Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas or Regulated Areas; and
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas or Regulated Areas
位於鄉郊地區或受規管地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.tpb.gov.hk/en/plan_application/apply.html

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

General Note and Annotation for the Form
填寫表格的一般指引及註解

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

250926 2/5 by hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/TY/152
	Date Received 收到日期	2025 -05- 07

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

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

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1. Name of Applicant 申請人姓名/名稱

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

Hongkong United Dockyards Limited

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

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

Knight Frank Petty Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Tsing Yi Town Lot No.108RP (Part)
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 2,555 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 900 sq.m 平方米 ☑About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	..... sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Tsing Yi Outline Zoning Plan No. S/TY/32
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Industrial"
(f)	Current use(s) 現時用途	Temporary Asphalt Plant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

Details of consent of "current land owner(s)"# obtained 取得「現行土地擁有人」#同意的詳情

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

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

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

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

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

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

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

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

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

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____(日/月/年)在指定報章就申請刊登一次通知&

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☐ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) *For Type (i) application 供第(i)類申請*

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用)
(Please use separate sheets if the space provided is insufficient)
(如所提供的空間不足，請另頁說明)

Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale
性質及規模

☐ Public utility installation 公用事業設施裝置

☐ Utility installation for private project 私人發展計劃的公用設施裝置

Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate
請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

☐ Plot ratio restriction 地積比率限制 — From 由 ..... to 至 .....

☐ Gross floor area restriction 總樓面面積限制 — From 由 .....sq. m 平方米 to 至 .....sq. m 平方米

☐ Site coverage restriction 上蓋面積限制 — From 由 .....% to 至 ..... %

☐ Building height restriction 建築物高度限制 — From 由 .....m 米 to 至 ..... m 米

From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)

From 由 ..... storeys 層 to 至 ..... storeys 層

☐ Non-building area restriction 非建築用地限制 — From 由 .....m to 至 ..... m

☐ Others (please specify) 其他（請註明） .....

.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	900 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	0.35	☑About 約
Proposed site coverage 擬議上蓋面積	35 %	☑About 約
~~Proposed no. of blocks 擬議座數~~	.....	
Proposed no. of storeys of each block ~~每座建築物的~~擬議層數	..... storeys 層	
	☐ include 包括.....storeys of basements 層地庫	
	☐ exclude 不包括.....storeys of basements ~~層地庫~~	
Proposed building height of each block 每座建築物的擬議高度	not exceeding 26 mPD 米(主水平基準上)	☐About 約
	~~..... m 米~~	~~☐About 約~~

☐ ~~Domestic part 住用部分~~

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☑ Non-domestic part 非住用部分 — GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約
(please specify the number of rooms 請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
.....
.....
.....

☑ other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
Temporary Asphalt Plant (GFA) about 900sqm
.....
.....

☐ ~~Open space 休憩用地~~ (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ ~~Not less than 不少於~~

(c) ~~Use(s)~~ of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途
Please see supporting planning statement
.....
.....
.....
.....
.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Temporary asphalt plant in operation since 2010

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) The Site is accessible from a private road which extends from the end of Sai Tso Wan Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位: 1 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) Lorry Parking Spaces: 8
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) 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: 8 Others (Please Specify) 其他 (請列明)
	No 否	☐

9. Impacts of Development Proposal 擬議發展計劃的影響

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

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

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

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

Please see supporting planning statement
.....
.....
.....
.....
.....

10. Justifications 理由

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

Please see supporting planning statement

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

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

Signature 簽署 ..... ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

CALVIN KAN ..... Associate Director, Planning & Land Advisory Services .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格
☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☑ RPP 註冊專業規劃師 (Member No.389)
Others 其他 .....

on behalf of 代表 Knight Frank Petty Limited .....

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

Date 日期 2/5/2025 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

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

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

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

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料:

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)
_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____
_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Tsing Yi Town Lot 108 RP (Part) 青衣市地段第 108 號餘段(部分)
Site area 地盤面積	2,555 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Tsing Yi Outline Zoning Plan No. S/TY/32 青衣分區計劃大綱核准圖編號 S/TY/32
Zoning 地帶	"Industrial" 「工業」
Applied use/ development 申請用途/發展	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years 臨時瀝青廠的規劃許可續期（為期 5 年）

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	☑ About 約 900 ☐ Not more than 不多於	☑About 約 0.35 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			26 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	35 % ☑ About 約	
(v)	No. of units 單位數目		
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) 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	9
	Private Car Parking Spaces 私家車車位	1
	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) Lorry Parking Spaces	8
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	8
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	8
	Others (Please Specify) 其他 (請列明)	

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

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

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

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

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

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

RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT FOR A PERIOD OF 5 YEARS

AT TSING YI TOWN LOT NO. 108RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32

SUPPORTING PLANNING STATEMENT

MAY 2025

Executive Summary

This application for permission under section 16 of the Town Planning Ordinance (Cap. 131) ("the Application") is made to seek permission from the Town Planning Board ("TPB") for renewal of planning approval of the temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) ("the Application Site"). The Application Site falls within an area zoned "Industrial" ("I") use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 ("the OZP"). According to the Notes of the OZP, 'Asphalt Plant' is a Column 2 use within the "I" zone, thus planning permission is required from the TPB.

The Application Site is subject to a previous planning application No. A/TY/144 for the same use which was approved on 1 September 2020 for a period of five years until 1 September 2025. All approval conditions under the previous planning approval have been complied with. The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

There is a need to expand the local construction sector and meet the growing demand for asphalt. The Application Site is located at a remote area of Tsing Yi West industrial area and the range of high hills at the central part of Tsing Yi Island would serve as a partition to block off the proposed asphalt plant's potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. No adverse traffic or environmental impacts on the surrounding area are anticipated from the proposed asphalt plant since the previous application.

In view of the above and the detailed planning justifications put forward in the Planning Statement, we sincerely seek TPB's favourable consideration to approve the Application for a temporary period of five years.

內容摘要

本申請根據《城市規劃條例》(第 131 章)第 16 條提出規劃許可申請 (『本申請』) 要求城市規劃委員會 (『城規會』) 批給規劃許可，准許在青衣市地段第 108 號餘段(部分) (『申請地點』) 為期五年的臨時瀝青廠規劃許可續期。申請地點位於青衣分區計劃大綱核准圖編號 S/TY/32 (『大綱圖』) 上的『工業』用途地帶。根據大綱圖，在『工業』用途地帶內，「瀝青廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

有關地點的先前規劃申請(No. A/TY/144)作相同用途於 2020 年 9 月 1 日獲批，為期五年，至 2025 年 9 月 1 日。所有先前的規劃許可附帶條件均已履行。申請地點繼續用作有關用途將不會對現有瀝青廠的發展參數有重大變動，除了為將來的改動及加建工程而進行的微小調整。

本地的建造業必須擴大及滿足瀝青日益增長的需求。申請地點位於青衣西邊較偏遠工業區域，青衣島中部的山脊可阻擋擬議瀝青廠潛在的環境影響及對青衣東北部住宅區域的滋擾。自先前規劃申請以來，擬議瀝青廠對周圍地區的交通或環境沒有產生不利影響。

基於以上各點及規劃報告書內所提供的詳細規劃理據，我們誠懇地希望城規會批准有關用途為期 5 年的申請。

(中英文版如有差異，皆以英文版本爲準。)

Table of Contents

1 Introduction

1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Hongkong United Dockyards Limited ("the Applicant") to seek renewal of planning approval (No. A/TY/144) from the Town Planning Board ("TPB") for temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) ("the Application Site"). The Applicant is intended to continue the operation of the current temporary asphalt plant approved under application no. A/TY/144 at the Application Site.

The Application Site falls within an area zoned "Industrial" ("I") use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 ("the OZP"). According to the Notes of the OZP, 'Asphalt Plant' ("the Use") is a Column 2 use under the "I" zone which requires planning permission from the TPB.

1.2 Statement Structure

This Supporting Planning Statement comprises six sections. Following the introduction, **Section 2** will cover the descriptions of the Application Site and its surrounding context. **Section 3** will elaborate on the respective planning context within which this Application is subject to. The current use will be detailed in **Section 4**, which is followed by the relevant justifications in **Section 5**. The Statement will be concluded in **Section 6**. The following supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Location Plan of the Marshalling Area (**Appendix II)**
- Approval Letter of Planning Application No. A/TY/144 (**Appendix III**)
- Approval Letter regarding Compliance of Approval Condition (b) (**Appendix IV**)
- Traffic Impact Assessment (**Appendix V**)
- Traffic Management Plan (**Appendix VI**)
- Certificates of FS 251 (**Appendix VII**)

2 The Application Site and its surroundings

2.1 Application Site

The Application Site is a piece of flat land at the north-western portion of TYTL 108 RP, which is situated in the western part of Tsing Yi. It has an area of about 2,555m^2. The Application Site is currently occupied by an existing asphalt plant approved under Application No. A/TY/144. The Application Site is mainly accessible from a private road which extends from the end of Sai Tso Wan Road and shares a common access with the two adjacent existing temporary concrete batching plants approved under Application No. A/TY/143 and A/TY/149 respectively. It has a sea frontage to its south (**Figure 1**).

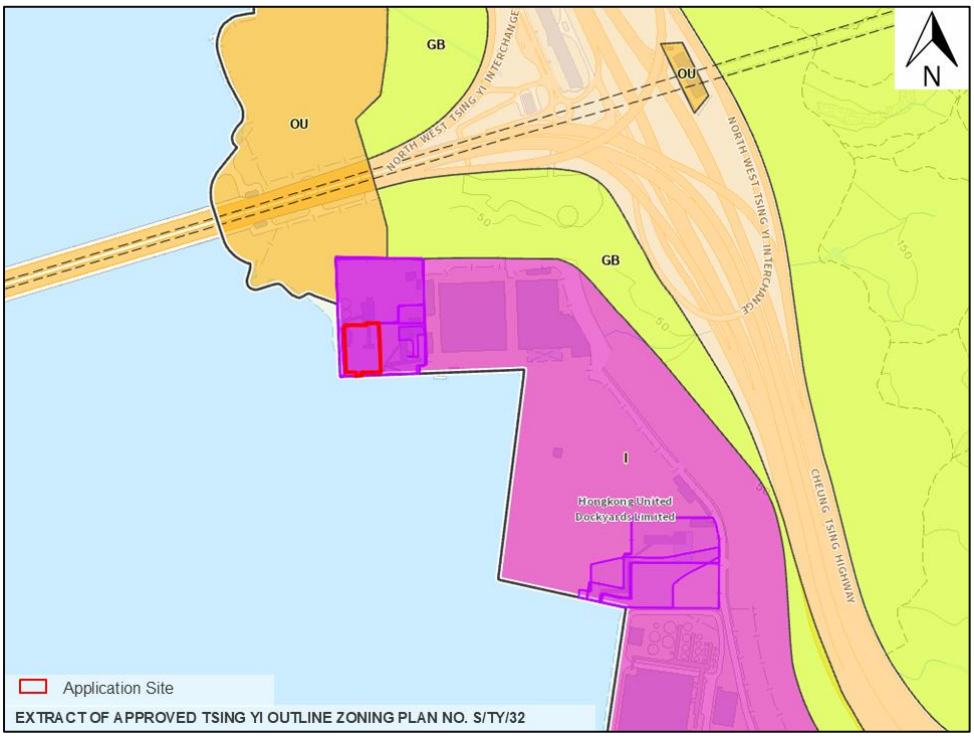


Figure 1: Location Plan of the Application Site

2.2 Land Status

The Application Site forms part of TYTL No. 108 RP held under Conditions of Exchange New Grant No. 6647 as varied or modified by a Modification Letter dated 21 January 1991 and the Particulars and Conditions of Extension of Lease Term dated 22 July 1992. According to the land grant, the Application Site is restricted, inter alia, to ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved by Lands Department ("LandsD"), cargo handling, and storage and repair of containers. Upon development or redevelopment, the subject lot is restricted to a maximum plot ratio of 2.5. Any building or structure to be erected on the subject lot shall not exceed a height of 335mPD, or such height affecting the lot as may be prescribed under Section 3 of the Hong Kong Airport (control of Obstructions) Ordinance, whichever is the lower. The Applicant has already obtained temporary

waiver dated 5 October 2015 (memorial No. 15111600750046) from the LandsD for the implementation of the Use.

The Applicant has also obtained temporary waiver for the marshalling area, dated 16 November 2022 (memorial No. 23011802300152), from the LandsD for the implementation of the marshalling use.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

a) mainly a special industrial area with shipyards, oil depots, warehouses, open vehicle parks and container-related uses;

b) to its immediate east and north adjoining the Site are two existing temporary concrete batching plants (approved under Application No. A/TY/149 and A/TY/143 on 16 August 2024 and 1 September 2020 respectively both for five years);

c) to its east and southeast is the HongKong United Dockyards Limited. Part of the dockyard in its south-east portion is currently used for open storage, and is subject to existing temporary concrete batching plant and asphalt plant both approved by the Committee on a temporary basis of five years on 16 July 2024 and 2 August 2024 under Application No. A/TY/147 and A/TY/148 respectively;

d) to its further east is the Cheung Tsing Highway located above a steep slope;

e) to its further southeast is the Shell Oil Depot. There is also an existing concrete batching plant approved by the Committee on a temporary basis of five years on 24 September 2021 under Application No. A/TY/145;

f) to its south and west is the Ma Wan Channel; and

g) to its north is the Lantau Link.

2.4 Previous Planning Applications

There are four previous planning applications covering the Site / part of the Site (Application No. A/TY/106, A/TY/118, A/TY/129, and A/TY/144). All the approval conditions of the latest previous planning Application A/TY/144 have been complied with. The letter regarding the compliance with approval condition (b) from the Planning Department is attached at **Appendix IV**.

Application No.	Applied Use / Development	Decision
A/TY/106	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 29.1.2013
A/TY/118	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015
A/TY/129	Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 7.8.2020
A/TY/144	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 1.9.2025

Figure 2: Details of Previous Applications

2.5 Similar Planning Applications

There are five similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/135 and A/TY/148) for asphalt plant use within the "I" zone on the Tsing Yi OZP. Among all applications, three applications (A/TY/32, A/TY/58, A/TY/59) approved on a permanent basis between January 1995 and May 2000 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications (Nos. A/TY/135 and A/TY/148) were approved with conditions by TPB for a period of 5 years between August 2019 and August 2024. In general, the approvals were granted on the grounds that developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related development; and no adverse comments from relevant government departments were received.

Application No.	Applied Use / Development	Decision
A/TY/32	Cement Manufacturing and Concrete Batching Plant	Approved with Conditions
A/TY/58	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/59	Proposed Asphalt Concrete Plant and Cement Manufacturing Plant	Approved with Conditions
A/TY/135	Proposed Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2024
A/TY/148	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2029

Figure 3: Details of Similar Applications

3 Planning Context

3.1 Planning Intention

The planning context has largely remained unchanged since the previous approved application No. A/TY/144. According to the OZP, the planning intention of the subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

3.2 Statutory Planning Control

According to the OZP, within the subject "I" zone, no new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.

3.3 Town Planning Board Guideline No. 34D ("TPB PG-No. 34D")

With reference to the TPB PG-No. 34D on Renewal of Planning Approval, a streamlined approach could be adopted in which no new technical assessments will be required to support the application. The guideline also sets out the criteria in assessing the planning renewal application as follows:

(a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;

(b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);

(c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;

(d) whether the approval period sought is reasonable; and

(e) any other relevant consideration.

3.4 Hong Kong Planning Standard and Guidelines

According to the Chapter 5 of Hong Kong Planning Standards and Guidelines ("HKPSG"), 'Asphalt Plant' can be classified as a special industrial activity. It mainly engages in heavy industries and the handling bulky commodities, raw materials and/or dangerous goods. Special industries are generally capital intensive, land extensive and often have special infrastructure and locational requirements. Subject to functional requirements, the location of special industries should be: (a) land extensive; (b) remote from residential areas; (c) preferable in the western quadrant of residential areas; (d) preferably in areas with good air dispersion capacities and where pollution is not serious; (e) sites with deep water-frontage; and (f) directly accessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, 'Asphalt Plant' can be considered one of the sources of dusty air pollution. It is suggested that air polluting industries in main urban areas or near to residential developments should be avoided as far as possible. These industries should preferably not be located in topographically confined areas. Adequate buffer areas should be given between the air-polluting uses and sensitive receivers.

3.5 Territorial Context

Asphalt is essential for road maintenance and resurfacing to ensure that road networks meet standards. In the long term, the formation of the New Development Areas such as Hung Shui Kiu, Kwu Tung North, and Fanling North, will require a substantial amount of asphalt. A stable supply of asphalt is therefore essential for providing trunk roads that connect to these areas.

Additionally, the government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area, which will create strong demand for professional and infrastructure services, including those in the construction sector, for various projects.

4 Current Use

4.1 Proposed Asphalt Plant

The Applicant intends to continue the operation of the Use at the Application Site on a temporary basis for further 5 years. There will be no major changes to the development parameters regarding the continuation of the Use at the Site as compared to the last planning approval under application No. A/TY/144, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

Details of the development parameters are listed in the table below.

Development Parameters	Last Approved Scheme A/TY/144		Current Application
Site Area	About 2,555m^2		- no change -
Covered Area	About 894.36m^2		About 900m^2
Site Coverage	About 35%		- no change -
Gross Floor Area	About 894.36 m^2		About 900m^2
Plot Ratio	About 0.35		- no change -
Building Height	Not exceeding 20m		Not exceeding 26mPD
Car Parking & Loading / Unloading Facilities	Private Car Parking Spaces	-	1
	Lorry Parking Spaces	8	- no change -
	Loading / Unloading Spaces	8	- no change -

The layout plan remains the same as specified in the approved planning application A/TY/144. This includes a thermal oil heater, stack fan and motor, conveyors, petrol interceptor, fuel tank, service tank, bitumen tank, granulate addition, control room, re-cold feed bin, transfer room, etc. (see **Appendix I**). The operating hours, including occasional operation at nighttime and during holidays/Sundays, are also unchanged from the approved planning application A/TY/144. The hours are from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations during nighttime and on Sundays/public holidays. The maximum daily production capacity of the plant remains consistent with the last planning approval at 1,200 tonnes, and the number of workers is unchanged from the previous approval (i.e. 10).

The barging operation arrangement will remain the same as outlined in the approved barging operation plan that was implemented under approved application No. A/TY/144. The majority of the raw materials required for the operation of the plant will be delivered by sea, with a maximum of one to two barges per day, consistent with the previous Application No. A/TY/144. A total of 1 private car parking space, eight lorry parking spaces and eight loading / unloading spaces will be provided within the Site. The marshalling area will remain the same as in the previous approval, providing 19 spaces (seven of which will be reserved for the subject plant) within TYTL No. 108RP, owned by the Applicant (**Appendix II**). Given the same scale of operation, the number of vehicle trips per hour also remains the same as the previous application. (**Appendix V**).

The traffic impact assessment and traffic management plan outlined in **Appendix V and VI** have concluded that no adverse traffic impacts would be induced in the surrounding area. Proper design layout, traffic arrangement, environmental measures, and fire services installations will be maintained to ensure that no insurmountable impacts occur and to mitigate fire risks.

5 Justifications

5.1 No Material Change Since Previous Approval

The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works). In addition, there is no change in planning circumstances since the previous temporary approval granted in 2020 such as land use zoning, planning policy and the land use in the vicinity. Approval of this Application is in line with the TPB's previous decision.

5.2 In line with the Planning Intention and Compatible with Surrounding Area

The Application Site is zoned "I" on the OZP and the Use falls under Column 2 which may be permitted with or without conditions on application to TPB. The subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. In this connection, the Use is in line with the planning intention.

Although the Application Site is situated within the rezoning application area (i.e. Y/TY/2) for the proposed comprehensive private residential and public housing development, along with the provision of a marina and supporting community facilities at Tsing Yi Town Lot 80 and 108 RP and adjoining Government Land, the rezoning application is currently undergoing public inspection, and the implementation of the proposed development remains uncertain. Furthermore, the Tsing Yi – Lantau Link ("TYLL"), which encompasses the Application Site to the northeast according to the proposed alignment, is currently under study. The TYLL, along with other relevant major roads, is tentatively scheduled to be commissioned in phases by 2033. Overall, the temporary nature of the Use will not impact the long-term planning for the area.

Moreover, the Application Site is located in an industrial area that includes a cluster of concrete batching plants and asphalt plants. It is separated from any sensitive receivers by a range of hills, situated over 1,000 meters from the residential development. There has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the existing asphalt plant. As a result, the likelihood of any adverse environmental impact arising from the Use is unlikely. The Use is considered compatible with the surrounding area.

5.3 Meeting the Demand of Local Construction Industry

The Use can provide timely delivery of asphalt product to meet the local demand in Hong Kong, which is crucial to the construction industry. There would be an increasing demand for construction materials including asphalt for the large-scale projects to be implemented in Hong Kong.

With the commencement of New Development Areas in Northern Metropolis including Hung Shui Kiu, Kwu Tung North and Fanling North, the connectivity of infrastructure facilities such as highways would be maintained and promoted, and such construction would be heavily dependable on construction materials such as asphalt. A sufficient and steady supply of asphalt products can better control the development programme and construction cost of the infrastructure developments.

With a keen demand for asphalt products, the planning permission of the current asphalt plant shall be renewed to ensure timely and steady supply to support the local construction industry.

5.4 Strategic location of the Application Site for the Use

The Application Site is strategically located at the center of Hong Kong, with marine access for the delivery of raw materials to produce asphalt. The Application Site is situated in the center of the territory, with relatively equal distances to construction sites in the North District, North Lantau, and Northern Hong Kong Island, which would enable timely and cost-effective delivery of asphalt products, and, most importantly, reduce the carbon footprint of each development.

According to Chapters 5 and 9 of the HKPSG, “Asphalt Plant” can be classified as a ‘special industrial activity’ and a source of dusty air pollution. The Application Site satisfies the locational requirements of the Use. The current asphalt plant is locating at a remote area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi satisfying the downwind requirement for most of the year.

The Application Site is also not located in an area subject to severe air pollution and is not within a topographically confined airshed. The range of high hills at the centre part of Tsing Yi Island serves as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. Convenient access provided by the strategic road network in Tsing Yi is considered desirable for asphalt plant operation and will enhance the efficiency to distribute asphalt products to various areas of Hong Kong.

5.5 No Insurmountable Impacts

Since there have been no major changes to the development parameters compared to the previously approved scheme No. A/TY/144, the current development is not expected to generate any adverse impacts in terms of traffic, air, water quality, waste or risk.

Traffic

The traffic impact assessment and traffic management plan concluded that the Use will not generate additional traffic on the surrounding road network. The contingency plan and traffic facilities outlined in the traffic management plan will be implemented accordingly. Therefore, no additional adverse traffic impact is anticipated.

Air

In terms of the environment, no additional emission sources have been identified, as there are no major changes to the current development. Also, there has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the existing concrete batching plant. With the implementation of the mitigation measures discussed in the previously approved Environmental Assessment, no adverse environmental impacts due to the operation of the development are anticipated.

Water Quality

Furthermore, no wastewater will be discharged from the plant during operation, as all wastewater will be recycled. Wastewater generated from mixer truck cleaning, wheel washing, general site cleaning, and truck cleaning upon exit is collected and treated using an on-site wastewater recycling system and a recycled water tank for recycling and reuse.

The existing asphalt plant has been designed to retain all wastewater and surface runoff within the plant, with all water collected in pits for recycling; thus, no water is discharged from the plant. Domestic sewage from the workforce is collected by modular toilets, temporarily stored, and treated using a Membrane Bio-reactor (MBR) before being transported away by vacuum tanker for proper disposal at outlets approved by the Drainage Services Department (DSD).

Waste

The majority of solid waste generated from plant operations consists of waste asphalt and general refuse from site workers. Waste aggregates separated from the wastewater are reused in production to minimize waste generation. Rejected asphalt will be reused for production whenever practicable. Only waste asphalt that cannot be reused will be disposed of at the landfill, totaling approximately 15 tons per day. There is no chemical waste generated from the operation of the asphalt plant.

General refuse is collected in on-site enclosed rubbish bins and picked up by the waste collector daily or every two days to minimize odors, pests, and litter. Provided that mitigation measures discussed in the previous approved Environmental Assessment are properly implemented in the handling and disposal of generated waste, no adverse environmental impacts associated with solid waste management are anticipated.

Risk

For risks aspect, there will be no change in the working population of the plant as compared with the previously approved Application No. A/TY/144 (i.e. 10), and hence the risk level of the plant is considered acceptable.

5.6 Similar Planning Applications

Since 1995, all the previous and similar planning applications for asphalt plants within the same "I" zone have been approved based on the grounds that the developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related developments; and no adverse comments were received from relevant Government departments. The approval of this planning application is in line with TPB's previous decisions.

6 Conclusion

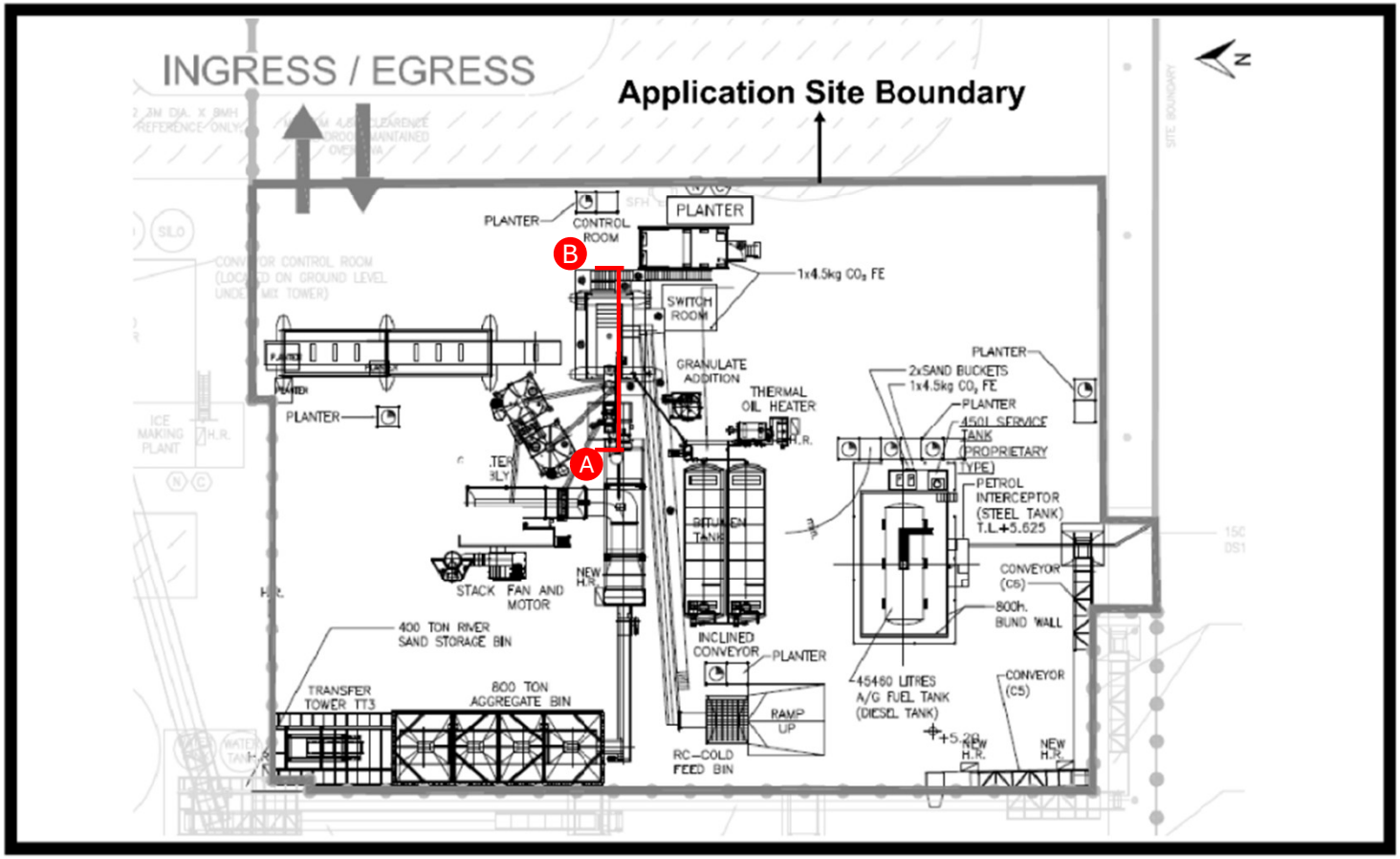
The subject Application is submitted to seek the TPB's permission for renewal of the planning approval for a period of five years at TYTL No. 108RP (Part), to continue the operation of the Use under the previously approved planning application No. A/TY/144, which will be valid until 1 September 2025. The renewal approval of the Application will facilitate the expansion of the local construction sector to meet the growing demand for asphalt production. The Application Site is strategically located with marine access for delivery of raw materials to produce asphalt. It is also located at a remote area of Tsing Yi West industrial area surrounded by other industrial-related operations and the range of high hills at the central part of Tsing Yi Island would block off potential environmental impacts and disturbance to the residential areas in the north-eastern part of Tsing Yi. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. No adverse impacts on the surrounding areas would be anticipated from the asphalt plant since the previous application.

Taking into account the above considerations, favorable consideration by the TPB is hereby sought.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Location Plan of the Marshalling Area
Appendix III	Approval Letter of Planning Application No. A/TY/144
Appendix IV	Approval Letter regarding Compliance of Approval Condition (b)
Appendix V	Traffic Impact Assessment
Appendix VI	Traffic Management Plan
Appendix VII	Certificates of FS 251

Appendix I
Schematic Drawings



Layout Plan

For Identification Purposes Only

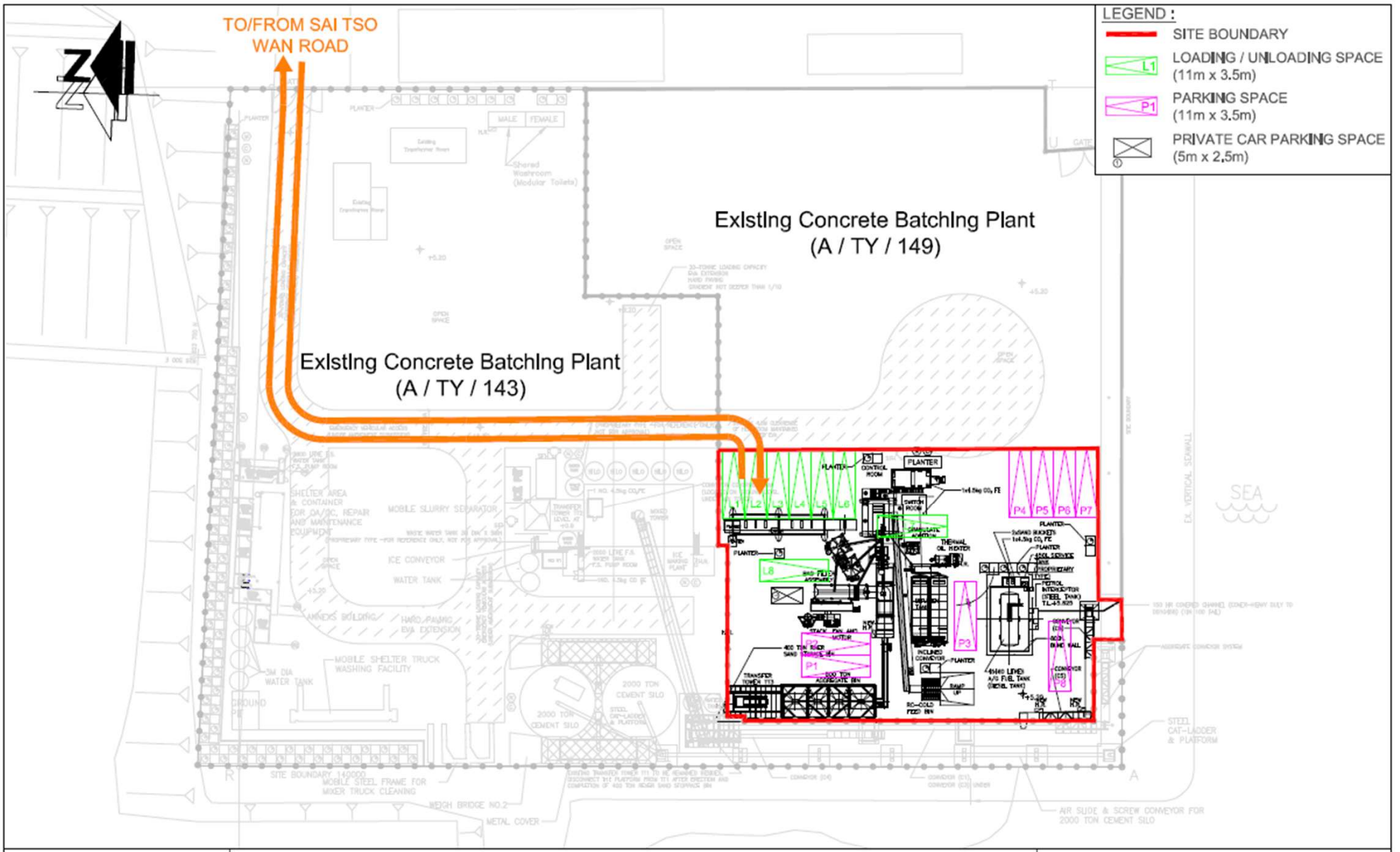
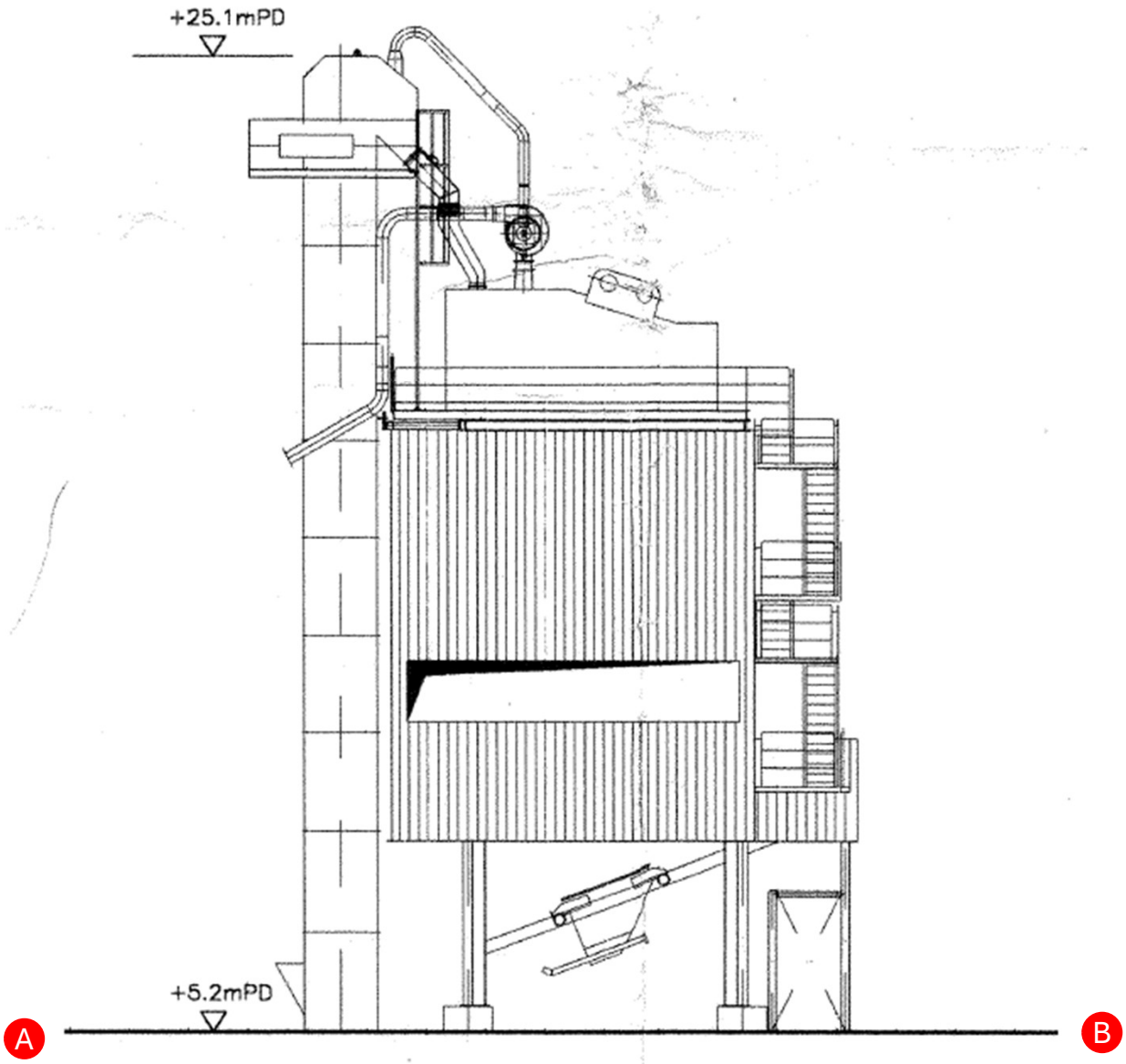


FIGURE NO.: 2.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: LAYOUT PLAN FOR EXISTING ASPHALT PLANT
SCALE: 1 : 800 @A4	DATE: 23 APR 2025

CTA Consultants Limited
志達顧問有限公司



Section Plan

Appendix II
Location Plan of the Marshalling Area

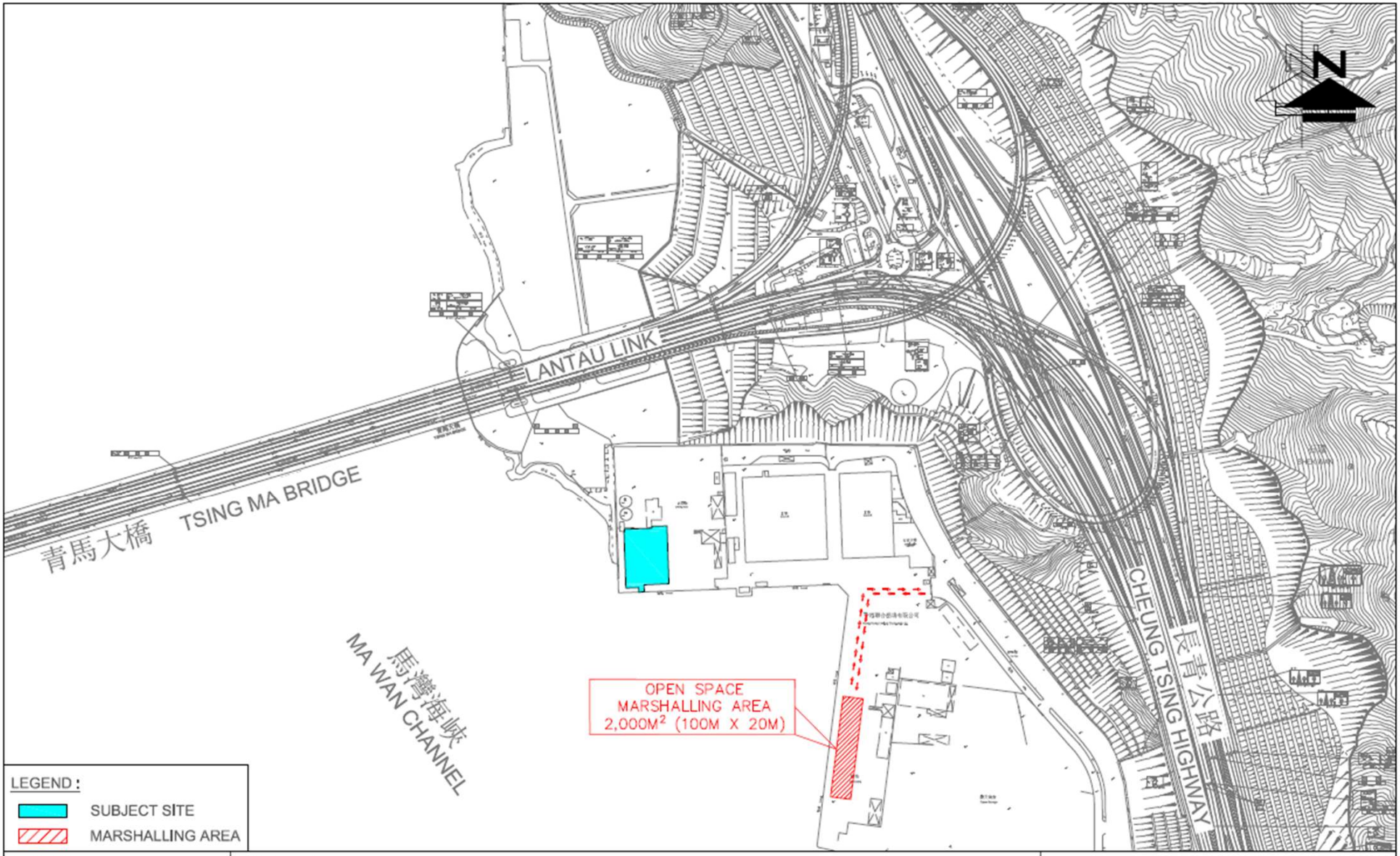


FIGURE NO.: 2.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: MARSHALLING AREA
SCALE: 1 : 5000 @A4 / DATE: 07 FEB 2025	CTA Consultants Limited 志達顧問有限公司

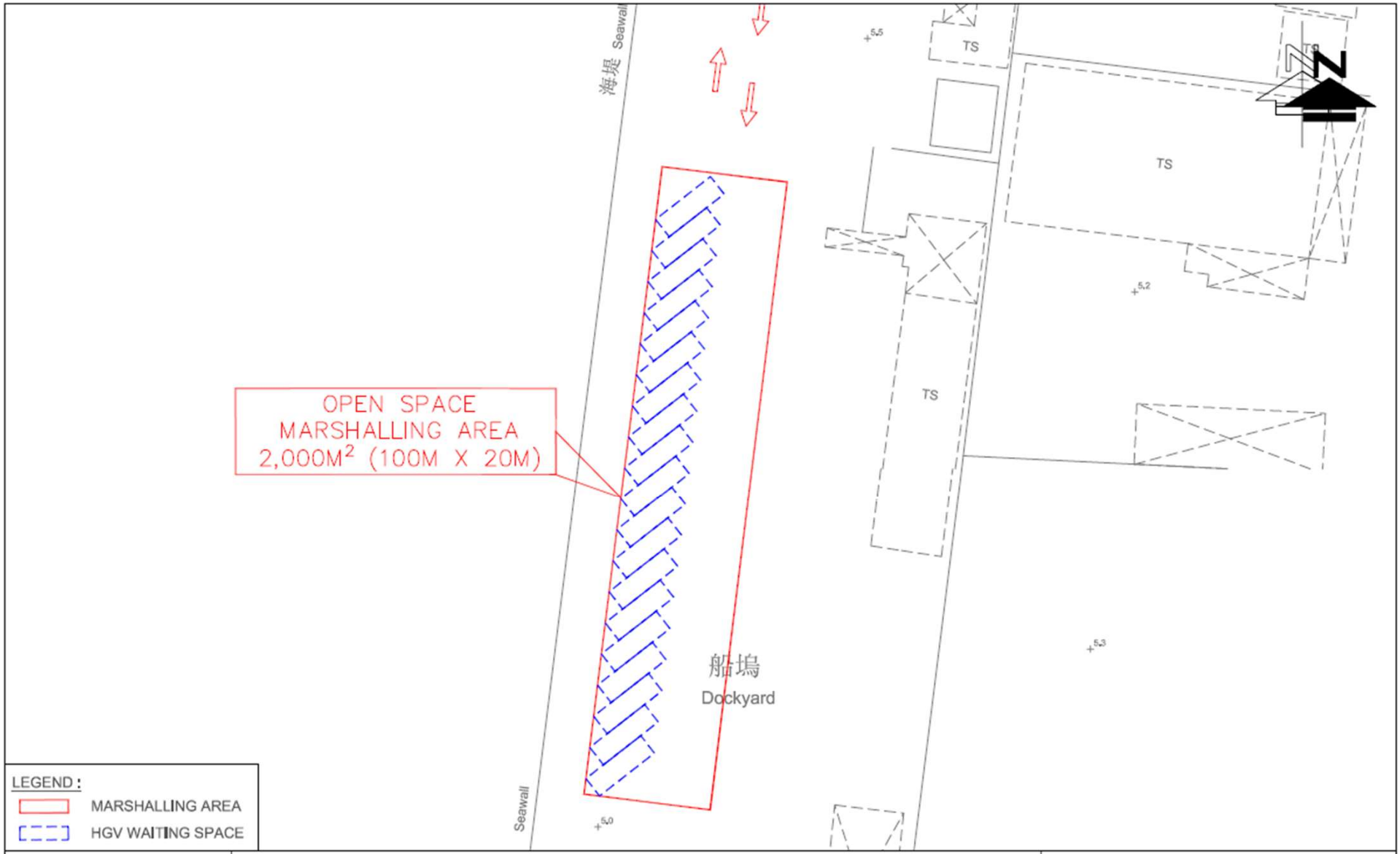


FIGURE NO.: 2.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24102HK	DRAWING TITLE: PROPOSED PARKING ARRANGEMENT WITHIN MARSHALLING AREA	
SCALE: 1 : 800 @A4 / DATE: 14 FEB 2025		

Knight Frank 萊坊

Appendix III
Approval Letter of Planning Application A/TY/144

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
電 話 Tel: 2231 4810

來函檔號 Your Reference:

覆函請註明本會檔號
In reply please quote this ref.: TPB/A/TY/144

By Post & Fax (2840 0600)

18 September 2020

Knight Frank Petty Ltd.
4/F Shui On Centre
6-8 Harbour Road
Wanchai, Hong Kong
(Attn.: Tammy Tam)

Dear Sir/Madam,

Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years in "Industrial" Zone, Tsing Yi Town Lot 108 RP (Part), New Territories

I refer to my letter to you dated 24.8.2020.

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 five years until 1.9.2025 and is subject to the following conditions :

(a) no queuing on public roads in the vicinity of the application site resulting from the operation of the asphalt plant shall be allowed at any time during the planning approval period to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(b) the submission of a traffic management plan including contingency plan and associated mitigation measures and traffic facilities within six months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board, by 1.3.2021;

(c) in relation to (b) above, the implementation of the approved traffic management plan during the operation period of the asphalt plant to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

(d) the existing fire service installations implemented at the application site shall be properly maintained in efficient working order at all times during the planning approval period to the satisfaction of the Director of Fire Services or of the Town Planning Board;

(e) the implementation of the approved Barging Operation Plan and the maintenance of the proposed measures at all times during the planning approval period to the satisfaction of the Director of Marine or of the Town Planning Board;

(f) if the above planning conditions (a), (c), (d) or (e) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice; and

(g) if the above planning condition (b) 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 Appendix VI of the TPB Paper.

This temporary permission will lapse on 2.9.2025. 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-I). 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 1.9.2020 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 9.10.2020). 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. Stephen Chan of Tsuen Wan and West Kowloon District Planning Office at 2417 6251. 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

RK/CC/syl

List of Government Department Contacts

(Application No. A/TY/144)

部門 Department	辦事處 Office	聯絡人姓名 Name of Contact Person	電話號碼 Telephone No.	傳真號碼 Facsimile No.
消防處 Fire Services Department	消防安全總區 新建設課 Fire Safety Command New Projects Division (NP)	李建中先生 Mr. LEE Kin Chung	3971 4600	2722 6234
運輸署 Transport Department	新界分區辦事處 交通工程(新界西)部 葵青組 NT Regional Office Traffic Engineering (NTW) Division Kwai Tsing Section	吳浩樑先生 Mr. NG Ho Leung, Jacky	2399 2425	2381 3799
海事處 Marine Department	策劃及海事服務科 策劃、發展協調及港口保安部 策劃及發展協調組(2) Planning & Services Division Planning, Development and Port Security Branch Planning and Development Section (2)	黃紹烜先生 Mr. WONG Siu Fai, Calvin	2852 4435	2581 1765

Knight Frank 萊坊

Appendix IV
Approval Letter regarding Compliance of Approval Condition (b)

規劃署

荃灣及西九龍規劃處
荃灣西樓角路 38 號
荃灣政府合署 27 樓

Planning Department

Tsuen Wan & West Kowloon
District Planning Office
27/F, Tsuen Wan Government Offices,
38 Sai Lau Kok Road,
Tsuen Wan

By Fax (2840 0600) and Post

本函檔號 Your Reference: LAS/AC/CK/TT/(20-11643 (Task 7))
本署檔號 Our Reference: TPB/A/TY/144
電話號碼 Tel. No.: 2417 6256
傳真機號碼 Fax No.: 2412 5435

25 January 2021

Knight Frank Petty Limited
4/F Shui On Centre
6-8 Harbour Road
Wanchai, Hong Kong
(Attn.: Mr. Calvin KAN)

Dear Sir,

Renewal of Planning Approval for
Temporary Asphalt Plant for a Period of 5 Years in "Industrial" Zone,
Tsing Yi Town Lot 108 RP (Part), New Territories
(Application No. A/TY/144)
Submission for Compliance with Approval Condition (b)

I refer to your letter dated 23 December 2020 enclosing the submission for compliance with approval condition (b) in relation to *'the submission of a traffic management plan including contingency plan and associated mitigation measures and traffic facilities within six months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the Town Planning Board'*.

After reviewing your submission, the Commissioner for Transport has no comment on the submission from traffic engineering viewpoint and hence approval condition (b) of the subject application has been complied with.

You are also reminded to proceed to implement the approved traffic management plan for compliance with approval condition (c) regarding *'the implementation of the approved traffic management plan during the operation period of the asphalt plant to the satisfaction of the Commissioner for Transport or of the Town Planning Board'*.

Yours faithfully,

(Katy FUNG)
for and on behalf of
the Director of Planning

c.c.

Commissioner for Transport	(Attn.: Mr. Jacky Ng)	Fax: 2381 3799
District Lands Officer/Tsuen Wan and Kwai Tsing, Lands Department – with enclosure	(Attn.: Mr. Eddie Leung)	Fax: 2415 0703

File
Site Record

KF/SC/AL/al

Appendix V
Traffic Impact Assessment

Asphalt Plant at Tsing Yi
- Renewal Application A/TY/144

Traffic Impact Assessment

Final Report

April 2025

CTA Consultants Limited
志達顧問有限公司

LIST OF CONTENT

1. INTRODUCTION

1.1 Background

1.1.1 The asphalt plant of the captioned Planning Approval is located at Sai Tso Wan Road, Tsing Yi and shown in **Figure 1.1**.

1.1.2 The last captioned Planning Approval (Planning Application No. A/TY/144) was granted in 2020 and will expire on 1 September 2025. All the approval conditions of the previous planning applications have been complied with. No complaint was received and no adverse impact was induced to the surrounding area since its commencement of operation in 2010.

1.1.3 The Applicant would like to submit a renewal planning application for another 5 years.

1.1.4 We, CTA Consultants Limited (CTA), are commissioned as the traffic consultant to undertake a Traffic Impact Assessment (TIA) study for assessing the traffic impact, and to propose any measures if necessary.

1.2 Study Objectives

1.2.1 The main objectives of this study are as follows:

- to carry out a traffic impact assessment to identify the acceptability of the asphalt plant in traffic terms;
- to assess the existing traffic conditions in the vicinity of the plant;
- to forecast traffic demands in the adjacent road network in the design year 2030;
- to assess the impacts of traffic generated by the adjacent new developments in the road network; and
- to propose any traffic improvement measures for alleviating any foreseeable traffic problems if necessary.

1.3 Structure of this Report

1.2.2 Following this introductory chapter, there are five further chapters.

- **Chapter 2 – THE DEVELOPMENT**, which presents the site location and production information of the plant.

- **Chapter 3 – THE EXISTING TRAFFIC CONDITION**, which describes the existing local road network, in the vicinity of Study Area, presents a summary of the traffic count survey and assesses the existing traffic conditions.

- **Chapter 4 – THE FUTURE TRAFFIC CONDITION**, which estimates the future traffic flows on the surrounding road network.

- **Chapter 5 – TRAFFIC IMPACT ASSESSMENT**, which discusses the methodology for the future traffic forecasts.

- **Chapter 6 – SUMMARY AND CONCLUCION**, which summarizes the findings of the study and presents the conclusions regarding the traffic issues associated with the plant.

2. THE DEVELOPMENT

2.1 Site Location

2.1.1 The plant is situated along Sai Tso Wan Road via Tsing Yi Road West. As shown in **Figure 1.1**, the development is located at the western seaside of Tsing Yi, which can only be accessed by Sai Tso Wan Road.

2.1.2 The layout of the existing plant is shown in **Figure 2.1**. Two existing concrete batching plants (A/TY/149) and (A/TY/143) are adjacent to the Application Site.

2.1.3 A marshalling area located at the southeast of the Site with about 2,000m^2 will be provided for trucks marshalling and holding trucks in case of special situation such as failure of production legs. The location of Marshalling area is shown in **Figure 2.2**.

2.2 Development Proposal

2.2.1 The asphalt plant is scheduled to extend is license from 2025 to another 5 years to 2030.

2.2.2 There are no major changes in the development parameters since the previous approval (A/TY/144) granted in 2020, except for minor adjustments made to provide buffers for potential Alterations and Additions Works (A&A Works) and to enhance clarity in representation (e.g., rounding up). The daily production capacity is 1,200 tonnes. The hourly maximum production capacity of the asphalt plant is 100 tonnes/hr. Its normal operation hours remain unchanged from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations on Sundays/public holidays

2.3 Traffic Arrangement

2.3.1 The GFA for the asphalt plant is about 900m^2. Reference to HKPSG, for industrial use, 1 no. of PC parking space is required for every 1,000 to 1,200m^2 GFA. Therefore, 1 no. of PC parking space is provided.

2.3.2 The following types of parking spaces are provided within the plant to facilitate the operation of the proposed Asphalt Plant:

- 1 no. of private car parking space;
- 8 nos. of waiting/parking spaces within the plant; and
- 8 nos. of Loading/ Unloading Spaces

2.3.3 A marshalling area (share use with A/TY/143) located at the southeast of the Site with about 2,000m^2 will be provided for trucks marshalling and holding trucks

- 7 out of 19 nos. of waiting/parking spaces at the marshalling area

2.3.4 The layout showing the internal transport facilities of the plant and the marshalling area are shown in **Figure 2.1** to **2.3**.

3. THE EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The plant will be accessed through Tsing Yi Road West, Tsing Yi Road and Sai Tso Wan Road.

3.1.2 Sai Tso Wan Road is a 2-lane local road connecting Sai Tso Wan area and Tsing Yi Road West/Tsing Yi Road. It is a major road link providing access to/from various sites in Sai Tso Wan area.

3.2 Critical Junctions

3.2.1 In order to establish the existing traffic condition in the vicinity, traffic survey in form of manual classification counts was conducted at 23 critical junctions. The location of the surveyed junctions is indicated in **Figure 3.1** and their existing junction layout arrangements are given in **Figures 3.2** to **3.24** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	3.2
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	3.3
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	3.4
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	3.5
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	3.6
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	3.7
J7	Tsing Yi Road West / Tsing Chin Street*	Priority	3.8
J8	Tsing Yi Road West / Ching Hong Road	Signalized	3.9
J9	Tsing Yi Road West / Liu To Road	Signalized	3.10
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	3.11
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	3.12
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	3.13
J13	Tsing Yi Road / Tsing Keung Street	Priority	3.14
RA1	Tsing Yi Interchange	Roundabout	3.15
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	3.16
RA3	Tsing Yi Hong Wan Road	Roundabout	3.17
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	3.18
RA5	Tam Kon Shan Interchange	Roundabout	3.19
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	3.20
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	3.21
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	3.22
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	3.23
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	3.24

3.2.2 The survey was conducted during the morning, logistic peak and evening peak periods in 9 January 2025, which is a normal school day. Some of the Tsing Yi school schedules are attached in **Appendix 2** for reference. The survey provides details of the traffic situation in the nearby area. Based on surveyed traffic flows, it was found that the AM, logistic and PM peak hour occurred from 08:00 to 09:00, 11:15 to 12:15 and 17:30 to 18:30 respectively. The results of the observed traffic flows are presented in **Figure 3.25**.

3.2.3 Based on the observed traffic flows in **Figure 3.25**, the junction capacity assessment is carried out for the critical junctions and the results of the assessment are summarized in **Table 3.2** below.

Table 3.2 Operational Performance of Identified Critical Junctions in 2025

Ref.	Junction	Method of Control	Year 2025 Observed Case		
			RC/RFC[1]		
			AM Peak	Logistic Peak	PM Peak
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	52%	46%	121%
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	83%	97%	204%
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	0.36	0.33	0.38
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	54%	42%	126%
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	150%	178%	76%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.28	0.20	0.14
J7	Tsing Yi Road West / Tsing Chin Street[2]	Priority	-	-	-
J8	Tsing Yi Road West / Ching Hong Road	Signalized	83%	87%	117%
J9	Tsing Yi Road West / Liu To Road	Signalized	21%	62%	37%
J10	Tsing Yi Road West / Fung Shue Wo Road	Signalized	39%	62%	55%
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	**13%**	**5%**	38%
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	53%	131%	74%
J13	Tsing Yi Road / Tsing Keung Street	Priority	0.33	0.28	0.13
RA1	Tsing Yi Interchange (North)	Roundabout	0.76	0.58	0.55
	Tsing Yi Interchange (South)	Roundabout	0.69	0.47	0.57
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	0.45	0.40	0.39
RA3	Tsing Yi Hong Wan Road	Roundabout	0.47	0.41	0.47
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.31	0.28	0.30
RA5	Tam Kon Shan Interchange	Roundabout	0.41	0.37	0.38
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.49	0.39	0.54
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.09	0.10	0.11
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	0.34	0.25	0.23
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	0.11	0.13	0.07
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.19	0.17	0.19

Note: (1) RC = Reserve Capacity; RFC = Ratio of Flow to Capacity for Priority Junction
(2) Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.

3.2.4 The results in **Table 3.2** show that the junctions are now operating with ample capacities in peak hours except J11.

3.3 Public Transport Services in the Vicinity

3.3.1 Limited road-based public transport services are currently operating in the vicinity of the plant. Only one GMB route is operating close to the plant (within 500m radius from the plant) and the details of the GMB route are presented in **Table 3.3** below.

Table 3.3 Existing Road-based Public Transport Services in the Vicinity

Service	Route	Origin - Destination	Frequency (min)
GMB	88M	Kwai Fong Station – Sai Tso Wan Road (Hong Kong Unit Dockyard)	6 – 15

4. THE FUTURE TRAFFIC CONDITIONS

4.1 Design Year

4.1.1 The original planning approval will expire on 1 September 2025. As another 5 year of temporary use is applied, Year 2030 is adopted as the design year for this study to assess the impact of the development related traffic on the local road network.

4.2 Design Traffic Flows

4.2.1 To estimate the 2030 traffic flows in the local road network, an appropriate growth factor has to be identified for the area in the first instance based on historical trend and planning data.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the development. The traffic counts reported in the Annual Traffic Census (ATC) over a period of 6 years, between 2018 and 2023 are summarized in **Table 4.1**.

Table 4.1 Historical Traffic Data from Annual Traffic Census

ATC Stn	Road Name	Annual Average Daily Traffic (AADT)						Avg. Annual Growth Rate
		2018	2019	2020	2021	2022	2023	
5038	Nam Wan Tunnel (from East Tsing Yi Viaduct to Cheung Tsing Highway)	54,280	55,040	37,850	41,090	41,060	57,000	0.98%
5312	Tsing Sha Highway near Tsing Yi Road Expressway (Tsing Sha Highway Nr Stonecutters Bridge - Roundabout Nr Tsing Yi Rd)	15,920	14,750	12,580*	12,220*	11,790*	14,260	-2.18%
5655	Ching Hong Road Local Distributor (Tsing Yi Rd W - Chung Mei Rd)	12,820*	12,770*	12,420	13,360	13,230*	13,680*	1.31%
5849	Tsing Yi Rd W (Tsing Nam St - Ching Hong Road)	15,640*	15,580*	15,430*	13,690	15,820	16,350*	0.89%
6044	Tsing Yi Rd W (Tsing Hong Road - Fung Shue Wo Rd)	19,350	19,280*	19,100*	19,840*	21,050	21,030	1.68%
6113	Tsing Yi Road (Tsing Yi Rd nr. Dow Chemical - Tsing Yi Hong Wan Rd)	11,720	11,680*	11,570*	12,020*	11,520	13,250	2.48%
6643	Sai Tso Wan Road (Tsing Yi Rd-Dockyard Front Gate)	10,030	8,390	8,960	9,410	11,200	10,200	0.34%
Total		**139,760**	**137,490**	**117,910**	**121,630**	**125,670**	**145,770**	**0.85%**

*AADT estimated by Growth Factor

4.2.3 As shown in **Table 4.1**, the average annual traffic growth pattern in the vicinity of the development shows a growth trend of +0.85% per year.

2021-Based TPEDM planning data

4.2.4 Reference has also been made to the latest 2021-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district. The average annual growth rates in terms of population and employment from 2021 to 2031 are tabulated in **Table 4.2**.

Table 4.2 2021-based Population and Employment Growth

Zone	Population			Avg. Annual Growth Rate	Employment			Avg. Annual Growth Rate
	2021	2026	2031		2021	2026	2031	
Kwai Tsing	495,800	488,750	483,050	-0.26%	226,350	223,400	227,800	0.06%

4.2.5 From **Table 4.2**, it is found that the average annual growth rates of population in the study are from 2021 to 2031 under the 2021-Based Territorial Planning Data is -0.26% per year while the growth rate of employment is +0.06% per annum respectively

Adopted Growth Rate

4.2.6 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of +0.85%.

4.2.7 Whilst, the planning data indicates that the population and employment of the study area are expected to grow with an average annual growth rate of -0.26% and +0.06% respectively.

4.2.8 As a conservative approach, annual growth rate **+1.0%** p.a. has been adopted for projecting traffic forecasts. It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or development in the study area.

4.3 Planned / Committed Future Developments

4.3.1 There are numbers of planned/committed future developments in vicinity. The updated planning parameters are shown in **Table 4.3**. The locations of these future developments are shown in **Figure 4.1**.

4.3.2 The traffic trips generated from these planned/committed developments are estimated and shown in **Table 4.4**.

4.3.3 These traffic trips were assigned to the road network to obtain the reference traffic in the design year.

Table 4.3 Development Schedule of Planned Development at Vicinity

Ref.	Development Site / Planning Application No.	Use	Development Parameters	Completion Year
A	Ching Hong Road North Public Housing Development	Public Housing	Phase 3: 1680 units Phase 4: 770 units	2029 2030-31
			Retail: 2000m^2 Social Welfare Facilities	2024 - 2029
B	Housing Development at Tsing Yi Road West	Public Housing	3,400 units	2034/35
C(1)	Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Phase 1)	Private Housing	5,048 units	2028
	Y/TY/2 - Tsing Yi Town Lot 80 and 108RP (Phase 2)	Public Housing	4,704 units	2036
		Private Housing	5,323 units	2036
D	Tsing Yi – Lantau Link	Infrastructure	-	2033 (Construction traffic may occur at about 2027)
E	A/TY/143	Concrete Batching Plant	240 m^3/hr	Under Operation
F	A/TY/147	Concrete Batching Plant	300m^3/hr (240m^3/hr as limited by SP License)	Under Operation
G	A/TY/148	Asphalt Plant	260 tonnes/hr (208 tones/hr as limited by SP License)	Under Operation
H	A/TY/149	Concrete Batching Plant	250 m^3/hr	Under Operation

Note: (1) This application site will be redeveloped to part of Y/TY/2, if approved.

4.3.4 Y/TY/2 - Tsing Yi Town Lot 80 and 108RP is still under planning application and not approved yet. As the location of this application is part of Y/TY/2 - Tsing Yi Town Lot 80 and 108RP, this asphalt plant will be closed down and redeveloped to Y/TY/2 if approved. Also, Housing Development at Tsing Yi Road West is beyond our design year. Thus, they would not be included in this assessment. A/TY/143, A/TY/147, A/TY/148 and A/TY/149 are renewal applications which are already under operation and thus no new trips will be formed. The construction traffic of Tsing Yi – Lantau Link is reviewed and considered. It would not give significant impact to the road network.

Table 4.4 Estimated Traffic Generations of Planned Vicinity Development

Development Type		Average Flat Size m^2	Unit	Trip Rate			
				AM Peak		PM Peak	
				Gen.	Att.	Gen.	Att.
Public Rental		40	Pcu/hr/flat	0.0432	0.0326	0.0237	0.0301
Retail		-	pcu/hr/100 sqm GFA	0.2296	0.2434	0.3100	0.3563
Developments				**Trips (Pcu/hr)**			
A	Ching Hong Road North Public Housing Development	Phase 3		73	55	40	51
		Phase 4		33	25	18	23
		Retail		5	5	6	7
		Kindergarten(1)		30	30	30	30
		Social Welfare Facilities (2)		10	10	10	10
D	Tsing Yi – Lantau Link Construction Vehicles(3)			15	15	15	15

Note: (1) Reference from other public housing TIA reports (Sheung Shui Area 4 and 30)

(2) Nominal Trips

(3) Assume 1 construction vehicle per 10 min per bound, i.e. 6 veh/hr. For 2.5 pcu factor, 15 pcu/hr

4.3.5 The 2030 reference flows are then derived by applying the annual growth rate plus the additional traffic generations of the developments in Tsing Yi.

2030 Reference Flows (without the Plant) = **2025 Observed Flows** x **Adopted Growth Factor (i.e. +1% p.a. for 5 years)** + **Traffic Flows of Proposed Developments at Tsing Yi**

4.4 Development Traffic Flows

4.4.1 It is revealed that this is a renewal application, the asphalt plant is already under operation and the development parameter is no change. Therefore, there will be **no additional traffic trip**. The 2030 design flows are shown in **Figure 5.1**.

2030 Design Flows = 2030 Reference Flows

4.5 Planned Junction Improvement Scheme

4.5.1 Different planned junction improvement schemes will be carried out under different projects. They are summarized in **Table 4.6** below:

Table 4.6 Planned Junction Improvement Schemes

Ref.	Junction	Project Proponents	Target Completion Year	Figure No.
J14 & RA3	Tsing Yi Road / Planned New Road & Tsing Yi Hong Wan Road / Planned New Road	Highways Department Contract No. HY/2021/11	2025	**4.2**
J10	Tsing Yi Road West/ Fung Shue Wo Road	Ching Hong Road North Public Housing Development	2030/31	**4.3**
RA1	Tsing Yi Interchange (South)	Ching Hong Road North Public Housing Development	2030/31	**4.4**

Notes: (1) Based on District Council discussion paper 7/D/2024 (PWP Item No.B839)

5. TRAFFIC IMPACT ASSESSMENT

5.1 Traffic Generation Calculation

5.1.1 As there is no change in the operation scale of the plant, no additional trips are generated. The traffic generation adopted in the approved TIA for the exiting plant (A/TY/144) is summarized in **Table 5.1** below for reference:

Table 5.1 Adopted Hourly Traffic Generation of the Concrete Batching Plant

Types of Vehicles	Traffic Generation [veh/hr (pcu/hr]]					
	AM Peak		Noon Peak		PM Peak	
	Att.	Gen.	Att.	Gen.	Att.	Gen.
Dump Truck	17 (43)	14 (35)	19 (48)	16 (40)	13 (33)	20 (50)

Notes: (1) PCU factor of 2.5 has been adopted for HGV and asphalt trucks.

(2) Delivery of raw materials will be carried out during off-peak hours.
The Bitumen tanker will only be required twice a day.
The waste disposal truck and fuel tanker will only be required once per 2-3 days during off peak hours.
Aggregates will be delivered by barge.

5.1.2 The daily max vehicle (PCU) per hour entering the site is 48 pcu/hr, while exiting the site is 50 pcu/hr.

5.2 Operational Assessment

5.2.1 Based on the design traffic flows in **Figure 5.1**, a junction capacity assessment is carried out for the key junctions and the results of the assessment are summarized in **Table 5.2** below.

