OZP, the intended use of a "logistics centre" does not fall under either Column 1 or Column 2 uses. Consequently, obtaining temporary planning permission from TPB is necessary for the proposed logistics centre, in accordance with TPB PG-No. 13G 'Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance'.

AXON Consultancy Limited was commissioned to carry out a Traffic Review (TR) report in support of the Section 16 planning application to facilitate the proposal at the Application Site.

1.2 Objectives

The objectives of the traffic review study are as follows:

- to assess the operational traffic impacts associated with the temporary logistics centre; and
- to ensure that existing traffic operations adhere to relevant statutory requirements, guidelines, and standards; and
- to analyse the effectiveness of current traffic management measures implemented at the site.

2 The Proposed Development

2.1 The Application Site

The Application Site covers approximately 3,270m² and is bounded by Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land in Ping Che, Ta Kwu Ling, New Territories. The site is proximate to a local store (樂奇園士多) and is accessed via a single-track road branching from Ping Che Road on the west. The site's location is depicted in **Figure 2.1.**

2.2 The Proposed Development

The Applicant plans to operate the site as a temporary logistics centre from 2024 to 2027. The development timeline is outlined in **Table 2.1**.

Table 2.1 Development Schedule

Design Parameter	Quantity of Proposed Development Parameter
Subject Site Area	About 3,270 m^2
Covered Area	About 1,400 m^2
Tentative Operation Year	2024 – 2027

2.3 Existing Road Network

The major road networks in the vicinity of the Application Site are listed as follows:

Ping Che Road, operates as a District Distributor and features a single two-lane carriageway running in the north-south direction. It serves as a crucial link between Sha Tau Kok Road and Lin Ma Hang Road.

Unnamed Access Road, serves as the primary access route for local communities in Hung Lung Hang, including Lei Uk and Lei Uk San Tsuen. This road extends east-west between Ping Che Road and Kong Nga Po Road. Vehicular access to the application site is detailed in **Figure 2.2**.

3 Traffic Operation Review

3.1 Overview of Business Operations and Traffic Flow

The proposed logistics centre is designed for low-intensity operations, focusing on infrequent, specialized shipments. This operational model inherently limits the number of vehicle trips to and from the site, as depicted in **Table 3.1**. The information pertains to the Applicant's existing logistics centre in Sheung Shui North. Typically, the maximum traffic generation is projected to be 13 pcu per hour during AM peak hours and 15 pcu per hour during PM peak hours, with traffic attraction slightly reversing to 15 pcu in the morning and 13 pcu in the afternoon.

Table 3.1 Development Traffic Generation

Development	Generation		Attraction	
	AM Peak	PM Peak	AM Peak	PM Peak
Observed Trips (pcu/hr)				
Existing Site (Covered Area: about 2,136m^2)	13	15	15	13
Anticipated Trips (pcu/hr)				
Application Site* (Covered Area: about 1,400m^2)	**13**	**15**	**15**	**13**

*Note: * To provide a conservative estimate, the anticipated maximum traffic generated and attracted would be equivalent to the highest recorded traffic at the current site, even though the application site has a smaller area of coverage compared to the existing site.*

3.2 Operating Hours and Vehicle Types

The logistics centre will operate from 9:00 AM to 6:00 PM, Monday through Saturday, excluding public holidays. These hours have been chosen to align with local business operations and to minimise the impact on peak traffic periods in the surrounding areas. The primary types of vehicles expected at the site include Private cars by Staff, Light Goods Vehicles (LGV), and Heavy Goods Vehicles (HGV).

3.3 Site Access and Vehicle Manoeuvrability

In order to determine the optimal width for the access at the logistics centre, a swept path analysis was conducted for the vehicles anticipated to use this facility. This analysis led to the conclusion that a 9-meter-wide access point is necessary to ensure safe and efficient vehicle manoeuvres, thereby minimizing congestion and to minimize tailback onto public road. The results are documented in **Figures SP-01 to SP-05**.

3.4 Traffic Control Measures

To ensure that there is no queuing or backlog of vehicles at the site entrance, the following measures will be implemented:

a. The site is designed with ample maneuverable space to facilitate the smooth entry and exit of vehicles.

b. All vehicle entry and exit records will be managed internally, ensuring that vehicles can enter the site immediately upon arrival without waiting outside.

c. Deliveries to the logistics centre are expected to be infrequent, averaging only a few trips per hour. Delivery schedules can be staggered to avoid traffic peaks and ensure a steady and manageable flow of vehicles.

d. Dedicated personnel will be present on-site to monitor vehicle movements and provide real-time guidance to drivers, which helps maintain efficient traffic flow and prevents delays or backlogs.

These measures, along with the site's design as depicted in **Figure 2.2** will ensure that vehicles can move in and out without causing external queuing.

3.5 Loading and Unloading Operations

The design of the logistics centre incorporates three loading/unloading bays to meet the operational demands of the facility, given that there are no specific parking requirements for logistics centres outlined in the Hong Kong Planning Standards and Guidelines (HKPSG). The layout is planned to ensure efficient operations and to mitigate any potential traffic or operational congestion. The layout of the loading/unloading areas, along with the designated parking spaces, is depicted in **Figure 2.2**.

Figure 2.2 illustrates a pedestrian route that segregates from the vehicular routes and the quickest and most direct route to the covered area. These measures have been put in place to ensure the safety of pedestrians.

a. *Loading/Unloading Provisions*

   One LGV L/UL bay, measuring 7 meters in length, and 3.5 meters in width.

   Two HGV L/UL bays, each measuring 11 meters in length and 3.5 meters in width.

   These bays are located on the western side of the site to enhance access and efficiency.

b. *Parking Provisions*

   Three private car parking spaces, each measuring 5 meters in length and 2.5 meters in width.

   Two visitor parking spaces, each measuring 5 meters in length and 2.5 meters in width.

   These parking spaces are provided on the north-western side of the site, ensuring the parking needs of staff and visitors.

The manoeuvrability of vehicles at each bay has been analysed to ensure that there are no backlogs or excessive idling times. The detailed manoeuvrability for each bay is illustrated in **Figures SP-01 to SP-05**, showing that each space is well-suited to the vehicle sizes anticipated.

4 Summary and Conclusions

4.1 Summary

The applicant seeks planning permission to develop Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining government land in Ping Che, Ta Kwu Ling, New Territories, into a temporary logistics centre. This development, slated to operate from 2024 to 2027, aims to facilitate the relocation of the applicant's existing logistics centre currently located in Sheung Shui North.

This Traffic Operation Review confirms that the planned logistics centre, strategically situated near key roadways, is designed for low-intensity operations that will generate two-way traffic of 28 pcu per hour during peak periods, thus ensuring minimal impact on local traffic.

Operational Highlights:

- Operating Hours: The centre will operate from 9:00 AM to 6:00 PM, Monday through Saturday, specifically timed to reduce disruptions to local traffic flow.
- Vehicle Management: The operation will predominantly all scheduled to operate outside peak traffic times to mitigate potential congestion.
- Safety and Design: The centre will feature a 9-meter-wide access point to ensure safe vehicle manoeuvres, three L/UL bays, and three private car parking spaces.
- Pedestrians and Vehicles Segregation: Pedestrian routes are clearly marked and separated from vehicular routes to minimize interactions between pedestrians and vehicles. Also, lighting systems are in place to ensure pedestrian areas are well-lit and monitored.

In conclusion, the logistics centre is designed to meet regulatory standards and optimize operational efficiency without substantially impacting local traffic.

Figures

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SITE LOCATION

FIGURE 2.1

Scale : **1:20000 (A3)**

Date : **MAY 2024**

Rev. :

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http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TA\DATA\DRAWING\REPORT DRAWING\FIG 2.1_SITE LOCATION.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

TRAFFIC MANAGEMENT MEASURES

FIGURE 2.2

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Scale : **1:500 (A3)**

Date : **MAY 2024**

Rev. : **A**

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X:\PROJECT\3103 516 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TA\DATA\DRAWING\REPORT DRAWING\FIG 2.2A_TRAFFIC MANAGEMENT MEASURES.DWG

Appendix A

Swept Path Analysis

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 11m HEAVY GOOD VEHICLE

FIGURE SP-01

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Scale : **1:500 (A3)**

Date : **JUL 2024**

Rev. : **A**

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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.2A_TRAFFIC MANAGEMENT MEASURES.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 11m HEAVY GOOD VEHICLE

FIGURE SP-02

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Scale : **1:500 (A3)**

Date : **JUL 2024**

Rev. : **A**

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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.2A_TRAFFIC MANAGEMENT MEASURES.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 7m LIGHT GOOD VEHICLE

FIGURE SP-03

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Scale : **1:500 (A3)**

Date : **JUL 2024**

Rev. : **A**

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\FIG 2.2A_TRAFFIC MANAGEMENT MEASURES.DWG

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 5m PRIVATE CAR

FIGURE SP-04

Scale : **1:500 (A3)**

Date : **JUL 2024**

Rev. :

AXON CONSULTANCY
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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TA\DATA\DRAWING\REPORT DRAWING\FIG 2.2A_TRAFFIC MANAGEMENT MEASURES.DWG

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

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FIGURE SP-05

Scale : **1:500 (A3)**

Date : **JUL 2024**

Rev. :

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TJA\DATA\DRAWING\REPORT DRAWING\FIG 2.2A_TRAFFIC MANAGEMENT MEASURES.DWG

Te
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 14th August, 2024
Our Ref. : ADCL/PLG-10286/L008

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

By Email

Dear Sir/Madam,

RE: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories (Planning Application No. A/NE-TKL/759)

We refer to the latest comments from Development Bureau and Drainage Services Department (dated 24.7.2024), Transport Department and Lands Department (dated 12.7.2024).

We would like to supersede our previous submission dated 12.8.2024 (Ref.: ADCL/PLG-10286/L007) and hereby enclose our *Responses-to-Comments Table with Further Information* to address the abovementioned departmental comments for your consideration.

Considering the comments from Drainage Services Department, the proposed layout has been modified to ensure sufficient buffer is retained for future maintenance of the existing stream course. The revised layout is presented in **Appendix I**.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Miss Isa YUEN or Mr. Thomas LUK at 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

Encl.
c.c. DPO/ Sha Tin, Tai Po and North (Attn.: Ms. Sheren LEE) – By Email
Client

Address 地址：
Room 1702, 17/F., Loon Kee Building,
Nos. 276-275 Des Voeux Road Central, Hong Kong
香港德輔道中 267-275 號龍記大廈 17 樓 1702 室

Further Information

Table of Contents

Table | 1

Response-to-Comment Table

Department	Date	Comments	Responses to Departmental Comments
Drainage Services Department	24.7.2024	1. We reiterate all the proposed works should be placed 3m away from the existing streamcourse. Please advise if such requirement will be complied with under the proposed development. 2. It is possible that construction plants & structures could alter the ideal flow path. Please review the classification of catchment areas and calculations for proposed drainage channel. 3. Appendix C - Please review if the external catchment 2 has been fully considered in the calculation. 1900m2 catchment area is identified, however, only 760m2 has been taken into account. 4. It is still unclear if the downstream drainage system, i.e. existing streamcourses, proposed for discharge of the surface runoff from the site has adequate capacity for connection, please review and provide justification.	Noted, all proposed development has been setback 3m to ensure sufficient buffer is retained for future maintenance of the existing stream course. Layout has been revised (**Appendix I** refers). The covered area (1400m2) may affect the ideal flow path in catchment area 1. Therefore, three concentrated discharge points have been added and the drainage capacity checking has been revised. Please find the revised calculation in Appendix C (**Appendix II** refers). The calculation is revised where the entire catchment 2 (1900m2) will be considered (**Appendix II** refers). Noted, the discharge from the subject lot has been incorporated into the calculation of the drainage capacity of the downstream drainage system. Please find the revised calculation in Appendix C (**Appendix II** refers).

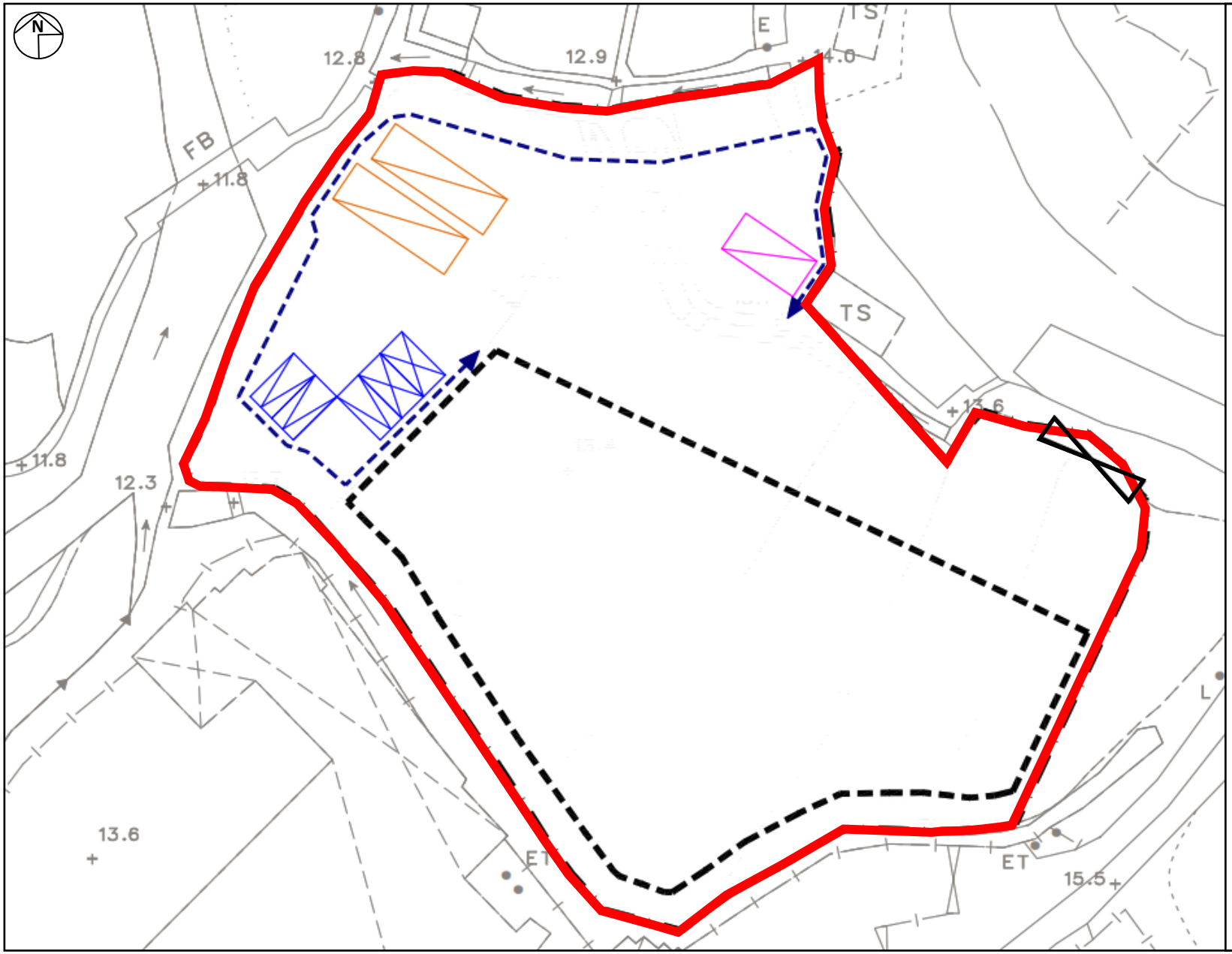
Bureau	Date	Comments	Responses to Departmental Comments
Development Bureau	24.7.2024	It is noted from Para. 1.2.3 of the Planning Statement that the applicant has entered into a Memorandum of Understanding with the existing operator at FLN NDA that the application site, if approved, will be utilised by the existing operator for relocation. To facilitate our consideration, the applicant should provide the followings – (i) Information of the existing operator (including its name, business nature and operation area), and information demonstrating that it is an existing operator; (ii) The said Memorandum of Understanding; and (iii) Reason(s) for not submitting the application under the name of the existing operator.	(i) The existing operator, Lai Hin Trading Company Limited (麗軒貿易有限公司), has been engaged in the logistics industry for many years. Located at various lots in D.D. 52, Fanling North, New Territories, the existing operation provides logistics support for the construction industry, specialising in storage of construction materials and consolidation of materials for distribution. The existing operation involves an operation area of about 3,900 sqm, with a covered area of about 2,150 sqm. Please refer to **Appendix III** for the site photos for the existing operations, demonstrating that Lai Hin Trading Company Limited is an existing operator. (ii) The original hard copy of the Memorandum of Understanding was submitted along with the current application. Please refer to **Appendix IV** for the Memorandum of Understanding with the existing operator at FLN NDA that the application site. (iii) As shown in **Appendix IV**, the applicant has entered into a Memorandum of Understanding with the existing operator at the FLN NDA that the application site is located in. As a tenant of the application site, the applicant, Able New Development Limited, submits the current application, and agrees to lease the application site to the existing operator for the use of a temporary logistics center upon receiving planning approvals.

