

HTF/1133

This document is received on 21 APR 2022.
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

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

STP/YLW2
TPTM3 x1
SSO/YLW1
STP/YLW2 x1
Ada
27/4

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 Renewal of Permission for such Temporary Use or Development*

適用於祇涉及位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展或該等臨時用途/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.info.gov.hk/tpb/en/plan_application/apply.html

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

General Note and Annotation for the Form

填寫表格的一般指引及註解

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	AML-HTF/1133
	Date Received 收到日期	21 APR 2022

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

1. Name of Applicant 申請人姓名/名稱

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

First Champion Limited 豐上有限公司

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 毅勤發展顧問有限公司

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, 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 83,668 sq.m 平方米 ☐ About 約 ☒ Gross floor area 總樓面面積 1,352.1 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)	4,070 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 Ha Tsuen Fringe Outline Zoning Plan No. SYL-HTF/12
(e) Land use zone(s) involved 涉及的土地用途地帶	"Agriculture"
(f) Current use(s) 現時用途	Mostly Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 -

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

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

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

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

(b) The applicant 申請人 -

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

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

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

- ☐ has notified "current land owner(s)"[#]
已通知 名「現行土地擁有人」[#]。

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

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

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

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

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

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

- ☒ published notices in local newspapers on 22/03/2022 (DD/MM/YYYY)^{#&}
於 22/03/2022 (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
18/03/2022 (DD/MM/YYYY)^{#&}
於 18/03/2022 (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

位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展

(For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B))

(如屬位於鄉郊地區臨時用途/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 Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land

(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 Three☐ month(s) 個月

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	82,580.3	sq.m ☒ About 約
Proposed covered land area 擬議有上蓋土地面積	1,087.7	sq.m ☒ About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	36	.....
Proposed domestic floor area 擬議住用樓面面積	/	sq.m ☒ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	1,352.1	sq.m ☒ About 約
Proposed gross floor area 擬議總樓面面積	1,352.1	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)

36 temporary structures of 1-3-storey high (storage, site office, electricity room, staff rest area, security control room, guard kiosk and room and toilet)

(Please refer to section 4.1 of the Planning Statement attached)

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	8
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	2
Others (Please Specify) 其他 (請列明)	

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

Taxi Spaces 的士車位	
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	
Medium Goods Vehicle Spaces 中型貨車車位	
Heavy Goods Vehicle Spaces 重型貨車車位	6
Others (Please Specify) 其他 (請列明)	

6

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

7. Justifications 理由

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

Please refer to the Planning Statement attached.

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

Signature
簽署

SHEETA LEUNG

Name in Block Letters
姓名（請以正楷填寫）

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

Secretary

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

23/03/2022

(DD/MM/YYYY 日/月/年)

**Remark 備註**

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

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

Warning 警告

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

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

Statement on Personal Data 個人資料的聲明

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

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

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

(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 <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories 新界元朗鄉村丈量約份第128約地段第386號、第387號、第389號、第390號、第391號、第392號、第396號A分段餘段、第396號B分段餘段、第397號、第398號A分段、第398號餘段、第402號、第404號、第405號、第406號A分段、第406號餘段、第407號、第408號、第409號、第410號、第411號、第413號、第414號、第415號、第416號、第417號、第418號、第419號、第420號A分段、第420號餘段、第421號、第422號、第423號、第424號、第425號、第426號、第427號、第428號A分段、第428號餘段、第429號、第430號、第431號、第432號、第433號、第434號、第435號、第436號、第437號、第438號、第448號、第449號、第450號、第451號、第452號、第453號、第454號、第455號、第460號、第461號、第562號及第563號和毗連政府土地
Site area 地盤面積	83,668 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 4,070 sq. m 平方米 ☒ About 約)
Plan 圖則	Approved Ha Tsuen Fringe Outline Zoning Plan No. S/YL-HTF/12 厦村邊緣分區計劃大綱核准圖編號S/YL-HTF/12
Zoning 地帶	"Agriculture" 「農業」
Type of Application 申請類別	☒ Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 ☒ Year(s) 年 3 ☐ Month(s) 月 ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/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 Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land 擬議臨時露天存放全新車輛(私家車)、建築材料、機械和器材及貯存工具和零件及附屬辦公室(為期三年), 並進行填土工程

(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	1,352.1 ☒ About 約 ☐ Not more than 不多於	0.016 ☒ About 約 ☐ Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	36	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	☐ (Not more than 不多於) m 米
		N/A	☐ (Not more than 不多於) Storeys(s) 層
	Non-domestic 非住用	about 2.4-7.2	☐ (Not more than 不多於) m 米
		1-3	☐ (Not more than 不多於) Storeys(s) 層
(iv) Site coverage 上蓋面積	1.3 % ☒ 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		10
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)		8 2
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		6
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)		6

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 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. Extract of OZP. Lot Index Plan		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☒
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☒
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☒
Tree Survey 樹木調查	☐	☒
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☒
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

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

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

豐上有限公司與昇港管理有限公司

共同簽訂的諒解備忘錄

本諒解備忘錄（下稱「備忘錄」）由豐上有限公司（下稱「甲方」）與昇港管理有限公司（下稱「乙方」）（甲方及乙方以下合稱「雙方」）於2022年1月18日簽訂。

雙方考慮到：

- (一) 甲方為新界元朗廈村丈量約份第128約地段第386號、第387號、第389號、第390號、第391號、第392號、第396號A分段餘段、第396號B分段餘段、第397號、第398號A分段、第398號餘段、第402號、第404號、第405號、第406號A分段、第406號餘段、第407號、第408號、第409號、第410號、第411號、第413號、第414號、第415號、第416號、第417號、第418號、第419號、第420號A分段、第420號餘段、第421號、第422號、第423號、第424號、第425號、第426號、第427號、第428號A分段、第428號餘段、第429號、第430號、第431號、第432號、第433號、第434號、第435號、第436號、第437號、第438號、第448號、第449號、第450號、第451號、第452號、第453號、第454號、第455號、第460號、第461號、第562號及第563號（下稱「新地盤」）之現行土地擁有人或租用者；
- (二) 乙方為新界元朗屏山丈量約份第124約地段第3276號餘段（部分）、第3312號餘段（部分）、第3313號餘段（部分）、第3314號餘段、第3316號餘段（部分）、第3317號、第3318號（部分）、第3319號A分段（部分）及第3319號B分段（部分）和毗連政府土地（下稱「舊地盤」）作臨時露天存放新車（私家車）用途之現行作業者。受洪水橋新發展區第二期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臨時露天存放新車（私家車）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」），擬議在新地盤及其毗連政府土地（下稱「申請地點」）作擬議臨時露天存放全新車輛（私家車）、機械和器材及貯存工具和零件及附屬辦公室用途（為期三年），並進行填土工程。雙方合意在規劃申請獲批准後，並於規劃許可生效期間，甲方將申請地點內部分土地租予乙方作臨時露天存放新車（私家車）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露天存放全新車輛(私家車)、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途並進行填土工程，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部分土地作臨時露天存放新車(私家車)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內部分土地作臨時露天存放新車(私家車)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。



(潘偉成 先生)
代表 乙方 (昇港管理有限公司)

見證人：

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(潘偉成 先生)
代表 甲方 (豐上有限公司)

見證人：

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豐上有限公司與力營重運有限公司

共同簽訂的諒解備忘錄

本諒解備忘錄（下稱「備忘錄」）由豐上有限公司（下稱「甲方」）與力營重運有限公司（下稱「乙方」）（甲方及乙方以下合稱「雙方」）於2022年1月18日簽訂。

雙方考慮到：

- (一) 甲方為新界元朗廈村丈量約份第128約地段第386號、第387號、第389號、第390號、第391號、第392號、第396號A分段餘段、第396號B分段餘段、第397號、第398號A分段、第398號餘段、第402號、第404號、第405號、第406號A分段、第406號餘段、第407號、第408號、第409號、第410號、第411號、第413號、第414號、第415號、第416號、第417號、第418號、第419號、第420號A分段、第420號餘段、第421號、第422號、第423號、第424號、第425號、第426號、第427號、第428號A分段、第428號餘段、第429號、第430號、第431號、第432號、第433號、第434號、第435號、第436號、第437號、第438號、第449號、第450號、第451號、第452號、第453號、第454號、第455號、第460號、第461號、第562號及第563號（下稱「新地盤」）之現行土地擁有人或租用者；
- (二) 乙方為新界元朗屏山丈量約份第124約地段第3370號（部分）、第3371號（部分）、第3372號（部分）、第3373號（部分）、第3374號（部分）、第3375號（部分）、第3376號（部分）、第3377號（部分）、第3378號（部分）、第3379號（部分）、第3380號、第3381號（部分）、第3382號（部分）、第3383號（部分）及第3384號（部分）（下稱「舊地盤」）作臨時露天存放建築材料、機械和器材及貯存工具和零件及附屬辦公室用途之現行作業者。受洪水橋新發展區第二期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臨時露天存放建築材料、機械和器材及貯存工具和零件及附屬辦公室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」），擬議在新地盤及其毗連政府土地（下稱「申請地點」）作擬議臨時露天存放全新車輛（私家車）、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途（為期三年），並進行填土工程。雙方合意在規劃申請獲批准後，並於規劃許可生效期間，甲方將申請地點內部分土地租予乙方作臨時露天存放建築材料、機械和器材及貯存工具和零件及附屬辦公室用途。

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露天存放全新車輛(私家車)、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途並進行填土工程，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部分土地作臨時露天存放建築材料、機械和器材及貯存工具和零件及附屬辦公室用途。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內部分土地作臨時露天存放建築材料、機械和器材及貯存工具和零件及附屬辦公室用途。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。


(潘徑傳 先生)
代表 甲方 (豐上有限公司)

見證人：

(_____)

For and on behalf of
KANSON CRANE SERVICE CO., LTD.


(簡榮超 先生)
代表 乙方 (万營重運有限公司)

見證人：

(_____)

豐上有限公司 與 恆豐喉業有限公司

共同簽訂的諒解備忘錄

本諒解備忘錄（下稱「備忘錄」）由豐上有限公司（下稱「甲方」）與恆豐喉業有限公司（下稱「乙方」）（甲方及乙方以下合稱「雙方」）於2022年1月18日簽訂。

雙方考慮到：

- (一) 甲方為新界元朗廈村丈量約份第128約地段第386號、第387號、第389號、第390號、第391號、第392號、第396號A分段餘段、第396號B分段餘段、第397號、第398號A分段、第398號餘段、第402號、第404號、第405號、第406號A分段、第406號餘段、第407號、第408號、第409號、第410號、第411號、第413號、第414號、第415號、第416號、第417號、第418號、第419號、第420號A分段、第420號餘段、第421號、第422號、第423號、第424號、第425號、第426號、第427號、第428號A分段、第428號餘段、第429號、第430號、第431號、第432號、第433號、第434號、第435號、第436號、第437號、第438號、第448號、第449號、第450號、第451號、第452號、第453號、第454號、第455號、第460號、第461號、第562號及第563號（下稱「新地盤」）之現行土地擁有人或租用者；
- (二) 乙方為新界元朗屏山丈量約份第124約地段第3241號（部分）、第3244號（部分）、第3272號（部分）、第3273號（部分）、第3274號（部分）、第3275號餘段（部分）、第3339號（部分）、第3340號、第3341號（部分）、第3342號（部分）、第3343號、第3344號（部分）、第3345號（部分）、第3346號、第3347號（部分）、第3348號（部分）、第3349號（部分）、第3350號（部分）、第3351號餘段（部分）及第3352號餘段（部分）（下稱「舊地盤」）作臨時露天存放建築材料及貯存工具和零件及附屬辦公室用途之現行作業者。受洪水橋新發展區第二期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臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室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」），擬議在新地盤及其毗連政府土地（下稱「申請地點」）作擬議臨時露天存放全新車輛（私家車）、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途（為期三年），並進行填土工程。雙方合意在規劃申請獲批准後，並於規劃許可生效期間，甲方將申請地點內部分土地租予乙方作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途。

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露天存放全新車輛(私家車)、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途並進行填土工程，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部分土地作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途。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內部分土地作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途。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。


(唐偉儀 先生)
代表 甲方 (豐上有限公司)

見證人：

(_____)


(馮嘉華 先生)
代表 乙方 (恆豐娛樂有限公司)

見證人：

(馮嘉華 先生)

豐上有限公司與志昂投資有限公司

共同簽訂的諒解備忘錄

本諒解備忘錄（下稱「備忘錄」）由豐上有限公司（下稱「甲方」）與志昂投資有限公司（下稱「乙方」）（甲方及乙方以下合稱「雙方」）於2022年1月18日簽訂。

雙方考慮到：

- (一) 甲方為新界元朗廈村丈量約份第128約地段第386號、第387號、第389號、第390號、第391號、第392號、第396號A分段餘段、第396號B分段餘段、第397號、第398號A分段、第402號、第404號、第405號、第406號A分段、第406號餘段、第407號、第408號、第409號、第410號、第411號、第413號、第414號、第415號、第416號、第417號、第418號、第419號、第420號A分段、第420號餘段、第421號、第422號、第423號、第424號、第425號、第426號、第427號、第428號A分段、第428號餘段、第429號、第430號、第431號、第432號、第433號、第434號、第435號、第436號、第437號、第438號、第448號、第449號、第450號、第451號、第452號、第453號、第454號、第455號、第460號、第461號、第562號及第563號（下稱「新地盤」）之現行土地擁有人或租用者；
- (二) 乙方為新界元朗屏山丈量約份第124約地段第3321號、第3322號、第3400號（部分）、第3401號（部分）、第3402號（部分）、第3403號（部分）、第3404號（部分）、第3405號（部分）、第3406號（部分）、第3407號（部分）、第3409號（部分）、第3410號（部分）、第3411號（部分）、第3412號（部分）、第3413號（部分）、第3414號餘段（部分）、第3415號（部分）、第3416號餘段（部分）、第3419號、第3420號餘段（部分）、第3433號餘段（部分）、第3435號（部分）、第3436號、第3437號（部分）、第3438號（部分）及第3440號（部分）和毗連政府土地（下稱「舊地盤」）作臨時露天存放建築材料、機械及器材用途之現行作業。受洪水橋新發展區第二期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臨時露天存放建築材料、機械及器材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」），擬議在新地盤及其毗連政府土地（下稱「申請地點」）作擬議臨時露天存放全新車輛（私家車）、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途（為期三年），並進行填土工程。雙方合意在規劃申請獲批准後，並於規劃許可生效期間，甲方將申請地點內部分土地租予乙方作臨時露天存放建築材料、機械及器材用途。

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露天存放全新車輛(私家車)、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途並進行填土工程，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部分土地作臨時露天存放建築材料、機械及器材用途。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內部分土地作臨時露天存放建築材料、機械及器材用途。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。



(譚德偉先生)

代表 甲方 (豐上有限公司)

見證人：

(_____)



(張志式先生)

代表 乙方 (志昂投資有限公司)

見證人：

(_____)

豐上有限公司 與 森記五金有限公司

共同簽訂的諒解備忘錄

本諒解備忘錄（下稱「備忘錄」）由豐上有限公司（下稱「甲方」）與森記五金有限公司（下稱「乙方」）（甲方及乙方以下合稱「雙方」）於2022年1月18日簽訂。

雙方考慮到：

- (一) 甲方為新界元朗厦村丈量約份第128約地段第386號、第387號、第389號、第390號、第391號、第392號、第396號A分段餘段、第396號B分段餘段、第397號、第398號A分段、第402號、第404號、第405號、第406號A分段、第406號餘段、第407號、第408號、第409號、第410號、第411號、第413號、第414號、第415號、第416號、第417號、第418號、第419號、第420號A分段、第420號餘段、第421號、第422號、第423號、第424號、第425號、第426號、第427號、第428號A分段、第428號餘段、第429號、第430號、第431號、第432號、第433號、第434號、第435號、第436號、第437號、第438號、第448號、第449號、第450號、第451號、第452號、第453號、第454號、第455號、第460號、第461號、第562號及第563號（下稱「新地盤」）之現行土地擁有人或租用者；
- (二) 乙方為新界元朗屏山丈量約份第124約地段第1630號餘段（部分）、第1631號餘段（部分）、第1633號餘段（部分）、第1634號、第1635號餘段（部分）、第1635號A分段餘段、第1636號餘段（部分）、第1712號餘段（部分）、第3206號餘段（部分）、第3225號餘段（部分）、第3226號餘段（部分）、第3228號餘段（部分）、第3230號（部分）、第3231號（部分）、第3232號、第3233號（部分）、第3234號（部分）、第3235號（部分）、第3236號餘段（部分）、第3237號（部分）、第3239號（部分）、第3240號（部分）、第3241號（部分）、第3244號（部分）、第3285號餘段（部分）、第3286號（部分）、第3287號（部分）、第3289號（部分）、第3304號（部分）、第3305號（部分）、第3307號（部分）、第3349號（部分）、第3350號（部分）、第3351號餘段（部分）及第3352號餘段（部分）和毗連政府土地（下稱「舊地盤」）作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途之現行作業。受洪水橋新發展區第二期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臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室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」），擬議在新地盤及其毗連政府土地（下稱「申請地點」）作擬議臨時露天存放全新車輛（私家車）、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途（為期三年），並進行填土工程。雙方合意在規劃申請獲批准後，並於規劃許可生效期間，甲方將申請地點內部分土地租予乙方作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途。

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露天存放全新車輛(私家車)、建築材料、機械和器材及貯存工具和零件及附屬辦公室用途並進行填土工程，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部分土地作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途。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內部分土地作臨時露天存放建築材料和機械及貯存工具和零件及附屬辦公室用途。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。

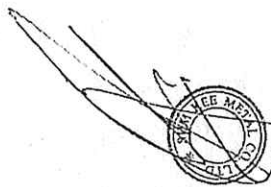


(譚德發 先生)

代表 甲方 (豐上有限公司)

見證人：

()



(麥啟生 先生)

代表 乙方 (森記五金有限公司)

見證人：

()

致 九龍長沙灣長裕街 10 號
億京廣場 2 期 25 樓 D 室
豐上有限公司

先生/女士：

事宜： 新界元朗厦村丈量約份第 128 約地段第 386 號、第 387 號、第 389 號、第 390 號、第 391 號、第 392 號、第 396 號 A 分段餘段、第 396 號 B 分段餘段、第 397 號、第 398 號 A 分段、第 398 號餘段、第 402 號、第 404 號、第 405 號、第 406 號 A 分段、第 406 號餘段、第 407 號、第 408 號、第 409 號、第 410 號、第 411 號、第 413 號、第 414 號、第 415 號、第 416 號、第 417 號、第 418 號、第 419 號、第 420 號 A 分段、第 420 號餘段、第 421 號、第 422 號、第 423 號、第 424 號、第 425 號、第 426 號、第 427 號、第 428 號 A 分段、第 428 號餘段、第 429 號、第 430 號、第 431 號、第 432 號、第 433 號、第 434 號、第 435 號、第 436 號、第 437 號、第 438 號、第 448 號、第 449 號、第 450 號、第 451 號、第 452 號、第 453 號、第 454 號、第 455 號、第 460 號、第 461 號、第 562 號及第 563 號及毗連政府土地之規劃申請

本會於 2022 年 2 月 18 日獲 貴公司來信，就上述土地表示發展意向，亦打算根據《城市規劃條例》第 16 條向城市規劃委員會遞交規劃申請。經過詳細考慮後，本會支持此規劃申請，並建議城市規劃委員會盡快批准此規劃申請。理據如下：

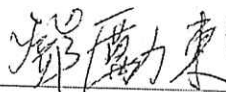
- (一) 此規劃申請的擬議用途能適時回應香港經濟模式的轉變，並符合《香港 2030+：跨越 2030 年的規劃遠景與策略》中發揮新界西北經濟發展潛力的策略性規劃意向；
- (二) 申請地點不論是地理位置及面積都非常適合用作重置現時位於洪水橋 / 厦村新發展區內並受收地安排影響的現行作業者，以確保它們有充足地方繼續業務。透過重置受影響的現行作業者的業務，此規劃申請亦有助推動政府於洪水橋 / 厦村新發展區的收地安排，符合公眾利益；

(三) 此規劃申請的擬議用途與毗鄰用途並非不兼容。再者，此規劃申請的擬議用途為臨時性質，將不會妨礙申請地點落實其長遠規劃意向；及

(四) 從交通、環境、排水及景觀方面而言，各項專業研究報告均證明此規劃申請並不會對附近造成任何不良影響。

此規劃申請的擬議用途旨在利用申請地點以重置現時受洪水橋 / 厦村新發展區收地安排影響的現行作業者，以確保它們有充足的地方繼續業務。擬議用途符合新界西北經濟發展潛力的策略性規劃意向，亦有助推動政府於洪水橋 / 厦村新發展區的收地安排，並且預計不會對交通、環境、排水及景觀方面造成任何不良影響。基於此規劃申請的擬議用途附合以上所有的規劃考量因素，本會支持此規劃申請，並建議城市規劃委員會能對此規劃申請給予正面考慮。如有查詢，請致電 [REDACTED] 與本會聯絡。

敬祝安康！




主席 鄧勵東

厦村鄉鄉事委員會

2022 年 2 月 22 日



毅勤發展顧問有限公司

Tel 電話 : [REDACTED]

Fax 傳真 : [REDACTED]

Email 電郵 : info@aikon.hk

Web 網址 : www.aikon.hk

Date : 27th April 2022
Our Ref. : ADCL/POT-10561/L002

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

By Email

Dear Sir/Madam,

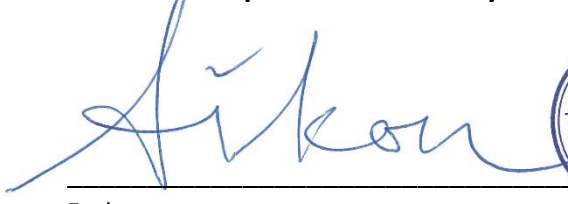
**RE: Section 16 Planning Application for Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land and Ponds at Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories
(Application No. A/YL-HTF/1133)**

Kindly note that the captioned application is for proposed temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of three years and filling of land and ponds at the captioned address. We would like to enclose herewith replacement pages for the Application Form (No. S16-III), Planning Statement and a figure for your onward processing.

Kindly note that the applied use for the captioned application as stated in all the supporting submission documents for the captioned application should be read as "proposed temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of three years and filling of land and ponds" instead of the applied use stated in our submission dated 23.3.2022.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Miss Winnie AU or Mr. Thomas LUK at [REDACTED].

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



Encl.
c.c. Client

Address 地址 :
香港葵涌興芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

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 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B)) (如屬位於鄉郊地區臨時用途/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 Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land and Ponds (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 Three ☐ month(s) 個月
(c) <u>Development Schedule 發展細節表</u>	
Proposed uncovered land area 擬議露天土地面積	 82,580.3 .....sq.m ☒ About 約
Proposed covered land area 擬議有上蓋土地面積	 1,087.7 .....sq.m ☒ About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	 36
Proposed domestic floor area 擬議住用樓面面積	 /sq.m ☐ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	 1,352.1 .....sq.m ☒ About 約
Proposed gross floor area 擬議總樓面面積	 1,352.1 .....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) 36 temporary structures of 1-3-storey high (storage, site office, electricity room, staff rest area, security control room, guard kiosk and room and toilet) (Please refer to section 4.1 of the Planning Statement attached)	
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	 8
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	 2
Others (Please Specify) 其他 (請列明)	.....
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
Taxi Spaces 的士車位	.....
Coach Spaces 旅遊巴車位	.....
Light Goods Vehicle Spaces 輕型貨車車位	.....
Medium Goods Vehicle Spaces 中型貨車車位	.....
Heavy Goods Vehicle Spaces 重型貨車車位	 6
Others (Please Specify) 其他 (請列明)	.....

Proposed operating hours 擬議營運時間 From 7:00 a.m. to 11:00 p.m. (Mondays to Saturdays, no operation on Sundays and Public Holidays)			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☒ 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)) Existing local road leading to Kai Pak Ling Road	
	No 否	☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) ☐	
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)			
(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) ^ The area of filling of ponds was deduced based on the boundary of ponds recorded on the date of first publication in the Gazette of the notice of Ha Tsuen Interim Development Permission Area Plan No. IDPA/YL-HT/1 ("key date"). As of the land survey conducted on 15.8.2021, nearly all area marked as ponds at key date within the application site is now dried up, left unused and overgrown with vegetation. ☐ Diversion of stream 河道改道 ☒ Filling of pond 填塘 Area of filling 填塘面積 (Please refer to ^ above) 15,398 * 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 48,235 * 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 * The area and depth of filling will be confirmed at the detailed design stage. The Applicant is committed to hire professional land surveyors to conduct a detailed land survey for the application site and provide the exact area and depth of filling involved in the proposed development during later stages upon approval of the planning application.	
	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 ☐ 		

Gist of Application 申請摘要	
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories 128386387389390391392396 A396 B397398 A398402404405406 A406407408409410411413426 414415416417418419420 A420421422423424425426 427428 A428429430431432433434435436437438 448449450451452453454455460461562563

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

- 4.1.1 The application site is proposed to be used by the operators of the concerned operations for the proposed use, i.e. proposed temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of three years and filling of land and ponds. As agreed by the applicant and all operators of the concerned operations, should the current application be approved by the Board, the concerned 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 83,668m² (including about 4,070m² of Government land) and is currently mostly vacant. Internal fencing will be erected along the periphery of the application site. The application site will be accessible via ingress/egress at the eastern boundary of the application site (**Figure 5** refers). The application site is connected via the ingress/egress to a local track leading to Kai Pak Ling Road, which further links to the Kong Sham Western Highway (**Figure 1** refers).
- 4.1.3 As shown in the indicative layout plan (**Figure 5** refers), 36 one-to-three storey (ranging from about 2.4m to about 7.2m high) temporary structures with gross floor area (hereinafter referred to as "GFA") of about 1,352.1m² for storage, site office, electricity room, staff rest area, security control room, guard kiosk and room and toilet are provided within the application site. 8 parking spaces for private cars, 2 parking spaces for heavy goods vehicles and 6 loading and unloading bays for heavy goods vehicles are provided within the application site. The operation hours of the proposed use are from 7:00a.m. to 11:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.
- 4.1.4 In view of the existing topographic profile of the application site as being a sloping land ranging from +3.75mPD at the northeast to +15.75mPD at the southeast of the site, the proposed site formation levels have been carefully designed to minimise the extent of site formation work and the possible landscape impact while ensuring an effective operation of the proposed use on the application site. Major fill is avoided for the current application. Majority of the application site (about 62,376m²/about 74.6% of the application site) will be filled with soil with a range from 0.1m to 1.7m in depth. In view of the steep gradient of some areas of the application site, a minor portion of the application site (about 1,257m²/about 1.5% of the application site) will be filled with soil with a range from 1.8m to 2.5m in depth. The application site will be surrounded by landscape buffer area (about 13,571m²/about 16.2% of the application site) with a width ranging from 5m to 25m along the application site boundary for retention of the existing trees and provision of new trees (**Figures 4 and 5** refer).
- 4.1.5 It is noted that there are some temporary structures for residential dwellings in the



Boundary of ponds as recorded on the date of first publication in the Gazette of the notice of Ha Tsuen Interim Development Permission Area Plan No. IDPA/YL-HT/1 ("key date")
As of the land survey conducted on 15.8.2021, nearly all area marked as ponds on the key date within the application site is now dried up, left unused and overgrown with vegetation.

LEGEND:

-  Site Boundary
-  Landscaping Area
-  Area 1 (Proposed Level of Filling of Land/Ponds: 0.1-1.7m)
-  Area 2 (Proposed Level of Filling of Land/Ponds: 1.8-2.5m)
-  Internal Road

(For Identification Only)

Remarks: Details of the site formation works, including areas and depths of filling and flattening of land, will be confirmed at the detailed design stage upon approval of the planning application.

Project:

Section 16 Planning Application for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land and Ponds at Various Lots in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Title:

Proposed Levels for the Application Site

Figure:

4

Scale:

Not to Scale

Date:

Apr 2022



AIKON DEVELOPMENT CONSULTANCY LTD.



Section 16 Planning Application

Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land

At Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Planning Statement

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Prepared by
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CKM Asia Limited
Landes Limited
SMEC Asia Limited

March 2022

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 open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of three years and filling of land (hereinafter referred to as “the proposed use”) at Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories (hereinafter referred to “the application site”). The application site has an area of about 83,668m² (including about 4,070m² 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.

The current application is for reprovisioning of existing operations affected by the second phase of the Hung Shui Kiu / Ha Tsuen New Development Area (hereinafter referred to as “HSK/HT NDA”) development. The application site currently falls entirely within an area zoned “Agriculture” (hereinafter referred to as “AGR”) on the approved Ha Tsuen Fringe Outline Zoning Plan No. S/YL-HTF/12 exhibited for public inspection on 26.10.2018 (hereinafter referred to “the Current OZP”). According to the Covering Notes of the Current OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the Current OZP. As detailed throughout this Planning Statement, the current application is well justified on the grounds that:-

- (a) the current application aims to relocate existing operations affected by the second phase of the HSK/HT NDA development. Efficient reprovisioning of the affected operations could facilitate smoother and earlier implementation of the HSK/HT NDA development which would be beneficial to the public;*
- (b) the application site is situated in a suitable location for reprovisioning of the concerned operations. The proposed use could help realize the strategic economic development potential in the northwest New Territories under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030";*
- (c) the proposed use is considered not incompatible with the surrounding land uses and will not bring adverse visual impacts on the surroundings;*
- (d) 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 surroundings; and*
- (e) no adverse traffic, environmental, drainage, landscape impacts arising from the proposed use is anticipated.*

In view of the above and planning justifications as detailed in this Planning Statement, it is sincerely hoped that the Board will give sympathetic consideration to approve the current application on a temporary basis for a period of three 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」）作擬議臨時露天存放全新車輛（私家車）、建築材料、機械和器材及貯存工具和零件及附屬辦公室（為期三年），並進行填土工程（以下簡稱「擬議用途」）。該申請涉及的地點位於新界元朗廈村丈量約份第 128 約地段第 386 號、第 387 號、第 389 號、第 390 號、第 391 號、第 392 號、第 396 號 A 分段餘段、第 396 號 B 分段餘段、第 397 號、第 398 號 A 分段、第 398 號餘段、第 402 號、第 404 號、第 405 號、第 406 號 A 分段、第 406 號餘段、第 407 號、第 408 號、第 409 號、第 410 號、第 411 號、第 413 號、第 414 號、第 415 號、第 416 號、第 417 號、第 418 號、第 419 號、第 420 號 A 分段、第 420 號餘段、第 421 號、第 422 號、第 423 號、第 424 號、第 425 號、第 426 號、第 427 號、第 428 號 A 分段、第 428 號餘段、第 429 號、第 430 號、第 431 號、第 432 號、第 433 號、第 434 號、第 435 號、第 436 號、第 437 號、第 438 號、第 448 號、第 449 號、第 450 號、第 451 號、第 452 號、第 453 號、第 454 號、第 455 號、第 460 號、第 461 號、第 562 號及第 563 號和毗連政府土地（以下簡稱「申請地點」）。申請地點的地盤面積約為 83,668 平方米（包括約 4,070 平方米政府土地）。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。

該申請旨在重置受洪水橋／廈村新發展區第二期發展影響的現行作業。根據 2018 年 10 月 26 日刊憲公佈之廈村邊緣分區計劃大綱核准圖（編號：S/YL-HTF/12）（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) 該申請旨在重置受洪水橋／廈村新發展區第二期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》中發揮新界西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；及
- (五) 擬議用途預計不會對交通、環境、排水及景觀構成不良影響。

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議用途。

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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 Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land (hereinafter referred to as “the proposed use”)** at Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562 and 563 in D.D. 128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories (hereinafter referred to “the application site”). The application site has an area of about 83,668m² (including about 4,070m² 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 lots and the Government land in which the application site involves.

1.1.2 The application site is currently mostly vacant with vegetations. It is predominantly surrounded by vacant land, grassland, farmland, ponds and a few temporary structures (**Figure 1** refers). The application site currently falls entirely within an area zoned “Agriculture” (hereinafter referred to as “AGR”) on the approved Ha Tsuen Fringe Outline Zoning Plan No. S/YL-HTF/12 exhibited for public inspection on 26.10.2018 (hereinafter referred to as “the Current OZP”) (**Figure 3** refers).

1.1.3 As stipulated in (11)(b) of the Notes of the Current OZP, “...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...”. 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.

1.1.4 Prepared on behalf of First Champion 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 With regard to the latest progress of the Hung Shui Kiu / Ha Tsuen New Development Area (hereinafter referred to as “HSK/HT NDA”) development, land resumption notice for the first phase development has been issued on 23.7.2020, and the works contract

for HSK/HT NDA Advance Works Phase 2 has been awarded on 18.8.2020. The Stage 2 Works of HSK/HT NDA development will commence once the first phase development is finished in 2024.

- 1.2.2 The current application aims to relocate 5 existing operations (hereinafter referred to as “the concerned operations”) affected by the Stage 2 Works (as part of the second phase development) of the HSK/HT NDA development. The concerned operations involve temporary open storage of new vehicles (private cars), construction materials, machineries and equipment and/or storage of tools and parts with ancillary site office. The existing locations of the concerned operations are illustrated in **Figures 6-I and 6-II**. The existing uses, locations and areas of the concerned operations are detailed in **Table 1** below. Portions of some of the concerned operations are under valid planning permission(s) (**Table 1** refers).

Table 1: Existing Uses, Locations and Areas of the Concerned Operations

Existing Use	Existing Location	Existing Area
Tenant A		
Temporary Open Storage of Construction Materials and Machineries and Storage of Tools and Parts with Ancillary Site Office [Valid Planning Permission No. A/HSK/330]	Lots 1630 RP (Part), 1631 RP (Part), 1633 RP (Part), 1634, 1635 RP (Part), 1635 S.A RP, 1636 RP (Part), 1712 RP (Part), 3206 RP (Part), 3225 RP (Part), 3226 RP (Part), 3228 RP (Part), 3230 (Part), 3231 (Part), 3232, 3233 (Part), 3234 (Part), 3235 (Part), 3236 RP (Part), 3237 (Part), 3239 (Part), 3240 (Part), 3241 (Part), 3244 (Part), 3285 RP (Part), 3286 (Part), 3287 (Part), 3289 (Part), 3304 (Part), 3305 (Part), 3307 (Part), 3349 (Part), 3350 (Part), 3351 RP (Part), and 3352 RP (Part) in D.D. 124 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	About 27,176m ²
Tenant B		
Temporary Open Storage of Construction Materials, Machineries and Equipment	Lots 3321, 3322, 3400 (Part), 3401 (Part), 3402 (Part), 3403 (Part), 3404 (Part), 3405 (Part), 3406 (Part), 3407 (Part), 3409 (Part), 3410 (Part), 3411 (Part), 3412 (Part), 3413 (Part), 3414 RP (Part), 3415 (Part), 3416 RP (Part), 3419, 3420 RP (Part), 3433 RP (Part), 3435 (Part), 3436, 3437 (Part), 3438 (Part), and 3440 (Part) in D.D. 124 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	About 18,915m ²
Tenant C		
Temporary Open Storage of New Vehicles (Private Cars)	Lots 3276 RP (Part), 3312 RP (Part), 3313 RP (Part), 3314 RP, 3316 RP (Part), 3317, 3318 (Part), 3319 S.A (Part), and 3319 S.B (Part) in D.D. 124 and Adjoining Government Land, Ping Shan, Yuen Long, New Territories	About 18,581m ²

Tenant D		
Temporary Open Storage of Construction Materials and Machineries and Storage of Tools and Parts with Ancillary Site Office <i>[Valid Planning Permission No. A/HSK/330]</i>	Lots 3241 (Part), 3244 (Part), 3272 (Part), 3273 (Part), 3274 (Part), 3275 RP (Part), 3339 (Part), 3340, 3341 (Part), 3342 (Part), 3343, 3344 (Part), 3345 (Part), 3346, 3347 (Part), 3348 (Part), 3349 (Part), 3350 (Part), 3351 RP (Part) and 3352 RP (Part) in D.D. 124, Ping Shan, Yuen Long, New Territories	About 14,363m ²
Tenant E		
Temporary Open Storage of Construction Materials, Machineries and Equipment and Storage of Tools and Parts with Ancillary Site Office <i>[Valid Planning Permissions Nos. A/HSK/251 and A/HSK/330]</i>	Lots 3370 (Part), 3371 (Part), 3372 (Part), 3373 (Part), 3374 (Part), 3375 (Part), 3376 (Part), 3377 (Part), 3378 (Part), 3379 (Part), 3380, 3381 (Part), 3382 (Part), 3383 (Part), and 3384 (Part) in D.D. 124, Ping Shan, Yuen Long, New Territories	About 10,266m ²

1.2.3 Since the existing locations of the concerned operations will be subject to land resumption for the implementation for HSK/HT NDA development, operators of the concerned operations have been actively identifying alternative suitable sites in the vicinity to continue their operations.

1.2.4 The applicant intends to make use of the application site for reprovisioning of the concerned operations. The applicant has entered a Memorandum of Understanding (hereinafter referred to as “MoU”) with each of the operators of the concerned operations. The applicant and the operators of the concerned operations have agreed that upon approval of the current application by the Board, the application site will be utilised by the operators of the concerned operations for the proposed use during the planning approval period. Taking into account the unique background and intention of the current application, the Ha Tsuen Rural Committee has also indicated support for the application.

1.3 Objectives

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

- (a) *To re-provide open storage spaces on a temporary basis in serving district and territorial needs under the pressing land acquisition process for the HSK/HT NDA development project;*
- (b) *To fully utilize 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 area through providing adequate protection and mitigation measures.*

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** summarizes 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 to the west of the Hung Shui Kiu and Lau Fau Shan Area and is adjacent to the Kong Sham Western Highway. The application site is mostly vacant and vegetated (**Illustrations 1-I and 1-II** refer). The application site is accessible via a local track leading to Kai Pak Ling Road, which further connects to the Kong Sham Western Highway (**Figure 1** refers).

2.2 Surrounding Land-use Characteristics

- 2.2.1 The surrounding areas of the application site are in semi-rural character and predominately occupied by temporary structures, ponds, open storage yards, as well as vacant and vegetated land.
- 2.2.2 To the west of the application site are clusters of temporary structures intermixed with vacant land. A pond is located to the immediate northwest of the application site. To the further west and northwest of the application site are temporary structures, ponds, vacant and unused land and vegetated land. To the immediate northeast are open storage operations. A number of temporary structures and ponds are situated to the further north and northeast of the application site across the Deep Bay Road. To the immediate east of the application site is mostly vegetated land. The Kong Sham Western Highway is located about 150m away to the east of the application site. To the further east across the Kong Sham Western Highway is mostly vegetated land intermixed with temporary structures. To the south of the application site is mostly vegetated land.

3. PLANNING CONTEXT

3.1 Statutory Planning Context

3.1.1 The application site falls entirely within an area zoned “AGR” on the Current OZP (**Figure 3** refers). According to the Notes of the Current OZP, “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 (11)(b) of the Notes of the Current OZP, *“...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...”*. 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 Applications

3.2.1 The application site is subject to 6 previous planning applications for temporary racing circuit, land filling for agriculture use, open storage uses, and temporary place of recreation, sports or culture (hobby farm). Details of the previous applications are tabulated in **Table 2** below.

3.2.2 The last two previous planning applications No. A/YL-HTF/1091 and A/YL-HTF/1106 are for proposed temporary place of recreation, sports or culture (hobby farm) (with application A/YL-HTF/1106 also involves proposed filling of land). The two applications cover different areas within the application site and were approved with conditions by the Rural and New Town Planning Committee (hereinafter referred to as “the Committee”) of the Board on a temporary basis in 2018 and 2020 respectively mainly on the grounds that the proposed use was considered not in conflict with the planning intention of the “AGR” zone, not incompatible with the surrounding areas and would unlikely result in significant adverse impacts on the surrounding areas.

Table 2: Previous Planning Applications

Application No.	Proposed Use	Decision
A/YL-HT/414	Temporary Racing Circuit for a Period of 3 Years	Rejected on 29.7.2005
A/YL-HT/506	Proposed Land Filling for Agricultural Use	Rejected on 28.9.2007
A/YL-HT/730	Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years	Rejected on 3.6.2011
A/YL-HTF/1083	Temporary Open Storage of Construction Materials and Equipment for a Period of 3 Years	Rejected on 25.8.2017

Application No.	Proposed Use	Decision
A/YL-HTF/1091	Proposed Temporary Place of Recreation, Sports or Culture (Hobby Farm) for a Period of 3 Years	Approved with condition(s) on a temporary basis on 21.9.2018
A/YL-HTF/1106	Proposed Temporary Place of Recreation, Sports or Culture (Hobby Farm) for a Period of 5 Years and Filling of Land	Approved with condition(s) on a temporary basis on 1.9.2020

3.3 Similar Applications

- 3.3.1 In the past 10 years, there are five similar applications for similar temporary open storage uses within the same “AGR” zone on the Current OZP. Details of the similar applications are tabulated in **Table 3** below.