Table 5.2 Junction Performance of Critical Junctions in Design Year 2030

Ref.	Junction	Method of Control	Year 2030 Design Case RC/RFC(1)		
			AM Peak	Logistic Peak	PM Peak
J1	Cheung Tsing Highway / Tsing Yi Road West	Signalized	39%	34%	96%
J2	Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Highway	Signalized	74%	88%	189%
J3	Tsing Sheung Road / Tsing Yi Road Priority	Priority	0.39	0.34	0.41
J4	Sai Tso Wan Road / Tsing Yi Road / Tsing Yi Road West	Signalized	46%	34%	113%
J5	Entrance of VEC / Sai Tso Wan Road	Signalized	138%	164%	67%
J6	Tsing Tim Street / Sai Tso Wan Road	Priority	0.30	0.22	0.15
J7	Tsing Yi Road West / Tsing Chin Street(2)	Priority	-	-	-
J8	Tsing Yi Road West / Ching Hong Road	Signalized	65%	67%	92%
J9	Tsing Yi Road West / Liu To Road	Signalized	15%	55%	31%
J10	Tsing Yi Road West / Fung Shue Wo Road(4)	Signalized	70%	97%	89%
J11	Tsing Yi Heung Sze Wui Road / Cheung Wan Street	Signalized	**8%**	**0%**	31%
J12	Tsing Yi Heung Sze Wui Road / Chung Mei Road	Signalized	34%	93%	54%
J13	Tsing Yi Road / Tsing Keung Street	Priority	0.34	0.29	0.14
J14	Tsing Yi Road / Planned New Road(3)	Signalized	51%	66%	86%
RA1	Tsing Yi Interchange (North)	Roundabout	0.81	0.62	0.59
	Tsing Yi Interchange (South) (4)	Roundabout	0.49	0.39	0.40
RA2	Tsing Yi Road West / Tsing Yi Hong Wan Road / Tsing Sha Highway	Roundabout	0.48	0.43	0.41
RA3	Tsing Yi Hong Wan Road / Planned New Road(3)	Roundabout	0.52	0.46	0.53
RA4	Hong Wan Road / Tsing Ko Road	Roundabout	0.32	0.29	0.32
RA5	Tam Kon Shan Interchange	Roundabout	0.44	0.39	0.40
RA6	Tsing Yi Heung Sze Wui Road / Fung Shue Wo Road / Tsing King Road	Roundabout	0.51	0.41	0.57
RA7	Tsing Sheung Road / Tsing Yi Hong Wan Road	Roundabout	0.10	0.10	0.12
RA8	Ching Hong Road / Tsing Yi Road	Roundabout	0.37	0.27	0.25
RA9	Tam Kon Shan Road / Tsing Yi North Costal Road	Roundabout	0.11	0.13	0.08
RA10	Tsing Ko Road / Tsing Sheung Road	Roundabout	0.19	0.18	0.20

Note: (1) RC = Reserve Capacity; RFC = Ratio of Flow to Capacity for Priority Junction
(2) Only ingress traffic is allowed on Tsing Chin Street. No traffic conflicts or delay is expected in this location. Therefore, no junction assessment is required.
(3) New Road between Tsing Yi Road / Tsing Yi Hong Wan Road was considered
(4) Assume planned junction improvement by Ching Hong Road Phase 4 was completed.

5.2.2 Based on the assessment presented in **Table 5.2**, all junctions will be operating with ample capacities during design year except AM and logistic peak of J11.

5.2.3 It is revealed that J11 is already over its capacity at present. This is due to J11 is the only junction connecting to the industrial area along Cheung Wan Street/Cheung Tat Road/Cheung Fai Road. All the traffic are required to left turn from Tsing Yi Heung Sze Wui Road southbound to Cheung Wan Street and create a queue. Also, the weaving between the queue and the bus movement to/from the Greenfield Garden bus stop also worsen the situation.

5.2.4 According to DC paper 43/D/2024 and 54/2024, this issue was raised by DC members. TD responded that they will continue monitoring the traffic situation and study the feasibility of creating a new entrance road at Tsing Yi Road, if necessary.

5.2.5 As the asphalt plant is already under operation for many years without affecting the public road and renewal applications of this plant has been applied and approved for many times. Also, the development parameter is no change under this renewal application, no additional traffic impact will be caused by the plant.

5.3 Traffic Management Plan

5.3.1 Detailed Traffic Management Plan will be formulated and submitted to Transport Department separately.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The captioned Planning Approval (Approved Planning Application no.: A/TY/144) was granted in 2020 and will expire on 1 September 2025. The Applicant would like to submit a renewal planning application for another 5 years.

6.1.2 We, CTA Consultants Limited (CTA), are commissioned as the traffic consultant to undertake a Traffic Impact Assessment (TIA) study for assessing the traffic impact, and to propose any measures if necessary.

6.1.3 To appraise the existing traffic conditions, a traffic count survey was conducted in the surrounding road network of the plant. Moreover, current operational performance of the critical junctions was assessed with the observed traffic flows. The operational assessment results revealed that all critical junctions are at present operating with reasonable capacity in peak hours.

6.1.4 In order to assess the impact of the development related traffic on the local road network, the 5th year after the approval of extension application of the plant (i.e. year 2030) has been adopted as the design year for this study.

6.1.5 To reveal the traffic impact of various proposed developments in the vicinity, traffic generations by the proposed developments in the vicinity have also been taken into consideration.

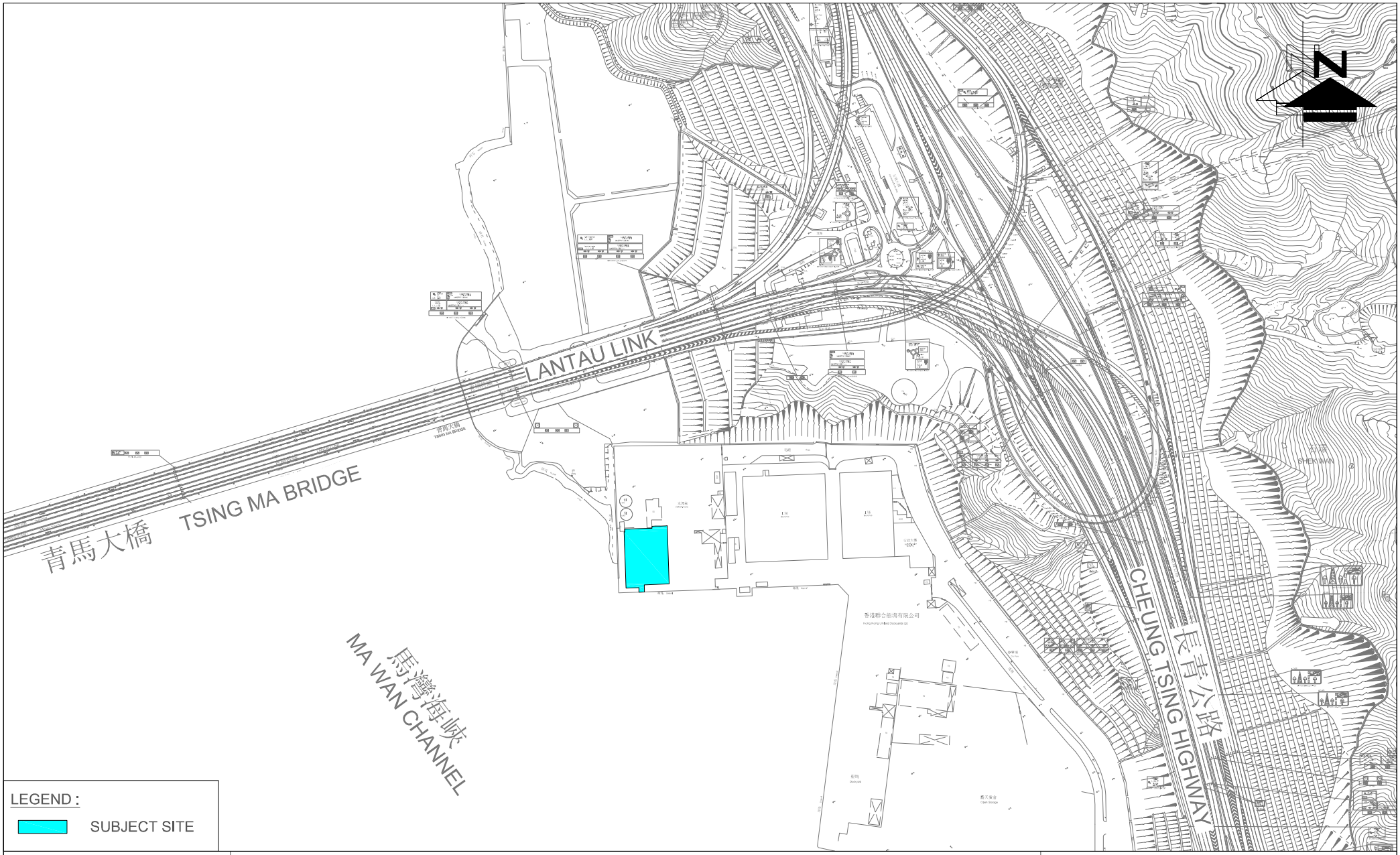
6.1.6 It is noted that the asphalt plant is already operating currently, thus **no additional traffic** would be added to the road network by this plant under this application and 2030 design flows are the same as reference flows. It is noted that growth rate is also applied to the existing trips of the application plant as conservative approach.

6.1.7 All the assessed junctions will be operating with ample spare capacity in design year except AM and logistic peak of J11, but our plant is already under operation for many years without affecting the public road and renewal applications of this plant has been applied and approved for many times. Also, the development parameter is no change under this renewal application, no additional traffic impact will be caused by the plant and therefore would not worsen the case.

6.2 Conclusion

6.2.1 In conclusion, this Traffic Impact Assessment (TIA) has demonstrated that the application plant will not generate additional traffic to the surrounding road network and the junctions in vicinity would have ample capacities during design year 2030.

6.2.2 Hence, it is concluded that the renewal of the asphalt plant at the Application Site is acceptable from traffic engineering view point.



LEGEND :

SUBJECT SITE

FIGURE NO.: 1.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: SITE LOCATION PLAN
SCALE: 1 : 5000 @A4	DATE: 07 FEB 2025

CTA Consultants Limited
志達顧問有限公司

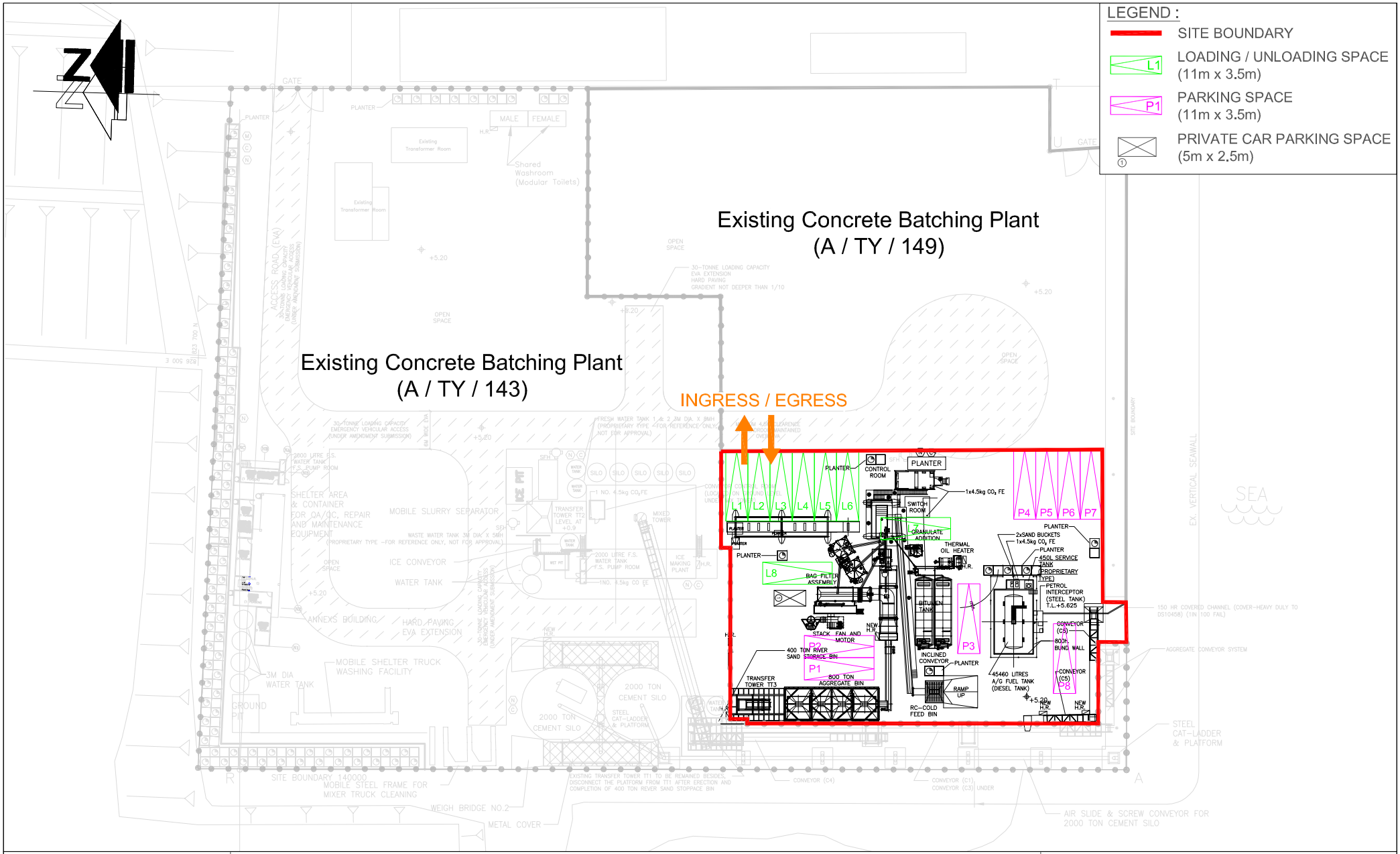


FIGURE NO.: 2.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: LAYOUT PLAN FOR EXISTING ASPHALT PLANT	
SCALE: 1 : 800 @A4	DATE: 08 APR 2025	

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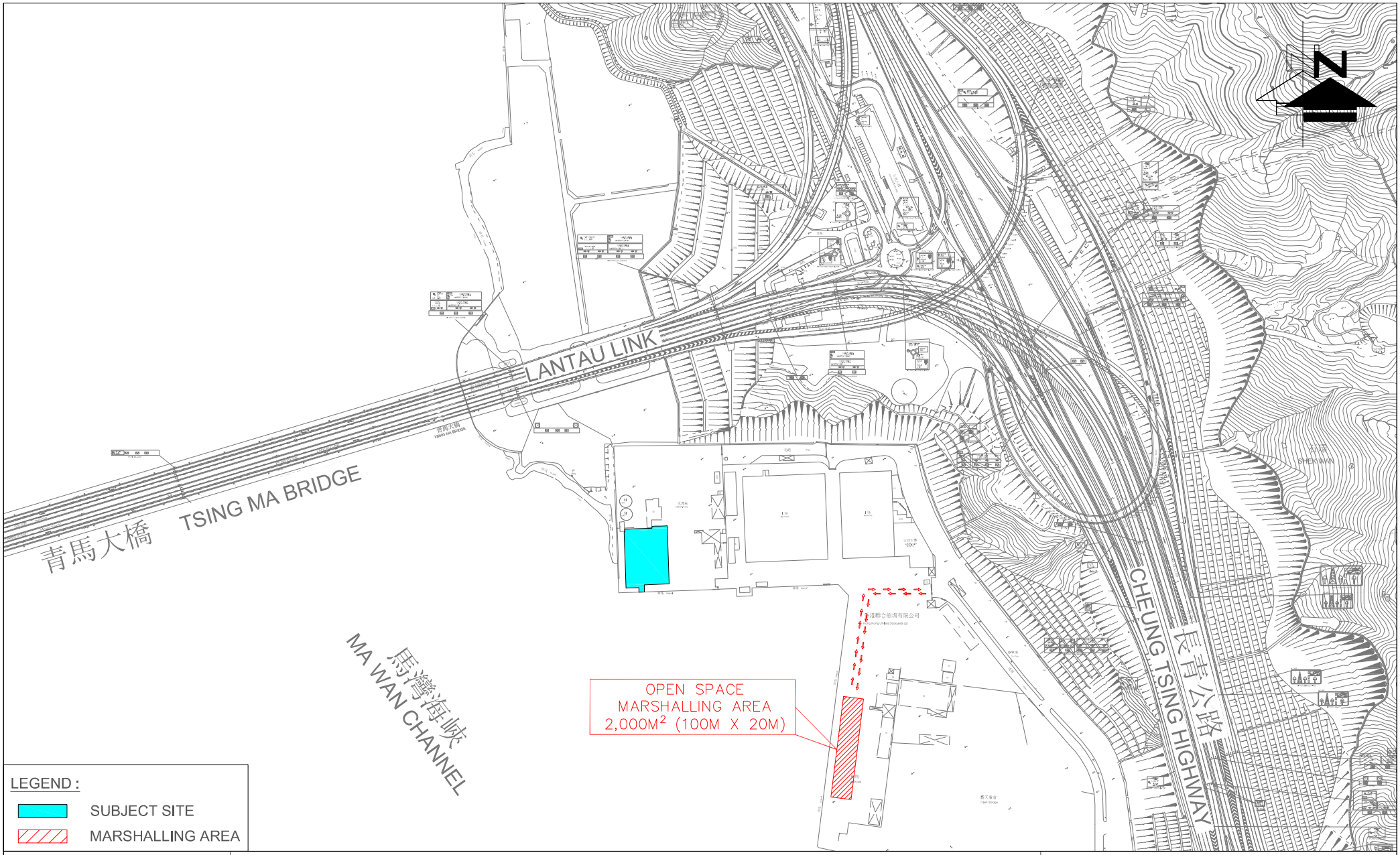

FIGURE NO.: 2.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: MARSHALLING AREA
SCALE: 1 : 5000 @A4	DATE: 07 FEB 2025

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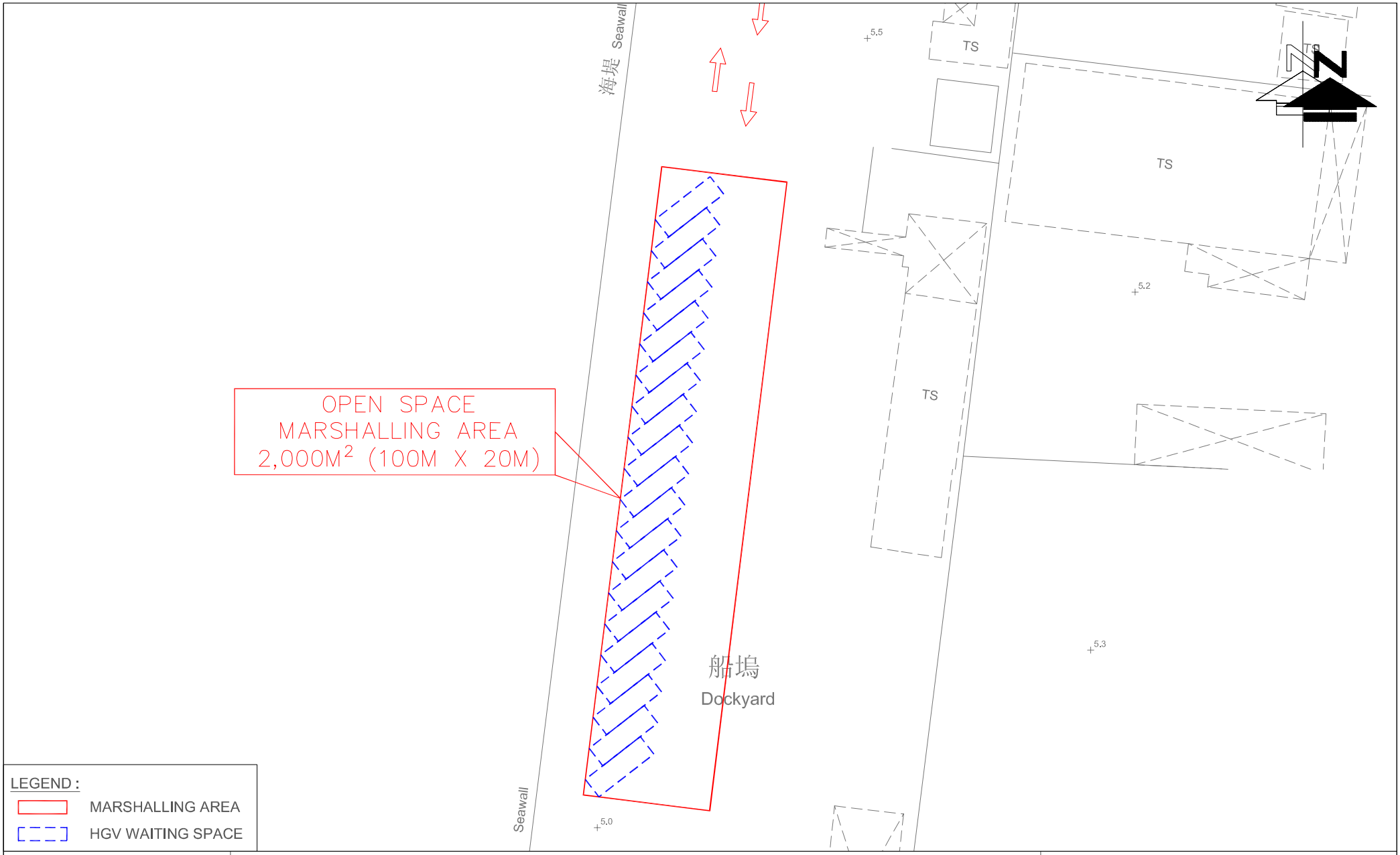

LEGEND :

- MARSHALLING AREA
- HGV WAITING SPACE

FIGURE NO.: 2.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PROPOSED PARKING ARRANGEMENT WITHIN MARSHALLING AREA
SCALE: 1 : 800 @A4	DATE: 14 FEB 2025

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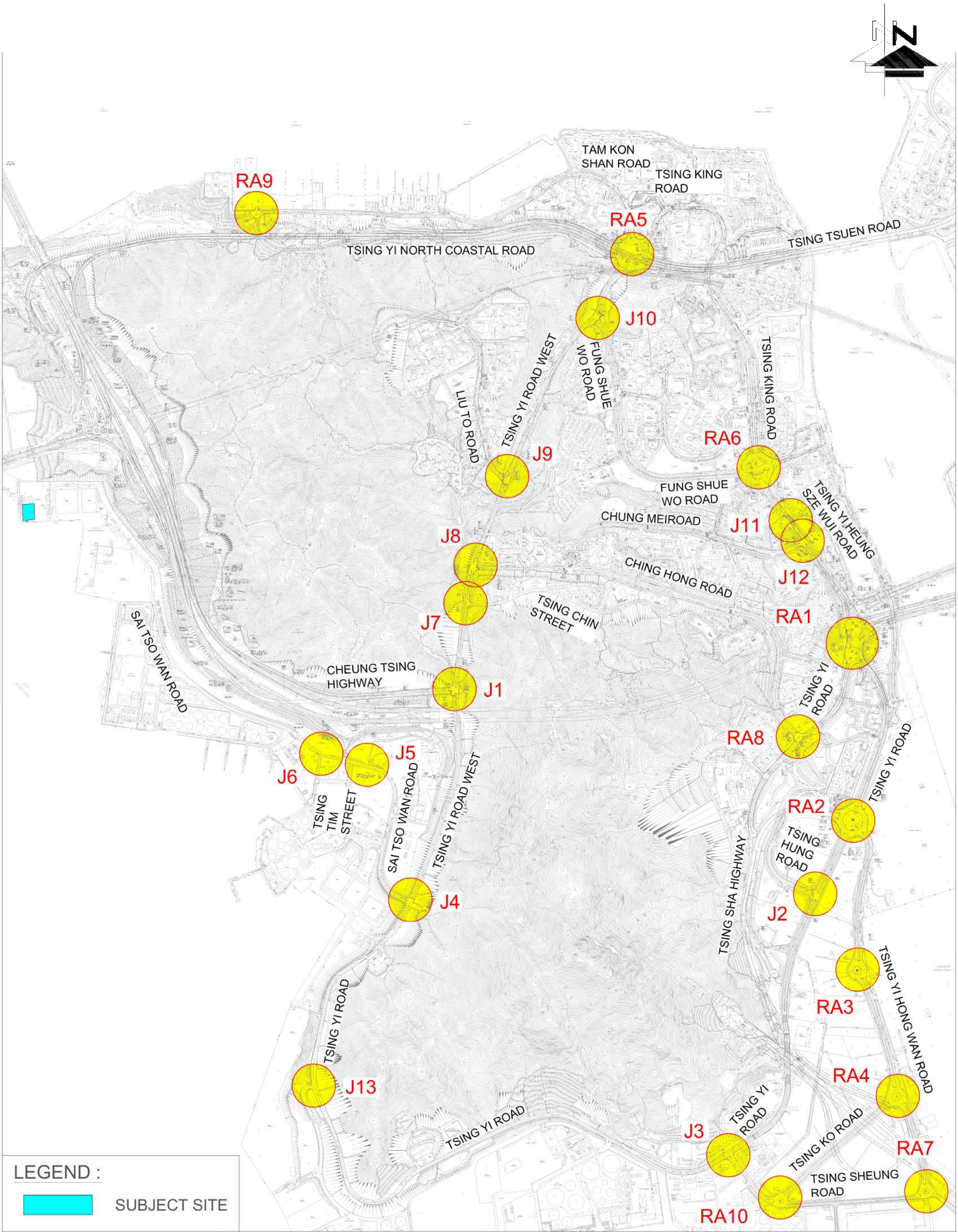

LEGEND :

SUBJECT SITE

FIGURE NO.: 3.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: CRITICAL JUNCTION
SCALE: 1 : 12000 @A3	DATE: 07 FEB 2025

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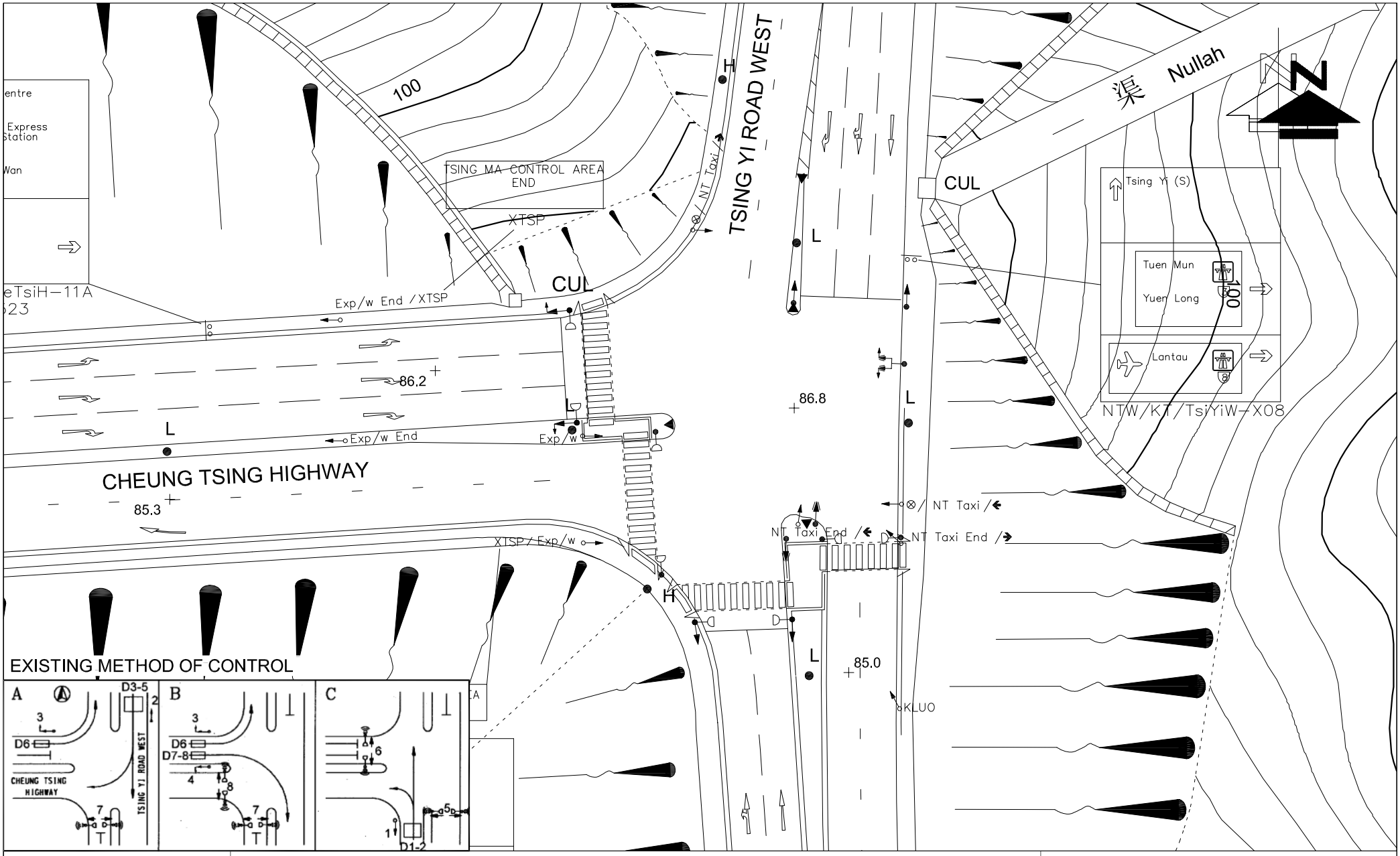

FIGURE NO.: 3.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHEUNG TSING HIGHWAY (J1)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

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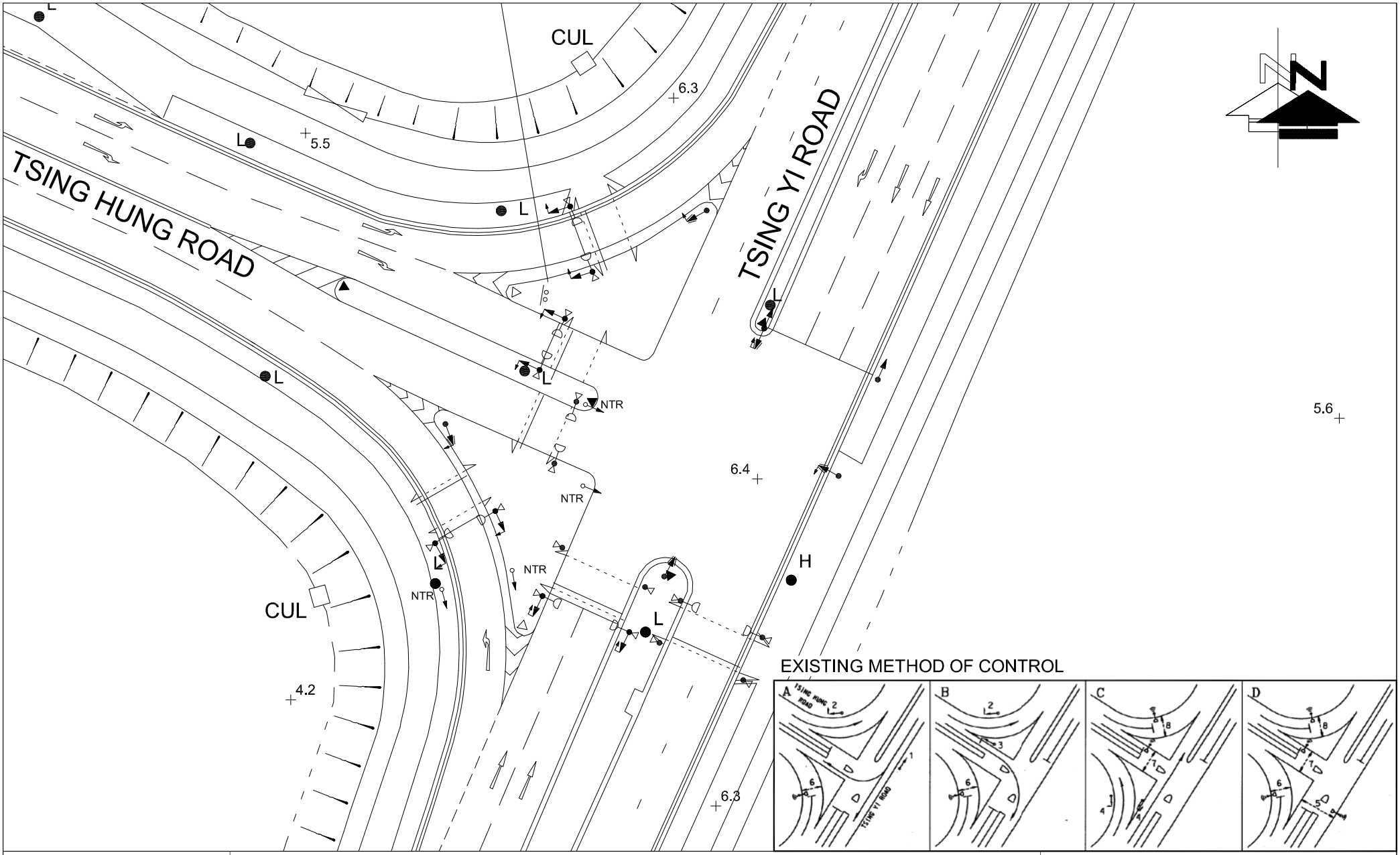

FIGURE NO.: 3.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING HUNG ROAD / TSING YI ROAD (J2)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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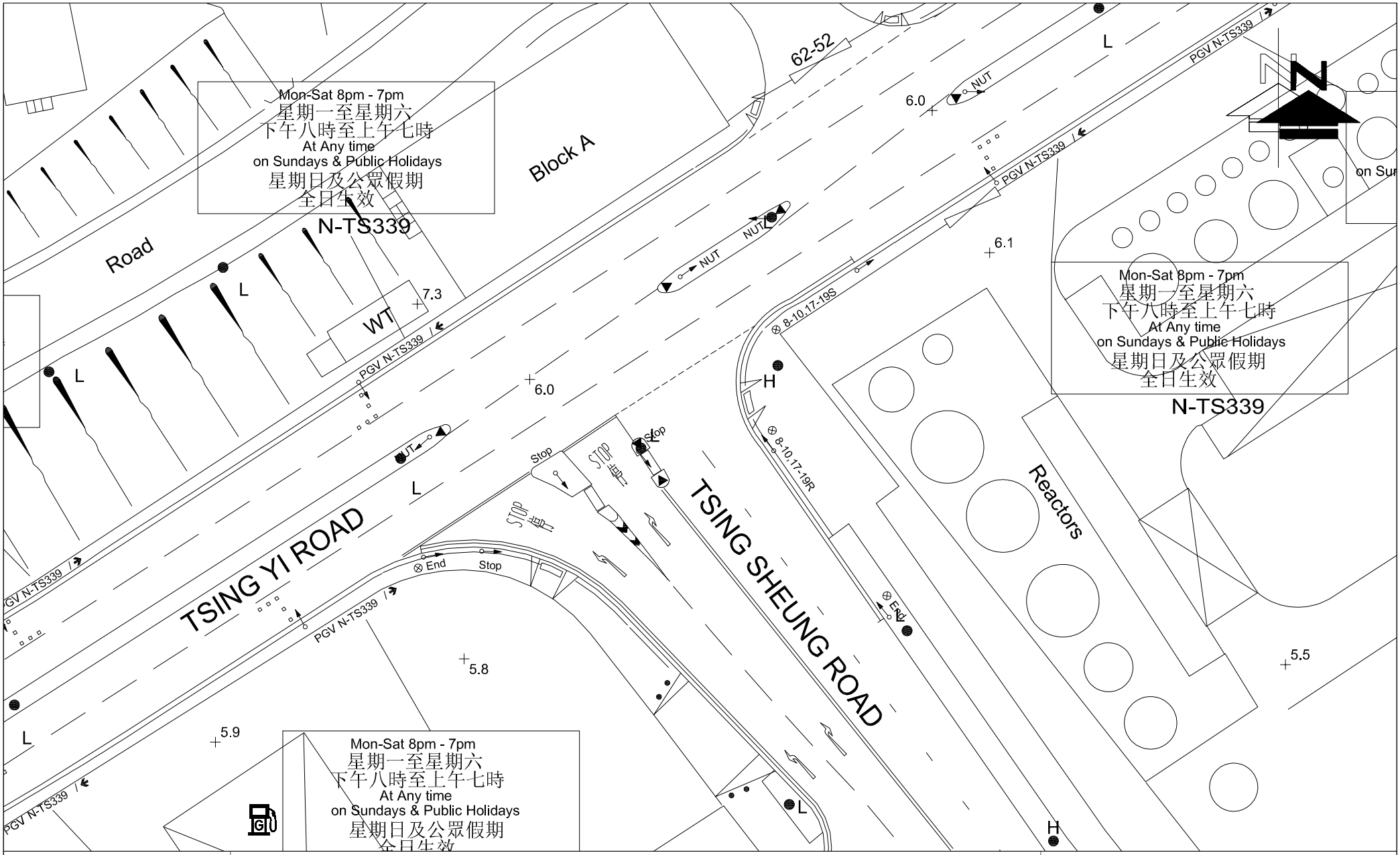

FIGURE NO.: 3.4	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD / TSING YI ROAD (J3)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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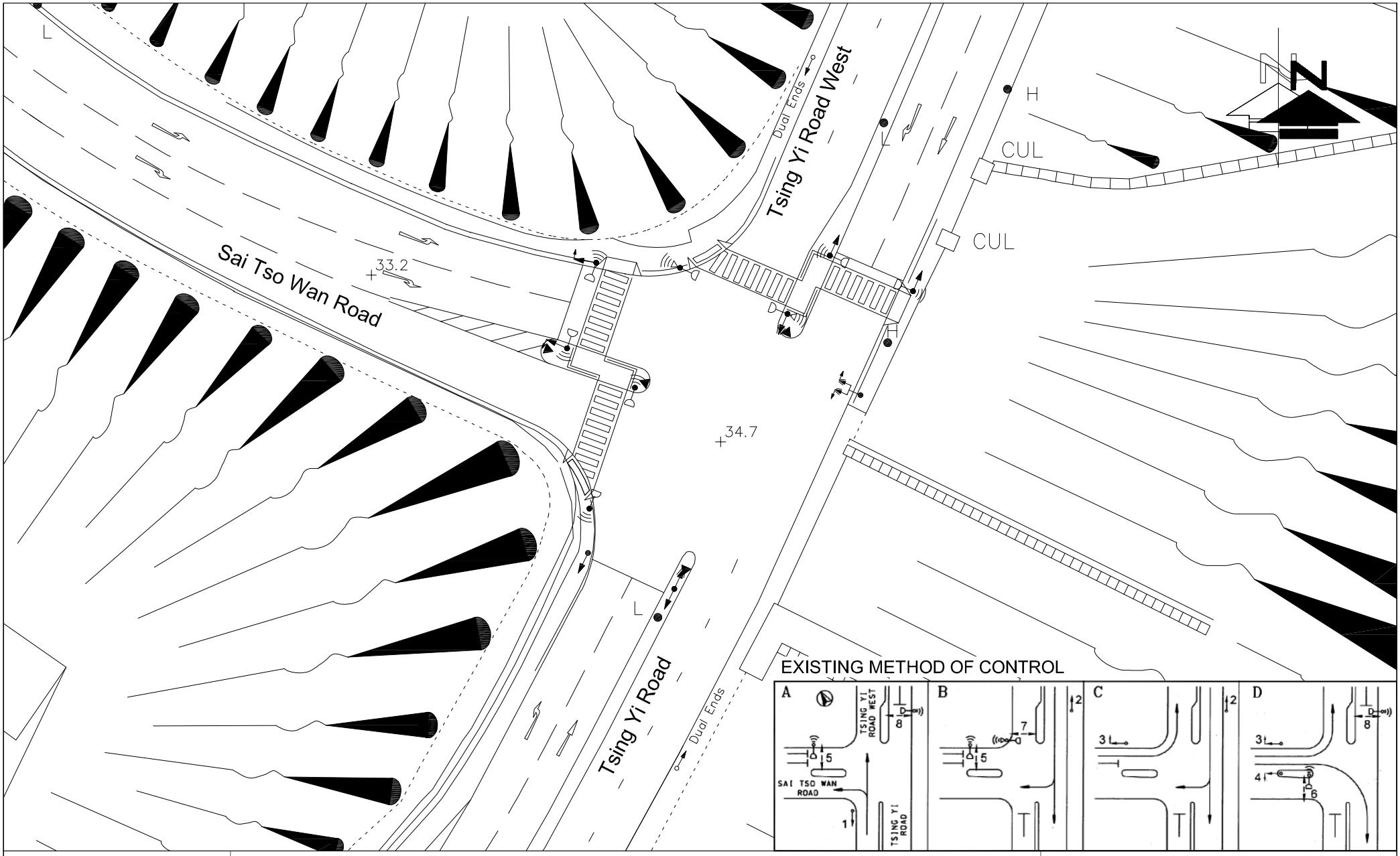

FIGURE NO.: 3.5	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SAI TSO WAN ROAD / TSING YI ROAD WEST / TSING YI ROAD (J4)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

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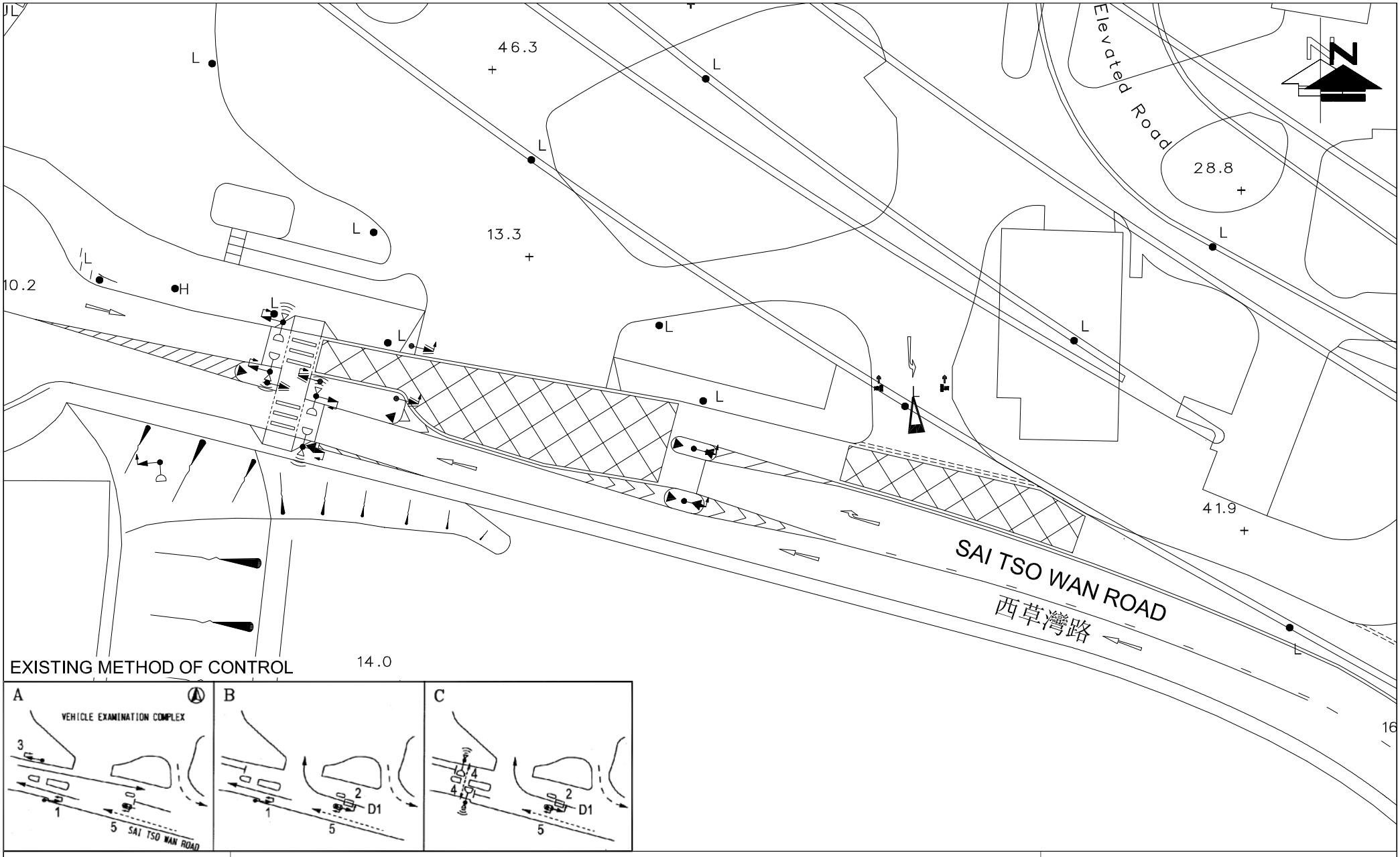

EXISTING METHOD OF CONTROL

FIGURE NO.: 3.6	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF ENTRANCE OF VEC / SAI TSO ROAD (J5)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

CTA Consultants Limited
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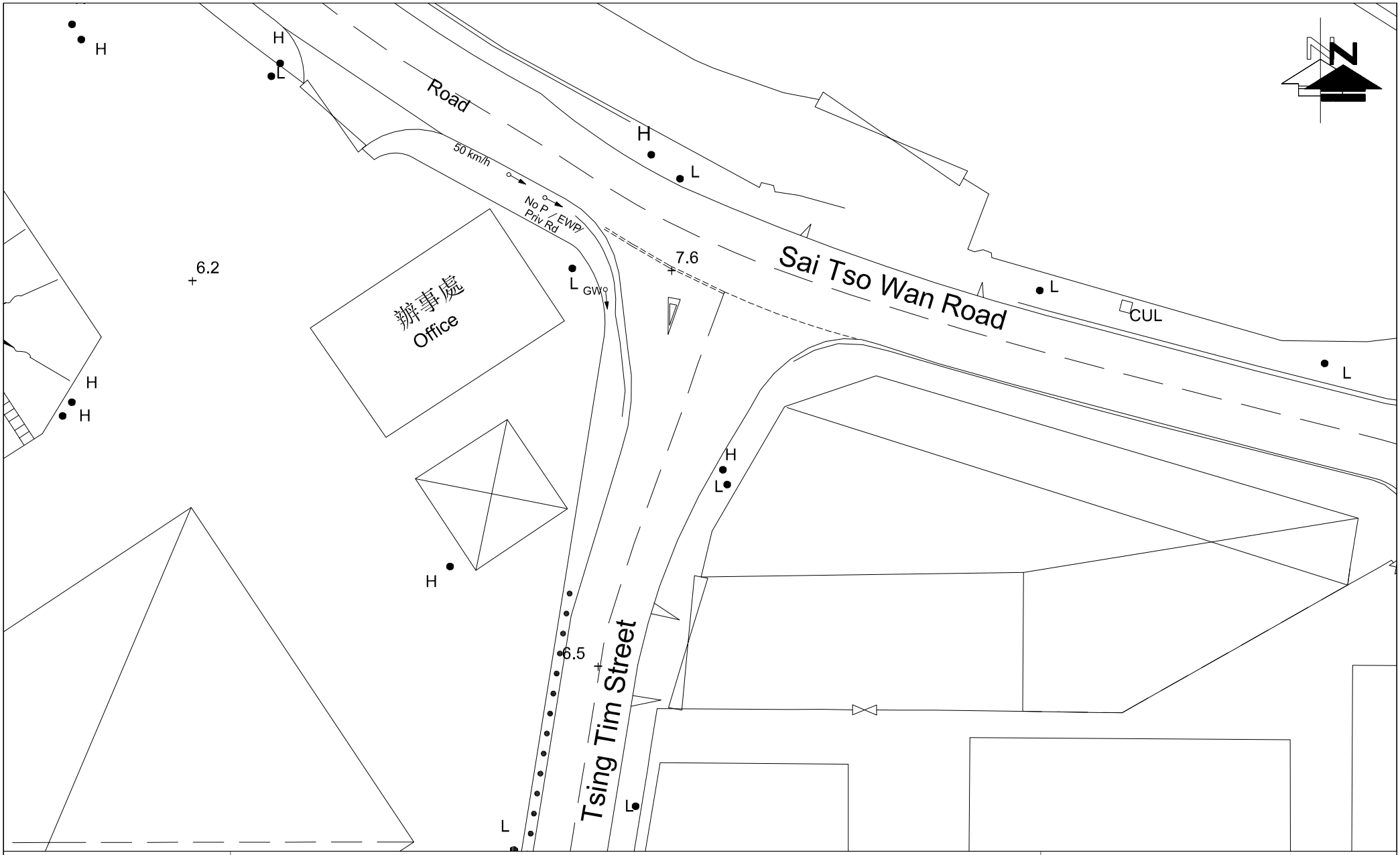

FIGURE NO.: 3.7	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING TIM STREET / SAI TSO WAN ROAD (J6)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
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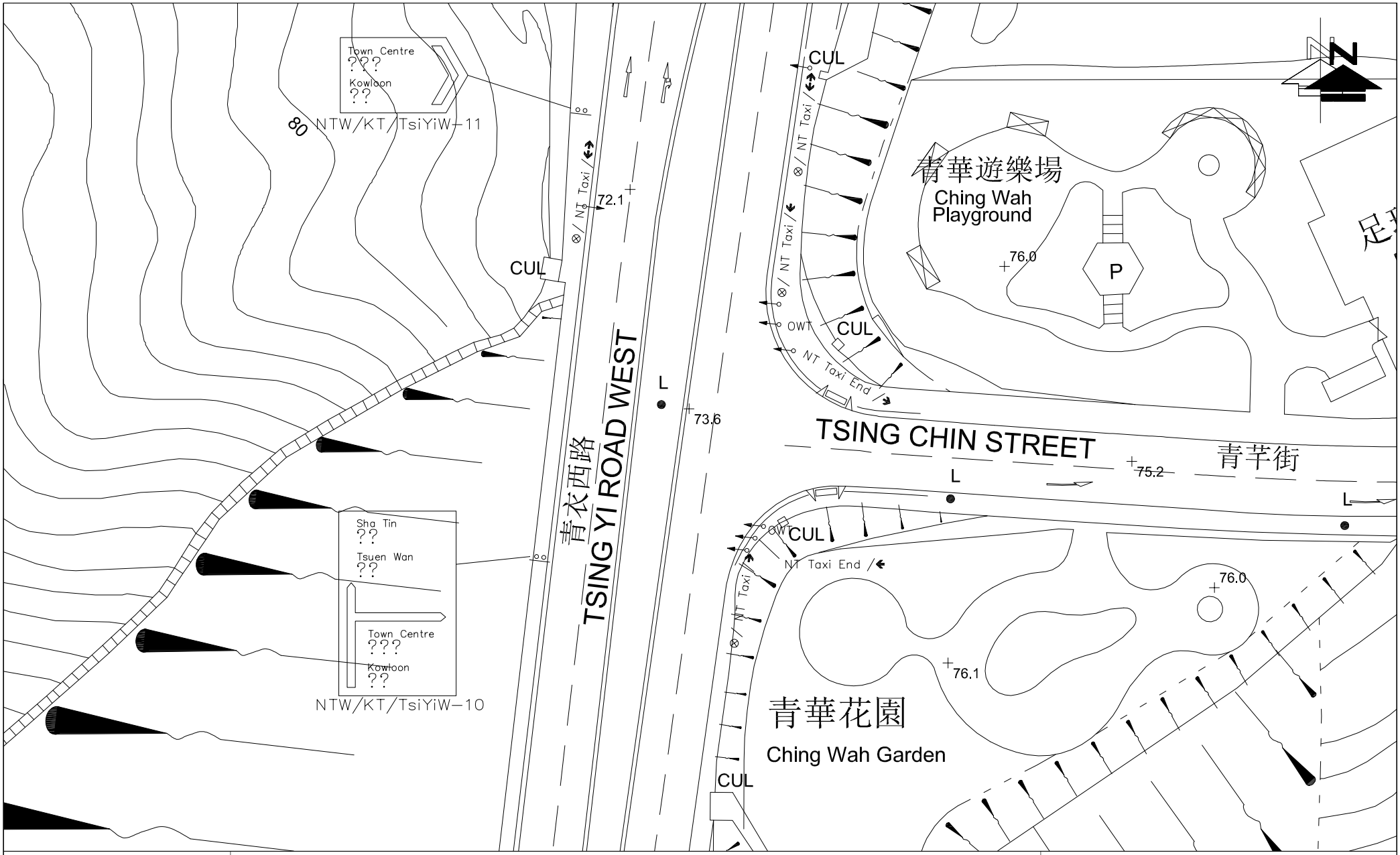

FIGURE NO.: 3.8	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YI ROAD WEST / TSING CHIN STREET (J7)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025	

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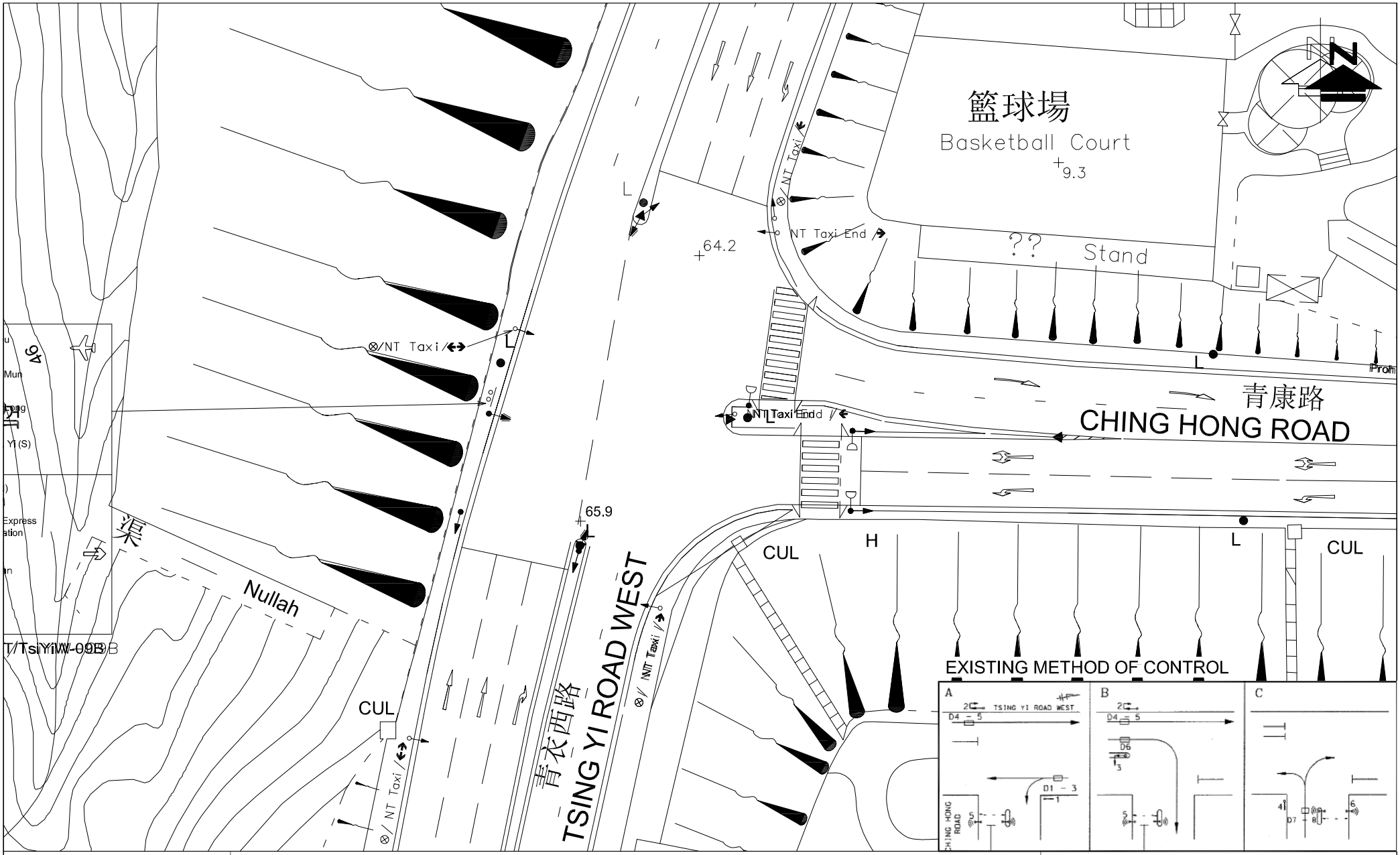

FIGURE NO.: 3.9	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / CHING HONG ROAD (J8)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

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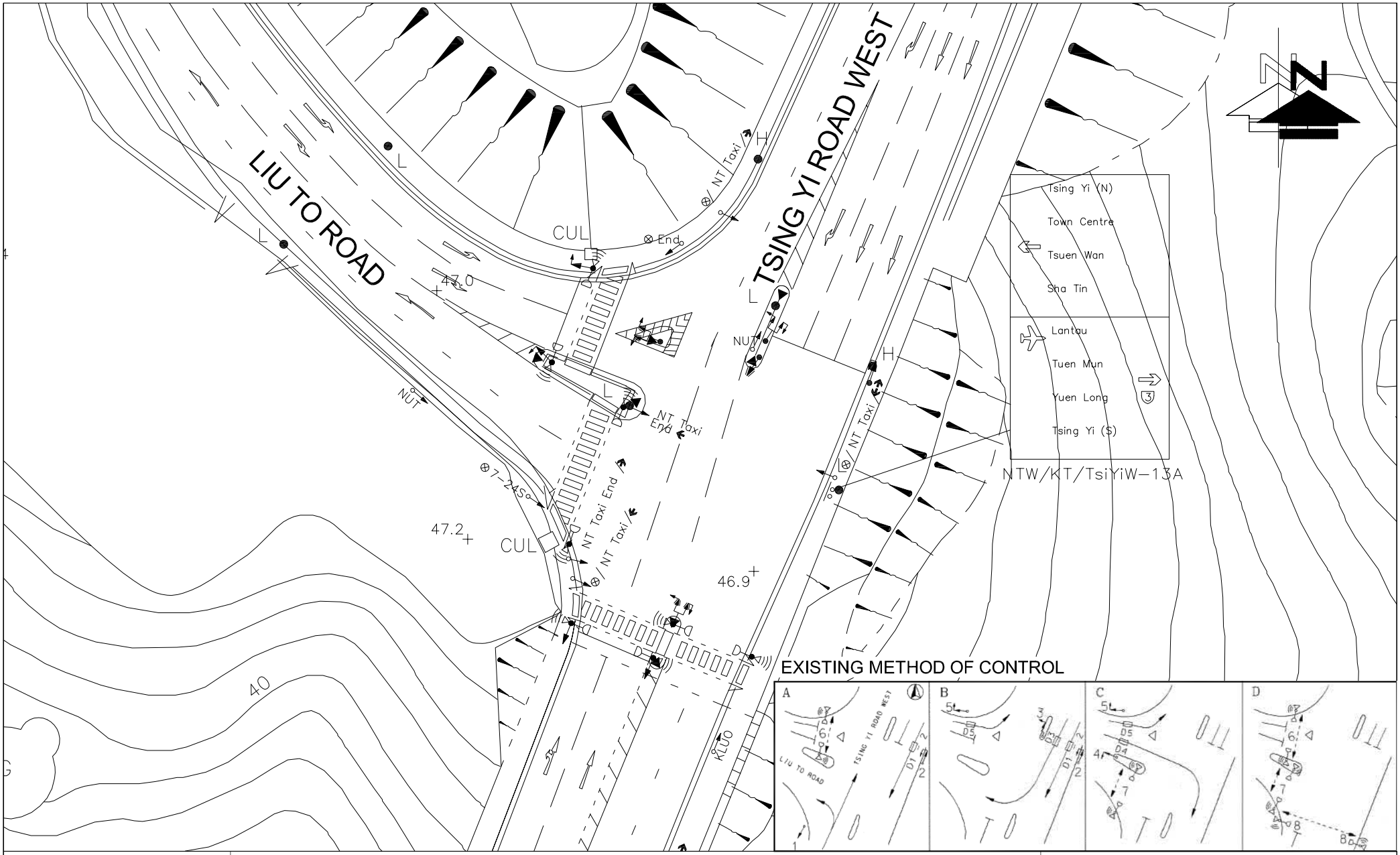

FIGURE NO.: 3.10	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / LIU TO ROAD (J9)	
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025	

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EXISTING METHOD OF CONTROL

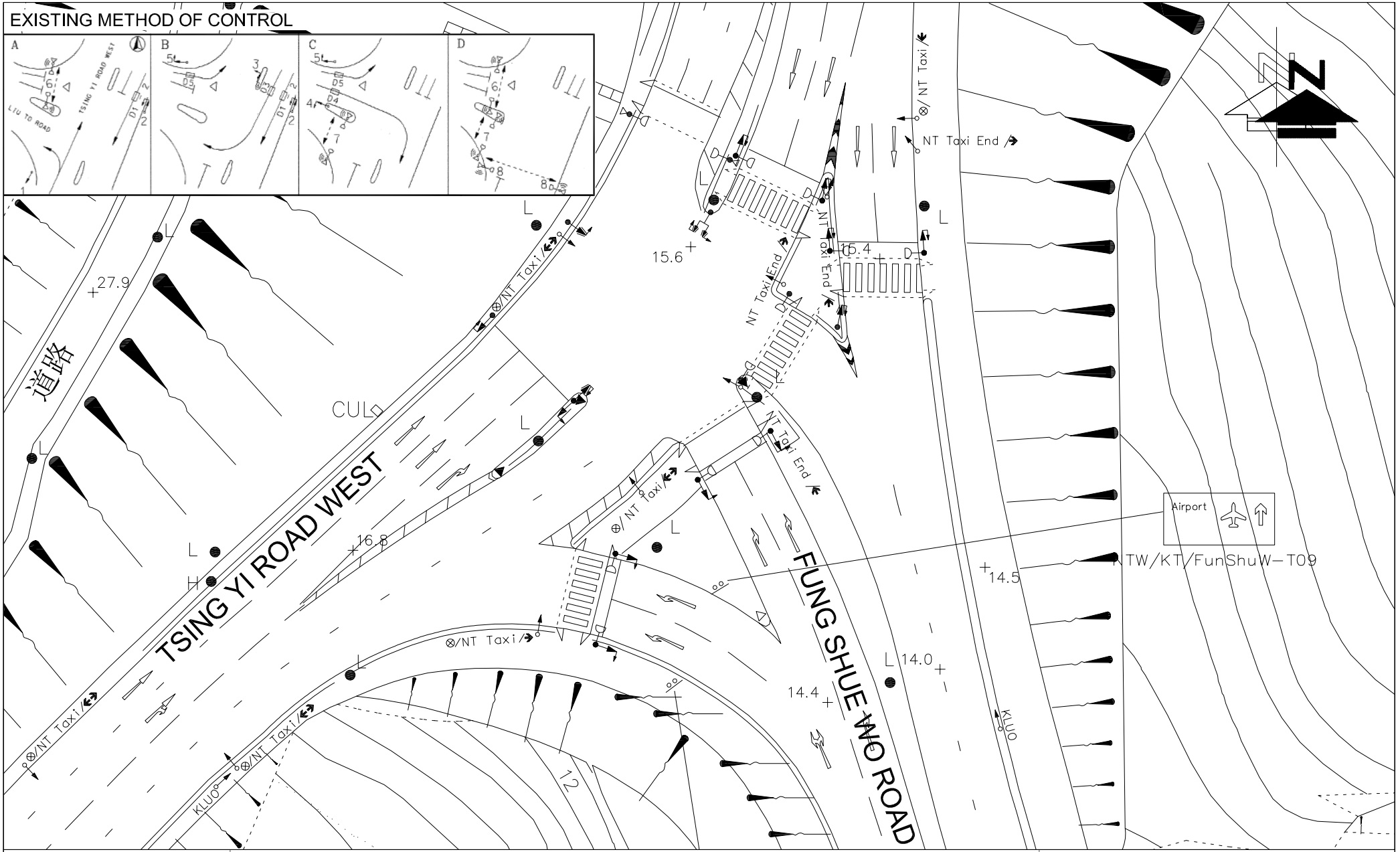

FIGURE NO.: 3.11	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144		
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)		
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025		

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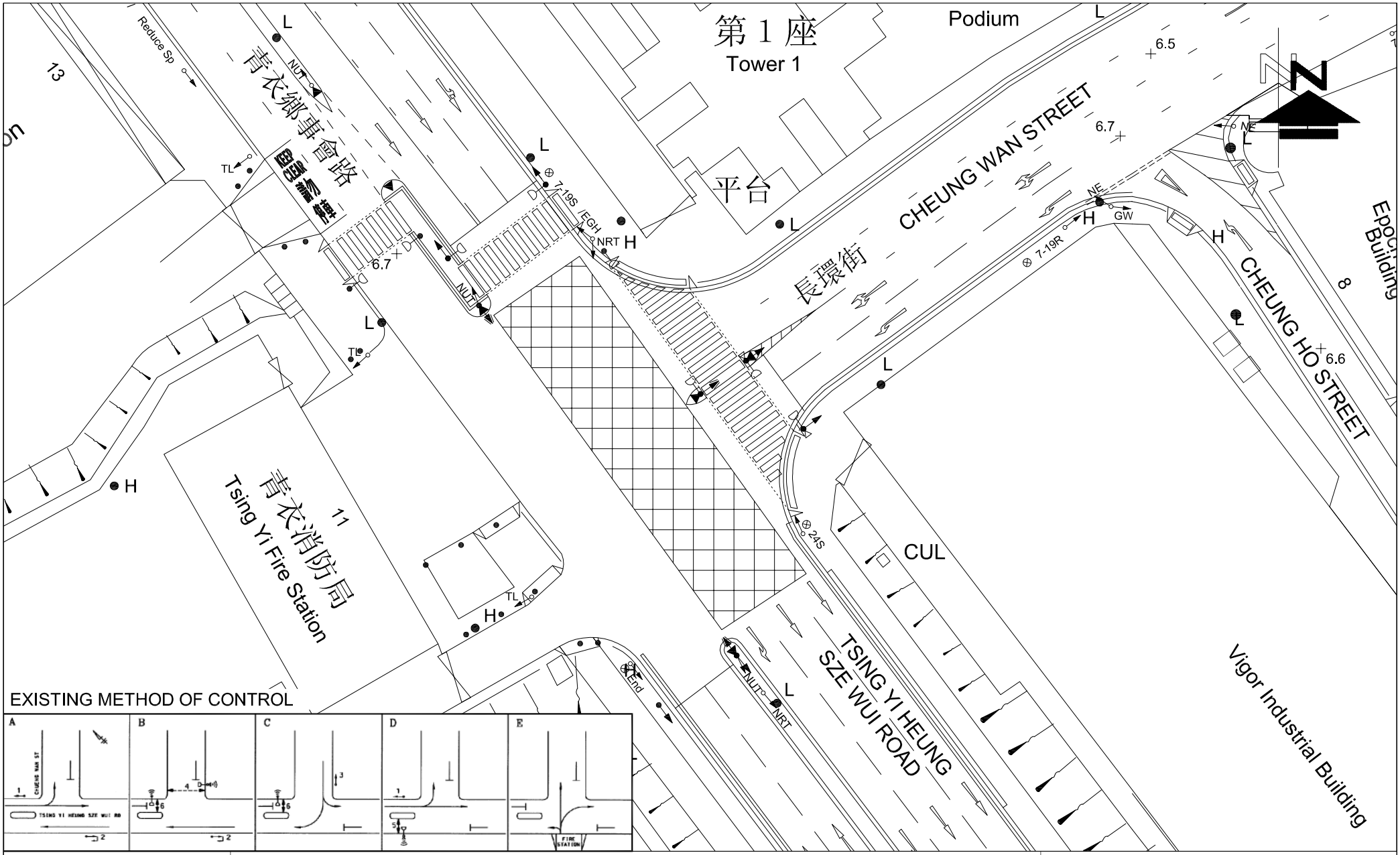

FIGURE NO.: 3.12	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / CHEUNG WAN STREET (J11)
SCALE: 1 : 500 @A4	DATE: 07 FEB 2025

CTA Consultants Limited
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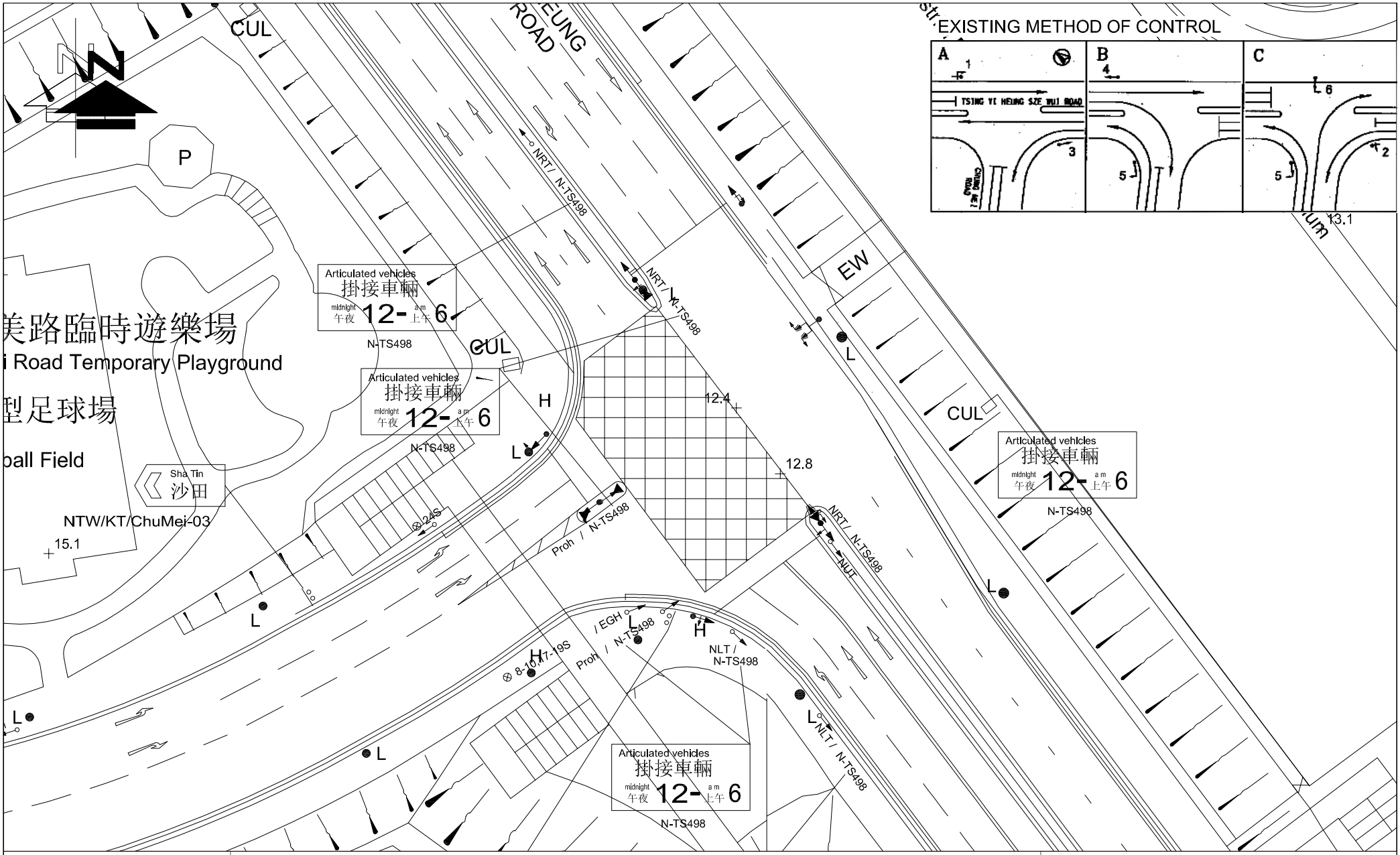

