此文件在2025年 4月 8日收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on 2025 -04- 08
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

Applicable to Proposal Only Involving Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas, or Renewal of Permission for such Temporary Use or Development*

適用於祇涉及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/發展或該等臨時用途/發展的許可續期的建議*

****Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.***
****其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。***

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

250646 2/3 by hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YL-LPS/555
	Date Received 收到日期	2025 -04- 08

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)

RIGHT SPREAD INVESTMENT LIMITED (弘正投資有限公司)

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

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

Grandmax Surveyors Limited (俊滙測量師行有限公司)

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 15,500 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 108 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）	N.A. 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 Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Recreation" ("REC")
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

☑ published notices in local newspapers on 14/03/2025 (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 11/03/2025 (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
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
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	15,392 sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	108 sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	3
Proposed domestic floor area 擬議住用樓面面積	0 sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	108 sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	108 sq.m ☑About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

Please refer to Table 3 of the attached Planning Statement

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	3
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)	

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

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

Proposed operating hours 擬議營運時間
From 8:00 a.m. to 6:00 p.m. (Monday to Saturday excluding Sundays and Public Holidays)

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Local track leading to Deep Bay 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	☐

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

(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ 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	☑

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

	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) ....

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

7. Justifications 理由

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

Please refer to the attached Planning Statement.

8. Declaration 聲明

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

I hereby grant a permission to the Board to copy all the materials submitted in 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

Thomas LUK (Name in Block Letters 姓名（請以正楷填寫）)

Planning Consultant (Position (if applicable) 職位 （如適用）)

Professional Qualification(s) 專業資格 ☐ Member 會員 / ☐ Fellow of 資深會員
☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他 .....

on behalf of 代表 Grandmax Surveyors Limited

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

Date 日期 18/12/2025 (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。

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	Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories 元朗流浮山丈量約份第 129 約地段第 1809 號 (部分)、第 1813 號、第 1814 號、第 1815號 (部分)、第 1816 號、第 1817 號 (部分)、第 1819 號、第 1820 號、第 1824 號、第 1825 號、第1826 號、第 1827 號、第 1828 號、第 1829 號、第 1830 號、第 1831 號 A 分段、第1831 號 B 分段、第 1832 號、第 1833 號、第 1834 號、第 1835 號、第 1837 號、第 1838 號、第1839 號 (部分)、第 1840 號、第 1841 號、第 1842 號及第 1843 號
Site area 地盤面積	15,500 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 N.A. sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 流浮山及尖鼻咀分區計劃大綱核准圖編號S/YL-LFS/11
Zoning 地帶	"Recreation" ("REC") 「康樂」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years 擬議臨時露天存放建築材料及建築器材（為期 3 年）

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米		Plot Ratio 地積比率	
		Domestic 住用	N.A.	☐ About 約 ☐ Not more than 不多於	N.A.	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	108	☑ About 約 ☐ Not more than 不多於	0.007	☑About 約 ☐Not more than 不多於
(ii)	No. of blocks 幢數	Domestic 住用	N.A.			
		Non-domestic 非住用	3			
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	N.A.		m 米 ☐ (Not more than 不多於)	
			N.A.		Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	3.5		m 米 ☑ (Not more than 不多於)	
			1		Storeys(s) 層 ☐ (Not more than 不多於)	
(iv)	Site coverage 上蓋面積	0.7		%	☑ About 約	
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____			3 3	
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____			6 6	

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）	☐	☑
Location plan, Lot Index Plan extract, Outline Zoning Plan extract, Site photos, Landscape Proposal		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐

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

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

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

Ref.: ADCL/PLG-10289/R002

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Section 16 Planning Application

Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years

At Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Planning Statement

Address:
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63 Mody Road, East Tsim Sha Tsui, Kowloon

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Email: info@aikon.hk

Prepared by
Grandmax Surveyors Limited

March 2025

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years (hereinafter referred to as "the proposed use") at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories (hereinafter referred to "the application site"). The application site has an area of about 15,500m^2. This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.

The application site currently falls within an area zoned "Recreation" ("REC") on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 exhibited for public inspection on 22.04.2022 (hereinafter referred to "the Current OZP"). According to the Covering Notes of the Current OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the Current OZP. It is considered that, the current application is well justified on the grounds:-

(a) The proposed use would better optimise valuable land resources and promote the local economy in Lau Fau Shan;
(b) The current application is not contrary to the Town Planning Board Guidelines (TPB PG-No. 13G);
(c) The proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "REC" zone or any planned infrastructural developments at the application site and its neighbourhood;
(d) The proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse impacts on the surroundings land uses and neighbourhood;
(e) No adverse traffic, landscape, environmental, drainage and archaeological impacts arising from the proposed use is anticipated; and
(f) The proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.

In view of the above and planning justifications as detailed in this Planning Statement, it is hoped that the Board will give favorable consideration and approve the current application on a temporary basis for a period of three years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時露天存放建築材料及建築器材（為期 3 年）（以下簡稱「擬議用途」）。該申請涉及的地點位於元朗流浮山丈量約份第 129 約地段第 1809 號 (部分)、第 1813 號、第 1814 號、 第 1815 號 (部分)、第 1816 號、第 1817 號 (部分)、第 1819 號、第 1820 號、第 1824 號、第 1825 號、第 1826 號、第 1827 號、第 1828 號、第 1829 號、第 1830 號、第 1831 號 A 分段、第 1831 號 B 分段、第 1832 號、第 1833 號、第 1834 號、第 1837 號、第 1838 號、第 1839 號 (部分)、第 1840 號、第 1841 號、第 1842 號、第 1843 號及第 1835 號（以下簡稱「申請地點」）。申請地點的地盤面積約為 15,500 平方米。此規劃報告書提供該申請的背景及規劃理據以支持擬議用途予城規會考慮。

根據 2022 年 4 月 22 日刊憲公佈之流浮山及尖鼻咀分區計劃大綱核准圖（編號：S/YL-LFS/11）（以下簡稱為「大綱核准圖」），申請地點坐落於「康樂」地帶。根據大綱核准圖的註釋說明，有關用途或發展即使圖則沒有作出規定，城規會仍可批給作不超過三年屬臨時性質的用途。此規劃報告書詳細闡述該申請的規劃理據，當中包括：-

(一) 擬議用途可以更好地利用寶貴的土地資源,並促進流浮山地區的經濟；
(二) 該申請不會與城規會規劃指引相抵觸（編號：TPB PG-No. 13G）；
(三) 擬議用途為臨時用途。擬議用途不會妨礙落實大綱核准圖中「康樂」地帶的長遠規劃意向，亦不會妨礙申請地點及其附近的任何已規劃的基礎設施發展；
(四) 就土地用途而言，擬議用途與周邊地區並非不相容，並不會構成不良影響；
(五) 擬議用途不會對交通、景觀、環境、排水和考古方面構成不良影響；及
(六) 考慮到附近已有類似該申請的規劃申請獲批准，擬議用途並不會立下不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，敬希城規會各委員酌情考慮批准該申請作臨時三年擬擬用途。

Table of Contents

List of Figures

List of Illustration

List of Tables

List of Appendix

1. INTRODUCTION

1.1 Purpose

1.1.1 Pursuant to section 16 of the Town Planning Ordinance (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as "the Board") in support of a planning application (hereinafter referred to as "the current application") for **Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years** (hereinafter referred to as "the proposed use") at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories (hereinafter referred to "the application site"). The application site has an area of about 15,500m^2. This Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate consideration by the Board. The location of the application site is shown in **Figure 1** whilst **Figure 2** indicates the relevant private lots in which the application site involves.

1.1.2 The application site falls within an area zoned "Recreation" ("REC") on the approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11 exhibited for public inspection on 22.04.2022 (hereinafter referred to as "the Current OZP") (**Figure 3** refers). As stipulated in (11)(b) of the Notes of the Current OZP, "*...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...*". In this connection, a planning permission is wished to be sought from the Board for the proposed use on a temporary basis for a period of three years.

1.1.3 Prepared on behalf of Right Spread Investment Limited (hereinafter referred to as "the Applicant"), Grandmax Surveyors Limited has been commissioned to prepare and submit the current application.

1.2 Objectives

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

(a) To fully utilise the land resources falling within "REC" zone for temporary uses that are beneficial to the community, viable in operation, and compatible with the character of the surrounding environment without hindering the long term planning intention of "REC" zone; and

(b) To induce no additional adverse environmental or infrastructural impacts on the surrounding areas.

1.3 Structure of the Planning Statement

1.3.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed use.

2. SITE PROFILE

2.1. Location and Current Conditions of the Application Site

2.1.1. The application site is located in the Lau Fau Shan and Mong Tseng area. The majority of the application site is vacant land with some areas covered by shrubs and weeds, and is accessible from Deep Bay Road via a local track (**Figure 1** refers).

2.1.2. **Illustration 1** indicates the current conditions of the application site and its surrounding areas.

2.2. Surrounding Land-use and Characteristics

2.2.1. The surrounding areas are predominated by open storage yards and warehouses. Other uses such as vehicle repair workshop, pig farm, animal boarding establishment, residential dwellings, garden, temple, agricultural land, vacant land and shrubland are also found in the vicinity.

2.2.2. To the north of the application site are Wan Fau Sin Koon, open storage, and vacant land. Further north of the application site are graves and Deep Bay Road. To the east of the application site are graves within Permitted Burial Ground No. YL/59. To the south of the application site are open storages, warehouses, temporary structures, and residential dwellings. Immediately to the west of the application site is a pig farm.

3. PLANNING CONTEXT

3.1. Statutory Planning Context

3.1.1. The application site falls within an area zoned "REC" on the Current OZP (**Figure 3** refers). According to the Notes of the Current OZP, "REC" zone is intended primarily for *"recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the recreational developments may be permitted subject to planning permission".*

3.1.2. As stipulated in (11)(b) of the Notes of the Current OZP, *"...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...".* In this connection, the applicant wishes to seek planning permission from the Board for the proposed use on a temporary basis of three years.

3.2. Previous Application

3.2.1. There is no previous application for the application site.

3.3. Similar Applications

3.3.1. In the past five years, there are eight similar applications for similar temporary open storage uses within the "REC" zone(s) on the Current OZP. Details of the similar applications are tabulated in **Table 1** below.

Table 1: Similar Planning Applications in the Past Five Years

Application No.	Proposed Use(s)	Decisions
A/YL-LFS/351	Proposed Temporary Vehicle Park and Open Storage (Dump Truck and Skip Truck) for a period of 3 years	Rejected/Not agreed on 18.09.2020
A/YL-LFS/399	Temporary Open Storage of Marble and Construction Materials with Ancillary Workshop, Vehicle/Cargo Compartments Assembly Workshop with Ancillary Vehicle Parking Spaces and 10 Loading and Unloading Spaces for Medium Goods Vehicle for a Period of 3 Years	Approved with condition(s) on a temporary basis on 25.06.2021
A/YL-LFS/400	Proposed Temporary Open Storage (Dump Box) for a Period of 3 Years	Rejected/Not agreed on 25.06.2021
A/YL-LFS/451	Temporary Open Storage of Construction Materials and Engineering Machineries for a Period of 3 Years	Approved with condition(s) on a temporary basis on 03.02.2023

Application No.	Proposed Use(s)	Decisions
A/YL-LFS/479	Temporary Open Storage of Scrap Metal for a Period of 3 Years	Approved with condition(s) on a temporary basis on 11.08.2023
A/YL-LFS/493	Proposed Temporary Open Storage of Hardware Accessories for a Period of 3 Years	Approved with condition(s) on a temporary basis on 24.11.2023
A/YL-LFS/504	Temporary Open Storage of Construction Materials for a Period of 3 Years	Approved with condition(s) on a temporary basis on 16.02.2024
A/YL-LFS/505	Temporary Open Storage of Construction Materials and Machineries with Ancillary Workshop, and Vehicle/Cargo Compartments Assembly and Repair Workshop for a Period of 3 years	Approved with condition(s) on a temporary basis on 01.03.2024

3.4 Town Planning Board Guidelines (TPB PG-No. 13G)

3.4.1 The application site falls under Category 2 areas in the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) promulgated by the Board in April 2023.

3.4.2 According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

4. THE DEVELOPMENT PROPOSAL

4.1. Site Configuration and Layout

4.1.1. It is proposed to utilise the application site for the proposed use (i.e. Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years). The application site has a total area of about 15,500m^2. Access to the application site will be provided through an ingress/egress point (in about 12m) located at the southwestern boundary (**Figure 4** refers), which is connected to a local track leading to Deep Bay Road (**Figure 1** refers).

4.1.2. Should the current application be approved, the existing fencing will be adjusted, and new fencing will be erected along the periphery of the application site.

4.1.3. According to the indicative layout plan (**Figure 4** refers), the application site includes about 14,163m^2 of open storage area with three one-storey temporary structures (with a maximum height of 3.5m), providing a total floor area of approximately 108m^2 for two storerooms and a site office. Within the application site, there is provision for three parking spaces for private cars and six loading and unloading (L/UL) bays for light goods vehicles (LGVs).

4.1.4. The proposed temporary open storage will be used to store a variety of small-scale construction materials and equipment (**Table 2** refers).

Table2 : Small-scale Construction Materials and Equipment to be Stored at the Site

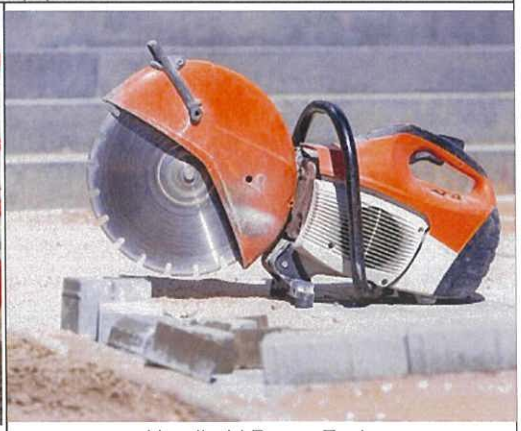
Construction Materials	
	
Bricks	Ceramic Tiles

Cement Products

Metal/Steel Products

Construction Equipment

Portable Cement Mixer



Handheld Power Tools
(e.g. drills, saws, and grinders)

Compact Skid-steer Loaders

Compact Excavators

4.1.5. Construction materials and equipment to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All storage activities will only be confined to within the open storage area of the application site without affecting the neighbouring uses. The operation hours of the proposed use are from 8:00a.m. to 6:00p.m. from Mondays to Saturdays and there will be no operations on Sundays and public holidays.

4.1.6. Regarding the implementation of the development proposal, the Applicant stands ready to apply to the Lands Department for the Short-Term Waiver (STW) for permitting the structures to be erected or to regularise any irregularities on site, once the current application is approved.

4.1.7. Key development parameters of the proposed use are tabulated in **Table 3**. **Table 4** provides details of the proposed ancillary temporary structures under the current application.

Table 3: Key Development Parameters

Proposed Use	Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years
Operation Hours	From 8:00a.m. to 6:00p.m. from Mondays to Saturdays (Excluding Sundays and Public Holidays)
Site Area	15,500m^2
Covered Area	About 108m^2 (About 0.7%)
Uncovered Area	About 15,392m^2 (About 99.3%)
Temporary Structures	
No(s).	3
No. of Storey	1
Maximum Height	3.5m
Total Floor Area	About 108m^2
No. of Parking Spaces	
Private Car (5m(L) x 2.5m(W))	3
No. of L/UL Bays	
LGVs (7m(L) x 3.5m(W))	6

Table 4: Details of the Proposed Structures

Structure/ Container No.	Proposed Use	Dimension (About) (m)	Floor Area (About) (m^2)	No. of Storeys	Max. Height (About) (m)
1	Site Office	12 x 3	36	1	3.5
2	Storeroom	12 x 3	36	1	3.5
3	Storeroom	12 x 3	36	1	3.5
Total			**108**		

4.2. Proposed Traffic Arrangement

4.2.1. The application site can be accessed through a local track that leads to Deep Bay Road (**Figure 1** refers). The proposed development will only make use of LGVs and private cars to travel to/from the application site via the proposed access route. No vehicle exceeding 5.5 tonnes, including medium goods vehicle, heavy goods vehicle and container trailer/tractor, as defined in the Road Traffic Ordinance, is allowed to enter/exit or to be parked/stored on the application site at any time during the planning approval period, should the current application be approved. Three parking

space for private cars and six L/UL bays for LGVs are provided within the application site.

4.2.2. The design/configuration of the proposed layout ensures sufficient space for maneuvering vehicles throughout the application site, such that no waiting or queuing of goods vehicles along the local access road will arise under any circumstances. The proposed development would make use of the ingress/egress point in about 12m for vehicular access, which is sufficient for two motor vehicles to safely manoeuvre simultaneously. Sufficient manoeuvring space with manoeuvring circle in not less than 20m(D) are also proposed for the proposed types of goods vehicles under the current application to manoeuvre within the application site and into/out of the parking and L/UL spaces.

4.2.3. The estimated traffic generation and attraction is shown in **Table 5**.

Table 5: Estimated Traffic Generation and Attraction

	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
LGV	6	6	6	6
Private Car	-	3	3	-

4.2.4. Considering that the expected vehicular trip generation and attraction for the proposed use will be insignificant, the additional traffic trips is expected to be accommodated without affecting the operation of the nearby junctions and links.

4.2.5. A Traffic Impact Assessment has been conducted (**Appendix 1** refers) to demonstrate the development traffic will not generate significant traffic nor causing adverse traffic impact onto the local road network. Nevertheless, traffic improvement measures are proposed to further mitigate any potential traffic impact arising from the proposed development.

4.2.6. To further ensure no vehicle will be queued back to or reversed onto/from the application site, the Applicant has proposed appropriate management and control measures including:

- Traffic regulator will be deployed near the access of the subject site to conduct traffic control to ensure no queuing of vehicles outside the application site;

- The Applicant will ensure all loading and unloading activities will be confined within the application site and advance reservation will be required for all loading and unloading activities in order to arrange the delivery and collection activities in a more organised manner and to prevent excessive traffic flow to the nearby road links and junctions; and

- To improve the safety of pedestrians at the access point of the application site, road signs are proposed to alert drivers and pedestrians, encourage them to

proceed in a causation manner. The Applicant will also ensure the operators to drive their vehicles in a restricted speed in order to ensure operation safety within the application site.

4.3. Landscape Consideration

4.3.1. The application site is partly covered by shrubs and weeds without any old and valuable trees. As such, no adverse landscape impact is anticipated from the proposed use. As part of the landscape mitigation measures, the applicant proposes to plant 50 new trees (species: *Ficus microcarpa*) along the periphery of the application site. These trees will have a minimum height of 2.75m and will be planted with a minimum spacing of 4m. The proposed trees will be positioned at least 1m from the boundary fencing and 3m from any buildings on-site, as shown in the Landscape Proposal (**Figure 5** refers).

4.3.2. The landscape design aims to enhance the overall visual quality of the application site by providing improved greenery. Upon approval of the current application, the applicant will ensure regular maintenance, adequate watering, and replacement of any dying or dead plants to keep the landscaping in good condition during the planning approval period.

4.4. Environmental Consideration

4.4.1. Given that no heavy vehicle or dusty operation would be involved, no adverse air quality impact from vehicular emissions and industrial emissions during the operation stage of the proposed use is anticipated.

4.4.2. Construction materials and equipment to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. On the whole, all storage activities will only be confined to within the open storage area of the application site without affecting the neighbouring uses.

4.4.3. Without any wheel-washing facilities or cleansing activities of equipment, the environmental impact on water quality will be insignificant.

4.4.4. The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

4.5. Drainage Consideration

4.5.1. An existing watercourse has been identified to the south of the application site. Peripheral U-shape channels are proposed to facilitate drainage collection within the

application site. If deemed necessary, the Applicant will submit a drainage proposal and implement any required drainage facilities to meet the satisfaction of the Board and/or the relevant Government department(s) in compliance with approval condition(s).

4.6. Archaeological Consideration

4.6.1. The application site is situated within the Lau Fau Shan Site of Archaeological Interest (SAI). Since all the proposed temporary structures are one-storey container-converted structures, there is no need for foundation works. As a result, the proposed development will not include any ground excavation works for site formation or foundation.

4.6.2. Should the current application be approved, the required drainage system will be provided by constructing drainage channels along the boundary of the application site. The depth and width of the drainage channels will be approximately 0.45m. Since the scale of excavation work is considered insignificant, it is anticipated that the proposed use will have no adverse archaeological impacts on the Lau Fau Shan SAI.

5. PLANNING JUSTIFICATIONS

5.1. Optimisation of Valuable Land Resources and Promotion of the Local Economy

5.1.1 The application site is strategically positioned to take full advantage of the regional transport infrastructure and connections. Its location near the boundary allows for convenient access to Shenzhen and the eastern part of Guangdong. The application site is situated close to the Kong Sham Western Highway, which can provide a supporting storage facility to the local area. The proposed use would enable better opportunities to offer a temporary storage facility to cross-boundary users with short-term storage needs. This advantageous location ensures efficient support for the operation of the open storage, facilitating seamless transportation.

5.1.2 By allowing the proposed use, land use optimisation and concentration of similar uses could be achieved, replacing open storage and industrial sprawl in unsuitable locations. The proposed use is considered fully commensurate with the local geographical setting and ideal for attaining maximum land use optimisation without giving rise to detrimental environmental impacts. In additional, the proposed use would create job opportunities and promote the local economy in Lau Fau Shan.

5.2 Not Contrary to the Town Planning Board Guidelines (TPB PG-No. 13G)

5.2.1 The application site falls under Category 2 areas in the TPB PG-No. 13G promulgated by the Board in April 2023. According to the TPB PG-No.13G, Category 2 areas are areas mostly without clear planning intention or fixed development programme; areas to be affected by major upcoming infrastructural projects; areas within or close to clusters of open storage, port back-up or other types of brownfield sites/ temporary uses. In addition, the areas should not be subject to high flooding risk. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions, planning permission could be granted on a temporary basis up to a maximum period of 3 years.

5.2.2 Considering that the proposed use is well-justified with no adverse impacts on traffic, landscape, visual, drainage, sewerage and environmental aspects in the surrounding areas, the current application is considered not contrary to the TPB PG-No. 13G.

5.3 Not Jeopardizing the Planning Intention of "REC" Zone

5.3.1 Considering the close proximity of various adjacent open storage and warehouse uses to the application site, the planning intention of "REC" zone may hardly be materialised in short term until the surrounding characteristics are entirely and

compulsorily required to be utilised for agricultural activities again. In contrast, approving the proposed temporary use under the current application would facilitate ongoing and flexible adaptation to meet the changing demands of land use.

5.3.2 The temporary nature of the proposed use under the current application will by no means jeopardize the long-term planning intention of the "REC" zone, considering that the proposed use under the current application is only being applied for a period of 3 years.

5.4 Compatible with Land Uses of the Surrounding Areas

5.4.1 The surrounding areas of the application site predominate by open storage yards and warehouses. Other uses such as vehicle repair workshop, pig farm, animal boarding establishment, residential dwellings, garden, temple, agricultural land, vacant land and shrubland are also found in the vicinity. The proposed use is therefore considered not incompatible with the land uses of the surrounding areas.

5.4.2 The proposed use is considered to fully commensurate with its local geographical settings and is ideal to attain the utmost land use maximisation without giving rise to detrimental impacts on the surrounding areas.

5.5 No Adverse Infrastructural nor Environmental Impacts

5.5.1 The proposed development will only make use of LGVs and private cars to travel to/from the application site via the proposed access route. No vehicle exceeding 5.5 tonnes, including medium goods vehicle, heavy goods vehicle and container trailer/tractor, as defined in the Road Traffic Ordinance, is allowed to enter/exit or to be parked/stored on the application site at any time during the planning approval period, should the current application be approved.

5.5.2 Careful consideration has been given to the design and layout of the proposed site, ensuring ample provision for parking, L/UL Bays, manoeuvring space, and the implementation of appropriate traffic management measures upon approval of the application. Given that the expected vehicular trip generation and attraction for the proposed use will be minimal, the additional traffic trips are expected to be accommodated without impacting the nearby junctions and links. Appropriate traffic management measures have been designed to mitigate any potential adverse effects on the surrounding road network and pedestrian safety. Therefore, it is not anticipated that the proposed use will result in any adverse traffic impacts on the area.

5.1.1. The application site is partly covered by shrubs and weeds without any old and valuable trees. As such, no adverse landscape impact is anticipated from the proposed use.

5.1.2. Given that no heavy vehicle or dusty operation would be involved, no adverse air quality impact from vehicular emissions and industrial emissions during the operation stage of the proposed use is anticipated. Construction materials and equipment to be stored within the application site will be non-polluted and non-dangerous in nature and will remain stagnant all the time. All storage activities will only be confined to within the open storage area of the application site without affecting the neighbouring uses. Without any wheel-washing facilities or cleansing activities of equipment, the environmental impact on water quality will be insignificant. The Applicant will strictly follow EPD's latest "CoP" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

5.5.3 An existing watercourse has been identified to the south of the application site, and peripheral U-shaped channels are proposed to facilitate drainage collection. As such, no significant adverse drainage impact is expected. If deemed necessary, the Applicant will submit a drainage proposal and implement any required drainage facilities to meet the satisfaction of the Board and/or the relevant Government department(s) in compliance with approval condition(s).

5.5.4 The application site is situated within the Lau Fau Shan SAI, but since all the proposed temporary structures are one-storey container-converted structures, there is no need for foundation works, and the proposed development will not include any ground excavation for site formation or foundation. The required drainage system will be constructed along the site boundary, and the scale of excavation is considered insignificant. As such, no adverse archaeological impact on the Lau Fau Shan SAI is anticipated.

5.6 Not Setting an Undesirable Precedent

5.6.1 Considering the similar applications being approved by the Board on the same OZP as discussed in **Section 3.3**, no undesirable precedent is expected should the current application be approved.

6 CONCLUSION

6.1 This Planning Statement is submitted to the Board in support of the current application for the proposed use at the application site. The application site has an area of about 15,500m^2. This Planning Statement serves to provide background information and planning justifications in support of the proposed use to facilitate consideration by the Board.

6.2 The application site currently falls within an area zoned "REC" on the Current OZP. According to the Covering Notes of the Current OZP, temporary use or development of any land or buildings not exceeding a period of three years requires planning permission from the Board notwithstanding that the use or development is not provided for under the Notes of the Current OZP. It is considered that, the current application is well justified on the grounds:-

(a) The proposed use would better optimise valuable land resources and promote the local economy in Lau Fau Shan;

(b) The current application is not contrary to the Town Planning Board Guidelines (TPB PG-No. 13G);

(c) The proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "REC" zone or any planned infrastructural developments at the application site and its neighbourhood;

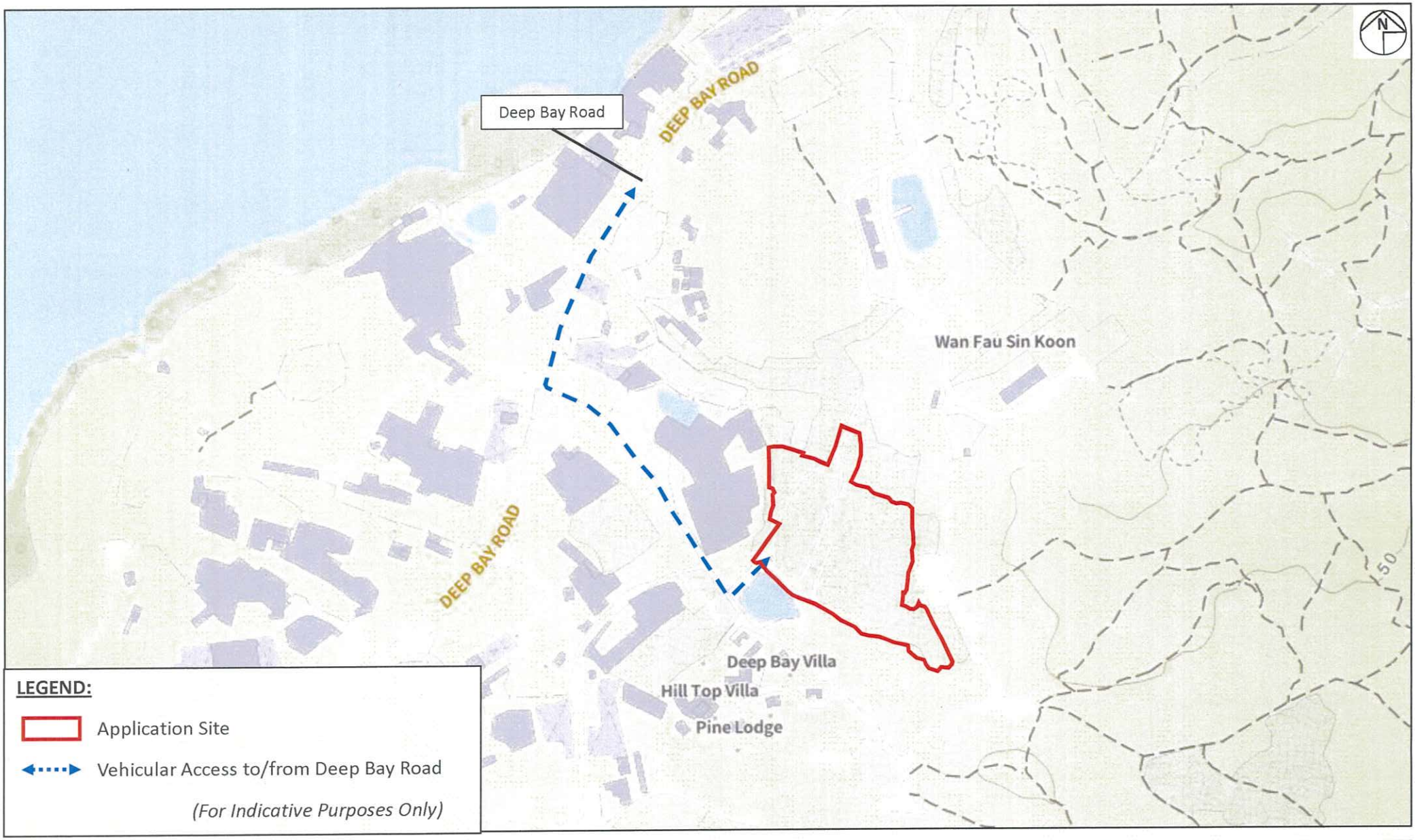
(d) The proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse impacts on the surroundings land uses and neighbourhood;

(e) No adverse traffic, landscape, environmental, drainage and archaeological impacts arising from the proposed use is anticipated; and

(f) The proposed use will not set an undesirable precedent as similar applications are identified in the close vicinity of the application site.

6.3 In view of the above and planning justifications as detailed in this Planning Statement, it is hoped that the Board will give favorable consideration and approve the current application on a temporary basis for a period of three years.

List of Figures



Project:
Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Title:
Location Plan

Ref.: ADCL/PLG-10289-R002/F001

Figure:
1

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Date:
Mar 2025

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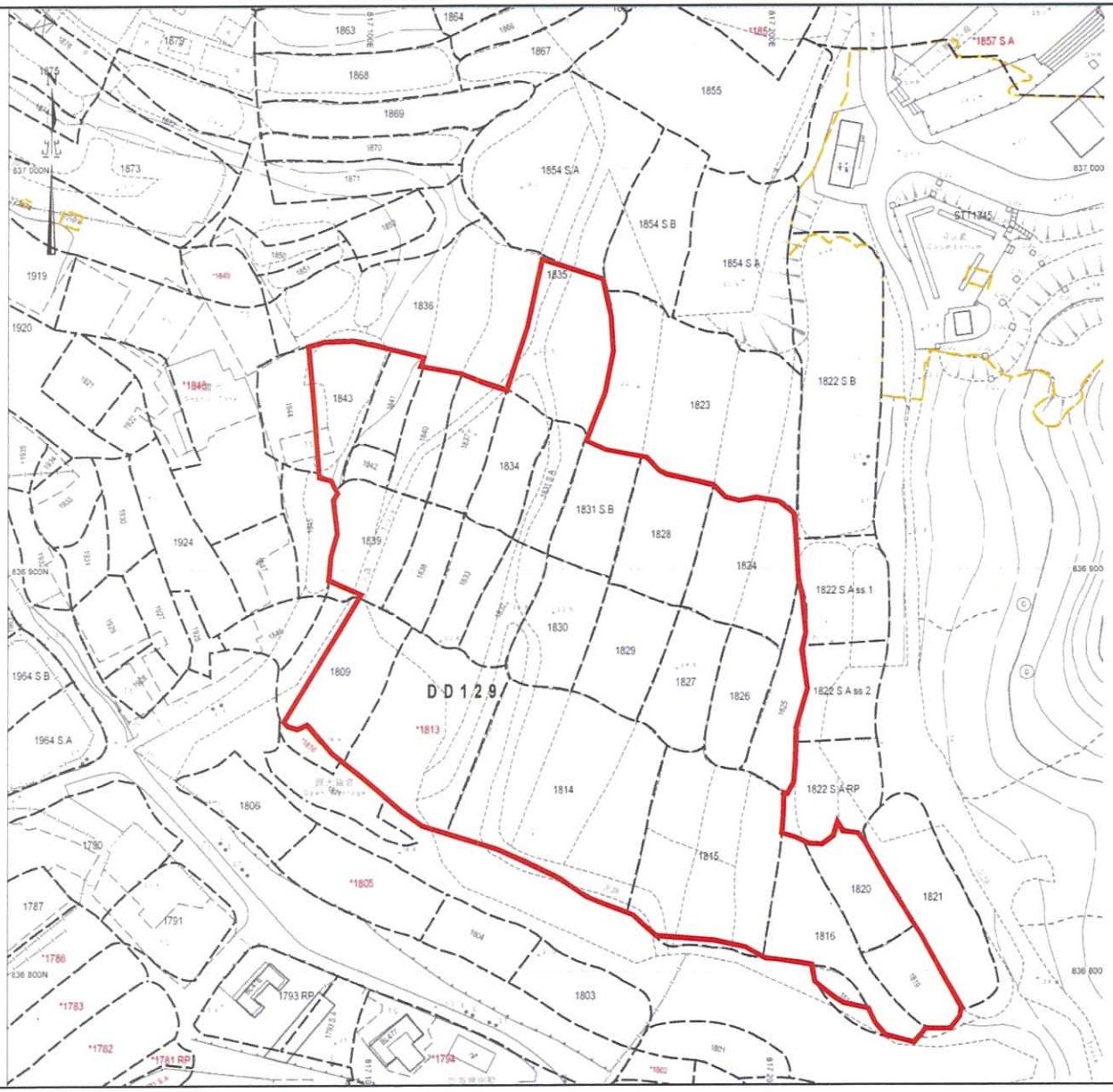
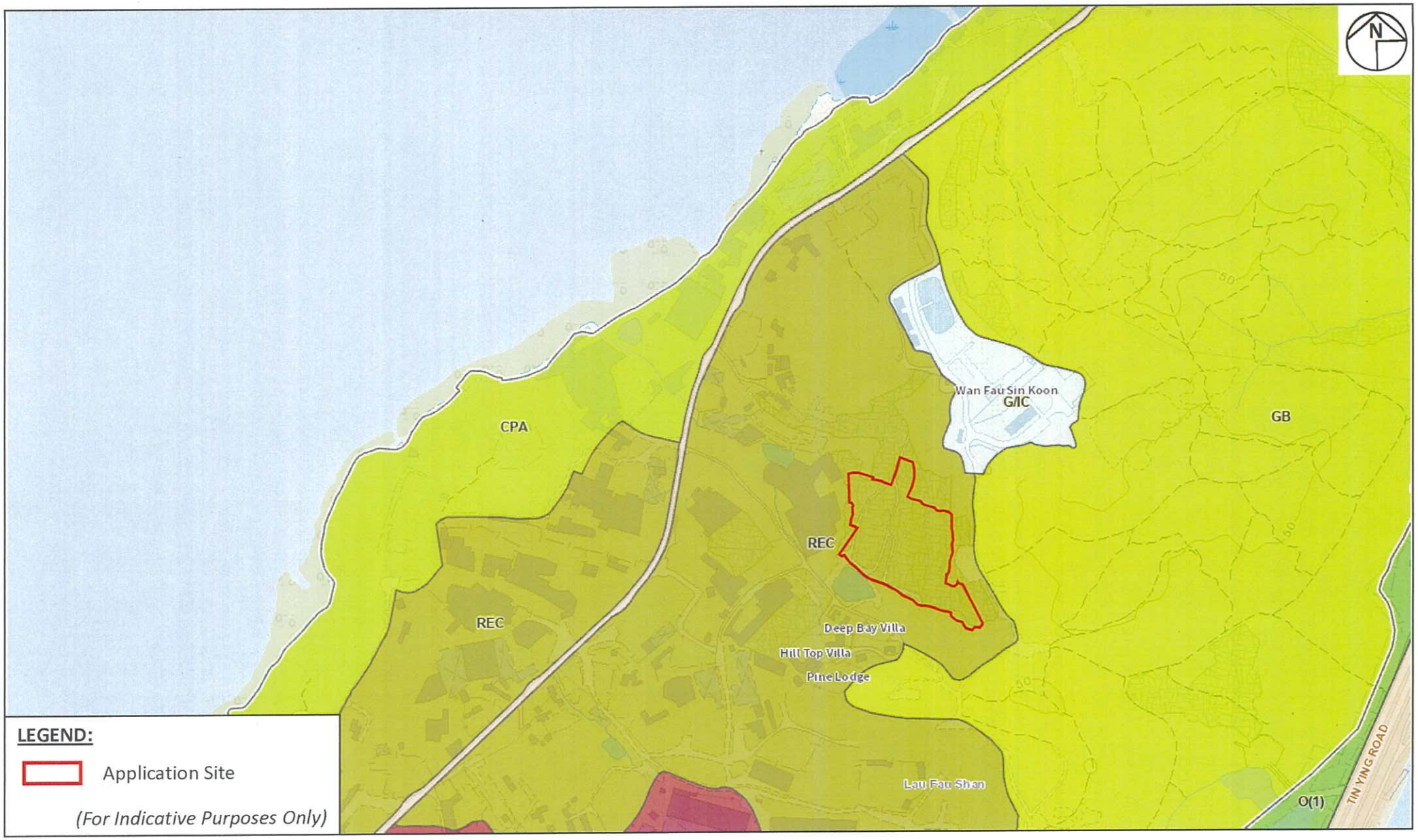


LEGEND:

Application Site

(For Indicative Purposes Only)

Project: Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	**Title:** Extract of Lot Index Plan (No. ags_S00000126199_0001) *Ref.: ADCL/PLG-10289-R002/F002*	**Figure:** 2 **Scale:** Not to Scale **Date:** Mar 2025	GRANDMAX SURVEYORS LIMITED 俊滙測量師行有限公司



Project:
Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Title:
Extract of the Approved Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan No. S/YL-LFS/11

