
From: EO - Jone Wong <[REDACTED]>
Sent: 2026-06-17 星期三 15:18:31
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: KCC - George Au <[REDACTED]>; EO - Terry Fan
[REDACTED]; EO - William Chan
[REDACTED]; EO - Emily Cheung <[REDACTED]>; Yan Yan
LAM/PLAND <yylam@pland.gov.hk>; HKIC - Stewart Wan
<[REDACTED]>; KCC - Patrick Lin
[REDACTED]; Steven Kang Shun MA/PLAND
<sksma@pland.gov.hk>
Subject: CIC - Lam Tei Training Ground (Ref No. A_TM-LTYY_515) S16
submission
Attachment: Annex 1 - (CS-225&226)-Layout & GFA 12.06.2026 R3.pdf;
Annex 2 - Form No. S.16-III_Sep 2023_CIC rev 12.06.2026.pdf;
Annex 3 - 210427_PLAND approval of Temporary Building
Submission.pdf; Annex 4 - CIC - Traffic Impact Review for LTTG
2026 R2.pdf

Dear Town Planning Board,

As per the captioned, please use this email, attachment and the R to C table to supersede the previous 2 emails dated on 15 June 2026 of Lam Tei Training Ground (Ref No. A_TM-LTYY_515) S16 submission for further proceed the procedure.

Attachment as below:-

1. Annex 1 – Layout for CS-225 & 226
2. Annex 2 – revised S.16 application form P.10 & 11
3. Annex 3 – Previous letter dated [27.04.2021](#) from PlanD to BD, for PlanD no objection to approval of plans by BD.
4. Annex 4 – Traffic Impact Review for previous submitted TIA R2

Comments from TD (Responsible Officer: <u>Mr. William MOK Kam Chung (Tel: 2399 2426)</u>)	Reply
1. In your supplementary information, you mentioned that “the traffic flow remains unchanged as previous application (previous ref: LTYY/456) under previous traffic impact assessment.”. As the design year of your previous TIA is 2024 and the subject renewal will be last till 2029, please submit an updated assessment to justify your proposal renewal would not cause adverse traffic impact to the existing road network.	In view of previous communication for traffic update & projection review of the previous TIA and swept path analysis, please find the attached TIA review (Annex 4) for consideration.

2. Please indicate the locations and the size of proposed private car and motorcycle parking spaces on plan.	Please refer to Annex 1 layouts. Private Car: 5000x2500mm Motorcycle: 2400x1000mm
3. Please indicate the locations of the run-in/out on plan.	Please refer to Annex 1 layouts
4. Please supplement the swept path analysis showing the vehicles (i) using the private car and motorcycle parking spaces, (ii) manoeuvring within the internal driveway, and (iii) entering and leaving the site from Wong Kong Wai Road through the proposed vehicular accesses.	Please refer to the reply of point 1
5. It is noted that internal driveways are reserved within the subject site. Please ensure that no queuing and / or waiting of motor vehicles from the subject site onto public roads would occur and no motor vehicles shall be permitted to reverse into and out of the subject site onto adjacent public roads or Government Land.	Noted

<u>Comments from EPD (Responsible Officer: Ms. Tiffany Chan (Tel: 2835 1600))</u>	Reply
Regarding the tree status reported by CIC, the trees on the application site are landscape and visual measures implemented by HyD for the operation of the EIA project of "Deep Bay Link and Widening of Yuen Long Highway between Lam Tei and Shap Pat Heung Interchange (Lam Tei to Tan Kwai Tsuen Section)" (Ref. No.: AEIAR-064/2002 - Deep Bay Link). Therefore, HyD shall first be consulted and CIC may wish to contact Mr. Cyrus YAN/HyD (Engr 19/Central Kowloon Route).	CIC would further deal with related government parties for tree maintenance and tree works within the application site (if any), and further consult HyD, for the tree-related landscape & visual measures implemented by HyD of the operation of EIA project of "Deep Bay Link and Widening of Yuen Long Highway between Lam Tei and Shap Pat Heung Interchange (Lam Tei to Tan Kwai Tsuen Section)" (Ref. No.: AEIAR-064/2002 - Deep Bay Link)"

<u>Comments from PlanD (Responsible Officer: Mr. Steven, MA Kang Shun (Tel: 2158 6306))</u>	Reply
1. Please state the operation hours of the temporary training ground.	Operation hours: Monday to Friday: 8:00 to 17:00 Saturday: 8:00 to 12:00 noon Sunday and public holiday: Off

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

2. The maximum building height from 3m to 3.3m	Due to the design to suit for the rainwater fall gradient at the rooftop, the maximum height from 3m to 3.3m, regarding to PlanD memo to BD dated 27.04.2021 (Annex 3), 10% increase could be considered as a Class A amendment which does not require permission from the Board according to TPB PG-No, 36B "Town Planning Board Guidelines for "Class A and Class B Amendments to Approved Development Proposals". No further increment from 2021 to the building height.
3. The structures from 41 numbers to 38 numbers	Due to the operation need to suit for practical training purpose, the numbers of mobile structures has been changed from 41 numbers to 38 numbers. Internal layout has been adjusted as appropriate. Despite the adjustment of temporary & mobile structures, the provision of utilities are in line to the utilities that indicated in previous submitted drainage & FSI as-built plans remain available.

Any queries please feel free to contact me at [REDACTED] (phone no. [REDACTED] or our Mr. Terry Fan at [REDACTED] (phone no. [REDACTED]), Sorry for inconvenience cause and many thanks.

BR

Jone Wong
CIC

Jone WONG

Manager - Estates Office

CONSTRUCTION INDUSTRY COUNCIL

38/F COS Centre, 56 Tsun Yip Street, Kwun Tong, Kowloon, Hong Kong

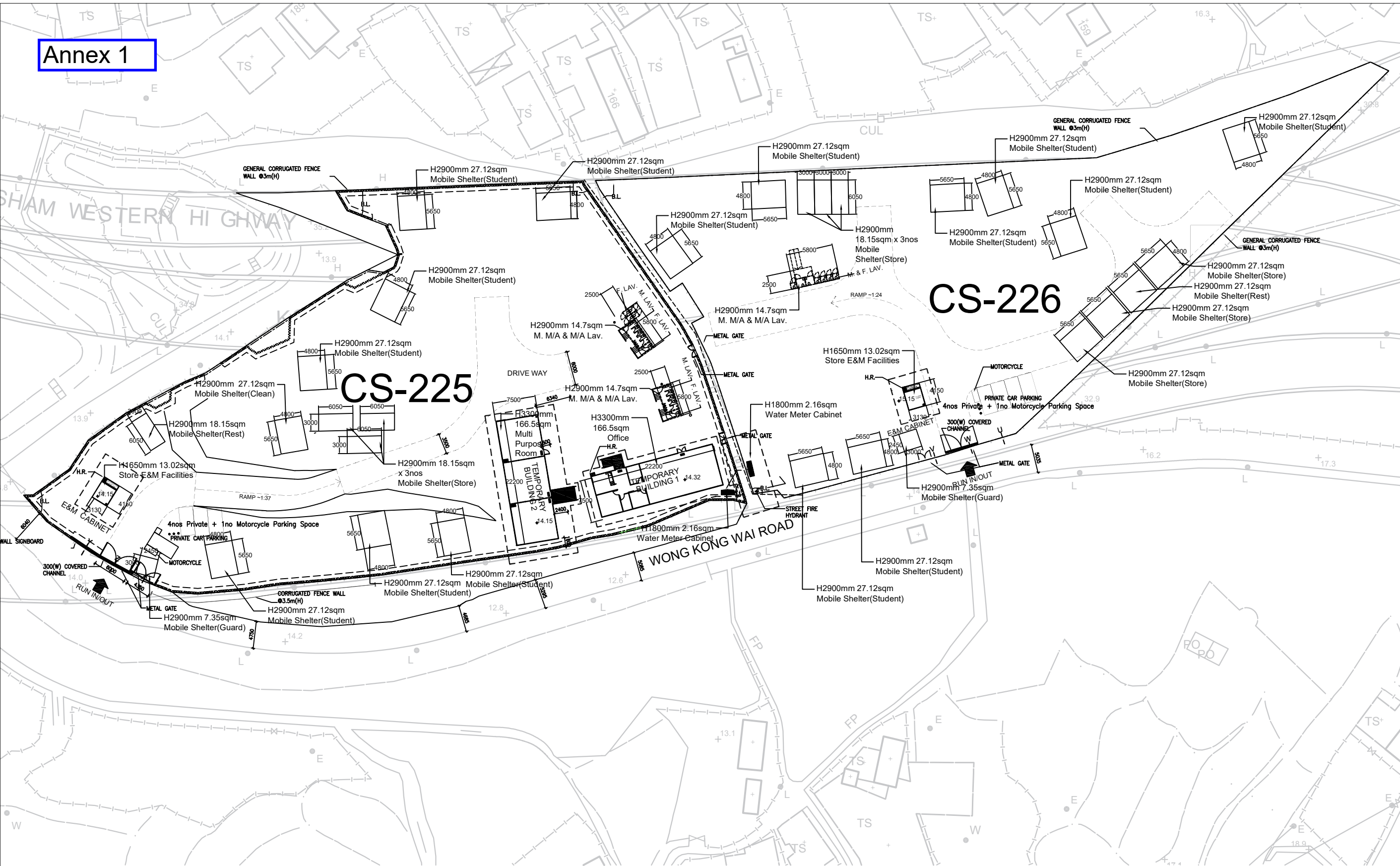
Tel: [REDACTED] Email: [REDACTED]



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Cover Area from CS-225
(19nos structures) ,
CS-226 (19nos structures)
of total $m^2 = 1091.61m^2$
(38nos structures)

TOTAL G.F.A. CALCULATIONS

TOTAL G.F.A. CALCULATION		
G.F.A. (NON-DOMESTIC - CS-225)	G.F.A.	
TEMPORARY BUILDING 1	166.5 S.M.	
TEMPORARY BUILDING 2	166.5 S.M.	
E&M CABINET	13.02 S.M.	
WATER METER CABINET	2.16 S.M.	
TOTAL NON-DOMESTIC G.F.A.	= 348.18 S.M.	(4nos)