FIGURE NO.: 3.13	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / CHUNG MEI STREET (J12)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 @A4 / DATE: 07 FEB 2025		

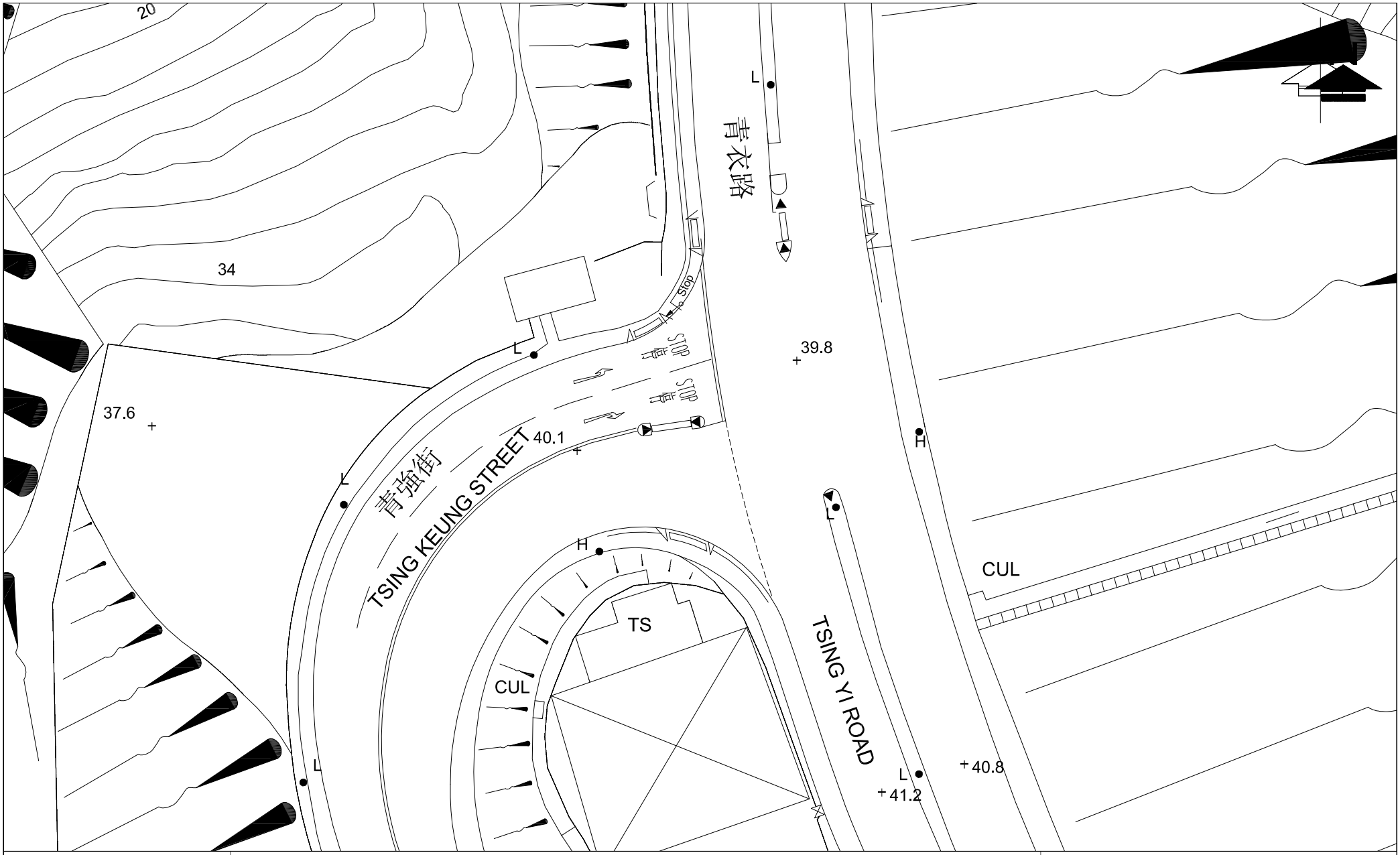

FIGURE NO.: 3.14	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YIP ROAD / TSING KEUNG STREET (J13)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025	

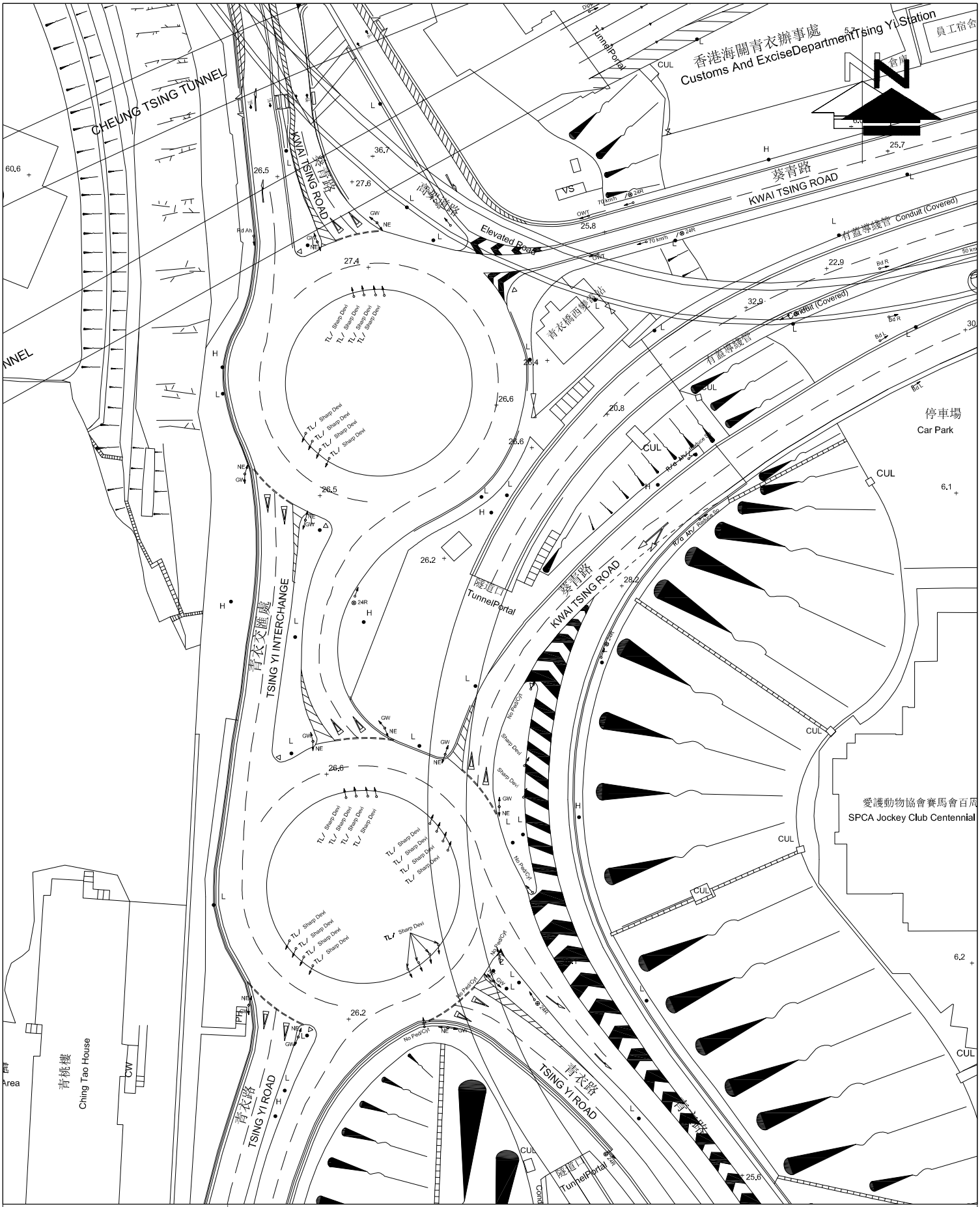

FIGURE NO.: 3.15	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF SING YI INTERCHANGE (RA1)
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
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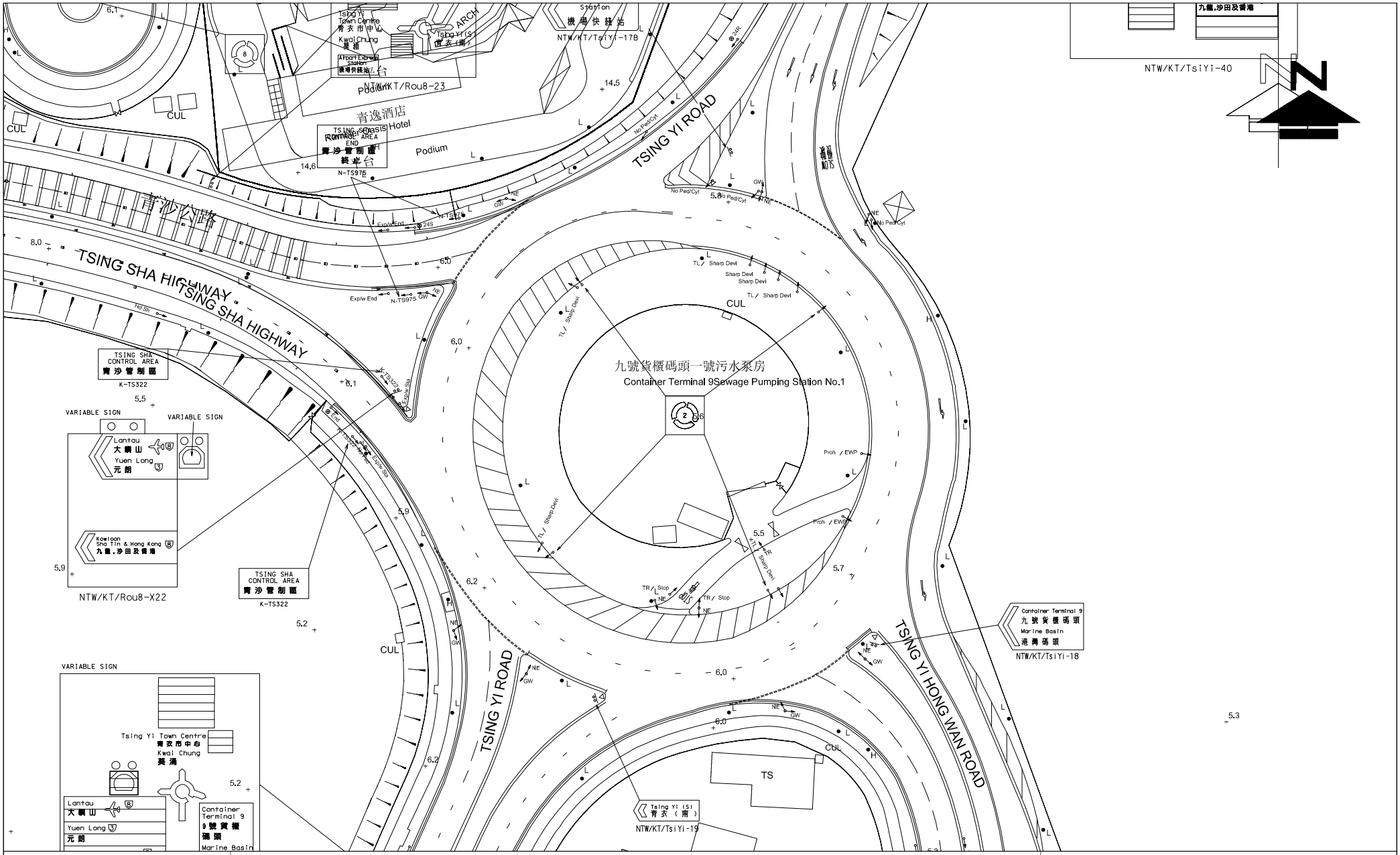

FIGURE NO.: 3.16	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / TSING YI HONG WAN ROAD / TSING SHA HIGHWAY (RA2)
SCALE: 1 ; 1000 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
志達顧問有限公司

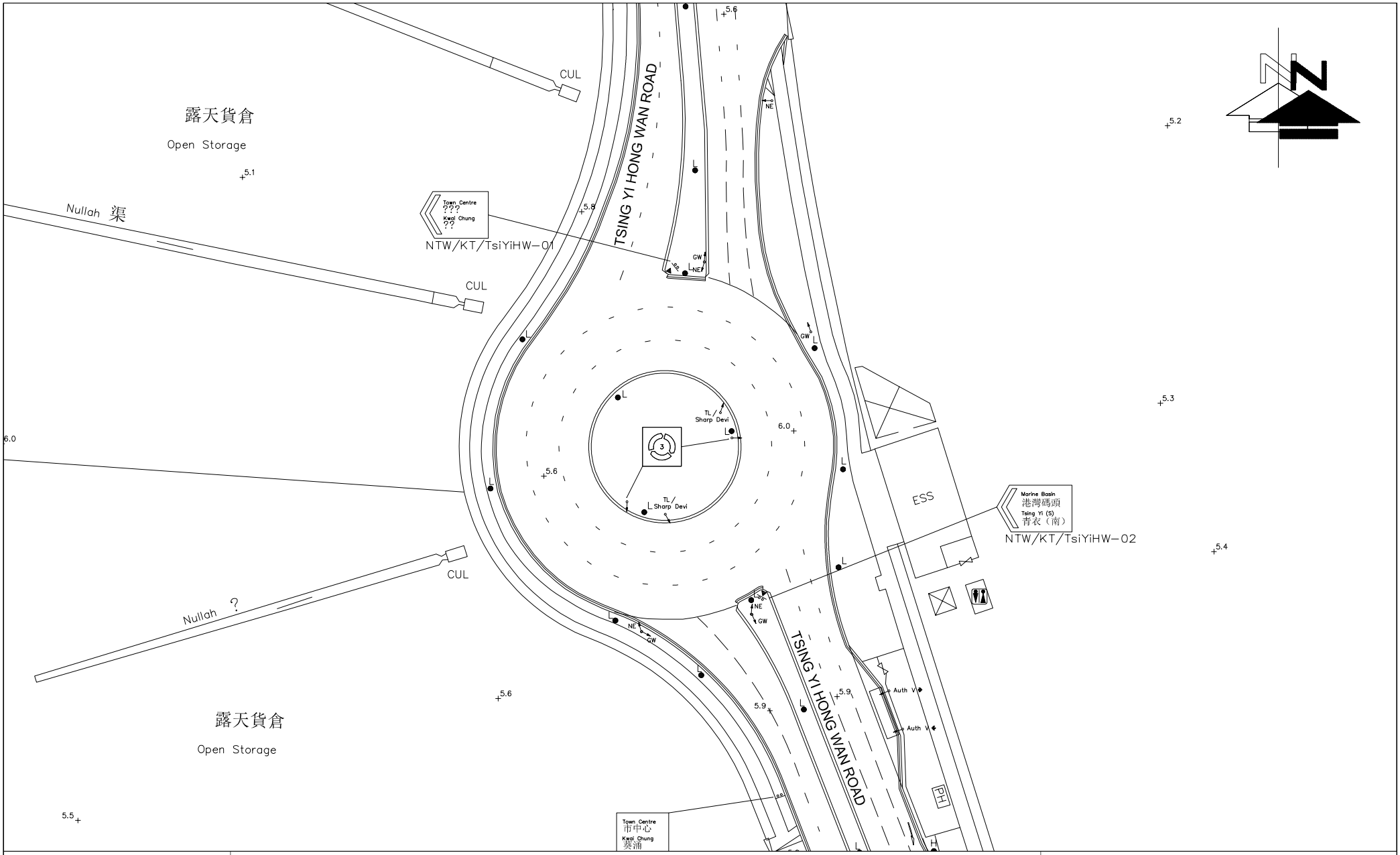

FIGURE NO.: 3.17	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (RA3)	
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 07 FEB 2025		

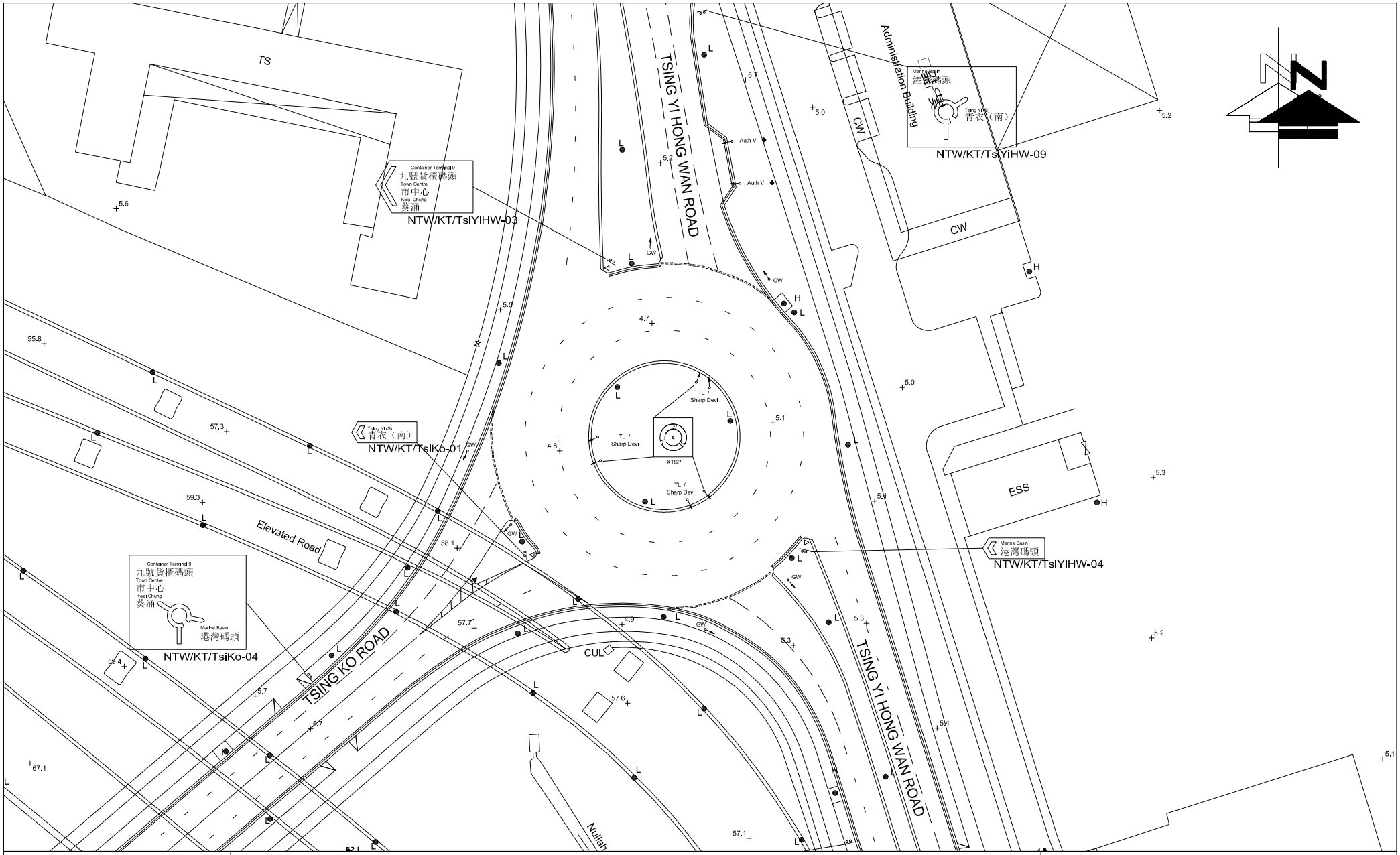

FIGURE NO.: 3.18	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HONG WAN ROAD / TSING KO ROAD (RA4)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1000 (IN A4 SIZE)	DATE: 07 FEB 2025	

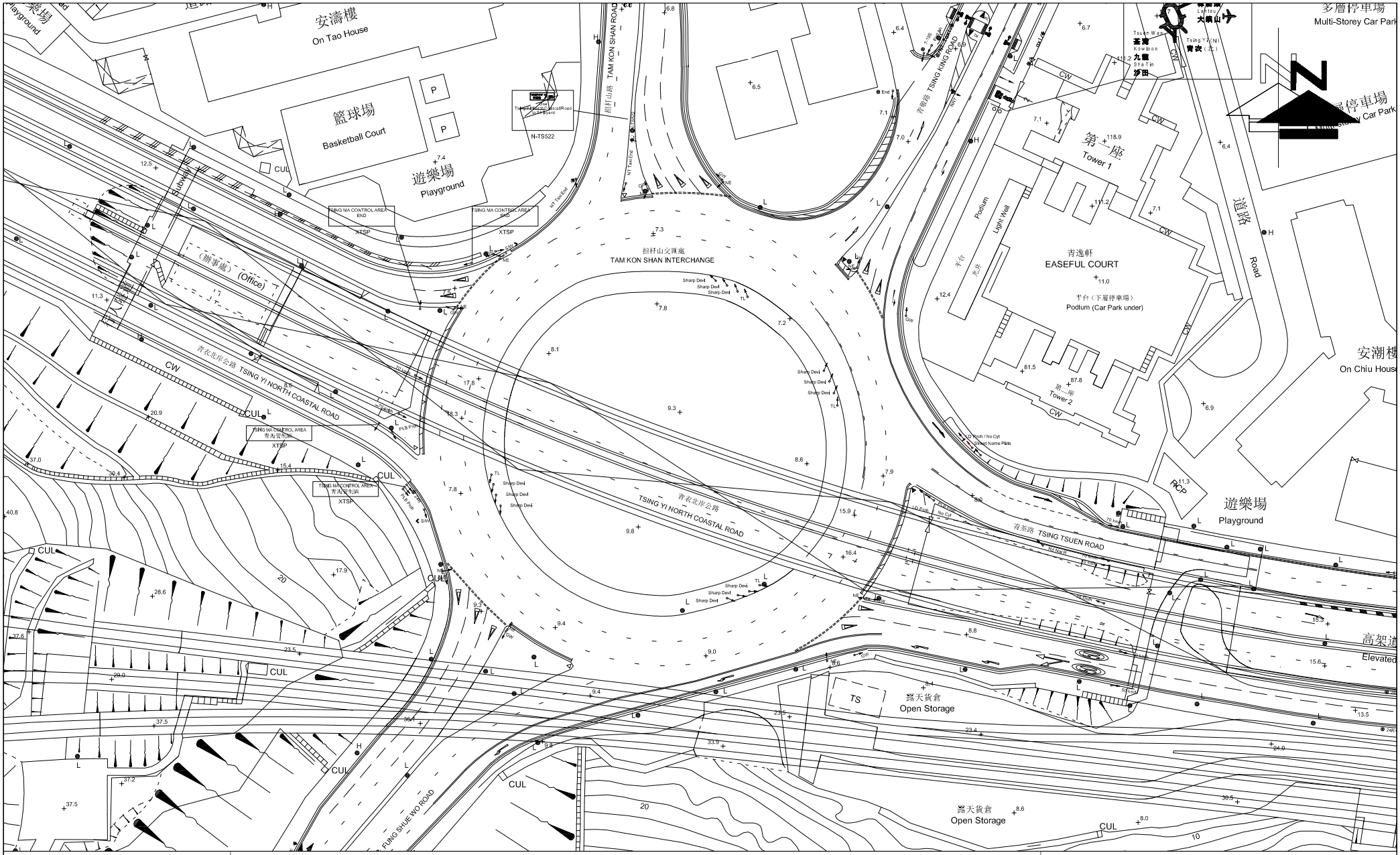

FIGURE NO.: 3.19	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN INTERCHANGE (RA5)	
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 07 FEB 2025	

CTA Consultants Limited
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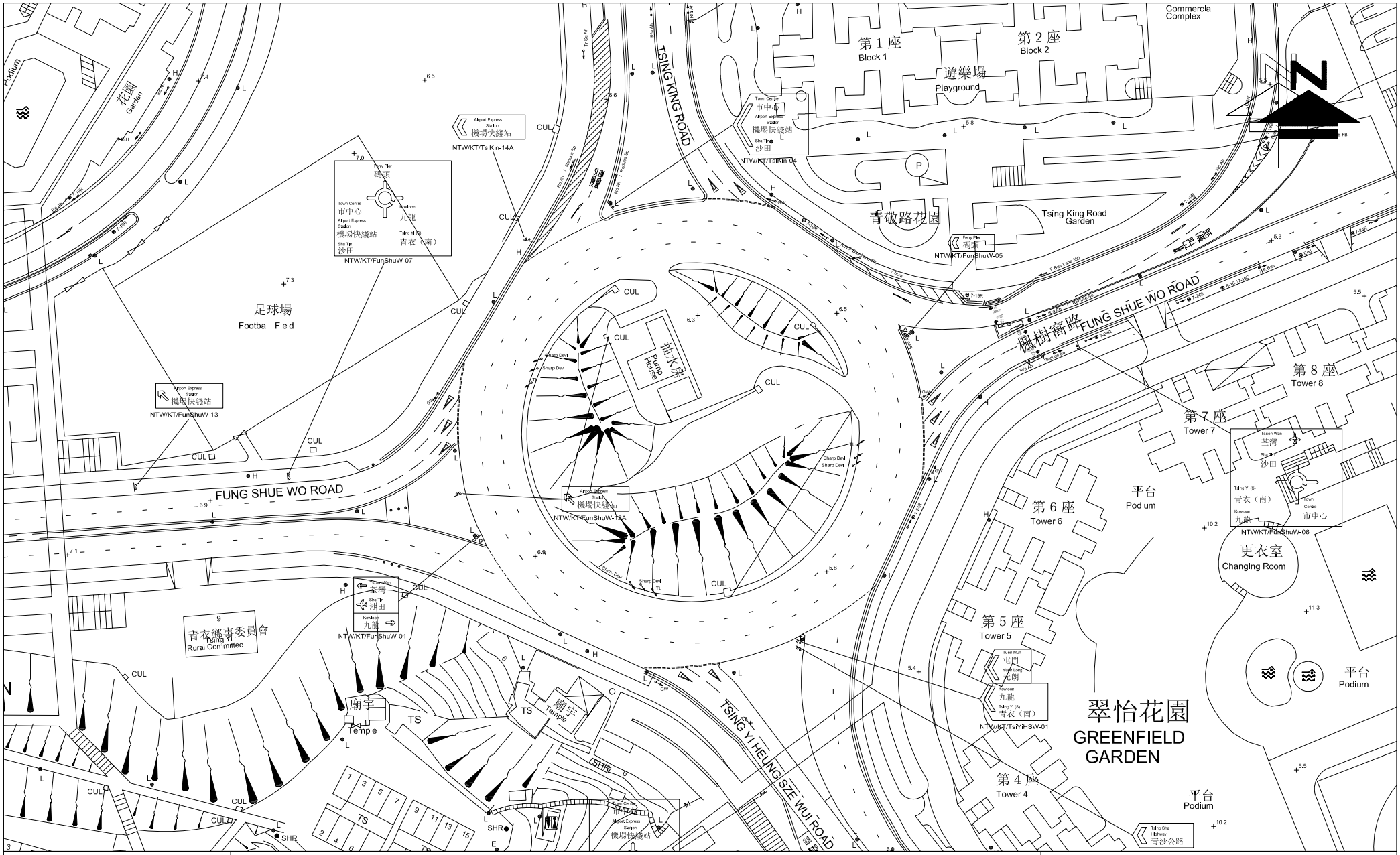

FIGURE NO.: 3.20	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING YI HEUNG SZE WUI ROAD / FUNG SHUE WO ROAD / TSING KING ROAD (RA6)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1200 (IN A4 SIZE)	DATE: 07 FEB 2025	

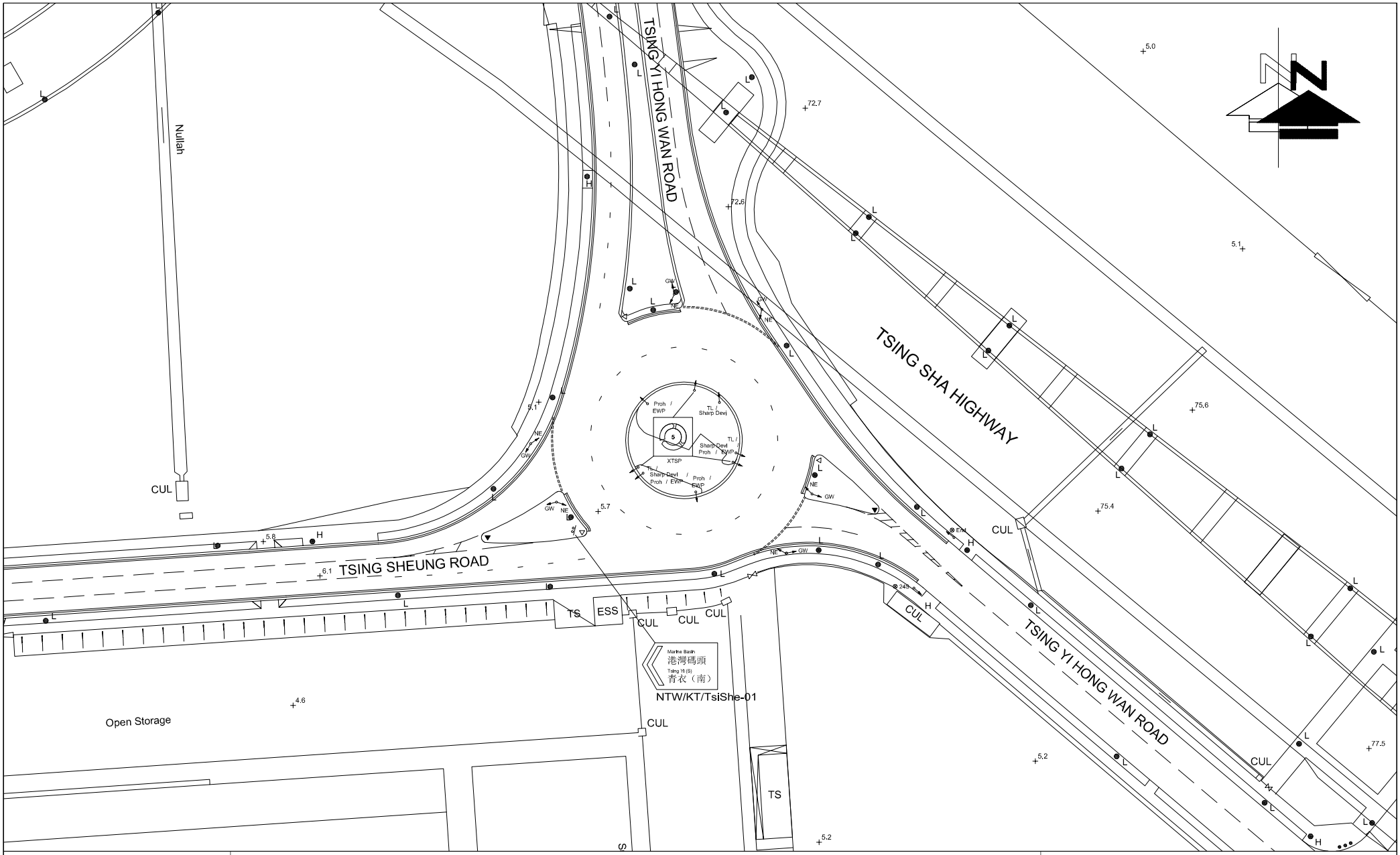

FIGURE NO.: 3.21	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING SHEUNG ROAD / TSING YI HONG WAN ROAD (RA7)	
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 07 FEB 2025		

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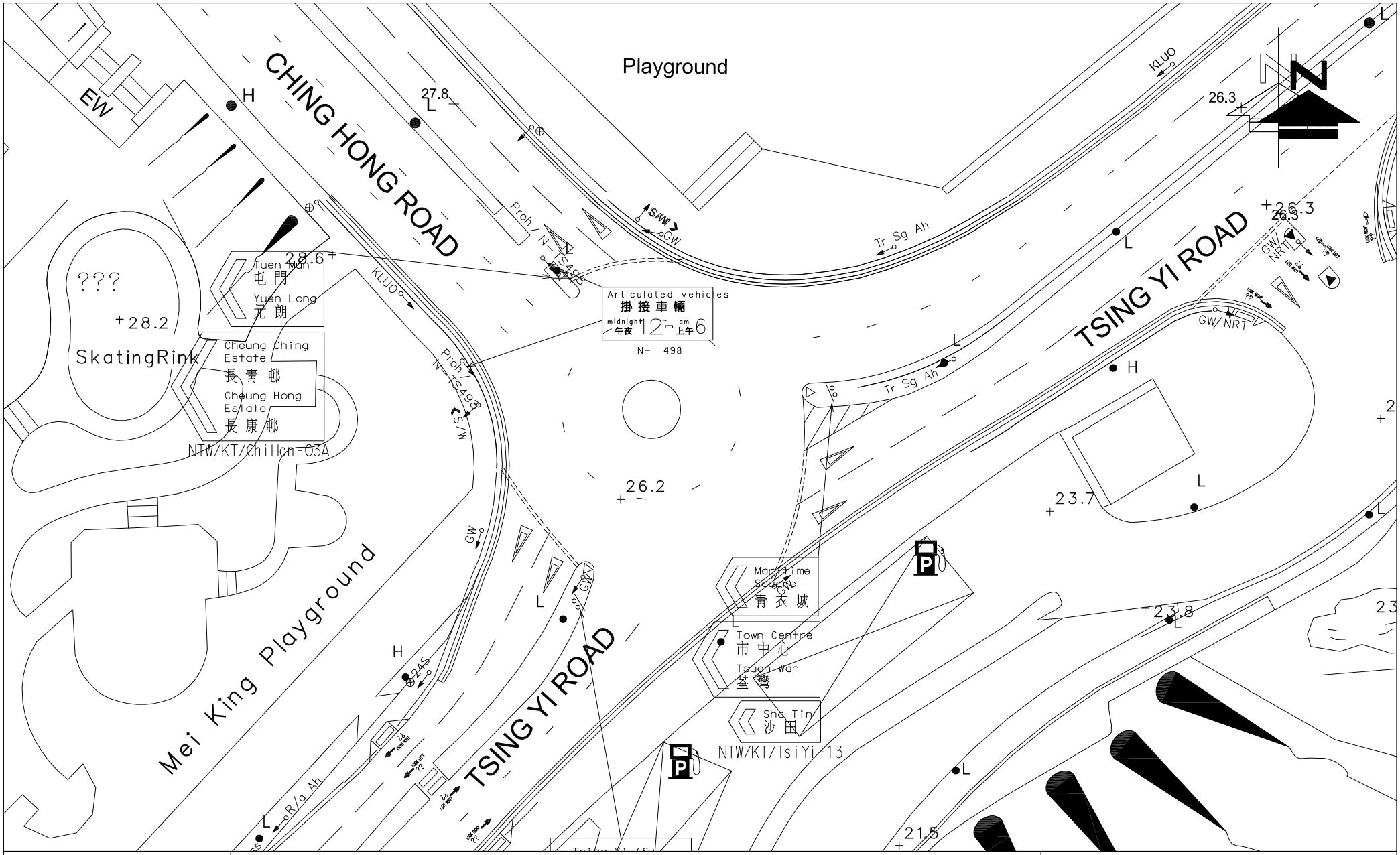


FIGURE NO.: 3.22	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144		
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CHING HONG ROAD / TSING YI ROAD (RA8)		
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025		

CTA Consultants Limited
志達顧問有限公司

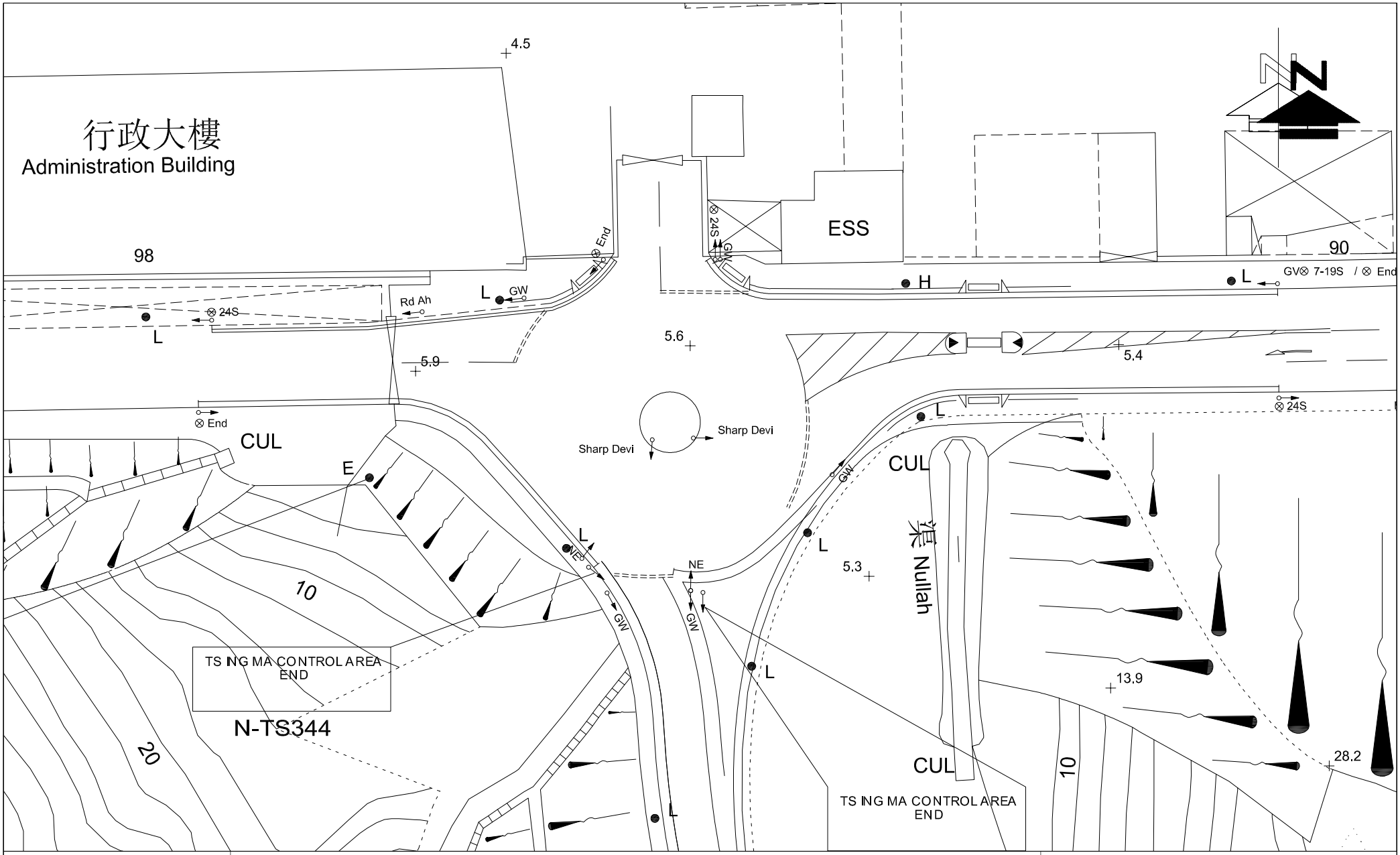


FIGURE NO.: 3.23	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TAM KON SHAN ROAD / TSING YI NORTH COSTAL ROAD (RA9)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
志達顧問有限公司

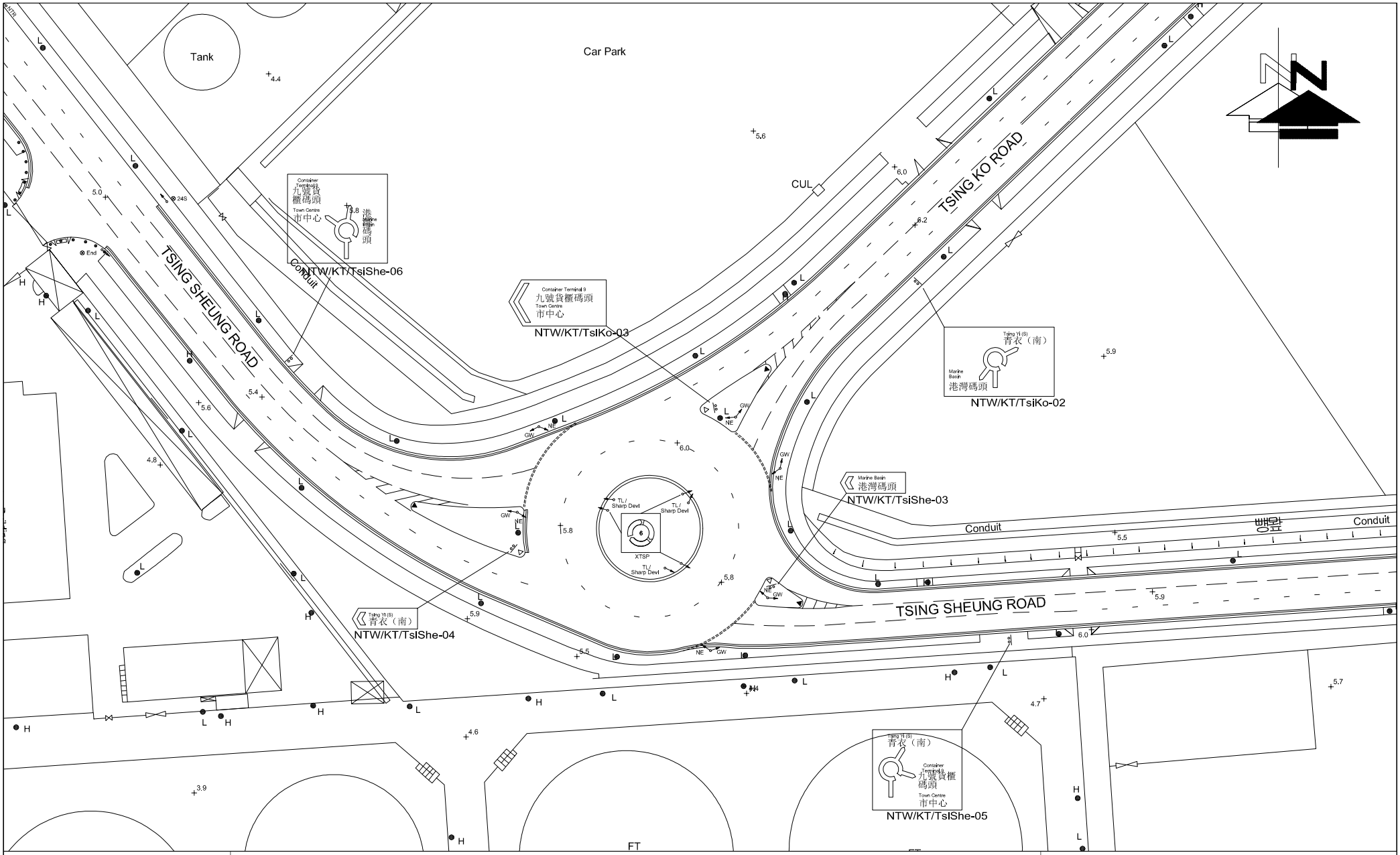
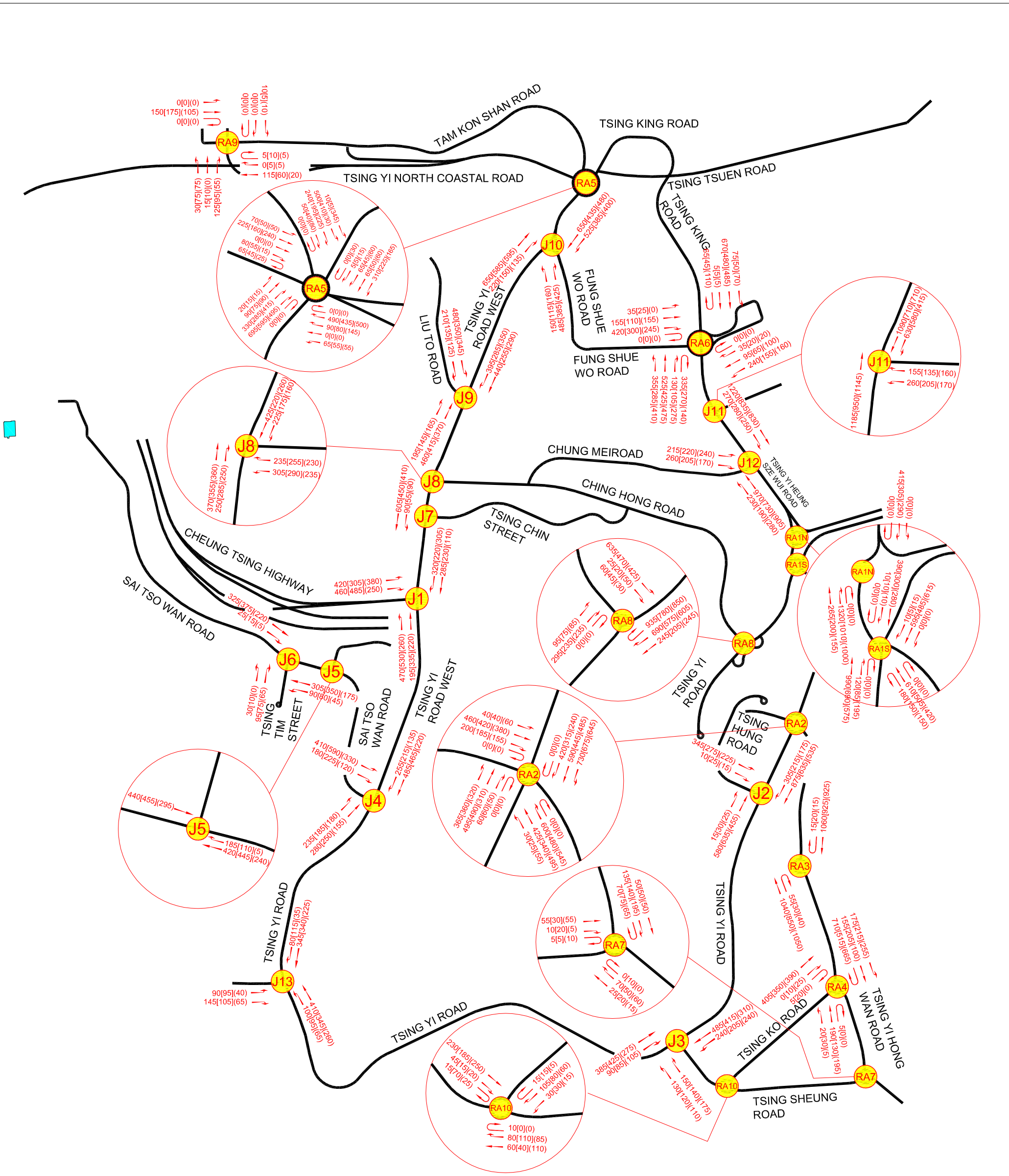


FIGURE NO.: 3.24	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TSING KO ROAD / TSING SHEUNG ROAD (RA10)	CTA Consultants Limited 志達顧問有限公司
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 07 FEB 2025		



LEGEND :	
	SUBJECT SITE
530(500)[455]	AM [LOGISTIC](PM) TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 3.25	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/1 44
PROJECT NO.: 24102HK	DRAWING TITLE: 2025 OBSERVED TRAFFIC FLOW
SCALE: 1 : 13750 @ A3	DATE: 14 APR 2025

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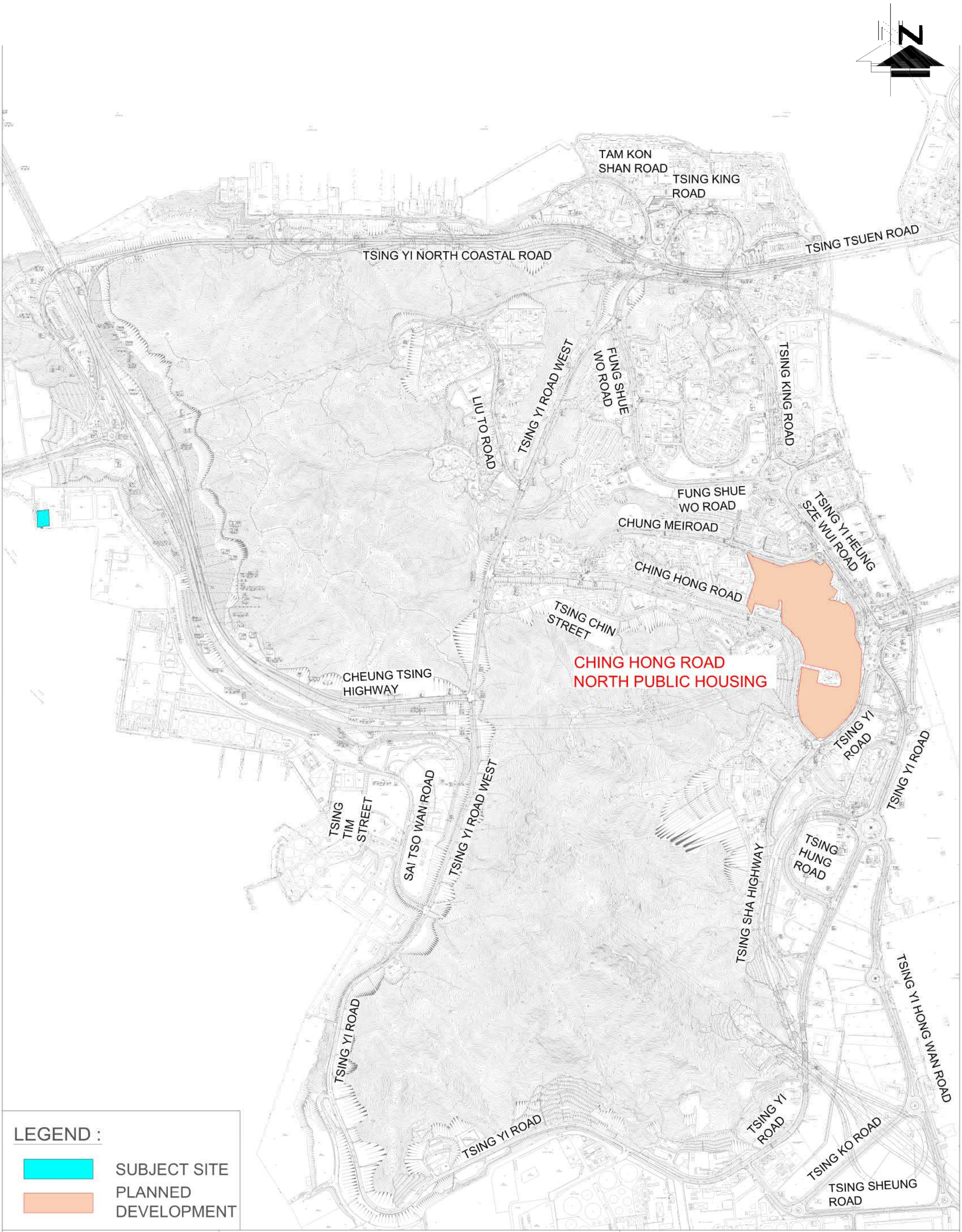

LEGEND :

SUBJECT SITE

PLANNED DEVELOPMENT

FIGURE NO.: 4.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED DEVELOPMENT IN VICINITY
SCALE: 1 : 11000 @A3	DATE: 07 FEB 2025

CTA Consultants Limited
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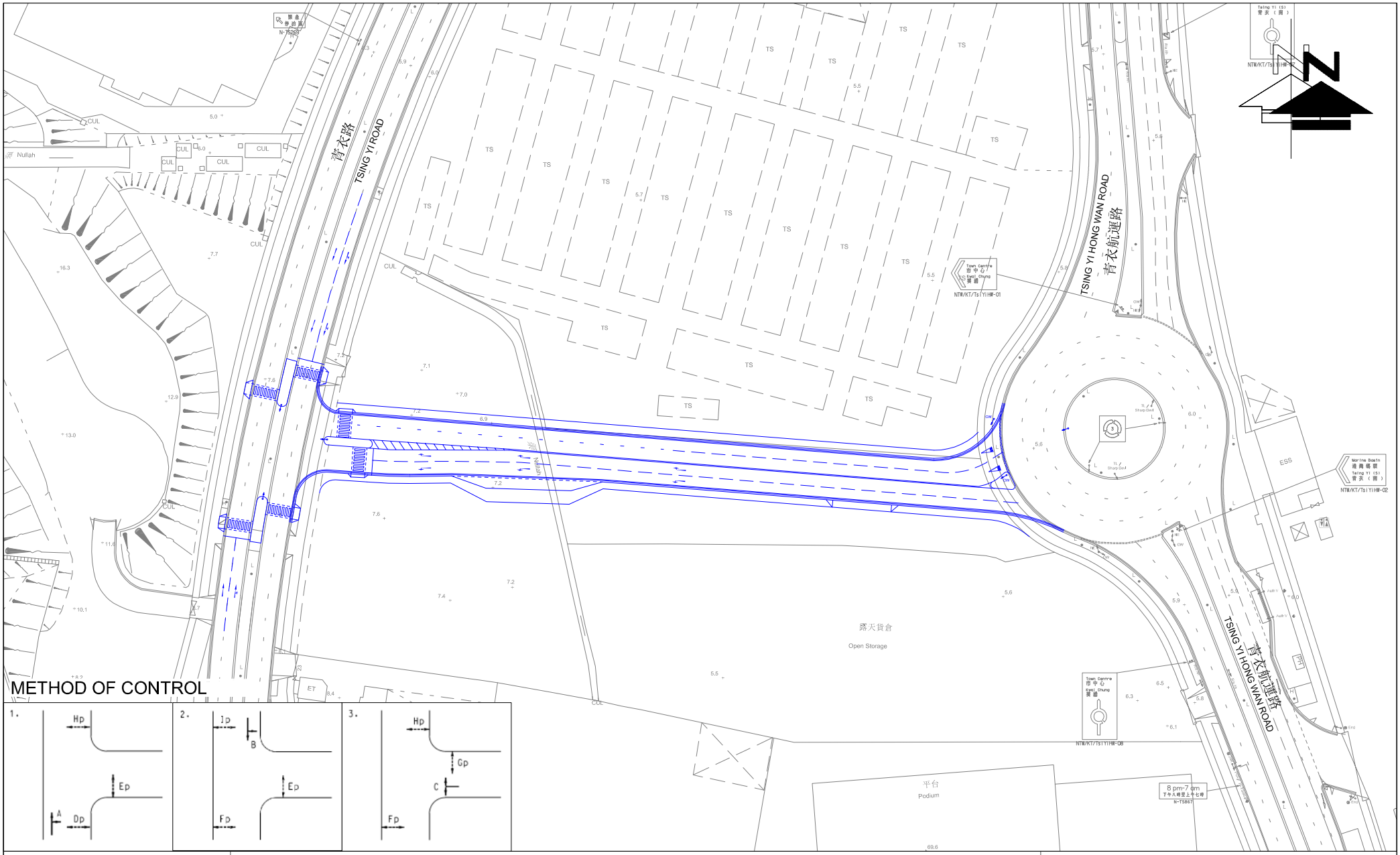

FIGURE NO.: 4.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED JUNCTION LAYOUT OF NEW ROAD CONNECTING TSING YI HONG WAN ROAD AND TSING YI ROAD (J14 & RA3)
SCALE: 1 : 1500 (IN A4 SIZE)	DATE: 07 FEB 2025

CTA Consultants Limited
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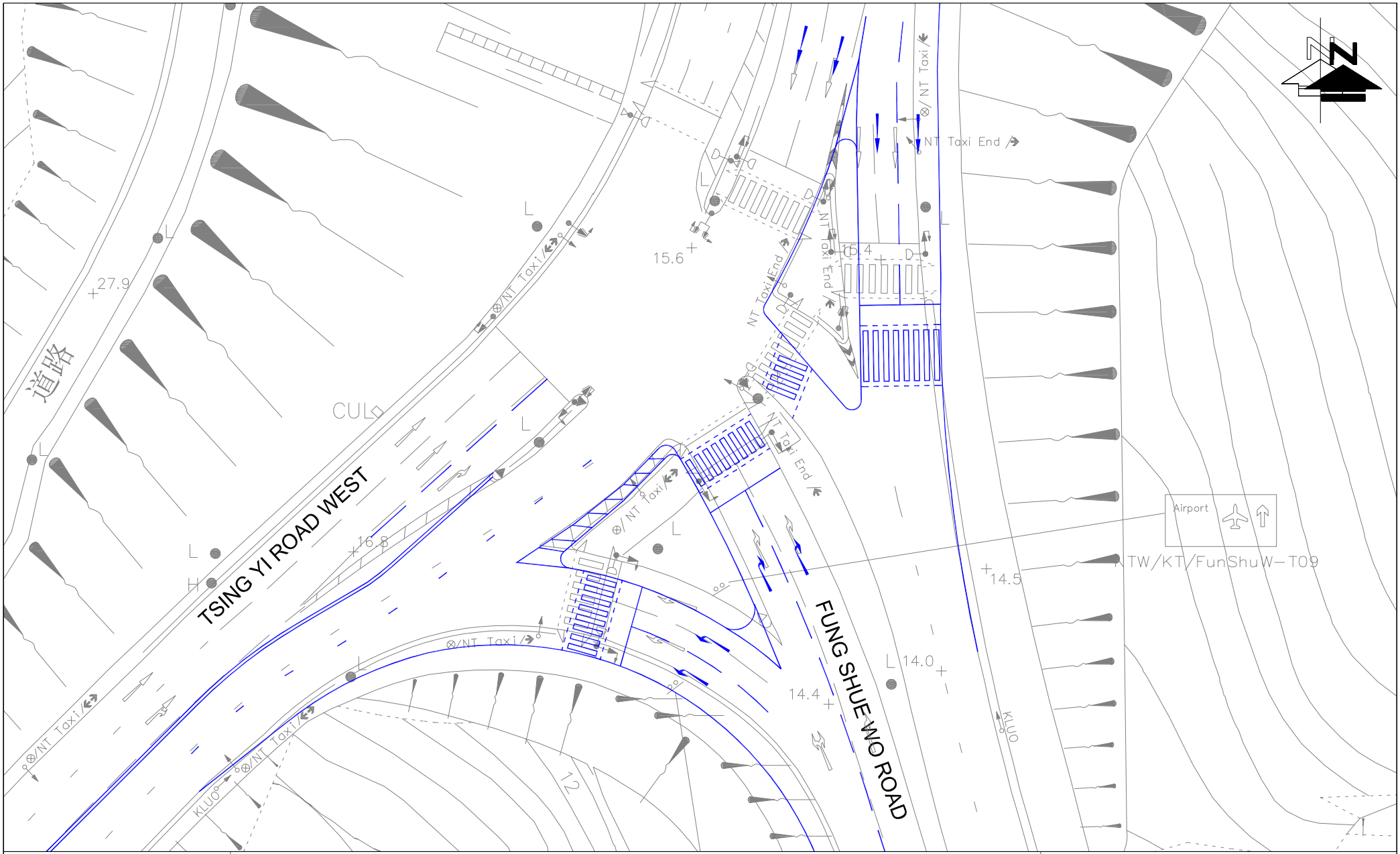

FIGURE NO.: 4.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI ROAD WEST / FUNG SHUE WO ROAD (J10)
SCALE: 1 : 500 (IN A4 SIZE)	DATE: 14 FEB 2025

CTA Consultants Limited
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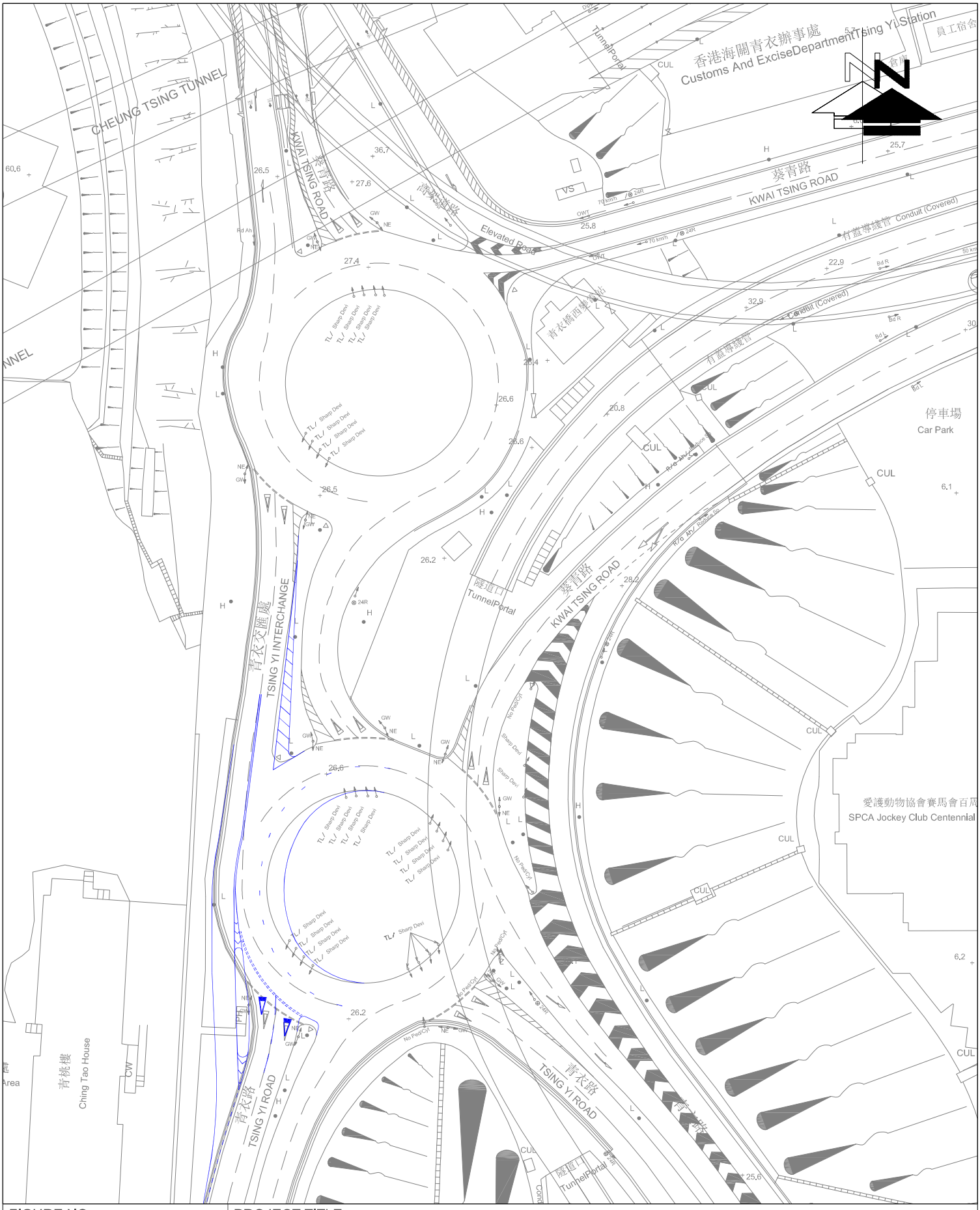
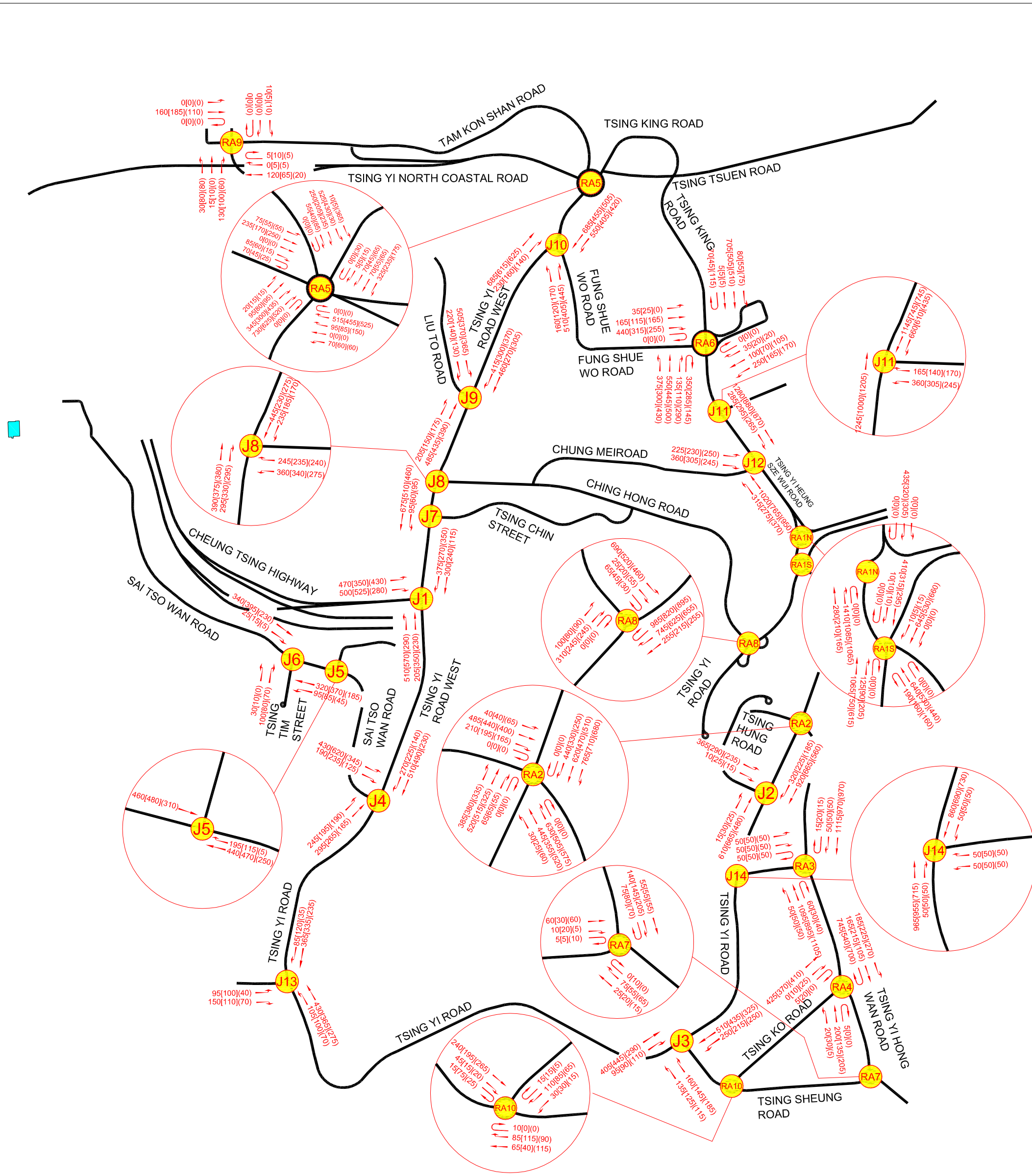


FIGURE NO.: 4.4	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PLANNED JUNCTION IMPROVEMENT OF TSING YI INTERCHANGE (RA1)
SCALE: 1 : 1000 (IN A4 SIZE) / DATE: 14 FEB 2025	CTA Consultants Limited 志達顧問有限公司

