

LIST OF APPENDICES

Appendix I	Details of the Affected Business Premises
Appendix II	Details of Alternative Sites for Relocation
Appendix III	Traffic Impact Assessment

Appendix I

Details of the Affected Business Premises



Appendix I – Details of the Affected Business Premises

Affected Business Operator 1

Company name: **K.Y.H. Steel Company Limited 金源行鐵倉有限公司**

Details of the affected business premises (Original Premises A)

Location: Various Lots in D.D. 125, Ha Tsuen, Yuen Long, New Territories (formerly)
(reverted to the Government on 31.08.2024 under G.N. 3102 and G.N. 3103)

Use of premises: Open Storage of Construction Materials and Machinery

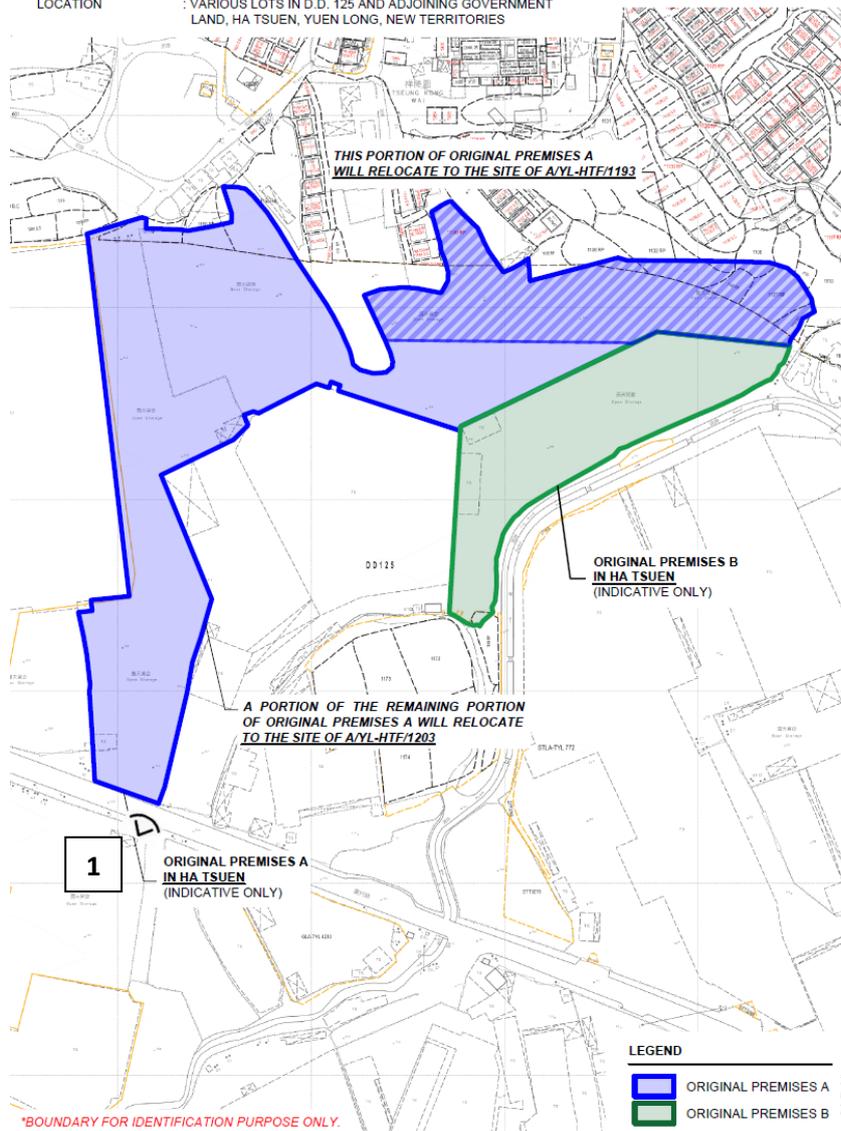
DETAILS OF THE ORIGINAL PREMISES IN HA TSUEN

ORIGINAL PREMISES A

AREA OF PREMISES : 33,159 m² (ABOUT)
USE OF PREMISES : OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION : VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

ORIGINAL PREMISES B

AREA OF PREMISES : 9,158 m² (ABOUT)
USE OF PREMISES : OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION : VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES



Site photo of the affected business premises



Letter from the Lands Department

電話 Tel: 3615 1448
圖文傳真 Fax: 3565 4270
電郵地址 Email: lep11@landsd.gov.hk
本署檔號 [REDACTED]
來函檔號 Your Ref:

來函請註明本署檔號
Please quote our reference in your reply



地政總署
新發展區組
NEW DEVELOPMENT AREA SECTION
LANDS DEPARTMENT

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

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

網址 Website: www.landsd.gov.hk

現場派遞

金源行鐵倉有限公司

敬啟者：

洪水橋／厦村新發展區第二期發展工程

你在上址經營的露天／戶外業務，因上述工務計劃影響而須清拆。根據現行政策，在上址經營露天／戶外業務的經營者，如經調查確定符合資格後，將可獲發特惠津貼。其他未符合資格的人士，則不會獲發任何特惠津貼。

故現請你於2024年1月3日或之前向本署提供下列文件的副本，以便評核你是否符合資格申領特惠津貼。

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(c) 香港公司註冊證書
- (2) 有關業務在清拆前登記日(即2018年5月10日)前2年的營運單據：
 - (a) 報稅單或繳稅單 (b) 營業損益表
 - (c) 火險保單單據 (d) 僱員保險單據
 - (e) 器材保養單據 (f) 商業登記證
 - (g) 供電單據 (h) 電話單據
 - (i) 供水單據 (j) 資訊服務單據
- (3) 其他有效證明文件

本署將於稍後時間再與你聯絡以便查閱上述文件的正本。如有需要，本署可能要求你提供一切其他所需資料及文件。

如你對此事有任何查詢，請於辦公時間內致電3615 1448與地政主任楊振峯先生聯絡。

地政總署
總產業測量師／新發展區

(楊振峯  代行)

2023年12月20日

Affected Business Operator 2

Company name: Skyview Development Limited 天匯發展有限公司

Details of the affected business premises (Original Premises B)

Location: Various Lots in D.D. 125, Ha Tsuen, Yuen Long, New Territories (formerly)
(reverted to the Government on 31.08.2024 under G.N. 3102 and G.N. 3103)

Use of premises: Open Storage of Construction Materials and Machinery

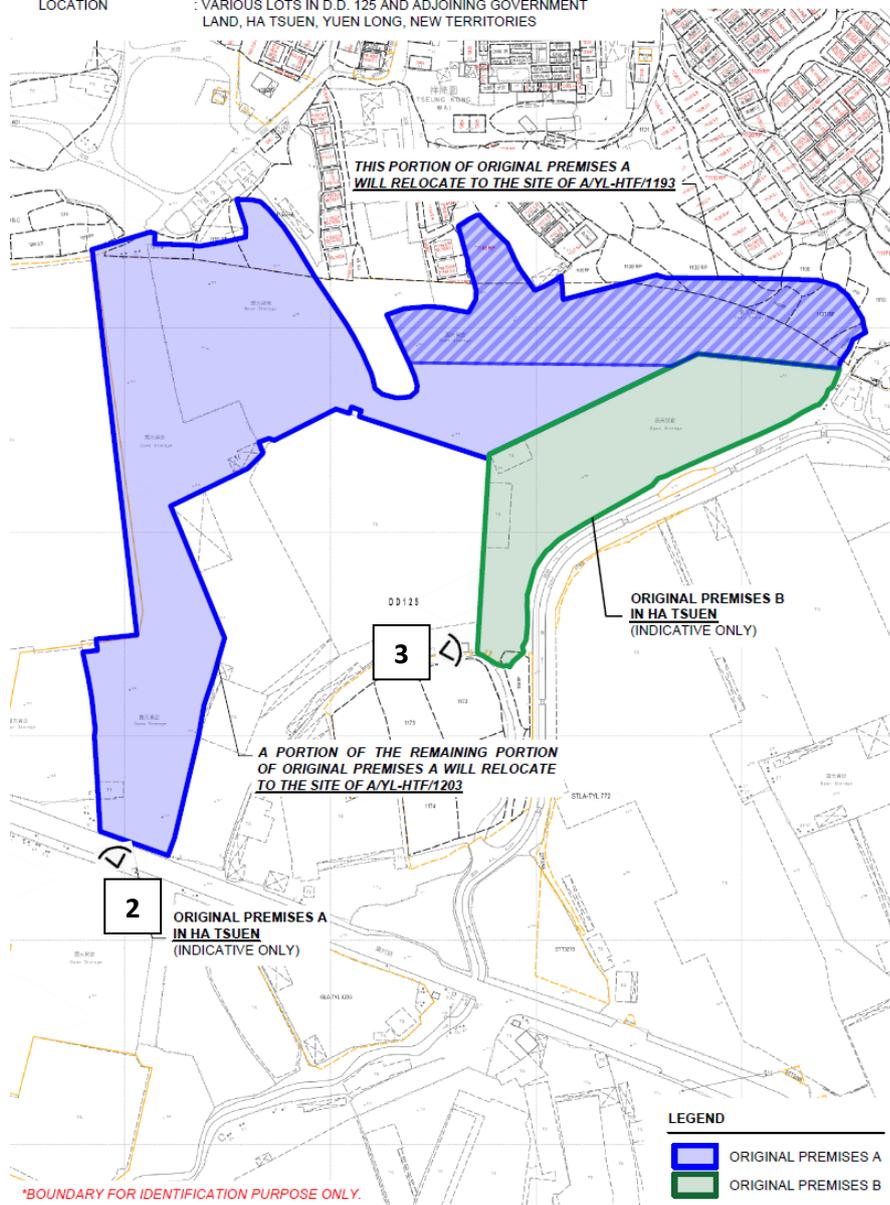
DETAILS OF THE ORIGINAL PREMISES IN HA TSUEN

ORIGINAL PREMISES A

AREA OF PREMISES : 33,159 m² (ABOUT)
USE OF PREMISES : OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION : VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT
LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES

ORIGINAL PREMISES B

AREA OF PREMISES : 9,158 m² (ABOUT)
USE OF PREMISES : OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY
LOCATION : VARIOUS LOTS IN D.D. 125 AND ADJOINING GOVERNMENT
LAND, HA TSUEN, YUEN LONG, NEW TERRITORIES



Site Photo of the affected business premises



Memorandum of Understanding signed by the Applicant and Affected Business Operator 2

規劃申請意向書

受發展區發展影響的在地經營業務搬遷 - 規劃申請

業務經營者 (甲方) : 天滙發展有限公司
Skyview Development Limited

公司註冊證明書 / 商業登記證號碼 : XXXXXXXXXX

規劃申請申請人 (乙方) : 深滙投資有限公司
Sum Wui Investment Limited

公司註冊證明書 / 商業登記證號碼 : XXXXXXXXXX

甲方 為位於元朗廈村丈量約份第 125 約多個地段的業務經營者，由於受到政府的「洪水橋 / 廈村新發展區」之收地計劃影響，需要覓地搬遷重置以繼續經營。

甲方 初步與 乙方 達成共識，同意 乙方 作為規劃申請的申請人，並根據《城市規劃條例》第 16 條，向城市規劃委員會提交規劃申請，於丈量約份第 128 約地段第 521 號 (部分)、第 536 號 (部分)、第 537 號 (部分)、第 538 號 (部分)、第 539 號 (部分)、第 540 號、第 541 號、第 542 號、第 543 號、第 544 號、第 545 號 (部分)、第 547 號 (部分)、第 548 號、第 549 號、第 551 號、第 552 號、第 553 號、第 554 號、第 555 號 (部分) 及屋宇地段群 (部分) 和毗連政府土地作「擬議臨時露天存放建築材料及器材連附屬設施及相關填土工程 (為期 3 年)」。

乙方 作為規劃申請的申請人，受 甲方 委託處理有關搬遷業務事宜。於取得城市規劃委員會之規劃許可後，甲方 將會是申請場地的業務經營者。

備注：上述地段將因應規劃許可的需要而有所修訂。

天滙發展有限公司 (甲方)
業務經營者簽署

深滙投資有限公司 (乙方)
規劃申請申請人簽署

2026 年 2 月 24 日

Appendix II

Details of Alternative Sites for Relocation



Appendix II – Alternative Sites for the Relocation of the Applicant’s Original Premises

Alternative Site / Application Site	Site 1	Site 2	Site 3	Site 4	Site 5	Application Site
Location	Various Lots in D.D.89 Man Kam To, New Territories	Various Lots in D.D. 93, Ma Tso Lung, New Territories	Various Lots in D.D. 99, Chau Tau, San Tin, New Territories	Various Lots in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	Various Lots in D.D. 130, Lam Tei, Tuen Mun, New Territories	Various Lots in D.D. 128, Pak Nai, Yuen Long, New Territories
Site Area	16,256 m ² (about)	30,190 m ² (about)	4,242 m ² (about)	10,740 m ² (about)	7,130 m ² (about)	23,313 m ² (about)
Accessibility	Accessible from Man Kam To Road via a local access	Accessible from Ma Tso Lung Road via a local access	Accessible from Lok Ma Chau Road via a local access	Accessible from Deep Bay Road via a local access	Accessible from Fuk Hang Tsuen Road via a local access	Accessible from Kai Pak Ling Road via Deep Bay Road and a local access
Distance from Original Premises	26.7 km	22.0 km	18.9 km	4.6 km	10.4 km	3.1 km
Outline Zoning Plan	Approved Fu Tei Au and Sha Ling OZP No. S/NE-FTA/18	Approved Ma Tso Lung and Hoo Hok Wai OZP No.: S/NE- MTL/3	Approved San Tin Technopole OZP No. S/STT/2	Approved Lau Fau Shan & Tsim Bei Tsui OZP No.: S/YL-LFS/11	Approved Lam Tei and Yick Yuen OZP No. S/TM-LTY/12	Approved Ha Tsuen Fringe OZP No. S/YL-HTF/12
Zoning	"Agriculture"	"Conservation Area (1)" ("CA(1)")	"Other Specified Uses" annotated "Innovation and Technology"	"Green Belt" ("GB")	"Comprehensive Development Area"	"Agriculture"
Existing Condition	Mostly covered with vegetation	Mostly vacant, covered with vegetation and occupied by fishpond	Generally flat, partially covered with vegetation and occupied by vacant temporary structures	Covered with vegetation and woodland	Hard-paved and occupied by temporary structures	Generally flat and covered with overgrown grass
Surrounding Area	Surrounded by vacant land, woodland, public roads and temporary structures	Surrounded by vegetation, pond, some government, institution or community and residential uses	Surrounded by vehicle park, temporary structures for storage, workshop and agricultural uses; and vacant land covered by vegetation and hard-paving	Surrounded by tree groups, temporary structures for open storage and residential use	Surrounded by warehouse, workshop, logistic centre and land covered by residential use	Surrounded by some ponds and vacant land covered with vegetation and temporary structures
Suitability for Relocation	<u>Not suitable</u> for relocation: - land ownership issue - tenancy for portion of the site is not feasible - remote location	<u>Not suitable</u> for relocation: - within the "CA(1)" zone - pond filling is required - incompatible with the surrounding area - remote location	<u>Not suitable</u> for relocation: - in close vicinity of sensitive receivers - the area will be resumed for San Tin Technopole development	<u>Not suitable</u> for relocation: - within the "GB" zone - not compatible with the surrounding area	<u>Not suitable</u> for relocation: - in close vicinity of area for residential use - land ownership issue	<u>Suitable</u> for relocation: - not incompatible with the surrounding area - easily accessible - relatively flat and mostly vacant

Appendix III
Traffic Impact Assessment



Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land



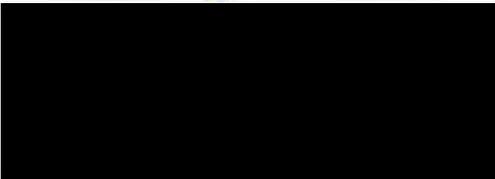
Document No. W1074/TIA/001/DBR

Issue 1

February 2026

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

	
Position:	<u>Project Manager</u>
Date:	<u>February 2026</u>

Sum Wui Investment Limited
205A, Sik Kong Tsuen,
Ha Tsuen, Yeun Long, N.T.

Mannings (Asia) Consultants Ltd
5/F, Winning Commercial Building
46-48 Hillwood Road, Tsim Sha Tsui
Kowloon, Hong Kong

Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Traffic Impact Assessment Report – Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land

Issue	Prepared by	Reviewed by	Date
1	HC	KW	February 2026

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Content

1.0	INTRODUCTION	1
2.0	DESCRIPTIONS OF THE PROJECT SITE	3
3.0	EXISTING TRAFFIC AND TRANSPORT CONDITIONS	7
4.0	ESTIMATION OF DEVELOPMENT FLOWS	10
5.0	TRAFFIC IMPACT ASSESSMENT	11
6.0	SUMMARY AND CONCLUSION	15

Appendix A – Drawings

Appendix B – Traffic Analysis





1.0 INTRODUCTION

1.1 General

1.1.1. Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake the Traffic Impact Assessment (TIA) study for Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, New Territories (“Project Site”) in support of the planning application.

1.2 Project Descriptions

1.2.1 The Project Site occupies an area of approximately 23,313 m². The area comprises six separated open storage operations, vehicle parking and loading/unloading (L/UL) spaces and circulation area.

1.2.2 The Site is accessible via a local access road, Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. The operation hours of the proposed development are Monday to Saturday from 09:00 to 19:00. There is no operation on Sunday and public holidays.

1.2.3 Considering the potential increase in traffic generated by the Project Site, this TIA study has been conducted to evaluate the effects on the surrounding road network.

1.3 Study Objectives

1.3.1 The main objectives of this Traffic Impact Assessment (“TIA”) Study are to:

- To evaluate the current vehicular traffic and transport conditions at the Project Site and to assess the potential impacts of the proposed development on the surrounding road network and pedestrian facilities during its operation;
- Identify any existing and potential traffic and transport issues, recommend appropriate mitigation measures and propose any necessary traffic arrangements to support the development.; and
- To evaluate and recommend suitable traffic mitigation measures for the Project Site, if required.