Department	Date	Comments	Responses to Departmental Comments
Transport Department	12.7.2024	(iii) The applicant shall advise the measure in preventing illegal parking by visitors to the subject site; and	Given the low volume of visitor traffic anticipated at the logistics center, the provision of two on-site visitor parking spaces is deemed sufficient to meet the site's needs. Please refer to **Figure 2.2 (Rev. A**) for the newly proposed parking spaces (See **Appendix V**). The applicant is committed to ensuring that the newly proposed visitor parking spaces are exclusively for visitors, and occupation by staff is not anticipated.

Department	Date	Comments	Responses to Departmental Comments
Lands Department	12.7.2024	The application site comprises Old Schedule Agricultural Lot 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 application site. No consent is given for inclusion of GL (about 371m² mentioned in the application form) in the application site. The Applicant should be reminded that any occupation of GL without Government's prior approval is an offence, For direct grant of Short Term Tenancy (STT) of the adjoining GL to the Applicant for temporary uses, prior policy support from the relevant Bureau has to be obtained. As the application does not provide any details on the policy support, please seek comments from the relevant Bureau, especially the application highlights the existing business operation is affected by the remaining phase of KTN/FLN NDA Project. If the planning application is approved and subject to the availability of policy support as mentioned above, the lot owners should apply to this office for a Short Term Waiver (STW) and/or STT5 to permit the structure to be erected within the said private lots and the occupation of the Government land. The application(s) for STW and/or STT will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW and/or STT, if approved, will be subject to such terms and conditions including the payment of waiver fee/rent and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure will be considered Advisory Comments The applicant should comply with all the land filling requirements imposed by relevant Government departments. GL should not be disturbed unless with prior approval.	Noted. Noted. The existing business operation has been affected by the remaining phase of KTN/FLN NDA Project (See **Appendix VI**). With the intention of continuing the existing business, the existing operator has approached the Development Projects Facilitation Office (DPFO) of the Development Bureau (DEVB) on 11.1.2024, seeking assistance for the brownfield operation affected by the remaining phase of the KTN/FLN NDA Project. The applicant is currently providing more information to the relevant Bureau in support of the current application. The application site includes about 371m² of government land (GL), constituting 10% of the application site. The applicant intends to include this GL as it is encompassed by the private lots and shares similar site conditions (See **Appendix VII**). Excluding the GL may result in a leftover area that would be difficult to access and maintain in the future. In view of this, the applicant includes the GL in the current application and **would apply to Lands Department for Short Term Tenancy**, with its use as parking space only, and there will be no structures erect thereon. Considering the current application seeks planning approval for the proposed use for a temporary basis of three year only, in this connection, the temporary nature of the proposed uses would not in any sense pose any constraints to jeopardize any future plans of LandsD. The applicant will strictly follow any requirements imposed by Government departments should the subject GL is allowed for inclusion under the current application.

Appendix | I

Revised Indicative Layout Plan



LEGEND:

- Application Site (About 3,270m^2)
- Structure (About 1,400m^2)
- Loading and Unloading Bay for Heavy Goods Vehicle (11m(L) x 3.5m(W))
- Loading and Unloading Bay for Light Goods Vehicle (7m(L) x 3.5m(W))
- Private Car Parking Space (5m(L) x 2.5m(W))
- Private Visitor Parking (5m(L) x 2.5m(W))
- Pedestrian Route
- Ingress/Egress (About 9m wide)

(For Identification Only)

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Indicative Layout Plan *Ref.: ADCL/PLG-10286-R001/F005*	**Figure:** 5 **Scale:** Not to Scale **Date:** Aug 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.

Appendix | II

Revised Drainage Proposal

Application at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

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Drainage Proposal

Third Submission

Prepared by: Matthew Poon
Date: 7-August-2024

Wings & Associates Consulting Engineers Ltd.
22/F, Elite Centre,
22 Hung To Road,
Kwun Tong, Kowloon
Hong Kong

CONTENTS

APPENDICE

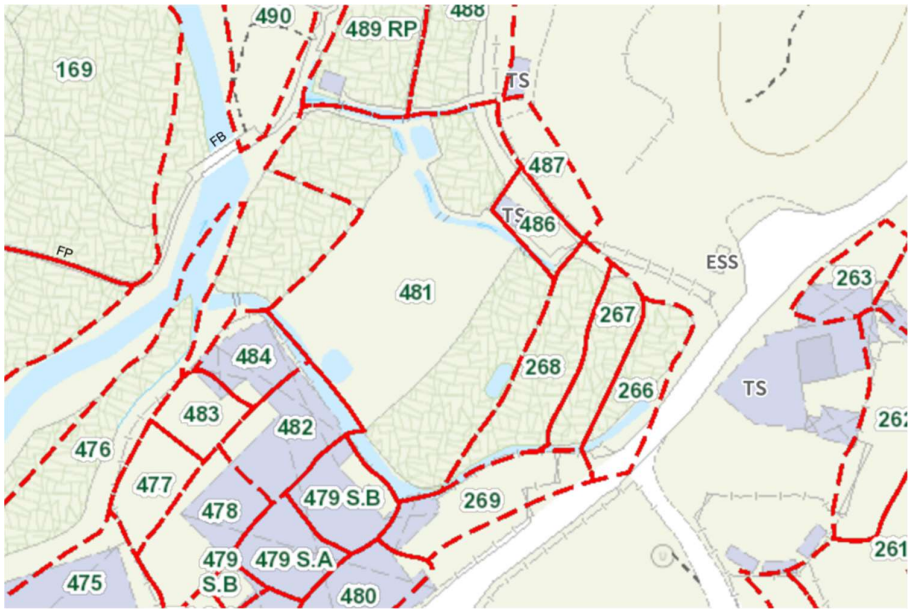
1. INTRODUCTION

The drainage proposal is under the application of Section 16 Planning Application. The proposed uses of the subject lots are a temporary logistic center for a period of 3 years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories.

Wings & Associates Consulting Engineers Limited is appointed to be the consultant to prepare for the Drainage Proposal in support of the construction works for the proposed application and address the Drainage Services Department's general comments.

2. SITE DESCRIPTION

2.1 The general views of the application area can be referred to in the figures below. The combined parts of the lot cover an area of about 6500m^2.

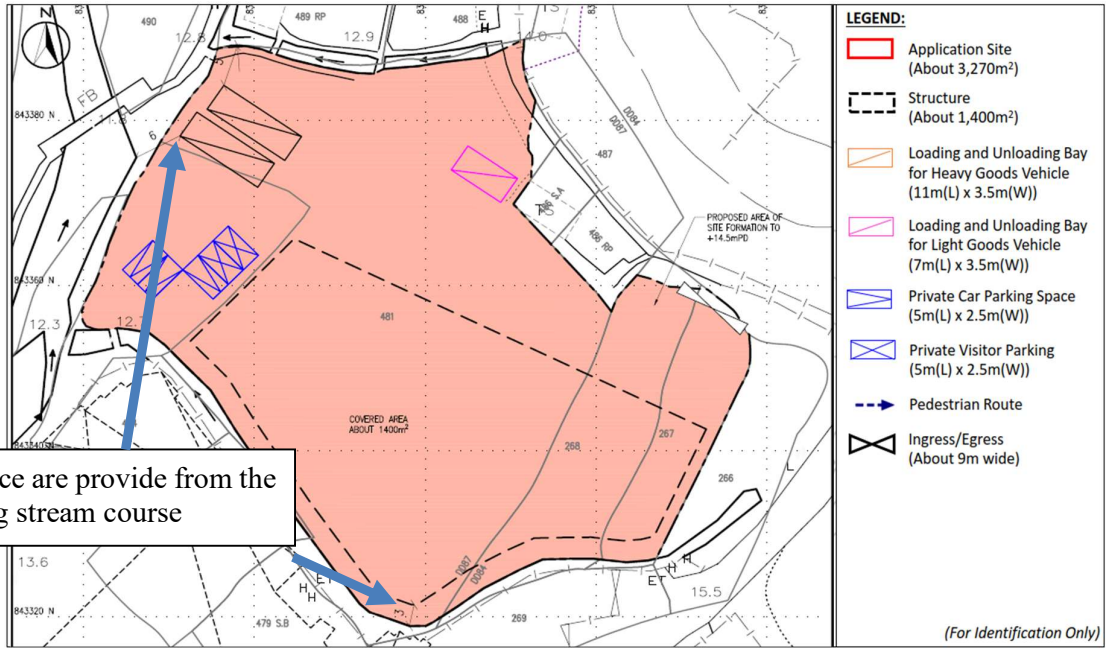


Lot information of the Subject Site

2.2 The figure below shows the proposed boundary of the subject site. This area will be surrounded by fencing in the subject lots. The fencing will provide clearance above ground surface to allow the flow of storm water surface runoff.

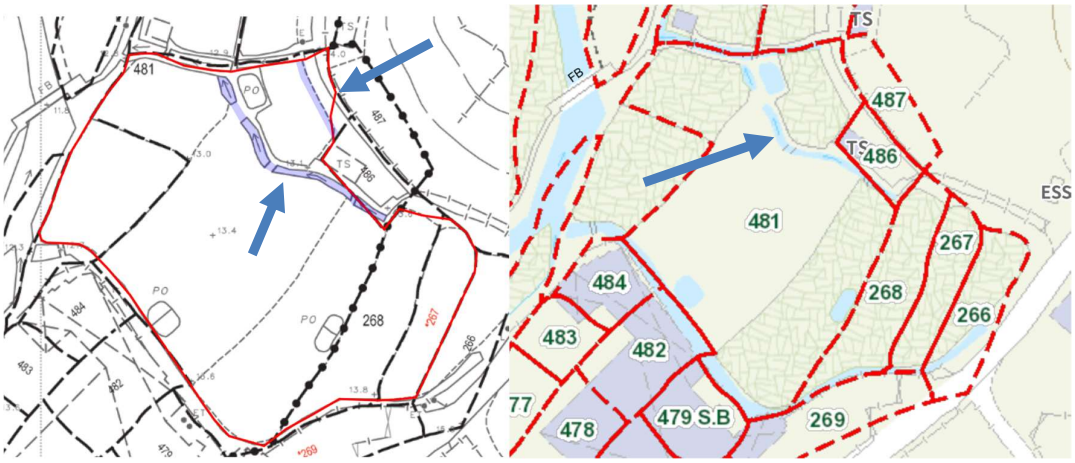
Boundary of the Subject Site and surround by Fencing

2.3 The figure below shows the proposed layout with different parking provisions of this area within the boundary of the fencing where will be a temporary logistic center as we proposed. No permanent structures and buildings will be placed within the subject site, the flow direction will not be affected by any blockage. All proposed developments will be placed 3m away from the existing stream course.



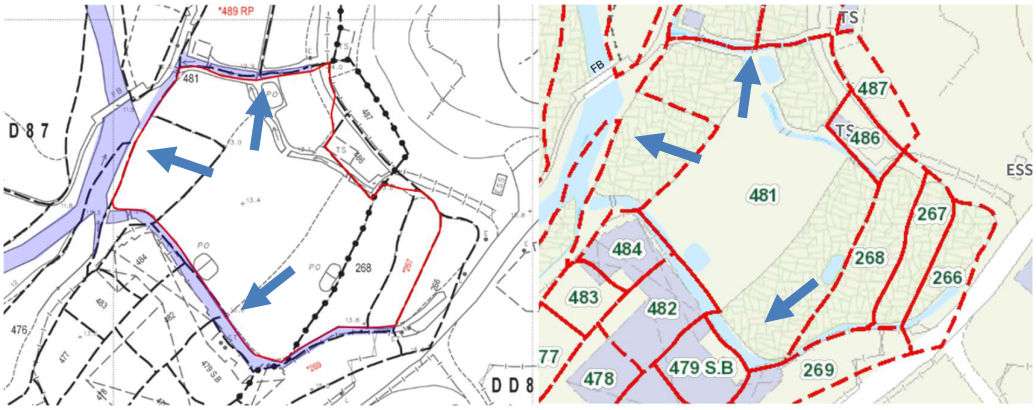
Location of the parking area within the subject site

2.4 The figures below show the location of an existing stream course within the subject lot. Photos showing the current conditions can be referred to Appendix.



Existing drainage features within the subject site

2.5 The figure below shows the location of the existing stream course outside of the subject lot. Photos showing the current conditions can be referred to Appendix.



Existing drainage features outside of the subject site

2.6 Referring to the actual site condition, there are existing channels outside the boundary. The figure below shows the location of the existing channels outside of the subject lots. Photos showing the current conditions can be referred to Appendix.

Existing U-Channels at West Side (outside the site boundary)

2.7 The existing ground level of the subject site ranges between +12.17mPD to +14.47 mPD. With reference to the Stormwater Drainage Manual, the mean higher high-water level for Tai Po Kau is +2.02mPD. Water level information from Hong Kong Observatory shows the existing highest water level is recorded as +5.03mCD (+5.176mPD) with tide gauge established in Tai Po Kau.

The Information can be referred to the record from the Observatory and the tables from the Stormwater Drainage Manual, which have shown below.