TOTAL G.F.A. CALCULATION		
G.F.A. (NON-DOMESTIC - CS-226)	G.F.A.	
E&M CABINET	13.02 S.M.	
WATER METER CABINET	2.16 S.M.	
TOTAL NON-DOMESTIC G.F.A.	= 15.18 S.M.	(2nos)

TOTAL G.F.A. CALCULATION		
G.F.A. (Need not submitted Area)	G.F.A.	
M. F/A & M/A LAV.	44.10 S.M.	(14.70 S.M. x 3nos)
MOBILE SHELTER (STORE)	190.26 S.M.	(18.15 S.M. x 6nos + 27.12 S.M. x 3nos)
MOBILE SHELTER (STUDENT)	406.8 S.M.	(27.12 S.M. x 15nos)
MOBILE SHELTER (REST)	45.27 S.M.	(18.15 S.M. x 1nos + 27.12 S.M. x 1nos)
MOBILE SHELTER (CLEAN)	27.12 S.M.	(27.12 S.M. x 1no)
MOBILE SHELTER (GUARD)	14.70 S.M.	(7.35 S.M. x 2nos)
TOTAL NON-DOMESTIC G.F.A.	= 728.25 S.M.	(32nos)

TOTAL NON-DOMESTIC G.F.A. OF CS-225 & CS-226 = 1091.61 S.M. (TOTAL 38nos)

DEVELOPMENT SCHEDULE		
A. LOCATION & LOT NO.	LOT NO. 10000 (CS-225)	
B. USE AREA	CS-225 & 226 S.M. (CS-225 & 226 S.M.)	
C. SCALE	1:1000 S.M. OF SITE APPROVED AREA	
D. DATE OF DRAWING	2.2m (700 PG-NO. 300 - CLASS A AMENDMENTS)	

NOTES:

THE INFORMATION PROVIDED IN THIS AS-BUILT DRAWING REFLECTS THE ACTUAL SITE CONDITION
AS AT: 10 JUNE 2026

REVISION	DESCRIPTION	DATE
2		
1		
0	AS-IS DRAWINGS	10 JUNE 2026

CLIENT



PROJECT CONSULTANT:

PROJECT TITLE:

LAM TEI TRAINING GROUND
CS-225 & CS-226

DRAWING TITLE:

SITE LAYOUT PLAN

DRAWN	DATE	CHECKED	SCALE
T.F.	MAY 2026	J.W.	NTS

DRAWING NO.

CIC / 26 / LTTG / S16 / SP-03

CONSULTANT PROJECT NO.

N/A

STATUS: AS-IS

REVISION: 3

TOTAL G.F.A. CALCULATION

G.F.A. (NON-DOMESTIC – CS-225)	G.F.A.
TEMPORARY BUILDING 1	166.5 S.M.
TEMPORARY BUILDING 2	166.5 S.M.
E&M CABINET	13.02 S.M.
WATER METER CABINET	2.16 S.M.
TOTAL NON-DOMESTIC G.F.A.	= 348.18 S.M. (4nos)

TOTAL G.F.A. CALCULATION

G.F.A. (NON-DOMESTIC – CS-226)	G.F.A.
E&M CABINET	13.02 S.M.
WATER METER CABINET	2.16 S.M.
TOTAL NON-DOMESTIC G.F.A.	= 15.18 S.M. (2nos)

TOTAL G.F.A. CALCULATION

G.F.A. (Need not submitted Area)	G.F.A.
M. F/A & M/A LAV.	44.10 S.M. (14.70 S.M. x 3nos)
MOBILE SHELTER (STORE)	190.26 S.M. (18.15 S.M. x 6nos + 27.12 S.M. x 3nos)
MOBILE SHELTER (STUDENT)	406.8 S.M. (27.12 S.M. x 15nos)
MOBILE SHELTER (REST)	45.27 S.M. (18.15 S.M. x 1nos + 27.12 S.M. x 1nos)
MOBILE SHELTER (CLEAN)	27.12 S.M. (27.12 S.M. x 1no)
MOBILE SHELTER (GUARD)	14.70 S.M. (7.35 S.M. x 2nos)
TOTAL NON-DOMESTIC G.F.A.	= 728.25 S.M. (32nos)

TOTAL NON-DOMESTIC G.F.A. OF CS-225 & CS-226 = 1091.61 S.M. (TOTAL 38nos)

DEVELOPMENT SCHEDULE

A. LOCATION & LOT NO. :	STT NO. MX 18030 (CS-225)
B. SITE AREA :	CS-225 : 5650 S.M. (& CS-226 : 4650 S.M. TOTAL SITE AREA = 10300 S.M. OF STT APPROVED AREA)
C. CLASS :	A
D. HEIGHT OF BUILDING :	3.3m (TPD PG-NO. 36B – CLASS A AMENDMENTS)

NOTES:

THE INFORMATION PROVIDED IN THIS AS-BUILT DRAWING REFLECTS THE ACTUAL SITE CONDITION
AS AT : 10 JUNE 2026

REVISION	DESCRIPTION	DATE
2		
1		
0	GFA BREAKDOWN	10 JUNE 2026

CLIENT

CONSTRUCTION
INDUSTRY COUNCIL
建造業議會

PROJECT CONSULTANT :

PROJECT TITLE :

LAM TEI TRAINING GROUND CS-225 & CS-226

DRAWING TITLE :

GFA BREAKDOWN

DRAWN	DATE	CHECKED	SCALE
T.F.	MAY 2026	J.W.	NTS

DRAWING NO.
CIC / 26 / LTTG / S16 / GFA-01

CONSULTANT PROJECT NO.
N/A

STATUS : AS-IS	REVISION : 3
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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 available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Government Land under Kong Sham Western Highway (next to Wong Kong Wai Road near Fuk Hang Tsuen), Lam Tei, Tuen Mun, New Territories 新界屯門藍地港深西部通道下的政府土地 (黃崗圍路旁近福亨村)
Site area 地盤面積	10,300 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 10,300 sq. m 平方米 ☒ About 約)
Plan 圖則	Approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTTY/13 藍地及亦園分區計劃大綱核准圖編號 S/TM-LYTT/13
Zoning 地帶	Area shown as 'Road' 顯示為「道路」的地方
Type of Application 申請類別	☐ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____ ☒ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 <u>3</u> ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Training Ground (Hong Kong Institute of Construction, Construction Industry Council) for a Period of 3 Years 臨時訓練場(建造業議會香港建造學院)(為期3年)

(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	☐ About 約 ☐ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
	Non-domestic 非住用	1092 ☐ About 約 ☒ Not more than 不多於	☐ About 約 ☐ Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用	38	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)	
		Storeys(s) 層 ☐ (Not more than 不多於)	
	Non-domestic 非住用	3.3 m 米 ☒ (Not more than 不多於)	
		1 Storeys(s) 層 ☒ (Not more than 不多於)	
(iv) Site coverage 上蓋面積	11 % ☒ 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		
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		

Annex 3

To: CBS/NTW, BD Attn.: Ms LEUNG Yuen-ye, Debby
 BD Ref: (27) in BD 2/9161/20 (TB) Fax No.: 2845 1559

Lot No(s): Short Term Tenancy No. MX18030

Address: Government Land, Kong Sham Western Highway, Lam Tei, Tuen Mun, N.T.

From: DPO/TM&YLW, Planning Department

Responsible Officer: Alexander W. Y. MAK

Telephone No.: 2158 6283 Fax No.: 2489 9711

File Reference: PDTM 1/2/LT Date: 27.4.2021

(CS-225 and CS-226 of STT No. MX18030
 Proposed Temporary Training Ground
 underneath Kong Sham Western Highway, Lam Tei, N.T. (HKI of CIC)
 Re-submission of Proposed Temporary Buildings for Approval)

Part A

- ☒ No objection to approval of plans by BD subject to the below comments.
☐ ~~Objection to approval of plans by BD under BO s16(1)(a)/16(1)(da)/16(1)(g)/others*~~

For cases subject to planning conditions imposed by Town Planning Board (The Board)

- ☐ ~~Planning conditions have been complied with;~~
☒ While the planning conditions have not been fully complied with, there is no objection to the approval of plans by BD;
☐ ~~The plans should not be approved under the Buildings Ordinance due to non-compliance with the following planning conditions:~~

Statutory Comments

1. I refer to your above-quoted memo received by this office on 17.3.2021 enclosing a set of building plans (i.e. Drawing Nos. 101 to 103 and 201 and 202 (All Rev. B)). The Authorised Person (AP) provided clarifications on the deviations among the set of building plans and the approved scheme under application No. A/TM-LTY/398 vide e-mail of 25/03/2021 08:59 (Annex 1).
2. The subject site falls within an area shown as 'Road' on the approved Lam Tei and Yick Yuen Outline Zoning Plan No. S/TM-LTY/10 (the OZP). The subject site is covered by a valid planning permission (No. A/TM-LTY/398) for proposed temporary training ground (Hong Kong Institute of Construction, Construction Industry Council) for a period of 3 years which was approved with conditions by the Rural and New Town Planning Committee (RNTPC) of the Town Planning Board on 26.6.2020 and valid until 26.6.2023 (Approval letter at Annex 2).
3. According to the approved planning scheme under application No. A/TM-LTY/398, the site area is about 10,300m², within which there are 41 single-storey (not more than 3m) structures with a total gross floor area of 1,092m². The site coverage is about 11%. The development would also provide 8 private car parking spaces and 2 motorcycle parking spaces and ancillary use.
4. According to Drawings No. 101 and 201 (All Rev. B), it is noted that the current set of building plans is for the temporary buildings 1 (office) and 2 (multi-purpose room) and

- 2 -

E&M Cabinets at CS-225 site, E&M Cabinets at CS-226 and the mobile cabinets for mobile toilet, mobile shower, etc are not for building plan approval. The proposed site area for CS-225 and CS-226 are 5,650m² and 4,650 m² respectively, the proposed GFA for CS-225 and CS-226 are 392.54m² and 22.92m² respectively, the proposed site coverage for CS-225 and CS-226 are 6.948% and 0.493% respectively and the proposed building height of the structures is one-storey (3.3m). A total of 8 private car parking spaces and 2 motorcycle parking spaces (by calculation) is provided at CS-225 and CS-226.