1.4 Report Structure

1.4.1 After the introductory chapter, the report is structured as follows:

- Chapter 2 describes the Project Site;
- Chapter 3 summarizes current traffic conditions near the Project Site;
- Chapter 4 explains the methodology for estimating visitor flows and vehicular traffic generated by the proposed development;
- Chapter 5 details the traffic forecast and summarizes of traffic impact assessment;
- Chapter 6 a summary of the TIA study's findings and conclusion

**2.0 DESCRIPTIONS OF THE PROJECT SITE****2.1 Site Location and Study Area**

2.1.1 Drawing No. **Figure 1** of Location Plan in **Appendix A** show the location of the Project Site, located at Ngau Hom Sha and accessed via a northern access road to Deep Bay Road.

2.2 Development Parameters for the Project Site

2.2.1 Based on the latest information, the Project Site involves a temporary open storage development with a site area of approximately 23,313 m².

2.3 Parking and Loading/Unloading Facilities

2.3.1 As shown in **Table 1**, which summarizes the internal transport facilities to be provided within the Project Site, there are no specific parking or loading/unloading requirements for temporary warehouse developments under the HKPSG. Therefore, ancillary transport facilities are arranged based on users' operational needs and requirements.

Table 1 - Ancillary Transport Facilities based on user's requirements

Type of Ancillary Transport Facilities	Provision based on User's Requirement
Private Car Parking Space	4
Total Parking Facilities	4
L/UL Spaces for HGV	4
Total L/UL Facilities	4

2.3.2 As presented by R-Riches Property Consultant's Limited, the conceptual layout plan of the Project Site is included in **Appendix A** for easy reference.

2.4 Vehicular and Pedestrian Access Arrangements

2.4.1 Vehicular access to the Project Site is located at the northern boundary, connecting to a short section of local access road before entering Deep Bay Road. The location of the ingress/egress point is shown on Drawing No. **Figure 1** of Location Plan in **Appendix A**. Pedestrian provision within the Site boundary is minimal; pedestrian movements will be managed within the Site during the operation period.



2.5 Adjacent Committed Development

Committed Developments – Site A

2.5.1 Adjacent to the Project Site is a known committed development under planning permission No. A/YL-HTF/1193 which proposes a temporary open storage site at Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128, Pak Nai, Yuen Long, New Territories (“Committed Development - Site A”). The site with approximately area of 9,938 m² is immediately adjacent to the Project Site and includes committed upgrading works for Road Section 1 (Deep Bay Road). With reference to the recent TIA study prepared by Mannings (Asia) Consultants Limited reference no. W1037/TIA/001/DBR Issue 2, the agreed traffic flow is 1 vehicle per hour (equivalent to 3 PCU per hour) per direction during peak hour. These upgrading works have been incorporated into the existing road network configuration and the agreed traffic flows generated by the Committed Developments – Site A have been included in the 2029 reference traffic flows used in this assessment are presented in **Table 2**.

Table 2 - The Committed Developments Traffic Flows

	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Committed Development — Site A	Site Area = 9,938 m ²	veh/hr (pcu/hr) ⁽¹⁾	1 (3) ⁽²⁾	1 (3) ⁽²⁾	1 (3) ⁽²⁾	1 (3) ⁽²⁾

Note: (1) For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

(2) Adjacent to the Project Site, the committed development – Site A (Planning permission No. A/YL-HTF/1193) includes upgrading works for Deep Bay Road and the agreed traffic flow adopted in this Study is sourced from the TIA prepared by Mannings (Asia) Consultants Limited reference no. W1037/TIA/001/DBR Issue 2.



Committed Development – Site B

2.5.2 In addition, a committed development under planning permission No. A/YL-HTF/1203 “Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 years at DD128 Lot 477 (Part), 492 (Part), 504 (Part), 505 RP (Part), 506 (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T. New Territories (“Committed Development – Site B”) has been considered. The site with approximately area of 14,072 m² is located in close proximity to the Project Site.

2.5.3 With reference to the recent TIA study prepared by Mannings (Asia) Consultants Limited reference no. W1073/TIA/001/DBR Issue 1, the agreed traffic flow is 2 vehicles per hour (equivalent to 5 PCU per hour) per direction during peak hour. The agreed traffic flows generated by this committed Developments – Site B have been included in the 2029 reference traffic flows used in this assessment are presented in **Table 3**.

Table 3 - The Committed Developments Traffic Flows

	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Committed Development — Site B	Site Area = 14,072 m ²	veh/hr (pcu/hr) ⁽¹⁾	2 (5) ⁽²⁾	2 (5) ⁽²⁾	2 (5) ⁽²⁾	2 (5) ⁽²⁾

Note: (1) For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

(2) Adjacent to the Project Site, the Committed Development – Site B (Planning permission No. A/YL-HTF/1203) with an area of about 14,072 m² has been identified near the Project Site. The agreed traffic flow adopted in this Study is sourced from the TIA prepared by Mannings (Asia) Consultants Limited reference no. W1073/TIA/001/DBR Issue 1.



2.5.4 Both developments have been incorporated into the 2029 Reference traffic flows, as summarized in **Table 4**.

Table 4 The Committed Developments Traffic Flows

	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Committed Development — Site A	Site Area = 9,938 m ²	veh/hr (pcu/hr)	1 (3)	1 (3)	1 (3)	1 (3)
Committed Development — Site B	Site Area = 14,072 m ²	veh/hr (pcu/hr)	2 (5)	2 (5)	2 (5)	2 (5)



3.0 EXISTING TRAFFIC AND TRANSPORT CONDITIONS

3.1 Existing Road Network

3.1.1. Under the operation stage, the Site is accessible via a local access road, Deep Bay Road, Kai Pak Ling Road and a temporary road constructed by another CEDD contract, which connects to the at-grade road network of Kong Shum Western Highway. This is the proposed delivery route to the Site and mainly divided into three road section. The specifics of the delivery route and the details of three road sections are presented in Drawings No. **Figure 2** of Delivery Routing Plan in **Appendix A**.

Road Section 1

3.1.2. Regarding Road Section 1, the existing condition of Deep Bay Road between the Site and Kai Pak Ling Road shows a carriageway width of approximately 3.0 meters, as measured from the Lands Department basemap. Observations and on-site measurements indicate that vehicles make use of the verge area, resulting in an effective vehicular width exceeding 3.5 meters. Nevertheless, this section is identified as a substandard single-track access road, primarily due to the absence of intervisible passing bays.

3.1.3. Referring to **Section 2.5.1**, upon completion of the proposed road upgrading works under planning permission No. A/YL-HTF/1193 (“Committed Development — Site A”), Road Section 1 of Deep Bay Road will be upgraded to meet the standard for a single-track access road. The upgrading works include widening of the carriageway to achieve a consistent single-track width, provision of adequately spaced and intervisible passing bays at intervals consistent with TPDM requirements and associated traffic control measures such as signing and delineation. These passing bays are designed to allow safe two-way operation by enabling vehicles to wait and give way at designated points. The upgraded section therefore addresses the current deficiencies identified in **Section 3.1.2** and ensures that traffic generated by the Project Site can be accommodated without adverse impacts along the delivery route. The proposed passing bay locations are shown in **Figure 7** Passing Bay Plan in **Appendix A**.

Road Section 2

3.1.4. Regarding Road Section 2, Kai Pak Ling Road which lies between Deep Bay Road and a temporary road constructed under a separate CEDD contract. This section of Kai Pak Ling Road is a standard single-track access road. It features an approximate road width of 3.5 meters and includes passing bays that are intervisible, ensuring adequate provision for vehicles.

**Road Section 3**

3.1.5. Regarding Road Section 3, the temporary road built by another CEDD contract, situated between Kai Pak Ling Road and the at-grade road network of Kong Shum Western Highway, this section of temporary road partially utilizes the permanent road configuration for public use during its construction phase. The road width of this temporary road is approximately 7 meters which is a single carriageway. Under the CEED contract, the permanent road directly connects with the existing roundabout of the at-grade road network of Kong Shum Western Highway.

3.2 Traffic Surveys

3.2.1. A manual classified traffic count survey in the study area were carried out on 4 December 2025 (Thursday) from 07:00 to 20:00 in order to collect the most updated traffic flow volume of the affected junctions / road sections and to assess the feasibility of the proposed works as shown in **Table 5** and the survey locations are indicated in Drawing No. **Figure 1** in **Appendix A**.

Table 5 - Affected Junctions and Road Sections

	Affected Junctions
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street
	Affected Road Sections
R1	Deep Bay Road
R2	Kai Pak Ling Road
R3	Temporary road



3.3 Existing Vehicle Traffic Conditions

3.3.1 All vehicle flows recorded during the traffic surveys have been converted into passenger car units (PCUs) using the PCU factors specified in Table 2.3.1.1 of Volume 2 of the Transport Planning and Design Manual (TPDM), as indicated in **Table 6**.

Table 6 - Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor ⁽¹⁾
	Priority junction / Roundabout
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium / Heavy Goods Vehicle	1.75
Bus / Coach	2.00

Note (1): Table 2.3.1.1, Chapter 2.3, Volume 2, TPDM-2021

3.3.2 According to the survey results, the peak hour of the affected junctions and road sections are different during the survey period. The peak hour flows are summarized in **Table 7**.

Table 7 - Peak Hour Flow of the Affected Junctions / Road Sections

	Affected Junctions	AM PEAK	PM PEAK
J1	The priority junction of Deep Bay Road with Kai Pak Ling Road	07:45-08:45	16:30-17:30
J2	The roundabout of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street	07:45-08:45	17:00-18:00
	Affected Road Sections	AM PEAK	PM PEAK
R1	Deep Bay Road	07:45-08:45	16:15-17:15
R2	Kai Pak Ling Road	07:45-08:45	16:30-17:30
R3	Temporary road	07:30-08:30	16:30-17:30

3.3.3 The peak hour flow at each affected junctions / road sections varies from 07:30 to 08:45 (AM PEAK) and 16:15 to 18:00 (PM PEAK). In order to present the peak hour flow at each affected junctions / road sections for the most critical scenario, we have used the flow data at the peak hours of each affected junctions / road sections and assemble them together in one traffic flownet as shown in **Figure 3** of 2025 Existing Traffic Flownet in **Appendix A**.



4.0 ESTIMATION OF DEVELOPMENT FLOWS

4.1 Peak Hour Vehicular Flows

4.1.1 Same as the **Section 2.5.3**, the vehicular trip generation for the Project Site has been estimated using the trip rate derived from the TIA Final Report prepared by CKM Asia Limited under planning permission No. A/YL-HTF/1133 (“Previous CKM Study”) which is adopted in this Study.

4.1.2 Adopted trip rate and projected additional traffic flow by the Project Site are presented in **Table 8** and **Table 9** respectively.

Table 8 - Adopted Daily Trip Rate from TIA Report under Previous CKM Study

Development Type	Daily Trips Rate
Open storage	0.00036 veh/m ²

4.1.3 Referring the TIA Final Report under Previous CKM Study, 25% of traffic is generated during the AM and PM Peak periods. The corresponding additional peak hour traffic generation by the Project Site is summarized in **Table 9**.

Table 9 - Additional Traffic Flows by the Project Site

Development Type	Parameter for the Site (approx.)	Trip Generation	Vehicular Trips			
			Weekday AM		Weekday PM	
			In	Out	In	Out
Open storage	Site Area = 23,313 m ²	veh/hr	3	3	3	3
		pcu/hr ⁽¹⁾	8	8	8	8

Note (1): For conservative approach, it is assumed that all vehicles are heavy vehicles with pcu factor 2.5.

4.1.4 The calculated peak hour development traffic flow for the Site is expected to be 8 pcu’s (equivalent to 3 veh.) per direction for both AM and PM peak hours.



5.0 TRAFFIC IMPACT ASSESSMENT

5.1 Design Year

5.1.1 According to the preliminary plan, the Project Site is expected to be completed by 2026 and operate for a period of three years. However, for the purpose of traffic impact assessment, the study conservatively adopts 2029 as the design year, representing the year immediately following the full operational period. This approach ensures that traffic projections account for cumulative growth and committed developments in the vicinity. Accordingly, traffic flows during the operational phase should be projected based on conditions in 2029.

5.2 Methodology

5.2.1 In forecasting future traffic flows within the Study Area's road network, due consideration has been given to the following information and influencing factors:

- The observed traffic survey assessment;
- The Annual Average Daily Traffic (AADT) data of the latest five years;
- The 2019-Based Territorial Population and Employment Data Matrices (2019 TPEDM) published by Planning Department;
- Committed developments in the Study Area.

5.2.2 The following steps have been undertaken to derive the 2029 Design Flows (i.e. with the Project Site).

2029 Background Flows = 2025 Flows x annual growth factors

2029 Reference Flows = 2029 Background Flows + Additional Traffic by the Committed Development - Site A & committed Development - Site B (refer to **Section 2.5.1** and **2.5.5**)

2029 Design Flows = 2029 Reference Flows + Additional Traffic by the Project Site

5.2.3 The traffic impact induced by the Project Site is assessed by comparing the Peak Hour Reference Traffic Flows with the Design Traffic Flows for both design years.



5.3 Future Year Reference Traffic Flows

Historical Traffic Growth

5.3.1 To understand historical traffic growth trends on the nearby road network, relevant traffic data from 2019 to 2024 have been extracted from the Annual Traffic Census (ATC) Reports for ATC stations within the Study Area. The location of the nearby ATC station (Ping Ha Road and Lau Fau Shan Road) and presents the corresponding traffic data are presented in **Table 10**.

Table 10 - Annual Traffic Census (ATC) Data

Location	Stn No.	from	to	AADT (veh / day)						Annual Growth
				2019	2020	2021	2022	2023	2024	
Ping Ha Rd & Fau Shan Rd	5858	Tin Ha Rd	Deep Bay Rd	12,590	12,070	10,310	8,390	8,590	8,610	-7.32%

5.3.2 As indicated in **Table 10**, traffic volumes on the road network within the study area decreased at an average annual rate of 7.32% over the period from 2019 to 2024.

2019-Based TPEDM

5.3.3 **Table 11** presented the population and employment data for the Northwest New Territories for 2019 and 2026 from 2019-based Territorial Population and Employment Data Matrices (TPEDM) provided by Planning Department.

Table 11 - Territorial Population and Employment Data Matrix (TPEDM)

Category	TPEDM (2019 Based)			Annual Growth
	2019	2023 ⁽¹⁾	2026	
Population	222,800	232,200	239,250	1.02%
Employment	58,400	68,943	76,850	4.00%
Total	281,200	301,143	316,100	1.69%

Source: 2019-based TPEDM published by Planning Department

Note (1): 2023 population and employment places are calculated by interpolation

5.3.4 It is anticipated that the population and employment places in Northwest New Territories would be increased by 1.02% and 4.00% p.a. respectively, i.e. an overall increase of 1.69% per annum.

5.3.5 The traffic and population growth rates over successive years are presented in **Table 10** and **Table 11** respectively. The purpose of forecasting traffic flow for the year 2029 is to support traffic impact assessments during both the construction and operational phases as well as to anticipate future conditions. A negative annual growth rate of -7.32% is identified in **Table 10**, whereas an annual growth rate of 1.69% is shown in **Table 11**. Therefore, to adopt a conservative approach, the higher annual growth rate of 1.69% has been used for forecasting traffic flow in 2029.



2029 Reference Flows

5.3.6 Taking into account of the above factors to summarize, the following steps are undertaken to derive the 2029 Reference Flows (i.e. without Project Site):

$$2029 \text{ Background Flows} = 2025 \text{ Flows} \times \text{annual growth factors} (1+1.69\%)^4$$

$$2029 \text{ Reference Flows} = 2029 \text{ Background Flows} + \text{Additional Traffic by the Committed Development - Site A \& Committed Development - Site B (refer to Section 2.5.1 and 2.5.5)}$$

5.3.7 The 2029 Reference Traffic Flownet is shown in **Figure 4** in **Appendix A**.

5.4 Future Year Design Peak Hour Traffic Flows

5.4.1 The additional development traffic presented in **Table 10** has been assigned to the nearby road network based on the existing traffic distribution pattern within the Study Area. The resulting peak hour development traffic flows are illustrated in **Figure 5** in **Appendix A**.

5.4.2 By adding the development flows illustrated in **Figure 5** to the 2029 reference traffic flow (i.e. without the Project Site) shown in **Figure 4**, the 2029 design traffic flow (i.e. with the Project Site) are derived and presented in **Figure 6**.

5.5 Future Year Junction Capacity Assessments

5.5.1 The junction capacity assessments for year 2029 Reference and Design Scenario were carried out and the results are presented in **Table 12**. The detailed calculation sheets are shown in **Appendix B**.

Table 12 - Summary of Future Junction Capacity Assessment

Junction	Location	Type	Capacity Index	2029 Reference		2029 Design	
				AM	PM	AM	PM
J1	Deep Bay Rd/ Kai Pak Ling Rd	Priority	DFC	0.02	0.02	0.04	0.03

5.5.2 Referring to the results in **Table 12**, Junction of Deep Bay Road with Kai Pak Ling Road is expected to be operating within capacity during peak hours under both 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).



5.5.3 Although the proposed delivery route does not pass through Junction J2, a conservative assumption has been adopted to account for possible deviations in vehicle movements. It is assumed that approximately 10% of delivery vehicles may inadvertently enter Junction J2. Therefore, J2 has also been included in the capacity assessment to ensure the robustness and completeness of the evaluation and the results are presented in **Table 13**. Detailed junction capacity assessments are provided in **Appendix B**.

Table 13 – Junction Capacity Assessment for Affected Roundabout

Junction	Location	Type	Capacity Index	2029 Reference		2029 Design	
				AM	PM	AM	PM
J2	Deep Bay Rd/ Lau Fau Shan Rd	Roundabout	DFC	0.47	0.37	0.47	0.37

5.5.4 Referring to the results in **Table 13**, the roundabout of Deep Bay Road with Lau Fau Shan Road is expected to be operating within capacity during peak hours for both 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).

