Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

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

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

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

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

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

2501705 31/7 by Hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/TP/706
	Date Received 收到日期	19 AUG 2025

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)

MTR Corporation Limited

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

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

Townland Consultants Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po 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 4,180 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 1,575.09 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）	4,180 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	Draft Tai Po Outline Zoning Plan No. S/TP/31
(e) Land use zone(s) involved 涉及的土地用途地帶	Area shown as 'Road'
(f) Current use(s) 現時用途	Tai Po Bus Maintenance Centre (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

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

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

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

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

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

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

(i) For Type (i) application 供第(i)類申請

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

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

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

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

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

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

(a) Nature and scale
性質及規模

☐ Public utility installation 公用事業設施裝置

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

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

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

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

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

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

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

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

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

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

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

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

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

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

.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Temporary Bus Maintenance Centre for a Period of 7 Years (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	1,575.09 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	0.377	☑About 約
Proposed site coverage 擬議上蓋面積	31.63 %	☑About 約
Proposed no. of blocks 擬議座數	4	
Proposed no. of storeys of each block 每座建築物的擬議層數	2 (bus maintenance centre) 1 (E/M building) storeys 層 ~~☐ include 包括 ____ storeys of basements 層地庫~~ ~~☐ exclude 不包括 ____ storeys of basements 層地庫~~	
Proposed building height of each block 每座建築物的擬議高度	..... mPD 米(主水平基準上)	☐About 約
	Not Exceeding 10 m 米	☑About 約

Part 6 (Cont'd) 第 6 部分 (續)

☐ Domestic part 住用部分

GFA 總樓面面積	..... sq. m 平方米	☐About 約
number of Units 單位數目	.....	
average unit size 單位平均面積	.....sq. m 平方米	☐About 約
estimated number of residents 估計住客數目	.....	

☐ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆	..... sq. m 平方米	☐About 約
☐ hotel 酒店	..... sq. m 平方米	☐About 約
	(please specify the number of rooms 請註明房間數目)	
☐ office 辦公室	..... sq. m 平方米	☐About 約
☐ shop and services 商店及服務行業	..... sq. m 平方米	☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

.....

.....

☑ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

Bus maintenance shed with ancillary use including offices, storage rooms, workshops, sewage treatment plant, bus staff rest room, meeting room, E/M and other ancillary accommodation (1,575.09sq. m)

☐ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

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

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
1	G/F	Bus maintenance shed, storage rooms, office, workshop, E/M
	1/F	Conference room, offices, workshops, bus staff rest room, E/M and other ancillary accommodations
1	G/F	Transformer room and switch room
1	G/F	F.S Tank
1	G/F	Sprinkler Tank

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途

Open area for bus washing, emergency vehicular access, and circulation.

.....

.....

.....

.....

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

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

Already in operation.

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

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Run-in: Dai Wah Street ; Run-out: Dai Fuk Street ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☐ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 _____ 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) _____ _____ _____ _____ _____
	No 否	☑
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☐ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 _____ Coach Spaces 旅遊巴車位 _____ Light Goods Vehicle Spaces 輕型貨車車位 _____ Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 _____ Others (Please Specify) 其他 (請列明) _____ _____ _____ _____ _____
	No 否	☑

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

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

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

Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	No 不會 ☑
	On traffic 對交通	Yes 會 ☐	No 不會 ☑
	On water supply 對供水	Yes 會 ☐	No 不會 ☑
	On drainage 對排水	Yes 會 ☐	No 不會 ☑
	On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
	Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
	Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
	Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
	Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
	Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
	_____		
	_____		
	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可) N/A		

10. Justifications 理由

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

Please refer to the attached Supplementary Planning Statement.

11. Declaration 聲明

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

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

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

DELIUS WONG ..... Associate / Project & Quality Manager .....

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

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

on behalf of 代表 ..... Townland Consultants Limited .....

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

Date 日期 ..... 31/07/2025 ..... (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

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

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

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

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

Ash interment capacity 骨灰安放容量@

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

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

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

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

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

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

Total number of double niches
雙人龕位總數 _____

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

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

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

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

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

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

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

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

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

Proposed operating hours 擬議營運時間 _____

_____

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

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories 新界大埔第33區大福街與大華街交界
Site area 地盤面積	4,180 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 4,180 sq. m 平方米 ☑ About 約)
Plan 圖則	Draft Tai Po Outline Zoning Plan No. S/TP/31 大埔分區計劃大綱草圖編號 S/TP/31
Zoning 地帶	Area shown as 'Road' 圖上顯示為「道路」
Applied use/ development 申請用途/發展	Temporary Tai Po Bus Maintenance Centre for a Period of 7 Years 臨時巴士維修中心 (為期7年)

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	1,575.09 ☑ About 約 ☐ Not more than 不多於	0.377 ☑About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用		
	Non-domestic 非住用	4	
	Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
		Non-domestic 非住用	10 m 米 ☑ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			1-2 Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
(iv)	Site coverage 上蓋面積	31.63 % ☑ About 約	
(v)	No. of units 單位數目	N/A	
(vi)	Open space 休憩用地	Private 私人	sq.m 平方米 ☐ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 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) _____ _____	
	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) _____ _____	

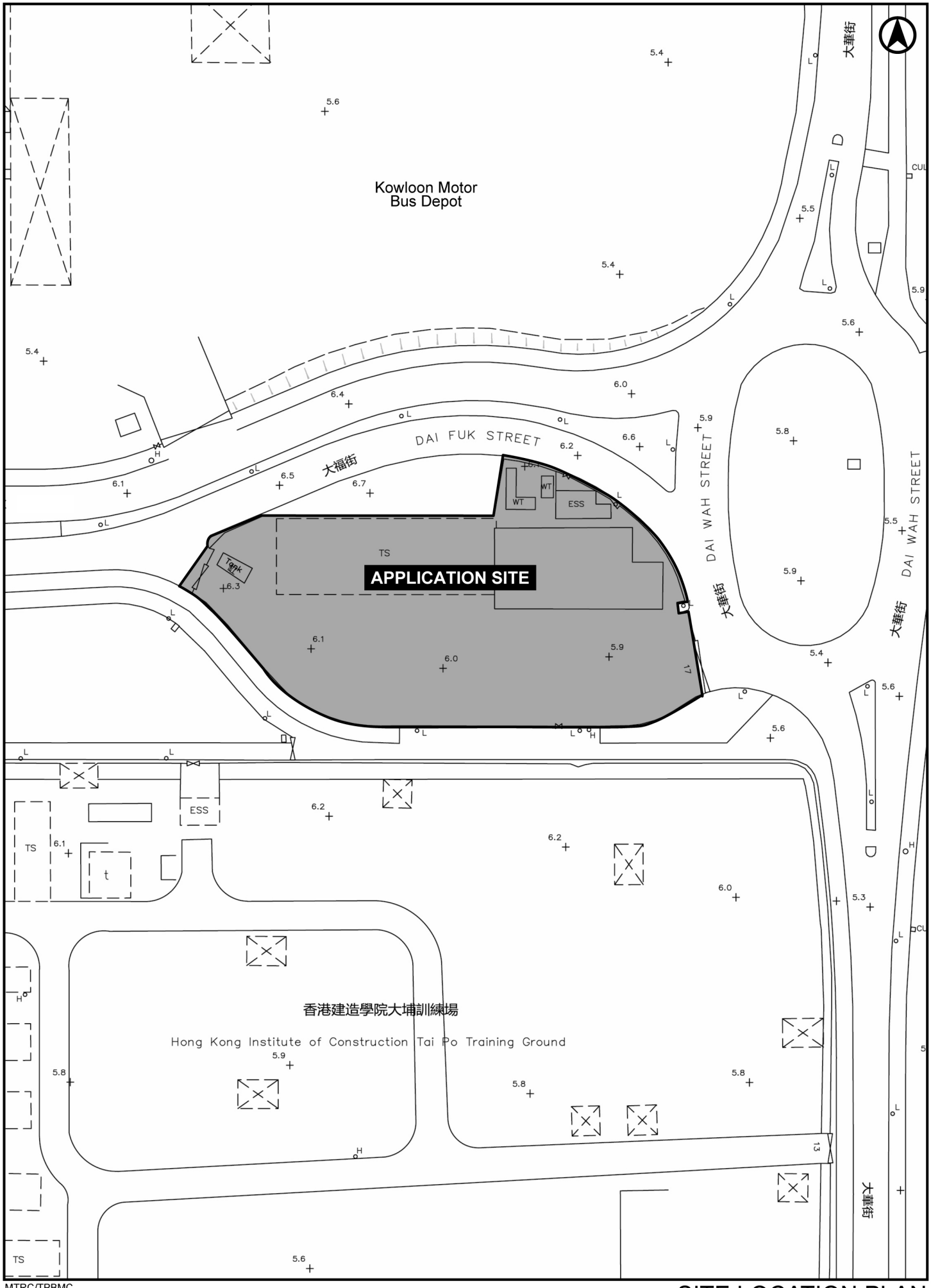
Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	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）	☐	☑
Tree Location Plan		
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）	☐	☑
Approved Drainage Plan, Latest sets of FS251 Certificates, Extract of Approved Environmental Assessment Study		