Table 3: Similar Planning Applications in the Past Ten Years

Application No.	Proposed Use(s)	Decisions
A/YL-HT/856	Temporary Open Storage of Construction Materials and Warehouse with Ancillary Office for a Period of 3 Years	Rejected on 15.11.2013
A/YL-HT/950	Proposed Temporary Open Storage of Metal Ware for a Period of 3 Years	Rejected on 9.10.2015
A/YL-HT/1029	Proposed Temporary Open Storage of Brand-New Vehicles (Private Cars and Light Goods Vehicles) for a Period of 3 Years	Rejected on Review on 6.1.2017
A/YL-HTF/1064	Proposed Temporary Road Repair Workshop and Storage of Construction Materials with Ancillary Vehicle Repairing and Office for a Period of 3 Years	Rejected on Review on 18.8.2017
A/YL-HTF/1083	Temporary Open Storage of Construction Materials and Equipment for a Period of 3 Years	Rejected on 25.8.2017

4. THE DEVELOPMENT PROPOSAL

4.1 Site Configuration and Layout

- 4.1.1 The application site is proposed to be used by the operators of the concerned operations for the proposed use, i.e. proposed temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of three years and filling of land. As agreed by the applicant and all operators of the concerned operations, should the current application be approved by the Board, the concerned 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 83,668m² (including about 4,070m² of Government land) and is currently mostly vacant. Internal fencing will be erected along the periphery of the application site. The application site will be accessible via ingress/egress at the eastern boundary of the application site (**Figure 5** refers). The application site is connected via the ingress/egress to a local track leading to Kai Pak Ling Road, which further links to the Kong Sham Western Highway (**Figure 1** refers).
- 4.1.3 As shown in the indicative layout plan (**Figure 5** refers), 36 one-to-three storey (ranging from about 2.4m to about 7.2m high) temporary structures with gross floor area (hereinafter referred to as "GFA") of about 1,352.1m² for storage, site office, electricity room, staff rest area, security control room, guard kiosk and room and toilet are provided within the application site. 8 parking spaces for private cars, 2 parking spaces for heavy goods vehicles and 6 loading and unloading bays for heavy goods vehicles are provided within the application site. The operation hours of the proposed use are from 7:00a.m. to 11:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.
- 4.1.4 In view of the existing topographic profile of the application site as being a sloping land ranging from +3.75mPD at the northeast to +15.75mPD at the southeast of the site, the proposed site formation levels have been carefully designed to minimise the extent of site formation work and the possible landscape impact while ensuring an effective operation of the proposed use on the application site. Major cut and/or fill is avoided for the current application. Majority of the application site (about 62,376m²/about 74.6% of the application site) will be filled with soil with a range from 0.1m to 1.7m in depth. In view of the steep gradient of some areas of the application site, a minor portion of the application site (about 1,257m²/about 1.5% of the application site) will be filled with soil with a range from 1.8m to 2.5m in depth. Apart from the portions to be filled, some portions of the application site (about 6,464m²/about 7.7% of the application site) will be excavated. The soil excavated from the proposed excavation area of the application site will be re-used for on-site filling. The application site will be surrounded by landscape buffer area (about 13,571m²/about 16.2% of the application site) with a width ranging from 5m to 25m along the application site boundary for retention of the existing trees and provision of new trees (**Figures 4** and **5** refer).
- 4.1.5 It is noted that there are some temporary structures for residential dwellings in the

vicinity of the application site (**Figure 2** refers). Residents of the nearby dwellings have already been informed of the current proposal of the proposed use under the current application. The residents have expressed that they have no objection to the proposed use under the current application. The technical assessments (**Appendices I to IV** refer) conducted for the current application also concluded that no adverse traffic, environmental, drainage and landscape impacts would likely be induced by the proposed use under the current application.

- 4.1.6 Key development parameters of the proposed use are tabulated in **Table 4**. **Table 5** provides details of the proposed ancillary temporary structures under the current application.

Table 4: Key Development Parameters

Proposed Use	Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land
Operation Hours	From 7:00a.m. to 11:00 p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays)
Site Area	About 83,668m ² (Including about 4,070m ² of Government land)
Covered Area	About 1,087.7m ² (About 1.3%)
Uncovered Area	About 82,580.3m ² (About 98.7%)
Temporary Structures No(s). No. of Storeys Height Gross Floor Area	36 1-3 From about 2.4m to about 7.2m About 1,352.1m ²
No. of Parking Spaces Private Car (5m(L) x 2.5m(W)) Heavy Goods Vehicle (11m(L) x 3.5m(W))	8 2
No. of Loading/Unloading (L/UL) Bays 11m(L) x 3.5m(W)	6

Table 5: Details of the Proposed Structures

Structure/ Container No.	Proposed Use	Dimension (About) (m)	Roof Area (About) (m²)	Floor Area (About) (m²)	No. of Storeys	Max. Height (About) (m)
Tenant A						
1	Site Office and Storage of Tools & Parts	6 x 18.3	220.00	278.00	1 to 2	6
2	Storage of Tools & Parts	6 x 16	95.80	95.80	1	5
3	Site Office	6 x 4.2	25.00	25.00	1	6

4	Storage of Tools & Parts	6.06 x 2.44	14.86	29.72	2	4.8
5	Storage of Tools & Parts	6.06 x 2.44	14.86	44.58	3	7.2
6	Storage of Tools & Parts	6.06 x 2.44	14.86	14.86	1	6
7	Site Office	6.06 x 2.44	14.86	14.86	1	2.4
8	Portable Toilet	1.14 x 1.14	1.31	1.31	1	2.4
Tenant B						
9	Staff Rest Area	6.1 x 2.4	14.64	14.64	1	2.44
10	Store Room	6.1 x 2.4	14.64	14.64	1	2.44
11	Electricity Room	6.1 x 2.4	14.64	14.64	1	2.44
12	Security Control Room	6.1 x 2.4	14.64	14.64	1	2.44
13	Guard Kiosk	2.4 x 2.4	5.76	5.76	1	3
Tenant C						
14	Security Control Room	6.1 x 2.4	14.64	14.64	1	2.44
15	Electricity Room	6.1 x 2.4	14.64	14.64	1	2.44
16	Guard Kiosk	2.4 x 2.4	5.76	5.76	1	3
17	Store Room	6.1 x 2.4	14.64	14.64	1	2.44
18	Staff Rest Area	6.1 x 2.4	14.64	14.64	1	2.44
Tenant D						
19	Guard Room	2.12 x 2.12	4.50	4.50	1	2.4
20	Staff Rest Area	6.06 x 2.44	14.86	14.86	1	6
21	Site Office	6.06 x 2.44	14.86	29.72	2	2.4
22	Site Office and Storage of Tools & Parts	6.06 x 2.44	14.86	14.86	1	2.4
23	Storage of Tools & Parts	6.06 x 2.44	14.86	29.72	2	2.4
24	Storage of Tools & Parts	6.06 x 2.44	14.86	14.86	1	2.4
25	Storage of Tools & Parts	13.78 x 13.78	189.80	189.80	1	2.4
26	Site Office and Storage of Tools & Parts	6.06 x 13.57	82.26	103.48	1 to 2	4.8
Tenant E						
27	Site Office and Storage of Tools & Parts	6 x 15.3	96.00	192.00	2	6
28	Site Office	6.06 x 2.44	14.86	14.86	1	5
29	Site Office and Storage of Tools & Parts	6.06 x 2.44	14.86	14.86	1	2.4
30	Portable Toilet	1.14 x 1.14	1.31	1.31	1	2.4
31	Electricity Room	2.4 x 2.4	5.76	5.76	1	2.4
32	Storage of Tools & Parts	6.06 x 2.44	14.86	29.72	2	4.8
33	Storage of Tools & Parts	6.06 x 2.44	14.86	14.86	1	2.4
34	Storage of Tools & Parts	6.06 x 2.44	14.86	14.86	1	2.4
35	Storage of Tools & Parts	6.1 x 2.4	14.64	14.64	1	2.6

36	Storage of Tools & Parts	6.1 x 2.4	14.64	14.64	1	2.6
Total				1,352.1		

4.2 Traffic Arrangement

4.2.1 The concerned operations will mainly make use of heavy goods vehicles or 11m long trailer trucks to travel to/from the application site via the proposed access route.

4.2.2 While there are committed road improvement works under the HSK/HT NDA development project to improve the road connections in the vicinity of the application site, the proposed vehicular access route connecting the application site to the Kong Sham Western Highway under the current application (**Figure 1** refers) is currently comparatively substandard with certain traffic issues identified. The applicant has a good intent to improve the local traffic without causing operational disturbance outside the application site. In this regard, road improvement works such as standardisation/upgrading of sub-standard passing bay, provision of additional passing bays or relocation as well as modification of road gradient have been proposed. Details of the proposed road improvement works are provided in the Traffic Impact Assessment (**Appendix I** refers). The proposed road improvement works have been further reviewed based on detailed topographical survey and site investigation to ensure technical feasibility. The applicant is more than willing to uptake and facilitate the implementation of these improvement works upon approval of the current application.

4.2.3 For the current application, vehicular trips to and from the application site are anticipated to be around 4-10 trips daily per tenant. Traffic Impact Assessment (**Appendix I** refers) conducted reveals that the additional traffic trips can be accommodated without affecting the operation of the analysed junctions and links. Sufficient manoeuvring space will be provided to ensure smooth manoeuvring of vehicles within the application site. Junctions and links are expected to perform within capacity. Hence, the proposed use under the current application is considered acceptable from the traffic engineering point of view. No adverse traffic impact is anticipated from the proposed use.

4.3 Landscape and Visual Consideration

4.3.1 Tree Preservation and Landscaping Proposal (**Appendix II** refers) proposes a landscape buffer area ranging from 5m to 25m wide along the application site boundary. The current application will retain majority of the existing trees (about 54.19%). Majority of the dense tree clusters identified at the northeast corner of the application site will be preserved in situ.

4.3.2 Together with planting of new trees, the landscape design for the proposed use will provide greening in better quality for enhancing the overall visual quality of the application site. The applicant also undertakes to maintain all the retained trees and the proposed trees within the application site upon approval of the current

application.

4.4 Environmental Consideration

- 4.4.1 Environmental Assessment (hereinafter referred to as “EA”) (**Appendix III** refers) has been conducted to assess the potential environmental impacts (air, noise, water and waste) arising from the proposed use.
- 4.4.2 Given that no major excavation work and/or large-scale stockpiling is required, with proper dust control measures, air pollution during the construction stage is anticipated to be minimal. No adverse air quality impact from vehicular emissions and industrial emissions during the operation stage of the proposed use is anticipated.
- 4.4.3 Noise mitigation measures are proposed during the construction stage of the proposed use. Noise barriers of 3m in height will be erected as a mitigation measure.
- 4.4.4 Without any wheel-washing facilities or cleansing activities of equipment and machineries, the environmental impact on water quality will be insignificant. Regarding concerns on sewage, the applicant will guarantee the number of staff to be employed for site operation will not exceed 25 in total.
- 4.4.5 During the operation stage of the proposed use, the major type of waste generated will be municipal solid waste. The applicant will ensure that the waste generated will be properly stored and disposed regularly by a licensed waste collector.
- 4.4.6 By implementing recommended mitigation measures and strictly following good site practice, the EA conducted concluded that the proposed development will not generate any unacceptable environmental impacts during construction and operation phases of the proposed use.

4.5 Drainage Consideration

- 4.5.1 Drainage Impact Assessment (hereinafter referred to as “DIA”) (**Appendix IV** refers) has been conducted to review the drainage arrangements for the proposed use. Two major watercourses were identified and eight catchments in the site and its vicinity were assessed. The increase in surface runoff generated by the proposed development is estimated to be minimal. The drainage will be discharged into the two watercourses in the same manner as the existing condition.
- 4.5.2 Combination of peripheral U-shape channels, stepped channels and rectangular channels are proposed to be adopted in order to facilitate the drainage collection within the application site. With the proposed drainage layout and the implementation of mitigation measures in accordance with governmental guidelines, the DIA concluded that no adverse drainage impact is anticipated. If considered necessary, the applicant is willing to submit a drainage proposal and further implement necessary drainage facilities to the satisfaction of the Board and/or the relevant Government department(s) by way of compliance of approval condition(s).

5. PLANNING JUSTIFICATIONS

5.1 Reprovisioning of the Concerned Operations Affected by the Development of HSK/HT NDA

5.1.1 The application site is considered as a highly suitable alternative site to relocate the concerned operations which are affected by the second phase of the HSK/HT NDA development. The application site is in close proximity to the Hung Shui Kiu area, an area in which the concerned operations are currently located. Efficient reprovisioning of the concerned operations could facilitate smoother and earlier implementation of the HSK/HT NDA development, which would be beneficial to the public.

5.1.2 Compared to the existing areas of the concerned operations, the proposed areas for the concerned operations under the current application are reasonable considering that the proposed areas are about the same or even smaller than the existing areas of the concerned operations. Comparison between the existing areas and proposed areas of the concerned operations is detailed in **Table 6** below.

Table 6: Comparison Between the Existing and Proposed Areas of the Concerned Operations

Existing / Proposed Use	Existing Area for Each Operator (About)	Proposed Area for Each Operator* (About)
Tenant A		
Temporary Open Storage of Construction Materials and Machineries and Storage of Tools and Parts with Ancillary Site Office	27,176m ²	25,745m ²
Tenant B		
Temporary Open Storage of Construction Materials, Machineries and Equipment	18,915m ²	15,180m ²
Tenant C		
Temporary Open Storage of New Vehicles (Private Cars)	18,581m ²	18,947m ²
Tenant D		
Temporary Open Storage of Construction Materials and Machineries and Storage of Tools and Parts with Ancillary Site Office	14,363m ²	8,372m ²
Tenant E		
Temporary Open Storage of Construction Materials, Machineries and Equipment and Storage of Tools and Parts with Ancillary Site Office	10,266m ²	11,783m ²

* The proposed areas only include areas that will be solely used by each operator for its operation. The purpose of specifying proposed areas in the above table is for direct comparison with the existing areas of the concerned operations. The proposed areas listed above have excluded the internal road area (i.e. about 2,311m²) and an area specifically designated as landscape buffer (i.e. about 1,330m²) which are also included as part of the application site area under the current application.

- 5.1.3 The current application is initiated under an exceptional circumstance with a sole purpose to relocate the affected operators in order to facilitate earlier implementation of the HSK/HT NDA development. Given the exceptional circumstance of the current application, it is anticipated that approval of the current application would not set an undesirable precedent.

5.2 Realization of Strategic Planning Intention

- 5.2.1 The application site is considered to be situated at a strategic location where it can fully capitalize on the regional transport infrastructure and connections. The proposed use could help realize the strategic economic development potential in the northwest New Territories under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030". As the application site is also closely adhered to the HSK/HT NDA, the synergy effect of the proposed use can be fully capitalized, which will benefit the local and regional development.

5.3 Not Jeopardizing the Planning Intention of "AGR" Zone

- 5.3.1 Having considered the fact that some open storage uses are situated to the immediate west and northeast of 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, approval of the proposed use under the current application on a temporary basis is able to continuously and flexibly meet the changing demand of land uses.
- 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 considered to be in semi-rural character, and are predominately occupied by warehouses, temporary structures, open storage yards and unused/vacant land. The proposed use is therefore considered not to be incompatible 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 maximization without giving rise to detrimental impacts on the surrounding areas, as proven by the technical assessments conducted (**Appendices I to IV** refer).

5.5 No Adverse Traffic, Environmental, Drainage, Landscape or Visual Impacts

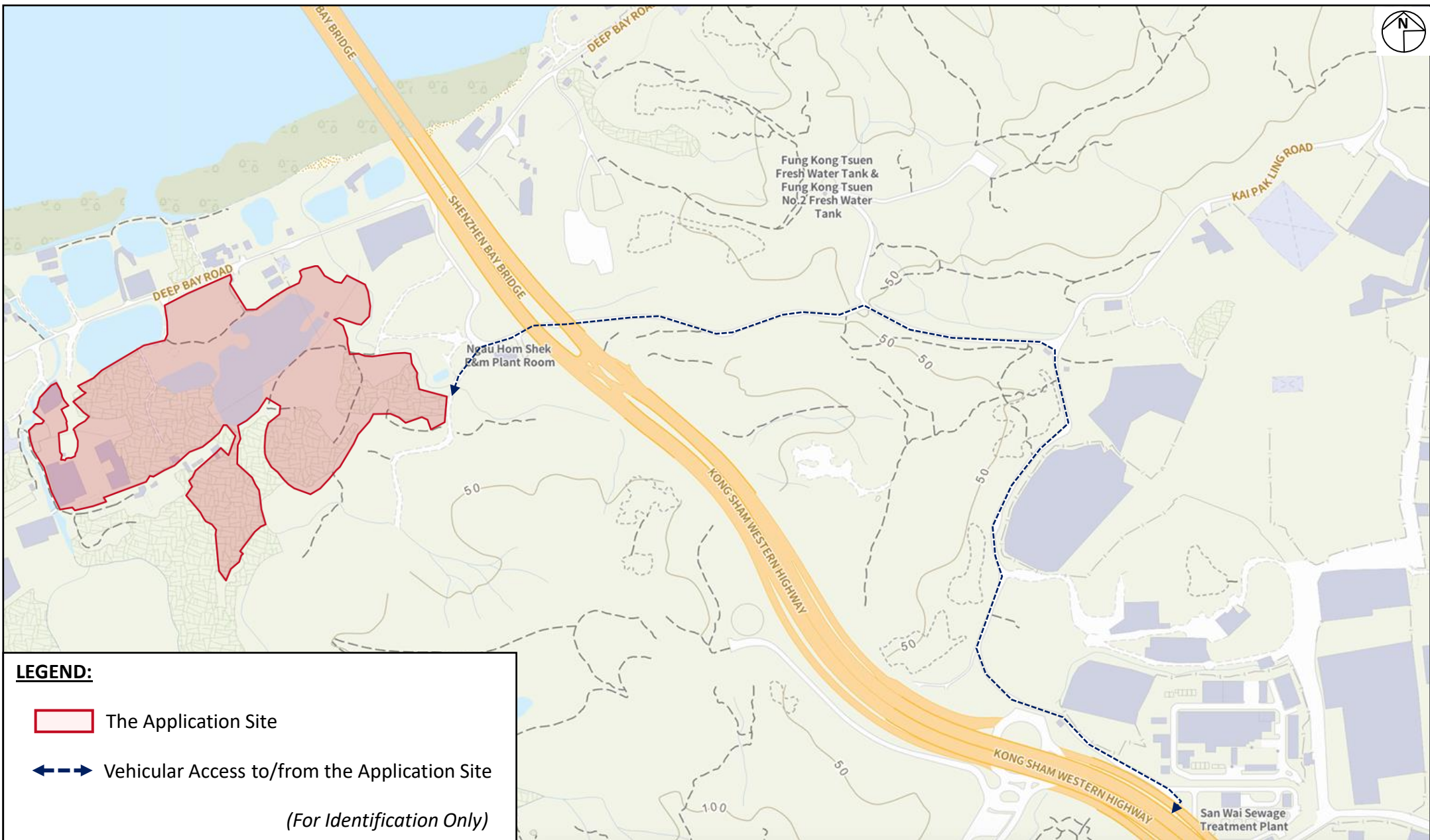
- 5.5.1 Various technical assessments (**Appendices I to IV** refer) have been conducted,

including TIA, Tree Preservation and Landscape Proposal, EA and DIA in support of the current application. The assessments have concluded that the proposed use would not bring adverse traffic, environmental, drainage or landscape impacts on the surroundings. The applicant also undertakes to adopt the recommended mitigation measures, or any necessary measures that are considered applicable by relevant government departments by ways of approval condition(s).

- 5.5.2 In terms of traffic aspect (**Appendix I** refers), the proposed operation and traffic arrangement for the proposed use will be similar to that of the existing operations. Improvement works on passing bays, horizontal curvature and road gradient are proposed along the access route. Junctions and links are expected to perform within capacity. TIA conducted has concluded that no adverse traffic impact arising from the proposed use is anticipated.
- 5.5.3 In terms of tree preservation and landscape aspect (**Appendix II** refers), Tree Preservation and Landscaping Proposal proposes a landscape buffer area ranging from 5m to 25m wide along the application site boundary. The current application will retain majority of the existing trees (about 54.19%). The applicant also undertakes to maintain all the retained trees and the proposed trees within the application site upon approval of the current application.
- 5.5.4 In terms of environmental aspect (**Appendix III** refers), EA has been conducted to assess the potential environmental impacts (air, noise, water and waste) arising from the proposed use. Given that the proposed use does not involve large-scale excavation, stockpiling, building construction and demolition work, the environmental impacts during the construction stage is anticipated to be minimal. By implementing the recommended mitigation measures and strictly following good site practice, EA has concluded that the proposed development will not generate any unacceptable environmental impacts during the construction and operation phases.
- 5.5.5 In terms of drainage aspect (**Appendix IV** refers), DIA has been conducted to review the drainage arrangements for the proposed development. The increase in surface runoff generated by the proposed development is estimated to be minimal and will be discharged in the same manner as the existing condition. Combination of peripheral U-shape channels, stepped channels and rectangular channels are proposed to be adopted in order to facilitate the drainage collection within the site. Based on the proposal, DIA concluded that no adverse drainage impact is anticipated.

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 83,668m² (including about 4,070m² 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.
- 6.2 The current application is for reprovisioning of existing operations affected by the second phase of the HSK/HT NDA development. The application site currently falls entirely within an area zoned “AGR” on the Current OZP. According to the Covering Notes of the Current OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the Current OZP. As detailed throughout this Planning Statement, the current application is well justified on the grounds that:-
- i. the current application aims to relocate existing operations affected by the second phase of the HSK/HT NDA development. Efficient reprovisioning of the affected operations could facilitate smoother and earlier implementation of the HSK/HT NDA development which would be beneficial to the public;*
 - ii. the application site is situated in a suitable location for reprovisioning of the concerned operations. The proposed use could help realize the strategic economic development potential in the northwest New Territories under the strategic planning intention of "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030";*
 - iii. the proposed use is considered not incompatible with the surrounding land uses and will not bring adverse visual impacts on the surroundings;*
 - iv. 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 surroundings; and*
 - v. no adverse traffic, environmental, drainage, landscape impacts arising from the proposed use is anticipated.*
- 6.3 In view of the above and the list of detailed planning justifications in this 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 three years.



Project:

Section 16 Planning Application for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Title:

Location Plan

Figure:

1

Scale:

Not to Scale

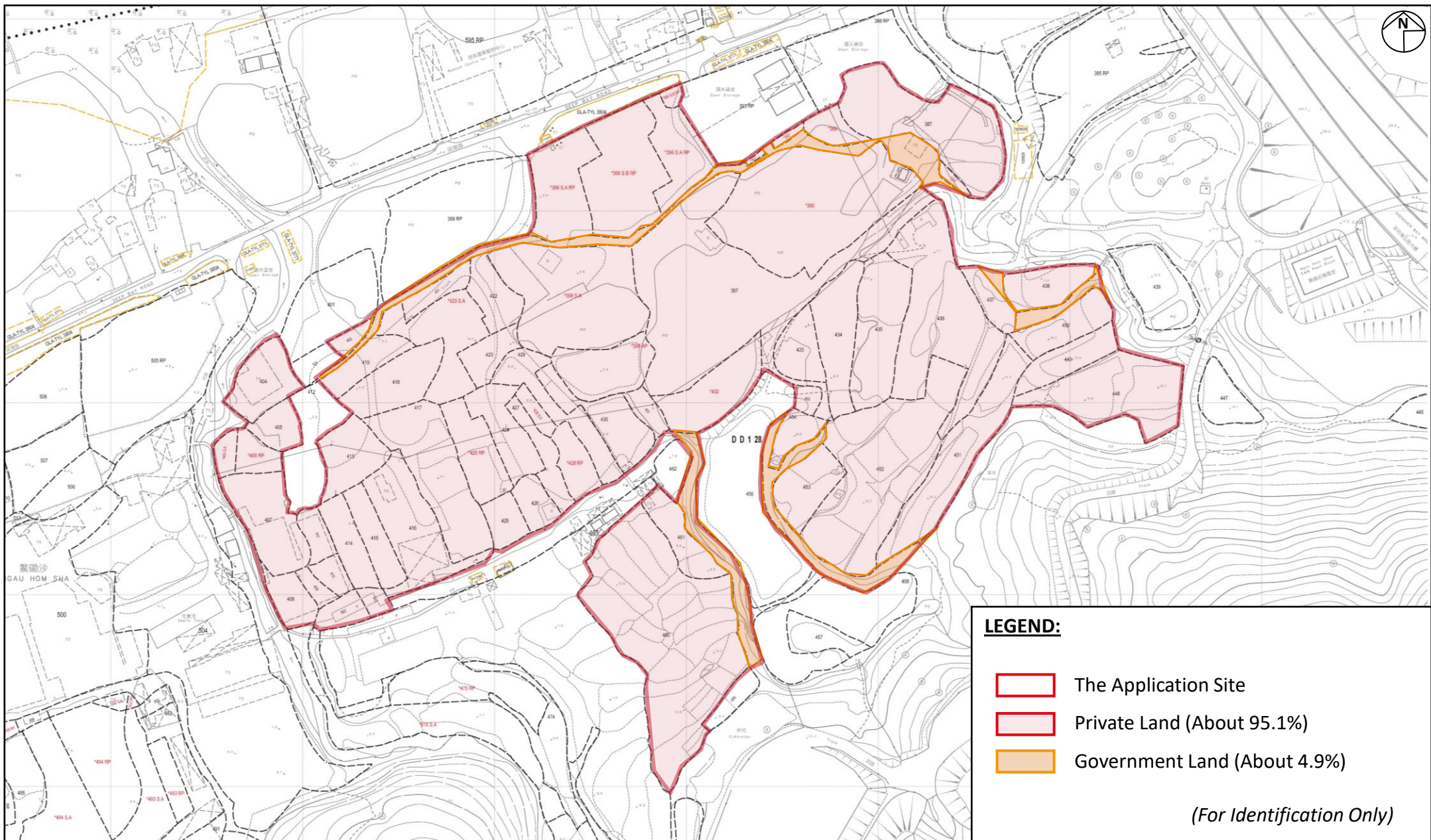
Date:

Mar 2022

Ref.: ADCL/POT-10561-R001/F001



AIKON DEVELOPMENT CONSULTANCY LTD.



Project:

Section 16 Planning Application for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Title:

Extract of Lot Index Plan
(No. ags_S00000089259_0001)

Figure:

2

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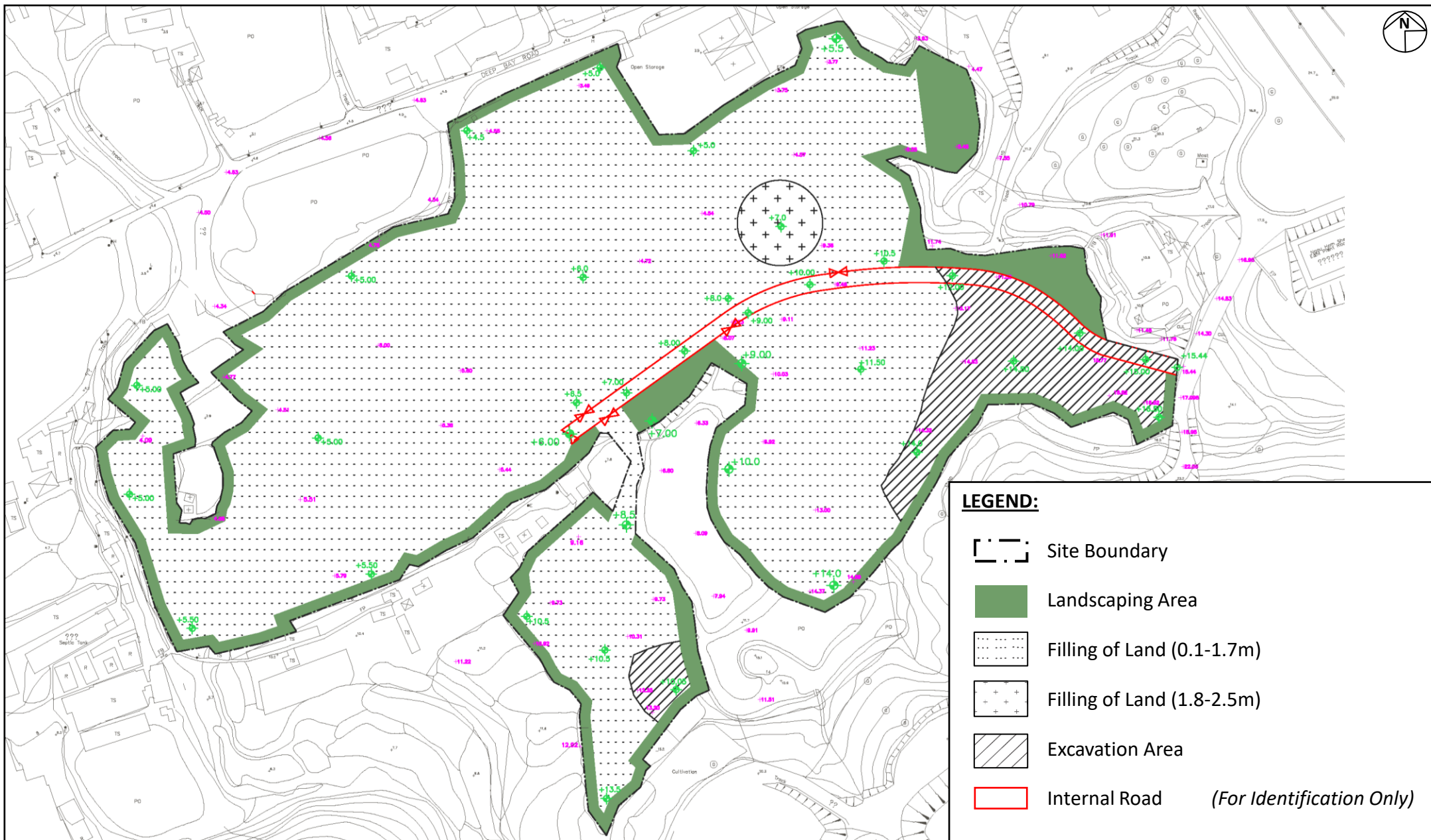
Date:

Mar 2022

Ref.: ADCL/POT-10561-R001/F002



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Title:

Proposed Levels for the Application Site

Ref.: ADCL/POT-10561-R001/F004

Figure:

4

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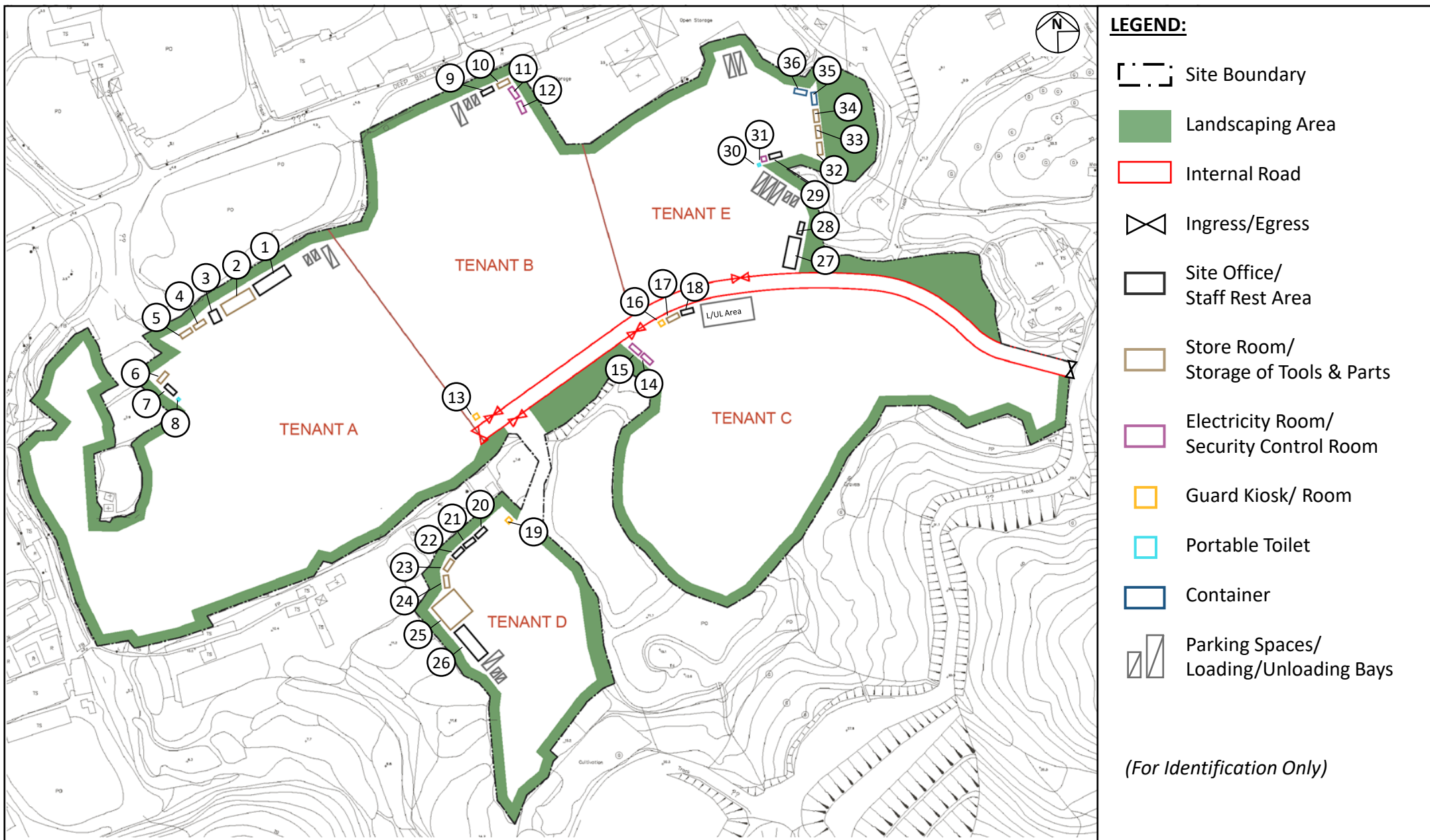
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Date:

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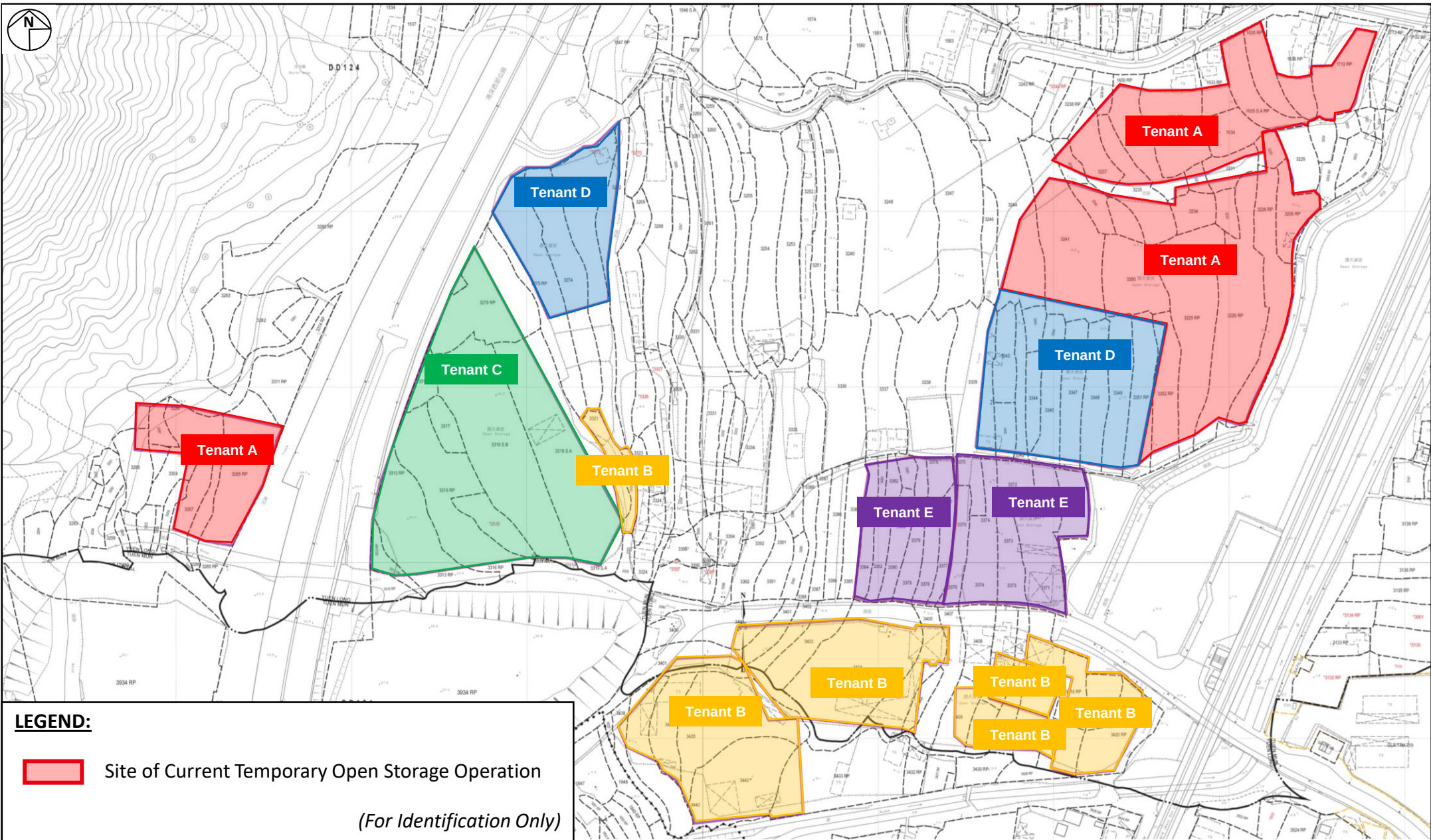
Indicative Layout Plan

Figure:
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Date:
Feb 2022

Ref.: ADCL/POT-10561-R001/F005



Project:

Section 16 Planning Application for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Title:

Indicative Plan Showing Existing Locations of the Concerned Operations

Figure:

6-I

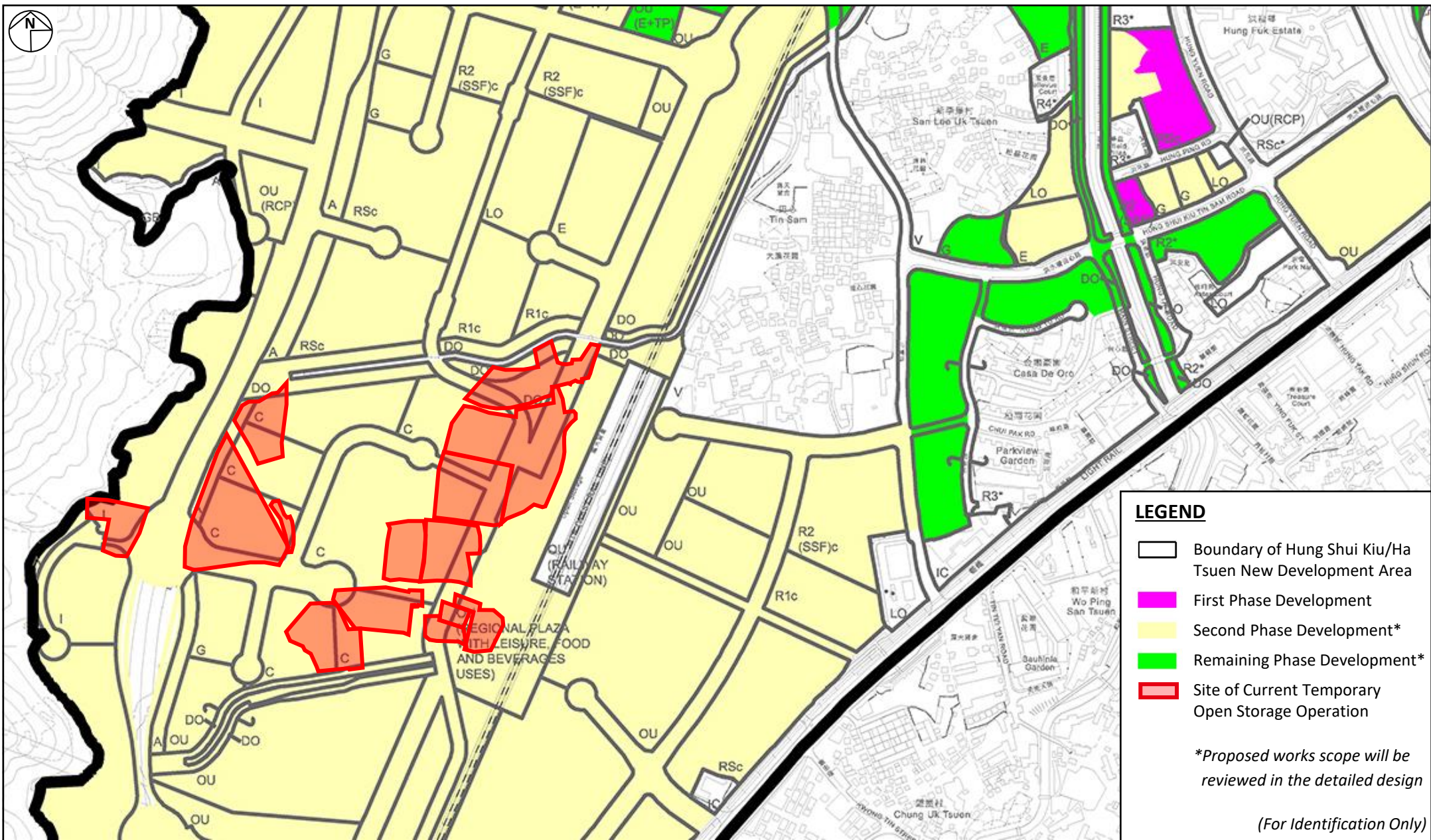
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Mar 2022

Ref.: ADCL/POT-10561-R001/F006-I



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Section 16 Planning Application for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Title:

Indicative Plan Showing Existing Locations of the Concerned Operations

Figure:
6-II

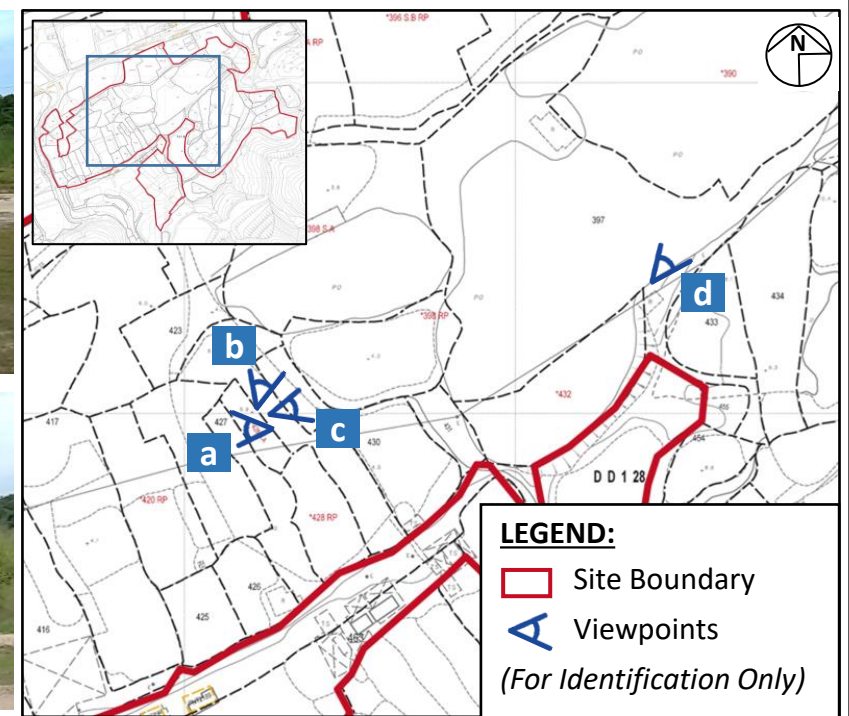
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Date:
Mar 2022

Ref.: ADCL/POT-10561-R001/F006-I

List of Illustrations

Illustration 1-I	Existing Condition of the Application Site
Illustration 1-II	Existing Condition of the Application Site (Cont'd.)