5. Compared with the approved scheme under application No. A/TM-LTTY/398, there is no change in site area. The increase in the building height of temporary buildings 1 and 2 at CS-225 (Drawings No. 102 and 103 (All Rev. B)) by 0.3m (or 10%) could be considered as a Class A amendment which does not require permission from the Board according to TPB PG-No. 36B "Town Planning Board Guidelines for "Class A and Class B Amendments to Approved Development Proposals".
6. The proposed use as shown on the submitted set of building plans is in line with the approved scheme under application No. A/TM-LTTY/398 with changes in layout. The AP explained that the changes are for the compliance of approval conditions (h) on the submission of a noise impact assessment report and (e) on the submission of a design report of the development (see paragraph 2 of AP's e-mail at Annex 1). According to TPB PG No. 36B, no separate planning application under section 16A(2) of the Ordinance will be required for amendments made to the approved development proposal as a result of fulfilling the approval conditions of the planning permission specified by the Board.
7. I presume the set of building plans have been circulated to concerned government departments for comments. In view of the above, I would have no objection to the proposed works as shown on the set of building plans from the statutory planning point of view provided that:
 - (a) the Building Authority (BA) considers the GFA calculations to be acceptable and in order and the proposed development will not result in exceeding the development parameters as approved under application No. A/TM-LTTY/398;
 - (b) D of DS has no objection to approving the set of BPs at this juncture based on the AP's justification at Annex 1 (i.e. the drainage plan would not affect the site condition and the surrounding area) would not affect the current building design; and
 - (c) the remaining approval conditions (in part or in whole) imposed by the Board are being or will be complied with to the satisfaction of the concerned departments or of the Board.
8. Should any of the issues under paragraphs 7(a) to 7(c) are not in order, the development proposal as shown on the submitted BPs would not be considered as having obtained planning permission granted by the Board under s.16 of the Town Planning Ordinance and the carrying out of the building works as shown on the BPs would thus contravene the OZP. In which case, it would then be recommended that s.16(1)(d) of the Buildings Ordinance be invoked in rejecting the current BP submission.

Part B

I Advisory Comments (to be conveyed to AP)

9. Despite only temporary structures which require building plan submission are included in the set of building plans, the AP has provided a layout plan showing the current

- 3 -

layout of the development at Annex 1 (see also paragraph 6 of Part A). Any further changes to the layout should be stated clearly with reasons in future submission. The AP should also advise whether the changes is a result of fulfilling the approval conditions of the planning permission specified by the Board.

9. The AP is advised to fulfill the approval conditions as stated in the approval letter at Annex 2.
10. I trust DLO/TM, LandsD will advise if the proposed development as shown on the current building plans could meet the restrictions stipulated under Short Term Tenancy No. MX 18030.
11. The above comments on the building plans submitted may be subject to revision should there be a change in circumstances before a decision on the building plans is made by the Building Authority.
12. In accordance with the practice agreed between BD and PlanD, an extract of the above comments will be sent to the AP under separate cover.

II Advisory Comment to BD (not to be conveyed to AP)

13. Nil.

* Delete wherever inapplicable

Signature:


Alexander W. Y. MAK

Post:

STP/TM2
for DPO/TM&YLW, PlanD

c.c.

DLO/TM
CE/MN, DSD
D of FS
AP

(Attn: Miss AU YEUNG Ching)
(Attn: Mr Joe PUN)
(Attn: Mr WONG Ho Yin)
A. Lead Architects Ltd.
(Attn: Mr MOK Chi Kin)

[Fax: 2543 3291]

Internal

Site Record (TM-3875, BP-3087)
TPB/A/TM-LTTY/398

 KY/AM/KF/kf

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



{In Archive} CS-225 of STT No. MX18030 Proposed Temporary Training Ground underneath Kong Sham Western Highway, Lam Tei, N.T. (HKI of CIC) Re-submission of Proposed Temporary Buildings for Approval
25/03/2021 08:59

From: "Esmond" <[REDACTED]>

To: <kchfung@pland.gov.hk> [REDACTED]

Cc: [REDACTED] "EO - Ferrero Yip" [REDACTED]

Sent by: [REDACTED]

Archive: This message is being viewed in an archive.

1 attachment



210324_comparision of Master plan & GBP.PDF

Dear Keith,

Please find enclosed herewith a copy of study overlapping the master plan submitted to your office on 2nd Dec 2020 in Design Report and our latest GBP submission to BD for C225 and C226 dated 5th March 2021.

The overlapping study indicating the same location of the temporary buildings for office and multi-purpose room and E&M buildings in the two plans.

Please note the difference between the master plan and the GBP are listed below for your information:

1. As the headroom of the temporary building is sufficient for the purpose of use by the client, we proposed to change the temporary buildings from 3m to 3.3m high

This is 10% increase compared with the approved plan is a Class A amendment under the Town Planning Board Planning Guideline 36B. No application is needed. The change has been incorporated in the GBP submission to BD for approval.

2. The Noise barrier has been designed and positioned according to the approved NIA. As the footing of the noise barrier is found to be in

conflict with the mobile cabinets with approved master plan, the GBP plan has been revised to match with the shift of the mobile cabinets. Also the mobile cabinet has been position within 1.5m of the water main which is not in compliance with item 1. The mobile cabinet has been shifted away from the water mains.

The layout in the GPB submitted to 8D is the same as per the submitted master plan to your office on 2nd December 2020 incorporating the changes.

3. Please find the summary of approval conditions below for your information:

1.	Condition e. submission of design report to WSD/ PlanD	Submission approved on 14 Sep 20./ Amendment submission approved on 21 Jan 21
2.	Condition f. submission of run-in/out to highways/ PlanD	Submission approved on 6 th Nov 20
3.	Condition h. submission of NIA to EPD/ EPD	Submission approved on 8 th October 20
4.	Condition j. submission of drainage plan to DSD/ PlanD	Submission rejected on 25 Feb 21. It is noted that the drainage plan would not affect the site condition and the surrounding area with the following conditions: i. The site is mainly covered by the highways above. Most of the rainwater has been sheltered by the highway structure. ii. There is no additional surface water discharge onto the site from our temporary use of the site as training ground. iii. There is no additional waste water discharge onto site from our temporary use of the site as training ground. We have provided mobile lavatories and facilities to collect all waste water which would be collected regularly. iv. The site is for temporary use by CIC. Only registered staffs and students would enter the site. There is a good control of site and no illegal discharge

		of surface water or waste water in the site. v. The site would be fenced off properly to avoid any illegal discharge of surface water or waste water in the site by outsiders. vi. There is no impact of the temporary use of the site as training ground in the drainage condition on site.
S.	Condition m. submission of FSI to FSD/ PlanD	Submission rejected. Resubmission has incorporated the comments already.

It is hoped that the above could be accepted by your office.

Should you have any further query, please feel free to contact our office directly.

Thank you for your attention and we look forwards to receiving your reply.

Best Regards,

Esmond Tam

Director

A.LEAD architects ltd.

A: 8/F., The Phoenix, 23 Luard Road, Wan Chai, H.K.

E: [REDACTED]

T: +852 2543-3220 | F: +852 2543-3291

[REDACTED]

From: kchfung@pland.gov.hk [mailto:kchfung@pland.gov.hk]

Sent: Tuesday, March 23, 2021 2:51 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: Re: CS-225 of STI No. MX18030 Proposed Temporary Training Ground underneath Kong Sham Western Highway, Lam Tei, N.T. (HKI of CIC)
Re-submission of Proposed Temporary Buildings for Approval

By Email Only

Your Ref: BD/2/9161/20

Our Ref: () in TPB/A/TM-LTYT/398

A. Lead Architects Ltd.
[REDACTED]

(Attn: Mr MOK Chi Kin)

Dear Sir,

Re: CS-225 of STT No. MX18030

Proposed Temporary Training Ground

underneath Kong Sham Western Highway, Lam Tei, N.T. (HKI of CIC)

Re-submission of Proposed Temporary Buildings for Approval

I refer to your General Building Plan (GBP) submission under the above-quoted reference for the captioned development.

Grateful if you could provide clarifications on the following as the Authorised Person (AP) of the captioned development. Your reply **by 26.3.2021** is appreciated. Thank you.

1. Please state, preferably with a plan, the discrepancies (if any) between the submitted GBP and the approved Layout Plan under approved planning application No. A/TM-LTYT/398 (e.g. development parameters, layout, building height, etc.). Please also advise whether the discrepancies (if any) are under Class A or Class B Amendments of Town Planning Board Guidelines for Class A and Class B Amendments to Approved Development Proposals (TPB PG-No. 36B).

2. Please advise whether the approval conditions under planning application No. A/TM-LTYT/398 have been complied with. Please state clearly which conditions have been complied with and whether they are reflected in the current GBP submission.

3. In relation to 2. above, if there is any approval condition has not been complied with, please advise if the current building design under the current GBP submission will be affected upon satisfying the compliance requirements for fulfilling the approval condition.

For more details on Class A and Class B Amendments to Approved Development Proposals and approval conditions to be complied with before building plan approval, reference should be made to Town Planning Board Guidelines for Class A and Class B Amendments to Approved Development Proposals (TPB PG-No. 36B) and Town Planning Board Guidelines on Compliance of Approval Conditions (TPB PG-No. 20) respectively. Both guidelines are available at the Town Planning Board website: <http://www.info.gov.hk/tpb/en/forms/guideline.html>.

Regards,

Keith FUNG

for District Planning Officer/Tuen Mun and Yuen Long West, Planning Department

Tel: 2158 6286

2. ALL DIMENSIONS SHOWN IN ALL DRAWINGS ARE IN MILLIMETER UNLESS OTHERWISE SPECIFIED.
3. ALL LEVELS SHOWN ARE IN METER ABOVE P.D.
4. ALL STRUCTURAL CALCULATIONS & DRAWINGS SHALL BE SUBMITTED SEPARATELY.
5. FIRE SERVICES DEPARTMENT REQUIREMENTS TO BE FULLY COMPLIED WITH.
6. MOBILE TOILETS TO BE PROVIDED FOR SANITARY FITMENT PROVISION.