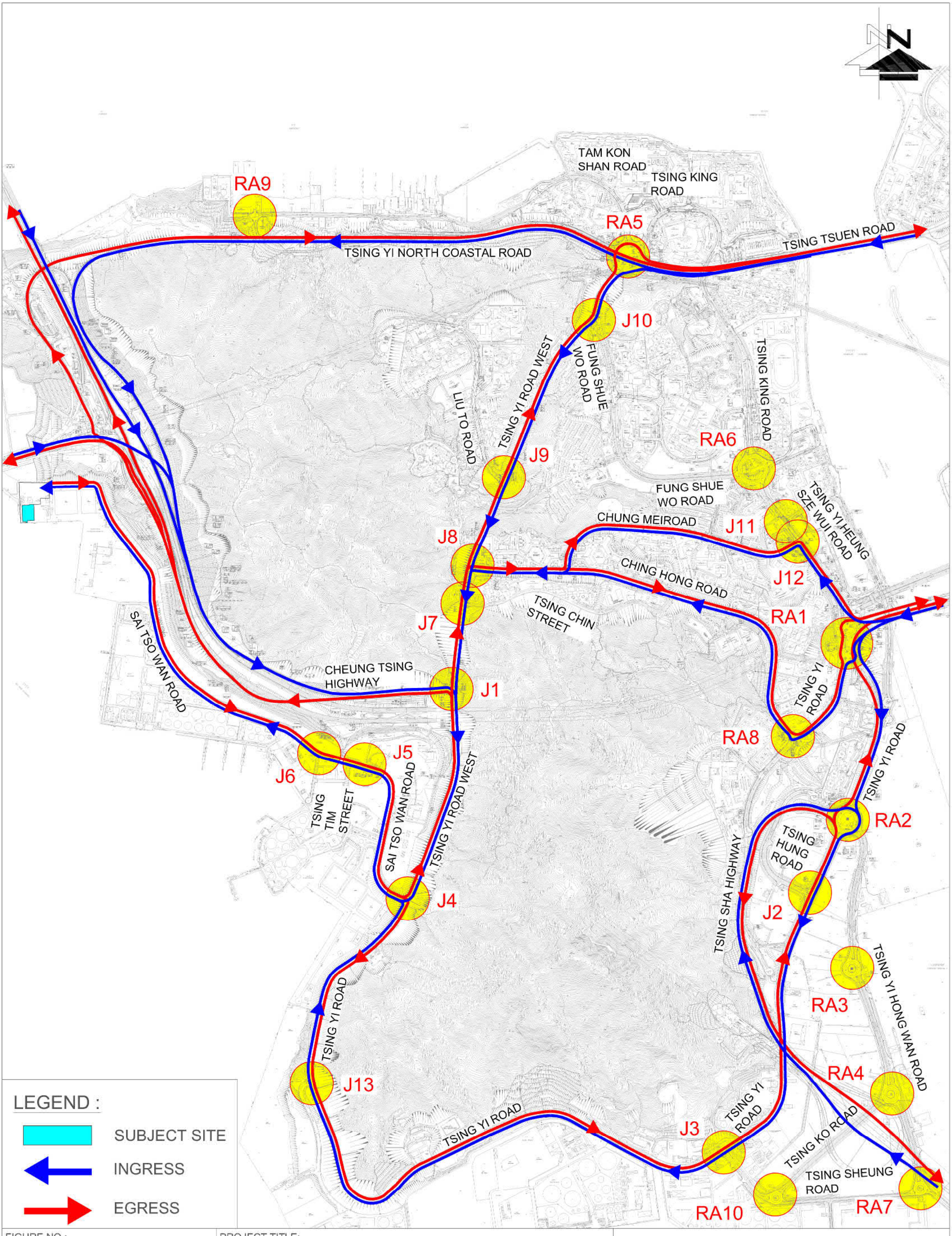


LEGEND :

SUBJECT SITE

530(500)[455] AM [LOGISTIC](PM) TRAFFIC FLOW (IN PCU / HR)

FIGURE NO.: 5.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/1 44
PROJECT NO.: 24102HK	DRAWING TITLE: 2030 DESIGN TRAFFIC FLOW
SCALE: N.T.S. @ A3 / DATE: 14 APR 2025	CTA Consultants Limited 志達顧問有限公司



LEGEND :

- SUBJECT SITE
- INGRESS
- EGRESS

FIGURE NO.: 5.2	PROJECT TITLE: Concrete Batching Plant at Tsing Yi - Renewal Application A/TY/1 44
PROJECT NO.: 24102HK	DRAWING TITLE: TRAFFIC ROUTINGS
SCALE: 1 : 12000 @A3	DATE: 08 APR 2025

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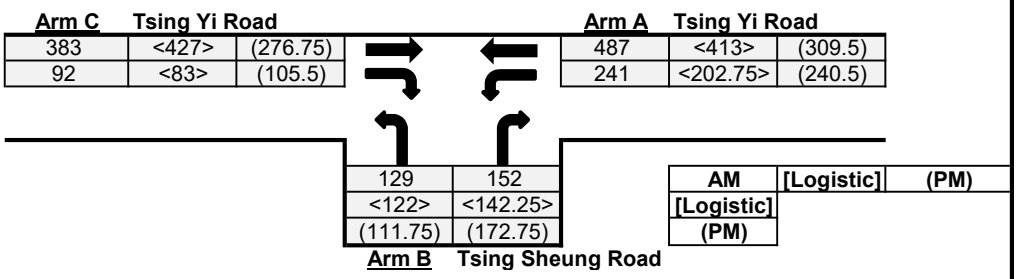
Appendix 1

Junction Calculation Sheets

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	24102HK
Scenario :	2025 Observed Traffic Flow		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**						**Calculated**	
W	14	V-rBA	30	w-BA	4.5		D	0.933
W-CR	0	V-IBA	50	w-BC	4.5		E	1.012
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0		F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	V-rCB	50				Y	0.517

Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	383	427	277	Q-BA	417	430	457	
	q-CB	92	83	105.5	Q-BC	643	660	677	
	q-AB	241	203	241	Q-CB	374	387	395	
	q-AC	487	413	310	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	152	142.25	172.75	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	q-BC	129	122	111.75					
	f	0.460	0.462	0.393					

Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	0.36	0.33	0.38
	B-C	0.20	0.18	0.17
	C-B	0.25	0.21	0.27
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	**0.36**	**0.33**	**0.38**

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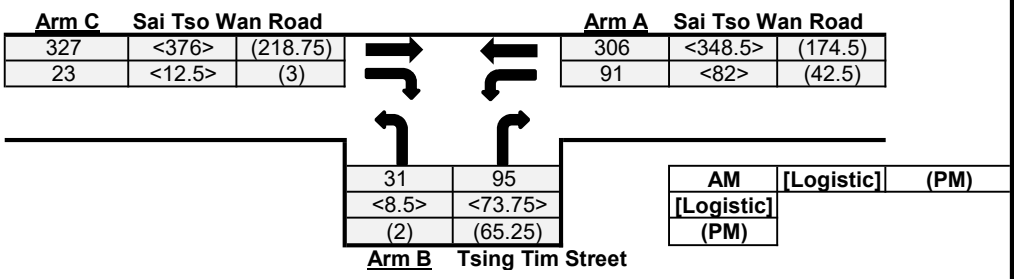
Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	24102HK
Scenario :	2025 Observed Traffic Flow		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**						**Calculated**	
W	7	V-rBA	50	w-BA	3.6		D	0.877
W-CR	0	V-IBA	50	w-BC	3.6		E	0.933
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0		F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	50				Y	0.759

Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	327	376	219	Q-BA	409	396	469	
	q-CB	23	12.5	3	Q-BC	607	597	646	
	q-AB	91	82	43	Q-CB	391	385	422	
	q-AC	306	349	175	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	95	73.75	65.25	Q-BAC	445	410	473	(If Minor Road Share LT&RT)
	q-BC	31	8.5	2					
	f	0.244	0.103	0.030					

Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	N/A	N/A	N/A
	B-C	N/A	N/A	N/A
	C-B	0.06	0.03	0.01
	C-A	N/A	N/A	N/A
	B-AC	0.28	0.20	0.14
	Critical DFC	**0.28**	**0.20**	**0.14**

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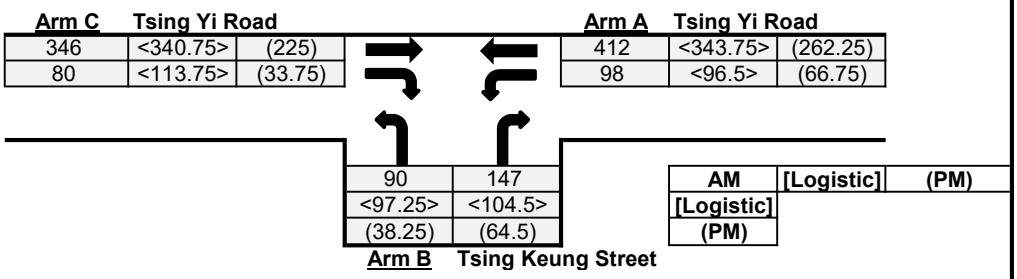
Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.:	24102HK
Scenario :	2025 Observed Traffic Flow		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**						**Calculated**	
W	15	V-rBA	50	w-BA	4		D	0.910
W-CR	0	V-IBA	50	w-BC	4		E	0.968
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0		F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	V-rCB	50				Y	0.483

Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	346	341	225	Q-BA	445	449	494	
	q-CB	80	113.75	33.75	Q-BC	644	656	672	
	q-AB	98	97	67	Q-CB	403	411	423	
	q-AC	412	344	262	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	147	104.5	64.5	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	q-BC	90	97.25	38.25					
	f	0.381	0.482	0.372					

Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	0.33	0.23	0.13
	B-C	0.14	0.15	0.06
	C-B	0.20	0.28	0.08
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	**0.33**	**0.28**	**0.13**

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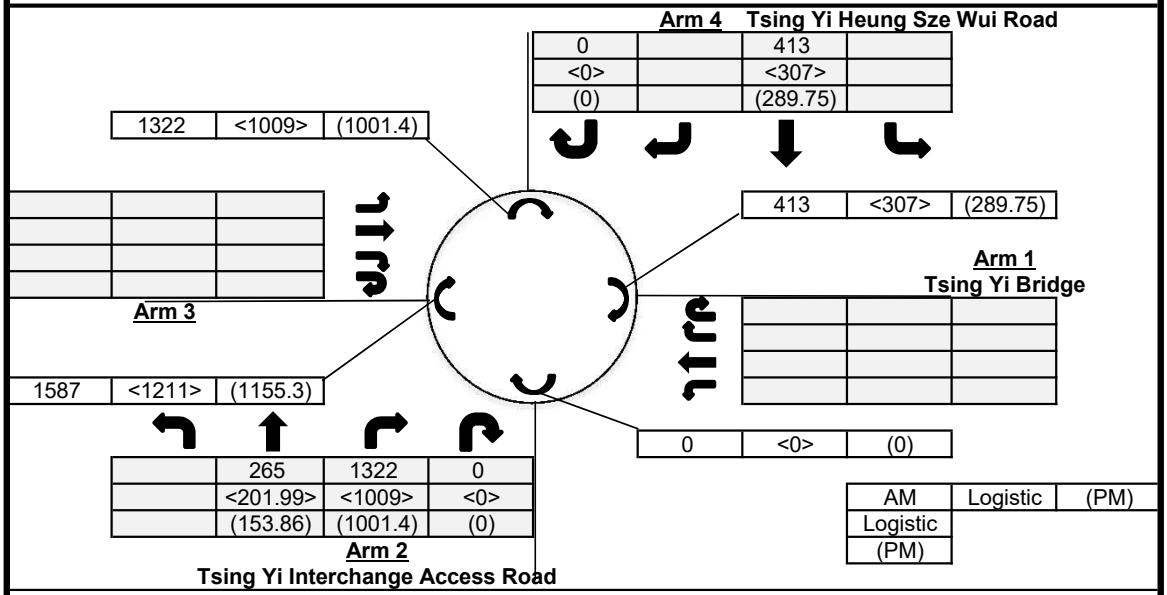
Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (North) Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			6		6
E	=	Entry width (m)			7		7
L	=	Effective length of flare (m)			5		5
R	=	Entry radius			62		41
D	=	Inscribed circle diameter (m)			60		60
A	=	Entry angle (degree)			27		60
Q	=	Entry flow (pcu/hr)	AM		1587		413
			Logistic		1211		307
			PM		1155		290
Qc	=	Circulating flow	AM		0		1322
		across entry (pcu/hr)	Logistic		0		1009
			PM		0		1001

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.32		0.32
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			1.04		0.92
2	=	V+((E-V)/(1+2 S))			6.61		6.61
M	=	E p((D-60)/10)			1.00		1.00
F	=	303 2			2003		2003
Td	=	1+(0.5/(1+M))			1.25		1.25
Fc	=	0.21 Td (1+0.2 2)			0.61		0.61
Qe	=	Capacity = K (F-Fc Qc)	AM		2090		1102
			Logistic		2090		1278
			PM		2090		1282
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.76		0.37
			Logistic		0.58		0.24
			PM		0.55		0.23

DFC of Critical Approach = AM 0.76
Logistic 0.58
PM 0.55

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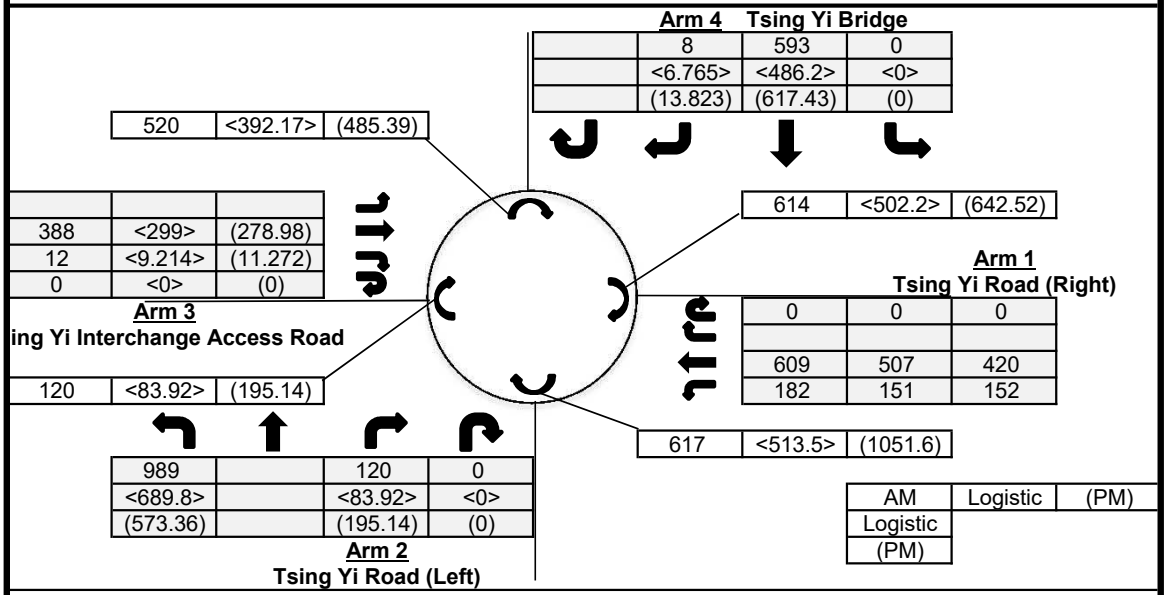
Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (South) Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		7	6.8	7	6
E	=	Entry width (m)		7.2	7	7.3	6.3
L	=	Effective length of flare (m)		5	5	5	5
R	=	Entry radius		23	25	24	44
D	=	Inscribed circle diameter (m)		60	60	60	60
A	=	Entry angle (degree)		43	54	27	23
Q	=	Entry flow (pcu/hr)	AM	791	1110	400	602
			Logistic	658	774	308	493
			PM	572	769	290	631
Qc	=	Circulating flow	AM	614	617	120	520
		across entry (pcu/hr)	Logistic	502	514	84	392
			PM	643	1052	195	485

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.06	0.06	0.10	0.10
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		0.96	0.93	1.02	1.05
2	=	V+((E-V)/(1+2 S))		7.18	6.98	7.25	6.25
M	=	E p((D-60)/10)		1.00	1.00	1.00	1.00
F	=	303 2		2175	2114	2197	1894
Td	=	1+(0.5/(1+M))		1.25	1.25	1.25	1.25
Fc	=	0.21 Td (1+0.2 2)		0.64	0.63	0.64	0.59
Qe	=	Capacity = K (F-Fc Qc)	AM	1713	1599	2159	1668
			Logistic	1782	1660	2183	1747
			PM	1696	1346	2110	1689
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.46	0.69	0.19	0.36
			Logistic	0.37	0.47	0.14	0.28
			PM	0.34	0.57	0.14	0.37

DFC of Critical Approach =

AM	**0.69**
Logistic	**0.47**
PM	**0.57**

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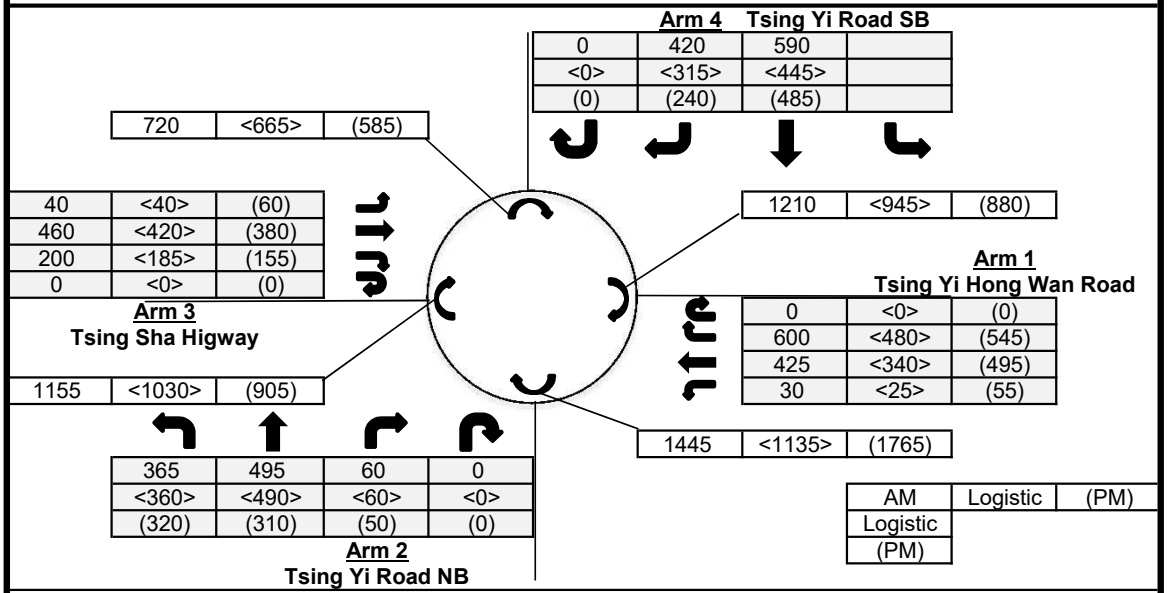
Roundabout Junction Calculation

Junction : (RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		7.3	7.1	7.3	7.3
E	=	Entry width (m)		13.5	12	9.5	10
L	=	Effective length of flare (m)		30	15	30	15
R	=	Entry radius		45	97	52	34
D	=	Inscribed circle diameter (m)		100	100	100	100
A	=	Entry angle (degree)		29	32	31	46
Q	=	Entry flow (pcu/hr)	AM	1055	920	700	1010
			Logistic	845	910	645	760
			PM	1095	680	595	725
Qc	=	Circulating flow	AM	1210	1445	1155	720
		across entry (pcu/hr)	Logistic	945	1135	1030	665
			PM	880	1765	905	585

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.33	0.52	0.12	0.29
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.03	1.03	1.03	0.96
^{2}	=	V+((E-V)/(1+2 S))		11.03	9.50	9.08	9.01
M	=	E p((D-60)/10)		54.60	54.60	54.60	54.60
F	=	303 ^{2}		3343	2877	2752	2731
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01
Fc	=	0.21 Td (1+0.2 ^{2})		0.68	0.61	0.60	0.59
Qe	=	Capacity = K (F-Fc Qc)	AM	2598	2053	2117	2222
			Logistic	2783	2249	2194	2253
			PM	2829	1850	2271	2299
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.41	0.45	0.33	0.45
			Logistic	0.30	0.40	0.29	0.34
			PM	0.39	0.37	0.26	0.32

DFC of Critical Approach = AM 0.45
Logistic 0.40
PM 0.39

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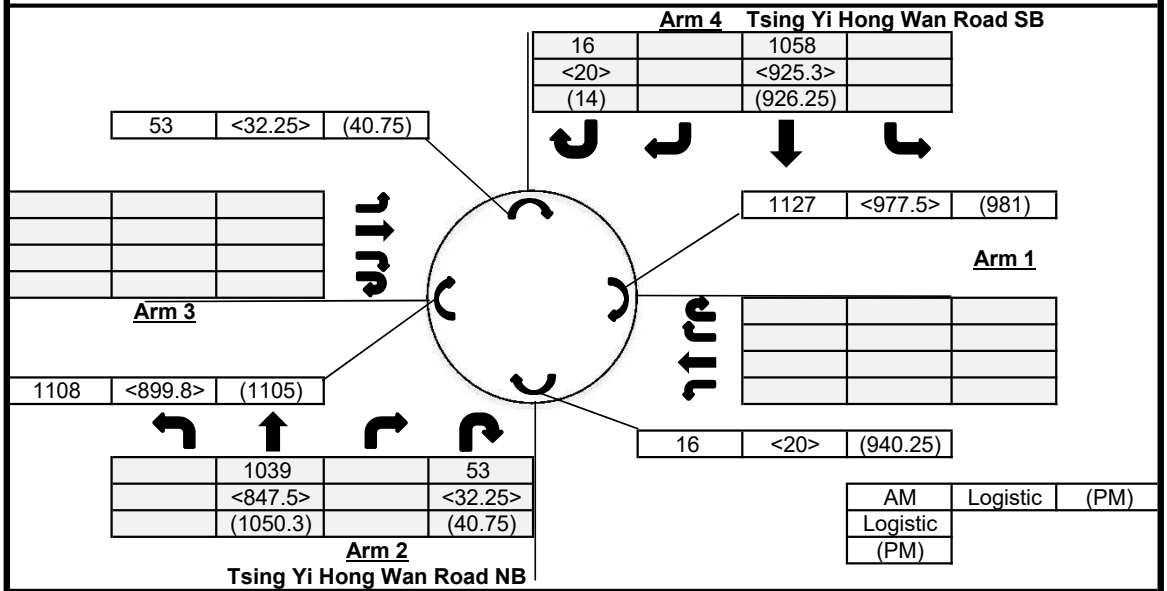
Roundabout Junction Calculation

Junction : (RA3) Tsing Yi Hong Wan Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			7		7.3
E	=	Entry width (m)			14		12
L	=	Effective length of flare (m)			20		2
R	=	Entry radius			65		75
D	=	Inscribed circle diameter (m)			68		68
A	=	Entry angle (degree)			53		46
Q	=	Entry flow (pcu/hr)	AM		1092		1074
			Logistic		880		945
			PM		1091		940
Qc	=	Circulating flow	AM		16		53
		across entry (pcu/hr)	Logistic		20		32
			PM		940		41

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.56		3.76
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			0.95		0.98
^{2}	=	V+((E-V)/(1+2 S))			10.30		7.85
M	=	E p((D-60)/10)			2.23		2.23
F	=	303 ^{2}			3121		2379
Td	=	1+(0.5/(1+M))			1.16		1.16
Fc	=	0.21 Td (1+0.2 ^{2})			0.74		0.62
Qe	=	Capacity = K (F-Fc Qc)	AM		2967		2300
			Logistic		2964		2313
			PM		2312		2307
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.37		0.47
			Logistic		0.30		0.41
			PM		0.47		0.41

DFC of Critical Approach = AM 0.47
Logistic 0.41
PM 0.47

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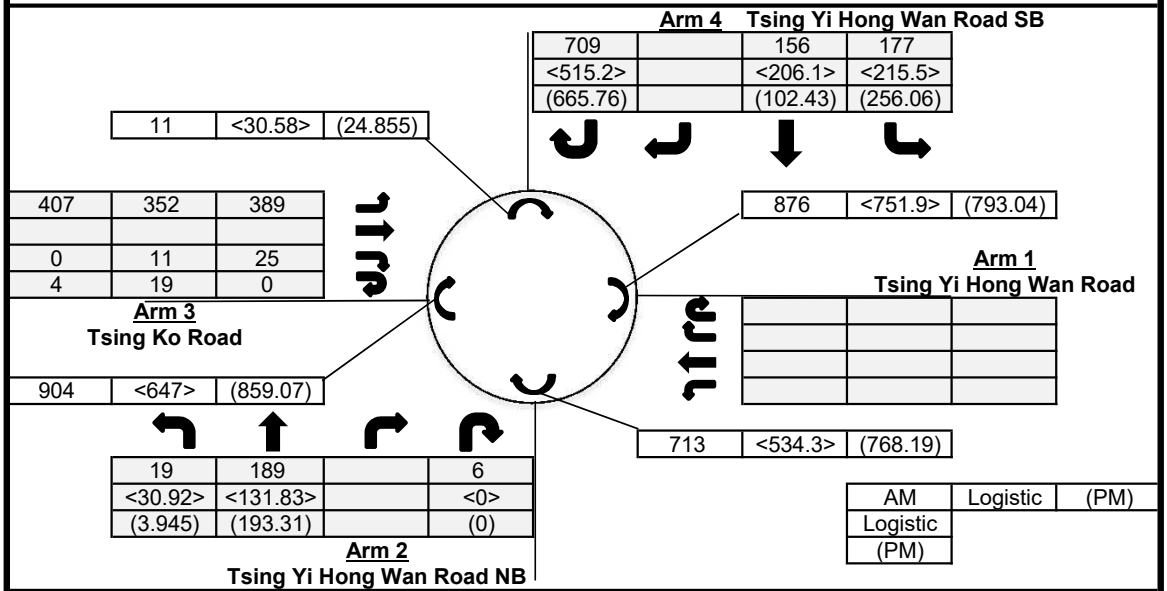
Roundabout Junction Calculation

Junction : (RA4) Tsing Yi Hong Wan Road / Tsing Ko Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			6.7	6.3	7.3
E	=	Entry width (m)			13.5	12.5	15
L	=	Effective length of flare (m)			18	30	30
R	=	Entry radius			47	100	75
D	=	Inscribed circle diameter (m)			68	68	68
A	=	Entry angle (degree)			41	22	46
Q	=	Entry flow (pcu/hr)	AM		215	412	1043
			Logistic		163	382	937
			PM		197	414	1024
Qc	=	Circulating flow	AM		713	904	11
		across entry (pcu/hr)	Logistic		534	647	31
			PM		768	859	25

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.60	0.33	0.41
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			0.99	1.07	0.98
^{2}	=	V+((E-V)/(1+2 S))			9.78	10.03	11.53
M	=	E p((D-60)/10)			2.23	2.23	2.23
F	=	303 ^{2}			2963	3040	3493
Td	=	1+(0.5/(1+M))			1.16	1.16	1.16
Fc	=	0.21 Td (1+0.2 ^{2})			0.72	0.73	0.80
Qe	=	Capacity = K (F-Fc Qc)	AM		2427	2539	3416
			Logistic		2554	2740	3400
			PM		2388	2575	3405
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.09	0.16	0.31
			Logistic		0.06	0.14	0.28
			PM		0.08	0.16	0.30

DFC of Critical Approach = AM 0.31
Logistic 0.28
PM 0.30

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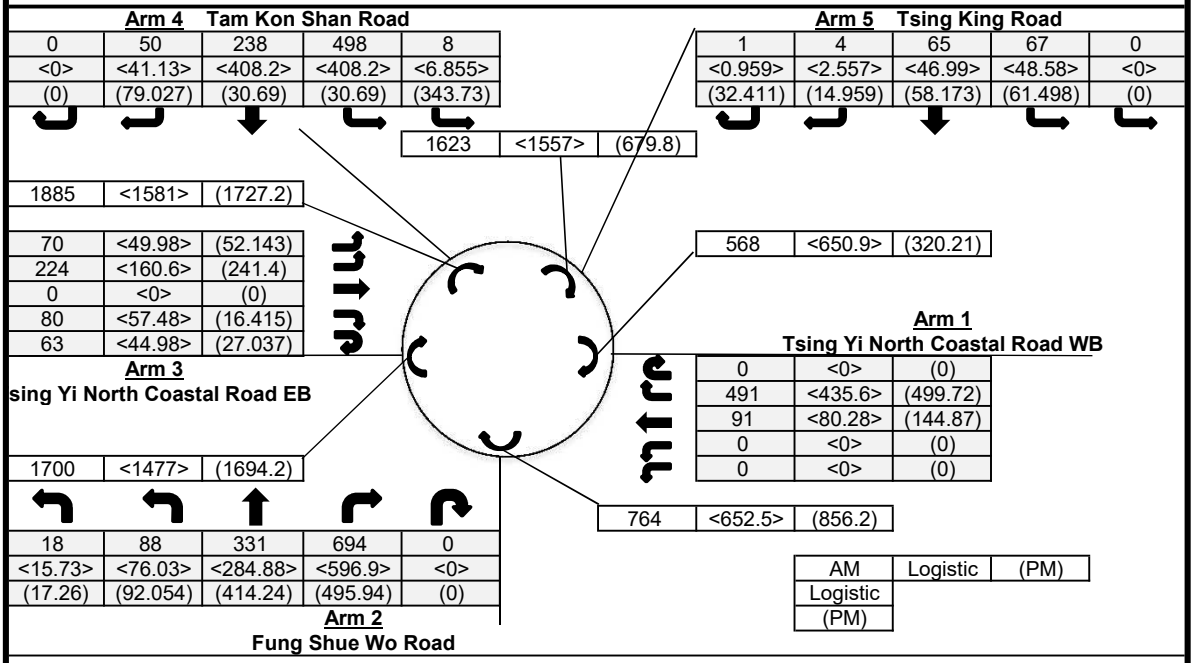
Roundabout Junction Calculation

Junction : (RA5) Tam Kon Shan Interchange Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
V	=	Approach half width (m)		7	7.3	5.5	7.3	7
E	=	Entry width (m)		9	13.5	7.5	13.5	11
L	=	Effective length of flare (m)		9	20	11	50	10
R	=	Entry radius		100	35	45	35	45
D	=	Inscribed circle diameter (m)		100	100	100	100	100
A	=	Entry angle (degree)		30	25	25	45	45
Q	=	Entry flow (pcu/hr)	AM	582	1132	437	794	137
			Logistic	516	974	313	864	99
			PM	645	1020	337	484	167
Qc	=	Circulating flow	AM	568	764	1700	1885	1623
		across entry (pcu/hr)	Logistic	651	653	1477	1581	1557
			PM	320	856	1694	1727	680

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
S	=	Sharpness of flare = 1.6 (E-V)/L		0.36	0.50	0.29	0.20	0.64
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.04	1.04	1.04	0.97	0.98
$_2$	=	V+((E-V)/(1+2 S))		8.17	10.41	6.76	11.74	8.75
M	=	E p((D-60)/10)		54.60	54.60	54.60	54.60	54.60
F	=	303 $_2$		2475	3155	2050	3557	2653
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01	1.01
Fc	=	0.21 Td (1+0.2 $_2$)		0.56	0.65	0.50	0.71	0.58
Qe	=	Capacity = K (F-Fc Qc)	AM	2243	2758	1255	2151	1664
			Logistic	2195	2833	1372	2359	1702
			PM	2386	2695	1259	2259	2200
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.26	0.41	0.35	0.37	0.08
			Logistic	0.24	0.34	0.23	0.37	0.06
			PM	0.27	0.38	0.27	0.21	0.08

DFC of Critical Approach = AM 0.41
Logistic 0.37
PM 0.38

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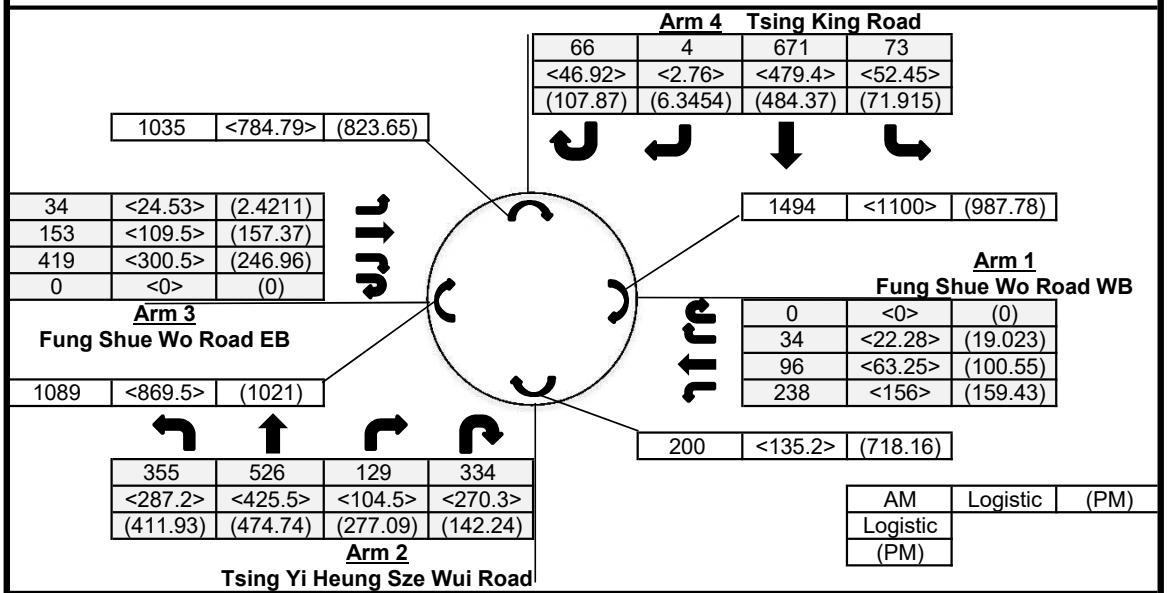
Roundabout Junction Calculation

Junction : (RA6) Tsing King Road / Fung Shue Wo Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6.7	7.3	7.3	6.9
E	=	Entry width (m)		9.7	10	9.2	8.9
L	=	Effective length of flare (m)		16	20	14	16
R	=	Entry radius		55	71	60	62
D	=	Inscribed circle diameter (m)		100	100	100	100
A	=	Entry angle (degree)		36	30	18	25
Q	=	Entry flow (pcu/hr)	AM	368	1344	606	815
			Logistic	242	1088	435	582
			PM	279	1306	407	671
Qc	=	Circulating flow	AM	1494	200	1089	1035
		across entry (pcu/hr)	Logistic	1100	135	870	785
			PM	988	718	1021	824

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.30	0.22	0.22	0.20
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.01	1.04	1.07	1.05
^{2}	=	V+((E-V)/(1+2 S))		8.58	9.19	8.62	8.33
M	=	E p((D-60)/10)		54.60	54.60	54.60	54.60
F	=	303 ^{2}		2598	2783	2613	2524
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01
Fc	=	0.21 Td (1+0.2 ^{2})		0.58	0.60	0.58	0.56
Qe	=	Capacity = K (F-Fc Qc)	AM	1757	2757	2132	2037
			Logistic	1986	2797	2268	2185
			PM	2051	2434	2174	2162
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.21	0.49	0.28	0.40
			Logistic	0.12	0.39	0.19	0.27
			PM	0.14	0.54	0.19	0.31

DFC of Critical Approach = AM 0.49
Logistic 0.39
PM 0.54

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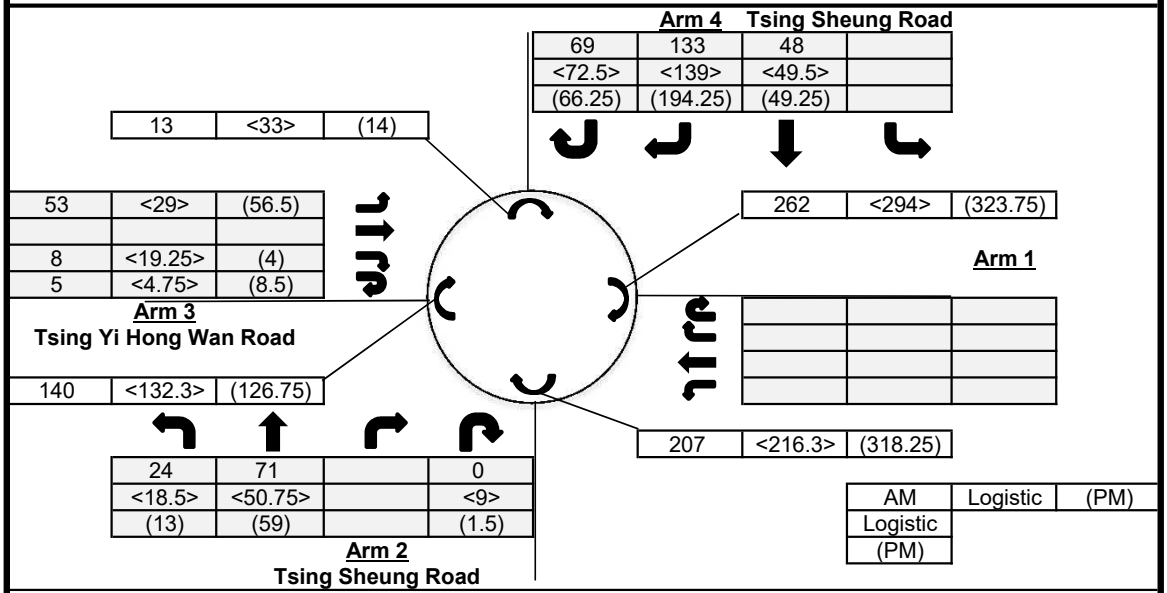
Roundabout Junction Calculation

Junction : (RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			5.2	3	6.7
E	=	Entry width (m)			9	8.4	12
L	=	Effective length of flare (m)			25	15	23
R	=	Entry radius			63	55	11.6
D	=	Inscribed circle diameter (m)			53	53	53
A	=	Entry angle (degree)			33	48	38
Q	=	Entry flow (pcu/hr)	AM		95	66	249
			Logistic		78	53	261
			PM		74	69	310
Qc	=	Circulating flow	AM		207	140	13
		across entry (pcu/hr)	Logistic		216	132	33
			PM		318	127	14

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.24	0.58	0.37
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			1.02	0.97	0.94
^{2}	=	V+((E-V)/(1+2 S))			7.76	5.51	9.75
M	=	E p((D-60)/10)			0.50	0.50	0.50
F	=	303 ^{2}			2350	1669	2954
Td	=	1+(0.5/(1+M))			1.33	1.33	1.33
Fc	=	0.21 Td (1+0.2 ^{2})			0.71	0.59	0.83
Qe	=	Capacity = K (F-Fc Qc)	AM		2253	1537	2758
			Logistic		2246	1542	2742
			PM		2171	1545	2757
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.04	0.04	0.09
			Logistic		0.03	0.03	0.10
			PM		0.03	0.04	0.11

DFC of Critical Approach = AM 0.09
Logistic 0.10
PM 0.11

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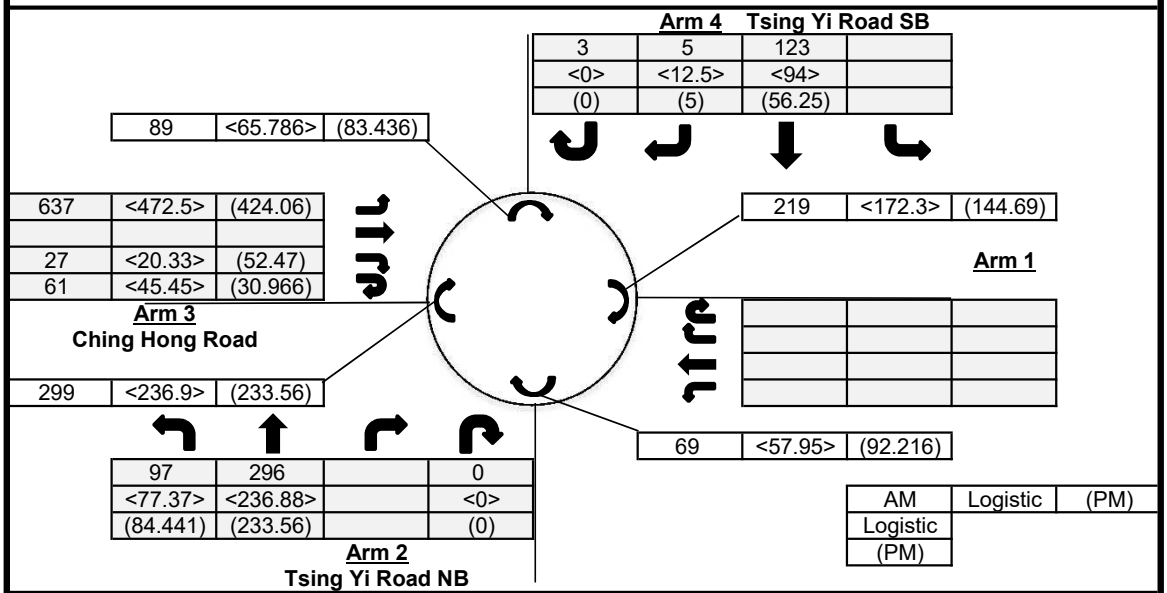
Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			4.5	7.3	7
E	=	Entry width (m)			9	8.5	8.5
L	=	Effective length of flare (m)			25	4	16
R	=	Entry radius			24.5	30	100
D	=	Inscribed circle diameter (m)			30	30	30
A	=	Entry angle (degree)			44	40	27
Q	=	Entry flow (pcu/hr)	AM		393	726	130
			Logistic		314	538	107
			PM		318	508	61
Qc	=	Circulating flow	AM		69	299	89
		across entry (pcu/hr)	Logistic		58	237	66
			PM		92	234	83

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.29	0.48	0.15
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			0.96	0.98	1.05
^{2}	=	V+((E-V)/(1+2 S))			7.36	7.91	8.15
M	=	E p((D-60)/10)			0.05	0.05	0.05
F	=	303 ^{2}			2229	2397	2471
Td	=	1+(0.5/(1+M))			1.48	1.48	1.48
Fc	=	0.21 Td (1+0.2 ^{2})			0.77	0.80	0.82
Qe	=	Capacity = K (F-Fc Qc)	AM		2090	2119	2517
			Logistic		2098	2167	2537
			PM		2073	2170	2522
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.19	0.34	0.05
			Logistic		0.15	0.25	0.04
			PM		0.15	0.23	0.02

DFC of Critical Approach = AM 0.34
Logistic 0.25
PM 0.23

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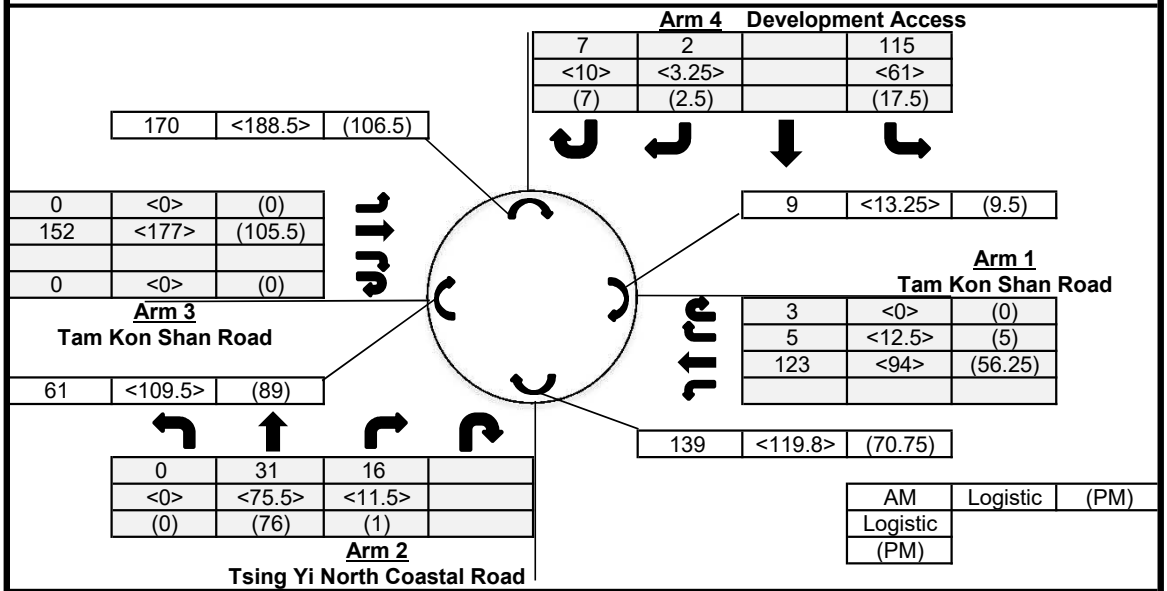
Roundabout Junction Calculation

Junction : (RA9) Tam Kon Shan Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		3.3	4	3.4	4.2
E	=	Entry width (m)		6.7	4.9	5.8	5.4
L	=	Effective length of flare (m)		10	10	10	10
R	=	Entry radius		32	97	52	34
D	=	Inscribed circle diameter (m)		30	30	30	30
A	=	Entry angle (degree)		34	32	31	46
Q	=	Entry flow (pcu/hr)	AM	130	47	152	123
			Logistic	107	87	177	74
			PM	61	77	106	27
Qc	=	Circulating flow	AM	9	139	61	170
		across entry (pcu/hr)	Logistic	13	120	110	189
			PM	10	71	89	107

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.54	0.14	0.38	0.19
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.00	1.03	1.03	0.96
^{2}	=	V+((E-V)/(1+2 S))		4.93	4.70	4.76	5.07
M	=	E p((D-60)/10)		0.05	0.05	0.05	0.05
F	=	303 ^{2}		1493	1424	1442	1535
Td	=	1+(0.5/(1+M))		1.48	1.48	1.48	1.48
Fc	=	0.21 Td (1+0.2 ^{2})		0.62	0.60	0.61	0.62
Qe	=	Capacity = K (F-Fc Qc)	AM	1495	1383	1442	1379
			Logistic	1492	1395	1412	1367
			PM	1494	1425	1425	1417
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.09	0.03	0.11	0.09
			Logistic	0.07	0.06	0.13	0.05
			PM	0.04	0.05	0.07	0.02

DFC of Critical Approach = AM 0.11
Logistic 0.13
PM 0.07

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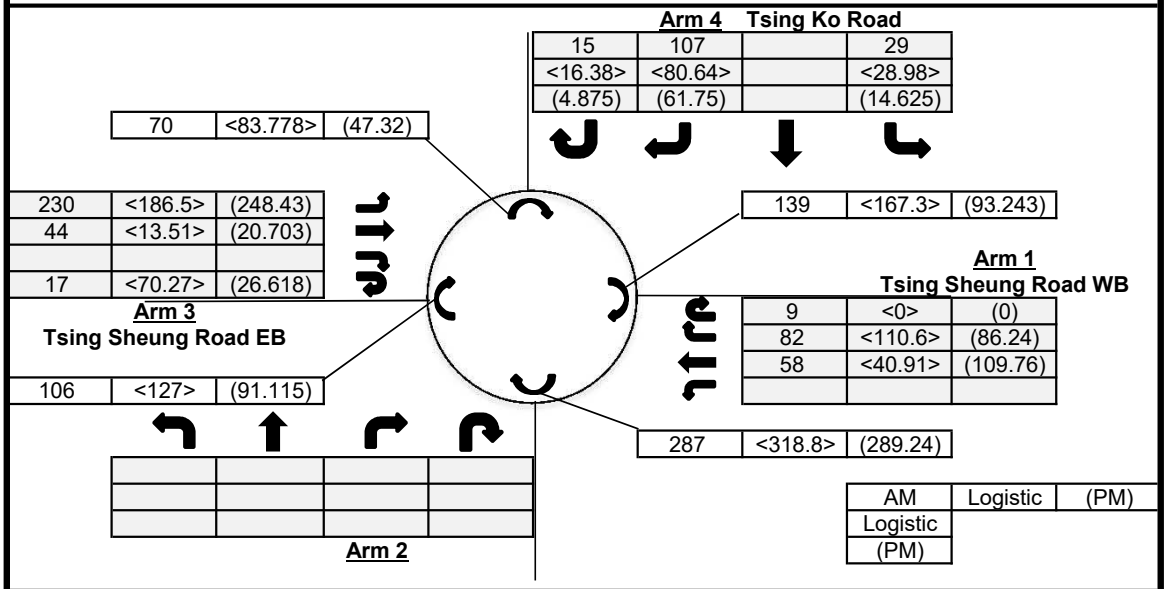
Roundabout Junction Calculation

Junction : (RA10) Tsing Sheung Road / Tsing Ko Road Job No.: 24102HK

Scenario : 2025 Observed Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6.6		5.6	6.4
E	=	Entry width (m)		12.9		5.1	11.6
L	=	Effective length of flare (m)		18		30	30
R	=	Entry radius		47		67.3	75
D	=	Inscribed circle diameter (m)		50		50	50
A	=	Entry angle (degree)		41		22	46
Q	=	Entry flow (pcu/hr)	AM	149		291	150
			Logistic	152		270	126
			PM	196		296	81
Qc	=	Circulating flow	AM	139		106	70
		across entry (pcu/hr)	Logistic	167		127	84
			PM	93		91	47

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.56		-0.03	0.28
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		0.99		1.06	0.98
^{2}	=	V+((E-V)/(1+2 S))		9.57		5.07	9.74
M	=	E p((D-60)/10)		0.37		0.37	0.37
F	=	303 ^{2}		2900		1537	2953
Td	=	1+(0.5/(1+M))		1.37		1.37	1.37
Fc	=	0.21 Td (1+0.2 ^{2})		0.84		0.58	0.85
Qe	=	Capacity = K (F-Fc Qc)	AM	2756		1567	2837
			Logistic	2733		1554	2825
			PM	2794		1576	2855
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.05		0.19	0.05
			Logistic	0.06		0.17	0.04
			PM	0.07		0.19	0.03

DFC of Critical Approach = AM 0.19
Logistic 0.17
PM 0.19

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TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

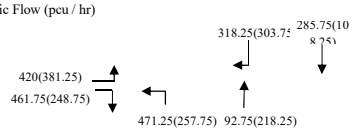
Junction: **(J1) Tsing Yi Road West / Cheung Tsing Highway**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Tsing Yi Road West	S		2	A	3.5	0	0	0	1	0%	0%	1965	6135	1965	1965	5880	5825	202	0.103	0.103	108	0.055	0.079
	S		2	A	3.3	0	20	0	0	59%	100%	2085	0	1995	1940	0	0	205	0.103		153	0.079	
	S		2	A	3.3	0	17.5	0	0	100%	100%	2085	0	1920	1920	0	0	197	0.103		151	0.079	
Cheung Tsing Highway	E		3	A,B	3.4	20	0	0	1	100%	100%	1955	1955	1820	1820	1820	1820	420	0.231		381	0.209	
	E		4	B	3.5	0	30	0	0	100%	100%	2105	4210	2005	2005	3990	3990	232	0.116		125	0.062	
			4	B	3.5	0	25	0	0	100%	100%	2105	0	1985	1985	0	0	230	0.116	0.116	124	0.062	0.062
Tsing Yi Road West	N		1	C	3.6	20	0	6.5	1	100%	100%	1702	3544	1585	1585	3425	3425	471	0.297	0.297	258	0.163	0.163
	N		1	C	3.6	0	0	6.5	0	0%	0%	1842	0	1840	1840	0	0	193	0.105		218	0.119	
																				*			*
Pedestrian crossing			5P	C		Min. Green time = 5GM + 10FG = 15s																	
			6P	C		Min. Green time = 5GM + 6FG = 11s																	
			7P	A.B		Min. Green time = 5GM + 9FG = 14s																	
			8P	B		Min. Green time = 5GM + 10FG = 15s																	

Notes:

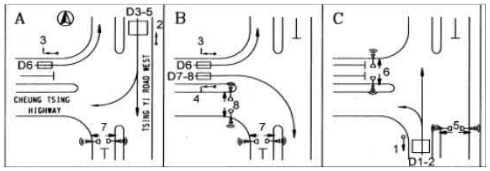
Traffic Flow (pcu / hr)



A.M. Check Phase	A,B,C	AB,C
ey	0.516	0.528
L (sec)	13	9
C (sec)	100	100
y pract.	0.783	0.819
R.C. (%)	**52%**	**55%**

P.M. Check Phase	A,B,C	AB,C
ey	0.304	0.372
L (sec)	13	9
C (sec)	105	105
y pract.	0.789	0.823
R.C. (%)	**160%**	**121%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J1) Cheung Tsing Highway / Tsing Yi Road West**

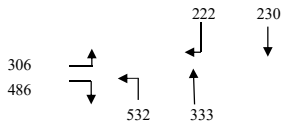
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S		2	A	3.5	0	0	0	1	0%	1965	6135	1965		5895		150	0.076	0.077			
	S		2	A	3.3	0	20	0	0	49%	2085	0	2010		0		154	0.077				
	S		2	A	3.3	0	17.5	0	0	100%	2085	0	1920		0		147	0.076				
Cheung Tsing Highway	E		3	A,B	3.4	20	0	0	1	100%	1955	1955	1820		1820		306	0.168				
	E		4	B	3.5	0	30	0	0	100%	2105	4070	2005		3860		252	0.126				
	E		4	B	3.5	0	25	0	1	100%	1965	0	1855		0		234	0.126	0.126			
Tsing Yi Road West	N		1	C	3.6	20	0	6.5	1	100%	1702	3544	1585		3425		532	0.335	0.335			
	N		1	C	3.6	0	0	6.5	0	0%	1842	0	1840		0		333	0.181				

Pedestrian crossing	5P	C	Min. Green time = 5GM + 10FG = 15s
	6P	C	Min. Green time = 5GM + 6FG = 11s
	7P	A,B	Min. Green time = 5GM + 9FG = 14s
	8P	B	Min. Green time = 5GM + 10FG = 15s

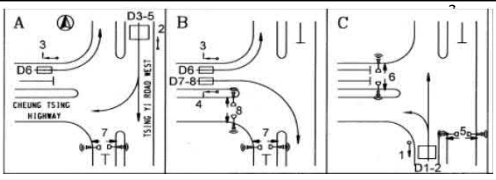
Notes:

Traffic Flow (pcu / hr)



Logistic Peak Check Phase	A,B,C	AB,C
εy	0.538	0.503
L (sec)	13	9
C (sec)	100	100
y pract.	0.783	0.819
R.C. (%)	**46%**	**63%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2025 Observed Traffic Flow**

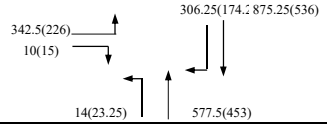
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road	S		1	A	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	423	0.215		259	0.132	
	S		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	453	0.215		277	0.132	
	S		1	A	3.6	0.0	18	0	100%	100%	2115	2115	1950	1950	1950	1950	306	0.157		174	0.089	0.132
Tsing Yi Road	N		4	C	4.0	30.0	0	1	100%	100%	2015	2015	1920	1920	1920	1920	14	0.007		23	0.012	
	N		4	C	3.5	0.0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	289	0.137	0.137	227	0.108	
	N		4	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	289	0.137		227	0.108	0.108
Tsing Hung Road	E		2	A,B	3.3	25.0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	343	0.187	0.187	226	0.123	
	E		3	B	4.0	0.0	22	0	100%	100%	2155	2155	2015	2015	2015	2015	10	0.005		15	0.007	

Pedestrian Crossing

5P	D	Min. Green time = 5GM + 7FG = 12s
6P	A,B,D	Min. Green time = 5GM + 5FG = 10s
7P	C,D	Min. Green time = 5GM + 10FG = 15s
8P	C,D	Min. Green time = 5GM + 5FG = 10s

Notes:

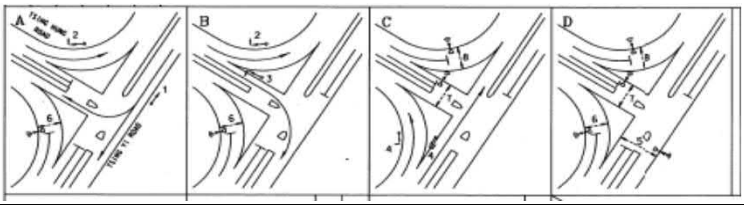
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	A,B,C,D	AB,C,D
εy	0.357	0.324
L (sec)	33	22
C (sec)	120	120
y pract.	0.653	0.735
R.C. (%)	**83%**	**127%**

PM Peak Check Phase	A,B,C,D	AB,C,D
εy	0.197	0.231
L (sec)	33	22
C (sec)	100	100
y pract.	0.603	0.702
R.C. (%)	**206%**	**204%**

Stage / Phase Diagrams



I/G = 2		I/G = 5	I/G = 5 + 12	
I/G = 2	I/G = 6 + Min. G 5	I/G = 5	I/G = 5 + 12	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2025 Observed Traffic Flow**

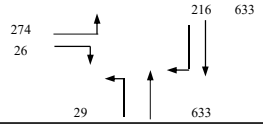
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak	Revised Saturation Flow (pcu/hr)	Total Revised Saturation Flow (pcu/hr) Logistic Peak	Total Revised Saturation Flow (pcu/hr)	Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	S		1	A	3.5	0.0	0	1	0%	1965	4070	1965		4070		305	0.155				
	S		1	A	3.5	0.0	0	0	0%	2105	0	2105		0		327	0.155				
	S		1	A	3.6	0.0	18	0	100%	2115	2115	1950		1950		216	0.111	0.155			
Tsing Yi Road	N		4	C	4.0	30.0	0	1	100%	2015	2015	1920		1920		29	0.015				
	N		4	C	3.5	0.0	0	0	0%	2105	4210	2105		4210		317	0.150				
	N		4	C	3.5	0.0	0	0	0%	2105	0	2105		0		317	0.150	0.150			
Tsing Hung Road	E		2	A,B	3.3	25.0	0	1	100%	1945	1945	1835		1835		274	0.149				
	E		3	B	4.0	0.0	22	0	100%	2155	2155	2015		2015		26	0.013				

Pedestrian Crossing

5P	D	Min. Green time = 5GM + 7FG = 12s
6P	A,B,D	Min. Green time = 5GM + 5FG = 10s
7P	C,D	Min. Green time = 5GM + 10FG = 15s
8P	C,D	Min. Green time = 5GM + 5FG = 10s

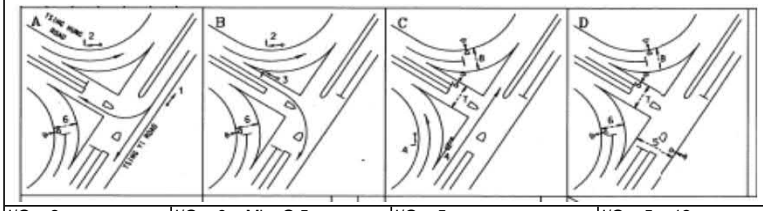
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	A,B,C,D	AB,C,D
εy	0.306	0.300
L (sec)	33	22
C (sec)	100	100
y pract.	0.603	0.702
R.C. (%)	**97%**	**134%**

Stage / Phase Diagrams



I/G = 2	I/G = 6 + Min. G 5	I/G = 5	I/G = 5 + 12

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

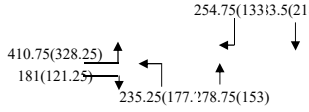
Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Tsing Yi Road	NE		1	A	4.5	15	0	6.5	1	100%	100%	1792	1792	1630	1630	235	0.144	0.153	178	0.109	0.109
	NE		1	A	3.4	0	0	6.5	0	0%	0%	1822	1822	1820	1820	279	0.153		153	0.084	
Sai Tso Wan Road	NW		3	C,D	3.8	15	0	0	1	100%	100%	1995	1995	1815	1815	411	0.226		328	0.181	
	NW		4	D	3.8	0	25	0	0	100%	100%	2135	2135	2015	2015	181	0.090	0.090	121	0.060	0.060
Tsing Yi Road West	SE		2	B,C	3.4	0	0	0	1	0%	0%	1955	1955	1955	1955	484	0.247		219	0.112	
	SE		2	B,C	3.7	0	25	0	0	100%	100%	2125	2125	2005	2005	255	0.127	0.247	133	0.066	0.112
Pedestrian crossing			5p	A,B		Min. Green time = 5GM + 8FG = 13s															
			6p	D		Min. Green time = 5GM + 10FG = 15s															
			7p	B,C		Min. Green time = 5GM + 9FG = 14s															
			8p	A,D		Min. Green time = 5GM + 7FG = 12s															

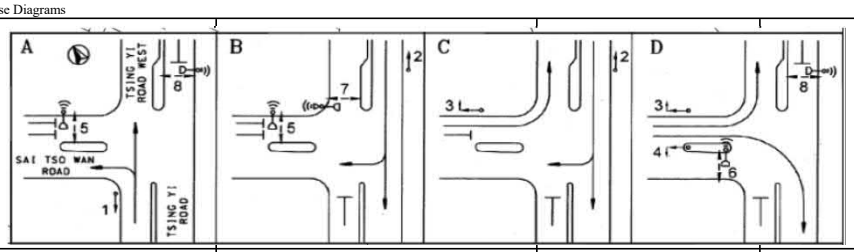
Notes:

Traffic Flow (pcu / hr)



A.M. Check Phase	A,BC,D	A,B,CD	P.M. Check Phase	A,BC,D	A,B,CD
εy	0.490	0.379	εy	0.281	0.290
L (sec)	19	30	L (sec)	19	30
C (sec)	120	120	C (sec)	110	110
y pract.	0.758	0.675	y pract.	0.745	0.655
R.C. (%)	**54%**	**78%**	R.C. (%)	**165%**	**126%**

Stage / Phase Diagrams



I/G = 7	I/G = 10		I/G = 5	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

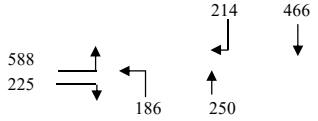
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	NE		1	A	4.5	15	0	6.5	1	100%	1792	1792	1630		186	0.114	0.137			
	NE		1	A	3.4	0	0	6.5	0	0%	1822	1822	1820		250	0.137				
Sai Tso Wan Road	NW		3	C,D	3.8	15	0	0	1	100%	1995	1995	1815		588	0.324				
	NW		4	D	3.8	0	25	0	0	100%	2135	2135	2015		225	0.112	0.112			
Tsing Yi Road West	SE		2	B,C	3.4	0	0	0	1	0%	1955	1955	1955		466	0.238				
	SE		2	B,C	3.7	0	25	0	0	100%	2125	2125	2005		214	0.106	0.238			

Pedestrian crossing			
5p	A,B	Min. Green time = 5GM + 8FG = 13s	
6p	D	Min. Green time = 5GM + 10FG = 15s	
7p	B,C	Min. Green time = 5GM + 9FG = 14s	
8p	A,D	Min. Green time = 5GM + 7FG = 12s	

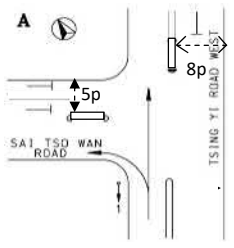
Notes:

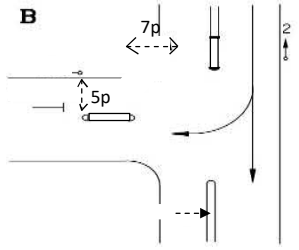
Traffic Flow (pcu / hr)

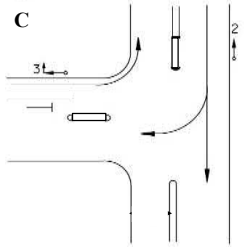


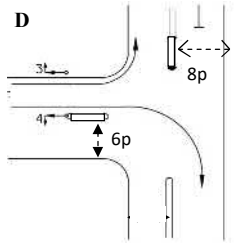
Logistic Peak Check Phase		
εy	0.487	0.461
L (sec)	19	30
C (sec)	110	110
y pract.	0.745	0.655
R.C. (%)	53%	42%

Stage / Phase Diagrams









I/G = 5	I/G =5		I/G = 5	
I/G = 5	I/G =8+12	I/G = 2		

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

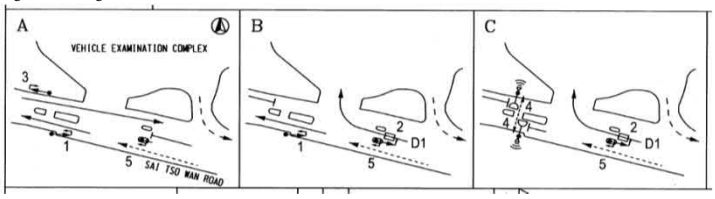
Junction: **(J5) Sai Tso Wan Road Near VEC**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	440	0.218	0.218	295	0.146	
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	100%	2155	2155	1875	1875	1875	1875	185	0.099	0.099	5	0.003	
	WB	←	1	A,B	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	420	0.208		240	0.119	0.119
Pedestrian Crossing		↕	4P	C		Green time = 13Gm + 5 FGm = 18s																

			A,BC	AB,C		A,BC	AB,C
Notes: (None)	Traffic Flow (pcu / hr) AM (PM) Peak: 440(295) →; 185(5) ↰; 325(220) ←	AM Peak Check Phase	εy	0.317	0.208	PM Peak Check Phase	εy	0.146	0.119
			L (sec)	11	25		L (sec)	65	25
			C (sec)	91	91		C (sec)	91	91
			y pract.	0.791	0.653		y pract.	0.257	0.653
			R.C. (%)	**150%**	**213%**		R.C. (%)	**76%**	**448%**

Stage / Phase Diagrams



I/G = 3		I/G = 5 + Ped 18s	
I/G = 2	I/G = 3+ Stage Time 61s		

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J5) Sai Tso Wan Road Near VEC**
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y			
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	2015	2015	2015		2015		455	0.226	0.226			
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	2155	2155	1875		1875		110	0.059				
Sai Tso Wan Road	WB	←	1	A,B	4.0	0.0	0	1	0%	2015	2015	2015		2015		445	0.221	0.221			
Pedestrian Crossing		↕	4P	C																	

Green time = 13Gm + 5 FGm = 18s

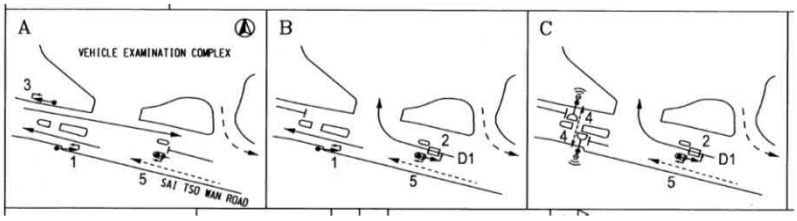
	A,BC	AB,C
Logistic Peak Check Phase		
εy	0.284	0.221
L (sec)	11	25
C (sec)	91	91
y pract.	0.791	0.653
R.C. (%)	**178%**	**196%**

Notes:
(None)

Traffic Flow (pcu / hr) AM (PM) Peak

455 →
110 ↰
225 ←

Stage / Phase Diagrams



I/G = 6	I/G = 7		
I/G = 3	I/G = 7	I/G = 5 + Ped 18s	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

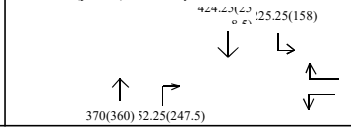
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	0%	1824	3698	1824	1824	3698	3698	209	0.115	0.148	128	0.070	0.104
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	0	1874	1874	0	0	215	0.115		131	0.070	
	S	↳	1	A	3.7	10.0	0	5.5	1	100%	100%	1754	1754	1525	1525	1525	1525	225	0.148		158	0.104	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	179	0.091		174	0.088	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	191	0.091		186	0.088	
	N	↱	3	B	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	252	0.131	0.131	248	0.129	0.129
Ching Hong Road	W	⇅	4	C	3.4	18.0	20	0	0	16% / 84%	6% / 94%	2095	0	1945	1950	0	0	281	0.145	0.145	241	0.124	0.124
	W	↓	4	C	3.4	15.0	0	0	1	100%	100%	1955	4050	1775	1775	3720	3725	256	0.145		220	0.124	
Pedestrian crossing		↕	5P	A,B		Min. Green time = 11GM + 8FG = 19s																	
			6P	C		Min. Green time = 5GM + 12FG = 17s																	

Notes:

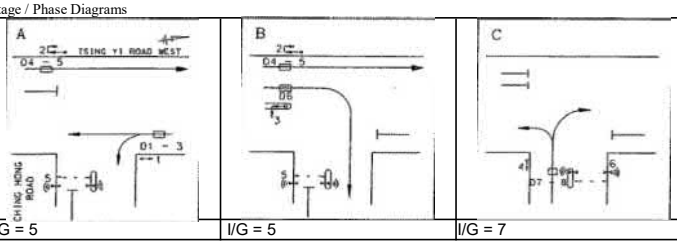
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	
εy	0.423
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**83%**

PM Peak Check Phase	
εy	0.356
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**117%**

Stage / Phase Diagrams



I/G = 5 | I/G = 5 | I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

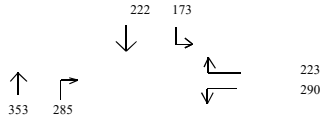
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	1824	3698	1824		3698		109	0.060	0.114			
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	0	1874		0		112	0.060				
	S	↳	1	A	3.7	10.0	0	5.5	1	100%	1754	1754	1525		1525		173	0.114				
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		170	0.087				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		182	0.087				
	N	↱	3	B	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		285	0.148	0.148			
Ching Hong Road	W	↰	4	C	3.4	18.0	20	0	0	17% / 83%	2095	0	1945		0		268	0.138	0.138			
	W	↲	4	C	3.4	15.0	0	0	1	100%	1955	4050	1775		3720		245	0.138				
Pedestrian crossing		↕	5P	A,B		Min. Green time = 11GM + 8FG = 19s																
			6P	C		Min. Green time = 5GM + 12FG = 17s																

