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**William Shu Tai WONG/PLAND**

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

Dear William,

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

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

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

## Response to Comments

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

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

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

# 1. EXISTING TRAFFIC AND TRANSPORT CONDITIONS

## 1.1. Existing Road Network

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

## 1.2. Traffic Surveys

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

Table 1.1 2023 Peak hour Road Link Capacity Assessment

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

Notes: (1) TPDM Vol 3 Chapter 3.11.3.1

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

## 2. Traffic Impact Assessment

### 2.1. Design Year

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

### 2.2. Methodology

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

- Historical data of the nearby Annual Traffic Census station 6533 Ping Che Road
- Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section)
- Committed and planned developments in the Study Area

2.2.2. The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site).

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

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

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

### 2.3. Future Year Reference Traffic Flows

2.3.1. According to the historical data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic grew from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per annum.

2.3.2. According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.

Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc-157-1-c.pdf>

2.3.3. Thus, the more conservative growth rate of 0.6% p.a. is adopted, and a growth rate of 1.8% is estimated over the 3 year period

### 2.4. Planned and Committed Developments

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

Table 2.1 Planned and Committed Developments

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

## 2.5. Development Flow of this Application

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

Table 2.2 Expected Trip Generation and Attraction

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

## 2.6. Future Year Link Capacity Assessment

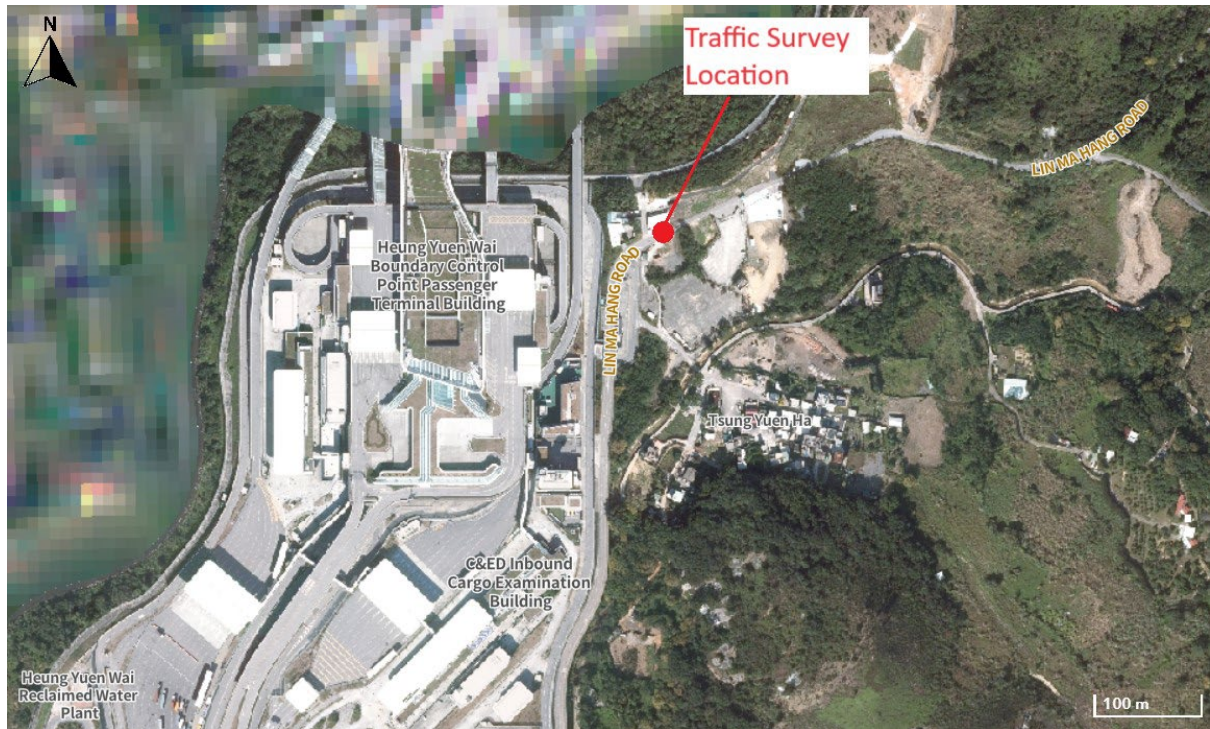
- 2.6.1. The link capacity assessment results under the 2027 reference and design scenarios are summarised in Table 2.3