LEGEND FOR MASTER LAYOUT PLAN :

- METAL FENCE @ 3.5m @
- METAL FENCE @ 3m @
- TEMPORARY BUILDING
- PROPOSED STREET FIRE HYDRANT

LEGEND FOR TEMP. BUILDING PLAN :

- WALL MASONRY = PLASTER OR CEMENT RENDERING
- WALL MASONRY = CONCRETE SLAB (LIGHTER MASONRY)
- CHEESE = LIGHT-ROOF PARTITION (e.g. NON-FER OR PLYWOOD)
- CHEESE = LIGHT-ROOF PARTITION (e.g. FER - /50/100 DRUM)

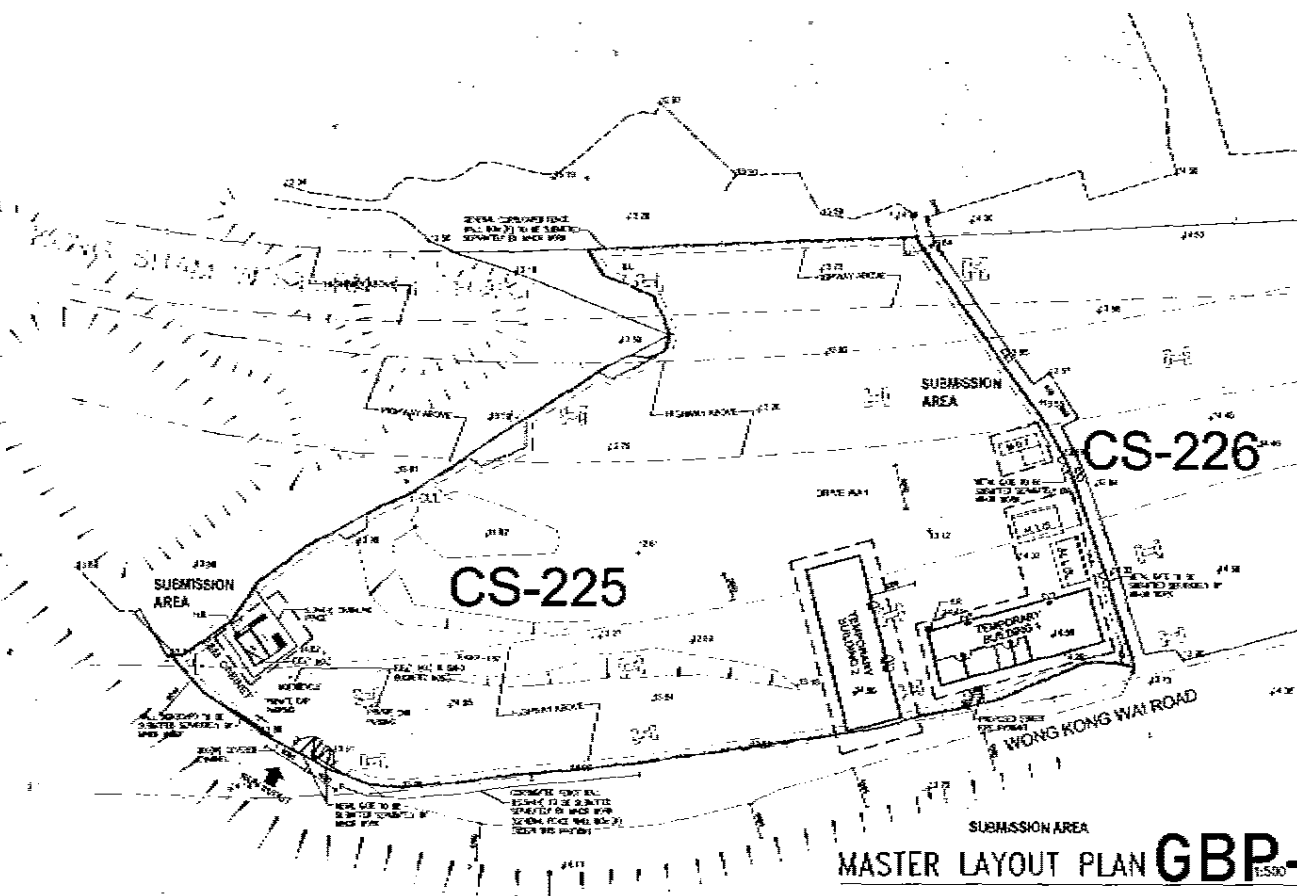
- ELECTRIC BLUE = GLASS
- MUSL = TIMBER
- NELOTHROPE = METALWORK OR STEEL

DOOR MARK :

- (D) METAL DOOR

ABBREVIATIONS :

- S.L. = BOUNDARY LINE
- P.L. = POST LINE
- F.E. = 45KG CO₂ FIRE EXTINGUISHER
- F.S. = FIRE SERVICES
- M.D.T. = MOBILE DISABLE TOILET
- M.W. = WATER METER CHASE
- M.L.S. = MOBILE LIFT/STAIR
- T.L. = TELEPHONE



DEVELOPMENT SCHEDULE

- LOCATION & LOT NO. : SIT NO. MX 18030 (CS-225)
- SITE AREA : CS-225 : 5650 S.M. (& CS-226 : 4650 S.M.)
TOTAL SITE AREA = 10300 S.M. OF SIT APPROVED AREA
- CLASS : A
- HEIGHT OF BUILDING : 3.3m (TPD PG-NO. 36B - CLASS A AMENDMENTS)

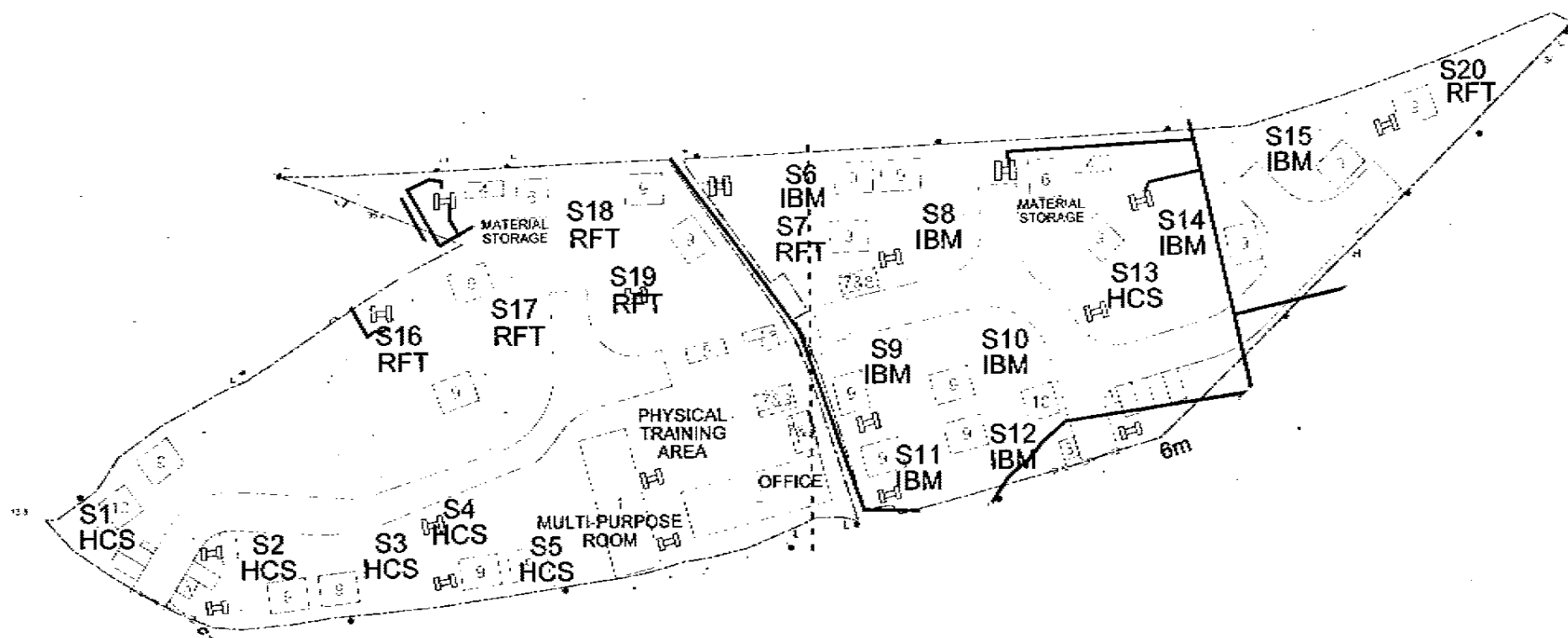
BLOCK	NO. OF STOREYS	PROPOSED HEIGHT OF BUILDING	HEIGHT RESTRICTIONS UNDER OZP	SPECIAL CONDITION REFERRED
3	1	3.3m (UNDER TPD PG-NO. 36B) (CLASS A AMENDMENT)	NOT SPECIFY	NL

D. SCHEDULE OF ACCOMMODATION

	ACCOMMODATION	PROPOSED	REQUIRED/PERMITTED UNDER THE LEASE	SPECIAL CONDITION REFERRED
1	USAGE	COMMERCIAL	NL	NL
2	GROSS FLOOR AREA	322.54 S.M.	NL	NL
3	SITE COVERAGE	6.94%	NL	NL
4	O.D. CLAUSE	NL	NL	NL
5	CARPARK	4 NOS.	NL	NL
6	LOADING / UNLOADING SPACES	NL	NL	NL
7	INGRESS & EGRESS	NL	NL	NL
8	CARETAKER'S OFFICE ACCOMMODATION QUARTERS	NL	NL	NL
9	RECREATIONAL	NL	NL	NL
10	NON-BUILDING AREA	NL	NL	NL
11	FORMATION AREA (GREEN, YELLOW, ETC.)	NL	NL	NL
12	TREE PRESERVATION	NL	NL	NL
13	LANDSCAPING	NL	NL	NL
14	OTHER SPECIAL REQUIREMENTS UNDER LEASE	NL	NL	NL
15	NON-BUILDING AREA (FROM GROUND TO A HEIGHT OF 15M)	NL	NL	NL

- CONFORMANCE WITH THE MASTER LAYOUT PLAN APPROVED ON 1/1/1994 (IF APPLICABLE).
- DATE OF LAST SUBMISSION ON 1/1/1994 (IF APPLICABLE).
- PRESERVED WINDOW & FIRE ACCESS REQUIREMENTS - CHECKED AND COMPLIED WITH.