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。



MTRC/TPBMC

SITE LOCATION PLAN

SCALE 1 : 1,000

SECTION 16 PLANNING APPLICATION TOWN PLANNING ORDINANCE (CAP. 131)

TEMPORARY TAI PO BUS MAINTENANCE CENTRE FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET, AREA 33, TAI PO, NEW TERRITORIES

- Supplementary Planning Statement -

TOWNLAND CONSULTANTS LIMITED

TEMPORARY BUS MAINTENANCE CENTRE FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET, AREA 33, TAI PO, NEW TERRITORIES

SECTION 16 PLANNING APPLICATION

SUPPLEMENTARY PLANNING STATEMENT

Applicant	MTR Corporation Limited
Planning Consultant and Submitting Agent	Townland Consultants Limited
Traffic Consultant	RL Consultancy Limited

File Reference: MTRC/TPBMC

For and on behalf of Townland Consultants Ltd.

Approved by : _____

Position : Associate

Date : 31 July 2025

31 July 2025

CONTENTS

EXECUTIVE SUMMARY

This Section 16 ("**S16**") Planning Application is submitted on behalf of MTR Corporation Limited (the "**Corporation**"/ the "**Applicant**") to seek permission from the Town Planning Board ("**TPB**"/ the "**BOARD**") for the continued use of the Temporary Tai Po Bus Maintenance Centre ("**TPBMC**") for a period of seven (7) years in Government Land at Area 33, Tai Po, New Territories (the "**Application Site**"/ "**Site**"). The Temporary TPBMC is currently operating under a Short Term Tenancy ("**STT**") granted since 1 February 2013.

The Site is located within an area shown as 'Road' on the Draft Tai Po Outline Zoning Plan No. S/TP/31 (the "**Draft OZP**"). In accordance with the Covering Notes of the Draft OZP, all uses or developments (except specified) in any area shown as 'Road' and temporary uses exceeding 5 years will require permission from the TPB. A S16 Planning Application was approved at the Site in 2017 for Temporary Bus Maintenance Centre for a period of 7 years ("**Approved Application**"). A Renewal of Planning Approval was subsequently submitted and approved on 16 August 2024 to enable the continued operation of the TPBMC for another seven (7) years until 8 December 2031 (TPB Ref: A/TP/695) ("**Approved Renewal Application**").

Currently, the TPBMC is approved to operate daily from Mondays to Saturdays and no operation and maintenance services are permitted between 7:00 a.m. and 11:00 p.m. on Sundays. To enable additional bus maintenance services and enhance operational efficiency, the Applicant seeks to submit this fresh planning application to enable the operating hours of the TPBMC to 24-hours daily (i.e. Monday to Sunday) and for the continued use of the TPBMC for a period of seven (7) years.

This proposed amendment to the operating hours and the continued use of the TPBMC are justified on the following grounds:

- The proposed amendment of the operating hours on Sundays will facilitate additional bus maintenance services and thereby improving the overall operational efficiency of the TPBMC, which also ensures greater reliability and quality of bus services for the wider Tai Po community.

- The existing TPBMC at the Application Site commenced in 2013 and has been operating since 2015 in accordance with conditions of the STT, Temporary Occupation Permit ("**TOP**") and relevant licences. There will be no change in existing use and development parameters of the TPBMC;

- There has been no change to the statutory and non-statutory planning context. The continued use of the existing TPBMC is in line with the Draft OZP;

- There are no adverse technical impacts in terms of traffic, risk and environmental due to the proposed amendment to the operating hours of the TPBMC. The Applicant will ensure the continuation of good practices should approval be granted under this planning application.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the BOARD to give favourable consideration to this Application.

行政摘要

(內文如有差異，應以英文版本為準)

我司代表香港鐵路有限公司（下稱「**港鐵**」/「**申請人**」）向城市規劃委員會（下稱「**城規會**」）呈交規劃申請書，請求批准於新界大埔第 33 區大福街與大華街交界的政府土地（下稱「**申請地點**」或「**地盤**」）的臨時大埔巴士維修中心（下稱「**維修中心**」）繼續營運七年。維修中心的短期租約已於 2013 年 2 月 1 日起生效。

申請地點座落於《大埔分區計劃大綱草圖編號 S / T P / 3 1》（下稱「**草圖**」）上顯示為「道路」的地方。根據草圖的《註釋》，圖上顯示為「道路」的地方的所有用途或發展（除註釋所載的用途或發展外），以及超過五年的臨時用途，均須向城劃會申請許可。城規會已於 2017 年批准了在申請地點為期七年的臨時巴士維修中心的規劃申請（下稱「**已核准申請**」）。其後，申請人亦於 2024 年 8 月 16 日提交並獲批為期 7 年的規劃許可續期至 2031 年 12 月 8 日（個案編號 A / T P / 6 9 5）（下稱「**已核准續期申請**」）。

目前，維修中心獲准於星期一至星期六每日營運，而星期日則不得於早上七時至晚上十一時進行任何作業及維修服務。為提供更多巴士維修服務及提升營運效率，申請人在此呈交規劃申請書，請求將維修中心的作業時間更改至每日二十四小時作業（即星期一至星期日）並繼續營運七年。

擬議修改維修中心的作業時間及繼續營運七年具備以下充分理據的支持：

- 擬議修改星期日的作業時間將有助提供更多巴士維修服務，從而提升維修中心的整體營運效率，同時確保為大埔社區提供更可靠及優質的巴士服務；
- 於申請地點的現有維修中心自 2013 年開始營運，並自 2015 年起根據短期租約、臨時佔用許可證及相關牌照等附帶條件履行運作。其現有用途及發展參數將維持不變；
- 法定及非法定規劃背景上沒有變化。繼續營運維修中心符合草圖要求；
- 擬議修改維修中心的作業時間不會造成負面交通、風險及環境影響。如該申請獲得批准，申請人將確保維持良好的營運模式。