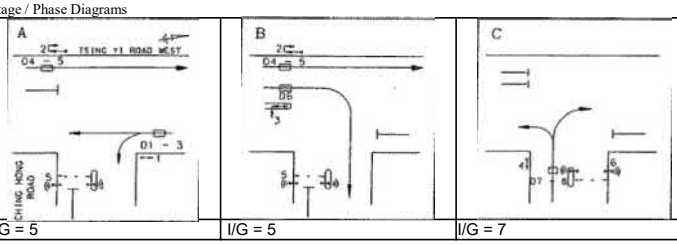
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	
εy	0.400
L (sec)	12
C (sec)	71
y pract.	0.748
R.C. (%)	**87%**

Stage / Phase Diagrams



I/G = 5 | I/G = 5 | I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J9) Tsing Yi Road West / Liu To Road**

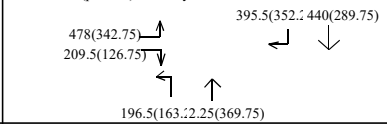
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road West	S		2	A,B	3.3	0.0	0	5	1	0%	0%	1735	3610	1735	1735	3610	3610	211	0.122		139	0.080	
	S		2	A,B	3.3	0.0	0	5	0	0%	0%	1875	0	1875	1875	0	0	229	0.122		150	0.080	
	S		3	B	3.3	0.0	22	5	0	100%	100%	1875	1875	1755	1755	1755	1755	396	0.225	0.225	352	0.201	0.201
Tsing Yi Road West	N		1	A	3.2	10.0	0	0	1	67%	68%	1935	4100	1760	1755	3925	3920	295	0.168	0.168	239	0.136	0.136
	N		1	A	4.1	0.0	0	0	0	0%	0%	2165	0	2165	2165	0	0	363	0.168		294	0.136	
Liu To Road	E		5	B,C	3.2	10.0	0	0	1	100%	100%	1935	1935	1685	1685	1685	1685	478	0.284		343	0.203	
	E		4	C	4.1	0.0	18	0	0	100%	100%	2165	2165	2000	2000	2000	2000	210	0.105	0.105	127	0.063	0.063
Pedestrian crossing			6P	A,D	AM: Green time = 49GM + 9FG = 58s, PM: Green time = 46GM + 9FG = 55s																		
			7P	C,D	AM: Green time = 51GM + 13FG = 64s, PM: Green time = 28GM + 13FG = 41s																		
			8P	D	Green time = 10GM + 8FG = 18s																		
Pedestrian Crossing																							

A,BC,D A,B,C,D A,BC,D A,B,C,D

Notes:

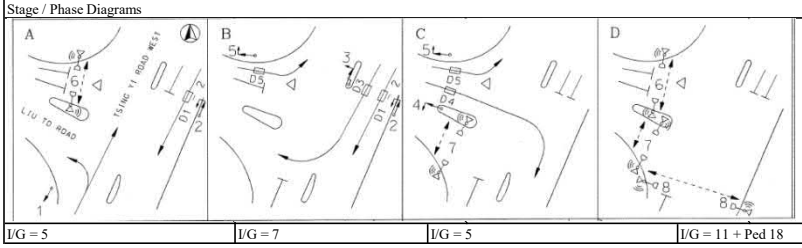
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	A,BC,D	A,B,C,D
εy	0.452	0.498
L (sec)	39	43
C (sec)	130	130
y pract.	0.630	0.602
R.C. (%)	**40%**	**21%**

PM Peak Check Phase	A,BC,D	A,B,C,D
εy	0.339	0.400
L (sec)	39	43
C (sec)	110	110
y pract.	0.581	0.548
R.C. (%)	**71%**	**37%**

Stage / Phase Diagrams



I/G = 5	I/G = 7	I/G = 5	I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **J9 - Tsing Yi Road West / Liu To Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	2	A,B	3.3	0.0	0	5	1	0%	1735	3610	1735		3610		124	0.071				
	S	↓	2	A,B	3.3	0.0	0	5	0	0%	1875	0	1875		0		134	0.071				
	S	↳	3	B	3.3	0.0	22	5	0	100%	1875	1875	1755		1755		286	0.163	0.163			
Tsing Yi Road West	N	↰↑	1	A	3.2	10.0	0	0	1	58%	1935	4100	1780		3945		253	0.142	0.142			
	N	↑	1	A	4.1	0.0	0	0	0	0%	2165	0	2165		0		308	0.142				
Liu To Road	E	↱↑	5	B,C	3.2	10.0	0	0	1	100%	1935	1935	1685		1685		350	0.207				
	E	↱↓	4	C	4.1	0.0	18	0	0	100%	2165	2165	2000		2000		133	0.067	0.067			

Pedestrian crossing

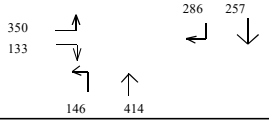
↕	6P	A,D	Green time = 46GM + 9FG = 55s
↕	7P	C,D	Green time = 31GM + 13FG = 44s
↔	8P	D	Green time = 10GM + 8FG = 18s

Pedestrian Crossing

A,BC,D A,B,C,D

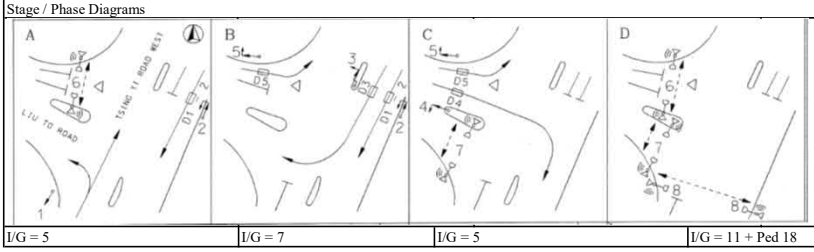
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.350	0.372
L (sec)	39	43
C (sec)	130	130
y pract.	0.630	0.602
R.C. (%)	**80%**	**62%**

Stage / Phase Diagrams



I/G = 5	I/G = 7	I/G = 5	I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J10) Tsing Yi Road West / Fung Shue Wo Road**

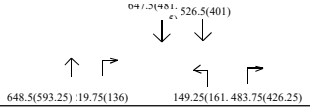
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	0%	1	2039	4058	2039	2039	4058	4058	325	0.160	0.229	177	0.087	0.175
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	0%	1	2019	0	2019	2019	0	0	322	0.160		175	0.087	
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	0%	1	1889	2294.8	1889	1889	2294.8	2294.8	433	0.229		330	0.175	
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0%	0.2	405.8	0	405.8	405.8	0	0	93	0.229		71	0.175	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1	1965	2491.3	1965	1965	2491.25	2491.25	512	0.260		468	0.238	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	0.25	526.25	0	526.25	526.25	0	0	137	0.260		125	0.238	
	N	↱	3	B	3.6	0.0	18	0	0	100%	100%	1	2115	2115	1950	1950	1950	1950	220	0.113	0.113	136	0.070	0.070
Fung Shue Wo Road	N	↰	4	C	3.8	35.0	0	3	1	100%	100%	1	1869	2193.6	1790	1790	2100	2100	127	0.071		138	0.077	
	N	↰	4	C	4.0	38.0	0	3	0	100%	100%	0.16	324.64	0	310	310	0	0	22	0.071		24	0.077	
Fung Shue Wo Road	N	↱	4	C	3.6	0.0	43	3	0	100%	100%	0.23	457.47	2446.5	440	440	2355	2355	90	0.205	0.205	80	0.181	0.181
	N	↱	4	C	3.6	0.0	40	3	0	100%	100%	1	1989	0	1915	1915	0	0	393	0.205		347	0.181	

Pedestrian crossing	5p	D	Min. Green time = 5GM + 8FG = 13s
	6P	B,C	Min. Green time = 5GM + 8FG = 13s
	7P	A,C,D	Min. Green time = 5GM + 7FG = 12s
	8P	A,B,D	Min. Green time = 5GM + 8FG = 13s

Notes:

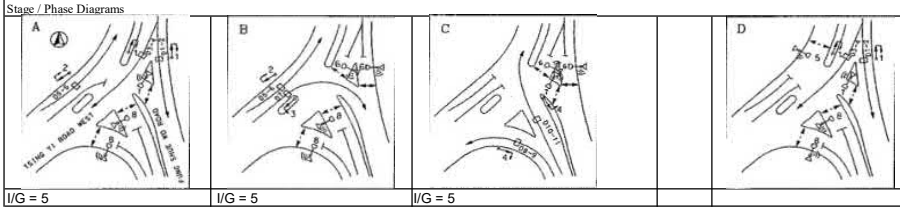
Traffic Flow (pcu / hr) Weekday AM Peak



	AD,B,C	AB,C,D
AM Peak Check Phase		
εy	0.548	0.466
L (sec)	12	28
C (sec)	100	100
y pract.	0.792	0.648
R.C. (%)	**45%**	**39%**

	AD,B,C	AB,C,D
PM Peak Check Phase		
εy	0.425	0.419
L (sec)	12	28
C (sec)	100	100
y pract.	0.792	0.648
R.C. (%)	**86%**	**55%**

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **J10 - Tsing Yi Road West / Fung Shue Wo Road**

Description: **2025 Observed Traffic Flow**

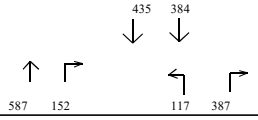
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	1	2039	4058	2039		4058		218	0.107	0.167			
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019		0		216	0.107				
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	2294.8	1889		2294.8		316	0.167				
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0.2	405.8	0	405.8		0		68	0.167				
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1	1965	2491.3	1965		2491.25		463	0.236				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0.25	526.25	0	526.25		0		124	0.236				
	N	↱	3	B	3.6	0.0	18	0	0	100%	1	2115	2115	1950		1950		152	0.078	0.078			
Fung Shue Wo Road	N	↰	4	C	3.8	35.0	0	3	1	100%	1	1869	2193.6	1790		2100		100	0.056				
	N	↰	4	C	4.0	38.0	0	3	0	100%	0.16	324.64	0	310		0		17	0.056				
Fung Shue Wo Road	N	↱	4	C	3.6	0.0	43	3	0	100%	0.23	457.47	2446.5	440		2355		72	0.164	0.164			
	N	↱	4	C	3.6	0.0	40	3	0	100%	1	1989	0	1915		0		314	0.164				

Pedestrian crossing	5p	D	Min. Green time = 5s (G) + 8s (FS) = 13s
	6P	B,C	Min. Green time = 5s (G) + 8s (FS) = 13s
	7P	A,C,D	Min. Green time = 5s (G) + 8s (FS) = 13s
	8P	A,B,D	Min. Green time = 5s (G) + 7s (FS) = 12s

AD,B,C AB,C,D

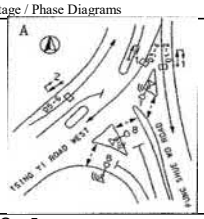
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak

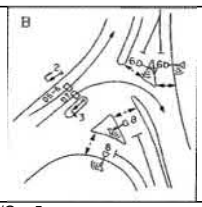


Logistic Peak Check Phase		
εy	0.409	0.400
L (sec)	12	28
C (sec)	90	100
y pract.	0.780	0.648
R.C. (%)	91%	62%

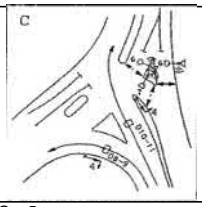
Stage / Phase Diagrams



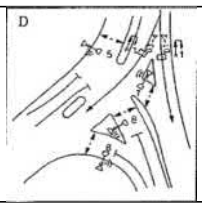
I/G = 5



I/G = 5



I/G = 5



TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

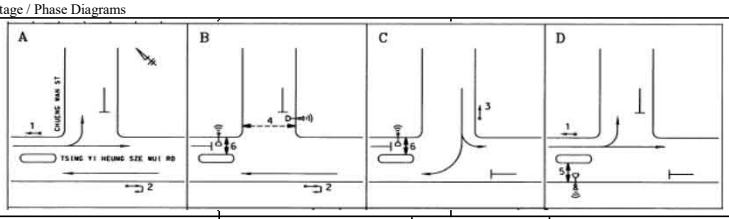
Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	573	0.292		554	0.282	0.282
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	614	0.292		593	0.282	
Cheung Wan Street	W	↰↱	3	C	3.5	18.0	20	0	0	52% / 48%	43% / 57%	2105	0	1950	1950	0	0	327	0.168	0.168	278	0.143	0.143
	W	↰	3	C	3.5	15.0	0	0	1	100%	100%	1965	4070	1785	1785	3735	3735	299	0.168		255	0.143	
Tsing Yi Heung Sze Wui Road	S	↱	1	A,D	3.5	10.0	0	0	1	100%	100%	1965	6175	1710	1710	5920	5920	632	0.370	0.370	417	0.244	
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	545	0.259		355	0.169	
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	545	0.259		355	0.169	
Pedestrian crossing		↔	4P	B						AM: Green time = 12GM + 11FG = 23s, PM: Green time = 12GM + 11FG = 23s													
		↕	5P	D						AM: Green time = 6GM + 8FG = 14s, PM: Green time = 10GM + 8FG = 18s													
		↕	6P	B,C						AM: Green time = 45GM + 10FG = 55s, AM: Green time = 41GM + 10FG = 51s													

	AB,C,D	AD,B,C		AB,C,D	AD,B,C
Notes:			Traffic Flow (pcu / hr) Weekday AM Peak		
			632(417.25)		
			157(159.5)		
			469(373.5)		
			1187.25(1146.5)		

AM Peak Check Phase			PM Peak Check Phase		
εy	0.459	0.537	εy	0.424	0.387
L (sec)	31	37	L (sec)	35	37
C (sec)	114	114	C (sec)	100	100
y pract.	0.655	0.608	y pract.	0.585	0.567
R.C. (%)	**43%**	**13%**	R.C. (%)	**38%**	**47%**

Stage / Phase Diagrams



	I/G = 8 + Ped 23	I/G = 3	I/G = 5
I/G = 2		I/G = 5	I/G = 12 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**

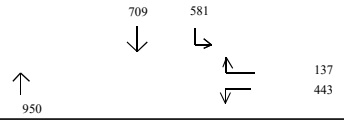
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y			
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		459	0.233				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		491	0.233				
Cheung Wan Street	W	↰↓	3	C	3.5	18.0	20	0	0	55% / 45%	2105	0	1950		0		303	0.155	0.155			
	W	↓	3	C	3.5	15.0	0	0	1	100%	1965	4070	1785		3735		277	0.155				
Tsing Yi Heung Sze Wui Road	S	↓→	1	A,D	3.0	10.0	0	0	1	100%	1915	6025	1665		5775		581	0.349	0.349			
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		355	0.173				
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		355	0.173				
Pedestrian crossing		↔	4P	B		Green time = 12GM + 11FG = 23s																
		↕	5P	D		Green time = 8GM + 8FG = 16s																
		↕	6P	B,C		Green time = 42GM + 10FG = 52s																

AB,C,D AD,B,C

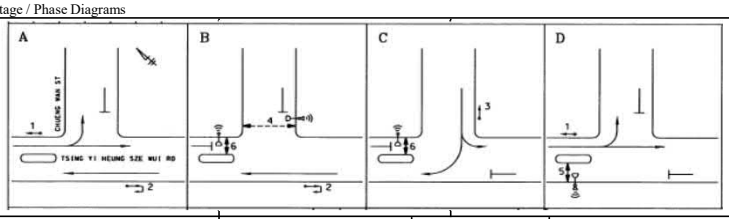
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.389	0.504
L (sec)	33	37
C (sec)	90	90
y pract.	0.570	0.530
R.C. (%)	**47%**	**5%**

Stage / Phase Diagrams



I/G = 2		I/G = 5	I/G = 12 + Ped 16				

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road**

Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	100%	1945	1945	1690	1690	1690	1690	217	0.128		241	0.143	
	E		6	C	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	260	0.135	0.135	171	0.089	0.089
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	229	0.125		282	0.154	
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	485	0.231	0.231	453	0.215	0.215
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	485	0.231		453	0.215	
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	0%	1839	3818	1839	1839	3818	3818	588	0.320		399	0.217	
	S		1	A,B	3.5	0.0	0	3	0	0%	0%	1979	0	1979	1979	0	0	633	0.320		430	0.217	
	S		4	B	3.5	0.0	22	3	0	100%	100%	1979	1979	1855	1855	1855	1855	269	0.145	0.145	252	0.136	0.136

Notes:

Traffic Flow (pcu / hr) Weekday AM Peak

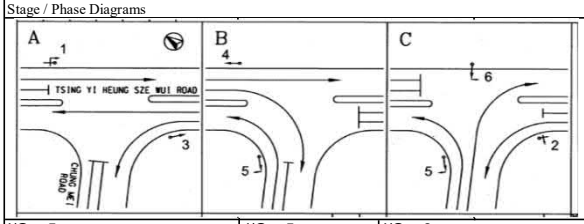
269.25(252.25) 1221.5(829)

229.25(282) 970.5(905.25)

AM Peak Check Phase	
εy	0.510
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**53%**

PM Peak Check Phase	
εy	0.440
L (sec)	15
C (sec)	100
y pract.	0.765
R.C. (%)	**74%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 8

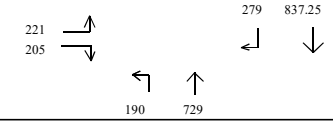
TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road**
Description: **2025 Observed Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	1945	1945	1690		1690		221	0.131				
	E		6	C	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		205	0.106	0.106			
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	1945	1945	1835		1835		190	0.104				
	N		3	A	3.5	0.0	0	0	0	0%	2105	4210	2105		4210		172	0.082	0.082			
	N		3	A	3.5	0.0	0	0	0	0%	2105	0	2105		0		172	0.082				
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	1839	3818	1839		3818		164	0.089				
	S		1	A,B	3.5	0.0	0	3	0	0%	1979	0	1979		0		177	0.089				
	S		4	B	3.5	0.0	22	3	0	100%	1979	1979	1855		1855		279	0.150	0.150			
Pedestrian crossing																						

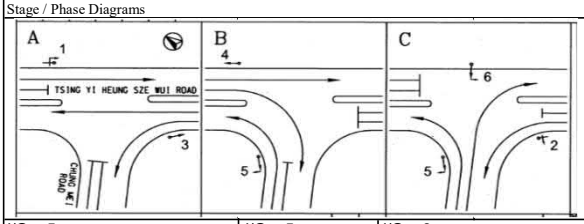
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	
εy	0.338
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**131%**

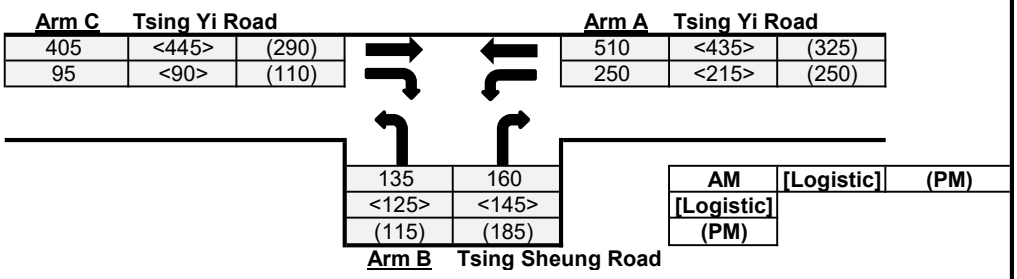
Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 8

Priority Junction Calculation

Junction :	(J3) Tsing Yi Road / Tsing Sheung Road	Job No.:	24102HK
Scenario :	2030 Design Traffic Flow		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**						**Calculated**	
W	14	V-rBA	30	w-BA	4.5		D	0.933
W-CR	0	V-IBA	50	w-BC	4.5		E	1.012
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0		F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	V-rCB	50				Y	0.517

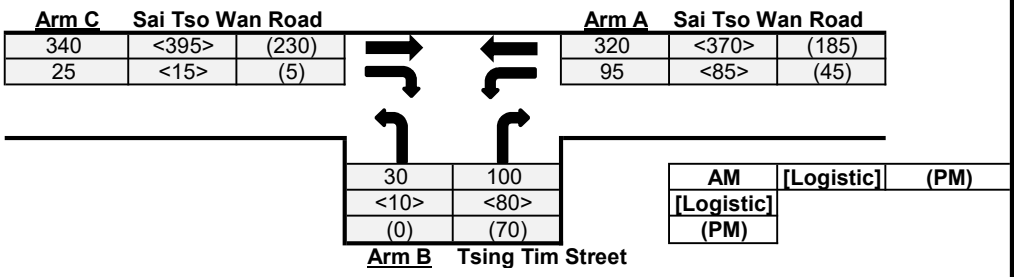
Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	405	445	290	Q-BA	409	422	451	
	q-CB	95	90	110	Q-BC	638	655	673	
	q-AB	250	215	250	Q-CB	371	383	392	
	q-AC	510	435	325	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	160	145	185	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	q-BC	135	125	115					
	f	0.458	0.463	0.383					

Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	0.39	0.34	0.41
	B-C	0.21	0.19	0.17
	C-B	0.26	0.23	0.28
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	**0.39**	**0.34**	**0.41**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J6) Sai Tso Wan Road / Tsing Tim Street	Job No.:	24102HK
Scenario :	2030 Design Traffic Flow		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**						**Calculated**	
W	7	V-rBA	50	w-BA	3.6		D	0.877
W-CR	0	V-IBA	50	w-BC	3.6		E	0.933
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0		F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	1	V-rCB	50				Y	0.759

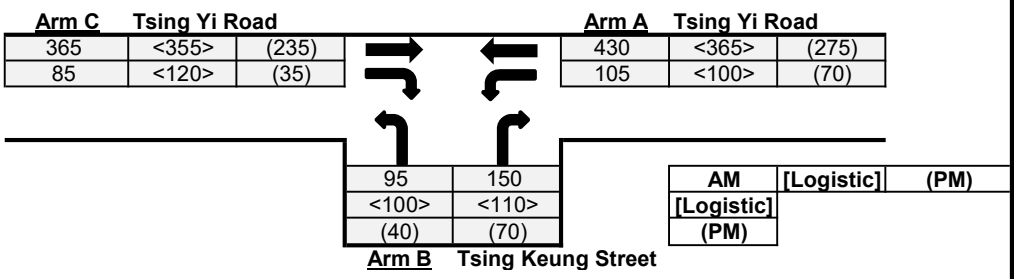
Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	340	395	230	Q-BA	403	387	464	
	q-CB	25	15	5	Q-BC	603	591	643	
	q-AB	95	85	45	Q-CB	388	381	419	
	q-AC	320	370	185	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	100	80	70	Q-BAC	436	402	464	(If Minor Road Share LT&RT)
	q-BC	30	10	0					
	f	0.231	0.111	0.000					

Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	N/A	N/A	N/A
	B-C	N/A	N/A	N/A
	C-B	0.06	0.04	0.01
	C-A	N/A	N/A	N/A
	B-AC	0.30	0.22	0.15
	Critical DFC	**0.30**	**0.22**	**0.15**

CTA Consultants Ltd.

Priority Junction Calculation

Junction :	(J13) Tsing Yi Road / Tsing Keung Street	Job No.:	24102HK
Scenario :	2030 Design Traffic Flow		



The predictive equations of capacity of movement are:

Q-BA = D(627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB))
Q-BC = E(745 - Y(0.364q-AC + 0.144q-AB))
Q-CB = F(745 - 0.364Y(q-AC + q-AB))

The geometric parameters represented by D, E, F are:

D = (1 + 0.094(w-BA - 3.65))(1 + 0.0009(V-rBA - 120))(1 + 0.0006(V-IBA - 150))
E = (1 + 0.094(w-BC - 3.65))(1 + 0.0009(V-rBC - 120))
F = (1 + 0.094(w-CB - 3.65))(1 + 0.0009(V-rCB - 120))

where

Y = 1 - 0.0345W
q-AB, etc = the design flow of movement AB, etc
W = major road width
W-CR = central reserve width
w-BA, etc = lane width to vehicle
v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc
v-IBA = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	**Input**					**Calculated**	
W	15	V-rBA	50	w-BA	4	D	0.910
W-CR	0	V-IBA	50	w-BC	4	E	0.968
C-B blocked C-A, residual width <2.5m? (Yes: 1, No: 0)	0	V-rBC	50	w-CB	0	F	0.616
Minor Road Share LT&RT? (Yes: 1, No: 0)	0	V-rCB	50			Y	0.483

Analysis :	**Traffic Flow pcu/hr**	**AM**	**Logistic**	**PM**	**Capacity pcu/hr**	**AM**	**Logistic**	**PM**	
	q-CA	365	355	235	Q-BA	439	443	490	
	q-CB	85	120	35	Q-BC	641	652	670	
	q-AB	105	100	70	Q-CB	401	408	421	
	q-AC	430	365	275	Q-CA	N/A	N/A	N/A	(If C-B blocked C-
	q-BA	150	110	70	Q-BAC	N/A	N/A	N/A	(If Minor Road Share LT&RT)
	q-BC	95	100	40					
	f	0.388	0.476	0.364					

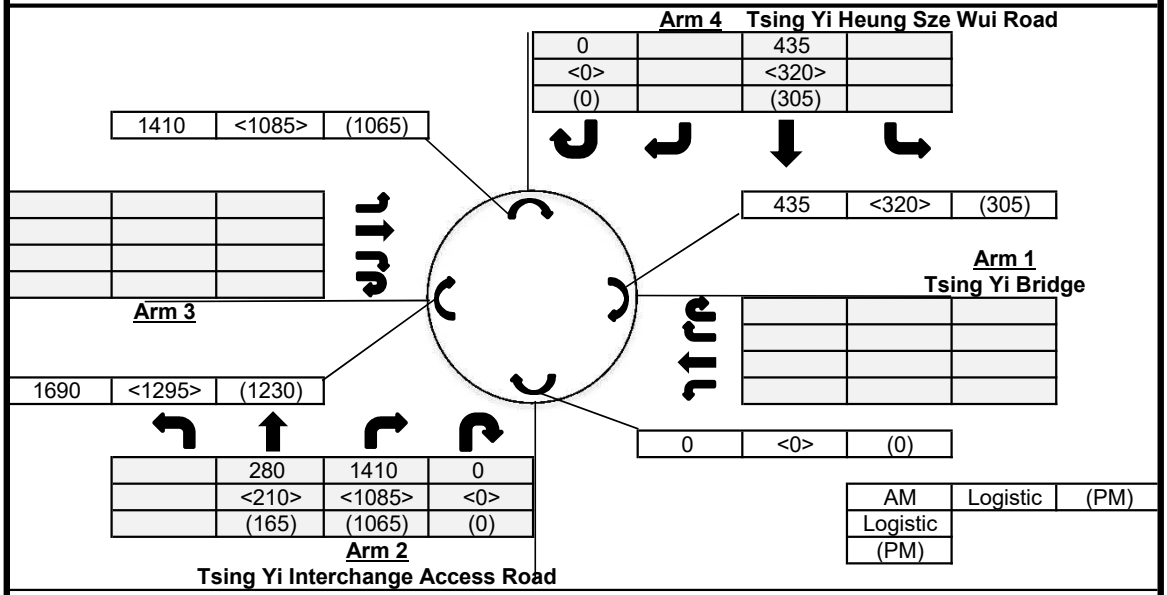
Results :	**Ratio of Flow-to-Capacity**	**AM**	**Logistic**	**PM**
	B-A	0.34	0.25	0.14
	B-C	0.15	0.15	0.06
	C-B	0.21	0.29	0.08
	C-A	N/A	N/A	N/A
	B-AC	N/A	N/A	N/A
	Critical DFC	**0.34**	**0.29**	**0.14**

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (North) Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			6		6
E	=	Entry width (m)			7		7
L	=	Effective length of flare (m)			5		5
R	=	Entry radius			62		41
D	=	Inscribed circle diameter (m)			60		60
A	=	Entry angle (degree)			27		60
Q	=	Entry flow (pcu/hr)	AM		1690		435
			Logistic		1295		320
			PM		1230		305
Qc	=	Circulating flow	AM		0		1410
		across entry (pcu/hr)	Logistic		0		1085
			PM		0		1065

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.32		0.32
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			1.04		0.92
	=	V+((E-V)/(1+2 S))			6.61		6.61
M	=	E p((D-60)/10)			1.00		1.00
F	=	303			2003		2003
Td	=	1+(0.5/(1+M))			1.25		1.25
Fc	=	0.21 Td (1+0.2	)		0.61		0.61
Qe	=	Capacity = K (F-Fc Qc)	AM		2090		1053
			Logistic		2090		1235
			PM		2090		1247
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.81		0.41
			Logistic		0.62		0.26
			PM		0.59		0.24

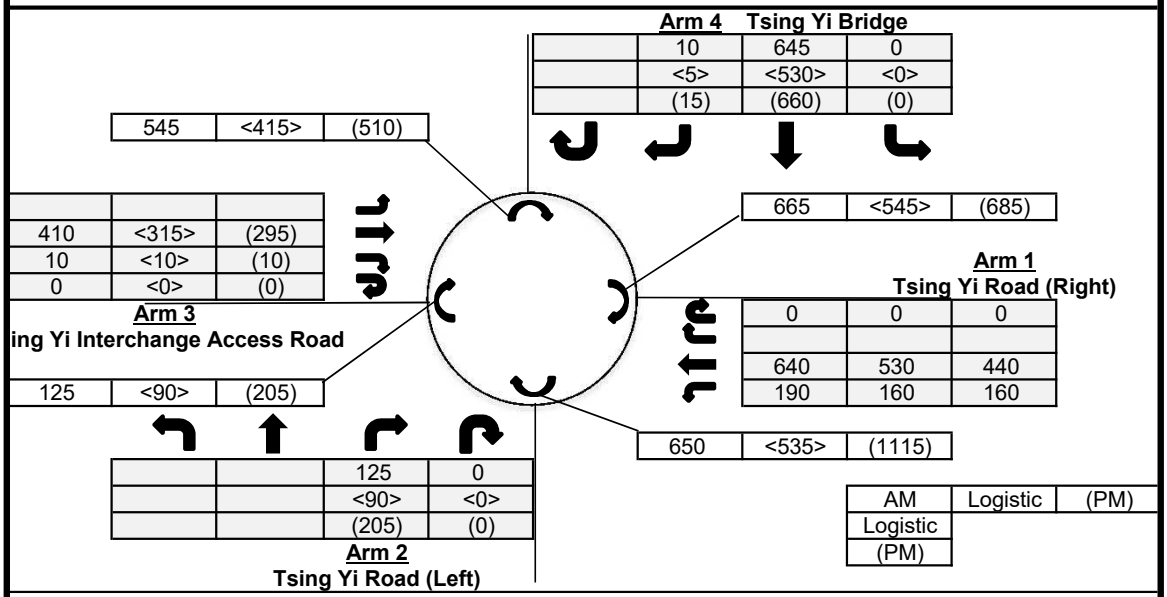
DFC of Critical Approach	**=**	**AM**	**0.81**
		Logistic	**0.62**
		PM	**0.59**

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA1) Tsing Yi Interchange (South) Job No.: 24102HK

Scenario : 2030 Design Traffic Flow (Planned Improvement)



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		7	7.3	7	6
E	=	Entry width (m)		7.2	10.6	7.3	6.3
L	=	Effective length of flare (m)		5	17	5	5
R	=	Entry radius		23	60	24	44
D	=	Inscribed circle diameter (m)		60	60	60	60
A	=	Entry angle (degree)		43	55	27	23
Q	=	Entry flow (pcu/hr)	AM	830	125	420	655
			Logistic	690	90	325	535
			PM	600	205	305	675
Qc	=	Circulating flow	AM	665	650	125	545
		across entry (pcu/hr)	Logistic	545	535	90	415
			PM	685	1115	205	510

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.06	0.31	0.10	0.10
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		0.96	0.95	1.02	1.05
2	=	V+((E-V)/(1+2 S))		7.18	9.34	7.25	6.25
M	=	E p((D-60)/10)		1.00	1.00	1.00	1.00
F	=	303 2		2175	2829	2197	1894
Td	=	1+(0.5/(1+M))		1.25	1.25	1.25	1.25
Fc	=	0.21 Td (1+0.2 2)		0.64	0.75	0.64	0.59
Qe	=	Capacity = K (F-Fc Qc)	AM	1682	2213	2156	1652
			Logistic	1756	2295	2179	1733
			PM	1670	1882	2104	1674
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.49	0.06	0.19	0.40
			Logistic	0.39	0.04	0.15	0.31
			PM	0.36	0.11	0.14	0.40

DFC of Critical Approach =

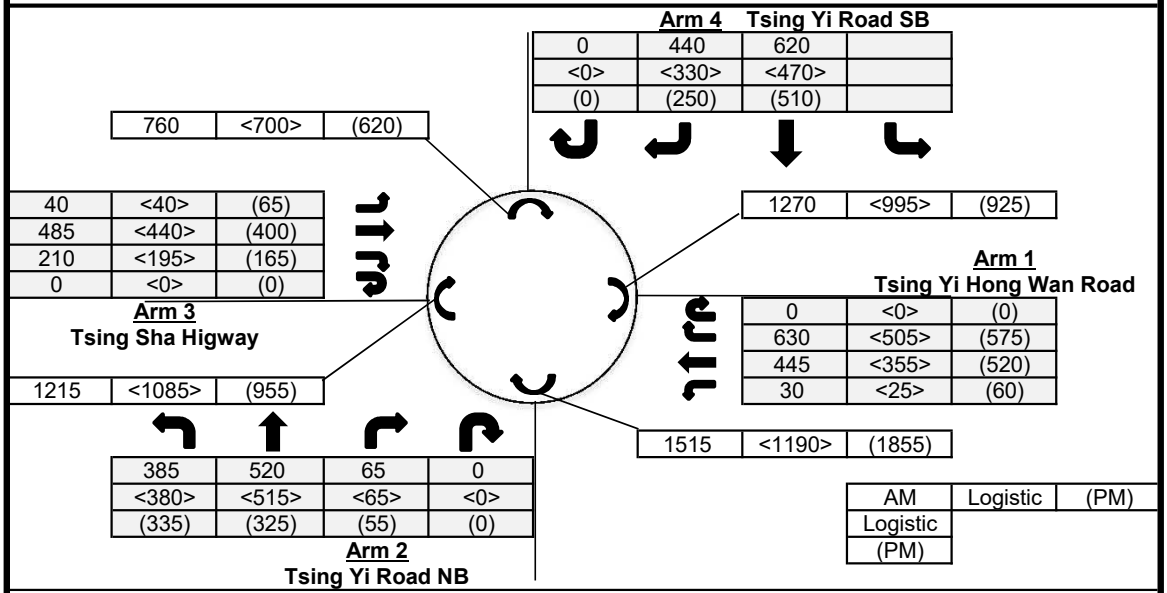
AM	**0.49**
Logistic	**0.39**
PM	**0.40**

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA2) Tsing Yi Road / Tsing Yi Hong Wan Road / Tsing Sha Hig Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		7.3	7.1	7.3	7.3
E	=	Entry width (m)		13.5	12	9.5	10
L	=	Effective length of flare (m)		30	15	30	15
R	=	Entry radius		45	97	52	34
D	=	Inscribed circle diameter (m)		100	100	100	100
A	=	Entry angle (degree)		29	32	31	46
Q	=	Entry flow (pcu/hr)	AM	1105	970	735	1060
			Logistic	885	960	675	800
			PM	1155	715	630	760
Qc	=	Circulating flow	AM	1270	1515	1215	760
		across entry (pcu/hr)	Logistic	995	1190	1085	700
			PM	925	1855	955	620

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.33	0.52	0.12	0.29
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.03	1.03	1.03	0.96
^{2}	=	V+((E-V)/(1+2 S))		11.03	9.50	9.08	9.01
M	=	E p((D-60)/10)		54.60	54.60	54.60	54.60
F	=	303 ^{2}		3343	2877	2752	2731
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01
Fc	=	0.21 Td (1+0.2 ^{2})		0.68	0.61	0.60	0.59
Qe	=	Capacity = K (F-Fc Qc)	AM	2556	2009	2081	2199
			Logistic	2748	2215	2160	2233
			PM	2797	1793	2240	2279
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.43	0.48	0.35	0.48
			Logistic	0.32	0.43	0.31	0.36
			PM	0.41	0.40	0.28	0.33

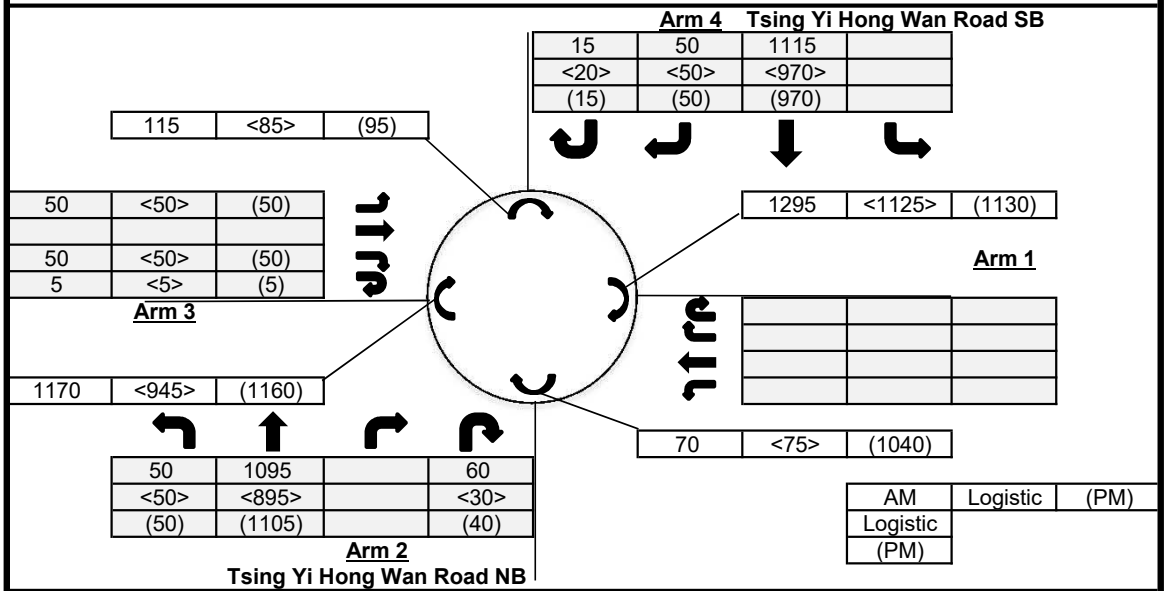
DFC of Critical Approach = AM 0.48
Logistic 0.43
PM 0.41

CTA Consultants Ltd.

Roundabout Junction Calculation

Junction : (RA3) Tsing Yi Hong Wan Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow (With Planned New Road)



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			7	7.3	7.3
E	=	Entry width (m)			14	13	12
L	=	Effective length of flare (m)			20	10	2
R	=	Entry radius			65	25	75
D	=	Inscribed circle diameter (m)			68	68	68
A	=	Entry angle (degree)			53	60	46
Q	=	Entry flow (pcu/hr)	AM		1205	105	1180
			Logistic		975	105	1040
			PM		1195	105	1035
Qc	=	Circulating flow	AM		70	1170	115
		across entry (pcu/hr)	Logistic		75	945	85
			PM		1040	1160	95

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.56	0.91	3.76
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			0.95	0.91	0.98
^{2}	=	V+((E-V)/(1+2 S))			10.30	9.32	7.85
M	=	E p((D-60)/10)			2.23	2.23	2.23
F	=	303 ^{2}			3121	2823	2379
Td	=	1+(0.5/(1+M))			1.16	1.16	1.16
Fc	=	0.21 Td (1+0.2 ^{2})			0.74	0.69	0.62
Qe	=	Capacity = K (F-Fc Qc)	AM		2928	1821	2262
			Logistic		2925	1963	2280
			PM		2242	1827	2274
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.41	0.06	0.52
			Logistic		0.33	0.05	0.46
			PM		0.53	0.06	0.46

DFC of Critical Approach = AM 0.52
Logistic 0.46
PM 0.53

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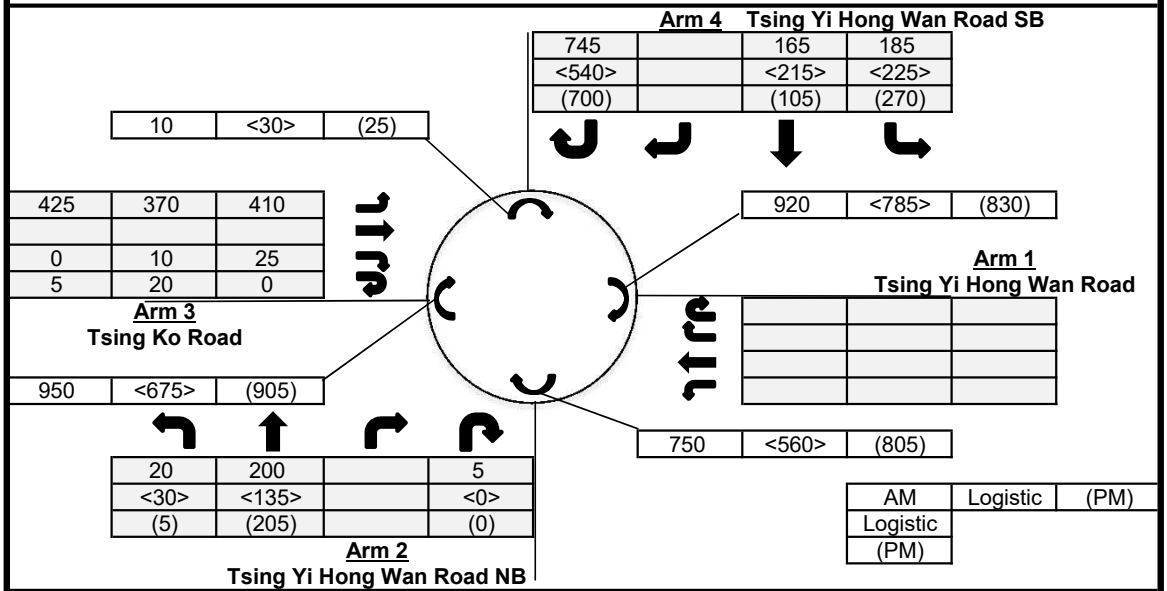
Roundabout Junction Calculation

Junction : (RA4) Tsing Yi Hong Wan Road / Tsing Ko Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			6.7	6.3	7.3
E	=	Entry width (m)			13.5	12.5	15
L	=	Effective length of flare (m)			18	30	30
R	=	Entry radius			47	100	75
D	=	Inscribed circle diameter (m)			68	68	68
A	=	Entry angle (degree)			41	22	46
Q	=	Entry flow (pcu/hr)	AM		225	430	1095
			Logistic		165	400	980
			PM		210	435	1075
Qc	=	Circulating flow	AM		750	950	10
		across entry (pcu/hr)	Logistic		560	675	30
			PM		805	905	25

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.60	0.33	0.41
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			0.99	1.07	0.98
^{2}	=	V+((E-V)/(1+2 S))			9.78	10.03	11.53
M	=	E p((D-60)/10)			2.23	2.23	2.23
F	=	303 ^{2}			2963	3040	3493
Td	=	1+(0.5/(1+M))			1.16	1.16	1.16
Fc	=	0.21 Td (1+0.2 ^{2})			0.72	0.73	0.80
Qe	=	Capacity = K (F-Fc Qc)	AM		2401	2504	3416
			Logistic		2536	2718	3401
			PM		2362	2539	3405
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.09	0.17	0.32
			Logistic		0.07	0.15	0.29
			PM		0.09	0.17	0.32

DFC of Critical Approach = AM 0.32
Logistic 0.29
PM 0.32

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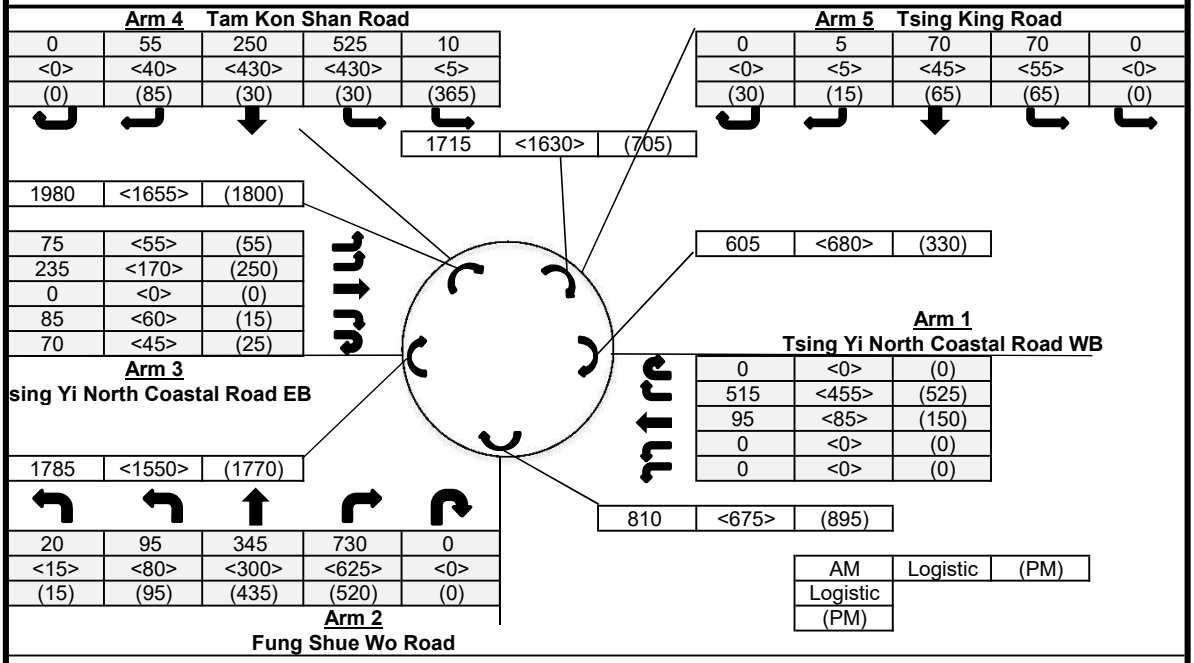
Roundabout Junction Calculation

Junction : (RA5) Tam Kon Shan Interchange Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
V	=	Approach half width (m)		7	7.3	5.5	7.3	7
E	=	Entry width (m)		9	13.5	7.5	13.5	11
L	=	Effective length of flare (m)		9	20	11	50	10
R	=	Entry radius		100	35	45	35	45
D	=	Inscribed circle diameter (m)		100	100	100	100	100
A	=	Entry angle (degree)		30	25	25	45	45
Q	=	Entry flow (pcu/hr)	AM	610	1190	465	840	145
			Logistic	540	1020	330	905	105
			PM	675	1065	345	510	175
Qc	=	Circulating flow	AM	605	810	1785	1980	1715
		across entry (pcu/hr)	Logistic	680	675	1550	1655	1630
			PM	330	895	1770	1800	705

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4	Arm 5
S	=	Sharpness of flare = 1.6 (E-V)/L		0.36	0.50	0.29	0.20	0.64
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.04	1.04	1.04	0.97	0.98
2	=	V+((E-V)/(1+2 S))		8.17	10.41	6.76	11.74	8.75
M	=	E p((D-60)/10)		54.60	54.60	54.60	54.60	54.60
F	=	303 2		2475	3155	2050	3557	2653
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01	1.01
Fc	=	0.21 Td (1+0.2 2)		0.56	0.65	0.50	0.71	0.58
Qe	=	Capacity = K (F-Fc Qc)	AM	2221	2727	1211	2085	1612
			Logistic	2178	2818	1334	2309	1660
			PM	2381	2669	1219	2209	2186
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.27	0.44	0.38	0.40	0.09
			Logistic	0.25	0.36	0.25	0.39	0.06
			PM	0.28	0.40	0.28	0.23	0.08

DFC of Critical Approach	**=**	**AM**	**0.44**
		Logistic	**0.39**
		PM	**0.40**

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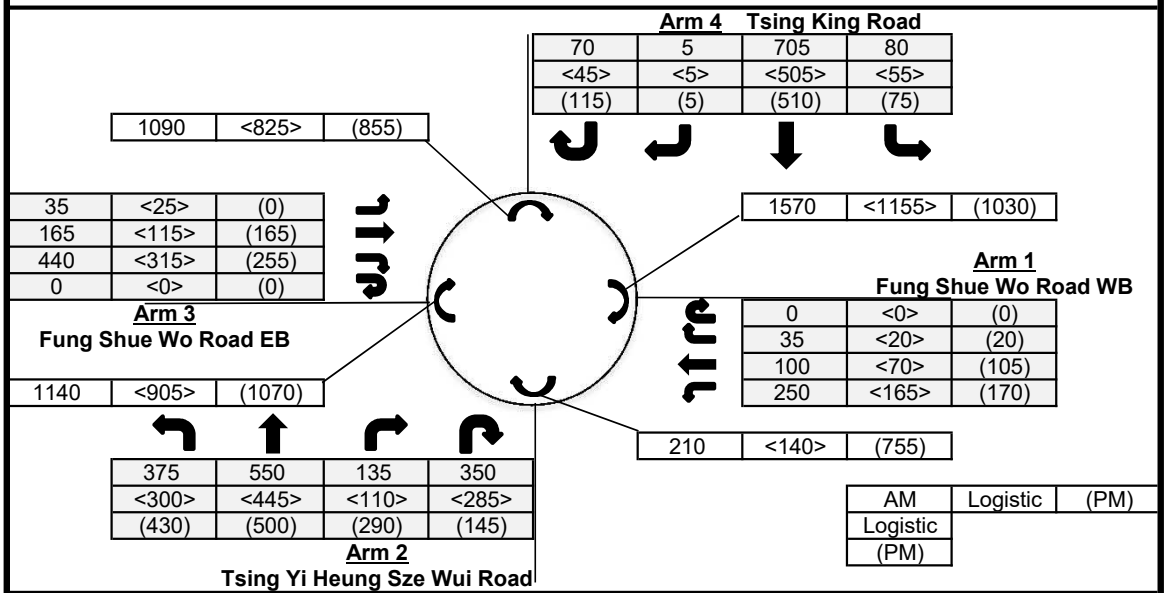
Roundabout Junction Calculation

Junction : (RA6) Tsing King Road / Fung Shue Wo Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6.7	7.3	7.3	6.9
E	=	Entry width (m)		9.7	10	9.2	8.9
L	=	Effective length of flare (m)		16	20	14	16
R	=	Entry radius		55	71	60	62
D	=	Inscribed circle diameter (m)		100	100	100	100
A	=	Entry angle (degree)		36	30	18	25
Q	=	Entry flow (pcu/hr)	AM	385	1410	640	860
			Logistic	255	1140	455	610
			PM	295	1365	420	705
Qc	=	Circulating flow	AM	1570	210	1140	1090
		across entry (pcu/hr)	Logistic	1155	140	905	825
			PM	1030	755	1070	855

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.30	0.22	0.22	0.20
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.01	1.04	1.07	1.05
^{2}	=	V+((E-V)/(1+2 S))		8.58	9.19	8.62	8.33
M	=	E p((D-60)/10)		54.60	54.60	54.60	54.60
F	=	303 ^{2}		2598	2783	2613	2524
Td	=	1+(0.5/(1+M))		1.01	1.01	1.01	1.01
Fc	=	0.21 Td (1+0.2 ^{2})		0.58	0.60	0.58	0.56
Qe	=	Capacity = K (F-Fc Qc)	AM	1712	2750	2100	2004
			Logistic	1954	2794	2246	2161
			PM	2026	2411	2144	2144
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.22	0.51	0.30	0.43
			Logistic	0.13	0.41	0.20	0.28
			PM	0.15	0.57	0.20	0.33

DFC of Critical Approach = AM 0.51
Logistic 0.41
PM 0.57

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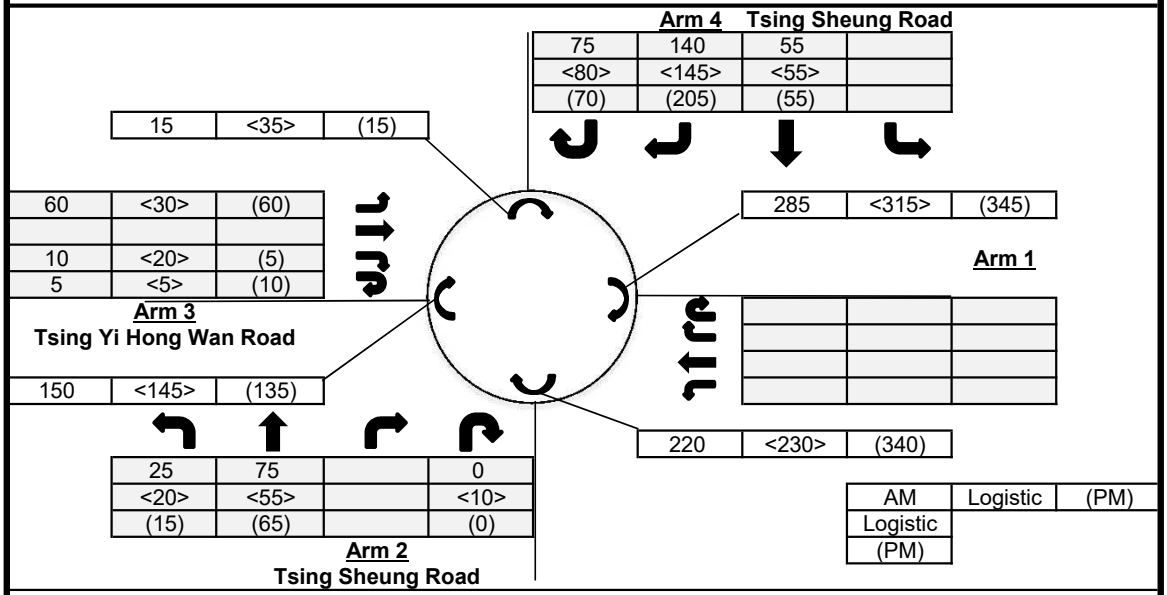
Roundabout Junction Calculation

Junction : (RA7) Tsing Yi Hong Wan Road / Tsing Sheung Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			5.2	3	6.7
E	=	Entry width (m)			9	8.4	12
L	=	Effective length of flare (m)			25	15	23
R	=	Entry radius			63	55	11.6
D	=	Inscribed circle diameter (m)			53	53	53
A	=	Entry angle (degree)			33	48	38
Q	=	Entry flow (pcu/hr)	AM		100	75	270
			Logistic		85	55	280
			PM		80	75	330
Qc	=	Circulating flow	AM		220	150	15
		across entry (pcu/hr)	Logistic		230	145	35
			PM		340	135	15

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.24	0.58	0.37
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			1.02	0.97	0.94
^{2}	=	V+((E-V)/(1+2 S))			7.76	5.51	9.75
M	=	E p((D-60)/10)			0.50	0.50	0.50
F	=	303 ^{2}			2350	1669	2954
Td	=	1+(0.5/(1+M))			1.33	1.33	1.33
Fc	=	0.21 Td (1+0.2 ^{2})			0.71	0.59	0.83
Qe	=	Capacity = K (F-Fc Qc)	AM		2243	1531	2756
			Logistic		2236	1534	2741
			PM		2156	1540	2756
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.04	0.05	0.10
			Logistic		0.04	0.04	0.10
			PM		0.04	0.05	0.12

DFC of Critical Approach = AM 0.10
Logistic 0.10
PM 0.12

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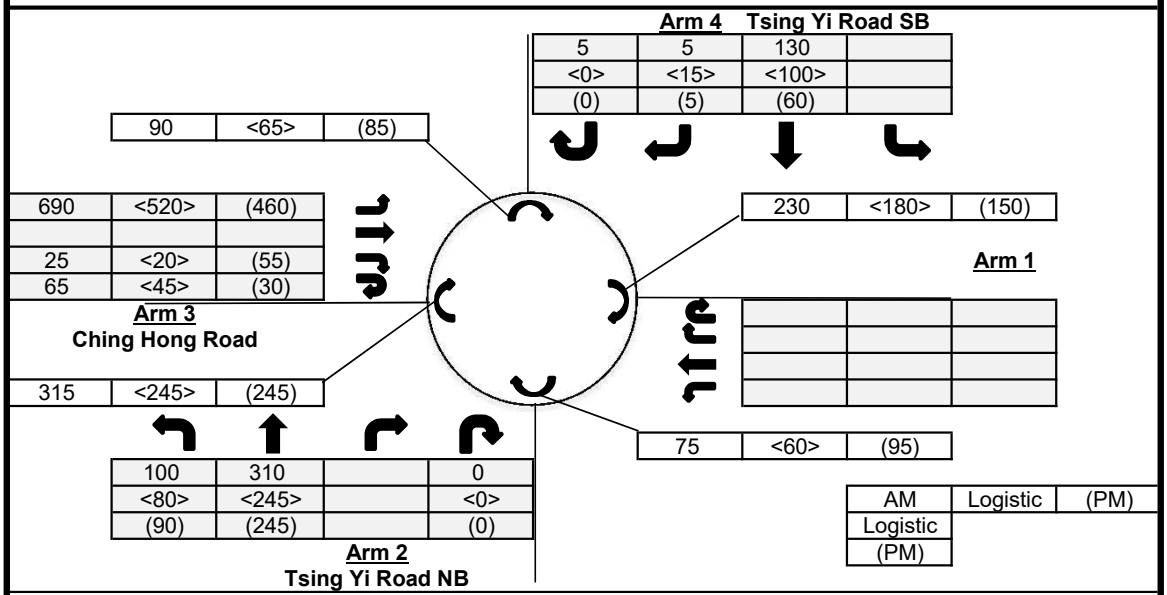
Roundabout Junction Calculation

Junction : (RA8) Tsing Yi Road / Ching Hong Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)			4.5	7.3	7
E	=	Entry width (m)			9	8.5	8.5
L	=	Effective length of flare (m)			25	4	16
R	=	Entry radius			24.5	30	100
D	=	Inscribed circle diameter (m)			30	30	30
A	=	Entry angle (degree)			44	40	27
Q	=	Entry flow (pcu/hr)	AM		410	780	140
			Logistic		325	585	115
			PM		335	545	65
Qc	=	Circulating flow	AM		75	315	90
		across entry (pcu/hr)	Logistic		60	245	65
			PM		95	245	85

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L			0.29	0.48	0.15
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)			0.96	0.98	1.05
^{2}	=	V+((E-V)/(1+2 S))			7.36	7.91	8.15
M	=	E p((D-60)/10)			0.05	0.05	0.05
F	=	303 ^{2}			2229	2397	2471
Td	=	1+(0.5/(1+M))			1.48	1.48	1.48
Fc	=	0.21 Td (1+0.2 ^{2})			0.77	0.80	0.82
Qe	=	Capacity = K (F-Fc Qc)	AM		2085	2106	2516
			Logistic		2096	2161	2537
			PM		2071	2161	2520
DFC	=	Entry Flow/Capacity = Q/Qe	AM		0.20	0.37	0.06
			Logistic		0.16	0.27	0.05
			PM		0.16	0.25	0.03

DFC of Critical Approach = AM 0.37
Logistic 0.27
PM 0.25

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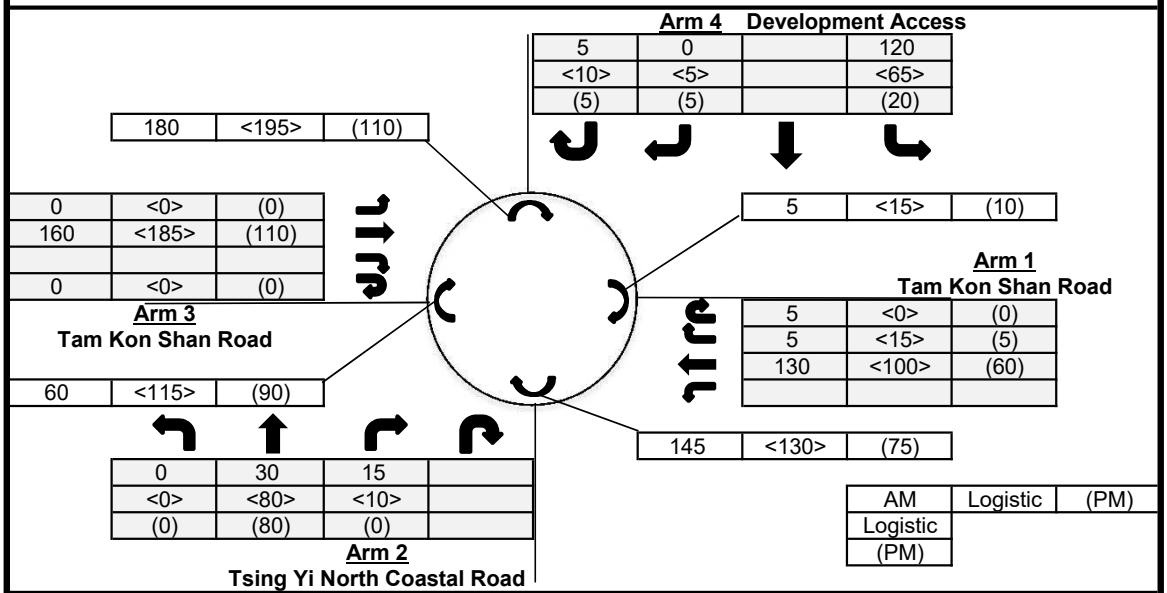
Roundabout Junction Calculation

Junction : (RA9) Tam Kon Shan Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		3.3	4	3.4	4.2
E	=	Entry width (m)		6.7	4.9	5.8	5.4
L	=	Effective length of flare (m)		10	10	10	10
R	=	Entry radius		32	97	52	34
D	=	Inscribed circle diameter (m)		30	30	30	30
A	=	Entry angle (degree)		34	32	31	46
Q	=	Entry flow (pcu/hr)	AM	140	45	160	125
			Logistic	115	90	185	80
			PM	65	80	110	30
Qc	=	Circulating flow	AM	5	145	60	180
		across entry (pcu/hr)	Logistic	15	130	115	195
			PM	10	75	90	110

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.54	0.14	0.38	0.19
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		1.00	1.03	1.03	0.96
^{2}	=	V+((E-V)/(1+2 S))		4.93	4.70	4.76	5.07
M	=	E p((D-60)/10)		0.05	0.05	0.05	0.05
F	=	303 ^{2}		1493	1424	1442	1535
Td	=	1+(0.5/(1+M))		1.48	1.48	1.48	1.48
Fc	=	0.21 Td (1+0.2 ^{2})		0.62	0.60	0.61	0.62
Qe	=	Capacity = K (F-Fc Qc)	AM	1497	1379	1443	1373
			Logistic	1491	1388	1408	1364
			PM	1494	1423	1424	1415
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.09	0.03	0.11	0.09
			Logistic	0.08	0.06	0.13	0.06
			PM	0.04	0.06	0.08	0.02

DFC of Critical Approach = AM 0.11
Logistic 0.13
PM 0.08

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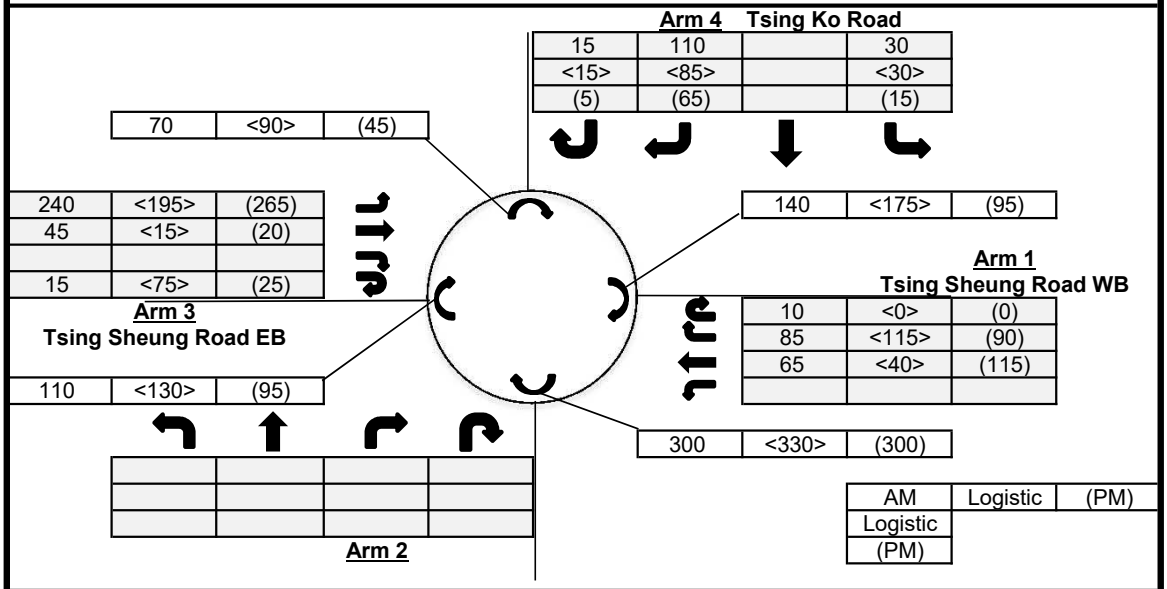
Roundabout Junction Calculation

Junction : (RA10) Tsing Sheung Road / Tsing Ko Road Job No.: 24102HK

Scenario : 2030 Design Traffic Flow



Input Parameters				Arm 1	Arm 2	Arm 3	Arm 4
V	=	Approach half width (m)		6.6		5.6	6.4
E	=	Entry width (m)		12.9		5.1	11.6
L	=	Effective length of flare (m)		18		30	30
R	=	Entry radius		47		67.3	75
D	=	Inscribed circle diameter (m)		50		50	50
A	=	Entry angle (degree)		41		22	46
Q	=	Entry flow (pcu/hr)	AM	160		300	155
			Logistic	155		285	130
			PM	205		310	85
Qc	=	Circulating flow	AM	140		110	70
		across entry (pcu/hr)	Logistic	175		130	90
			PM	95		95	45

Output Parameters				Arm 1	Arm 2	Arm 3	Arm 4
S	=	Sharpness of flare = 1.6 (E-V)/L		0.56		-0.03	0.28
K	=	1-0.00347 (A-30)-0.978 (1/R-0.05)		0.99		1.06	0.98
^{2}	=	V+((E-V)/(1+2 S))		9.57		5.07	9.74
M	=	E p((D-60)/10)		0.37		0.37	0.37
F	=	303 ^{2}		2900		1537	2953
Td	=	1+(0.5/(1+M))		1.37		1.37	1.37
Fc	=	0.21 Td (1+0.2 ^{2})		0.84		0.58	0.85
Qe	=	Capacity = K (F-Fc Qc)	AM	2755		1565	2837
			Logistic	2726		1552	2820
			PM	2792		1574	2857
DFC	=	Entry Flow/Capacity = Q/Qe	AM	0.06		0.19	0.05
			Logistic	0.06		0.18	0.05
			PM	0.07		0.20	0.03

DFC of Critical Approach = AM 0.19
Logistic 0.18
PM 0.20

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TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J1) Tsing Yi Road West / Cheung Tsing Highway**

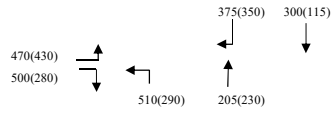
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	Total Revised Saturation Flow (pcu/hr) A.M.	Total Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Tsing Yi Road West	S		2	A	3.5	0	0	0	1	0%	0%	1965	6135	1965	1965	5870	5825	226	0.115	0.115	115	0.059	0.091
	S		2	A	3.3	0	20	0	0	68%	100%	2085	0	1985	1940	0	0	228	0.115		176	0.091	
	S		2	A	3.3	0	17.5	0	0	100%	100%	2085	0	1920	1920	0	0	221	0.115		174	0.091	
Cheung Tsing Highway	E		3	A,B	3.4	20	0	0	1	100%	100%	1955	1955	1820	1820	1820	1820	470	0.258		430	0.236	
	E		4	B	3.5	0	30	0	0	100%	100%	2105	4210	2005	2005	3990	3990	251	0.125		141	0.070	
			4	B	3.5	0	25	0	0	100%	100%	2105	0	1985	1985	0	0	249	0.125	0.125	139	0.070	0.070
Tsing Yi Road West	N		1	C	3.6	20	0	6.5	1	100%	100%	1702	3544	1585	1585	3425	3425	510	0.322	0.322	290	0.183	0.183
	N		1	C	3.6	0	0	6.5	0	0%	0%	1842	0	1840	1840	0	0	205	0.111		230	0.125	
																				*			*

Pedestrian crossing	5P	C	Min. Green time = 5GM + 10FG = 15s
	6P	C	Min. Green time = 5GM + 6FG = 11s
	7P	A.B	Min. Green time = 5GM + 9FG = 14s
	8P	B	Min. Green time = 5GM + 10FG = 15s

Notes:

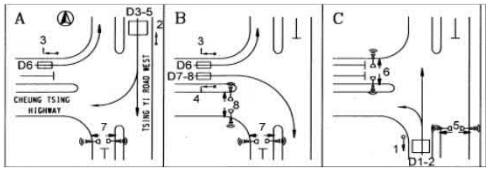
Traffic Flow (pcu / hr)



A.M. Check Phase	A,B,C	AB,C
ey	0.562	0.580
L (sec)	13	9
C (sec)	100	100
y pract.	0.783	0.819
R.C. (%)	**39%**	**41%**