MASTER LAYOUT PLAN **GBP-0225**



Master Plan

2. ALL DIMENSIONS SHOWN IN ALL DRAWINGS ARE IN MILLIMETER UNLESS OTHERWISE SPECIFIED.
3. ALL LEVELS SHOWN ARE IN METER ABOVE P.D.
4. ALL STRUCTURAL CALCULATIONS & DRAWINGS SHALL BE SUBMITTED SEPARATELY.
5. FIRE SERVICES DEPARTMENT REQUIREMENTS TO BE FULLY COMPLIED WITH.
6. MOBILE TOILETS TO BE PROVIDED FOR SANITARY EVENT PROVISION.

LEGEND FOR MASTER LAYOUT PLAN :

- METAL FENCE @ 3.5m (H)
- METAL FENCE @ 2m (H)
- TEMPORARY BUILDING
- PROPOSED STREET FIRE HYDRANT
- SUBMISSION AREA
- MOBILE CABINET (NOT FOR APPROVAL)
- 4.5% CO₂ F.E.
- SAND BUCKET

LEGEND FOR TEMP. BUILDING PLAN :

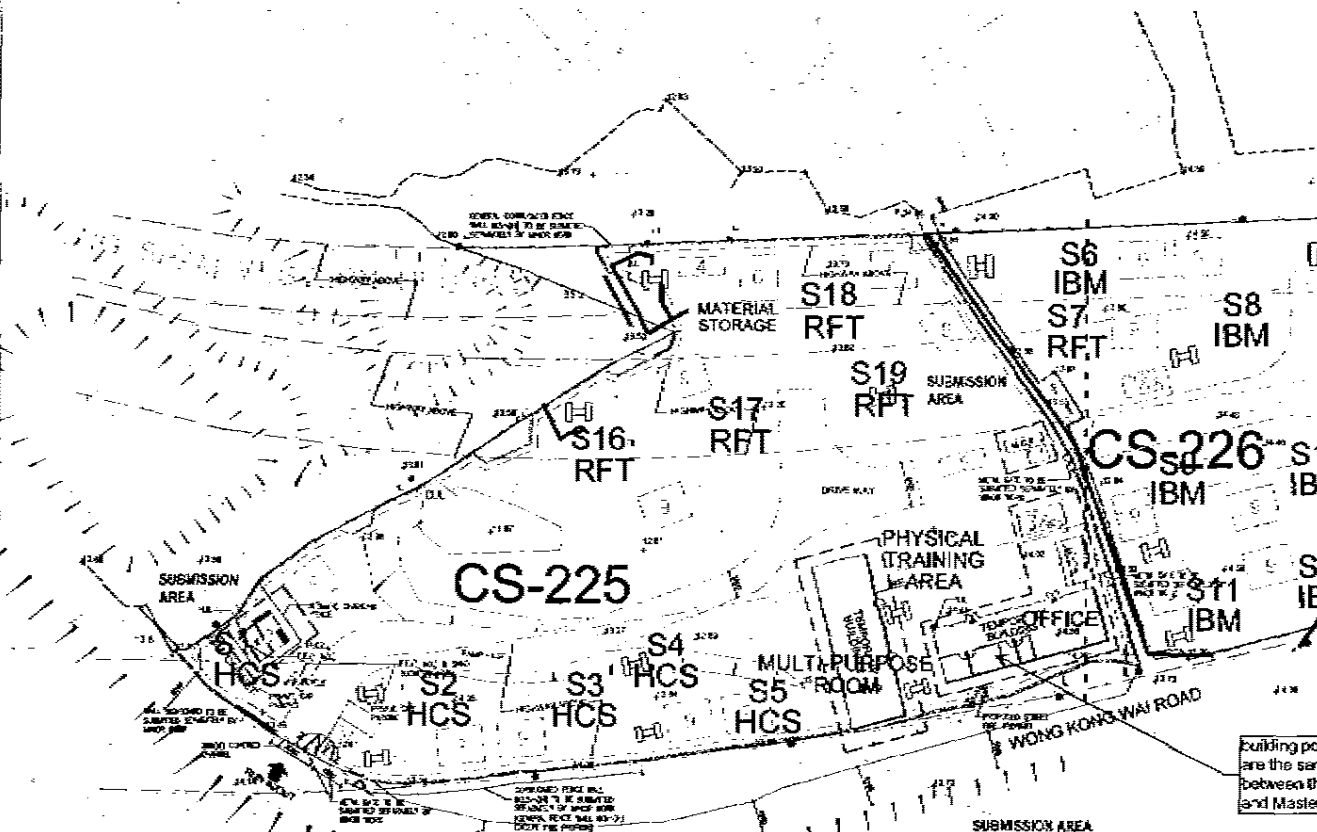
- WILD MALLOW = PLASTER OR CEMENT RENDERING
- ATCH PAZE = CONCRETE SLAB (LIGHTER ASSE)
- CHIESE = LIGHTWEIGHT PARTITION (e.g. NON-FRR DRYWALL)
- CHIESE = LIGHTWEIGHT PARTITION (e.g. FRR -/60/60 DRYWALL)
- ELECTRIC BLUE = GLASS
- WUESU = TIMBER
- HELIOCOPE = METALWORK OR STEEL
- STRUCTURE OF REPAIR

DOOR MARK :

- METAL DOOR

ABBREVIATIONS :

- B.L. = BOUNDARY LINE
- F.E. = 4.5% CO₂ FIRE EXTINGUISHER
- W.B.T. = WHEEL OBRABLE TOILET
- W.M.C. = WATER METER CABINET
- H.R. = HOSE REEL
- F.S. = FIRE SERVICES
- M.L/S. = MOBILE LAV/SHOWER
- TEL. = TELEPHONE



DEVELOPMENT SCHEDULE				
A. LOCATION & LOT NO. :		STT NO. WX 18030 (CS-225)		
B. SITE AREA :		CS-225 : 5650 S.M. (& CS-226 : 4650 S.M.) TOTAL SITE AREA = 10300 S.M. (620 SIT APPROVED AREA)		
C. CLASS :		A		
D. HEIGHT OF BUILDING :		3.3m (TPD PG-NO. 358 - CLASS A AMENDMENTS)		
BLOCK	NO. OF STOREYS	PROPOSED HEIGHT (M)	HEIGHT RESTRICTIONS UNDER OZP	SPECIAL CONDITION REFERRED
MATERIAL STORAGE	1	3.3m	NOT SPECIFY	NL
D. SCHEDULE OF ACTIVITIES				
	ACTIVITY	USED	REQUIRED/PERMITTED UNDER THE LEASE	SPECIAL CONDITION REFERRED
1	USE	RECREATIONAL	NL	NL
2	GROSS FLOOR AREA	392.54 S.M.	NL	NL
3	SITE COVERAGE	6.948%	NL	NL
4	DOOR/CLOUSE	NL	NL	NL
5	CARPARK	4 NOS.	NL	NL
6	LOADING UNLOADING	NL	NL	NL
7	WALKWAYS & ACCESS	NL	NL	NL
8	RECREATIONAL	NL	NL	NL
9	NON-BUILDING AREA	NL	NL	NL
10	FORMATION AREA (GREEN/YELLOW, ETC.)	NL	NL	NL
11	TREE PRESERVATION	NL	NL	NL
12	LANDSCAPING	NL	NL	NL
OTHER SPECIAL REQUIREMENTS UNDER LEASE				
NON-BUILDING AREA (FROM GROUND TO A HEIGHT OF 15M)		NL	NL	NL

Master Plan OVERLAP

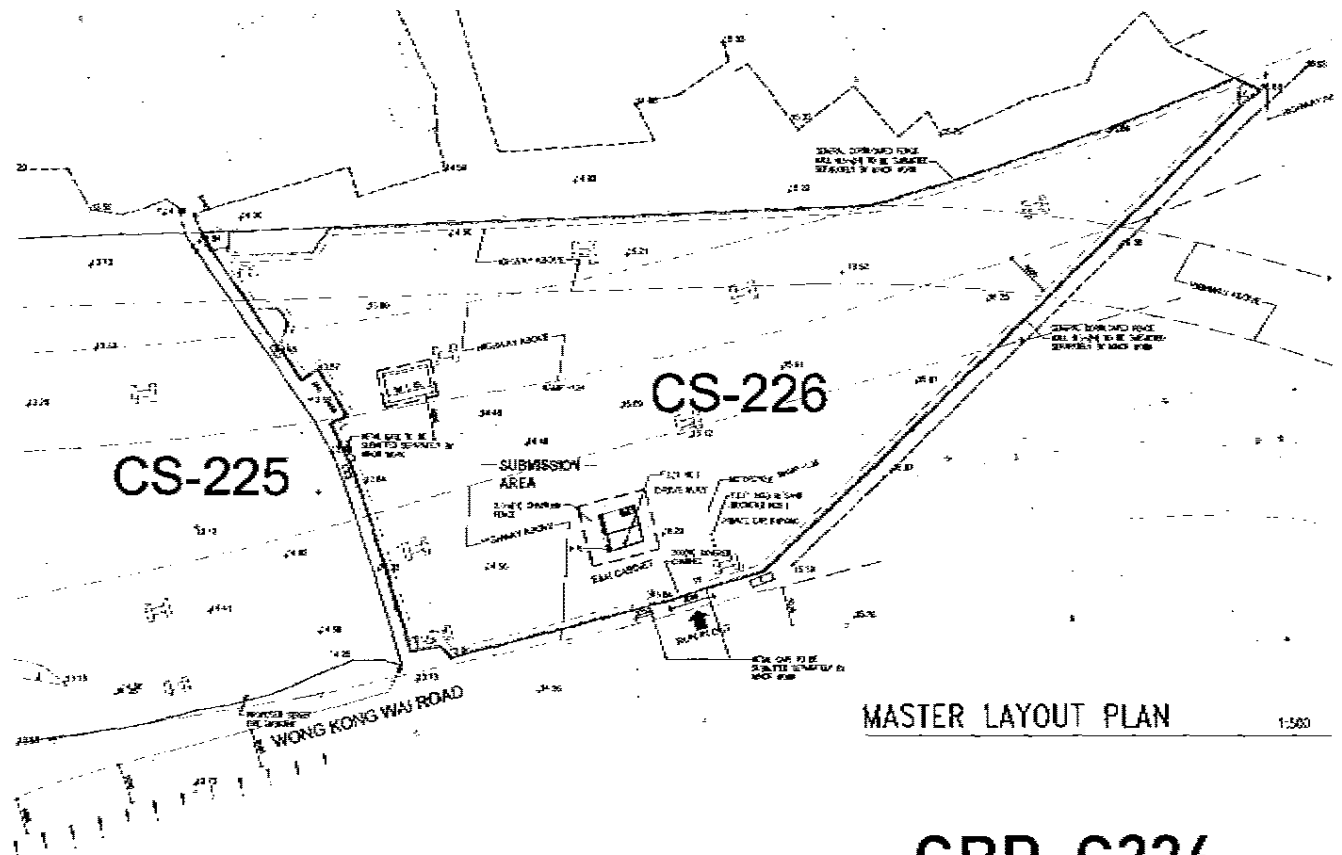
MASTER LAYOUT PLAN GBP-C225

CONFORMANCE WITH THE MASTER LAYOUT PLAN APPROVED ON N/A (IF APPLICABLE)
 DATE OF LAST SUBMISSION ON N/A (IF APPLICABLE).
 G. PRESCRIBED WINDOW & FIRE ACCESS REQUIREMENTS - CHECKED AND COMPLIED WITH.