Ref.: ADCL/PLG-10289-R002/F003

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Date:
Mar 2025

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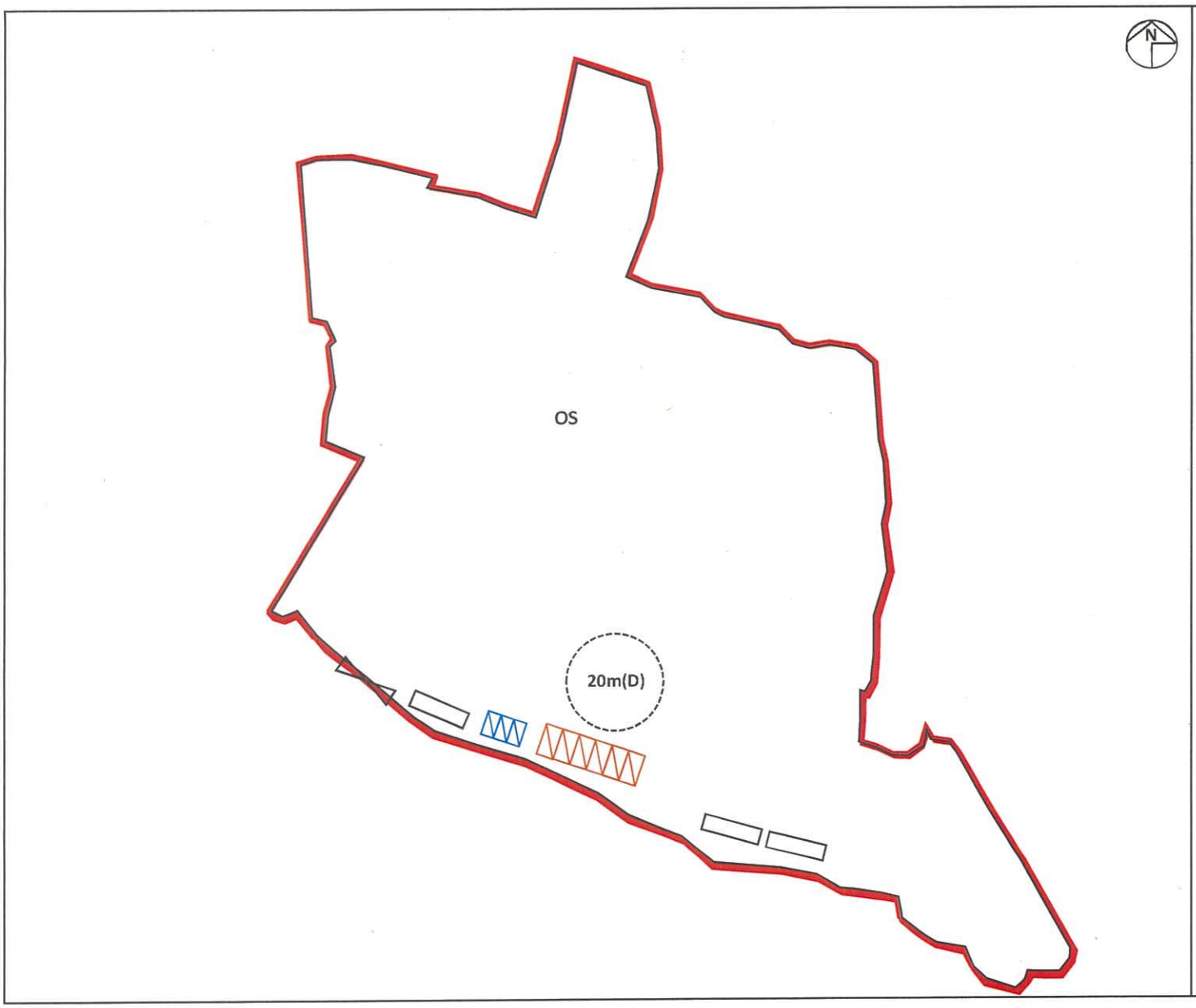

LEGEND:

- Application Site (About 15,500m²)
- OS — Open Storage Area (About 14,163m²)
- Site Office/Storeroom (12m x 3m)
- Loading and Unloading Bay for Light Goods Vehicles (7m(L) x 3.5m(W))
- Private Car Parking Spaces (5m(L) x 2.5m(W))
- Ingress/Egress (About 12m wide)
- Manouvering Circle (About 20(D))

(For Identification Only)

Project:
Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Title:
Indicative Layout Plan

Ref.: ADCL/PLG-10289-R002/F004

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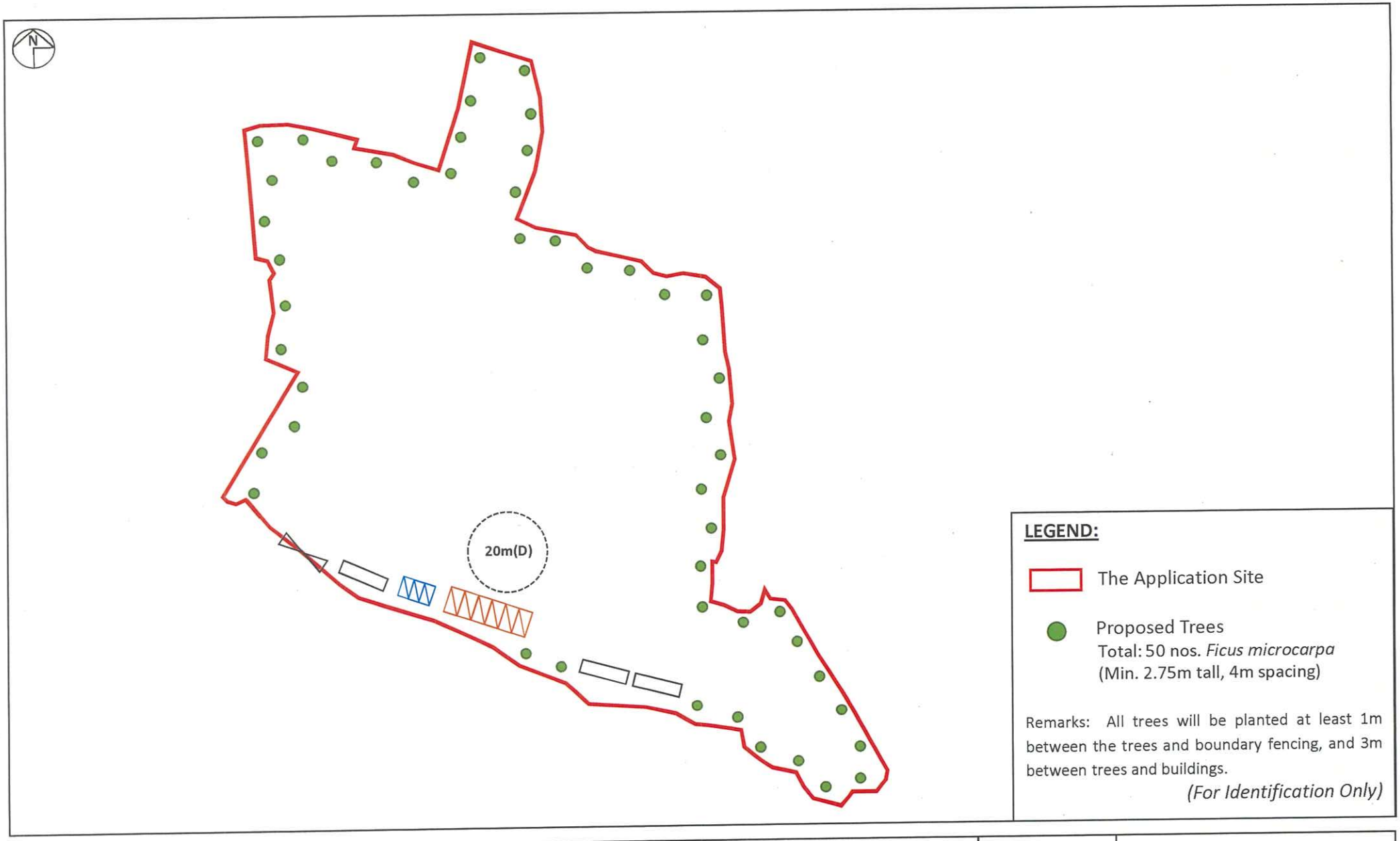

LEGEND:

The Application Site

Proposed Trees
Total: 50 nos. *Ficus microcarpa*
(Min. 2.75m tall, 4m spacing)

Remarks: All trees will be planted at least 1m between the trees and boundary fencing, and 3m between trees and buildings.

(For Identification Only)

Project:
Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Title:
Landscape Proposal

Ref.: ADCL/PLG-10289-R002/F005

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Date:
Mar 2025

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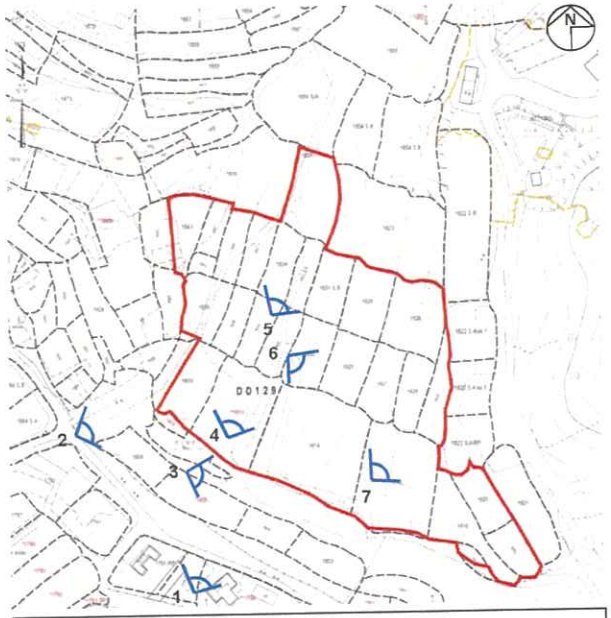
Illustration 1

Existing Condition of the Application Site and the Surrounding Areas



LEGEND:

The Application Site

Viewpoint

(For Identification Only)

Project:
Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Title:
Existing Condition of the Application Site and the Surrounding Areas

Ref.: ADCL/PLG-10289-R002/I001

Illustration:
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Date:
Mar 2025

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List of Appendices

Appendix I

Traffic Impact Assessment

S.16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

TRAFFIC IMPACT ASSESSMENT

Reference: 80108-R02-01
Date: March 2025
Prepared by: 8FM Consultancy Limited

8FM Consultancy Limited

Content

List of Table

List of Figure

1 INTRODUCTION

1.1 Background

The Applicant intends to seek planning permission for the Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories ("Project Site").

The location of the Project Site is shown in **Figure 1**.

8FM Consultancy Limited was commissioned as the traffic consultant to carry out a Traffic Impact Assessment (TIA) Study in support of this planning application.

1.2 Study Objectives

The objectives of this TIA are listed as follows:

- To review the existing traffic conditions in the vicinity of the Project Site;
- To present and evaluate the internal transport facilities;
- To estimate the traffic forecasts of the adopted design year and assess the future traffic situation in the surrounding network;
- To evaluate the potential traffic impact of the proposed development; and
- To suggest traffic improvement proposals, if necessary.

1.3 Report Structure

The report is structured as follows:

- Chapter 2 - Proposed Development

  Describing the project site, vehicular access arrangement, development schedule and the proposed internal transport facilities;

- Chapter 3 - Existing Traffic Situation

  Presenting the existing traffic context, the traffic survey, and the traffic assessment of the existing traffic conditions; Proposing control measures based on assessment results.

- Chapter 4 - Development Traffic Generation

  Estimating the traffic flows arising from the proposed development;

- Chapter 5 – Future Traffic Situation

Describing the traffic forecast methodology and presenting the traffic assessment results under reference and design scenarios;

- Chapter 6 - Summary and Conclusion

  Summarizing the findings and conclusion of this traffic impact assessment study.

2 PROPOSED DEVELOPMENT

2.1 The Site Location

The Project Site is located in the Lau Fau Shan and Mong Tseng area, and it can be accessible from Deep Bay Road via a local track. The location of the Project Site is shown in **Figure 1**.

2.2 The Development Schedule

The project site is proposed to be utilised as the open storage for construction materials and equipment on a temporary basis of 3 years. Based on the planning statement, the operation hour of the proposed use is from 8:00a.m. to 6:00p.m. from Mondays to Saturdays and there will be no operation on Sundays and public holidays.

The project site has a total area of about 15,500m^2, including open storage area, two one-storey storerooms (36m^2 x 2) and a one-storey site office (36m^2). The layout of the project site is shown in **Figure 2.1**. Key development parameters of the proposed use are tabulated in **Table 2.1**.

Table 2.1 Key Development Parameters

Proposed Use	Temporary Open Storage of Construction Materials and Construction Equipment
Operation Hours	8:00am-6:00pm (Monday – Sunday, Except Public Holiday)
Total Site Area	15,500m^2
Open Storage Area	About 14,163m^2
Storeroom	72m^2
Site Office	36m^2

2.3 Vehicle Access Arrangement

At present, there is an existing local access road to the project site. Access to the project site will be provided through an 12m-wide ingress/egress point located at the southwestern boundary, which is connected to a local track leading to Deep Bay Road. The vehicle access arrangement is presented in **Figure 2.2** for reference.

Swept path analysis is also conducted for the access point and the access road. **Figure 2.3** indicates the sufficient turning spaces for the 7m LGV.

2.4 Internal Transport Facilities

The internal transport facilities to be provided in the project site are summarized in **Table 2.2**. As there are no specific parking and loading/unloading requirements for temporary open storage development in accordance to HKPSG, ancillary transport facilities are provided based on the Applicant's requirements to meet operational needs.

Table 2.2 Internal Transport Facilities

Type of Ancillary Transport Facilities	Size	Provision based on Applicant's Operational Needs
Private Car Parking Spaces	5m(L) x 2.5m(W)	3
L/UL Bays	7m(L) x 3.5m(W)	6

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

As indicated in **Figure 1**, the project site is located at the east of Deep Bay Road, and it can be accessible from Deep Bay Road via a local unnamed road. The existing condition of the connecting carriageways are summarized as follows:

- Unnamed Road 2 is a single track access road connecting Deep Bay Road in the west to an unnamed road near Lam Hang Shan in the east. Acting as single carriageway with 1-lane-2 way operation, passing bays are generally identified along the carriageway.
- Deep Bay Road is served as a rural road connecting Lau Fau Shan in the northeast and Pak Nai in the southwest. Acting as single carriageway with 1-lane-2 way operation, passing bays are generally identified along the carriageway.
- Unnamed Road 3 is as a rural road connecting Deep Bay Road in the east and Tin Yuet Road in the west. Acting as single carriageway with 1-lane-2 way operation, passing bays are generally identified along the carriageway.
- Lau Fau Shan Road is served as a rural road which is mainly a single-two carriageway, connecting Deep Bay Road in the west and Tin Wah Road in the east.

3.2 Public Transport Facilities

The project site cannot be immediately accessible by taking the public transportation. The nearest franchised bus and GMB services are around 850m away from the site, operating along Lau Fau Shan Road. Details of these public transport services are presented in **Table 3.1** and **Figure 3.1**.

Table 3.1 Franchised Bus and GMB Services Close to Project Site

Route	Routing	Peak Frequency (minutes)
MTR K65	Lau Fau Shan ↔Yuen Long Station	9-16
MTR K65A	Lau Fau Shan ↔Tin Shui Wai Station	12-15
GMB 33	Yuen Long (Tai Fung St) ↔ Ha Pak Nai	20
GMB 34A	Ha Tsuen ↔ Lau Fau Shan	15-30
GMB 35	Hong Lee Court ↔ Cai Ha Village	6-7

3.3 Traffic Survey

In order to evaluate the existing traffic conditions in the vicinity, the classified traffic surveys were conducted on 10 September 2024 (Tuesday) from 7:30 to 10:30 in the morning and from 16:00 to 19:00 in the evening. The key junctions and road links of the study area are indicated **Figure 3.2.**

The traffic flows collected during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Volume 2 of Transport Planning and Design Manual (TPDM).

The results of traffic survey identified that the AM and PM peak hours occur during 7:45am to 8:45am and 16:30pm to 17:30pm, respectively. The 2024 observed peak hours traffic flows in the study area are presented in **Figure 3.3**.

3.4 Existing Traffic Condition

Based on the observed traffic flows, the performance of the key junctions and traffic links in the vicinity of the project site during the AM and PM peak hours was assessed.

3.4.1 Determination of Link Capacity

The link capacity of single track access road is referenced from Chapter 3.11, Volume 2 of TPDM. It is noted that the provision of passing places and laybys should be 1 at intervals of approximately 60m (measured from the end of one to the start of next), where each passing place / layby is around 30m long (with tapers length included), i.e. 1 passing bay is equivalent to around 90m in length. Hence, for a 500m-long single track access road, there should be about 5 passing places / laybys, the expected capacity is 100 vehicles per hour ("veh/hr").

The link capacity of Deep Bay Road (L1) is assumed to have 2-way design flows of 100 veh/hr as outlined in Volume 2 of TPDM.

Whereas, the critical section of Deep Bay Road (L2) identified is to the immediate north of Lau Fau Shan Roundabout. **Figure 3.4** shows the existing condition for this section of Deep Bay Road within 500m from Lau Fau Shan Roundabout.

As shown in **Figure 3.4**, although the section of Deep Bay Road (L2) is mainly a single track access road, there are about 10 passing places or laybys, i.e. 2 times more than the design requirement in TPDM, which allows vehicles travelling in opposite direction to pass by. Therefore, it can be implied that the capacity of this section of Deep Bay Road(L2) is about 2 times more than the expected capacity, i.e. 2 x 100=200 veh/hr.

Similarly, as shown in **Figure 3.5**, there are about 9 passing places or laybys in Unnamed Rd 3(L4), it can be implied that the capacity is expected to be 180 veh/hr.

3.4.2 Validation of Link Capacity

A traffic survey with observation was also conducted on 10 September 2024 to determine the validation of the assumed capacity of Deep Bay Road and Unnamed Rd 3.

Figure 3.6 refers, the survey recorded the 2-way traffic flow at Deep Bay Road (L2) and Unnamed Rd 3 (L4) during AM(PM) peak hour was 154(115) veh/hr and 137(120) veh/hr respectively. Observation found that traffic flow during peak hour was generally smooth with stream of multiple vehicles passing through at the same time in one direction. Minor disruptions with traffic queues of about 4-5 vehicles were observed when vehicles stopped within passing places or laybys to allow vehicles in opposite direction to pass by. However, disruptions were short and traffic queue dispersed quickly.

General description on the operation characteristic for different ranges of ratio of flow to capacity area referenced from Table 2.4.2.1 of Chapter 2.4 Volume 2 of TPDM. For range 0.5-0.75, the general description is as follow:

1) Generally easy flow conditions.
2) Travel speeds begin to be restricted by traffic conditions.
3) Ability to manoeuvre within traffic stream is noticeably restricted.
4) Minor disruptions may cause local congestion with short traffic queues

The observed traffic flow conditions at Deep Bay Road(L2) and Unnamed Rd 3 (L4) are found to be similar to the description above, which suggests that the observed traffic flow of 154(115) veh/hr at Deep Bay Road and traffic flow of 137(120) veh/hr at Unnamed Rd 3 would have a ratio of flow to capacity within the range of 0.5-0.75. In light of this, the actual capacity of Deep Bay Road in the immediate north of Lau Fau Shan Roundabout is more than 200veh/hr, and the actual capacity of Unnamed Rd 3 is more than 180veh/hr. Hence, it can be concluded that the traffic analysis which adopted the link capacity of 200 veh/hr for the same section of Deep Bay Road(L2) and of 180veh/hr for Unnamed Rd 3 (L4) are considered conservative.

3.4.3 Existing Road Link Capacity Assessment

The results of existing road link capacity are shown in **Table 3.2**.

Table 3.2 Existing Road Link Capacity Assessment

Link No.	Link Location	Peak	Design Capacity(i) (veh/hr)	Traffic Flow (veh/hr)	V/C Ratio(ii)
L1	Deep Bay Road (two-way)	AM	100	59	0.59
		PM	100	61	0.61
L2	Deep Bay Road (two-way)	AM	200	154	0.77
		PM	200	115	0.58
L3	Lau Fau Shan Road (EB)	AM	800	287	0.36
		PM	800	293	0.37
	Lau Fau Shan Road (WB)	AM	800	309	0.39
		PM	800	222	0.28
L4	Unnamed Rd 3 (two-way)	AM	180	137	0.78
		PM	180	120	0.67

Notes:

(i) Design capacity can be referred to TPDM Vol2 chapter 2.4.1.1 and chapter 3.11.3.1.

(ii) V/C Ratio =Volume/ Design Capacity. A peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.

The results reveal that the key traffic links operate within capacity during peak hours.

3.4.4 Existing Junction Capacity Assessment

The results of junction performance are indicated in **Table 3.3** and detailed junction calculation sheets are given in **Appendix A**.

Table 3.3 Existing Junction Capacity Assessment

Jn No.	Junction Location	Type/ Capacity Index	AM Peak	PM Peak
A	Tin Ying Rd / Tin Wah Rd	Signal / RC(i)	26.6%	43.4%
B	Lau Fau Shan Rd / Tin Wah Rd / Ping Ha Rd	Priority / DFC(ii)	1.18	1.25
C	Lau Fau Shan Roundabout	Roundabout / DFC	0.45	0.40
D	Deep Bay Rd / Unnamed Rd A	Priority / DFC	0.02	0.02
E	Unnamed Rd A / Unnamed Rd B	Priority / DFC	0.05	0.11
F	Deep Bay Rd / Unnamed Rd 3	Priority / DFC	0.17	0.16

**Notes:*

(i) DFC - Design Flow / Capacity Rati. The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

(ii) RC =reserve capacity. The performance of a traffic signalised junction is indicated by its reserve capacity (RC). A positive RC (RC>0) indicates that the junction is operating with spare capacity. A negative RC (RC<0) indicates that the junction is overloaded; resulting in traffic queues and longer delay time.

As shown in Table 3.3, it can be seen that the surveyed junctions perform satisfactorily during peak hours with adequate reserve capacities, except for Jn B, i.e. junction of Lau Fau Shan Rd/Tin Wah Rd/Ping Ha Rd, which is currently having inadequate junction capacity during the AM and PM peak hours.

3.5 Delivery Route

Based on the assessment results of the existing traffic condition in the vicinity of project site, control measure is suggested to avoid aggravating the existing condition of concerned traffic junction.

In light of this, the Applicant is committed to the designate a delivery route so as to ensure the efficient delivery. The project-related vehicles will travel to/from the project site via the designated Route 1 only (**Figure 3.7** refers), which will not pass through Junction B of Lau Fau Shan Rd/Tin Wah Rd/Ping Ha Rd, minimizing the traffic impact brought from project site.

Swept path analysis is conducted at the critical junctions along the delivery route and is shown in **Figure 3.8**, which demonstrate adequate maneuvering at the concerned sections when turning to Tin Ying Road.

4 DEVELOPMENT TRAFFIC GENERATION

4.1 Estimated Development Flows

With reference to the Planning Statement, the proposed development will only make use of light goods vehicle (LGV) and private cars to travel to/from the application site.

As the proposed development will be operated as the storage area and a build-up site office, the trip generation & attraction arising from the operational needs will be estimated respectively based on the different land use.

4.1.1 Storage Area

The trip generation & attraction of the storage area is estimated with reference to the the trip rates of industrial buildings under the TPDM Vol 1., which are tabulated in **Table 4.1**. Considering the actual operational needs and the reference made with approved applications of similar use within the same outline zoning plan (OZP) in recent years, the level of lower limit is adopted for trip assessment.

Table 4.1 Traffic Rates for Industrial Building

Land Use	Unit	Upper Limit/ Mean/ Lower Limit	AM		PM	
			Generation Rate	Attraction Rate	Generation Rate	Attraction Rate
Industrial Building	(pcu/hr/100 sqm GFA)	Upper Limit	0.1153	0.1727	0.1648	0.1260
		Mean	0.0926	0.1386	0.1350	0.1049
		Lower Limit	**0.0698**	**0.1044**	**0.1053**	**0.0808**

The calculated traffic generation & attraction arsing from the operation of storage area during the identified peak hours are esitmated in **Table 4.2**.

Table 4.2 Estimated Traffic Generation & Attraction Arising from Storage Area

Land Use	Area	Unit	AM Peak		PM Peak	
			Generation	Attraction	Generation	Attraction
Storage Area	14,127m^2	pcu/hr	10	15	15	12
		veh/hr*	7	10	10	8

**Notes: Traffic generation/attraction for LGV is calculated with pcu factor 1.5 based on the PCU factors as indicated in Table 2.3.1.1 of TPDM Vol2.*

4.1.2 Site Office

The trip generation & attraction of the build-up development is estimated with reference to the the trip rate tabulated in the TPDM Vol 1. **Table 4.3** shows the trip

rates for office development, and the level of upper limit is adopted for conservative assessment.

Table 4.3 Traffic Rates for Office Development

Land Use	Unit	Upper Limit/ Mean/ Lower Limit	AM		PM	
			Generation Rate	Attraction Rate	Generation Rate	Attraction Rate
Office	(pcu/hr/100sq m GFA)	**Upper Limit**	**0.2361**	**0.3257**	**0.1928**	**0.1510**
		Mean	0.1703	0.2452	0.1573	0.1175
		Lower Limit	0.1045	0.1646	0.1217	0.084

The calculated traffic generation & attraction arsing from the operation of site office during the identified peak hours are esitmated in **Table 4.4**.

Table 4.4 Estimated Traffic Generation & Attraction Arising from Office

Land Use	Area	Unit	AM Peak		PM Peak	
			Generation	Attraction	Generation	Attraction
Storage Area	$36m^2$	pcu/hr	1	1	1	1
		veh/hr	1	1	1	1

4.1.3 Estimated Development Flow

With the trip generation & attraction estimated for different land use, the development flow is summarized in **Table 4.5.**

Table 4.5 Estimated Development Flow

Unit	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
pcu/hr	11	16	16	13
Total	27 pcu/hr		29 pcu/hr	
veh/hr	8	11	11	9
Total	19 veh/hr		20 veh/hr	

5 FUTURE TRAFFIC SITUATION

5.1 Design Year

The planning application for the Proposed Temporary Open Storage development involves a period of 3 years, it is assumed that the end year for the Project Site would be year 2027. Therefore, year 2027 is adopted as the design year of this study.

5.2 Traffic Forecast Methodology

To conduct the traffic forecast on the road networks in the vicinity of the project site, the existing traffic flows will be adjusted with the following factors considered:

- Historical traffic data from Annual Traffic Census (ATC) by Transport Department;
- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data by Planning Department;
- Committed and planned developments adjacent the project site.

5.3 Regional Traffic Growth

5.3.1 Annual Traffic Census (ATC)

Reference has been made to the ATC reports from year 2018 to 2022. The historical traffic data of the surrounding road links are based on the Annual Average Daily Traffic (AADT) extracted from ATC issued by Transport Department. The relevant AADT data from year 2018 to 2022 are summarized in **Table 5.1**.

Table 5.1 AADT Extracted from Annual Traffic Census

Station	Road	From	To	2018	2019	2020	2021	2022	Growth Rate p.a.
5858	Ping Ha Rd & Lau Fau Shan Rd	Tin Ha Rd	Deep Bay Rd	12,680	12,590	12,070	10,310	8,390	-9.81%
					-0.7%	-4.1%	-14.6	-18.7%	
6603	Deep Bay Rd	Lau Fau Shan Rd	Nam Sha Po	2,920	2,320	2,380	2,570	2,760	-1.40%
					-20.3%	2.3%	7.9%	7.7%	
5284	Tin Ying Rd	Tin Wah Rd	Ping Ha Rd	32,180	31,060	29,780	30,970	30,030	-1.71%
					-3.5%	-4.1%	4.0%	-3.0%	
			Total	47,780	45,970	44,230	43,850	41,180	-3.65%

Table 5.1 indicates that the overall average annual growth rate of the adjacent road network is -3.65%.

5.3.2 Projected Population Data

Reference has been made to the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data provided by Planning Department. The population and employment data in Yuen Long District for year 2019, 2024 and 2031 are presented in **Table 5.2**.

Table 5.2 2019-Based TPDEM Data for Yuen Long District

Item	TPDEM Estimation/Projection			Annual Growth Rate		
	2019	2026	2031	2019 to 2026	2026 to 2031	2019 to 2031
Population	175,150	172,350	159,850	-0.2%3	-1.49%	-0.76%
Employment	68,100	70,700	70,250	**0.54%**	-0.13%	0.26%
total	243,250	243,050	230,100	-0.01%	-1.09%	-0.46%

Source: 2019-based TPEDM by Planning Department

Table 5.2 indicates that the highest annual growth rate for population and employment is 0.54%.

Based on the findings of the above two tables, a conservative growth rate of 0.54% per annum was adopted to estimate the background traffic growth from 2024 to 2027.

5.4 Planned and Committed Development

Based on the published information from Town Planning Board, no planned/committed developments in the site vicinity are identified in design year 2027 in the vicinity of project site.

5.5 2027 Traffic Flows

The growth factor will be applied to the 2024 observed peak hours traffic flows to estimate the 2027 reference flows.

The reference and design flows of the design year 2027 are calculated from the following formula:

2027 Reference Flows (Fig. 5.1)	= 2024 Observed Flows (Fig 3.3) x $(1+0.54\%)^3$
2027 Design Flows (Fig. 5.2)	= 2027 Reference Flows (Fig. 5.1) + Net Change in Development Traffic Flows

Figure 5.1 shows the 2027 Reference Peak Hours Flows in the area. By adding the net development traffic, **Figure 5.2** shows the 2027 Design Peak Hours Traffic Flows.

5.6 Future Traffic Impact Assessment

With the delivery route designated by the Applicant, the development traffic will travel via the Route 1 as indicated in **Figure 3.7**.

The traffic impact assessments for design year 2027 were conducted for the key junctions and road links identified along Route 1 for both Reference and Design scenarios.

5.6.1 Future Year Link Capacity Assessment

Based on the Reference Flows and Design Flows, link capacity assessments for design year 2027 are carried out and the results are presented in **Table 5.3**.

Table 5.3 Future Year Link Capacity Assessment

Link No.	Link Location	Design Capacity (veh/hr)	2027 Reference Scenario				2027 Design Scenario			
			Traffic Flow (veh/hr)		Volume to Capacity Ratio (V/C)		Traffic Flow (veh/hr)		Volume to Capacity Ratio (V/C)	
			AM	PM	AM	PM	AM	PM	AM	PM
L1	Deep Bay Road (two-way)	100	60	62	**0.60**	**0.62**	79	82	**0.79**	**0.82**
L4	Unnamed Rd 3 (two-way)	180	140	122	**0.78**	**0.68**	159	142	**0.88**	**0.79**

Notes: V/C Ratio =Volume/ Design Capacity

(i) A peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.

(ii) Refer to Figure 3.2 for link location.

Table 5.3 reveals that the key road links identified along the delivery Route 1 will operate within capacity during peak hours for both Reference and Design Scenarios.

5.6.2 Future Year Junction Capacity Assessment

Based on the Reference Flows and Design Flows, junction capacity assessments for design year 2027 are carried out and the results are presented in **Table 5.4**, with detailed calculation sheets given in **Appendix A**.

Table 5.4 Future Year Junction Capacity Assessment

Jun No.	Junction Location	Type/ Capacity Index	2027 Reference Scenario		2027 Design Scenario	
			AM	PM	AM	PM
D	Deep Bay Rd / Unnamed Rd 2	Priority / DFC	0.02	0.02	0.02	0.04
E	Unnamed Rd 1 / Unnamed Rd 2	Priority / DFC	0.05	0.11	0.05	0.11
F	Deep Bay Rd / Unnamed Rd 3	Priority / DFC	0.17	0.16	0.21	0.19

**Notes: RC =reserve capacity; DFC - Design Flow / Capacity Ratio*

(i) The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

(ii) The performance of a traffic signalised junction is indicated by its reserve capacity (RC). A positive RC (RC>0) indicates that the junction is operating with spare capacity. A negative RC (RC<0) indicates that the junction is overloaded; resulting in traffic queues and longer delay time.

(iii) Refer to Figure 3.2 for junction location.

Table 5.4 reveals that all the key junctions identified along the delivery Route 1 will operate satisfactorily with ample junction capacity in both 2027 reference and 2027 design scenarios during peak hours.

5.7 Proposed Improvement Measures

The traffic assessment indicates that the proposed development will not generate significant traffic impact, and the existing road network is sufficient to accommodate the anticipated demand. Nevertheless, to mitigate the potential traffic impact arising from the development, the following traffic improvement measures will be proposed:

5.7.1 Provision of Passing Place

Passing places will be provided along the delivery route to improve the link capacity, particularly, in the northern section of Deep Bay Road where the lane with is less than 7m. Therefore, three passing places will be provided at intervals of approximately 60m, as indicated in **Figure 5.3**. The proposed layouts of passing places are demonstrated in **Figure 5.4**.

5.7.2 Enhanced Traffic Signage

Install temporary signage along the route to guide traffic effectively. Examples include:

- Directional signs to the development and nearby parking areas.
- "No Stopping" or "No Parking" signs at critical points to prevent bottlenecks.

6 Summary and Conclusion

6.1 Summary

The Applicant intends to seek the Town Planning Board permission to utilise the Project Site as the open storage for construction materials and equipment on a temporary basis of 3 years.

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key junctions and road links in the vicinity of project site on 10 September 2024 from 7:30 to 10:30 in the morning and 16:00 to 19:00 in the evening. The morning and evening peak hours of the road network have been identified as 7:45am to 8:45am and 16:30pm to 17:30pm, respectively.

Year 2027 is used as the design year for the traffic impact assessment. Based on the historical data, an annual growth rate of 0.54% was adopted for this study. This growth factor has been applied to the observed traffic flows in 2024 to determine the anticipated traffic flows in design year 2027.

Based on the assessment results of existing traffic conditions in the vicinity of project site, control measures will be undertaken by Applicant to minimize the traffic impact. Specifically, a delivery Route 1 will be designated for the development operation, ensuring the delivery efficiency. The future traffic situation will be assessed based on the delivery route committed by the Applicant.

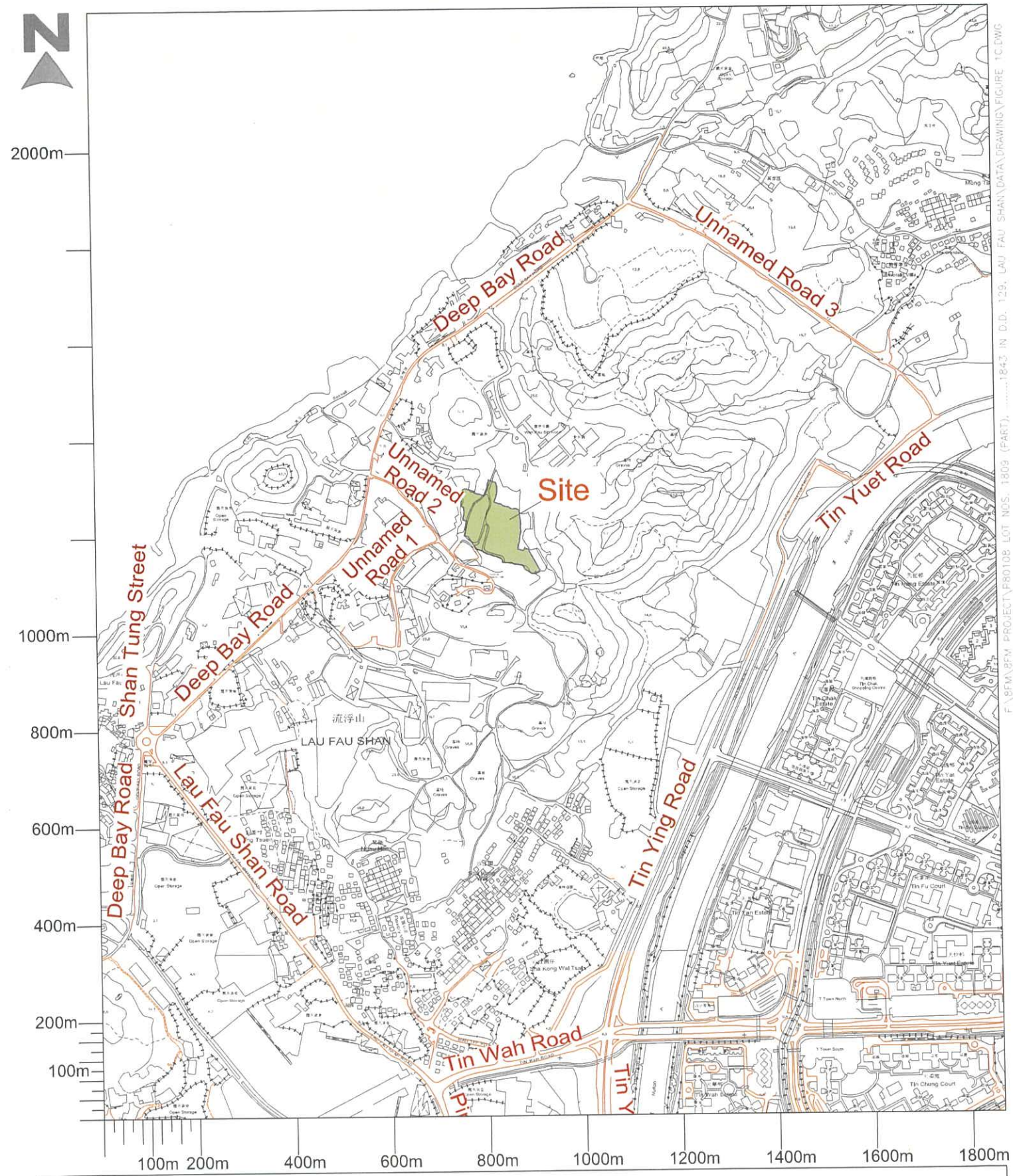
The assessment results reveal that the key junctions and road links identified along Route 1 will operate satisfactorily with sufficient capacity in both 2027 reference and 2027 design scenarios during peak hours.

Improvement works are also proposed to mitigate the potential traffic impact arising from the development, such as provision of passing places and enhanced traffic signage along the delivery route. With the traffic management undertaken by the Applicant, it is believed that the proposed development would not generate significant impact to the adjacent road network.

6.2 Conclusion

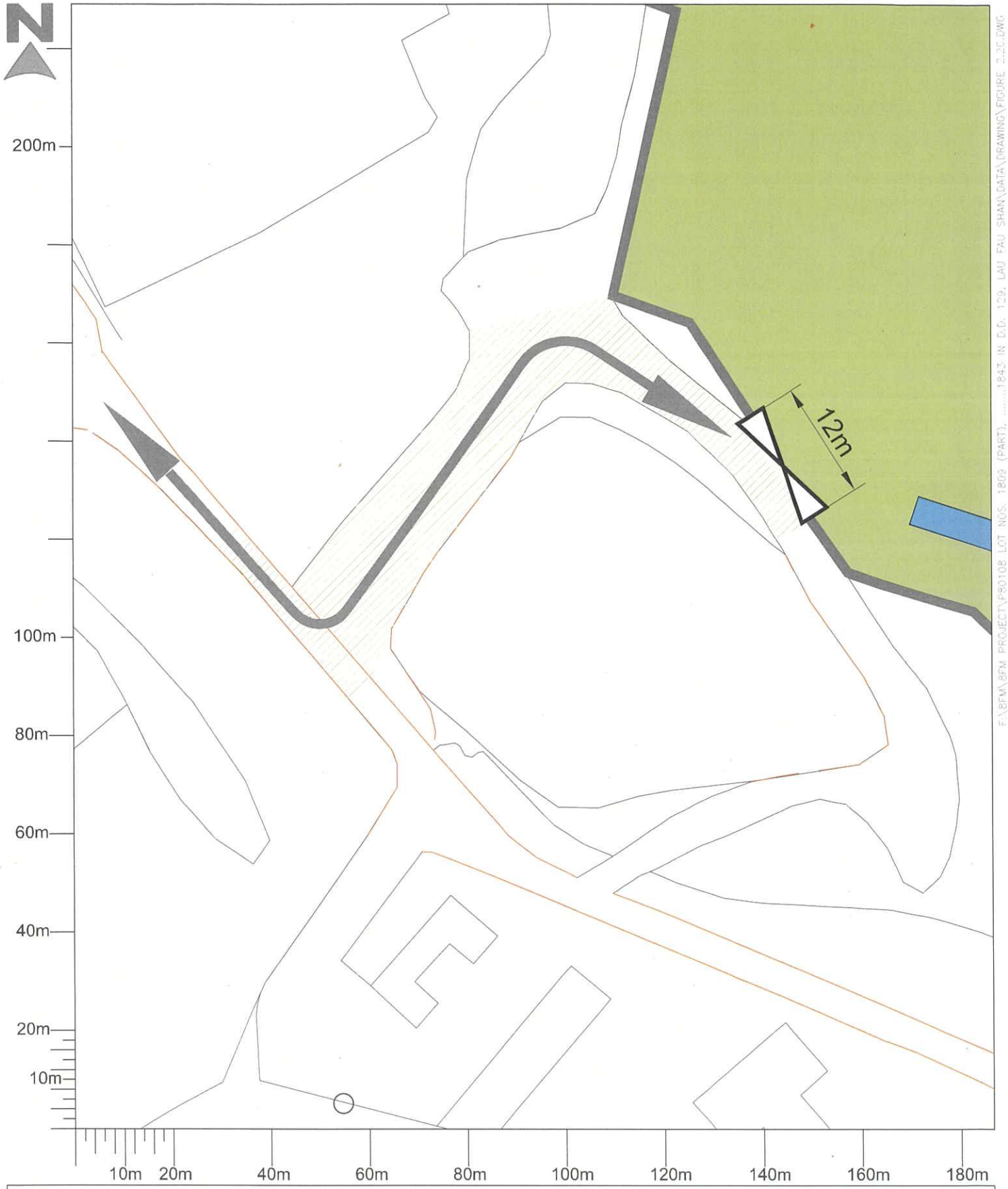
The findings of this study show that the development traffic will not cause adverse traffic impact onto the local road network. The proposed development is therefore supported from the traffic engineering point of view at this stage.