Project:

Section 16 Planning Application for Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of 3 Years and Filling of Land at Various Lots in D.D. 128 and Adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Title:

Existing Condition of the Application Site

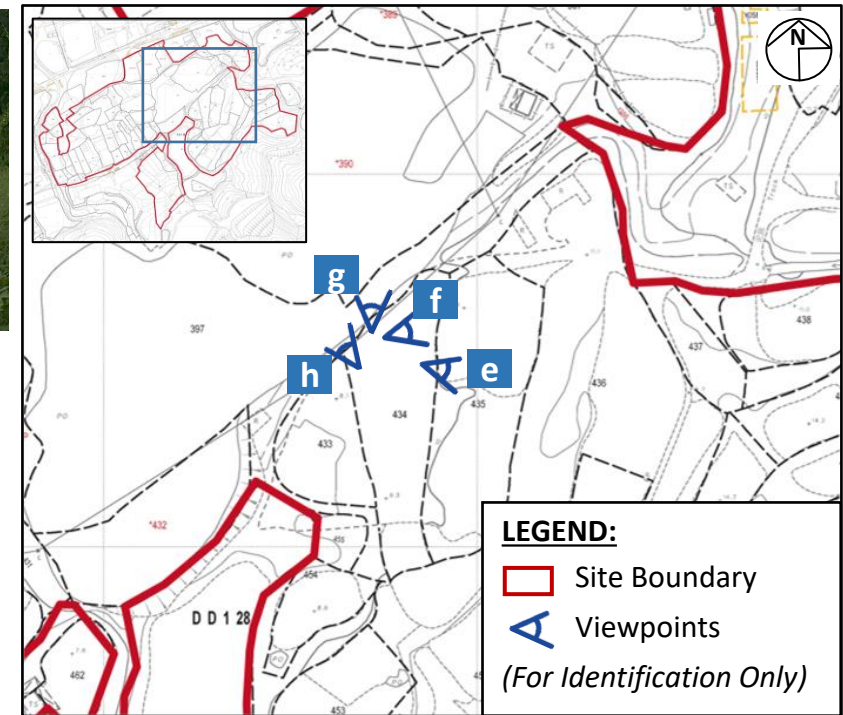
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Date:
Mar 2022

Ref.: ADCL/POT-10561-R001/I001-I





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Title:
Existing Condition of the Application Site (Cont'd.)

Ref.: ADCL/POT-10561-R001/I001-II

Illustration:
1-II

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Date:
Mar 2022



**Proposed Temporary Open Storage of New Vehicles (Private Cars),
Construction Materials, Machineries, Equipment and Storage of Tools and Parts
with Ancillary Site Office for a Period of 3 Years and Filling of Land
at Various Lots in D.D.128 and Adjoining Government Land,
Ha Tsuen, Yuen Long, New Territories**

**Traffic Impact Assessment
Final Report
March 2022**

Prepared by: CKM Asia Limited

Prepared for: First Champion Limited

**Proposed Temporary Open Storage of New Vehicles (Private Cars),
Construction Materials, Machineries, Equipment and Storage of Tools and Parts
with Ancillary Site Office for a Period of 3 Years and Filling of Land
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Ha Tsuen, Yuen Long, New Territories**

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**Proposed Temporary Open Storage of New Vehicles (Private Cars),
Construction Materials, Machineries, Equipment and Storage of Tools and Parts
with Ancillary Site Office for a Period of 3 Years and Filling of Land
at Various Lots in D.D.128 and Adjoining Government Land,
Ha Tsuen, Yuen Long, New Territories**

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**Proposed Temporary Open Storage of New Vehicles (Private Cars),
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with Ancillary Site Office for a Period of 3 Years and Filling of Land
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Ha Tsuen, Yuen Long, New Territories**

FIGURES

NUMBER

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1.0 INTRODUCTION

Background

- 1.1 The Subject Site is located at various Lot in D.D. 128, Ha Tsuen, Yuen Long, New Territories. Figure 1.1 shows the location of the Subject Site.
- 1.2 The Subject Site covers an area of around 83,668 m², and is proposed to be used for temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of 3 years ("Proposed Temporary Open Storage").
- 1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner to conduct a traffic impact assessment in support of the Proposed Temporary Open Storage. This report presents the findings of the Traffic Impact Assessment for the Proposed Temporary Open Storage.

Structure of Report

- 1.4 The report is structured as follows:

- Chapter One - Gives the background of the project;
- Chapter Two - Describes the existing situation;
- Chapter Three - Explains the Proposed Temporary Open Storage and presents the Proposed Road Improvement;
- Chapter Four - Describes the traffic impact analysis; and
- Chapter Five - Gives the overall conclusion.

2.0 EXISTING SITUATION

The Road Network

- 2.1 Kong Sham Western Highway (“KSWH”) is a dual 3-lane expressway running in the north-south direction in the North West New Territories, which forms a section of Route 10 of the strategic highway network connecting Yuen Long Highway (Route 9) in Lam Tei to Shenzhen via border checkpoint Shenzhen Bay Port.
- 2.2 Deep Bay Road is a single track rural road located along the waterfront of Deep Bay. It connects with Lau Fau Shan in the northeast and Pak Nai in the southwest.
- 2.3 Kai Pak Ling Road is a single track rural road in the northwest of Ha Tsuen. It starts from Fung Kong Tsuen Road in the east, then branches off southward to an unnamed road (“Unnamed Road A”) connecting with the existing Ha Tsuen Interchange underneath the KSWH to the south, and branches off westward to another unnamed road (“Unnamed Road B”) connecting with Deep Bay Road to the west.
- 2.4 The Unnamed Road A is the single track rural road from Kai Pak Ling Road in the north to an unnamed road (“Unnamed Road C”) underneath KSWH near San Wai Sewage Treatment Plant in the south.
- 2.5 The Unnamed Road B is the section of the single track rural road from Kai Pak Ling Road in the east to Deep Bay Road in the west.
- 2.6 The Unnamed Road C is the at-grade single 2-lane carriageway underneath KSWH between Ha Tsuen Interchange in the west and Ha Tsuen Road junction in the east.

Existing Tenants

- 2.7 Upon approval of this planning application, there would be five tenants operate within the Proposed Temporary Open Storage. Currently, these five tenants have their operation at various Lot in D.D. 124 near Hung Shui Kiu, and they mainly use Heavy Goods Vehicles (“HGV”) or 11m long trailer truck for delivery of their new private cars, construction materials, machineries and equipment. The existing locations of these five tenants are presented in Figure 2.1.

Existing Traffic Flows

- 2.8 To quantify the existing traffic flows in the vicinity of the Subject Site, manual classified counts were conducted on Thursday on 12th August 2021 at the following junctions:
 - J01 - Junction of Unnamed Road A / Unnamed Road C;
 - J02 - Junction of Kai Pak Ling Road / Unnamed Road A; and
 - J03 - Junction of Deep Bay Road / Unnamed Road B.
- 2.9 The existing road network and the locations of these surveyed junctions are shown in Figure 2.2 and the junction layouts are found in Figures 2.3 – 2.5.

- 2.10 The traffic counts are classified by vehicle type to enable traffic flows in passenger car units ("pcu") to be calculated. The AM and PM peak hours identified from the surveys are found to be between 0800 – 0900 hours and 1700 – 1800 hours respectively. Figure 2.6 presents the 2021 observed AM and PM peak hour traffic flows in pcu/hour.

Performance of the Surveyed Junctions

- 2.11 The existing performance of the surveyed junctions are calculated based on the methods outlined in Volume 2 of the Transport Planning and Design Manual ("TPDM"), which is published by the Transport Department. The results of the performance of junctions are summarized in Table 2.1, and detailed calculations of junction performance are found in Appendix A.

TABLE 2.1 EXISTING JUNCTION PERFORMANCE

Ref.	Junction	Type of Junction	Parameter	AM Peak Hour	PM Peak Hour
J01	Unnamed Road A / Unnamed Road C	Priority	RFC	0.24	0.20
J02	Kai Pak Ling Road / Unnamed Road A	Priority	RFC	0.07	0.05
J03	Deep Bay Road / Unnamed Road B	Priority	RFC	0.05	0.06

Note: RFC – Ratio of Flow to Capacity

- 2.12 The results in Table 2.1 show that the junctions analyzed operate with capacity.

Performance of the Surveyed Link Capacity

- 2.13 The existing link capacity of Unnamed Road A and Unnamed Road B are calculated based on the design flows of single track access roads in Section 3.11.3.1 in Volume 2 of the TPDM and the results are shown in Table 2.2.

2.14

TABLE 2.2 EXISTING LINK CAPACITY PERFORMANCE

Link	Peak	Design Flow (veh/hr)	Traffic Flow (veh/hr)	V/C Ratio
Unnamed Road A	AM	100	76	0.76
	PM	100	75	0.75
Unnamed Road B	AM	100	47	0.47
	PM	100	47	0.47

- 2.15 The results in Table 2.2 show that Unnamed Road A and Unnamed Road B operate with capacity.

3.0 PROPOSED TEMPORARY OPEN STORAGE

Proposed Temporary Open Storage

- 3.1 The Subject Site covers an area of around 83,668m² and the proposed internal transport layout is found in Figures 3.1.
- 3.2 The CAD-based swept path analysis program, **Autodesk Vehicle Tracking**, was used to check vehicle manoeuvring, and vehicles are found to have no manoeuvring problem. The swept path analysis drawings are found in Appendix B.

Proposed Access Route

- 3.3 All delivery trucks travelling to the Subject Site will use KSWH, the Unnamed Road C, the Unnamed Road A, Kai Pak Ling Road and Unnamed Road B. The headroom of the Unnamed Road B underneath the elevated Shenzhen Bay Bridge is 5.8m. The Proposed Access Route is shown in Figure 3.2.

Committed Road Improvement by Hung Shui Kiu/Ha Tsuen New Development Area

- 3.4 The Unnamed Road A will be upgraded as Road D1 and Road L51 under Civil Engineering and Development Department **Contract No. YL/2020/03 Hung Shui Kiu/Ha Tsuen New Development Area Stage 1 Works – Site Formation and Engineering Infrastructure**. This contract commenced on 28 April 2021 and is targeted for completion in 2026. The proposed Road D1 and Road L51 are found in Figure 3.3.

Proposed Improvement along Proposed Access Route

- 3.5 Along the Proposed Access Route, a number of traffic issues were identified, including:
- (i) Some existing passing bays are substandard;
 - (ii) The number of passing bays provided is not sufficient, i.e. the distance in-between passing bays are longer than 60m and does not satisfy Section 3.11.9.1 in Volume 2 of the TPDM;
 - (iii) The inner edge radius of curvature of some road carriageways are less than 30m and does not satisfy Section 3.11.4.2 in Volume 2 of the TPDM;
 - (iv) According to Section 3.11.6.1 in Volume 2 of the TPDM, the maximum desirable gradient of the single track access road used by large heavy vehicles is 10%. However, noting that several major public roads have gradients of 1:8, e.g., Waterloo Road south of the Lion Rock Tunnel between the Lion Rock Tunnel Road and Lung Cheung Court, Hang Hau Road between Clear Water Bay Road and Po Ning Road, Fat Kwong Street between Chung Hau Street and Pui Ching Road, the practical gradient adopted is 1:8.
- 3.6 In view of the above traffic issues, improvements are proposed, including:
- (i) Standardise the sub-standard passing bays;
 - (ii) Provide additional passing bays;
 - (iii) Lengthen the passing bays;
 - (iv) Improve the horizontal curvature; and
 - (v) Improve the gradient of road sections.

- 3.7 These improvements are summarized in Table 3.1 and shown in Figures 3.4 – 3.6.
- 3.8 It should be noted that a feasibility study for the road improvement was undertaken in conjunction with the civil engineer *Skyeway Engineering & Consultant Limited* ("SEC"), and summary of proposed improvements are presented in Table 3.1.

TABLE 3.1 SUMMARY OF THE PROPOSED IMPROVEMENTS

Item	Road Name	Details
Existing Passing Bay		
EP1	Unnamed Road A	Regularize to 12m-long passing bay
EP2	Unnamed Road B	Lengthening the existing passing bay from 12 to 18m
EP3		
Proposed New Passing Bay		
PP1	Unnamed Road A	Proposed new 12m-long passing bay
PP2		
PP3	Kai Pak Ling Road	
PP4		
PP5	Unnamed Road B	
Horizontal Curvature		
C1	Kai Pak Ling Road	Improve the radius of the inner edge of the carriageway from 9 to 30m
Gradient of Road Section		
R1	Kai Pak Ling Road	The existing gradient of R1 is 1:6.5, and is proposed to improve to around 1:7.4, which could be implemented without excessive road closure. The material of the layer of the carriageway along R1 is asphalt, and the fill-depth work can be built up within short duration, i.e. 2 – 4 hours per layer of asphalt material. The construction works could be carried out during the off-peak hours in order to minimize the traffic impact. Moreover, additional barriers are proposed along the north side along R1 on Kai Pak Ling Road.

Traffic Generation of the Proposed Temporary Open Storage

- 3.9 The trip rates for open storage are not found in the TPDM, hence, the traffic generation of the Proposed Temporary Open Storage is estimated with reference to the existing operation of the 5 tenants to be relocated into the Proposed Temporary Open Storage. The existing traffic generations of the five tenants are presented in Table 3.2.

TABLE 3.2 EXISTING TRAFFIC GENERATION OF THE FIVE TENANTS TO BE RELOCATED TO THE PROPOSED TEMPORARY OPEN STORAGE

Tenants	Existing Area Occupied (approximate m ²)	Daily Trips
A	27,180	4
B	18,920	4
C	18,590	4
D	14,370	10
E	10,270	10
Total	89,330	32

3.10 In view that the Proposed Temporary Open Storage is smaller than the existing area occupied by the 5 tenants, the future traffic generation of the 5 tenants are assumed to be the same as the existing.

3.11 It is understood from the operation of the 5 tenants that up to 25% of traffic are generated during the AM and PM peak periods. The calculated AM and PM peak hour traffic generation are presented in Table 3.3.

TABLE 3.3 CALCULATED TRAFFIC GENERATION OF THE PROPOSED TEMPORARY OPEN STORAGE

Item	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Trip Generation (veh/hr)	8	8	8	8
Trip Generation (pcu/hr)*	20	20	20	20

Note: *To be conservative, assuming all vehicles are heavy goods vehicles with pcu factor 2.5.

3.12 The Proposed Temporary Open Storage would generate and attract 20 pcu per direction during AM and PM peak hours.

4.0 TRAFFIC IMPACT

Design Year

- 4.1 The planning application for the Proposed Temporary Open Storage for a period of 3 years. It is assumed that the operation of the Proposed Temporary Open Storage commences in 2022 and ends in 2025. Hence the assessment year adopted for the traffic assessment is 2025.
- 4.2 The 2 scenarios considered for year 2025 are:
(i) AM and PM peak hours without the Proposed Temporary Open Storage;
(ii) AM and PM peak hours with the Proposed Temporary Open Storage

Traffic Forecast

- 4.3 Year 2025 traffic flows are produced: (i) with reference to the existing traffic flow, and (ii) the estimated traffic growths from 2021 to 2025.
- 4.4 To estimate the traffic flow for year 2025, reference is made to the (i) *Projections of Population Distribution 2021-2029* by Planning Department; and (ii) Annual Traffic Census ("ATC") published by Transport Department. The populations of the "Tuen Mun / Yuen Long Other Area" are presented in Table 4.1. The Annual Average Daily Traffic of the core stations located near the Proposed Temporary Open Storage are found in Table 4.2.

TABLE 4.1 PROJECTIONS OF POPULATION DISTRIBUTION IN TUEN MUN/YUEN LONG OTHER AREA FROM 2021 TO 2025

Year	Population
2021	204,900
2022	207,500
2023	208,400
2024	210,700
2025	212,900
Average Annual Growth	0.96%

TABLE 4.2 AADT OF THE ATC CORE STATION LOCATED IN THE VICINITY OF THE PROPOSED TEMPORARY OPEN STORAGE

Station No.	5858	6603
Road	Ping Ha Road & Lau Fau Shan Road	Deep Bay Road
From	Tin Ha Road	Lau Fau Shan Road
To	Deep Bay Road	Nam Sha Po
2015	11,630*	2,220
2016	14,580	2,170
2017	12,370	2,330
2018	12,680*	2,920
2019	12,590*	2,320
2020	12,070*	2,380
Average Annual Growth	0.75%	1.40%

Note: * AADT estimated by Growth Factor

- 4.5 Table 4.1 shows the population in “Tuen Mun / Yuen Long other area” is projected to increase at 0.96% per annum from 2021 to 2025.
- 4.6 Table 4.2 shows that the average annual growth of historic AADT of the ATC core stations which is located in the vicinity of the Proposed Temporary Open Storage are from 0.75% to 1.40%.
- 4.7 Based on the findings of the above 2 tables, a conservative growth rate of 1.4% per annum was adopted to estimate the background traffic growth from 2021 to 2025.

2025 Traffic Flow

- 4.8 Year 2025 traffic flows for the junction capacity analysis are derived as follows:

2025 without the Proposed Temporary Open Storage [A] = Existing Traffic flows in 2021 + Estimated traffic growths from 2021 to 2025

2025 with the Proposed Temporary Open Storage [B] = [A] + the Traffic Generation of the Proposed Temporary Open Storage

- 4.9 Figures 4.1 and 4.2 show the 2025 peak hour traffic flows for the above two cases.

2025 Junction Capacity Analysis

- 4.10 The 2025 junction capacity analysis for the cases without and with the Proposed Temporary Open Storage are summarised in Table 4.3, and detailed calculations are found in Appendix A.

TABLE 4.3 2025 JUNCTION PERFORMANCE

Ref.	Junction	Type of Junction	Parameter	Without the Proposed Temporary Open Storage		With the Proposed Temporary Open Storage	
				AM Peak	PM Peak	AM Peak	PM Peak
J01	Unnamed Road A / Unnamed Road C	Priority	RFC	0.26	0.21	0.32	0.27
J02	Kai Pak Ling Road / Unnamed Road A	Priority	RFC	0.08	0.06	0.12	0.10
J03	Deep Bay Road / Unnamed Road B	Priority	RFC	0.06	0.06	0.06	0.06

Note: RFC – Ratio of Flow to Capacity

- 4.11 Table 4.3 shows that the junctions analyzed have capacity to accommodate the expected traffic growth to 2025 and the traffic generated by the Proposed Temporary Open Storage.

2025 Link Capacity Assessment

- 4.12 2025 link capacity of Unnamed Road A and Unnamed Road B are assessed and the results are shown in Table 4.4.

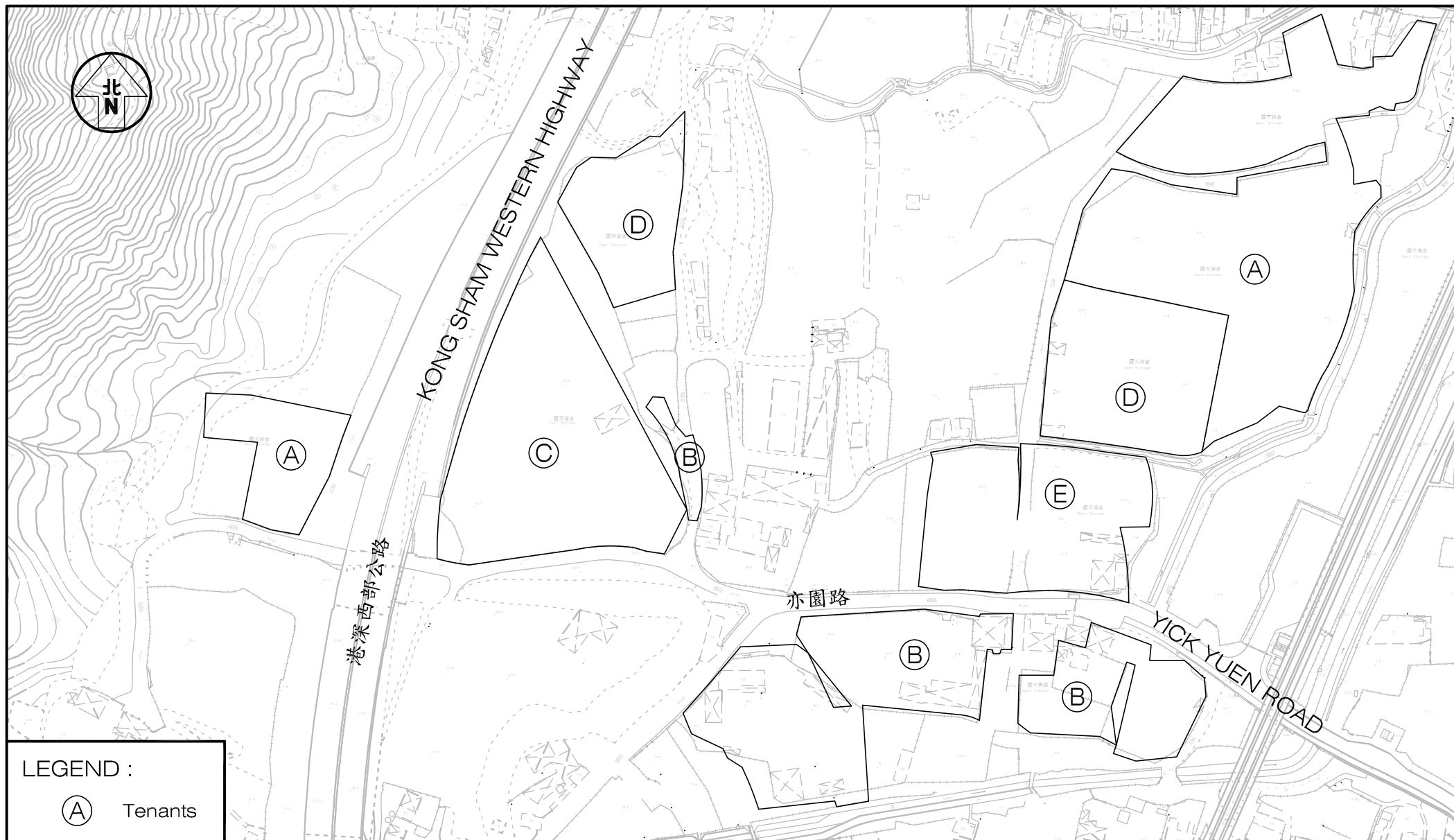
TABLE 4.4 2025 LINK CAPACITY ASSESSMENT

Link	Peak	Design Flow (veh/hr)	Traffic Flow (veh/hr)		V/C Ratio	
			Without the Proposed Temporary Open Storage	With the Proposed Temporary Open Storage	Without the Proposed Temporary Open Storage	With the Proposed Temporary Open Storage
Unnamed Road A	AM	100	80	96	0.80	0.96
	PM	100	79	95	0.79	0.95
Unnamed Road B	AM	100	49	65	0.49	0.65
	PM	100	49	65	0.49	0.65

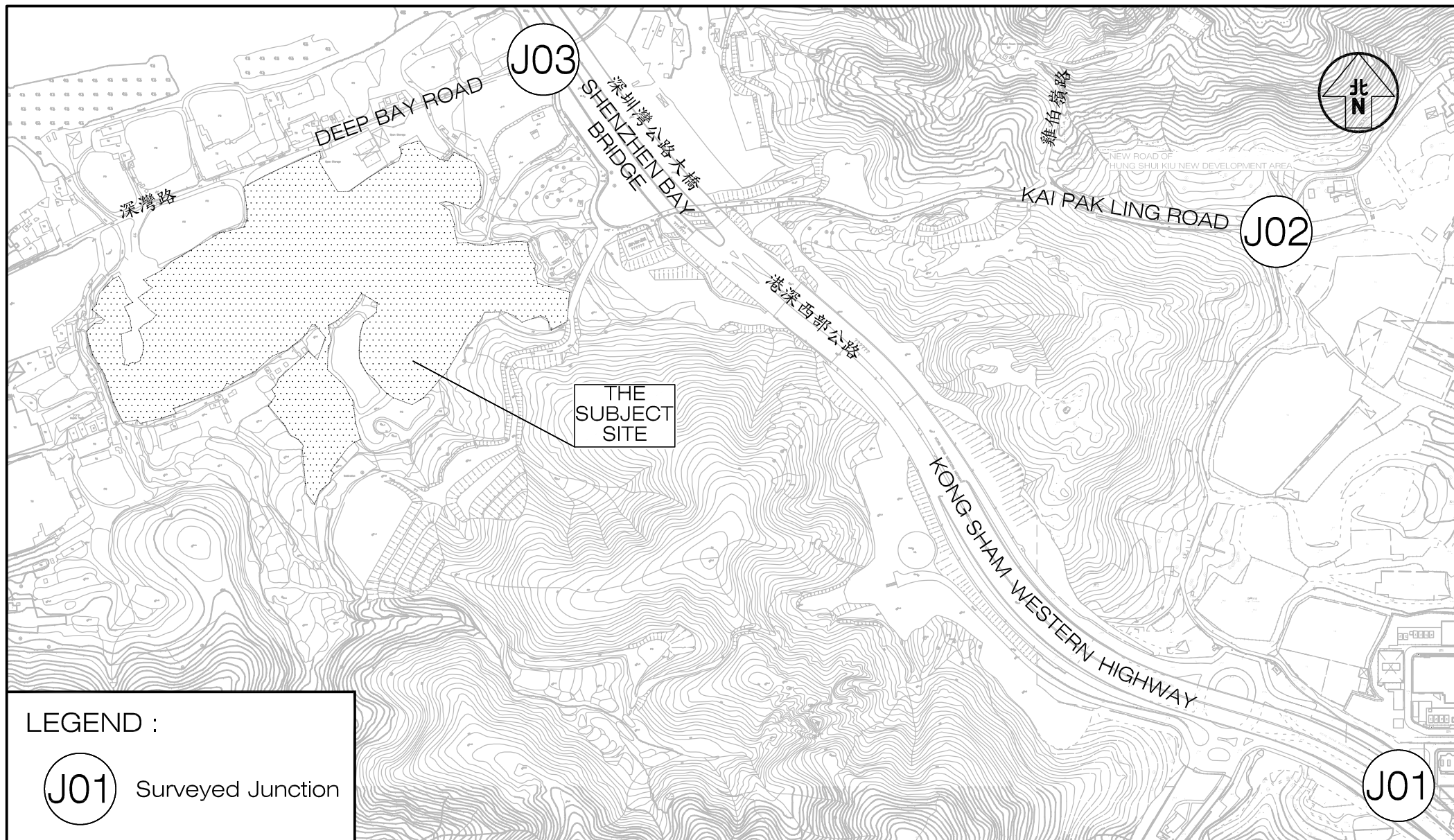
- 4.13 Table 4.4 shows that the Unnamed Roads A and B have capacity to accommodate the expected traffic generated by the Proposed Temporary Open Storage.

5.0 SUMMARY

- 5.1 The Subject Site is located at various Lot in D.D. 128, Ha Tsuen, Yuen Long, New Territories. The Owner intends to apply to use the Subject Site for temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a period of 3 years.
- 5.2 Upon approval of this planning application, there would be five tenants operate within the Proposed Temporary Open Storage. These five tenants are now operating at various Lot in D.D. 124 near Hung Shui Kiu, and their combined area is similar to the Proposed Temporary Open Storage. Similar to the existing operations, the Proposed Temporary Open Storage is expected to generate 2-way flows of 40 pcu/hour during the AM and PM peak hours.
- 5.3 Manual classified counts were conducted at junctions located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours. Subsequently, future traffic forecast were produced based on the estimated traffic growths from 2021 to 2025, and the trip generation of the Proposed Temporary Open Storage.
- 5.4 Along the Proposed Access Route improvement are proposed, including: standardise the substandard passing bays, provision of additional passing bays, enlargement of the existing standard passing bays, improvement of the horizontal curvature, and the gradient of road sections.
- 5.5 Junction analyses were conducted for the existing situation and 2025, and it was found that the analysed junctions operate with capacity. The 2025 link capacity analysis found that both Unnamed Road A and Unnamed Road B have capacity to accommodate the expected traffic generated by the Proposed Temporary Open Storage. Hence, the Proposed Temporary Open Storage is acceptable from traffic engineering viewpoint.



Project Title	PROPOSED TEMPORARY OPEN STORAGE OF NEW VEHICLES (PRIVATE CARS), CONSTRUCTION MATERIALS, MACHINERIES, EQUIPMENT AND STORAGE OF TOOLS AND PARTS WITH ANCILLARY SITE OFFICE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND AT VARIOUS LOTS IN D.D.128 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES			J7060	Figure No.	2.1	Revision	B
Figure Title	EXISTING LOCATIONS OF FIVE TENANTS TO BE RELOCATED TO THE PROPOSED TEMPORARY OPEN STORAGE				Designed by	L C H	Drawn by	S C Y
					Checked by	K C		
					Scale in A4	1 : 3,000	Date	15 MAR 2022
					CKM Asia Limited			
					Traffic and Transportation Planning Consultants			
					21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong			
					Tel : (852) 2520 5990 Fax : (852) 2528 6343			
					Email : mail@ckmasia.com.hk			



LEGEND :

J01 Surveyed Junction

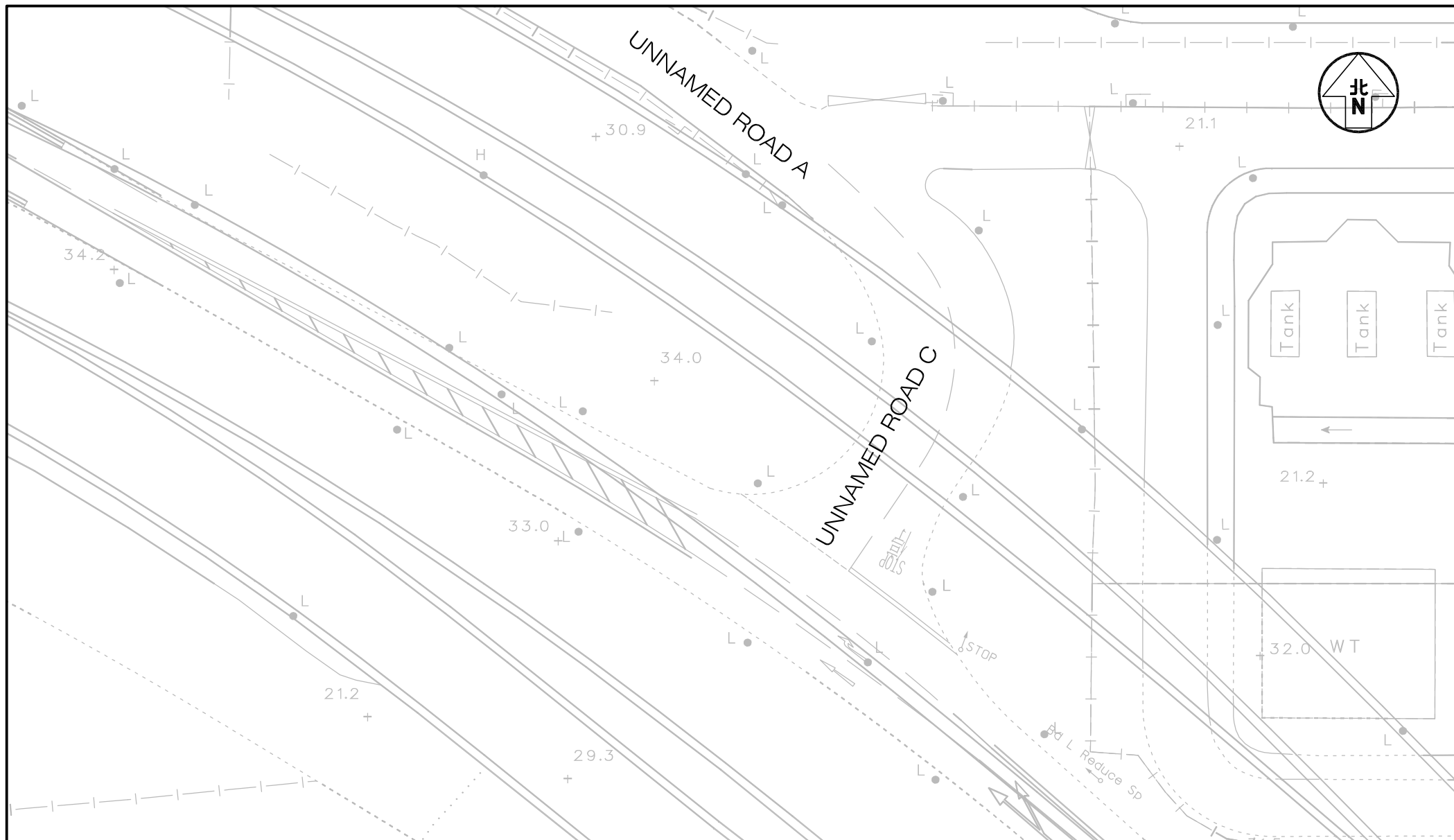
Project Title PROPOSED TEMPORARY OPEN STORAGE OF NEW VEHICLES (PRIVATE CARS), CONSTRUCTION MATERIALS, MACHINERIES, EQUIPMENT AND STORAGE OF TOOLS AND PARTS WITH ANCILLARY SITE OFFICE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND AT VARIOUS LOTS IN D.D.128 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

Figure Title LOCATION OF SURVEYED JUNCTIONS

J7060

Figure No. 2.2		Revision B
Designed by L C H	Drawn by S C Y	Checked by K C
Scale in A4 1 : 5,500		Date 15 MAR 2022

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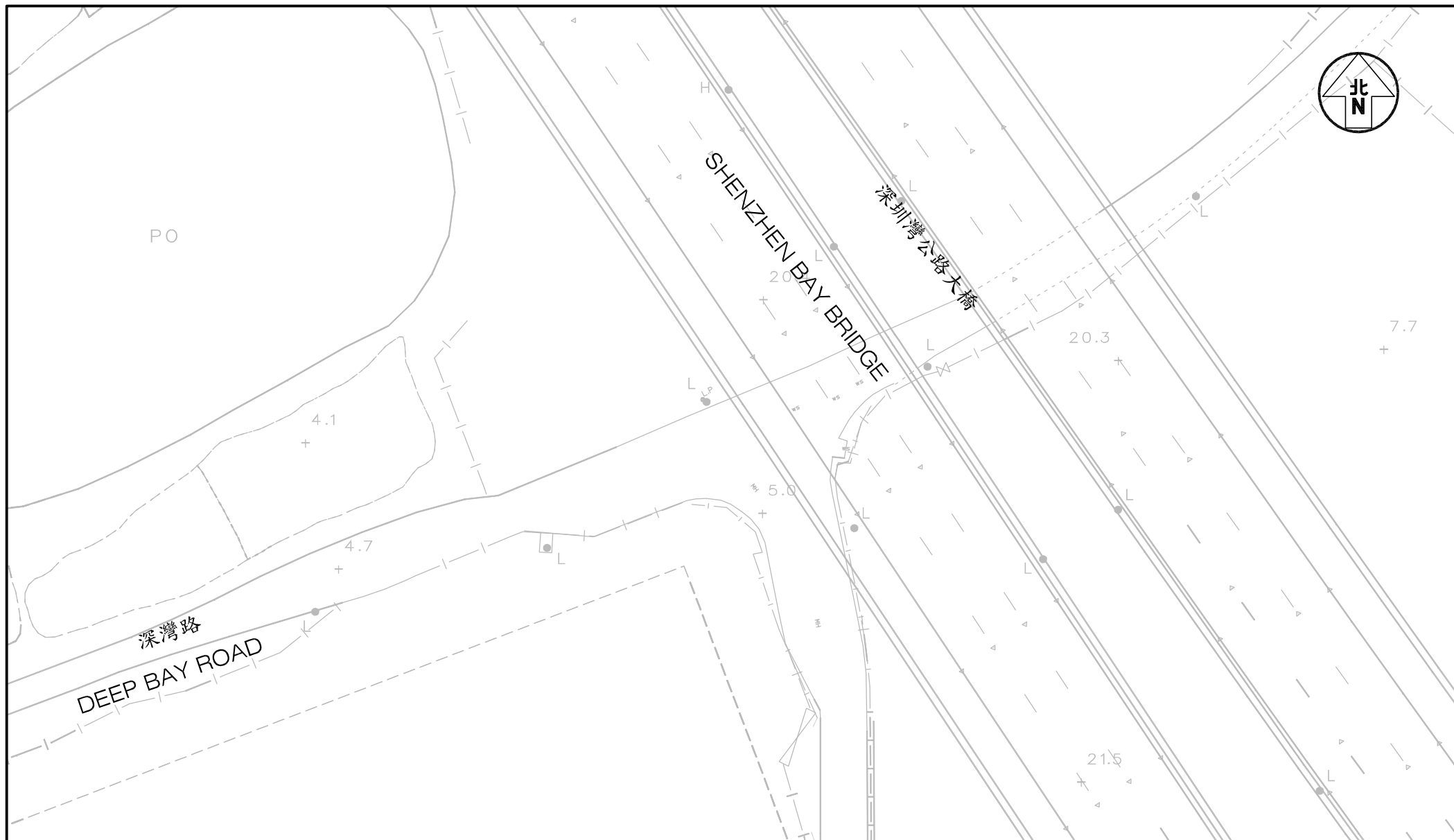
Project Title	PROPOSED TEMPORARY OPEN STORAGE OF NEW VEHICLES (PRIVATE CARS), CONSTRUCTION MATERIALS, MACHINERIES, EQUIPMENT AND STORAGE OF TOOLS AND PARTS WITH ANCILLARY SITE OFFICE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND AT VARIOUS LOTS IN D.D.128 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES	Figure No.		Revision		CKM Asia Limited Traffic and Transportation Planning Consultants 21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong Tel : (852) 2520 5990 Fax : (852) 2528 6343 Email : mail@ckmasia.com.hk
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		Scale in A4		Date		
		1 : 500		15 MAR 2022		

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Project Title	PROPOSED TEMPORARY OPEN STORAGE OF NEW VEHICLES (PRIVATE CARS), CONSTRUCTION MATERIALS, MACHINERIES, EQUIPMENT AND STORAGE OF TOOLS AND PARTS WITH ANCILLARY SITE OFFICE FOR A PERIOD OF 3 YEARS AND FILLING OF LAND AT VARIOUS LOTS IN D.D.128 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES	Figure No. 2.4	Revision B
Figure Title	EXISTING JUNCTION LAYOUT OF KAI PAK LING ROAD / UNNAMED ROAD A	Designed by L C H Scale in A4 1 : 500	Checked by K C Date 15 MAR 2022

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Figure Title	EXISTING JUNCTION LAYOUT OF DEEP BAY ROAD / UNNAMED ROAD B	Designed by L C H	Drawn by S C Y	Checked by K C	
		Scale in A4 1 : 500	Date 15 MAR 2022		

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- 8.0 Landscape Impact Assessment

APPENDICES

- Appendix I Tree Schedule, Tree Survey Plan and Photographic Record of Existing Trees
- Appendix II Landscape Master Plan and Landscape Sections
- Appendix III Planting Plans
- Appendix IV Maintenance Schedule of Soft Landscape Works
- Appendix V Landscape Impact Assessment

1.0 Introduction

- 1.1 The proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office (the Proposed Development) for a Period of 3 Years and Filling of Land (the Proposed Development) is located at Lots 386, 387, 389, 390, 391, 392, 396 S.A RP, 396 S.B RP, 397, 398 S.A, 398 RP, 402, 404, 405, 406 S.A, 406 RP, 407, 408, 409, 410, 411, 413, 414, 415, 416, 417, 418, 419, 420 S.A, 420 RP, 421, 422, 423, 424, 425, 426, 427, 428 S.A, 428 RP, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 448, 449, 450, 451, 452, 453, 454, 455, 460, 461, 562, and 563 in D.D. 128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories. This proposal is prepared as part of the planning application for the proposed development.
- 1.2 This proposal describes the concepts and principles underlying the Master Landscape Plan of the Proposed Development. It describes the proposed temporary open storage and landscape design of the associated open space and tree preservation strategies. A more comprehensive package of proposals will be formulated during the detailed design stage of the project.
- 1.3 This landscape and tree preservation proposal present:
- The existing tree vegetation;
 - The Landscape Master Plan;
 - Proposal for Tree Preservation;
 - Planting Proposal of the Development; and
 - Landscape Impact Assessment

2.0 The Site and the Proposed Development

- 2.1 The Site is located at various lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long, N.T. To the north of the Site is Deep Bay (Shenzhen Wan) while Hong Kong Shenzhen Western Corridor is located to its east. The direct vehicular and pedestrian access is the existing road connecting to Kai Pak Road to the east.
- 2.2 The Site itself is sloping land ranging from approx. **+3.75mPD** to **+15.75mPD** and comprises mostly of the abandoned agricultural fields, plantation clusters, weeds, temporary structures and disturbed areas. There are village houses and temporary

structures located to the west of the Site. Trees were dispersed within the Site, particularly along the eastern boundary and majority of them are in semi-mature sizes. It is confirmed that no Old and Valuable Trees (OVT) and protected species were identified in accordance with the DEVB TWC No. 5/2020 – Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance (Cap. 96) respectively.