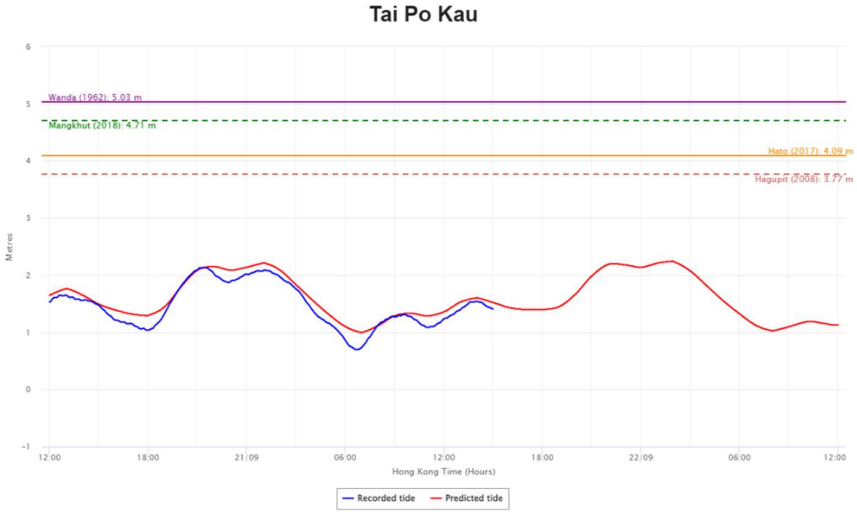


Table 8 – Design Extreme Sea Levels (in mPD)

Return Period (Years)	North Point/ Quarry Bay (1954-2017)	Tai Po Kau (1962-2017)	Tsim Bei Tsui (1974-2017)	Tai O (1985-2017)
2	2.73	2.91	3.07	2.87
5	2.94	3.20	3.31	3.16
10	3.09	3.45	3.51	3.36
20	3.24	3.73	3.74	3.57
50	3.45	4.19	4.09	3.84
100	3.63	4.60	4.40	4.06
200	3.81	5.10	4.77	4.28

Table 9 – Mean Higher High Water (MHHW) Levels (in mPD)

North Point/ Quarry Bay (1962-2017)	Tai Po Kau (1981-2017)	Tsim Bei Tsui (1983-2017)	Tai O (1985-2017)
2.01	2.02	2.32	2.13

3. DRAINAGE SYSTEM OF THE SITE FOR STORWATER DISCHARGE

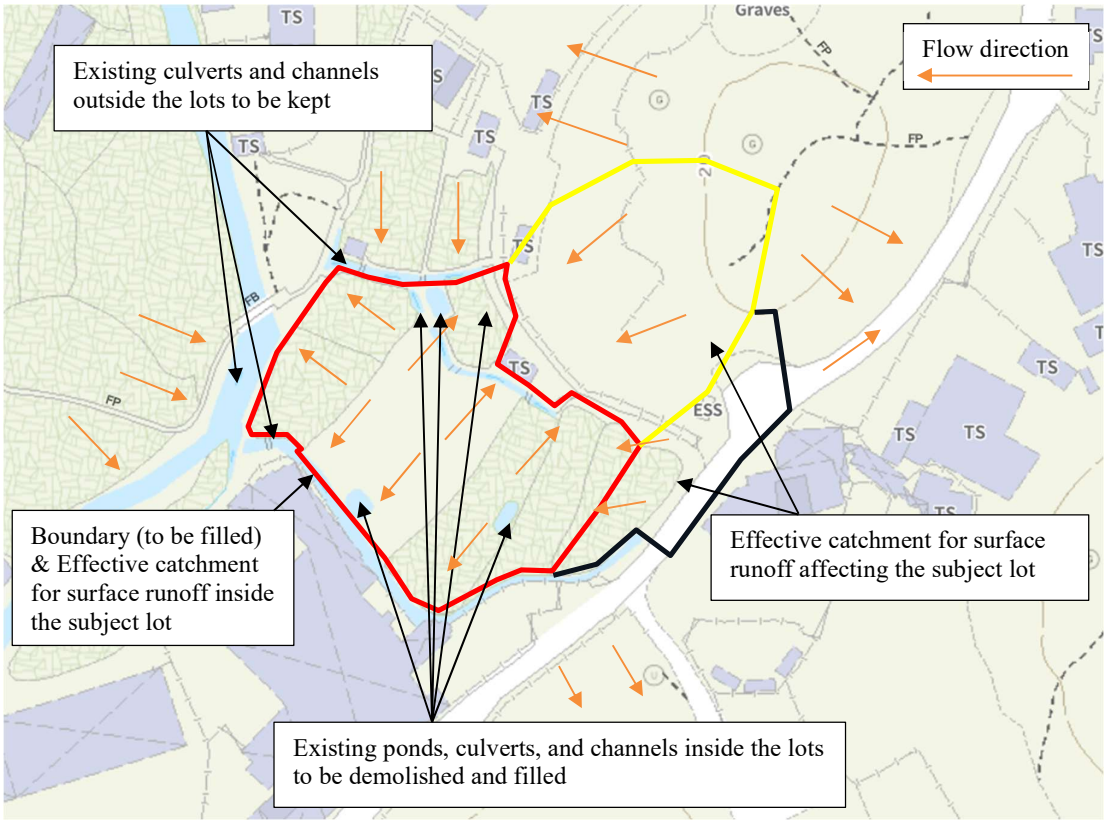
3.1 General Planning

At the very first, the planning of the provision of drainage system to handle stormwater surface runoff within the subject site will cover the following items:

- Maintain the existing stream course, and channels (outside the boundary)
- Backfill and remove the existing ponds, stream course, and channels (inside the boundary)
- Raise the ground surface level inside the subject site by filling works
- Construction of new channels and catchpits

3.2 Identification of the Effective Catchment Area

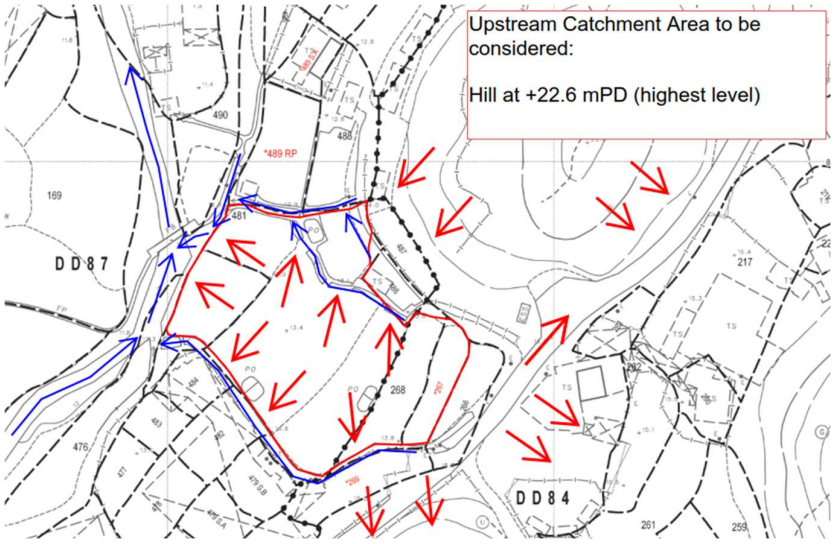
Referring to the location plan and the existing ground level, the considered effective catchment area of surface runoff includes: the area of the subject lots and the adjacent area with higher cover level (including uphill and carriageway).
The other adjacent area will be determined as the anticipated catchment areas of runoff which are not affecting the subject site, in case, those area separate with the subject lots by existing drainage utilities (culvert and channels), carriageway, fencing, and level difference.



Flow Direction of the Catchment Area on this site

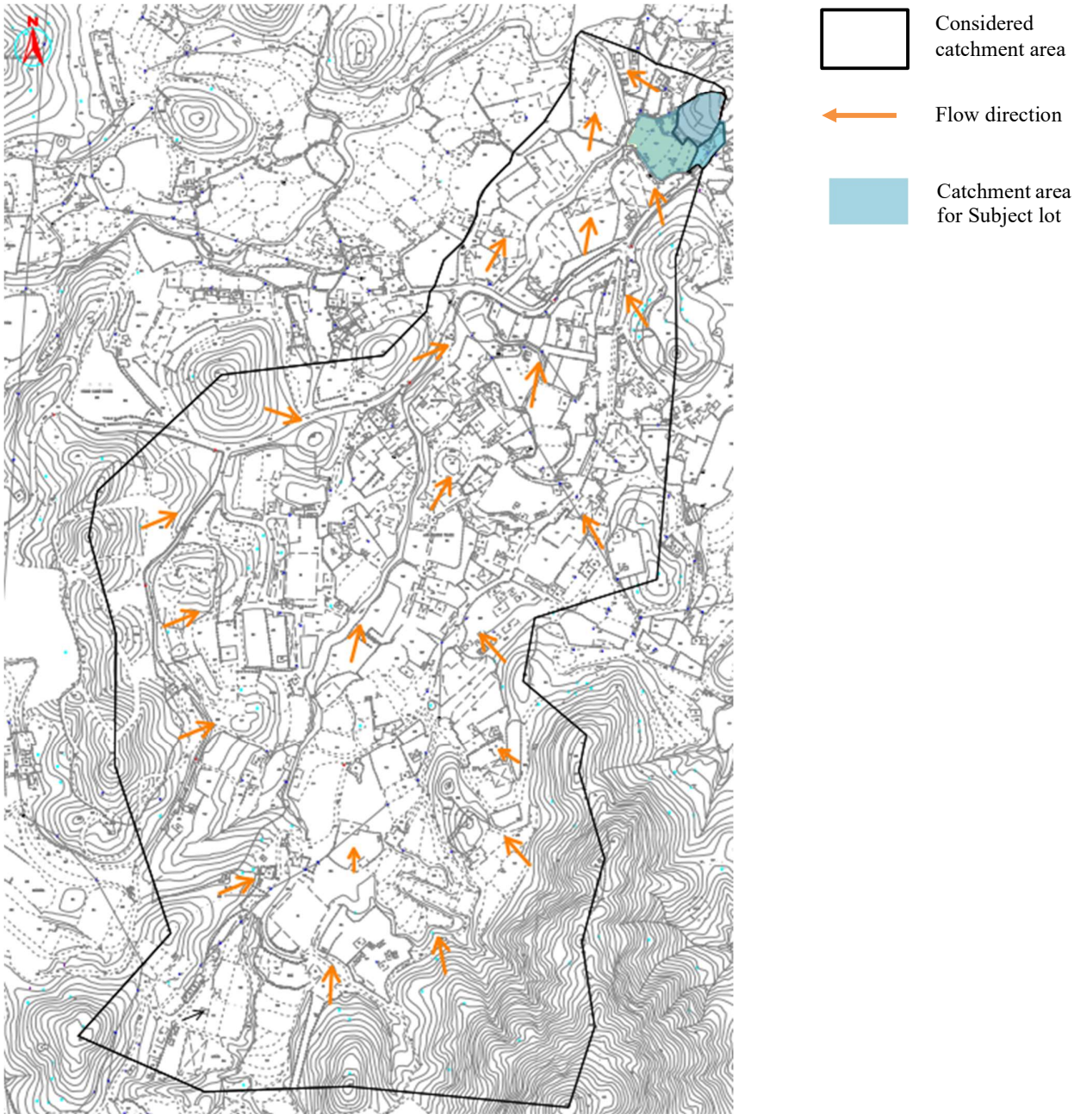
3.3 Studying on the Existing Drainage System

According to the existing ground level, upstream profile, and the flow direction and the location of the existing stream course and surface channels, the original drainage system can be determined as the figure below:



Original drainage network on these lots

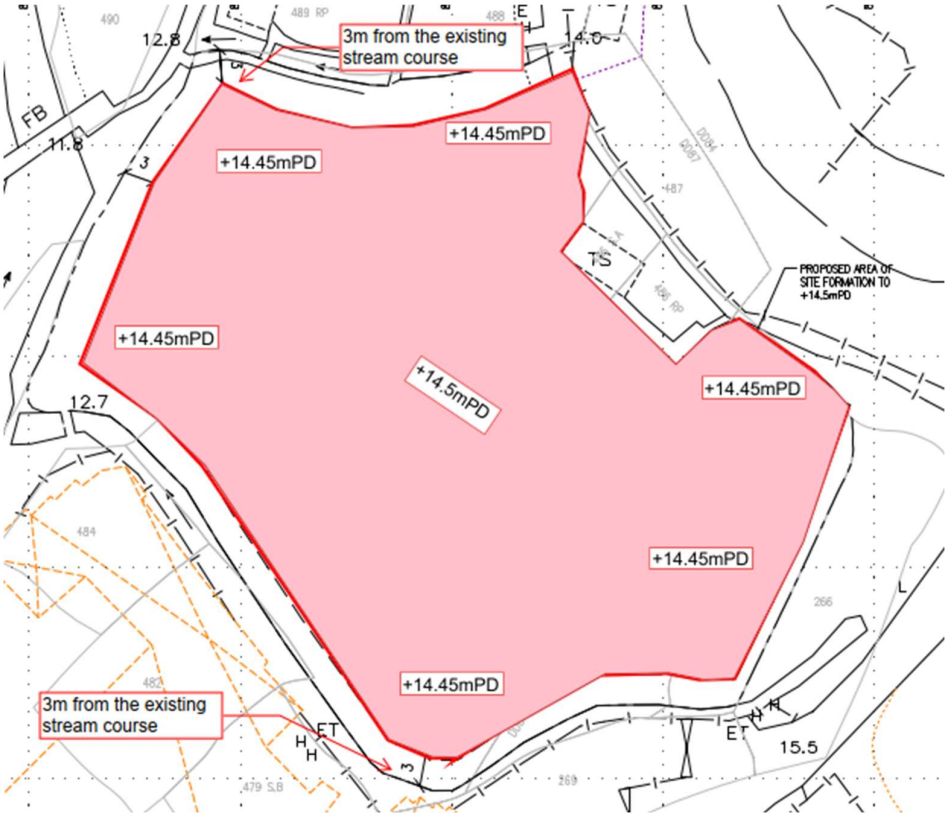
Apart from the drainage network in the subject lot. The flow direction, upstream profile and catchment area for considering the drainage capacity existing stream course can be determined as the figure below:



3.4 Filling the subject site to rearrange cover level

The area inside the lots will be completely filled up to create a flat surface with slight gradient to provide falls to drainage features and match the existing road surface outside the lot boundary. The existing culvert within the subject lots will be filled and dismantled. The new drainage system will replace the original one.

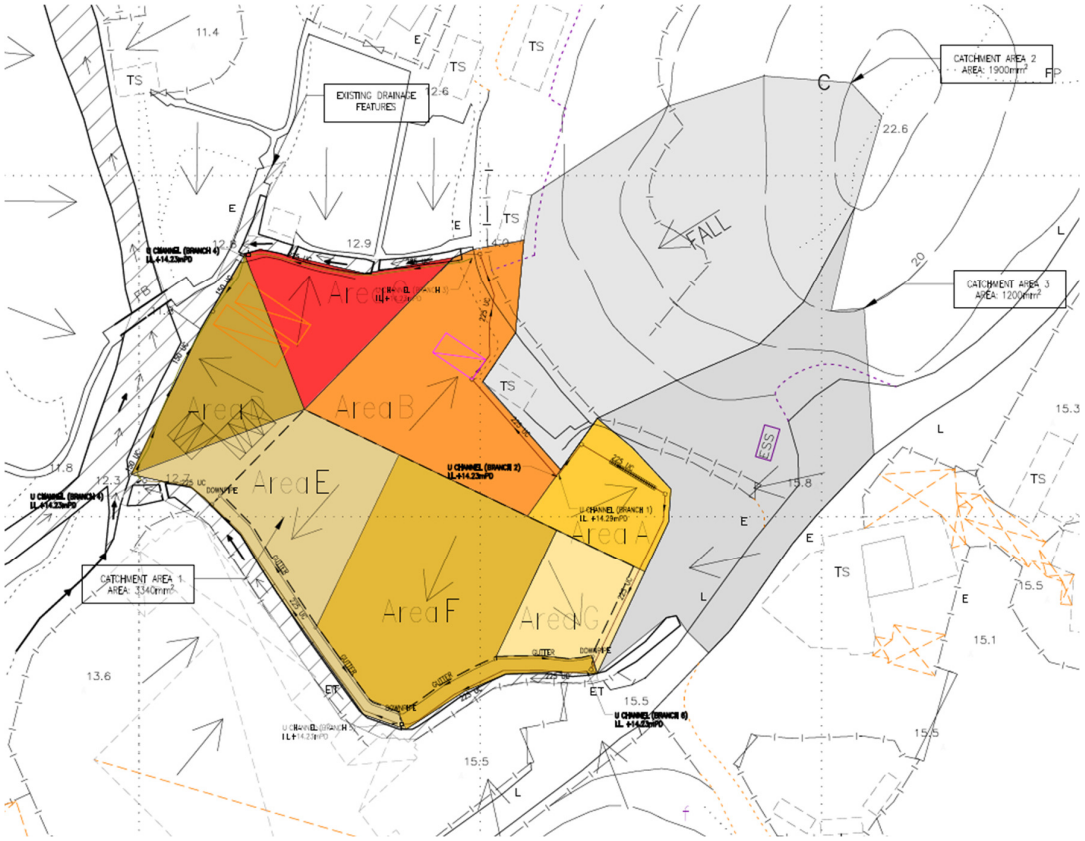
The ground level is proposed to be raised to +14.5mPD for feasible traffic flow and heavy vehicle access. The cover level at the boundary will be around +14.45mPD. The details of the cover levels and the flow direction of the surface runoff can be referred to the drawings and the figure below.



Filling plan of the subject site

3.5 Proposed Flow Direction and Drainage System

The captured catchment areas have been identified for collecting stormwater for the application area. The drainage system has been proposed to discharge stormwater with surface channel and catchpits, the design of the dimension and size have been referred to the guidance from Stormwater Drainage Manual. Calculation has been provided for checking the capacity of the drainage system.



Effective Catchment Area and Flow Direction within the Subject Lots

3.6 Diversion and Filling of Existing stream course

To maintain the drainage system to divert and discharge stormwater surface runoff within the subject site, the proposed channels and catchpit at North-East and East shall be constructed at the very first. Since the stormwater from upstream can be handled, the existing stream course and channels can be filled or removed without disturbance to the performance of the drainage system.