Figures

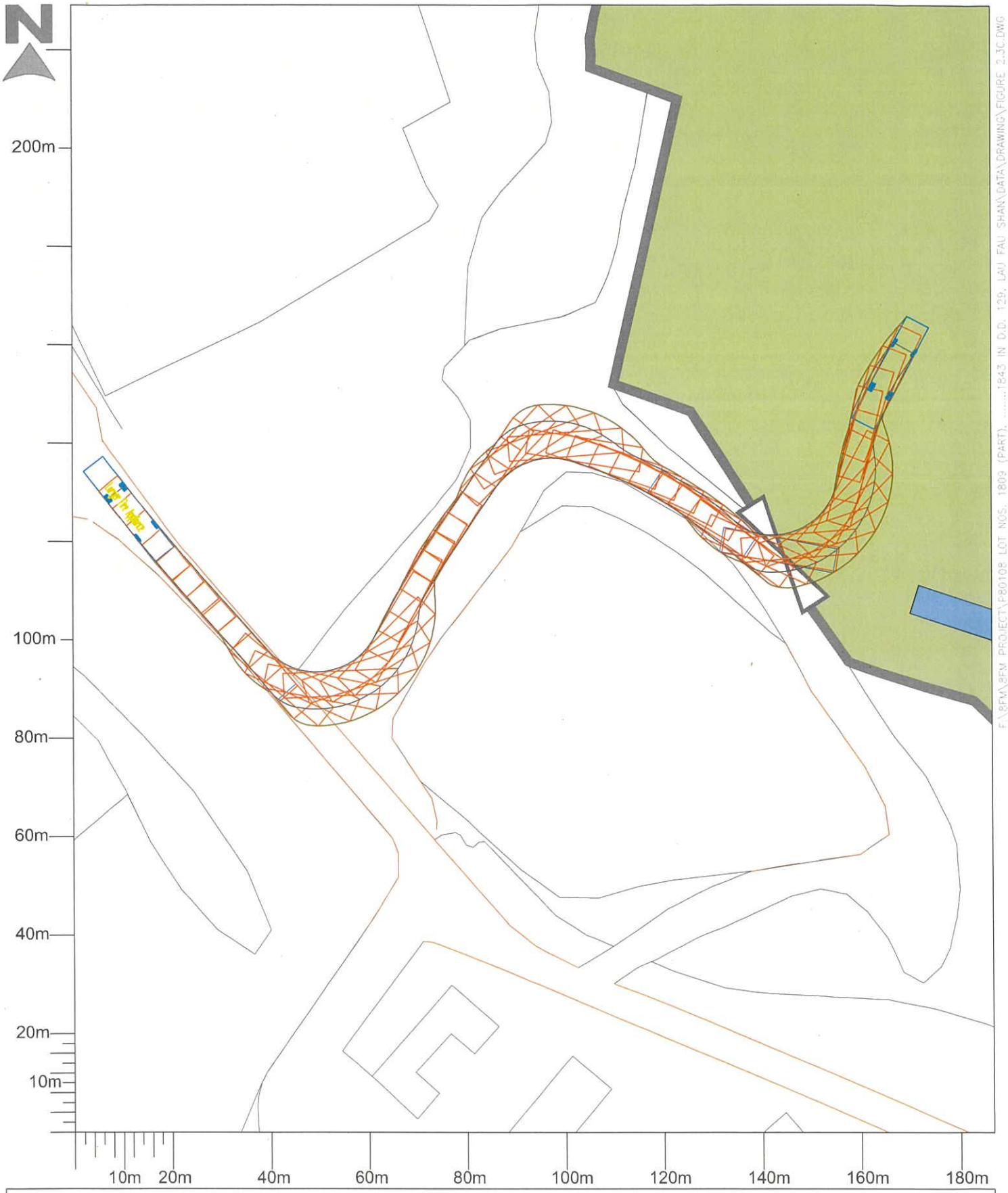


Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Site Location			
Dwg. No. - Figure 1		Rev. - ---	8FM CONSULTANCY LIMITED
Scale - 1:10000@A4		Date - Jan 2025	

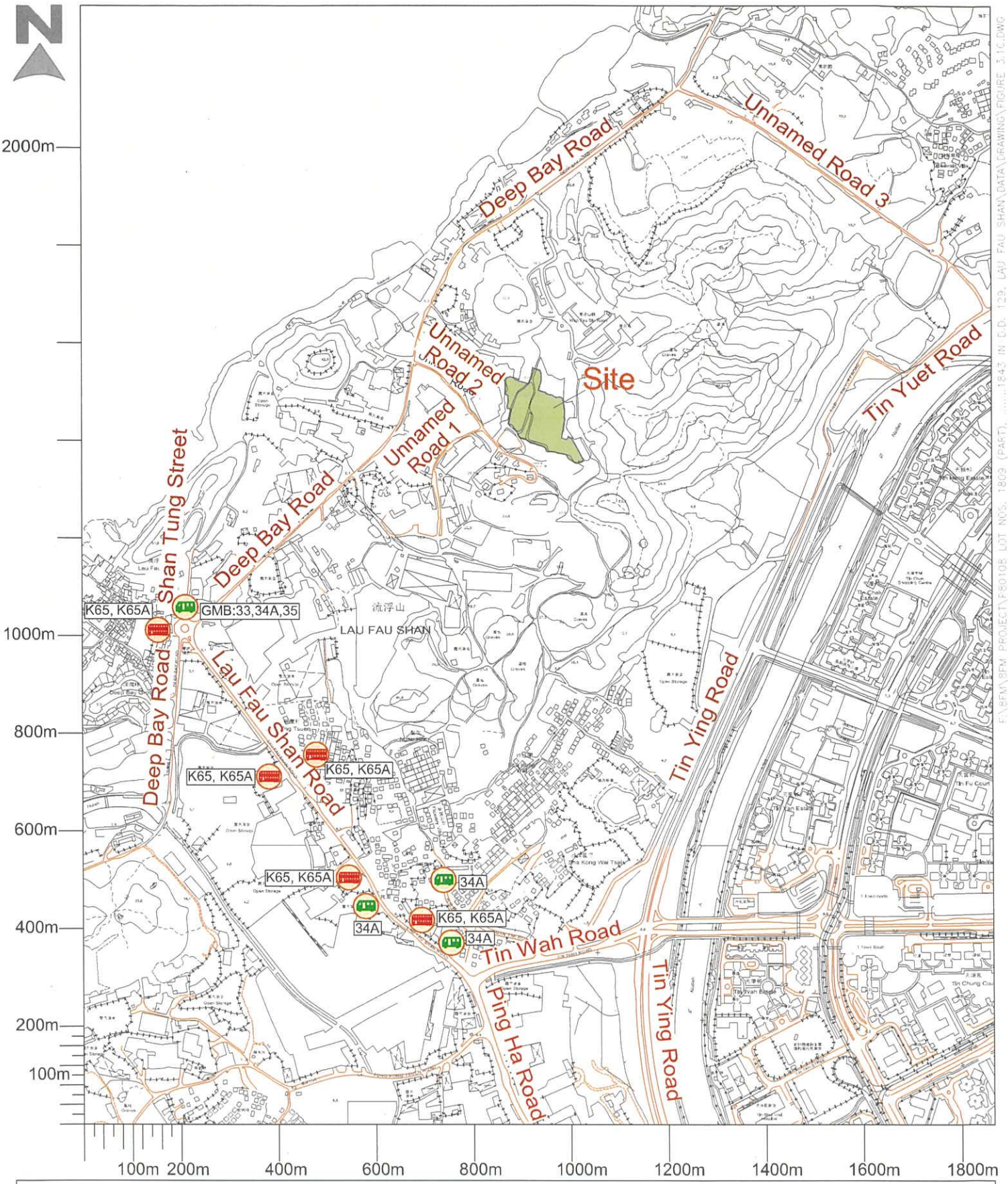
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Layout of Project Site			
Dwg. No. - Figure 2.1	Rev. - ---	Legend: Application Site; Site Office/ Storeroom (12m x 3m); Ingress/Egress (About 12m wide); LUL Bay for LGV (m x 3.5m); Private Car Parking Spaces (5m x 2.5m); Manouvering Circle About 20m(D)	8FM CONSULTANCY LIMITED
Scale - 1:1000@A4	Date - Jan 2025		



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Vehicle Access Arrangement			
Dwg. No. - Figure 2.2	Rev. - ---	Legend: Application Site; Ingress/Egress (About 12m wide)	8FM CONSULTANCY LIMITED
Scale - 1:500@A4	Date - Jan 2025		

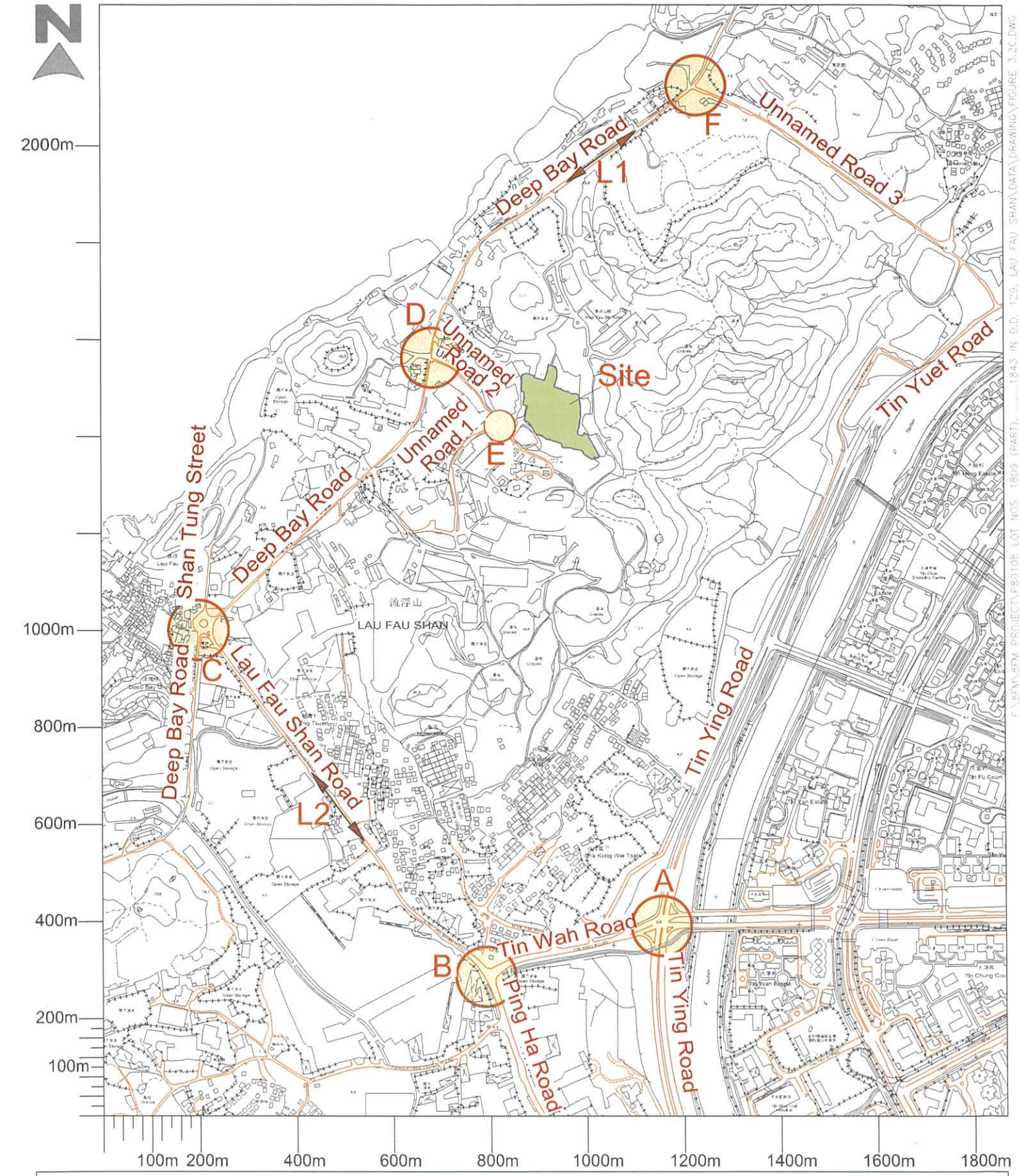


Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Swept Path Analysis for 12m Large Fire Appliance			
Dwg. No. - Figure 2.3		Rev. - ---	Legend: Application Site; Ingress/Egress (About 12m wide)
Scale - 1:500@A4		Date - Jan 2025	BFM CONSULTANCY LIMITED

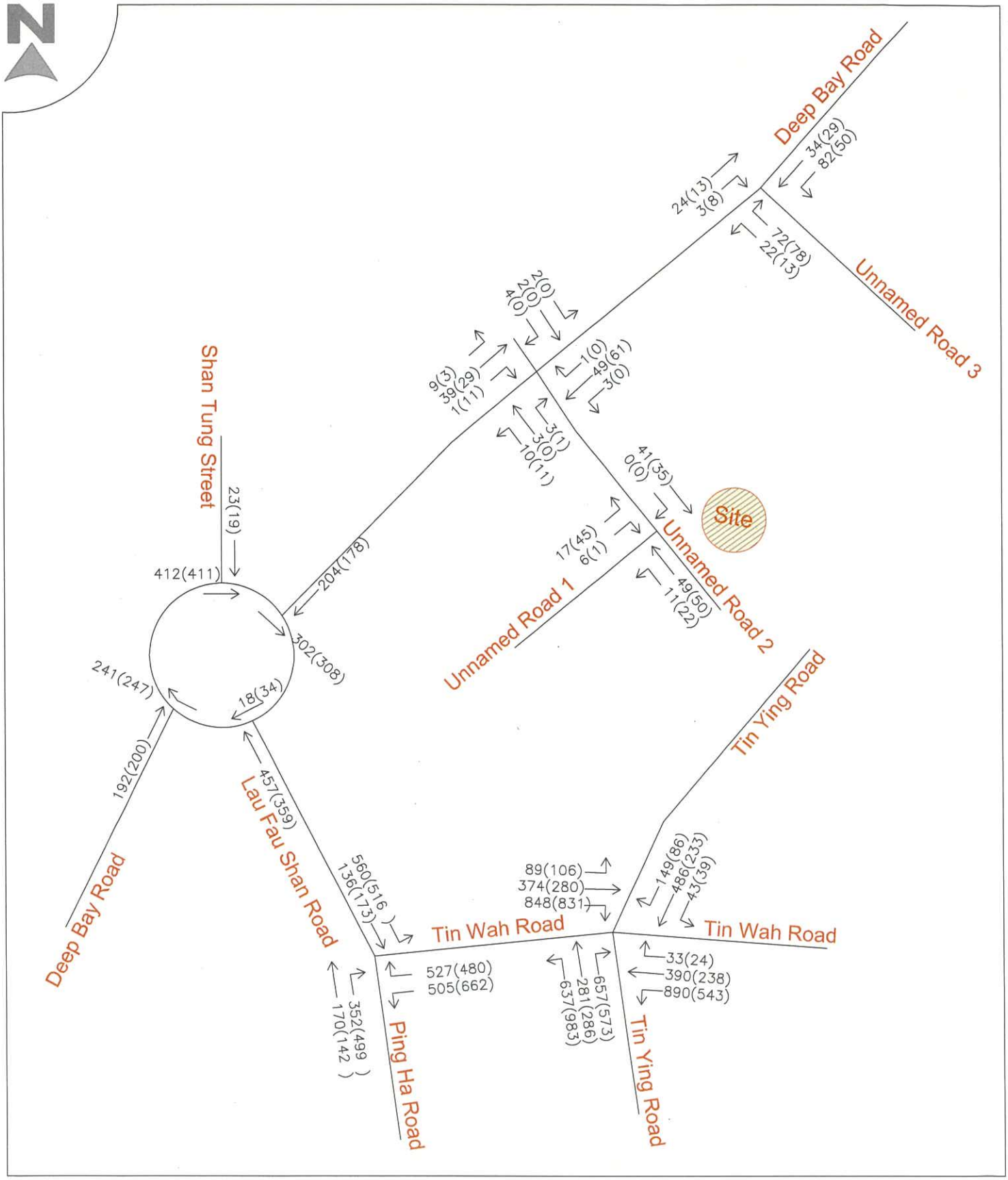


F:\8FM\8FM PROJECT\F80108 LOT NOS. 1809 (PART), ...1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 3.1C.DWG

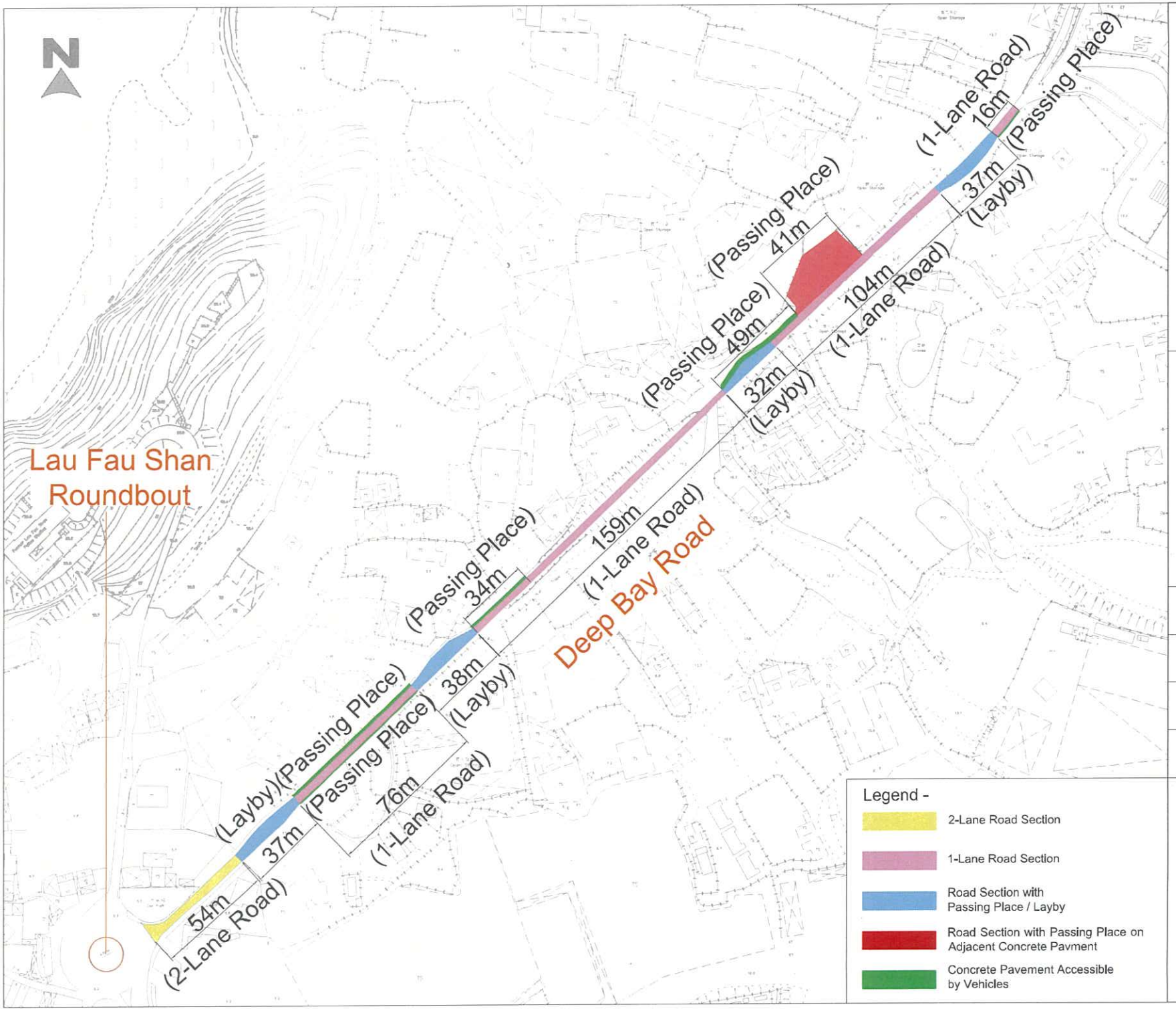
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Public Transport Facilities			
Dwg. No. - Figure 3.1	Rev. - ---	Legend: BUS STOP GMB STOP	8FM CONSULTANCY LIMITED
Scale - 1:10000@A4	Date - Jan 2025		



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Key Road Links and Junctions			
Dwg. No. - Figure 3.2	Rev. - ---	Legend: Key Junction; Key Road Link	8FM CONSULTANCY LIMITED
Scale - 1:10000@A4	Date - Jan 2025		



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - 2024 Observed Flows During AM & PM Peak Hours			
Dwg. No. - Figure 3.3	Rev. - ---	Legend:	
Scale - ---	Date - Jan 2025	Traffic Flows at AM Peak Hr (PCU/HR)_____100 Traffic Flows at PM Peak Hr (PCU/HR)_____(100)	8FM CONSULTANCY LIMITED



Proposal -
S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title -
Existing Condition of Deep Bay Road within 500m Northeast of the Junction of the Lau Fau Shan Roundbout

Dwg. No. - Figure 3.4

Rev. - ---

Scale - 1:1600 @ A3

Date - Jan 2025

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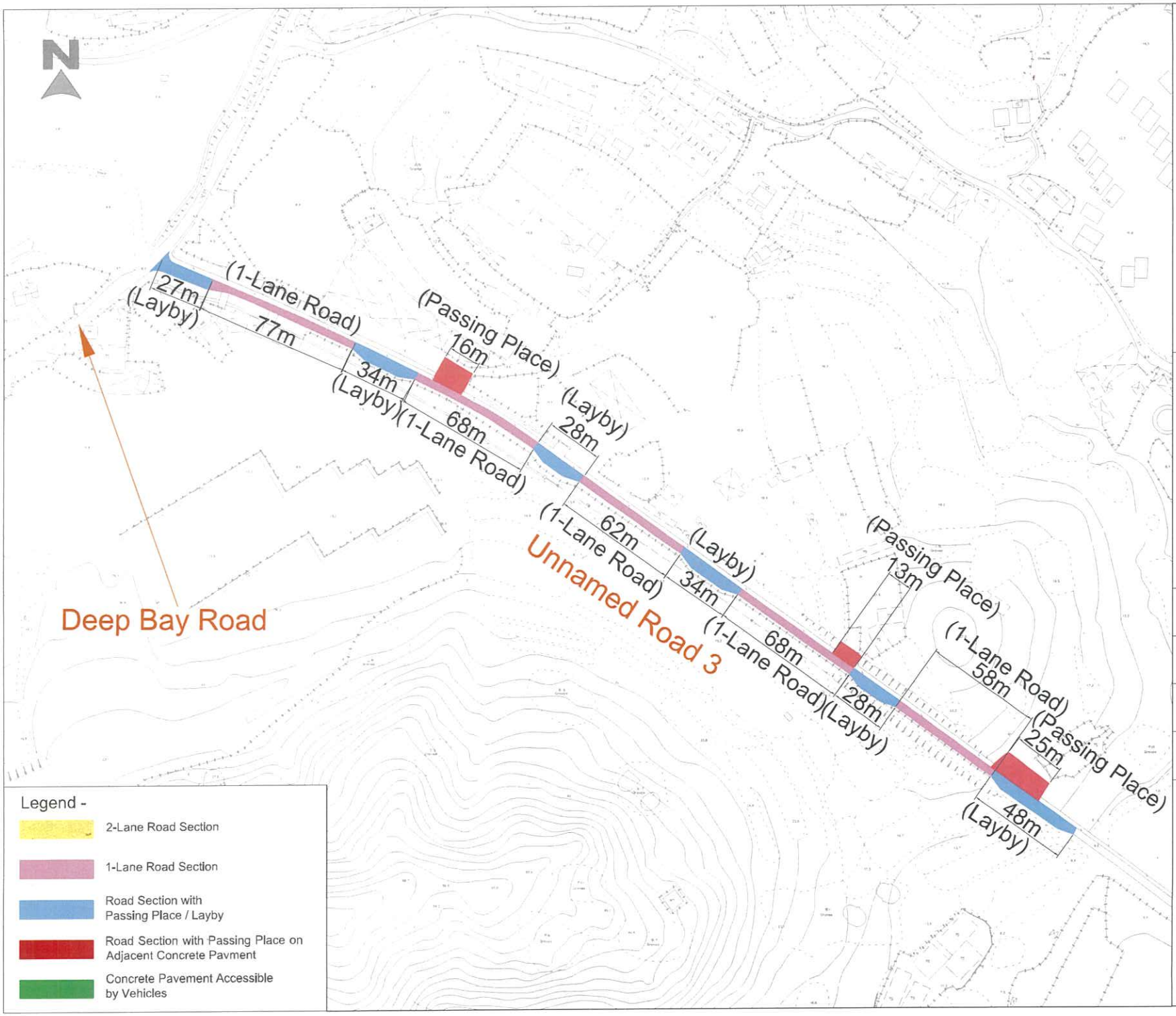


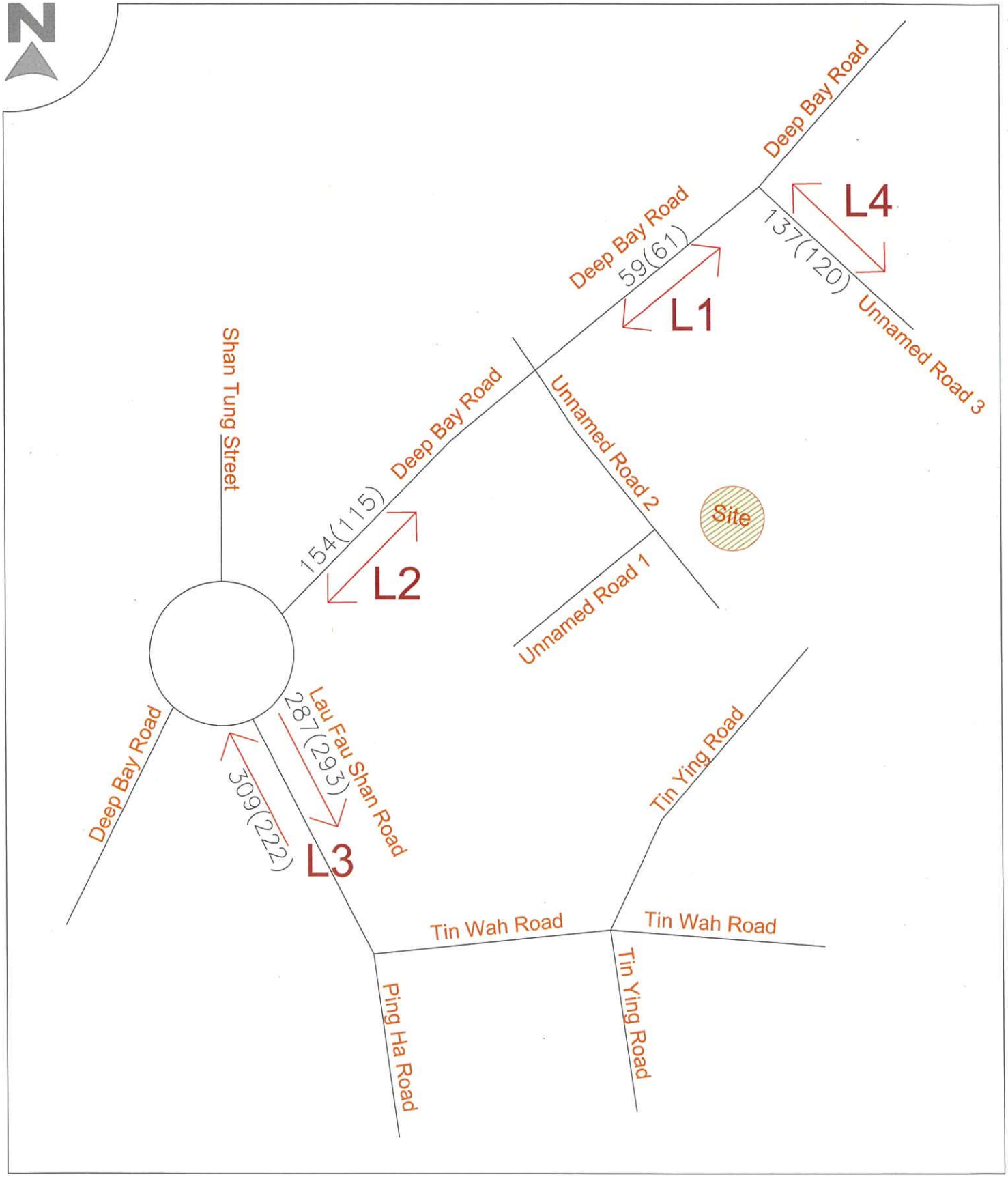
Proposal -
S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title -
Existing Condition of Tin Yuet Road within 500m East of the Junction of Deep Bay Road, Unnamed Road 3

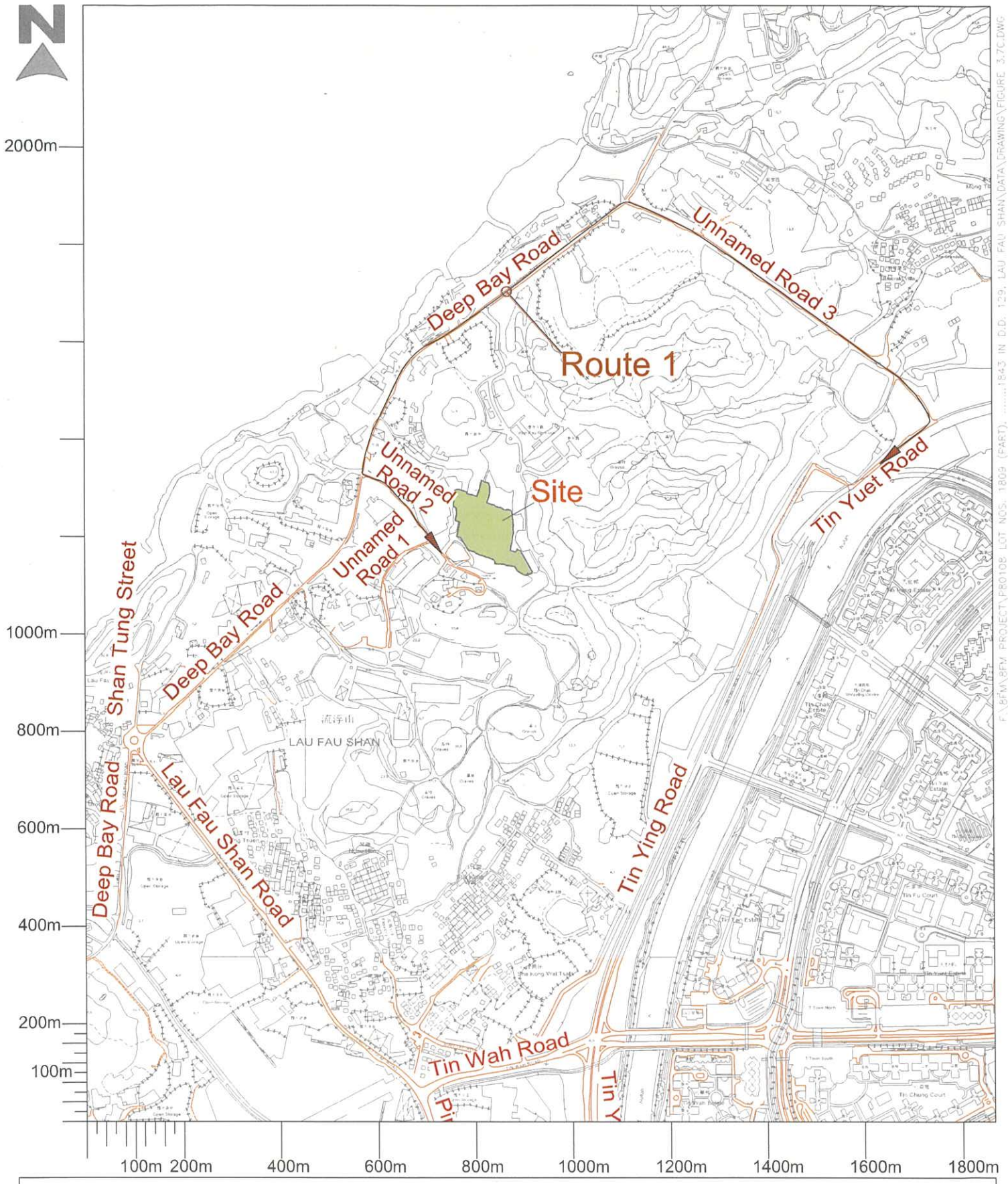
Dwg. No. -	Figure 3.5
Rev. -	---
Scale -	1:1700 @ A3
Date -	Jan 2025

8FM CONSULTANCY LIMITED

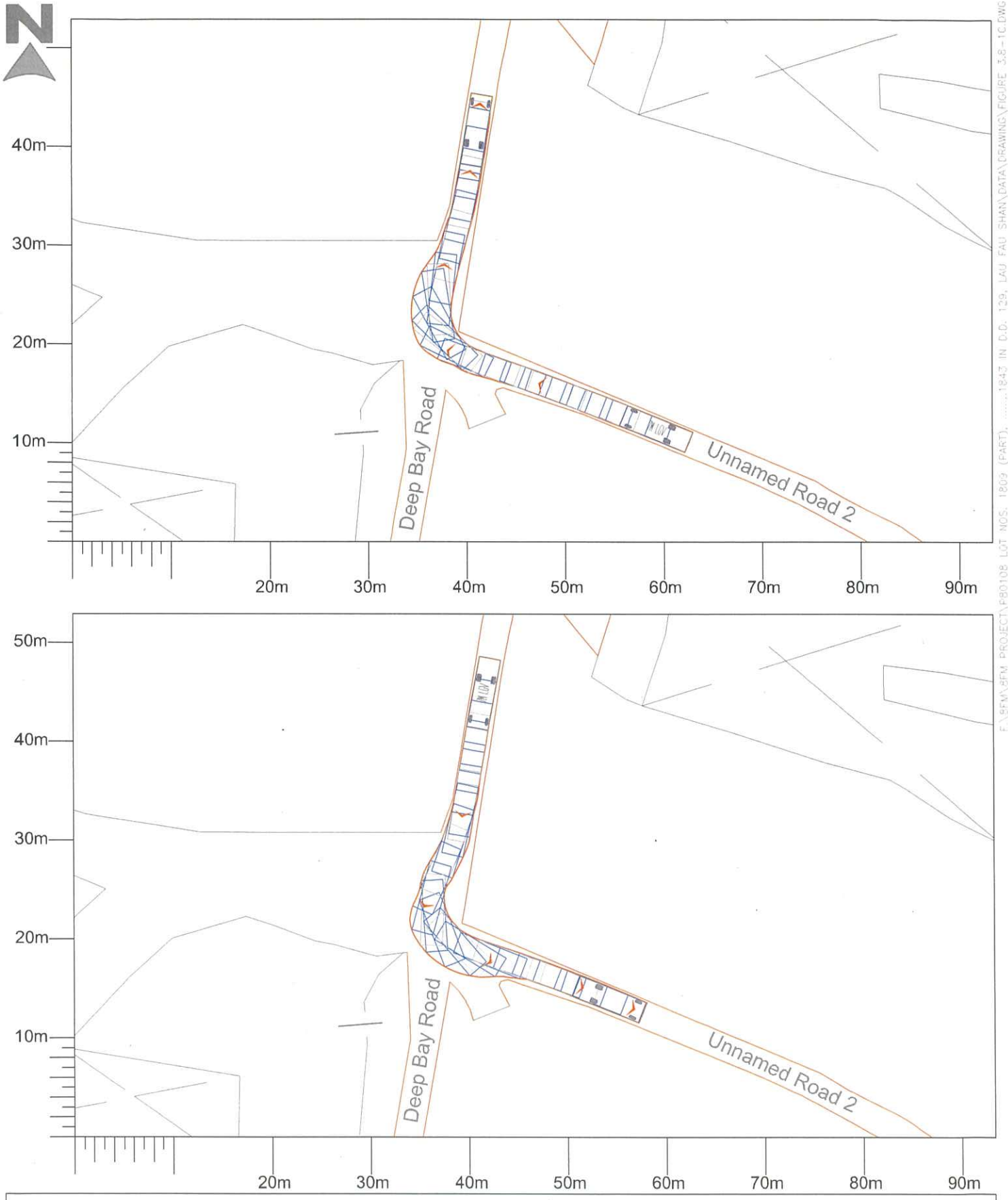
F:\8FM\8FM PROJECT\P80108 LOT NOS. 1809 (PART), ...1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 3.5C.DWG



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - 2024 Observed Link Flow (Veh/hr) During AM & PM Peak Hours			
Dwg. No. - Figure 3.6	Rev. - ---	Legend:	
Scale - ---	Date - Jan 2025	Traffic Flows at AM Peak Hr (VEH/HR)_____100 Traffic Flows at PM Peak Hr (VEH/HR)_____(100)	8FM CONSULTANCY LIMITED

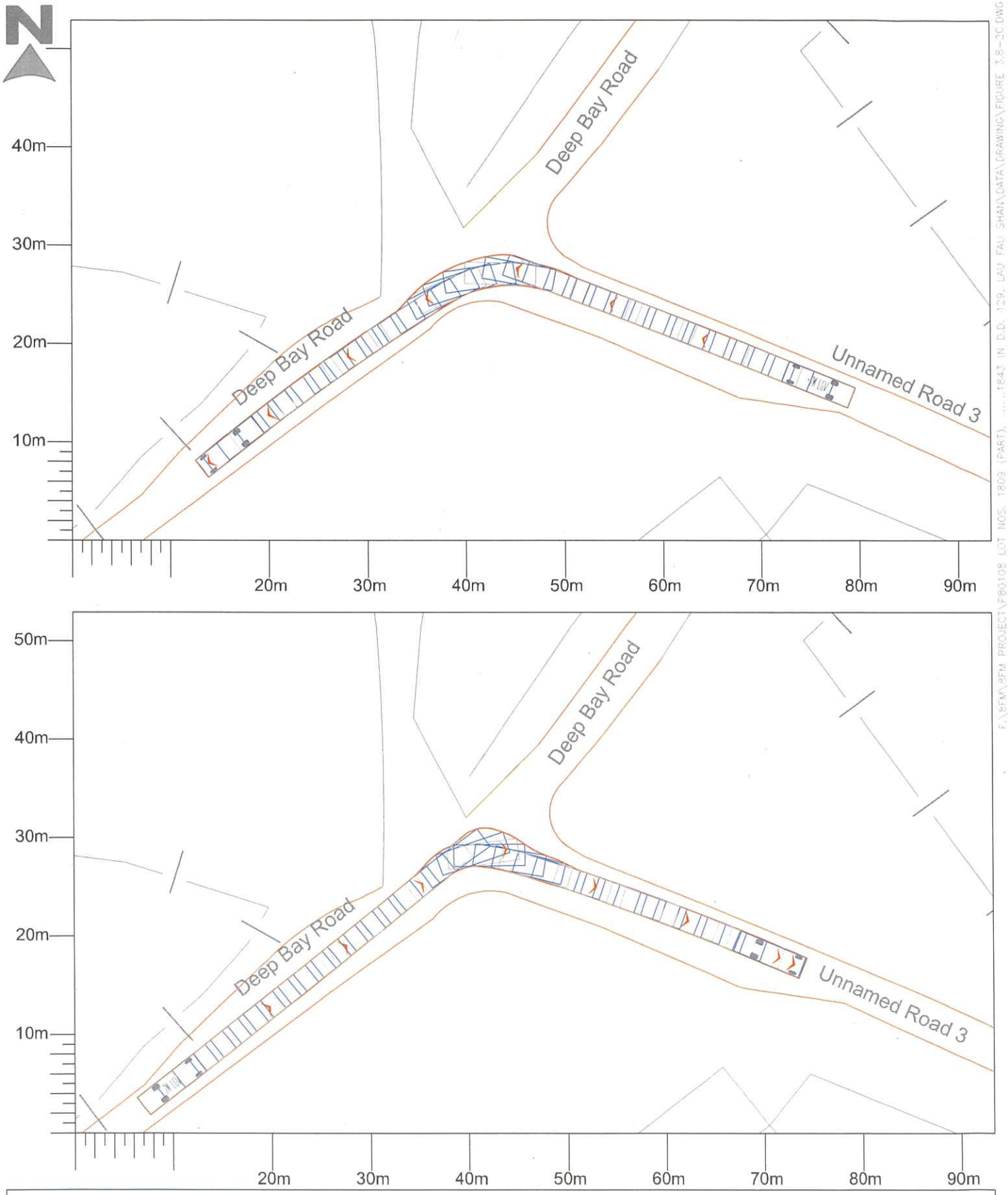


Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Proposed Routing			
Dwg. No. - Figure 3.7		Rev. - ---	
Scale - 1:10000@A4		Date - Jan 2025	8FM CONSULTANCY LIMITED