- 2.3 The landscape character of the site is mixed ranging from villages, e.g. San Wai, Lo Uk Tsuen, water ponds, open storages and road corridors, i.e. Hong Kong Shenzhen Western Corridor, Deep Bay Road.

3.0 The Proposed Development

3.1 The development proposal comprises open storages, access road, emergency vehicular access (EVA), drainage works and periphery planting areas. Due to temporary nature, no permanent building structures is proposed in this project. Drawings of proposed development could be referred to indicative layout plan in planning application.

3.2 The open storage area will be occupied by 5 tenants with different uses as shown as follows:

Table 1.0 Proposed Uses of Open Storages by 5 Tenants

Tenants	Uses
Tenant A	Temporary Open Storage of Construction Materials and Machineries and Storage of Tools and Parts with Ancillary Site Office
Tenant B	Temporary Open Storage of Construction Materials, Machineries and Equipment
Tenant C	Temporary Open Storage of New Vehicles (Private Cars)
Tenant D	Temporary Open Storage of Construction Materials and Machineries and Storage of Tools and Parts with Ancillary Site Office
Tenant E	Temporary Open Storage of Construction Materials, Machineries and Equipment and Storage of Tools and Parts with Ancillary Site Office

3.3 The vehicular road and footpath connect from the existing road at +15.44mPD to the central part of the proposed development at +6.0mPD. The formation level of the site follows the local topography in order to minimize the extent of site formation works. The proposed ground level is generally slightly elevated less than 1m from existing ground in order to avoid flooding. As the ground level needs to be recontoured and some of the vegetation would be affected by the site formation work. The detailed tree assessment shall refer to the Para 4.0 below.

- 3.4 The development layout has been overlaid on the Tree Survey Plan in **Appendix I** to illustrate the impact of the development on existing vegetation.

4.0 Existing Vegetation

- 4.1 A tree survey has been carried out on **10.09.2021**. In order to investigate the landscape impact on existing vegetation within Site and adjoining areas, trees located within and/or immediate outside the Application Site Boundary were recorded. A total of **382** nos. of trees including **97** outside and **285** within the Application Site Boundary were recorded. The tree survey schedule, tree survey plan and photographic record of existing trees are shown in **Appendix I** and are outlined below:

Table 2.0 Composition of Surveyed Trees

Tree Species	Chinese Name	Quantity	Tree No.
<i>Acacia auriculiformis</i>	耳果相思	1	T235
<i>Artocarpus heterophyllus</i>	菠蘿蜜	4	T059, T172, T199, T300
<i>Averrhoa carambola</i>	楊桃	1	T320
<i>Bischofia javanica</i>	秋楓	1	T017
<i>Bridelia tomentosa</i>	土蜜樹	3	T116, T224, T281
<i>Broussonetia papyrifera</i>	構樹	1	T295
<i>Callicarpa kochiana</i>	枇杷葉紫珠	1	T291
<i>Celtis sinensis</i>	朴樹	13	T024, T025, T026, T027, T028, T074, T084, T101, T117, T198, T211, T343, T423
<i>Clausena lansium</i>	黃皮	9	T053, T062, T187, T194, T200, T310, T311, T312, T313,
<i>Cratoxylum cochinchinense</i>	黃牛木	1	T227
<i>Dimocarpus longan</i>	龍眼	33	T023, T029, T030, T085, T102, T108, T168, T170, T173, T188, T221, T226, T228, T284, T285, T298, T299, T301, T302, T303, T304, T306, T307, T308, T309, T321, T336, T342, T374, T413, T419, T429, T440
<i>Ficus hispida</i>	對葉榕	58	T049, T171, T179, T186, T210, T315, T326, T330, T348, T351, T353, T354, T355, T356, T357, T358, T360, T364, T366, T367, T368, T369, T370, T371,

			T372, T373, T375, T376, T380, T381, T382, T383, T385, T387, T388, T389, T390, T391, T392, T393, T394, T395, T396, T397, T398, T399, T401, T403, T406, T407, T408, T414, T415, T416, T420, T442, T443, T444
<i>Ficus microcarpa</i>	細葉榕	1	T180
<i>Ficus variegata</i>	青果榕	7	T349, T350, T361, T363, T365, T378, T379
<i>Lagerstroemia speciosa</i>	大花紫薇	7	T005, T007, T009, T011, T016, T018, T019
<i>Litchi chinensis</i>	荔枝	13	T033, T034, T035, T036, T052, T056, T103, T167, T195, T314, T344, T404, T427
<i>Litsea glutinosa</i>	潺槁樹	3	T095, T280, T282
<i>Macaranga tanarius</i> <i>var. tomentosa</i>	血桐	173	T031, T032, T040, T041, T042, T043, T044, T045, T046, T048, T051, T054, T055, T057, T058, T060, T061, T063, T064, T065, T066, T067, T068, T069, T072, T073, T075, T076, T077, T078, T079, T080, T087, T088, T089, T090, T091, T092, T093, T096, T097, T098, T099, T110, T111, T115, T164, T169, T175, T176, T177, T178, T181, T182, T183, T189, T190, T191, T192, T193, T196, T197, T201, T202, T203, T204, T206, T207, T208, T209, T212, T213, T214, T215, T216, T217, T218, T219, T220, T222, T223, T231, T232, T233, T237, T238, T239, T240, T241, T242, T243, T244, T245, T246, T247, T248, T249, T250, T251, T252, T253, T254, T255, T256, T257, T258, T259, T260, T261, T262, T263, T264, T265, T266, T267, T268, T270, T271, T272, T273, T274, T275, T276, T277, T286, T287, T288, T289, T290, T293, T294, T316, T317, T322, T323, T324, T325, T328, T329, T331, T332, T333, T334, T335, T338, T339, T340, T345, T346, T347, T359, T377, T384, T400, T402, T405, T409, T410, T411, T412, T417, T418, T421, T431, T432, T435, T436, T437, T441, T445, T446, T447, T448
<i>Mallotus paniculatus</i>	白楸	1	T109
<i>Mangifera indica</i>	芒果	4	T037, T318, T327, T352
<i>Melia azedarach</i>	苦楝	12	T070, T071, T114, T118, T119, T120, T185, T205, T236, T269, T296, T319
<i>Michelia x alba</i>	白蘭	3	T020, T022, T386

<i>Microcos nervosa</i>	布渣葉	13	T086, T121, T165, T166, T174, T230, T279, T422, T424, T425, T430, T433, T438
<i>Morus alba</i>	桑	5	T021, T047, T050, T278, T362
<i>Sapium sebiferum</i>	烏柏	1	T292
<i>Sterculia lanceolata</i>	假蘋婆	4	T100, T426, T428, T439
<i>Syzygium cumini</i>	海南蒲桃	8	T004, T006, T008, T010, T012, T013, T014, T015
<i>Tetradium glabrifolium</i>	棟葉吳茱萸	1	T297
	Total:	382	

4.2 The Site is dominated by *Macaranga tanarius* var. *tomentosa* 血桐 (**173** nos.) and *Ficus hispida* 對葉榕 (**58** nos.) which a common self-propagated species in rural areas in Hong Kong. Common fruit tree species like *Artocarpus heterophyllus* 菠蘿蜜 (**4** nos.), *Dimocarpus longan* 龍眼 (**33** nos.) and *Litchi chinensis* 荔枝 (**13** nos.) are also identified, which are probably planted by the local villagers.

4.3 The health condition of the bulk of these trees is generally in Poor condition (64.66%) and the remaining trees are in Fair condition (32.46%) and Good condition (2.88%).

Retention of Trees

4.4 As site formation works should be carried out to form the temporary open storage, **175** of total **382** surveyed trees will be affected by the site formation works inevitably. The remaining **207** trees can be preserved in situ by strategically disposition of the storage areas. They will be protected during the construction stage and no work or materials are allowed to intrude the driplines of the trees. Tree Protection Zone (TPZ) will be set up in accordance with 'dripline method' as stipulated under the Guidelines on Tree Preservation during Development by DEVB.

4.6 **207** surveyed trees including **110** within and **97** outside the Site are proposed to be preserved. They will be protected and maintained in operation phase, in accordance with the details in Section 25 - Landscape Work in the General Specification for Building (2017) by the soft landscape sub-contractor, during the construction works and will be handed back to the Applicant for the ongoing maintenance.

Felling and Transplantation of Trees

- 4.7 Trees in conflict with the proposed development shall be proposed to be transplanted if they fulfil all the criteria below:
- trees have high amenity value;
 - trees with good form and health;
 - suitable access;
 - tree species able to be transplanted easily;
 - trees have suitable size and;
 - trees are young to semi-mature.
- 4.8 **None** of the affected trees fulfilled the above criteria and therefore, no tree is recommended for transplantation.
- 4.9 When there is direct conflict with the proposed works and when the trees are not transplantable as described in the above criteria, trees are proposed to be felled.
- 4.10 Revision on the architectural layout has been implemented to reduce the impact to existing trees, although minor conflicts are inevitable. Decisions are therefore made to fell any tree that is assessed to be of poor health condition and form and not cost effective for transplanting, **175** nos. of affected trees within Application Site are proposed to be felled. The justification for felling of trees has been shown in **Tree Schedule in Appendix I**. The factor for felling of trees are:
- In direct conflict with the proposed permanent works or area required for construction;
 - Not transplantable; and
 - With poor health, form and amenity value.
- 4.11 In view of the tree species, **144** affected trees are common hillside species of semi-mature size, including **T235** – *Acacia auriculiformis*, **T295** – *Broussonetia papyrifera*, **T291** – *Callicarpa kochiana*, **T227** - *Cratoxylum cochinchinense*, **T049**, **T210**, **T315**, **T330**, **T353**, **T354**, **T356**, **T357**, **T358**, **T372**, **T373** - *Ficus hispida*, **T095**, **T280**, **T282** - *Litsea glutinosa*, **T046**, **T048**, **T051**, **T057**, **T058**, **T060**, **T063**, **T064**, **T065**, **T066**, **T067**, **T068**, **T069**, **T072**, **T073**, **T075**, **T076**, **T077**, **T078**, **T079**, **T080**, **T087**, **T088**, **T089**, **T090**, **T091**, **T092**, **T093**, **T096**, **T097**, **T098**, **T099**, **T111**, **T189**, **T190**, **T191**, **T192**, **T193**, **T196**, **T197**, **T201**, **T202**, **T203**, **T204**, **T206**, **T207**, **T208**, **T209**, **T231**, **T232**, **T233**, **T237**, **T238**, **T239**, **T240**, **T241**, **T242**, **T243**, **T245**, **T247**, **T248**, **T249**, **T250**, **T251**, **T252**, **T253**, **T254**, **T255**, **T256**, **T257**, **T258**, **T259**, **T260**, **T261**, **T262**, **T263**,

T264, T265, T266, T267, T268, T270, T271, T272, T273, T274, T275, T276, T277, T286, T287, T288, T289, T290, T316, T317, T322, T323, T324, T325, T331, T332, T333, T334, T335, T338, T339, T340, T359, T441 - *Macaranga tanarius* var. *tomentosa*, **T109** - *Mallotus paniculatus*, **T070, T071, T118, T119, T205, T269, T296, T319** - *Melia azedarach*, **T086, T230, T279** - *Microcos nervosa*, **T047, T050, T278** - *Morus alba* and **T292** – *Sapium sebiferum*. In view of the tree species, they are probably propagated from the surrounding hillsides. As they have been growing in their location for a long time, their root systems are very susceptible to change of environment. Thus, this renders them a relatively low survival rate after transplantation. Therefore, it is recommended that these trees are to be felled, instead of being transplanted.

- 4.12 **23** nos. of affected trees are common fruit tree species in Hong Kong, including **T199** - *Artocarpus heterophyllus*, **T320** - *Averrhoa carambola*, **T187, T194, T200** - *Clausena lansium*, **T085, T188, T285, T301, T302, T303, T304, T321, T336, T342, T374** - *Dimocarpus longan*, **T052, T195, T314, T344** - *Litchi chinensis*, **T037, T318, T352** - *Mangifera indica*. The anticipated survival rate after transplantation of fruit trees is relatively low. It is proposed to fell them as well.

- 4.13 The other **7** affected trees, i.e. **T116** – *Bridelia tomentosa*, **T074, T084, T117, T198, T343** – *Celtis sinensis*, **T439** – *Sterculia lanceolata* are also in direct conflict with the proposed works. All of them either have a poor form or in a poor health condition with low amenity value. The transplantation of them may require substantial deformation of the tree that leads to structural unstable trees after transplantation. Therefore, they are also proposed to be felled, instead of transplanted.

- 4.14 The proposed development will can result in approx. **54.19%** retention of existing trees.
The proposed treatment to the existing trees is summarized as follows:

Table 3.0 Summary of Treatment to Existing Trees

Location	Number of Trees to be Retained	Number of Trees to be Felled	Number of Trees to be Transplanted	Number of Trees in Survey
Within the Application Site Boundary	110	175	0	285
Outside Application Site Boundary	97	0	0	97
Total	207 (54.19%)	175 (45.81%)	0 (-)	382 (100%)

5.0 Landscape Proposal (Appendix II refers)

5.0.1 The aim of the landscape proposals is to respond to site conditions, development layout and function of the proposed development and to provide a quality landscape scheme. The main factors to be taken into consideration are:

- Response to the site context, both in terms of landscape character and visual amenity;
- Creation of a green setting by maximising the opportunity for soft landscape;
- Establishment of pleasant landscape areas which meet the varying needs of users; and
- Minimization of future maintenance requirements.

5.0.2 Landscape drawings showing the proposed landscape treatment for the proposed development, and their underlying principles have been attached in **Appendix II** for ease of reference.

- Hong Kong Planning Standards and Guidelines;
- Technical Guidelines on Landscape Treatment for Slopes (GEO Publication No. 1/2011);
- Design Manual: Barrier Free Access 2008 (Building Department);
- DEVB TC W No. 6/2015 - Maintenance of Vegetation and Hard Landscape Features; and
- LAO Practice Note No. 2/2020 - Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease

5.1 Landscape Design Concept

5.1.1 The landscape concept mentioned below describe considerations, which had been considered as being general to the whole landscape design.

Minimisation of Extent of Site Formation Works

5.1.2 As the Site is gentle sloping lands with levels ranging from **+3.75mPD** at northeast to **+15.75mPD** at southeast, the proposed site formation levels are carefully designed to follow the natural topography of the site, so as to minimize the extent of site formation work and the landscape impact. Consequently, this has greatly reduced the amount

of the cutting/ filling required for the proposed development. The level difference between the formation levels and proposed levels are limited to less than **1.0m** due to the temporary nature of the project. Please refer to the Landscape Section, **dwg. no. LD101 in Appendix II.**

Integration of the Proposed Development with the Surrounding Landscape

5.1.3 In order to provide buffer area between the Proposed Development and the surrounding context, edge planting beds ranging from min. **5m** to **25m** wide are proposed along the Site boundary. Please refer to the landscape section, dwg. No. **LD101 in Appendix II** for reference. This will help to preserve more existing trees in situ and provide opportunities for new tree plantings. More importantly, majority of the dense tree clusters to northeast corner of the Site, which is important landscape resources, can be preserved in situ. It is intended the soft planted edge can be created along the Site enhancing its interface with the surrounding natural context to blend more with the naturalistic vegetation.

5.1.4 As a consequence, **207** of total **382** surveyed trees, (i.e. **54.19%**) will be retained. Together with a total **319** of new tree planting, the conscious green design will provide greening in better quality to further enhance the overall appearance and visual quality of the development. All the retained trees and proposed trees within Application Site Boundary will all be maintained by the Applicant.

Planting Design

5.1.5 New Planting will be predominantly native and primary evergreen in nature. This will also help in promote a tranquil and harmonic environment to the users. The selection of plant combination enrich the colour complexity and visual gradation of the Proposed Development.

5.1.6 Where practicable, heavy standard trees and grass are proposed. These soft landscape measures will ensure that the hard lines of the built form to be visually softened. The use of planting in heavy standard size would provide a more instant greening effect. Drawings showing the soft landscape treatment such as trees, shrubs, groundcovers and climbing plants shall refer to planting plan in **Appendix III.**

5.2 Soil Depth and Drainage for Planting

- 5.2.1 The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layers, water-proofing and protective screening exclusive is listed below:

Table 4.0 Planting Medium (Soil Depth)

Planting Type	Soil Depth (Minimum)
Tree/ Palm tree	1200mm
Shrub/ Climber	600mm
Groundcover/ Turf	300mm

5.3 Irrigation

- 5.3.1 The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

5.4 Future Maintenance

Soft Landscape Element

- 5.4.1 For the development, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the Applicant.
- 5.4.2 Ultimately the management office will employ maintenance staff to take care of all landscape areas within the site.
- 5.4.3 The maintenance schedule for soft landscape works has been included in **Appendix IV**. It is important to mention that tree risk assessment will be conducted at appropriate time to facilitate proper tree management and maintenance.

6.0 Planting Proposals (Appendix III refers)

6.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and satisfy the following criteria:

- To compensate the loss of affected trees;
- To enhance the ecological value of the existing plantation; and
- To screen the temporary storage area and reduce the visual impact to the nearby occupants.

6.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix III**.

Table 6.0 Planting Schedule of Ornamental Trees and Shrubs

Botanical Name	Chinese Name	Size (mm)	Spacing (mm)
TREES		Height x Spread x DBH (mm)	
<i>Liquidambar formosana</i>	楓香	3500x1500x75	4000
<i>Sterculia lanceolata</i>	假蘋婆	3000x1500x75	4000
<i>Hibiscus tiliaceus</i>	黃瑾	3000x1500x75	4000
<i>Osmanthus fragrans</i>	桂花	2750x1500x75	4000
<i>Sapium dicolor</i>	山烏柏	3000x1500x75	4000
LAWN			
<i>Axonopus compressus</i>	大葉草	-	-

6.3 In this study area, **382** nos. of trees including **97** outside and **285** within the Application Site Boundary were surveyed. No trees outside the Application Site Boundary will be affected by the proposed development. **175** nos. of trees within Application Site Boundary are proposed to be felled while **207** trees are proposed to be retained.

6.4 **319** heavy standard trees with average DBH approx. 75mm are proposed to be planted to compensate the loss of existing trees. All the trees within the Application Site Boundary will all be maintained by the Applicant.

- 6.5 Upon the above, the tree compensation proposal can achieve a ratio not less than 1:1 in terms of quality and quantity as shown of follows:

Quantity of loss of trees:	175 nos.
Accumulated DBH loss of trees:	33.45m
Quantity of compensatory trees:	319 nos.
Quantity compensation ratio	approx. 1:1.82
DBH compensation	approx. 23.93m
DBH compensation ratio	approx. 1:0.72

7.0 Proposal for Tree Preservation

7.1 In this project, **382** nos. of trees were identified within and adjoining outside the Application Site Boundary. Total **207** existing trees including **110** trees within and **97** trees outside the Application Site Boundary are preserved and protected on site. The following measures should be undertaken:

7.1.1 In order to determine the impact to the existing vegetation by the proposed development, a full Tree Felling Application in accordance with LAO Practice Note No. 2/2020 “Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease” should be undertaken and submitted to the relevant Government departments for approval.

7.1.2 Retention of all trees where possible. It is proposed that unaffected trees are to be retained on site due to their amenity and conservation value. The contractor will need to be made aware of the need to minimize the encroachment of the construction works on the trees, so as to minimize the impact on them. The area under the drip line of the tree canopy will be fenced by 1.2m high temporary protective fencing during construction stage. Besides, all provisions for tree preservation and protection measures of retained trees should follow the details in Section 25 – Landscape Work in the General Specification for Building (2017).

7.1.3 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures within lot boundary and at open space are in a healthy condition prior to the finished scheme being handed back to the Applicant. The maintenance schedule for soft landscape works has been included in **Appendix IV**.

7.1.4 During the construction and operation period, the Applicant should be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the Applicant shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions.

8.0 INTRODUCTION

8.0.1 This LIA evaluates the landscape compatibility and degree of impacts of the Proposed Development on the existing Landscape Resources ("LR") and Landscape Character Areas ("LCA"). Reference has been made to the "Landscape Value Mapping of Hong Kong" Report in defining the various LRs and LCAs. It is understood that different individual small LRs have their unique landscape value, and that when they come together, they can form larger individual LCAs that define the character of a wider geographic area, that may be unique from other surrounding LCAs.

8.1 SCOPE AND CONTENT OF THE LA

Assessment Area

8.1.1 The Assessment Area covers the LRs and LCAs within a 500m radius of the Application Site as illustrated in **Figure 8.1** and **8.2**.

Assessment Methodology

8.1.2 The methodology is based on an evaluation of the landscape sensitivity and the magnitude of impact of the Proposed Development compared with the existing baseline condition.

Landscape Sensitivity

8.1.3 The degree of sensitivity is determined by the properties of the landscape. Factors which affect the sensitivity include the quality of LR / LCA; importance and rarity of special landscape elements; ability of the landscape to accommodate change; significance of the change in the local and regional context; and the maturity of the landscape.

The sensitivity for identifying the LRs and LCAs is classified from High, Medium to Low.

Degree of Sensitivity	Description
High	Important landscape resource or landscape characterized as distinctive or highly important, sensitive to relatively small changes
Medium	Moderately valued landscape characteristics which are reasonably tolerant to change
Low	Landscape resource or landscape which is highly tolerant to change

Magnitude of Impact

8.1.4 The magnitude of the impact is the degree of intrusion on the landscape elements. Factors which affect the magnitude of impact include compatibility of the Project with the surrounding landscape, duration of impacts (including whether it is temporary or permanent), scale of the development and reversibility of the change.

8.1.5 The magnitude of impact is classified as follows:

Magnitude of Impact	Description
Large	Landscape elements will experience a major change
Intermediate	Landscape elements will experience a moderate change
Small	Landscape elements will experience a slight change
Negligible	Landscape elements will experience no discernible change

Impact Significance Without and With Mitigation Measures

8.1.6 Based on the landscape sensitivity and the magnitude of impact, a matrix is derived to assess the impact on the identified landscape elements. The significance threshold of landscape impacts is based on the following classification:

Magnitude of Impact	Sensitivity of Landscape Resource / Landscape Character Area		
	High	Medium	Low
Large	Substantial	Moderate / Substantial	Moderate
Intermediate	Moderate / Substantial	Moderate	Slight / Moderate
Small	Moderate	Slight / Moderate	Slight
Negligible	Insubstantial	Insubstantial	Insubstantial

8.1.7 The description for the impact significance is as follows:

Substantial – If the Proposed Development will in overall terms create adverse / beneficial impact which will cause significant deterioration / improvement to the existing landscape quality

Moderate – If the Proposed Development will in overall terms create adverse / beneficial impact which will cause noticeable deterioration / improvement to the existing landscape quality

Slight - If the Proposed Development will in overall terms create adverse / beneficial impact which will cause a perceivable deterioration / improvement to the existing landscape quality

Insubstantial – If the Proposed Development will in overall terms create adverse / beneficial impact which will cause barely discernible deterioration / improvement to the existing landscape

Landscape Impact Classification

- 8.1.8 The landscape impact may be classified into 5 categories: beneficial; acceptable; acceptable with mitigation measures; unacceptable or undetermined.

8.2 BASELINE STUDY

Introduction

- 8.2.1 The baseline LRs that will be potentially affected are described in Sub-sections **8.2** and **8.3**. The sensitivity to change for each of the LR will also be explained. The locations and images of key LRs are illustrated in Figures **8.3**, **8.4a** and **8.4b**, respectively.

Landscape Resources Within the Application Site

LR1.1 (On-Site) – Vacant/ Disturbed Land

- 8.2.2 This LR includes majority of the Application Site, i.e. **92.07%** of Site Area and has an area of approx. **80,492 m²/ 6.57%** of the total Assessment Area. This LR is mainly inactive agricultural fields, derelict agricultural structures and disturbed land. There are total **285** trees growing within the Application Site. **175** trees, ranging from poor to fair health conditions, are proposed to be felled and **110** trees are proposed to be retained as a result of the Proposed Development. All trees are common species and no Old and Valuable Trees (OVT) and protected species were found on or within proximity to the Site. This LR comprises of abandoned agricultural fields, vacant/disturbed lands with semi-mature trees with low amenity. Thus, the sensitivity of this LR is **low**.

LR 2.1 (On-Site) – Low Rise Development

- 8.2.3 This LR refers to the temporary structures and rural settlements to the west of the Application Site. It accounts for an of approx. **6,850m²/0.57%** of the total Assessment Area. In considering that much of the settlements within the Assessment Area are unmaintained and inhabited by only few number of villagers, the sensitivity of this LR is **low**.

Landscape Resources Outside the Application Site

LR1.2 (Off-Site) – Vacant / Disturbed Land

- 8.2.4 This LR has an area of **62,910.0m²/ 5.20%** of the total Assessment Area. It represents the abandoned agricultural fields, vacant/disturbed lands, cottages, temporary structures at the downhill of Yuen Tau Shan. Tree species include *Ficus microcarpa*, *Hibiscus tiliaceus*, *Litchi chinensis*, *Dimocarpus longan*, *Clausena lansium*, *Macaranga*

tanarius var. tomentosa, *Ficus hispida* and *Melia azedarach*. Majority of them are propagated from the surroundings and exhibited poor tree form and health conditions. This LR appear to be unmaintained, which decreases the quality of this LR. As the sensitivity of this LR is **low**.

LR 2.2 (Offsite-Site) – Low Rise Development

- 8.2.5 This LR bears similar quality of the low rise development found within LR 2.1 and are dispersed along Deep Bay Road. This LR refers to rural settlements with small roads and paths but limited infrastructure. This LR often has small orchard areas associated with it and private gardens, as well as amenity planting among the built structures. Tree species include *Hibiscus tiliaceus*, *Celtis sinensis*, *Macaranga tanarius var. tomentosa*, *Ficus hispida*, *Albizia lebbbeck*, *Melia azedarach*, *Microcos nervosa*, *Litchi chinensis*, *Dimocarpus longan*, *Clausena lansium*, *Artocarpus heterophyllus*, *Leucaena leucocephala*, *Cinnamomum camphora*, *Bombax ceiba*, and *Podocarpus macrophyllus*. The rarity of the LR is low due to its relatively typical village setting and trees within the LR are common species. The quality and maturity of the LR is medium as trees within the LR are dominant with young trees with few big trees. It has an area of approx. **90,675.0m²/7.49%** of the total Assessment Area. As majority of this LR is man-made with low amenity value, the sensitivity of this LR is **low**.

LR3 – Agricultural Land

- 8.2.6 This LR is approximately **68,747.0m²/ 5.68%** of the total Assessment Area . This LR refers to continuous agricultural plots of various sizes growing a variety of crops, numerous stands of trees varying in age as well as sheds and rural buildings of varying functions. Tree species include *Litchi chinensis*, *Dimocarpus longan*, *Clausena lansium*, *Artocarpus heterophyllus*, *Cleistocalyx nervosum*, *Mangifera indica*, *Celtis sinensis*, *Leucaena leucocephala* and *Litsea glutinosa*. The dominant tree speices are fruit trees, i.e. *Clausena lansium*, *Artocarpus heterophyllus*... which are planted by the locals. The small dilapidated houses and overgrown agricultural terraces within this LR appear to be unmaintained, which decreases the quality of this LR, the sensitivity of this LR is **Medium**.

LR4 – Water Ponds

- 8.2.7 This LR refers to the active/ abandoned fish ponds along Deep Bay Road which reflects the historical fishing industry in the region. This LR occupies an area of approximately



D01 – Environmental Assessment Report

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18 March 2022

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1 PROJECT BACKGROUND

1.1 Introduction

- 1.1.1 It is planned to develop a Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land (“the Proposed Development”) at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long (“the Site”).
- 1.1.2 The Site is zoned “Agriculture” (“AGR”) under the Approved Ha Tsuen Fringe Outline Zoning Plan (“OZP”) No. S/YL-HTF/12. In accordance with paragraph 11(b) of the Explanatory Note of the OZP, temporary use or development of any land or building not exceeding a period of three years would require planning application permission from the Town Planning Board (“TPB”). Therefore, a planning application under Section 16 of the *Town Planning Ordinance* (“TPO”) will be required for the Proposed Development.
- 1.1.3 SMEC Asia Limited (“SMEC”) has been commissioned to prepare this Environmental Assessment (“EA”) Report to support the planning application.

1.2 Site Description

- 1.2.1 The Site is located in the vicinity of Deep Bay Road in Ha Tsuen, Yuen Long, which is situated at the north-western part of Hong Kong. Shenzhen Bay Bridge is located to its northeast. The Site area is zoned AGR, while area situated to the north of the Site is zoned Coastal Protection Area (“CPA”). Moreover, large piece of area to its south is mainly zoned Green Belt (“GB”). The Proposed Development will occupy a total area of about 83,668m². The Site is currently a vacant land overgrown with weeds and different species of trees.
- 1.2.2 The Site location and its environs are shown on **Figure 1-1**, the surrounding of the Site is described as follows:
- To the north and northwest: Deep Bay Road, scattered village houses and residential temporary structures, Rescue Centre for Abandoned Pets, and Open Storage.
 - To the east: Shenzhen Bay Road and Ngau Hom Shek Electrical and Mechanical (E&M) Plant Room
 - To the west: Ngau Hom Sha village houses
 - Apart from the above structures, the large pieces of land located at the surrounding of the Site are mainly trees and grassland.
 - A few ponds are identified to the north of the Site.

1.3 Project Description

- 1.3.1 The Proposed Development is a Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land at the Site. Mainly large-scale machineries, equipment and new vehicles will be stored at the proposed temporary open storage.
- 1.3.2 There will be no operation of the Proposed Development between 23:00 and 07:00.

1.4 Environmental Impact Assessment Ordinance (“EIAO”)

- 1.4.1 In order to determine whether the Proposed Development is classified as a Designated Project (“DP”) thereby requiring to apply for an Environmental Permit (“EP”) under the EIAO, all EP items listed in Part 1 of Schedule 2 of the EIAO have been reviewed. The following DP items of Schedule 2 of EIAO may be relevant to the Proposed Development:

1. Item I.1(B) – A drainage channel or river training and diversion works which discharges or discharge into an area which is less than 300m from the nearest boundary of an existing or planned:
 - (i) Site of Special Scientific Interest (“SSSI”);
 - (ii) Site of Cultural Heritage;
 - (iii) Marine Park or Marine Reserve;
 - (iv) Fish Culture Zone (“FCZ”);
 - (v) Wild Animal Protection Area;
 - (vi) Coastal Protection Area (“CPA”); or
 - (vii) Conservation Area (“CA”).

1.4.2 After reviewing Item I.1(b) of EIAO Schedule 2, the Proposed Development is not considered as a DP with the following justifications:

1. Item I.1(B) of EIAO Schedule 2:
 - (a) As mentioned in **paragraphs 1.1.2** and **1.2.1**, the Site is zoned ARG and the areas situated to its north is zoned CPA as shown on **Figure 1-2**.
 - (b) Since no reclamation, dredging works, drainage channel or river training and diversion works will be required within the Site or in the CPA zone surrounding the Site.
 - (c) The additional surface runoff from the Site will be discharged at a controlled manner to the nearby existing watercourse, so that discharge flow will remain the same as its existing conditions.
 - (d) Therefore, no construction or minor work will be involved for the existing drainage channel or river training within the CPA zone.
 - (e) Therefore, the Proposed Development should not be classified as a DP under item I.1(B) of Schedule 2 of EIAO.

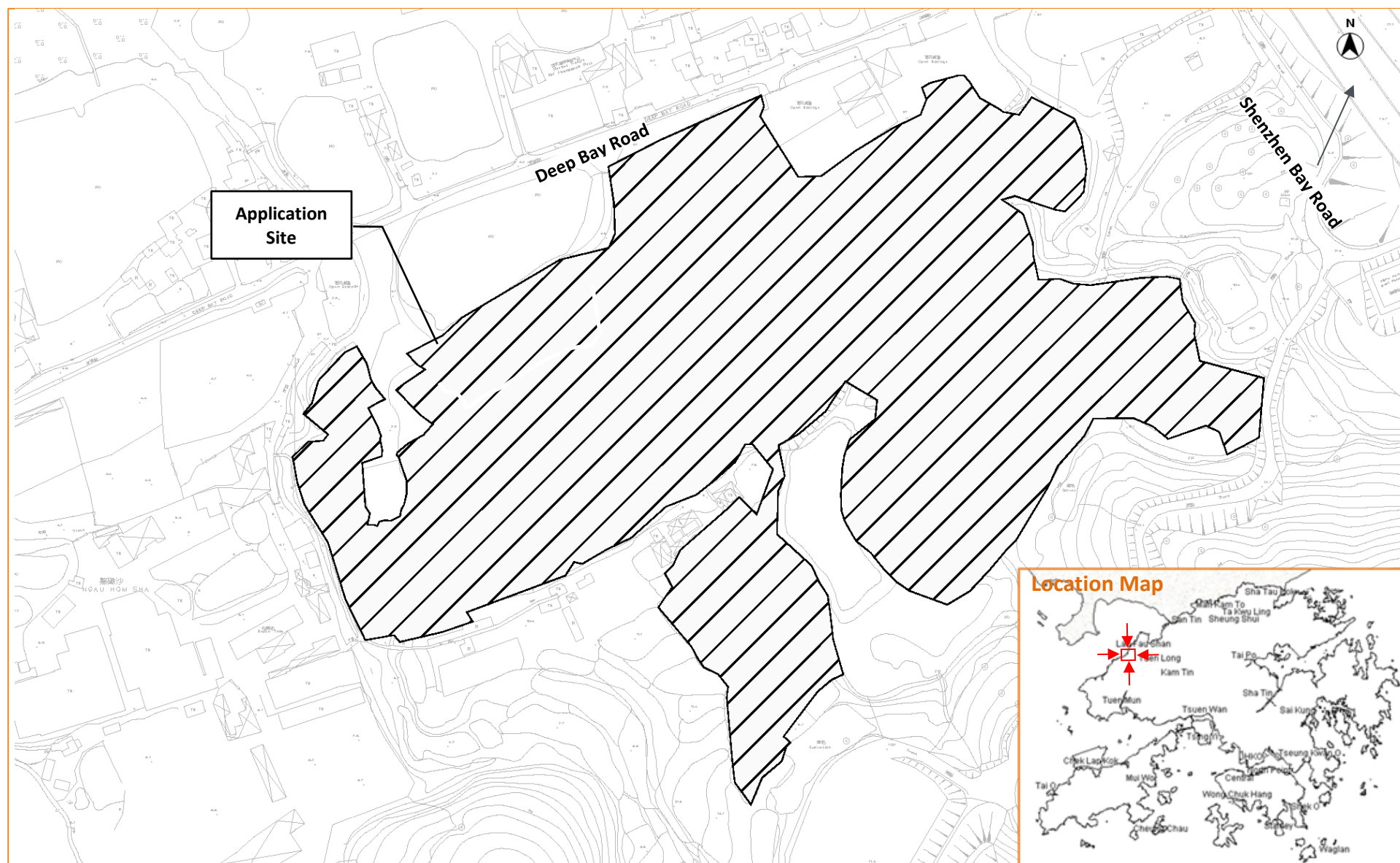
1.4.3 Despite the Proposed Development is considered not a DP as justified above, all the potential environmental impacts in terms of air quality, noise, water quality and waste management arising from the operation of the Proposed Development have been assessed with reference to Chapter 9 “Environment” of the *Hong Kong Planning Standards and Guidelines* (“HKPSG”).

1.5 Objective of the Report

1.5.1 The objectives of this EA report are to:

- Identify and qualitatively assess potential environmental impacts arising from surrounding emissions to the Site, as well as that arising from the operation of the Project Site to the nearby sensitive uses, in terms of air quality, noise, water quality and waste management.
- Mitigation measures have been recommended, where appropriate, to alleviate any identified environmental impacts or constraints during the operation of the Project. Potential environmental impacts during construction phase, though transient, have also been reviewed and mitigation measures have been recommended to reduce any identified environmental impacts to acceptable levels.