Table 2.3 2027 Traffic Assessment

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

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

## Appendix I: Location of Traffic Survey



## Appendix II: Traffic Survey Raw Data

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

### Appendix III: Planned and Committed Developments

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

- Based on photos taken on April 5<sup>th</sup>, 2024 (Figure B and C), the above referenced applications that have commenced operations will not be counted in the planned and committed developments, as the numbers are already counted towards the traffic count taken on April 6<sup>th</sup>, 2024, and adding their estimates will duplicate the results.
- Based on the applications information of A/NE-TKLN/23, A/NE-TKLN/61, and A/NE-TKLN/68, these sites will be accessed via “unnamed road” and will generate additional traffic towards the concerned section of Lin Ma Hang Road, and thus will not be counted in our analysis. Photo of the project site is shown in Figure D.
- Project A/NE-TKLN/76  
Making reference to A/NE-TKLN/76, the average and peak trip generation and attraction are listed below. Thus, the peak hour trip generation of 1pcu/hour is adopted in our study

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

- Project A/NE-TKLN/82  
As of this submission, April 8<sup>th</sup>, 2024, the project has not been approved, and the planning meeting date is not scheduled, and there are no public trip generation and attraction information available in their application. The application is for a proposed temporary eating place and petrol filling station (for charging only) for a period of 3 years, with 25 parking spaces with charging stations, and a site area of 960m<sup>2</sup>. The eating place and charging is aimed



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

For our calculations, we can only make reference to the similar or nearby projects. A/YL-KTS/968, which is a similar type, scale, size, 1,065.59m<sup>2</sup>, and 31 parking spaces with charging stations. And their trip generation and attraction is only about 15-20 vehicles per day.