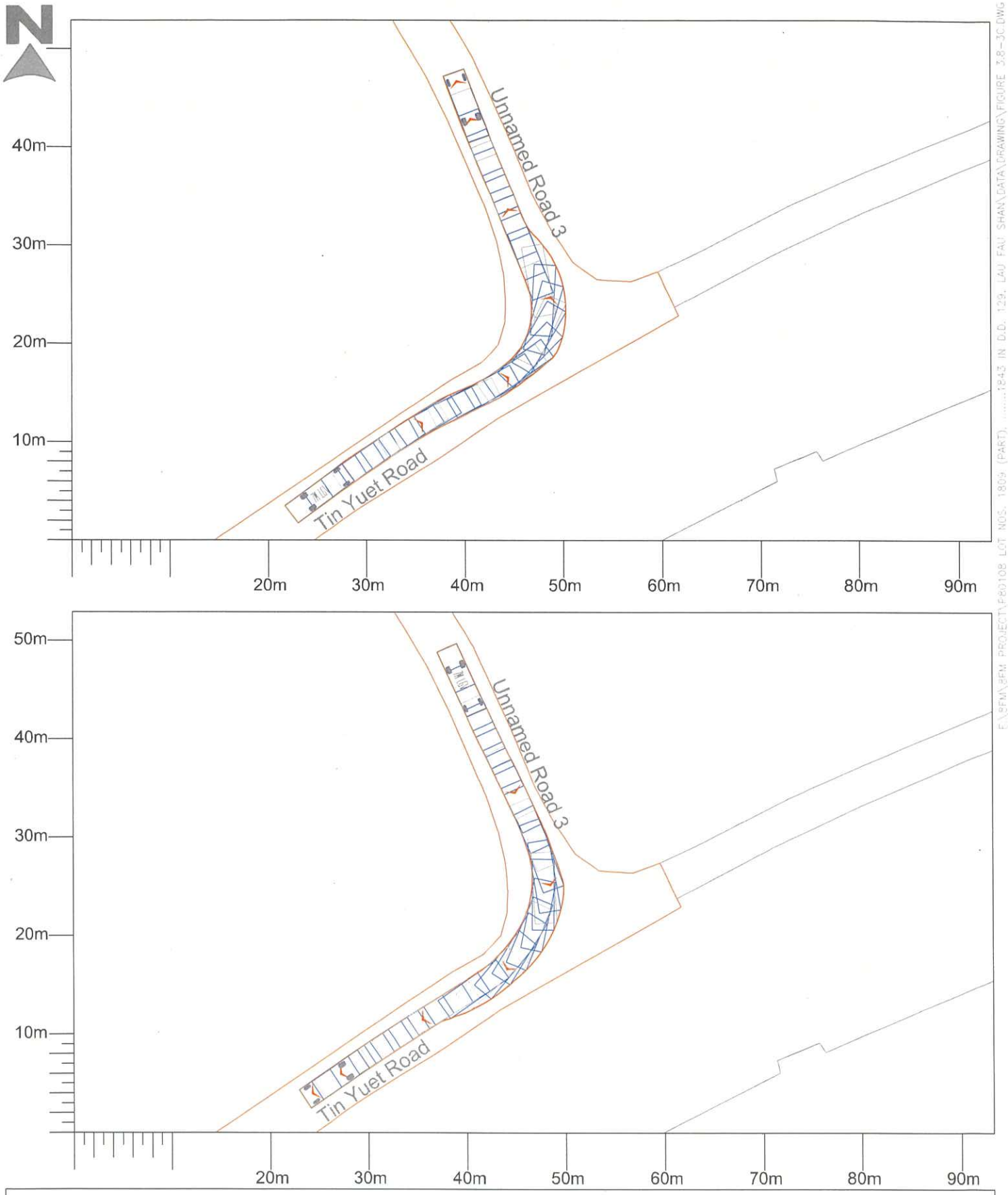
F:\8FM\8FM PROJECT\F80108 LOT NOS. 1809 (PART), ...1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 3.8-1C.DWG

Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Swept Path Analysis for 7m LGV at Junction on Deep Bay Road and unnamed road 2			
Dwg. No. - Figure 3.8-1		Rev. - ---	
Scale - 1:500@A4		Date - Jan 2025	8FM CONSULTANCY LIMITED



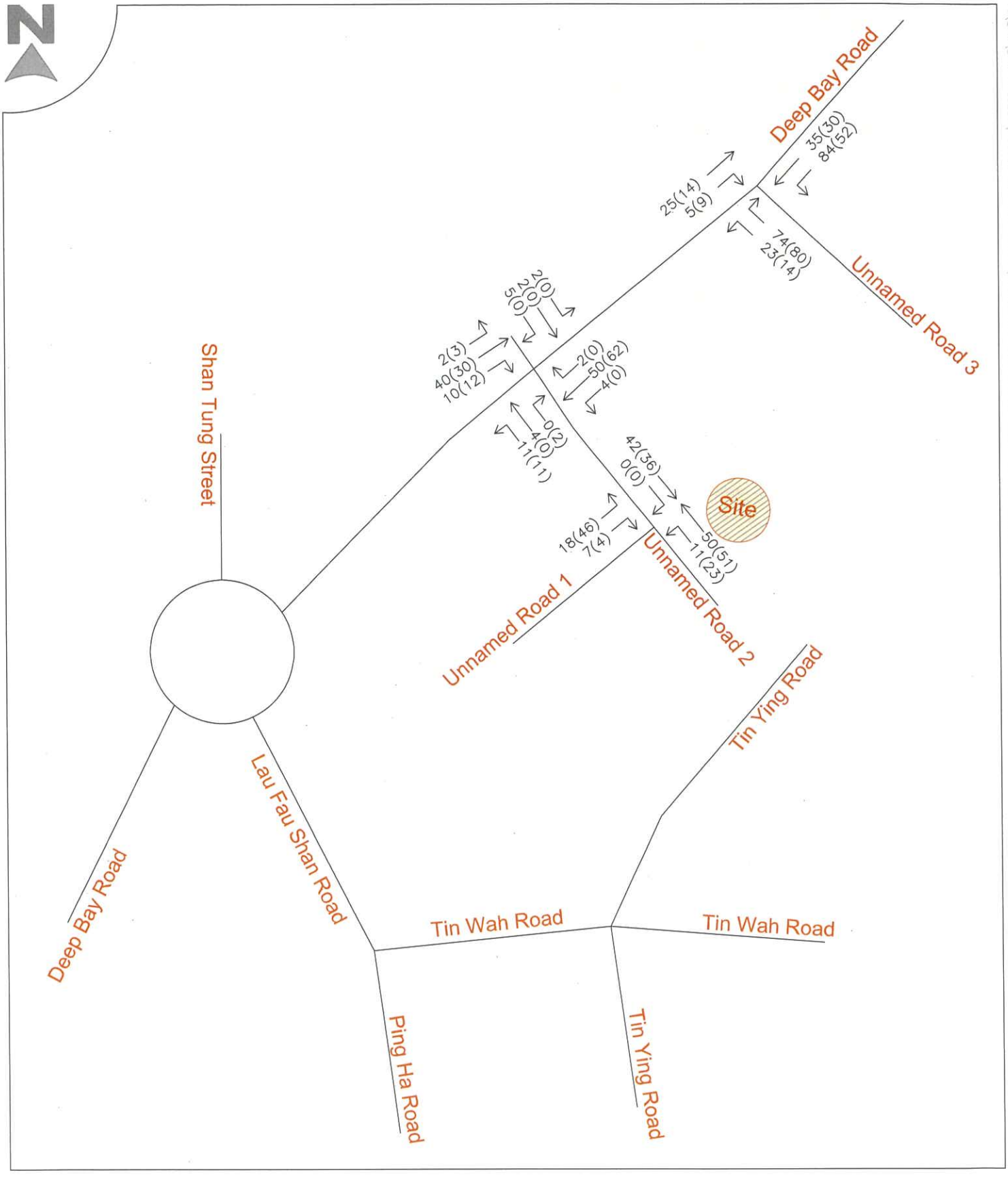
F:\8FM\8FM PROJECT\P80108 LOT NOS. 1809 (PART), ...1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 3.8-2C.DWG

Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories		
Drawing Title - Swept Path Analysis for 7m LGV at Junction on Deep Bay Road and Unnamed Road 3		
Dwg. No. - Figure 3.8-2	Rev. - ---	8FM CONSULTANCY LIMITED
Scale - 1:500@A4	Date - Jan 2025	

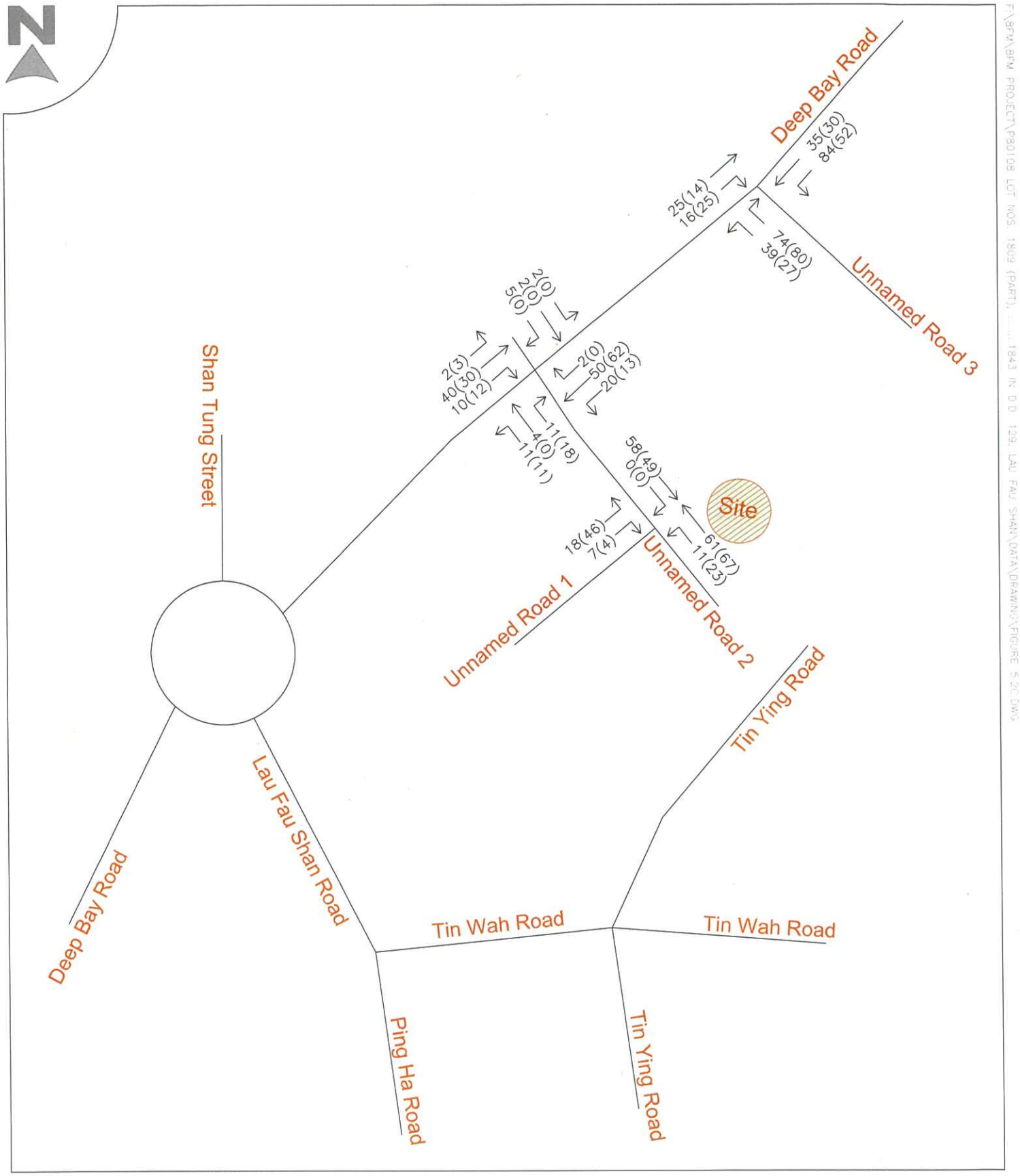


F:\8FM\8FM PROJECT\80108 LOT NOS. 1809 (PART), ...1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 3.8-3C.DWG

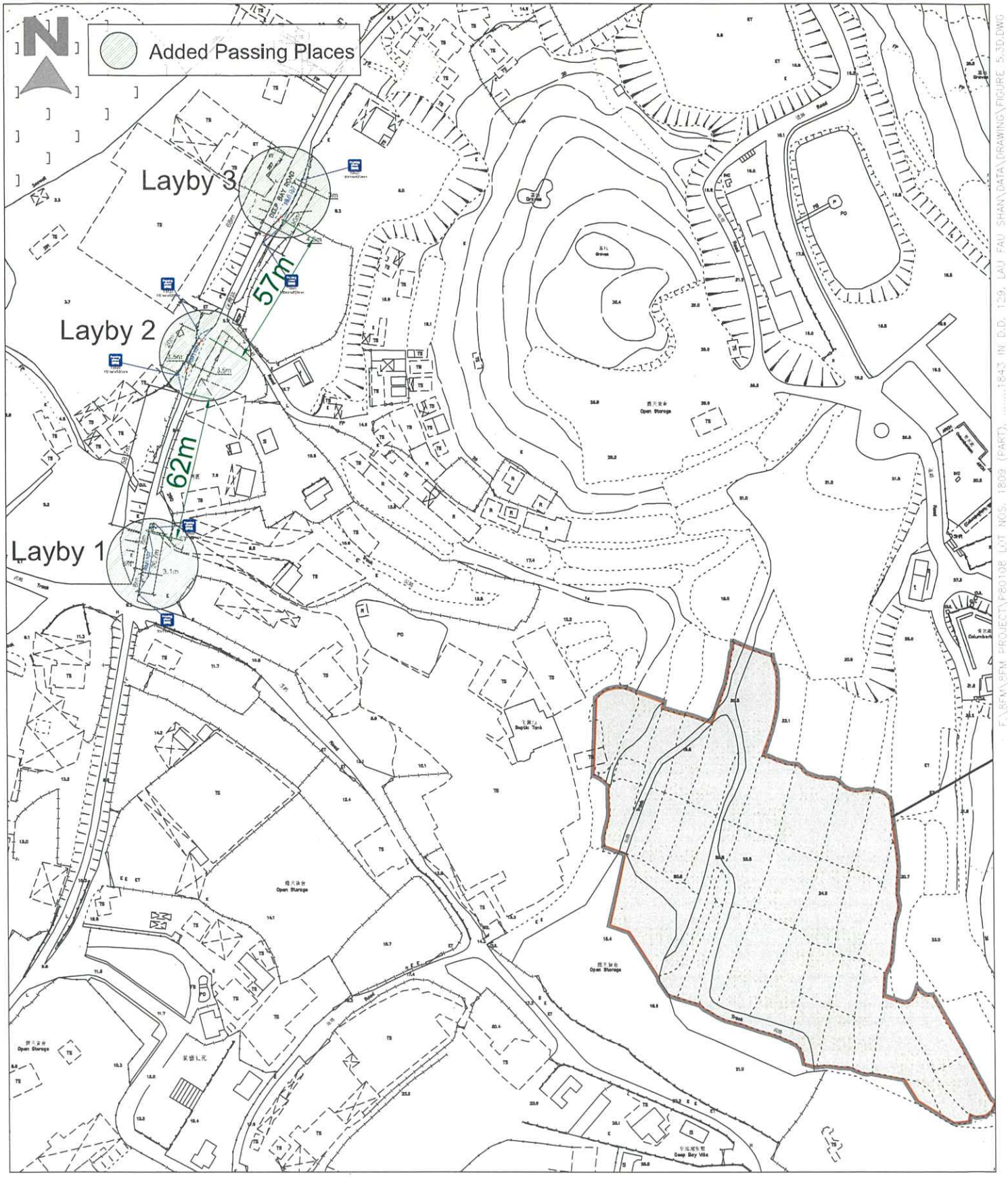
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories		
Drawing Title - Swept Path Analysis for 7m LGV at Junction on Unnamed Road 3 and Tin Yuet Road		
Dwg. No. - Figure 3.8-3	Rev. - ---	8FM CONSULTANCY LIMITED
Scale - 1:500@A4	Date - Jan 2025	



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - 2027 Reference Traffic Flows during Peak Hours			
Dwg. No. - Figure 5.1	Rev. - ---	Legend:	
Scale - ---	Date - Jan 2025	Traffic Flows at AM Peak Hr (PCU/HR)_____100 Traffic Flows at PM Peak Hr (PCU/HR)_____(100)	8FM CONSULTANCY LIMITED

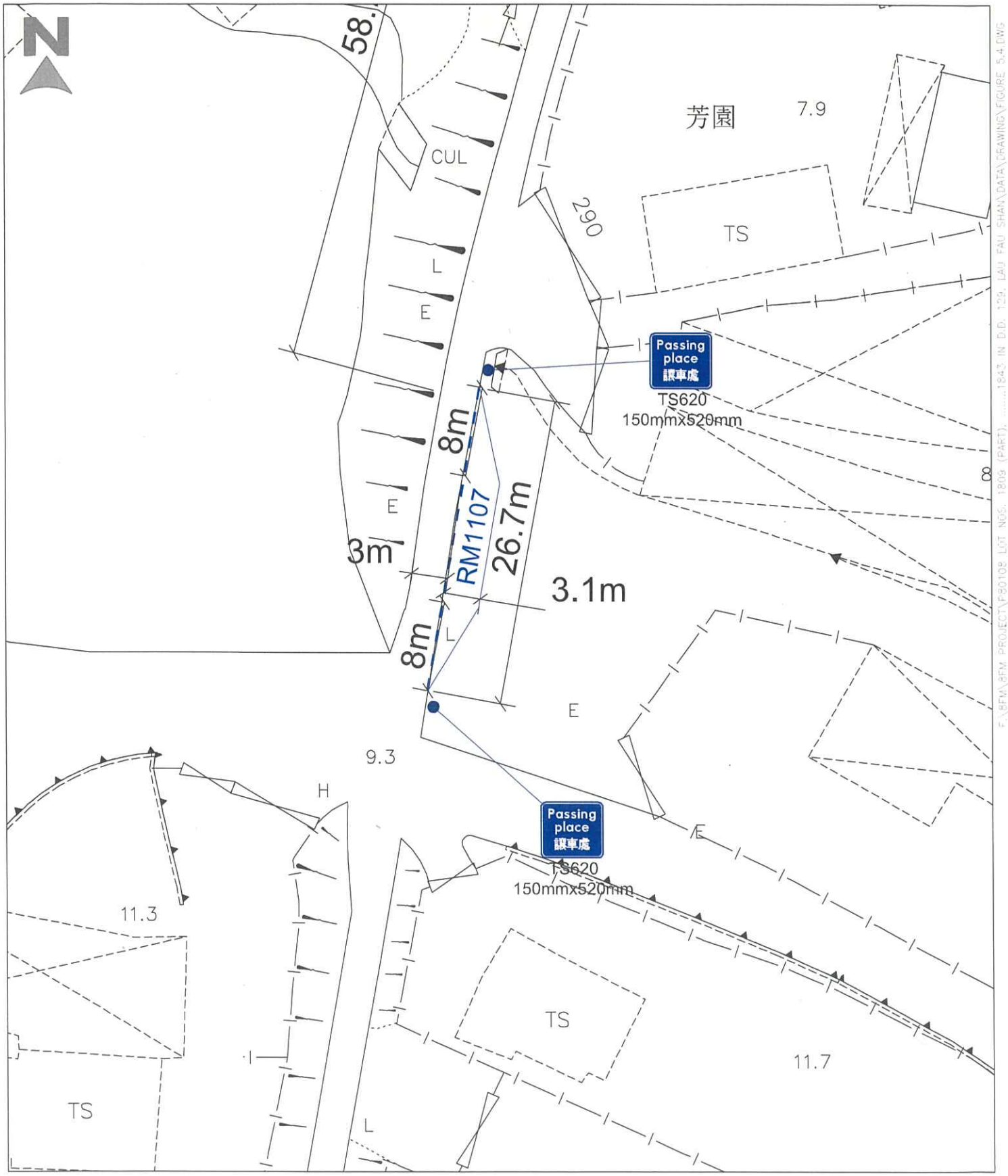


Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - 2027 Design Traffic Flows during Peak Hours			
Dwg. No. - Figure 5.2	Rev. - ---	Legend:	
Scale - ---	Date - Jan 2025	Traffic Flows at AM Peak Hr (PCU/HR)_____100 Traffic Flows at PM Peak Hr (PCU/HR)_____(100)	8FM CONSULTANCY LIMITED

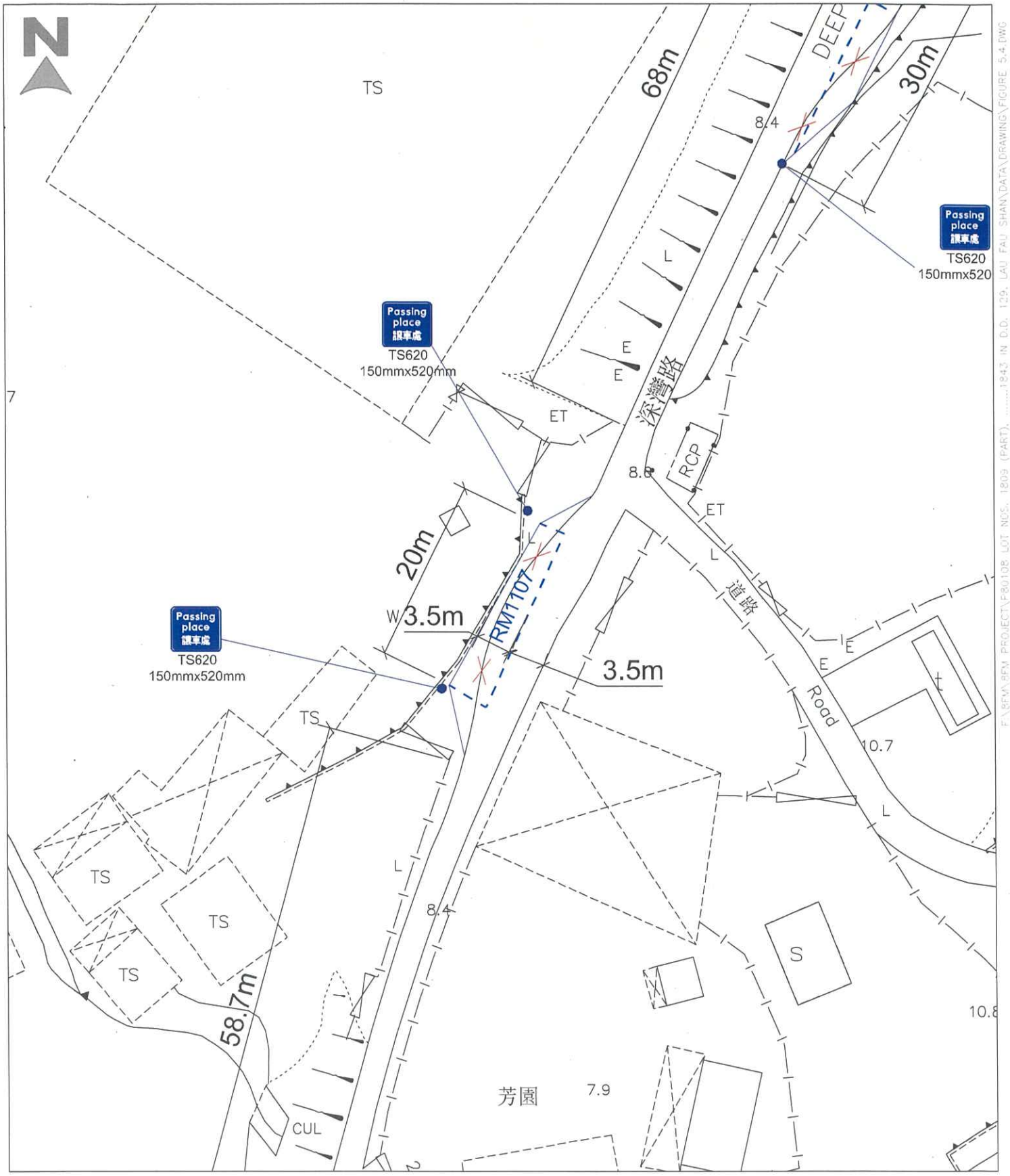


F:\8FM\8FM PROJECT\P80108 LOT NOS. 1809 (PART), ...1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 5.3D.DWG

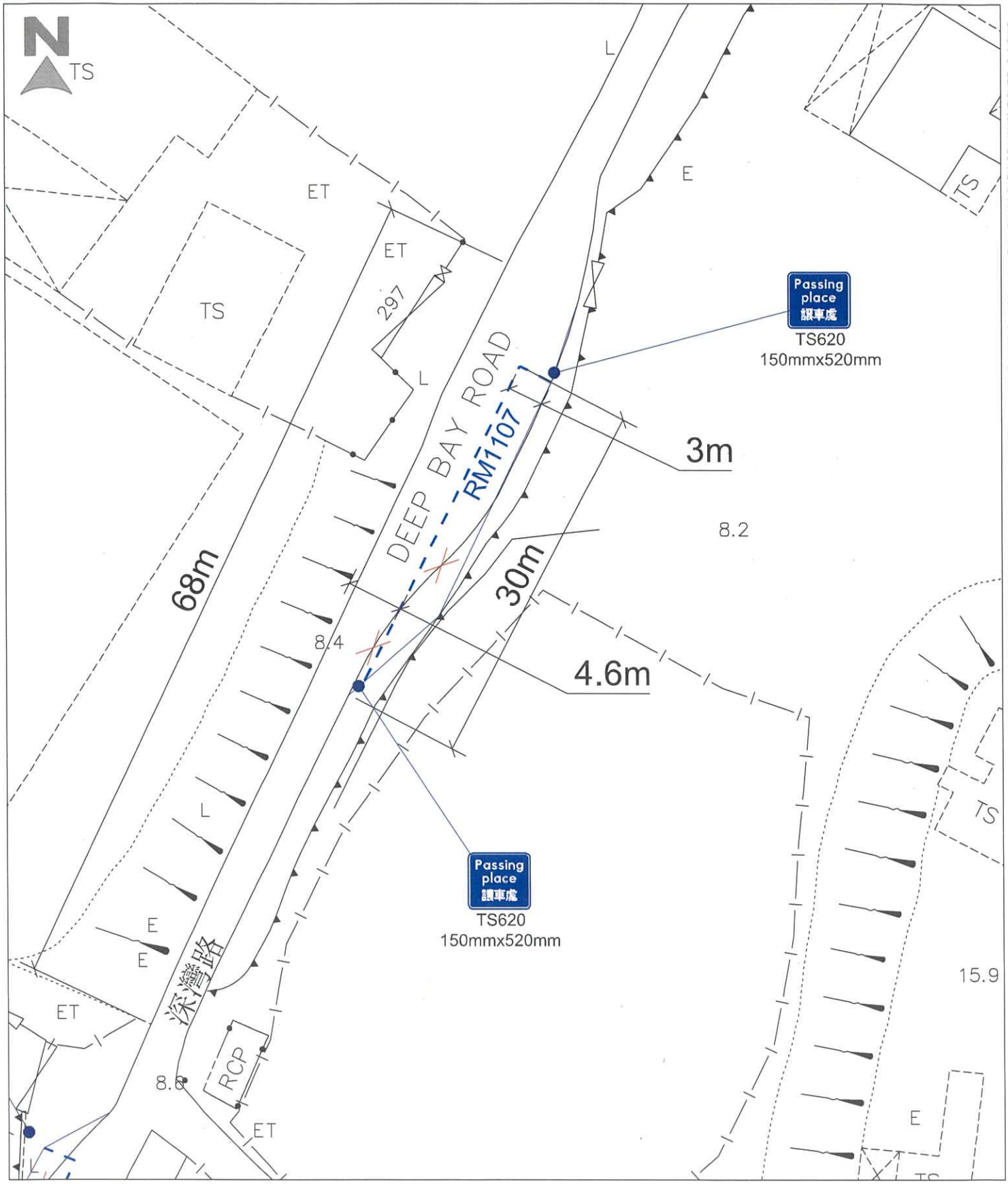
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories		
Drawing Title - Provision of Passing Places at Deep Bay Road		
Dwg. No. - Figure 5.3	Rev. - ---	8FM CONSULTANCY LIMITED
Scale - 1:2000@A4	Date - Mar 2025	



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title -	Proposed Layout of passing Place 1		
Dwg. No. - Figure 5.4-1		Rev. - ---	
Scale - 1:400@A4		Date - Mar 2025	8FM CONSULTANCY LIMITED



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories			
Drawing Title - Proposed Layout of passing Place 2			
Dwg. No. - Figure 5.4-2		Rev. - ---	
Scale - 1:400@A4		Date - Mar 2025	8FM CONSULTANCY LIMITED

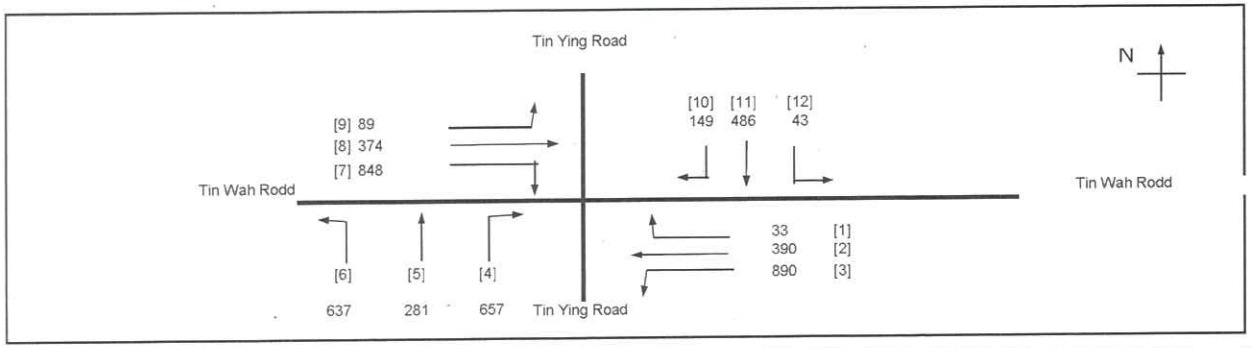


Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories		
Drawing Title - Proposed Layout of passing Place 3		
Dwg. No. - Figure 5.4-3	Rev. - ---	
Scale - 1:400@A4	Date - Mar 2025	8FM CONSULTANCY LIMITED

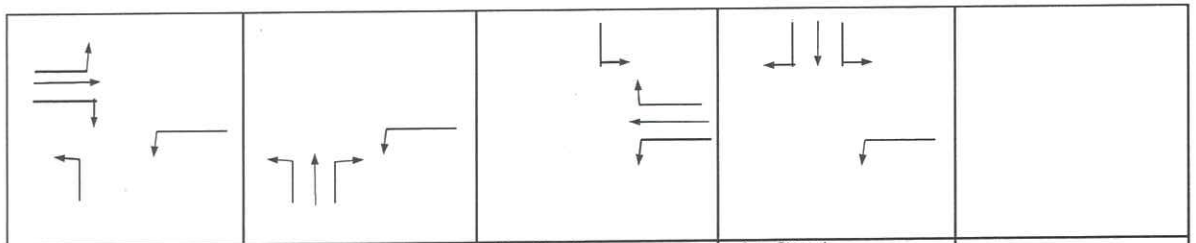
Appendix A

Junction Calculation Sheets

8FM CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
Various Lots in DD129, Lau Fau Shan	Project No.: 80108	Prepared By:	FF	Sep-24
Tin Wah Road / Tin Ying Road	2024 Observed - AM Peak	Checked By:	MM	Sep-24
		Reviewed By:	FM	Sep-24



No. of stages per cycle	N = 4
Intergreen Period	I = 31 sec
Cycle time	C = 120 sec
Sum(y)	Y = 0.444
Loss time	L = 45 sec
Total Flow	= 4877.6 pcu
Co = (1.5*L+5)/(1-Y)	= 130.4 sec
Cm = L/(1-Y)	= 81.0 sec
Yult	= 0.563
R.C.ult = (Yult-Y)/Y*100%	= 26.6 %
Cp = 0.9*L/(0.9-Y)	= 88.9 sec
Ymax = 1-L/C	= 0.625
R.C.(C) = (0.9*Ymax-Y)/Y*100%	= 26.6 %

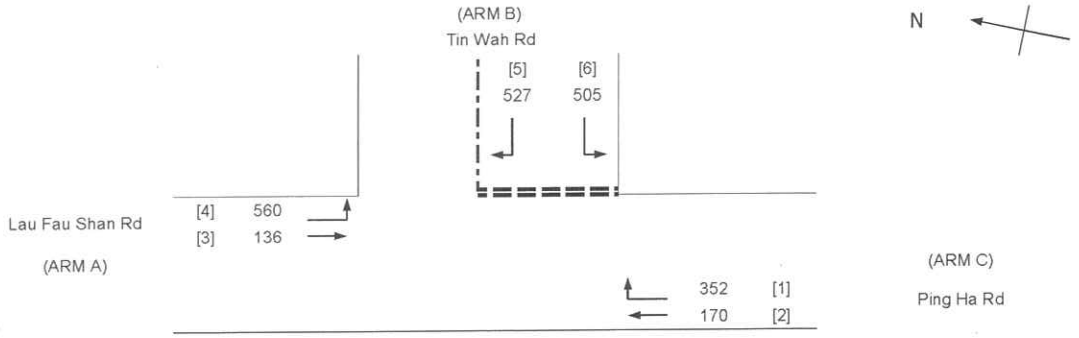


8 Stage 1	8 Stage 2	7 Stage 3	8 Stage 4	

Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				27					
3	1,2,3,4	3.40		1	20		N	1955	890			890	1.00	1819			1819	0.489			83	19	3.126	890	2018
2	3	3.40		2				4190		390		390	0.00	4190			4190	0.093			16	19	0.594	55	48
1	3	3.40		1	25			2095			33	33	1.00	1976			1976	0.016	0.016	9	3	12	0.168	5	51
								0																	
6	1,2	4.80		1	25		N	2095	637			637	1.00	1976			1976	0.322			54	42	0.911	84	56
5	2	3.40		1				2095		281		281	0.00	2095			2095	0.134	0.134		23	23	0.711	39	50
4,5	2	3.40		1	35			2095		0	329	329	1.00	2009			2009	0.164			28				
4	2	3.40		1	30			2095			327	327	1.00	1995			1995	0.164			28	23	0.868	53	68
8,9	1	3.40		1	25		N	1955	89	334		423	0.21	1931			1931	0.219	0.219		37	45	0.584	44	32
7,8	1	3.30		1	28			2085		40	417	457	0.91	1988			1988	0.230			39	45	0.613	48	32
7	1	3.30		1	25			2085			431	431	1.00	1967			1967	0.219			37	37	0.711	50	40
12	3,4	3.30		1	25		N	1945	43			43	1.00	1835			1835	0.024			4	22	0.131	6	42
11	4	3.30		2				4170		486		486	0.00	4170			4170	0.117			20	22	0.650	67	47
10	4	3.30		1	40			2085			149	149	1.00	2010			2010	0.074	0.074	9	13	22	0.414	20	45
																					0	0			

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn B - Lau Fau Shan Rd / Tin Wah Rd / Ping Ha Rd	2024 Observed - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.9	(metres)
W cr	=	0	(metres)
q a-b	=	560	(pcu/hr)
q a-c	=	136	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	150	(metres)
q c-a	=	170	(pcu/hr)
q c-b	=	352	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.2	(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	50	(metres)
q b-a	=	527	(pcu/hr)
q b-c	=	505	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.161
E	=	0.985
F	=	1.013
Y	=	0.693

THE CAPACITY OF MOVEMENT :

Q b-a	=	445 (pcu/hr)
Q b-c	=	645 (pcu/hr)
Q c-b	=	577 (pcu/hr)
Q c-a	=	701 (pcu/hr)

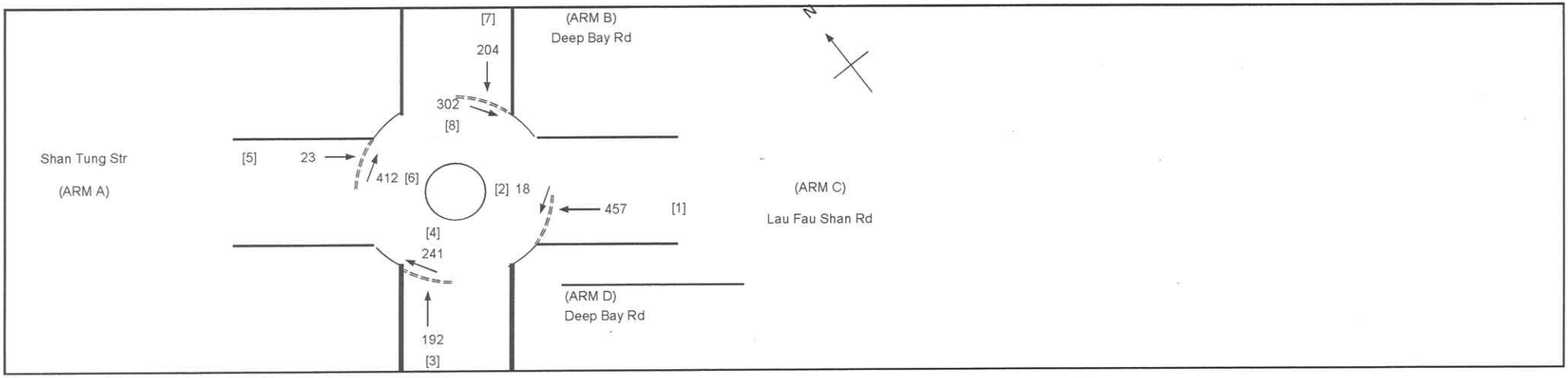
TOTAL FLOW = 2250 (pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	1.1843
DFC b-c	=	0.7829
DFC c-b	=	0.6107
DFC c-a	=	0.2426