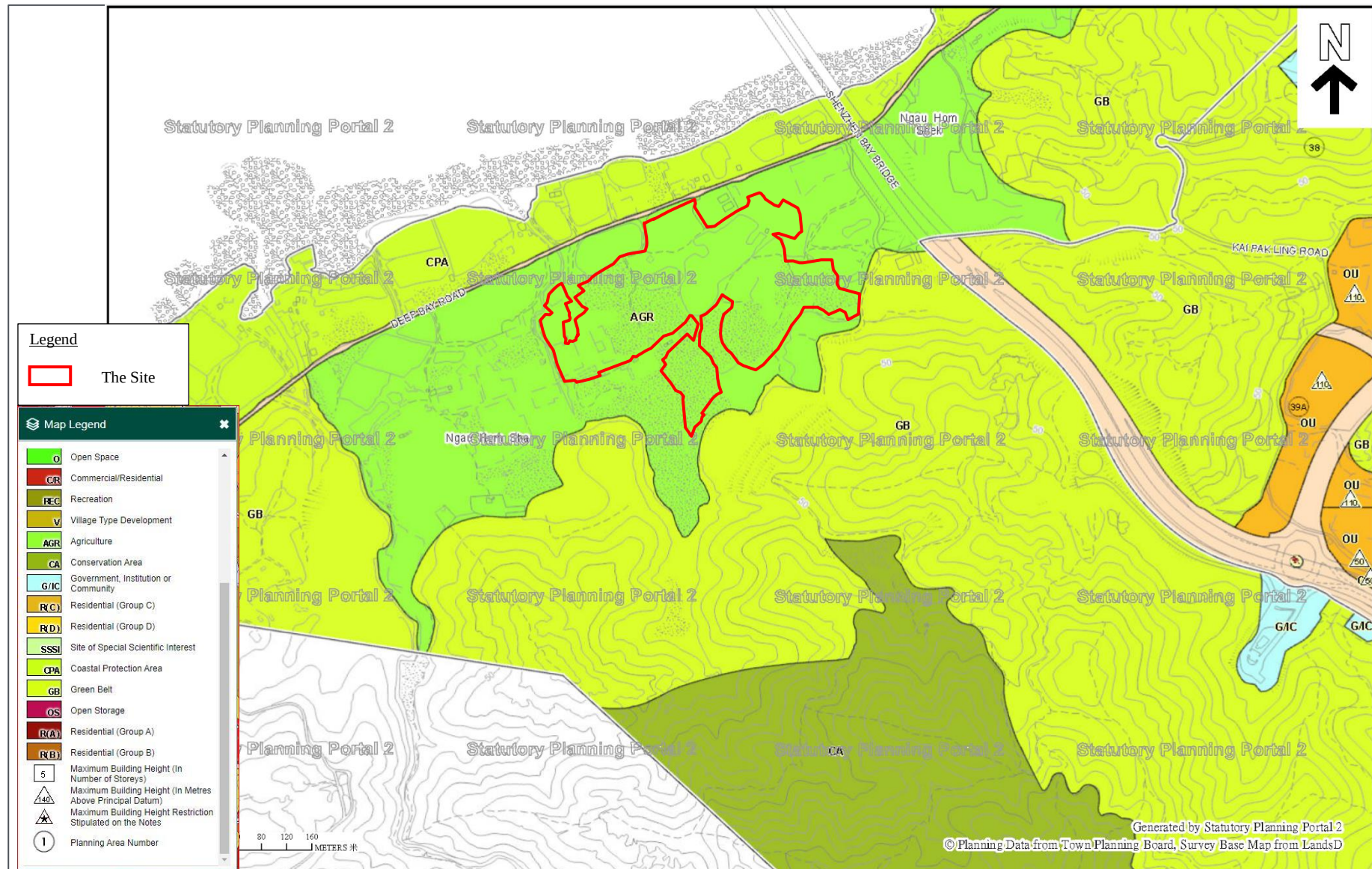
Figure 1-1 Site Location and its Environs

**D01 – ENVIRONMENTAL ASSESSMENT REPORT**

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SMEC Internal Ref. 7076849
18 March 2022

Figure 1-2 Zoning of the Site and Its Surrounding Areas



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2 AIR QUALITY REVIEW

2.1 Introduction

2.1.1 This section assesses the potential air quality impacts that will be generated by the Project during the construction and its operation. On the other hand, potential air pollution problem arising from the surrounding of the Site is also evaluated. Mitigation measures are recommended, where necessary, as part of the assessment.

2.2 Environmental Legislation and Standards

2.2.1 The following documents are referred to:

- The *Air Pollution Control Ordinance* (APCO) (Cap. 311) including the current Air Quality Objectives (AQOs) enforced since 1 January 2014.
- The *Air Pollution Control (Construction Dust) Regulation* enacted under Section 43 of the APCO.
- The *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation*.
- Chapter 9 Environment of *Hong Kong Planning Standards and Guidelines* (HKPSG).

Air Quality Objectives

2.2.2 The APCO provides statutory control of air pollutants from a variety of stationary and mobile sources. The AQOs for seven pollutants, including Sulphur Dioxide (“SO₂”), Respirable Suspended Particulates (“RSP”, “PM₁₀”), Fine Suspended Particulates (“FSP”, “PM_{2.5}”), Nitrogen Dioxide (“NO₂”), Ozone (“O₃”), Carbon Monoxide (“CO”) and Lead (Pb), are shown in **Table 2-1**.

Table 2-1 Hong Kong Air Quality Objectives

POLLUTANT	AVERAGING TIME	AQOs	
		CONCENTRATION LIMIT ^[i] (µg/m ³)	NUMBER OF EXCEEDANCES ALLOWED
Sulphur Dioxide (SO ₂)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (RSP, PM ₁₀) ^[ii]	24-hour	100	9
	Annual	50	N/A
Fine Suspended Particulates (FSP, PM _{2.5}) ^[iii]	24-hour	50	35
	Annual	25	N/A
Nitrogen Dioxide (NO ₂)	1-hour	200	18
	Annual	40	N/A
Ozone (O ₃)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead (Pb)	Annual	0.5	N/A

Notes:

1. All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.
2. RSP means suspended particles in air with a nominal aerodynamic diameter of 10µm or less.
3. FSP means suspended particles in air with a nominal aerodynamic diameter of 2.5µm or less.
4. The 8-hour mean of CO concentration is calculated based on Item 9 of Schedule 5 of APCO. The maximum daily 8-hour mean concentration of CO in air is selected by examining 8-hour running averages, calculated from CO hourly data and updated each hour, that is:

- (a) the first calculation period for a day is the period from 5pm on previous day to 1am on that day.
 (b) the last calculation period for a day is the period from 4pm to 12 midnight on that day.

Air Pollution Control (Construction Dust) Regulation

- 2.2.3 Enacted under Section 43 of the APCO, the *Air Pollution Control (Construction Dust) Regulation* defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities.
- 2.2.4 The Regulation requires that any notifiable work ^[Ref. #1] shall give advance notice to the Environmental Protection Department (“EPD”), and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations

- 2.2.5 Enacted under Section 43 of the APCO, the *Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations* stipulate that a prior approval from EPD will be required if the total fuel consumption capacity of any fuel-burning equipment or its chimney on premises to be installed or altered exceeds (a) 25 litres (“L”) of conventional liquid fuel per hour; or (b) 35 kilograms (kg) of conventional solid fuel per hour; or (c) 1,150 megajoules (“MJ”) of any gaseous fuel per hour.

Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

- 2.2.6 This Regulation takes effect on 1 June 2015 and requires Non-road Mobile Machinery (“NRMM”), except those exempted, to comply with the prescribed emission standards. As from 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Hong Kong Planning Standards and Guidelines (HKPSG)

- 2.2.7 The minimum buffer distances required between the relevant class of roads and active open spaces are recommended in Chapter 9 of the Environment of *Hong Kong Planning Standards and Guidelines* (“HKPSG”). The relevant buffer distances of HKPSG are summarised in **Table 2-2** for ease of reference.

Table 2-2 HKPSG Minimum Setback Distances

POLLUTANT	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
Road and Highways	Trunk Road and Primary Distributor	>20m	Active and passive recreation use
		3 – 20m	Passive recreational use
		<3m	Amenity areas
	District Distributor	>10m	Active and passive recreational use
		<10m	Passive recreational uses

¹ Notifiable works include site formation, reclamation, demolition of a building, work carried out in any part of a tunnel that is within 100m of any exit to the open air, construction of the foundation of a building, construction of the superstructure of a building and road construction work.

POLLUTANT	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
	Local Distributor	>5m	Active and passive recreational use
		<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Adapted from Table 3.1 of Chapter 9 Environment of HKPSG.

2.3 Background Air Quality

- 2.3.1 The surrounding areas of the Site is generally located at rural area in Yuen Long, which are mainly surrounded by scattered warehouses, open storages, and a number of village houses located to the north and to the west of the Site. No industrial emission and chimney emission is identified within the 500m Study Area.
- 2.3.2 The major road networks at the surrounding of the Site include Deep Bay Road located to its North, while Kong Sham Western Highway is located to its immediate northeast, which is connected to the Shenzhen Bay Bridge.

2.4 Assessment and Mitigation

Identification of Air Sensitive Receivers ("ASRs")

- 2.4.1 Based on the Site visit conducted on 16 September 2021 and the information on the survey map, several representative ASRs within an Air Quality Study Area of 500m from the Site boundary are identified, which are listed in **Table 2-3** and shown on **Figure 2-1**.

Table 2-3 Representative ASRs

ASR NO.	DESCRIPTION	USE	GROUND LEVEL (mPD)	APPROX. SHORTEST DISTANCE TO SITE BOUNDARY (M)
A1	Rescue Centre for Abandoned Pets	Animal Boarding with suspected dormitory	3.9	17.4
A2	Open Storage	Industrial	3.8	17.0
A3	Open Storage	Industrial	4.2	13.6
A4	Open Storage	Industrial	5.2	39.6
A5	Village House	Residential	7.8	2.9
A6	Village House	Residential	5.0	13.7
A7	Village House	Residential	4.2	9.9
A8	Factory	Industrial	5.0	39.0
A9	Open Storage	Industrial	3.9	15.9
A10	Office	Office	3.1	53.3

Construction Phase

- 2.4.2 Fugitive dust is the major impact that will be generated during construction activities, such as excavation, stockpiling, earth moving, transferring or handling of dusty materials, site formation, foundation and superstructure of the Proposed Development. It is anticipated that no major excavation works and large-scale of stockpiling will be required during the construction stage. Therefore, potential fugitive dust arising during construction stage will only

likely be generated from earth moving or transferring/handling of dust materials but the amount is anticipated to be minimal.

2.4.3 With the implementation of mitigation measures that are recommended in the *Air Pollution Control (Construction Dust) Regulation*, dust generation can be controlled and significant fugitive dust impact is therefore not anticipated.

2.4.4 To avoid adverse dust impact on the air sensitive uses nearby, good practice and dust control measures to be implemented during the construction phase are as follows:

- Provide hard paving on open area, regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.
- The working area of any excavation or earth moving operation shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.
- Frequent watering for particularly dusty areas and areas close to ASRs.
- Any stockpile of dusty materials shall be either covered entirely by impervious sheeting, placed in an area sheltered on the top and the 3 sides, or sprayed with water so as to maintain the entire surface wet.
- Where possible, dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet.
- The working area for the uprooting of trees, shrubs, or vegetation or for the removal of boulders, poles, pillars or temporary or permanent structures shall be sprayed with water immediately before, during and immediately after the operation so as to maintain the entire surface wet.
- All demolished items (including trees, shrubs, vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides within a day of demolition.
- Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations.
- Vehicle washing facilities including a high-pressure water jet shall be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the section of the road between the washing facilities and the exit point shall be paved with concrete, bituminous materials or hardcore.
- Provision of not less than 2.4m high hoarding from ground level along site boundary where adjoins a road, streets or other accessible to the public except for a site entrance or exit.
- Spray water on the surface of façade before and during grinding work.
- Equip vacuum cleaner on grinder for façade grinding work as far as practicable.
- Main haul road shall be sprayed with water so as to maintain the entire road surface wet. Imposition of speed controls for vehicles on site haul roads and confine haulage and delivery vehicles to designated roadways inside the site.
- The portion of any road leading only to a construction site that is within 30m of a discernible or designated vehicle entrance or exit shall be kept clear of dusty materials.
- Where possible, routing of vehicles and positioning of construction plant should be at the maximum possible distance from ASRs.
- Every stock of more than 20 bags of cement or dry Pulverised Fuel Ash (“PFA”) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and three sides.

- 2.4.5 The construction contractors shall also provide regular maintenance of any plant and equipment so as to minimise gaseous emissions.
- 2.4.6 With proper dust control measures as described above, significant fugitive dust impacts during the construction phase are not anticipated.

Operation Phase

- 2.4.7 As described in **Section 1.3**, the Proposed Development will be used for temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a Period of Three Years and Filling of Land at the Site. As such, significant air quality impacts arising from the Proposed Development during the operation stage is not anticipated.
- 2.4.8 For the potential air quality impact on the Proposed Development, they have been discussed below.

Vehicular Emissions from Off-site Traffic

- 2.4.9 The section of Deep Bay Road that run along east-west direction located to the north of the Site could not be found in The *Annual Traffic Census (ATC) 2020* published by the Transport Department (“TD”) in September 2021. Therefore, this section of Deep Bay Road should be classified as local road. Although there is no local road buffer distance defined by HKPSG, it could make reference to the buffer distance of local distributor (i.e. 5m) and adopt this as the requirement of local road. The distance between the kerb of Deep Bay Road and the Site boundary is around 8m, which complies with the buffer distance requirement of HKPSG.
- 2.4.10 For Shenzhen Bay Bridge, it is classified as Expressway (“EX”) according to the ATC 2020. Similarly, no buffer distance of Expressway is defined under HKPSG. Hence, the buffer distance of Trunk Road is adopted (i.e. 20m). The shortest distance between the Shenzhen Bay and the Site boundary is about 100m. Hence, it complies with the buffer distance of requirement of 20m.
- 2.4.11 As the distance between the Site boundary and the nearby major road are in compliance with the relevant buffer distance requirement, no adverse air quality impact on the Site from nearby vehicular emission is anticipated.

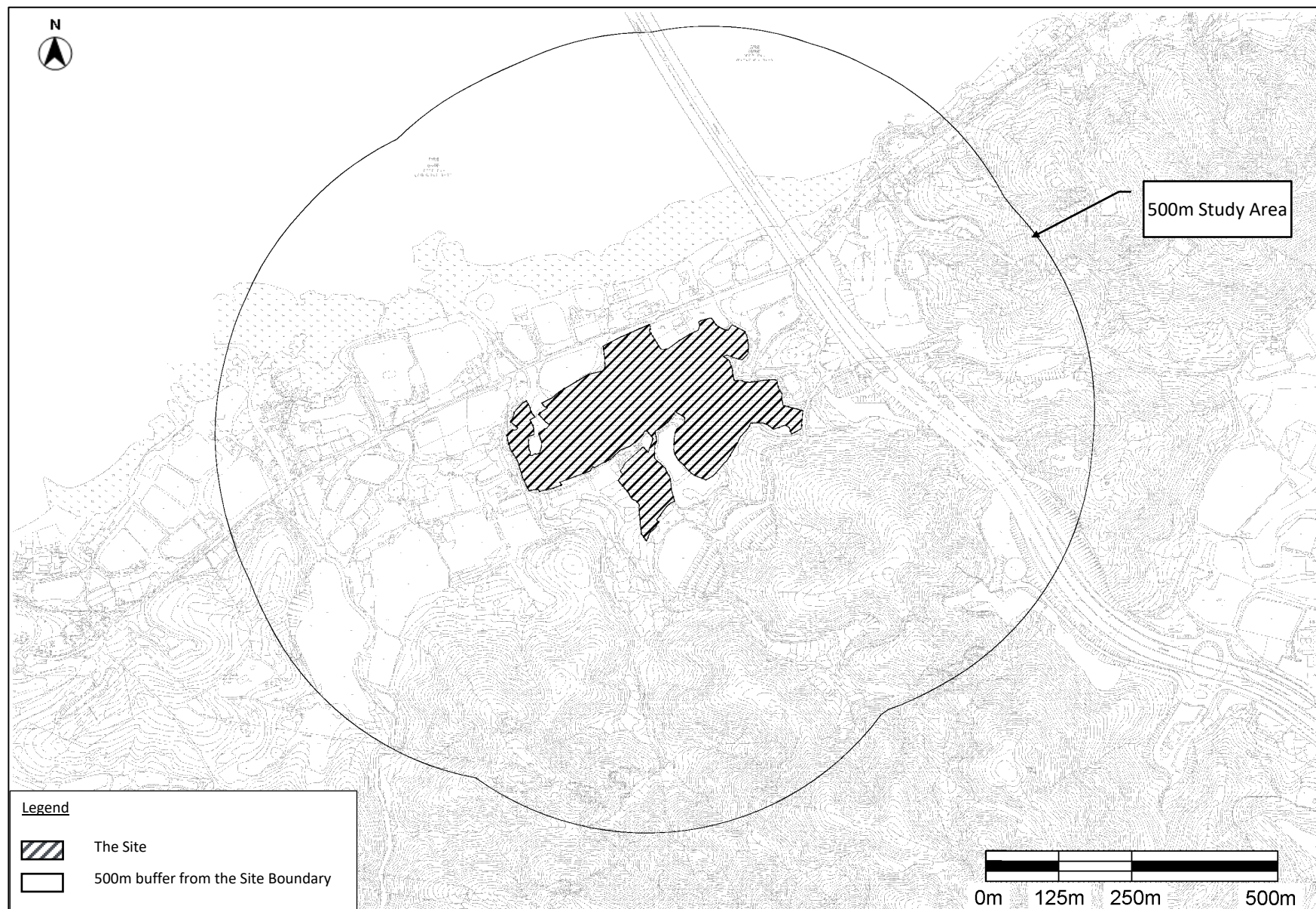
Industrial Emissions

- 2.4.12 No industrial emission was identified during the site visit on 16 September 2021. Therefore no adverse air quality impact arising from industrial uses on the Site is anticipated.

2.5 Conclusion

- 2.5.1 With the implementation of the recommended mitigation measures and good site practice, adverse air quality impacts during the construction phases are not anticipated.
- 2.5.2 No adverse air quality impact on the Proposed Development from industrial emission and vehicular emissions is anticipated during the operation phase. Meanwhile, the operation of the Proposed Development will not cause any adverse air quality impact on the surrounding air sensitive uses.
- 2.5.3 Overall, therefore, no adverse air quality impacts are anticipated during the construction and operation phases of the Site.

Figure 2-1 500m Study Area

**D01 – ENVIRONMENTAL ASSESSMENT REPORT**

Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long
Prepared for First Champion Ltd

SMEC Internal Ref. 7076849
18 March 2022

Figure 2-2 Locations of Representative Air Sensitive Receivers

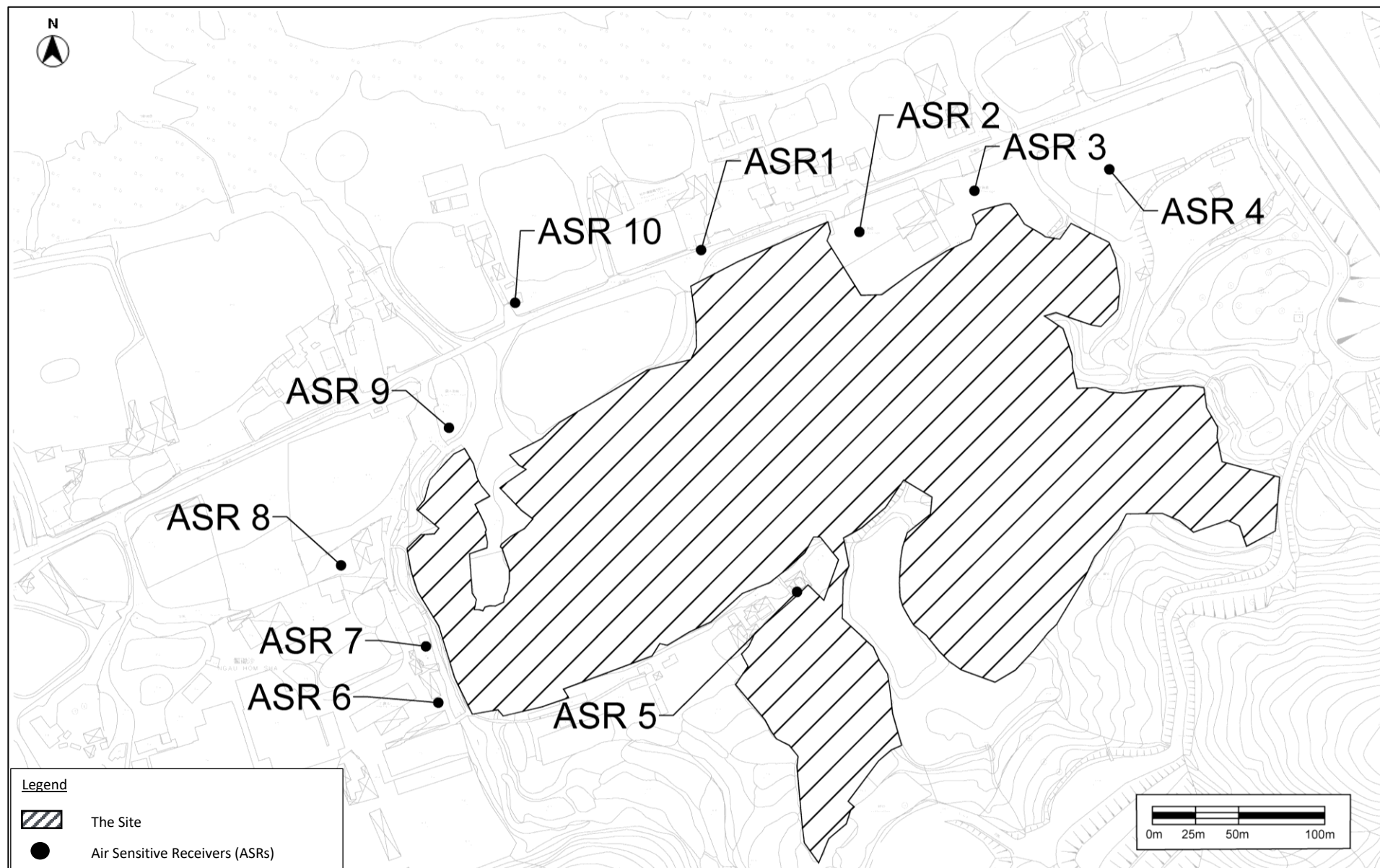
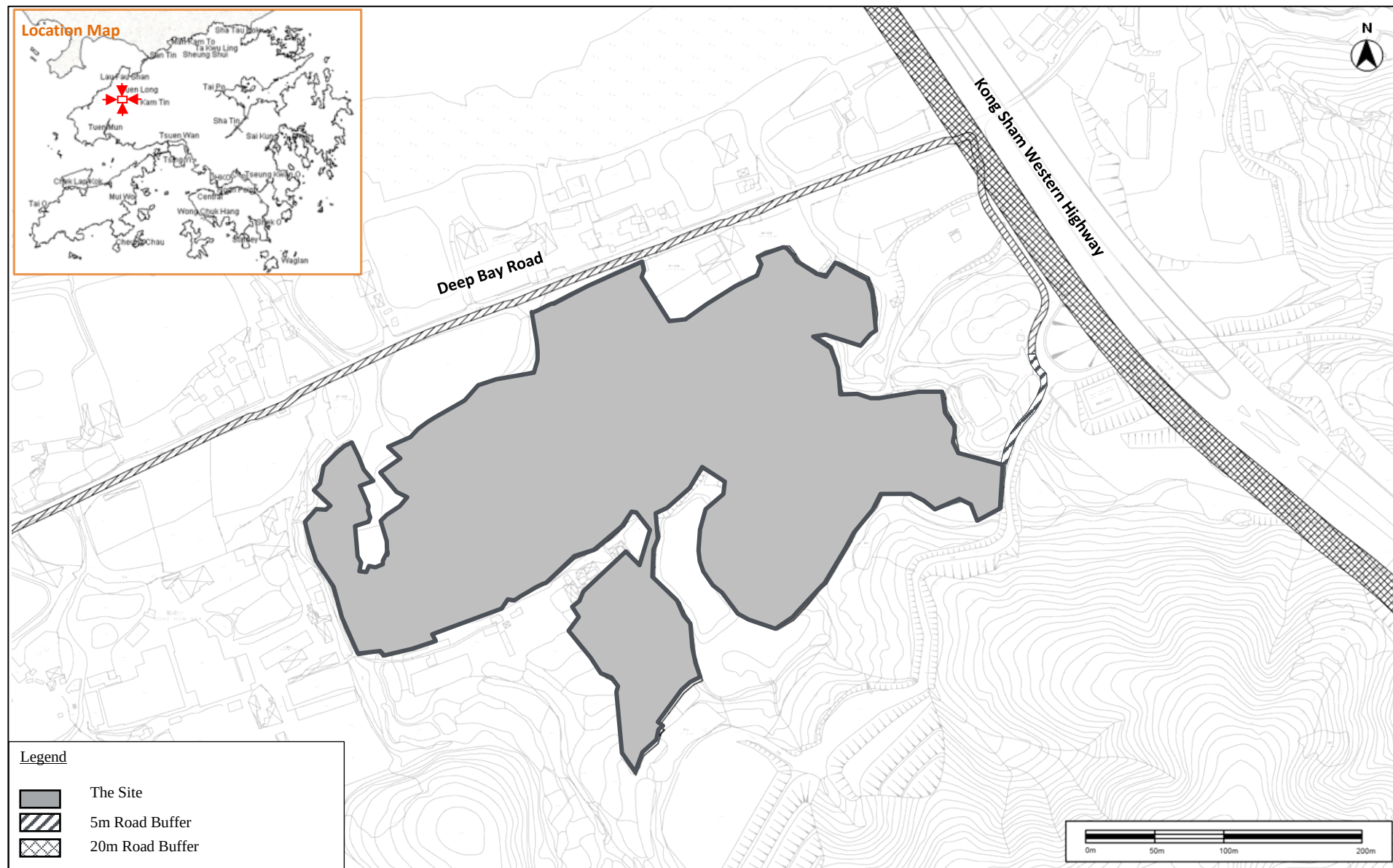


Figure 2-3 Shortest Horizontal Distances Between Nearby Roads and Site Boundary



3 NOISE IMPACT

3.1 Environmental Legislation and Standards

Noise Control Ordinance (Cap. 400)

- 3.1.1 The main piece of legislation controlling environmental noise nuisance is the *Noise Control Ordinance* (“NCO”). The NCO enables regulations and Technical Memoranda (“TMs”) to be made, which introduce detailed control criteria, measurement procedures and other technical matters. The relevant TMs include:
- Technical Memorandum on Noise from Percussive Piling (“PP-TM”).
 - Technical Memorandum on Noise from Construction Work other than Percussive Piling (“GW-TM”).
 - Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (“IND-TM”).
- 3.1.2 The Site falls within the Designated Area (“DA”) in accordance with EPD’s Plan No. EPD/AN/NT-01 for Yuen Long, Tin Shui Wai, Mai Po, Shek Kong and Kwu Tung. Therefore, the *Technical Memorandum on Noise from Construction Work in Designated Area* (“DA-TM”) is applicable.
- 3.1.3 Construction noise during noise control restricted hours (for all days 1900-0700 of the next days and all times on general holidays or Sundays) is governed by the PP-TM and GW-TM
- 3.1.4 In addition, the Contractor shall comply with the following requirements under the NCO:
1. Hand-held breakers having a mass of above 10kg and any air compressor capable of supplying compressed air at 500kPa or above must be fitted with a Noise Emission Label issued under the *Noise Control (Hand Held Percussive Breakers) Regulation* and *Noise Control (Air Compressors) Regulation* of NCO.
 2. Construction Noise Permit (“CNP”) must be applied by the Contractor from EPD for any percussive piling at any time or any other construction activities conducted within restricted hours.
- 3.1.5 There is no statutory control for noise arising from construction activities (other than percussive piling) during normal working hours (07:00 to 19:00 from Monday to Saturday, not including general holidays). Nevertheless, *Professional Persons Environmental Consultative Committee (ProPECC) Practice Note PN2/93 Noise from Construction Activities – Non-statutory Controls* (ProPECC PN2/93) recommends a guideline to minimise the potential construction noise impact during normal hours, the $L_{eq(30min)}$ should not exceed 75dB(A) at dwelling; 70dB(A) at School except examination periods, at which the noise level should not over 65dB(A).
- 3.1.6 Fixed noise during the site operation is governed under IND-TM. Table 2 of IND-TM stipulated the day, evening and night time Acceptable Noise Levels (“ANLs”) for Noise Sensitive Receiver (“NSR”) according to its corresponding Area Sensitivity Rating (“ASR”), which is determined by Influencing Factors (“IFs”) in accordance with the IND-TM.
- 3.1.7 Appropriate Area Sensitivity Rating (“ASR”) shall be properly determined in accordance with Table 1 of IND-TM. Any NSR shall, irrespective of Table 1, be assigned an ASR of “C” if it is within 100m of a zone designated as “Industrial” or “Industrial Estate” on a statutory Outline Zoning Plan, or an ASR of “B” if it is between 100m and 250m from such a zone, except in case where Table indicates an ASR of “C”. These are summarised in **Table 3-1**.

Table 3-1 Area Sensitivity Ratings

TYPE OF AREA CONTAINING NSR	DEGREE TO WHICH NSR IS AFFECTED BY IF		
	NOT AFFECTED	INDIRECTLY AFFECTED	DIRECTLY AFFECTED
i) Rural area, including country parks or village type developments	A	B	B
ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
iii) Urban Area	B	C	C
iv) Area other than those above	B	B	C

Note:

1. “country park” means an area that is designed as a country park pursuant to Section 14 of the *Country Parks Ordinance*;
2. “directly affected” means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR;
3. “indirectly affected” means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR;
4. “not affected” means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR;
5. “urban area” means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.

3.1.8 The ANLs are summarised in **Table 3-2**.

Table 3-2 Acceptable Noise Levels

TIME PERIOD	ANL, dB(A)		
	ASR “A”	ASR “B”	ASR “C”
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.1.9 In order to determine the ANL for the Proposed Development, it is essential to identify the type of area and whether the Proposed Development will be affected by IF.

3.1.10 The Site is located in rural areas with scattered village houses and open storages are identified at its surrounding. Therefore, the area near the Site should not be a pure rural area. Its type should therefore be Type (iv) “Area other than those above” as described in **Table 3-1**. Since there is no major IF identified, the ANL of these NSRs should be considered as ASR “B”.

Hong Kong Planning Standards & Guidelines (“HKPSG”)

3.1.11 As recommended in Table 4.1 of Chapter 9 Environment of the *Hong Kong Planning Standards and Guidelines* (“HKPSG”), the standards of road traffic noise in terms of $L_{10(1-hr)}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).

- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

3.1.12 HKPSG recommend the following noise criteria for fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

3.2 Identification of Off-Site NSRs

3.2.1 The first tier of representative NSRs within 300m from boundary of the Site were identified based on site visit and desktop review. All identified NSRs were existing NSRs and no planned NSR was identified within the assessment area. The locations and sensitive uses of these NSRs are shown on **Figure 3-2** and summarised in **Table 3-3**.

Table 3-3 Identified Representative Off-site NSRs

ASR NO.	DESCRIPTION	USE	No. of Storeys	APPROX. SHORTEST DISTANCE TO SITE BOUNDARY (M)
IN1	Rescue Centre for Abandoned Pets	Animal Boarding with suspected dormitory	2	18.0
IN2	Village House	Residential	1	14.1
IN3	Village House	Residential	1	21.2
IN4	Village House	Residential	2	47.3
IN5	Village House	Residential	1	3.8
IN6	Village House	Residential	1	13.7
IN7	Village House	Residential	1	10.0
IN8	Village House No.35, Deep Bay Road	Residential	2	91.1

Construction Phase

3.2.2 Construction activities in particular with the use of Powered Mechanical Equipment (PME) and the vehicle movement within the Site are the major noise sources generated during the construction phase.

3.2.3 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN2/93 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:

- Quiet PME and construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Switch off idling equipment.
- Regular maintenance of equipment.
- Fit muffler or silencer for equipment.

- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
- Use quiet construction method, e.g. use saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.
- PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.
- Erect noise barriers or noise enclosure for the PME if appropriate.
- Implement good house-keeping and provide regular maintenance to the PME.
- Spot check resultant noise levels at nearby NSRs.

3.2.4 If construction work involving the use of PME will be required during restricted hours, a CNP shall be applied for under the NCO. The noise criteria and assessment procedures for obtaining a CNP are specified in GW-TM.

3.2.5 In addition, the EPD's *Recommended Pollution Control Clauses* ("RPCC") for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised as follows:

- The Contractor shall observe and comply with the NCO and its subsidiary regulation.
- The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.
- For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.
 - The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level ("L_{eq}") of 75dB(A).
 - The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed an equivalent sound level (L_{eq}) of 70dB(A) [65dB(A) during school examination period]. The Contractor shall liaise with the schools and/or the Examination Authority to ascertain the exact dates and times of all examination periods during the course of the contract.
 - Should the limits stated in the above be exceeded, the construction shall stop and shall not recommence until appropriate measures acceptable to the Engineer that are necessary for compliance have been implemented.
 - The Contractor shall adopt, where necessary, the use of Quiet Construction Equipment ("QCE") and/or shall employ the quietist practicable working methods when carrying out demolition works, and /or road opening works during restricted hours.
- Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project.
- The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented.



D02 – Drainage Impact Assessment Report

Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long

18 March 2022

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1 PROJECT BACKGROUND

1.1 Introduction

- 1.1.1 It is planned to develop a Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office (“the Proposed Development”) for a Period of Three Years and Filling of Land at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long (“the Site”).
- 1.1.2 The Site is currently zoned “Agriculture” (“AGR”) under the Approved Ha Tsuen Fringe Outline Zoning Plan (“OZP”) No. S/YL-HTF/12. In accordance with paragraph 11(b) of the Explanatory Note of the OZP, temporary use or development of any land or building not exceeding a period of three years would require planning application permission from the Town Planning Board (“TPB”). Therefore, a planning application under Section 16 of the Town Planning Ordinance (“TPO”) will be required for the Proposed Development.
- 1.1.3 SMEC Asia Limited (“SMEC”) has been commissioned to prepare this Drainage Impact Assessment (“DIA”) Report to support the planning application.

1.2 Site Description

- 1.2.1 The Site is located on Deep Bay Toad in Ha Tsuen, Yuen Long, which is situated at the north-western part of Hong Kong. Shenzhen Bay Bridge is located to its northeast. The majority of the Site area is zoned AGR, while area situated to the north of the Site is zoned Coastal Protection Area (“CPA”). Moreover, large piece of area to its south is mainly zoned Green Belt (“GB”). The Proposed Development will occupy a total area of about 83,668m². The Site is currently a vacant land overgrown with weeds and different species of trees.
- 1.2.2 The Site location and its environs are shown on **Figure 1-1**, the surrounding of the Site is described as follows:
- To the north and northwest: Deep Bay Road, scattered village houses and residential temporary structures, Rescue Centre for Abandoned Pets, and Open Storage.
 - To the east: Shenzhen Bay Road and Ngau Hom Shek Electrical and Mechanical (E&M) Plant Room
 - To the west: Ngau Hom Sha village houses
 - Apart from the above structures, the large pieces of land located at the surrounding of the Site are mainly trees and grassland.
 - A few ponds are identified to the north of the Site.

1.3 Objectives of this Report

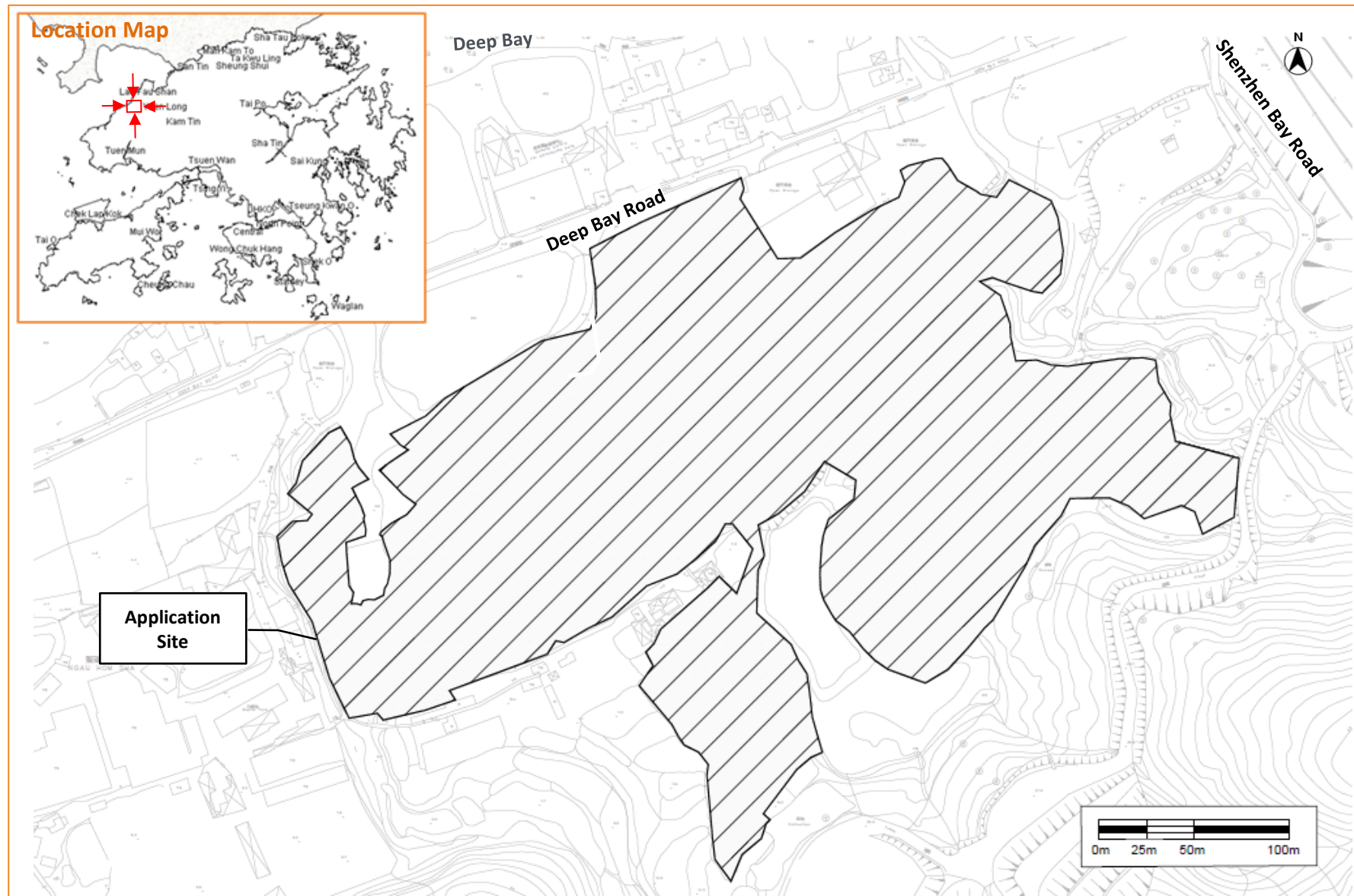
- 1.3.1 The objectives of this DIA Report are to:
- Assess the potential drainage impacts arising from the Site.
 - Recommend the necessary mitigation measures to alleviate any potential drainage impacts.

1.4 Reference Materials

1.4.1 In evaluating the drainage impact arising from the Proposed Development, the following materials have been referred to:

- Drainage Services Department (“DSD”) publication Stormwater Drainage Manual (with Eurocodes incorporated) – Planning, Design and Management (2018 Edition).
- DSD Advice Note No. 1 – Application of the Drainage Impact Assessment Process to Private Sector Projects.
- Boundary Conditions from DSD, received on 20th September 2021

Figure 1-1: Site Location and its Environs

**D02 – DRAINAGE IMPACT ASSESSMENT REPORT**

Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long
Prepared for First Champion Ltd

SMEC Internal Ref. 7076849
18 March 2022

2 DESCRIPTION OF EXISTING ENVIRONMENT AND DRAINAGE CONDITIONS

2.1 Site Location and Topography

- 2.1.1 The area of the application site is about 83,668m². As illustrated on **Figure 1-1**, the Site is situated in Ha Tsuen that is adjacent to Deep Bay Road and Shenzhen Bay Road, with ground levels range from +3.49mPD to +18.02mPD.
- 2.1.2 Based on desktop study, there are two watercourses in the vicinity of the Site, running from the southeast to northwest direction: one is at the west edge of the site boundary; the other one is at about 130m from the Shenzhen Bay Road and partially running through the Site. Both two watercourses eventually discharge into Deep Bay.