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

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

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

Figure A Map of listed developments

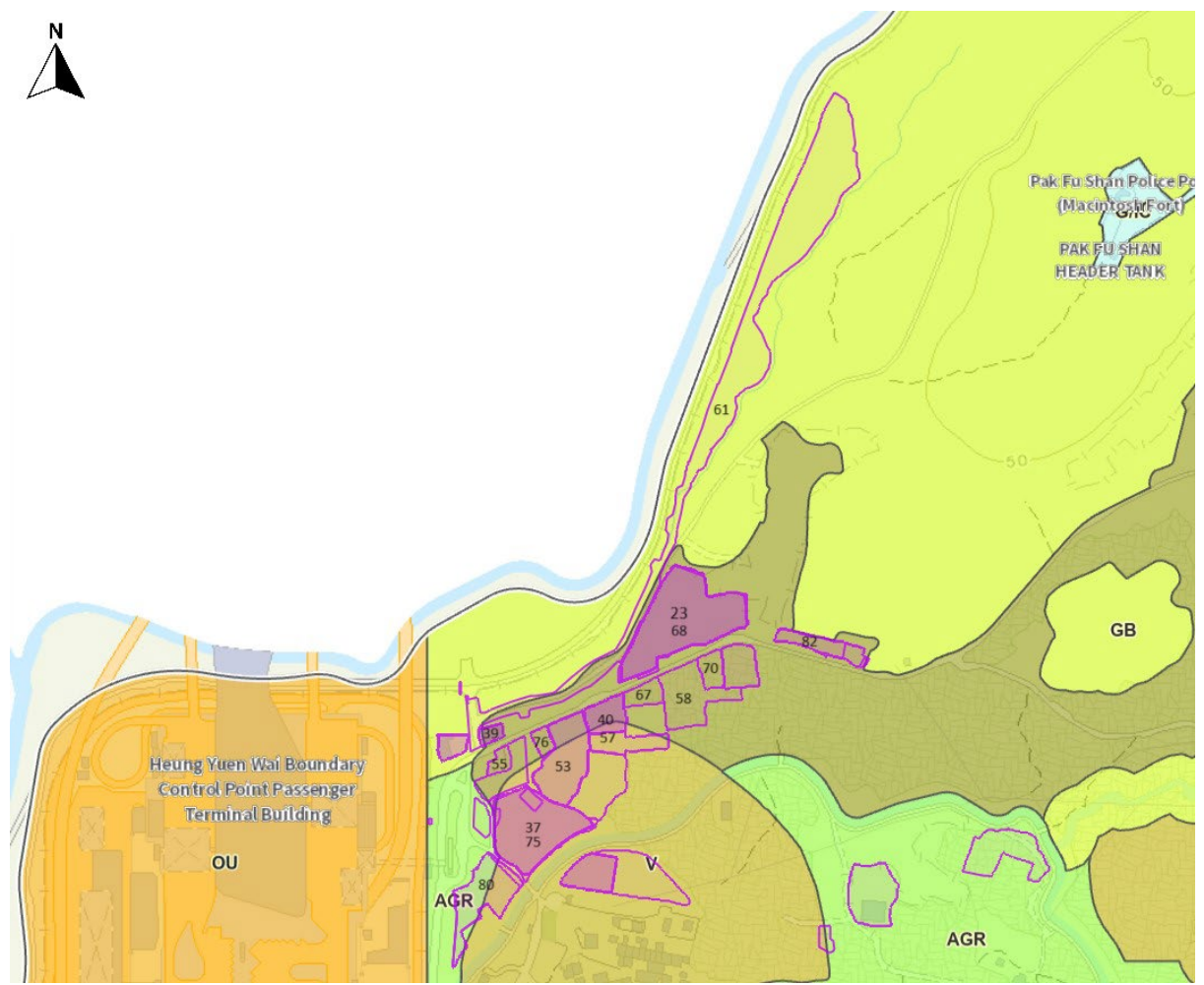


Figure B Photo of Commenced Projects



Figure C Photo of Commenced Projects

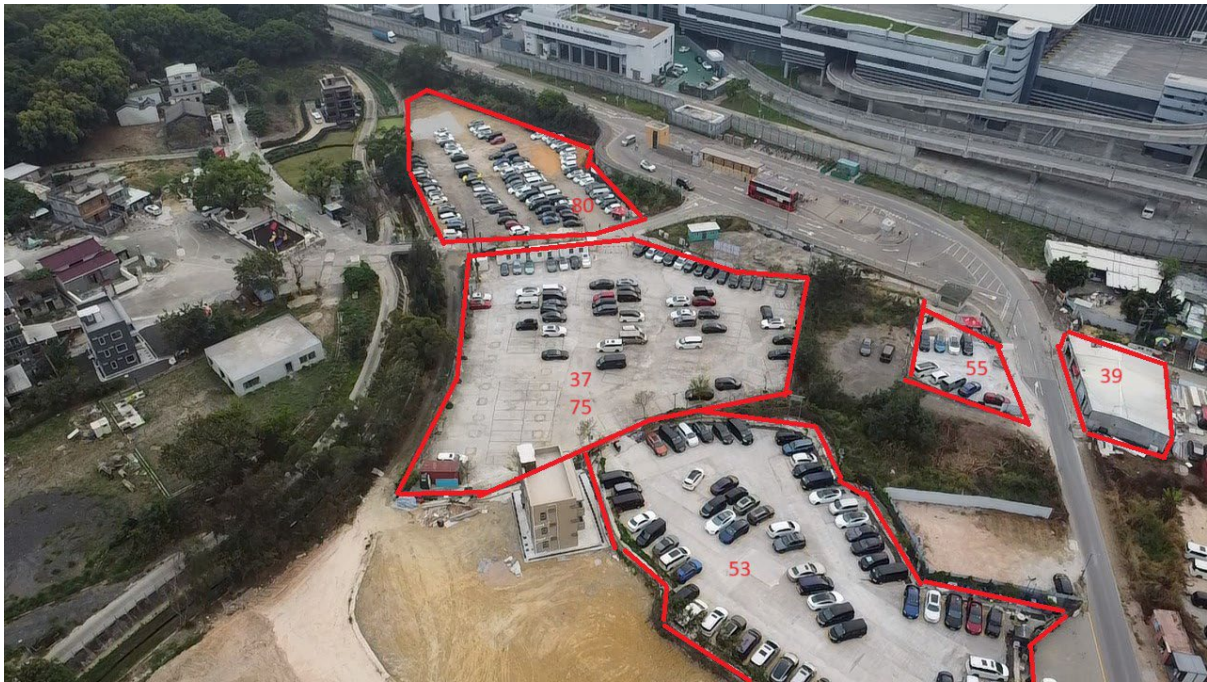


Figure D Projects accessed via "unnamed road"



Proposed operating hours 擬議營運時間 The operation hours are from 9 a.m. to 6p.m., from Mondays to Saturdays only..... There will be no operation on Sundays and public holidays. .....																															
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	<p>Yes 是 <input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p style="text-align: center;"><u>Lin Ma Hang Road via Local Access</u>.....</p> <p>No 否 <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度)</p> <p><input type="checkbox"/></p>																														
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話, 請另頁註明可盡量減少可能出現不良影響的措施, 否則請提供理據/理由。)																															
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	<p>Yes 是 <input type="checkbox"/> Please provide details 請提供詳情 ..... ..... .....</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	<p>Yes 是 <input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input checked="" type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... <b>38</b> ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填塘深度 ..... <b>0.5</b> ..... m 米 <input checked="" type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約</p> <p>No 否 <input type="checkbox"/></p>																														
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
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**EXECUTIVE SUMMARY**

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

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

行政摘要 (如內文與其英文版本有差異，則以英文版本為準)