CRITICAL DFC = 1.18

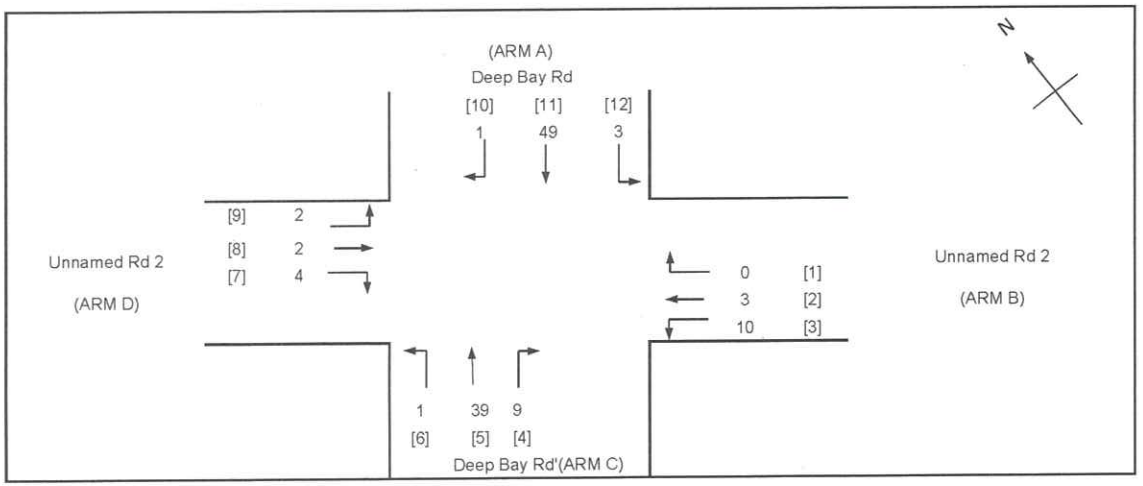
8FM CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn C - Lau Fau Shan Rd / Deep Bay Rd / Shan Tung Str / Lau Fau Shan Main Str	2024 Observed - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



GEOMETRIC DETAILS:			**ARM**	**A**	**B**	**C**	**D**
V	=	Approach half width (m)		1.9	1.5	3.2	1.9
E	=	Entry width (m)		1.9	4.1	4.2	3.7
L	=	Effective length of flare (m)		1.0	2.3	1.5	1.8
R	=	Entry radius (m)		14.0	46.0	7.4	7.5
D	=	Inscribed circle diameter (m)		38.0	38.0	38.0	38.0
A	=	Entry angle (degree)		42.0	52.0	20.0	51.0
Q	=	Entry flow (pcu/h)		23	204	457	192
Qc	=	Circulating flow across entry (pcu/h)		412	302	18	241
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L		0.00	1.81	1.07	1.60
K	=	1-0.00347(A-30)-0.978(1/R-0.05)		0.94	0.95	0.95	0.85
X2	=	V + ((E-V)/(1+2S))		1.90	2.06	3.52	2.33
M	=	EXP((D-60)/10)		0.11	0.11	0.11	0.11
F	=	303*X2		576	625	1066	706
Td	=	1+(0.5/(1+M))		1.45	1.45	1.45	1.45
Fc	=	0.21*Td(1+0.2*X2)		0.42	0.43	0.52	0.45
Qe	=	K(F-Fc*Qc)		377	471	1006	506
DFC	=	Design flow/Capacity = Q/Qe		0.06	0.43	0.45	0.38

TOTAL FLOW = **1847** (pcu/hr)
CRITICAL DFC = **0.45**

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn D - Deep Bay Rd / Unnamed Rd 2	2024 Observed - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)

Y	=	0.865

MAJOR ROAD (ARM A)

W a-d	=	2.0 (metres)
Vr a-d	=	120 (metres)
q a-b	=	3 (pcu/hr)
q a-c	=	49 (pcu/hr)
q a-d	=	1 (pcu/hr)

MAJOR MAJOR ROAD (ARM C)

W c-b	=	2.0 (metres)
Vr c-b	=	60 (metres)
q c-a	=	39 (pcu/hr)
q c-b	=	9 (pcu/hr)
q c-d	=	1 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3 (metres)
W b-c	=	3.3 (metres)
Vl b-a	=	28 (metres)
Vr b-a	=	28 (metres)
Vr b-c	=	80 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)
q b-d	=	3 (pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	6.0 (metres)
W d-a	=	6.0 (metres)
Vl d-c	=	22 (metres)
Vr d-c	=	60 (metres)
Vr d-a	=	90 (metres)
q d-c	=	4 (pcu/hr)
q d-a	=	2 (pcu/hr)
q d-b	=	2 (pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.818	X a	=	0.845
X c	=	0.799	X d	=	1.066
∠ b	=	0.928	∠ d	=	1.188
M b	=	0.860	M d	=	1.097

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0		r d-c	=	0.007
ql b-d	=	1.5	(pcu/hr)	ql d-b	=	0.7550628 (pcu/hr)
qr b-d	=	1.5	(pcu/hr)	qr d-b	=	0.7449372 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	489	(pcu/hr)	Q d-c	=	637 (pcu/hr)
Q b-c	=	677	(pcu/hr)	Q d-a	=	869 (pcu/hr)
Q c-b	=	582	(pcu/hr)	Q a-d	=	615 (pcu/hr)
Ql b-d	=	515	(pcu/hr)	Ql d-b	=	659 (pcu/hr)
Qr b-d	=	490	(pcu/hr)	Qr d-b	=	641 (pcu/hr)

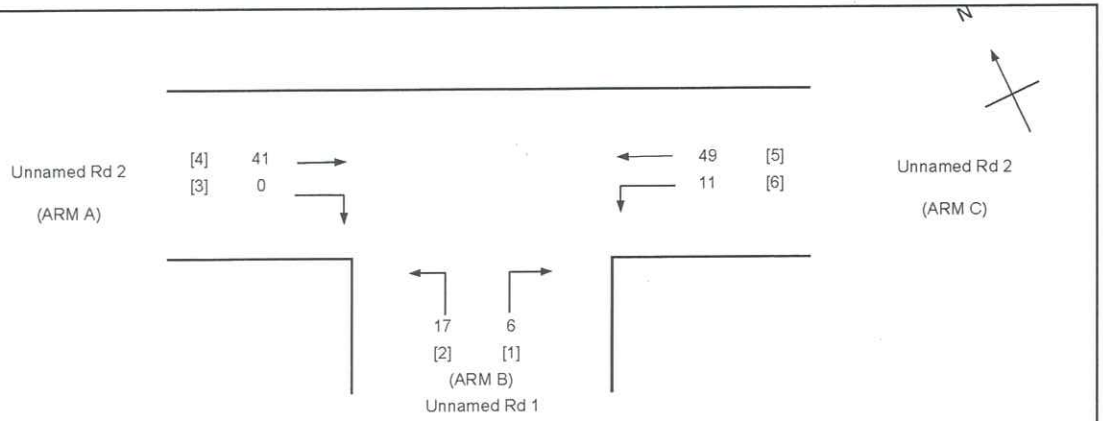
TOTAL FLOW = 122.7 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0154
DFC c-b	=	0.0160
DFCl b-d	=	0.0029
DFCr b-d	=	0.0031
DFC d-c	=	0.0068
DFC d-a	=	0.0017
DFC a-d	=	0.0016
DFCl d-b	=	0.0011
DFCr d-b	=	0.0012

CRITICAL DFC = 0.02

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn E - Unnamed Rd 1 / Unnamed Rd 2	2024 Observed - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	41	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	22	(metres)
q c-a	=	49	(pcu/hr)
q c-b	=	11	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	22	(metres)
q b-a	=	17	(pcu/hr)
q b-c	=	6	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.813
F	=	0.813
Y	=	0.821
F for (Qb-ac)	=	0.263

THE CAPACITY OF MOVEMENT :

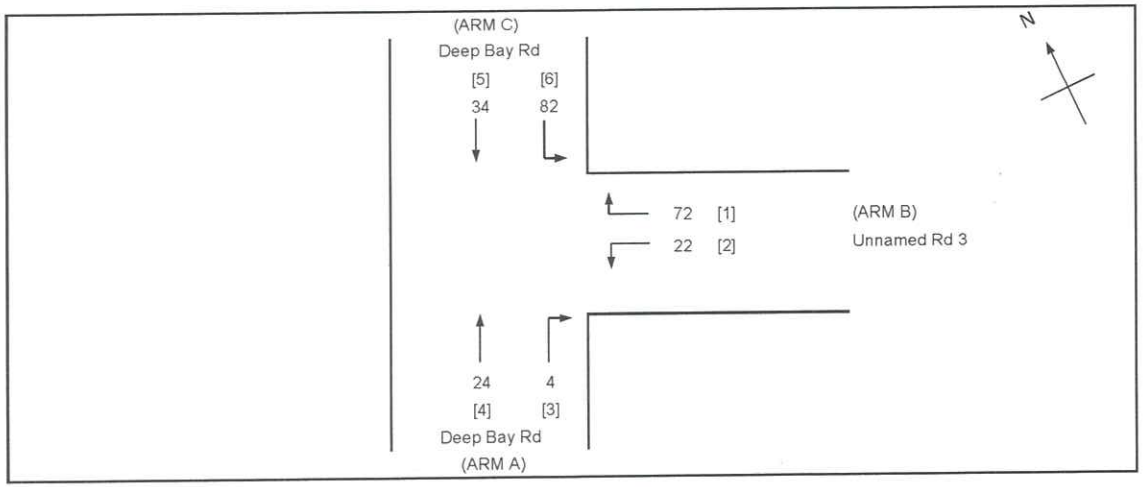
Q b-a	=	452	(pcu/hr)
Q b-c	=	596	(pcu/hr)
Q c-b	=	596	(pcu/hr)
Q b-ac	=	483	(pcu/hr)
Q c-a	=	1768	(pcu/hr)
TOTAL FLOW	=	59.1	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0372
DFC b-c	=	0.0101
DFC c-b	=	0.0178
DFC b-ac (Share Lane)	=	0.0472
DFC c-a	=	0.0274

CRITICAL DFC = 0.05

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn F - Deep Bay Rd / Unnamed Rd 3	2024 Observed - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.8	(metres)
W cr	=	0	(metres)
q a-b	=	4	(pcu/hr)
q a-c	=	24	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	38	(metres)
q c-a	=	34	(pcu/hr)
q c-b	=	82	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	38	(metres)
q b-a	=	22	(pcu/hr)
q b-c	=	72	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.826
F	=	0.791
Y	=	0.834
F for (Qb-ac)	=	0.766

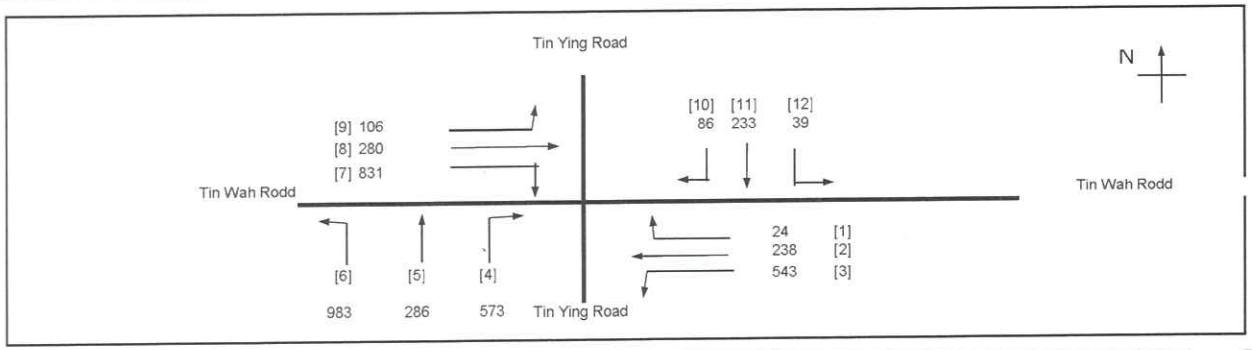
THE CAPACITY OF MOVEMENT :

Q b-a	=	434 (pcu/hr)
Q b-c	=	609 (pcu/hr)
Q c-b	=	583 (pcu/hr)
Q b-ac	=	556 (pcu/hr)
Q c-a	=	1547 (pcu/hr)
TOTAL FLOW	=	82 (pcu/hr)

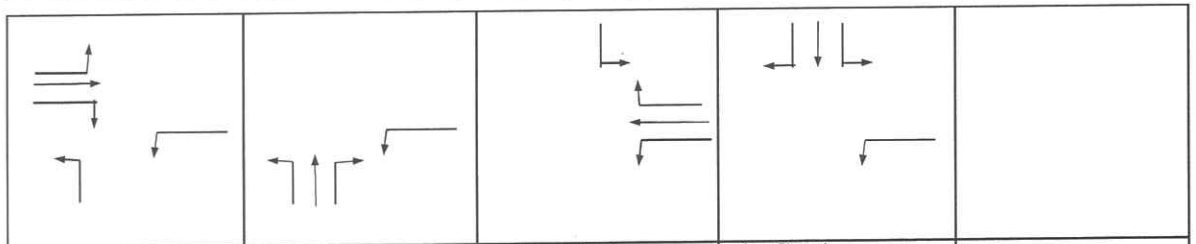
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0509
DFC b-c	=	0.1186
DFC c-b	=	0.1407
DFC b-ac (Share Lane)	=	0.1695
DFC c-a	=	0.0222
CRITICAL DFC	=	**0.17**

8FM CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
Various Lots in DD129, Lau Fau Shan	Project No.: 80108	Prepared By:	FF	Sep-24
Tin Wah Road / Tin Ying Road	2024 Observed - PM Peak	Checked By:	MM	Sep-24
		Reviewed By:	FM	Sep-24



No. of stages per cycle	N =	4
Intergreen Period	I =	31 sec
Cycle time	C =	120 sec
Sum(y)	Y =	0.392
Loss time	L =	45 sec
Total Flow	=	4223 pcu
Co = (1.5*L+5)/(1-Y)	=	119.3 sec
Cm = L/(1-Y)	=	74.1 sec
Yult	=	0.563
R.C.ult = (Yult-Y)/Y*100%	=	43.4 %
Cp = 0.9*L/(0.9-Y)	=	79.8 sec
Ymax = 1-L/C	=	0.625
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	43.4 %

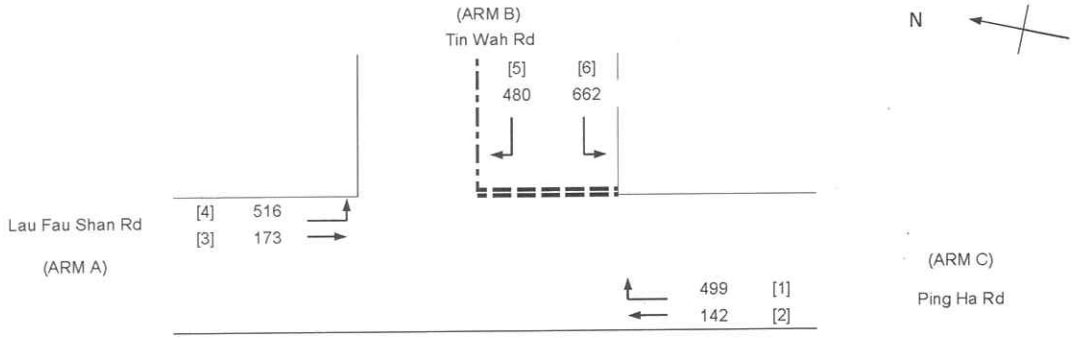


8 Stage 1	8 Stage 2	7 Stage 3	8 Stage 4	

Pedestrian Phase	Width (m)	Stage	Green Time Required SG	Green Time Required FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check

Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
																				27					
3	1,2,3,4	3.40		1	20		N	1955	543			543	1.00	1819			1819	0.298			57	18	1.955	418	946
2	3	3.40		2				4190		238		238	0.00	4190			4190	0.057			11	18	0.372	34	46
1	3	3.40		1	25			2095			24	24	1.00	1976			1976	0.012	0.012	9	2	11	0.129	4	51
								0																	
6	1,2	4.80		1	25		N	2095	983			983	1.00	1976			1976	0.498			95	45	1.314	409	342
5	2	3.40		1				2095		286		286	0.00	2095			2095	0.137	0.137		26	26	0.628	37	45
4,5	2	3.40		1	35			2095		0	287	287	1.00	2009			2009	0.143			27				
4	2	3.40		1	30			2095			285	285	1.00	1995			1995	0.143			27	26	0.658	37	46
8,9	1	3.40		1	25		N	1955	106	280		386	0.28	1923			1923	0.201	0.201		38	47	0.510	39	29
7,8	1	3.30		1	28			2085		0	428	428	1.00	1979			1979	0.216			41	47	0.549	43	30
7	1	3.30		1	25			2085			404	404	1.00	1967			1967	0.205			39	39	0.628	45	36
12	3,4	3.30		1	25		N	1945	39			39	1.00	1835			1835	0.021			4	17	0.149	6	46
11	4	3.30		2				4170		233		233	0.00	4170			4170	0.056			11	17	0.391	33	47
10	4	3.30		1	40			2085			86	86	1.00	2010			2010	0.043	0.043	9	8	17	0.299	12	47
																					0	0			

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn B - Lau Fau Shan Rd / Tin Wah Rd / Ping Ha Rd	2024 Observed - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	8.9	(metres)
W cr	=	0	(metres)
q a-b	=	516	(pcu/hr)
q a-c	=	173	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	150	(metres)
q c-a	=	142	(pcu/hr)
q c-b	=	499	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.2	(metres)
W b-c	=	4.2	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	50	(metres)
q b-a	=	480	(pcu/hr)
q b-c	=	662	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.161
E	=	0.985
F	=	1.013
Y	=	0.693

THE CAPACITY OF MOVEMENT :

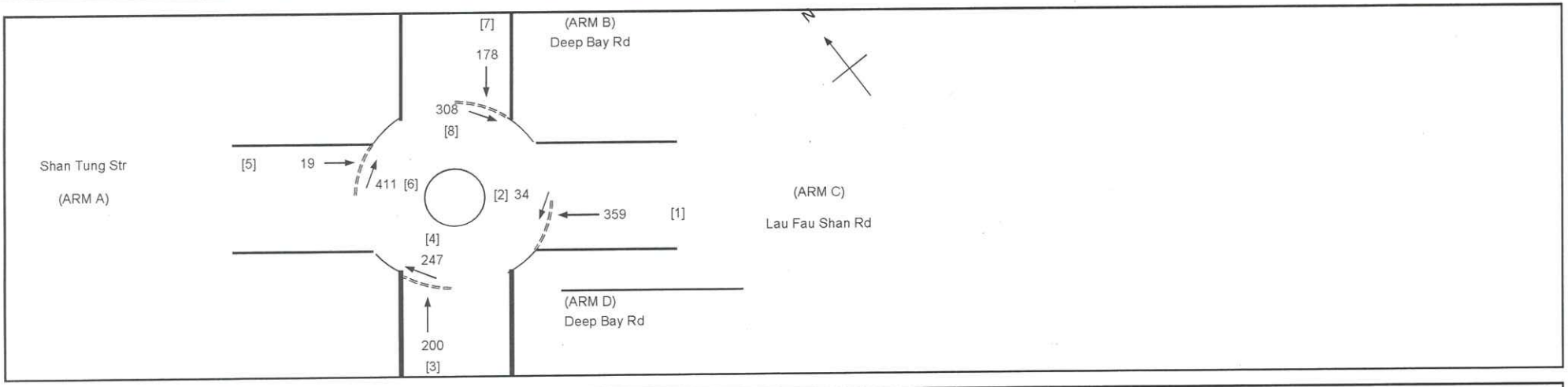
Q b-a	=	383	(pcu/hr)
Q b-c	=	640	(pcu/hr)
Q c-b	=	578	(pcu/hr)
Q c-a	=	246	(pcu/hr)
TOTAL FLOW	=	2471	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	1.2533
DFC b-c	=	1.0336
DFC c-b	=	0.8633
DFC c-a	=	0.5772

CRITICAL DFC = 1.25

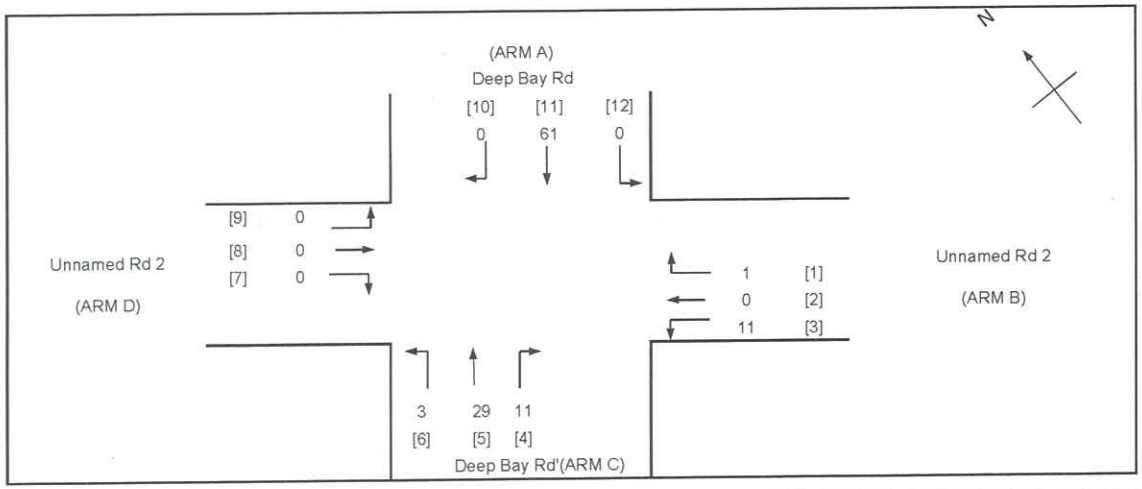
8FM CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn C - Lau Fau Shan Roundabout	2024 Observed - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



GEOMETRIC DETAILS:			**ARM**	**A**	**B**	**C**	**D**
V	=	Approach half width (m)		1.9	1.5	3.2	1.9
E	=	Entry width (m)		1.9	4.1	4.2	3.7
L	=	Effective length of flare (m)		1.0	2.3	1.5	1.8
R	=	Entry radius (m)		14.0	46.0	7.4	7.5
D	=	Inscribed circle diameter (m)		38.0	38.0	38.0	38.0
A	=	Entry angle (degree)		42.0	52.0	20.0	51.0
Q	=	Entry flow (pcu/h)		19	178	359	200
Qc	=	Circulating flow across entry (pcu/h)		411	308	34	247
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L		0.00	1.81	1.07	1.60
K	=	1-0.00347(A-30)-0.978(1/R-0.05)		0.94	0.95	0.95	0.85
X2	=	V + ((E-V)/(1+2S))		1.90	2.06	3.52	2.33
M	=	EXP((D-60)/10)		0.11	0.11	0.11	0.11
F	=	303*X2		576	625	1066	706
Td	=	1+(0.5/(1+M))		1.45	1.45	1.45	1.45
Fc	=	0.21*Td(1+0.2*X2)		0.42	0.43	0.52	0.45
Qe	=	K(F-Fc*Qc)		378	469	998	504
DFC	=	Design flow/Capacity = Q/Qe		0.05	0.38	0.36	0.40

TOTAL FLOW = 1757 (pcu/hr)
CRITICAL DFC = 0.40

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn D - Deep Bay Rd / Unnamed Rd 2	2024 Observed - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)

MAJOR ROAD (ARM A)

W a-d	=	2.0 (metres)
Vr a-d	=	120 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	61 (pcu/hr)
q a-d	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3 (metres)
W b-c	=	3.3 (metres)
Vl b-a	=	28 (metres)
Vr b-a	=	28 (metres)
Vr b-c	=	80 (metres)
q b-a	=	1 (pcu/hr)
q b-c	=	11 (pcu/hr)
q b-d	=	0 (pcu/hr)

Y	=	0.865

MAJOR MAJOR ROAD (ARM C)

W c-b	=	2.0 (metres)
Vr c-b	=	60 (metres)
q c-a	=	29 (pcu/hr)
q c-b	=	11 (pcu/hr)
q c-d	=	3 (pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	6.0 (metres)
W d-a	=	6.0 (metres)
Vl d-c	=	22 (metres)
Vr d-c	=	60 (metres)
Vr d-a	=	90 (metres)
q d-c	=	0 (pcu/hr)
q d-a	=	0 (pcu/hr)
q d-b	=	0 (pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.818	X a	=	0.845
X c	=	0.799	X d	=	1.066
∠ b	=	0.928	∠ d	=	1.188
M b	=	0.860	M d	=	1.097

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.001567		r d-c	=	0.000	
ql b-d	=	0	(pcu/hr)	ql d-b	=	0	(pcu/hr)
qr b-d	=	0	(pcu/hr)	qr d-b	=	0	(pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	488	(pcu/hr)	Q d-c	=	638	(pcu/hr)
Q b-c	=	673	(pcu/hr)	Q d-a	=	874	(pcu/hr)
Q c-b	=	580	(pcu/hr)	Q a-d	=	617	(pcu/hr)
Ql b-d	=	513	(pcu/hr)	Ql d-b	=	660	(pcu/hr)
Qr b-d	=	488	(pcu/hr)	Qr d-b	=	642	(pcu/hr)

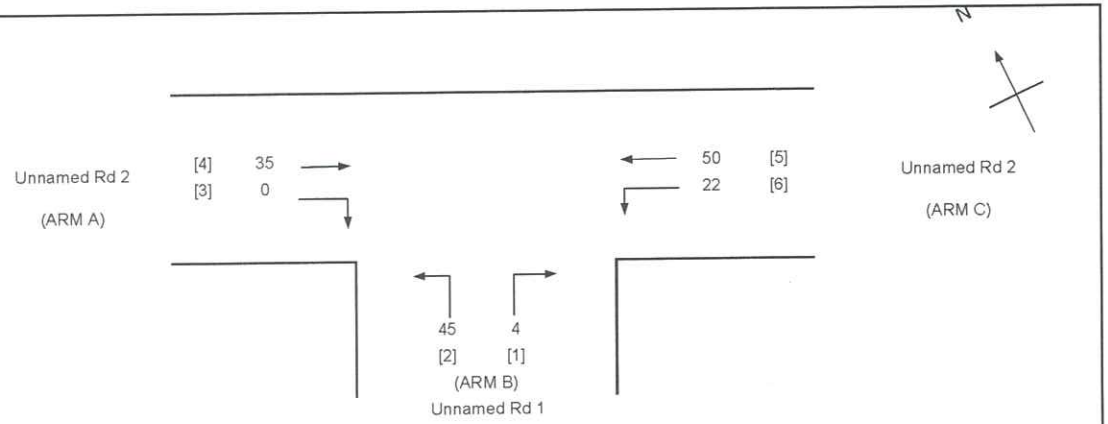
TOTAL FLOW = 115.5 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0020
DFC b-c	=	0.0160
DFC c-b	=	0.0195
DFCl b-d	=	0.0000
DFCr b-d	=	0.0000
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0000
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.02

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn E - Unnamed Rd 1 / Unnamed Rd 2	2024 Observed - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	35	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	22	(metres)
q c-a	=	50	(pcu/hr)
q c-b	=	22	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	22	(metres)
q b-a	=	45	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.813
F	=	0.813
Y	=	0.821
F for (Qb-ac)	=	0.072

THE CAPACITY OF MOVEMENT :

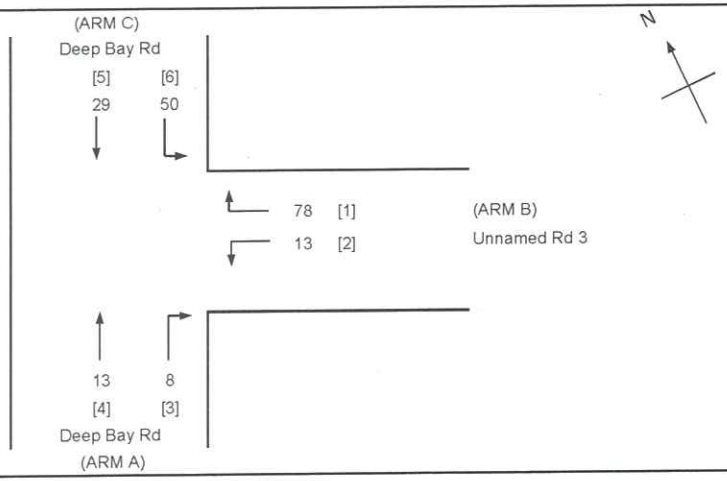
Q b-a	=	450	(pcu/hr)
Q b-c	=	597	(pcu/hr)
Q c-b	=	597	(pcu/hr)
Q b-ac	=	458	(pcu/hr)
Q c-a	=	1735	(pcu/hr)
TOTAL FLOW	=	71.8	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0996
DFC b-c	=	0.0059
DFC c-b	=	0.0363
DFC b-ac (Share Lane)	=	0.1054
DFC c-a	=	0.0289

CRITICAL DFC = 0.11

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn F - Deep Bay Rd / Unnamed Rd 3	2024 Observed - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W =	4.8	(metres)
W cr =	0	(metres)
q a-b =	8	(pcu/hr)
q a-c =	13	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	2.1	(metres)
Vr c-b =	38	(metres)
q c-a =	29	(pcu/hr)
q c-b =	50.3	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	2.5	(metres)
W b-c =	2.5	(metres)
Vl b-a =	22	(metres)
Vr b-a =	24	(metres)
Vr b-c =	38	(metres)
q b-a =	13	(pcu/hr)
q b-c =	78	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.752	
E =	0.826	
F =	0.791	
Y =	0.834	
F for (Qb-ac) =	0.857	

THE CAPACITY OF MOVEMENT :

Q b-a =	447	(pcu/hr)
Q b-c =	611	(pcu/hr)
Q c-b =	584	(pcu/hr)
Q b-ac =	580	(pcu/hr)
Q c-a =	1645	(pcu/hr)
TOTAL FLOW =	50.3	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0293
DFC b-c	=	0.1282
DFC c-b	=	0.0861
DFC b-ac (Share Lane)	=	0.1575
DFC c-a	=	0.0174

CRITICAL DFC = 0.16

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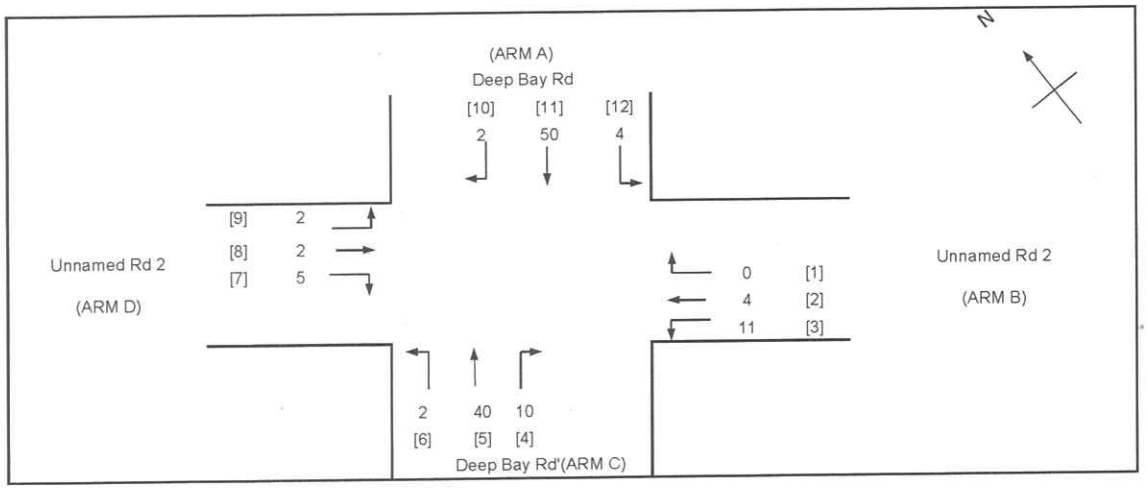
Jn D - Deep Bay Rd / Unnamed Rd 2	2027 Reference - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)

MAJOR ROAD (ARM A)

W a-d	=	2.0 (metres)
Vr a-d	=	120 (metres)
q a-b	=	4 (pcu/hr)
q a-c	=	50 (pcu/hr)
q a-d	=	2 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3 (metres)
W b-c	=	3.3 (metres)
Vl b-a	=	28 (metres)
Vr b-a	=	28 (metres)
Vr b-c	=	80 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	11 (pcu/hr)
q b-d	=	4 (pcu/hr)

Y	=	0.865

MAJOR MAJOR ROAD (ARM C)

W c-b	=	2.0 (metres)
Vr c-b	=	60 (metres)
q c-a	=	40 (pcu/hr)
q c-b	=	10 (pcu/hr)
q c-d	=	2 (pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	6.0 (metres)
W d-a	=	6.0 (metres)
Vl d-c	=	22 (metres)
Vr d-c	=	60 (metres)
Vr d-a	=	90 (metres)
q d-c	=	5 (pcu/hr)
q d-a	=	2 (pcu/hr)
q d-b	=	2 (pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.818	X a	=	0.845
X c	=	0.799	X d	=	1.066
∠ b	=	0.928	∠ d	=	1.188
M b	=	0.860	M d	=	1.097

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0		r d-c	=	0.008
ql b-d	=	2	(pcu/hr)	ql d-b	=	1.007874 (pcu/hr)
qr b-d	=	2	(pcu/hr)	qr d-b	=	0.992126 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	487	(pcu/hr)	Q d-c	=	635 (pcu/hr)
Q b-c	=	676	(pcu/hr)	Q d-a	=	868 (pcu/hr)
Q c-b	=	581	(pcu/hr)	Q a-d	=	614 (pcu/hr)
Ql b-d	=	514	(pcu/hr)	Ql d-b	=	657 (pcu/hr)
Qr b-d	=	489	(pcu/hr)	Qr d-b	=	639 (pcu/hr)

TOTAL FLOW = 132 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0163
DFC c-b	=	0.0172
DFCl b-d	=	0.0039
DFCr b-d	=	0.0041
DFC d-c	=	0.0079
DFC d-a	=	0.0023
DFC a-d	=	0.0033
DFCl d-b	=	0.0015
DFCr d-b	=	0.0016

CRITICAL DFC = 0.02

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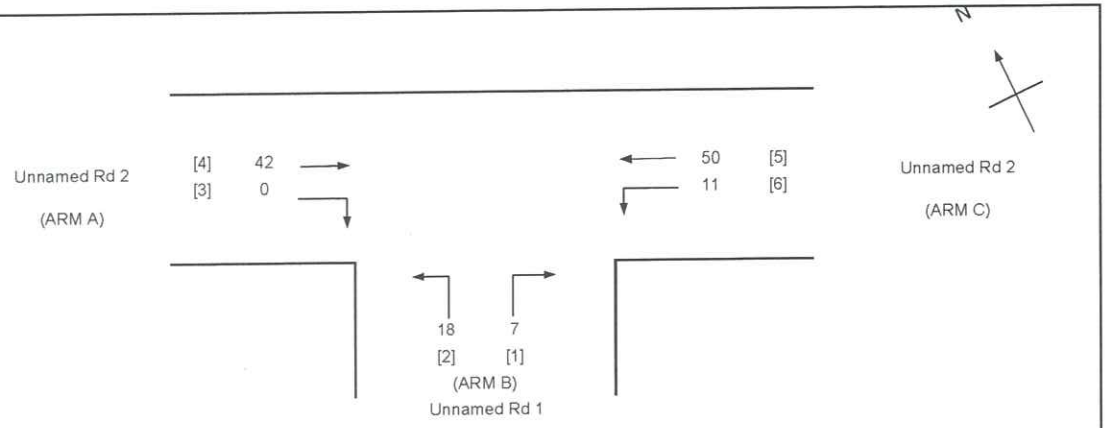
Jn E - Unnamed Rd 1 / Unnamed Rd 2	2027 Reference - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	42	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	22	(metres)
q c-a	=	50	(pcu/hr)
q c-b	=	11	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	22	(metres)
q b-a	=	18	(pcu/hr)
q b-c	=	7	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.813
F	=	0.813
Y	=	0.821
F for (Qb-ac)	=	0.28

THE CAPACITY OF MOVEMENT :

Q b-a	=	452	(pcu/hr)
Q b-c	=	596	(pcu/hr)
Q c-b	=	596	(pcu/hr)
Q b-ac	=	485	(pcu/hr)
Q c-a	=	1767	(pcu/hr)
TOTAL FLOW	=	61	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0398
DFC b-c	=	0.0117
DFC c-b	=	0.0185
DFC b-ac (Share Lane)	=	0.0516
DFC c-a	=	0.0283

CRITICAL DFC = 0.05

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Jn F - Deep Bay Rd / Unnamed Rd 3	2027 Reference - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
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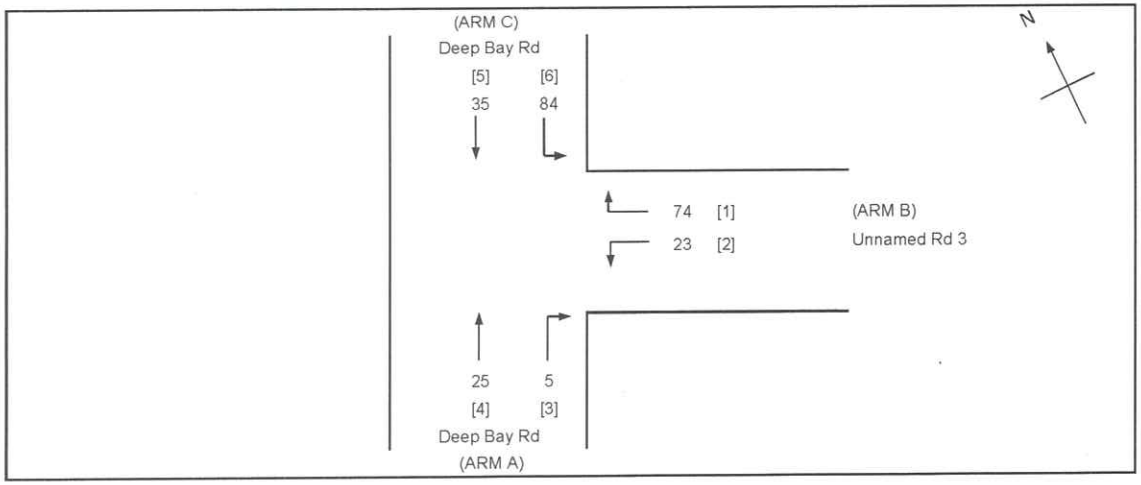

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.8	(metres)
W cr	=	0	(metres)
q a-b	=	5	(pcu/hr)
q a-c	=	25	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	38	(metres)
q c-a	=	35	(pcu/hr)
q c-b	=	84	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	38	(metres)
q b-a	=	23	(pcu/hr)
q b-c	=	74	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.826
F	=	0.791
Y	=	0.834
F for (Qb-ac)	=	0.763

THE CAPACITY OF MOVEMENT :

Q b-a	=	433	(pcu/hr)
Q b-c	=	609	(pcu/hr)
Q c-b	=	582	(pcu/hr)
Q b-ac	=	555	(pcu/hr)
Q c-a	=	1540	(pcu/hr)
TOTAL FLOW	=	84	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0531
DFC b-c	=	0.1215
DFC c-b	=	0.1443
DFC b-ac (Share Lane)	=	0.1746
DFC c-a	=	0.0227

CRITICAL DFC = 0.17

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Jn D - Deep Bay Rd / Unnamed Rd 2	2027 Reference - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
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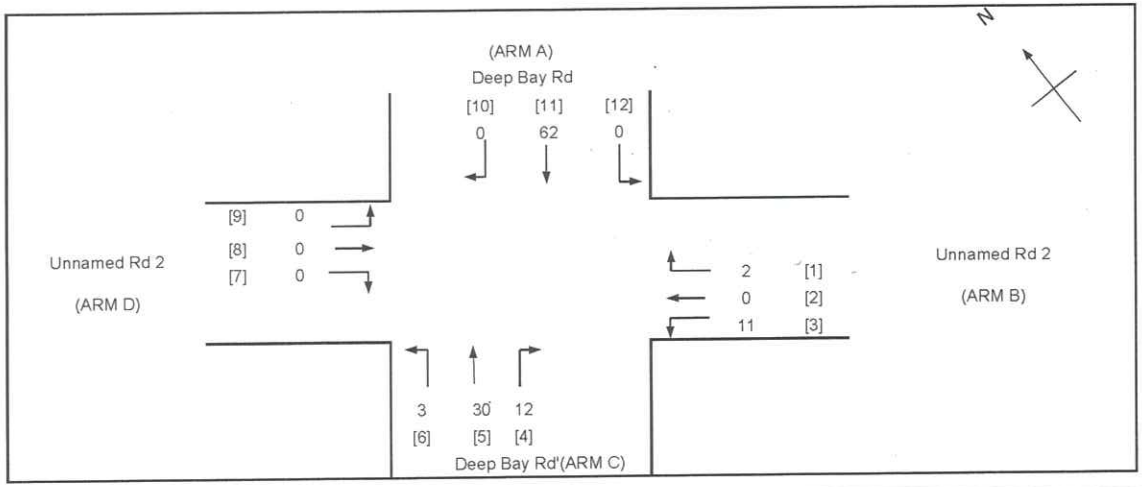