24-01-2021 14:10 FROM TM&YLM/DPO TO 25433291 P.011/017

LEGEND FOR MASTER LAYOUT PLAN :

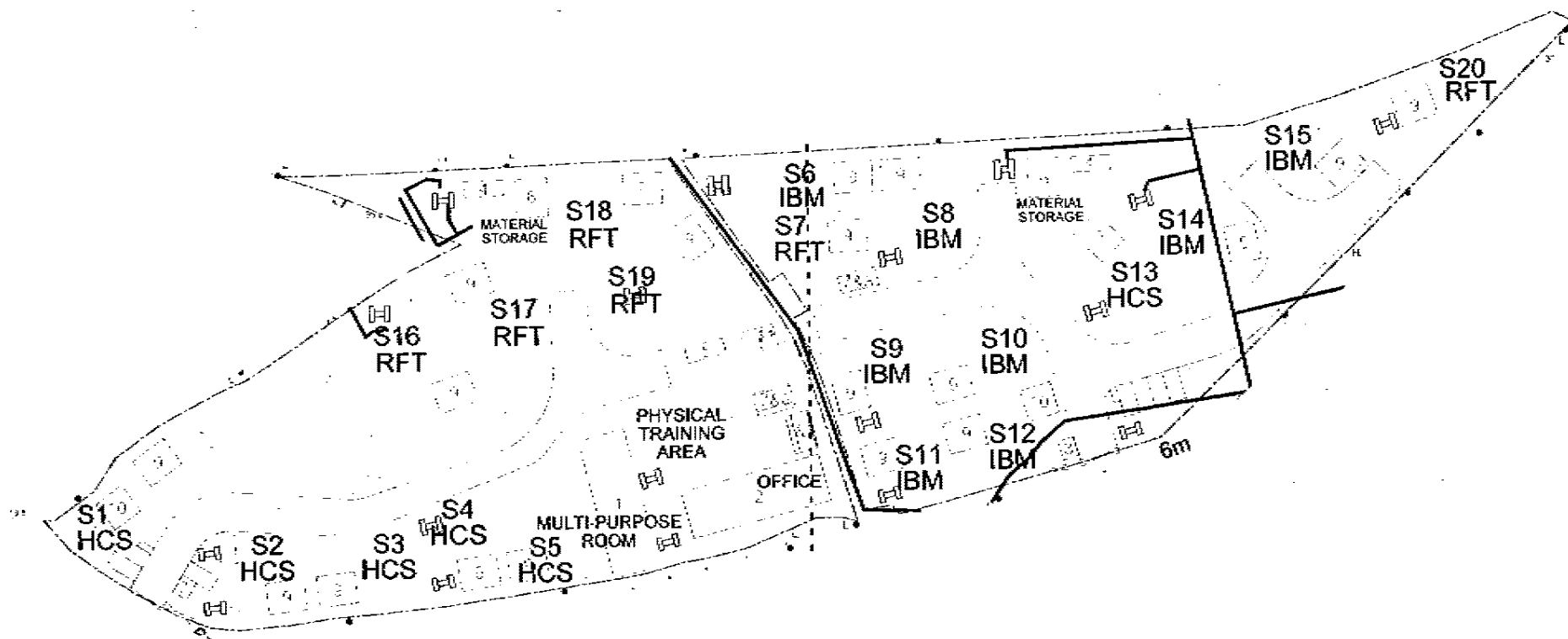
	METAL FENCE @ 3m/4m		TEMPORARY BUILDING		SUBMISSION AREA		4.5m CO ₂ FE		STRUCTURE OF ROOM		DOOR
	PROPOSED STREET LINE (HYDRA.)		MOBILE CABINET (NOT FOR APPROVAL)		SAND BUCKET		VENT				



MASTER LAYOUT PLAN

1:500

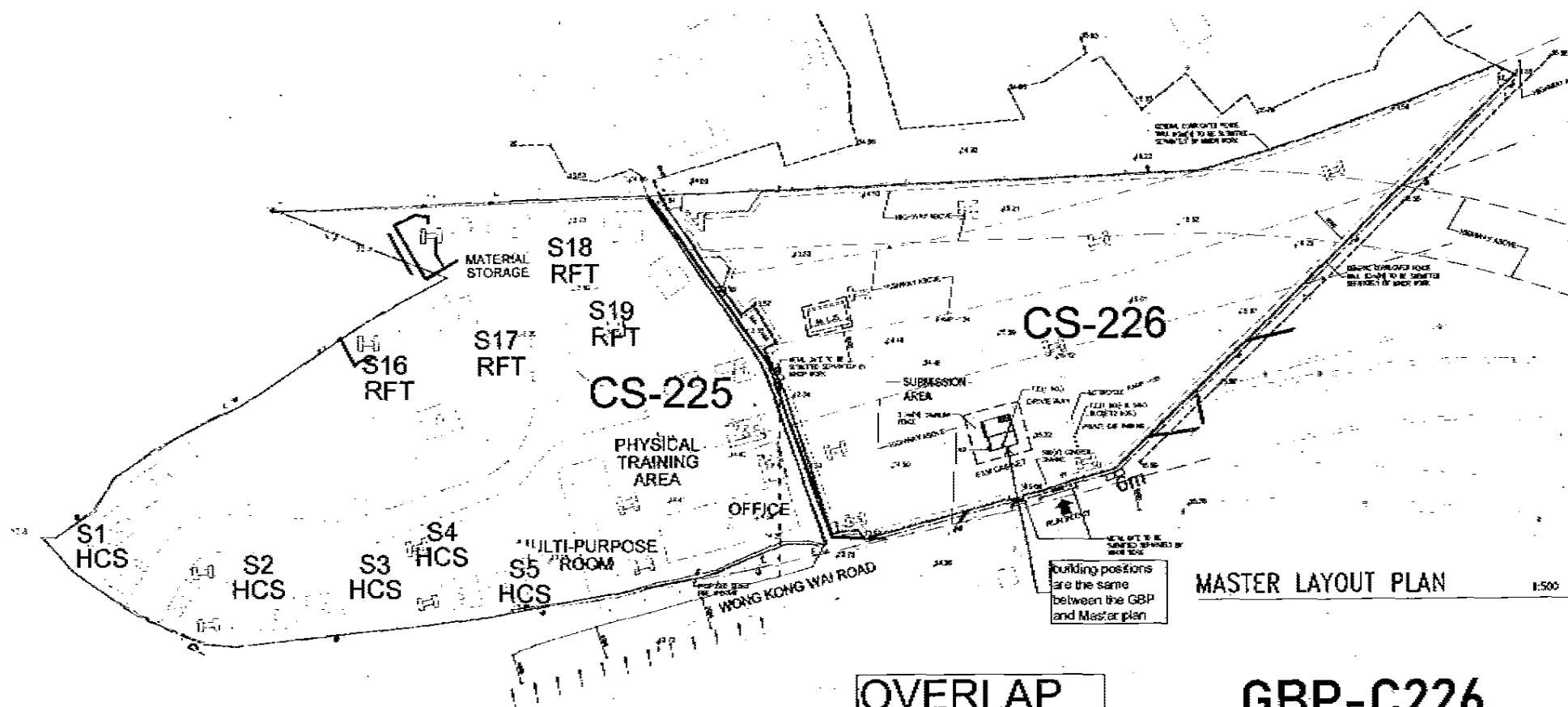
GBP-C226



Master Plan

LEGEND FOR MASTER LAYOUT PLAN :

	METAL FENCE @ 3m/0		TEMPORARY BUILDING		SUBMISSION AREA		4.5kg CO ₂ F.E.		STRUCTURE OF HIGHWAY		DOOR
	PROPOSED STREET FIRE HYDRANT		MOBILE CABINET (NET FOR APPROVAL)		SAND BUCKET		VEHICLE				



Master Plan

OVERLAP

GBP-C226

Annex 2

城市規劃委員會

香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD

15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳 真 Fax: 2877 0245 / 2522 8426

By Post & Fax (2620 6022)

電 話 Tel: 2231 4810

來函編號 Your Reference:

覆函請註明本會編號

In reply please quote this ref.: TPB/A/TM-LTYT/398

10 July 2020

PlanArch Consultants Ltd.
Suite 1710, Concordia Plaza
1 Science Museum Road
Tsim Sha Tsui East, Kowloon
(Attn.: Betty S.F. Ho)

Dear Sir/Madam,

**Proposed Temporary Training Ground (Hong Kong Institute of
Construction, Construction Industry Council) for a Period of 3 Years in an
area shown as 'Road', Government Land under Kong Sham Western Highway
(next to Wong Kong Wai Road near Fuk Hang Tsuen), Lam Tei, Tuen Mun**

I refer to my letter to you dated 22.6.2020.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 26.6.2023 and is subject to the following conditions:

- (a) no operation between 5:00 p.m. and 8:00 a.m., as proposed by you, is allowed on the Site during the planning approval period;
- (b) no operation between 1:00 p.m. and 5:00 p.m. on Saturdays, as proposed by you, is allowed on the Site during the planning approval period;
- (c) no operation on Sundays and public holidays, as proposed by you, is allowed on the Site during the planning approval period;
- (d) the existing tree planting within the Site shall be maintained in good condition at all times during the planning approval period;
- (e) the submission of a design report of the development, including a detailed layout plan, within 6 months to the satisfaction of the Director of Water Supplies or of the TPB by 26.12.2020;
- (f) the submission of a run-in/out proposal within 6 months from the date of planning approval to the satisfaction of the Commissioner for Transport and the Director of Highways or of the TPB by 26.12.2020;

- 2 -

- (g) in relation to (f) above, the implementation of the run-in/out proposal within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport and the Director of Highways or of the TPB by 26.3.2021;
- (h) the submission of a noise impact assessment report within 6 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 26.12.2020;
- (i) in relation to (h) above, the implementation of the noise mitigation measures identified therein within 9 months from the date of planning approval to the satisfaction of the Director of Environmental Protection or of the TPB by 26.3.2021;
- (j) the submission of a drainage proposal within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 26.12.2020;
- (k) in relation to (j) above, the implementation of drainage proposal within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 26.3.2021;
- (l) the implemented drainage facilities shall be maintained at all times during the planning approval period;
- (m) the submission of a fire service installations proposal within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 26.12.2020;
- (n) in relation to (m) above, the implementation of the fire service installations proposal within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 26.3.2021;
- (o) if any of the above planning conditions (a), (b), (c), (d) or (l) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and
- (p) if any of the above planning conditions (e), (f), (g), (h), (i), (j), (k), (m) or (n) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

The TPB also agreed to advise you to note the advisory clauses as set out at the Appendix attached.