The original flow direction at West, South and West-South remains unchanged, the existing stream course is capable of handling the surface runoff under both the original and the raised cover level. The proposed new channels and catchpit will divert surface runoff to the stream course.

3.7 Design of Channels and Catchpits

The proposed drainage system has been checked to be sufficient to handle stormwater surface runoff within the subject site area and not affecting the adjacent footpath and carriageway to minimize the potential risks of overland flows and flooding by rainfall event. The related calculation and drawing can be related in Appendix.

For the surface channel to change direction, a bend with radius three times the width of the channel will be provided according to the guidance from the design manual. For the turning in sharp angle, catchpits will be provided.

3.8 Drainage Impact of the captioned site

There are two major factors that may affect the loading and capacity of the drainage system within this subject lot, which are the filling of existing stream course and filling of ground surface. To determine the impact of the drainage system, the amount of discharge from the captioned site shall be checked if there are changes or additional discharge generated. Since the flow direction and the effective catchment area of each stream course and channels remain unchanged, the proposed channels are capable to replace the original stream course which will be filled without increasing the catchment area and required flow rate. The details of calculation for rainfall intensity and flow rate can be referred to in the Appendix.

3.9 Discharge Point

The collected stormwater will be diverted and discharged to the existing stream course and river adjacent to the captioned site. Before discharging to the public drainage network, a catchpit with sand trap will be provided. The dimensions and depth are according to the standard drawings from CEDD (drawing no. C2405 & C2406). The proposed connection handles the same effective catchment area from upstream and the subject site which will not induce additional loading to the existing drainage downstream.

4. CONCLUSIONS

4.1 A new drainage system within the subject lots is proposed after the site formation works to raise the ground level to be uniform.

4.2 The stormwater and surface runoff in the effective catchment area will be discharged to the existing drainage system outside the subject lot area (existing river, culverts, and surface channels). The discharge has incorporated into the checking of drainage capacity of the existing drainage system (design calculation refers to Appendix)

4.3 Having considered each branch of the proposed surface channel to handle the surface runoff from both catchment areas from uphill and the subject lots concurrently in the design checking (design calculation refers to Appendix), the proposed surface channels and catchpits are capable of receiving potential surface runoff in calculating the rainfall intensity storm effect in approximate 50 years of return period.

4.4 Regular maintenance such as routine desilting will be carried out by the development owner for the drainage system (i.e. surface channel and catchpit) surrounding the site to avoid blockage and deterioration.

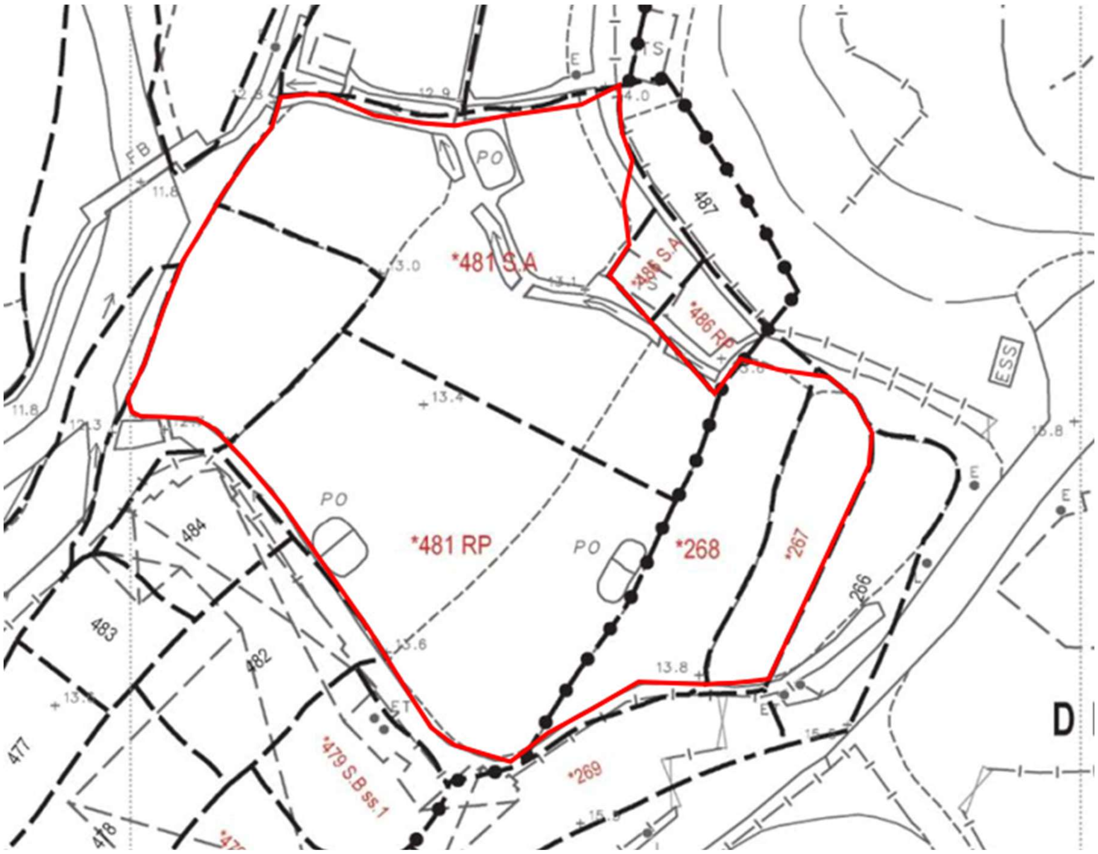
4.5 For the surface channels pass through vehicle access, steel gratings referring to the typical details from standard drawings will be provided.

4.6 Openings on the bottom of fencing and walls will be provided surrounding the subject lots to avoid blockage and changing the flow path of the surface runoff.

END OF TEXT

APPENDIX A

Photo Record


*481 S.A
*481 RP
*268
*267
487
*486 S.A
*486 RP
484
483
482
477
478
266
*269
*479 S.B ss.1
PO
ESS
FB
D
12.9
11.8
13.0
13.4
13.6
13.8


6-7
4-5
12-13
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1-2
*481 S.A
487
*486 S.A
*486 RP
12.9
11.8
FB


10-11
8-9
*481 RP
484
483
482
477
*479 S.B
11.8
+13.4
+13.6

Photo No. 1

Photo No. 2

Photo No. 3

Photo No. 4

Photo No. 5

Photo No. 6

Photo No. 7

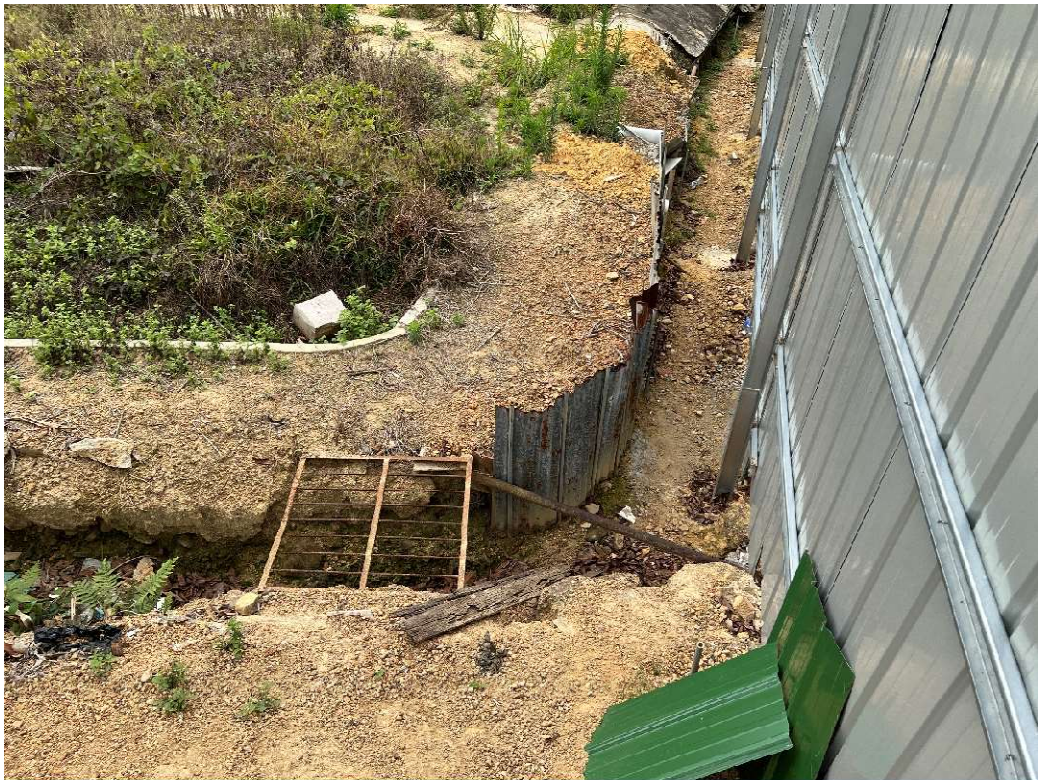


Photo No. 8

Photo No. 9

Photo No. 10

Photo No. 11

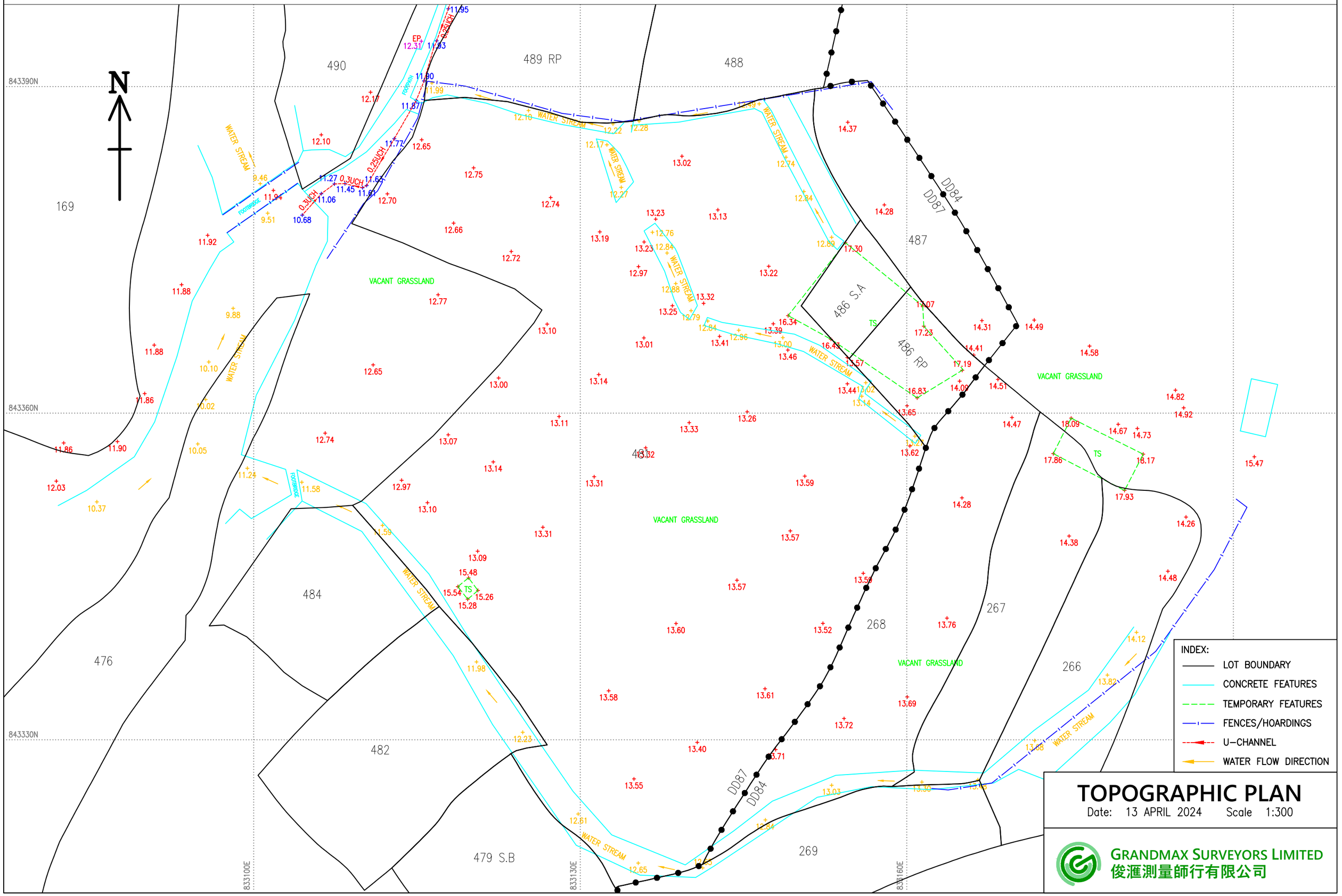
Photo No. 12

Photo No. 13

APPENDIX B

Topography Survey Record

TOPOGRAPHIC SURVEY FOR VARIOUS LOTS IN D.D.87



TOPOGRAPHIC PLAN

Date: 13 APRIL 2024 Scale 1:300

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

APPENDIX C

Drainage Design Calculation

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

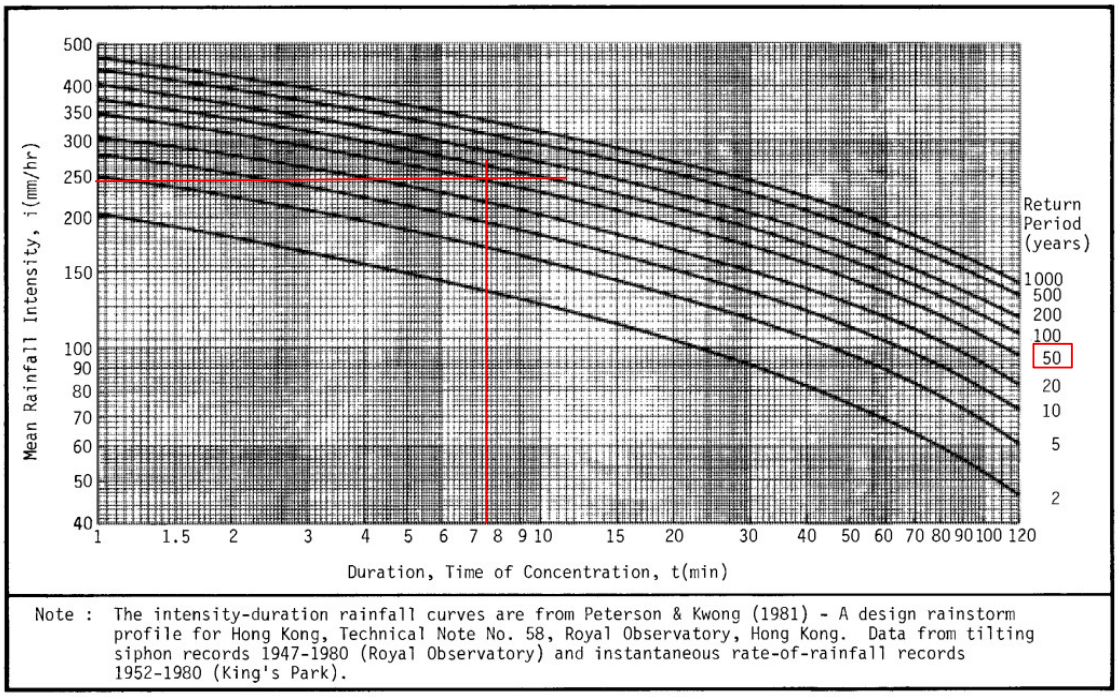
Catchment Area : 1 (inside Lot)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A =	area of catchment (m^2)	=	3340.0	m^2
H =	average fall (per 100m) from the summit of catchment to the point of design	=	0.1	m
L =	length which water takes the longest time to reach the design section	=	66.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 6.72 min say 6.72 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,



Note : The intensity-duration rainfall curves are from Peterson & Kwong (1981) - A design rainstorm profile for Hong Kong, Technical Note No. 58, Royal Observatory, Hong Kong. Data from tilting siphon records 1947-1980 (Royal Observatory) and instantaneous rate-of-rainfall records 1952-1980 (King's Park).

Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i =	designed mean intensity of rainfall (mm/hr)	=	251.7	mm/hr

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

Catchment Area : 2 (Uphill)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A =	area of catchment (m^2)	=	2270.0	m^2
H =	average fall (per 100m) from the summit of catchment to the point of design	=	15.0	m
L =	length which water takes the longest time to reach the design section	=	66.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 2.56 min say 2.56 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,

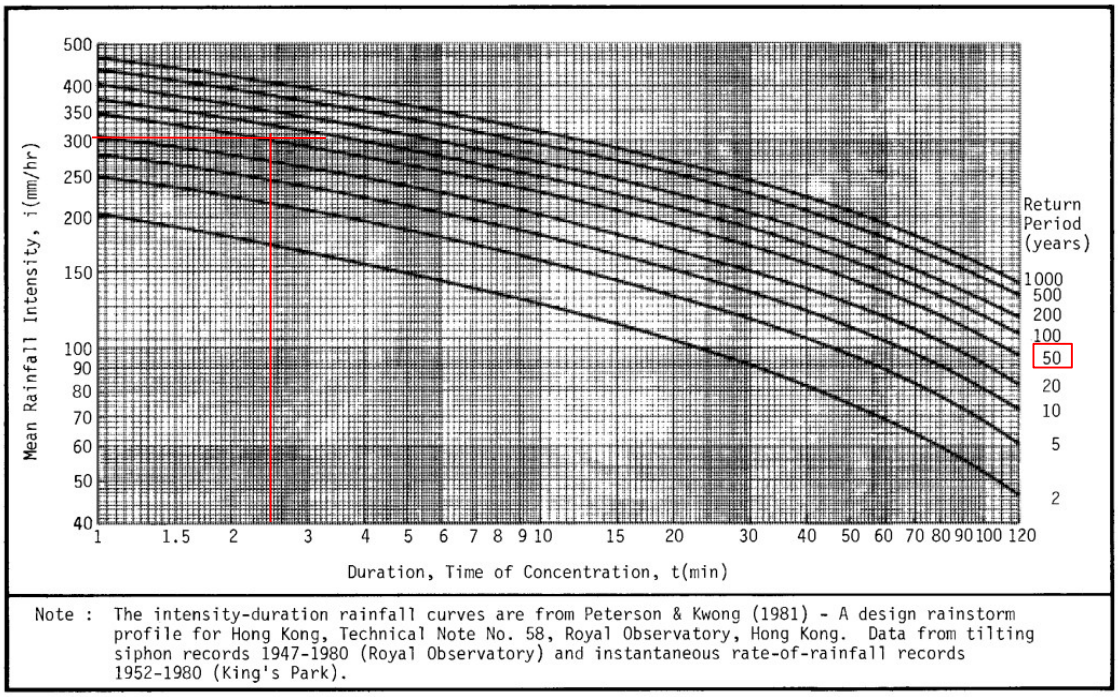


Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 307.8 mm/hr

Project : S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)

Catchment Area : 3 (Carriageway)

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A =	area of catchment (m^2)	=	1200.0	m^2
H =	average fall (per 100m) from the summit of catchment to the point of design	=	6.0	m
L =	length which water takes the longest time to reach the design section	=	66.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 3.28 min say 3.28 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,

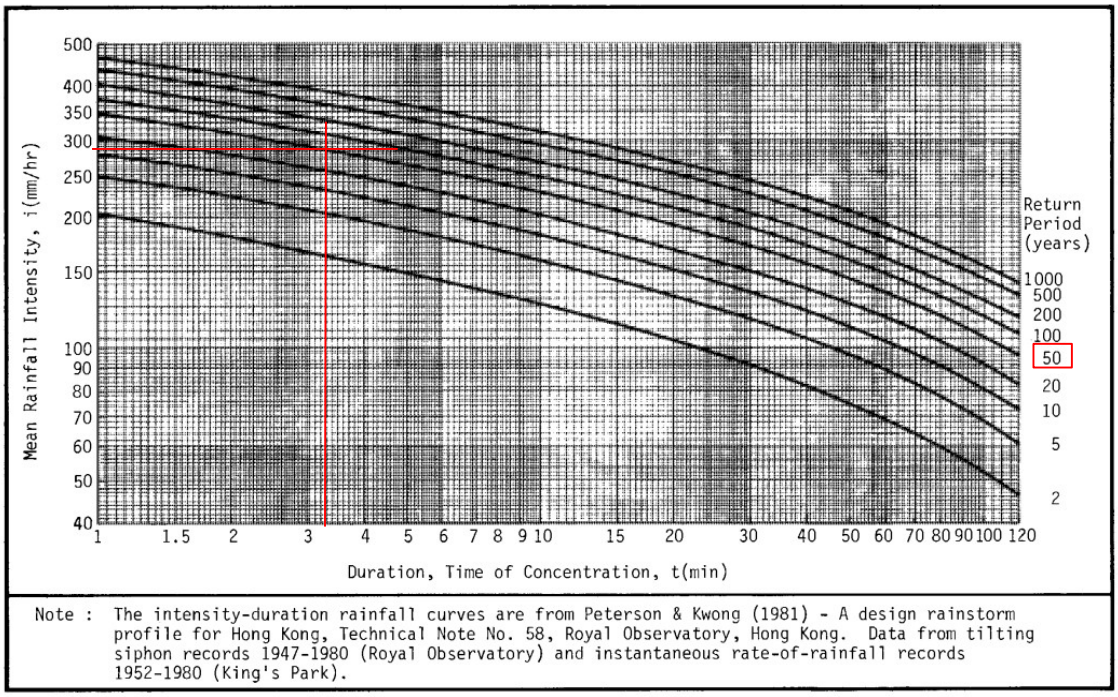


Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 295.0 mm/hr

Design Calculation of U-Channel

Project : **S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)**

Reference code: Stormwater Drainage Manual 2018 & Geotechnical Manual for Slope

Assumption:
- Runoff Coefficient for grass **0.200** (Steep and sandy grassland)
- Runoff Coefficient for concrete **1.000**
- Catchment 1 (Uncovered area) **1940.000** m^2 (Effective catchment inside subject lot) Rainfall Intensity = **251.7** mm/hr
- Catchment 1 (Covered area) **1400.000** m^2 (Effective catchment inside subject lot) Rainfall Intensity = **251.7** mm/hr
- Catchment 2 **1900.000** m^2 (Effective catchment from uphill) Rainfall Intensity = **301.4** mm/hr
- Catchment 3 **1200.000** m^2 (Effective catchment from carriageway) Rainfall Intensity = **290.4** mm/hr
- Allowance **10.000** % reduction in flow area due to permissible degradation between desilting cycles

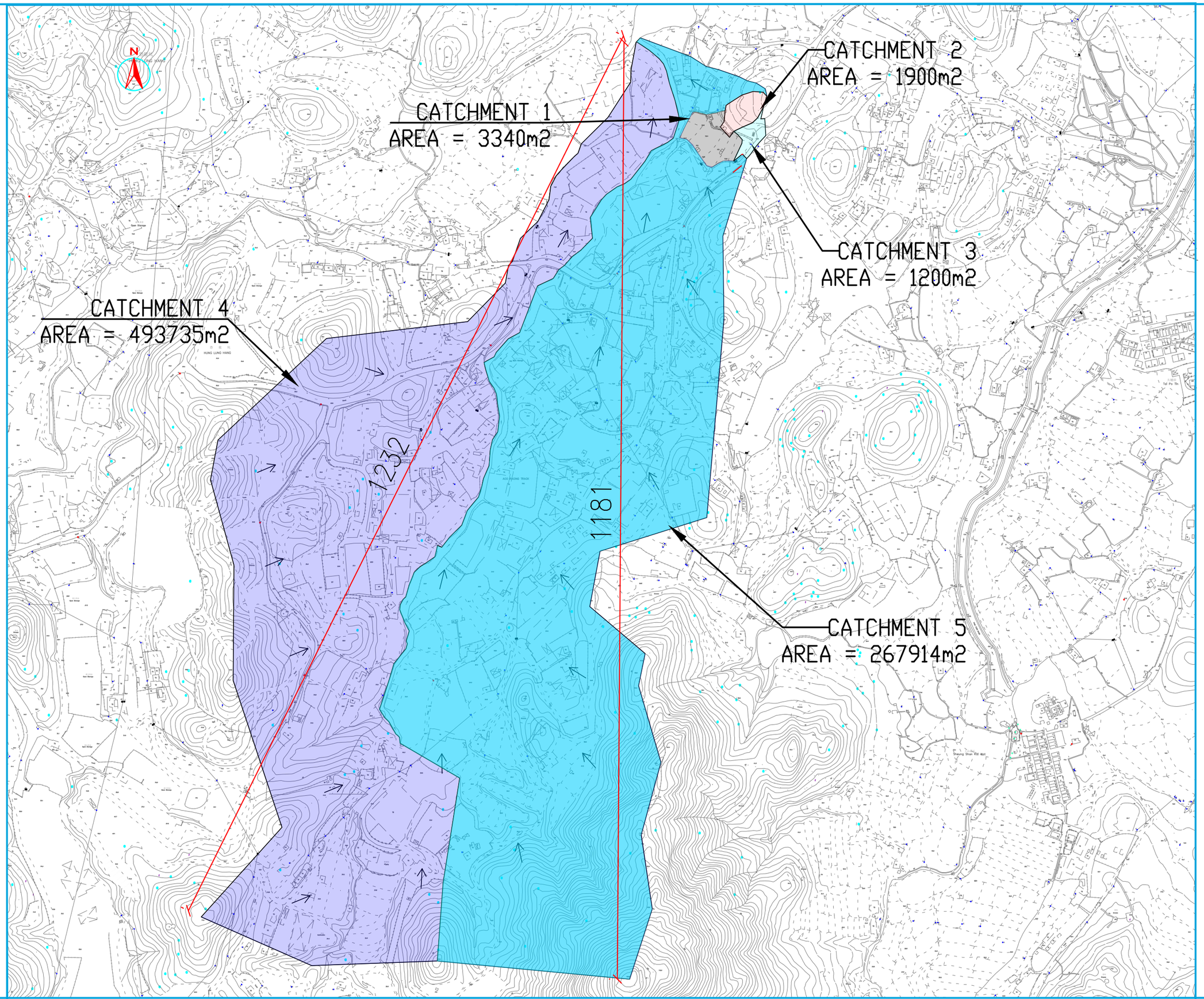
Abbreviation and Terms:

USCP	Upstream Catchpit	RAINFALL INTENSITY	Rainfall Intensity, mm/hr
DSCP	Downstream Catchpit	66	Runoff Coefficient
USGL	Upstream Ground Level, mPD	CATCHMENT	Catchment Area, m^2
USIL	Upstream Invert Level, mPD	EFF. AREA	Effective Area, m^2
DSIL	Downstream Invert Level, mPD	CUM. AREA	Cumulative Effective Area, m^2
INVERT DIFF.	INVERT DIFFERENCE, m	DESIGN FLOW	Design Flow m^3/s
LENGTH	Channel Length, m	SIZE	Channel Size, mm
SLOPE	Channel Gradient, 1 in	UC TYPE	Channel Type
		VEL.	Velocity of Channel by Manning's Equation where n = 0.013
		FLOW CAP.	Fullbore Capacity m^3/s
		SPARE CAP.	Spare Capacity m^3/s

Cathcment		USGL mPD	DSGL mPD	USIL mPD	DSIL mPD	AVG. DEPTH m	INVERT DIFF. m	LENGTH m	GRADIENT 1 in	RAINFALL INTENSITY mm/hr	RUNOFF COEF.	CATCH MENT m^2	Affected Area (catchment)	EFF. AREA m^2	DESIGN FLOW m^3/s	CUM. DESIGN m^3/s	SIZE mm	TYPE	VEL m/s	ALLOWANCE (REDUCTION %)	FLOW CAP. m^3/s	SPARE CAP. m^3/s	UTILISATION %	RESULT	A (m^2)	P (m)	R (m)
1A	Branch 1	14.45	14.45	14.290	13.810	0.64	0.48	46.7	97	290.4	1	288	1A	261	0.02107	0.02107	225	UC	1.5	10	0.193	0.172	11	OK	0.125	1.408	0.089
3		14.45	14.45	14.290	13.810	0.64	0.48	46.7	97	290.4	1	1200	3	1200	0.09688	0.09688	225	UC	1.5	10	0.193	0.096	50	OK	0.125	1.408	0.089
1G		14.45	14.45	14.290	13.810	0.64	0.48	46.7	97	290.4	1	581	1G	250	0.02018	0.02018	225	UC	1.5	10	0.193	0.173	10	OK	0.125	1.408	0.089
Resultant & Discharge															0.13814	0.13814	225	UC	1.5	10	0.193	0.055	71	OK	0.125	1.408	0.089
1B	Branch 2	14.45	14.45	14.225	13.845	0.61	0.38	38.0	100	290.4	1	770	1B	718	0.05797	0.05797	225	UC	1.5	10	0.179	0.121	32	OK	0.118	1.338	0.088
2		14.45	14.45	14.225	13.845	0.61	0.38	38.0	100	301.4	0.2	1900	2	380	0.03184	0.03184	225	UC	1.5	10	0.179	0.147	18	OK	0.118	1.338	0.088
Resultant & Discharge															0.08981	0.08981	225	UC	1.5	10	0.179	0.089	50	OK	0.118	1.338	0.088
1C	Branch 3	14.45	14.45	14.225	13.895	0.56	0.33	33.0	100	290.4	1	340	1C	318	0.02567	0.02567	225	UC	1.5	10	0.162	0.136	16	OK	0.107	1.238	0.087
Discharge															0.02567	0.02567	225	UC	1.5	10	0.162	0.136	16	OK	0.107	1.238	0.087
1D	Branch 4	14.45	14.45	14.300	14.050	0.40	0.25	25.0	100	290.4	1	340	1D	344	0.02777	0.02777	150	UC	1.2	10	0.060	0.032	46	OK	0.052	0.886	0.059
Discharge															0.02777	0.02777	150	UC	1.2	10	0.060	0.032	46	OK	0.052	0.886	0.059
1E	Branch 5	14.45	14.45	14.225	13.685	0.77	0.540	54.0	100	290.4	1	1021	1E	602	0.04860	0.04860	225	UC	1.6	10	0.233	0.184	21	OK	0.150	1.658	0.090
Discharge															0.04860	0.04860	225	UC	1.6	10	0.233	0.184	21	OK	0.150	1.658	0.090
1F	Branch 6	14.45	14.45	14.225	13.935	0.51	0.29	29.0	100	290.4	1	581	1F	848	0.06847	0.06847	225	UC	1.5	10	0.149	0.080	46	OK	0.099	1.158	0.086
Discharge															0.06847	0.06847	225	UC	1.5	10	0.149	0.080	46	OK	0.099	1.158	0.086

Downstream Capacity Checking

ISO A1 594mm x 841mm



B.D. REF.

F.S.D. REF.