5.6 Future Year Link Capacity Assessments

5.6.1 In order to determine the utilization level of the affected, the Vehicle Capacity (VC) has been adopted. To estimate the traffic flow generated from the Project Site, it is assumed that 8 pcu's (equivalent to 3 veh.) per direction for both AM and PM peak hours

5.6.2 The link capacity assessments for year 2029 Reference and Design Scenario carried out and the results are presented in **Table 14**.

Table 14 - Summary of Future Link Capacity Assessment

Road Section	Location	Dir.	Design Capacity	2029 Reference				2029 Design			
				AM		PM		AM		PM	
				Flows (veh/hr)	P/Df ⁽¹⁾						
R1	Deep Bay Road	2-way	100	70	0.70	68	0.68	76	0.76	74	0.74
R2	Kai Pak Ling Road	2-way	100	44	0.44	40	0.40	50	0.50	46	0.46
R3	Temporary road	2-way	800	77	0.10	52	0.07	83	0.10	58	0.07

Notes: (1) P/Df = Peak Hourly Flows/ Design Flow Ratios for road links

5.6.3 The results in **Table 14** indicate that all the concerned road links in the Study Area operate satisfactorily during the peak hours under the 2029 Reference Scenario (Without the Site) and Design Scenario (with the Site).



6.0 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Mannings (Asia) Consultants Ltd (MANN) was commissioned by Sum Wui Investment Limited to undertake this Traffic Impact Assessment (TIA) in support of the planning application for the proposed temporary open storage development at Pak Nai, Yuen Long. The study was prepared to evaluate existing traffic conditions, forecast future traffic demands, and assess the potential impacts of the development on the surrounding road network.
- 6.1.2 During the operational stage, the Project Site will be accessed via a local access road, Deep Bay Road, Kai Pak Ling Road, and a temporary road constructed under a separate CEDD contract, which together connect to the at-grade road network of Kong Shum Western Highway. The designated delivery route is divided into three road sections.
- 6.1.3 In order to appraise the existing traffic condition, a manual traffic count survey was conducted on 4 December 2025 (Thursday) from 07:00 to 20:00. These observed traffic flow data were subsequently used for undertaking the assessment of the proposed TTA schemes in 2025.
- 6.1.4 Traffic forecasts were prepared with reference to the 2019-Based Territorial Population and Employment Data Matrices (TPEDM) and the Annual Average Daily Traffic (AADT) records. To ensure a conservative approach, an annual growth rate of 1.69% was adopted for projecting background flows to the design year 2029. In addition to background growth, traffic flows from the Committed Development – Site A and the Committed Development – Site B were incorporated into the Reference Scenario. By incorporating both developments into the 2029 Reference traffic flows, the cumulative impacts of nearby developments are fully accounted for in this assessment.
- Committed Development – Site A (Planning permission No. A/YL-HTF/1193) is a committed temporary open storage site (about 9,938 m²) next to the Project Site. It includes road upgrading works at Deep Bay Road and adds about 1 vehicle per hour (3 PCU/hour) per direction during peak hour.
 - Committed Development – Site B (Planning permission No. A/YL-HTF/1203) is a temporary open storage (about 14,072 m²) near the Project Site. Based on the Previous CKM Study, it generates about 3 vehicles per hour (8 PCU/hour) per direction during peak hour.
- 6.1.5 The assessment results confirm that all affected junctions and road sections will continue to operate within capacity under both the Reference Scenario (without the Project Site) and the Design Scenario (with the Project Site). In addition, the committed upgrading works for Road Section 1 (Deep Bay Road) will provide a consistent carriageway width and adequately spaced, intervisible passing bays, thereby improving existing deficiencies and ensuring safe two-way operation.



6.2 Conclusion

- 6.2.1 In conclusion, the findings of this Traffic Impact Assessment demonstrate that the proposed temporary open storage development can be accommodated by the surrounding road network without causing adverse traffic impacts. With the committed upgrading works for Road Section 1 (Deep Bay Road) in place, together with adequately spaced intervisible passing bays, appropriate signing and lighting along the delivery route in accordance with the relevant Codes of Practice, and securing required land clearance and statutory approvals prior to commencement of operations, the designated delivery route will provide sufficient carriageway width and facilities to support safe two-way operation. Therefore, it is acceptable from a traffic point of view.



APPENDIX A

Drawings

LEGEND:

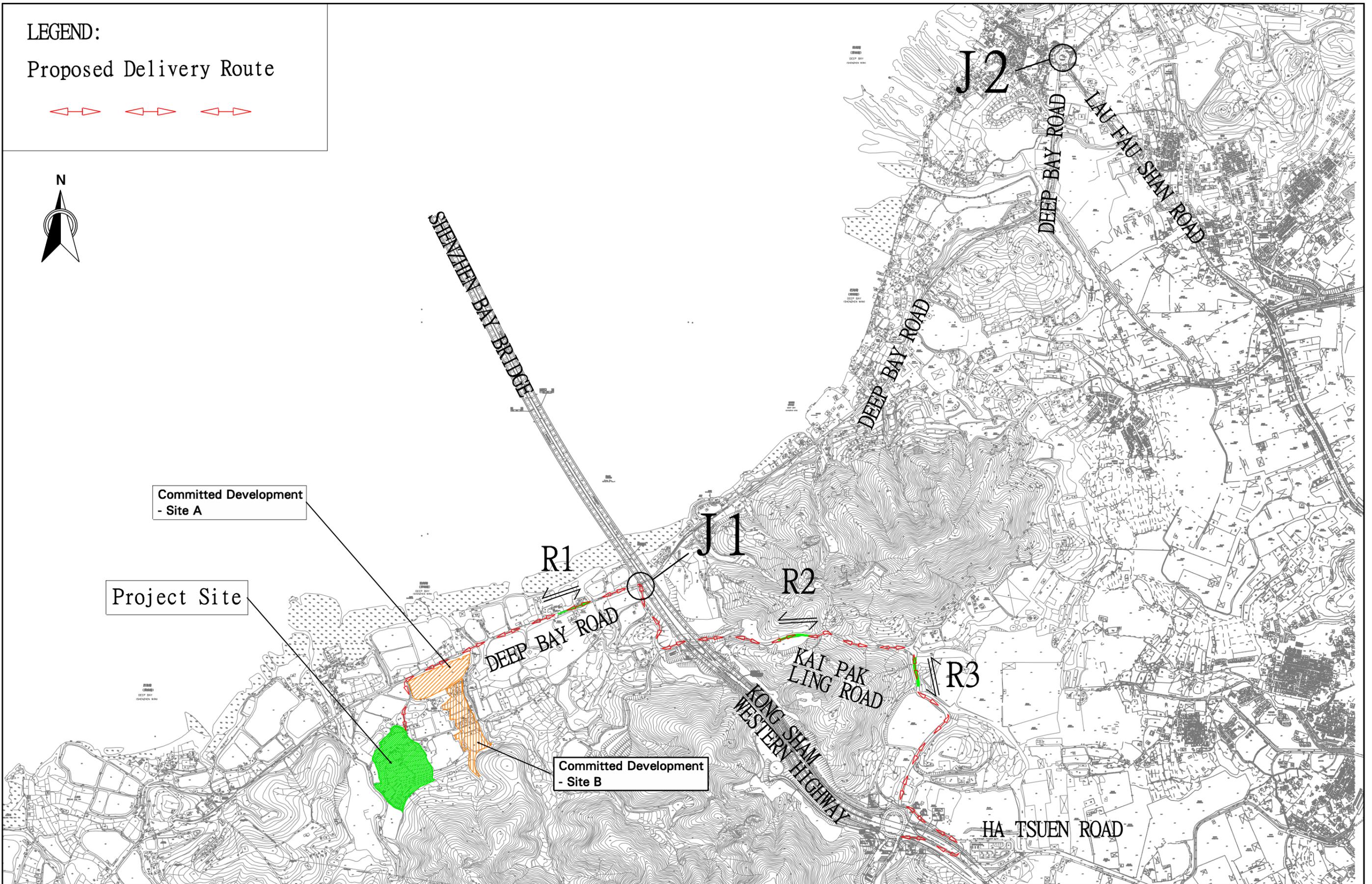
Proposed Delivery Route



Committed Development
- Site A

Project Site

Committed Development
- Site B

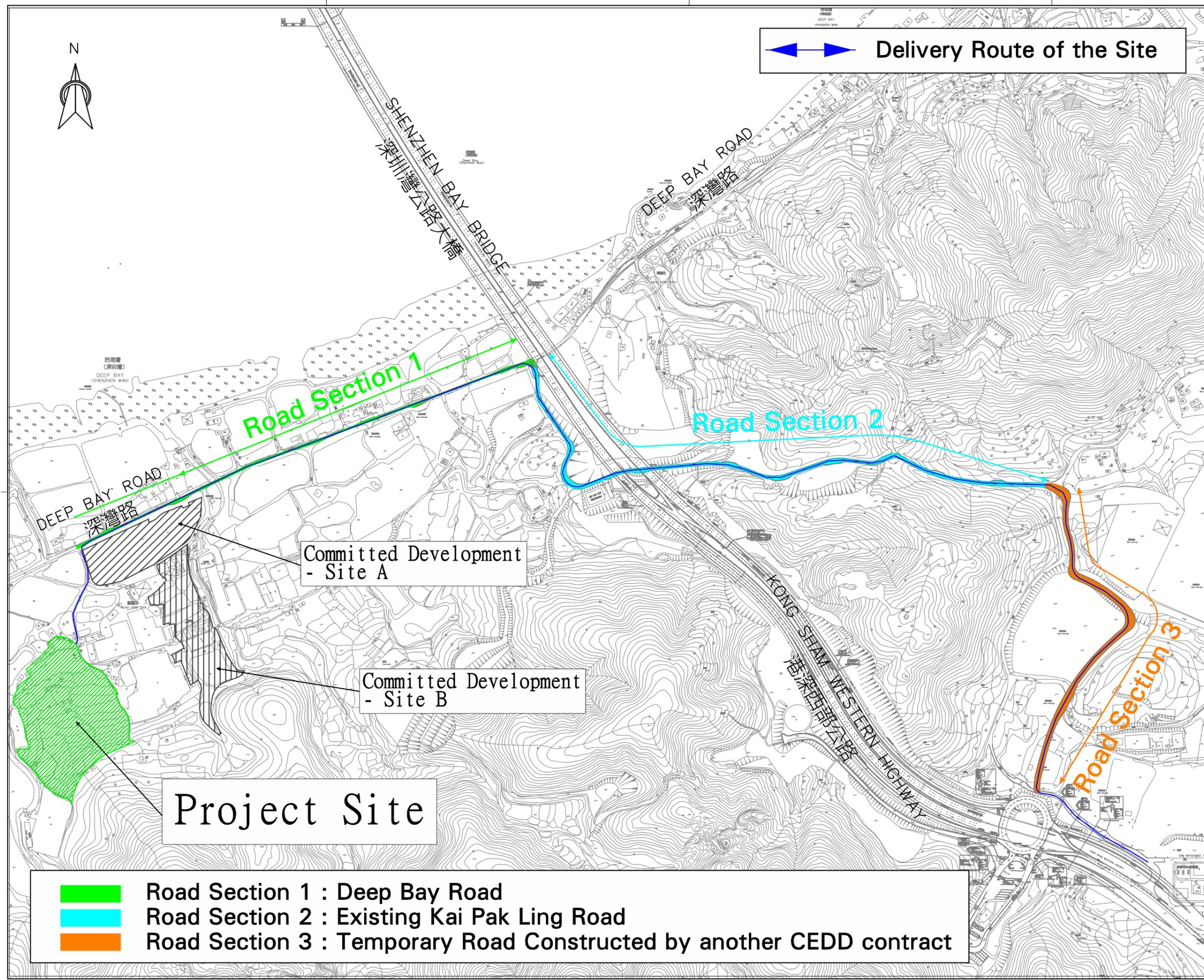


Drawing title		
Location Plan		
Drawing number	Scale	Rev
Figure 1	N.T.S.	



← → Delivery Route of the Site

- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



Road Section 1

Road Section 2

Road Section 3

Committed Development - Site A

Committed Development - Site B

Project Site

- Road Section 1 : Deep Bay Road
- Road Section 2 : Existing Kai Pak Ling Road
- Road Section 3 : Temporary Road Constructed by another CEDD contract

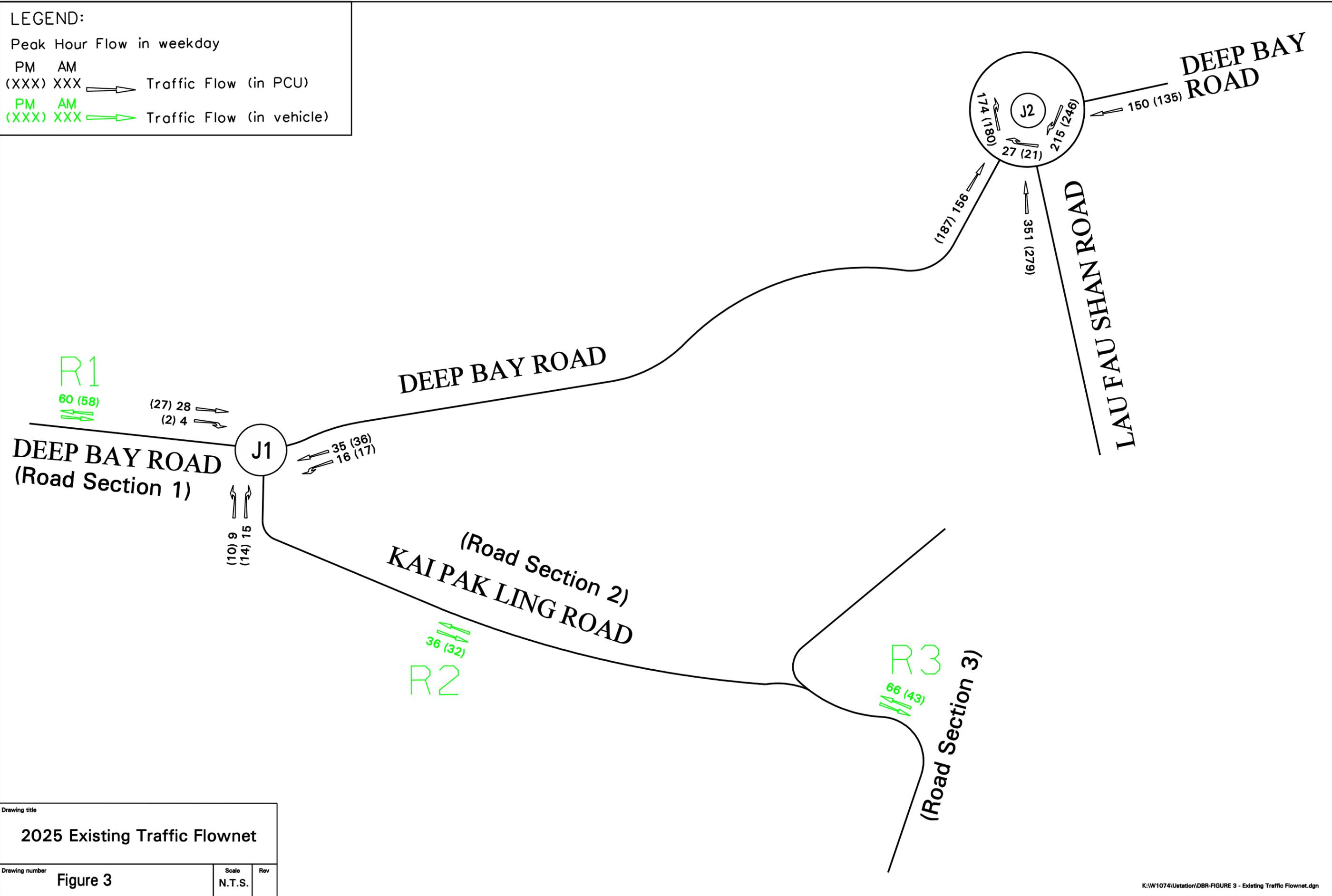
Rev.	Description of Revision	Date	Ckd.
Project Manager			
Sum Wui Investment Limited			
Contractor Designer			
MANNINGS (Asia) Consultants Limited			
Designed	Drawn	Checked	
Approved	Date		
Project			
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.			
Title			
Delivery Routing Plan			
Scale in A1 A3			
Drawing No.			Rev.
FIGURE 2			

LEGEND:

Peak Hour Flow in weekday

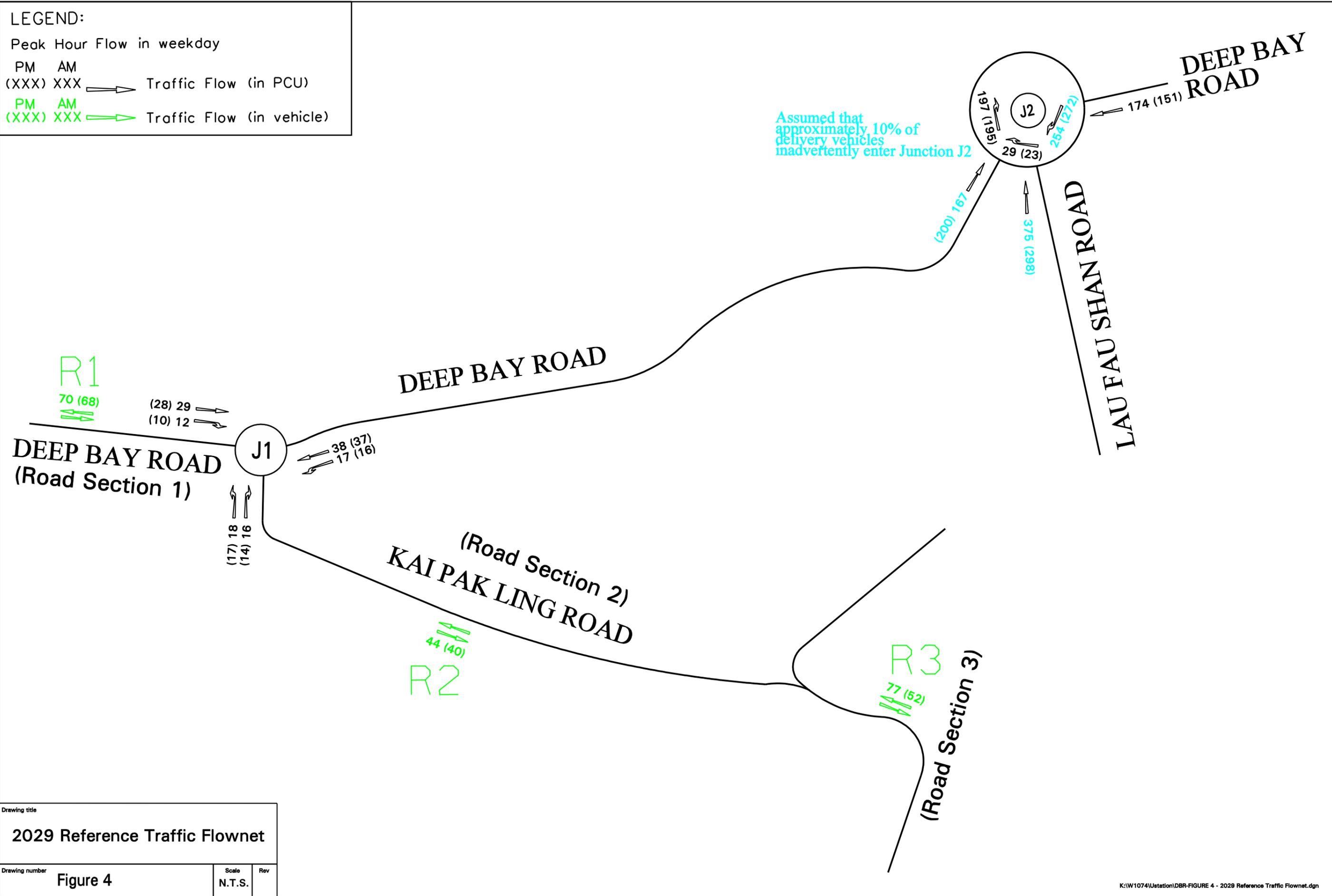
PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)



Drawing title		
2025 Existing Traffic Flownet		
Drawing number	Scale	Rev
Figure 3	N.T.S.	