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

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

## 4. DEVELOPMENT PROPOSAL

### 4.1 Proposed Temporary Warehouse for Storage of Construction Material

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

### 4.2 Development Details

4.2.1 The Site occupied an area of 5,377m<sup>2</sup> (about). Details of development parameters are shown below:

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

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

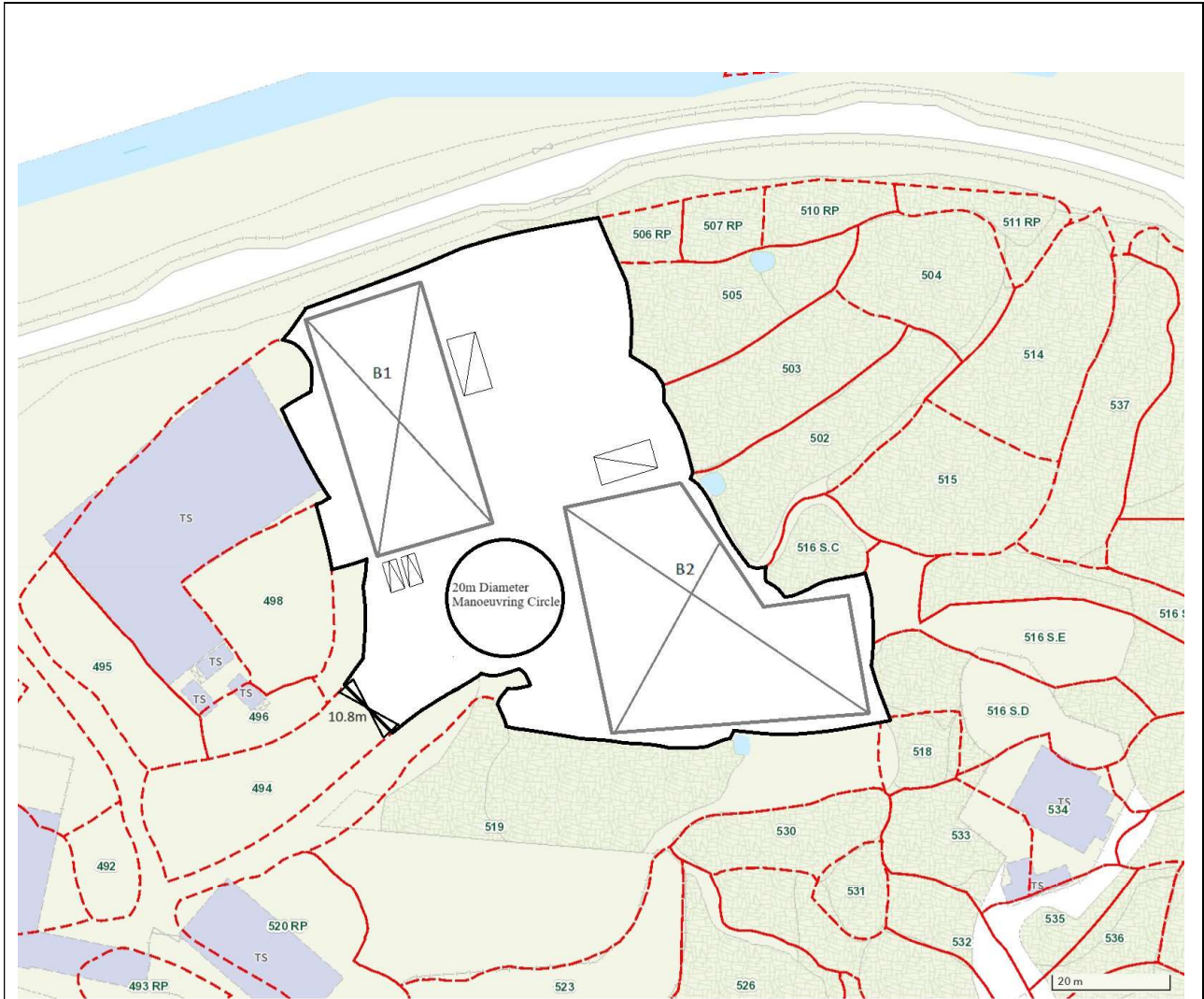
Structure	Use	Covered Area	GFA	Building Height
B1	Warehouse	821 m <sup>2</sup>	821 m <sup>2</sup>	7m (about)(1-Storey)
B2	Warehouse	1,401 m <sup>2</sup>	1,401 m <sup>2</sup>	7m (about)(1-Storey)

### 4.3 Operation Arrangement

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

### 4.4 Minimal Traffic Impact

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



**PARKING AND LOADING/ UNLOADING PROVISIONS**

NO. OF PRIVATE CAR PARKING SPACE : 2  
 DIMENSION OF PARKING SPACE : 5 m (L) x 2.5 m (W)