P.M. Check Phase	A,B,C	AB,C
ey	0.344	0.419
L (sec)	13	9
C (sec)	105	105
y pract.	0.789	0.823
R.C. (%)	**129%**	**96%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J1) Cheung Tsing Highway / Tsing Yi Road West**

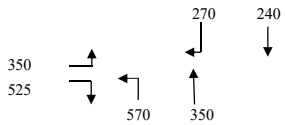
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S		2	A	3.5	0	0	0	1	0%	1965	6135	1965		5880		170	0.087	0.087			
	S		2	A	3.3	0	20	0	0	60%	2085	0	1995		0		173	0.087				
	S		2	A	3.3	0	17.5	0	0	100%	2085	0	1920		0		167	0.087				
Cheung Tsing Highway	E		3	A,B	3.4	20	0	0	1	100%	1955	1955	1820		1820		350	0.192				
	E		4	B	3.5	0	30	0	0	100%	2105	4070	2005		3860		273	0.136				
	E		4	B	3.5	0	25	0	1	100%	1965	0	1855		0		252	0.136	0.136			
Tsing Yi Road West	N		1	C	3.6	20	0	6.5	1	100%	1702	3544	1585		3425		570	0.360	0.360			
	N		1	C	3.6	0	0	6.5	0	0%	1842	0	1840		0		350	0.190				

Pedestrian crossing	5P	C	Min. Green time = 5GM + 10FG = 15s
	6P	C	Min. Green time = 5GM + 6FG = 11s
	7P	A,B	Min. Green time = 5GM + 9FG = 14s
	8P	B	Min. Green time = 5GM + 10FG = 15s

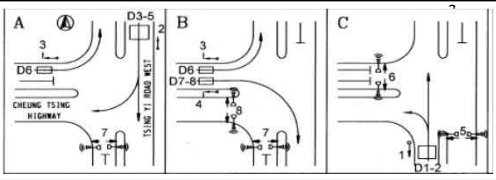
Notes:

Traffic Flow (pcu / hr)



Logistic Peak Check Phase	A,B,C	AB,C
εy	0.582	0.552
L (sec)	13	9
C (sec)	100	100
y pract.	0.783	0.819
R.C. (%)	**34%**	**48%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2030 Design Traffic Flow**

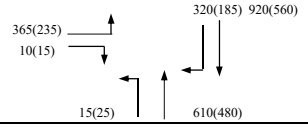
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road	S		1	A	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	444	0.226		270	0.138	
	S		1	A	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	476	0.226		290	0.138	
	S		1	A	3.6	0.0	18	0	100%	100%	2115	2115	1950	1950	1950	1950	320	0.164		185	0.095	0.138
Tsing Yi Road	N		4	C	4.0	30.0	0	1	100%	100%	2015	2015	1920	1920	1920	1920	15	0.008		25	0.013	
	N		4	C	3.5	0.0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	305	0.145	0.145	240	0.114	
	N		4	C	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	305	0.145		240	0.114	0.114
Tsing Hung Road	E		2	A,B	3.3	25.0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	365	0.199	0.199	235	0.128	
	E		3	B	4.0	0.0	22	0	100%	100%	2155	2155	2015	2015	2015	2015	10	0.005		15	0.007	

Pedestrian Crossing

5P	D	Min. Green time = 5GM + 7FG = 12s
6P	A,B,D	Min. Green time = 5GM + 5FG = 10s
7P	C,D	Min. Green time = 5GM + 10FG = 15s
8P	C,D	Min. Green time = 5GM + 5FG = 10s

Notes:

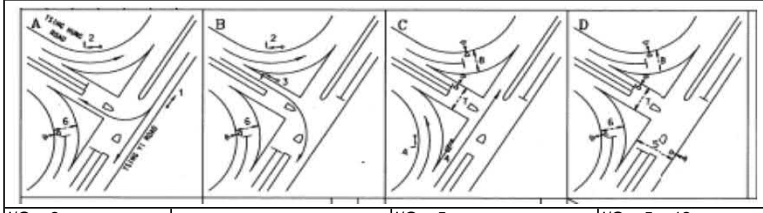
Traffic Flow (pcu / hr) Weekday AM Peak



	A,B,C,D	AB,C,D
AM Peak Check Phase		
εy	0.376	0.344
L (sec)	33	22
C (sec)	120	120
y pract.	0.653	0.735
R.C. (%)	**74%**	**114%**

	A,B,C,D	AB,C,D
PM Peak Check Phase		
εy	0.209	0.242
L (sec)	33	22
C (sec)	100	100
y pract.	0.603	0.702
R.C. (%)	**189%**	**190%**

Stage / Phase Diagrams



I/G = 2		I/G = 5	I/G = 5 + 12	
I/G = 2	I/G = 6 + Min. G 5	I/G = 5	I/G = 5 + 12	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J2) Tsing Hung Road / Tsing Yi Road**

Description: **2030 Design Traffic Flow**

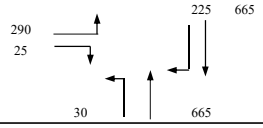
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak	Revised Saturation Flow (pcu/hr)	Total Revised Saturation Flow (pcu/hr) Logistic Peak	Total Revised Saturation Flow (pcu/hr)	Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	S		1	A	3.5	0.0	0	1	0%	1965	4070	1965		4070		321	0.163				
	S		1	A	3.5	0.0	0	0	0%	2105	0	2105		0		344	0.163				
	S		1	A	3.6	0.0	18	0	100%	2115	2115	1950		1950		225	0.115	0.163			
Tsing Yi Road	N		4	C	4.0	30.0	0	1	100%	2015	2015	1920		1920		30	0.016				
	N		4	C	3.5	0.0	0	0	0%	2105	4210	2105		4210		333	0.158				
	N		4	C	3.5	0.0	0	0	0%	2105	0	2105		0		333	0.158	0.158			
Tsing Hung Road	E		2	A,B	3.3	25.0	0	1	100%	1945	1945	1835		1835		290	0.158				
	E		3	B	4.0	0.0	22	0	100%	2155	2155	2015		2015		25	0.012				

Pedestrian Crossing

5P	D	Min. Green time = 5GM + 7FG = 12s
6P	A,B,D	Min. Green time = 5GM + 5FG = 10s
7P	C,D	Min. Green time = 5GM + 10FG = 15s
8P	C,D	Min. Green time = 5GM + 5FG = 10s

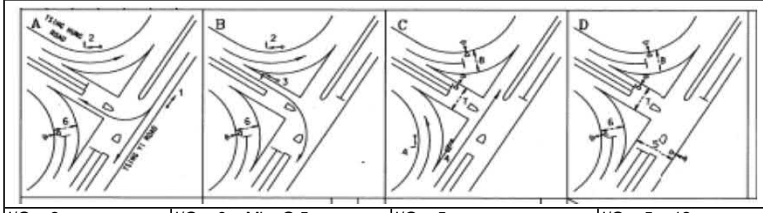
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	A,B,C,D	AB,C,D
εy	0.321	0.316
L (sec)	33	22
C (sec)	100	100
y pract.	0.603	0.702
R.C. (%)	**88%**	**122%**

Stage / Phase Diagrams



I/G = 2	I/G = 6 + Min. G 5	I/G = 5	I/G = 5 + 12

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

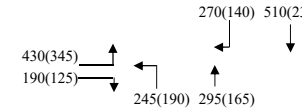
Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) A.M.	Pro. Turning (%) P.M.	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) A.M.	Revised Saturation Flow (pcu/hr) P.M.	A.M. Peak Flow (pcu/hr)	A.M. Peak y Value	A.M. Peak Critical y	P.M. Peak Flow (pcu/hr)	P.M. Peak y Value	P.M. Peak Critical y
Tsing Yi Road	NE		1	A	4.5	15	0	6.5	1	100%	100%	1792	1792	1630	1630	245	0.150	0.162	190	0.117	0.117
	NE		1	A	3.4	0	0	6.5	0	0%	0%	1822	1822	1820	1820	295	0.162		165	0.091	
Sai Tso Wan Road	NW		3	C,D	3.8	15	0	0	1	100%	100%	1995	1995	1815	1815	430	0.237		345	0.190	
	NW		4	D	3.8	0	25	0	0	100%	100%	2135	2135	2015	2015	190	0.094	0.094	125	0.062	0.062
Tsing Yi Road West	SE		2	B,C	3.4	0	0	0	1	0%	0%	1955	1955	1955	1955	510	0.261		230	0.118	
	SE		2	B,C	3.7	0	25	0	0	100%	100%	2125	2125	2005	2005	270	0.135	0.261	140	0.070	0.118
Pedestrian crossing			5p	A,B	Min. Green time = 5GM + 8FG = 13s																
			6p	D	Min. Green time = 5GM + 10FG = 15s																
			7p	B,C	Min. Green time = 5GM + 9FG = 14s																
			8p	A,D	Min. Green time = 5GM + 7FG = 12s																

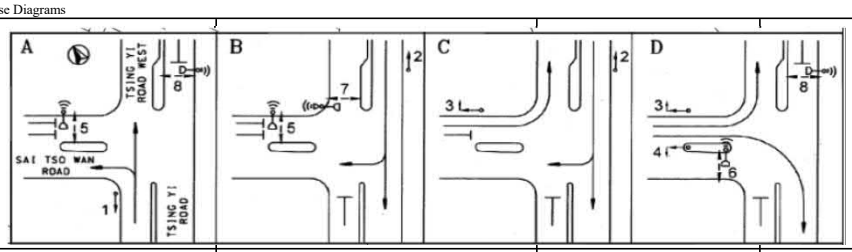
Notes:

Traffic Flow (pcu / hr)



	A,BC,D	A,B,CD		A,BC,D	A,B,CD
	A.M. Check Phase			P.M. Check Phase	
εy	0.517	0.399	εy	0.296	0.307
L (sec)	19	30	L (sec)	19	30
C (sec)	120	120	C (sec)	110	110
y pract.	0.758	0.675	y pract.	0.745	0.655
R.C. (%)	**46%**	**69%**	R.C. (%)	**151%**	**113%**

Stage / Phase Diagrams



I/G = 7	I/G = 10		I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J4) Sai Tso Wan Road / Tsing Yi Road West / Tsing Yi Road**

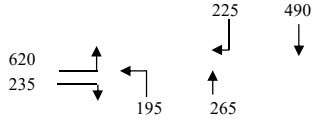
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	NE		1	A	4.5	15	0	6.5	1	100%	1792	1792	1630		195	0.120	0.146			
	NE		1	A	3.4	0	0	6.5	0	0%	1822	1822	1820		265	0.146				
Sai Tso Wan Road	NW		3	C,D	3.8	15	0	0	1	100%	1995	1995	1815		620	0.342				
	NW		4	D	3.8	0	25	0	0	100%	2135	2135	2015		235	0.117	0.117			
Tsing Yi Road West	SE		2	B,C	3.4	0	0	0	1	0%	1955	1955	1955		490	0.251				
	SE		2	B,C	3.7	0	25	0	0	100%	2125	2125	2005		225	0.112	0.251			

Pedestrian crossing	5p	A,B	Min. Green time = 5GM + 8FG = 13s
	6p	D	Min. Green time = 5GM + 10FG = 15s
	7p	B,C	Min. Green time = 5GM + 9FG = 14s
	8p	A,D	Min. Green time = 5GM + 7FG = 12s

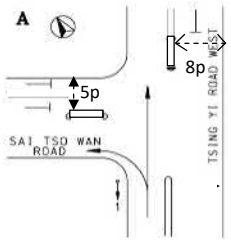
Notes:

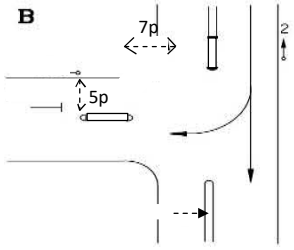
Traffic Flow (pcu / hr)

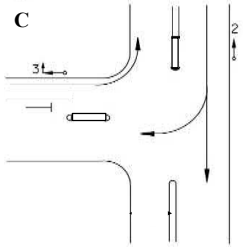


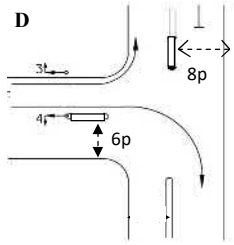
Logistic Peak Check Phase		
εy	0.513	0.487
L (sec)	19	30
C (sec)	110	110
y pract.	0.745	0.655
R.C. (%)	45%	34%

Stage / Phase Diagrams









I/G = 5	I/G =5		I/G = 5	
I/G = 5	I/G =8+12	I/G = 2		

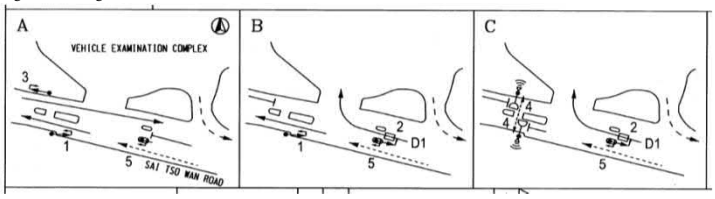
TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J5) Sai Tso Wan Road Near VEC**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right		AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	460	0.228	0.228	310	0.154	
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	100%	2155	2155	1875	1875	1875	1875	195	0.104	0.104	5	0.003	
	WB	←	1	A,B	4.0	0.0	0	1	0%	0%	2015	2015	2015	2015	2015	2015	440	0.218		250	0.124	0.124
Pedestrian Crossing		↕	4P	C		Green time = 13Gm + 5 FGm = 18s																

			A,BC	AB,C		A,BC	AB,C
Notes:	Traffic Flow (pcu / hr) AM (PM) Peak	AM Peak Check Phase			PM Peak Check Phase		
(None)	460(310) →	εy	0.332	0.218	εy	0.154	0.124
		L (sec)	11	25	L (sec)	65	25
		C (sec)	91	91	C (sec)	91	91
	↰ 195(5)	y pract.	0.791	0.653	y pract.	0.257	0.653
	← 340(230)	R.C. (%)	**138%**	**199%**	R.C. (%)	**67%**	**426%**

Stage / Phase Diagrams



I/G = 3		I/G = 5 + Ped 18s	
I/G = 2	I/G = 3+ Stage Time 61s		

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J5) Sai Tso Wan Road Near VEC**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Sai Tso Wan Road	EB	→	3	A	4.0	0.0	0	1	0%	2015	2015	2015		2015		480	0.238	0.238			
Sai Tso Wan Road	WB	↰	2	B,C	4.0	0.0	10	0	100%	2155	2155	1875		1875		115	0.061				
Sai Tso Wan Road	WB	←	1	A,B	4.0	0.0	0	1	0%	2015	2015	2015		2015		470	0.233	0.233			
Pedestrian Crossing		↕	4P	C																	

Green time = 13Gm + 5 FGm = 18s

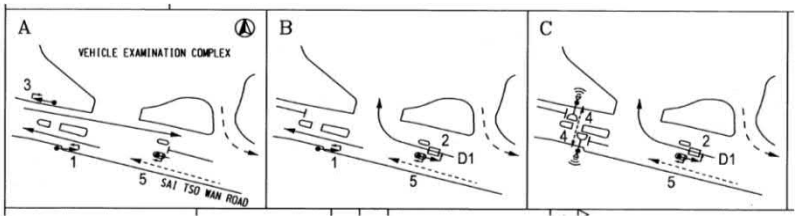
	A,BC	AB,C
Logistic Peak Check Phase		
εy	0.300	0.233
L (sec)	11	25
C (sec)	91	91
y pract.	0.791	0.653
R.C. (%)	**164%**	**180%**

Notes:
(None)

Traffic Flow (pcu / hr) AM (PM) Peak

480 →
115 ↰
235 ←

Stage / Phase Diagrams



I/G = 6	I/G = 7		
I/G = 3	I/G = 7	I/G = 5 + Ped 18s	

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

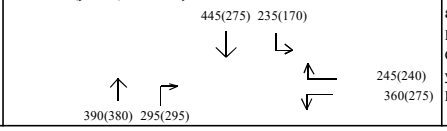
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	0%	1824	3698	1824	1824	3698	3698	219	0.120	0.154	136	0.074	0.111
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	0%	1874	0	1874	1874	0	0	226	0.120		139	0.074	
	S	↳	1	A	3.7	10.0	0	5.5	1	100%	100%	1754	1754	1525	1525	1525	1525	235	0.154		170	0.111	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	188	0.096		183	0.093	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	202	0.096		197	0.093	
	N	↱	3	B	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	295	0.153	0.153	295	0.153	0.153
Ching Hong Road	W	⇅	4	C	3.4	18.0	20	0	0	23% / 77%	11% / 89%	2095	0	1945	1945	0	0	316	0.163	0.163	269	0.139	0.139
	W	↓	4	C	3.4	15.0	0	0	1	100%	100%	1955	4050	1775	1775	3720	3720	289	0.163		246	0.138	
Pedestrian crossing		↕	5P	A,B		Min. Green time = 11GM + 8FG = 19s																	
			6P	C		Min. Green time = 5GM + 12FG = 17s																	

Notes:

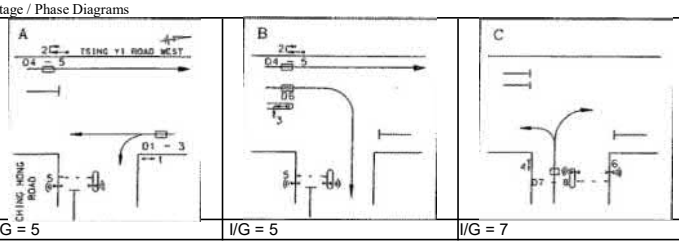
Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase	
εy	0.470
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**65%**

PM Peak Check Phase	
εy	0.403
L (sec)	14
C (sec)	100
y pract.	0.774
R.C. (%)	**92%**

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

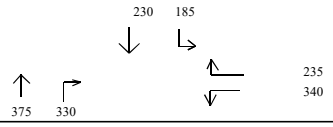
Junction: **(J8) Tsing Yi Road West / Ching Hong Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S	↓	1	A	3.0	0.0	0	5.5	0	0%	1824	3698	1824		3698		113	0.062	0.121			
	S	↓	1	A	3.5	0.0	0	5.5	0	0%	1874	0	1874		0		117	0.062				
	S	↳	1	A	3.7	10.0	0	5.5	1	100%	1754	1754	1525		1525		185	0.121				
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		181	0.092				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		194	0.092				
	N	↱	3	B	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		330	0.171	0.171			
Ching Hong Road	W	↰	4	C	3.4	18.0	20	0	0	22% / 78%	2095	0	1945		0		301	0.155	0.155			
	W	↰	4	C	3.4	15.0	0	0	1	100%	1955	4050	1775		3720		274	0.155				
Pedestrian crossing		↕	5P	A,B	Min. Green time = 11GM + 8FG = 19s																	
		↕	6P	C	Min. Green time = 5GM + 12FG = 17s																	

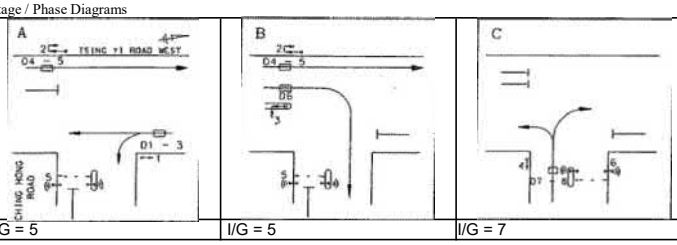
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase	
εy	0.447
L (sec)	12
C (sec)	71
y pract.	0.748
R.C. (%)	**67%**

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 7

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

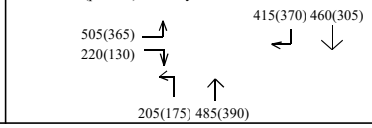
Junction: **(J9) Tsing Yi Road West / Liu To Road**
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road West	S		2	A,B	3.3	0.0	0	5	1	0%	0%	1735	3610	1735	1735	3610	3610	221	0.127		147	0.084	
	S		2	A,B	3.3	0.0	0	5	0	0%	0%	1875	0	1875	1875	0	0	239	0.127		158	0.084	
	S		3	B	3.3	0.0	22	5	0	100%	100%	1875	1875	1755	1755	1755	1755	415	0.236	0.236	370	0.211	0.211
Tsing Yi Road West	N		1	A	3.2	10.0	0	0	1	66%	69%	1935	4100	1760	1755	3925	3920	309	0.176	0.176	253	0.144	0.144
	N		1	A	4.1	0.0	0	0	0	0%	0%	2165	0	2165	2165	0	0	381	0.176		312	0.144	
Liu To Road	E		5	B,C	3.2	10.0	0	0	1	100%	100%	1935	1935	1685	1685	1685	1685	505	0.300		365	0.217	
	E		4	C	4.1	0.0	18	0	0	100%	100%	2165	2165	2000	2000	2000	2000	220	0.110	0.110	130	0.065	0.065
Pedestrian crossing			6P	A,D		AM: Green time = 49GM + 9FG = 58s, PM: Green time = 46GM + 9FG = 55s																	
			7P	C,D		AM: Green time = 51GM + 13FG = 64s, PM: Green time = 28GM + 13FG = 41s																	
			8P	D		Green time = 10GM + 8FG = 18s																	
Pedestrian Crossing																							

																				A,BC,D	A,B,C,D		A,BC,D	A,B,C,D

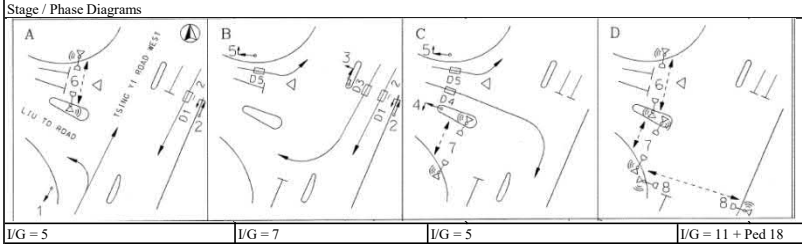
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



AM Peak Check Phase			PM Peak Check Phase		
εy	0.476	0.522	εy	0.361	0.420
L (sec)	39	43	L (sec)	39	43
C (sec)	130	130	C (sec)	110	110
y pract.	0.630	0.602	y pract.	0.581	0.548
R.C. (%)	**32%**	**15%**	R.C. (%)	**61%**	**31%**

Stage / Phase Diagrams



I/G = 5	I/G = 7	I/G = 5	I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **J9 - Tsing Yi Road West / Liu To Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road West	S		2	A,B	3.3	0.0	0	5	1	0%	1735	3610	1735		3610		130	0.075				
	S		2	A,B	3.3	0.0	0	5	0	0%	1875	0	1875		0		140	0.075				
	S		3	B	3.3	0.0	22	5	0	100%	1875	1875	1755		1755		300	0.171	0.171			
Tsing Yi Road West	N		1	A	3.2	10.0	0	0	1	57%	1935	4100	1785		3950		264	0.148	0.148			
	N		1	A	4.1	0.0	0	0	0	0%	2165	0	2165		0		321	0.148				
Liu To Road	E		5	B,C	3.2	10.0	0	0	1	100%	1935	1935	1685		1685		370	0.220				
	E		4	C	4.1	0.0	18	0	0	100%	2165	2165	2000		2000		140	0.070	0.070			

Pedestrian crossing

6P A,D Green time = 46GM + 9FG = 55s

7P C,D Green time = 31GM + 13FG = 44s

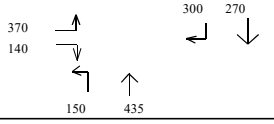
8P D Green time = 10GM + 8FG = 18s

Pedestrian Crossing

A,BC,D A,B,C,D

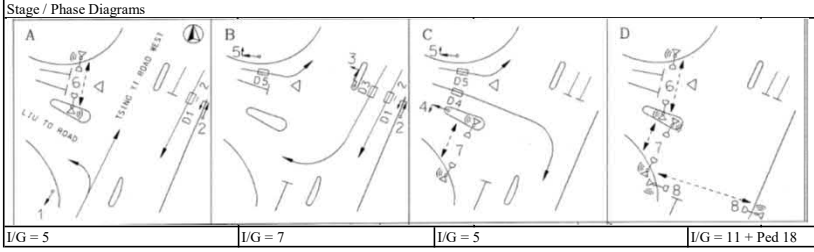
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.368	0.389
L (sec)	39	43
C (sec)	130	130
y pract.	0.630	0.602
R.C. (%)	**71%**	**55%**

Stage / Phase Diagrams



I/G = 5 | I/G = 7 | I/G = 5 | I/G = 11 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J10) Tsing Yi Road West / Fung Shue Wo Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	0%	1	2039	4058	2039	2039	4058	4058	344	0.169	0.169	186	0.091	0.107
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	0%	1	2019	0	2019	2019	0	0	341	0.169		184	0.091	
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	0%	1	1889	3918	1889	1889	3918	3918	265	0.140		202	0.107	
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	0%	1	2029	0	2029	2029	0	0	285	0.140		218	0.107	
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1	1965	2722.8	1965	1965	2722.8	2722.8	494	0.252		451	0.230	
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	0.36	757.8	0	757.8	757.8	0	0	191	0.252		174	0.230	
	N	↱	3	B	3.6	0.0	18	0	0	100%	100%	1	2115	2115	1950	1950	1950	1950	230	0.118	0.118	140	0.072	0.072
Fung Shue Wo Road	N	↰	4	C	4.0	35.0	0	3	1	100%	100%	1	1889	2213.6	1810	1810	2120	2120	137	0.075		145	0.080	
	N	↰	4	C	4.0	38.0	0	3	0	100%	100%	0.16	324.64	0	310	310	0	0	23	0.075		25	0.080	
Fung Shue Wo Road	N	↱	4	C	4.0	0.0	43	3	0	100%	100%	1	2029	4058	1960	1960	3915	3915	255	0.130	0.130	223	0.114	0.114
	N	↱	4	C	4.0	0.0	40	3	0	100%	100%	1	2029	0	1955	1955	0	0	255	0.130		222	0.114	

Pedestrian crossing

↔	5p	D	Min. Green time = 5GM + 8FG = 13s
↔	6P	B,C	Min. Green time = 5GM + 8FG = 13s
↕	7P	A,C,D	Min. Green time = 5GM + 7FG = 12s
↕	8P	A,B,D	Min. Green time = 5GM + 8FG = 13s

Notes:

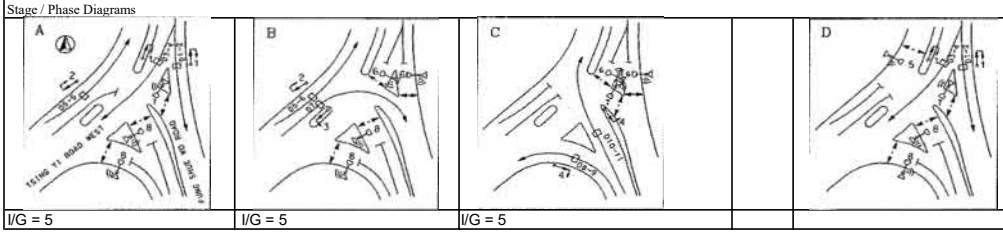
Traffic Flow (pcu / hr) — Weekday AM Peak

685(505) 550(420)

685(625) 230(140) 160(170) 510(445)

	AM Peak Check Phase AD,B,C	AM Peak Check Phase AB,C,D	PM Peak Check Phase AD,B,C	PM Peak Check Phase AB,C,D
εy	0.417	0.382	0.293	0.343
L (sec)	12	28	12	28
C (sec)	100	100	100	100
y pract.	0.792	0.648	0.792	0.648
R.C. (%)	90%	70%	171%	89%

Stage / Phase Diagrams



I/G = 5 | I/G = 5 | I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **J10 - Tsing Yi Road West / Fung Shue Wo Road**
Description: **2030 Design Traffic Flow**

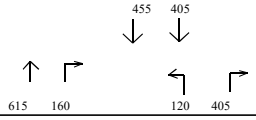
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Site Factor	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Fung Shue Wo Road	S	↓	1	A,D	4.1	0.0	0	3	0	0%	1	2039	4058	2039		4058		229	0.112	0.112			
(To Tsing Yi Road West)	S	↓	1	A,D	3.9	0.0	0	3	0	0%	1	2019	0	2019		0		226	0.112				
Fung Shue Wo Road	S	↓	1	A,D	4.0	0.0	0	3	1	0%	1	1889	3918	1889		3918		195	0.103				
(To Fung Shue Wo Road)	S	↓	1	A,D	4.0	0.0	0	3	0	0%	1	2029	0	2029		0		210	0.103				
Tsing Yi Road West	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1	1965	2722.8	1965		2722.8		444	0.226				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0.36	757.8	0	757.8		0		171	0.226				
	N	↱	3	B	3.6	0.0	18	0	0	100%	1	2115	2115	1950		1950		160	0.082	0.082			
Fung Shue Wo Road	N	↰	4	C	4.0	35.0	0	3	1	100%	1	1889	2213.6	1810		2120		102	0.057				
	N	↰	4	C	4.0	38.0	0	3	0	100%	0.16	324.64	0	310		0		18	0.057				
Fung Shue Wo Road	N	↱	4	C	4.0	0.0	43	3	0	100%	1	2029	4058	1960		3915		203	0.103	0.103			
	N	↱	4	C	4.0	0.0	40	3	0	100%	1	2029	0	1955		0		202	0.103				

Pedestrian crossing	5p	D	Min. Green time = 5s (G) + 8s (FS) = 13s
	6P	B,C	Min. Green time = 5s (G) + 8s (FS) = 13s
	7P	A,C,D	Min. Green time = 5s (G) + 8s (FS) = 13s
	8P	A,B,D	Min. Green time = 5s (G) + 7s (FS) = 12s

AD,B,C AB,C,D

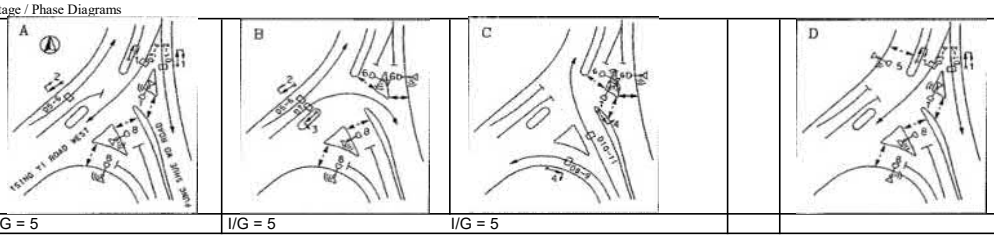
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.298	0.329
L (sec)	12	28
C (sec)	90	100
y pract.	0.780	0.648
R.C. (%)	162%	97%

Stage / Phase Diagrams



I/G = 5 I/G = 5 I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	601	0.306		582	0.296	0.296
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	644	0.306		623	0.296	
Cheung Wan Street	W	↱	3	C	3.5	18.0	20	0	0	52% / 48%	42% / 58%	2105	0	1950	1950	0	0	345	0.177	0.177	295	0.151	0.151
	W	↰	3	C	3.5	15.0	0	0	1	100%	100%	1965	4070	1785	1785	3735	3735	315	0.177		270	0.151	
Tsing Yi Heung Sze Wui Road	S	↱	1	A,D	3.5	10.0	0	0	1	100%	100%	1965	6175	1710	1710	5920	5920	660	0.386	0.386	435	0.254	
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	573	0.272		373	0.177	
	S	↓	1	A,D	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	573	0.272		373	0.177	

Pedestrian crossing	4P	B	AM: Green time = 12GM + 11FG = 23s, PM: Green time = 12GM + 11FG = 23s
	5P	D	AM: Green time = 6GM + 8FG = 14s, PM: Green time = 10GM + 8FG = 18s
	6P	B,C	AM: Green time = 45GM + 10FG = 55s, AM: Green time = 41GM + 10FG = 51s

AB,C,D AD,B,C AB,C,D AD,B,C

Notes:

Traffic Flow (pcu / hr) Weekday AM Peak

1145(745) 660(435)

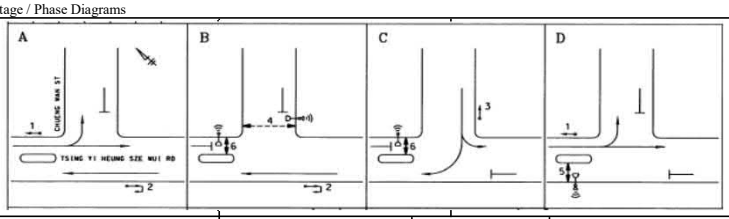
165(170)

495(395)

1245(1205)

AM Peak Check Phase			PM Peak Check Phase		
εy	0.483	0.563	εy	0.447	0.406
L (sec)	31	37	L (sec)	35	37
C (sec)	114	114	C (sec)	100	100
y pract.	0.655	0.608	y pract.	0.585	0.567
R.C. (%)	**36%**	**8%**	R.C. (%)	**31%**	**40%**

Stage / Phase Diagrams



	I/G = 8 + Ped 23	I/G = 3	I/G = 5
I/G = 2		I/G = 5	I/G = 12 + Ped 18

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J11) Tsing Yi Heung Sze Wui Road / Cheung Wan Street**

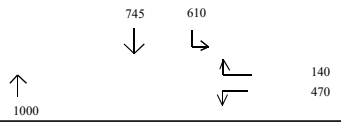
Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y			
Tsing Yi Heung Sze Wui Road	N	↑	2	A,B	3.5	0.0	0	0	1	0%	1965	4070	1965		4070		483	0.246				
	N	↑	2	A,B	3.5	0.0	0	0	0	0%	2105	0	2105		0		517	0.246				
Cheung Wan Street	W	↰↓	3	C	3.5	18.0	20	0	0	56% / 44%	2105	0	1950		0		318	0.163	0.163			
	W	↓	3	C	3.5	15.0	0	0	1	100%	1965	4070	1785		3735		292	0.163				
Tsing Yi Heung Sze Wui Road	S	↓→	1	A,D	3.0	10.0	0	0	1	100%	1915	6025	1665		5775		610	0.366	0.366			
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		373	0.181				
	S	↓	1	A,D	3.0	0.0	0	0	0	0%	2055	0	2055		0		373	0.181				
Pedestrian crossing		↔	4P	B		Green time = 12GM + 11FG = 23s																
		↕	5P	D		Green time = 8GM + 8FG = 16s																
		↕	6P	B,C		Green time = 42GM + 10FG = 52s																

AB,C,D AD,B,C

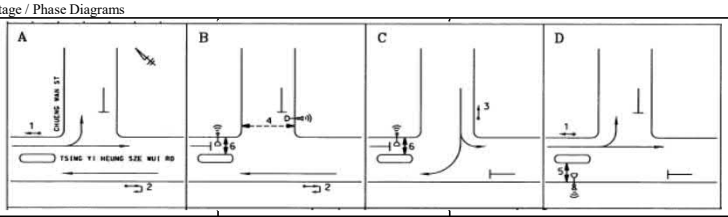
Notes:

Traffic Flow (pcu / hr) Weekday AM Peak



Logistic Peak Check Phase		
εy	0.409	0.530
L (sec)	33	37
C (sec)	90	90
y pract.	0.570	0.530
R.C. (%)	**39%**	**0%**

Stage / Phase Diagrams



I/G = 2		I/G = 5	I/G = 12 + Ped 16					

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

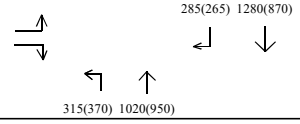
Junction: **(J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		(%) uphill Gradient	Nearside 0/1	Pro. Turning (%)		Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr)		Total Revised Saturation Flow (pcu/hr)		AM Peak			PM Peak		
						Left	Right			AM	PM			AM	PM	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	100%	1945	1945	1690	1690	1690	1690	225	0.133		250	0.148	
	E		6	C	3.3	0.0	18	0	0	100%	100%	2085	2085	1925	1925	1925	1925	360	0.187	0.187	245	0.127	0.127
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	100%	1945	1945	1835	1835	1835	1835	315	0.172		370	0.202	
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	4210	2105	2105	4210	4210	510	0.242	0.242	475	0.226	0.226
	N		3	A	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	510	0.242		475	0.226	
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	0%	1839	3818	1839	1839	3818	3818	617	0.335		419	0.228	
	S		1	A,B	3.5	0.0	0	3	0	0%	0%	1979	0	1979	1979	0	0	663	0.335		451	0.228	
	S		4	B	3.5	0.0	22	3	0	100%	100%	1979	1979	1855	1855	1855	1855	285	0.154	0.154	265	0.143	0.143

Notes:

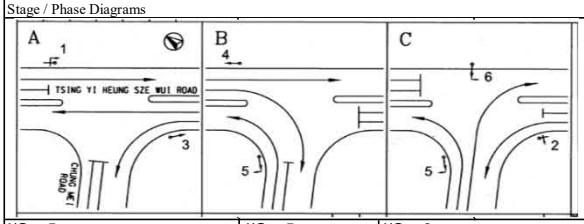
Traffic Flow (pcu / hr) — Weekday AM Peak



AM Peak Check Phase	
εy	0.583
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**34%**

PM Peak Check Phase	
εy	0.496
L (sec)	15
C (sec)	100
y pract.	0.765
R.C. (%)	**54%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 8

TRAFFIC SIGNALS CALCULATION

Job No: 24102HK

CTA Consultants Ltd.

Junction: **(J12) Tsing Yi Heung Sze Wui Road / Chung Mei Road**

Description: **2030 Design Traffic Flow**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Chung Mei Road	E		5	B,C	3.3	10.0	0	0	1	100%	1945	1945	1690		1690		230	0.136				
	E		6	C	3.3	0.0	18	0	0	100%	2085	2085	1925		1925		305	0.158	0.158			
Tsing Yi Heung Sze Wui Road	N		2	A,C	3.3	25.0	0	0	1	100%	1945	1945	1835		1835		275	0.150				
	N		3	A	3.5	0.0	0	0	0	0%	2105	4210	2105		4210		183	0.087	0.087			
	N		3	A	3.5	0.0	0	0	0	0%	2105	0	2105		0		183	0.087				
Tsing Yi Heung Sze Wui Road	S		1	A,B	3.5	0.0	0	3	1	0%	1839	3818	1839		3818		171	0.093				
	S		1	A,B	3.5	0.0	0	3	0	0%	1979	0	1979		0		184	0.093				
	S		4	B	3.5	0.0	22	3	0	100%	1979	1979	1855		1855		295	0.159	0.159			
Pedestrian crossing																						

Notes:

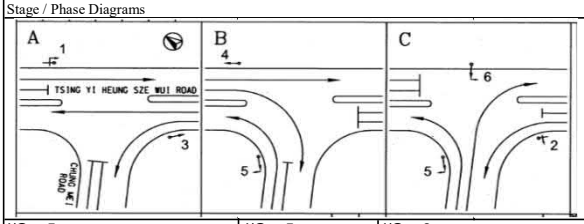
Traffic Flow (pcu / hr) Weekday AM Peak

230 (E)
305 (E)
295 (S)
880.00 (S)
275 (N)
765 (N)

Logistic Peak Check Phase

εy	0.404
L (sec)	15
C (sec)	114
y pract.	0.782
R.C. (%)	**93%**

Stage / Phase Diagrams



I/G = 5	I/G = 5	I/G = 8

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J14) Tsing Yi Road / Planned New Road**

Description: **2030 Design Traffic Flow (With Planned New Road)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) AM	Pro. Turning (%) PM	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	Total Revised Saturation Flow (pcu/hr) AM	Total Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	0%	1965	4070	1965	1965	4060	4060	491	0.250	0.250	370	0.188	0.188
	N	↑→	A	1	3.5	0.0	40	0	0	10%	13%	2105	0	2095	2095	0	0	524	0.250		395	0.188	
Planned New Road	W	↰	C	3	3.5	0.0	18	0	0	100%	100%	2105	2105	1945	1945	1945	1945	50	0.026		50	0.026	
	W	↓	C	3	3.5	10.0	0	0	1	100%	100%	1965	1965	1710	1710	1710	1710	50	0.029	0.029	50	0.029	0.029
Tsing Yi Road	S	↓→	B	2	3.5	10.0	0	0	1	11%	13%	1965	4070	1930	1925	4035	4030	435	0.226	0.226	373	0.194	0.194
	S	↓	B	2	3.5	0.0	0	0	0	0%	0%	2105	0	2105	2105	0	0	475	0.225		407	0.193	

Pedestrian crossing	Dp	1	AM: Green time = 26GM + 7FG = 33s, PM: Green time = 32GM + 7FG = 39s
	EP	1,2	AM: Green time = 76GM + 7FG = 83s, PM: Green time = 82GM + 7FG = 89s
	Fp	2,3	AM: Green time = 70GM + 7FG = 77s, PM: Green time = 64GM + 7FG = 71s
	Gp	3	AM: Green time = 22GM + 7FG = 29s, PM: Green time = 16GM + 7FG = 23s
	Hp	1,3	AM: Green time = 66GM + 7FG = 73s, PM: Green time = 66GM + 7FG = 73s
	Ip	2	AM: Green time = 32GM + 7FG = 39s, PM: Green time = 32GM + 7FG = 39s

Notes:

Traffic Flow (pcu / hr) Weekday AM Peak

860(730) 50(50)

50(50)

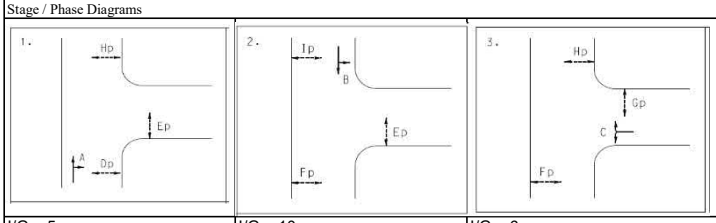
50(50)

965(715) 50(50)

AM Peak Check Phase	
εy	0.505
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	**51%**

PM Peak Check Phase	
εy	0.411
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	**86%**

Stage / Phase Diagrams



I/G = 5	I/G = 10	I/G = 6

TRAFFIC SIGNALS CALCULATION Job No: 24102HK **CTA Consultants Ltd.**

Junction: **(J14) Tsing Yi Road / Planned New Road**

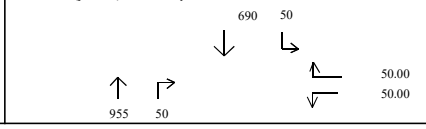
Description: **2030 Design Traffic Flow (With Planned New Road)**

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	(%) uphill Gradient	Nearside 0/1	Pro. Turning (%) Logistic Peak	Saturation Flow (pcu/hr)	Total Saturation Flow (pcu/hr)	Revised Saturation Flow (pcu/hr) Logistic Peak		Total Revised Saturation Flow (pcu/hr) Logistic Peak		Logistic Peak Flow (pcu/hr)	Logistic Peak y Value	Logistic Peak Critical y	Flow (pcu/hr)	y Value	Critical y
Tsing Yi Road	N	↑	A	1	3.5	0.0	0	0	1	0%	1965	4070	1965		4060		486	0.247	0.248			
	N	↱	A	1	3.5	0.0	40	0	0	10%	2105	0	2095		0		519	0.248				
Planned New Road	W	↰	C	3	3.5	0.0	18	0	0	100%	2105	2105	1945		1945		50	0.026				
	W	√	C	3	3.5	10.0	0	0	1	100%	1965	1965	1710		1710		50	0.029	0.029			
Tsing Yi Road	S	↓↱	B	2	3.5	10.0	0	0	1	14%	1965	4070	1925		4030		353	0.184	0.184			
	S	↓	B	2	3.5	0.0	0	0	0	0%	2105	0	2105		0		387	0.184				

Pedestrian crossing	Dp	1	Green time = 28GM + 7FG = 35s
	EP	1,2	Green time = 78GM + 7FG = 85s
	Fp	2,3	Green time = 68GM + 7FG = 75s
	Gp	3	Green time = 20GM + 7FG = 27s
	Hp	1,3	Green time = 66GM + 7FG = 73s
	Ip	2	Green time = 32GM + 7FG = 39s

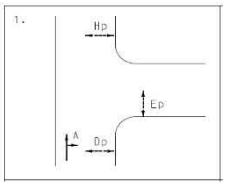
Notes:

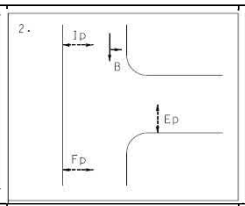
Traffic Flow (pcu / hr) Weekday AM Peak

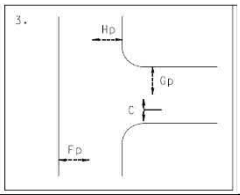


AM Peak Check Phase	
Σy	0.461
L (sec)	18
C (sec)	120
y pract.	0.765
R.C. (%)	**66%**

Stage / Phase Diagrams







I/G = 5	I/G = 10	I/G = 6

Appendix 2

Tsing Yi School Schedules

仁濟醫院趙曾學韞小學

2024至2025年度校曆表(學生版)

月份	週次	日	一	二	三	四	五	六	應辦事項	假期	評估
2024	1	1	2	3	4	5	6	7	2/9 開學日及開學禮		
九月	2	8	9	10	11	12	13	14			
	3	15	16	17	X	19	20	21		18/9中秋節翌日假期(1)	
	4	22	23	24	25	26	27	28	23/9至27/9 (紙本)小一遞交入學申請表		
	5	29	30								
十月	5			X	2	3	4	5	4/10小一滿月禮; 5/10PTA大會	01/10 國慶日(1)	
	6	6	7	8	9	10	X	12		11/10 重陽節(1)	
	7	13	14	15	16	17	18	19			
	8	20	21	22	23	24	25	26			
	9	27	28	29	30	31			29/10 青衣區田徑賽		
十一月	9						1	2			
	10	3	4	5	6	7	8	9			
	11	10	11	12	13	**14**	**15**	16	15/11 青衣區乒乓球比賽		14/11至19/11 P4-5評估 P6呈分試
	12	17	**18**	**19**	20	△21	22	23	22/11、29/11 青衣區乒乓球比賽; 21/11仁濟研討會; 22/11青衣區教師發展日; 22/11 學校旅行		
	13	24	25	26	27	28	29	30			
十二月	14	1	2	3	4	5	6	7	3/12-6/12 青衣區足球賽; 6/12、11/12(後備) 小六升中模擬面試; 7/12 葵青區中小學資訊日(待定)		
	15	8	9	10	11	12	13	14	11/12 升中家長會; 13/12家長晚會		
	1	15	16	17	18	19	20	21	16/12 第二學段開始;20/12 聖誕聯歡會		
	2	22	X	X	X	X	X	X		23/12至02/01 聖誕及新年假期(11)	
	3	X	X	X							
2025	3				X	X	△3	4	2/1至16/1 P6申請自行分配學位; 3/1教師發展日		
一月	4	5	6	7	8	9	10	11	6/1 遞交跨網派位申請(第一批)		
	5	12	13	14	15	16	17	18	15/1、17/1 青衣區籃球賽		
	6	19	20	21	22	23	24	25	24/1 中華文化日	27/1至8/2 農曆新年假期(13)	
	7	26	X	X	X	X	X				
二月	7							X			
	8	X	X	X	X	X	X	X			
	9	9	10	11	12	13	14	15	12/2、14/2青衣區籃球賽		
	10	16	17	18	19	20	21	22	22/2 仁濟STEM Faire		
	11	23	24	25	26	**27**	**28**				27/2至4/3 P3-P5評估 P6呈分試
三月	11							1			
	12	2	**3**	**4**	5	6	7	8	4/3遞交跨網派位申請(最後一批); 7/3 青衣區排球賽; 8/3 PTA親子旅行;		
	13	9	10	11	12	13	14	15	14/3 青衣區排球賽; 15/3創新發明大賽		
	14	16	17	18	19	20	21	22	21/3 青衣區排球賽		
	15	23	24	25	26	27	28	29	28/3 家長晚會		
	1	30	31						31/3 第三學段開始; 31/3 中學通知正取學生已獲接納		
四月	1			1	2	3	X	5		4/4 清明節假期(1)	
	2	6	7	8	9	10	11	12	11/4 陸運會		
	3	13	14	15	X	X	X	X	15/4 升中家長會	16/4至26/4 復活節假期(11)	
	4	X	X	X	X	X	X	X	21/4 青衣區羽毛球賽(其中兩天)		
	5	27	28	29	30						
五月	5					X	△2	3	2/5教師發展日	1/5 勞動節假期(1)	
	6	4	X	6	7	8	9	10		5/5 佛誕假期(1)	8/5或9/5 小三TSA視聽及說話評估 (12/5後備日)
	7	11	12	13	14	15	16	17	7/5遞交中一派位選擇學校表格或於電子平台遞交; 7/5至9/5 小六畢業營		15/5或16/5 小六TSA視聽及說話評估 (19/5後備日)
	8	18	19	20	21	22	23	24	21/5 青衣區游泳賽		
	9	25	26	27	28	29	30	X		31/5 端午節假期(1)	
六月	10	1	2	3	4	**5**	**6**	7			5/6至10/6 P3-P4及P6評估 P5呈分試
	11	8	**9**	**10**	11	12	13	14			
	12	15	16	17	18	19	20	21			16/6、17/6小三及小六TSA紙筆評估18/6 (後備日)
	13	22	23	24	25	26	27	28	香港學界體育聯會周年頒獎禮		
	14	29	30						30/6 聯合畢業典禮(待定)		
七月	15			X	2	3	4	5	4/7六年級畢業典禮暨聚餐	1/7香港特別行政區成立紀念日假期(1)	
	16	6	7	8	9	10	11	12	8/7 中學學位分配結果公佈; 10/7至11/7 學生向獲派中學註冊		
		13	14	15	16	X	X	X	15/7 學生到已註冊中學參加中一入學前香港學科測驗; 16/7 結業禮	17/7至31/8 暑假(46)	
		X	X	X	X	X	X	X			
		X	X	X	X	X					
八月							X	X			
		X	X	X	X	X	X	X			
		X	X	X	X	X	X	X			
		X	X	X	X	X	X	X			
		X	X	X	X	X	X	X			
		X									

備註：

13	紅字為學校假期
15	為評估日
△2	為教師發展日，學生不用回校上課
1	為學校自決假期

學校

二　二四至二　二五年度學校校曆表

2024年7月2日

	週次	日	一	二	三	四	五	六	要
九月	1	1	2	3	4	5	6	7	
	2	8	9	10	11	12	13	14	
	3	15	16	17	~~18~~	19	20	21	18/9 中秋節翌日　放假1天
	4	22	23	24	25	26	△27	28	27/9 教　發展日，學生　　上課
	5	29	30						
十月				~~1~~	2	3	4	5	1/10 國慶日，放假1天
	6	6	7	8	9	10	~~11~~	12	11/10 重陽節，放假1天
	7	13	14	15	16	17	18	19	
	8	20	21	22	23	24	25	26	
	9	27	28	29	30	31			
十一月							1	2	
	10	3	4	5	6	7	8	9	
	11	10	11	12	13	14	15	16	
	12	17	18	19	20	21	22	23	22/11　　特　學校聯校運動會
	13	24	25	26	27	28	29	30	
十二月	14	1	2	3	4	5	6	7	
	15	8	9	10	11	12	13	14	
	16	15	16	17	18	19	~~20~~	~~21~~	
	17	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	~~27~~	~~28~~	20/12-1/1 聖誕節及新年假期， 放假13天
	18	~~29~~	~~30~~	~~31~~					
一月					~~1~~	2	3	4	
	19	5	6	7	8	9	10	11	
	20	12	13	14	15	16	17	18	
	21	19	20	21	22	23	~~24~~	~~25~~	
	22	~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	~~31~~		24/1-5/2 農曆新年假期，放假13天
二月								~~1~~	
	23	~~2~~	~~3~~	~~4~~	~~5~~	6	7	8	
	24	9	10	11	12	13	14	15	
	25	16	17	18	19	20	21	22	
	26	23	24	25	26	27	28		

	週次	日	一	二	三	四	五	六	要
三月								1	
	27	2	3	4	5	6	7	8	
	28	9	10	11	12	13	14	15	
	29	16	17	18	19	20	21	22	17/3　　重　　學校聯校運動會 21/3 學校自　假期，放假1天
	30	23	24	25	26	27	28	29	
	31	30	31						
四月				1	2	3	~~4~~	5	4/4 清明節，放假1天
	32	6	7	8	9	10	~~11~~	~~12~~	11/4-21/4 復活節假期，放假11天
	33	~~13~~	~~14~~	~~15~~	~~16~~	~~17~~	~~18~~	~~19~~	
	34	~~20~~	~~21~~	22	23	24	25	26	
	35	27	28	29	30				
五月						~~1~~	2	3	1/5 勞動節，放假1天 2/5 學校自　假期，放假1天
	36	4	~~5~~	6	7	8	9	10	5/5 佛誕，放假1天
	37	11	△12	13	14	15	16	17	12/5 教　發展日，學生　　上課
	38	18	19	20	21	22	23	24	
	39	25	26	27	28	29	30	~~31~~	31/5 端午節
六月	40	1	2	3	4	5	6	7	6/6　　特　學校聯校畢業禮
	41	8	9	10	11	12	13	14	
	42	15	16	17	18	19	△20	21	20/6　　特　學校　　會， 學生　　上課
	43	22	23	24	25	26	27	28	
	44	29	30						30/6 學校自　假期，放假1天
七月				~~1~~	2	3	4	5	1/7 香港特區成立紀念日　放假1天
	45	6	7	8	9	10	11	12	
	46	13	14	15	16	~~17~~	~~18~~	~~19~~	17/7-30/8 暑假，放假45天
	47	~~20~~	~~21~~	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	
	48	~~27~~	~~28~~	~~29~~	~~30~~	~~31~~			
八月							~~1~~	~~2~~	
	49	~~3~~	~~4~~	~~5~~	~~6~~	~~7~~	~~8~~	~~9~~	
	50	~~10~~	~~11~~	~~12~~	~~13~~	~~14~~	~~15~~	~~16~~	
	51	~~17~~	~~18~~	~~19~~	~~20~~	~~21~~	~~22~~	~~23~~	
	52	~~24~~	~~25~~	~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	
	53	31							

假期　　學校　　假期　　教　　日　　學校假期

學生全年上課日　190日　本學年　　學校假期　　93日(　　3日學校自　假期

教　發展日，學生　　上課　3日

東華三院小學2024/2025年度校曆表 (學生版)

二零二四年度(由二零二四年九月至二零二五年八月)

月份	週次	日	一	二	三	四	五	六	行事要目
2024	一	1	2△	3	4	5	6	7	2/9 開學日
	二	8	9	10	11	12	13	14	
九	三	15△	~~16~~	17	~~18*~~	19	20	21	15/9開放日 16/9開放日翌日假期 18/9 中秋節翌日假期1天
月	四	22	23	24	25	26	27	28	
	五	29	30						
	五			~~1*~~	2	3	4△	5	1/10 國慶日假期1天 4/10家教會周年大會暨家長會
十	六	6	7	8	9	10	~~11*~~	12	11/10 重陽節假期1天
月	七	13	14	15	16△	17	18	19	16/10季節性流感疫苗接種(第一場)
	八	20	21	22	23	24△	~~25~~	26	24/10東華三院小學聯校運動會 25/10東華三院小學聯校運動會翌日假期
	九	27	28	29	30△	31△			30/10-31/10及4/11-5/11(下午)溫習周(一)
	九						1	2	
十	十	3	4△	5△	6	7#	8#	9	7/11-12/11總評周一(P. 2- 6)
一	十一	10	11#	12#	13	14	15	16	
月	十二	17	18	19	20△	21	~~22~~	23	20/11季節性流感疫苗接種(第二場) 22/11青衣區教師發展日
	十三	24	25	26	27	28	29	30△	30/11家教會旅行
	十四	1	2	3	4	5	6	7△	7/12演森嘉年華暨服務學習日
十	十五	8	9	10	11	12	13	14	
二	十六	15	16	17	18△	19△	20△	21	18/12學校旅行 19/12 家長日(一) 20/12聯歡會暨頒獎禮
月	十七	22	~~23~~	~~24~~	~~25*~~	~~26*~~	~~27~~	~~28~~	23/12-1/1 聖誕及新年假期共10天
	十八	~~29~~	~~30~~	~~31~~					
2025	十八				~~1*~~	2	3	4	
	十九	5	6	7	8	9	10	11	
一	二十	12	13	14	15	16	17	18	
月	廿一	19	~~20~~	21	22	23△	~~24~~	~~25~~	20/1東華三院聯校專業發展日 23/1華服日暨演森年宵市場
	廿二	~~26~~	~~27~~	~~28~~	~~29*~~	~~30*~~	~~31*~~		24/1-4/2 農曆新年假期共12天

附註

1. 除本校曆表規定外，學校如因特別事故而放假或停課，必會事先以書面通知家長及學生。

2. 本校曆表中" X "表示學校假期，" * "表示公眾假期，" △ " 表示特別事項，" # "表示考試日。

3. 如有更新版，本校將透過學校網頁發放。

月份	週次	日	一	二	三	四	五	六	行事要目
2025	一							~~1~~	
	二	~~2~~	~~3~~	~~4~~	5△	6	7	8	5/2 下學期開始
二	三	9	10	11	12	13	14	15△	15/2足球同樂日
月	四	16	17	18△	19△	20△	21	22	18/2-20/2及24/2(下午)溫習周(二)
	五	23	24△	25	26#	27#	28#		26/2-3/3總評周二(P. 1 - 6)
	五							1	
三	六	2	3#	4	5△	6△	7△	8△	5/3-7/3小六畢業教育營 8/3家教會步行籌款
月	七	9	10	11	12	13	14	15	
	八	16	17	18	19	20	21	22	
	九	23	24	25	26	27	28	29	
	十	30	31						
	十			1	2	3△	~~4*~~	5	3/4家長日(二) 4/4 清明節假期1天
四	十一	6	7	8	9△	10△	~~11~~	12	9/4頒獎禮(二) 10/4校本運動會 11/4校本運動會翌日假期
月	十二	13	14	15	16	17△	~~18*~~	~~19*~~	17/4世界閱讀日暨復活節活動 18/4-26/4 復活節假期9天
	十三	~~20~~	~~21*~~	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	
	十四	27	28	29	30				
	十四					~~1*~~	2	3	1/5 勞動節假期1天
五	十五	4	~~5*~~	6	7	8△	9△	10	5/5 佛誕假期1天 8/5或9/5小三TSA(視訊及說話)
月	十六	11	12	13△	14	15△	16△	17	13/5小三TSA後備日 15/5或16/5小六TSA(視訊及說話)
	十七	18	19	20△	21	22	23	24	20/5小六TSA後備日
	十八	25	26	27	28	29△	30△	~~31*~~	29/5及2/6-4/6(下午)溫習周(三) 30/5端午節活動 31/5 端午節假期1天
	十九	1	2△	3△	4△	5△	6	7	5/6東華三院小學聯校畢業典禮
六	二十	8	9#	10#	11#	12#	13	14	9/6-12/6 總評周三(P.1-6)
月	廿一	15	16△	17△	18	19	20△	21	16/6-17/6小三、小六TSA數學及中英紙筆 20/6 Party Day
	廿二	22	23△	24△	25	26	27△	28	23/6小三、小六TSA後備日 23/6 STEAM Day 24/6起試後活動(半日上課) 27/6 頌親恩晚會 27/6才藝表演暨POWER-up「 森」 動課程成果分享會
	廿三	29	30						
	廿三			~~1*~~	2	3	4△	5	1/7 香港特別行政區成立紀念日假期1天 4/7小六畢業禮暨小一至五結業禮
七	廿四	6	7	8△	9	10△	~~11△~~	~~12~~	8/7中學學位分配結果公佈 10/7散學禮 10/7-11/7中一註冊 11/7-30/8 暑假共51日
月	廿五	~~13~~	~~14~~	15△	~~16~~	~~17~~	~~18~~	~~19~~	15/7中一入學前學科測驗
		~~20~~	~~21~~	~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	
		~~27~~	~~28~~	~~29~~	~~30~~	~~31~~			
							~~1~~	~~2~~	
八		~~3~~	~~4~~	~~5~~	~~6~~	~~7~~	~~8~~	~~9~~	
月		~~10~~	~~11~~	~~12~~	~~13~~	~~14~~	~~15~~	~~16~~	
		~~17~~	~~18~~	~~19~~	~~20~~	~~21~~	~~22~~	~~23~~	
		~~24~~	~~25~~	~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	
		~~31~~							

二零二四至二零二五年度校曆

二零二四至二零二五年度校曆

月份	日	一	二	三	四	五	六	周次	假期	學術周 / 學科活動	訓育主題	學校活動
2024 **九月**	1	2	[3]	4	5	6	7	**1**			弘毅寬厚，燃亮 **梁中人 *LSTLCW* 光彩** 知止有定 砥節勵行 訓導組 級會	2/9 開學禮 3-6/9 新學年適應周 6/9 Fun! Fun! Fun! 課外活動巡禮 14/9 中六級星期六學堂開始 17/9 敬師日 23/9 四社會員大會 26/9 *LSTLCW* 領袖訓練啟動禮 30/9 班際壁報比賽完成日
	8	9	10	11	[12]	13	14	**2**		**英文日 (26/9)** **數學科學術周 (30/9-4/10)**		
	15	16	17	*18	19	20	21		18/9 中秋節翌日			
	22	23	[24]	25	26	27	28	**3**				
	29	@30										
十月			*1	2	3	[4]	5	**4**	1/10 國慶日 11/10 重陽節	**普通話科：** 中二級粵普對譯比賽 **經濟科學術周 (8-10/10)** **物理、化學、生物及科學科學術周 (15-18/10)** **中文科學術周 (28-31/10)**	弘毅寬厚，燃亮 **梁中人 *LSTLCW* 光彩** 知止有定 砥節勵行 訓導組 級會	3/10 領袖生就職典禮 4/10 活動課開始 9-10/10 社際排球比賽(高級組) 14-16/10 上學期統測(中一及中二級) 14-17/10 上學期統測(中三級) 21,22/10 陸運會初賽及決賽 24/10 精神健康日 24-29/10 健康生活周
	6	7	8	#9	#10	*11	12					
	13	14	15	[16]	17	18	19	**5**	23/10 陸運會後假期			
	20	(21)	(22)	23	24	25	26					
	27	28	29	[30]	31			**6**				
十一月						1	2			**圖書館科活動：**上學期作家講座 **圖書館科活動：**書展 **普通話科：**中三級標語創作比賽 **歷史科學術周(4-6/11)** **音樂科學術周(7-11/11)** **英文科學術周(25-28/11)**	弘毅寬厚，燃亮 **梁中人 *LSTLCW* 光彩** 明德惟馨 存眷顧念 輔導組	12/11 候選學生會諮詢大會 14/11 上學期家長座談會 18/11 學生會周年大會 29/11 上學期活動完結
	3	4	5	6	7	[8]	9	**7**				
	10	11	12	13	14	15	16					
	17	18	[19]	20	21	22	23	**8**				
	24	25	26	27	[28]	29	30	**9**				
十二月	1	2	3	4	5	6	7			**普通話科：** 中一級拼音字卡設計比賽	弘毅寬厚，燃亮 **梁中人 *LSTLCW* 光彩** 明德惟馨 存眷顧念 輔導組	2/12 上學期三好學生獎勵計劃頒獎禮 4-6/12 考試前特別上課時間表 (2:30 p.m. 放學) 9-19/12 上學期考試 (中一至中六級) 20/12 聖誕聯歡
	8	9	10	11	12	13	14					
	15	16	17	18	19	(20)	21					
	22	23	24	*25	*26	27	28		23/12-1/1 聖誕節及新年假期			
	29	30	31									
2025 **一月**				*1	[2]	3	4	**10**	1/1 一月一日	**普通話科學術周 (7-9/1)** **中國歷史科學術周 (13-15/1)** **視覺藝術科學術周 (21-23/1)**	弘毅寬厚，燃亮 **梁中人 *LSTLCW* 光彩** 志在千里 奮發有為 生涯規劃教育組	2-6/1 生涯規劃教育周 7/1 拍攝班照 10/1 周年旅行 16/1 社際音樂比賽 18,20/1 家長日暨學習成果展示日 24/1 聯校教師發展日
	5	6	7	8	9	(10)	11					
	12	13	[14]	15	#16	17	(18)	**11**				
	19	(20)	21	22	23	(24)	25					
	26	27	28	*29	*30	*31			27/1-5/2 農曆新年假期			
二月							1			**普通話科：** 中一級繞口令比賽 **地理科學術周 (11-13/2)** **英文日 (20/2)** **公社系列學術周 (24-27/2)**	弘毅寬厚，燃亮 **梁中人 *LSTLCW* 光彩** 志在千里 奮發有為 生涯規劃教育組	11-21/2 中六級模擬考試 24/2-11/3 中六級試卷評講 19/2 社際戲劇比賽 28/2 聯校田徑運動會初賽
	2	3	4	5	[6]	7	8	**12**				
	9	10	11	12	13	14	15					
	16	[17]	18	#19	20	21	22	**13**				
	23	24	25	[26]	27	(28)		**14**				

說明：[ ] 循環週第一天　　* 公眾假期　　—— 學校假期
( ) 學校活動日　　# 社際比賽　　@ 班際比賽

二零二四至二零二五年度校曆

二零二四至二零二五年度校曆

月份	日	一	二	三	四	五	六	周次	假期	學術周 / 學科活動	訓育主題	學校活動
三月							1			**普通話科：** 中一至中三級普通話閱讀報告比賽 **科技教育領域學術周 (10-13/3)** **英文日 (27/3)**	**弘毅寬厚，燃亮** **梁中人 *LSTLCW* 光彩** 克己奉公 立己達人 輔導組 德育、公民及國民教育組	5/3 聯校田徑運動會決賽 10-11/3 菁師大會 17-19/3 下學期統測 (中一及中二級) 17-20/3 下學期統測 (中三級) 24-27/3 關愛共融周 27-28/3 社際排球比賽 (初級組)
	2	3	4	(5)	6	7	8					
	9	10	[11]	12	13	14	15	**15**				
	16	17	18	19	[20]	21	22	**16**				
	23	24	25	26	#27	#28	29					
	30	[31]						**17**				
四月			1	2	3	*4	5		4/4 清明節	**圖書館科活動:** 下學期作家講座	**弘毅寬厚，燃亮** **梁中人 *LSTLCW* 光彩** 克己奉公 立己達人 輔導組 德育、公民及國民教育組	1/4 香港中學文憑考試第一科開考 11/4 社際烹飪比賽 11/4 中一級家長晚會 29或30/4 中三級全港性系統評估：說話部分
	6	7	8	9	[10]	#11	12	**18**				
	13	14	15	16	17	*18	*19		18-26/4 復活節假期			
	20	*21	22	23	24	25	26					
	27	28	[29]	30				**19**				
五月					*1	2	3		1/5 勞動節	**體育科學術周 (9-11/4)**	**弘毅寬厚，燃亮** **梁中人 *LSTLCW* 光彩** 剛毅果敢 眸光遼闊 活動組	23/5 下學期活動完結
	4	*5	6	7	8	9	10		5/5 佛誕			
	11	[12]	13	14	15	16	17	**20**				
	18	19	20	[21]	22	23	24	**21**				
	25	26	27	28	29	[30]	*31	**22**	31/5 端午節			
六月	1	2	3	4	5	6	7		18/6 考試特別假期		**弘毅寬厚，燃亮** **梁中人 *LSTLCW* 光彩** 剛毅果敢 眸光遼闊 活動組	3/6 下學期三好學生獎勵計劃暨進步獎頒獎典禮 3-5/6 考試前特別上課時間表 (2:30 p.m.放學) 5-17/6 期終考試 (中三級) 6-20/6 期終考試 (中一、二、四、五級) 14/6 中六級畢業典禮 19-20/6 中三級全港性系統評估：紙筆部分 23-25/6 評講考試表現 26/6-10/7 試後活動及上課 26/6 升留級會議
	8	9	10	11	12	13	14					
	15	16	17	18	19	20	21					
	22	23	24	25	26	27	28					
	29	30										
七月			*1	2	3	4	5		1/7 香港特別行政區成立紀念日			7/7 中六級放榜前輔導日 9-11/7 派發成績表 11/7 結業頒獎禮 16/7 香港中學文憑考試放榜
	6	7	8	9	10	11	12					
	13	14	15	16	17	18	19		14/7-30/8 暑假			
	20	21	22	23	24	25	26					
	27	28	29	30	31							
八月						1	2					19/8 第一次校務會議 1/9/2025 (星期一) 開學禮
	3	4	5	6	7	8	9					
	10	11	12	13	14	15	16					
	17	18	19	20	21	22	23					
	24	25	26	27	28	29	30					
	31											