基於上述支持理據及此補充規劃文件內的詳述資料，懇請城規會委員對是項申請作出正面的考慮。

Our Reference MTRC/TPBMC/KELVINHC/08
Date 31 July 2025

TO THE TOWN PLANNING BOARD:

SECTION 16 PLANNING APPLICATION
TOWN PLANNING ORDINANCE (CHAPTER 131)

TEMPORARY BUS MAINTENANCE CENTRE
FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND
AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET,
AREA 33, TAI PO, NEW TERRITORIES

- SUPPLEMENTARY PLANNING STATEMENT -

1 INTRODUCTION

1.1 This Section 16 ("**S16**") Planning Application is submitted on behalf of MTR Corporation Limited (the "**Corporation**"/ the **"Applicant**") to seek permission from the Town Planning Board ("**TPB**"/ the "**BOARD**") for the continued use of the Temporary Tai Po Bus Maintenance Centre ("**TPBMC**") for a period of seven (7) years in Government Land at Area 33, Tai Po, New Territories (the "**Application Site**"/ "**Site**").

1.2 The Site is located within an area shown as 'Road' on the Draft Tai Po Outline Zoning Plan No. S/TP/31 ("**Draft OZP**") gazetted on 28 March 2025. Temporary uses (expected to be over 5 years) must conform to the Covering Notes of the Draft OZP and obtain permission from the BOARD.

1.3 The TPBMC is an essential service point for all East Rail Line ("**ERL**") MTR buses, operating on 4 bus routes that connect the MTR Tai Po Market Station to various locations in the Tai Po District. A range of bus regular maintenance services, including preventive and corrective maintenance and certification, are provided on the Site to support the provision of feeder bus service to Tai Po residents. Furthermore, TPBMC supports the Transit Service Area emergency maintenance backup for Tuen Mun Bus Depot in case of unexpected incidents and scenarios. Therefore, extending the operating hours to Sundays would be beneficial.

1.4 The TPBMC has been in place since 1 February 2013 when Lands Department ("**LandsD**") first granted the Short Term Tenancy ("**STT**") to the Corporation for the use. A S16 Planning Application was approved at the Site in 2017 for Temporary Bus Maintenance Centre for a period of 7 years (TPB Ref: A/TP/637) ("**Approved Application**"). A Renewal of Planning Approval was subsequently submitted and approved on 16 August 2024 to enable the continued operation of the TPBMC for another seven (7) years until 8 December 2031 (TPB Ref: A/TP/695) ("**Approved Renewal Application**").

1.5 Currently, the TPBMC is approved to operate daily from Mondays to Saturdays and no operation and maintenance services are permitted between 7:00 a.m. and 11:00 p.m. on Sundays. To enable additional bus maintenance services and enhance operational efficiency, the Applicant seeks to submit this fresh planning application to enable the operating hours of the TPBMC to 24-hours daily (i.e. Monday to Sunday) and for the continued use of the TPBMC for a period of seven (7) years.

1.6 There is no change to the existing parameters and maximum population of the TPBMC from the previous Approved Application and the subsequent Approved Renewal Application in 2024.

2 THE SITE CONTEXT

2.1 Site Location

2.1.1 The Site, with an area of approx. 4,180m^2, is located at the junction of Dai Fuk Street and Dai Wah Street in Area 33, Tai Po (***Figures 2.1*** and ***2.2*** refer). It is located to the immediate west of the Tai Po InnoPark (previously known as Tai Po Industrial Estate).

2.2 Land Status and Building Aspects

2.2.1 The Site is currently held under STT No. 1615 which commenced on 1 February 2013 for a period of 3 years and was renewed quarterly thereafter.

2.2.2 The General Building Plans ("**GBPs**") for the structures on the Site was approved by Building Authority on 12 May 2015 (***Appendix 1*** refers). The renewal of Temporary Building Permit ("**TBP**") No. NT 2/2013 (TBP) & NT 6/2013 (TPBP) and the latest Temporary Occupation Permit ("**TOP**") was issued by Buildings Department ("**BD**") on 3 December 2024 which is valid till 1 December 2029.

2.2.3 A Supplementary Agreement to the STT No. 1615 was executed on 24 July 2023 to include special conditions to the Principal Agreement of the STT in particularly, the Tenant (i) may permit Citybus Limited to use the Application Site for refuelling and bus washing facilities within the Premises to serve the franchised buses (any regulations made thereunder the any amending legislation) which are currently licensed and are owned and operated by Citybus Limited; and (ii) shall ensure that Citybus Limited uses only the points ingress to and egress from the Premises as specified in the Special condition. The Supplementary Agreement will have negligible traffic and environmental implication on the Site and is subject to the conditions set out by the Principal Agreement of the STT and in the original Approved Application.

2.3 Surrounding Land Uses

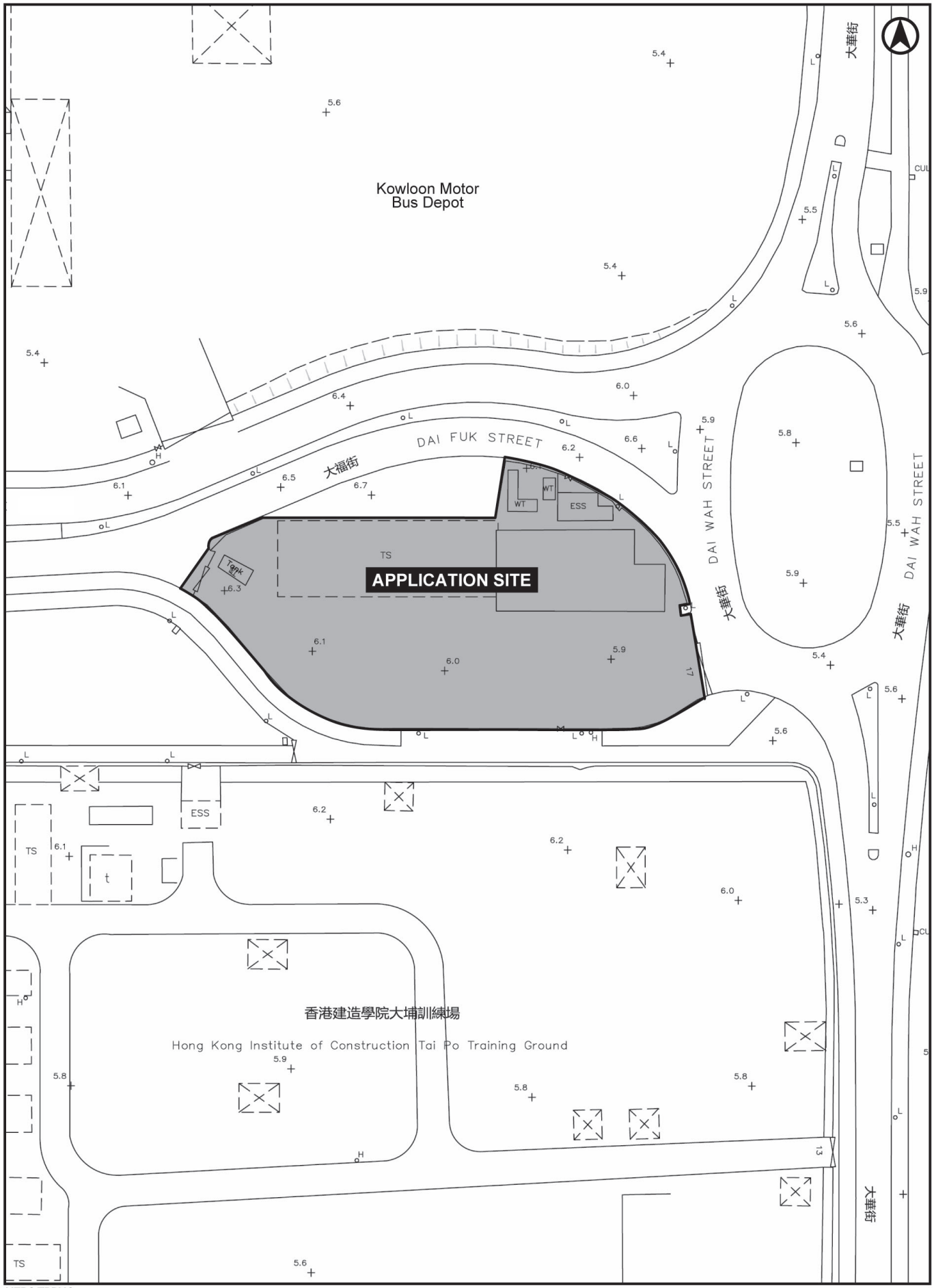
2.3.1 The surrounding land uses are predominantly industrial uses zoned "Other Specified Uses" ("**OU**") annotated "Industrial Estate" and "OU" annotated "Bus Depot" to the east and north of the Application Site respectively. Other uses including "Government, Institution or Community" ("**G/IC**") zone to the north and south; "Residential (Group A)" ("**R(A)**") zone to the west; and "Village Type Development" ("**V**") to the northwest of the Application Site. Details of the land uses around the Site are summarised below (***Figure 2.2*** refers):