LEGEND:

→ FLOW DIRECTION

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	AS SHOWN (A3)		
CAD FILE:	WNG_24050_C_DRA_001		

PROJECT:

DRAINAGE CONSULTANCY SERVICES FOR S.16 PLANNING APPLICATION AT LOT 268 (PART) IN D.D. 84 AND LOT 481 (PART) IN D.D. 87

DRAWING TITLE:

CATCHMENT AREA FOR THE DOWNSTREAM DRAINAGE SYSTEM

DRAWING NO:	REV:
WNG/24050/C/DRA/004	–

WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.
偉翔顧問工程師有限公司

Plot File by: USER115 12/8/2024 12:56:02 pm
PATH \\192.168.1.20\eng4-r\2024\P24050 (Drainage Consultancy Services For S.16 Planning Application At Lot 268 (Part) In D.D. 84 And Lot 481 (Part) In D.D. 87)\05-Drawing\01-Working\DWG\WNG_24050_C_DRA_001.dwg

Project : **S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)**

Catchment Area : **4**

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A =	area of catchment (m^2)	=	493735.0	m^2
H =	average fall (per 100m) from the summit of catchment to the point of design	=	4.8	m
L =	length which water takes the longest time to reach the design section	=	1232.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 35.04 min say 35.04 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,

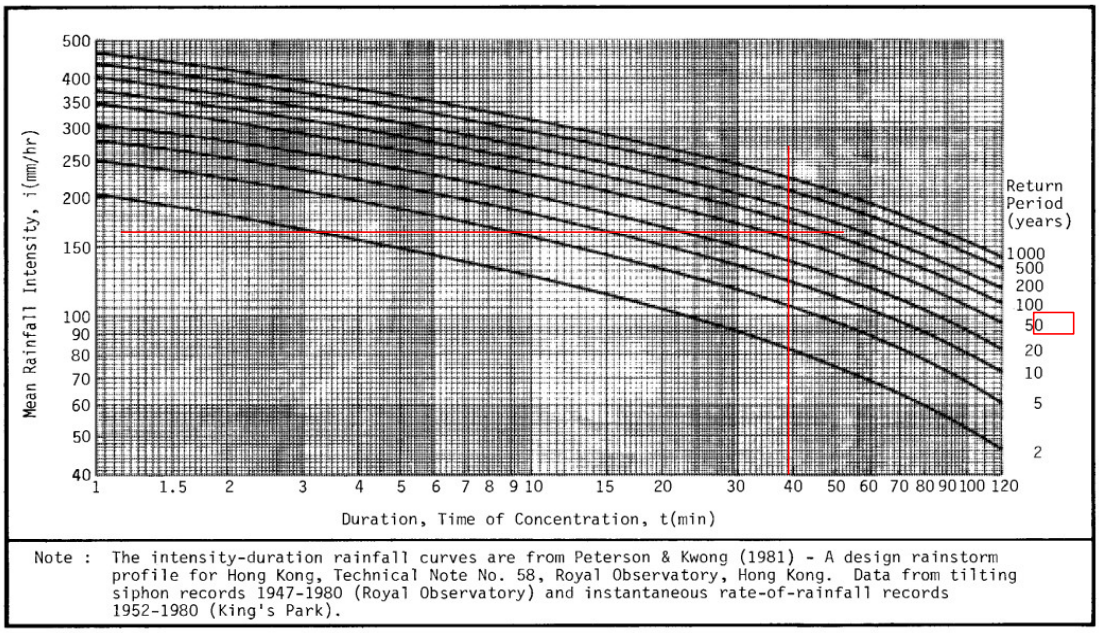


Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i = designed mean intensity of rainfall (mm/hr) = 162.5 mm/hr

Determination of Run-off

i =	designed mean intensity of rainfall (mm/hr), from Figure 8.2 of GMS	=	162.5	mm/hr
A =	area of catchment (m^2)	=	493735.0	m^2
K2 =	run-off coefficient (Concrete)	=	1.0	

Run-off, Q = K x i x A / 60 = 1337199 litres / min

Project : **S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)**

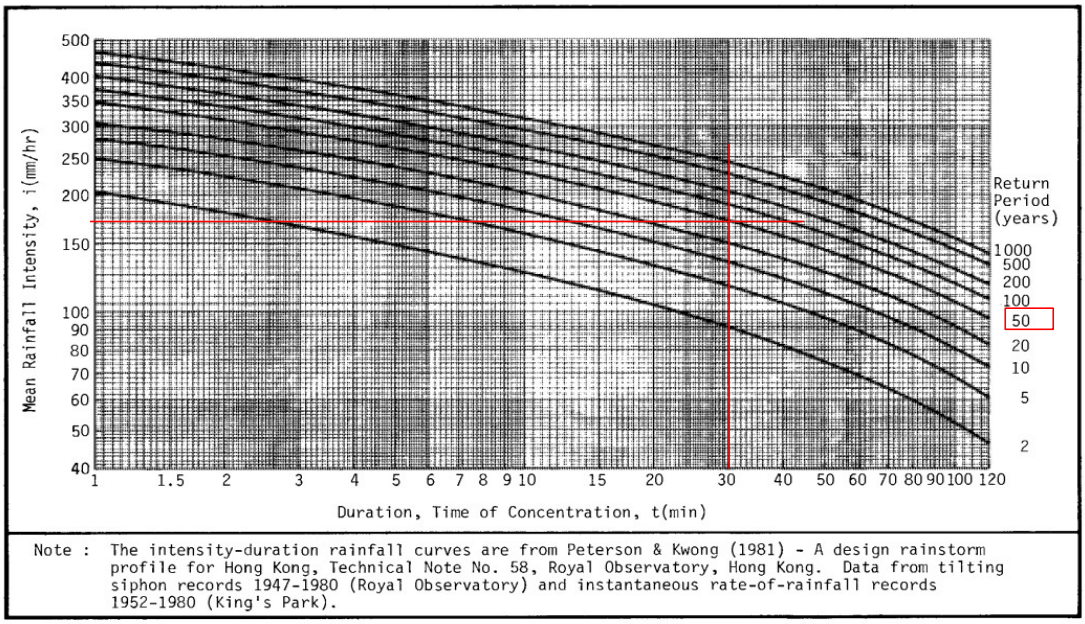
Catchment Area : **5**

Determination of Time of Concentration and Designed Mean Rainfall Intensity

A =	area of catchment (m^2)	=	267914.0	m^2
H =	average fall (per 100m) from the summit of catchment to the point of design	=	10.0	m
L =	length which water takes the longest time to reach the design section	=	1181.0	m

Time of concentration, $t = 0.14456 \times (L / (H^{0.2} \times A^{0.1}))$ = 30.87 min say 30.87 min

From Figure 8.2 of GMS, assuming storm return period is 1 in 50 years,



Note : The intensity-duration rainfall curves are from Peterson & Kwong (1981) - A design rainstorm profile for Hong Kong, Technical Note No. 58, Royal Observatory, Hong Kong. Data from tilting siphon records 1947-1980 (Royal Observatory) and instantaneous rate-of-rainfall records 1952-1980 (King's Park).

Figure 8.2 - Curves Showing Duration and Intensity of Rainfall in Hong Kong for Various Return Periods

i =	designed mean intensity of rainfall (mm/hr)	=	171.0	mm/hr

Determination of Run-off

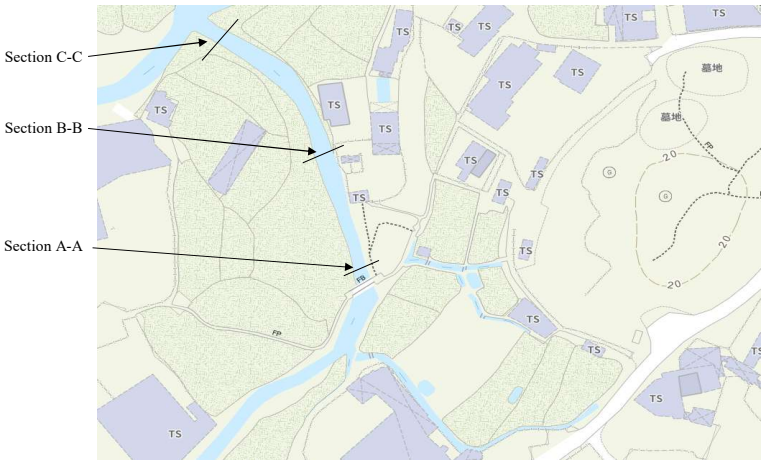
i =	designed mean intensity of rainfall (mm/hr), from Figure 8.2 of GMS	=	171.0	mm/hr
A =	area of catchment (m^2)	=	267914.0	m^2
K2 =	run-off coefficient (Concrete)	=	1.0	

Run-off, Q = K x i x A / 60 = 763554.9 litres / min

Project : **S.16 Planning Application at Lot 268 (Part) in D.D. 84 and Lot 481 (Part) in D.D. 87)**

Total Surface Runoff from Catchment Areas

Catchment Area 1	=	3,340	L /min
Catchment Area 2	=	2,270	L /min
Catchment Area 3	=	1,200	L /min
Catchment Area 4	=	493,735	L /min
Catchment Area 5	=	267,914	L /min
		768,459	L /min



Calculation of Capacity of Existing Stream Course at Section A-A

b =	channel bottom width	=	3.720	m	Say 0.8t
t =	channel top width	=	4.650	m	
z =	channel side slope gradient	=	1.463		
y =	water depth	=	Water level - bottom level (+9.46mPD)		Reference from Geotechnical Information Infrastructure (Ginfo) and topographic survey
		=	0.65	m	
P =	channel wetted perimeter	=	5.29	m	
A =	cross sectional flow area	=	2.72	m^2	
R =	hydraulic radius (A/P)	=	0.514	m	
S =	channel gradient	=	0.020		
n =	Manning coefficient of roughness	=	0.016		
V =	mean velocity = $R^{(2/3)}S^{(1/2)}/n$	=	5.67	m/s	
Q =	capacity of channel (VA)	=	15.42	m^3/s	
		=	**925,412**	L/min	
		>	**768,459**	L/min	OK

Calculation of Capacity of Existing Stream Course at Section B-B

b =	channel bottom width	=	5.144	m	Say 0.8t
t =	channel top width	=	6.430	m	
z =	channel side slope gradient	=	1.463		
y =	water depth	=	0.74	m	
P =	channel wetted perimeter	=	6.94	m	
A =	cross sectional flow area	=	4.28	m^2	
R =	hydraulic radius (A/P)	=	0.617	m	
S =	channel gradient	=	0.020		
n =	Manning coefficient of roughness	=	0.016		
V =	mean velocity = $R^{(2/3)}S^{(1/2)}/n$	=	6.41	m/s	
Q =	capacity of channel (VA)	=	27.44	m^3/s	
		=	**1,646,593**	L/min	
		>	**768,459**	L/min	OK

Calculation of Capacity of Existing Stream Course at Section C-C

b =	channel bottom width	=	4.216	m	Say 0.8t
t =	channel top width	=	5.270	m	
z =	channel side slope gradient	=	1.463		
y =	water depth	=	0.57	m	
P =	channel wetted perimeter	=	5.60	m	
A =	cross sectional flow area	=	2.70	m^2	
R =	hydraulic radius (A/P)	=	0.483	m	
S =	channel gradient	=	0.020		
n =	Manning coefficient of roughness	=	0.016		
V =	mean velocity = $R^{(2/3)}S^{(1/2)}/n$	=	5.44	m/s	
Q =	capacity of channel (VA)	=	14.71	m^3/s	
		=	**882,666**	L/min	
		>	**768,459**	L/min	OK

APPENDIX D

Construction Drawing

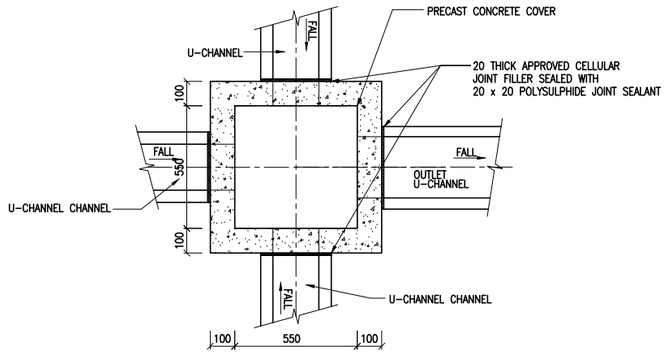
ISO A1 594mm x 841mm

GENERAL NOTES:

1. GRADE 40D CONCRETE SHALL BE USED UNLESS OTHERWISE STATED.
2. THE PROPOSED DRAINAGE WORKS, WHETHER WITHIN OR OUTSIDE THE LOT BOUNDARY, SHALL BE CONSTRUCTED AND MAINTAINED BY THE OWNER AT HIS OWN EXPENSE. FOR WORKS TO BE UNDERTAKEN OUTSIDE THE LOT BOUNDARY, PRIOR CONSENT FROM DLO AND/OR RELEVANT PRIVATE LOT OWNERS SHALL BE SOUGHT.
3. ALL U-CHANNEL SHALL BE GRADIENT 1:100 UNLESS OTHERWISE STATED.
4. GRATE COVERS SHALL BE PROVIDED FOR THE SECTION THAT VEHICLE MAY CROSS THE CHANNELS.

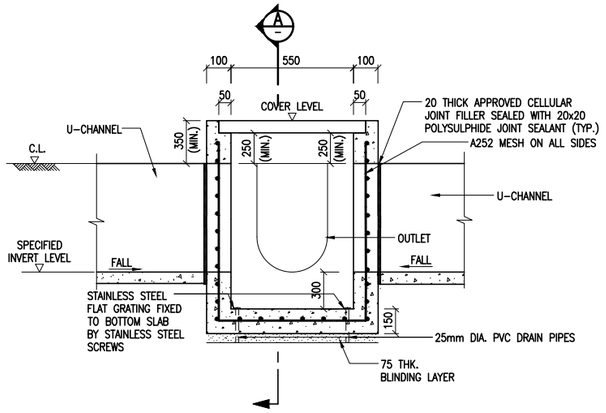
SCHEDULE OF CATCHPIT

CATCHPIT NO.	CATCHPIT TYPE	COVER LEVEL (mPD)	BTM. LEVEL (mPD)	INLET LEVEL (mPD)	OUTLET LEVEL (mPD)
CP1A	1	+14.45	+14.08	+14.23	+14.23
CP1B	1	+14.45	+13.94	+14.09	+14.09
CP1C	2	+14.45	+13.36	+13.81	+13.81
CP2A	1	+14.45	+13.89	+14.04	+14.04
CP2B	2	+14.45	+13.39	+13.84	+13.84
CP3	2	+14.45	+13.44	+13.89	+13.89
CP4	2	+14.45	+13.58	+14.03	+14.03
CP5	2	+14.45	+13.31	+13.76	+13.76
CP6	2	+14.45	+13.56	+14.01	+14.01



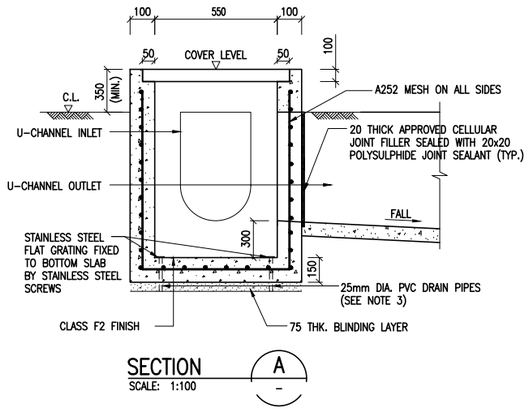
PLAN OF CATCHPIT (TYPE 1&2)

(REFERENCE: CEDD STANDARD DRAWING NO. IC2406_1&2)
N.T.S.