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)

Y	=	0.865

MAJOR ROAD (ARM A)

W a-d	=	2.0 (metres)
Vr a-d	=	120 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	62 (pcu/hr)
q a-d	=	0 (pcu/hr)

MAJOR MAJOR ROAD (ARM C)

W c-b	=	2.0 (metres)
Vr c-b	=	60 (metres)
q c-a	=	30 (pcu/hr)
q c-b	=	12 (pcu/hr)
q c-d	=	3 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3 (metres)
W b-c	=	3.3 (metres)
Vl b-a	=	28 (metres)
Vr b-a	=	28 (metres)
Vr b-c	=	80 (metres)
q b-a	=	2 (pcu/hr)
q b-c	=	11 (pcu/hr)
q b-d	=	0 (pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	6.0 (metres)
W d-a	=	6.0 (metres)
Vl d-c	=	22 (metres)
Vr d-c	=	60 (metres)
Vr d-a	=	90 (metres)
q d-c	=	0 (pcu/hr)
q d-a	=	0 (pcu/hr)
q d-b	=	0 (pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.818	X a	=	0.845
X c	=	0.799	X d	=	1.066
∠ b	=	0.928	∠ d	=	1.188
M b	=	0.860	M d	=	1.097

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.00314		r d-c	=	0.000
ql b-d	=	0	(pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	0	(pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	488	(pcu/hr)	Q d-c	=	637 (pcu/hr)
Q b-c	=	673	(pcu/hr)	Q d-a	=	873 (pcu/hr)
Q c-b	=	580	(pcu/hr)	Q a-d	=	616 (pcu/hr)
Ql b-d	=	512	(pcu/hr)	Ql d-b	=	659 (pcu/hr)
Qr b-d	=	487	(pcu/hr)	Qr d-b	=	641 (pcu/hr)

TOTAL FLOW = 120 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0041
DFC b-c	=	0.0163
DFC c-b	=	0.0207
DFCl b-d	=	0.0000
DFCr b-d	=	0.0000
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0000
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.02

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Jn E - Unnamed Rd 1 / Unnamed Rd 2	2027 Reference - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
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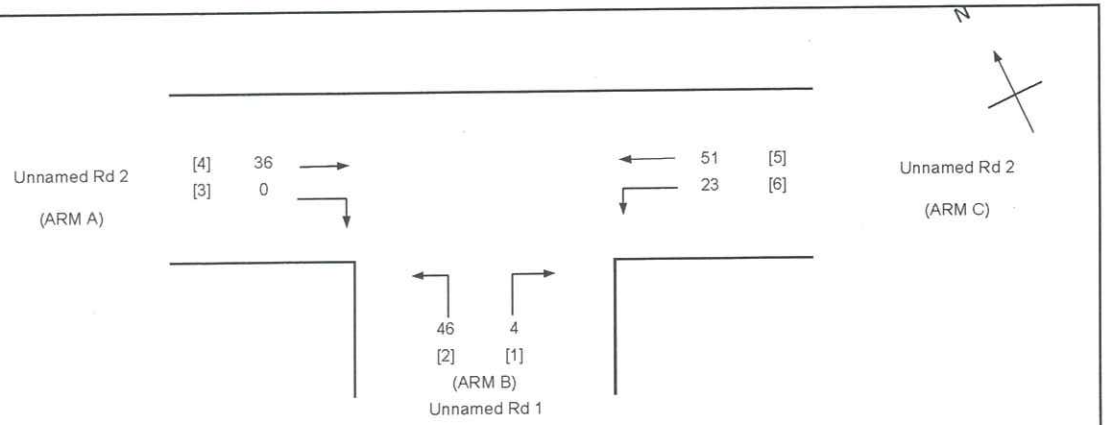

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W =	5.2	(metres)
W cr =	0	(metres)
q a-b =	0	(pcu/hr)
q a-c =	36	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	2.5	(metres)
Vr c-b =	22	(metres)
q c-a =	51	(pcu/hr)
q c-b =	23	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	2.5	(metres)
W b-c =	2.5	(metres)
Vl b-a =	22	(metres)
Vr b-a =	24	(metres)
Vr b-c =	22	(metres)
q b-a =	46	(pcu/hr)
q b-c =	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.813
F	=	0.813
Y	=	0.821
F for (Qb-ac) =		0.08

THE CAPACITY OF MOVEMENT :

Q b-a	=	449 (pcu/hr)
Q b-c	=	597 (pcu/hr)
Q c-b	=	597 (pcu/hr)
Q b-ac	=	458 (pcu/hr)
Q c-a	=	1731 (pcu/hr)
TOTAL FLOW =		74 (pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1024
DFC b-c	=	0.0067
DFC c-b	=	0.0385
DFC b-ac (Share Lane)	=	0.1092
DFC c-a	=	0.0295
CRITICAL DFC	=	**0.11**

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Jn F - Deep Bay Rd / Unnamed Rd 3	2027 Reference - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
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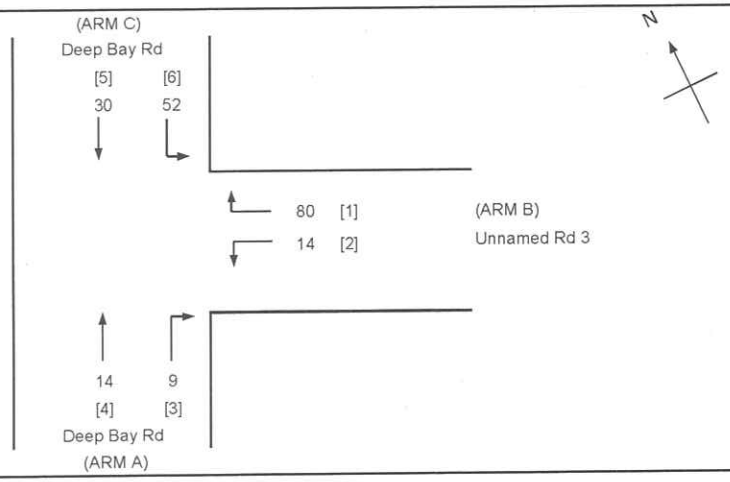


NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.8	(metres)
W cr	=	0	(metres)
q a-b	=	9	(pcu/hr)
q a-c	=	14	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	38	(metres)
q c-a	=	30	(pcu/hr)
q c-b	=	52	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	38	(metres)
q b-a	=	14	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.826
F	=	0.791
Y	=	0.834
F for (Qb-ac)	=	0.851

THE CAPACITY OF MOVEMENT :

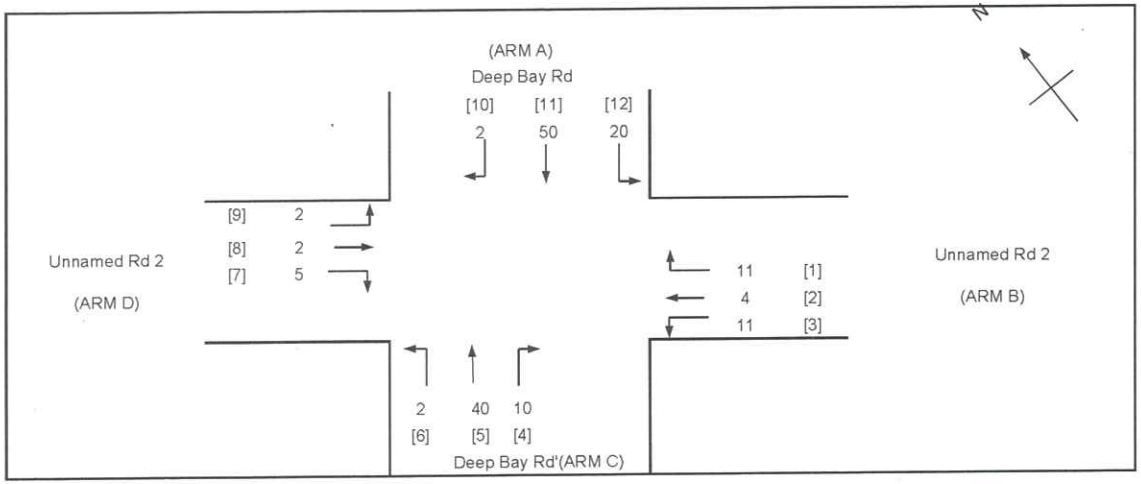
Q b-a	=	446	(pcu/hr)
Q b-c	=	611	(pcu/hr)
Q c-b	=	584	(pcu/hr)
Q b-ac	=	579	(pcu/hr)
Q c-a	=	1640	(pcu/hr)
TOTAL FLOW	=	52	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0314
DFC b-c	=	0.1309
DFC c-b	=	0.0890
DFC b-ac (Share Lane)	=	0.1623
DFC c-a	=	0.0183

CRITICAL DFC = 0.16

8FM CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Traffic Impact Assessment for Proposed Temporary Open Storage of Construction Material and Equipment of 3 Years at Various Lots in D.D.129, Lau Fau Shan			Prepared By:	FF	Jan-2025
Jn D - Deep Bay Rd / Unnamed Rd 2	2027 Design - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)

Y	=	0.865

MAJOR ROAD (ARM A)

W a-d	=	2.0 (metres)
Vr a-d	=	120 (metres)
q a-b	=	20 (pcu/hr)
q a-c	=	50 (pcu/hr)
q a-d	=	2 (pcu/hr)

MAJOR MAJOR ROAD (ARM C)

W c-b	=	2.0 (metres)
Vr c-b	=	60 (metres)
q c-a	=	40 (pcu/hr)
q c-b	=	10 (pcu/hr)
q c-d	=	2 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3 (metres)
W b-c	=	3.3 (metres)
Vl b-a	=	28 (metres)
Vr b-a	=	28 (metres)
Vr b-c	=	80 (metres)
q b-a	=	11 (pcu/hr)
q b-c	=	11 (pcu/hr)
q b-d	=	4 (pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	6.0 (metres)
W d-a	=	6.0 (metres)
Vl d-c	=	22 (metres)
Vr d-c	=	60 (metres)
Vr d-a	=	90 (metres)
q d-c	=	5 (pcu/hr)
q d-a	=	2 (pcu/hr)
q d-b	=	2 (pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.818	X a	=	0.845
X c	=	0.799	X d	=	1.066
Z b	=	0.928	Z d	=	1.188
M b	=	0.860	M d	=	1.097

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.017378	r d-c	=	0.008
ql b-d	=	2.034755 (pcu/hr)	ql d-b	=	1.0078989 (pcu/hr)
qr b-d	=	1.965245 (pcu/hr)	qr d-b	=	0.9921011 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	486 (pcu/hr)	Q d-c	=	633 (pcu/hr)
Q b-c	=	671 (pcu/hr)	Q d-a	=	868 (pcu/hr)
Q c-b	=	577 (pcu/hr)	Q a-d	=	614 (pcu/hr)
Ql b-d	=	512 (pcu/hr)	Ql d-b	=	654 (pcu/hr)
Qr b-d	=	487 (pcu/hr)	Qr d-b	=	636 (pcu/hr)

TOTAL FLOW = 159 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0226
DFC b-c	=	0.0164
DFC c-b	=	0.0173
DFCl b-d	=	0.0040
DFCr b-d	=	0.0040
DFC d-c	=	0.0079
DFC d-a	=	0.0023
DFC a-d	=	0.0033
DFCl d-b	=	0.0015
DFCr d-b	=	0.0016

CRITICAL DFC = 0.02

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Jn E - Unnamed Rd 1 / Unnamed Rd 2	2027 Design - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
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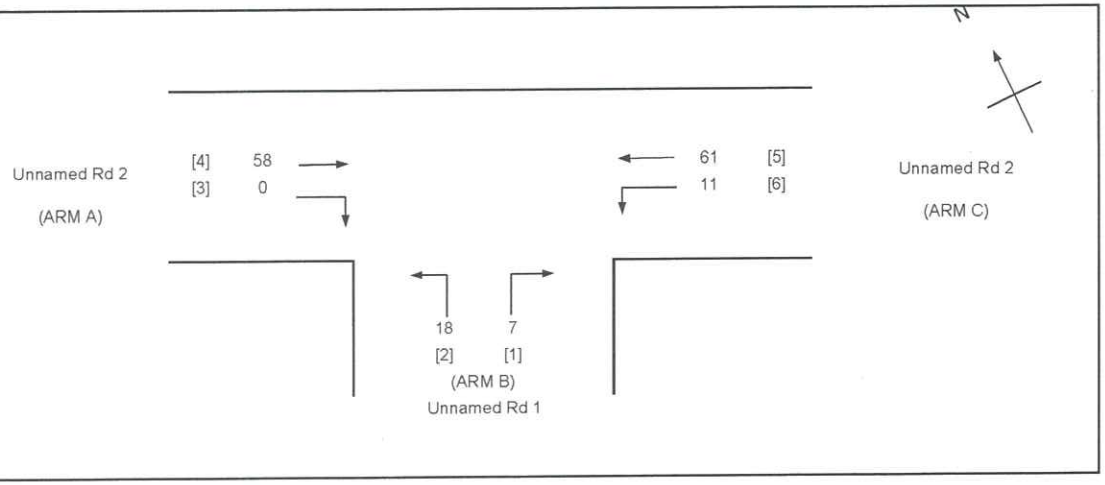

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	58	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	22	(metres)
q c-a	=	61	(pcu/hr)
q c-b	=	11	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	22	(metres)
q b-a	=	18	(pcu/hr)
q b-c	=	7	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.813
F	=	0.813
Y	=	0.821
F for (Qb-ac)	=	0.28

THE CAPACITY OF MOVEMENT :

Q b-a	=	446	(pcu/hr)
Q b-c	=	592	(pcu/hr)
Q c-b	=	592	(pcu/hr)
Q b-ac	=	479	(pcu/hr)
Q c-a	=	1767	(pcu/hr)
TOTAL FLOW	=	72	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0404
DFC b-c	=	0.0118
DFC c-b	=	0.0186
DFC b-ac (Share Lane)	=	0.0522
DFC c-a	=	0.0345
CRITICAL DFC	=	**0.05**

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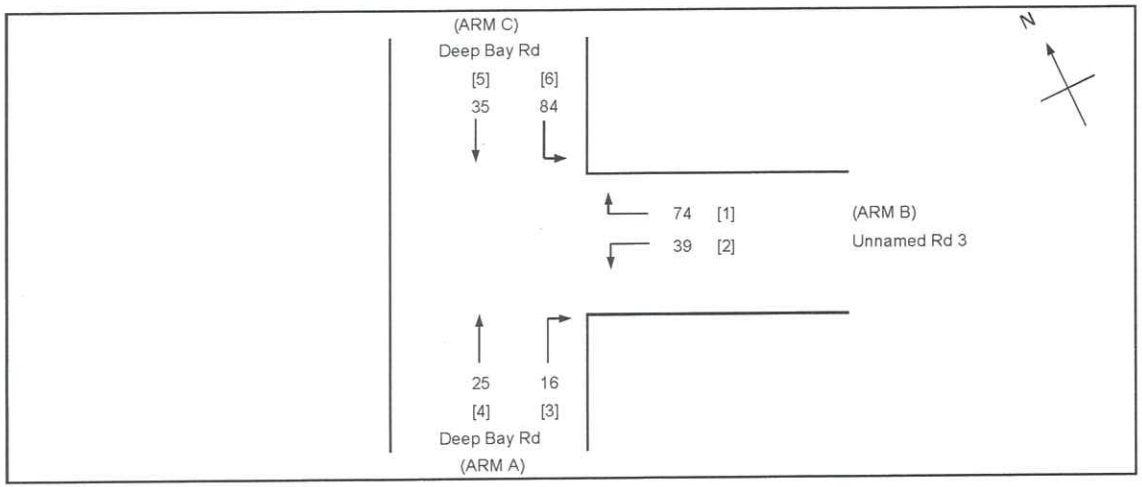
Jn F - Deep Bay Rd / Unnamed Rd 3	2027 Design - AM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	4.8	(metres)
W cr	=	0	(metres)
q a-b	=	16	(pcu/hr)
q a-c	=	25	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1	(metres)
Vr c-b	=	38	(metres)
q c-a	=	35	(pcu/hr)
q c-b	=	84	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	38	(metres)
q b-a	=	39	(pcu/hr)
q b-c	=	74	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.826
F	=	0.791
Y	=	0.834
F for (Qb-ac)	=	0.655

THE CAPACITY OF MOVEMENT :

Q b-a	=	432	(pcu/hr)
Q b-c	=	608	(pcu/hr)
Q c-b	=	580	(pcu/hr)
Q b-ac	=	533	(pcu/hr)
Q c-a	=	1539	(pcu/hr)
TOTAL FLOW	=	84	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0903
DFC b-c	=	0.1217
DFC c-b	=	0.1448
DFC b-ac (Share Lane)	=	0.2120
DFC c-a	=	0.0227

CRITICAL DFC = 0.21

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Jn D - Deep Bay Rd / Unnamed Rd 2	2027 Design - PM Peak	Project No.: 80108	Checked By:	MM	Jan-2025
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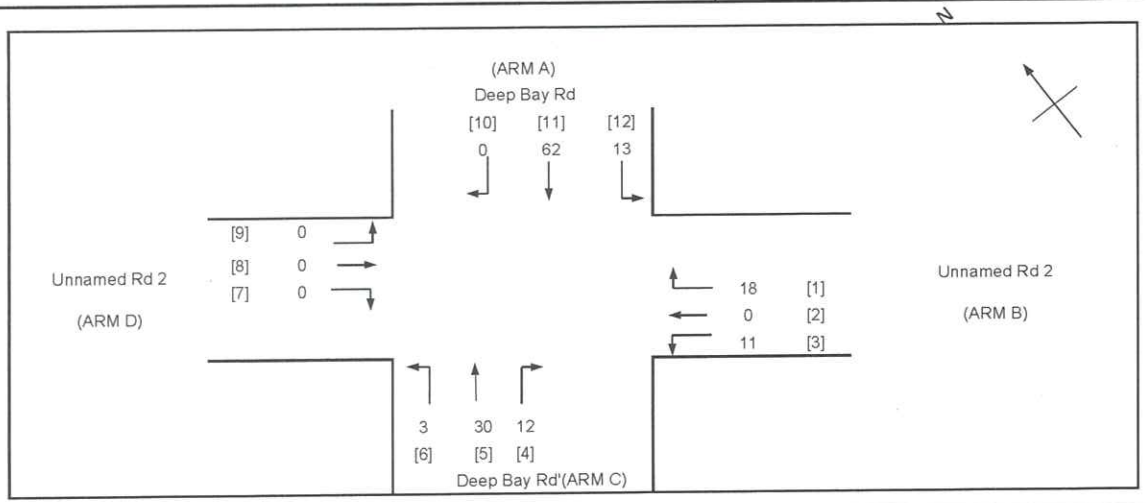

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)

MAJOR ROAD (ARM A)

W a-d	=	2.0 (metres)
Vr a-d	=	120 (metres)
q a-b	=	13 (pcu/hr)
q a-c	=	62 (pcu/hr)
q a-d	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.3 (metres)
W b-c	=	3.3 (metres)
Vl b-a	=	28 (metres)
Vr b-a	=	28 (metres)
Vr b-c	=	80 (metres)
q b-a	=	18 (pcu/hr)
q b-c	=	11 (pcu/hr)
q b-d	=	0 (pcu/hr)

Y	=	0.865

MAJOR MAJOR ROAD (ARM C)

W c-b	=	2.0 (metres)
Vr c-b	=	60 (metres)
q c-a	=	30 (pcu/hr)
q c-b	=	12 (pcu/hr)
q c-d	=	3 (pcu/hr)

MINOR ROAD (ARM D)

W d-c	=	6.0 (metres)
W d-a	=	6.0 (metres)
Vl d-c	=	22 (metres)
Vr d-c	=	60 (metres)
Vr d-a	=	90 (metres)
q d-c	=	0 (pcu/hr)
q d-a	=	0 (pcu/hr)
q d-b	=	0 (pcu/hr)

GEOMETRIC FACTORS :

X b	=	0.818	X a	=	0.845
X c	=	0.799	X d	=	1.066
∠ b	=	0.928	∠ d	=	1.188
M b	=	0.860	M d	=	1.097

PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0.028391		r d-c	=	0.000
ql b-d	=	0	(pcu/hr)	ql d-b	=	0 (pcu/hr)
qr b-d	=	0	(pcu/hr)	qr d-b	=	0 (pcu/hr)

CAPACITY OF MOVEMENT :

Q b-a	=	486	(pcu/hr)	Q d-c	=	634 (pcu/hr)
Q b-c	=	667	(pcu/hr)	Q d-a	=	873 (pcu/hr)
Q c-b	=	577	(pcu/hr)	Q a-d	=	616 (pcu/hr)
Ql b-d	=	511	(pcu/hr)	Ql d-b	=	656 (pcu/hr)
Qr b-d	=	486	(pcu/hr)	Qr d-b	=	638 (pcu/hr)

TOTAL FLOW = 149 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0370
DFC b-c	=	0.0165
DFC c-b	=	0.0208
DFCl b-d	=	0.0000
DFCr b-d	=	0.0000
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0000
DFCl d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.04

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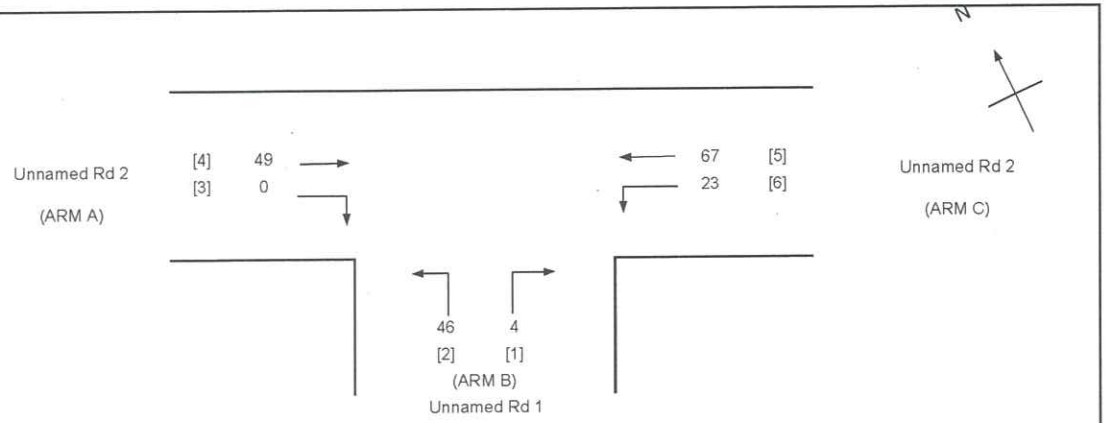

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	5.2	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	49	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.5	(metres)
Vr c-b	=	22	(metres)
q c-a	=	67	(pcu/hr)
q c-b	=	23	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5	(metres)
W b-c	=	2.5	(metres)
Vl b-a	=	22	(metres)
Vr b-a	=	24	(metres)
Vr b-c	=	22	(metres)
q b-a	=	46	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.752
E	=	0.813
F	=	0.813
Y	=	0.821
F for (Qb-ac)	=	0.08

THE CAPACITY OF MOVEMENT :

Q b-a	=	444 (pcu/hr)
Q b-c	=	594 (pcu/hr)
Q c-b	=	594 (pcu/hr)
Q b-ac	=	453 (pcu/hr)
Q c-a	=	1730 (pcu/hr)
TOTAL FLOW	=	90 (pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1036
DFC b-c	=	0.0067
DFC c-b	=	0.0387
DFC b-ac (Share Lane)	=	0.1103
DFC c-a	=	0.0387

CRITICAL DFC = 0.11

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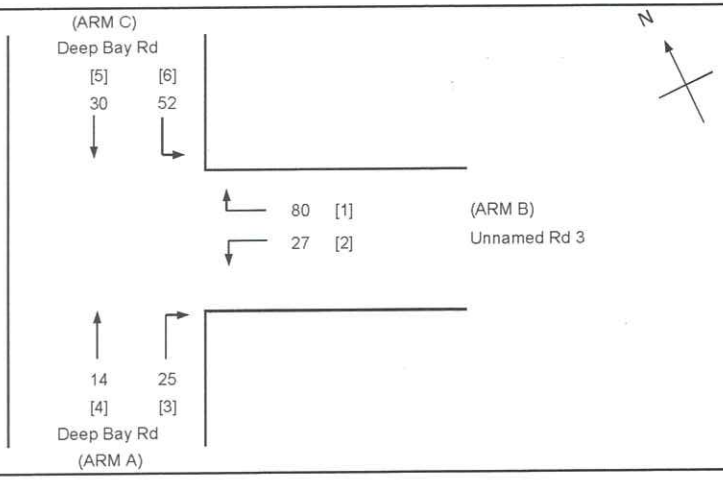

NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W =	4.8	(metres)
W cr =	0	(metres)
q a-b =	25	(pcu/hr)
q a-c =	14	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	2.1	(metres)
Vr c-b =	38	(metres)
q c-a =	30	(pcu/hr)
q c-b =	52	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	2.5	(metres)
W b-c =	2.5	(metres)
Vl b-a =	22	(metres)
Vr b-a =	24	(metres)
Vr b-c =	38	(metres)
q b-a =	27	(pcu/hr)
q b-c =	80	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.752	
E =	0.826	
F =	0.791	
Y =	0.834	
F for (Qb-ac) =	0.748	

THE CAPACITY OF MOVEMENT :

Q b-a =	445	(pcu/hr)
Q b-c =	609	(pcu/hr)
Q c-b =	580	(pcu/hr)
Q b-ac =	557	(pcu/hr)
Q c-a =	1639	(pcu/hr)
TOTAL FLOW =	52	(pcu/hr)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0607
DFC b-c	=	0.1314
DFC c-b	=	0.0897
DFC b-ac (Share Lane)	=	0.1920
DFC c-a	=	0.0183

CRITICAL DFC = 0.19

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Christina Ki Na LEE/PLAND

寄件者:	[redacted]
寄件日期:	2025年05月19日星期一 17:46
收件者:	tpbpd/PLAND
副本:	Christina Ki Na LEE/PLAND; May Ka Ying CHAN/PLAND; CW Wong [GMS]; Thomas Luk
主旨:	[PLG10289] Planning Application No. A/YL-LFS/555 - Submission of Further Information
附件:	ADCL_PLG_10289_L015.pdf
類別:	Internet Email

Dear Sir/Madam,

We refer to the captioned application and would like to provide further information to facilitate considerations by the TPB. Enclosed a self-explanatory letter for your onward processing please.

Should you have any queries, please do not hesitate to contact us. Thank you.

Best regards,

Isa Yuen Town Planner

毅勤發展顧問有限公司
Aikon Development Consultancy Limited
Estate Agent's License (Company): C-045740

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B: 22/F., No.3 Lockhart Road, Wanchai, Hong Kong

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Date : 19th May, 2025
Our Ref. : ADCL/PLG-10289/L015

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

By Email

Dear Sir/Madam,

Re: **Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories**
(Planning Application No. A/YL-LFS/555)

We refer to the latest comments from Urban Design and Landscape Section of the Planning Department (dated 2.5.2025) and would like to enclose herewith our Responses-to-Comments Table and Further Information to address the abovementioned departmental comments for their consideration.

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

Yours faithfully,
For and on behalf of
Grandmax Surveyors Limited

[redacted]
Planning Consultant

Encl.
c.c. Client

Unit 1215, 12/F, Houston Centre, 63 Mody Road, East Tsim Sha Tsui, Kowloon
九龍尖沙咀東麼地道 63 號好時中心 12 樓 1215 室
[redacted] Fax : (852) 3628 3308 Email : info@gms.hk

Department	Date	Comments	Responses to Departmental Comments
Urban Design and Landscape Section, Planning Department	2.5.2025	"It is stated in the application form that no tree felling proposed within the Site, however the aerial photo and site photos show existing trees which would be in conflict with the proposed Open Storage Area as shown in the "Indicative Layout Plan". No landscape technical assessment such as information of existing landscape resources are included. The applicant should provide the broad-brush tree survey including nos. of existing trees, tree species and their conservation status. According to the "Landscape Proposal" , the applicant proposed 50 nos. Ficus microcarpa (細葉榕) along the periphery of the Site to mitigate the landscape impact arising from the applied use. To enhance the biodiversity, the applicant is suggested to propose more native species apart from Ficus microcarpa."	A broad-brush tree survey was conducted on 15 May 2025, and 11 nos. of tree are recorded (**Appendix 1** refers). No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance respectively. The existing trees within Application Site will be in conflict with the proposed development and the associated works. Considering the existing trees are with low amenity value and in fair/poor condition, they are proposed to be fell. 50 trees are proposed to be planted to compensate the loss of the 11 existing trees. They will be planted at the peripherical planting strips within the site boundary (Figure 5 refers). All these new trees within the lot boundary will all be maintained by the applicant. To enhance local biodiversity, the landscape proposal incorporates a mix of native and suitable plant species to align with the local climate and ecological context (**Figure 5** refers). The selected species include *Ficus macrocarpa* (細葉榕), *Cinnamomum camphora* (樟樹), and *Lagerstroemia speciosa* (大花紫薇). These trees will have a minimum height of 2.75m and will be planted with a minimum spacing of 4m. The trees will be positioned at least 1m from boundary fencing and 3m from on-site buildings. These moderately scaled species ensure compatibility with the site while enhancing biodiversity and visual amenity. The proposed peripheral planting of 50 trees along the site boundary will create a seamless transition with surrounding areas, acting as a natural visual buffer to mitigate landscape impacts.

Appendix 1

Tree Survey and Landscape Proposal

Existing Vegetation

A broad-brush tree survey was conducted on **15 May 2025** in order to investigate the landscape impact on existing vegetation within the application site. A total of 11 trees were recorded. The tree survey plan is shown in **Figure 6** and the tree survey schedule are outlined below:

***Table 1**. Species Composition of Existing Trees*

Scientific Name	Chinese Name	Quantity	Tree No.
Broussonetia papyrifera	構樹	2	T8, T9
Celtis sinensis	朴樹	4	T6, T7, T10, T11
Eucalyptus robusta	桉樹	2	T1, T5
Ficus microcarpa	細葉榕	3	T2, T3, T4
	Total:	11	

The application site is dominated by *Celtis sinensis* 朴樹 (4 nos.), *Ficus microcarpa* 細葉榕 (3 nos.), *Broussonetia papyrifera* 構樹 (2 nos.) and *Eucalyptus robusta* 桉樹 (2 nos.) which are common hillside species in Hong Kong. The health condition of the bulk of these trees is generally in Fair (27.3%) and Poor condition (72.7%).

No OVT or protected species has been identified in accordance with the DEVB TCW No. 5/2020 – Registration and Preservation of Old and Valuable Trees and the Forests and Countryside Ordinance respectively.

Landscape Proposal and Compensation of Trees

The existing trees within Application Site will be in conflict with the proposed development and the associated works. Considering the existing trees are with low amenity value and in fair/poor condition, they are proposed to be fell.

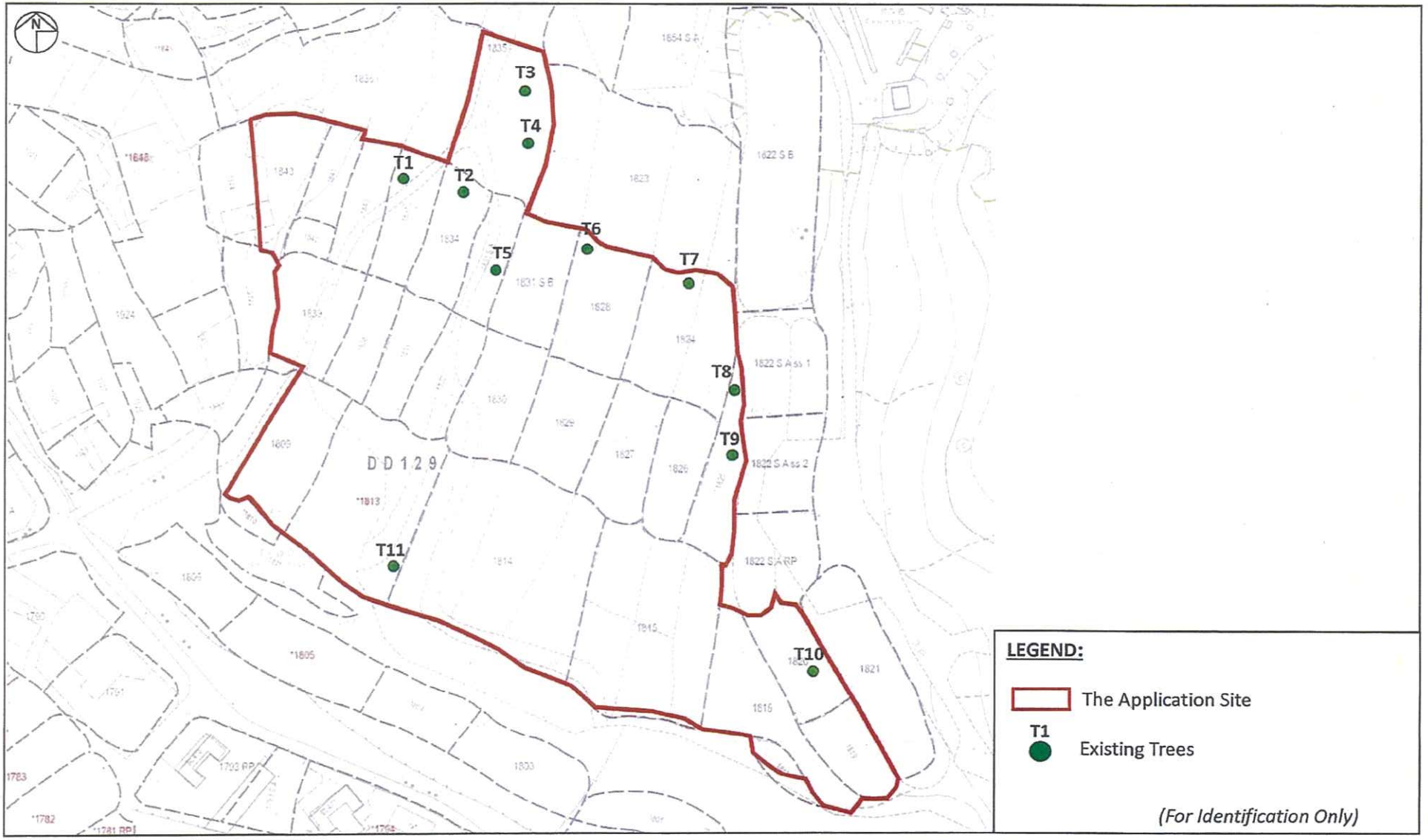
50 trees are proposed to be planted to compensate the loss of the 11 existing trees. They will be planted at the peripherical planting strips within the site boundary (**Figure 5** refers). All these new trees within the lot boundary will all be maintained by the applicant.

To enhance local biodiversity, the landscape proposal incorporates a mix of native and suitable plant species to align with the local climate and ecological context (Figure 5 refers). The selected species include *Ficus macrocarpa* (細葉榕), *Cinnamomum camphora* (樟樹), and *Lagerstroemia speciosa* (大花紫薇). These trees will have a minimum height of 2.75m and will be planted with a minimum spacing of 4m. The trees will be positioned at least 1m from boundary fencing and 3m from on-site buildings. These moderately scaled species ensure compatibility with the site while enhancing biodiversity and visual amenity. The proposed peripheral planting of 50 trees along the

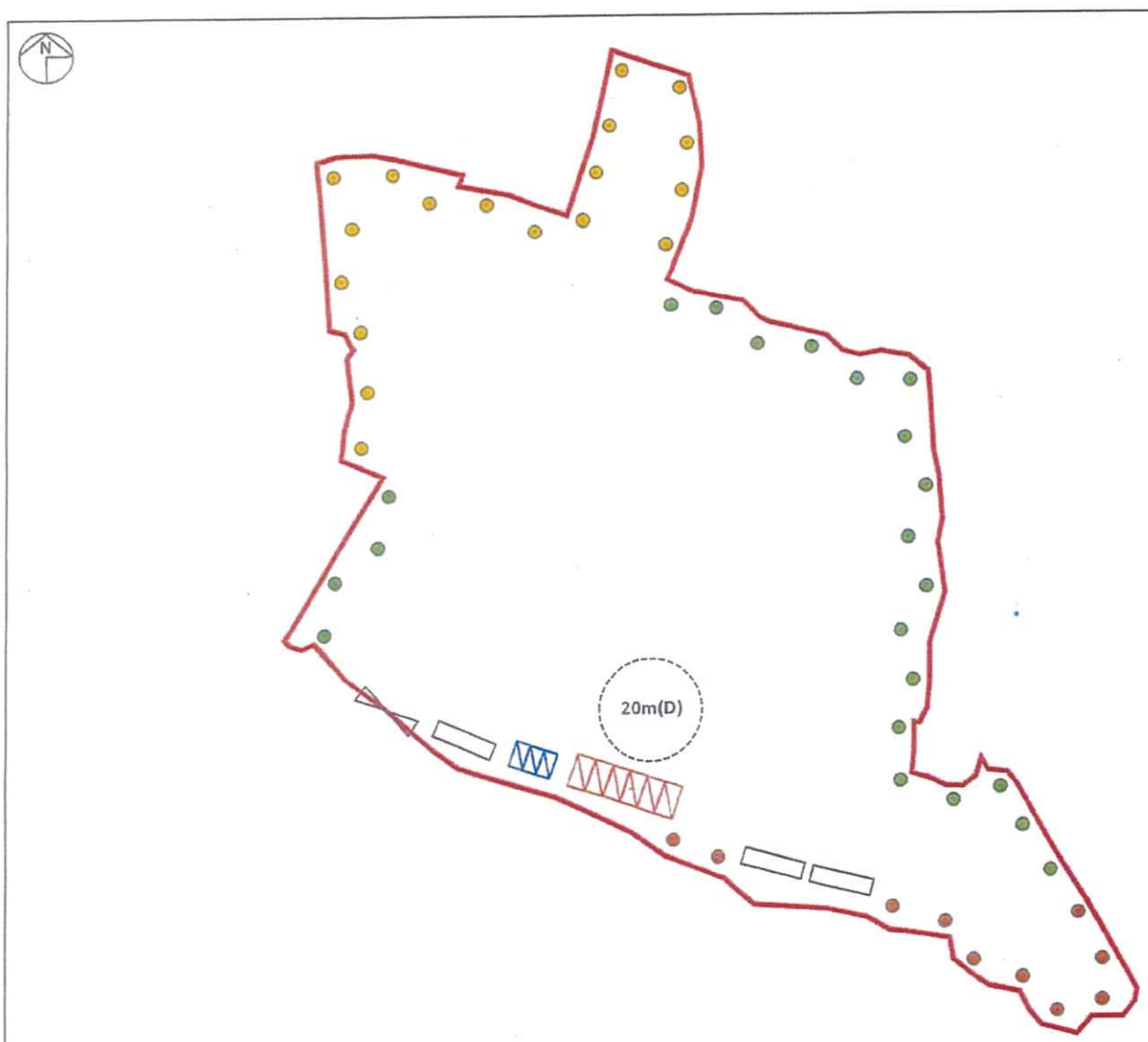
site boundary will create a seamless transition with surrounding areas, acting as a natural visual buffer to mitigate landscape impacts.

Upon the above, the compensation ratio in terms of quantity is shown as follows:

Quantity of loss of trees:	11 nos.
Quantity of compensatory trees:	50 nos.
Quantity compensation ratio:	1:4.5



Project: Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories	**Title:** Tree Survey Plan *Ref.: ADCL/PLG-10289-R002/F006*	**Figure:** 6 **Scale:** Not to Scale **Date:** May 2025	GRANDMAX SURVEYORS LIMITED 俊滙測量師行有限公司



LEGEND:

The Application Site

Proposed Trees
Total: 50 nos.
(Min. 2.75m tall, 4m spacing)

- *Ficus microcarpa*
  Total: 22 nos.
- *Cinnamomum camphora*
  Total: 18 nos.
- *Lagerstroemia speciosa*
  Total: 10 nos.