LEGEND:
 Peak Hour Flow in weekday
 PM AM
 (XXX) XXX → Traffic Flow (in PCU)
 PM AM
 (XXX) XXX → Traffic Flow (in vehicle)



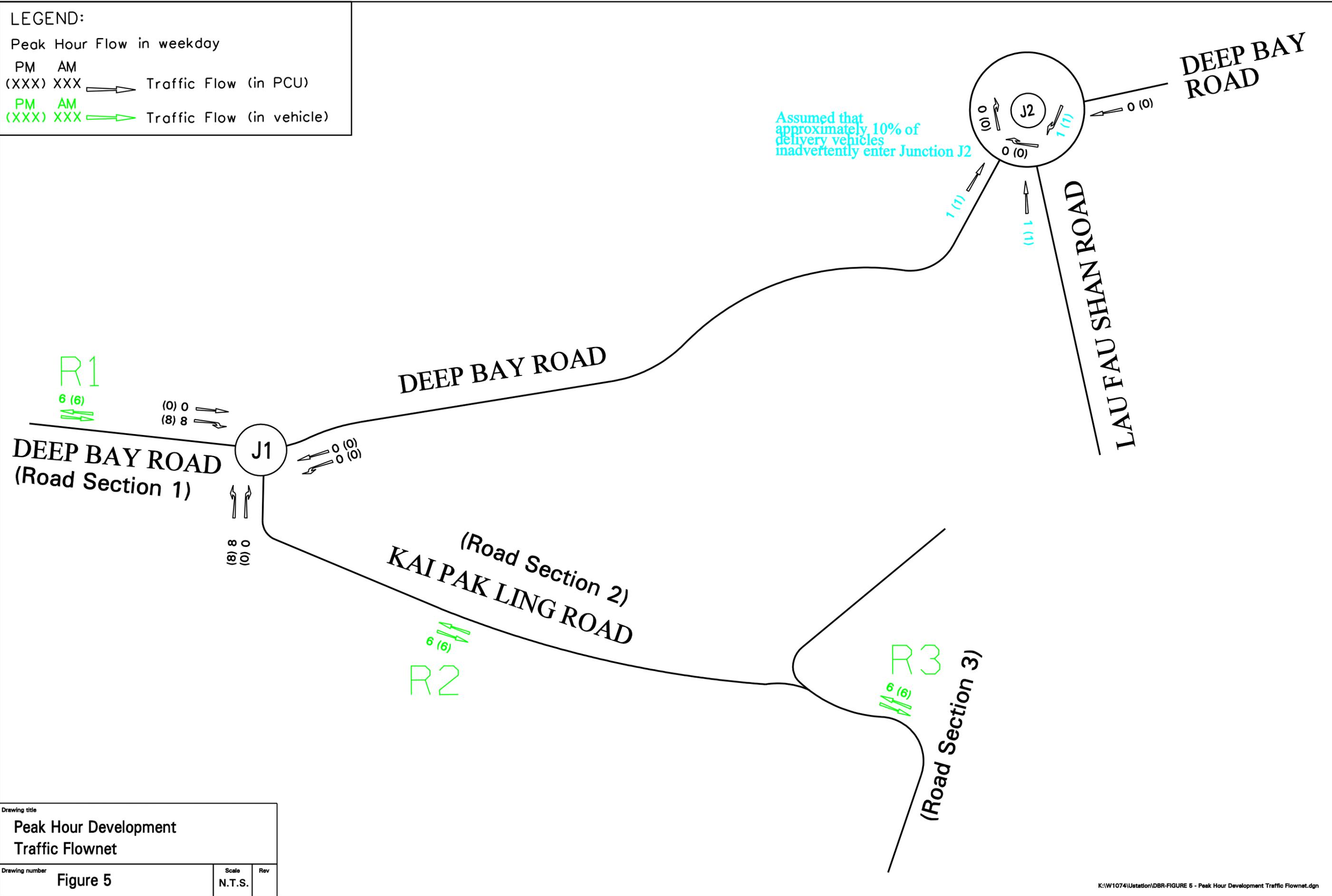
Drawing title		
2029 Reference Traffic Flownet		
Drawing number	Scale	Rev
Figure 4	N.T.S.	

LEGEND:

Peak Hour Flow in weekday

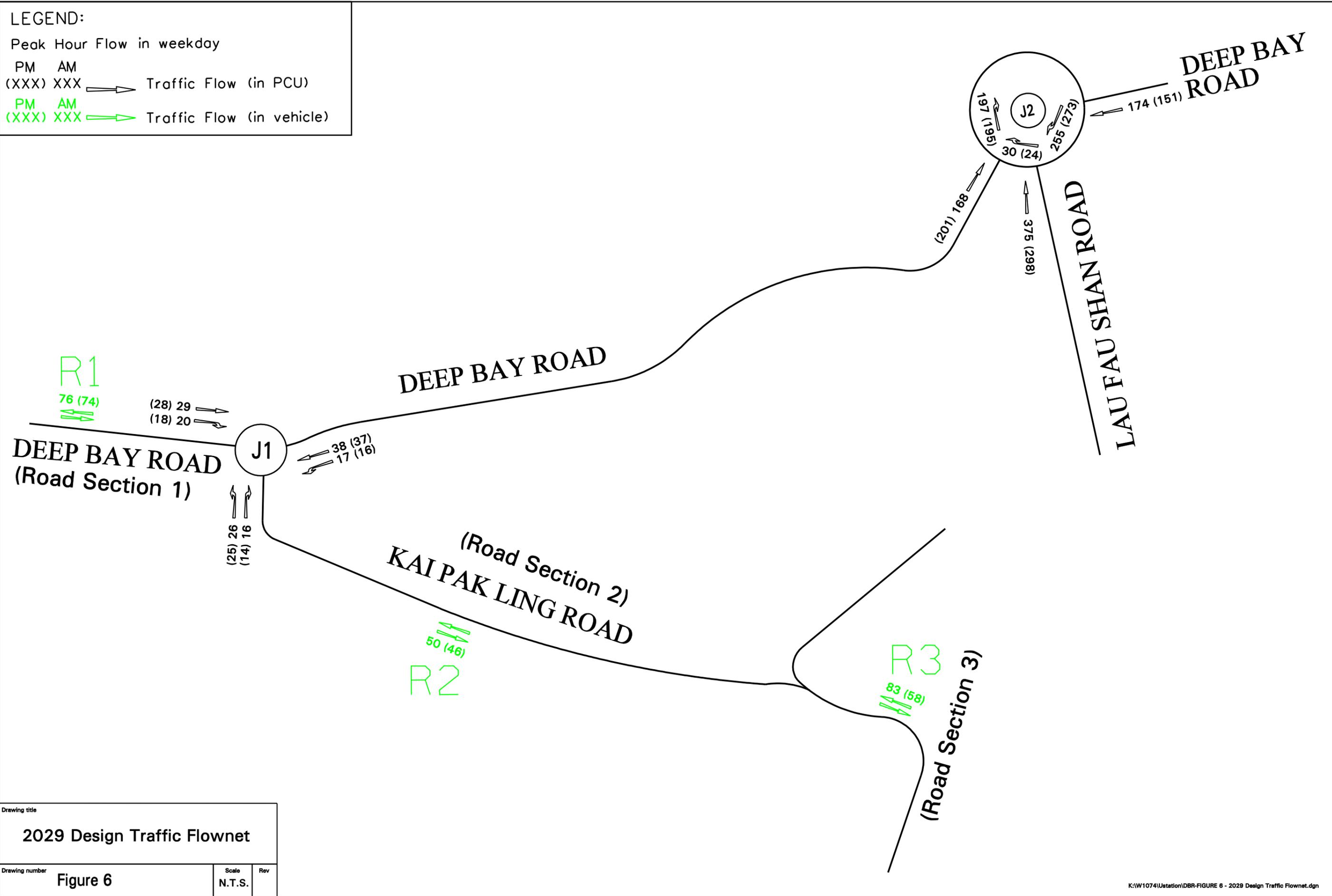
PM AM
(XXX) XXX → Traffic Flow (in PCU)

PM AM
(XXX) XXX → Traffic Flow (in vehicle)



Drawing title		
Peak Hour Development Traffic Flownet		
Drawing number	Scale	Rev
Figure 5	N.T.S.	

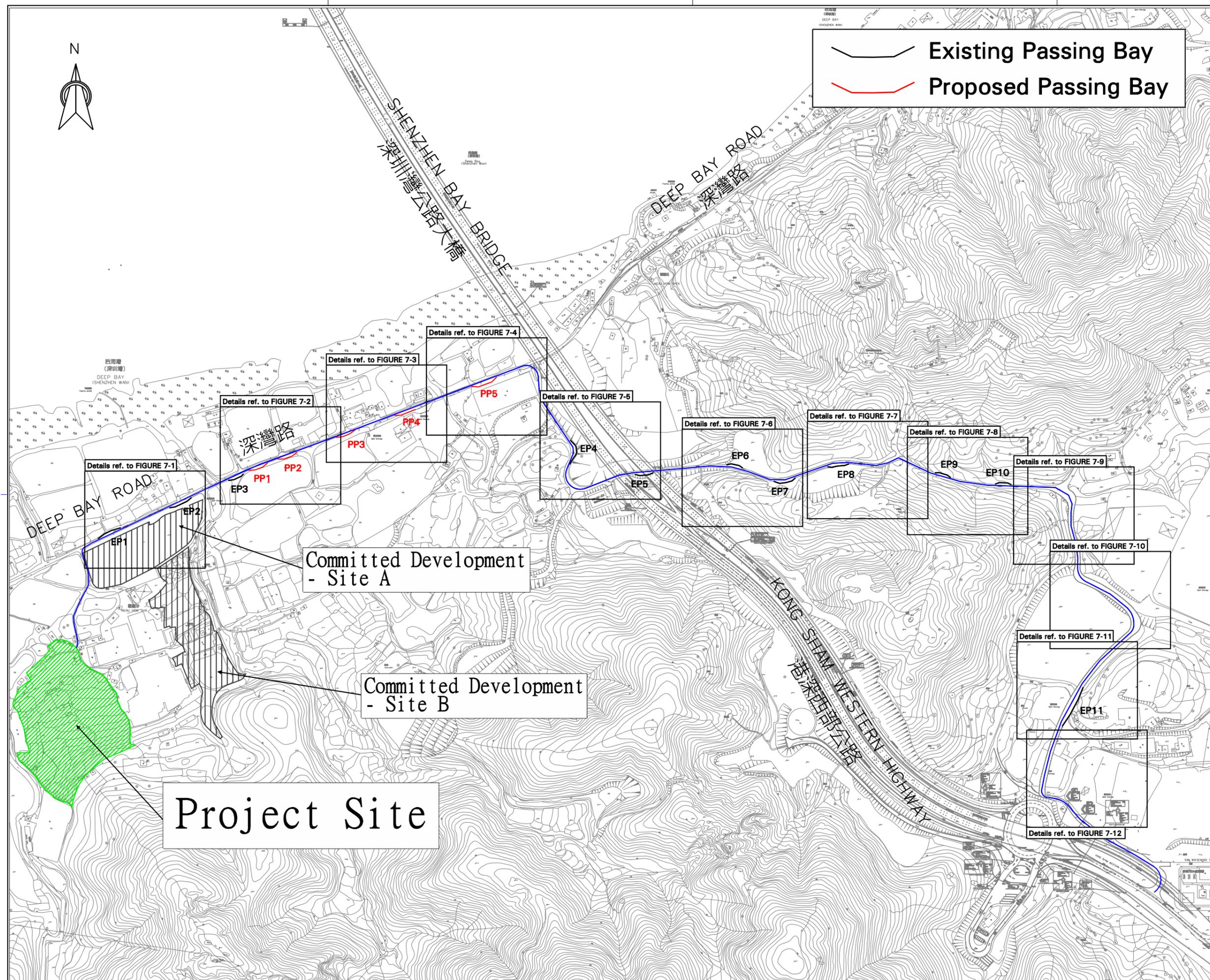
LEGEND:
 Peak Hour Flow in weekday
 PM AM
 (XXX) XXX → Traffic Flow (in PCU)
 PM AM
 (XXX) XXX → Traffic Flow (in vehicle)



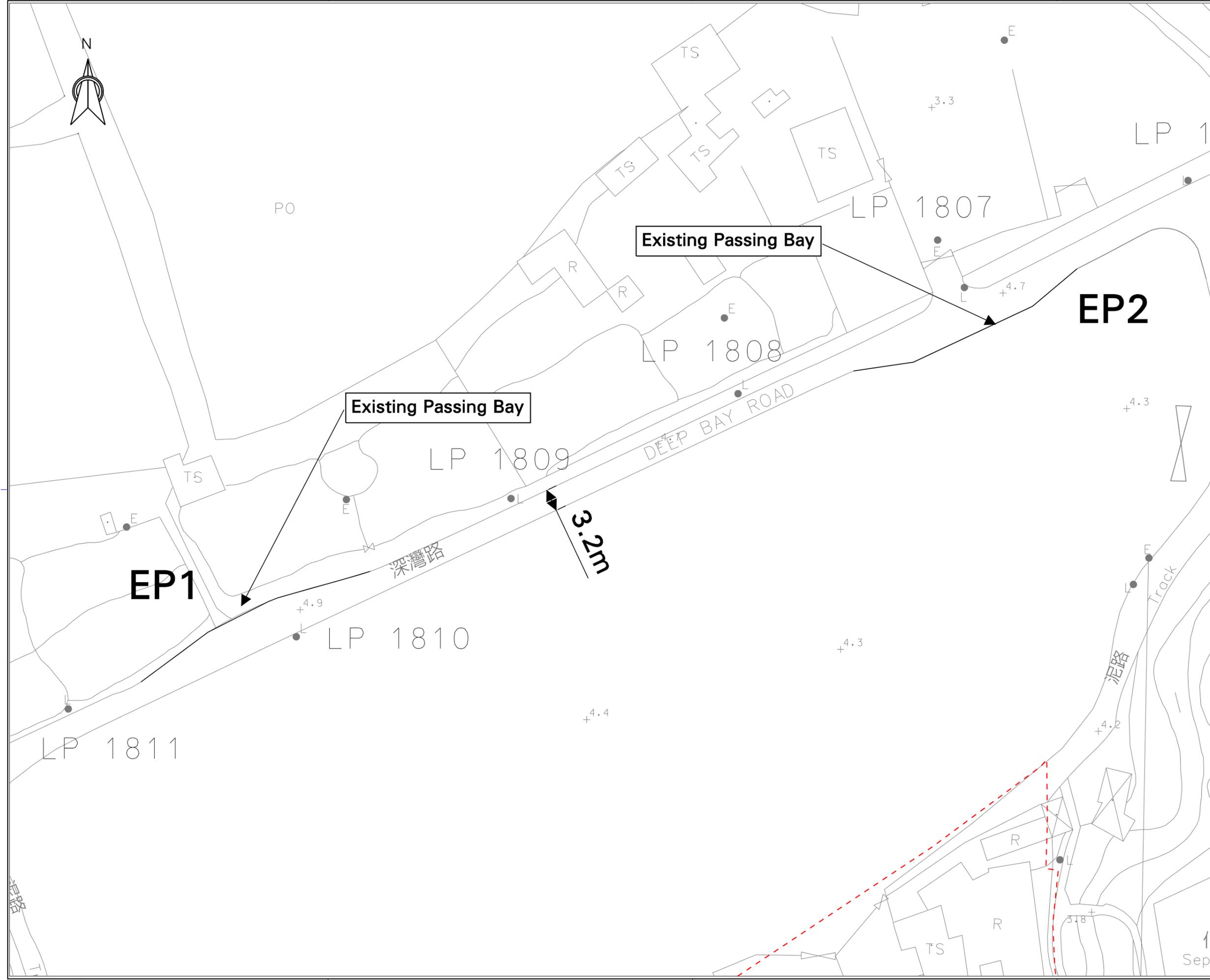
Drawing title		
2029 Design Traffic Flownet		
Drawing number	Scale	Rev
Figure 6	N.T.S.	