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

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

**LEGEND**

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

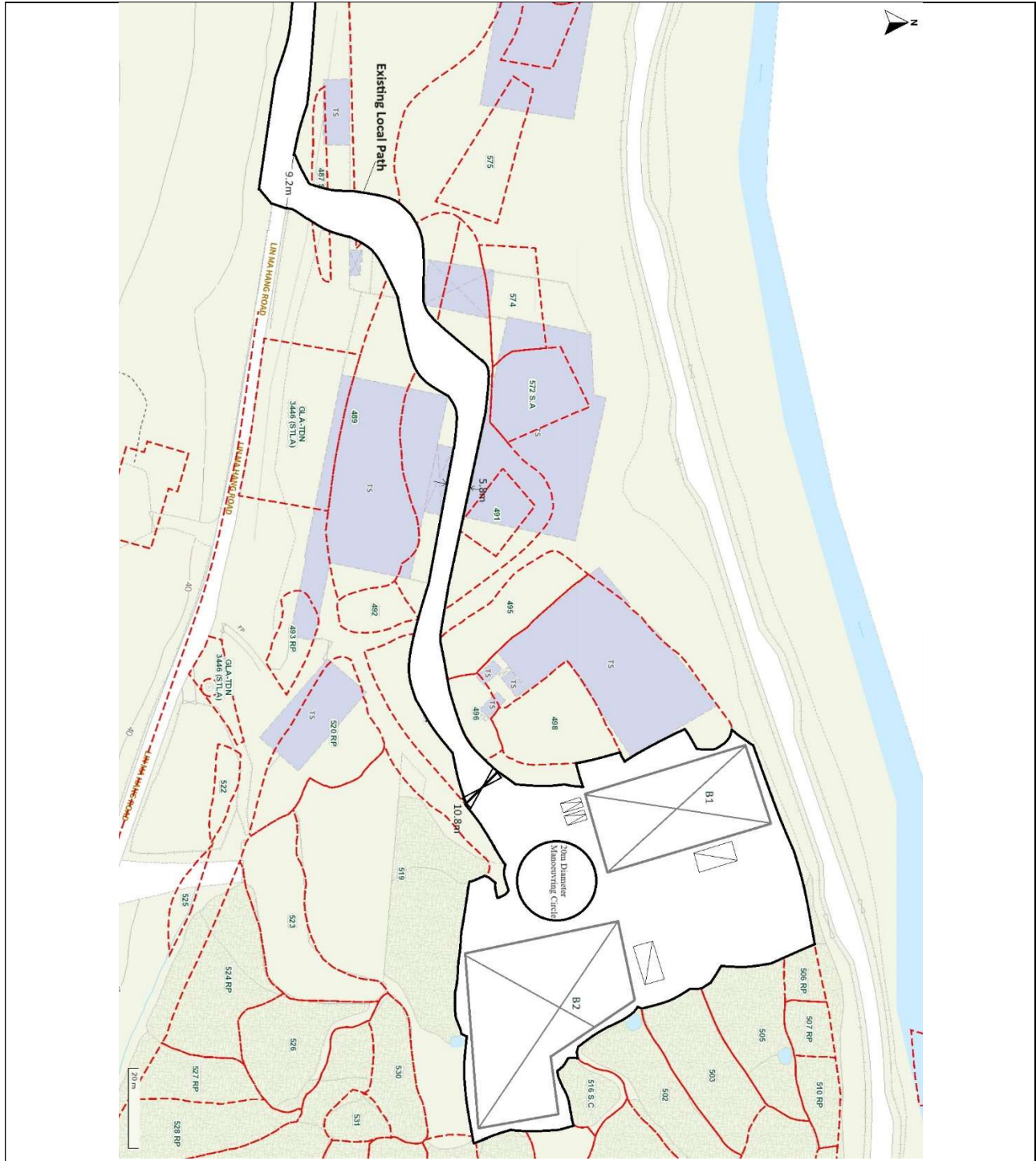
Project:  
**Proposed Temporary  
 Warehouse for Storage of  
 Construction Material for Three  
 Years and Filling of Pond**

Drawing Title:  
**Proposed Site Layout**

Drawing No:  
**Plan 3**

Remarks:





Project: Proposed Temporary Warehouse for Storage of Construction Material for Three Years and Filling of Pond	Drawing Title: Existing Vehicular Access	Remarks:
	Drawing No: Plan 4	