- To the immediate north of the Site across Dai Fuk Street is the Kowloon Motor Bus ("**KMB**") Tai Po Depot and further to the north adjoining to the Bus Depot is a piece of land zoned "Government, Institution or Community" ("**G/IC**") with cluster of car repair workshops, temporary structures and other Government and Social Services facilities such as Tai Po Community Green Station.

- To the east of the Site opposite Dai Wah Street is a cluster of industrial buildings within the Tai Po InnoPark, which includes the Hopewell Slipform Engineering Building, the Techno Enterprise Limited, and Fulwealth Metal Factory, etc. Approx. 290m southeast of the Site within the Tai Po InnoPark is the Hong Kong and China Gas Company Tai Po Gas Production Plant ("**TPGPP**") which is classified as a Potentially Hazardous Installation ("**PHI**").

- To the immediate south of the Site is the Construction Industry Council Training Academy Tai Po Training Ground also zoned "G/IC".

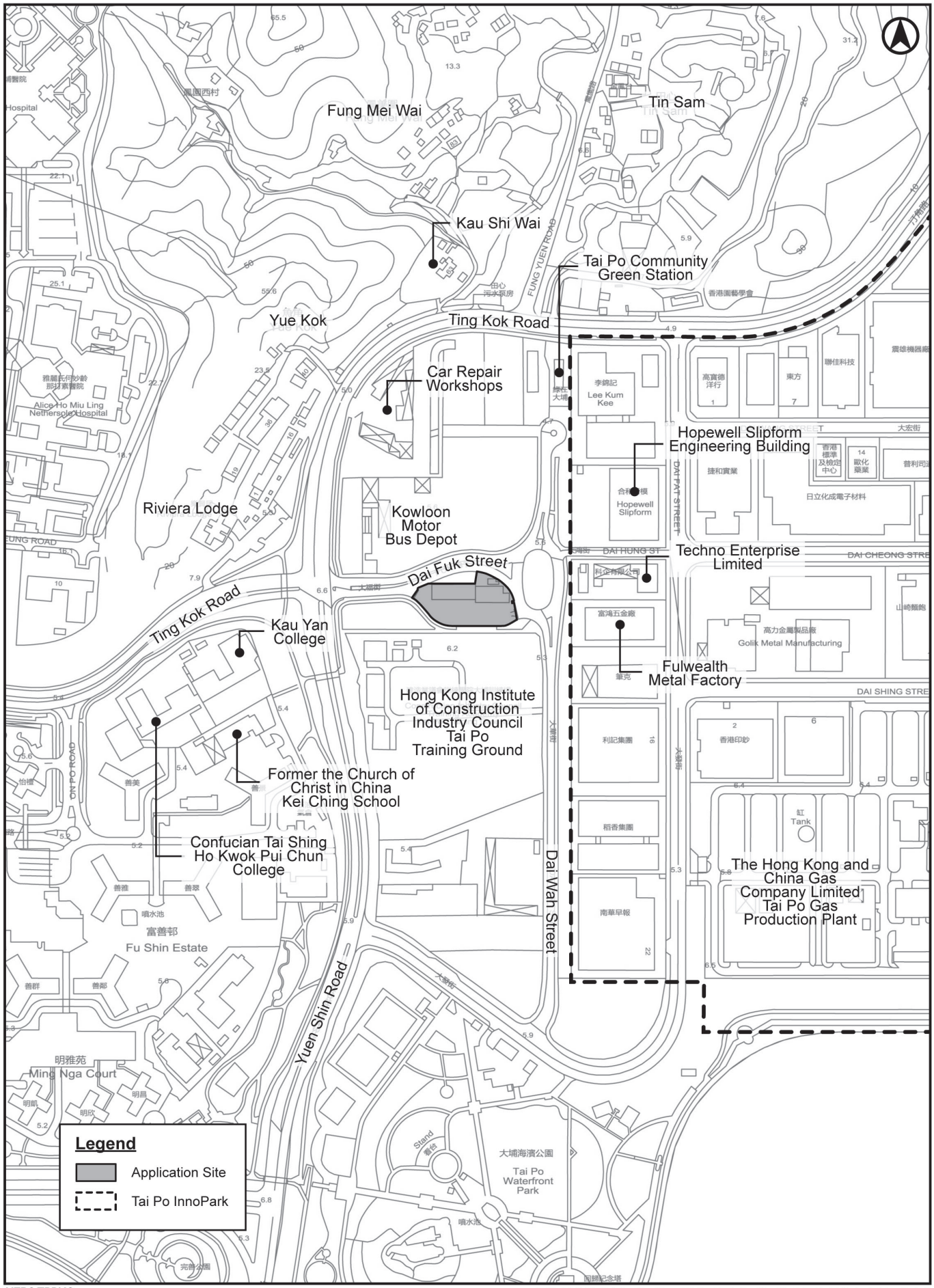
- To the west of the Site across the junction of Ting Kok Road and Yuen Shin Road are several G/IC facilities including Kau Yan College, Confucian Tai Shing Ho Kwok Pui Chun College and former Church of Christ in China Kei Ching School. Fu Shin Estate, a public rental housing estate lies beyond these schools, is zoned "Residential (Group A)" ("**R(A)**").



MTRC/TPBMC

FIGURE 2.1 SITE LOCATION PLAN

SCALE 1 : 1,000



MTRC/TPBMC

FIGURE 2.2 SITE LOCATION PLAN

SCALE 1 : 5,000

- To the northwest of the Ting Kok Road/Yuen Shun Road junction over 200m from the Site is a village clusters namely Riviera Lodge, Yue Kok, Kau Shi Wai, Fung Mei Wai and Tin Sam.