說明：[ ] 循環週第一天　　* 公眾假期　　—— 學校假期
( ) 學校活動日　　# 社際比賽　　@ 班際比賽

School Calendar 2024–2025

School Calendar 2024–2025

MONTH	S	M	T	W	T	F	S	Cycle No.	HOLIDAYS	ACADEMIC WEEKS / ACADEMIC ACTIVITIES	THEME OF THE YEAR (MORAL EDUCATION)	SCHOOL EVENTS
2024 SEP	1	2	[3]	4	5	6	7	**1**		**English Day (26/9)** **Mathematics Week (30/9-4/10)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Know Your Limits and Act Accordingly Refine Yourself and Polish Your Behaviour Discipline Team Form Teachers Team	2/9 School Opening Ceremony 3-6/9 Adaptation Week 6/9 Fun, fun, fun ECA Parade 14/9 Saturday School (S.6) begins 17/9 Teachers' Day 23/9 House Meeting 26/9 *LSTLCW* Leadership Training Programme Kick-off Ceremony 30/9 Final Day of the Inter-class Board Display Competition
	8	9	10	11	[12]	13	14	**2**				
	15	16	17	*18	19	20	21					
	22	23	[24]	25	26	27	28	**3**	18/9 The day following the Chinese Mid-Autumn Festival			
	29	@30										
OCT			*1	2	3	[4]	5	**4**	1/10 National Day 11/10 Chung Yeung Festival	**Putonghua:** S.2 Putonghua-Cantonese Translation Competition **Economics Week (8-10/10)** **STEM Week (15-18/10)** **Chinese Week (28-31/10)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Know Your Limits and Act Accordingly Refine Yourself and Polish Your Behaviour Discipline Team Form Teachers Team	3/10 Prefects' Inauguration Ceremony 4/10 Guided Activity Lesson begins 9-10/10 Inter-House Volleyball Competition (Senior Section) 14-16/10 First Term Uniform Test (S.1-S.2) 14-17/10 First Term Uniform Test (S.3) 21 & 22/10 Athletics Meet (Heat and Final) 24/10 Mental Health Day 24-29/10 Healthy Living Week
	6	7	8	#9	#10	*11	12					
	13	14	15	[16]	17	18	19	**5**	23/10 The day following the Athletics Meet			
	20	(21)	(22)	23	24	25	26					
	27	28	29	[30]	31			**6**				
NOV						1	2			**Library Activity:** First Term Author's Talk **Library Activity:** Book Exhibition **Putonghua:** S.3 Slogan Competition **History Week (4-6/11)** **Music Week (7-11/11)** **English Week (25-28/11)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Shine with Your Good Virtues Embrace a Caring Heart Guidance Team	12/11 Consultation Meeting of the Student Union Proposed Cabinet 14/11 First Term Parents' Seminar 18/11 Student Union A.G.M. 29/11 End of the First Term Extra-Curricular Activities
	3	4	5	6	7	[8]	9	**7**				
	10	11	12	13	14	15	16					
	17	18	[19]	20	21	22	23	**8**				
	24	25	26	27	[28]	29	30	**9**				
DEC	1	2	3	4	5	6	7			**Putonghua:** S.1 Pinyin Card Design Competition	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Shine with Your Good Virtues Embrace a Caring Heart Guidance Team	2/12 First Term Triple "A" Outstanding Students' Award Scheme Ceremony 4-6/12 Pre-Examination Special Timetable (Lessons end at 2:30 p.m.) 9-19/12 First Term Examination (S.1-S.6) 20/12 Christmas Gathering
	8	9	10	11	12	13	14					
	15	16	17	18	19	(20)	21					
	22	23	24	*25	*26	27	28		23/12-1/1 Christmas and New Year Holidays			
	29	30	31									
2025 JAN				*1	[2]	3	4	**10**	1/1 The first day of January	**Putonghua Week (7-9/1)** **Chinese History Week (13-15/1)** **Visual Arts Week (21-23/1)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Set High Aspirations Strive Hard to Succeed Life Planning Education Team	2-6/1 Life Planning Education Week 7/1 Class Photo-taking Session 10/1 Annual Outing 16/1 Inter-House Music Competition 18,20/1 Parents' Day and Learning Showcase Day 24/1 Joint School Staff Development Day
	5	6	7	8	9	(10)	11					
	12	13	[14]	15	#16	17	(18)	**11**				
	19	(20)	21	22	23	(24)	25		27/1-5/2 Lunar New Year Holidays			
	26	27	28	*29	*30	*31						
FEB							1			**Putonghua:** S.1 Tongue Twister Competition **Geography Week (11-13/2)** **English Day (20/2)** **Citizenship and Social Development Week (24-27/2)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Set High Aspirations Strive Hard to Succeed Life Planning Education Team	11-21/2 S.6 Mock Examination 24/2-11/3 S.6 Mock Examination Feedback 19/2 Inter-House Drama Competition 28/2 Joint School Athletics Meet (Heat)
	2	3	4	5	[6]	7	8	**12**				
	9	10	11	12	13	14	15					
	16	[17]	18	#19	20	21	22	**13**				
	23	24	25	[26]	27	(28)		**14**				

Key: [ ] Cycle Day 1 ( ) School Activity * Public Holiday # Inter-House Competition — School Holiday @ Inter-Class Competition

School Calendar 2024–2025

School Calendar 2024–2025

MONTH	S	M	T	W	T	F	S	Cycle No.	HOLIDAYS	ACADEMIC WEEKS / ACADEMIC ACTIVITIES	THEME OF THE YEAR (MORAL EDUCATION)	SCHOOL EVENTS
MAR							1			**Putonghua:** S.1-S.3 Putonghua Book Report Competition **Technology Education Week: ICT, DAT & HE (10-13/3) English Day (27/3)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Exercise Self-Restraint for the Public Good Build Yourself and Others Guidance Team Moral, Civic and National Education Team	5/3 Joint School Athletics Meet (Final) 10-11/3 Pledging Ceremony 17-19/3 Second Term Uniform Test (S.1-S.2) 17-20/3 Second Term Uniform Test (S.3) 24-27/3 Caring and Harmonious Week 27-28/3 Inter-House Volleyball Competition (Junior Section)
	2	3	4	(5)	6	7	8					
	9	10	[11]	12	13	14	15	**15**				
	16	17	18	19	[20]	21	22	**16**				
	23	24	25	26	#27	#28	29					
	30	[31]						**17**				
APR			1	2	3	*4	5		4/4 Ching Ming Festival	**Library Activity:** Second Term Author's Talk	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Exercise Self-Restraint for the Public Good Build Yourself and Others Guidance Team Moral, Civic and National Education Team	1/4 HKDSE Public Examination begins 11/4 Inter-House Cookery Competition 11/4 S.1 Parents' Evening 29 or 30/4 S.3 TSA (Speaking Assessments)
	6	7	8	9	[10]	#11	12	**18**				
	13	14	15	16	17	*18	*19					
	20	*21	22	23	24	25	26		18-26/4 Easter Holidays			
	27	28	[29]	30				**19**				
MAY					*1	2	3		1/5 Labour Day	**Physical Education Week (9-11/4)**	**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Be Resolute and Courageous Broaden Your Horizons Activities Team	23/5 End of the Second Term Extra-Curricular Activities
	4	*5	6	7	8	9	10		5/5 The Birthday of the Buddha			
	11	[12]	13	14	15	16	17	**20**				
	18	19	20	[21]	22	23	24	**21**				
	25	26	27	28	29	[30]	*31	**22**	31/5 Tuen Ng Festival			
JUN	1	2	3	4	5	6	7				**Be Persevering and Broad-Minded; Ignite *LSTLCW* Individuals' Brilliance** Be Resolute and Courageous Broaden Your Horizons Activities Team	3/6 Second Term Triple "A" Outstanding Students' Award Scheme cum Best Improvement Award Ceremony 3-5/6 Pre-Examination Special Timetable (Lessons end at 2:30 p.m.) 5-17/6 Final Examination (S.3) 6-20/6 Final Examination (S.1, S.2, S.4 & S.5) 14/6 Graduation Ceremony 19-20/6 S.3 TSA (Written Assessments) 23-25/6 Final Examination Feedback 26/6-10/7 Post-Examination Activities and Lessons 26/6 Promotion Meeting
	8	9	10	11	12	13	14					
	15	16	17	18	19	20	21		18/6 Special Holiday for the Final Examination			
	22	23	24	25	26	27	28					
	29	30										
JUL			*1	2	3	4	5		1/7 HKSAR Establishment Day			7/7 Counselling Day for S.6 9-11/7 Issuing Report Cards 11/7 Prize-Giving Ceremony 16/7 HKDSE Public Examination Results are to be released
	6	7	8	9	10	11	12					
	13	14	15	16	17	18	19		14/7-30/8 Summer Holidays			
	20	21	22	23	24	25	26					
	27	28	29	30	31							
AUG						1	2					19/8 First Staff Meeting 1/9/2025 (Monday) School Opening Ceremony
	3	4	5	6	7	8	9					
	10	11	12	13	14	15	16					
	17	18	19	20	21	22	23					
	24	25	26	27	28	29	30					
	31											

Key: [ ] Cycle Day 1 ( ) School Activity * Public Holiday # Inter-House Competition — School Holiday @ Inter-Class Competition

聖公會青衣主恩小學 2024 年度上學期校曆表

週次	月份	星期 日	一	二	三	四	五	六	摘要
1	2024	1	2	3	4	5	6	7	2/9 開學日　2-6/9 開學週
2	九月	8	9	10	11	12	13	14	9/9 開始正常上課
3		15	16	17	18	19	20	21	18/9 中秋節翌日假期(1 天)
4		22	23	24	25	26	27	28	
5		29	30						
	十月			1	2	3	4	5	1/10 國慶日假期(1 天)；4/10 小一家長晚會
6		6	7	8	9	10	11	12	11/10 重陽節假期(1 天)
7		13	14	15	16	17	18	19	
8		20	21	22	23	24	25	26	
9		27	28	29	30	31			
	十一月						1	2	
10		3	4	5	6	7	8	9	
11		10	11	12	13	14	15	16	12-15/11 第一段考(小六呈分試)
12		17	18	19	20	21	㉒	23	22/11 教師發展日
13		24	25	26	27	28	29	30	28/11 校運會；29/11 校運會翌日假期
14	十二月	1	2	3	4	5	6	7	
15		8	9	10	11	12	13	14	11/12 P1-6 家長日(派成績表)；P5 升中前瞻家長講座；P6 自行分配學位家長講座
16		15	16	17	18	19	20	21	19/12 English Fun Day； 20/12 聖誕節崇拜及聖誕聯歡會
17		22	23	24	25	26	27	28	23/12-1/1 聖誕節及新年假期(10 天)
18		29	30	31					
	2025 一月				1	2	3	4	
19		5	6	7	8	9	10	11	6/1 學校旅行；7/1 學校旅行翌日假期 10/1 小四深圳之旅
20		12	13	14	15	16	17	18	18/1 家教會旅行
21		19	20	21	22	23	24	25	24/1-5/2 農曆新年假期(13 天)
22		26	27	28	29	30	31		

聖公會青衣主恩小學 2024 年度下學期校曆表

週次	月份	星期 日	一	二	三	四	五	六	摘要
	2025							1	
1	二月	2	3	4	5	6	7	8	6/2 開學日
2		9	10	11	12	13	14	15	
3		16	17	18	19	20	21	22	
4		23	24	25	26	27	28		25-28/2 第二段考(小六呈分試)
	三月							1	
5		2	3	4	5	6	7	8	6/3 中華文化便服日
6		9	10	11	12	13	14	15	
7		16	17	18	19	20	21	22	
8		23	24	25	26	27	28	29	
9		30	31						
	四月			1	②	3	4	5	2/4 教師進修會　4/4 清明節假期(1 天)
10		6	7	8	9	10	11	12	11/4 P1-6 家長日(派成績表)；統一派位家長講座
11		13	14	15	16	17	18	19	17/4 復活節崇拜；18-26/4 復活節假期(9 天)
12		20	21	22	23	24	25	26	
13		27	㉘	29	30				28/4 教師發展日
	五月					1	2	3	1/5 勞動節假期(1 天)
14		4	5	6	7	8	9	10	5/5 佛誕假期(1 天)；　8/5 或 9/5 小三全港性系統評估(視訊及中英文說話評估)
15		11	12	13	14	15	16	17	15/5 或 16/5 小六全港性系統評估(視訊及中英文說話評估)
16		18	19	20	21	22	23	24	
17		25	26	27	28	29	30	31	31/5 端午節假期(1 天)
18	六月	1	2	3	4	5	6	7	3-6/6 期終試(小五呈分試)
19		8	9	10	11	12	13	14	
20		15	16	17	18	19	20	21	16-17/6 小三及小六全港性系統評估(中英數紙筆評估)；16/6-10/7 試後活動
21		22	23	24	25	26	27	28	23-25/6 畢業宿營；　27/6 STEAM DAY
22		29	30						
	七月			1	2	3	4	5	1/7 香港特別行政區成立紀念日假期(1 天)； 2/7　校本國家安全教育日；3/7　畢業感恩崇拜； 4/7　畢業授憑禮
23		6	7	8	9	10	11	12	
		13	14	15	16	17	18	19	14 /7-30/8　暑假(48 天)
		20	21	22	23	24	25	26	
		27	28	29	30	31			

聖　會　　小學

年度下學期校曆表

△特別事　　假期 __

週次	月份	星期 日	一	二	三	四	五	六	假期及行事	假期日	學及動	育中
	一月				1	2	△3	△4	3/1 25周年　　4/1 校　　日暨嘉年華	1		及
		5	6	7	8	9	10	11	6/1 校　　日　假			
		12	13	14	15	16	17	18				
		19	△20	21	22	△23	24	25	20/1下學期開學日　23/1 中華　　日　24/1- 4/2　曆新年假期	12		
		26	27	28	29	30	31					
	二月							1				結及
		2	3	△4	5	△6	7	8	4/2 教師發展日 6/2　學　習日			
		9	10	11	12	13	△14	15	14/2　日			
		16	17	18	19	20	21	22	評估二			
		23	24	25	26	27	28					
	三月							1				及
		2	3	4	5	6	7	8	3-6/3 考試二 六年　呈分試			
		9	10	11	12	13	14	15				
		16	17	18	19	20	21	22				
		23	24	25	26	27	28	29				
		30	31									
	四月			1	△2	3	4	5	2/4 聖　小學教　　日 4/4 清明節	2		及
		6	7	8	9	10	11	△12	12/4 家長日(P.1-5)			
		13	14	△15	16	17	18	19	15/4 復活節崇拜　17/4 -28/4　節假期	12		
		20	21	22	23	24	25	26				
		27	28	29	30							
	五月					1	2	3	1/5 勞動節	1		及
		4	5	6	7	△8	△9	10	5/5 佛誕 8/5 或 9/5 TSA(P.3) 說話、視訊評估	1		
		11	12	13	14	△15	△16	17	15/5 或 16/5 TSA(P.6) 說話、視訊評估			
		18	19	20	21	22	23	24	三			
		25	26	27	28	29	30	31	31/5　午節　聯校畢業禮 (待定)	1	學	
	六月	1	2	3	4	5	6	7	3-6/6 考試三 五年　呈分試			及
		8	9	10	11	12	13	14	9-13/6　教週		科	
		15	△16	△17	18	19	20	21	16/6及 17/6 TSA 紙筆評估 P.3及P.6			
		22	23	24	25	△26	△27	28	25-27/6 畢業營 26-27/6,30/6,3/7及8/7　　動日(　天)			
		29	△30									
	七月			1	△2	△3	△4	△5	1/7 香港特別行政區成立紀念日 2/7畢業　及畢業 4/7 六年　畢業　禮　日　5/7 六年　畢業　禮	1		
		6	△7	△8	△9	△10	△11	12	7/7 結業頒獎禮　日 8/7 公佈升中派位結果 9/7 結業頒獎禮 10/7 散學禮 11/7 全　位　學習日			
		13	14	15	16	17	18	19	14/7 - 30/8 暑假	48		
		20	21	22	23	24	25	26				
		27	28	29	30	31						
	八月						1	2				
		3	4	5	6	7	8	9				
		10	11	12	13	14	15	16				
		17	18	19	20	21	22	23				
		24	25	26	27	28	29	30				
		31										

2024-2025 學生行事曆（9-2 月）

月份	循環週次	月訓	日	一	二	三	四	五	六	假　期	評　估 / 注意事項
九月	1	堅毅	~~1~~	② DS	③ DS	④ DS	⑤ DS	⑥ D1	7	9/9 怡雅 Fun+嘉年華補假 18/9 中秋節後翌日	2/9 開學日 5/9 開學祈禱會 7/9 怡雅 Fun+嘉年華 30/9 國慶升旗禮 30/9 滿月壽星
			~~8~~	~~9~~	⑩ D2	⑪ D3	12 D4	13 D5	14		
	2		~~15~~	16 D6	17 D1	~~18~~	19 D2	20 D3	21		
	3		~~22~~	23 D4	24 D5	25 D6	26 D1	27 D2	28		
			~~29~~	30 D3							
十月		國民身份認同			~~1~~	2 D4	3 D5	4 D6	5	1/10 國慶日 11/10 重陽節	4/10 課外活動開始 8/10 輔導課開始 19/10 家長會
	4		~~6~~	7 D1	8 D2	9 D3	10 D4	~~11~~	12		
	5		~~13~~	14 D5	15 D6	16 D1	17 D2	18 D3	19		
	6		~~20~~	21 D4	22 D5	23 D6	24 D1	25 D2	26		
			~~27~~	28 D3	29 D4	30 D5	31 D6				
十一月	7	自律守規						1 D1	2	22/11 教師發展日	7-8, 11-12/11 P.1 進展性評估 P.2-P.5 第一次考試 P.6 呈分試 13/11 試後活動 14/11 開心班房日 21/11 學校旅行
			~~3~~	4 D2	5 D3	6 D4	⑦ DS	⑧ DS	9		
			~~10~~	⑪ DS	⑫ DS	⑬ DS	⑭ DS	15 D5	16		
	8		~~17~~	18 D6	19 D1	20 D2	㉑ DS	22	23		
	9		~~24~~	25 D3	26 D4	27 D5	28 D6	29 D1	30		
十二月		仁愛	~~1~~	2 D2	3 D3	4 D4	5 D5	6 D6	7	23/12-1/1 聖誕節及新年假期	4/12 國家憲法日升旗禮 6/12 聖誕課室佈置 9/12 小六自行分配學位家長會 14/12 小六升中面談 20/12 聖誕祈禱禮暨聯歡會
	10		~~8~~	9 D1	10 D2	11 D3	12 D4	13 D5	14		
	11		~~15~~	16 D6	17 D1	18 D2	19 D3	⑳ DS	21		
			~~22~~	~~23~~	~~24~~	~~25~~	~~26~~	~~27~~	~~28~~		
			~~29~~	~~30~~	~~31~~						
一月		誠信				~~1~~	2 D4	3 D5	4	13/1 怡雅中華文化日補假 27/1-6/2 農曆新年假期	4/1 小一至小五家長日 11/1 中華文化學習日 24/1 下學期開始
	12		~~5~~	6 D6	7 D1	8 D2	9 D3	10 D4	11		
	13		~~12~~	~~13~~	14 D5	15 D6	16 D1	17 D2	18		
	1		~~19~~	20 D3	21 D4	22 D5	23 D6	24 D1	25		
			~~26~~	~~27~~	~~28~~	~~29~~	~~30~~	~~31~~			
二月		勤勞							~~1~~	7/2 教師發展日 24/2 家教會親子一天遊補假	15/2 家教會會員大會 23/2 家教會親子一天遊
			~~2~~	~~3~~	~~4~~	~~5~~	~~6~~	7	8		
			~~9~~	10 D2	11 D3	12 D4	13 D5	14 D6	15		
	2		~~16~~	17 D1	18 D2	19 D3	20 D4	21 D5	22		
	3		~~23~~	~~24~~	25 D6	26 D1	27 D2	28 D3			

2024-2025 學生行事曆（3-7 月）

月份	循環週次	月訓	日	一	二	三	四	五	六	假　期	評　估 / 注意事項
三月		尊重他人							1		6-7, 10-11/3 P.1-P.5 第二次考試 P.6 呈分試 12/3 全方位活動日 13/3 試後活動 12/3-13/3 小四內地考察團 18/3 主保瞻禮日暨校慶日 19/3-23/3 姊妹學校跨境交流 19-21/3 小六教育營 24/3 四旬期活動及愛心午餐
			2	3 D4	4 D5	5 D6	⑥ DS	⑦ DS	8		
	4		9	⑩ DS	⑪ DS	⑫ DS	⑬ DS	14 D1	15		
			16	17 D2	⑱ DS	19 D3	20 D4	21 D5	22		
	5		23	24 D6	25 D1	26 D2	27 D3	28 D4	29		
			30	31 D5							
四月	6	團結			1 D6	2 D1	③ DS	4	5	4/4 清明節 16-26/4 復活節假期	3/4 校運會 10/4 小六升中選校家長會 12/4 小一至小五家長日 12/4 小六升中選校家長面談 15/4 English Reading Day 15/4 全民國家安全教育日活動暨升旗禮 30/4 小五呈分考試家長會
			6	7 D2	8 D3	9 D4	10 D5	11 D6	12		
	7		13	14 D1	15 DS	16	17	18	19		
			20	21	22	23	24	25	26		
			27	28 D2	29 D3	30 D4					
五月		孝親					1	2	3	1/5 勞動節 2/5 教師發展日 5/5 佛誕 31/5 端午節	29/5 輔導課最後一課 30/5 課外活動最後一課
	8		4	5	6 D5	7 D6	8 D1	9 D2	10		
	9		11	12 D3	13 D4	14 D5	15 D6	16 D1	17		
			18	19 D2	20 D3	21 D4	22 D5	23 D6	24		
	10		25	26 D1	27 D2	28 D3	29 D4	30 D5	31		
六月	11	承擔精神	1	2 D6	3 D1	4 D2	⑤ DS	⑥ DS	7		5-6, 9-10/6 P.1-P.4 第三次考試 P.5 呈分試 P.6 畢業評估 16/6-17/6 P.3、P.6TSA 紙筆評估 24/6-26/6 STREAM WEEK 26/6-10/7 試後活動 30/6 特區成立紀念日升旗禮
			8	⑨ DS	⑩ DS	11 D3	12 D4	13 D5	14		
	12		15	⑯ DS	⑰ DS	18 D6	19 D1	20 D2	21		
			22	㉓ DS	㉔ DS	㉕ DS	㉖ DS	㉗ DS	28		
			29	㉚ DS							
七月		感恩珍惜			1	② DS	③ DS	④ DS	5	1/7 特區成立紀念日 16/7-31/8 暑假開始	4/7 畢業綵排 5/7 畢業禮(12/7 後備) 5/7 校友會會員大會 8/7 升中放榜 10-11/7 升中註冊 11/7 才藝繽紛 Show 14/7 結業頒獎禮 15/7 中一入學前香港學科測驗
			6	⑦ DS	⑧ DS	⑨ DS	⑩ DS	⑪ DS	12		
			13	⑭ DS	⑮ DS	16	17	18	19		
			20	21	22	23	24	25	26		
			27	28	29	30	31				

學校假期　學校自決假期　教師發展日　① 半天上課：12：30 放學

DS：特別日子，上課內容另有安排

Appendix VI
Traffic Management Plan

Asphalt Plant at Tsing Yi
- Renewal Application A/TY/144

Transport Plan

April 2025

CTA Consultants Limited
志達顧問有限公司

LIST OF CONTENTS

LIST OF FIGURES

1. INTRODUCTION

1.1 Background

1.1.1 The asphalt plant of the captioned Planning Approval is located at Sai Tso Wan Road, Tsing Yi and shown in **Figure 1.1**.

1.1.1 The last captioned Planning Approval (Planning Application No. A/TY/144) was granted in 2020 and will expire on 1 September 2025. All the approval conditions of the previous planning applications have been complied with. No complaint was received and no adverse impact was induced to the surrounding area since its commencement of operation in 2010.

1.1.2 The Applicant would like to submit a renewal planning application for another 5 years.

1.2 Objectives

1.2.1 The objective of this paper is to prepare the transport management plan, contingency plan and associated mitigation measures at traffic facilities, collectively named "Transport Plan".

1.2.2 The main scope of this Transport Plan are as follows:

- Based on the machinery and equipment requirements, and the layout arrangement of the plant, to identify the internal transport routing of the Asphalt trucks;
- Develop a Transport Management Plan based on the operation time for each activity and the expected number of Asphalt trucks under this planning application; and
- Formulate a Contingency Plan based on the information under this planning application.

2. TRANSPORT MANAGEMENT PLAN

2.1 Parking and Loading/ Unloading Provision

2.1.1 Based on the planning submission, the following types of parking spaces will be provided within the plant to facilitate the operation of the proposed Asphalt Plant:

- 1 no. of private car parking space;
- 8 nos. of waiting/parking spaces within the plant; and
- 8 nos. of Loading/ Unloading Spaces

2.1.2 A marshalling area (share use with A/TY/143) located at the southeast of the Site with about 2,000m^2 will be provided for trucks marshalling and holding trucks

- 7 out of 19 nos. of waiting/parking spaces at the marshalling area

2.1.3 The layout showing the internal transport facilities of the plant and the marshalling area are shown in **Figure 2.1** and **Figure 2.2**.

2.2 Internal Traffic Arrangement

2.2.1 The key procedures of the loading/unloading activities for the proposed Asphalt Plant are listed below:

i. Asphalt trucks arrive at the plant and wait for asphalt loading at the waiting space by their assigned schedule/appointment in advance. They are all equipped with walkie-talkie system to ensure good communication between the management of the plant and drivers of asphalt trucks; (Refer to Step 1 of **Figure 2.3**);

ii. Asphalt truck enters the loading and unloading area for Asphalt loading. Loading of Asphalt from the silo to Asphalt truck at the loading/ unloading space (Refer to Step 2 of **Figure 2.3**);

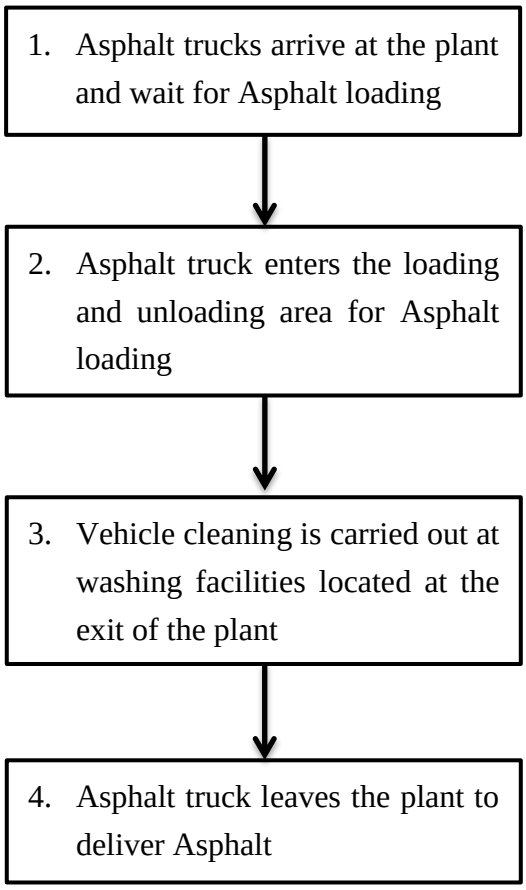
iii. Vehicle cleaning is carried out at washing facilities within the plant before leaving the plant (Refer to Step 3 of **Figure 2.3**); and

iv. Asphalt trucks depart from the plant to deliver Asphalt to the construction sites

(Refer to Step 4 of **Figure 2.3**).

2.2.2 The operating procedure is summarized in the flow chart below.

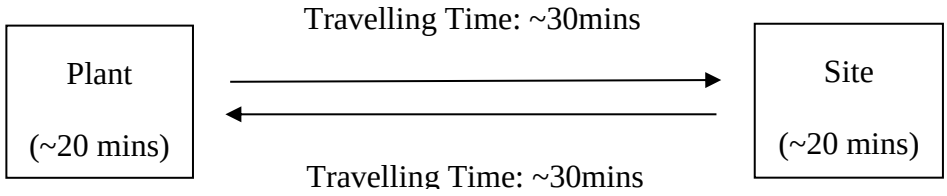
Figure 2.4 Plant Operation Flowcharts



3. CONTINGENCY PLAN

3.1 Normal Operation

- The operation will last for 12 hours from 7am to 7pm every day, from Mondays to Saturdays and occasionally during night time and Sundays or public holidays, if required.
- The maximum hourly production capacity of the plant will be 100 tonnes/hr
- Assuming each asphalt truck will carry 5 tonne asphalt, it is deduced that the maximum number of trucks generated in an hour will be 100 / 5 = 20 trucks/hr.
- The estimated round trips = 20 + 30 + 20 + 30 = 100mins



- Total nos. of trucks required = 20 x 100 / 60 = 34 veh

3.1.1 As advised by the operator, **16 nos. of trucks** are directly owned and used by the operator. In case of full operation, a maximum numbers of 18 nos. of additional trucks are required to be ordered from other parties, which will not stack in the plant beyond operation period.

3.2 Contingency Plan

3.2.1 In case of malfunction of the system in the plant, the production of the plant will be reduced and the trip generation of the Asphalt trucks will be different. Therefore, 2 contingency plans are derived as follows:

- Case 1: Failure of 1 Production Leg
- Case 2: Failure of 2 Production Legs

3.2.2 The operation details of the proposed plant during different scenarios of contingency are summarized in **Table 3.2.1** below.

Table 3.2.1 Proposed Plant Operation under Contingency Plans

Case	Production Rate	Fleet Size Required(1)	No. of Direct Owned Trucks	Nos. of Hired Trucks	Nos. of Spared Trucks	No. of Waiting Spaces Required for the Operation	Total no. of Marshalling Trucks Spaces Required
Normal	= 100 tonnes/hr	= 100/5 x 100/60 = 34 trucks	16 trucks	18 trucks	0 trucks	34/100 x 20 = 6.8 trucks = 7 trucks	= 7 trucks < 16 (OK)
1	= 100/2 = 50 tonnes/hr	= 50/5 x 100/60 = 17 trucks	16 trucks	1 trucks	0 trucks	17/100 x 20 = 3.4 trucks = 4 trucks	= 4 trucks < 16 (OK)
2	= 0 tonnes/hr	= 0 trucks	16 trucks	0 trucks	16 trucks	0 trucks	= 16 trucks ≤ 16 (OK)

Note: (1) Asphalt truck with average capacity of 5 tonne/truck is assumed.

3.3 Case 1: Failure of 1 Production Leg

3.3.1 In case if one production leg is malfunctioned within the plant, the production rate of Asphalt will be reduced by half, and the trip generation will be reduced by half.

3.3.2 One additional truck will be ordered and all operator's trucks will be used. No spared operator's trucks will be parked within the plant. Thus, the traffic arrangement will basically be the same as normal operation. The parking arrangement of the plant for half Asphalt production scenario is detailed as follows:

- 8 nos. of waiting/parking spaces within the plant; and
- 8 nos. of loading/ unloading spaces within the plant

3.3.3 The internal transport arrangement of the plant under Failure of 1 Production Leg scenario is shown in **Figure 3.1**.

3.4 Case 2: Failure of 2 Production Legs

3.4.1 In case if two production legs are malfunctioned, the production rate of Asphalt will be reduced to 0. Under this circumstance, the plant will not operate and all operator's trucks will stack within the plant. The parking arrangement is detailed as follows:

- 16 nos. of waiting/parking spaces and loading/ unloading within the plant for spare trucks.

3.4.2 The internal transport arrangement of the plant under no Asphalt production scenario is shown in **Figure 3.2**.

4. MITIGATION MEASURES

4.1.1 There is no traffic mitigation measure to the plant, such as restriction of asphalt trucks at junctions, required under the previous planning applications since its commencement of operation in 2010. The plant have no adverse impact was induced to the surrounding area. As there is no change in the production rate and the operating and delivery arrangement, as a result in no change in the trip generation of the asphalt plant. Therefore, no new traffic mitigation measure is required.

4.1.2 Incident Investigation

i) Non-Conformance (NC) Report will be issued to investigate the case if the truck driver violated from the traffic management requirement. Control mechanism will be carried out if necessary. The NC record will be considered as one of the evaluation item in the next deliver contract.

5. CONCLUSION

5.1.1 Based on the above cases, it is revealed that there are sufficient waiting/parking spaces for the plant to hold all the asphalt trucks for the operation. Also, there are 7 nos. of additional parking spaces at marshalling area could be used in case of any unexpected situation. Therefore, no queue on public roads will be happened at any time during the planning approval period.

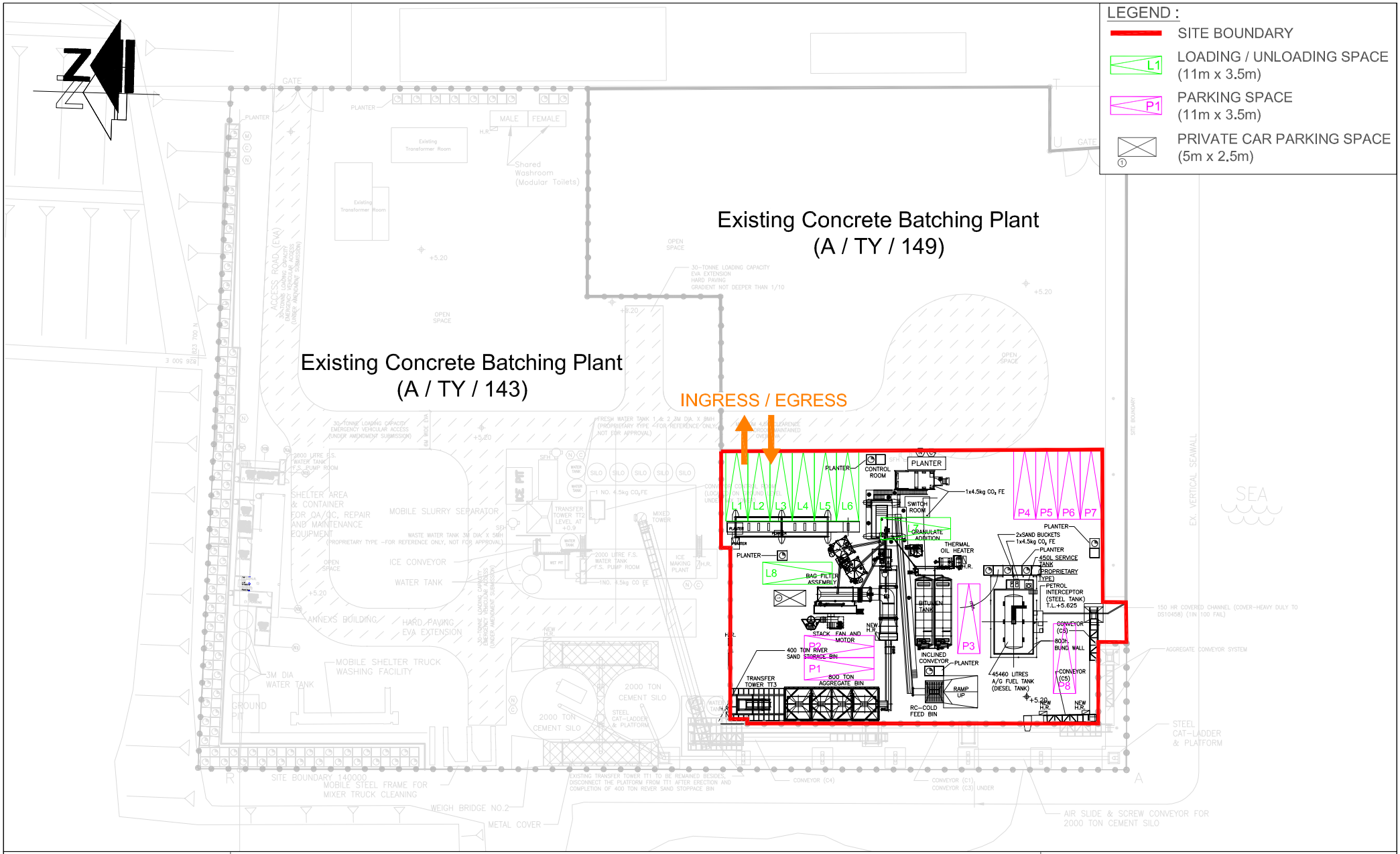


FIGURE NO.: 2.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144	
PROJECT NO.: 24102HK	DRAWING TITLE: LAYOUT PLAN FOR EXISTING ASPHALT PLANT	
SCALE: 1 : 800 @A4	DATE: 08 APR 2025	

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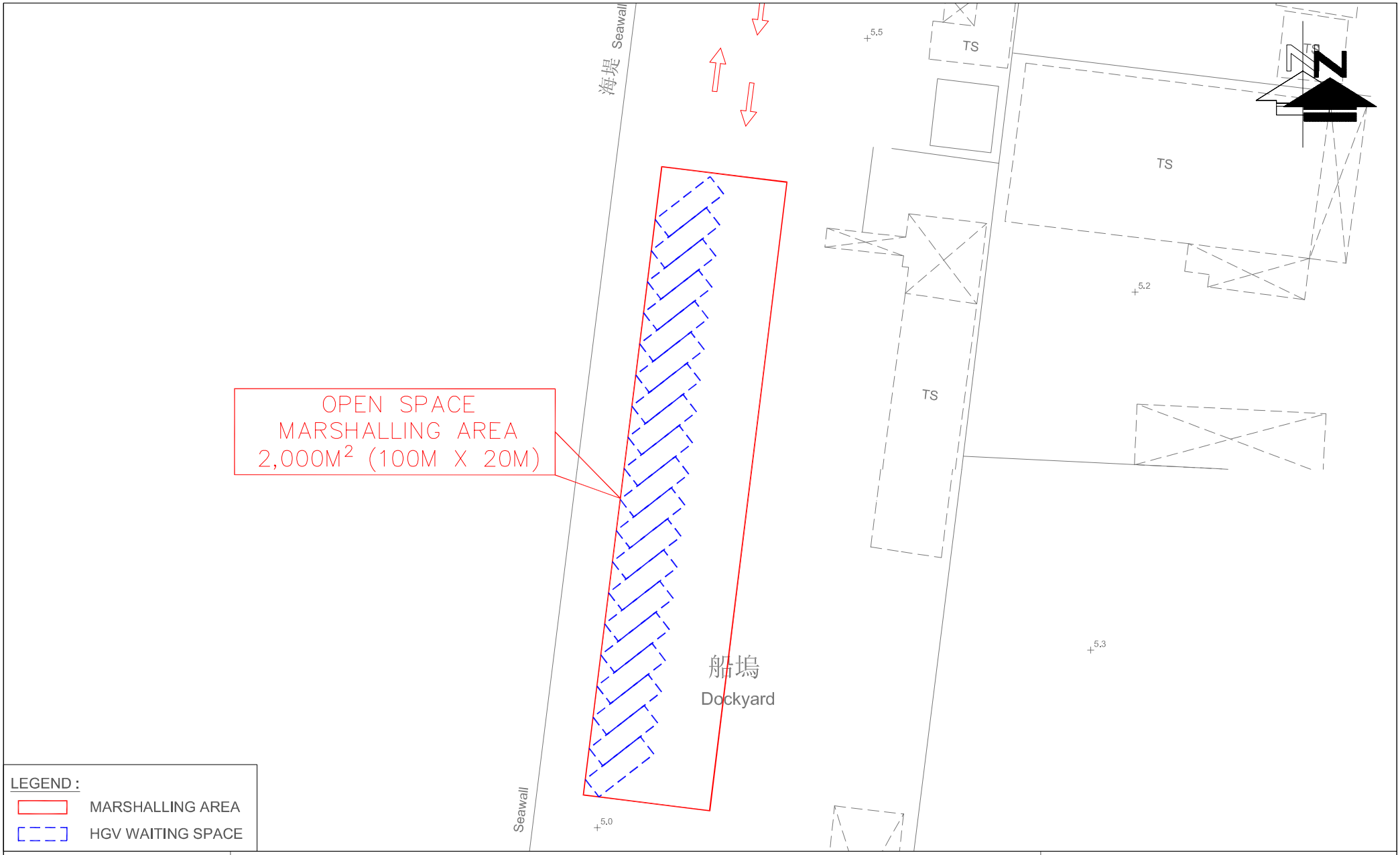

LEGEND :

- MARSHALLING AREA
- HGV WAITING SPACE

FIGURE NO.: 2.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: PROPOSED PARKING ARRANGEMENT WITHIN MARSHALLING AREA
SCALE: 1 : 800 @A4	DATE: 14 FEB 2025

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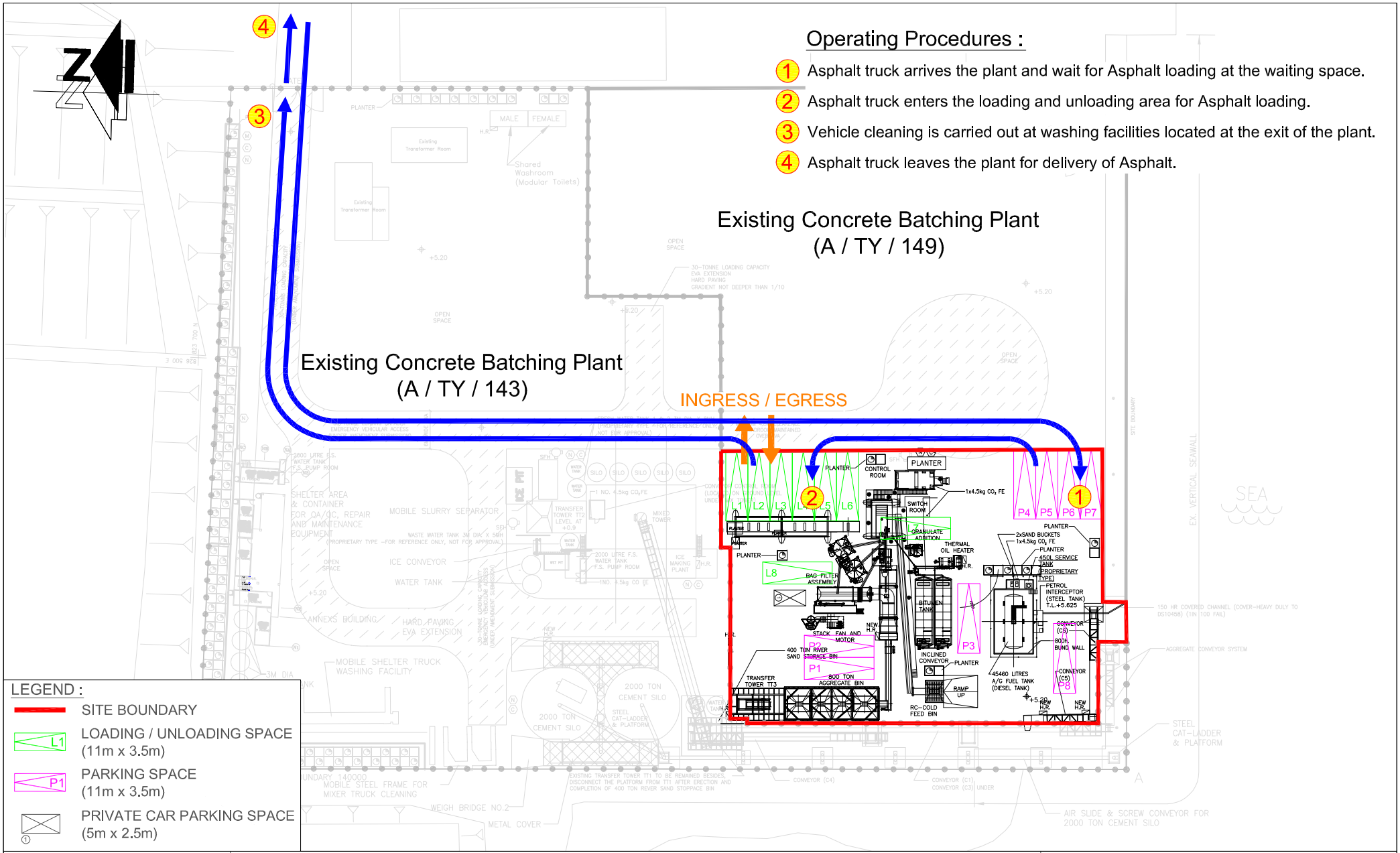
Operating Procedures :

1. Asphalt truck arrives the plant and wait for Asphalt loading at the waiting space.
2. Asphalt truck enters the loading and unloading area for Asphalt loading.
3. Vehicle cleaning is carried out at washing facilities located at the exit of the plant.
4. Asphalt truck leaves the plant for delivery of Asphalt.



LEGEND :

- SITE BOUNDARY
- L1 — LOADING / UNLOADING SPACE (11m x 3.5m)
- P1 — PARKING SPACE (11m x 3.5m)
- ① — PRIVATE CAR PARKING SPACE (5m x 2.5m)

FIGURE NO.: 2.3	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: OPERATION OF EXISTING ASPHALT PLANT
SCALE: 1 : 800 @A4	DATE: 08 APR 2025

CTA Consultants Limited
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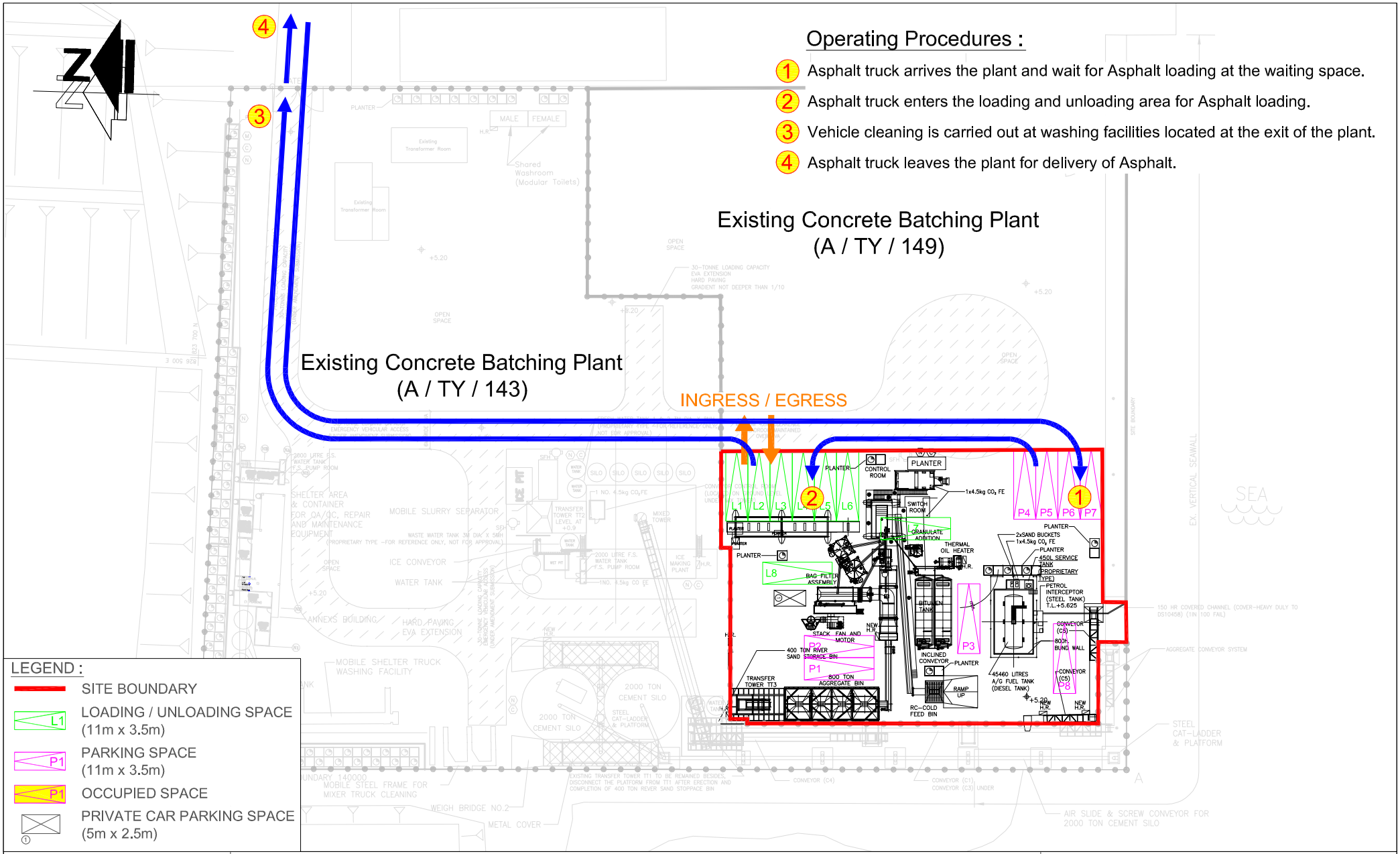

FIGURE NO.: 3.1	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: CONTINGENCY PLAN 1 - FAILURE OF 1 PRODUCTION LEG
SCALE: 1 : 800 @A4	DATE: 08 APR 2025

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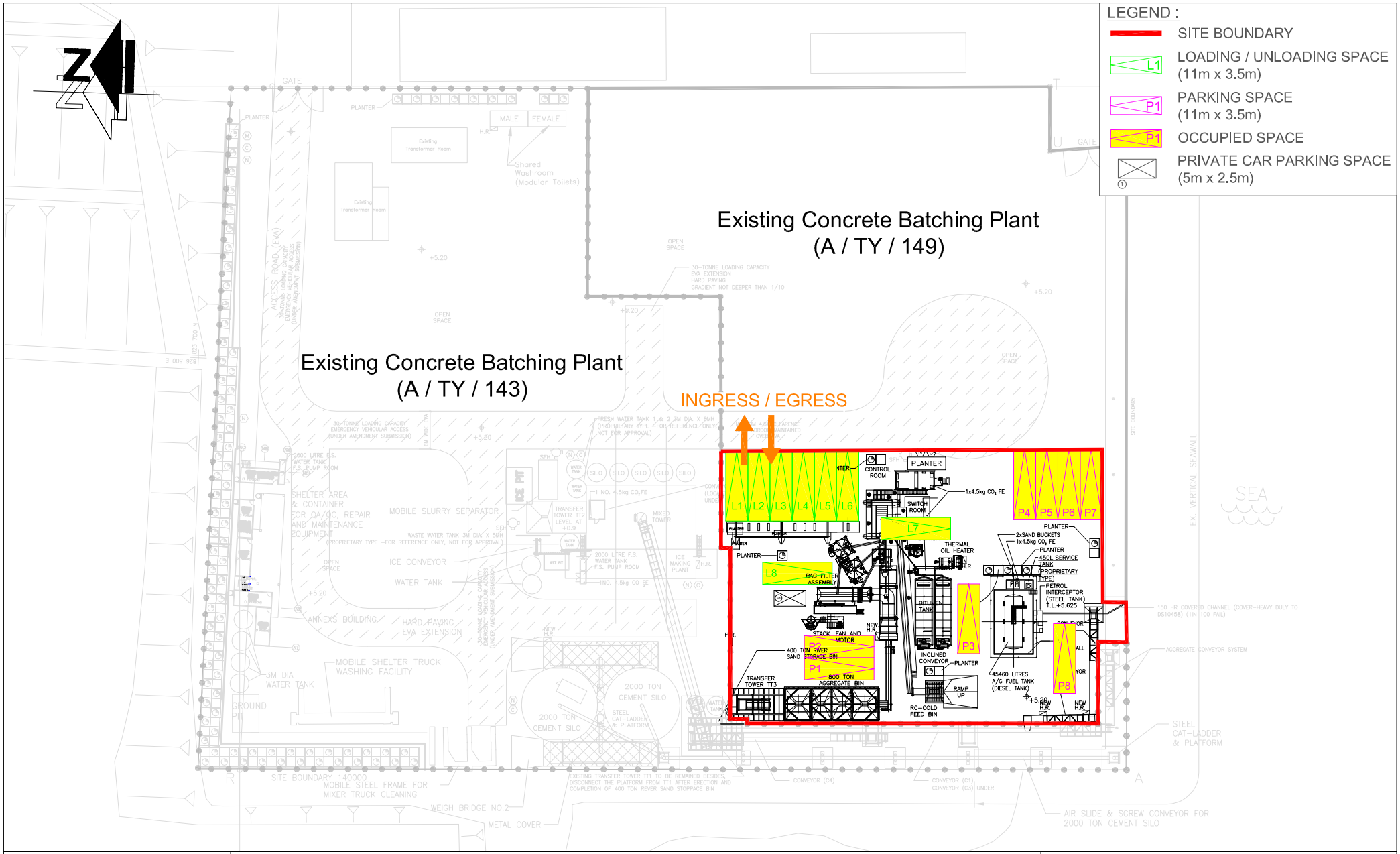

FIGURE NO.: 3.2	PROJECT TITLE: Asphalt Plant at Tsing Yi - Renewal Application A/TY/144
PROJECT NO.: 24102HK	DRAWING TITLE: CONTINGENCY PLAN 2 - FAILURE OF 2 PRODUCTION LEGS
SCALE: 1 : 800 @A4	DATE: 08 APR 2025

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Appendix VII
Certificates of FS251

FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS
消防（裝置及設備）規例
(Regulation 9(1))
(第九條(1)款)
CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT
消防裝置及設備證書

FSD Ref.: 消防處檔號

Serial Number
30625 317081

Name of Client 顧客姓名
Asphalt Surfaces (International) Ltd.

Address 地址
No. TYTL 108RP Waterfront Sai Tso Wan Road,, Tsing Yi, NT

Type of Building 樓宇類型: ☐ Industrial 工業 ☐ Commercial 商業 ☐ Domestic 住宅 ☐ Composite 綜合 ☒ Licensed premises 持牌處所 ☐ Institutional 社團

Part 1 Annual Maintenance ONLY
第一部 只適用於年檢事項

In accordance with Regulation 8(b) of the Fire Service (Installations and Equipment) Regulations, the owner of any fire service installation or equipment which is installed in any premises shall have such fire service installation or equipment inspected by a registered contractor at least once in every 12 months. 根據消防(裝置及設備)規例第八條(b)款，擁有裝置在任何處所內的任何消防裝置或設備的人，須每12個月由一名註冊承辦商檢查該等消防裝置或設備至少一次。

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
24	5 kg CO2 F.E. x 4 nos.	at Fuel Tank.	Conforms with FSD requirements.	17/10/2024	16/10/2025
24	68 kg Dry Powder F.E. x 4 nos.	at Fuel Tank.	Conforms with FSD requirements.	17/10/2024	16/10/2025

Part 2 第二部 Installation / Modification / Repair / Inspection works 裝置/改裝/修理/檢查工作

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)

Part 3 第三部 Defects 損壞事項

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Outstanding Defects 未修缺點	Comment on Defects 缺點評述

Remark 備註

I/We hereby certify that the above installations/equipment have been tested and found to be in efficient working order in accordance with the Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment published from time to time by the Director of Fire Services. Defects are listed in Part 3.

本人藉此證明以上之消防裝置及設備經試驗，證明性能良好，符合消防處處長不時公佈的最低限度之消防裝置及設備守則與裝置及設備之檢查測試及保養守則的規格，損壞事項列於第三部.

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核
This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

Authorized Signature: 受權人簽署

Name: 姓名 Wong Hong Ching

FSD/RC No.: 消防處註冊號碼 RC 3 / 0625 RC /

Company Name: 公司名稱 Wong Hong Ching

Telephone: 聯絡電話 27517813

Date: 日期 18/10/2024

For FSD use only
☐ Inspected
☐ Key-in
☐ Verified

Serial Number

30625 317081

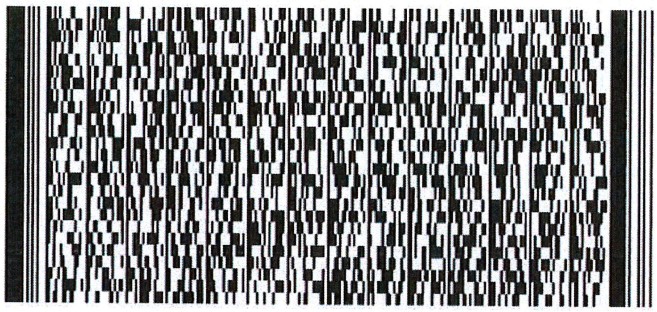
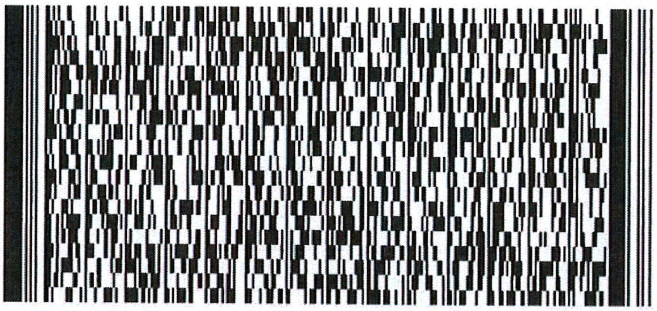
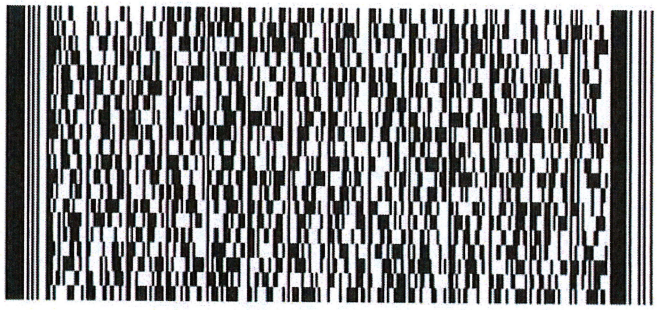
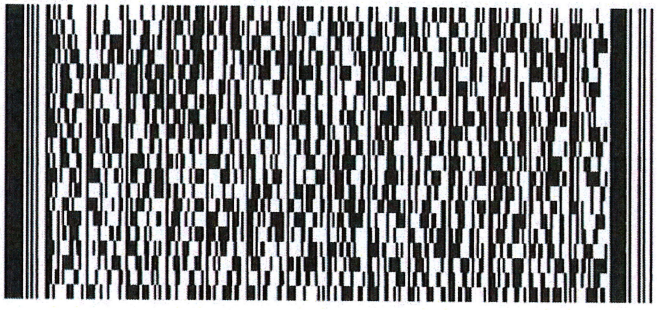
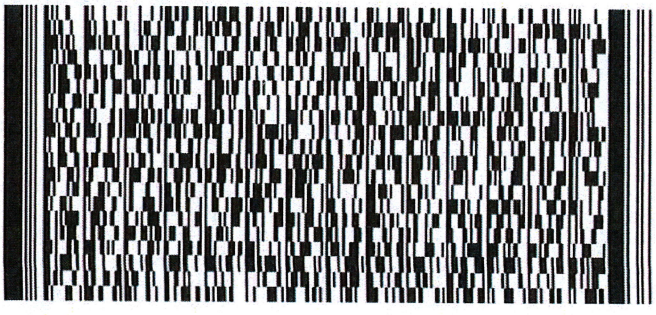
Name of Client 顧客姓名

Asphalt Surfaces (International) Ltd.

Part 1 Annual Maintenance ONLY
第一部 只適用於年檢事項

In accordance with Regulation 8(b) of the Fire Service (Installations and Equipment) Regulations, the owner of any fire service installation or equipment which is installed in any premises shall have such fire service installation or equipment inspected by a registered contractor at least once in every 12 months. 根據消防(裝置及設備)規例第八條(b)款，擁有裝置在任何處所內的任何消防裝置或設備的人，須每12個月由一名註冊承辦商檢查該等消防裝置或設備至少一次。

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
25	Sand Bucket x 4 nos.	at Fuel Tank.	Conforms with FSD requirements.	17/10/2024	16/10/2025

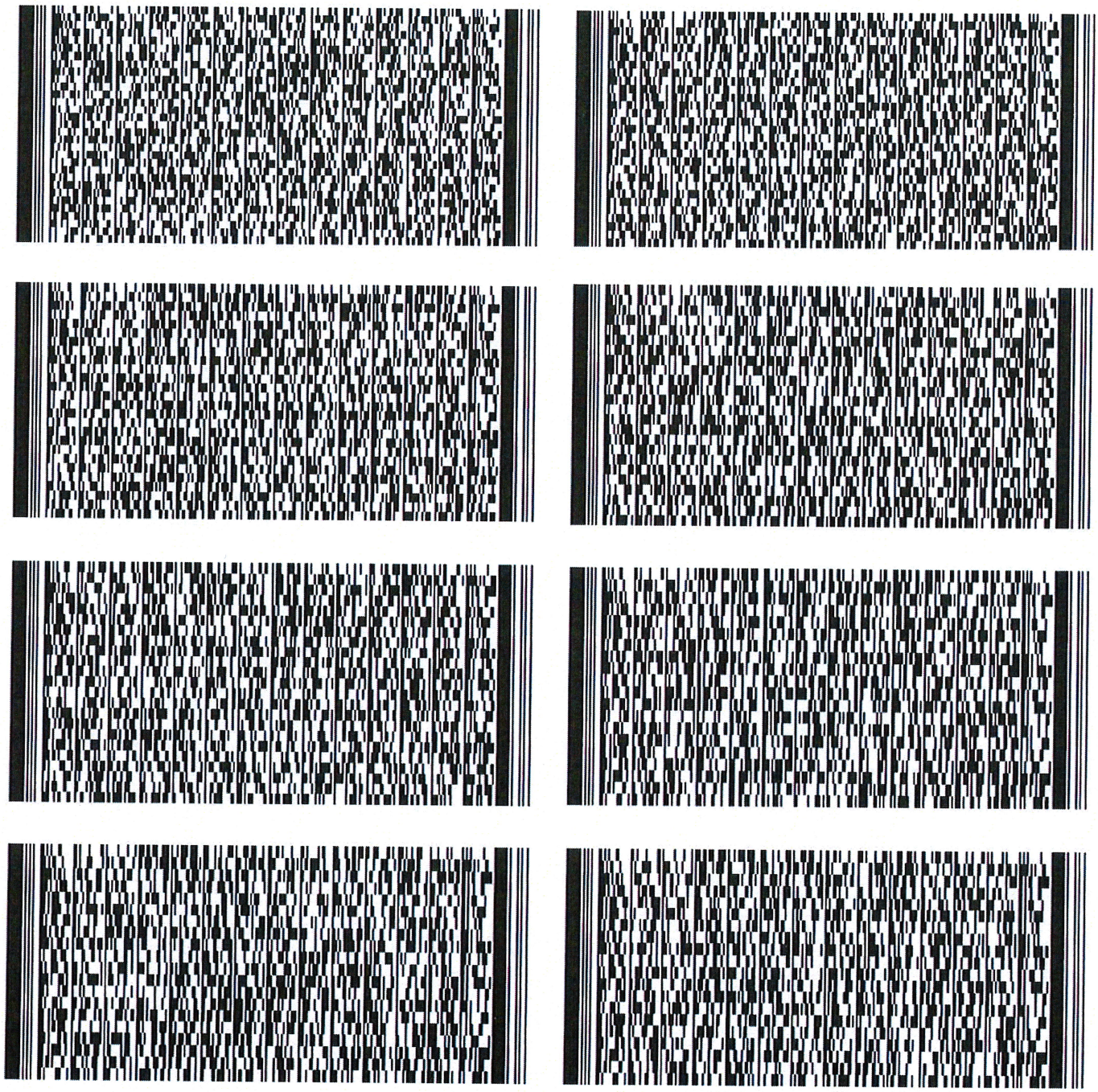







Serial Number

30625 317081

Name of Client 顧客姓名

Asphalt Surfaces (International) Ltd.



Our Ref: PLAS/ADL/CK/CL/gch/20-11643/Task 7 Pt 3

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

19 June 2025

By Email & By Courier

Dear Sirs

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131)
RENEWAL OF PLANNING APPROVAL FOR
TEMPORARY ASPHALT PLANT
FOR A PERIOD OF 5 YEARS AT TSING YI TOWN LOT NO. 108 RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32
(APPLICATION NO. A/TY/152 – FURTHER INFORMATION 1)

We refer to the captioned planning application No. A/TY/152.

Further to our original submission received by the Town Planning Board ("TPB") on 2 May 2025, we hereby submit Further Information (1) to support this application. This submission supersedes the Further Information (1) submitted earlier today (i.e. the email sent at 11:56am).

Attachment I	Responses-to-Comments table addressing comments from the Environmental Protection Department ("EPD") and Highways Department ("HyD")
Attachment II	Revised Planning Statement (excluding appendices)
Attachment III	Responses-to-Comments table addressing comments from the Public

Should there be any queries, please feel free to contact the undersigned or our Ms Charlotte Lau at [redacted]

Yours faithfully
For and on behalf of
Knight Frank Petty Limited

Calvin Kan MHKIP RPP
Associate Director
Planning & Land Advisory Services
[redacted]

Encs

knightfrank.com.hk
4/F Shui On Centre, 6-8 Harbour Road, Wanchai, Hong Kong
香港灣仔港灣道6-8號瑞安中心4字樓
T 電話 +852 2840 1177 F 傳真 +852 2840 0600

19 June 2025
The Secretary
Town Planning Board

cc Client (By email only)

Tsuen Wan and West Kowloon District Planning Office
Attention: Mr LUI Wing Cho/ Mr Cecil Chow (By email only)

Attachment I
Responses-to-Comments table addressing comments from the Environmental Protection Department ("EPD") and Highways Department ("HyD")

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131)
RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT
FOR A PERIOD OF 5 YEARS AT TSING YI TOWN LOT NO. 108 RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32
(APPLICATION NO. A/TY/152– FURTHER INFORMATION 1)

Comments	Response(s)
Environmental Protection Department (EPD) **Received on 4 June 2025**	
1. The applicant should confirm whether the A&A works would result in changes in layout plan, the maximum daily production rate, and the total production capacity of the asphalt plant.	The potential A&A works will not result in changes to the layout plan. The maximum daily production rate will be maintained at 1200 tonnes, which is the same as in the last approved planning application No. A/TY/144. Additionally, regarding the total production capacity, the operation of the asphalt plant will remain compliant with the permitted rate of the Specified Process Licence.
2. Section 5.8 (Page 10/13) of the planning statement, 1st line, subsection of Air - The statement should be revised as "... no additional emission sources have been identified, as there are no major changes to the current development, except for minor adjustments made for potential A&A Works."	The sentence has been revised accordingly. Please refer to section 5.5 of the planning statement.
3. The applicant to confirm whether there are no changes to the total production capacity of the asphalt plant in additional to the maximum daily production rate.	The applicant hereby confirms that there will be no changes to the maximum daily production rate of the asphalt plant, which will remain the same (i.e., 1,200 tonnes) as in the last approved planning application No. A/TY/144. Additionally, regarding total production capacity, the operation of the asphalt plant will remain compliant with the permitted rate of the Specified Process Licence.

Comments	Response(s)
4. The applicant to confirm there is no change in site layout and the layout of the asphalt plant, except for 1 additional private car parking space, and to prepare a comparison table for the Planning Application No. A/TY/144 and the current proposal in terms of development parameters.	The applicant hereby confirms that there is no change in site layout and the layout of the asphalt plant, except for 1 additional private car parking space. The comparison table for Planning Application No. A/TY/144 and the current proposal, in terms of development parameters, is listed as follow:

Development Parameters	Last Approved Scheme A/TY/144 (i)		Current Application (ii)	Difference (ii – i)
Site Area	About 2,555m^2		About 2,555m^2	- no change -
Covered Area	About 894.36m^2		About 900m^2	About 5.64m^2
Site Coverage	About 35%		About 35%	- no change -
Gross Floor Area	About 894.36 m^2		About 900m^2	About 5.64m^2
Plot Ratio	About 0.35		About 0.35	- no change -
Building Height	Not exceeding 20m		Not exceeding 26mPD*	0.8 m
Car Parking & Loading / Unloading Facilities	Private Car Parking Spaces	-	1	1
	Lorry Parking Spaces	8	8	- no change -
	Loading / Unloading Spaces	8	8	- no change -

**Note: According to the GBP approved dated 6 June 2013, the main street level is +5.2 mPD.*

Comments	Response(s)
	You may also refer to section 4.1 of the planning statement.
5. The applicant to revise Planning Statement, "Air" in Section 5.5 (Page 10/11): - Please review whether the first sentence can be revised to "The proposed development will not introduce any additional emission sources compared to the existing development." - Please revise "concrete batching plant" in Line 5 to "project site compared to those in the approved scheme No. A/TY/144".	The first sentence of the subsection - "Air" under section 5.5 has been revised to "*In terms of the environment, no additional emission sources have been identified, as there are no major changes to the current development, except for minor adjustments made for potential A&A Works.*" Also, "*project site compared to those in the approved scheme No. A/TY/144*" have also been incorporated into Line 5, subsection - "Air" under section 5.5 of the planning statement accordingly.
<u>Highways Department (HyD)</u> **Received on 13 June 2025**	
1. The vehicular access from Sai Tso Wan Road to the application site is not maintained by HyD and HyD is not going to take up the maintenance responsibility; and	Noted.
2. Adequate drainage measures shall be provided to prevent surface water running from the application site to nearby public roads and drains.	As mentioned in section 5.5 under subsection – "Water Quality" of the planning statement, "*the existing asphalt plant has been designed to retain all wastewater and surface runoff within the plant, with all water collected in pits for recycling; thus, no water is discharged from the plant*".

Attachment II
Revised Planning Statement (excluding appendices)

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

RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT FOR A PERIOD OF 5 YEARS

AT TSING YI TOWN LOT NO. 108RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32

SUPPORTING PLANNING STATEMENT

JUNE 2025

Executive Summary

This application for permission under section 16 of the Town Planning Ordinance (Cap. 131) ("the Application") is made to seek permission from the Town Planning Board ("TPB") for renewal of planning approval of the temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) ("the Application Site"). The Application Site falls within an area zoned "Industrial" ("I") use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 ("the OZP"). According to the Notes of the OZP, 'Asphalt Plant' is a Column 2 use within the "I" zone, thus planning permission is required from the TPB.