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Project Manager			
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Project			
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Title			
Passing Bay Plan			
Scale in A1 A3			
Drawing No.			Rev.
FIGURE 7			



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Project Manager
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Contractor Designer
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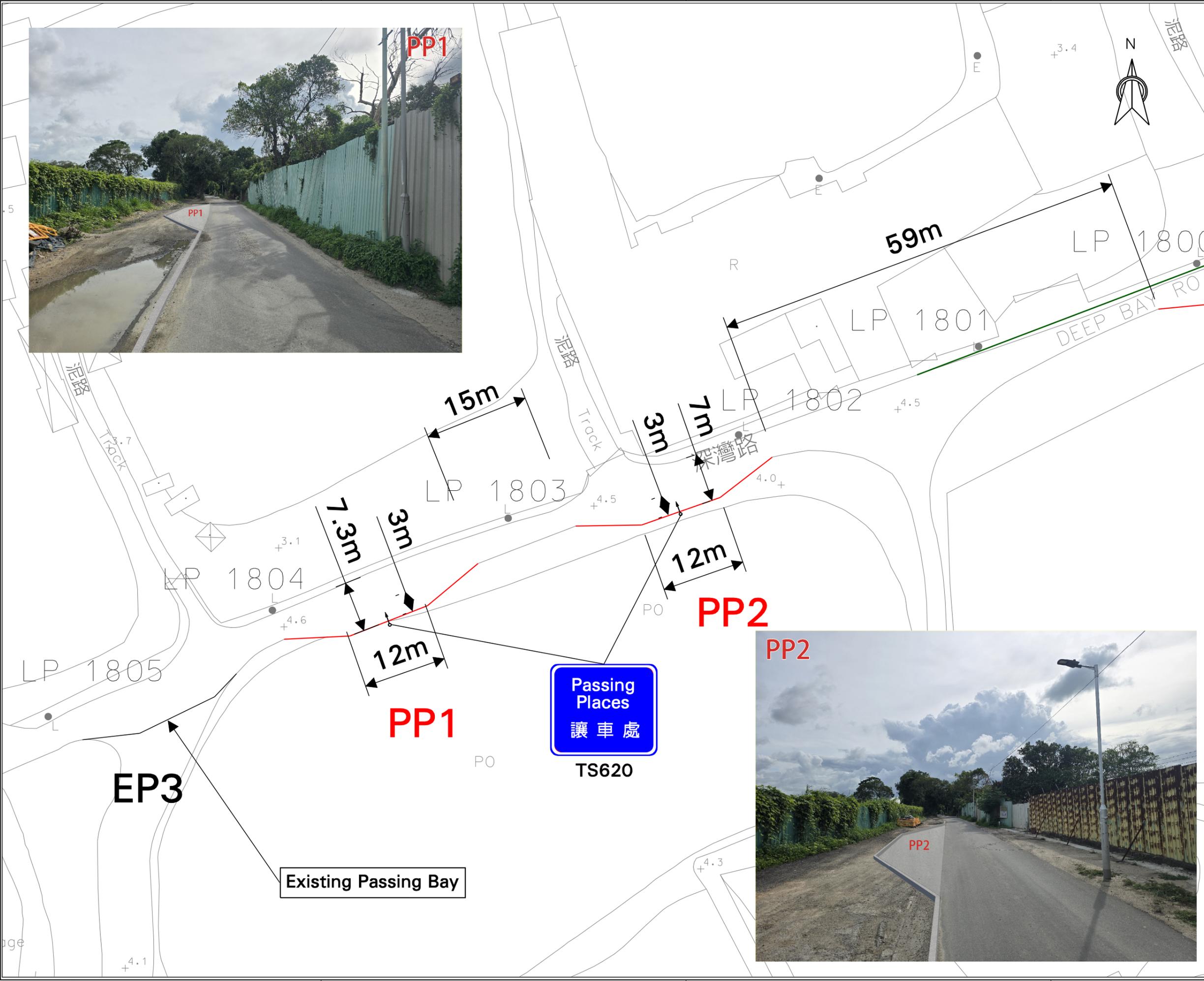
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Project
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Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-1



NOTES :
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MANNINGS
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Designed	Drawn	Checked
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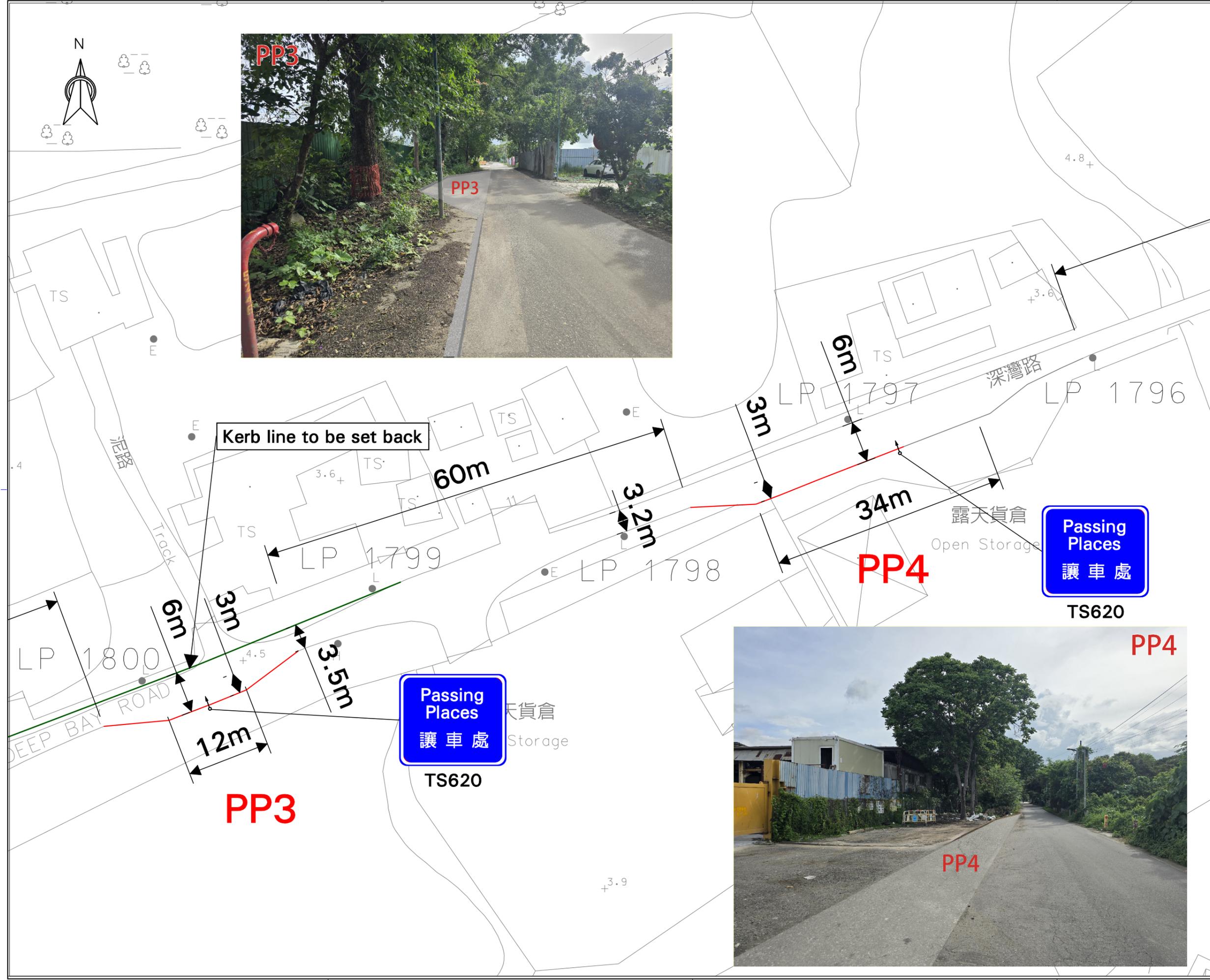
Project
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Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-2





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Contractor Designer
MANNINGS
 (Asia) Consultants Limited

Designed	Drawn	Checked
Approved	Date	

Project
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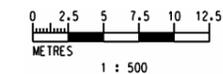
Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-3



NOTES :
 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
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Lighting Pole to be maintained and surrounded by waterfilled barrier

Existing lane width to be maintained

33m

7m

58m

20m

3m

Passing Places
讓車處
TS620

Passing Places
讓車處
TS620



PP5

PP5

PP5

DEEP BAY ROAD

LP 1796

LP 1795

LP 1794

LP 1793

+4.1

+4.2

+4.8

+3.6

+5.2

+5.4

+5.3

+20.4

+5.0

Rev.	Description of Revision	Date	Ckd.

Project Manager
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Contractor Designer
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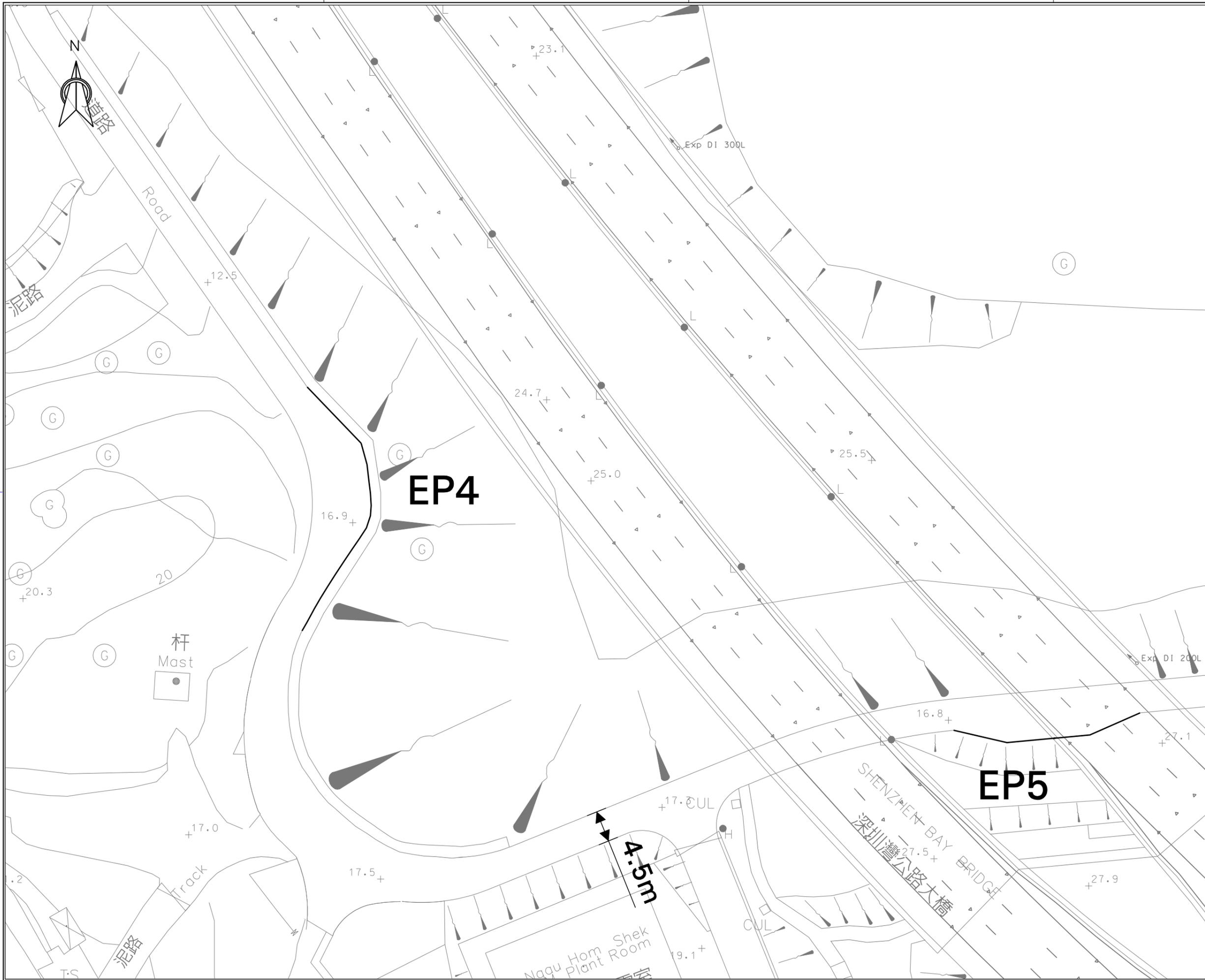
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Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

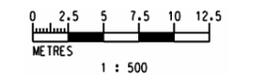
Title
Passing Bay Plan

Scale in A1
A3

Drawing No.
FIGURE 7-4



- NOTES :**
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Project Manager
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MANNINGS (Asia) Consultants Limited

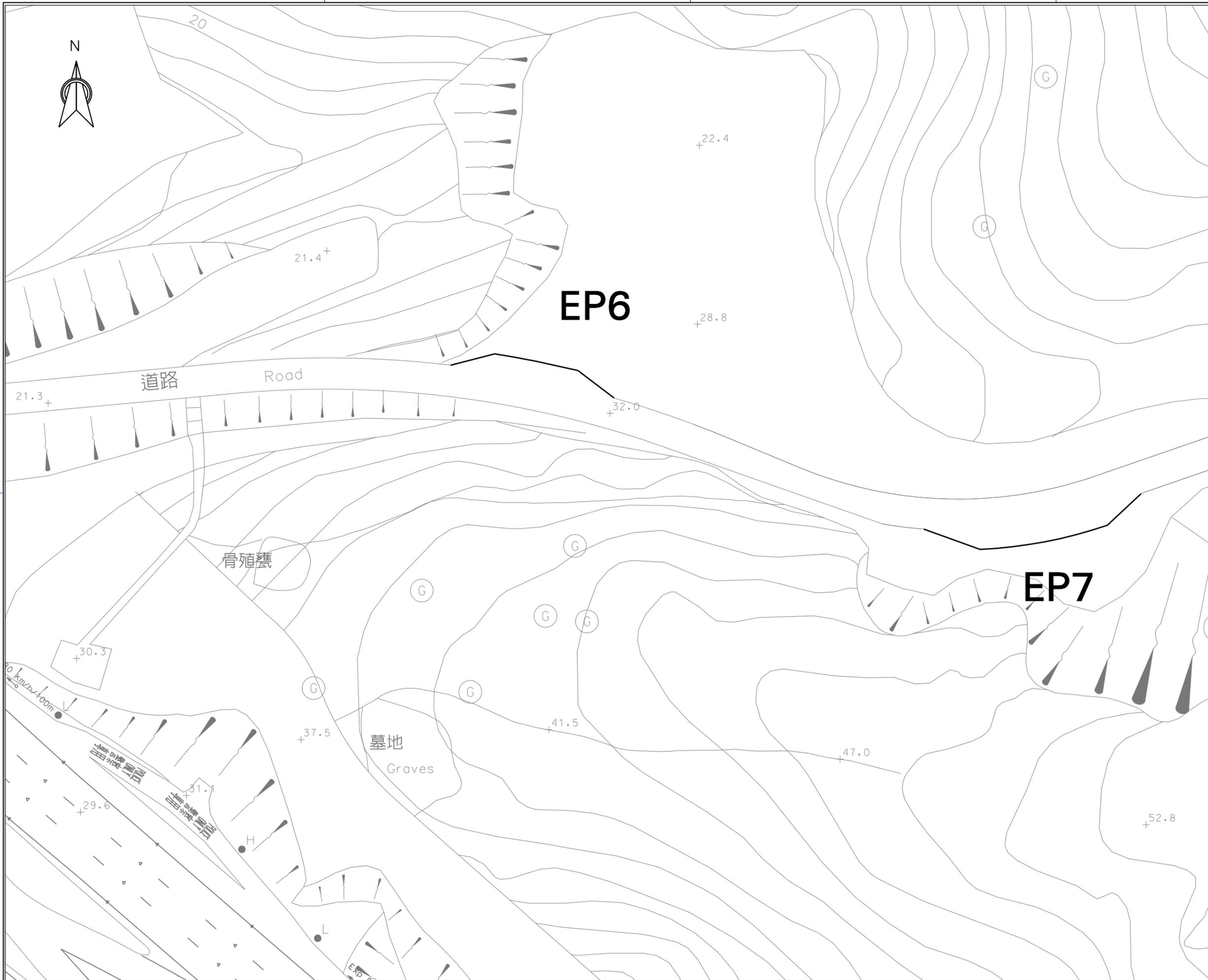
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Project
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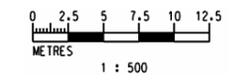
Title
Passing Bay Plan

Scale in A1
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Drawing No.
FIGURE 7-5