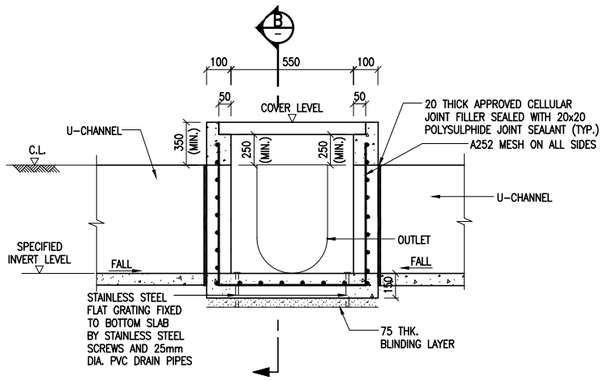
SECTION OF TYPE 2 CATCHPIT

SCALE 1:100



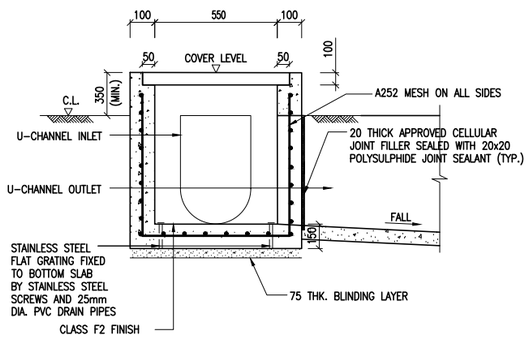
SECTION A-A

SCALE: 1:100



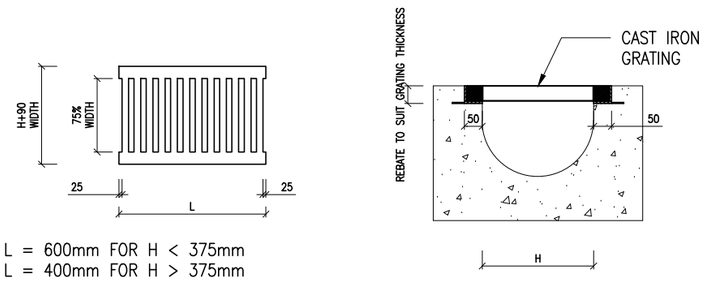
SECTION OF TYPE 1 CATCHPIT

SCALE 1:100



SECTION B-B

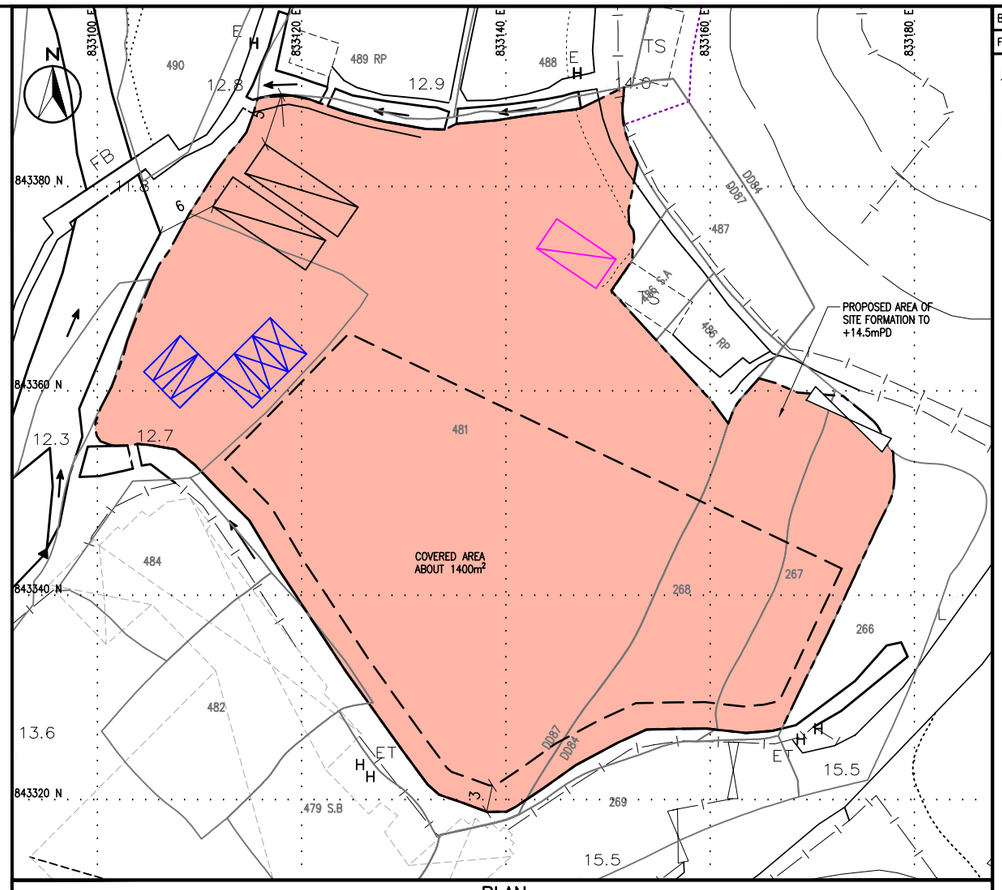
SCALE: 1:100



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

CAST IRON GRATING FOR U-CHANNELS

(REFERENCE : CEDD DWG. NO. C2412D)
N.T.S.



PLAN

SCALE 1:600

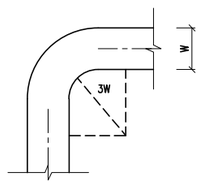
B.D. REF.

F.S.D. REF.

LEGEND:

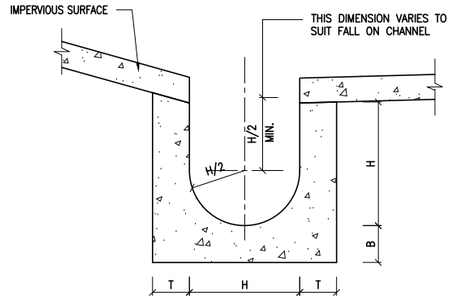
- PROPOSED HGV L/UL BAY (11mx3.5m)
- PROPOSED LGV L/UL BAY (7mx3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5mx2.5m)
- PROPOSED VISITOR PARKING SPACE (5mx2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS

NOMINAL SIZE H	THICKNESS T	THICKNESS B
225–600	175	225
675–1200	175	225



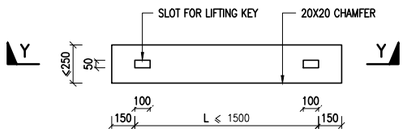
CHANNEL CHANGING DIRECTION THROUGH BENDS

(REFERENCE : PAGE 100 GEOTECHNICAL MANUAL FOR SLOPES)
N.T.S.



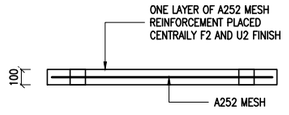
DETAILS OF U-CHANNEL

(REFERENCE : FIG. 8.11 OF GEOTECHNICAL MANUAL FOR SLOPES)
N.T.S.



PLAN OF PRECAST CONCRETE COVERS

(REFERENCE : CEDD DWG. NO. C2407B)
N.T.S.



SECTION Y-Y
PRECAST CONCRETE COVERS FOR SAND TRAP AND CATCHPIT

(REFERENCE : CEDD DWG. NO. C2407B)
N.T.S.

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	AS SHOWN (A3)		
CAD FILE:	WNG_24050_C_DRA_001		

PROJECT:
DRAINAGE CONSULTANCY SERVICES FOR S.16 PLANNING APPLICATION AT LOT 268 (PART) IN D.D. 84 AND LOT 481 (PART) IN D.D. 87

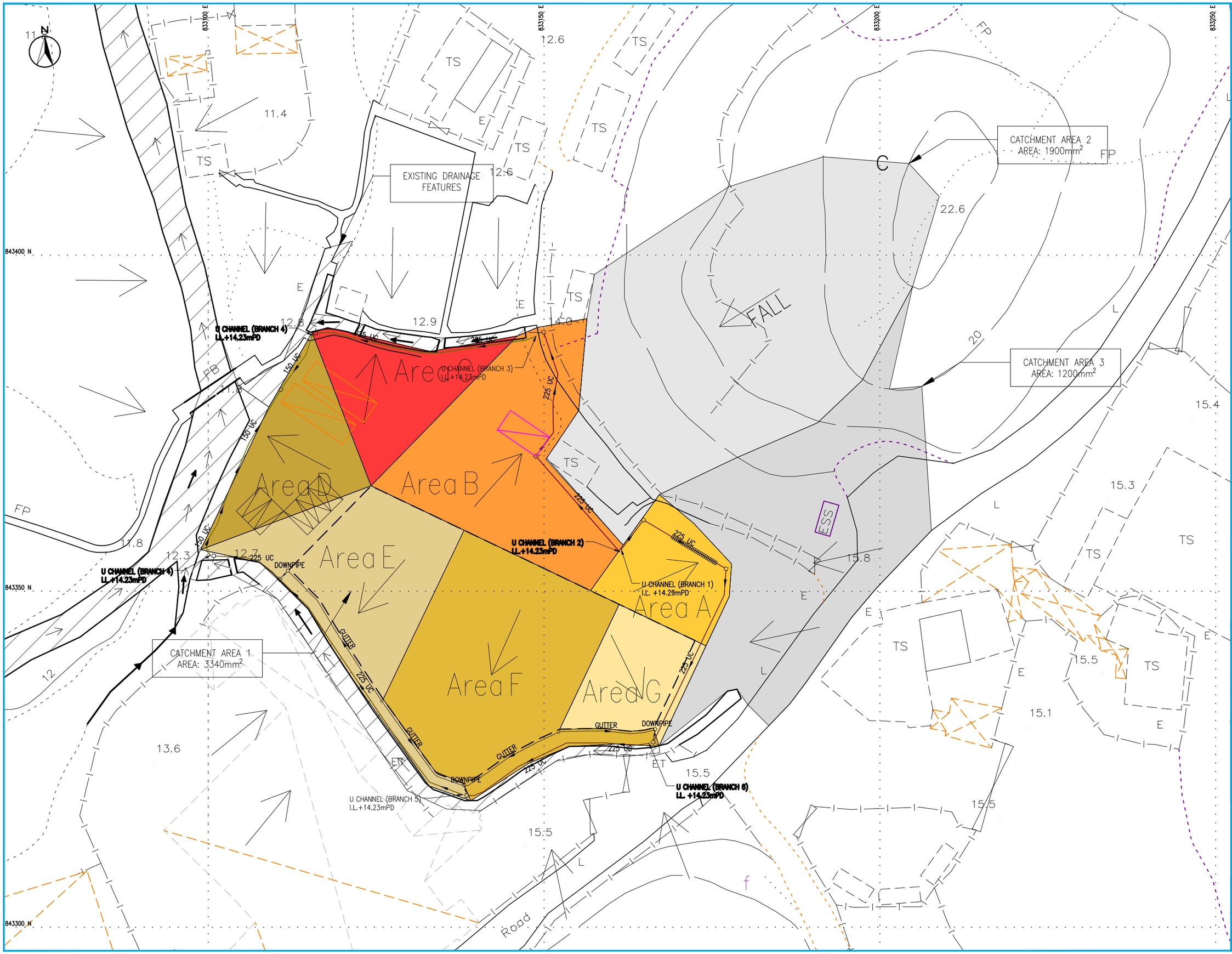
DRAWING TITLE:
GENERAL NOTES AND LAYOUT PLAN

DRAWING NO:	REV:
WNG/24050/C/DRA/001	A

WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.
利源顧問工程師有限公司

Plot File by: USER115 12/8/2024 10:08:18 am
PATH \\192.168.1.20\eng4-r\2024\P24050 (Drainage Consultancy Services For S.16 Planning Application At Lot 268 (Part) In D.D. 84 And Lot 481 (Part) In D.D. 87)\05-Drawing\01-Working\DWG\WNG_24050_C_DRA_001.dwg

ISO A1 594mm x 841mm



B.D. REF.

F.S.D. REF.

LEGEND:

- BOUNDARY OF LOTS FOR THIS APPLICATION
- EXISTING DRAINAGE FEATURES
- FLOW DIRECTION

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050		
DRAWN BY:	QYD		04/24
DESIGNED BY:	HT		04/24
CHECKED BY:	MC		04/24
APPROVED BY:	VT		04/24
SCALE:	1:500 (A3)		
CAD FILE:	WNG_24050_C_DRA_002_r		

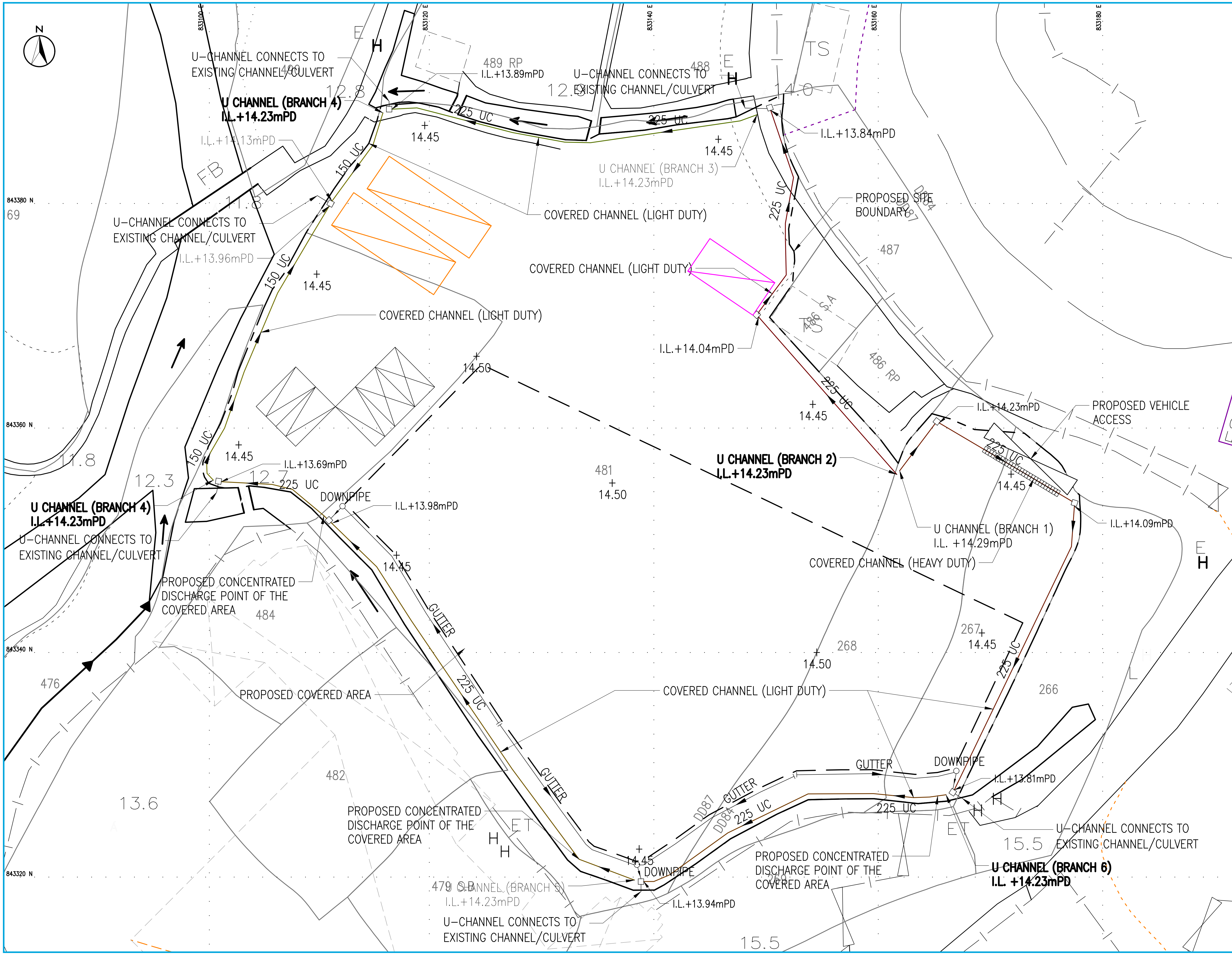
PROJECT:
DRAINAGE CONSULTANCY SERVICES FOR S.16 PLANNING APPLICATION AT LOT 268 (PART) IN D.D. 84 AND LOT 481 (PART) IN D.D. 87

DRAWING TITLE:
PROPOSED EFFECTIVE CATCHMENT AREA FOR SURFACE RUNOFF AFFECTING SUBJECT LOTS

DRAWING NO:	REV:
WNG/24050/C/DRA/002	A

和翔顧問工程師有限公司
WINGS & ASSOCIATES
CONSULTING ENGINEERS LTD.

Plot File by: USER77 2024/8/13 下午 06:12:12
PATH \\192.168.1.20\eng4-r\2024\P24050 (Drainage Consultancy Services For S.16 Planning Application At Lot 268 (Part) In D.D. 84 And Lot 481 (Part) In D.D. 87)\05-Drawing\01-Working\DWG\WNG_24050_C_DRA_002_r.dwg


N
U-CHANNEL CONNECTS TO EXISTING CHANNEL/CULVERT
U CHANNEL (BRANCH 4)
I.L.+14.23mPD
489 RP
I.L.+13.89mPD
488
225 UC
I.L.+14.13mPD
150 UC
14.45
U CHANNEL (BRANCH 3)
I.L.+14.23mPD
I.L.+13.84mPD
PROPOSED SITE BOUNDARY
COVERED CHANNEL (LIGHT DUTY)
487
I.L.+13.96mPD
486 S.A
486 RP
I.L.+14.04mPD
14.50
481
U CHANNEL (BRANCH 2)
I.L.+14.23mPD
I.L.+14.23mPD
PROPOSED VEHICLE ACCESS
I.L.+13.69mPD
DOWNPIPE
I.L.+13.98mPD
U CHANNEL (BRANCH 1)
I.L. +14.29mPD
I.L.+14.09mPD
COVERED CHANNEL (HEAVY DUTY)
PROPOSED CONCENTRATED DISCHARGE POINT OF THE COVERED AREA
484
GUTTER
476
268
267
266
PROPOSED COVERED AREA
482
13.6
GUTTER
DOWNPIPE
I.L.+13.81mPD
U CHANNEL (BRANCH 6)
I.L. +14.23mPD
15.5
U CHANNEL (BRANCH 5)
I.L.+14.23mPD
479 S.B
I.L.+13.94mPD
843380 N
843360 N
843340 N
843320 N
833100 E
833120 E
833140 E
833160 E
833180 E

B.D. REF.