Remarks: All trees will be planted at least 1m between the trees and boundary fencing, and 3m between trees and buildings.

(For Identification Only)

Project:
Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories

Title:
Revised Landscape Proposal

Ref.: ADCL/PLG-10289-R002/F005

Figure:
5

Scale:
Not to Scale

Date:
May 2025

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

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Christina Ki Na LEE/PLAND

寄件者:	[redacted]
寄件日期:	2025年06月11日星期三 10:43
收件者:	tpbpd/PLAND
副本:	Christina Ki Na LEE/PLAND; Forrest Wing Kai NG/TD; CW Wong [GMS]; Thomas Luk
主旨:	[PLG10289] Planning Application No. A/YL-LFS/555 - Submission of Further Information
附件:	ADCL_PLG_10289_L017.pdf
類別:	Internet Email

Dear Sir/Madam,

We refer to the captioned application and would like to provide further information to facilitate considerations by the TPB. Enclosed a self-explanatory letter for your onward processing please.

Should you have any queries, please do not hesitate to contact us. Thank you.

Best regards,

Isa Yuen Town Planner

毅勤發展顧問有限公司
Aikon Development Consultancy Limited
Estate Agent's License (Company): C-045740

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B: 22/F., No.3 Lockhart Road, Wanchai, Hong Kong

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Date : 11th June, 2025
Our Ref. : ADCL/PLG-10289/L017

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

By Email

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories
(Planning Application No. A/YL-LFS/555)

We refer to the captioned application and would like to provide Further Information with supplementary site photos for the Traffic Impact Assessment to facilitate considerations by the Transport Department or the TPB.

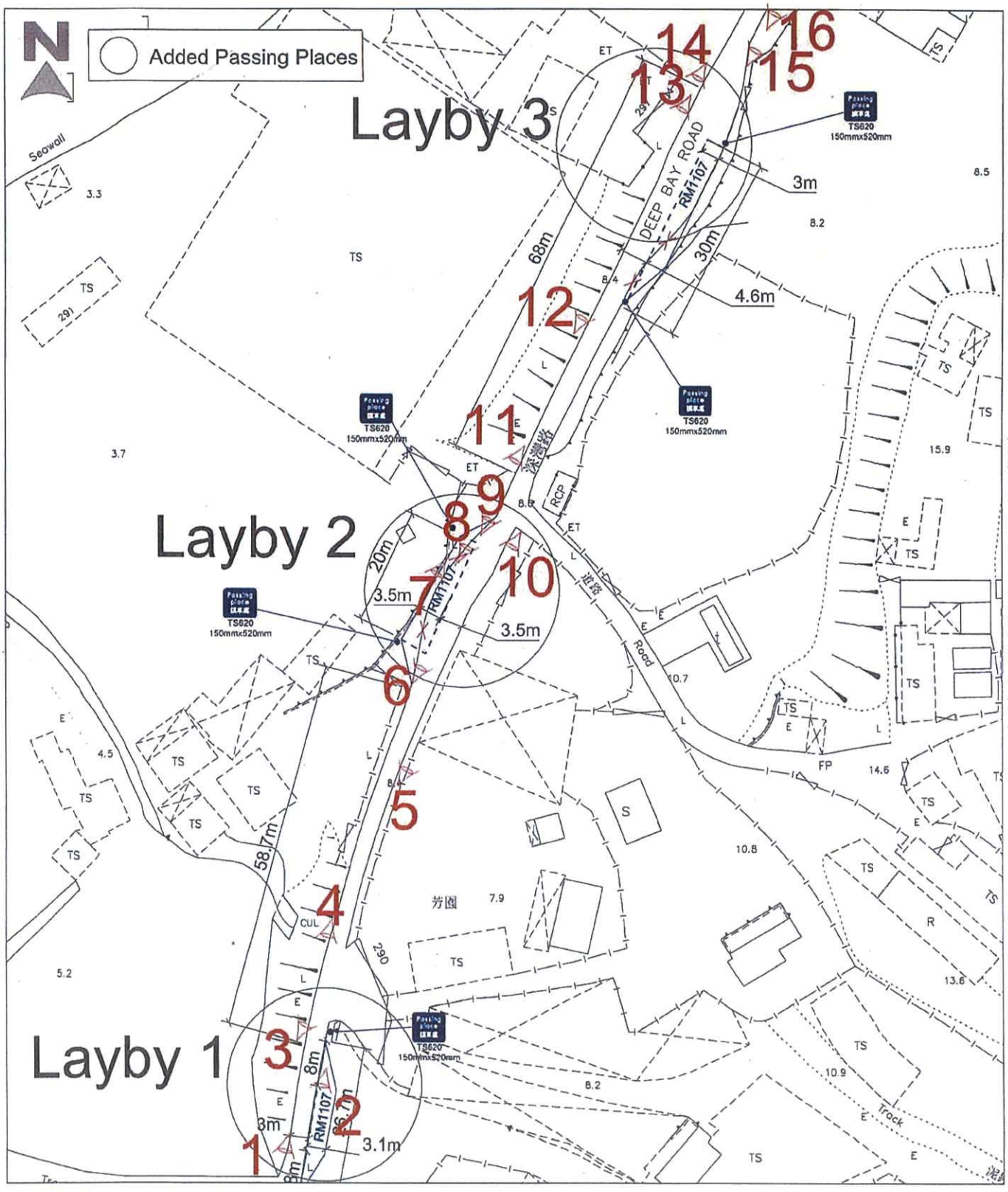
Thank you for your kind attention and should you have any queries, please do not hesitate to contact our [redacted]

Yours faithfully,
For and on behalf of
Grandmax Surveyors Limited

[redacted]
Planning Consultant

Encl.
c.c. Client

Unit 1215, 12/F, Houston Centre, 63 Mody Road, East Tsim Sha Tsui, Kowloon
九龍尖沙咀東麼地道 63 號好時中心 12 樓 1215 室
Tel : (852) [redacted] Fax : (852) [redacted] Email : [redacted]



Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories		
Drawing Title - Site Photos (Index)		
Dwg. No. - Figure 5.6	Rev. - ---	8FM CONSULTANCY LIMITED
Scale - 1:2000@A4	Date - Mar 2025	

F:\8FM\8FM PROJECT\P80108 LOT NOS. 1809 (PART), ... 1843 IN D.D. 129, LAU FAU SHAN\DATA\DRAWING\FIGURE 5.5.DWG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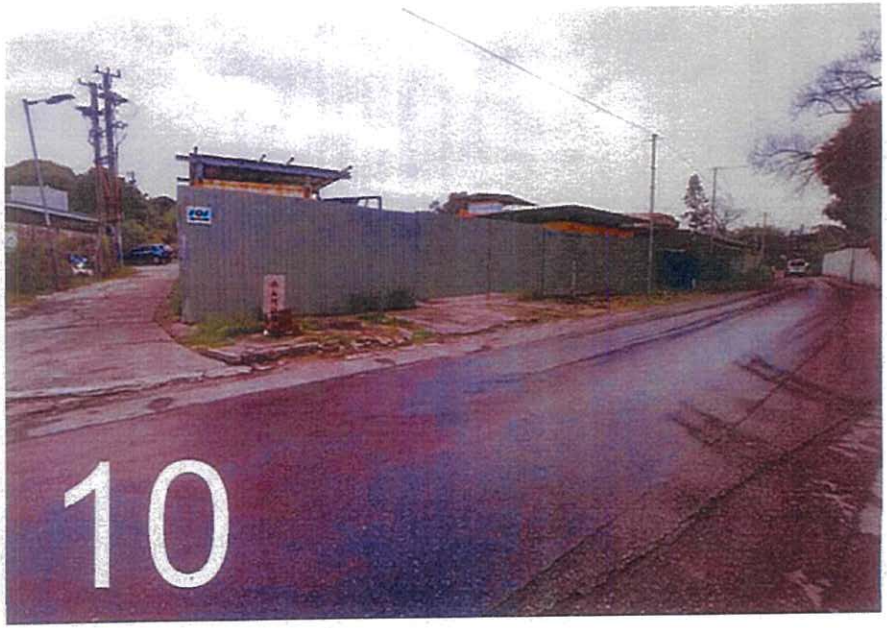
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Christina Ki Na LEE/PLAND

寄件者:	Isa Yuen [redacted]
寄件日期:	2025年07月04日星期五 16:01
收件者:	tpbpd/PLAND
副本:	Christina Ki Na LEE/PLAND; Forrest Wing Kai NG/TD; CW Wong [GMS]; Thomas Luk
主旨:	[PLG10289] Planning Application No. A/YL-LFS/555 - Submission of Further Information
附件:	ADCL_PLG_10289_L018.pdf
類別:	Internet Email

Dear Sir/Madam,

We refer to the captioned application and would like to provide further information to facilitate considerations by the TPB. Enclosed a self-explanatory letter for your onward processing please.

Should you have any queries, please do not hesitate to contact us. Thank you.

Best regards,

Isa Yuen Town Planner

毅勤發展顧問有限公司
Aikon Development Consultancy Limited
Estate Agent's License (Company): C-045740

T: (852) [redacted] | F: (852) [redacted] | E: [redacted] | W: www.aikon.hk
H: Unit 1702, 17/F, Loon Kee Building, Nos 267-275 Des Voeux Road Central, Hong Kong
B: 22/F., No.3 Lockhart Road, Wanchai, Hong Kong

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Date : 4th July, 2025
Our Ref. : ADCL/PLG-10289/L018

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

By Email

Dear Sir/Madam,

Re: **Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Lot Nos. 1809 (Part), 1813, 1814, 1815 (Part), 1816, 1817 (Part), 1819, 1820, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831 S.A, 1831 S.B, 1832, 1833, 1834, 1835, 1837, 1838, 1839 (Part), 1840, 1841, 1842 and 1843 in D.D. 129, Lau Fau Shan, Yuen Long, New Territories**
(Planning Application No. A/YL-LFS/555)

We refer to the comments from the Transport Department (dated 18.6.2025) and would like to provide a Response to Comment Table and Further Information to facilitate considerations by the Transport Department or the TPB.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Mr. Thomas LUK at 3180 7811.

Yours faithfully,
For and on behalf of
Grandmax Surveyors Limited

Thomas Luk
Planning Consultant

Encl.
c.c. Client

No.	Comments	Responses
Comments from Transport Department		
1	Para 3.4.1 - Please justify why the road capacity of Deep Bay Road (L2) could be double provided that part of your mentioned passing places are footpath.	The road capacity of Deep Bay Road (L2) was determined based on the quantity of passing places along the road section and validated through the on-site observation. Details can be referred to Para. 3.4.1 and 3.4.2. Figure 3.4 has been reviewed and updated to reflect the provision of passing places on site, all of which can be accessible by vehicles.
2	Table 4.1 - Please elaborate why lower limit of traffic rates for industrial building is adopted.	Considering that the Applicant owns only a limited number of vehicles (i.e., 6 LGVs) for daily operations, adopting a lower limit for trip assessment is reasonable to reflect the actual operational needs. Justification is also given Para. 4.1.1.
3	Figure 3.2 - The junctions as circled in the attachment shall also be assessed. *(See attached file: Figure 3.2 (markup).pdf)*	1. Swept path analysis are provided in Figure 3.8-3 and Figure 3.8-4, demonstrating smooth maneuvering at the concerned junctions. 2. Since the mentioned junctions are not signalized, assessing traffic conditions by loss time is inappropriate. We propose reviewing the accumulated queue length generated from the turning road section. The calculations are as follows: When passing through the concerned junctions, vehicles are assumed to wait at the passing place when encountering the opposite vehicles. Figure 6 illustrates the traveling distance between the waiting zones. The AM Design Flows at L4 are utilized for a conservative assessment, with two-way flow of 159 veh/hr (Table 5.3 refers). The one-way flows of 95 veh/hr and 64 veh/hr for two directions (distribution ratio based on the observed flow) are presented in Figure 6 Assumption:

		- The accumulated queue factor for 1 pcu of incoming traffic is assumed to be 6 m/pcu, and the average headway of vehicles in queue is assumed to be 6m. - Stopped vehicles will accelerate and gradually reach a velocity of 30km/h (i.e. 8.3 m/s) The concerned lane length is approximately 280m. The traveling time required for a vehicle passing through this section is calculated as follows: • **Traveling time per vehicle**: 33.6 seconds Thus, the service rate within the concerned section is: • **Service Rate:** 3600s/33.6s≈107veh/hr • **Direction A:** 95 veh/hr < 107 veh/hr • **Direction B:** 64 veh/hr < 107/hr As shown above, the concerned road section can sufficiently accommodate the traffic flow. Therefore, it is assumed that there is no queue buildup in the concerned lane.
4	Existing road condition of Deep Bay Road (L1) shall also be studied.	Figure 3.9 is attached for reference, which shows adequate passing places are provided along Deep Bay Road (L1). Nevertheless, a link capacity of 100 vehicles/hr is adopted for conservative assessment, which can bee seen in Table 3.2 in TIA report.
5	The land status of your proposed layouts is outstanding.	The land status is incorporated in Figure 5.3 for reference.
6	2 out of 3 your proposed layout are already on site, the applicant shall consider proposing new road improvement works along the proposed traffic route to mitigate the potential traffic impact arising from the development."	With the on-site situation reviewed, it appears that there is limited area available for the provision of new passing places. Nevertheless, we proposed two suitable locations for road improvement that take the land status into consideration. Please refer to the details in Figure 5.3.

APPENDIX 1

Replacement Pages of the Traffic Impact Assessment

The traffic flows collected during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Volume 2 of Transport Planning and Design Manual (TPDM).

The results of traffic survey identified that the AM and PM peak hours occur during 7:45am to 8:45am and 16:30pm to 17:30pm, respectively. The 2024 observed peak hours traffic flows in the study area are presented in **Figure 3.3**.

3.4 Existing Traffic Condition

Based on the observed traffic flows, the performance of the key junctions and traffic links in the vicinity of the project site during the AM and PM peak hours was assessed.

3.4.1 Determination of Link Capacity

The link capacity of single track access road is referenced from Chapter 3.11, Volume 2 of TPDM. It is noted that the provision of passing places and laybys should be 1 at intervals of approximately 60m (measured from the end of one to the start of next), where each passing place / layby is around 30m long (with tapers length included), i.e. 1 passing bay is equivalent to around 90m in length. Hence, for a 500m-long single track access road, there should be about 5 passing places / laybys, the expected capacity is 100 vehicles per hour ("veh/hr").

The link capacity of Deep Bay Road is assumed to have 2-way design flows of 100 veh/hr as outlined in Volume 2 of TPDM.

Whereas, the critical section of Deep Bay Road identified in relation to the delivery route is L2, which is to the immediate north of Lau Fau Shan Roundabout. **Figure 3.4** shows the existing condition for this section of Deep Bay Road within 500m from Lau Fau Shan Roundabout.

As shown in **Figure 3.4**, although the section of Deep Bay Road (L2) is mainly a single track access road, there are about 10 passing places or laybys, i.e. 2 times more than the design requirement in TPDM, which allows vehicles travelling in opposite direction to pass by. Therefore, it can be implied that the capacity of this section of Deep Bay Road(L2) is about 2 times more than the expected capacity, i.e. 2 x 100=200 veh/hr.

Similarly, as shown in **Figure 3.5**, there are about 9 passing places or laybys in Unnamed Rd 3(L4), it can be implied that the capacity is expected to be 180 veh/hr.

3.4.2 Validation of Link Capacity

A traffic survey with observation was also conducted on 10 September 2024 to determine the validity of the assumed capacity of Deep Bay Road and Unnamed Rd 3.

The traffic survey found that the peak hour occurred between 7:45am to 8:45am and a 2-way traffic flow of 154veh/hr on Deep Bay Road (L2) and 137veh/hr on Unnamed Rd 3 (L4) was recorded, which can be referred in **Figure 3.6.**

Observation found that traffic flow during peak hour was generally smooth with stream of multiple vehicles passing through at the same time in one direction. Minor disruptions with traffic queues of about 4-5 vehicles were observed when vehicles stopped within passing places or laybys to allow vehicles in opposite direction to pass by. However, disruptions were short and traffic queue dispersed quickly.

General description on the operation characteristic for different ranges of ratio of flow to capacity area referenced from Table 2.4.2.1 of Chapter 2.4 Volume 2 of TPDM. For range 0.5-0.75, the general description is as follow:

1) Generally easy flow conditions.
2) Travel speeds begin to be restricted by traffic conditions.
3) Ability to manoeuvre within traffic stream is noticeably restricted.
4) Minor disruptions may cause local congestion with short traffic queues

The observed traffic flow conditions at Deep Bay Road(L2) and Unnamed Rd 3 (L4) are found to be similar to the description above, which suggests that the observed traffic flow of 154veh/hr at Deep Bay Road and traffic flow of 137veh/hr at Unnamed Rd 3 would have a ratio of flow to capacity within the range of 0.5-0.75. In light of this, the actual capacity of Deep Bay Road in the immediate north of Lau Fau Shan Roundabout is more than 200veh/hr, and the actual capacity of Unnamed Rd 3 is more than 180veh/hr. Hence, it can be concluded that the traffic analysis which adopted the link capacity of 200 veh/hr for the same section of Deep Bay Road(L2) and of 180veh/hr for Unnamed Rd 3 (L4) are considered conservative.

3.4.3 Existing Road Link Capacity Assessment

The results of existing road link capacity are shown in **Table 3.2.**

Table 3.2 Existing Road Link Capacity Assessment

Link No.	Link Location	Peak	Design Capacity[i] (veh/hr)	Traffic Flow (veh/hr)	V/C Ratio[ii]
L1	Deep Bay Road (two-way)	AM	100	59	0.59
		PM	100	61	0.61
L2	Deep Bay Road (two-way)	AM	200	154	0.77
		PM	200	115	0.58
L3	Lau Fau Shan Road (EB)	AM	800	287	0.36
		PM	800	293	0.37
	Lau Fau Shan Road (WB)	AM	800	309	0.39
		PM	800	222	0.28
L4	Unnamed Rd 3 (two-way)	AM	180	137	0.78
		PM	180	120	0.67

Notes

(i) Design capacity can be referred to TPDM Vol2 chapter 2 4 1 1 and chapter 3 11 3 1

(ii) V/C Ratio =Volume/ Design Capacity. A peak hour v/c ratio of 1 0 or less indicates a satisfactory level of traffic. A V/C ratio between 1 0 and 1 2 indicates a manageable degree of congestion. A V/C ratio above 1 2 indicates more serious congestion.

The results reveal that the key traffic links operate within capacity during peak hours.

3.4.4 Existing Junction Capacity Assessment

The results of junction performance are indicated in **Table 3.3** and detailed junction calculation sheets are given in **Appendix A**.

Table 3.3 Existing Junction Capacity Assessment

Jn No.	Junction Location	Type/ Capacity Index	AM Peak	PM Peak
A	Tin Ying Rd / Tin Wah Rd	Signal / RC[ii]	26.6%	43.4%
B	Lau Fau Shan Rd / Tin Wah Rd / Ping Ha Rd	Priority / DFC[i]	1.18	1.25
C	Lau Fau Shan Roundabout	Roundabout / DFC	0.45	0.40
D	Deep Bay Rd / Unnamed Rd A	Priority / DFC	0.02	0.02
E	Unnamed Rd A / Unnamed Rd B	Priority / DFC	0.05	0.11
F	Deep Bay Rd / Unnamed Rd 3	Priority / DFC	0.17	0.16

Notes

(i) DFC - Design Flow / Capacity Ratio. The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1 0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1 0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

(ii) RC = reserve capacity. The performance of a traffic signalised junction is indicated by its reserve capacity (RC). A positive RC (RC>0) indicates that the junction is operating with spare capacity. A negative RC (RC<0) indicates that the junction is overloaded, resulting in traffic queues and longer delay time.

As shown in Table 3.3, it can be seen that the surveyed junctions perform satisfactorily during peak hours with adequate reserve capacities, except for Jn B, i.e. junction of Lau Fau Shan Rd/Tin Wah Rd/Ping Ha Rd, which is currently having inadequate junction capacity during the AM and PM peak hours.

4 DEVELOPMENT TRAFFIC GENERATION

4.1 Estimated Development Flows

With reference to the Planning Statement, the proposed development will only make use of light goods vehicle (LGV) and private cars to travel to/from the application site.

As the proposed development will be operated as the storage area and a build-up site office, the trip generation & attraction arising from the operational needs will be estimated respectively based on the different land use.

4.1.1 Storage Area

The trip generation & attraction of the storage area is estimated with reference to the the trip rates of industrial buildings under the TPDM Vol 1., which are tabulated in **Table 4.1**. Considering the actual operational needs and the reference made with approved applications of similar use within the same outline zoning plan (OZP) in recent years, the level of lower limit is adopted for trip assessment.

Table 4.1 Traffic Rates for Industrial Building

Land Use	Unit	Upper Limit/ Mean/ Lower Limit	AM		PM	
			Generation Rate	Attraction Rate	Generation Rate	Attraction Rate
Industrial Building	(pcu/hr/100 sqm GFA)	Upper Limit	0.1153	0.1727	0.1648	0.1260
		Mean	0.0926	0.1386	0.1350	0.1049
		Lower Limit	0.0698	0.1044	0.1053	0.0808

The calculated traffic generation & attraction arsing from the operation of storage area during the identified peak hours are esitmated in **Table 4.2**.

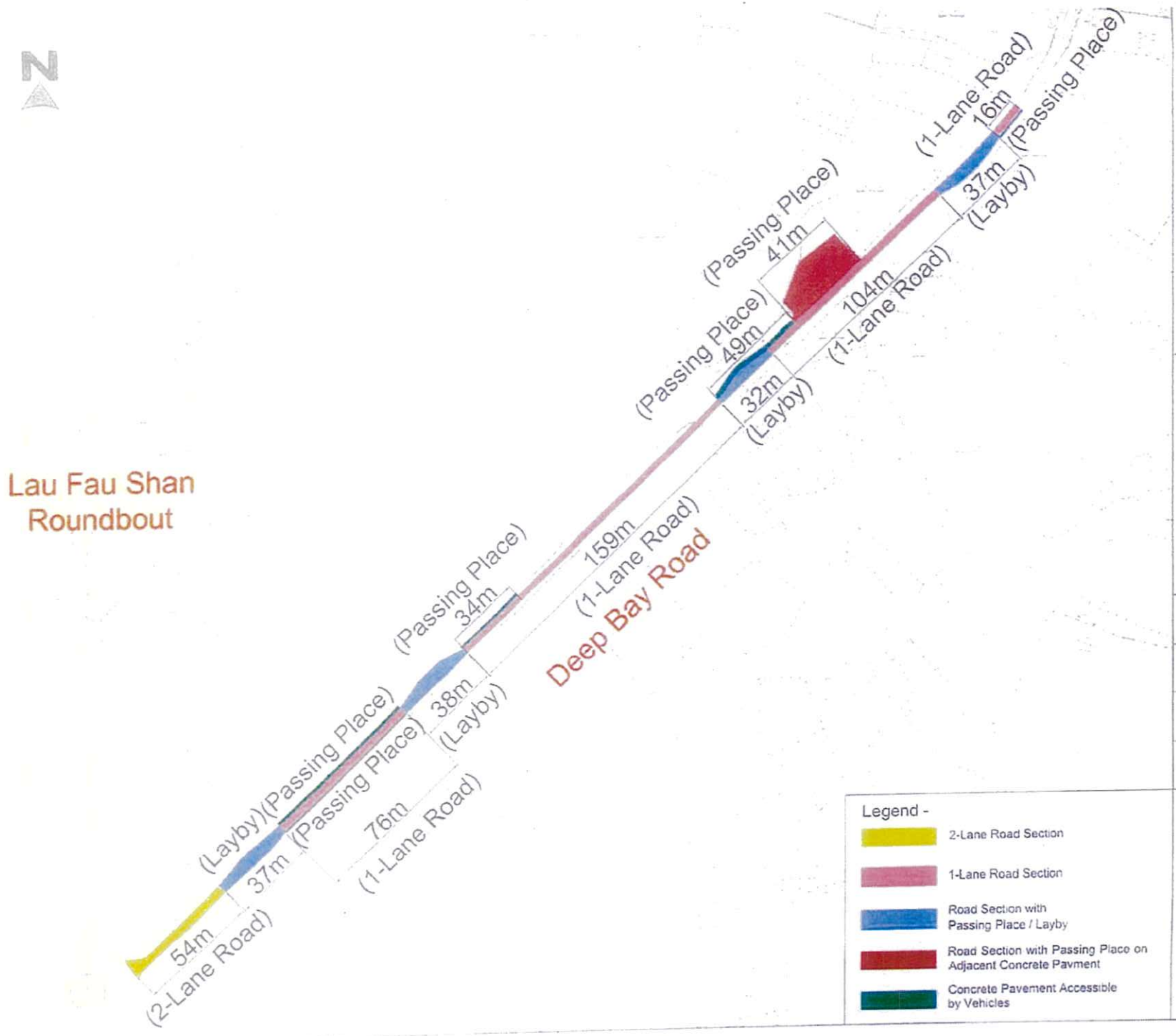
Table 4.2 Estimated Traffic Generation & Attraction Arising from Storage Area

Land Use	Area	Unit	AM Peak		PM Peak	
			Generation	Attraction	Generation	Attraction
Storage Area	14,127m²	pcu/hr	10	15	15	12
		veh/hr*	7	10	10	8

*Notes Traffic generation/attraction for LGV is calculated with pcu factor 1.5 based on the PCU factors as indicated in Table 2.3.1.1 of TPDM Vol2

4.1.2 Site Office

The trip generation & attraction of the build-up development is estimated with reference to the the trip rate tabulated in the TPDM Vol 1. **Table** 4.3 shows the trip



Proposal -
S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title -
Existing Condition of Deep Bay Road within 500m Northeast of the Junction of the Lau Fau Shan Roundbout

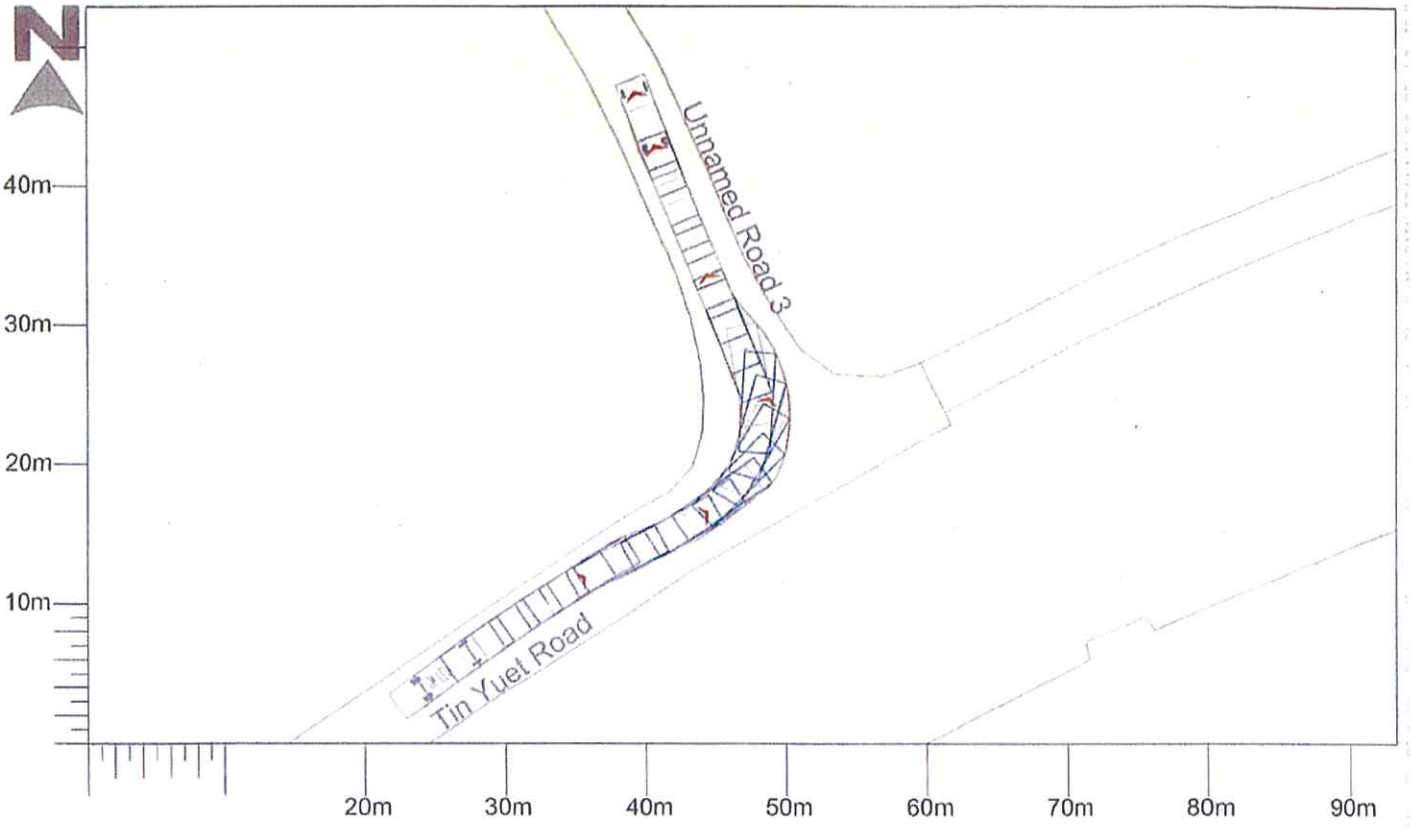
Dwg. No. - Figure 3.4

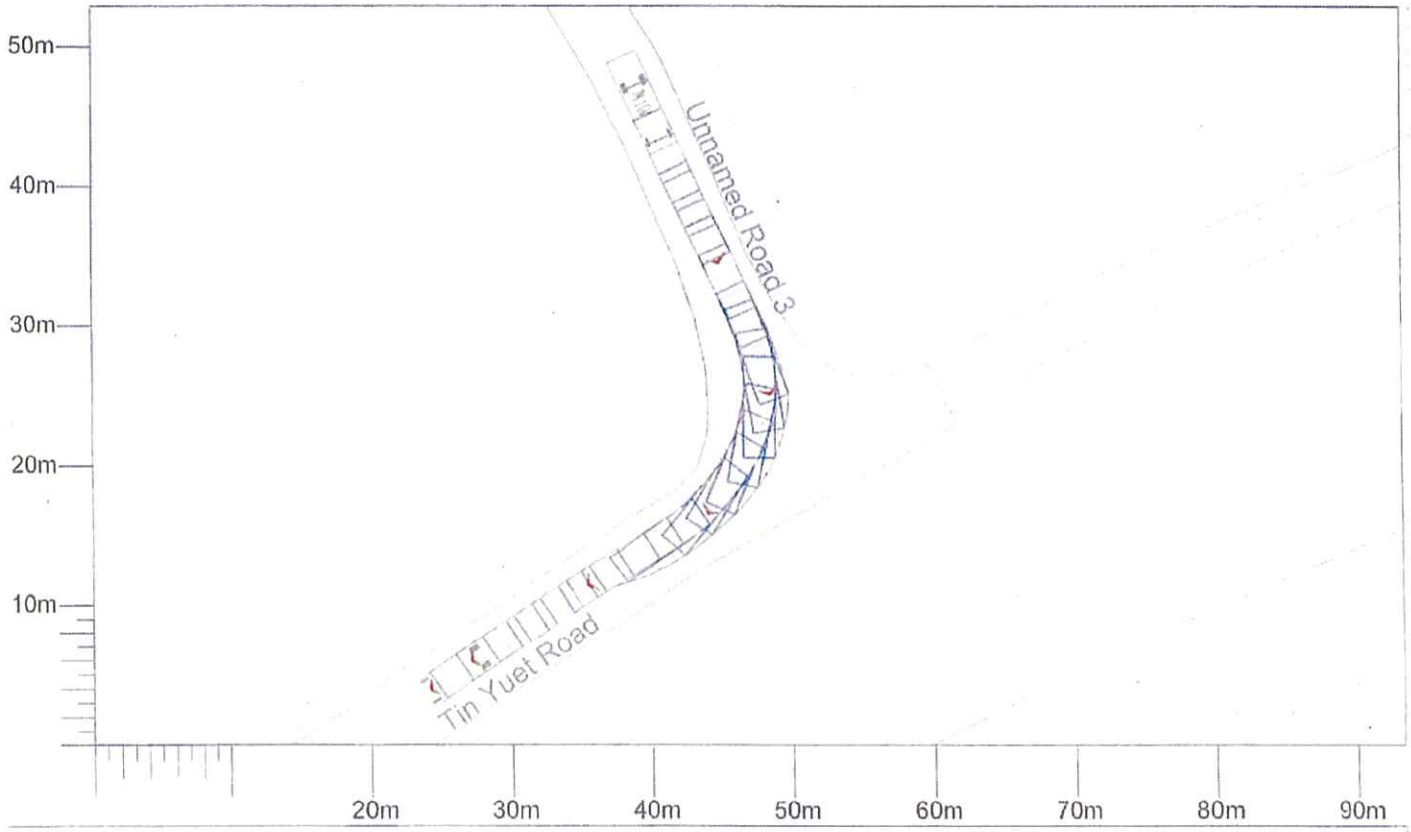
Rev. - C

Scale - 1:1600 @ A3

Date - Jan 2025

SHUM CONSULTANCY LIMITED



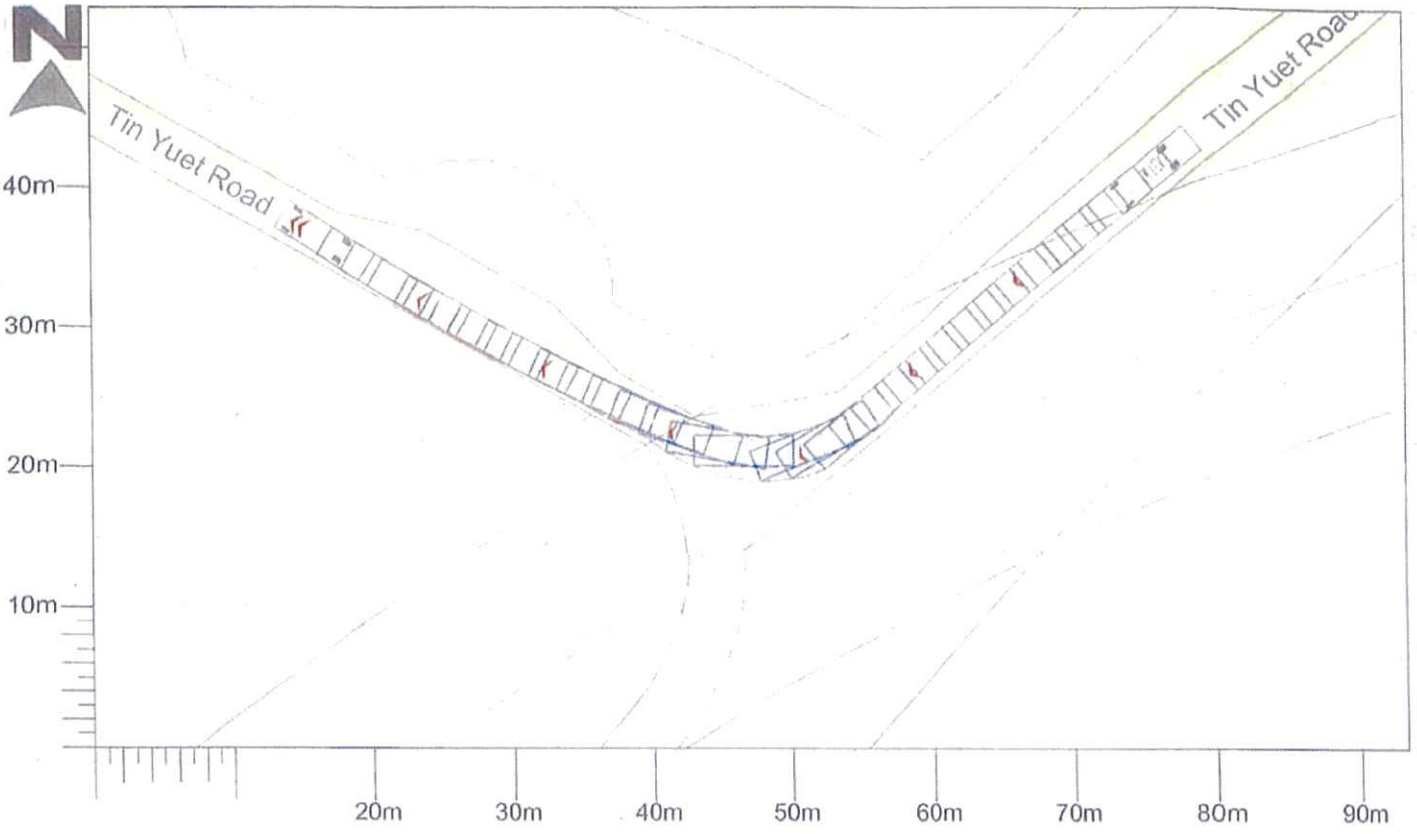


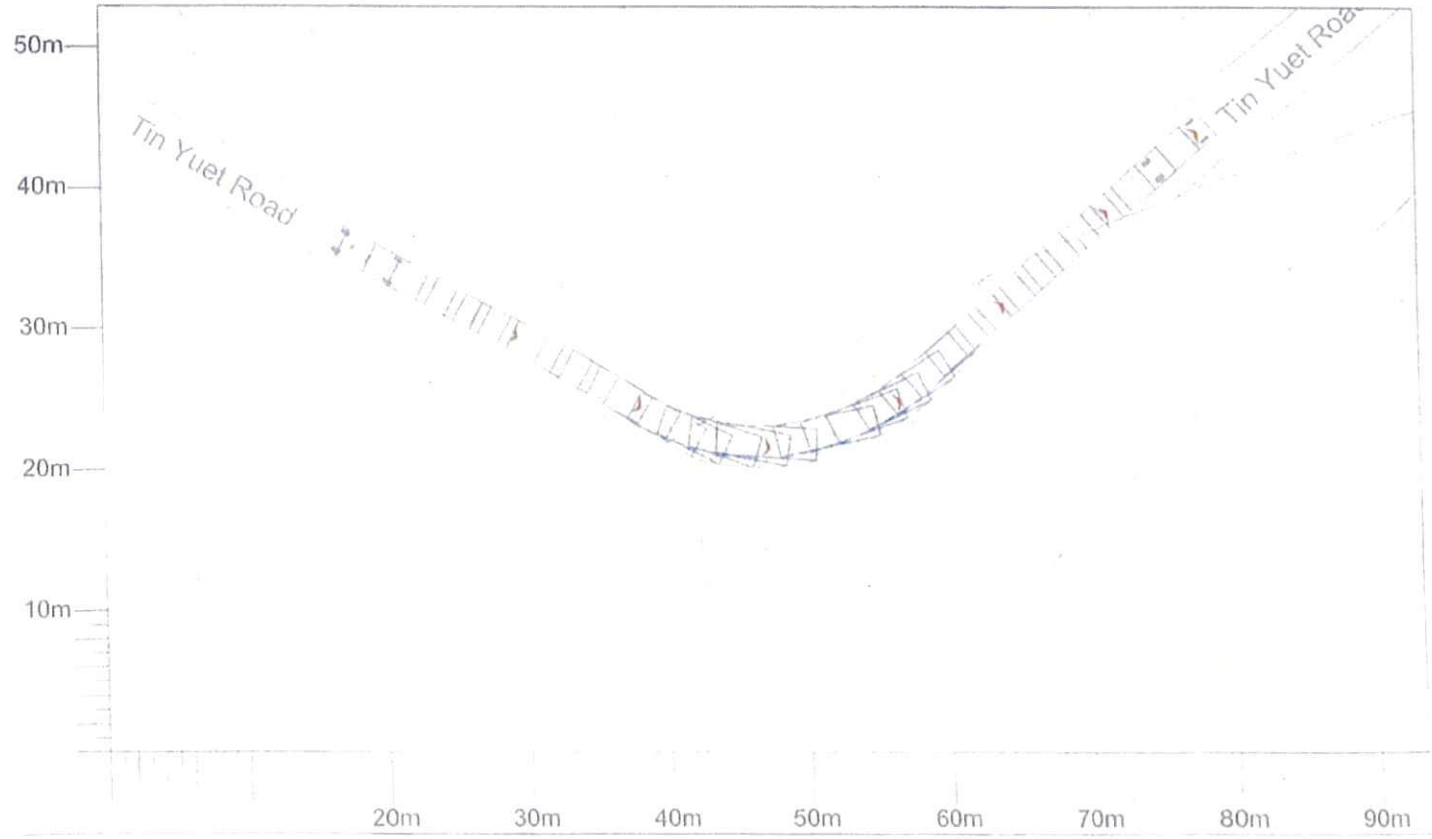
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title - Swept Path Analysis for 7m LGV