- NOTES :**
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Project Manager
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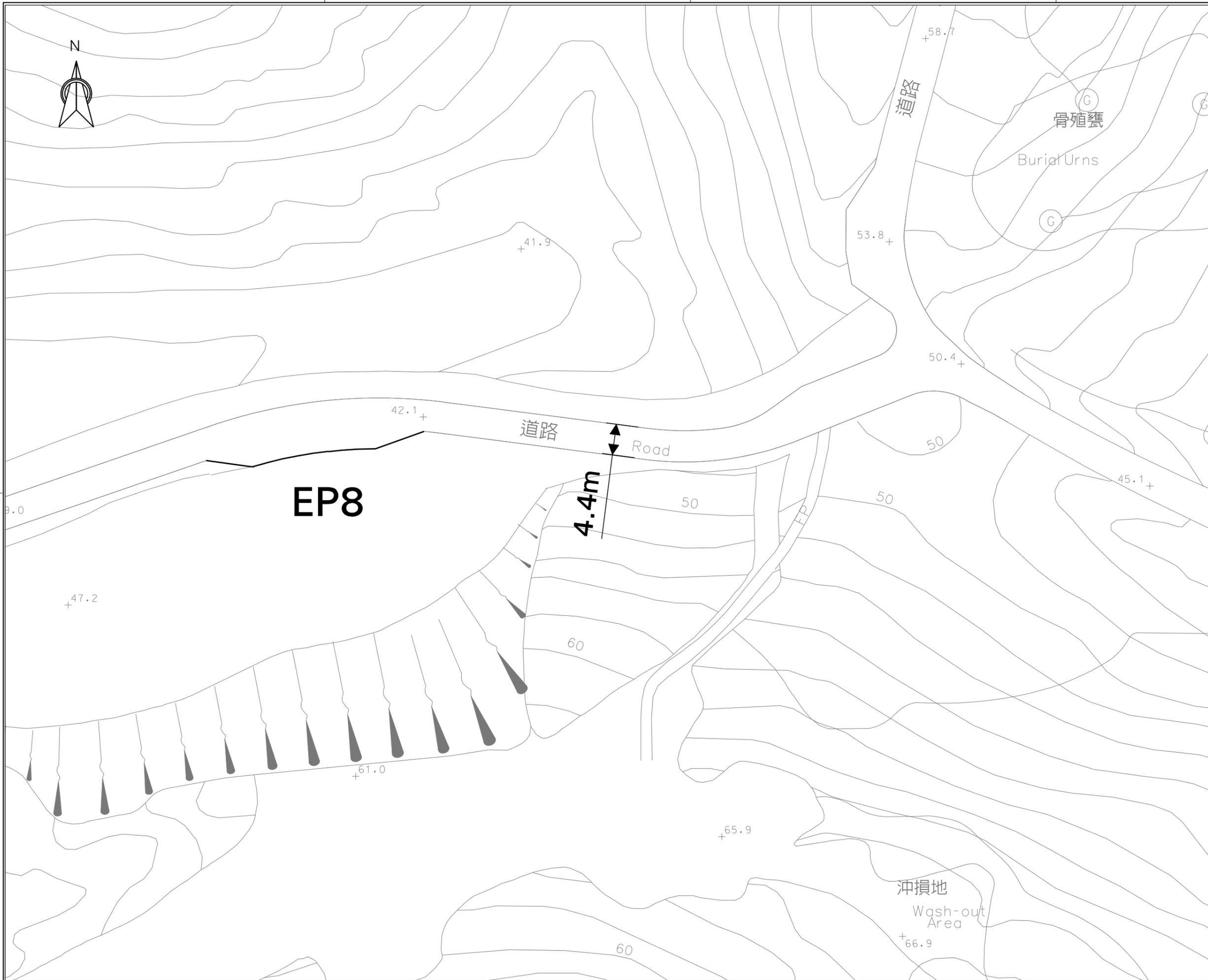

Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

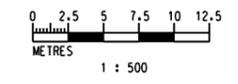
Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-6



- NOTES :**
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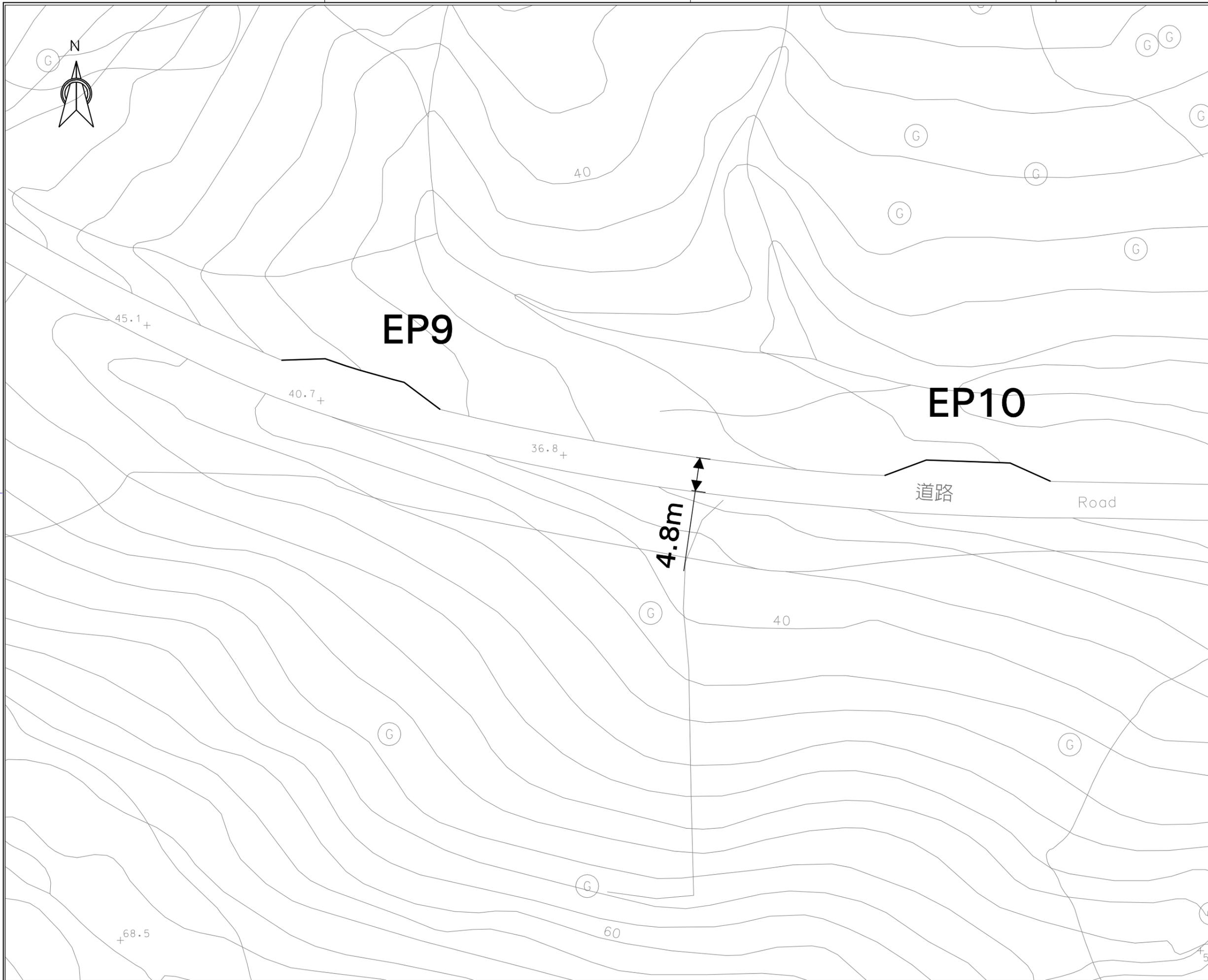
Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

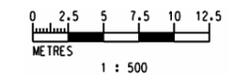
Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-7



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



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Rev.	Description of Revision	Date	Ckd.
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Project Manager
Sum Wui Investment Limited

Contractor Designer

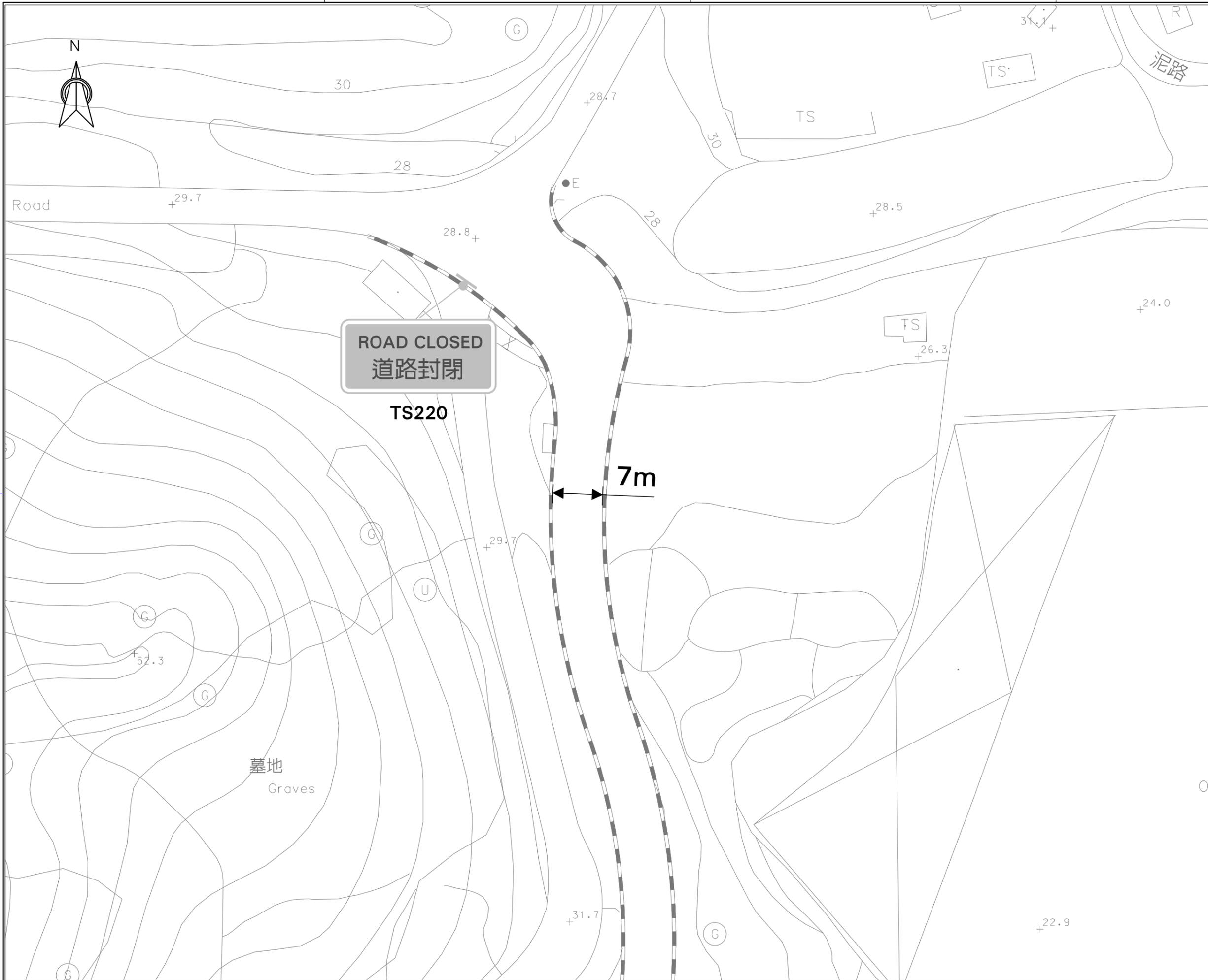

Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

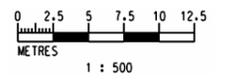
Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-8



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



Rev.	Description of Revision	Date	Ckd.

Project Manager
Sum Wui Investment Limited

Contractor Designer

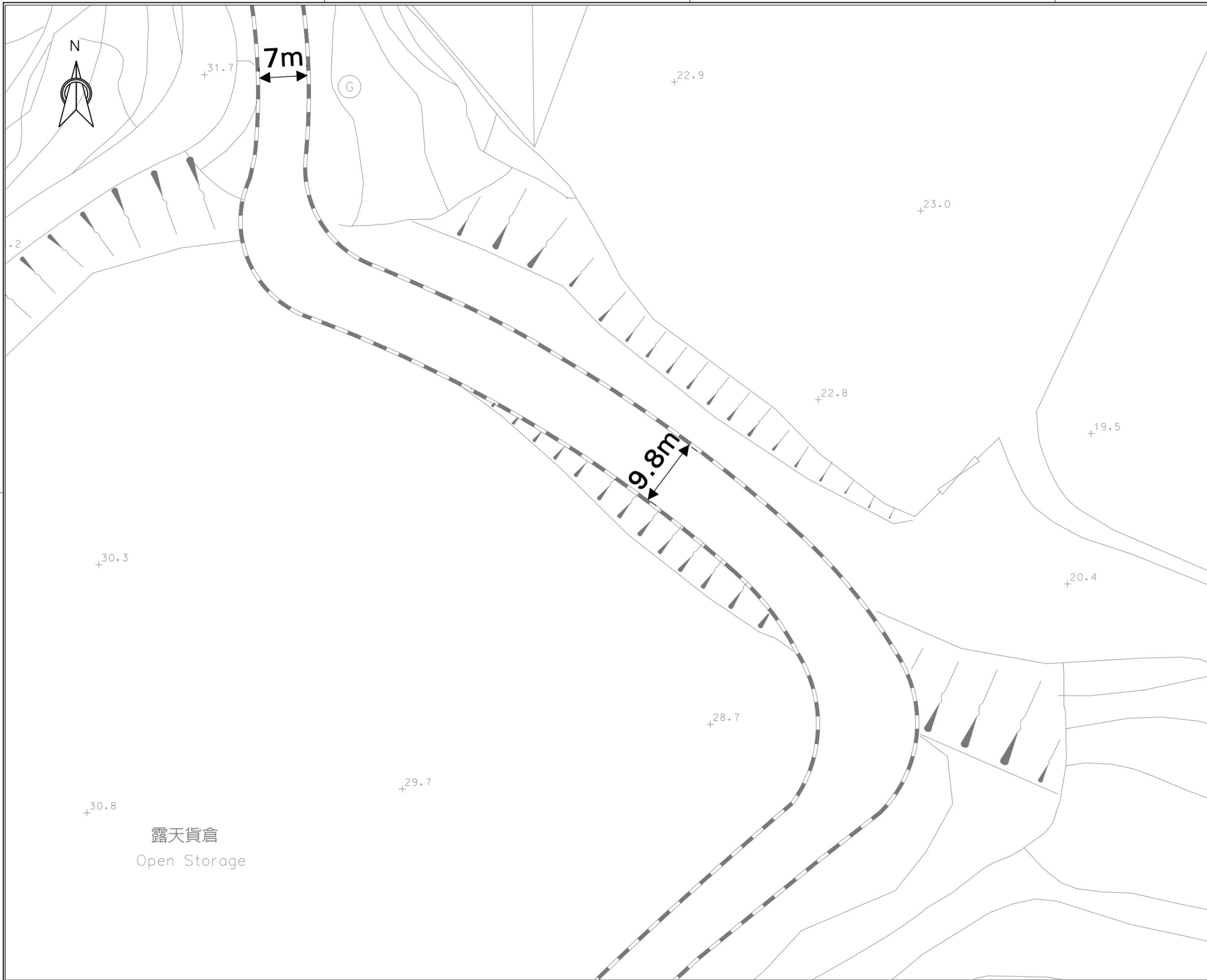

Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

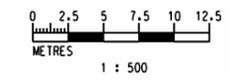
Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-9



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



Rev.	Description of Revision	Date	Ckd.

Project Manager
Sum Wui Investment Limited

Contractor Designer
MANNINGS
 (Asia) Consultants Limited

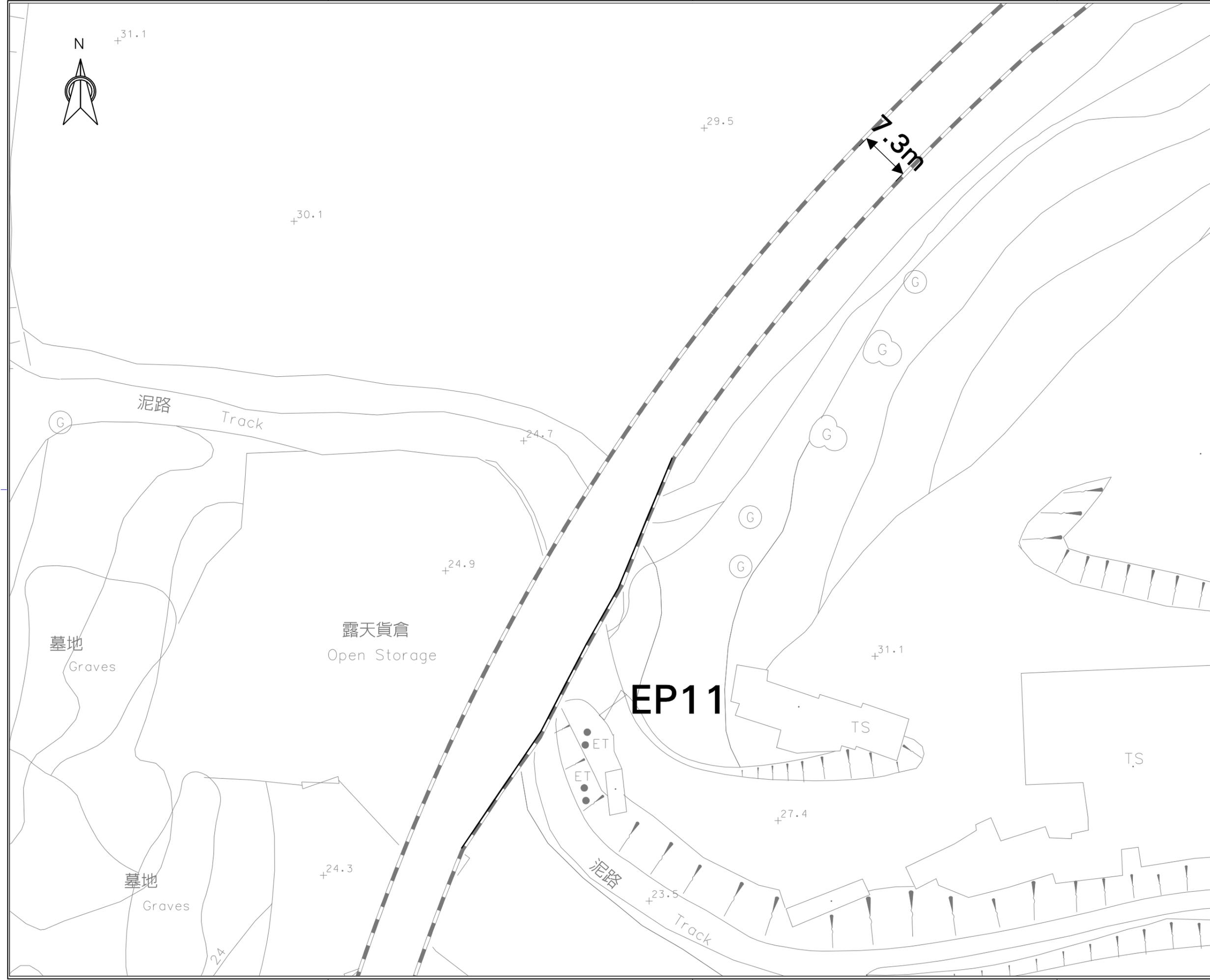
Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

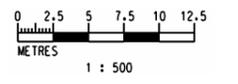
Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-10



- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



Rev.	Description of Revision	Date	Ckd.