2.3.2 The above surrounding context remains largely the same as it was when the STT of the Site was first granted in 2013.

2.4 Accessibility

2.4.1 The run-in of the Application Site is located off Dai Wah Street roundabout and the run-out is on the western side of the Site onto Dai Fuk Street. The Application Site is served by buses and mini-buses transverse from the Tai Po InnoPark to other areas of the Kowloon and Northern Territories including MTR Tai Wai Station, MTR Tai Po Market Station, Fanling (Wah Ming), Tsuen Wan (Nina Tower), Kwun Tong Ferry, MTR Tuen Mun Station, MTR Wu Kai Sha Station, and Education University of Hong Kong, etc. The closest bus and minibus station cluster is located at Yue Kok (northwest of the Site) with a walking distance of 229m; the Fung Yuen Road bus and minibus station cluster is to the northeast of the Site with a walking distance of approx. 317m; and the Kau Yan College bus and minibus station cluster is to the west of the Site with a walking distance of 426m.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

Draft Tai Po Outline Zoning Plan No. S/TP/31

3.1.1 The Site is located within an area shown as 'Road' on the Draft OZP as shown in ***Figure 3.1***. According to *Paragraph (9)* of the Covering Notes of the Draft OZP, '*In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above*[1] *and those specified below*[2] *require permission from the Town Planning Board.*' (***Figure 3.2*** refers).

3.1.2 In addition, *Paragraph (6)* of the Covering Notes of the Draft OZP stipulate that '*Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.' (**Figure 3.2** refers).* In this regard, this S16 Planning Application is submitted to the TPB to enable the continued use of the TPBMC for 7 years whilst extending the operating hours of the TPBMC to 24-hours daily.

3.1.3 There has been no change in statutory context since the Approved Application in 2017 and subsequent Approved Renewal Application in 2024.

3.2 Non-Statutory Planning Context

Hong Kong Planning Standards and Guidelines ("**HKPSG**")

3.2.1 Chapter 9 of the HKPSG provides guidance to uses that may potentially cause dust, noise, waste and water concerns such as construction, repair and maintenance of buses. The HKPSG states that such uses should provide adequate space for appropriate facilities for the collection, storage and disposal of wastes and wastewater.

Approved Layout Plan No. L/TP 33/2

3.2.2 The Site is reserved for a Public Transport Interchange (**"PTI"**) on the approved Layout Plan No. L/TP 33/2 adopted in June 1990. However, it is confirmed by Transport Department ("**TD**") in 2024 that currently there is no plan for development of PTI at the Site.

3.3 Planning History

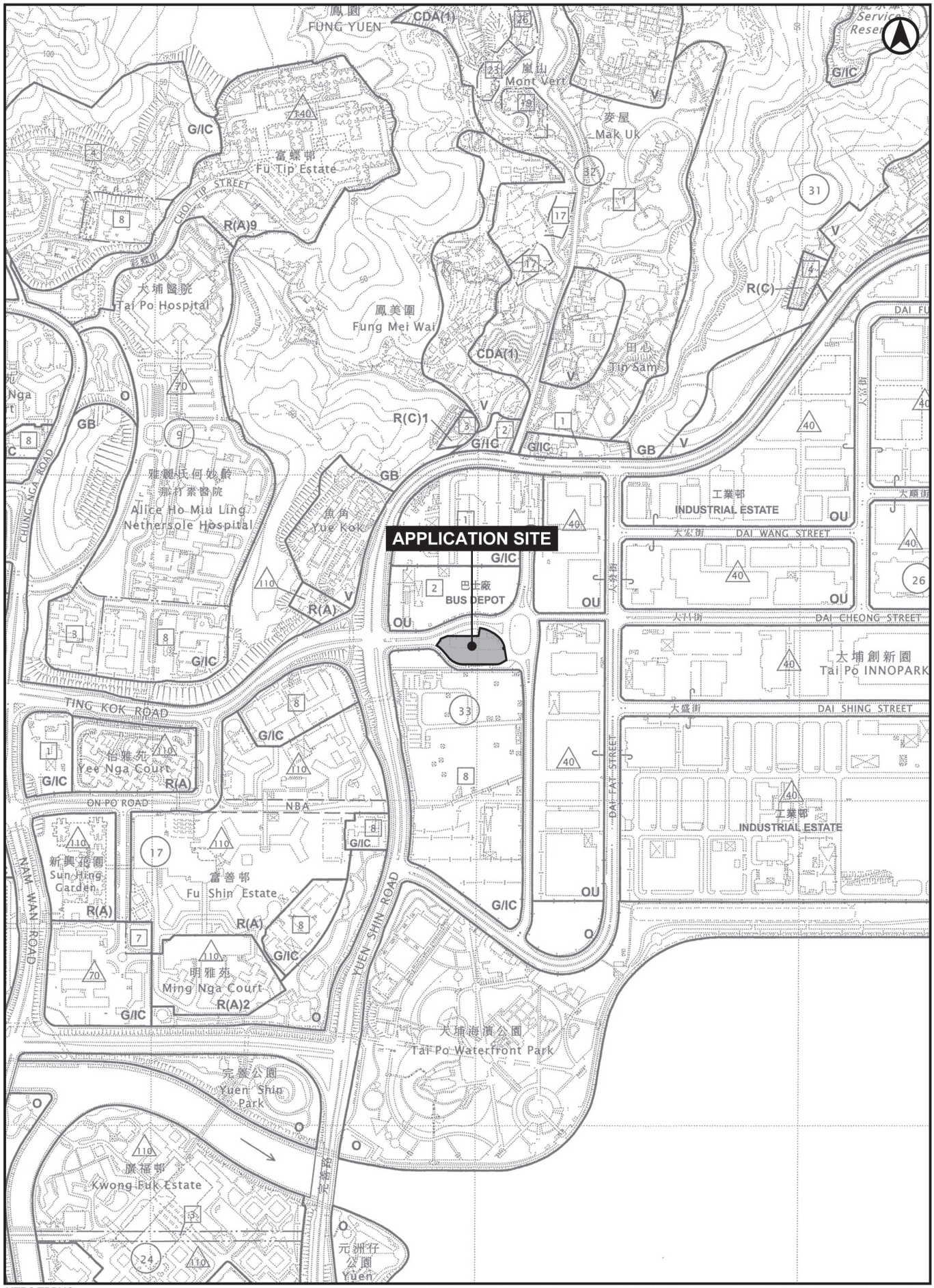
3.3.1 The Site (formerly a disused public transport terminus) was identified and selected in 2012 to accommodate the necessary maintenance services to MTR buses serving the ERL upon consultation with the Tai Po District Council and various Government Departments. At the time, the option of co-location of the Bus Maintenance Centre within the KMB Bus Depot site to the north of the Site was also considered but dismissed due to impracticality, since the shape and size of the remaining area is insufficient to facilitate various bus maintenance activities and the single access to the Site could not fulfil the operational requirements in case of an emergency. The Application Site was the only option and relevant Government Departments were consulted as part of the subsequent STT, TOP and licensing processes.