The Application Site is subject to a previous planning application No. A/TY/144 for the same use which was approved on 1 September 2020 for a period of five years until 1 September 2025. All approval conditions under the previous planning approval have been complied with. The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

There is a need to expand the local construction sector and meet the growing demand for asphalt. The Application Site is located at a remote area of Tsing Yi West industrial area and the range of high hills at the central part of Tsing Yi Island would serve as a partition to block off the proposed asphalt plant's potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. No adverse traffic or environmental impacts on the surrounding area are anticipated from the proposed asphalt plant since the previous application.

In view of the above and the detailed planning justifications put forward in the Planning Statement, we sincerely seek TPB's favourable consideration to approve the Application for a temporary period of five years.

內容摘要

本申請根據《城市規劃條例》(第 131 章)第 16 條提出規劃許可申請 (『本申請』) 要求城市規劃委員會 (『城規會』) 批給規劃許可，准許在青衣市地段第 108 號餘段(部分) (『申請地點』) 為期五年的臨時瀝青廠規劃許可續期。申請地點位於青衣分區計劃大綱核准圖編號 S/TY/32 (『大綱圖』) 上的『工業』用途地帶。根據大綱圖，在『工業』用途地帶內，「瀝青廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

有關地點的先前規劃申請(No. A/TY/144)作相同用途於 2020 年 9 月 1 日獲批，為期五年，至 2025 年 9 月 1 日。所有先前的規劃許可附帶條件均已履行。申請地點繼續用作有關用途將不會對現有瀝青廠的發展參數有重大變動，除了為將來的改動及加建工程而進行的微小調整。

本地的建造業必須擴大及滿足瀝青日益增長的需求。申請地點位於青衣西邊較偏遠工業區域，青衣島中部的山脊可阻擋擬議瀝青廠潛在的環境影響及對青衣東北部住宅區域的滋擾。自先前規劃申請以來，擬議瀝青廠對周圍地區的交通或環境沒有產生不利影響。

基於以上各點及規劃報告書內所提供的詳細規劃理據，我們誠懇地希望城規會批准有關用途為期 5 年的申請。

(中英文版如有差異，皆以英文版本爲準。)

Table of Contents

1 Introduction

1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Hongkong United Dockyards Limited ("the Applicant") to seek renewal of planning approval (No. A/TY/144) from the Town Planning Board ("TPB") for temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) ("the Application Site"). The Applicant is intended to continue the operation of the current temporary asphalt plant approved under application no. A/TY/144 at the Application Site.

The Application Site falls within an area zoned "Industrial" ("I") use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 ("the OZP"). According to the Notes of the OZP, 'Asphalt Plant' ("the Use") is a Column 2 use under the "I" zone which requires planning permission from the TPB.

1.2 Statement Structure

This Supporting Planning Statement comprises six sections. Following the introduction, **Section 2** will cover the descriptions of the Application Site and its surrounding context. **Section 3** will elaborate on the respective planning context within which this Application is subject to. The current use will be detailed in **Section 4**, which is followed by the relevant justifications in **Section 5**. The Statement will be concluded in **Section 6**. The following supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Location Plan of the Marshalling Area (**Appendix II)**
- Approval Letter of Planning Application No. A/TY/144 (**Appendix III**)
- Approval Letter regarding Compliance of Approval Condition (b) (**Appendix IV**)
- Traffic Impact Assessment (**Appendix V**)
- Traffic Management Plan (**Appendix VI**)
- Certificates of FS 251 (**Appendix VII**)

2 The Application Site and its surroundings

2.1 Application Site

The Application Site is a piece of flat land at the north-western portion of TYTL 108 RP, which is situated in the western part of Tsing Yi. It has an area of about 2,555m^2. The Application Site is currently occupied by an existing asphalt plant approved under Application No. A/TY/144. The Application Site is mainly accessible from a private road which extends from the end of Sai Tso Wan Road and shares a common access with the two adjacent existing temporary concrete batching plants approved under Application No. A/TY/143 and A/TY/149 respectively. It has a sea frontage to its south (**Figure 1**).

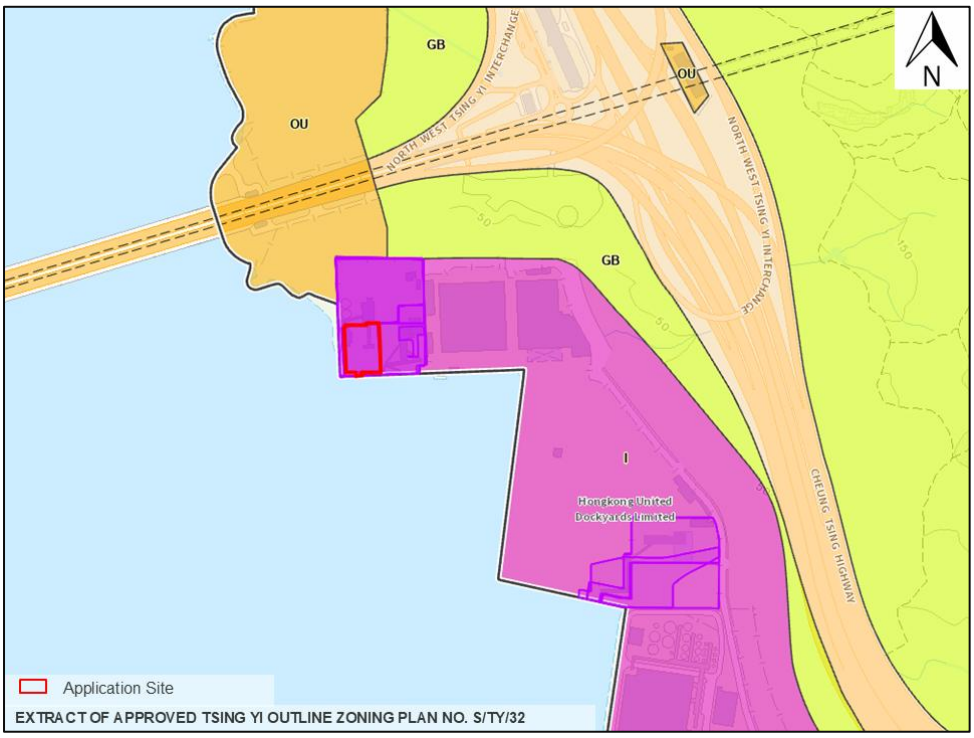


Figure 1: Location Plan of the Application Site

2.2 Land Status

The Application Site forms part of TYTL No. 108 RP held under Conditions of Exchange New Grant No. 6647 as varied or modified by a Modification Letter dated 21 January 1991 and the Particulars and Conditions of Extension of Lease Term dated 22 July 1992. According to the land grant, the Application Site is restricted, inter alia, to ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved by Lands Department ("LandsD"), cargo handling, and storage and repair of containers. Upon development or redevelopment, the subject lot is restricted to a maximum plot ratio of 2.5. Any building or structure to be erected on the subject lot shall not exceed a height of 335mPD, or such height affecting the lot as may be prescribed under Section 3 of the Hong Kong Airport (control of Obstructions) Ordinance, whichever is the lower. The Applicant has already obtained

temporary waiver dated 5 October 2015 (memorial No. 15111600750046) from the LandsD for the implementation of the Use.

The Applicant has also obtained temporary waiver for the marshalling area, dated 16 November 2022 (memorial No. 23011802300152), from the LandsD for the implementation of the marshalling use.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

a) mainly a special industrial area with shipyards, oil depots, warehouses, open vehicle parks and container-related uses;

b) to its immediate east and north adjoining the Site are two existing temporary concrete batching plants (approved under Application No. A/TY/149 and A/TY/143 on 16 August 2024 and 1 September 2020 respectively both for five years);

c) to its east and southeast is the HongKong United Dockyards Limited. Part of the dockyard in its south-east portion is currently used for open storage, and is subject to existing temporary concrete batching plant and asphalt plant both approved by the Committee on a temporary basis of five years on 16 July 2024 and 2 August 2024 under Application No. A/TY/147 and A/TY/148 respectively;

d) to its further east is the Cheung Tsing Highway located above a steep slope;

e) to its further southeast is the Shell Oil Depot. There is also an existing concrete batching plant approved by the Committee on a temporary basis of five years on 24 September 2021 under Application No. A/TY/145;

f) to its south and west is the Ma Wan Channel; and

g) to its north is the Lantau Link.

2.4 Previous Planning Applications

There are four previous planning applications covering the Site / part of the Site (Application No. A/TY/106, A/TY/118, A/TY/129, and A/TY/144). All the approval conditions of the latest previous planning Application A/TY/144 have been complied with. The letter regarding the compliance with approval condition (b) from the Planning Department is attached at **Appendix IV**.

Application No.	Applied Use / Development	Decision
A/TY/106	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 29.1.2013
A/TY/118	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015
A/TY/129	Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 7.8.2020
A/TY/144	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 1.9.2025

Figure 2: Details of Previous Applications

2.5 Similar Planning Applications

There are five similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/135 and A/TY/148) for asphalt plant use within the "I" zone on the Tsing Yi OZP. Among all applications, three applications (A/TY/32, A/TY/58, A/TY/59) approved on a permanent basis between January 1995 and May 2000 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications (Nos. A/TY/135 and A/TY/148) were approved with conditions by TPB for a period of 5 years between August 2019 and August 2024. In general, the approvals were granted on the grounds that developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related development; and no adverse comments from relevant government departments were received.

Application No.	Applied Use / Development	Decision
A/TY/32	Cement Manufacturing and Concrete Batching Plant	Approved with Conditions
A/TY/58	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/59	Proposed Asphalt Concrete Plant and Cement Manufacturing Plant	Approved with Conditions
A/TY/135	Proposed Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2024
A/TY/148	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2029

Figure 3: Details of Similar Applications

3 Planning Context

3.1 Planning Intention

The planning context has largely remained unchanged since the previous approved application No. A/TY/144. According to the OZP, the planning intention of the subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

3.2 Statutory Planning Control

According to the OZP, within the subject "I" zone, no new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.

3.3 Town Planning Board Guideline No. 34D ("TPB PG-No. 34D")

With reference to the TPB PG-No. 34D on Renewal of Planning Approval, a streamlined approach could be adopted in which no new technical assessments will be required to support the application. The guideline also sets out the criteria in assessing the planning renewal application as follows:

(a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;

(b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);

(c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;

(d) whether the approval period sought is reasonable; and

(e) any other relevant consideration.

3.4 Hong Kong Planning Standard and Guidelines

According to the Chapter 5 of Hong Kong Planning Standards and Guidelines ("HKPSG"), 'Asphalt Plant' can be classified as a special industrial activity. It mainly engages in heavy industries and the handling bulky commodities, raw materials and/or dangerous goods. Special industries are generally capital intensive, land extensive and often have special infrastructure and locational requirements. Subject to functional requirements, the location of special industries should be: (a) land extensive; (b) remote from residential areas; (c) preferable in the western quadrant of residential areas; (d) preferably in areas with good air dispersion capacities and where pollution is not serious; (e) sites with deep water-frontage; and (f) directly accessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, 'Asphalt Plant' can be considered one of the sources of dusty air pollution. It is suggested that air polluting industries in main urban areas or near to residential developments should be avoided as far as possible. These industries should preferably not be located in topographically confined areas. Adequate buffer areas should be given between the air-polluting uses and sensitive receivers.

3.5 Territorial Context

Asphalt is essential for road maintenance and resurfacing to ensure that road networks meet standards. In the long term, the formation of the New Development Areas such as Hung Shui Kiu, Kwu Tung North, and Fanling North, will require a substantial amount of asphalt. A stable supply of asphalt is therefore essential for providing trunk roads that connect to these areas.

Additionally, the government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area, which will create strong demand for professional and infrastructure services, including those in the construction sector, for various projects.

4 Current Use

4.1 Proposed Asphalt Plant

The Applicant intends to continue the operation of the Use at the Application Site on a temporary basis for further 5 years. There will be no major changes to the development parameters regarding the continuation of the Use at the Site as compared to the last planning approval under application No. A/TY/144, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

Details of the development parameters are listed in the table below.

Development Parameters	Last Approved Scheme A/TY/144 (i)		Current Application (ii)	Difference (ii – i)
Site Area	About 2,555m^2		About 2,555m^2	- no change -
Covered Area	About 894.36m^2		About 900m^2	About 5.64m^2
Site Coverage	About 35%		About 35%	- no change -
Gross Floor Area	About 894.36 m^2		About 900m^2	About 5.64m^2
Plot Ratio	About 0.35		About 0.35	- no change -
Building Height	Not exceeding 20m		Not exceeding 26mPD*	0.8m
Car Parking & Loading / Unloading Facilities	Private Car Parking Spaces	-	1	1
	Lorry Parking Spaces	8	8	- no change -
	Loading / Unloading Spaces	8	8	- no change -

**Note: According to the GBP approved dated 6 June 2013, the main street level is +5.2 mPD*

The layout plan remains the same as specified in the approved planning application A/TY/144. This includes a thermal oil heater, stack fan and motor, conveyors, petrol interceptor, fuel tank, service tank, bitumen tank, granulate addition, control room, re-cold feed bin, transfer room, etc. (see **Appendix I**). The operating hours, including occasional operation at nighttime and during holidays/Sundays, are also unchanged from the approved planning application A/TY/144. The hours are from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations during nighttime and on Sundays/public holidays. The maximum daily production capacity of the plant remains consistent with the last planning approval at 1,200 tonnes, and the number of workers is unchanged from the previous approval (i.e. 10).

The barging operation arrangement will remain the same as outlined in the approved barging operation plan that was implemented under approved application No. A/TY/144. The majority of the raw materials required for the operation of the plant will be delivered by sea, with a maximum of one to two barges per day, consistent with the previous Application No. A/TY/144. A total of 1 private car parking space, eight lorry parking spaces and eight loading / unloading spaces will be provided within the Site. The marshalling area will remain the same as in the previous approval, providing 19 spaces (seven of which will be reserved for the subject plant) within TYTL No. 108RP, owned by the Applicant (**Appendix II**). Given the same scale of operation, the number of vehicle trips per hour also remains the same as the previous application. (**Appendix V**).

The traffic impact assessment and traffic management plan outlined in **Appendix V and VI** have concluded that no adverse traffic impacts would be induced in the surrounding area. Proper design layout, traffic arrangement, environmental measures, and fire services installations will be maintained to ensure that no insurmountable impacts occur and to mitigate fire risks.

5 Justifications

5.1 No Material Change Since Previous Approval

The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works). In addition, there is no change in planning circumstances since the previous temporary approval granted in 2020 such as land use zoning, planning policy and the land use in the vicinity. Approval of this Application is in line with the TPB's previous decision.

5.2 In line with the Planning Intention and Compatible with Surrounding Area

The Application Site is zoned "I" on the OZP and the Use falls under Column 2 which may be permitted with or without conditions on application to TPB. The subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. In this connection, the Use is in line with the planning intention.

Although the Application Site is situated within the rezoning application area (i.e. Y/TY/2) for the proposed comprehensive private residential and public housing development, along with the provision of a marina and supporting community facilities at Tsing Yi Town Lot 80 and 108 RP and adjoining Government Land, the rezoning application is currently undergoing public inspection, and the implementation of the proposed development remains uncertain. Furthermore, the Tsing Yi – Lantau Link ("TYLL"), which encompasses the Application Site to the northeast according to the proposed alignment, is currently under study. The TYLL, along with other relevant major roads, is tentatively scheduled to be commissioned in phases by 2033. Overall, the temporary nature of the Use will not impact the long-term planning for the area.

Moreover, the Application Site is located in an industrial area that includes a cluster of concrete batching plants and asphalt plants. It is separated from any sensitive receivers by a range of hills, situated over 1,000 meters from the residential development. There has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the project site compared to those in the approved scheme No. A/TY/144. As a result, the likelihood of any adverse environmental impact arising from the Use is unlikely. The Use is considered compatible with the surrounding area.

5.3 Meeting the Demand of Local Construction Industry

The Use can provide timely delivery of asphalt product to meet the local demand in Hong Kong, which is crucial to the construction industry. There would be an increasing demand for construction materials including asphalt for the large-scale projects to be implemented in Hong Kong.

With the commencement of New Development Areas in Northern Metropolis including Hung Shui Kiu, Kwu Tung North and Fanling North, the connectivity of infrastructure facilities such as highways would be maintained and promoted, and such construction would be heavily dependable on construction materials such as asphalt. A sufficient and steady supply of asphalt products can better control the development programme and construction cost of the infrastructure developments.

With a keen demand for asphalt products, the planning permission of the current asphalt plant shall be renewed to ensure timely and steady supply to support the local construction industry.

5.4 Strategic location of the Application Site for the Use

The Application Site is strategically located at the center of Hong Kong, with marine access for the delivery of raw materials to produce asphalt. The Application Site is situated in the center of the territory, with relatively equal distances to construction sites in the North District, North Lantau, and Northern Hong Kong Island, which would enable timely and cost-effective delivery of asphalt products, and, most importantly, reduce the carbon footprint of each development.

According to Chapters 5 and 9 of the HKPSG, “Asphalt Plant” can be classified as a ‘special industrial activity’ and a source of dusty air pollution. The Application Site satisfies the locational requirements of the Use. The current asphalt plant is locating at a remote area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi satisfying the downwind requirement for most of the year.

The Application Site is also not located in an area subject to severe air pollution and is not within a topographically confined airshed. The range of high hills at the centre part of Tsing Yi Island serves as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. Convenient access provided by the strategic road network in Tsing Yi is considered desirable for asphalt plant operation and will enhance the efficiency to distribute asphalt products to various areas of Hong Kong.

5.5 No Insurmountable Impacts

Since there have been no major changes to the development parameters compared to the previously approved scheme No. A/TY/144 except for minor adjustments made for potential A&A Works, the current development is not expected to generate any adverse impacts in terms of traffic, air, water quality, waste or risk.

Traffic

The traffic impact assessment and traffic management plan concluded that the Use will not generate additional traffic on the surrounding road network. The contingency plan and traffic facilities outlined in the traffic management plan will be implemented accordingly. Therefore, no additional adverse traffic impact is anticipated.

Air

In terms of the environment, no additional emission sources have been identified, as there are no major changes to the current development, except for minor adjustments made for potential A&A Works. Also, there has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the project site compared to those in the approved scheme No. A/TY/144. With the implementation of the mitigation measures discussed in the previously approved Environmental Assessment, no adverse environmental impacts due to the operation of the development are anticipated.

Water Quality

Furthermore, no wastewater will be discharged from the plant during operation, as all wastewater will be recycled. Wastewater generated from mixer truck cleaning, wheel washing, general site cleaning, and truck cleaning upon exit is collected and treated using an on-site wastewater recycling system and a recycled water tank for recycling and reuse.

The existing asphalt plant has been designed to retain all wastewater and surface runoff within the plant, with all water collected in pits for recycling; thus, no water is discharged from the plant. Domestic sewage from the workforce is collected by modular toilets, temporarily stored, and treated using a Membrane Bio-reactor (MBR) before being transported away by vacuum tanker for proper disposal at outlets approved by the Drainage Services Department (DSD).

Waste

The majority of solid waste generated from plant operations consists of waste asphalt and general refuse from site workers. Waste aggregates separated from the wastewater are reused in production to minimize waste generation. Rejected asphalt will be reused for production whenever practicable. Only waste asphalt that cannot be reused will be disposed of at the landfill, totaling approximately 15 tons per day. There is no chemical waste generated from the operation of the asphalt plant.

General refuse is collected in on-site enclosed rubbish bins and picked up by the waste collector daily or every two days to minimize odors, pests, and litter. Provided that mitigation measures discussed in the previous approved Environmental Assessment are properly implemented in the handling and disposal of generated waste, no adverse environmental impacts associated with solid waste management are anticipated.

Risk

For risks aspect, there will be no change in the working population of the plant as compared with the previously approved Application No. A/TY/144 (i.e. 10), and hence the risk level of the plant is considered acceptable.

5.6 Similar Planning Applications

Since 1995, all the previous and similar planning applications for asphalt plants within the same "I" zone have been approved based on the grounds that the developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related developments; and no adverse comments were received from relevant Government departments. The approval of this planning application is in line with TPB's previous decisions.

6 Conclusion

The subject Application is submitted to seek the TPB's permission for renewal of the planning approval for a period of five years at TYTL No. 108RP (Part), to continue the operation of the Use under the previously approved planning application No. A/TY/144, which will be valid until 1 September 2025. The renewal approval of the Application will facilitate the expansion of the local construction sector to meet the growing demand for asphalt production. The Application Site is strategically located with marine access for delivery of raw materials to produce asphalt. It is also located at a remote area of Tsing Yi West industrial area surrounded by other industrial-related operations and the range of high hills at the central part of Tsing Yi Island would block off potential environmental impacts and disturbance to the residential areas in the north-eastern part of Tsing Yi. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. No adverse impacts on the surrounding areas would be anticipated from the asphalt plant since the previous application.

Taking into account the above considerations, favorable consideration by the TPB is hereby sought.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Location Plan of the Marshalling Area
Appendix III	Approval Letter of Planning Application No. A/TY/144
Appendix IV	Approval Letter regarding Compliance of Approval Condition (b)
Appendix V	Traffic Impact Assessment
Appendix VI	Traffic Management Plan
Appendix VII	Certificates of FS 251

Attachment III
Responses-to-Comments table addressing comments from the Public

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131)
RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT
FOR A PERIOD OF 5 YEARS AT TSING YI TOWN LOT NO. 108 RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32
(APPLICATION NO. A/TY/152– FURTHER INFORMATION 1)

Summary of Public Comments Objecting to the Application	Response(s)
1. Hygienic Nuisance Asphalt mixing trucks from this site adversely affect road hygiene by frequently leaking asphalt while traveling along Sai Tso Wan Road, disrupting the flow of other vehicles. Moreover, some trucks clean their tanks, causing wastewater to run off the slope of Sai Tso Wan Road. This results in a slippery surface due to the accumulation of asphalt residue on the pavement, leading to concerns related to road hygiene, landscape, and nuisance.	Leakage of asphalt from an asphalt tipper truck is highly unlikely, as hot asphalt is semi-solid and cannot spill out during transit. The rear discharge gate is secured by three anchors, and all asphalt trucks are equipped with covers to prevent spillage from the top. Additionally, road sweeper truck services have been arranged by the applicant to operate along Sai Tso Wan Road and Tsing Yi Road West, from the junction of Sai Tso Wan Road to the hill of Tsing Yi Road West, with at least three round trips per day (Monday to Saturday, 8 AM to 4 PM). 
2. Road Safety The slippery surface of the road, caused by leaking asphalt mixing trucks, heightens safety issues, especially during humid or rainy weather. Once the road surface dries, the asphalt residue creates a bumpy texture, increasing the risk of traffic accidents.	

Summary of Public Comments Objecting to the Application	Response(s)
	These road sweeping services efficiently clear asphalt or any residue from the road surface, tackling concerns related to road hygiene, landscape upkeep, and nuisance. A clean road surface free of dried debris reduces the risk of traffic accidents.
3. Traffic Congestion and Frequent Road Maintenance Since Sai Tso Wan Road is relatively narrow, an excess of heavy vehicles disrupts normal traffic conditions. In particular, the area is surrounded by industrial facilities, generating significant traffic demand. However, there is only one two-way road running north to south. As a result, traffic congestion occurs when many heavy vehicles pass simultaneously, increasing the risk of traffic accidents and posing dangers to pedestrians and other vehicles. The presence of excessive heavy vehicles also places a greater burden on the road surface, leading to more frequent maintenance needs.	The applicant has conducted a traffic impact assessment for the renewal application, taking into account the existing surrounding uses, including nearby industrial facilities and their associated vehicle flows. The assessment concludes that no additional traffic will be generated in the surrounding network. The contingency plan and traffic facilities outlined in the traffic management plan will be implemented as specified. Consequently, no additional adverse traffic impacts are anticipated.

Our Ref: PLAS/ADL/CK/CL/gch/20-11643/Task 7 Pt 3

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

26 June 2025

By Email & By Courier

Dear Sirs

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131)
RENEWAL OF PLANNING APPROVAL FOR
TEMPORARY ASPHALT PLANT
FOR A PERIOD OF 5 YEARS AT TSING YI TOWN LOT NO. 108 RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32
(APPLICATION NO. A/TY/152 – FURTHER INFORMATION 2)

We refer to the captioned planning application No. A/TY/152.

Further to our original submission and the Further Information (1) received by the Town Planning Board ("TPB") on 2 May 2025 and 20 June 2025, we hereby submit Further Information (2) to support this application.

Attachment I	Responses-to-Comments table addressing comments from the Environmental Protection Department ("EPD")
Attachment II	Revised Planning Statement (excluding appendices)

Should there be any queries, please feel free to contact the undersigned or our Ms Charlotte Lau at [redacted].

Yours faithfully
For and on behalf of
Knight Frank Petty Limited

Calvin Kan MHKIP RPP
Associate Director
Planning & Land Advisory Services
[redacted]

Encs

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26 June 2025
The Secretary
Town Planning Board

cc Client (By email only)

Tsuen Wan and West Kowloon District Planning Office
Attention: Mr LUI Wing Cho/ Mr Cecil Chow (By email only)

Attachment I
Responses-to-Comments table addressing comments from the Environmental Protection Department ("EPD")

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP 131)
RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT
FOR A PERIOD OF 5 YEARS AT TSING YI TOWN LOT NO. 108 RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32
(APPLICATION NO. A/TY/152– FURTHER INFORMATION 2)

Comments	Response(s)
Environmental Protection Department (EPD) **Received on 20 June 2025**	
1. For item 5 of the RtC, the Applicant should confirm no additional air pollutant emissions source(s) in the current application compared to the last approved scheme and revising the first sentence of subsection "Air" in Section 5.5 (Page 10/11) to “The proposed development will not introduce any additional air pollutant emission sources compared to the existing development.”.	The sentence has been revised accordingly. Please refer to section 5.5 of the planning statement.

Attachment II
Revised Planning Statement (excluding appendices)

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

RENEWAL OF PLANNING APPROVAL FOR TEMPORARY ASPHALT PLANT FOR A PERIOD OF 5 YEARS

AT TSING YI TOWN LOT NO. 108RP (PART)
ON THE APPROVED TSING YI OUTLINE ZONING PLAN NO. S/TY/32

SUPPORTING PLANNING STATEMENT

JUNE 2025

Executive Summary

This application for permission under section 16 of the Town Planning Ordinance (Cap. 131) ("the Application") is made to seek permission from the Town Planning Board ("TPB") for renewal of planning approval of the temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) ("the Application Site"). The Application Site falls within an area zoned "Industrial" ("I") use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 ("the OZP"). According to the Notes of the OZP, 'Asphalt Plant' is a Column 2 use within the "I" zone, thus planning permission is required from the TPB.

The Application Site is subject to a previous planning application No. A/TY/144 for the same use which was approved on 1 September 2020 for a period of five years until 1 September 2025. All approval conditions under the previous planning approval have been complied with. The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

There is a need to expand the local construction sector and meet the growing demand for asphalt. The Application Site is located at a remote area of Tsing Yi West industrial area and the range of high hills at the central part of Tsing Yi Island would serve as a partition to block off the proposed asphalt plant's potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. No adverse traffic or environmental impacts on the surrounding area are anticipated from the proposed asphalt plant since the previous application.

In view of the above and the detailed planning justifications put forward in the Planning Statement, we sincerely seek TPB's favourable consideration to approve the Application for a temporary period of five years.

內容摘要

本申請根據《城市規劃條例》(第 131 章)第 16 條提出規劃許可申請 (『本申請』) 要求城市規劃委員會 (『城規會』) 批給規劃許可，准許在青衣市地段第 108 號餘段(部分) (『申請地點』) 為期五年的臨時瀝青廠規劃許可續期。申請地點位於青衣分區計劃大綱核准圖編號 S/TY/32 (『大綱圖』) 上的『工業』用途地帶。根據大綱圖，在『工業』用途地帶內，「瀝青廠」屬於第二欄用途，因此有需要獲得城規會的規劃許可。

有關地點的先前規劃申請(No. A/TY/144)作相同用途於 2020 年 9 月 1 日獲批，為期五年，至 2025 年 9 月 1 日。所有先前的規劃許可附帶條件均已履行。申請地點繼續用作有關用途將不會對現有瀝青廠的發展參數有重大變動，除了為將來的改動及加建工程而進行的微小調整。

本地的建造業必須擴大及滿足瀝青日益增長的需求。申請地點位於青衣西邊較偏遠工業區域，青衣島中部的山脊可阻擋擬議瀝青廠潛在的環境影響及對青衣東北部住宅區域的滋擾。自先前規劃申請以來，擬議瀝青廠對周圍地區的交通或環境沒有產生不利影響。

基於以上各點及規劃報告書內所提供的詳細規劃理據，我們誠懇地希望城規會批准有關用途為期 5 年的申請。

(中英文版如有差異，皆以英文版本爲準。)

Table of Contents

1 Introduction

1.1 Background

This Application is submitted under section 16 of the Town Planning Ordinance (Cap.131) on behalf of Hongkong United Dockyards Limited (“the Applicant”) to seek renewal of planning approval (No. A/TY/144) from the Town Planning Board (“TPB”) for temporary asphalt plant for a period of five years at Tsing Yi Town Lot No. 108 RP (Part) (“the Application Site”). The Applicant is intended to continue the operation of the current temporary asphalt plant approved under application no. A/TY/144 at the Application Site.

The Application Site falls within an area zoned “Industrial” (“I”) use on the approved Tsing Yi Outline Zoning Plan No. S/TY/32 ("the OZP"). According to the Notes of the OZP, ‘Asphalt Plant’ (“the Use”) is a Column 2 use under the “I” zone which requires planning permission from the TPB.

1.2 Statement Structure

This Supporting Planning Statement comprises six sections. Following the introduction, **Section 2** will cover the descriptions of the Application Site and its surrounding context. **Section 3** will elaborate on the respective planning context within which this Application is subject to. The current use will be detailed in **Section 4**, which is followed by the relevant justifications in **Section 5**. The Statement will be concluded in **Section 6**. The following supplementary materials are attached along with the Statement in supporting this Application:-

- Schematic Drawings (**Appendix I**)
- Location Plan of the Marshalling Area (**Appendix II)**
- Approval Letter of Planning Application No. A/TY/144 (**Appendix III**)
- Approval Letter regarding Compliance of Approval Condition (b) (**Appendix IV**)
- Traffic Impact Assessment (**Appendix V**)
- Traffic Management Plan (**Appendix VI**)
- Certificates of FS 251 (**Appendix VII**)

2 The Application Site and its surroundings

2.1 Application Site

The Application Site is a piece of flat land at the north-western portion of TYTL 108 RP, which is situated in the western part of Tsing Yi. It has an area of about 2,555m^2. The Application Site is currently occupied by an existing asphalt plant approved under Application No. A/TY/144. The Application Site is mainly accessible from a private road which extends from the end of Sai Tso Wan Road and shares a common access with the two adjacent existing temporary concrete batching plants approved under Application No. A/TY/143 and A/TY/149 respectively. It has a sea frontage to its south (**Figure 1**).

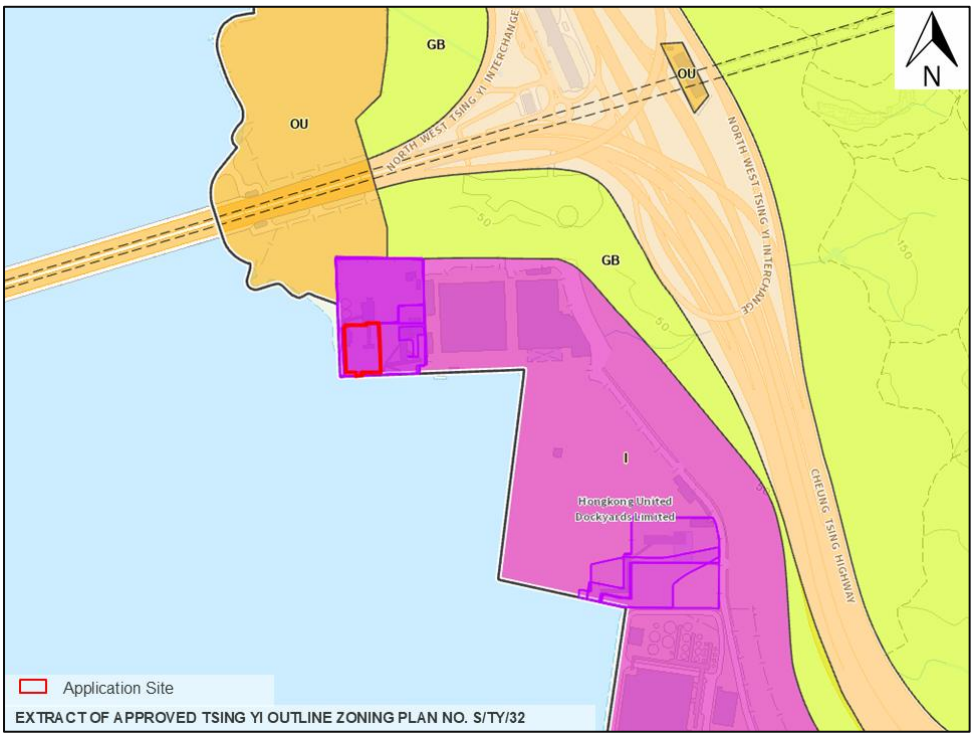

Figure 1: Location Plan of the Application Site

2.2 Land Status

The Application Site forms part of TYTL No. 108 RP held under Conditions of Exchange New Grant No. 6647 as varied or modified by a Modification Letter dated 21 January 1991 and the Particulars and Conditions of Extension of Lease Term dated 22 July 1992. According to the land grant, the Application Site is restricted, inter alia, to ship building, ship repairing and ancillary uses, such heavy engineering uses as may be approved by Lands Department ("LandsD"), cargo handling, and storage and repair of containers. Upon development or redevelopment, the subject lot is restricted to a maximum plot ratio of 2.5. Any building or structure to be erected on the subject lot shall not exceed a height of 335mPD, or such height affecting the lot as may be prescribed under Section 3 of the Hong Kong Airport (control of Obstructions) Ordinance, whichever is the lower. The Applicant has already obtained

temporary waiver dated 5 October 2015 (memorial No. 15111600750046) from the LandsD for the implementation of the Use.

The Applicant has also obtained temporary waiver for the marshalling area, dated 16 November 2022 (memorial No. 23011802300152), from the LandsD for the implementation of the marshalling use.

2.3 Surrounding Environment

The surrounding areas have the following characteristics:

a) mainly a special industrial area with shipyards, oil depots, warehouses, open vehicle parks and container-related uses;

b) to its immediate east and north adjoining the Site are two existing temporary concrete batching plants (approved under Application No. A/TY/149 and A/TY/143 on 16 August 2024 and 1 September 2020 respectively both for five years);

c) to its east and southeast is the HongKong United Dockyards Limited. Part of the dockyard in its south-east portion is currently used for open storage, and is subject to existing temporary concrete batching plant and asphalt plant both approved by the Committee on a temporary basis of five years on 16 July 2024 and 2 August 2024 under Application No. A/TY/147 and A/TY/148 respectively;

d) to its further east is the Cheung Tsing Highway located above a steep slope;

e) to its further southeast is the Shell Oil Depot. There is also an existing concrete batching plant approved by the Committee on a temporary basis of five years on 24 September 2021 under Application No. A/TY/145;

f) to its south and west is the Ma Wan Channel; and

g) to its north is the Lantau Link.

2.4 Previous Planning Applications

There are four previous planning applications covering the Site / part of the Site (Application No. A/TY/106, A/TY/118, A/TY/129, and A/TY/144). All the approval conditions of the latest previous planning Application A/TY/144 have been complied with. The letter regarding the compliance with approval condition (b) from the Planning Department is attached at **Appendix IV**.

Application No.	Applied Use / Development	Decision
A/TY/106	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 29.1.2013
A/TY/118	Temporary Asphalt Plant for a Period of 3 Years	Approved with Conditions until 6.7.2015
A/TY/129	Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 7.8.2020
A/TY/144	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 1.9.2025

Figure 2: Details of Previous Applications

2.5 Similar Planning Applications

There are five similar planning applications (No. A/TY/32, A/TY/58, A/TY/59, A/TY/135 and A/TY/148) for asphalt plant use within the "I" zone on the Tsing Yi OZP. Among all applications, three applications (A/TY/32, A/TY/58, A/TY/59) approved on a permanent basis between January 1995 and May 2000 were subsequently not implemented and the planning permissions were lapsed.

The rest of the applications (Nos. A/TY/135 and A/TY/148) were approved with conditions by TPB for a period of 5 years between August 2019 and August 2024. In general, the approvals were granted on the grounds that developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related development; and no adverse comments from relevant government departments were received.

Application No.	Applied Use / Development	Decision
A/TY/32	Cement Manufacturing and Concrete Batching Plant	Approved with Conditions
A/TY/58	Proposed Asphalt Concrete Batching and Cement Manufacturing Plant	Approved with Conditions
A/TY/59	Proposed Asphalt Concrete Plant and Cement Manufacturing Plant	Approved with Conditions
A/TY/135	Proposed Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2024
A/TY/148	Renewal of Planning Approval for Temporary Asphalt Plant for a Period of 5 Years	Approved with Conditions until 2.8.2029

Figure 3: Details of Similar Applications

3 Planning Context

3.1 Planning Intention

The planning context has largely remained unchanged since the previous approved application No. A/TY/144. According to the OZP, the planning intention of the subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

3.2 Statutory Planning Control

According to the OZP, within the subject "I" zone, no new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of a maximum plot ratio of 9.5, or the plot ratio of the existing building, whichever is the greater.

3.3 Town Planning Board Guideline No. 34D ("TPB PG-No. 34D")

With reference to the TPB PG-No. 34D on Renewal of Planning Approval, a streamlined approach could be adopted in which no new technical assessments will be required to support the application. The guideline also sets out the criteria in assessing the planning renewal application as follows:

(a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;

(b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);

(c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;

(d) whether the approval period sought is reasonable; and

(e) any other relevant consideration.

3.4 Hong Kong Planning Standard and Guidelines

According to the Chapter 5 of Hong Kong Planning Standards and Guidelines ("HKPSG"), 'Asphalt Plant' can be classified as a special industrial activity. It mainly engages in heavy industries and the handling bulky commodities, raw materials and/or dangerous goods. Special industries are generally capital intensive, land extensive and often have special infrastructure and locational requirements. Subject to functional requirements, the location of special industries should be: (a) land extensive; (b) remote from residential areas; (c) preferable in the western quadrant of residential areas; (d) preferably in areas with good air dispersion capacities and where pollution is not serious; (e) sites with deep water-frontage; and (f) directly accessed to sea transport and a safe navigational approach route for ships must be available.

According to Chapter 9 of the HKPSG, 'Asphalt Plant' can be considered one of the sources of dusty air pollution. It is suggested that air polluting industries in main urban areas or near to residential developments should be avoided as far as possible. These industries should preferably not be located in topographically confined areas. Adequate buffer areas should be given between the air-polluting uses and sensitive receivers.

3.5 Territorial Context

Asphalt is essential for road maintenance and resurfacing to ensure that road networks meet standards. In the long term, the formation of the New Development Areas such as Hung Shui Kiu, Kwu Tung North, and Fanling North, will require a substantial amount of asphalt. A stable supply of asphalt is therefore essential for providing trunk roads that connect to these areas.

Additionally, the government aims to play an active role in the development of the Guangdong-Hong Kong-Macao Greater Bay Area, which will create strong demand for professional and infrastructure services, including those in the construction sector, for various projects.

4 Current Use

4.1 Proposed Asphalt Plant

The Applicant intends to continue the operation of the Use at the Application Site on a temporary basis for further 5 years. There will be no major changes to the development parameters regarding the continuation of the Use at the Site as compared to the last planning approval under application No. A/TY/144, except for minor adjustments made for potential Alterations and Additions Works (A&A Works).

Details of the development parameters are listed in the table below.

Development Parameters	Last Approved Scheme A/TY/144 (i)		Current Application (ii)	Difference (ii – i)
Site Area	About 2,555m^2		About 2,555m^2	- no change -
Covered Area	About 894.36m^2		About 900m^2	About 5.64m^2
Site Coverage	About 35%		About 35%	- no change -
Gross Floor Area	About 894.36 m^2		About 900m^2	About 5.64m^2
Plot Ratio	About 0.35		About 0.35	- no change -
Building Height	Not exceeding 20m		Not exceeding 26mPD*	0.8m
Car Parking & Loading / Unloading Facilities	Private Car Parking Spaces	-	1	1
	Lorry Parking Spaces	8	8	- no change -
	Loading / Unloading Spaces	8	8	- no change -

**Note: According to the GBP approved dated 6 June 2013, the main street level is +5.2 mPD*

The layout plan remains the same as specified in the approved planning application A/TY/144. This includes a thermal oil heater, stack fan and motor, conveyors, petrol interceptor, fuel tank, service tank, bitumen tank, granulate addition, control room, re-cold feed bin, transfer room, etc. (see **Appendix I**). The operating hours, including occasional operation at nighttime and during holidays/Sundays, are also unchanged from the approved planning application A/TY/144. The hours are from 7:00 AM to 7:00 PM, Mondays to Saturdays, with occasional operations during nighttime and on Sundays/public holidays. The maximum daily production capacity of the plant remains consistent with the last planning approval at 1,200 tonnes, and the number of workers is unchanged from the previous approval (i.e. 10).

The barging operation arrangement will remain the same as outlined in the approved barging operation plan that was implemented under approved application No. A/TY/144. The majority of the raw materials required for the operation of the plant will be delivered by sea, with a maximum of one to two barges per day, consistent with the previous Application No. A/TY/144. A total of 1 private car parking space, eight lorry parking spaces and eight loading / unloading spaces will be provided within the Site. The marshalling area will remain the same as in the previous approval, providing 19 spaces (seven of which will be reserved for the subject plant) within TYTL No. 108RP, owned by the Applicant (**Appendix II**). Given the same scale of operation, the number of vehicle trips per hour also remains the same as the previous application. (**Appendix V**).

The traffic impact assessment and traffic management plan outlined in **Appendix V and VI** have concluded that no adverse traffic impacts would be induced in the surrounding area. Proper design layout, traffic arrangement, environmental measures, and fire services installations will be maintained to ensure that no insurmountable impacts occur and to mitigate fire risks.

5 Justifications

5.1 No Material Change Since Previous Approval

The continuation of the Use will not result in major changes to the development parameters of the Application Site, except for minor adjustments made for potential Alterations and Additions Works (A&A Works). In addition, there is no change in planning circumstances since the previous temporary approval granted in 2020 such as land use zoning, planning policy and the land use in the vicinity. Approval of this Application is in line with the TPB's previous decision.

5.2 In line with the Planning Intention and Compatible with Surrounding Area

The Application Site is zoned "I" on the OZP and the Use falls under Column 2 which may be permitted with or without conditions on application to TPB. The subject "I" zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. In this connection, the Use is in line with the planning intention.

Although the Application Site is situated within the rezoning application area (i.e. Y/TY/2) for the proposed comprehensive private residential and public housing development, along with the provision of a marina and supporting community facilities at Tsing Yi Town Lot 80 and 108 RP and adjoining Government Land, the rezoning application is currently undergoing public inspection, and the implementation of the proposed development remains uncertain. Furthermore, the Tsing Yi – Lantau Link ("TYLL"), which encompasses the Application Site to the northeast according to the proposed alignment, is currently under study. The TYLL, along with other relevant major roads, is tentatively scheduled to be commissioned in phases by 2033. Overall, the temporary nature of the Use will not impact the long-term planning for the area.

Moreover, the Application Site is located in an industrial area that includes a cluster of concrete batching plants and asphalt plants. It is separated from any sensitive receivers by a range of hills, situated over 1,000 meters from the residential development. There has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the project site compared to those in the approved scheme No. A/TY/144. As a result, the likelihood of any adverse environmental impact arising from the Use is unlikely. The Use is considered compatible with the surrounding area.

5.3 Meeting the Demand of Local Construction Industry

The Use can provide timely delivery of asphalt product to meet the local demand in Hong Kong, which is crucial to the construction industry. There would be an increasing demand for construction materials including asphalt for the large-scale projects to be implemented in Hong Kong.

With the commencement of New Development Areas in Northern Metropolis including Hung Shui Kiu, Kwu Tung North and Fanling North, the connectivity of infrastructure facilities such as highways would be maintained and promoted, and such construction would be heavily dependable on construction materials such as asphalt. A sufficient and steady supply of asphalt products can better control the development programme and construction cost of the infrastructure developments.

With a keen demand for asphalt products, the planning permission of the current asphalt plant shall be renewed to ensure timely and steady supply to support the local construction industry.

5.4 Strategic location of the Application Site for the Use

The Application Site is strategically located at the center of Hong Kong, with marine access for the delivery of raw materials to produce asphalt. The Application Site is situated in the center of the territory, with relatively equal distances to construction sites in the North District, North Lantau, and Northern Hong Kong Island, which would enable timely and cost-effective delivery of asphalt products, and, most importantly, reduce the carbon footprint of each development.

According to Chapters 5 and 9 of the HKPSG, “Asphalt Plant” can be classified as a ‘special industrial activity’ and a source of dusty air pollution. The Application Site satisfies the locational requirements of the Use. The current asphalt plant is locating at a remote area of Tsing Yi West industrial area and in the western quadrant in relation to the residential area of Tsing Yi satisfying the downwind requirement for most of the year.

The Application Site is also not located in an area subject to severe air pollution and is not within a topographically confined airshed. The range of high hills at the centre part of Tsing Yi Island serves as a partition to block off potential environmental impacts and disturbances to the residential areas in the north-eastern part of Tsing Yi. Convenient access provided by the strategic road network in Tsing Yi is considered desirable for asphalt plant operation and will enhance the efficiency to distribute asphalt products to various areas of Hong Kong.

5.5 No Insurmountable Impacts

Since there have been no major changes to the development parameters compared to the previously approved scheme No. A/TY/144 except for minor adjustments made for potential A&A Works, the current development is not expected to generate any adverse impacts in terms of traffic, air, water quality, waste or risk.

Traffic

The traffic impact assessment and traffic management plan concluded that the Use will not generate additional traffic on the surrounding road network. The contingency plan and traffic facilities outlined in the traffic management plan will be implemented accordingly. Therefore, no additional adverse traffic impact is anticipated.

Air

In terms of the environment, the proposed development will not introduce any additional air pollutant emission sources compared to the existing development, as there are no major changes to the current development, except for minor adjustments made for potential A&A Works. Also, there has been no change in the surrounding and nearby uses since the previous application, as confirmed by a site survey conducted on 1 April 2025. The site survey also identified no additional or closer air-sensitive receivers (ASR) within 500 meters of the project site compared to those in the approved scheme No. A/TY/144. With the implementation of the mitigation measures discussed in the previously approved Environmental Assessment, no adverse environmental impacts due to the operation of the development are anticipated.

Water Quality

Furthermore, no wastewater will be discharged from the plant during operation, as all wastewater will be recycled. Wastewater generated from mixer truck cleaning, wheel washing, general site cleaning, and truck cleaning upon exit is collected and treated using an on-site wastewater recycling system and a recycled water tank for recycling and reuse.

The existing asphalt plant has been designed to retain all wastewater and surface runoff within the plant, with all water collected in pits for recycling; thus, no water is discharged from the plant. Domestic sewage from the workforce is collected by modular toilets, temporarily stored, and treated using a Membrane Bio-reactor (MBR) before being transported away by vacuum tanker for proper disposal at outlets approved by the Drainage Services Department (DSD).

Waste

The majority of solid waste generated from plant operations consists of waste asphalt and general refuse from site workers. Waste aggregates separated from the wastewater are reused in production to minimize waste generation. Rejected asphalt will be reused for production whenever practicable. Only waste asphalt that cannot be reused will be disposed of at the landfill, totaling approximately 15 tons per day. There is no chemical waste generated from the operation of the asphalt plant.

General refuse is collected in on-site enclosed rubbish bins and picked up by the waste collector daily or every two days to minimize odors, pests, and litter. Provided that mitigation measures discussed in the previous approved Environmental Assessment are properly implemented in the handling and disposal of generated waste, no adverse environmental impacts associated with solid waste management are anticipated.

Risk

For risks aspect, there will be no change in the working population of the plant as compared with the previously approved Application No. A/TY/144 (i.e. 10), and hence the risk level of the plant is considered acceptable.

5.6 Similar Planning Applications

Since 1995, all the previous and similar planning applications for asphalt plants within the same "I" zone have been approved based on the grounds that the developments were generally in line with the planning intention of the "I" zone; considered not incompatible with the surrounding industrial related developments; and no adverse comments were received from relevant Government departments. The approval of this planning application is in line with TPB's previous decisions.

6 Conclusion

The subject Application is submitted to seek the TPB's permission for renewal of the planning approval for a period of five years at TYTL No. 108RP (Part), to continue the operation of the Use under the previously approved planning application No. A/TY/144, which will be valid until 1 September 2025. The renewal approval of the Application will facilitate the expansion of the local construction sector to meet the growing demand for asphalt production. The Application Site is strategically located with marine access for delivery of raw materials to produce asphalt. It is also located at a remote area of Tsing Yi West industrial area surrounded by other industrial-related operations and the range of high hills at the central part of Tsing Yi Island would block off potential environmental impacts and disturbance to the residential areas in the north-eastern part of Tsing Yi. Moreover, the Use at the Application Site is also supported by previous applications and similar applications. No adverse impacts on the surrounding areas would be anticipated from the asphalt plant since the previous application.

Taking into account the above considerations, favorable consideration by the TPB is hereby sought.

7 Appendices

Appendix I	Schematic Drawings
Appendix II	Location Plan of the Marshalling Area
Appendix III	Approval Letter of Planning Application No. A/TY/144
Appendix IV	Approval Letter regarding Compliance of Approval Condition (b)
Appendix V	Traffic Impact Assessment
Appendix VI	Traffic Management Plan
Appendix VII	Certificates of FS 251

Appendix II of
MPC Paper No. A/TY/152

Previous Applications

Application No.	Development	Date of Consideration	Approval Conditions/ Rejection Reasons
Approved Applications			
A/TY/106	Temporary asphalt plant for a period of three years	29.1.2010 Approved with conditions by the MPC of the TPB	(A1), (A2), (B1) & (C1)
A/TY118	Temporary asphalt plant for a period of three years	6.7.2012 Approved with conditions by the MPC of the TPB	(A1), (B1), (C1)
A/TY/129	Temporary asphalt plant for a period of five years	7.8.2015 Approved with conditions by the MPC of the TPB	(A1), (B1), (C1), (E1)
A/TY/144	Renewal of planning approval for temporary asphalt plant for a period of five years	1.9.2020 Approved with conditions by the MPC of the TPB	(A1), (A3), (C2), (E2)

Similar Applications

Application No.	Development	Date of Consideration	Approval Condition(s)
Approved Applications			
A/TY/32	Cement manufacturing and concrete batching plant	13.1.1995 Approved with conditions by the MPC of the TPB (Lapsed on 13.1.1997)	(A4), (A5), (A6), (D1) & (E3)
A/TY/58	Proposed asphalt concrete batching and cement manufacturing plant	5.5.2000 Approved with conditions by the MPC of the TPB (Lapsed on 5.5.2003)	(E3)
A/TY/59	Proposed asphalt concrete batching and cement manufacturing plant	5.5.2000 Approved with conditions by the MPC of the TPB (Lapsed on 5.5.2003)	(E3)
A/TY/135	Proposed temporary asphalt plant for a period of five years	2.8.2019 Approved with conditions by the MPC of the TPB	(A1), (A3), (A7), (A8), (C1), (D2), (E1), (E3)
A/TY/148	Renewal of planning approval for temporary asphalt plant for a period of five years	2.8.2024 Approved with conditions by the MPC of the TPB	(A1), (A3), (E2)

Approval Conditions:

Traffic

(A1) no queuing on public roads in the vicinity of the application site resulting from the operation of the plant should be allowed/no vehicle is allowed to queue back or reverse onto/from public road at any time during the planning approval period;

(A2) the submission/implementation of footpath, internal road, internal run-around facilities and vehicles buffer queuing spaces proposals within six/nine months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB;

(A3) the submission/implementation of traffic management plan[1]/operation control and traffic management proposal within six/12 months from the date of planning approval/before commencement of the operation of the proposed development/during the operation period to the satisfaction of the Commissioner for Transport or of the TPB;

(A4) the arrangement of a vehicular access through the application site to the adjacent works area to the satisfaction of the Director of Highways or of the TPB;

(A5) the improvement of Tsing Keung Road adjacent to the application site to the satisfaction of the Director of Highways or of the TPB;

(A6) the submission and implementation of a car parking/queuing layout to the satisfaction of the Commissioner for Transport or of the TPB;

(A7) the design and implementation of the road junction improvement works, as proposed by the applicant, before commencement of the operation of the proposed development to the satisfaction of the Commissioner for Transport or of the TPB;

(A8) the design/provision of the proposed vehicle marshalling area, as proposed by the applicant, before commencement of/during the operation of the proposed development to the satisfaction of the Commissioner for Transport or of the TPB;

Landscape

(B1) the submission/implementation of landscape (and tree preservation) proposal within six/nine months from the date of planning approval to the satisfaction of the Director of Planning or of the TPB;

Fire Safety

(C1) the submission/implementation/provision of water supplies for fire fighting, fire service installations (FSIs) proposals (and emergency vehicular access) within six/nine months from the date of planning approval/before commencement of operation of the proposed development to the satisfaction of the Director of Fire Services or of the TPB;

(C2) the existing FSIs implemented at the application site shall be maintained in efficient working order at all times during the planning approval period to the satisfaction of the Director of Fire Services or of the TPB;

Environment

(D1) the submission of a detailed Environmental Impact Assessment and the implementation of any necessary mitigation measures and monitoring requirements on the cement plant and concrete batching plant, in particular the asphalt production facilities and the transportation of asphalt, to the satisfaction of the Director of Environmental Protection or of the TPB;

(D2) the completion of a full Site Inspection conducted in accordance with requirements in the 'Practice Guide for Investigation and Remediation of Contamination Land', including the submission of Contamination Assessment Plan, Contamination Assessment Report and, if deemed necessary, Remediation Report before commencement of the construction of the proposed development to the satisfaction of the Director of Environmental Protection or of the TPB;

Other Aspects

(E1) the submission of a Barging Operation Plan[2] (BOP) within six months from the date of the planning approval/before commencement of vessel, barging activities or operation of the proposed development to the satisfaction of the Director of Marine or of the TPB;

(E2) the implementation of the approved BOP and the (continuous) maintenance of the proposed/adopted measures at all times during the planning approval period to the satisfaction of the Director of Marine or of the TPB;

(E3) the permission shall cease to have effect unless prior to the said date either the development hereby permitted is commenced or the permission is renewed.

Remarks:

[1] including contingency plan and associated mitigation measures, fleet management and monitoring/auditing mechanism and/or restrictions of vehicles at critical junctions

[2] including details of the type and size of the vessel/barge involved, relevant operation and/or mooring arrangement

Appendix III of
MPC Paper No. A/TY/152

Detailed Departmental Comments

1. Comments of the Director of Marine (D of Marine):

   (a) if permission is granted for the captioned renewal of planning approval for temporary concrete batching plant use approved under A/TY/144 for another 5 years at the application site, the applicant should be reminded to continue to implement the approved barging operation plan (BOP) and the maintenance of the proposed measures to the satisfaction of the D of Marine; and

   (b) should there be any changes in the barging operation and/or arrangement, the applicant should submit an updated BOP to the satisfaction of the Director of Marine. The BOP should include but not limited to the following:

      (i) no ocean-going-vessel shall be allowed or permitted to use the sea access or berth at the designated sea frontage of the application site;

      (ii) not more than two vessel/barging activities shall be allowed to use the sea access and berth at the designated sea frontage of the application site per day;

      (iii) only one tier of vessel or barge shall be allowed to berth at the designated sea frontage of the application site and no off-shore anchoring shall be permitted in the vicinity;

      (iv) any vessel/barging activity operating near or at the sea frontage of the application site shall not cause any obstruction to the through traffic of the application site nor affect the operation of other sites in the vicinity;

      (v) the route of vessel/barge and the Maine Traffic Impact Assessment Report; and

      (vi) any vessel or barge employed/ engaged/ involved for loading/ unloading at the application site shall comply with local legislation. Sufficient manning shall be maintained on board the vessel/ barge at all times.

2. Comments of the Director of Marine (D of Marine):

   (a) if permission is granted for the captioned renewal of planning approval for temporary concrete batching plant use approved under A/TY/144 for another 5 years at the application site, the applicant should be reminded to continue to implement the approved barging operation plan (BOP) and the maintenance of the proposed measures to the satisfaction of the D of Marine; and

3. Comments of the Director of Highway (D of Hy):

(a) the applicant is advised to prevent surface water running from the application site to the nearby public roads and drains.

4. Comments of the Director of Environmental Protection (DEP):

(a) it is noted that the existing asphalt plant is located in "Industrial" zone of the approved Tsing Yi Outline Zoning Plan No. S/TY/32 and the current application seeks to renew the planning approval for temporary asphalt plant (the Plant) use approved under Application No. A/TY/144 for another 5 years at the subject site. It is also noted that the Plant is being operated with a Specified Process Licence complying with requirements as stipulated in the Best Practical Means for Tar and Bitumen Works (Asphalt Concrete Plant);

(b) based on the information provided, it is noted that the applicant confirmed that there will be no additional air pollutant emission sources, and there will be no major changes to the development except for minor adjustments made for potential alterations and addition works. The applicant also confirmed that the maximum daily production rate of the Plant will be maintained and the operation of the Plant will follow the requirements of the Specified Process Licence;

(c) the applicant is reminded to follow relevant existing guidelines (including ProPECC PN 1/23 and 2/24) for proper management of surface runoff.

(d) in view of the above, EPD has no objection to the subject application.

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

參考編號 **Reference Number:**	250530-134220-39734
提交限期 **Deadline for submission:**	06/06/2025
提交日期及時間 **Date and time of submission:**	30/05/2025 13:42:20
有關的規劃申請編號 **The application no. to which the comment relates:**	A/TY/152
「提意見人」姓名/名稱 **Name of person making this comment:**	Yiu Lian Dockyards Limited

意見詳情
Details of the Comment :

城市規劃委員會：
知悉聯合船塢集團有限公司（以下簡稱"聯合船塢"）正在向貴委員會申請將其位於青衣的土地地段第108號餘段(部分)臨時瀝青廠的規劃許可作續期。（"此申請"）。友聯船廠友聯公司（以下簡稱"香港友聯"）作為同處於香港青衣、位置毗鄰且業務種類相同的公司，對於此申請事宜深表關切，現回饋如下反對意見。
一、瀝青攪拌車嚴重影響路面衛生情況。經青衣西草灣路現行的瀝青攪拌車經常在行車過程中漏出瀝青，導致路面衛生情況堪憂，嚴重影響我司車輛正常出入。同時，部分瀝青攪拌車在青衣西草灣路上坡時洗缸放水，導致路面濕滑同時佈滿瀝青殘渣。瀝青漏出後會在路面上形成污漬和殘渣，影響路面整潔和美觀，同時可能引起惡臭和蚊蟲滋生，嚴重影響路面衛生情況。
二、瀝青攪拌車嚴重影響路面安全情況。從瀝青攪拌車行駛過程中漏出的瀝青殘渣在路面上造成濕滑的情況，增加車輛行駛的風險，尤其在潮濕天氣下更容易導致車輛打滑或失控，增加交通事故發生的可能性。風乾后的瀝青更是導致路面凹凸不平，形同障礙物，造成嚴重安全隱患，恐造成交通事故。
三、青衣西草灣路路面較窄，過多的重型車輛影響正常交通情況。西草灣路沿路皆為工業設施，包括友聯船廠、運輸署車輛檢驗綜合大樓、蜆殼公司青衣油庫、香港聯合船塢等，但只設有一條南、北行雙向道路。路面較窄限制了車輛的通行空間，當過多的重型車輛同時通行時，容易導致交通擁擠和車輛之間的擠壓，影響交通流暢度。同時路面窄小使得重型車輛轉彎和通行更加困難，容易發生交通事故，對行人和其他車輛的安全構成威脅。過多的重型車輛通行更會增加路面的負荷，加速路面的磨損和損壞，需要更頻繁的路面維護和修復。
綜合以上原因，友聯船廠就此申請提出反對意見。（完）

Appendix V of
MPC Paper No. A/TY/152

Recommended Advisory Clauses

(a) to note the comment of CHE/NTW, HyD that:

(i) the vehicular access from Sai Tso Wan Road to the site is not maintained by HyD and HyD is not going to take up the maintenance responsibility; and

(ii) Adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains.

(b) to note the comment of the D of Marine that:

(i) if permission is granted for the captioned renewal of planning approval for temporary asphalt plant use approved under A/TY/144 for another 5 years at the application site, the applicant should be reminded to continue to implement the approved barging operation plan (BOP) and the maintenance of the proposed measures to the satisfaction of the D of Marine; and

(ii) should there be any changes in the barging operation and/or arrangement, the applicant should submit an updated BOP to the satisfaction of the Director of Marine. The BOP should include but not limited to the following:

(a) no ocean-going-vessel shall be allowed or permitted to use the sea access or berth at the designated sea frontage of the application site;

(b) not more than two vessel/barging activities shall be allowed to use the sea access and berth at the designated sea frontage of the application site per day;

(c) only one tier of vessel or barge shall be allowed to berth at the designated sea frontage of the application site and no off-shore anchoring shall be permitted in the vicinity;

(d) any vessel/barging activity operating near or at the sea frontage of the application site shall not cause any obstruction to the through traffic of the application site nor affect the operation of other sites in the vicinity;

(e) the route of vessel/barge and the Maine Traffic Impact Assessment Report; and

(f) any vessel or barge employed/ engaged/ involved for loading/ unloading at the application site shall comply with local legislation. Sufficient manning shall be maintained on board the vessel/ barge at all times.

(c) to note the comment of the DLCS that:

(i) in case any amenities under the Kwai Tsing District Leisure Services Office's charge would be included in the project, comment should be sought before commencement of works.

(d) to note the comment of the DEP that:

the applicant is reminded to follow relevant existing guidelines (including ProPECC PN 1/23 and 2/24) for proper management of surface runoff.

TPB PG-No. 34D

TOWN PLANNING BOARD GUIDELINES ON RENEWAL OF PLANNING APPROVAL AND EXTENSION OF TIME FOR COMPLIANCE WITH PLANNING CONDITIONS FOR TEMPORARY USE OR DEVELOPMENT

(Important Note:-

The Guidelines are intended for general reference only.

Any enquiry on this pamphlet should be directed to the Secretariat of the Town Planning Board (15th Floor, North Point Government Offices (NPGO), 333 Java Road, North Point, Hong Kong – Tel. No. 2231 4810 or 2231 4835) or the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17th Floor, NPGO and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin).

The Guidelines are subject to revision without prior notice.)

1. Introduction

These Guidelines set out the application procedures and assessment criteria for applications for renewal of planning approvals and extension of time for compliance with planning conditions for temporary use or development by the Town Planning Board (the Board).

2. Renewal of Approvals for Temporary Use/Development

Planning approvals for temporary uses and developments are subject to a specific approval period. The planning approval will lapse upon expiry of the approval period. The applicant may apply to the Board for a renewal of the temporary approval if the temporary use and development is to be continued. However, should there be new planning circumstances governing the application, the Board is under no obligation to renew the temporary approval.

3. Application Procedures

3.1 An application for renewal of planning approval for temporary use or development is in nature an application for planning permission and will be processed in accordance with the provision of the extant statutory plan under s.16 of the Town Planning Ordinance (Ordinance). The application should be submitted and processed in accordance with the procedures set out in the

relevant Guidance Notes and Town Planning Board Guidelines applicable to s.16 applications.

3.2 An applicant who wishes to seek a renewal of the approval is required to submit an application to the Board for proposal involving renewal of permission for temporary use/development, and satisfying the relevant submission requirements including the 'owner's consent/notification' requirements. Since these applications involve only the renewal of approval previously granted by the Board, a streamlined approach in respect of the submission requirements could be adopted, i.e. there is no need to undertake new technical assessments to support the s.16 application, so long as there is no major change in planning circumstances[1] (such as a change in the planning policy/land-use zoning for the area). Updated assessments may however need to be submitted if necessary. In general, the applicant is only required to provide:

(a) reasons for the application;

(b) time period for which a renewal is sought but the period requested cannot exceed the duration of the previous approval; and

(c) an account of whether the planning conditions on submission of technical assessments and provision of facilities under the previous approval have been complied with to the satisfaction of the concerned Government departments.

3.3 For planning conditions under the previous approval that have been complied with and there is no change in the proposed use/layout in the renewal application, the applicant should provide the following documentary proof to demonstrate the compliance of the planning conditions:

(a) the relevant accepted proposals by the concerned departments; and

(b) documents (e.g. correspondence with the concerned departments) and photos showing all the relevant facilities (with date of photo-taking clearly shown) that were implemented and accepted by concerned departments.

[1] Please consult the relevant District Planning Offices of the Planning Department or the concerned Government departments if there is any doubt on the need for submission of technical assessments.

3.4 Such applications should be submitted to the Board no less than 2 months before the expiry of the temporary approval so as to allow sufficient time for processing in accordance with the Ordinance, e.g. publication for public inspection and comments. Applications submitted less than 2 months before the expiry of the temporary approval may not be processed for consideration of the Board. A fresh s.16 planning application for the development in accordance with the provision of the extant statutory plan will be required.

3.5 Such applications should also be submitted to the Board normally no more than 4 months before the expiry of the temporary approval. The rationale behind this arrangement is that if an application is submitted too early, the Board, in considering the application, cannot take into account the planning circumstances at the time nearer to the expiry of the planning approval. Any change in the planning circumstances may have a material bearing on the decision of the application. Applications submitted more than 4 months before expiry of the temporary approval may only be considered based on the individual merits and exceptional circumstances of each case. The applicant is required to provide information to justify the need for early application, for example, the need to renew permit/licence from the concerned government department to continue the existing operation, the need to maintain provision of services to the community, and development requiring longer time for relocation arrangement in case renewal application is not allowed, etc. For the avoidance of doubt, reasons merely for the convenience of the applicant will not be accepted.

4. Assessment Criteria

4.1 The criteria for assessing applications for renewal of planning approval include:

(a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;

(b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);

(c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;

(d) whether the approval period sought is reasonable; and

(e) any other relevant considerations.

4.2 Under normal circumstances, the approval period for renewal should not be longer than the original validity period of the temporary approval. In general, the Board is unlikely to grant an approval period exceeding three years unless there are strong justifications and the period is allowed for under the relevant statutory plans. Depending on the circumstances of each case, the Board could determine the appropriate approval period, which may be shorter than the time under request.

5. Extension of Time for Compliance with Planning Conditions for Temporary Use/Development

5.1 Planning permissions for temporary use or development are generally granted by the Board subject to conditions with time limits specified for compliance. If an applicant cannot comply with any of such conditions within the specified time limit, he may apply for an extension of time to comply with the conditions.

5.2 The time-limited condition attached to planning permission imposed by the Board is to ensure that the planning conditions would be implemented within a reasonable period. The Board could only grant an extension of time for compliance with planning conditions with good justifications.

5.3 An extension of time for compliance with the time-limited planning conditions falls within Class B amendments published by the Board. For such an extension, an application shall be made to the Board in accordance with s.16A of the Ordinance. The application procedures set out in the relevant Guidance Notes and Town Planning Board Guidelines for Class A and Class B Amendments to Approved Development Proposals should be followed.

5.4 The applicant shall submit the application to the Board no less than 6 weeks before the expiry of the specified time limit so as to allow sufficient time for processing and consultation with concerned Government departments.

5.5 An application submitted less than 6 weeks before the expiry of the specified time limit may not be processed for consideration of the Board. If any planning condition is not complied with by the specified time limit, the planning permission will be revoked. The Board will not consider such application if the permission has already been revoked at the time of consideration, despite the application is submitted before the expiry of the specified time limit. Under such circumstances, a fresh s.16 planning application for the development in accordance with the provision of the extant statutory plan will be required.

5.6 In support of an application for extension of time for compliance with planning conditions, the applicant is required to provide:

(a) reasons for the application;

(b) time period for which an extension of time is sought; and

(c) an account of all activities taken to implement the planning conditions since the granting of planning permission, including evidence and documentation on the submitted proposals and any works undertaken/completed to fulfil the conditions.

6. Assessment Criteria

6.1 The criteria for assessing applications for extension of time for compliance with planning conditions include:

(a) whether the applicant has given full justifications on why the planning condition(s) could not be complied with within the prescribed time-limit;

(b) whether the applicant has demonstrated that reasonable action(s) have been taken to comply with all or the outstanding planning conditions;

(c) whether there are any adverse planning implications arising from the extension of time for compliance with planning conditions;

(d) whether the extension sought is reasonable; and

(e) any other relevant considerations.

6.2 If the total time period for compliance (including the extension period sought under the application for extension of time for compliance with planning conditions) exceeds half of the duration of the temporary approval, e.g. 6 months for temporary use of one year, and 18 months for temporary use of three years, approval for extension of time would normally not be granted. Under no circumstances should the extension of time for compliance with planning conditions exceed the original validity period of the temporary approval.

TOWN PLANNING BOARD
AUGUST 2021