Project Manager
Sum Wui Investment Limited

Contractor Designer

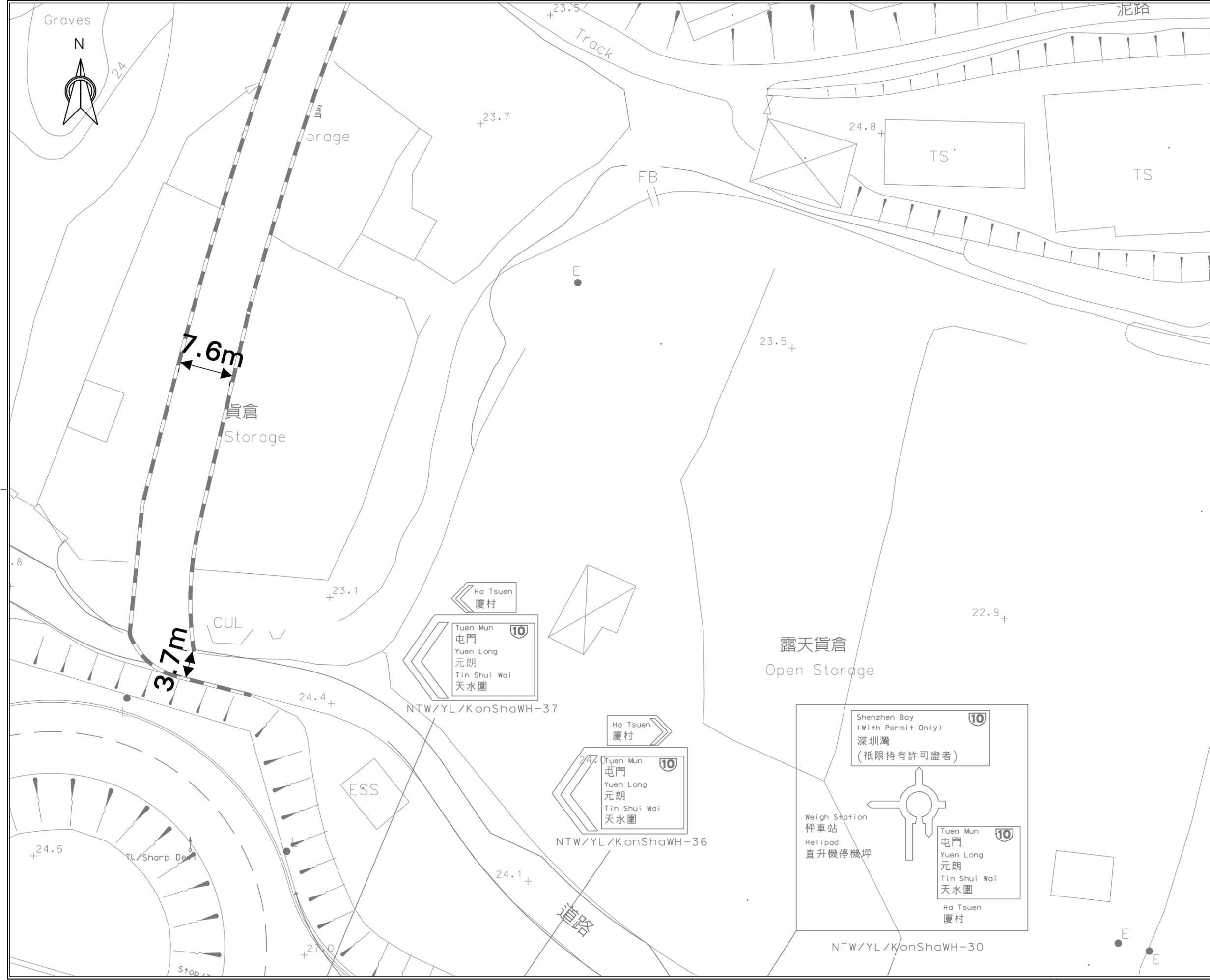

Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title
Passing Bay Plan

Scale in A1
 A3

Drawing No.
FIGURE 7-11



NOTES :
 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN MPD METRE ABOVE HONG KONG PRINCIPAL DATUM.



Rev.	Description of Revision	Date	Ckd.

Project Manager
Sum Wui Investment Limited

Contractor Designer
MANNINGS
 (Asia) Consultants Limited

Designed	Drawn	Checked
Approved	Date	

Project
Proposed Temporary Open Storage of Construction Materials and Machinery with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in DD128 Lot 521 (Part), 536 (Part), 537 (Part), 538 (Part), 539 (Part), 540, 541, 542, 543, 544, 545 (Part), 547 (Part), 548, 549, 551, 552, 553, 554, 555 (Part) and House Lot Blocks (Part) and Adjoining Government Land, Pak Nai, Yuen Long, Yuen Long, N.T.

Title
Passing Bay Plan

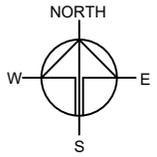
Scale in A1
 A3

Drawing No.
FIGURE 7-12

DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 23,313 m ²	(ABOUT)
COVERED AREA	: 60 m ²	(ABOUT)
UNCOVERED AREA	: 23,253 m ²	(ABOUT)
PLOT RATIO	: 0.005	(ABOUT)
SITE COVERAGE	: 0.25 %	(ABOUT)
NO. OF STRUCTURE	: 2	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 120 m ²	(ABOUT)
TOTAL GFA	: 120 m ²	(ABOUT)
BUILDING HEIGHT	: 7 m	(ABOUT)
NO. OF STOREY	: 2	
OPEN STORAGE AREA	: 15,216 m ²	(ABOUT)
STACKING HEIGHT	: NOT MORE THAN 3 m	

STRUCTURE	USE	COVERED AREA	GROSS FLOOR AREA	BUILDING HEIGHT
B1	SITE OFFICE, WASHROOM STORAGE OF CONSTRUCTION MATERIALS	30 m ² (ABOUT)	60 m ² (ABOUT)	7 m (ABOUT)(2-STOREY)
B2	SITE OFFICE, WASHROOM STORAGE OF CONSTRUCTION MATERIALS	30 m ² (ABOUT)	60 m ² (ABOUT)	7 m (ABOUT)(2-STOREY)
TOTAL		60 m² (ABOUT)	120 m² (ABOUT)	



PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 4
DIMENSION OF PARKING SPACE	: 5 m (L) X 2.5 m (W)

LOADING/UNLOADING PROVISIONS

NO. OF L/U SPACE FOR HEAVY GOODS VEHICLE	: 4
DIMENSION OF L/U SPACE	: 11 m (L) X 3.5 m (W)

*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.

LEGEND

- APPLICATION SITE
- STRUCTURE
- OPEN STORAGE AREA
- PARKING SPACE (PRIVATE CAR)
- L/U SPACE (HEAVY GOODS VEHICLE)
- INGRESS / EGRESS

PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY OPEN STORAGE OF CONSTRUCTION MATERIALS AND MACHINERY WITH ANCILLARY FACILITIES AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS

SITE LOCATION

VARIOUS LOTS IN D.D. 128 AND ADJOINING GOVERNMENT LAND, PAK NAI, YUEN LONG, NEW TERRITORIES

SCALE

1 : 1500 @ A4

DRAWN BY: MN DATE: 11.12.2025

CHECKED BY: DATE:

APPROVED BY: DATE:

DWG. TITLE: LAYOUT PLAN

DWG. NO.: PLAN 9

VER.: 001

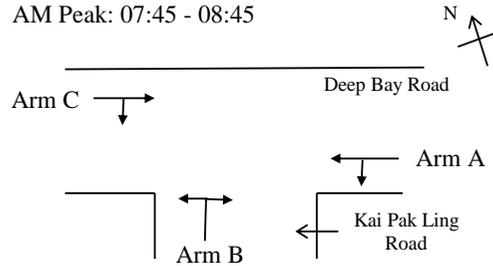


APPENDIX B

Traffic Analysis

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	16 pcu/hr			
q a-c	=	35 pcu/hr			
q c-a	=	28 pcu/hr	Wc-a	=	4 m
q c-b	=	4 pcu/hr	Wc-b	=	4 m
q b-a	=	15 pcu/hr	Wb-a	=	4 m
q b-c	=	9 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

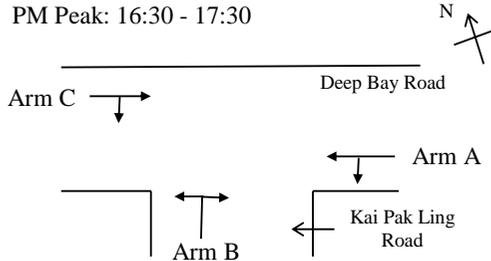
Q b-a	=	570
Q b-c	=	722
Q c-b	=	719

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.01
R c-a	=	0.02
R c-b	=	0.01

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	17 pcu/hr			
q a-c	=	36 pcu/hr			
q c-a	=	29 pcu/hr	Wc-ad	=	4 m
q c-b	=	5 pcu/hr	Wc-b	=	4 m
q b-a	=	14 pcu/hr	Wb-ad	=	4 m
q b-c	=	10 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

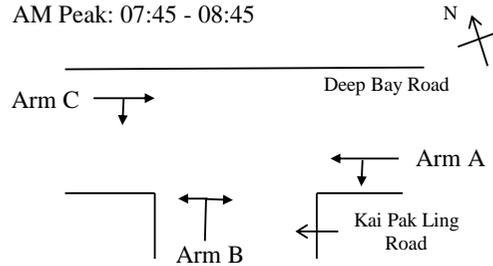
Q b-ad	=	569
Q b-c	=	722
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.01
R c-a	=	0.02
R c-b	=	0.01

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Background Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	17 pcu/hr			
q a-c	=	38 pcu/hr			
q c-a	=	29 pcu/hr	Wc-a	=	4 m
q c-b	=	4 pcu/hr	Wc-b	=	4 m
q b-a	=	16 pcu/hr	Wb-a	=	4 m
q b-c	=	10 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

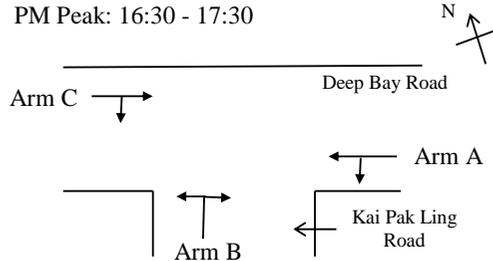
Q b-a	=	569
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.01
R c-a	=	0.02
R c-b	=	0.01

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Background Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	16 pcu/hr			
q a-c	=	37 pcu/hr			
q c-a	=	30 pcu/hr	Wc-ad	=	4 m
q c-b	=	5 pcu/hr	Wc-b	=	4 m
q b-a	=	14 pcu/hr	Wb-ad	=	4 m
q b-c	=	9 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

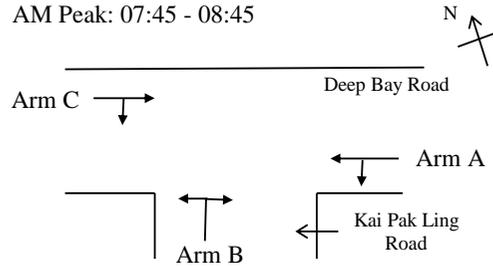
Q b-ad	=	568
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.01
R c-a	=	0.02
R c-b	=	0.01

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Reference Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	17 pcu/hr			
q a-c	=	38 pcu/hr			
q c-a	=	29 pcu/hr	Wc-a	=	4 m
q c-b	=	12 pcu/hr	Wc-b	=	4 m
q b-a	=	16 pcu/hr	Wb-a	=	4 m
q b-c	=	18 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

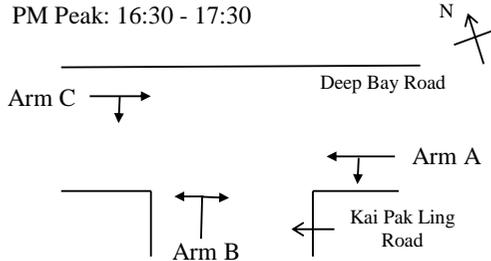
Q b-a	=	565
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.02
R c-a	=	0.02
R c-b	=	0.02

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Reference Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	16 pcu/hr			
q a-c	=	37 pcu/hr			
q c-a	=	30 pcu/hr	Wc-ad	=	4 m
q c-b	=	13 pcu/hr	Wc-b	=	4 m
q b-a	=	14 pcu/hr	Wb-ad	=	4 m
q b-c	=	17 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

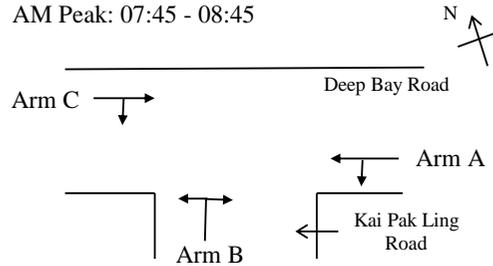
Q b-ad	=	565
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.02
R c-a	=	0.02
R c-b	=	0.02

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	1 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Design Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW		
		Drg. Ref.			

AM Peak: 07:45 - 08:45



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	17 pcu/hr			
q a-c	=	38 pcu/hr			
q c-a	=	29 pcu/hr	Wc-a	=	4 m
q c-b	=	20 pcu/hr	Wc-b	=	4 m
q b-a	=	16 pcu/hr	Wb-a	=	4 m
q b-c	=	26 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

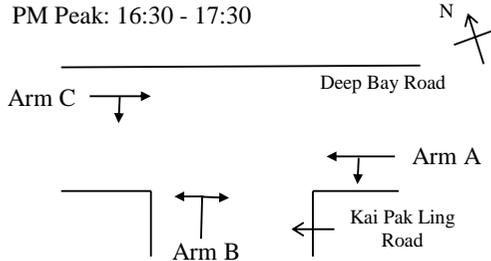
Q b-a	=	562
Q b-c	=	721
Q c-b	=	718

RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.04
R c-a	=	0.02
R c-b	=	0.03

Job No.	W1074	File Name	W1074_DFC_DBR_KPLR	Page	2 of 2
Client	Sum Wui Investment Limited	Calculated	HC	Date	18/12/2025
Subject	Junction Capacity Analysis of the junction of Deep Bay Road with Kai Pak Ling Road 2029 Design Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW		
		Drg. Ref.			

PM Peak: 16:30 - 17:30



- W — Major road width
- Wcr — Central reserve width
- Wc-a — Lane width available to veh. waiting in stream c-a
- Wc-b — Lane width available to veh. waiting in stream c-b
- Vr c-a — Visibility to the right for veh. waiting in stream c-a
- Vl b-a — Visibility to the left for veh. waiting in stream b-a

GEOMETRIC DETAILS:

W	=	4 m			
Wcr	=	0 m			
q a-b	=	16 pcu/hr			
q a-c	=	37 pcu/hr			
q c-a	=	30 pcu/hr	Wc-ad	=	4 m
q c-b	=	21 pcu/hr	Wc-b	=	4 m
q b-a	=	14 pcu/hr	Wb-ad	=	4 m
q b-c	=	25 pcu/hr	Wb-c	=	4 m
			Vr b-a	=	70 m
			Vr b-c	=	70 m
			Vr c-b	=	70 m
			Vl b-a	=	70 m

GEOMETRIC PARAMETERS:

D	=	0.9391 pcu/hr
E	=	0.9864 pcu/hr
F	=	0.9864 pcu/hr
Y	=	0.8620 pcu/hr

CAPACITY OF MOVEMENT:

Q b-ad	=	562
Q b-c	=	721
Q c-b	=	718

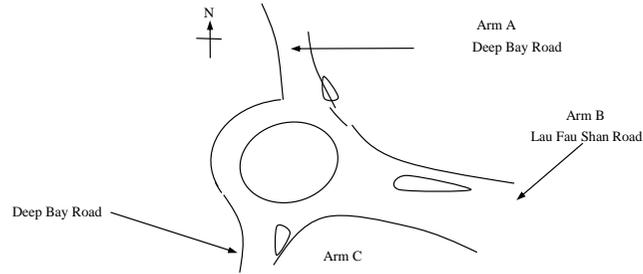
RATIO OF DESIGN FLOW TO CAPACITY FOR EACH APPROACH:

R b-c	=	0.03
R c-a	=	0.02
R c-b	=	0.03

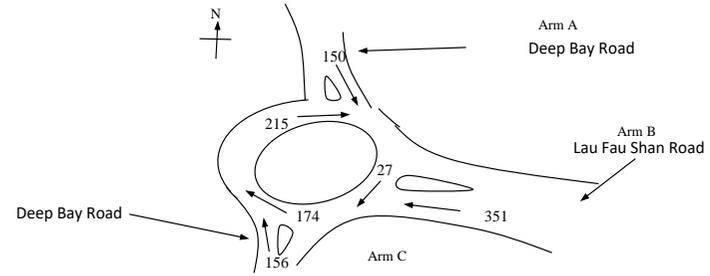
Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	

Existing Traffic Condition From 07:00-20:00 Weekday (AM Peak)