You are reminded to strictly adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the

- 3 -

TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 27.6.2023. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 26.6.2020 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 31.7.2020). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Alexander Mak of Tuen Mun & Yuen Long West District Planning Office at 2158 6283. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,



(Raymond KAN)
for Secretary, Town Planning Board



REVIEW REPORT

**Review of previously assessed Traffic Impact
Assessment (TIA) – “Proposed Training Ground in
Lam Tei for the Hong Kong Institute of
Construction, Construction Industry Council (CIC)”
dated 13 February 2020**

~

27 May 2026

1. Introduction

This report presents a review of junction capacity and road performance assessment based on previously assessed Traffic Impact Assessment (TIA) – “Proposed Training Ground in Lam Tei for the Hong Kong Institute of Construction, Construction Industry Council (CIC)” dated 13 February 2020, recent traffic surveys and future forecasts. It evaluates existing and projected conditions at key junctions and road links to determine whether the surrounding road network can accommodate current and future traffic demand safely and efficiently.

2. Objectives

The review is based on the previously assessed TIA report at 2020, especially with reference to the report Item 4.3 – Future Traffic Flows (P.6 to 7), Item 4.6 & 4.8 – Junction & Link Capacity Assessment (P.9 to 11), which analyzes by the traffic data collected in 2024, also considers the recent operation of the Lam Tei Training Ground. Future traffic conditions up to 2029 are forecast using established planning data and growth rates, to evaluate the potential impact on nearby junctions and major road links.

3. Junction Capacity Assessment

3.1 Existing Junction Performance

3.1.1 Based on the surveyed traffic flows from previous 2020 report, the junction capacity analysis for the 5 concerned junctions during the critical AM and PM peak periods have been assessed. The results of the junction capacity analysis are summarized in Table 3.2.

Table 3.2 Estimated Junction Performance from 13 February 2020 TIA report (2024 reference and design flows)

Junction Location		Junction Type	AM Peak	PM Peak
A	Castle Peak Road – Lam Tei / Wong Kong Wai Road	Priority/DFC	0.08	0.09
B	Castle Peak Road – Lam Tei / Fuk Hang Tsuen Road	Signals / RC	3%	2%
C	Wong Kong Wai Road / Man Chat Road	Priority/DFC	0.08	0.09
D	Wong Kong Wai Road / Tat Fuk Road	Priority/DFC	0.03	0.04
E	Fuk Hang Tsuen Road / Tat Fuk Road	Priority/DFC	0.02	0.03

Notes:

DFC = Design Flow/Capacity ratio for priority junction and roundabout.

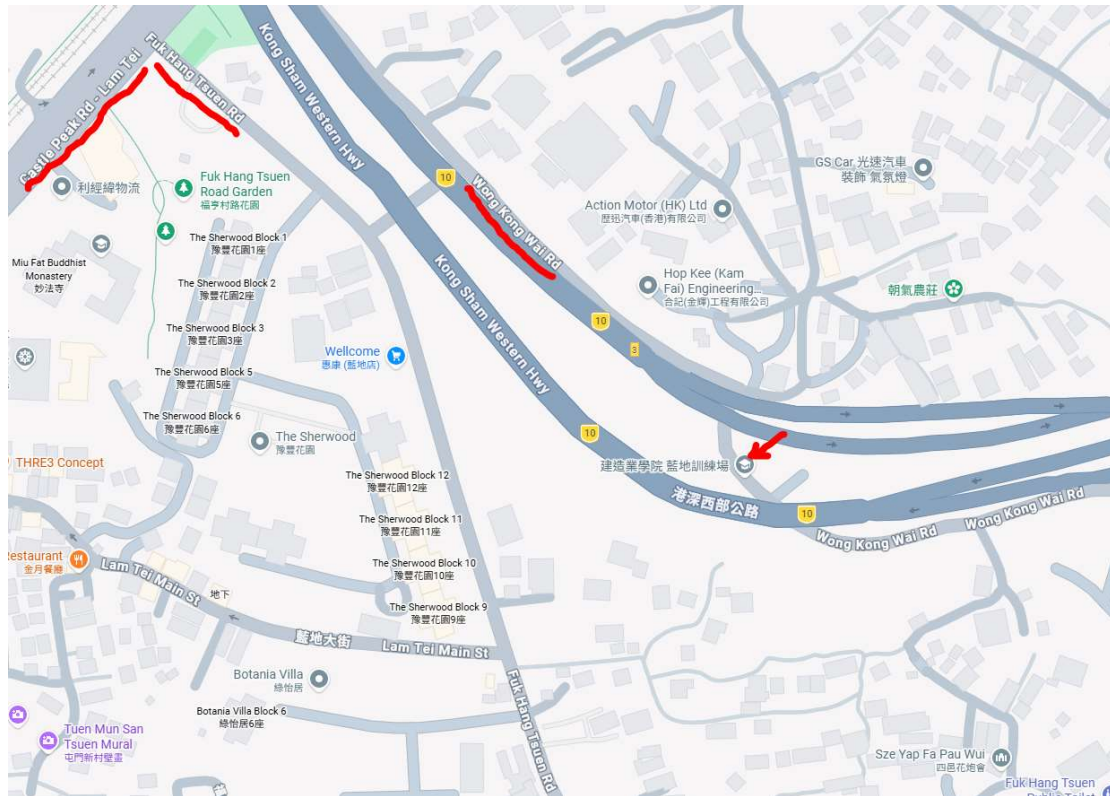
RC = Reserve Capacity for signalised junction.

3.1.2 The results of the junction performance show all concerned junctions are operating with adequate junction capacities during the AM and PM peak periods.

3.2 Existing Road Link Performance

3.2.1 About the existing Road Link Performance, the map below shows that the road link adjacent to the existing Lam Tei Training Ground. From the previous 13 February

2020 TIA report have chosen Wong Kong Wai Road (between Site Access and Castle Peak Rd) for review.



3.2.2 Based on the 2020 estimated traffic flows, the road link capacity of the Wong Kong Wai Road in the vicinity of the site during the critical AM and PM peak periods has been assessed and estimated. The results of the road link performance are summarized in Table 3.3.

**Table 3.3 Estimated Road Link Performance from 13 February 2020 TIA report
(2024 reference and design flows)**

Road	Direction	Capacity (Veh/hr) [A]	Peak Hour Traffic Flow				V/C Ratio	
			Pcu/hr		Veh/hr [B]		[B] / [A]	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Wong Kong Wai Road (between Site Access and Castle Peak Rd)	2-way	100	107	106	90	90	0.9	0.9

3.2.3 The road link performance shows that from table 3.3 at 2024 reference and design flows that the concerned section of Wong Kong Wai Road can be operating with spare capacities during both AM and PM peak hours

3.2.5 Also, based on the information from Table 4.4 “Proposed Training Ground Development Traffic Generation” from the previous TIA report dated 13 February 2020, which compare with the practical daily average traffic generation/attraction of Lam Tei Training Ground in May 2026, the data are obtained and summarized as below Table 3.4.

Table 3.4 Comparison of Lam Tei Training Ground Traffic Generation from previous TIA report to practical daily data

	No. of Trainees	Unit/ Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	Total	Gen.	Att.	Total

Estimated Traffic Generation/Attraction of LTTG in TIA Report dated 13 February 2020	400	pcu/hr	14	27	41	14	14	28
Practical daily average traffic generation/attraction of LTTG in May 2026	400	pcu/hr	7	6	13	6	7	13

3.2.6 The data of practical daily average Traffic Generation / Attraction in May 2026 which shows that overall less than the previous estimated Traffic Generation / Attraction by TIA Report dated 13 February 2020 for Lam Tei Training Ground.

4. Future Traffic Conditions

4.1 Traffic Forecast Approach

4.1.1 The Lam Tei Training Ground was operating from 2021 and anticipate being operated at least last to 2029. Therefore, the design year 2029 is adopted to assess the impact of the Training ground operation of traffic on the local road network.

4.1.2 Since there are no major changes to the road network in the vicinity, the traffic forecast has been conducted based on the estimation from the historical traffic data from government survey record.

4.1.3 The historical traffic data of the surrounding road links are based on the Annual Average Daily Traffic (AADT) extracted from the “Annual Traffic Census” report issued by Transport Department. The **relevant AADT data from 2022 to 2024, plus the projection of estimated AADT from 2025 to 2029 by use of calculated avg. growth percentage of each road sections** are summarized in Table 4.1.