2.2 Baseline Conditions

- 2.2.1 According to the site inspection conducted on 16 September 2021, the Site is currently a vacant land overgrown with weeds and different tree groups. Moreover, several ditches were observed inside the Site. As shown in **Figure 3-2**, there are two major watercourses in vicinity of the Site, one runs along the edge of the western side of the Site boundary is denoted as “Watercourse 1” and the other one passes through the Site on the eastern side of the Site is denoted as “Watercourse 2”.

2.3 Boundary Conditions

- 2.3.1 The existing boundary conditions of Watercourse 1 and Watercourse 2 were provided by DSD on 20 September 2021. The details of the four cases below are in **Appendix A**.
- Case 10A: 10-year rain + 2-year sea level for 10 years flood level return period.
 - Case 10B: 2-year rain + 10-year sea level for 10 years flood level return period.
 - Case 50A: 50-year rain + 10-year sea level for 50 years flood level return period.
 - Case 50B: 10-year rain + 50-year sea level for 50 years flood level return period.
- 2.3.2 The boundary conditions showed that before development, the watercourse located to the west of the Site (Watercourse 1) is having flooding risk at Point 1B under Case 10A and 10B. Flooding risk also occurs at both Point 1A and 1B under Case 50A and 50B. Watercourse crossing the Site (Watercourse 2) is not under any flooding risks under the four cases and would have sufficient freeboard.

3 DRAINAGE IMPACT ASSESSMENT

3.1 Assumptions and Methodology

3.1.1 Peak instantaneous runoff before and after the Proposed Development was calculated based on the Rational Method. The recommended physical parameters, including runoff coefficient (C) and storm constants for different return periods, are as per the *Stormwater Drainage Manual*.

3.1.2 The Rational Method has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

$$Q_p = 0.278 C i A \quad \text{--- Equation 1}$$

where

- Q_p = peak runoff in m³/s
- C = runoff coefficient
- i = rainfall intensity in mm/hr
- A = catchment area in km²

3.1.3 Rainfall intensity is calculated using the following expression:

$$i = \frac{a}{(t_d + b)^c} \quad \text{--- Equation 2}$$

where

- i = rainfall intensity in mm/hr
- t_d = duration in minutes ($t_d \leq 240$)
- a, b, c = storm constants given in Table 3 of SDM

3.1.4 For a single catchment, duration (t_d) can be assumed equal to the time of concentration (t_c) which is calculated as follows:

$$t_c = t_0 + t_f \quad \text{--- Equation 3}$$

where

- t_c = time of concentration
- t_0 = inlet time (time taken for flow from the remotest point to reach the most upstream point of the urban drainage system)
- t_f = flow time

3.1.5 Generally, t_0 is much larger than t_f . As shown in Equation 2, t_d is the divisor. Therefore, larger t_d will result in smaller rainfall intensity (i) as well as smaller Q_p . For the worst case scenario, t_f is assumed to be negligible and so:

$$t_d = t_c = t_0$$

$$t_0 = \frac{0.14465 L}{H^{0.2} A^{0.1}} \quad \text{--- Equation 4}$$

where

- A = catchment area (m²)
- H = average slope (m per 100 m), measured along the line of natural flow, from the summit of the catchment to the point under consideration
- L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

- 3.1.6 The capacity of open channel and pipe has been calculated using the Manning's Equation which are expressed as follows:

$$V = \frac{1}{n} \times R^{\frac{2}{3}} \sqrt{s} \quad \text{--- Equation 6}$$

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

where

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

- 3.1.7 U-shape channels, stepped channels, rectangular channels, and drainage pipe are assumed to be concrete, therefore Manning n = 0.016 has been adopted for calculations with reference to DSD's Stormwater Drainage Manual Table 13.

3.2 Identification of Catchments

- 3.2.1 Based on desktop study and Site visit on 16 September 2021, Catchments A to H were identified to be the catchments to be most relevant for this Site. The Site is located at Catchment A. The indicative catchment plan is shown on **Figure 3-1** and briefly described below:

- Catchments A ("the Site"): grassland
- Catchment B: covered by natural slope, river and grassland
- Catchment C: composed of grassland, village house, temporary structure and river
- Catchment D,E,F,G,H: covered by natural slope, river and grassland

3.3 Site Surface Characteristics and Runoff Coefficients

- 3.3.1 Majority of the existing site area in Catchment A is currently vacant and covered in a mixture of grassland with ponds that have been abandoned and grown with weeds and grass. They are assumed to be soft landscape. The surrounding areas in Catchment B and Catchment D to H are sloped area with grass and sandy soil.
- 3.3.2 After the Proposed Development, approximately over 80% of the site area in Catchment A will remain as soft landscape, and the remaining will become paved area. Catchment A is sub-divided into eight sub-catchments A1, A3, A4, A5, A6, A7, A8 and A11, see **Figure 3-2**. The other surrounding Catchments B to H will remain unchanged.
- 3.3.3 The calculation methods of corresponding catchments are summarised in **Table 3.1**. With reference to the Stormwater Drainage Manual, the runoff coefficient 0.95 is adopted for paved area; whereas 0.15 to 0.25 are adopted for unpaved area. Surface characteristics and runoff coefficients of catchments are summarised in **Table 3.2**

Table 3.1: Method for Estimating the Surface Runoff from Surrounding Catchments

CATCHMENT	ESTIMATING METHOD FOR SURFACE RUNOFF
Catchment A	Rational Method
Catchment B	Rational Method
Catchment C	Rational Method
Catchment D	Rational Method

CATCHMENT	ESTIMATING METHOD FOR SURFACE RUNOFF
Catchment E	Rational Method
Catchment F	Rational Method
Catchment G	Rational Method
Catchment H	Rational Method

Table 3.2 Surface Characteristics and Runoff Coefficients of Surrounding Catchments

CATCHMENT	AREA, M ²		SURFACE CHARACTERISTICS	OVERALL RUNOFF COEFFICIENT
Catchment A (Before Development)	83,668		100% flat grassland (heavy soil)	0.25
Catchment A (After development)	83,668	89%	100% gravel + sandy soil	0.15
		11%	50% paved + 50% flat grassland (sandy soil)	0.55
Sub-catchment A1	1,330		100 gravel + sandy soil	0.15
Sub-catchment A3	11,783		100 gravel + sandy soil	0.15
Sub-catchment A4	15,180		100 gravel + sandy soil	0.15
Sub-catchment A5	25,745		100 gravel + sandy soil	0.15
Sub-catchment A6	7,855		100 gravel + sandy soil	0.15
Sub-catchment A7	517		100 gravel + sandy soil	0.15
Sub-catchment A8	18,947		50% paved + 50% flat grassland (sandy soil)	0.55
Sub-catchment A11	2,311		100 gravel + sandy soil	0.15
Catchment B	101,050		100% steep grassland (sandy soil)	0.20
Catchment C	33,750		100% flat grassland (sandy soil)	0.15
Catchment D	136,430		100% steep grassland (sandy soil)	0.20
Catchment E	131,850		100% steep grassland (sandy soil)	0.20
Catchment F	115,260		100% steep grassland (sandy soil)	0.20
Catchment G	397,880		100% steep grassland (sandy soil)	0.20
Catchment H	1,319,830		100% steep grassland (sandy soil)	0.20

3.4 Estimate Existing and Future Runoff

- 3.4.1 There is no internal drainage system within the Site. Runoff from surrounding catchments relies on Watercourse 1 and 2 to collect the runoff and eventually discharge to Deep Bay that is further downstream beyond the Site boundary.
- 3.4.2 To account for the surface runoff due to the Proposed Development, a proper internal drainage system is proposed to be provided to minimise impact due to additional runoff. The design of the internal drainage system will be discussed in the subsequent paragraphs below.

Peak Runoff from the Site and Surrounding Catchments

- 3.4.3 The runoff from the Site (Catchment A) before and after development was estimated based on the return periods of 2, 10 and 50 years.
- 3.4.4 As shown in **Table 3.3**, the estimated peak runoff generated from the Site before development is 1.069m³/s and after development is 1.075 m³/s under 50 years return period. There will be around 0.6% of change in the estimated peak runoff after the Proposed Development under all assessed return periods. Detailed calculations are provided in **Appendix B**.
- 3.4.5 The runoff generated from the existing Catchment B-H are estimated to be 17.6 m³/s. It is expected to be remain unchanged after the Proposed Development and will be discharged to the Watercourses 1 and 2 in the same manner as the existing condition.

Table 3.3: Estimated Peak Runoff of the Site (Catchment A)

RETURN PERIOD	ESTIMATED PEAK RUNOFF (M ³ /S)		
	BEFORE DEVELOPMENT	AFTER DEVELOPMENT	INCREMENT
2 Years	0.735	0.747	1.6%
10 Years	0.939	0.949	1.1%
50 Years	1.069	1.075	0.6%

Peak Runoff from Other Sub-Catchments in the Site

- 3.4.6 The runoff generated from other surrounding sub-catchments has been evaluated detailed calculations are provided in **Appendix B**.

3.5 Proposed Drainage Layout

Proposed Stormwater Collection System

- 3.5.1 The existing topography of the Site ranges from 3.49mPD to 18.02mPD, where higher gradient at the southern part of the Site, and lower gradient at the northern part. A road ramping downhill to the Site is proposed to be leading from the east and bisecting the Site. Re-profiling will be carried out at the Site to reach a revised formation level ranging from 4.5mPD to 16.5mPD. The final site formation levels are to be determined in the detailed design. To facilitate the drainage collection within the Site, combination of peripheral U-shape channels stepped channel, rectangular channels, and U-shape channels ranging from Ø 225-900mm are proposed to be adopted and eventually discharge into the Watercourse 1 and 2 in the same manner as the existing condition. The indicative drainage layout is shown on **Figure 3-3**.
- 3.5.2 Peripheral U-shape channels ranging from Ø 225-700mm are proposed along the perimeter of the sub-catchment A1, A4, part of A3, A5, A8 and A11, with some proposed to be U-shape stepped channels along the sides of the sub-catchments partialA3, A6, A7, and A8. Rectangular channel ranging from base width of 700-800mm and depth of 800-900mm are proposed to connect with U-shape channels in sub-catchments A5. Sand trap and cover will also be provided on-site to minimise sand/silt go into the drainage system. Runoff from the Site will be discharged into

Watercourse 1 and Watercourse 2 via a 1000mm dia. pipe and 600mm dia. pipe respectively. The utilisation rates of proposed channels and pipes are ranging from 7-75% after incorporating 10% of sedimentation in the calculation of drainage flow capacity. Indicative size and capacity of the proposed channels and pipes are presented in **Appendix D**.

3.6 Proposed Mitigation Measures

3.6.1 Water quality is the key environmental impact arising from the construction works. In addition, objects such as soil, construction materials, etc. accidentally falling into the watercourses/drainage can cause blockage in the watercourses/drainage. To avoid adverse impact on the watercourses and public drainage system in the vicinity of the Site during construction and operation of the Proposed Development, the guidelines published by the government shall be followed, including but not limited to those as follows:

1. Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers ("PNAP") ADV-27 *Protection of Natural Streams/Rivers from Adverse Impacts arising from Construction Works* published by the Building Department ("BD")
2. PNAP ADV-4 *Control of Environmental Nuisance from Construction Site* published by the BD;
3. Practice Notes for Registered Contractors ("PNRC") 61 *Protection of Natural Streams/Rivers from Adverse Impacts arising from Construction Works* published by the BD;
4. PNRC 17 *Control of Environmental Nuisance from Construction Site* published by the BD;
5. *Recommended Pollution Control Clauses for Construction Contracts* ("RPCC") published by the Environmental Protection Department ("EPD");
6. Professional Persons Environmental Consultative Committee ("ProPECC") Practice Note ("PN") 1/94 *Construction Site Drainage* published by the EPD.

3.6.2 With reference to the measures recommended in the guidelines, the following measures shall be provided, implemented and maintained by the Contractor to minimise impact to the watercourses:

1. The proposed works site in the proximity of natural rivers and streams should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props, to prevent adverse impacts on the stream water qualities.
2. Stockpiling of construction materials, if necessary, should be properly covered and located away from any natural stream/river.
3. Construction debris and spoil should be covered up and/or properly disposed of as soon as possible to avoid being washed into nearby rivers/streams by rain.
4. Construction effluent, site run-off and sewage should be properly collected and/or treated. Wastewater from a construction site should be managed with the following approach in descending order:
 - (a) minimisation of wastewater generation;
 - (b) reuse and recycle;
 - (c) treatment.
5. Supervisory staff should be assigned to station on site to closely supervise and monitor the works.
6. Incorporate temporary drainage system with de-silting facility before connecting directly to the main drainage system.
7. Install sand trap, settling pit or grease trap as necessary.
8. Install perimeter drainage channels or place sand bags along the low end of boundary.
9. Install pH adjustment facilities or petrol interceptor as necessary.
10. Cover open site area with gravel as far as practicable.
11. For site maintenance:

- (a) clear trapped debris and sediments frequently.
- (b) maintain sanitary condition at effluent disposal point.
- (c) pump and properly drain away all stagnant water.
- (d) cover open stockpiles of construction materials and temporarily exposed slope by tarpaulin or similar fabric, especially during rainy season.
- (e) Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

Summary of Findings and Recommendation

- 3.6.3 Based on the drainage impact assessment, there is minimal increase of surface runoff due to the Proposed Development, and with mitigation measures implemented during construction and implementation, no adverse impact is anticipated due to the Proposed Development.
- 3.6.4 As this DIA Report indicates the initial findings regarding drainage impact and indicative drainage layout, a qualified engineer should be engaged by the Architect/Contractor of the Proposed Development to review and provide detailed designs for the internal Site drainage layout, including the water storage tank. A "Drainage Proposal" including detailed designs based on calculations and quantitative assessments, as well as hydraulic model if necessary, shall be prepared by the qualified engineer and submitted to the drainage Authority, EPD and DSD, for their review and approval prior to the commencement of work. The Applicant shall obtain the consent from the owner of the existing watercourse for discharging of storm water prior to commencement of the proposed works. All the relevant government departments shall also be consulted with when necessary.

Figure 3-1: Identification of Surrounding Catchments

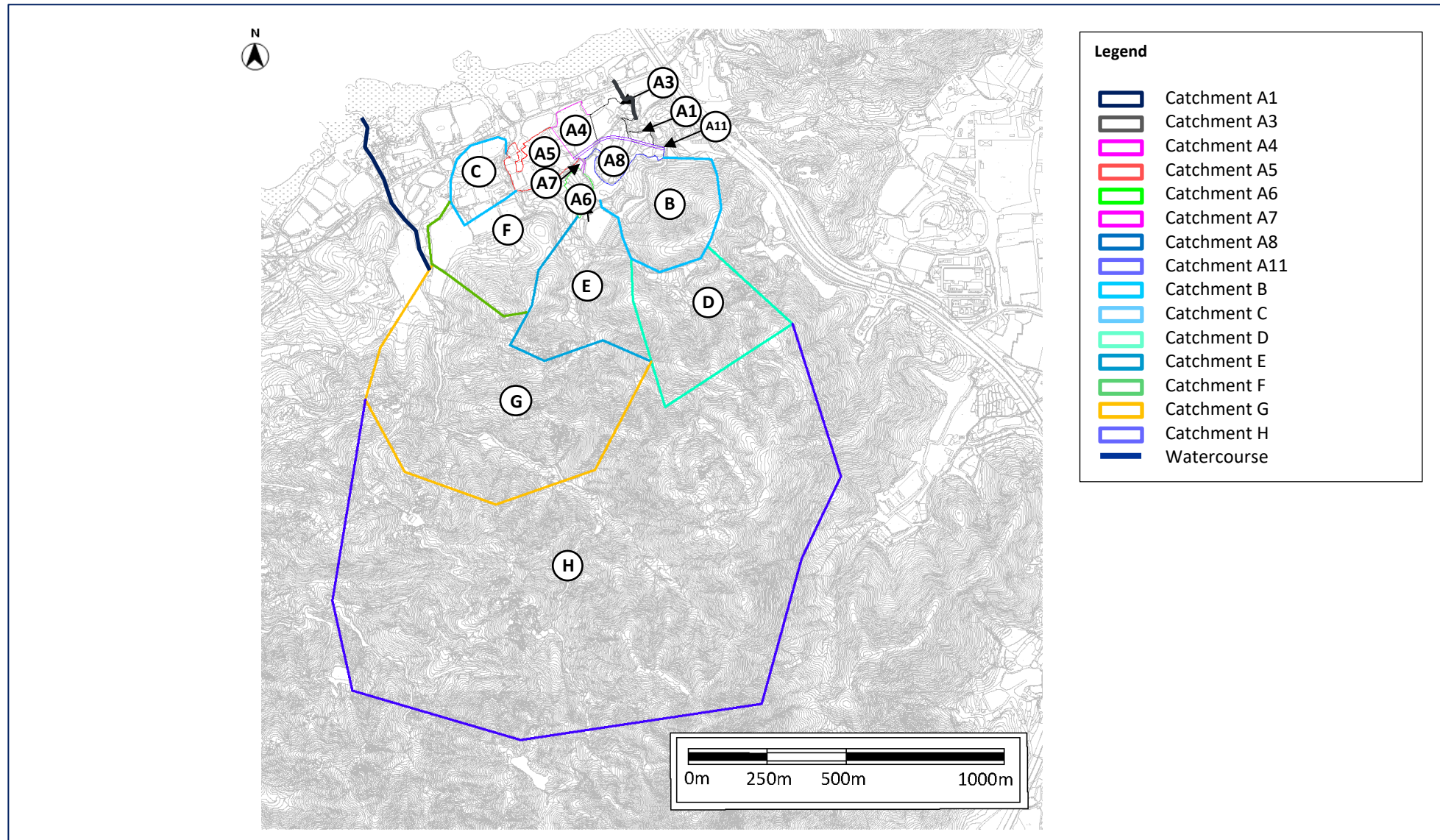


Figure 3-2: Indicative Sub-Catchment Plan for the Site

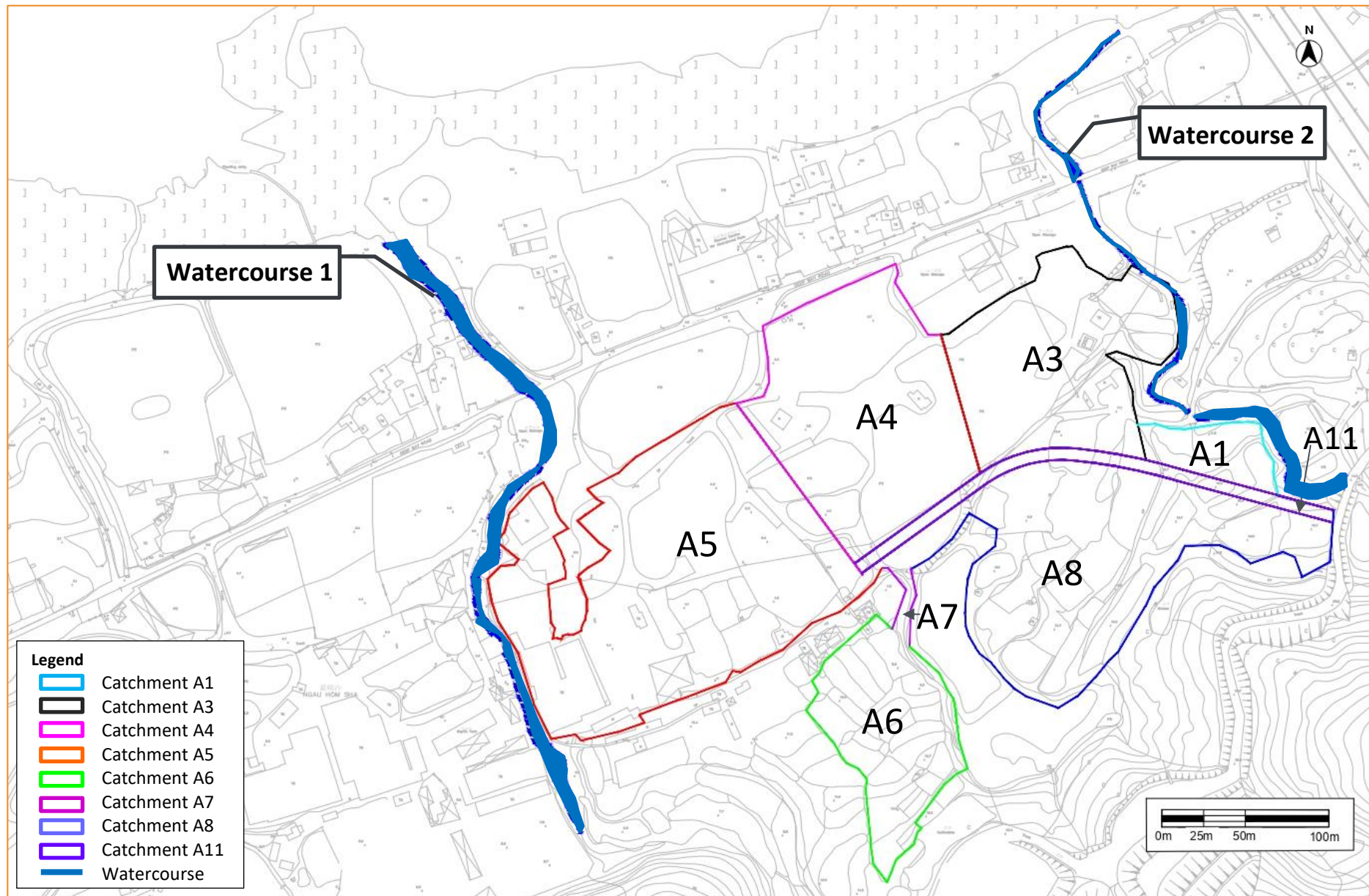
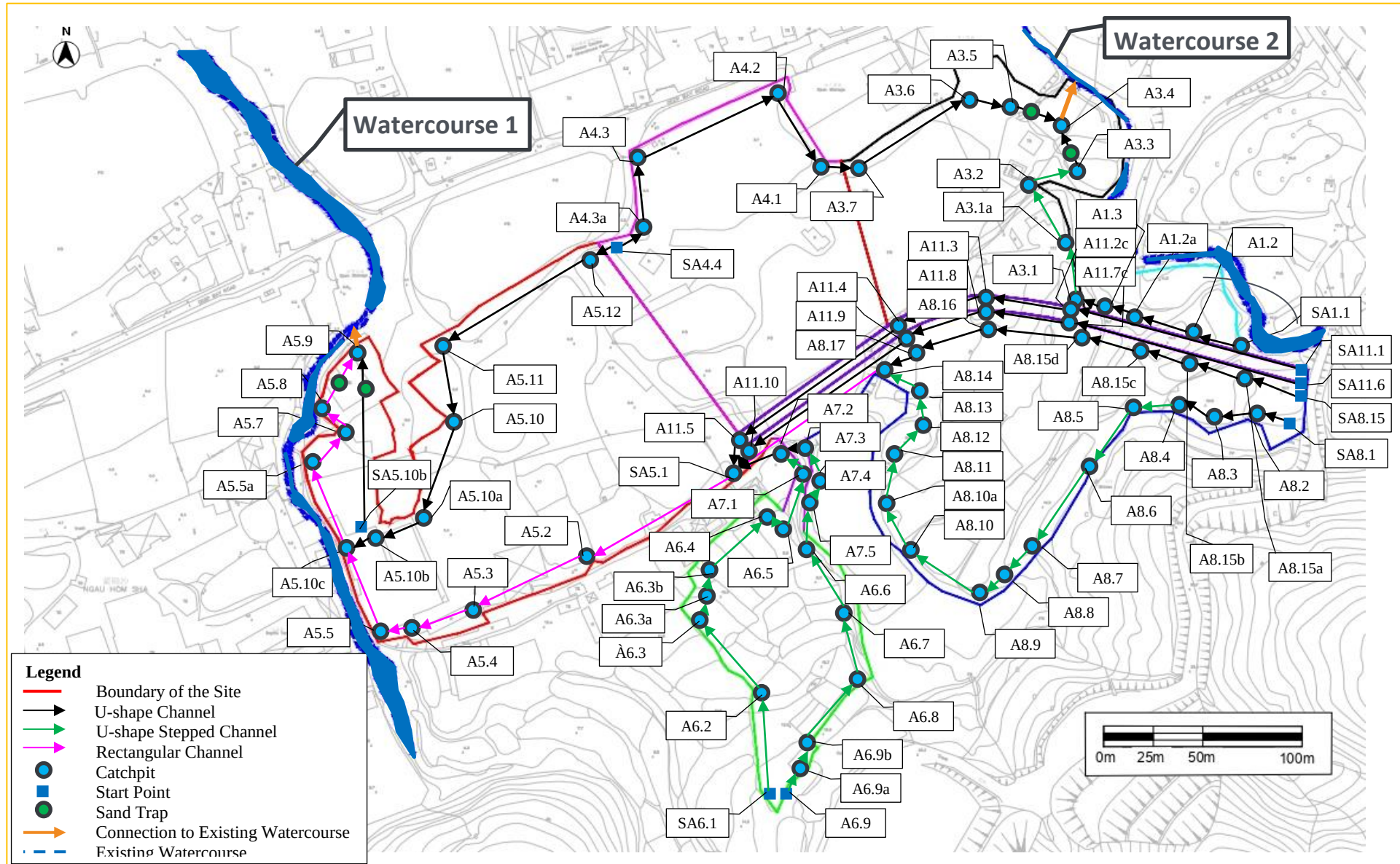


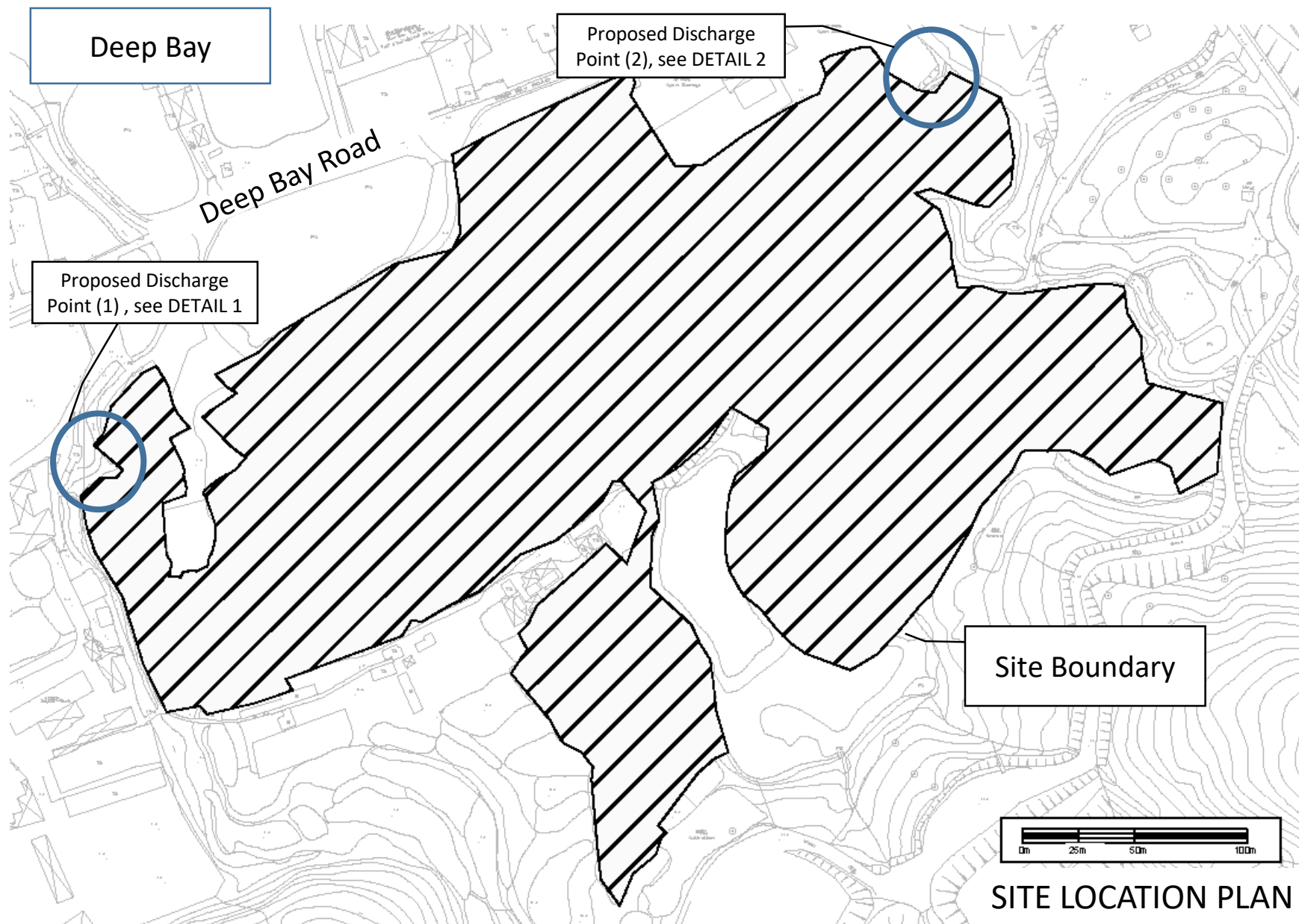
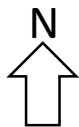
Figure 3-3: Indicative Proposed Drainage Layout



4 CONCLUSION

- 4.1.1 The area of the application site is about 83,668m². The Site is situated in Ha Tsuen that is adjacent to Deep Bay Road and Shenzhen Bay Road, with ground levels range from +3.49mPD to +18.02mPD.
- 4.1.2 Catchments A to H were identified to be the catchments to be most relevant for this Site based on the topographical data. The Site (Catchment A) comprises eight sub-catchments.
- 4.1.3 There are two major watercourses in vicinity of the Site, one runs along the edge of the western side of the Site boundary is denoted as “Watercourse 1” and the other one passes through the Site is denoted as “Watercourse 2”.
- 4.1.4 Majority of the existing site area in Catchment A is currently vacant and covered in a mixture of grassland with ponds that have been abandoned and grown with weeds and grass. They are assumed to be soft landscape. The surrounding areas in Catchment B and Catchment D to H are sloped area with grass and sandy soil. With reference to Stormwater Drainage Manual, the runoff coefficient 0.95 is adopted for paved area; whereas 0.15 to 0.25 are adopted for unpaved area..
- 4.1.5 The peak runoff before and after the Proposed Development were estimated using Rational Method. The estimated peak runoff generated from the Site before and after development is 1.069m³/s and 1.075m³/s respectively under 50 years return period. There will be around 0.6% of change in the estimated peak runoff after the Proposed Development. The runoff generated from the existing Catchment B-H are estimated to be 17.6 m³/s under 50 years return period. It is expected to be remain unchanged after the Proposed Development and will be discharged to the river in the same manner as the existing condition.
- 4.1.6 To facilitate the drainage collection within the Site, combination of peripheral U-shape channels and stepped channel from Ø 225-700mm, and rectangular channels ranging from base width of 700-800mm and depth of 800-900mm are proposed to be adopted are proposed to be adopted. The utilisation rates are ranging from 7-75% after incorporating 10% of sedimentation in the calculation of drainage flow capacity. Sand trap and cover will also be provided on-site to minimise sand/silt go into the drainage system
- 4.1.7 Based on the drainage impact assessment, there is minimal increase of surface runoff due to the Proposed Development, and with the proposed drainage layout and implement mitigation measures as appropriate following the guidelines from Government during construction and operation, no adverse impact is anticipated due to the Proposed Development.
- 4.1.8 This DIA Report indicates the initial findings regarding drainage impact and indicative drainage layout. A qualified engineer should be engaged by the Architect/Contractor of the Proposed Development to review and provide detailed designs for the internal Site drainage layout, including the water storage tank. A “Drainage Proposal” including detailed designs based on calculations and quantitative assessments, as well as hydraulic model if necessary, shall be prepared by the qualified engineer and submitted to the drainage Authority, EPD and DSD, for their review and approval prior to the commencement of work. The Applicant shall obtain the consent from the owner of the existing watercourse for discharging of storm water prior to commencement of the proposed works. All the relevant government departments shall also be consulted with when necessary.

Appendix A **BOUNDARY CONDITIONS FROM DSD**



Location of Request

	Reference	Model ID	10A	10B	50A	50B
Water Level (m PD)	Point 1A	814772834735	3.738	3.686	4.145	4.233
	Point 1B	814746834680	3.954	3.755	4.219	4.224
	Point 2A	815107834917	3.572	3.591	3.860	4.153
	Point 2B	815162834782	7.931	7.858	7.975	7.931
Flow (m³ /s)	Point 1 (ds)	814746834680.1	8.728	4.365	7.309	3.343
	Point 1 (us)		8.832	4.383	10.063	7.098
	Point 2 (ds)	815162834782.1	6.754	3.734	8.584	6.091
	Point 2 (us)		3.790	2.547	4.675	3.790

the above criteria and considerations, the current application site carries other advantages including being in close proximity to the Hung Shui Kiu area, the area of which the affected operations are currently located. Moreover, the proposed area for each of the affected operations under the captioned application is similar to the existing area of each of the affected operations in the Hung Shui Kiu area. The relocation would thus pose minimal adverse impact on the affected operations. It is anticipated that successful relocation of the affected operations to the current application site upon approval of the captioned application would facilitate timely development of the HSK/HT NDA and the corresponding delivery of the housing yield, which would be exceptionally beneficial to the public.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Miss Winnie AU or Mr. Thomas LUK at [REDACTED]

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



Encl.

C.C.

DPO/TM&YLW, PlanD (Attn.: Mr. Ronald CHAN) – By Email

Strategic Assessment Group, Environmental Assessment Division, EPD (Attn.: Ms Hyde MAK) – By Email

Traffic Engineering (NTW) Division, NT Regional Office, TD (Attn.: Mr. Wilson MAN) – By Email

Mainland North Division, Operations & Maintenance Branch, DSD (Attn.: Ms Vicky SY) – By Email

Client – By Email

Section 16 Planning Application for Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land and Ponds at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Date of Receipt	Department	Comments	Response to Comments
5.5.2022	Environmental Protection Department (EPD)	Based on the information submitted by the applicant, it is noted that there would be 8 parking spaces for private cars, 2 parking spaces for heavy goods vehicles and 6 loading and unloading bays for heavy goods vehicles within the application site according to Section 4.1.3 of the planning statement. In addition, Table 2-3 of the Environmental Assessment identified representative air sensitive receivers (ASRs) in the vicinity of the site, and several village houses are located at about 3m to 14m away from the site boundary. Since there will be heavy vehicles operated in close proximity to village houses, based on the requirement set out in the Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites (the COP), he does not support the subject planning application.	A site visit was conducted on 17 May 2022 to verify the current condition of surrounding area. The Site is mainly surrounded by scattered warehouses, open storages, and temporary structures. After reviewing the site situation on 17 May 2022, the temporary structures along Deep Bay Road are unlikely dwellings. Amendments have been made to the Environmental Assessment (EA) report to reflect the actual current conditions of the surrounding areas of the Site (Appendix I refers). In addition, the Applicant was informed by the residents currently residing within Lot 463 in D.D.128 and the adjoining Government land, which is located to the southwest of the Site, during the period of invitation for public comments for the current application that the residents believe that the proposed use under the current application would pose no adverse environmental impact or nuisance on them. The residents thus support the current application. Moreover, in order to further minimise the potential environmental impacts, the design has been optimised taking into account the following measures: (1) Access to the Site is via an internal road. The entrance/ exit of the proposed internal road is arranged to be located at the east of the site, which is over 200m away from the three temporary structures and at least 100m away from the other air sensitive receivers (ASRs), so as to maximise the separation between sensitive receivers and the heavy vehicle traffic. Potential nuisance due to heavy vehicle traffic is minimised as far as practicable.

Planning Application No. A/YL-HTF/1133*Responses to Comments Table*

Section 16 Planning Application for Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land and Ponds at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long, New Territories

Date of Receipt	Department	Comments	Response to Comments
			(2) In addition, a 3m high barrier is proposed along the west side of the site boundary. Since the surrounding temporary structures are only 1-storey high, the direct line-of-sight to the operation within the site can be effectively screened by the noise barrier. Potential impacts have been reviewed/ evaluated in the revised EA report. The Applicant will observe and comply with relevant environmental protection and pollution control ordinances. Mitigation measures will be taken during construction and operation phases to ensure the Site are maintained in good condition and avoid disturbance to any nearby sensitive receivers. The Applicant is willing to comply with all approval conditions as the relevant Government departments deem appropriate for properly implementing all mitigation measures during construction and operation phases of the proposed use to ensure that no adverse environmental impact would be generated by the proposed use under the current application on the surroundings.

Appendix | I

Replacement Pages for Environmental Assessment Report

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1 PROJECT BACKGROUND

1.1 Introduction

- 1.1.1 It is planned to develop a Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land (“the Proposed Development”) at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long (“the Site”).
- 1.1.2 The Site is zoned “Agriculture” (“AGR”) under the Approved Ha Tsuen Fringe Outline Zoning Plan (“OZP”) No. S/YL-HTF/12. In accordance with paragraph 11(b) of the Explanatory Note of the OZP, temporary use or development of any land or building not exceeding a period of three years would require planning application permission from the Town Planning Board (“TPB”). Therefore, a planning application under Section 16 of the *Town Planning Ordinance* (“TPO”) will be required for the Proposed Development.
- 1.1.3 SMEC Asia Limited (“SMEC”) has been commissioned to prepare this Environmental Assessment (“EA”) Report to support the planning application.

1.2 Site Description

- 1.2.1 The Site is located in the vicinity of Deep Bay Road in Ha Tsuen, Yuen Long, which is situated at the north-western part of Hong Kong. Shenzhen Bay Bridge is located to its northeast. The Site area is zoned AGR, while area situated to the north of the Site is zoned Coastal Protection Area (“CPA”). Moreover, large piece of area to its south is mainly zoned Green Belt (“GB”). The Proposed Development will occupy a total area of about 83,668m². The Site is currently a vacant land overgrown with weeds and different species of trees.
- 1.2.2 The Site location and its environs are shown on **Figure 1-1**, the surrounding of the Site is described as follows:
- To the north and northwest: Deep Bay Road, scattered residential temporary structures, Rescue Centre for Abandoned Pets, and Open Storage.
 - To the east: Shenzhen Bay Road and Ngau Hom Shek Electrical and Mechanical (E&M) Plant Room
 - To the west: Ngau Hom Sha, scattered residential temporary structures
 - Apart from the above structures, the large pieces of land located at the surrounding of the Site are mainly trees and grassland.
 - A few ponds are identified to the north of the Site.

1.3 Project Description

- 1.3.1 The Proposed Development is a Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land at the Site. Mainly large-scale machineries, equipment and new vehicles will be stored at the proposed temporary open storage.
- 1.3.2 There will be no operation of the Proposed Development between 23:00 and 07:00.

1.4 Environmental Impact Assessment Ordinance (“EIAO”)

- 1.4.1 In order to determine whether the Proposed Development is classified as a Designated Project (“DP”) thereby requiring to apply for an Environmental Permit (“EP”) under the EIAO, all EP items listed in Part 1 of Schedule 2 of the EIAO have been reviewed. The following DP items of Schedule 2 of EIAO may be relevant to the Proposed Development:

POLLUTANT	TYPE OF ROAD	BUFFER DISTANCE	PERMITTED USES
	Local Distributor	<5m	Passive recreational use
	Under Flyovers	-	Passive recreational use

Source: Adapted from Table 3.1 of Chapter 9 Environment of HKPSG.

2.3 Background Air Quality

2.3.1 The Site is located in rural area in Yuen Long, no industrial emission and chimney emission are identified within the 500m Study Area.

2.3.2 The major road networks at the surrounding of the Site include Deep Bay Road located to its North, while Kong Sham Western Highway is located to its immediate northeast, which is connected to the Shenzhen Bay Bridge.

2.4 Assessment and Mitigation

Identification of Air Sensitive Receivers (“ASRs”)

2.4.1 Site visits were conducted on 16 September 2021 and 17 May 2022. After reviewing the site situation on 17 May 2022, the Site is mainly surrounded by scattered warehouses, open storages, and temporary structures. The temporary structures along Deep Bay Road are unlikely dwellings. Representative ASRs within an Air Quality Study Area of 500m from the Site boundary are identified based on desktop research and site visit, and are listed in **Table 2-3** and shown on **Figure 2-1**.