AM Peak: 07:45 - 08:45



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

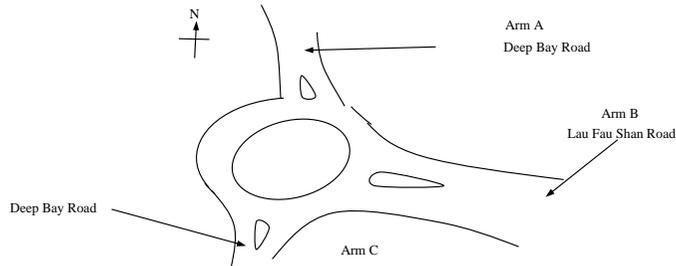
		Arm A	Arm B	Arm C
e	= entry width (m)	= 4.1	= 4.2	= 3.9
v	= approach half width (m)	= 2.5	= 2.6	= 2.5
L	= effective length of flare (m)	= 12.8	= 4.8	= 6.9
s	= sharpness of flare	= 0.20	= 0.53	= 0.32
φ	= entry angle (°)	= 51	= 53	= 41
D	= inscribed circle diameter (m)	= 20	= 20	= 20
r	= entry radius (m)	= 73	= 5.5	= 7.9

Calculation:

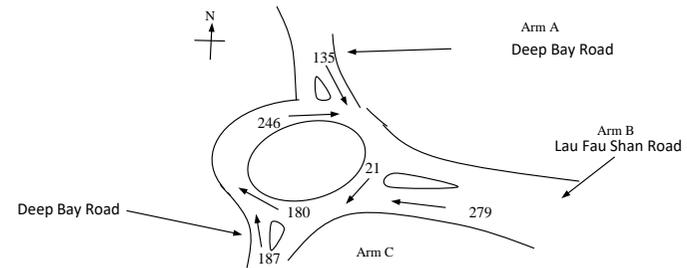
		Arm A	Arm B	Arm C
q _c	= circulating flow across entry	= 215	= 27	= 174
K	= 1-0.00347(f-30)-0.978(1/r-0.05)	= 0.96	= 0.79	= 0.89
x ₂	= v+((e-v)/(1+2s))	= 3.64	= 3.37	= 3.35
M	= exp((D-60)/10)	= 0.02	= 0.02	= 0.02
F	= 303x ₂	= 1103.79	= 1022.38	= 1014.70
t _D	= 1+0.5/(1+M)	= 1.49	= 1.49	= 1.49
f _e	= 0.21t _D (1+0.2x ₂)	= 0.54	= 0.52	= 0.52
Q _E	= K(F-f _e q _c)	= 951	= 798	= 819
DFC	= traffic flow into the roundabout/Q _E	= 0.16	= 0.44	= 0.19

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 Existing Traffic Condition From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

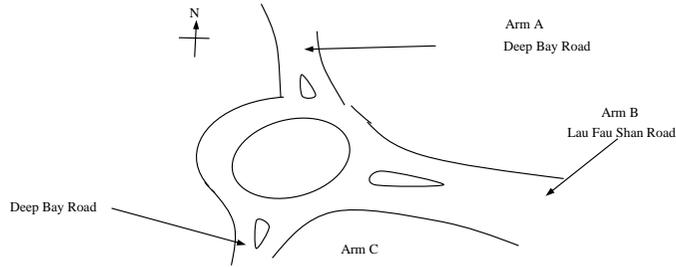
		Arm A	Arm B	Arm C
e	= entry width (m)	= 4.1	4.2	3.9
v	= approach half width (m)	= 2.5	2.6	2.5
L	= effective length of flare (m)	= 12.8	4.8	6.9
s	= sharpness of flare	= 0.20	0.53	0.32
φ	= entry angle (°)	= 51	53	41
D	= inscribed circle diameter (m)	= 20	20	20
r	= entry radius (m)	= 73	5.5	7.9

Calculation:

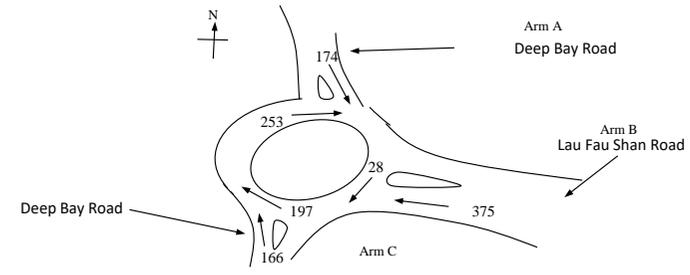
		Arm A	Arm B	Arm C
q _c	= circulating flow across entry	= 246	21	180
K	= $1 - 0.00347(F-30) - 0.978(1/r - 0.05)$	= 0.96	0.79	0.89
x ₂	= $v + ((e-v)/(1+2s))$	= 3.64	3.37	3.35
M	= $\exp((D-60)/10)$	= 0.02	0.02	0.02
F	= $303x_2$	= 1103.79	1022.38	1014.70
t _D	= $1 + 0.5/(1+M)$	= 1.49	1.49	1.49
f _c	= $0.21t_D(1 + 0.2x_2)$	= 0.54	0.52	0.52
Q _E	= $K(F - f_c q_c)$	= 934	800	817
DFC	= traffic flow into the roundabout/Q _E	= 0.14	0.35	0.23

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Background Peak Hour Flow From 07:00-20:00 Weekday (AM Peak)	Checked	KW	Date	

AM Peak: 07:45 - 08:45



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

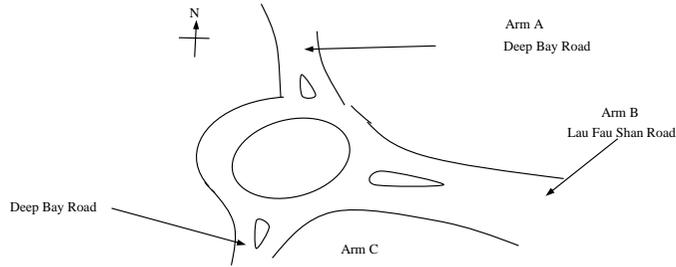
			Arm A	Arm B	Arm C	
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
φ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

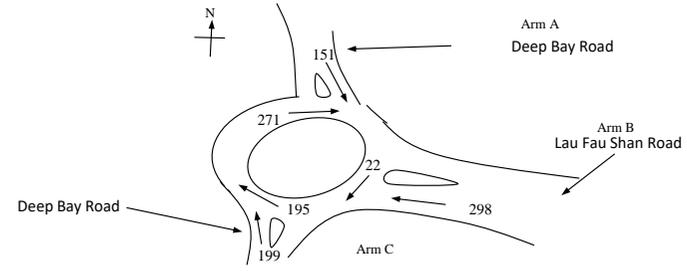
			Arm A	Arm B	Arm C	
q _c	=	circulating flow across entry	=	253	28	197
K	=	$1 - 0.00347(F - 30) - 0.978(1/r - 0.05)$	=	0.96	0.79	0.89
x ₂	=	$v + ((e - v)/(1 + 2s))$	=	3.64	3.37	3.35
M	=	$\exp((D - 60)/10)$	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t _D	=	$1 + 0.5/(1 + M)$	=	1.49	1.49	1.49
f _c	=	$0.21t_D(1 + 0.2x_2)$	=	0.54	0.52	0.52
Q _E	=	$K(F - f_c q_c)$	=	931	797	809
DFC	=	traffic flow into the roundabout/Q _E	=	0.19	0.47	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Background Peak Hour Flow From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

			Arm A	Arm B	Arm C	
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
φ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

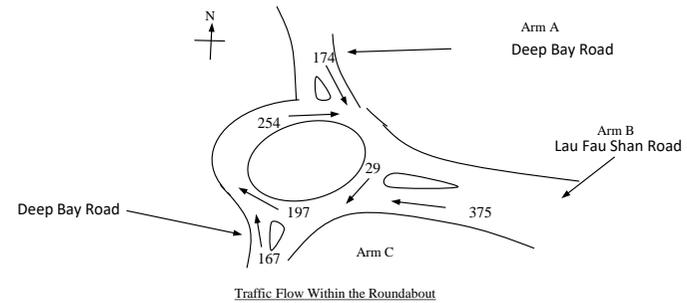
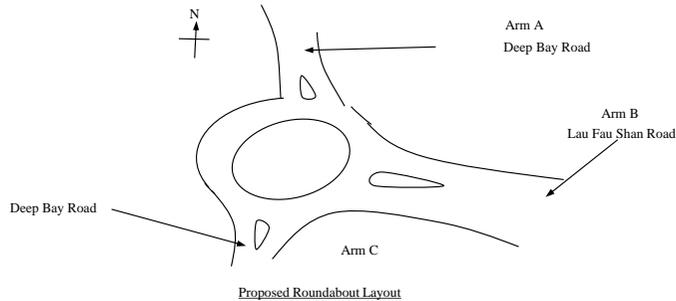
Calculation:

			Arm A	Arm B	Arm C	
q _c	=	circulating flow across entry	=	271	22	195
K	=	$1 - 0.00347(F - 30) - 0.978(1/r - 0.05)$	=	0.96	0.79	0.89
x ₂	=	$v + ((e - v)/(1 + 2s))$	=	3.64	3.37	3.35
M	=	$\exp((D - 60)/10)$	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t _D	=	$1 + 0.5/(1 + M)$	=	1.49	1.49	1.49
f _c	=	$0.21t_D(1 + 0.2x_2)$	=	0.54	0.52	0.52
Q _E	=	$K(F - f_c q_c)$	=	921	800	810
DFC	=	traffic flow into the roundabout/Q _E	=	0.16	0.37	0.25

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2	Checked	KW	Date	

2029 Reference Peak Hour Flow From 07:00-20:00 Weekday (AM Peak)

AM Peak: 07:45 - 08:45



Design Parameters:

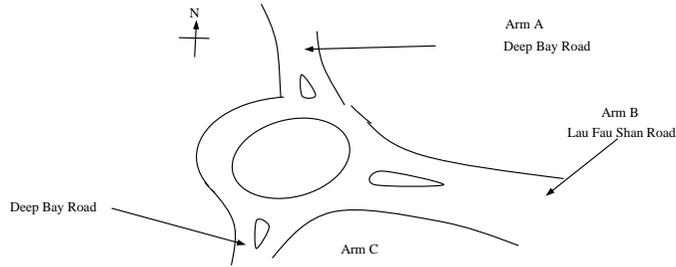
			Arm A	Arm B	Arm C	
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
φ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

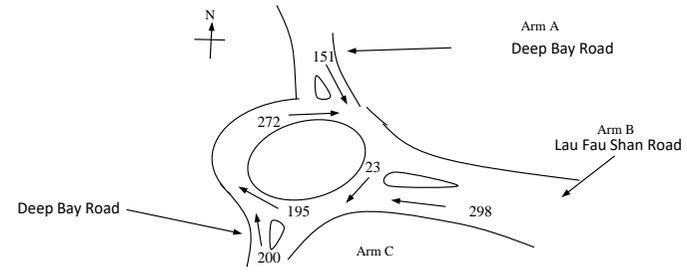
			Arm A	Arm B	Arm C	
q _c	=	circulating flow across entry	=	254	29	197
K	=	$1 - 0.00347(F - 30) - 0.978(1/r - 0.05)$	=	0.96	0.79	0.89
x ₂	=	$v + ((e - v)/(1 + 2s))$	=	3.64	3.37	3.35
M	=	$\exp((D - 60)/10)$	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t _D	=	$1 + 0.5/(1 + M)$	=	1.49	1.49	1.49
f _c	=	$0.21t_D(1 + 0.2x_2)$	=	0.54	0.52	0.52
Q _E	=	$K(F - f_c q_c)$	=	930	797	809
DFC	=	traffic flow into the roundabout/Q _E	=	0.19	0.47	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Reference Peak Hour Flow From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

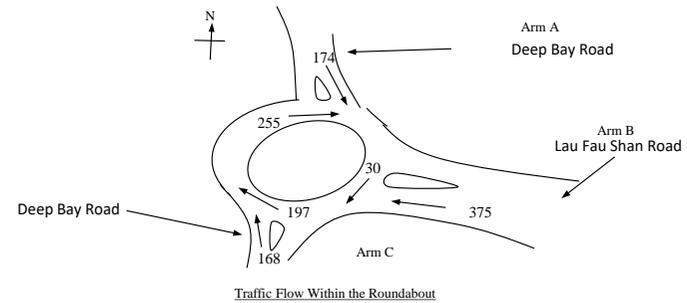
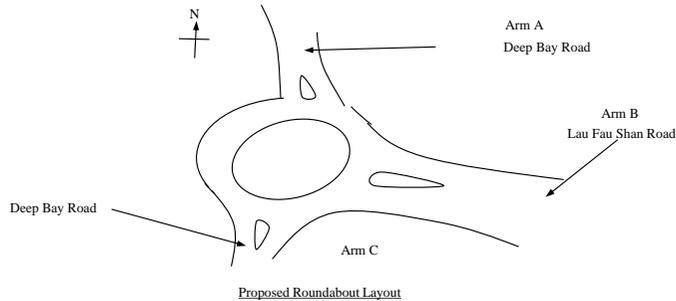
		Arm A	Arm B	Arm C
e	= entry width (m)	4.1	4.2	3.9
v	= approach half width (m)	2.5	2.6	2.5
L	= effective length of flare (m)	12.8	4.8	6.9
s	= sharpness of flare	0.20	0.53	0.32
φ	= entry angle (°)	51	53	41
D	= inscribed circle diameter (m)	20	20	20
r	= entry radius (m)	73	5.5	7.9

Calculation:

		Arm A	Arm B	Arm C
q _c	= circulating flow across entry	272	23	195
K	= $1 - 0.00347(F-30) - 0.978(1/r - 0.05)$	0.96	0.79	0.89
x ₂	= $v + ((e-v)/(1+2s))$	3.64	3.37	3.35
M	= $\exp((D-60)/10)$	0.02	0.02	0.02
F	= $303x_2$	1103.79	1022.38	1014.70
t _D	= $1 + 0.5/(1+M)$	1.49	1.49	1.49
f _c	= $0.21t_D(1 + 0.2x_2)$	0.54	0.52	0.52
Q _E	= $K(F - f_c q_c)$	921	799	810
DFC	= traffic flow into the roundabout/Q _E	0.16	0.37	0.25

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Design Peak Hour Flows From 07:00-20:00 Weekday (AM Peak)	Checked	KW	Date	

AM Peak: 07:45 - 08:45



Design Parameters:

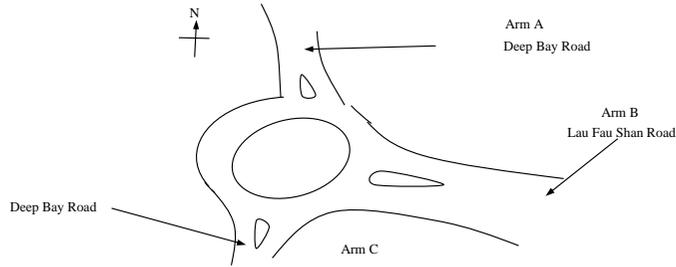
			Arm A	Arm B	Arm C	
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
φ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

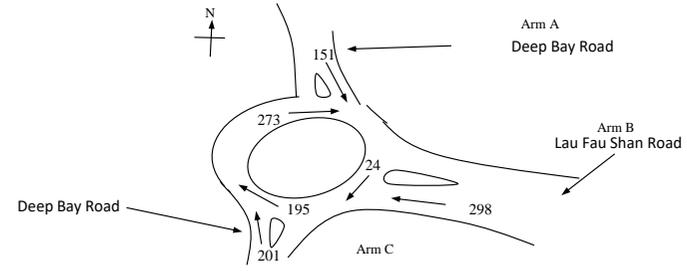
			Arm A	Arm B	Arm C	
q _c	=	circulating flow across entry	=	255	30	197
K	=	$1 - 0.00347(F - 30) - 0.978(1/r - 0.05)$	=	0.96	0.79	0.89
x ₂	=	$v + ((e - v)/(1 + 2s))$	=	3.64	3.37	3.35
M	=	$\exp((D - 60)/10)$	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t _D	=	$1 + 0.5/(1 + M)$	=	1.49	1.49	1.49
f _c	=	$0.21t_D(1 + 0.2x_2)$	=	0.54	0.52	0.52
Q _E	=	$K(F - f_c q_c)$	=	930	797	809
DFC	=	traffic flow into the roundabout/Q _E	=	0.19	0.47	0.21

Job No.	W1073	File Name	W1073_DFC_DBR_LFSR_SHTS	Page	1 of 1
Client	Sum Wui Investment Limited	Calculated	HC	Date	11/11/2025
Subject	Signal calculation for the junction of Deep Bay Road with Lau Fau Shan Road / Shan Tung Street - J2 2029 Design Peak Hour Flows From 07:00-20:00 Weekday (PM Peak)	Checked	KW	Date	

PM Peak: 17:00 - 18:00



Proposed Roundabout Layout



Traffic Flow Within the Roundabout

Design Parameters:

			Arm A	Arm B	Arm C	
e	=	entry width (m)	=	4.1	4.2	3.9
v	=	approach half width (m)	=	2.5	2.6	2.5
L	=	effective length of flare (m)	=	12.8	4.8	6.9
s	=	sharpness of flare	=	0.20	0.53	0.32
φ	=	entry angle (°)	=	51	53	41
D	=	inscribed circle diameter (m)	=	20	20	20
r	=	entry radius (m)	=	73	5.5	7.9

Calculation:

			Arm A	Arm B	Arm C	
q _c	=	circulating flow across entry	=	273	24	195
K	=	$1 - 0.00347(F - 30) - 0.978(1/r - 0.05)$	=	0.96	0.79	0.89
x ₂	=	$v + ((e - v)/(1 + 2s))$	=	3.64	3.37	3.35
M	=	$\exp((D - 60)/10)$	=	0.02	0.02	0.02
F	=	$303x_2$	=	1103.79	1022.38	1014.70
t _D	=	$1 + 0.5/(1 + M)$	=	1.49	1.49	1.49
f _c	=	$0.21t_D(1 + 0.2x_2)$	=	0.54	0.52	0.52
Q _E	=	$K(F - f_c q_c)$	=	920	799	810
DFC	=	traffic flow into the roundabout/Q _E	=	0.16	0.37	0.25