Table 4.1 Stn No. Road AADT at Counting Stations Extracted from Annual Traffic Census - 2022 to 2024, plus the projection of estimated AADT from 2025 to 2029

Stn. No	Road Section			AADT					Avg. Growth
	Road	From	To	2022	2023	% 2023 compare with 2022 (A)	2024	% 2024 compare with 2023 (B)	(A) + (B) /2
5296	Castle Peak Road - Lingnan	Fu Tei Road	Lam Tei Int	10980	11370	3.60%	11080	-2.60%	0.500%
6604	Lam Tei Main Street	Castle Peak Road - Lam Tei	Fuk Hang Tsuen Road	1070	1150	7.40%	1220	6.40%	6.900%
6213	Castle Peak Road - Hung Shui Kiu	Tin Ha Road	Lam Tei Int	34500	34030	-1.40%	32970	-3.10%	-2.250%
Stn. No	Road Section			AADT					Avg. Growth
	Road	From	To	2025	2026	2027	2028	2029	
5296	Castle Peak Road - Lingnan	Fu Tei Road	Lam Tei Int	11135	11191	11247	11303	11360	0.500%
6604	Lam Tei Main Street	Castle Peak Road - Lam Tei	Fuk Hang Tsuen Road	1304	1394	1490	1593	1703	6.900%
6213	Castle Peak Road - Hung Shui Kiu	Tin Ha Road	Lam Tei Int	32228	31503	30794	30101	29424	-2.250%
Total				44667	44088	43531	42997	42487	-1.25%

4.1.4 Based on the information from the previously assessed TIA report dated 13 February 2020 and the estimation of above table 4.1, an average growth rate of -1.25% p.a. from 2025 to 2029 would be adopted for future traffic forecasts.

Relevant AADT data from 2022 to 2024, plus the projection of estimated AADT from 2025 to 2029 estimated that overall average -ve growth percentage was observed.

5. Traffic Impact Review

5.1 Review of 2024 data Traffic Flows to 2029 reference Traffic Flows

5.1.1 The review of assessments of the junction performance based on the 2024 estimated data from previous TIA report dated 13 February 2020 and 2029 reference estimated by average growth rate of **-1.25% p.a.** from 2025 to 2029 is summarized in Table 5.2.

Table 5.2 Junction Capacity Assessment review for 2024 Existing to Year 2029 reference after estimated by historical average growth rate

Junction Location		Junction Type	2024 data		2029 Reference	
			AM	PM	AM	PM
A	Castle Peak Road – Lam Tei / Wong Kong Wai Road	Priority/DFC	0.08	0.09	0.0675	0.0775
B	Castle Peak Road – Lam Tei / Fuk Hang Tsuen Road	Signals / RC	3%	2%	4.25%	3.25%
C	Wong Kong Wai Road / Man Chat Road	Priority/DFC	0.08	0.09	0.0675	0.0775
D	Wong Kong Wai Road / Tat Fuk Road	Priority/DFC	0.03	0.04	0.0175	0.0275
E	Fuk Hang Tsuen Road / Tat Fuk Road	Priority/DFC	0.02	0.03	0.0075	0.0175

Notes:

DFC = Design Flow/Capacity ratio for priority junction and roundabout.

RC = Reserve Capacity for signalised junction.

5.1.2 The review of assessments of the road link performance based on based on the 2024 estimated data from previous TIA report dated 13 February 2020 and 2029 reference estimated by average growth rate of -1.25% p.a. from 2025 to 2029 is summarized in Table 5.3.

Table 5.3 2024 previous and 2029 Reference Road Link Performance

2024 data								
Road	Direction	Capacity (Veh/hr) [A]	Peak Hour Traffic Flow				V/C Ratio	
			Pcu/hr		Veh/hr [B]		[B] / [A]	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Wong Kong Wai Road (between Site Access and Castle Peak Rd)	2-way	100	107	106	90	90	0.9	0.9

2029 Reference after estimated by historical average growth rate								
Road	Direction	Capacity (Veh/hr)	Peak Hour Traffic Flow				V/C Ratio	
			Pcu/hr		Veh/hr [B]		[B] / [A]	

		[A]	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Wong Kong Wai Road (between Site Access and Castle Peak Rd)	2-way	100	105.6 6	104.6 8	88.88	88.88	0.84	0.85

Note: (1) Adopted from TPDM Vol 2 Chapter 2.4 Table 2.4.1.1.

5.1.3 The road link performance shows that Wong Kong Wai Road will operate with adequate capacity with operating at a V/C ratio < 1 during the AM and PM peak periods in both 2024 data and 2029 reference scenario. However, the traffic generation to the concerned major roads due to the existing Training Ground is insignificant.

6. Summary and conclusion

6.1 Summary

6.1.1 The Construction Industry Council is operating the Lam Tei Training Ground from 2021 and anticipates to be operated at least last to 2029, where underneath the Kong Sham Western Highway in Lam Tei, Tuen Mun.

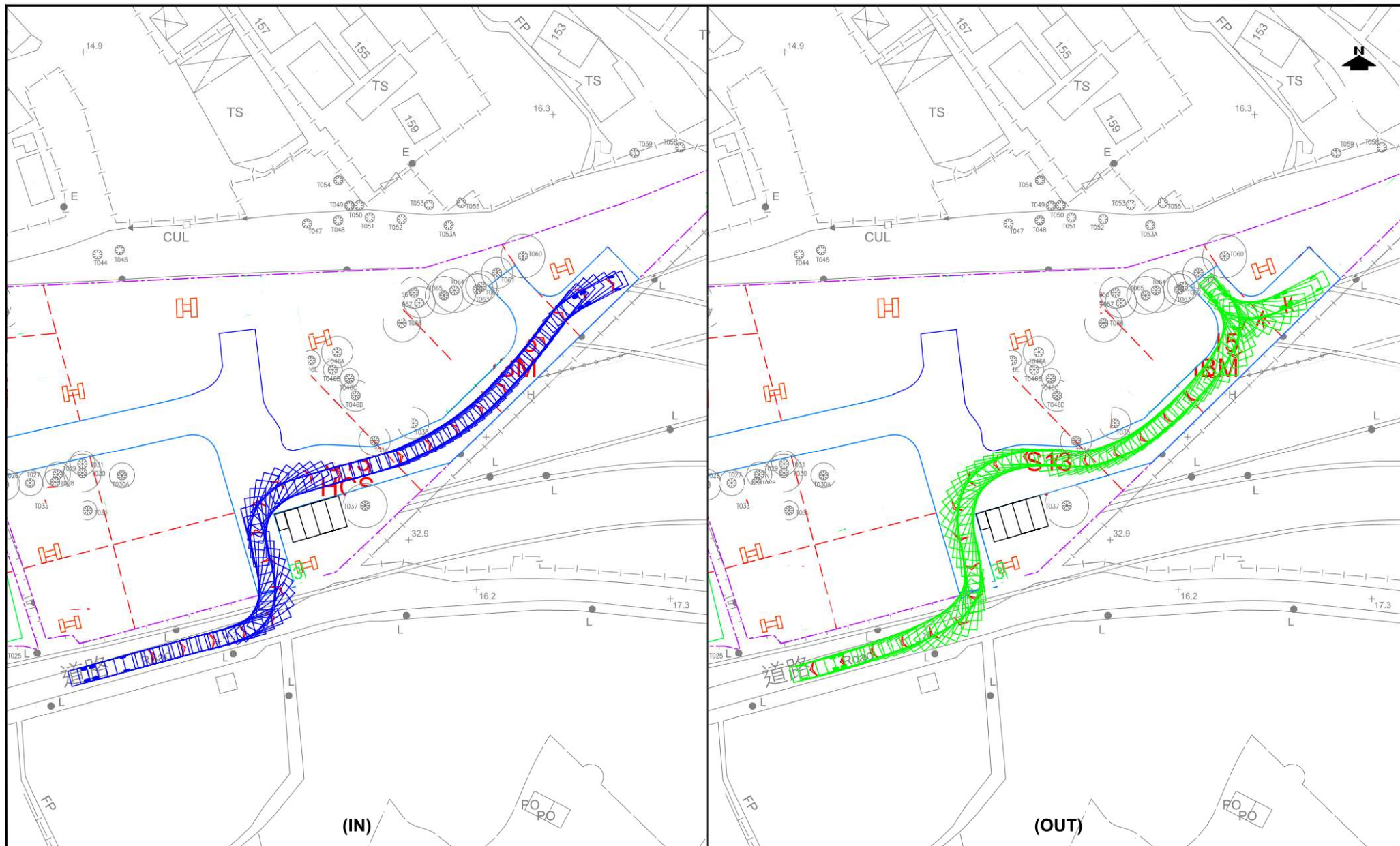
6.1.2 The existing training ground accommodates a total of around 400 nos. of students and 20 nos. of staff. The car parking spaces are solely reserved for staff use and no space is allowed for visitors and trainers. It provides 8 car parking spaces and 2 additional motorcycle parking spaces for operation use. There is no regular loading/unloading demand at the existing training ground. The minimal loading/unloading activities can be carried out along the internal access road and will not generate a traffic queue onto the public road.

6.1.3 Based on the 2024 estimated data from previous TIA report dated 13 February 2020, the junction capacity analysis for the 5 concerned junctions during the critical AM and PM peak periods have been reviewed. The results of the junction capacity analysis during AM and PM peak periods at 07:30 – 09:30 and 16:30 – 18:30 of typical weekdays. Based on the existing traffic flows, the review of junction capacity and link capacity assessments show that all junctions and the concerned section of Wong Kong Wai Road are operating satisfactorily.

6.1.4 The review to the Junction capacity assessment for the key junctions and link capacity assessment at Wong Kong Wai Road were conducted for both estimated scenarios in 2024 and the reference scenarios in 2029. The review results revealed that all junctions would perform satisfactorily in both scenarios.

6.2 Conclusion

6.2.1 The review of the previous traffic impact assessment indicated that the adjacent road network would be estimated to be able to cope with the current and future traffic generated by the existing training ground, **due to the traffic generation to the adjacent major roads by the existing Training Ground are insignificant**, therefore it is considered acceptable in traffic viewpoint.



PROJECT NO. 40624		PROJECT TITLE PROPOSED TRAINING GROUND FOR THE HONG KONG INSTITUTE OF CONSTRUCTION, CONSTRUCTION INDUSTRY COUNCIL, LAM TEI, TUEN MUN		DRAWING NO. FIGURE 2.5	REV. B
DESIGNED BSL	DATE JUN 2026	DRAWING TITLE SWEPT PATH ANALYSIS - HGV			
DRAWN CLL	SCALE 1:800 @ A4				
CHECKED SLN					