Figure A Site Access Photo Location

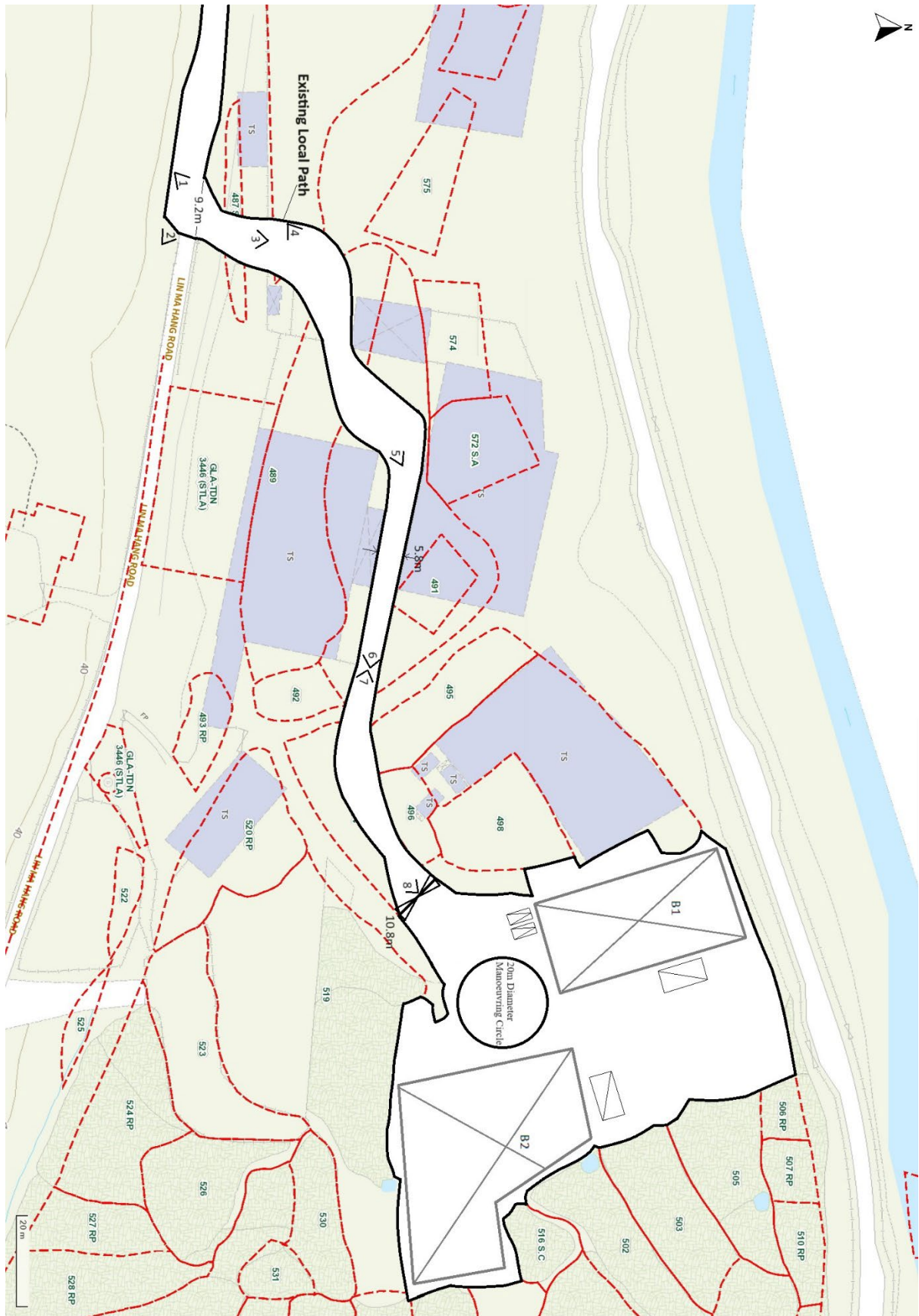


Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



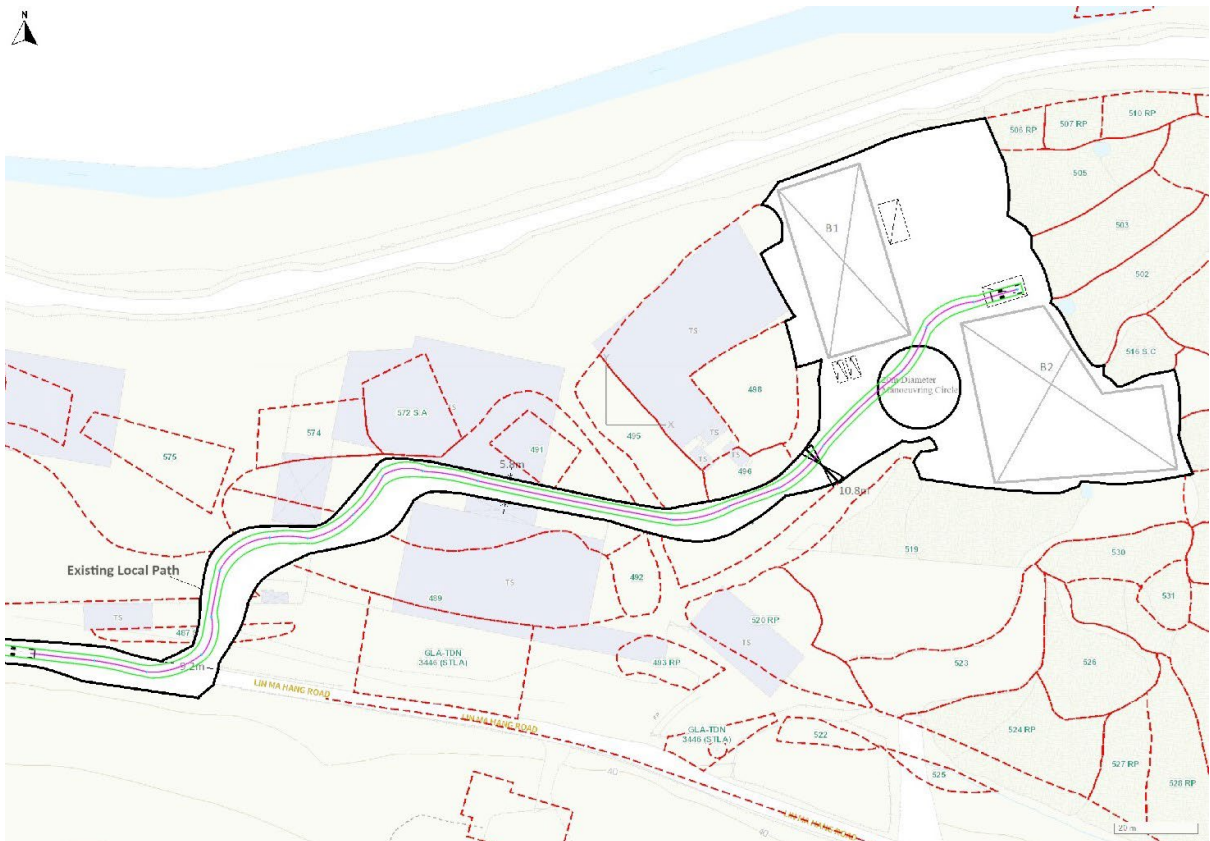