[1] *Specific uses are always permitted on land falling within the boundaries of the Plan. Please refer to Figure 3.2.*

[2] *On-street vehicle park and railway track.*

3.3.2 In 2017, the Applicant submitted a S16 Application for Temporary Bus Maintenance Centre for a Period of 7 Years (TPB Ref: A/TP/637) at the Application Site and was successively Approved with condition(s) on a temporary basis by the TPB on 8 December 2017 (i.e. the Approved Application). According to the Rural New Territories Planning Committee ("**RNTPC**") Paper No. A/TP/637, the Secretary of Transport and Housing ("**STH**") has given policy support for the Site to be used for providing services to four (4) and other similar feeder bus routes and no Departmental objections were received to the Approval of the Temporary TPBMC. The S16 was subject to a number planning conditions including *Planning Condition (a)* which states that "*no operation between 7:00 a.m. and 11:00 p.m. on Sundays, as proposed by the applicant, is allowed on the site during the planning approval period".*

3.3.3 In 2024, the Applicant submitted a Renewal of Planning Approval for Temporary Bus Maintenance Centre for a Period of 7 Years (TPB Ref: A/TP/695) and was subsequently approved by the TPB on 16 August 2024 (i.e. Approved Renewal Application). Although the *Planning Condition (a)* relating to the operating hours was subsequent removed in the Approved Renewal Application, the renewal of the Planning Application was based on the applied use of operating 24 hours daily from Mondays to Saturdays with no operation between 7:00am to 11:00pm on Sundays.



MTRC/TPBMC

FIGURE 3.1 EXTRACT OF THE DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/31

SCALE 1 : 7,500

(4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

(5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned "Site of Special Scientific Interest" or "Conservation Area" :

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(c) maintenance or repair of watercourse and grave.

(8) In areas zoned "Site of Special Scientific Interest" or "Conservation Area",

(a) the following uses or developments are always permitted:

(i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and

(ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

MTRC/TPBMC

FIGURE 3.2 STATUTORY NOTES ATTACHED TO THE DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/31 (EXTRACT)

(9) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board :

on-street vehicle park and railway track.

(10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(11) In these Notes,

"Existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

"New Territories Exempted House" means a domestic building other than a guesthouse or a hotel; or a building primarily used for habitation, other than a guesthouse or a hotel, the ground floor of which may be used as 'Shop and Services' or 'Eating Place', the building works in respect of which are exempted by a certificate of exemption under Part III of the Buildings Ordinance (Application to the New Territories) Ordinance (Cap. 121).

MTRC/TPBMC

FIGURE 3.2 (CONT'D) STATUTORY NOTES ATTACHED TO THE DRAFT TAI PO OUTLINE ZONING PLAN NO. S/TP/31 (EXTRACT)

4 CONTINUATION OF THE EXISTING TEMPORARY TPBMC

4.1 Continuation of Existing Use and Amendment to Operating Hours

4.1.1 As indicated in ***Para. 3.3.3***, despite there is no planning condition in relating to the operating hours of the TPBMC under the Approved Renewal Application, no operation between 7:00am to 11:00pm on Sundays still applies. In this connection, to enable additional bus maintenance services and enhance operational efficiency, the Applicant seeks to amend the operating hours of the TPBMC to 24-hours daily (i.e. Monday to Sunday) and for the continued use of the TPBMC for a period of seven (7) years. The extended hours on Sundays will allow further approx. 26 buses returning to the TPBMC.

4.1.2 The Corporation currently provides 4 separate feeder bus routes (approx. 20 nos. of buses in total) serving the Tai Po community to MTR Tai Po Market Station (***Figure 4.1*** *refers*). These feeder bus services support a wider catchment of residents for access to the railway, whilst also serving as a public transport option. The 4 routes are:

- **Bus Route K12:** MTR Tai Po Market Station to Eightland Gardens;
- **Bus Route K14:** MTR Tai Po Market Station to Tai Po Centre (Mega Mall);
- **Bus Route K17:** MTR Tai Po Market Station to Fu Shin; and
- **Bus Route K18:** MTR Tai Po Market Station to Kwong Fuk.

4.1.3 All buses operating on the above 4 routes are maintained, repaired, refuelled, cleaned and serviced within the existing TPBMC. Specifically, a range of bus regular maintenance procedures are provided on the Site including (i) preventive and corrective maintenance; (ii) bus annual overhaul "Certificate of Roadworthiness"; (iii) incident bus repair; (iv) bus component overhaul and daily bus maintenance to support the provision of quality bus services. Each bus entering TPBMC will be subject to the following daily procedures:

- Bus external cleaning and bus compartment cleaning;
- Collection of coin box and Octopus data; and
- Fuel refilling and general inspection of tires status, lighting, engine lubrication oil, record mileage and collection of bus daily failure report (if any).

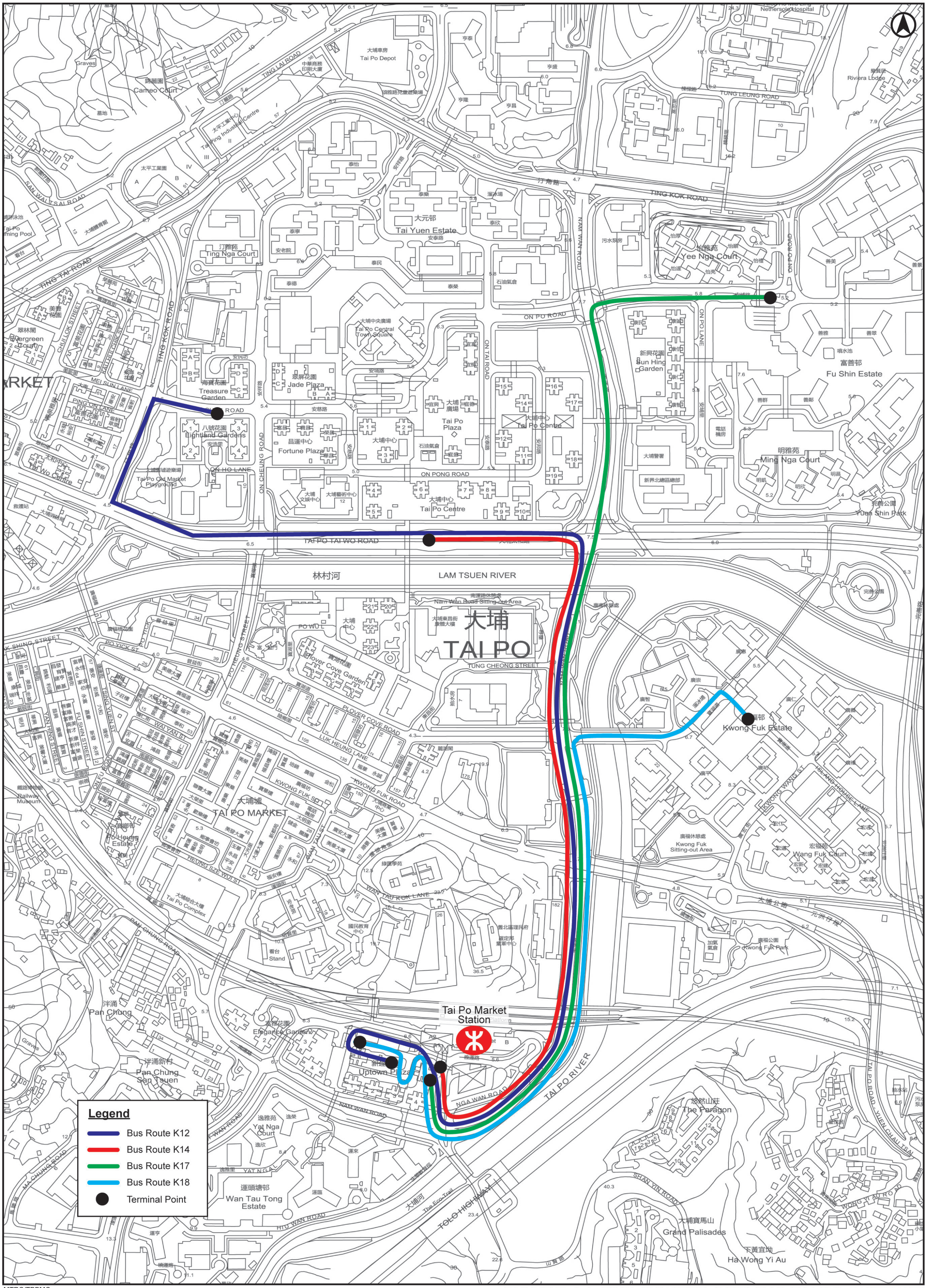
It is therefore a practical requirement for the TPBMC to be located close to its route catchment.