Table 2-3 Identified Representative ASRs

ASR NO.	DESCRIPTION	USE	GROUND LEVEL (mPD)	APPROX. SHORTEST DISTANCE TO SITE BOUNDARY (m)
A1	Rescue Centre for Abandoned Pets	Animal Boarding with suspected dormitory	3.9	17.4
A2	Open Storage	Industrial	3.8	17.0
A3	Open Storage	Industrial	4.2	13.6
A4	Open Storage	Industrial	5.2	39.6
A5	Temporary Structures	Residential	7.8	2.9
A6	Temporary Structures	Residential	5.0	13.7
A7	Temporary Structures	Residential	4.2	9.9
A8	Factory	Industrial	5.0	39.0
A9	Open Storage	Industrial	3.9	15.9
A10	Factory	Industrial	3.1	91.1

Construction Phase

2.4.2 Fugitive dust is the major impact that will be generated during construction activities, such as excavation, stockpiling, earth moving, transferring or handling of dusty materials, site formation, foundation and superstructure of the Proposed Development. It is anticipated that no major excavation works and large-scale of stockpiling will be required during the construction stage. Therefore, potential fugitive dust arising during construction stage will only

- 2.4.5 The construction contractors shall also provide regular maintenance of any plant and equipment so as to minimise gaseous emissions.
- 2.4.6 With proper dust control measures as described above, significant fugitive dust impacts during the construction phase are not anticipated.

Operation Phase

- 2.4.7 As described in **Section 1.3**, the Proposed Development will be used for temporary open storage of new vehicles (private cars), construction materials, machineries, equipment and storage of tools and parts with ancillary site office for a Period of Three Years and Filling of Land at the Site. In addition, an internal road with the entrance/exit will be provided at the southeast of the Site, which is away from the identified ASRs (See **Appendix A**). As such, significant air quality impacts arising from the Proposed Development during the operation stage is not anticipated.
- 2.4.8 For the potential air quality impact on the Proposed Development, they have been discussed below.

Vehicular Emissions from Off-site Traffic

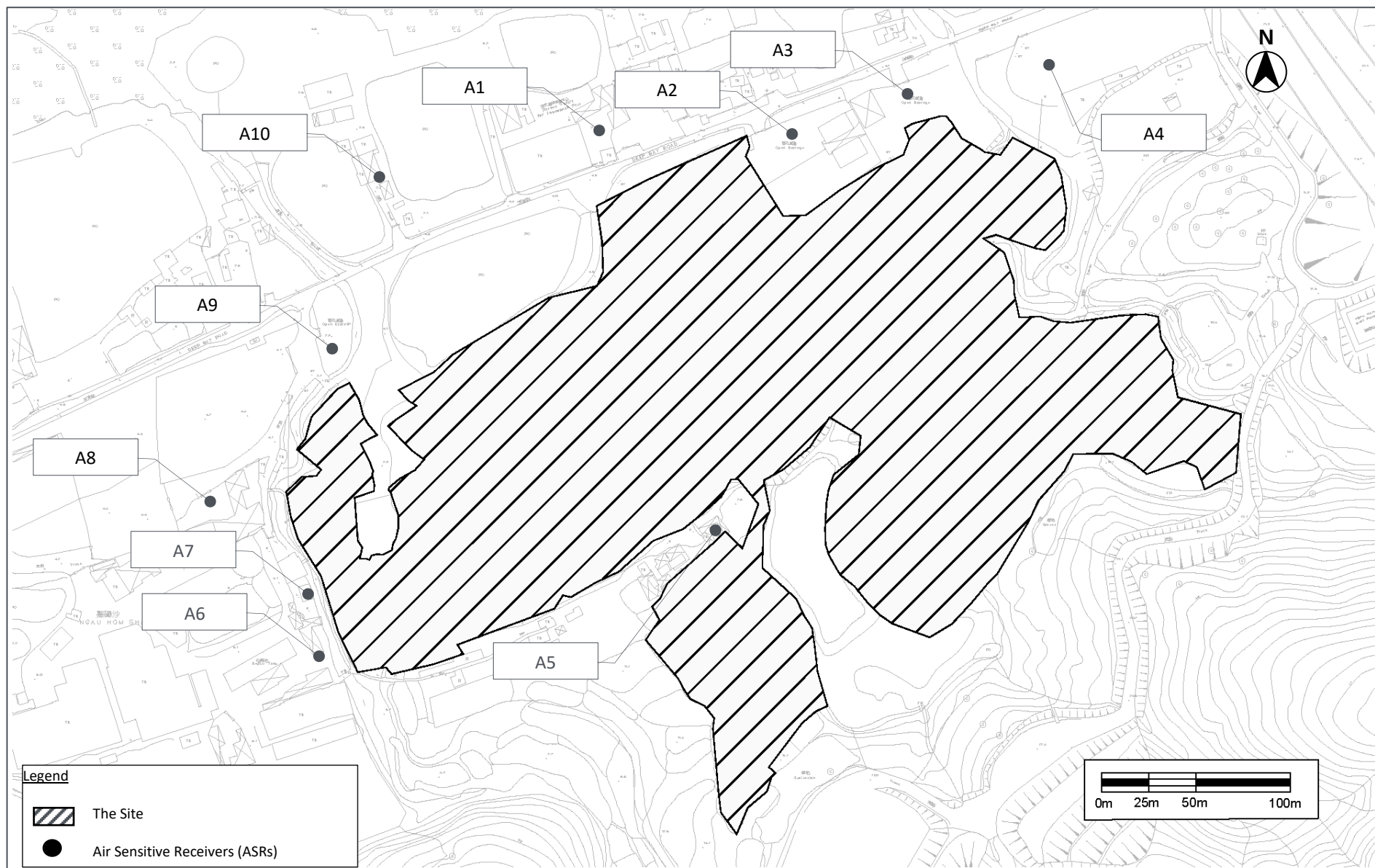
- 2.4.9 The section of Deep Bay Road that run along east-west direction located to the north of the Site could not be found in The *Annual Traffic Census (ATC) 2020* published by the Transport Department (“TD”) in September 2021. Therefore, this section of Deep Bay Road should be classified as local road. Although there is no local road buffer distance defined by HKPSG, it could make reference to the buffer distance of local distributor (i.e. 5m) and adopt this as the requirement of local road. The distance between the kerb of Deep Bay Road and the Site boundary is around 8m, which complies with the buffer distance requirement of HKPSG.
- 2.4.10 For Shenzhen Bay Bridge, it is classified as Expressway (“EX”) according to the ATC 2020. Similarly, no buffer distance of Expressway is defined under HKPSG. Hence, the buffer distance of Trunk Road is adopted (i.e. 20m). The shortest distance between the Shenzhen Bay and the Site boundary is about 100m. Hence, it complies with the buffer distance of requirement of 20m.
- 2.4.11 As the distance between the Site boundary and the nearby major road are in compliance with the relevant buffer distance requirement, no adverse air quality impact on the Site from nearby vehicular emission is anticipated.

Industrial Emissions

- 2.4.12 No industrial emission was identified during the site visit on 16 September 2021. Therefore no adverse air quality impact arising from industrial uses on the Site is anticipated.

2.5 Conclusion

- 2.5.1 With the implementation of the recommended mitigation measures and good site practice, adverse air quality impacts during the construction phases are not anticipated.
- 2.5.2 No adverse air quality impact on the Proposed Development from industrial emission and vehicular emissions is anticipated during the operation phase. Meanwhile, the open storage site users will observe the statutory requirements under relevant pollution control ordinance. The operation of the Proposed Development will not cause any adverse air quality impact on the surrounding air sensitive uses.
- 2.5.3 Overall, therefore, no adverse air quality impacts are anticipated during the construction and operation phases of the Site.

Figure 2-2 Locations of Representative Air Sensitive Receivers**D01 – ENVIRONMENTAL ASSESSMENT REPORT**

Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land at Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen, Yuen Long
Prepared for First Champion Ltd

SMEC Internal Ref. 7076849
18 March 2022

Table 3-1 Area Sensitivity Ratings

TYPE OF AREA CONTAINING NSR	DEGREE TO WHICH NSR IS AFFECTED BY IF		
	NOT AFFECTED	INDIRECTLY AFFECTED	DIRECTLY AFFECTED
i) Rural area, including country parks or village type developments	A	B	B
ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
iii) Urban Area	B	C	C
iv) Area other than those above	B	B	C

Note:

1. “country park” means an area that is designed as a country park pursuant to Section 14 of the *Country Parks Ordinance*;
2. “directly affected” means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR;
3. “indirectly affected” means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR;
4. “not affected” means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR;
5. “urban area” means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.

3.1.8 The ANLs are summarised in **Table 3-2**.

Table 3-2 Acceptable Noise Levels

TIME PERIOD	ANL, dB(A)		
	ASR “A”	ASR “B”	ASR “C”
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

3.1.9 In order to determine the ANL for the Proposed Development, it is essential to identify the type of area and whether the Proposed Development will be affected by IF.

3.1.10 Based on desktop research, the Site is located in rural areas with scattered warehouses, open storages and temperature structures identified at its surrounding. Therefore, the area near the Site should not be a pure rural area. Its type should therefore be Type (iv) “Area other than those above” as described in **Table 3-1**. Since there is no major IF identified, the ANL of these NSRs should be considered as ASR “B”.

Hong Kong Planning Standards & Guidelines (“HKPSG”)

3.1.11 As recommended in Table 4.1 of Chapter 9 Environment of the *Hong Kong Planning Standards and Guidelines* (“HKPSG”), the standards of road traffic noise in terms of $L_{10(1-hr)}$ for the following uses relying on opened windows for ventilation are:

- All domestic premises including temporary housing accommodation (residential): 70 dB(A).
- Hotels and hostels: 70 dB(A).
- Offices: 70 dB(A).
- Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required (school): 65 dB(A).
- Places of public worship and courts of law: 65 dB(A).

- Hospitals, clinics, convalescence homes and residential care homes for the elderly: 55 dB(A).

3.1.12 HKPSG recommend the following noise criteria for fixed noise sources:

- 5 dB(A) below the appropriate ANLs of IND-TM; or
- Lower than the prevailing background noise levels if the background is 5 dB(A) lower than the ANLs.

3.2 Identification of Off-Site NSRs

3.2.1 Site visits were conducted on 16 September 2021 and 17 May 2022. After reviewing the site situation on 17 May 2022, the Site is mainly surrounded by scattered warehouses, open storages, and temporary structures. The temporary structures along Deep Bay Road are unlikely dwellings. Representative NSRs within 300m from boundary of the Site were identified based on site visit and desktop review. All identified NSRs were existing NSRs and no planned NSR was identified within the assessment area. The locations and sensitive uses of these NSRs are shown on **Figure 3-2** and summarised in **Table 3-3**.

Table 3-3 Identified Representative Off-site NSRs

NSRNO.	DESCRIPTION	USE	No. of Storeys	APPROX. SHORTEST DISTANCE TO SITE BOUNDARY (M)
IN1	Temporary Structures	Residential	1	3.8
IN2	Temporary Structures	Residential	1	13.7
IN3	Temporary Structures	Residential	1	10.0

Construction Phase

3.2.2 Construction activities in particular with the use of Powered Mechanical Equipment (PME) and the vehicle movement within the Site are the major noise sources generated during the construction phase.

3.2.3 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN2/93 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:

- Quiet PME and construction method should be adopted if possible.
- The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
- Switch off idling equipment.
- Regular maintenance of equipment.
- Fit muffler or silencer for equipment.
- Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
- Use quiet construction method, e.g. use saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.
- PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.

- The Contractor shall, when necessary, apply for a construction noise permit in accordance with the Noise Control (General) Regulations prior to the commencement of the relevant part(s) of the works, display the permit as required and provide a copy to the Engineer.
- Measures that are to be taken to protect adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise (simple plywood hoarding will not be sufficient). The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228(1984). The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers.

3.2.6 Moreover, the construction programme, methods adopted and plant inventory for construction works, and the noise mitigation measures shall be proposed by the Contractor of the Proposed Development in the future. Practicable mitigation measures such as noise barriers/enclosures, quieter construction plants, phasing of construction works, etc. will be provided, implemented and maintained by the Contractor for the Proposed Development.

3.2.7 With the provision, implementation and maintenance of the abovementioned mitigation measures, adverse construction noise impact is not anticipated.

Operation Phase

Noise Criteria

3.2.8 As mentioned in **paragraph 3.1.10**, the type of NSRs was defined as Type (iv) “Area other than those above” and are indirectly affected by the Proposed Development. Therefore, the noise criteria for at each ASR are defined and tabulated in **Table 3-4** below:

Table 3-4 Noise Criteria for Off-site NSRs

ASR NO.	DESCRIPTION	ASR	NOISE CRITERIA (5dB(A) BELOW ANL OF IND-TM, dB(A))
IN1	Temporary Structures	B	60
IN2	Temporary Structures	B	60
IN3	Temporary Structures	B	60

regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the PME.

Traffic Noise Impact

- 3.2.17 According to the TIA report, a maximum 32 vehicle trips/ day was assumed to enter the Proposed Development. Under the worst case scenario, it is assumed only limited traffic flow up to 20 trips per hour will be generated due to the Proposed Development. In addition, an internal road with the entrance/exit will be provided at the southeast of the Site, which is away from the identified NSRs (see **Appendix A**). Based on the assumption, no adverse impacts arising from the Proposed Development is anticipated.

3.3 Assessment Result

Industrial Noise

- 3.3.1 The predicted industrial noise impact results are summarised in **Table 3-5** below and the details are presented in **Appendix C**. The assessment results of industrial noise ranged from 51 to 60 dB(A), which are all in compliance with the noise criterion.

Table 3-5 Predicted Industrial Noise Impact Levels

NSR ID	TIME PERIOD	ASSESSMENT CRITERIA, dB(A)	PREDICTED NOISE LEVEL IN Leq(30 min), dB(A)	EXCEEDANCE
IN1	Day	60	60	No
	Evening	60	60	No
IN2	Day	60	52	No
	Evening	60	52	No
IN3	Day	60	51	No
	Evening	60	51	No

3.4 Conclusion

- 3.4.1 With implementation of noise mitigation measures, adverse noise impact is not anticipated during the construction stage.
- 3.4.2 During operation stage, the open storage site users will observe the statutory requirements under relevant pollution control ordinance. With the erection of 3m height noise barrier (minimum surface density of 10kg/m²) and implementation of mitigation measure, the noise impact due to fixed plant is not anticipated. Under the worst case scenario, it is assumed that traffic flow for about 20 trips per hour will be generated due to the Proposed Development, no adverse impacts arising from the Proposed Development is therefore anticipated.

-
- 4.5.1 During construction, water quality impacts can be properly controlled with the implementation of good site practice, as stated in **paragraph 4.4.2**. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.
- 4.5.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence.
- 4.5.3 The wastewater generated from the Proposed Development will be mainly sewage from toilets generated by the staff. With the provision of permanent toilets together with a septic tank and soakaway system on-site to treat the sewage generated from by staff, no adverse water quality impact is anticipated during the operation. **The open storage site users will observe the statutory requirements under relevant pollution control ordinance.**
- 4.5.4 Overall, therefore, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development.

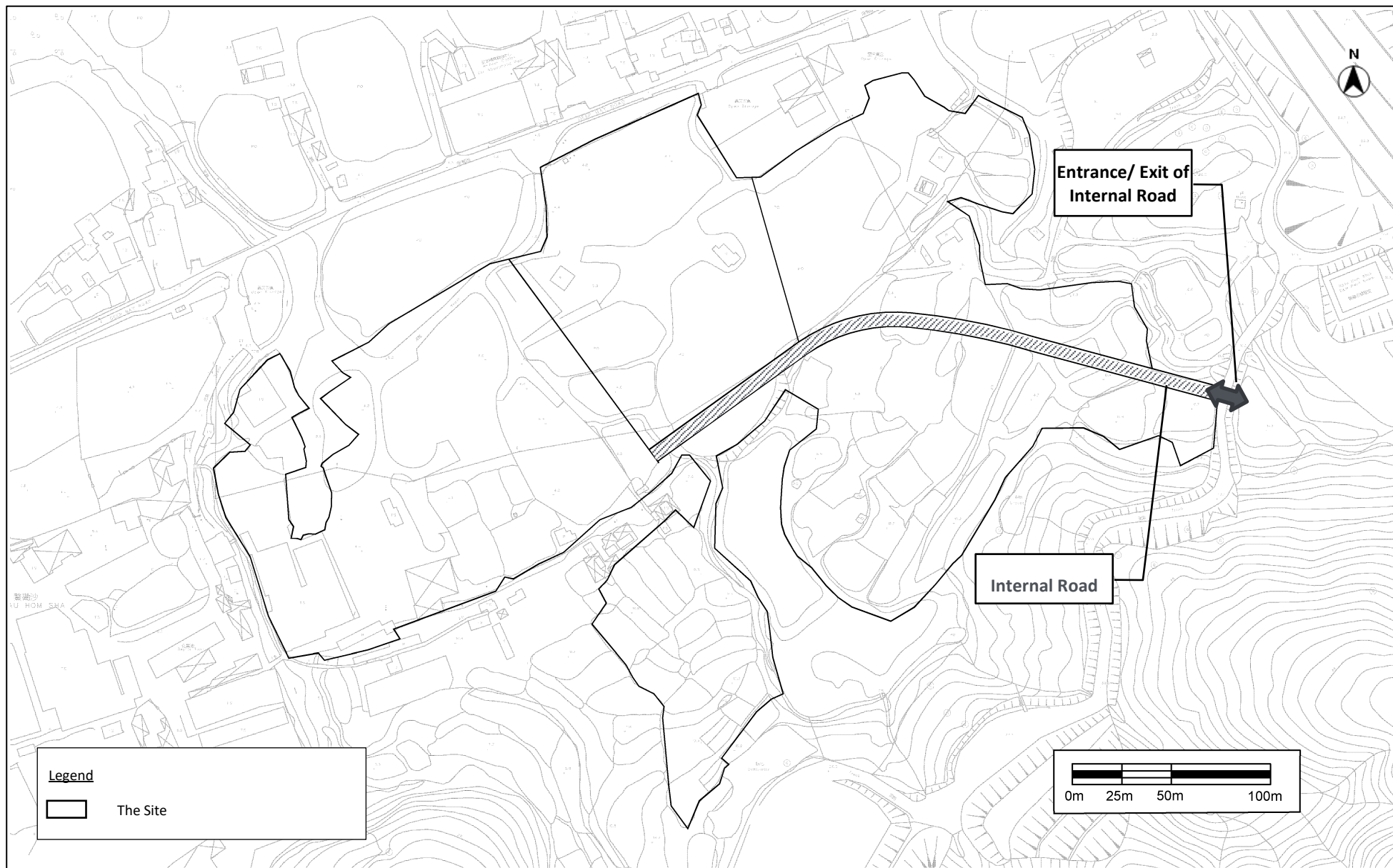
Operation Phase

- 5.2.13 During the operation phase, the major type of waste generated will be MSW generated from the site staff of the Proposed Development. The general refuse generated will be stored in enclosed bins. The refuse bins will be collected and disposed of regularly by a licensed waste collector, and also disposed of at an appropriate waste disposal facility. Different types of waste will be considered to be reused or recycled by the operator of the project as far as practicable before they are disposed.
- 5.2.14 With the implementation of recommended MSW handling practices, no adverse waste management impact is anticipated.

5.3 Conclusion

- 5.3.1 With the implementation of good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in **paragraphs 5.2.11** are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.
- 5.3.2 During the operation phase, **the open storage site users will observe the statutory requirements under relevant pollution control ordinance.** The major type of waste generated will be MSW. With the implementation of recommended MSW handling practices, no adverse waste management impact is anticipated.
- 5.3.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.

Appendix A LOCATION OF INTERNAL ROAD

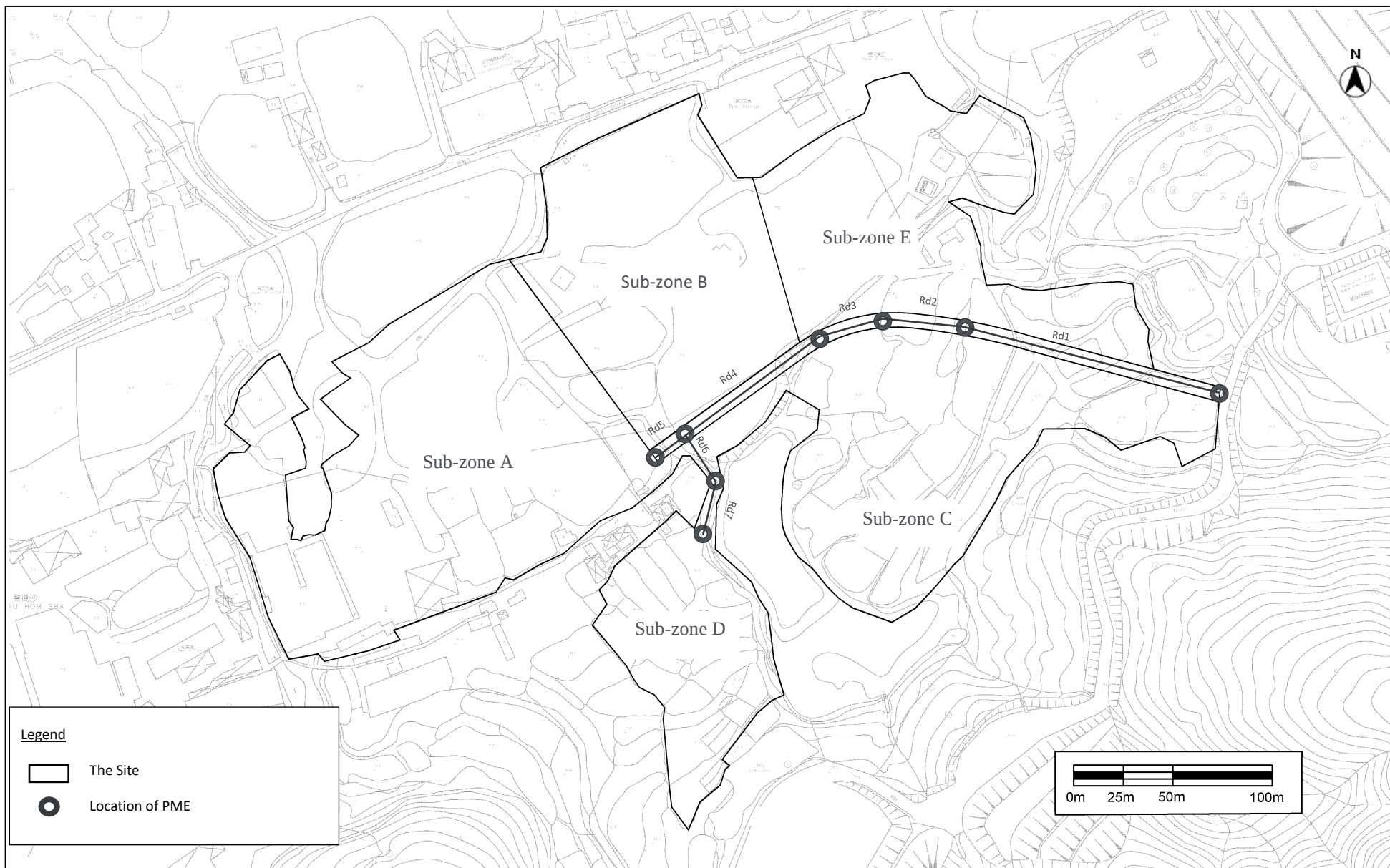


D01 – ENVIRONMENTAL ASSESSMENT REPORT

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Prepared for First Champion Ltd

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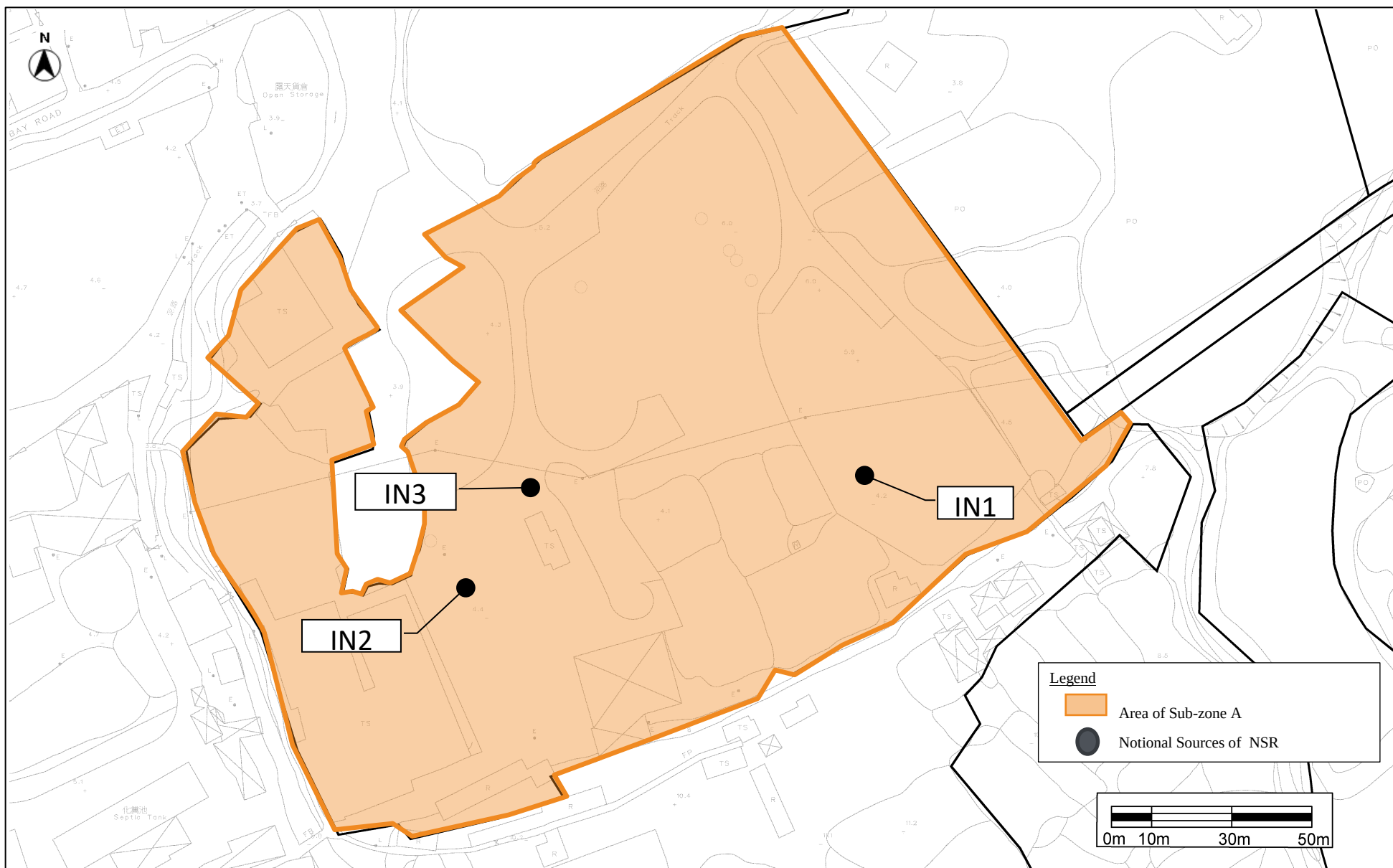
Appendix B THE LOCATIONS OF POWERED MECHANICAL EQUIPMENT (PME)



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**Relevant extract of the Town Planning Board Guidelines for
Application for Open Storage and Port Back-up Uses
(TPB PG-No. 13F)**

1. On 27.3.2020, 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. 13F) were promulgated, which set out the following criteria for the various categories of area:
 - (a) Category 1 areas: favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;
 - (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;
 - (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and
 - (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. A maximum period of 2 years may be allowed upon renewal of planning permission for an applicant to identify suitable sites for relocation. No further renewal of approval will be given unless under very exceptional circumstances and each 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) the use of sites of less than 1,000 m² each for open storage uses and 2,000 m² each for port back-up uses in rural areas is generally not encouraged, other than sites located in major road corridors, industrial/godown/workshop areas, quarrying activities or where it is demonstrated that optimum use is made of the site. This is to prevent the further proliferation of small sites in rural areas, minimising sprawl over countryside areas and reducing travel trips;
 - (b) port back-up sites and those types of open storage uses generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;
 - (c) 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;
 - (d) 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;
 - (e) 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
 - (f) 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, or a shorter compliance period for the approval conditions may be imposed, notwithstanding other criteria set out in the Guidelines are complied with.
 - (g) Having considered that the open storage and port back-up uses have a role to play in Hong Kong's economy and provide considerable employment opportunities, and the operators/uses affected by resumption and clearance operations of the Government to make way for developments may face difficulties in finding a replacement site, sympathetic consideration could be given to such type of applications, except those involving land in Category 4 area (only minor encroachment may be allowed), if the following criteria are met:
 - (i) policy support is given by the relevant bureau(x) to the application for relocation of the affected uses/operations to the concerned sites; and
 - (ii) no adverse departmental comments and local objections, or the concerns could be addressed by approval conditions.

Previous s.16 Applications covering the Application Site

Approved Application

<u>Application No.</u>	<u>Use/Development</u>	<u>Date of Consideration</u>
A/YL-HTF/1091	Proposed Temporary Place of Recreation, Sports or Culture (Hobby Farm) for a Period of 3 Years	21.9.2018 (Revoked on 21.3.2019)
A/YL-HTF/1106	Proposed Temporary Place of Recreation, Sports or Culture (Hobby Farm) for a Period of 5 Years and Filling of Land	1.9.2020

Rejected Applications

<u>Application No.</u>	<u>Use/Development</u>	<u>Date of Consideration</u>	<u>Rejection Reason</u>
A/YL-HT/414	Temporary Racing Circuit for a Period of 3 Years	29.7.2005	1-3
A/YL-HT/506	Proposed Land Filling for Agricultural Use	28.9.2007	4-6
A/YL-HT/730	Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years	3.6.2011	6-9
A/YL-HTF/1083	Temporary Open Storage of Construction Materials and Equipment for a Period of 3 Years	25.8.2017	6-9

Rejected Reason(s):

- 1 the proposed development was not in line with the planning intention of the “Green Belt” (“GB”) zoning of the site which was primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There was a general presumption against development within this zone. It was also not in line with the planning intention of the “Agriculture” (“AGR”) zoning of the site which was primarily to retain and safeguard good quality agricultural land for agricultural purposes and to retain fallow arable land with good potential for rehabilitation. There was no strong justification in the submission for a departure from the planning intentions, even on a temporary basis.
- 2 There was insufficient information in the submission to demonstrate that the proposed development would not have adverse environmental, ecological, traffic, drainage, geotechnical, landscape and visual impacts on the application site and the adjacent Deep Bay, Sheung Pak Nai and Ha Pak Nai areas.
- 3 Approval of the application would set an undesirable precedent for similar applications in the “GB” and “AGR” zones, the cumulative impact of which would result in general degradation of the environment in the area.
- 4 The existing topography and condition of the site rendered the proposed land filling for agricultural use unjustifiable. Besides, the existing materials used to fill the site were construction wastes which were not suitable for cultivation.

- 5 There was no information in the submission to demonstrate that the land filling would not have adverse drainage and landscape impacts on the surrounding areas.
- 6 Approval of the application would set an undesirable precedent for similar applications within the “AGR” zone and the cumulative effect of which would result in a general degradation of the quality of agricultural land in the “AGR” zone and a proliferation of similar uses in the area.
- 7 The development was not in line with the planning intention of the “AGR” zone which was intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong justification in the submission to merit a departure from such planning intention, even on a temporary basis.
- 8 The development was not compatible with the rural neighbourhood and the surrounding residential dwellings.
- 9 The development was not in line with the Town Planning Board Guidelines No. 13E for ‘Application for Open Storage and Port Back-up Uses’ in that no previous approval had been granted for the site, there were adverse departmental comments on the traffic, ecological, drainage, landscape and environmental aspects, and the development would have adverse traffic, ecological, drainage, landscape and environmental impacts on the surrounding areas. No technical assessment had been included in the submission to address such adverse impacts.

Government Departments' General Comments

Land Administration

1. Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):
 - He has no specific comment on the proposed works at Kai Pak Ling Road.

Traffic

2. Comments of the Commissioner for Transport (C for T):
 - The application is considered acceptable from traffic engineering point of view subject to the approval conditions of submission and implementation of a detailed road improvement proposal and associated engineering drawings to the satisfaction of C for T, Director of Highways and Head of Geotechnical Engineering Office of Civil Engineering and Development Department or of the Town Planning Board; and no operation of the proposed development before the implementation of the road improvement proposal.

Landscape

3. Comments of the Chief Town Planner/ Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD)
 - According to the aerial photo of 2020, the Site is situated in area of rural landscape predominated by open storage yard, temporary structures, village houses, vacant land, ponds and scattered tree groups. The Site is partly occupied by existing temporary structures and some existing trees and vegetation are observed along the Site boundary and eastern portion of the Site. The proposed development is considered not incompatible with the existing landscape character of the surrounding area.
 - With reference to the submitted information, 175 out of total 285 of existing trees are proposed to be felled while the remaining 110 of existing trees are proposed to be retained. The applicant proposed 319 new heavy standard size trees and grass to be planted within the Site. As the landscape impact on existing landscape resources within the Site arising from proposed development would be properly mitigated with the planting plan proposed by the applicant. He has no comment from the landscape planning perspective.

Drainage

4. Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):
 - He has no in-principle objection to the application from drainage point of view subject to submission of a revised drainage impact assessment, to implement and maintain the proposed mitigation measures raised in the drainage impact assessment to the satisfaction of his department.

Geotechnical

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

- He has no adverse comment on the application.

Fire Safety

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

- He has no in-principle objection to the proposal subject to provision of fire extinguisher and fire service installations to the satisfaction of D of FS.

Others

7. Comments of the Director of Electrical and Mechanical Services (DEMS):

- He has no objection to the application.

8. Comments of the Antiquities and Monuments Office, Development Bureau (AMO, DEVB):

- The Site is situated within the Fu Tei Au Site of Archaeological Interest and part of the proposed access route improvement works is situated adjacent to Ngau Hom Shek Site of Archaeological Interest. After reviewing the location and scope of the proposed works, the applicant is required to conduct an Archaeological Impact Assessment (AIA) to evaluate the archaeological impact imposed by the proposed development and its associated works. According to the result of the baseline review, the applicant shall engage an archaeologist to apply for a licence under the Antiquities and Monuments Ordinance (Cap. 53) if an archaeological investigation is necessary. A proposal of the AIA shall be submitted to the AMO for agreement prior to the applying for a licence. Subject to the findings of AIA, appropriate mitigation measures, if needed, shall be implemented by the applicant in consultation with AMO.

District Officer's Comments

9. Comments of the District Officer/Yuen Long, Home Affairs Department (DO/YL, HAD):

- He has not received any local's comment on the application and he has no comment from departmental point of view.

Other Departments

10. The following departments have no comment on the application:

- (a) Project Manager (West), CEDD (PM(W), CEDD);
- (b) Chief Engineer/Land Works, CEDD (CE/LW, CEDD);
- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD); and
- (d) Commissioner of Police (C of P).

Recommended advisory clauses

- (a) to resolve any land issues relating to the development with the concerned owner(s) of the Site;
- (b) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that the Site comprises Old Schedule Agricultural Lots and Government Land (GL). The lots are 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 permission is given for occupation of the GL included in the Site (about 4,070m² subject to verification). The act of occupation of GL without Government's prior approval is not allowed. There is a Modifications of Tenancy (MT/LM) No. 9164 with Letter of Approval at Lot 416 in D.D.128 for agricultural purpose. The lot owners will need to apply to his office for permitting the structures to be erected or to regularize any irregularities on site, of any. The applicant has to either exclude the GL from the Site or apply for a formal approval prior to the actual occupation of the GL. Besides, given the proposed use is temporary in nature, only application for regularization or erection of temporary structure(s) will be considered. Application (s) for any of the above will be considered by the LandsD acting in the capacity of the landlord or lessor at its sole discretion and there is no guarantee that such application(s) will be approved. If such application(s) is approved, it will be subject to such terms and conditions, including among others the payment of rent or fee, as may be imposed by the LandsD;
- (c) to note the comments of the Commissioner for Transport (C for T) that Kai Pak Ling Road and the unnamed roads are not under his management. The applicant shall seek agreement from relevant departments on taking up the management and maintenance responsibility of the completed road improvement works. He could offer comments to the detailed road design in terms of traffic engineering, such as road gradient, curvature, road width and cross-fall, etc. The applicant shall also seek agreement on the design of non-traffic related features, such as slopes, retaining walls and tree removal, etc.;
- (d) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains. The access road connecting the Site from the underdeck road of Kong Sham Western Highway is not and will not be maintained by his office. His office should not be responsible for maintaining any access connecting the Site from the underdeck road of Kong Sham Western Highway;
- (e) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that if the existing structure (not being a New Territories Exempted House) are erected on leased land without the approval of the Building Authority (BA), they are unauthorized building works (UBW) under the Buildings Ordinance (BO) and should not be designated for any proposed use under the application. For UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing 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. Before any new building works (including containers / open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, approval and consent of the BA should be obtained, otherwise they are UBW. An Authorized Person should be appointed as the coordinator for the proposed building works in accordance with the BO. The Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations [B(P)R] respectively. The Site

does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage. Any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings and they are subject to the control of Part VII of the B(P)R. If the proposed use is subject to issue of a license, the applicant should be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority. Detailed checking under the BO will be carried out at building plan submission stage;

- (f) to note the comments of the Director of Environmental Protection that the applicant is advised to follow the relevant mitigation measures and requirements in the latest “Code of Practice (COP) on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites”. The applicant should note that the entrance/ exit of the access road to the Site shall be located at the east of the Site to maximize the separation distance between the sensitive uses and the heavy vehicle traffic of the Site and reduce the environmental nuisance;
- (g) to note the comments of the Director of Fire Services (D of FS) that the applicant is advised to submit relevant layout plans incorporated with the proposed fire services installations (FSIs) to his department for approval. 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. The applicant should adhere to the good practice guidelines for open storage at **Appendix VII**. The applicant should submit a valid fire certificate (FS 251) to his department for approval. The applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;
- (h) to note the comments of Director of Electrical and Mechanical Services (DEMS) that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing, supervising and conducting any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines; and
- (i) to note the comments of Antiquities and Monuments Office, Development Bureau (AMO, DEVB) that according to the result of the baseline review of the Archaeological Impact Assessment (AIA), the applicant shall engage an archaeologist to apply for a licence under the Antiquities and Monuments Ordinance (Cap. 53) if an archaeological investigation is necessary. A proposal of the AIA shall be submitted to the AMO for agreement prior to the applying for a licence. Subject to the findings of AIA, appropriate mitigation measures, if needed, shall be implemented by the applicant in consultation with AMO. For information about Fu Tei Au Site of Archaeological Interest (SAI) and Ngau Hom Shek SAI, the applicant is advised to refer to the research files of Fu Tei Au SAI and Ngau Hom Shek SAI which are available for viewing at the Reference Library of Hong Kong Heritage Discovery Centre in Kowloon Park by reservation in advance (<https://www.amo.gov.hk/en/visitor-centre/heritage-discovery-centre/reference-library/index.html>). For enquiry, please contact the staff of the Reference Library on 2208 4428 during opening hours.

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

參考編號

Reference Number:

220511-152457-61936

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

11/05/2022 15:24:57

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 溫

意見詳情

Details of the Comment :

我在附近的村屋居住了超過30年。雖然近年在流浮山一帶有越來越多的土地用作露天儲物，但普遍沒有對村民的生活造成影響。所以，我不反對這次申請。

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

參考編號

Reference Number:

220511-155328-28612

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

11/05/2022 15:53:28

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 洪

意見詳情

Details of the Comment :

我是白泥村的居民，我支持這份申請，原因如下：
申請地點的土地空置多年，改作露天儲物用途反而可以好好利用土地
申請人進行的各種專業評估證明臨時露天儲物並不會對周遭環境造成不良後果
附近一帶已有不少類似用途，一直都沒有對居民造成滋擾
我們一致支持發展北部都會區，希望加快落實各項基建及商住發展

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

參考編號
Reference Number: 220511-164619-83241

提交限期
Deadline for submission: 20/05/2022

提交日期及時間
Date and time of submission: 11/05/2022 16:46:19

有關的規劃申請編號
The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱
Name of person making this comment: 夫人 Mrs. 陳

意見詳情
Details of the Comment :

作為中白泥的居民，我並不反對這次申請。附近一帶居民不多，相信申請所建議的用途帶來的少量車流並不會影響本區交通。

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

參考編號

Reference Number:

220511-165958-41335

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

11/05/2022 16:59:58

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Au Yeung

意見詳情

Details of the Comment :

I urge the town planning board to approve this application due to the following reasons:

- (i) The application will facilitate the relocation of open storage facilities away from the Hung Shui Kiu new development area to speed up development;
- (ii) The new site is located far away from housing estates and there are already some open storage uses in its vicinity;
- (iii) As shown from the applicant's submission, the proposed use would not pose negative impacts on the environment and other aspects;
- (iv) All the operators received valid planning approval for their open storage facilities in Hung Shui Kiu.