Figure 7



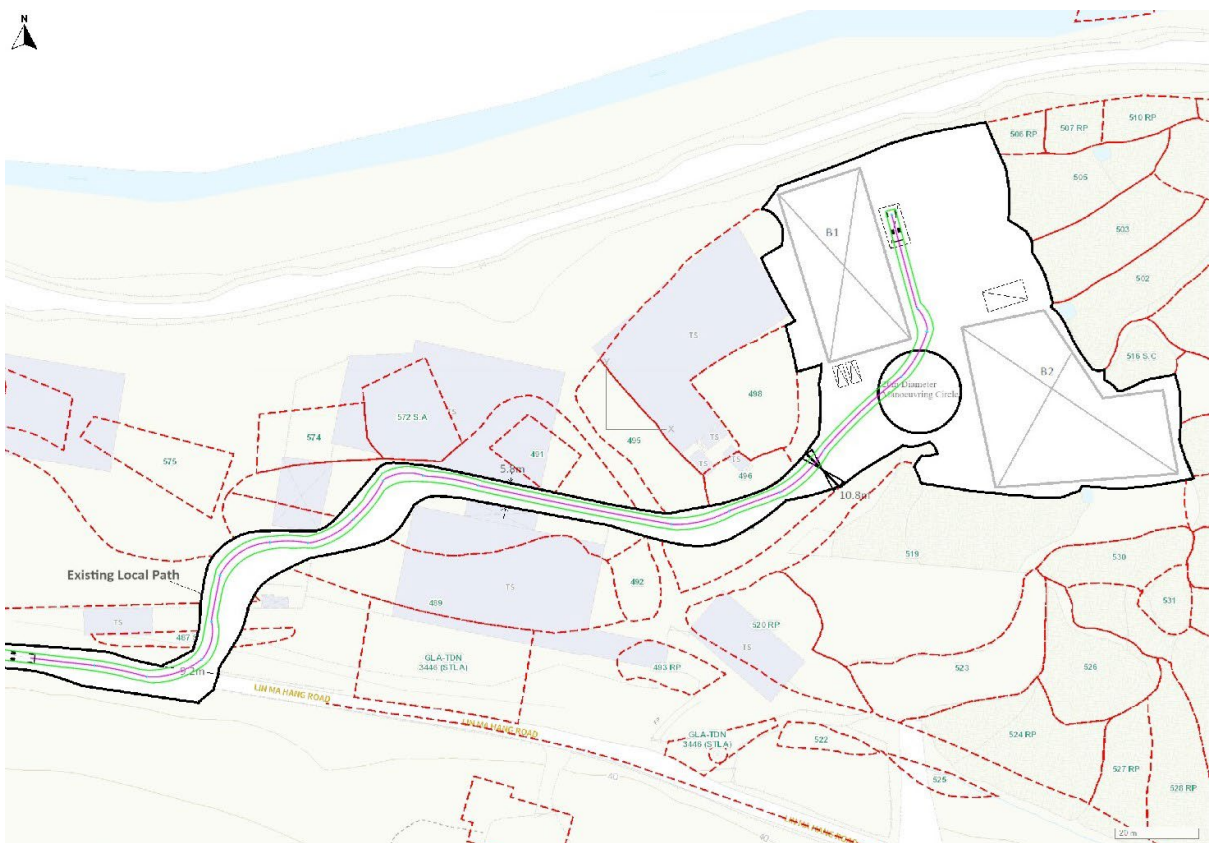
Figure 8



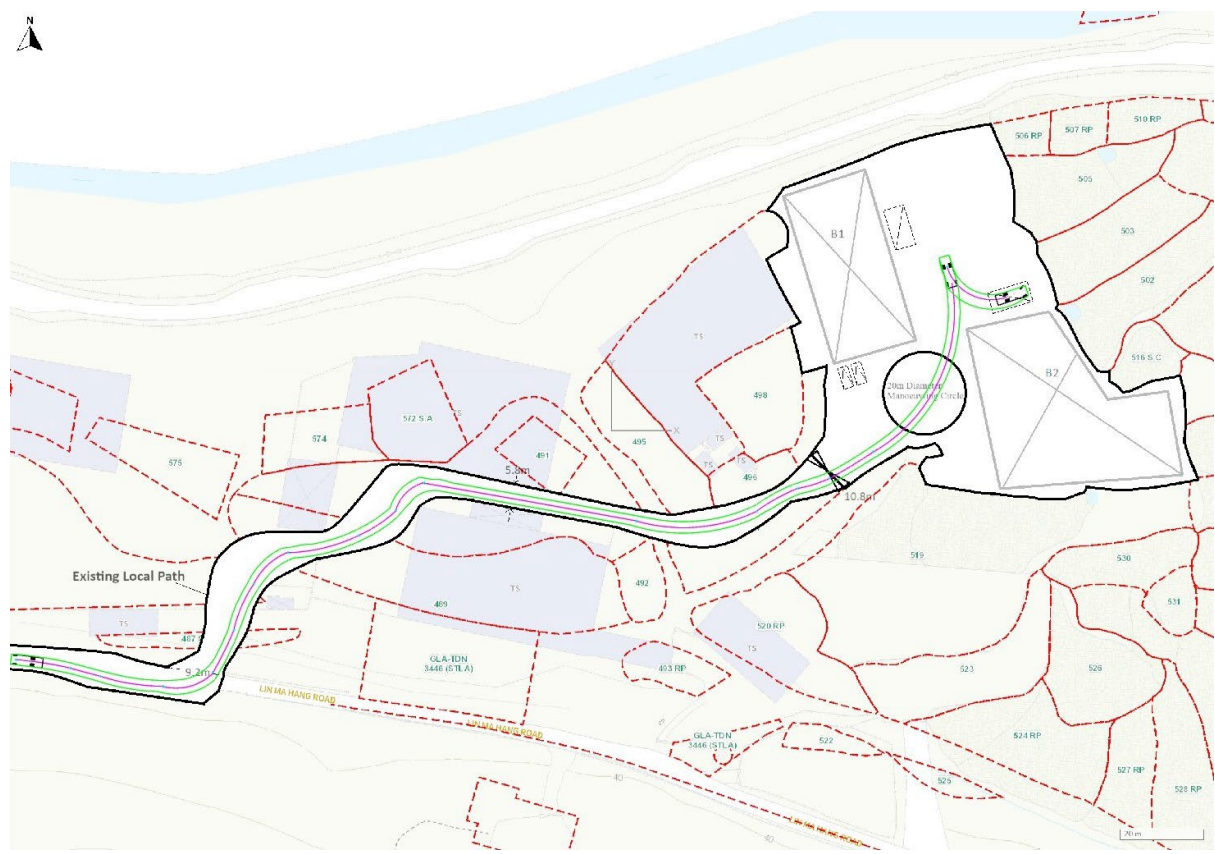
## Swept Path Analysis: Entering the Application Site 1



## Swept Path Analysis: Entering the Application Site 2



### Swept Path Analysis: Exiting from the Application Site 1



### Swept Path Analysis: Exiting from the Application Site 2