4.1.4 There are *no changes or alterations* to the size, capacity or operational procedures of the existing TPBMC when compared to the Approved Application in 2017 and the subsequent Approved Renewal Application in 2024.

4.1.5 Please note that there is no on-site parking of vehicles or buses within the TPBMC which in compliance with the conditions of the STT. Furthermore, despite under the current STT that CityBus is allowed to use the Site for refuelling and bus washing (***Para. 2.2.3*** refers), these CityBus are not permitted to park or stay at the TPBMC. The Applicant also confirms that the maximum no. of person on Site is 30 and that there is no change to the operation or services to the TPBMC due to shared use of the refilling and bus washing facilities with CityBus. An agreement was also made between CityBus and the Corporation that CityBus will not use the Site between the hours of 7am to 11pm on Sundays as per the planning approval.

4.1.6 There is no change to the existing run in/out of the Site off Dai Wah Street and Dai Fuk Street.

4.1.7 A Traffic Impact Assessment ("**TIA**") has been prepared to demonstrate that the proposed amendment to the operating hours on Sundays would not cause any significant adverse traffic impact on the nearby road network (***Appendix 2*** refers).



MTRC/TPBMC

FIGURE 4.1 BUS ROUTES SERVING TAI PO DISTRICT

SCALE 1 : 5,000

4.2 Development Parameters

4.2.1 The existing TPBMC comprises of an open area with a single-storey maintenance shed connected to a 2-storey structure accommodating ancillary offices, storage rooms, workshops, sewage treatment plant and E&M facilities on G/F, bus staff rest room, conference rooms, offices, workshops and other ancillary accommodation on 1/F. A single-storey transformer room, a sprinkler tank and a fire services tank are located to the north of the structure.

4.2.2 For ease of reference, a comparison table of the development parameters between the Approved Application, Approved Renewal Application and the current Application are as follows:

Table 4.1 Development Parameters of TPBMC

Development Parameters	Approved Application (TPB Ref: A/TP/637)	Approved Renewal Application (TPB Ref: A/TP/695)	Current Application
Site Area	Approx. 4,180m^2	Approx. 4,180m^2	Approx. 4,180m^2
Gross Floor Area	1,575.09m^2	1,575.09m^2	1,575.09m^2
Plot Ratio	0.377	0.377	0.377
Site Coverage	31.63%	31.63%	31.63%
No. of storeys	1 - 2	1 - 2	1 - 2
Building Height	No exceeding 10m	No exceeding 10m	No exceeding 10m
Maximum Persons on Site	30 nos.	30 nos.	30 nos.

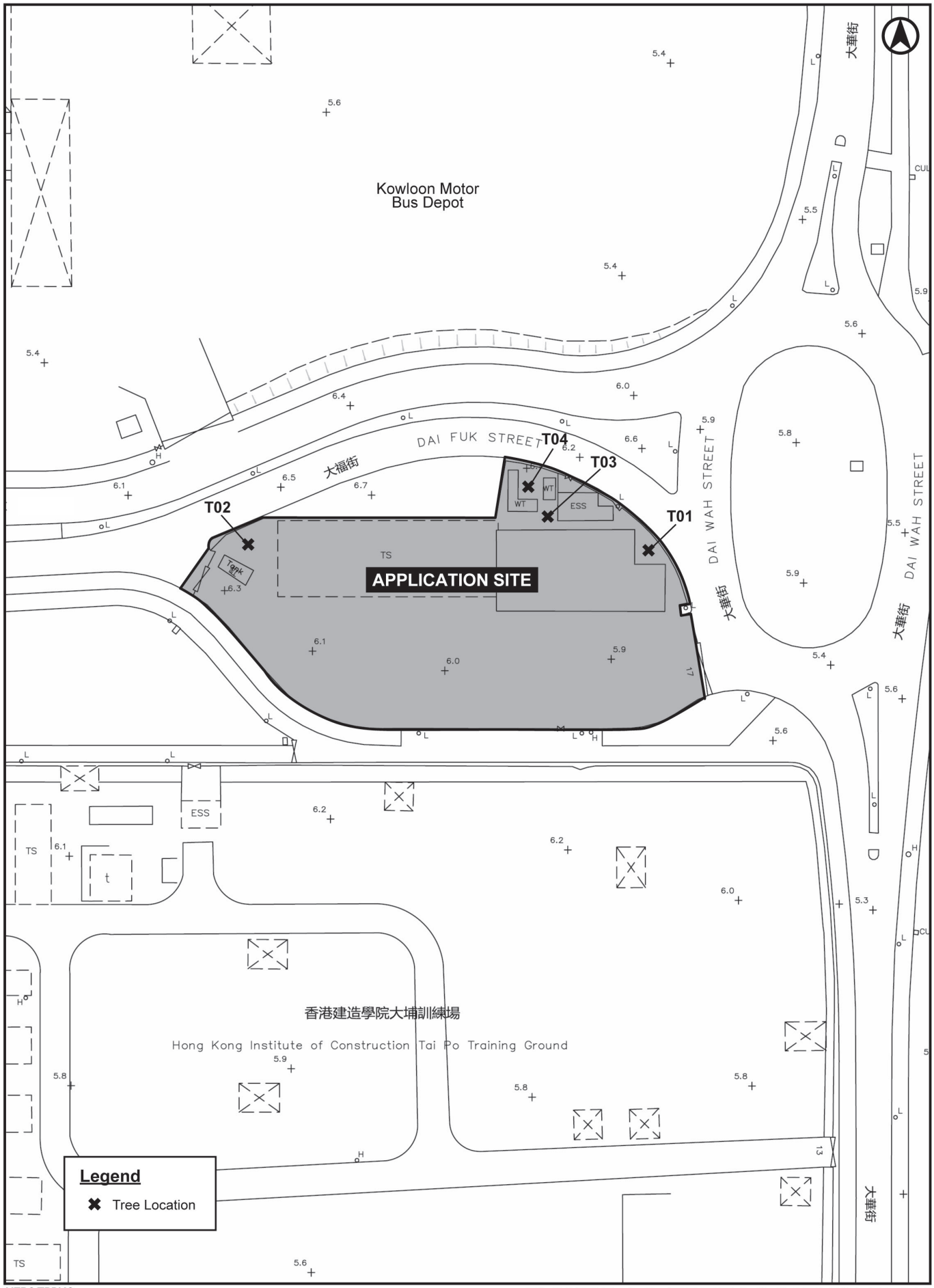
Please note that the development parameters of the TPBMC (as shown above) remains unchanged.