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

參考編號

Reference Number:

220511-172916-29540

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

11/05/2022 17:29:16

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 馬

意見詳情

Details of the Comment :

由於只是作為臨時用途，建議的發展並不會帶來長遠的負面影響。所以我支持這次申請。

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

參考編號

Reference Number:

220511-174009-53714

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

11/05/2022 17:40:09

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 羅

意見詳情

Details of the Comment :

我支持這個申請。由於附近已有類似的露天倉庫，我認為規劃申請並不會帶來不好的先例。

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

參考編號

Reference Number:

220518-094613-29528

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 09:46:13

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 林

意見詳情

Details of the Comment :

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

參考編號

Reference Number:

220518-103349-78190

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:33:49

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 廖

意見詳情

Details of the Comment :

十分支持 既不會破壞環境 又可以帶動發展

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

參考編號

Reference Number:

220518-103445-07139

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:34:45

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳

意見詳情

Details of the Comment :

我支持這次申請：附近一帶有類似的露天貯物場地 所以這個申請並不會太過突兀。那塊土地也沒有保育價值，可以發展。

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

參考編號

Reference Number:

220518-103556-84865

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:35:56

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Lo

意見詳情

Details of the Comment :

The applicant has conducted multiple assessments, including Environmental assessment, Traffic impact assessment, Landscape impact assessment and Drainage impact assessment, to prove that the proposed open storage will not induce any negative impacts to the area. Therefore, I support the application.

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

參考編號

Reference Number:

220518-103738-75412

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:37:38

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 朱

意見詳情

Details of the Comment :

政府在“北部都會區”中提到要研究流浮山至白泥的發展潛力。這個申請能夠推動附近的經濟發展，協助本區的基建和就業，所以我支持。

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

參考編號

Reference Number:

220518-103939-59536

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:39:39

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳

意見詳情

Details of the Comment :

申請不涉及永久建築，只是露天貯物，而且只是臨時性質，日後容易回復原來面貌，不反對這申請。

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

參考編號

Reference Number:

220518-104018-24605

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:40:18

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 林

意見詳情

Details of the Comment :

香港房屋供應持續短缺，洪水橋新發展區必須從速發展，趕快騰出土地興建房屋和社區設施。再加上北部都會區作為下屆政府的重要政策目標，相信會為建築材料等帶來龐大的需求。有見及此，我十分支持這份規劃申請。

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

參考編號

Reference Number:

220518-104058-43161

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:40:58

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 何

意見詳情

Details of the Comment :

大力支持。我們應擁抱大灣區的機遇，大力發展流浮山白泥一帶地區。

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

參考編號

Reference Number:

220518-104345-40932

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:43:45

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 李

意見詳情

Details of the Comment :

我支持這個申請。由於附近已有類似的露天倉庫，我認為規劃申請並不會帶來不好的先例。

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

參考編號

Reference Number:

220518-104428-35437

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:44:28

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 張

意見詳情

Details of the Comment :

支持。申請人已經提交了不同的評估報告證明申請不會帶來不良的影響。城規會應該尊重報告的結果，批准這次申請。

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

參考編號

Reference Number:

220518-104518-23745

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:45:18

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 黃

意見詳情

Details of the Comment :

我支持。政府在洪水橋強行收地，卻又不提供其他土地重置現有作業。我認為城規會必須批准這份申請，保障被迫遷的人們的權益。

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

參考編號

Reference Number:

220518-104553-29983

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:45:53

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳

意見詳情

Details of the Comment :

申請地點遠離民居，即使作為露天儲物，亦不會為市民帶來健康或噪音上的影響。所以我支持是次申請A/YL-HTF/1133。

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

參考編號

Reference Number:

220518-104627-80056

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:46:27

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 何

意見詳情

Details of the Comment :

根據申請人提供的平面圖，用地將來會有綠化的元素。我認為這樣反而可以改善當區的環境及景觀，同時又可以好好運用珍貴的土地。所以我支持這次申請。

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

參考編號

Reference Number:

220518-104702-12466

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:47:02

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳

意見詳情

Details of the Comment :

我贊成將露天貨倉搬離市區，改為設置於白泥這一類較少民居的地方。支持。

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

參考編號

Reference Number:

220518-104843-87098

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:48:43

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Man

意見詳情

Details of the Comment :

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

參考編號

Reference Number:

220518-104937-88535

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:49:37

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 陳

意見詳情

Details of the Comment :

支持。有發展香港才會繁榮穩定。政府應該加快將鄉郊的閒置土地改變成對經濟有貢獻的用途。

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

參考編號

Reference Number:

220518-105051-14662

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:50:51

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 柏

意見詳情

Details of the Comment :

贊成，呢個申請係做露天貯存之餘會種樹同美化周邊環境，即使做完臨時用途都會保持綠化，提升周邊環境質素。我同唔少附近嘅居民都支持。

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

參考編號

Reference Number:

220518-105153-84030

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:51:53

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ng

意見詳情

Details of the Comment :

I support the application.

The proposed open storage is just temporary and does not involve any large-scale construction work. According to the impact assessment submitted by the applicant, there will not be any significant negative environmental impacts as well. In the future, the land can still be resumed for agricultural purposes.

Acknowledging that there is an urgency to accommodate the relocated open storage work from Hung Shui Kiu, I think the town planning board shall approve this application.

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

參考編號

Reference Number:

220518-105416-76430

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:54:16

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 何

意見詳情

Details of the Comment :

支持。申請地點人煙稀少，缺乏特色，甚少居民及遊客到訪。加上用地空置多年，作為露天儲物最合適不過。

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

參考編號

Reference Number:

220518-105630-11424

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:56:30

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 高

意見詳情

Details of the Comment :

同意 以後應該有更多類似申請 將新界零散的工業和貯物用途集中在一起 更有效利用土地
資源又可以減少對民居的影響

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

參考編號

Reference Number:

220518-110125-96638

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:01:25

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 李

意見詳情

Details of the Comment :

絕對支持。城規會應該盡快通過有關申請協助重置露天貯物業務，以騰出空間加快推展洪水橋新發展區，舒緩緊張房屋供應。

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

參考編號

Reference Number:

220518-110313-82978

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:03:13

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 馮

意見詳情

Details of the Comment :

香港地少人多，好少土地可以用。既然呢塊地既業主無意耕作，政府應該支持其他可以善用土地資源又有經濟效益嘅用途。支持！

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

參考編號

Reference Number:

220518-110404-51149

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:04:04

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳

意見詳情

Details of the Comment :

支持。

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

參考編號

Reference Number:

220518-110427-95005

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:04:27

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 陳

意見詳情

Details of the Comment :

支持

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

參考編號
Reference Number: 220518-110543-06522

提交限期
Deadline for submission: 20/05/2022

提交日期及時間
Date and time of submission: 18/05/2022 11:05:43

有關的規劃申請編號
The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱
Name of person making this comment: 小姐 Miss Cheng

意見詳情
Details of the Comment :

I strongly support the application A/YL-HTF/1133. According to the information provided by the government, the Hung Shui Kiu/ Ha Tsuen new developed area will be transformed into a "Regional Economic and Civic Hub" for the NWNT. The existing open storage facilities are therefore considered incompatible with the future development of Hung Shui Kiu and shall be relocated as soon as possible. I believe that the application site would be the perfect place for accommodating the relocated open storage activities because it is located further away from major residential areas. I therefore strongly support the application.

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

參考編號

Reference Number:

220518-110736-10994

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:07:36

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 陳

意見詳情

Details of the Comment:

支持，既然要發展洪水橋就應該提供返相應土地重置受應該行業，長遠可以維持貯物同物流行業正常運作，提供就業機會。

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

參考編號

Reference Number:

220518-111021-77158

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:10:21

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 張

意見詳情

Details of the Comment :

與其他村民相討後，我決定支持這次申請。申請人提交了詳盡的評估和技術報告，令我相信這個發展不會為村民帶來不良影響。

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

參考編號

Reference Number:

220518-111114-51462

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:11:14

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 陳

意見詳情

Details of the Comment :

政府應該支持這申請，因為洪水橋將來都會有貯物及物流用地，申請地點鄰近這些地設施而且性質類似，兩者互相配合增強此行業競爭力。

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

參考編號

Reference Number:

220518-111150-53889

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:11:50

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 梁

意見詳情

Details of the Comment :

支持。申請地點位於深圳同洪水橋新發展區中間，可以產生協同效應，促進本港物流業發展。

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

參考編號

Reference Number:

220518-111340-10469

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:13:40

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Luk

意見詳情

Details of the Comment :

I very much support and agree with this application for the proposed temporary open storage development. I think this would be a better use of the scarce land resources in Hong Kong, and I do not think it will bring any negative impacts to the environment as proven by the applicant's assessment reports.

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

參考編號

Reference Number:

220518-111442-72532

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:14:42

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 金

意見詳情

Details of the Comment :

支持

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

參考編號

Reference Number:

220518-111523-88937

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:15:23

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Lun

意見詳情

Details of the Comment :

I strongly support the application. For many years, there has been a severe housing shortage in Hong Kong as well as a severe shortage of job providing in northwest new territories. By relocating the associated open storage work to Ha Tsuen Fringe, there could be more available land in Hung Shui Kiu to accommodate more residents and more jobs, fostering the development in the area as well as in Hong Kong.

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

參考編號

Reference Number:

220518-111603-65223

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:16:03

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 何

意見詳情

Details of the Comment :

我支持這個申請。此地點雖然劃作農地，但明顯已荒廢多時，難以再用作耕種，應該騰出空間做其他用途。

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

參考編號

Reference Number:

220518-111642-72769

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:16:42

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Hubert

意見詳情

Details of the Comment :

絕對支持A/YL-HTF/1133規劃申請擬議臨時露天存放全新車輛(私家車)、建築材料、機械、器材、貯存工具和零件及附屬辦公室(為期三年)及填土和填塘。因為香港土地有限，一定不可以錯過發展的機會。

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

參考編號

Reference Number:

220518-111916-44116

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:19:16

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. lee

意見詳情

Details of the Comment :

絕對支持

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

參考編號

Reference Number:

220518-112032-96897

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:20:32

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Wong

意見詳情

Details of the Comment :

支持。這個申請能夠有效將市區的露天貨倉轉移至近郊，空出珍貴的市區土地用作房屋發展。政府應大力推動類似做法，以解決香港的房屋問題。

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

參考編號
Reference Number: 220518-112128-11935

提交限期
Deadline for submission: 20/05/2022

提交日期及時間
Date and time of submission: 18/05/2022 11:21:28

有關的規劃申請編號
The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Fan

意見詳情
Details of the Comment :

I support the application. Considering that the application is temporary in nature, I believe that the proposed open storage will not bring any long-term negative impact to the area.

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

參考編號

220518-112245-05337

Reference Number:

提交限期

20/05/2022

Deadline for submission:

提交日期及時間

18/05/2022 11:22:45

Date and time of submission:

有關的規劃申請編號

A/YL-HTF/1133

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. 陳

Name of person making this comment:

意見詳情

Details of the Comment :

我認為城規會應該批准這個申請，因為能夠好好運用土地資源，以滿足市場需求。

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

參考編號
Reference Number: 220518-112335-17025

提交限期
Deadline for submission: 20/05/2022

提交日期及時間
Date and time of submission: 18/05/2022 11:23:35

有關的規劃申請編號
The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. 劉

意見詳情
Details of the Comment :

申請地點鄰近10號幹線，即使有貨車出入，亦可以利用公路，不會影響民居。作為當區居民，我支持這個申請。

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

參考編號

Reference Number:

220518-112420-15200

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:24:20

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 何

意見詳情

Details of the Comment :

支持發展

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

參考編號

Reference Number:

220518-112506-37209

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:25:06

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 陳

意見詳情

Details of the Comment :

用地空置多年，十分浪費。這個申請能帶來發展機遇，所以我支持A/YL-HTF/1133這宗申請。

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

參考編號

Reference Number:

220518-112617-67125

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 11:26:17

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 鄭

意見詳情

Details of the Comment :

我十分支持將申請地點作為露天倉庫用途。因為它不涉及高樓大廈，不會造成【鉛筆樓】、【屏風樓】，不會破壞環境。贊成。希望日後更多類似申請。

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

參考編號

Reference Number:

220518-132324-40224

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:23:24

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam

意見詳情

Details of the Comment :

我是白泥的居民，我並不反對這宗申請。申請地點附近已經有一些臨時結構和貯物設施，而且距離后海環有一段距離，中間有馬路分隔，可見此申請不會對環境造成負面影響，而且同周圍環境融合。

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

參考編號

Reference Number:

220518-132415-20195

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:24:15

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Wu

意見詳情

Details of the Comment :

我十分支持將申請地點作為露天倉庫用途。因為它不涉及高樓大廈，不會造成【鉛筆樓】、【屏風樓】，不會破壞環境。贊成。希望日後更多類似申請。

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

參考編號

Reference Number:

220518-132501-80915

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:25:01

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Fu

意見詳情

Details of the Comment :

支持，因為申請地點沒有什麼生態價值，用來發展非常合適。

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

參考編號

Reference Number:

220518-132612-33508

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:26:12

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 田

意見詳情

Details of the Comment :

現今時代很少人願意務農為生。既然土地持有人無意復耕，不如將土地好好利用，發展成其他用途。所以我支持這次申請，希望城規會可以考慮我的意見。

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

參考編號

Reference Number:

220518-132657-67438

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:26:57

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chen

意見詳情

Details of the Comment :

我支持。其實流浮山至白泥一帶也有不少物流及貨倉公司，我認為申請用途亦十分符合這一帶的特色。

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

參考編號

Reference Number:

220518-132729-43872

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:27:29

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Yuen

意見詳情

Details of the Comment :

申請地點看起來只有很少植被，發展成露天貨倉也合適。支持。

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

參考編號

Reference Number:

220518-132825-92027

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:28:25

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Catherine Lam Yee Wa

意見詳情

Details of the Comment :

I support the application. The proposed open storage will not result in any increase in the number of open storage operators because it is only for relocation purpose. It is very reasonable to relocate such less important uses to leave room for residential development in the town centres.

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

參考編號

Reference Number:

220518-133038-28559

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:30:38

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 李

意見詳情

Details of the Comment :

支持。元朗附近地區原本已經有類似的作業。所以我認為批准這個申請是合情合理的。

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

參考編號

Reference Number:

220518-133124-35471

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:31:24

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 郭

意見詳情

Details of the Comment :

通關後兩地的貨物來往會更加頻繁，對露天貨倉的需求亦會相應增加。所以我支持這個申請。

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

參考編號

Reference Number:

220518-133233-64261

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:32:33

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chao

意見詳情

Details of the Comment :**申請人的報告顯示它不會帶來不良的交通、環境、排水及景觀影響。所以我支持。**

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

參考編號

Reference Number:

220518-133319-86513

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:33:19

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Mandy

意見詳情

Details of the Comment :

十分支持A/YL-HTF/1133這個規劃申請。香港並不適合發展農業。我認為長遠應該將這一帶所有農地改劃為物流中心，以支援附近的北部都會新發展區。

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

參考編號

Reference Number:

220518-133534-00754

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:35:34

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 楊

意見詳情

Details of the Comment :

申請地點靠近深圳灣口岸，作為露天倉庫十分適合，可以容納從中國大陸運來的建築材料。我支持這個申請。

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

參考編號

Reference Number:

220518-133653-71633

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:36:53

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam

意見詳情

Details of the Comment :

我十分支持將露天儲物搬離洪水橋。我經常會經過洪水橋一帶，每一次我都感到這些露天儲物不太適合當區的環境。我十分期待洪水橋未來的發展，並希望城規會可以批准這次申請，協助洪水橋變成一個宜居的發展樞紐。

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

參考編號

Reference Number:

220518-133832-48651

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:38:32

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Jasmine Sin

意見詳情

Details of the Comment :

支持

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

參考編號

Reference Number:

220518-134432-72925

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:44:32

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Pang

意見詳情

Details of the Comment :

I support the application A/YL-HTF/1133. Given that there are already some existing open storage uses in the area, it is considered that the proposed development will match with the characteristics in the surroundings.

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

參考編號

Reference Number:

220518-134649-57774

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:46:49

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Raymond Lau

意見詳情

Details of the Comment :

由於申請並不會帶來環境影響，所以我支持這個申請。

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

參考編號

Reference Number:

220518-134820-54938

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:48:20

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 王

意見詳情

Details of the Comment :

申請用途只是臨時性則，可以看看運作情況如何再決定是否續批。所以我支持這個臨時性則的申請。

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

參考編號

Reference Number:

220518-134927-20951

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:49:27

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 馬

意見詳情

Details of the Comment :

支持。農地荒廢多年，蚊蟲滋生。申請用途可善用土地資源。

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

參考編號

Reference Number:

220518-135542-22508

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:55:42

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Charlotte Pun

意見詳情

Details of the Comment :

I support the application. The site is situated at a strategic location that is close to both Shenzhen and the future northern metropolis. It is expected that there will be a lot of new development in the area, and it is necessary to provide open storage facilities to support the development. Furthermore, it is obvious that the site does not possess any ecological significance nor potentials for valuable farming activities. I therefore do not see any reasons to object the application.

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

參考編號

Reference Number:

220518-135722-27365

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:57:22

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 李

意見詳情

Details of the Comment :

支持。有發展香港才會繁榮穩定。政府應該加快將鄉郊的閒置土地改變成對經濟有貢獻的用途。

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

參考編號

Reference Number:

220518-135934-09049

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 13:59:34

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 王

意見詳情

Details of the Comment :

支持 因為不會破壞環境 又能夠善用土地

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

參考編號

Reference Number:

220518-140047-74618

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:00:47

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 張

意見詳情

Details of the Comment :

地方夠大 適合做露天倉庫 支持

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

參考編號

Reference Number:

220518-140242-18764

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:02:42

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 劉小慧

意見詳情

Details of the Comment :

支持申請 支持任何形式的發展

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

參考編號

Reference Number:

220518-140514-42312

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:05:14

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 林

意見詳情

Details of the Comment :

支持,因為沒有帶來環境,交通,排水及景觀方面的壞處

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

參考編號

Reference Number:

220518-140607-18496

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:06:07

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 陳

意見詳情

Details of the Comment :

十分支持

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

參考編號

Reference Number:

220518-140806-33133

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:08:06

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 朱佳敏

意見詳情

Details of the Comment :

申請人承諾會改善現有的道路。我認為這樣可以提升附近村落的便捷度，對這一區長遠的發展會帶來幫助。支持。

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

參考編號

Reference Number:

220518-141024-96319

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:10:24

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Samantha Nguyen

意見詳情

Details of the Comment :

I strongly support the application because it can help accommodate the relocated facilities from Hung Shui Kiu.

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

參考編號

Reference Number:

220518-141502-29228

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 14:15:02

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 張

意見詳情

Details of the Comment :

支持 因為只是用作臨時用途

致： 北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處



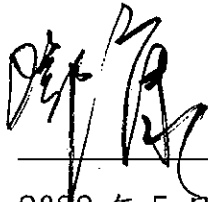
81

有關新界元朗厦村 DD128 多個地段及毗連政府土地規劃申請
(規劃申請編號：A/YL-HTF/1133)之意見表達

本人是 DD128 LOT 463 號及部份政府土地內的住戶。

申請地點空置多年，我們都一致認為與其丟空土地，不如將土地用作其他更具經濟效益的用途。很多村民都期待在北部都會區發展策略下，白泥一帶會變得更加蓬勃。加上申請的露天貯物只是臨時，我相信有關用途長遠來說並不會破壞環境及生態。

所以，本人支持有關申請，並希望城市規劃委員會能給予批准。


2022 年 5 月 16 日

致：

北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處



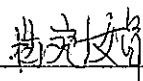
有關新界元朗厦村丈量約份第 128 約多個地段及毗連政府土地規劃申請

(規劃申請編號：A/YL-HTF/1133)之意見表達

本人的住所為位於丈量約份第 128 約地段第 463 號內。

此規劃申請已進行多項技術評估以證明所涉及的臨時露天貯物作業不會帶來交通、環境、排水或景觀等方面的不良影響。多項技術評估亦擬議多項緩解措施。本人相有關作業並不會為本人及當區附近居民帶來任何環境滋擾。另外申請用途只屬臨時性則，並不會帶來長遠影響。

本人贊成有關申請。



2022 年 5 月 16 日

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

參考編號

Reference Number:

220520-133946-70692

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:39:46

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 盧

意見詳情

Details of the Comment :

我支持這個申請 申請人只想作臨時用途 所以不會影響這土地日後的長遠用途

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

參考編號

Reference Number:

220520-134032-13456

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:40:32

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 蕭

意見詳情

Details of the Comment :**贊成, 與其由得這荒廢農地生滿雜草, 不如盡快好好利用珍貴的土地資源作有效益的用途**

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

參考編號
Reference Number: 220520-134151-04114

提交限期
Deadline for submission: 20/05/2022

提交日期及時間
Date and time of submission: 20/05/2022 13:41:51

有關的規劃申請編號
The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Wong

意見詳情
Details of the Comment :

希望有關當局會確保申請人將來會嚴格遵守城規會批出的條件和限制，保證不會影響交通和環境。

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

參考編號

Reference Number:

220520-134248-03153

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:42:48

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 鄧

意見詳情

Details of the Comment :

支持。申請地點周圍已經有類似的儲物用途，批准此申請不會有不良先例。

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

參考編號

Reference Number:

220520-134346-68484

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:43:46

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 鄭

意見詳情

Details of the Comment :

政府應該加快土地發展, 唔好再留住晒D地曬太陽, 批准呢個申請可以將本來同民居唔太協調既用途集中係遠D既地方, 以便盡早騰出土地係洪水橋做房屋發展, 百利而無一害

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

參考編號

Reference Number:

220520-134427-03639

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:44:27

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 張

意見詳情

Details of the Comment :

由相片可見申請地點大部分都已荒廢閒置，幾乎沒有農業和生態保育價值，所以我同意這宗申請，善用土地資源。

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

參考編號

Reference Number:

220520-134508-81141

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:45:08

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 林先生

意見詳情

Details of the Comment :

這宗申請不涉及永久建築，相信不會造成環境和燥音問題，而且臨時用途完結後可易於還原，所以我不反對。

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

參考編號

Reference Number:

220520-134908-73634

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:49:08

有關的規劃申請編號

The application no. to which the comment relates: A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. P Lo

意見詳情

Details of the Comment :

大灣區發展令兩地貨物交流更加頻繁，所以未來都會需要更多貯物物流貨倉等設施，所以我贊成這申請。

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

參考編號

Reference Number:

220520-134938-64547

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:49:38

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 李小姐

意見詳情

Details of the Comment :

申請地點已難以再用作耕地，而且部分已變成泥地，將其改作其他更有經濟效益的用途能善用土地資源。我不反對此申請。

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

參考編號

Reference Number:

220520-135026-63064

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:50:26

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Tracy

意見詳情

Details of the Comment :

比起現在土地處於荒廢的狀態，申請人會於申請地點進行綠化和美化工作，預計可以提昇周圍的視覺和環境質素，所以我贊成。

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

參考編號

Reference Number:

220520-135111-46036

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:51:11

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. T T Kwok

意見詳情

Details of the Comment :

This application is beneficial to the society. By providing spaces for relocation of existing open storage, the land resumption process can be sped up and facilitate the Hung Shui Kiu new development, providing timely supply of housing units.

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

參考編號

Reference Number:

220520-135216-91747

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:52:16

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 袁先生

意見詳情

Details of the Comment :

城規會完全可以控制這個臨時用途可否續期,因此即使將來有需要改變申請地點的用途,這宗申請也不會影響其長遠發展意向,我不反對

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

參考編號

Reference Number:

220520-135310-66635

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:53:10

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. P Y Fung

意見詳情

Details of the Comment :

支持, 露天貯物需要廣闊, 遠離民居的土地, 而這些土地未來將會愈來愈少, 所以應該批准申請令這行業可以持續發展.

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

參考編號

Reference Number:

220520-135417-84419

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:54:17

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Jenny Chan

意見詳情

Details of the Comment :

It is a waste to leave the land vacant for many years without any productive uses. Now the applicant is willing to use the land for better usage, so the government should allow alternative utilization of the land. I hope the board will support this application.

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

參考編號

Reference Number:

220520-135520-55115

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:55:20

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ma W K

意見詳情

Details of the Comment :

I support this application. It is very clear that no one has the intention to carry out agricultural activities on this land and the site is not in the appropriate condition for farming judging from the photos. It is not good to let the land be underutilized.

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

參考編號

Reference Number:

220520-135624-38802

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:56:24

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 關

意見詳情

Details of the Comment :

絕對支持。城規會應該盡快通過有關申請協助重置露天貯物業務，以騰出空間加快推展洪水橋新發展區，舒緩緊張房屋供應。

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

參考編號

Reference Number:

220520-135710-64631

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:57:10

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 何

意見詳情

Details of the Comment :

我認為政府進行發展的同時，亦需考慮受影響的行業的生存空間。實際上，露天儲物為香港的發展發揮的重要作用。很多基建、大廈、工程都依賴露天儲物。所以我支持這個申請。

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

參考編號

Reference Number:

220520-135756-98246

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:57:56

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Maggie

意見詳情

Details of the Comment :

Support. As Hung Shui Kiu is going to be developed into residential and commercial areas, the existing open storage businesses here will need to be relocated properly.

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

參考編號

Reference Number:

220520-135858-61895

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:58:58

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 郭小姐

意見詳情

Details of the Comment :

支持。這個申請能夠有效將市區的露天貨倉轉移至近郊，空出珍貴的市區土地用作房屋發展。政府應大力推動類似做法，以解決香港的房屋問題。

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

參考編號

Reference Number:

220520-135955-67141

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 13:59:55

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 梁生

意見詳情

Details of the Comment :

我支持。其實流浮山至白泥一帶也有不少物流及貨倉公司，我認為申請用途亦十分符合這一帶的特色。

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

參考編號

Reference Number:

220520-140059-41629

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:00:59

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 鍾

意見詳情

Details of the Comment :**支持。農地荒廢多年，蚊蟲滋生。申請用途可善用土地資源。**

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

參考編號

Reference Number:

220520-140151-40366

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:01:51

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 曹

意見詳情

Details of the Comment :

現今時代很少人願意務農為生。既然土地持有人無意復耕，不如將土地好好利用，發展成其他用途。所以我支持這次申請，希望城規會可以考慮我的意見。

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

參考編號

Reference Number:

220520-140233-07915

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:02:33

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Kenneth

意見詳情

Details of the Comment :

The site is quite far from residential areas and new towns, therefore it is suitable for open storage because the impacts of noise and traffic will be minimal to residents. I do not object to this application.

108

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

參考編號

Reference Number:

220520-140358-34331

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:03:58

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. WS Yeung

意見詳情

Details of the Comment :

申請地點已難以再用作耕地，而且部分已變成泥地，將其改作其他更有經濟效益的用途能善用土地資源。我不反對此申請。

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

參考編號

Reference Number:

220520-140510-40701

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:05:10

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 葉

意見詳情

Details of the Comment :

同意 以後應該有更多類似申請 將新界零散的工業和貯物用途集中在一起 更有效利用土地
資源又可以減少對民居的影響

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

參考編號

Reference Number:

220520-140633-77993

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:06:33

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. K Tam

意見詳情

Details of the Comment :

I support the application. The proposed open storage will not result in any increase in the number of open storage operators because it is only for relocation purpose. It is very reasonable to relocate such less important uses to leave room for residential development in the town centres.

111

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

參考編號

Reference Number:

220520-140726-39299

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

20/05/2022 14:07:26

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 林

意見詳情

Details of the Comment :

根據申請人提供的平面圖，用地將來會有綠化的元素。我認為這樣反而可以改善當區的環境及景觀，同時又可以好好運用珍貴的土地。所以我支持這次申請。

83

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Comments on the Section 16 Application No. A/YL-HTF/1133

20/05/2022 10:17

From:

To: <tpbpd@pland.gov.hk>

File Ref:

1 attachment



TPB20220520(HTF1133).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,

Ng Hei Man (Mr.)

Campaign Manager

The Conservancy Association

T:

D:

F:

Registered Name 註冊名稱 : The Conservancy Association 長春社

(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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PSupport Us

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長春社

Since 1968

The Conservancy Association

會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期十三樓 1305-6 室 電話 Tel.: (852) 2728 6781 傳真 Fax.: (852) 2728 5538
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K. 電子郵件 E-mail: cahk@cahk.org.hk
網址 Website: www.cahk.org.hk

20th May 2022

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/YL-HTF/1133

The Conservancy Association (CA) OBJECTS to the captioned application.

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

According to the approved Ha Tsuen Fringe Outline Zoning Plan (OZP) No. S/YL-HTF/12, the planning intention of AGR zone *“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”*.

However, Section 9.3 of the Explanatory Note states that *“The agricultural land in Ngau Hom Sha and Ngau Hom Shek under this zoning is categorized “good quality” in the Categorization of Agricultural Land by the AFCD and is under cultivation. Some of the land has been included in the Agricultural Land Rehabilitation Scheme”*. The proposed use would lead to direct loss in agricultural land with good potential for rehabilitation. This is not in line with the planning intention.

2. Not in line with the Town Planning Board (TPB) PG-No.13F

According to the TPB PG-No.13F for Application for Open Storage and Port Back-up Uses, the application site falls within Category 3 areas. It states that *“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*



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Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K. 電子郵件 E-mail: cahk@cahk.org.hk
網址 Website: www.cahk.org.hk

the application is submitted by the applicant of previous approval or a different applicant)".

Table 3 of the Planning Statement has revealed that 5 similar applications were submitted to TPB in the past 10 years, but all of them were rejected. We cannot see that the proposed use, in nature, is different from the previous application. Therefore, we opine that the proposed use is not in line with the TPB PG-No.13F.

3. Undesirable precedent of "destroy first, build later"

This site has been subject to land formation and vegetation clearance (Figure 1-5). It is suspected that this is a case of "destroy first, build later".

Planning Department and members of Town Planning Board (TPB) should alert that TPB has announced approaches to deter "destroy first, build later" activities in 2011. It stated that *"the Board is determined to conserve the rural and natural environment and will not tolerate any deliberate action to destroy the rural and natural environment in the hope that the Board would give sympathetic consideration to subsequent development on the site concerned"*¹. Therefore, this application should not be given any sympathetic consideration, or it will set an undesirable precedent for similar cases in future.

Yours faithfully,

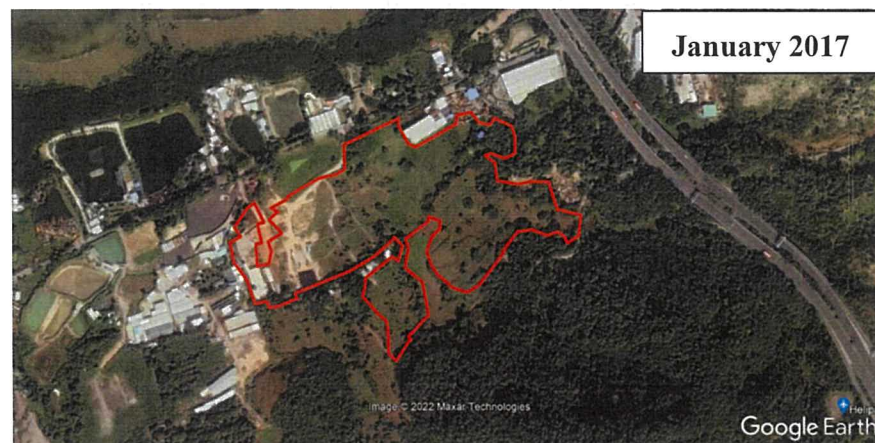
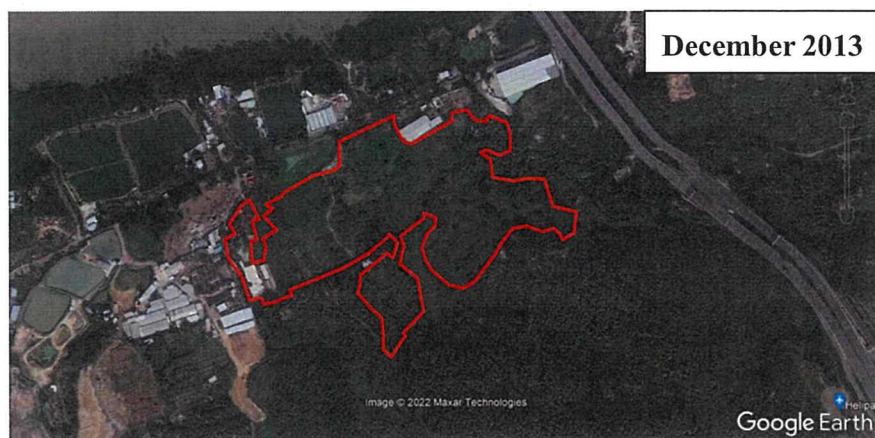
Ng Hei Man

Campaign Manager

The Conservancy Association

¹ TPB Press Release. Available at: <http://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>

Figure 1-5 This site (marked in red) has been subject to land formation and vegetation clearance. It is suspected that this is a case of “destroy first, build later”





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The Conservancy Association

會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期十三樓 1305-6 室 電話 Tel.: (852) 2728 6781 傳真 Fax.: (852) 2728 5538
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網址 Website: www.cahk.org.hk



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



19th May 2022.

By email only

Dear Sir/ Madam,

Proposed Temporary Open Storage of New Vehicles (Private Cars), Construction Materials, Machineries, Equipment and Storage of Tools and Parts with Ancillary Site Office for a Period of Three Years and Filling of Land and Ponds (A/YL-HTF/1133)

1. We refer to the captioned.
2. According to the information retrieved from the Statutory Planning Portal 2 website, there is a rejected application covering part of the current application site. This rejected application, A/YL-HT/730, was for 'Proposed Temporary Open Storage of Construction Materials for a Period of 3 Years'; reasons for the rejection of this application are reproduced below:

(a) the development was not in line with the planning intention of the "Agriculture" zone which was intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong justification in the submission to merit a departure from such planning intention, even on a temporary basis;

(b) the development was not compatible with the rural neighbourhood and the surrounding residential dwellings;

(c) the development was not in line with the Town Planning Board Guidelines No. 13E for 'Application for Open Storage and Port Back-up Uses' in that no previous approval had

been granted for the site, there were adverse departmental comments on the traffic, ecological, drainage, landscape and environmental aspects, and the development would have adverse traffic, ecological, drainage, landscape and environmental impacts on the surrounding areas. No technical assessment had been included in the submission to address such adverse impacts; and

(d) approval of the application would set an undesirable precedent for other similar applications within the "AGR" zone, the cumulative effect of which would result in a general degradation of the environment of the "AGR" zone.

3. We consider the proposed use is not in line with the planning intention of the Agriculture (AGR) zone. We also urge the Board to consider after liaising with relevant authorities as to whether the applicant has submitted all essential assessments to address the potential concerns and whether the submitted assessments are adequate. We also urge the Board to seriously consider the potential implication of approving this application in this area (i.e., an area close to Deep Bay coast) as it involves filling of land and ponds.

4. To conclude, we urge the Board to reject this application as the proposed use is not in line with the planning intention of AGR zone.

5. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

84

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A/YL-HTF/1133 DD 128 Lau Fau Shan

20/05/2022 02:16

From:

To:

File Ref:

tpbpd <tpbpd@pland.gov.hk>

1 attachment



Shenzhen Bay Bridge - Google Maps.pdf

A/YL-HTF/1133

Various Lots in D.D.128 and adjoining Government Land, Ha Tsuen

Site Area : About 83,668sq.m Includes Government Land of about 4,070sq.m

Zoning : "Agriculture"

Applied use : Open Storage of New Private Cars) / Construction Materials,
Machineries / **Filling of Land and Ponds** / 16 Vehicle Parking

Dear TPB Members,

This is a monster Destroy to Build application. It is clear from Google Maps that practically all vegetation has been stripped from the site and ponds have already been filled in.

Part of the site was approved for a Hobby Farm on 1 Sept 2020, Application 1106, but to date conditions have not been fulfilled. That is about 10% of the site so the destruction of the other 90% was illegal.

Re Application 1106:

According to the applicant, about **22% of the site would be hard paved** with a depth of not more than 0.2m for site formation of structures, vehicle manoeuvring space and footpath. Hence, planning application was required;

According to the applicant, about **60% of the site area was for planting use in the hobby farm**, and about 22% proposed to be hard paved for the construction of eight temporary structures, vehicle manoeuvring space and footpath. For the current application, a substantial portion of the land (more than half of the site) was for agriculture use.

The site was currently hard paved and were partly used for open storage of construction materials. **Implementation of the proposal required removal of the existing hard paving/soil/gravel and filling of soil for the farming use.** An approval condition was recommended requiring the applicant to reinstate the site to an amenity area upon expiry of the planning permission;

The site was subject to enforcement action against unauthorised development involving filling of land and a reinstatement notice had been served.

There is no record of approval to trash 90% of the site

The 'Hobby Farm' has not been developed

Clearly the intention is to use this very large site for brownfield logistic uses serving the bridge.

There is no justification for approval as government policy is to phase out brownfield use.

If there is to be a logistic centre there then it should be subject to the appropriate rezoning and the facility built to modern high tech standards.

Mary Mulvihill

From: [REDACTED]
To: tpbpd <tpbpd@pland.gov.hk>
Date: Wednesday, 1 July 2020 2:59 AM CST
Subject: A/YL-HTF/1106 DD 128 Lau Fau Shan

A/YL-HTF/1106

Lots 420 RP, 420 S.A, 421, 422 (Part), 424, 427, 428 S.A, 428 RP, 429 (Part), 430 (Part) and 431 (Part) in D.D. 128, Lau Fau Shan

Site area : About 8,324sq.m

Zoning : "Agriculture"

Applied development : Hobby Farm / **5 Years / Land Filling / 7 Vehicle Parking**

Dear TPB Members,

Agriculture land is for growing crops to feed people not city folk messing around on weekends.

These Hobby Farms should be regulated as farm land is a precious resource. The recent health crisis that resulted in restrictions on the importation of food stuffs should be a wakeup call that Hong Kong needs to ensure a basic supply of fresh produce in times of crisis. Give farm land to genuine farmers who can utilize it.

Again a No Names Applicant. What experience does he have in this sector?

Filling of land indicates Destroy to Build initiative. The plan shows that less than 50% of the site would be used for cultivation.

Then there is the issue of toilets and washing facilities. Lots of contaminants and

grey water soaking into the land so close to the shoreline.

There are already a number of Hobby Farms in the district. Is there any data on how many and is there is indeed demand for further facilities.

Questions please.

Mary Mulvihill



Google

1 附加

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

參考編號

Reference Number:

220518-160655-70061

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 16:06:55

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam Ka Hing

意見詳情

Details of the Comment :

反對，鄉郊設停車場必會增加附近車輛出入流量，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全及生活質數。

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

參考編號

Reference Number:

220506-173609-03245

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

06/05/2022 17:36:09

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lam Ka Hing

意見詳情

Details of the Comment :

反對，鄉郊設倉庫及工場必會增加附近車輛出入流量，引至附近交通阻塞、環境污染，增加引發火警危機，影響村民安全及生活質數。

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

參考編號

Reference Number:

220511-155809-71280

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

11/05/2022 15:58:09

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. 徐

意見詳情

Details of the Comment :

我對這份規劃申請持中立意見。政府必須確保申請人履行承諾，在申請獲批後作出在報告書提到的緩衝措施等。

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

參考編號

Reference Number:

220518-102821-04429

提交限期

Deadline for submission:

20/05/2022

提交日期及時間

Date and time of submission:

18/05/2022 10:28:21

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-HTF/1133

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 馬

意見詳情

Details of the Comment :

我不支持亦不反對此申請。若申請獲批，政府應擔當監察的角色，確保申請人在工程期間不會造成噪音及其他污染。

Good Practice Guidelines for Open Storage Sites

		Internal Access for Fire Appliances	Lot Boundaries (Clear Width)	Distance between Storage Cluster and Temporary Structure	Cluster Size	Storage Height
1.	Open Storage of Containers		2m	4.5m		
2.	Open Storage of Non-Combustibles or Limited Combustibles	4.5m	2m	4.5m		
3.	Open Storage of Combustibles	4.5m	2m	4.5m	40m x 40m	3m

Remarks: Smoking and naked flame activities shall not be allowed within the open storage / recycling site.