F.S.D. REF.

LEGEND:

PROPOSED 9m WIDE VEHICULAR ACCESS

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED

ALL MEASUREMENTS MUST BE CHECKED AT THE SITE – DO NOT SCALE DRAWING – ALL DRAWING SPECIFICATIONS AND THEIR COPY RIGHT ARE THE PROPERTY OF ENGINEERS, ARCHITECTS, DESIGNERS AND SHALL BE RETURNED AT THE COMPLETION OF THE WORK – THIS DRAWING IS NOT VALID FOR CONSTRUCTION PURPOSES UNLESS EXPRESSEDLY CERTIFIED.

SIGNATURE FOR SUBMISSION/ CONSTRUCTION

PROJECT NO:	24050	
DRAWN BY:	QYD	04/24
DESIGNED BY:	HT	04/24
CHECKED BY:	MC	04/24
APPROVED BY:	VT	04/24
SCALE:	1:300 (A3)	
CAD FILE:	WNG_24050_C_DRA_003_R	

PROJECT:
DRAINAGE CONSULTANCY SERVICES FOR S.16 PLANNING APPLICATION AT LOT 268 (PART) IN D.D. 84 AND LOT 481 (PART) IN D.D. 87

DRAWING TITLE:
PROPOSED DRAINAGE SYSTEM

DRAWING NO: WNG/24050/C/DRA/003

REV: A

翱翔顧問工程師有限公司
WINGS & ASSOCIATES CONSULTING ENGINEERS LTD.

Appendix | III

Existing Operation affected by the remaining phase of KTN/FLN NDA Project

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Existing Operation affected by the remaining phase of KTN/FLN NDA Project *Ref.: ADCL/PLG-10286-L008/F001*	**Figure:** 1 **Scale:** Not to Scale **Date:** Aug 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.

Appendix | IV

Memorandum of Understanding

力新發展有限公司 與 麗軒貿易有限公司
共同簽訂的諒解備忘錄

本諒解備忘錄（下稱「**備忘錄**」）由力新發展有限公司（下稱「**甲方**」）與麗軒貿易有限公司（下稱「**乙方**」）（甲方及乙方以下合稱「**雙方**」）於 2024 年 4 月 25 日簽訂。

雙方考慮到：

(一) 甲方為新界打鼓嶺坪輋丈量約份第 84 約地段第 267 號（部分）及 268 號（部分）和第 87 約地段第 481 號（部分）（下稱「**新地盤**」）之現行租用者；

(二) 乙方為新界上水丈量約份第 52 約地段第 359 號（部分）、第 361 號（部分）、第 367 號（部分）、第 369 號（部分）、第 376 號（部分）、第 377 號 B 分段餘段（部分）、第 450 號餘段（部分）及第 451 號餘段（部分）（下稱「**舊地盤**」）作物流中心用途之現行作業者。受粉嶺北新發展區餘下階段發展相關之收地安排影響，乙方未來將難以繼續在舊地盤進行現行作業。乙方有意重置其現時位於舊地盤內作物流中心用途作業至其他地盤以確保有穩定且充足的土地繼續其日常業務；以及

(三) 甲方擬根據《城市規劃條例》（第 131 章）第 16 條提出規劃許可申請（下稱「**規劃申請**」），擬議在新地盤（下稱「**申請地點**」）作擬議臨時物流中心用途（為期三年），並進行填土及填塘工程。雙方合意在規劃申請獲批准後，並於規劃許可生效期間，甲方將申請地點租予乙方作臨時物流中心用途。

鑑於上述考慮，雙方根據備忘錄達成以下共同協議：

(四) 甲方同意在取得規劃申請許可後及於規劃許可生效期間，在申請地點作擬議臨時物流中心用途並進行填土及填塘工程，並依從租賃協議內的條款及條件容許乙方租用申請地點內作臨時物流中心用途。該租賃協議有待雙方在進一步同意下另行訂立；以及

(五) 乙方同意在甲方取得規劃申請許可後及於規劃許可生效期間，依從租賃協議內的條款及條件租用申請地點作臨時物流中心用途。該租賃協議有待雙方在進一步同意下另行訂立。

茲見證備忘錄於文首所註年份日期由雙方妥為簽署並生效。

For and on behalf of
ABLE NEW DEVELOPMENT LIMITED
力 新 發 展 有 限 公 司

[redacted]

代表　甲方（力新發展有限公司）
商業登記證號碼：[redacted]

[redacted]

代表　乙方（麗軒貿易有限公司）
商業登記證號碼：[redacted]

Appendix | V

Figure 2.2 of the Revised Traffic Review Report and Swept Path Analysis

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

TRAFFIC MANAGEMENT MEASURES

FIGURE 2.2

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Scale : **1:500 (A3)**

Date : **AUG 2024**

Rev. : **C**

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\2024-08-06\FIG 2.2C_TRAFFIC MANAGEMENT MEASURES.DWG

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 11m HEAVY GOOD VEHICLE

FIGURE SP-01

Scale : **1:500 (A3)**

Date : **AUG 2024**

Rev. : **C**

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\2024-08-06\FIG 2.2C_TRAFFIC MANAGEMENT MEASURES.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 11m HEAVY GOOD VEHICLE

FIGURE SP-02

Scale : **1:500 (A3)**

Date : **AUG 2024**

Rev. : **C**

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X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\2024-08-06\FIG 2.2C_TRAFFIC MANAGEMENT MEASURES.DWG

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 7m LIGHT GOOD VEHICLE

FIGURE SP-03

Scale : **1:500 (A3)**

Date : **AUG 2024**

Rev. : **C**

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Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\2024-08-06\FIG 2.2C_TRAFFIC MANAGEMENT MEASURES.DWG

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 5m PRIVATE CAR

FIGURE SP-04

Scale : **1:500 (A3)**

Date : **AUG 2024**

Rev. : **A**

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http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\2024-08-08\FIG 2.2C_TRAFFIC MANAGEMENT MEASURES.DWG

Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Traffic Review for Section 16 Planning Application of a proposed temporary logistics centre for a period of three years and filling of land and pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87, and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories

SWEPT PATH ANALYSIS FOR 5m PRIVATE CAR

FIGURE SP-05

Scale : **1:500 (A3)**

Date : **AUG 2024**

Rev. : **A**

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http://www.axonhk.com

X:\PROJECT\31037 S16 FOR PROPOSED TEMPORARY LOGISTIC CENTRE AT PING CHE -TIA\DATA\DRAWING\REPORT DRAWING\2024-08-08\FIG 2.2C_TRAFFIC MANAGEMENT MEASURES.DWG

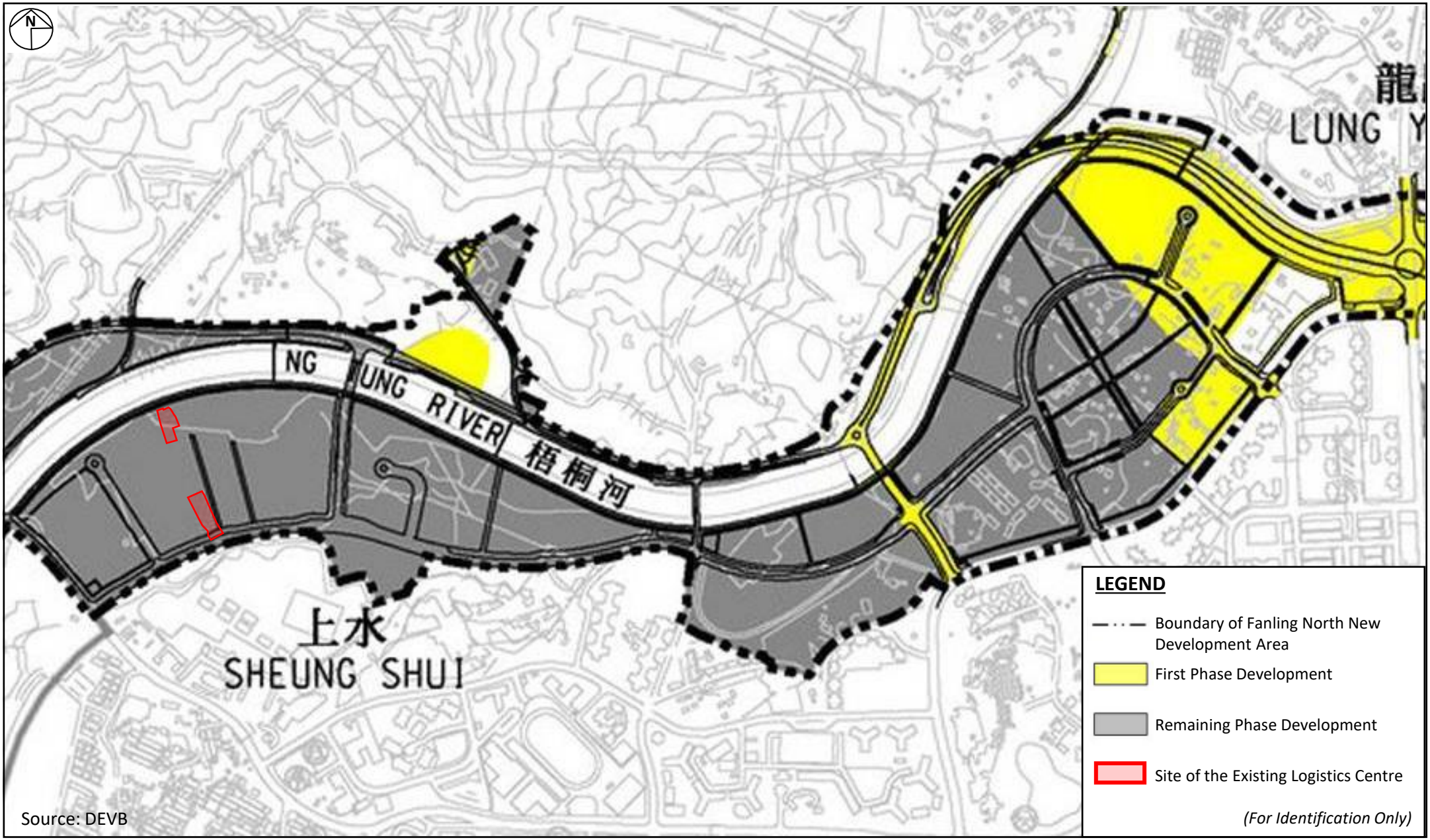
Covered Area
About 1400 sqm

LEGEND

- APPLICATION BOUNDARY
- PROPOSED HGV L/UL BAY (11m x 3.5m)
- PROPOSED LGV L/UL BAY (7m x 3.5m)
- PROPOSED PRIVATE CAR PARKING SPACE (5m x 2.5m)
- PROPOSED VISITOR PARKING SPACE (5m x 2.5m)
- PROPOSED 9m WIDE VEHICULAR ACCESS
- PEDESTRIAN ROUTE

Appendix | VI

Illustration 6-II of the Planning Statement

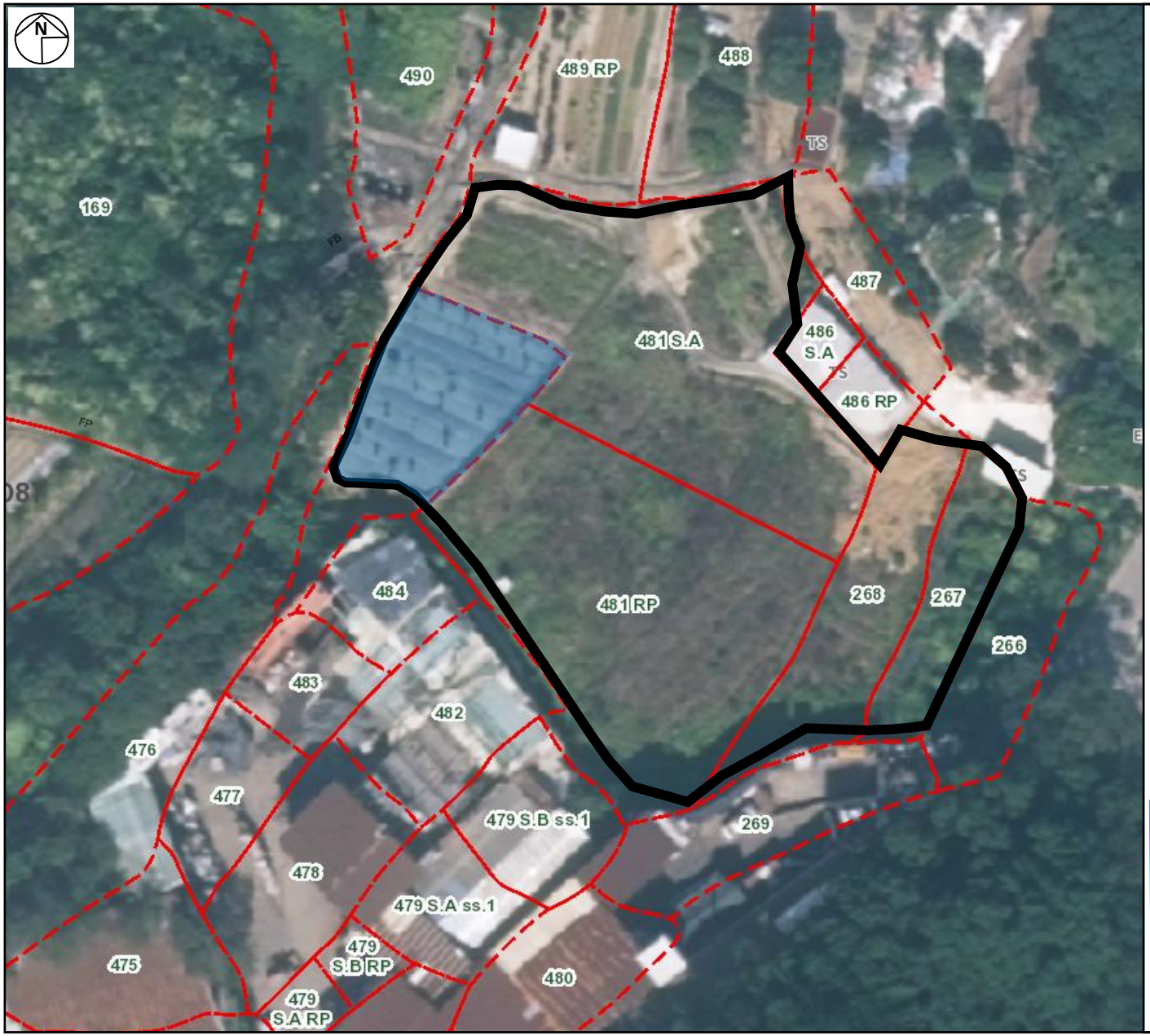


Source: DEVB

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Indicative Plan Showing Existing Locations of the Existing Operations (Cont'd.) *Ref.: ADCL/PLG-10286-R001/F006-II*	**Figure:** 6-II **Scale:** Not to Scale **Date:** May 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.

Appendix | VII

Existing Condition of the Government Land within the Application Site



LEGEND:

Application Site
(About 3,270m^2)

Government Land
(About 371m^2)

(For Identification Only)

Project: Section 16 Planning Application for Proposed Temporary Logistics Centre for a Period of 3 Years and Filling of Land and Pond at Lots 267 (Part) and 268 (Part) in D.D. 84, Lots 481 S.A (Part) and 481 RP (Part) in D.D. 87 and adjoining Government Land, Ping Che, Ta Kwu Ling, New Territories	**Title:** Existing Condition of the Government Land within the Application Site *Ref.: ADCL/PLG-10286-L008/F002*	**Figure:** 2 **Scale:** Not to Scale **Date:** Aug 2024	AiKoN AIKON DEVELOPMENT CONSULTANCY LTD.