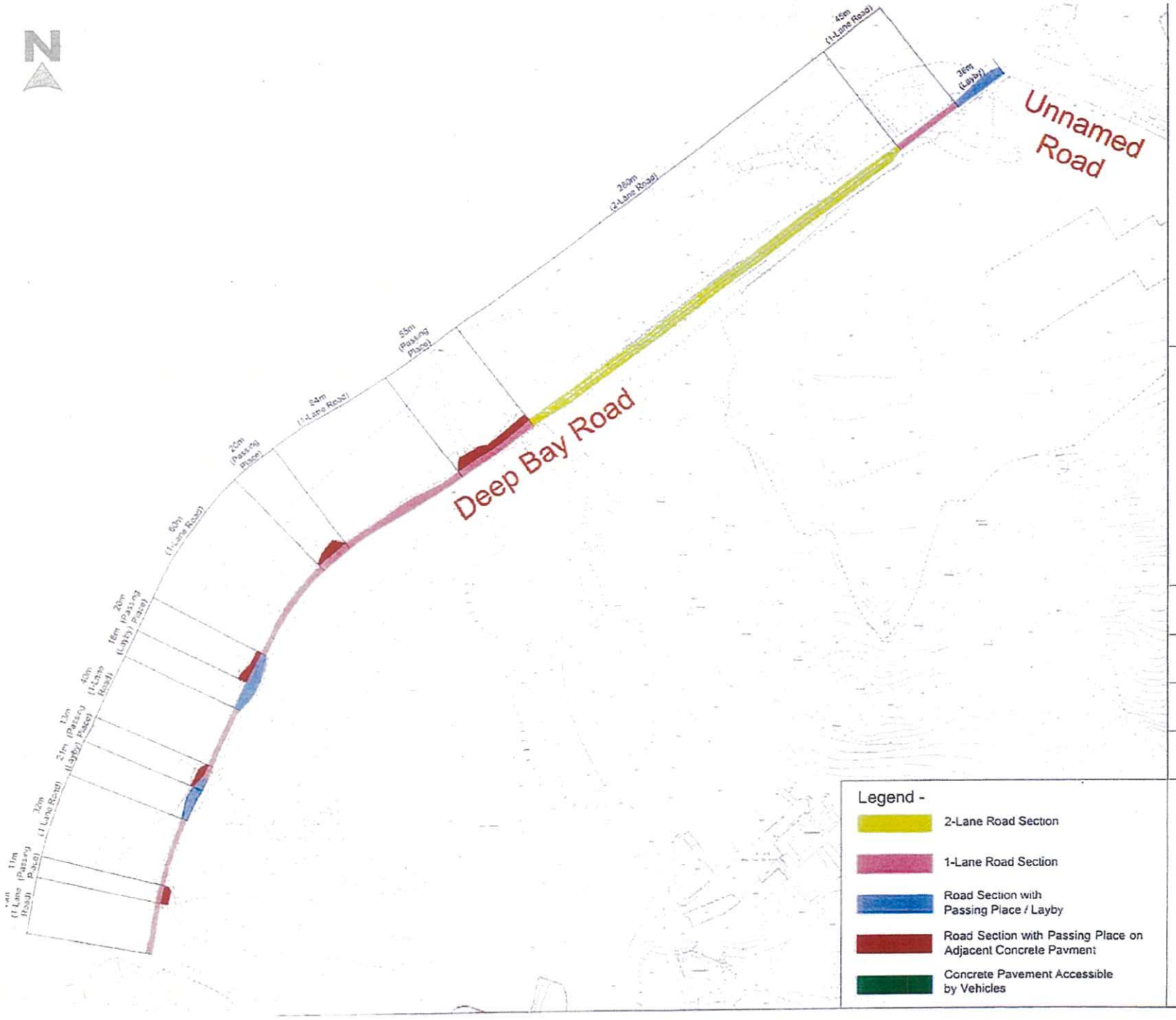
Dwg. No. -	Figure 3.8-3	Rev. -	C
Scale -	1:500@A4	Date -	Jan 2025

BFM CONSULTANCY LIMITED





Proposal -	S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories
Drawing Title -	Swept Path Analysis for 7m LGV
Dwg. No. - Figure 3.8-4	Rev. - C
Scale - 1:500@A4	Date - Jan 2025



Proposal -
S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title -
Existing Condition of Deep Bay Road within 500m Northeast of the Junction of the Lau Fau Shan Roundbout

Dwg. No. - Figure 3.9

Rev. - ---

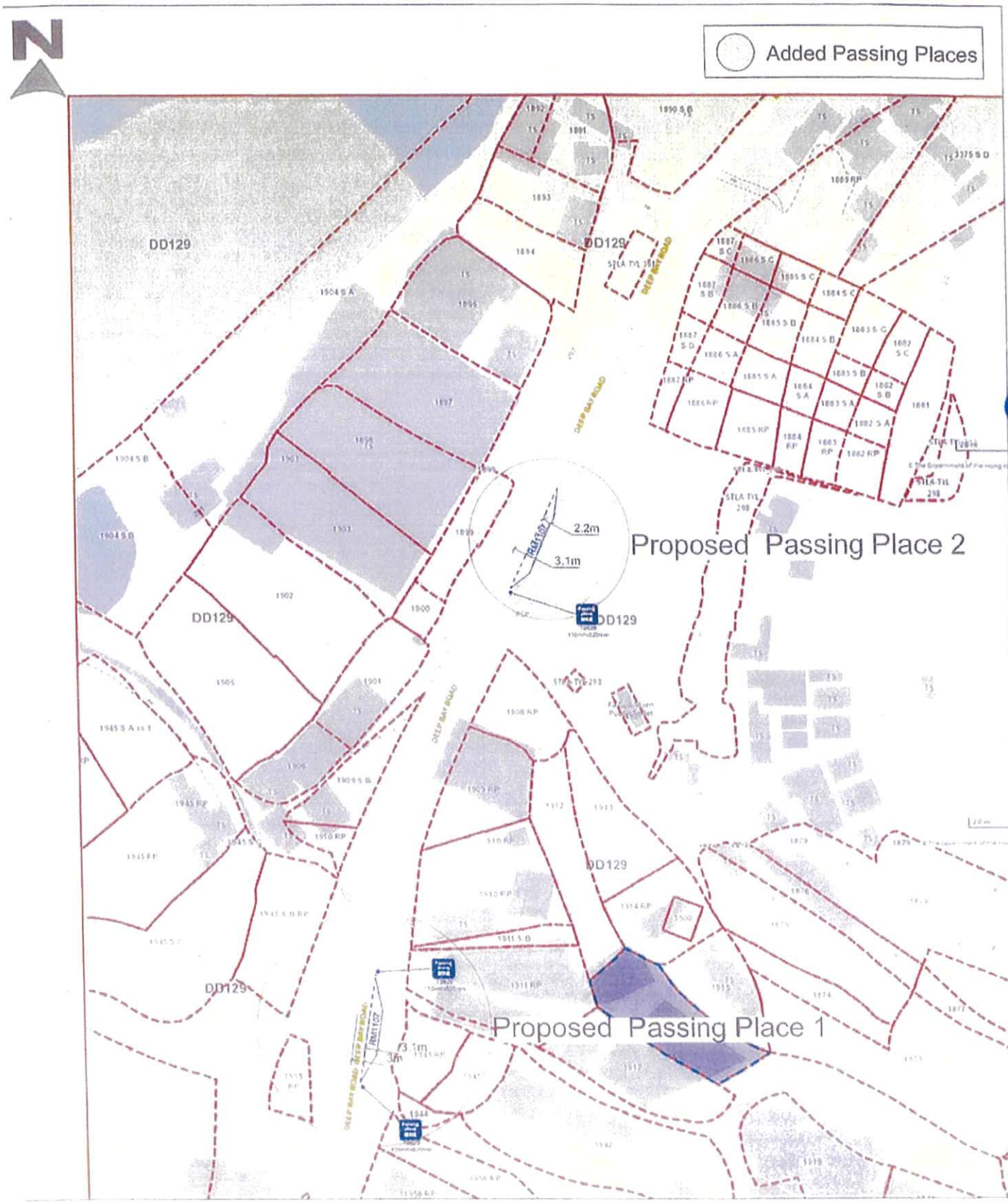
Scale - 1:2200 @ A3

Date - Jun 2025

Legend -

- 2-Lane Road Section
- 1-Lane Road Section
- Road Section with Passing Place / Layby
- Road Section with Passing Place on Adjacent Concrete Pavment
- Concrete Pavement Accessible by Vehicles

8FM CONSULTANCY LIMITED



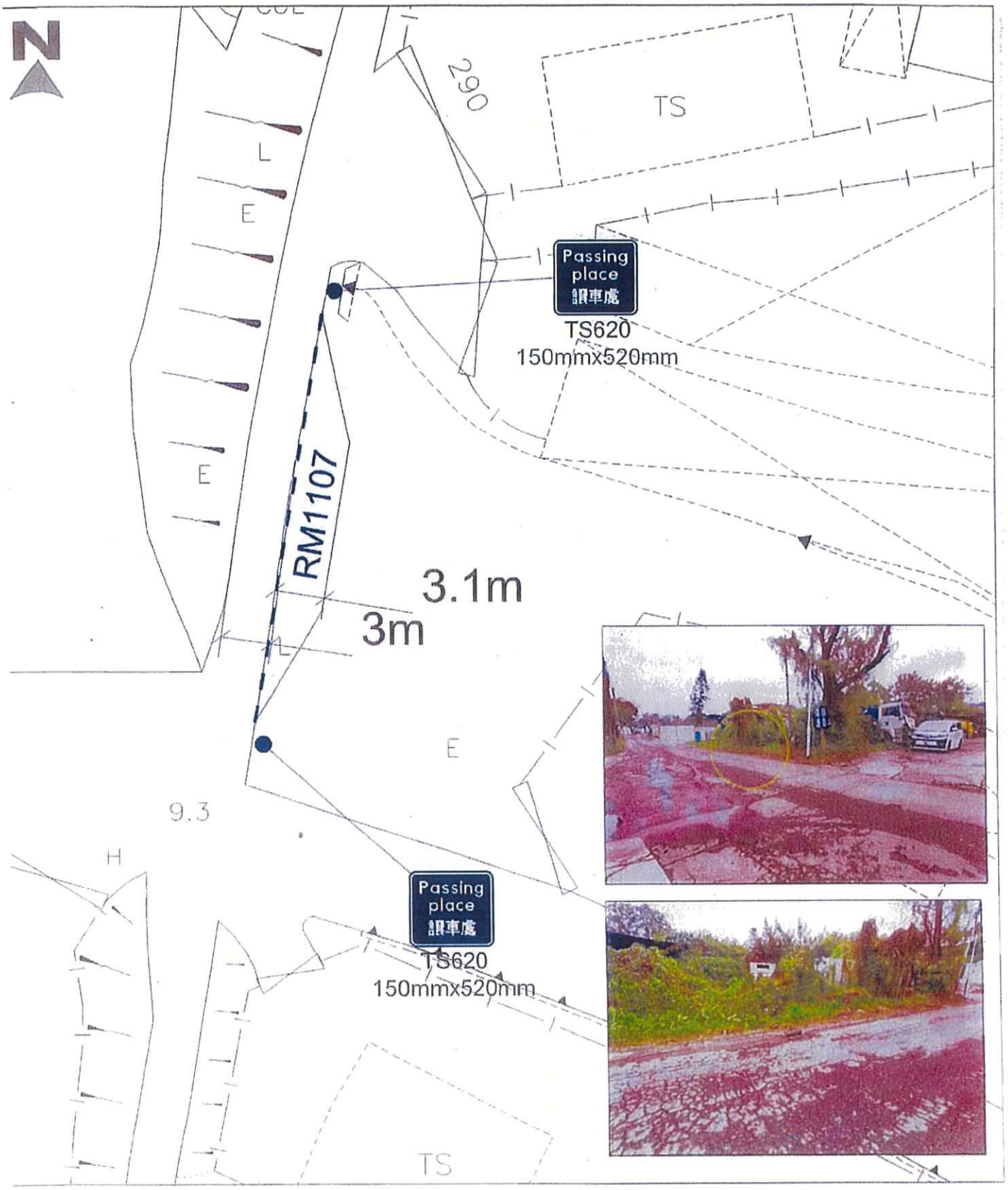
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title - Provision of Proposed Passing Places at Deep Bay Road

Dwg. No. - Figure 5.3 Rev. - E

Scale - 1:1200@A4 Date - Jun 2025

8FM CONSULTANCY LIMITED



Proposal -	S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories
Drawing Title -	Proposed Passing Place 1
Dwg. No. - Figure 5.3-1	Rev. - E
Scale - 1:300@A4	Date - Jun 2025

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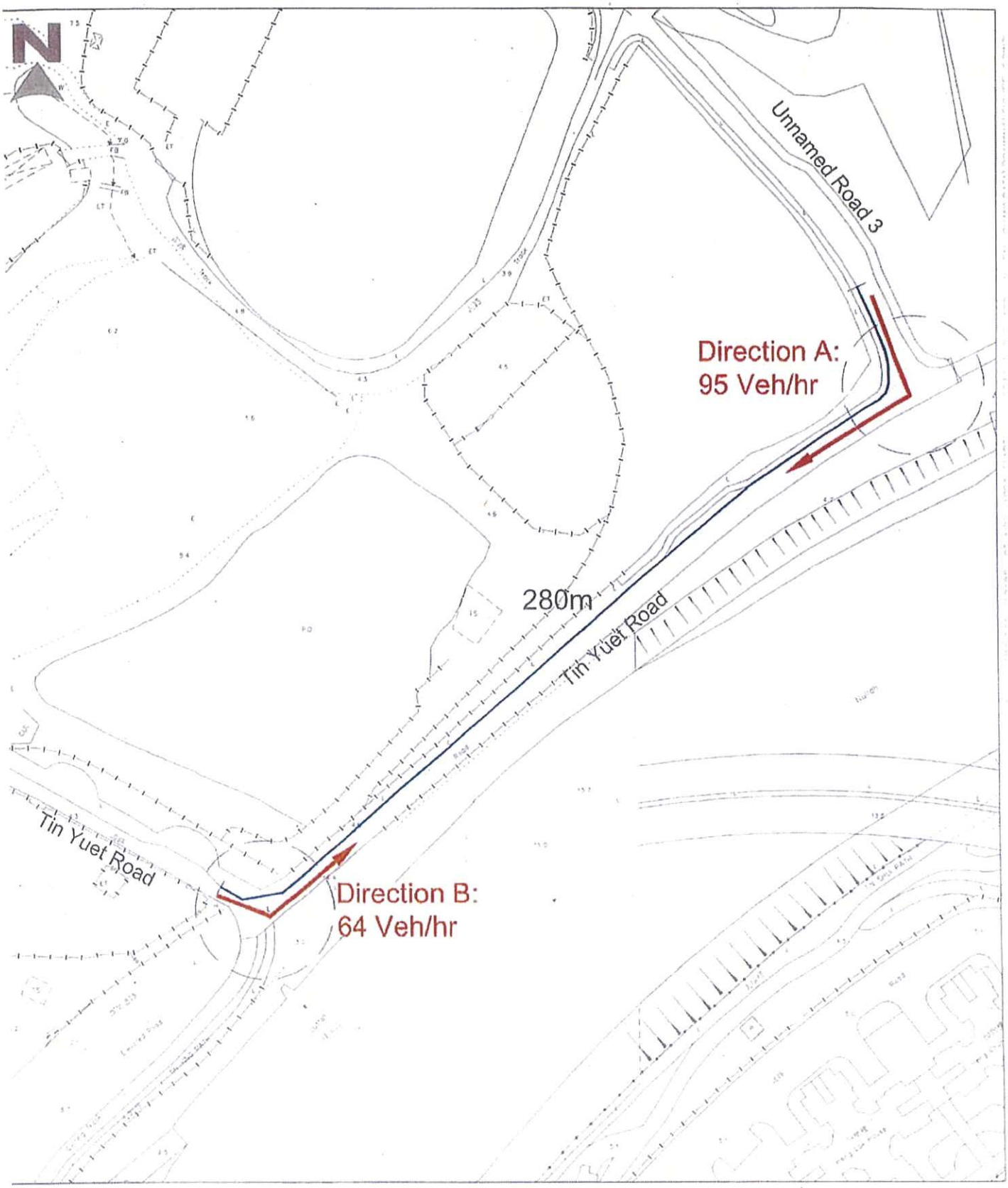
Proposal - S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories

Drawing Title - Proposed Passing Place 2

Dwg. No. - Figure 5.3-2 Rev. - E

Scale - 1:300@A4 Date - Jun 2025

SFM CONSULTANCY LIMITED



Proposal -	S.16 Planning Application For Proposed Temporary Open Storage of Construction Materials and Construction Equipment for a Period of 3 Years at Various Lots in D.D.129 Lau Fau Shan, Yuen Long, New Territories		
Drawing Title -	Layout of Concerned Junctions		
Dwg. No. - Figure 6		Rev. - ---	Legend:
Scale - 1:10000@A4		Date - Jun 2025	

6FM CONSULTANCY LIMITED

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

Christina Ki Na LEE/PLAND

寄件者: Christina Ki Na LEE/PLAND
寄件日期: 2025年07月09日星期三 17:15
收件者: tpbpd/PLAND
主旨: Fw: [PLG10289] Planning Application No. A/YL-LFS/555 - Submission of Further Information

From: Isa Yuen [redacted]
Sent: Tuesday, July 8, 2025 2:00 PM
To: Christina Ki Na LEE/PLAND <cknlee@pland.gov.hk>
Cc: Thomas Luk [redacted]
Subject: Re: [PLG10289] Planning Application No. A/YL-LFS/555 - Submission of Further Information

Dear Christina,

We refer to our previous submission on 4.7.2025 and would like to clarify that the Response to Comments is prepared to address TD's concern on the on-site road conditions and the land status. The replacement pages are submitted to update traffic data and demonstrate the proposed mitigation measures for clarity. There are no major changes involved in the submission in terms of assumptions, methodologies, findings and proposed mitigation measures. Thank you for your attention.

Best regards,

Isa Yuen Town Planner

毅勤發展顧問有限公司
Aikon Development Consultancy Limited
Estate Agent's License (Company): C-045740

T: (852)[redacted] | F: [redacted] | E: [redacted] | W: www.aikon.hk
H: Unit 1702, 17/F, Loon Kee Building, Nos 267-275 Des Voeux Road Central, Hong Kong
B: 22/F., No.3 Lockhart Road, Wanchai, Hong Kong

From: Isa Yuen
Sent: Friday, July 4, 2025 4:01 PM
To: tpbpd <tpbpd@pland.gov.hk>
Cc: Christina Ki Na LEE/PLAND <cknlee@pland.gov.hk>; wingkaing@td.gov.hk <wingkaing@td.gov.hk>; CW Wong [GMS] <cw@gms.hk>; Thomas Luk [redacted]
Subject: [PLG10289] Planning Application No. A/YL-LFS/555 - Submission of Further Information

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

Dear Sir/Madam,

We refer to the captioned application and would like to provide further information to facilitate considerations by the TPB. Enclosed a self-explanatory letter for your onward processing please.

Should you have any queries, please do not hesitate to contact us. Thank you.

Best regards,

Isa Yuen Town Planner

毅勤發展顧問有限公司

Aikon Development Consultancy Limited

Estate Agent's License (Company): C-045740

T: (852) 3180 7811 | F: (852) 3180 7611 | E: iyuen@aikon.hk | W: www.aikon.hk

H: Unit 1702, 17/F, Loon Kee Building, Nos 267-275 Des Voeux Road Central, Hong Kong

B: 22/F., No.3 Lockhart Road, Wanchai, Hong Kong

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

1. On 14.4.2023, the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance (TPB PG-No. 13G) were promulgated, which set out the following criteria for the various categories of area:

   (a) Category 1 areas: favourable consideration will normally be given to applications within these areas, subject to no major adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments should be submitted if the proposed uses may cause significant environmental and traffic concerns;

   (b) Category 2 areas: planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions. Technical assessments, where appropriate or if required, should be submitted to demonstrate that the proposed uses would not have adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas;

   (c) Category 3 areas: applications would normally not be favourably considered unless the applications are on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant). Sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. Planning permission could be granted on a temporary basis up to a maximum period of 3 years, subject to no adverse departmental comments and local objections, or the concerns of the departments and local residents can be addressed through the implementation of approval conditions; and

   (d) Category 4 areas: applications would normally be rejected except under exceptional circumstances. For applications on sites with previous planning approvals (irrespective of whether the application is submitted by the applicant of previous approval or a different applicant), and subject to no adverse departmental comments and local objections, sympathetic consideration may be given if genuine efforts have been demonstrated in compliance with approval conditions of the previous planning applications and/or relevant technical assessments/proposals have been included in the fresh applications, if required, to demonstrate that the proposed uses would not generate adverse drainage, traffic, visual, landscaping and environmental impacts on the surrounding areas. The intention is however to encourage the phasing out of such non-conforming uses as early as possible. Planning permission for a maximum period of 3 years may be allowed for an applicant to identify suitable sites for relocation. Application for renewal of approval will be assessed on its individual merits.

2. In assessing applications for open storage and port back-up uses, the other major relevant assessment criteria are also summarised as follows:

(a) port back-up sites and those types of open storage uses generating adverse noise, air pollution, visual intrusion and frequent heavy vehicle traffic should not be located adjacent to sensitive receivers such as residential dwellings, hospitals, schools and other community facilities;

(b) port back-up uses are major generators of traffic, with container trailer/tractor parks generating the highest traffic per unit area. In general, port back-up sites should have good access to the strategic road network, or be accessed by means of purpose built roads;

(c) adequate screening of the sites through landscaping and/or fencing should be provided where sites are located adjacent to public roads or are visible from surrounding residential areas;

(d) there is a general presumption against conversion of active or good quality agricultural land and fish ponds to other uses on an ad-hoc basis. For flood prone areas or sites which would obstruct natural drainage channels and overland flow, advice should be sought; and

(e) for applications involving sites with previous planning approvals, should there be no evidence to demonstrate that the applicants have made any genuine effort to comply with the approval conditions of the previous planning applications, planning permission may be refused, notwithstanding other criteria set out in the Guidelines are complied with.

Previous s.16 Application covering the Application Site

Rejected Application

	Application No.	Proposed Use(s)/ Development(s)	Zoning(s)	Date of Consideration (RNTPC)	Rejection Reasons
1	A/YL-LFS/137	Proposed Temple Development	REC	10.10.2008	(1) to (2)

Rejection Reasons

1. Not in line with the planning intention(s).
2. Setting undesirable precedent.

Similar s.16 Applications within the same "Recreation" Zone
on the Lau Fau Shan and Tsim Bei Tsui Outline Zoning Plan in the past 5 years

Approved Applications

	Application No.	Proposed Use(s)/Development(s)	Zoning(s)	Date of Consideration (RNTPC)
1	A/YL-LFS/451	Temporary Open Storage of Construction Materials and Engineering Machineries (3 Years)	R(E) & REC	3.2.2023
2	A/YL-LFS/479	Temporary Open Storage of Scrap Metal (3 Years)	REC	11.8.2023
3	A/YL-LFS/493	Temporary Open Storage of Hardware Accessories (3 Years)	REC	24.11.2023
4	A/YL-LFS/514	Proposed Temporary Open Storage of Construction Materials (3 Years)	REC	19.4.2024
5	A/YL-LFS/515	Proposed Temporary Open Storage of Construction Materials (3 Years)	REC	19.4.2024
6	A/YL-LFS/516	Temporary Open Storage of Construction Materials (3 Years)	REC	10.5.2024

Rejected Applications

	Application No.	Proposed Use(s)/ Development(s)	Zoning(s)	Date of Consideration (RNTPC)	Rejection Reasons
1	A/YL-LFS/351	Proposed Temporary Vehicle Park and Open Storage (Dump Truck and Skip Truck) (3 years)	REC	18.9.2020	(1) & (2)
2	A/YL-LFS/400	Proposed Temporary Open Storage (Dump Box) (3 Years)	REC	25.6.2021	(1) & (2)

Rejection Reasons

1. Not in line with the planning intention and no strong planning justification submitted
2. Not in line with the (then) TPB PG-No. 13E/13F.

Government Bureau/Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

(a) He has no adverse comment on the application.

(b) The application site comprises Old Schedule Agricultural Lots (OSALs). The OSALs are held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government.

(c) The applicant should note his advisory comments at **Appendix V**.

2. Environment

Comments of the Director of Environmental Protection (DEP):

(a) He has no objection to the planning application from environmental planning perspective since no heavy vehicle or dusty operation would be involved.

(b) There is no substantiated environmental complaint pertaining to the Site in the past three years.

(c) The applicant should note his advisory comments at **Appendix V**.

3. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

(a) The Site is situated in area of miscellaneous rural fringe predominated by temporary structures, open storages, village houses and scattered tree groups. The south-western portion of the Site was paved and occupied by temporary structures; and the north-eastern portion of the Site was covered by bare soil with existing trees/vegetation.

(b) Noting from the "Tree Survey and Landscape Proposal", all the 11 existing trees within the Site are proposed to be removed and 50 numbers of new trees including *Ficus microcarpa* (細葉榕), *Cinnamomum camphora* (樟樹) and *Lagerstroemia speciosa* (大花紫薇) are proposed to be planted along the periphery of the Site to mitigate the landscape impact arising from the proposed use. No old and valuable trees (OVT) or protected species are identified.

(c) She has no adverse comment on the application from landscape planning perspective.

4. **Drainage**

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

(a) He has no objection in principle to the application from drainage point of view.

(b) Since the Site involves a large area (i.e. about 15,500 sq.m) and impact to existing nearest drainage system is envisaged, the applicant is required to submit a drainage impact assessment (DIA).

(c) Should the Town Planning Board consider the application be acceptable from the planning point of view, an approval condition should be stipulated requiring the applicant to submit a comprehensive DIA, and to implement and maintain the proposed drainage facilities in the DIA report to his satisfaction.

5. **Traffic**

Comments of the Commissioner for Transport (C for T):

(a) The planning application is acceptable from traffic engineering point of view, subject to the suggested approval conditions on:

(i) the submission of a detailed proposal in respect of additional passing bay(s) and associated engineering drawing within 6 months from the date of planning approval to the satisfaction of the Commissioner of Transport and Director of Highways, or of the Town Planning Board; and

(ii) the implementation of the detailed proposal in respect of additional passing bay(s) and associated engineering works within 9 months from the date of planning approval to the satisfaction of the Commissioner of Transport and Director of Highways, or of the Town Planning Board.

(b) The applicant should note his advisory comments at **Appendix V**.

6. **Fire Safety**

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

(a) He has no objection in principle to the proposal subject to fire service installations (FSIs) being provided to his satisfaction.

(b) Having considered the nature of the open storage, approval condition on "The provision of fire extinguisher(s) within 6 weeks from the date of planning approval to the satisfaction of D of FS" shall be added. To address the additional approval condition, the applicant is advised to submit a valid fire certificate (F.S. 251) to his department for approval.

(c) The applicant should note his advisory comments at **Appendix V**.

7. **Geotechnical**

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

(a) Two existing geotechnical features No. 2SW-C/F14 and 2SW-C/C85, which may affect or be affected by the proposed use, are present in the vicinity of the application site (**Plan A-2**).

(b) The applicant should note his advisory comments at **Appendix V**.

8. **Building Matters**

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

(a) As there is no record of approval granted by the Building Authority (BA) for the existing structures at the application site, Buildings Department is not in a position to offer comments on their suitability for the use proposed under planning application.

(b) The applicant should note his advisory comments at **Appendix V**.

9. **Project Interface**

Comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD):

(a) The Site falls within the study area of Lau Fau Shan Development under the consultancy Agreement No. CE 5/2024 (CE) "Developments at Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas – Investigation", which is the Investigation Study and jointly commissioned by Planning Department and CEDD. The implementation and land resumption/clearance programme of the Lau Fau Shan Development is currently being reviewed under the Investigation Study and subject to change.

(b) If planning permission is granted, notwithstanding its validity period of the planning permission, the applicant should note his advisory comments at **Appendix V**.

10. **Archaeological and Built Heritage**

Comments of the Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office, Development Bureau (ES(AM), AMO, DEVB):

The Site is situated within the Lau Fau Shan Site of Archaeological Interest (**Plan A-1**). Drainage works including peripheral U-shape channels are proposed along the application site boundary, the depth and width of which will be approximately 0.45m. After reviewing the location and scope of the proposed works, she has no objection in principle to the application from archaeological and built heritage conservation perspectives.

11. District Officer's Comments

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

His office has not received any feedback from locals.

12. Other Departments' Comments

The following government departments have no objection to/no comment on the application:

(a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
(b) Chief Engineer/Land Works, Civil Engineering and Development Department (CE/LW, CEDD);
(c) Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD);
(d) Commissioner of Police (C of P); and
(e) Director of Agriculture, Fisheries and Conservation (DAFC).

Recommended Advisory Clauses

(a) prior planning permission should have been obtained before commencing the proposed use at the application site (the Site);

(b) to resolve any land issues relating to the development with the concerned owner(s) of the Site;

(c) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that the lot owner(s) shall apply to LandsD for Short Term Waiver(s) (STW(s)) to permit the structure(s) erected or to be erected within the subject lots, if any. The application(s) for STW(s) will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW(s), if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered;

(d) to note the comments of the Commissioner for Transport (C for T) that sufficient manoeuvring space shall be provided within the Site or its adjacent area. No vehicles are allowed to queue back to public roads or reverse onto/from public roads. The local track leading to the Site is not under Transport Department's purview. The applicant shall obtain consent of the owners/managing departments of the local track for using it as the vehicular access to the Site;

(e) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that any access road leading from Deep Bay Road to the Site is outside HyD's maintenance jurisdiction and should be commented by Transport Department. Adequate drainage measures shall be provided at the Site to prevent surface water running from the Site to the nearby public roads and drains;

(f) to note the comments of the Director of Environmental Protection (DEP) that the applicant is advised to :

  (i) follow the revised "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites";

  (ii) follow the relevant guidelines and requirements in relevant Professional Persons Environmental Consultative Committee Practice Notes (ProPECCPNs), in particular the ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department";

  (iii) provide adequate supporting infrastructure/facilities for proper collection, treatment and disposal of waste / wastewater generated from the proposed use; and

  (iv) meet the statutory requirements under relevant environmental legislation;

(g) to note the comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD) that the Site may be resumed at any time during the planning approval period for potential development project and the applicant is advised not to carry out any substantial works therein;

(h) to note the comments of the Director of Fire Services (D of FS) that in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. The applicant shall submit relevant layout plans incorporated with the proposed FSIs to the Fire

Services Department for approval. The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy. The location of the proposed FSIs to be installed should be clearly marked on the layout plans. Good practice guidelines (**Appendix VII**) for open storage should be adhered to. If the proposed structures are required to comply with the Building Ordinance (BO) (Cap. 123), detailed fire services requirements will be formulated upon receipt of formal submission of general building plans;

(i) to note the comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD) that:

(i) two existing geotechnical features Nos. 2SW-C/F14 and 2SW-C/C85, which may affect or be affected by the proposed development, are present in the vicinity of the Site. As the stability of these features are uncertain and these features could affect or be affected by the proposed development, the applicant is advised to set up buffer zones to prevent construction of structure and storage of materials/equipment within the zones; and

(ii) to make necessary submission(s), including but not limited to any necessary stability assessments on the existing geotechnical features in the vicinity of the Site, to the Buildings Department (BD) for approval as required under the provision of the BO if found applicable;

(j) to note the comments of the Chief Building Surveyor/New Territories West (CBS/NTW), BD that:

(i) before any new building works (including containers/open sheds as temporary buildings, demolition and land filling etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorised building works (UBW) under the BO. An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;

(ii) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;

(iii) the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage;

(iv) if the existing structures are erected on leased land without the approval of the BA, they are UBW under the BO and should not be designated for any proposed use under application;

(v) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;

(vi) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings and are subject to the control of Part VII of the B(P)R; and

(vii) detailed checking under the BO will be carried out at building plan submission stage; and

(k) to note the comments of the Chief Heritage Executive (Antiquities and Monuments), Antiquities and Monuments Office, Development Bureau (CHE(AM), AMO, DEVB) that the applicant is required to inform AMO immediately when any antiquities or supposed antiquities under the Antiquities and Monuments Ordinance (Cap. 53) are discovered in the course of works.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/YL-LFS/555

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人向城市規劃委員會就A/YL-LFS/555發展露天貨倉提出反對意見，意見內容詳細列在附頁，
懇請慎重考慮，謝謝！

「提意見人」姓名／名稱 Name of person/company making this comment 鄧友棠

簽署 Signature 友 日期 Date 29.04.2025

就規劃申請個案 A/YL-LFS/555 提出反對

本人反對上述申請批給許可原因如下:

1. 此申請違反規劃意向，申請地點應用作動態或靜態康樂用途，申請雖然是臨時用途但仍會對附近環境造成不可逆轉的傷害和破壞，而申請人亦沒有提交相關的環境評估報告。

2. 申請地點涉及砍伐樹木。

3. 申請人在申請地點部份範圍已經進行破壞，屬於先破壞後申請，是極壞的先例。

4. 申請地點座落山坡位置並且十分接近吐鄉綠化地，與其他同區獲批的同類申請個案位置地勢情況並不相同，臨近同類申案亦曾被拒絕: A/YL-LFS/351 及 AYL-LFS/400。

5. 申請地點面積廣大佔地十多萬平方尺，座落山坡位置土地並不平坦，挖掘及填土工程會破壞山坡地勢，嚴重影響上游生態及鄰近環境。

6. 申請人提交的交通評估報告並不能釋除存在的交通問題。申請場地十分依賴深灣路出入，經由流浮山牌坊至場地的一段深灣路十分狹窄，亦已經不能負荷現時出入的巨型車輛，現時該段道路經常被重型車輛壓毀，破爛不堪，已經嚴重影響附近居民及道路使用者。場地需要從深灣路分別轉入的兩段不知名道路更是非常狹窄，亦是鄰近居民的重要通道，單線雙程行車只依靠避車處解決對頭車問題，現時已經十分繁忙擁擠，若再增加大型車輛行駛，必定對附近居民造成嚴重滋擾及影響。

該位置的通道根本不能負荷大型露天倉地發展，懇請城規會拒絕此申請。

友

鄧友棠
2025.04.29

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential 2

From:
Sent: 2025-04-30 星期三 02:36:32
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/YL-LFS/555 DD 129 Nr Wan Fou Sin Koon, Lau Fau Shan REC

Dear TPB Members,

522 withdrawn. Previous objections both relevant and upheld.

No justification for approval.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Wednesday, 19 June 2024 2:57 AM HKT
Subject: A/YL-LFS/522 DD 129 Nr Wan Fou Sin Koon, Lau Fau Shan REC

A/YL-LFS/522

Various Lots in D.D. 129, Nr. Wan Fou Sin Koon, Lau Fau Shan

Site area: About 15,500sq.m

Zoning: "Recreation"

Applied use: Open Storage of Construction Materials and Construction Equipment / 9 Vehicle Parking

Dear TPB Members,

Strong Objections.

The site is close to a large temple/columbarium cluster and much of it still covered in trees and vegetation. The statement that there are no trees is at odds with aerial images.

(a) the applied use would **better optimise valuable land resources** and promote the local economy in Lau Fau Shan;

SINCE WHEN HAS DUMPING TOXIC CONSTRUCTION WASTE ON LAND OPTIMIZE PRECIOUS LAND RESOURCES?

(b) the current application is not contrary to the Town Planning Board Guidelines (TPB PG-No. 13G);

REALLY. THE GUIDELINES DO NOT RECOMMEND OPEN STORAGE ON RECREATION ZONING

(c) the proposed use is temporary in nature. Approval of the current application would not jeopardise the long-term planning intention of the "REC" zone or any planned infrastructural developments at the application site and its neighbourhood;

ON THE CONTRARY STORAGE OF CONSTRUCTION MATERIALS WOULD RENDER THE LAND INCOMPATIBLE FOR MOST USES GOING FORWARD

(d) the proposed use is considered not incompatible with the surrounding land uses and has no/minimal adverse impacts on the surroundings land uses and neighbourhood;

NOT TRUE, THIS IS CLOSE TO A LARGE GIC CLUSTER AND EXTENSIVE GREENBELT

(e) no **adverse traffic, landscape, environmental, drainage** and archaeological impacts arising from the proposed use is anticipated; and

REALITY CHECK – OPEN STORAGE CAUSE CONSIDERABLE NEGATIVE IMPACT ON THE TERRAIN

(f) the proposed use will not set an undesirable precedent as **similar applications are identified** in the close vicinity of the application site.

INDEED, FAR TOO MANY AND TIME TO CALL A HALT TO THE DESTRUCTION OF HABITAT. NOTE;

The Town Planning Board (the Board) recognises that the proliferation of open storage activities in the New Territories has led to considerable degradation of the rural environment and caused serious problems related to impacts of noise and air pollution, flooding and visual intrusion as well as traffic congestion and safety.

Members should reject this plan in order to halt the further expansion of brownfield activities in the area.

Mary Mulvihill

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential 3

From:
Sent: 2025-04-30 星期三 14:37:22
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: Comments for A/YL-LFS/555
Attachment: Moondy Cheung.pdf

Dear TPB,

Attached please find my objection comments for application A/YL-LFS/555, thanks.

Regards,
Moondy Cheung

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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Details of the Comment (use separate sheet if necessary)

關於在申請地點發展露天貨倉本人提出反對，意見內容請見另頁。

「提意見人」姓名／名稱 Name of person/company making this comment Moondy Cheung
簽署 Signature Moondy 日期 Date 30.04.2025

A/YL-LFS/555 反對意見

本人反對在申請位置發展露天貨倉，原因：

1. 該位置在山坡上而面積偌大，會嚴重破壞環境。

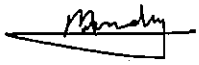
2. 該位置山坡上游緊接綠化帶，經常有市民到該處踏單車及觀賞日落，擬議發展會破壞生態及土地，對視覺景觀造成不良影响，亦嚴重違反規劃意向。

3. 緊接該位置地點上游亦有生態農莊，下游山坡開發工程會破壞生態環境，砍伐樹木令水土流失。

4. 重型車輛出入會引發該處交通問題，現時深灣路通往該位置的道路已經時常下陷破毀，對居民造成十分不便，發展露天貨倉若被批給許可，情況定會更加嚴重惡化。

5. 毗連該位置的同類申請個案 A/YL-LFS/351 及 AYL-LFS/400 之前已經被城市規劃委員會否決，這個申請也應該同樣考慮否決。

懇請城市規劃委員會慎重考慮做好把關，感謝。



Moondy Cheung

2025年4月30日

4

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

參考編號 **Reference Number:**	250502-120632-02645
提交限期 **Deadline for submission:**	06/05/2025
提交日期及時間 **Date and time of submission:**	02/05/2025 12:06:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-LFS/555
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wilson Li

意見詳情
Details of the Comment :

場地規模面積偌大，車輛出入道路狹小，再增加車輛流量會不勝負荷，嚴重影响隣近居民，
本人强烈反對有關申請。

Good Practice Guidelines
for Open Storage Sites

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

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