4.3 Landscaping and Tree Planting

4.3.1 According to the STT, the Corporation is responsible for tree preservation, landscaping and maintenance on the Site. No significant change to the approved landscape and tree planting on Site which has subsequently been implemented in compliance with conditions of the STT. A total of 4 trees (including the 2 compensated trees) is to be maintained within the Site boundary which are in fair condition (***Figure 4.2*** refers). There are no Old and Valuable Trees nor dead trees found on Site. The latest Individual Tree Risk Assessment dated 9 May 2024 and a set of Tree Maintenance Record (dated between 16 August 2024 and 18 July 2025) are attached in ***Appendix 3*** and ***Appendix 4*** respectively. The overall health and structural conditions of these trees is considered fair and is suggested for regular monitoring. The Corporation has maintained the trees in good conditions at all times and will continue to do so in accordance with *Handbook on Tree Management* and *Pictorial Guide for Tree Maintenance*.

4.4 Drainage and Sewerage

4.4.1 All sewage generated by the operation of the TPBMC is diverted to and treated by the on-site Waste Water Treatment Plant ("**WWTP**") and then discharged to the public drainage system. The drainage system, together with the on-site WWTP, was Approved/Agreed by the relevant Authorities as part of the TOP granted by BD. A Discharge License (No. WT10002696-2024) dated 14 March 2024 has also been granted by EPD under the Water Pollution Control Ordinance (CAP. 358) which is valid until 31 March 2029. There is no change proposed to the existing drainage system that will increase in run-off. The Applicant will continue to maintain the existing drainage facilities at all times during the approval period to ensure that it would not cause adverse drainage impact to the adjacent areas. No bus will be parked within the TPBMC except those buses undergoing preventive maintenance, corrective maintenance and/or overhaul may be kept on-site.



MTRC/TPBMC

FIGURE 4.2 TREE LOCATION PLAN

SCALE 1 : 1,000

4.4.2 In addition, the TPBMC is hard paved and there has been no change in the total paved area since the Approved GBP on 12 May 2015. A copy of the as-build drawing of the existing drainage facilities of the Application Site is also provided in ***Appendix 5*** for record. No structure or support for any structure are erected within the areas of drainage reserves at the Site during the planning approval period.

5 PLANNING JUSTIFICATIONS

5.1 Enhance Service Quality and Operational Efficiency of TPBMC

5.1.1 Currently, bus maintenance services are not available at the existing TPBMC between 7:00 a.m. and 11:00 p.m. on Sundays. The proposed extension of operating hours (i.e. to 24-hours daily) will facilitate additional bus maintenance services and thereby improving the overall operational efficiency of the TPBMC. Furthermore, transitioning to daily operations will enhance scheduling flexibility and preventing potential bottlenecks for bus maintenance services. By extending the operating hours on Sundays, up to approx. 26 no. of additional buses may be serviced which ensures greater reliability and quality of bus services for the wider Tai Po community.

5.2 No Adverse Traffic Impact

5.2.1 A TIA has been prepared to assess the traffic impact resulting from the additional operating hours of the existing TPBMC (***Appendix 2*** refers). Even with a conservative forecast methodology, the TIA concludes that the future TPBMC will only produce a total 2-way traffic demand of 25 buses/hr (50 pcus/hr) in the Sunday peak hours. Hence, no significant adverse traffic impact is anticipated on the surrounding road network and junctions with the additional traffic generated by the extension of operating hours on Sundays.

5.3 No Change to the Existing Use

5.3.1 The existing TPBMC at the Application Site commenced in 2013 and has been operating since 2015 in accordance with conditions of the STT, TOP and relevant licences. As indicated in ***Section 3.3***, the Approved Renewal Application is valid until 8 December 2031 for the continued use of the existing TPBMC. In this regard, this Application will incur no change to the existing use and the development parameters of the TPBMC. The Applicant only seeks to extend the operating hours to 24-hours daily and continued the use of the Temporary TPBMC for a period of seven (7) years.

5.3.2 Furthermore, there is also no change to the existing parameters, operations, structure layout, etc. under this Application, the existing use is considered to be justified. The Site will continue to be governed under STT or other control mechanisms under the Lands administration system. The proposed period of continuation is also a balanced consideration of an uninterrupted provision of bus services to the public and the Corporation's substantial investment for the supporting services on the Site while also adhering to the previous approved planning applications at the Site.

5.4 In Line with Statutory and Non-Statutory Planning Context

5.4.1 The Site falls within an area shown as 'Road' on the Draft OZP (***Figure 3.1*** refers). The Covering Notes of the OZP also stipulate those Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with other Government requirements. The continued use of the TPBMC for a period of seven (7) years with additional operating hours on Sundays is to ensure undisruptive bus services in the area while enhancing the quality and reliability of bus services in Tai Po.

5.4.2 Moreover, there is no change in air, noise and water quality sensitive uses within 500m from the site boundary as stated in the Environmental Assessment ("**EA**") report submitted under the Approved Application. A copy of the map showing the location of sensitive uses within 500m from the TPBMC is attached for information (***Appendix 6*** refers). Appropriate mitigation measures are in place to minimise adverse environmental impact in accordance with the Approved EA Report. Extract of the findings and conclusion of the Approved EA Report can be referred in ***Appendix 7***. The TPBMC is in line with the requirements of HKPSG – Chapter 9.

5.5 Compliance With Tree Maintenance and Fire Safety

5.5.1 As demonstrated in ***Section 4.3***, the Corporation has continued to maintain the trees at the Application Site in good conditions at all times. Please refer to ***Figure 4.2*** for tree locations and ***Appendix 3*** and ***Appendix 4*** for photos and report of tree conditions.

5.5.2 The Applicant submitted a Water Supplies for Fire Fighting and Fire Service Installation Proposal dated 18 May 2018 and the subsequent submission for Implementation of the same Proposal dated 9 July 2018. The Fire Services Department ("**FSD**") were consulted on both submissions for compliance with *Planning Conditions (f)* and *(g)* of the Approved Application and both conditions were discharged on 4 July 2018 and 20 July 2018 respectively. In addition, the Applicant has continuously updated the FS251 Certificates since the approval to ensure that all fire safety equipment is regularly maintained. Please refer to the latest FS251 Certificate in ***Appendix 8***. The Applicant confirms there is no change in the layout and proposed use as compared with the Approved Application in 2017 and the Approved Renewal Application in 2024 respectively.

5.6 No Other Adverse Technical Impacts

No Increase in Risk

5.6.1 A Quantitative Risk Assessment ("**QRA**") was endorsed by the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations ("**CCPHI**") on 5 December 2014 which was submitted under the Approved Application to ensure that the risks associated with the TPGPP posed on the off-site public are confined within acceptable limits of the Hong Kong Risk Guidelines.

5.6.2 Given there is no change to the facilities, operations and development parameters within the TPBMC since the Approved Application in 2017 and there is no change to the maximum number of workers as specified in the endorsed QRA (i.e. a maximum of 30 workers on-site at any one time of which up to 8 are expected to be present outdoors), there would not be any increased risk from the gas safety point of view due to the proposed amendment to the operating hours.

No Environmental Impacts

5.6.3 There is no change to the development parameters of the existing TPBMC since the Approved Application and the findings and conclusion of the EA report submitted in 2017 remains valid. No adverse environmental impact on air, noise and water quality sensitive uses within 500m from the site boundary as per the approved EA Report is anticipated arising from the continuing operation of the TPBMC. Hence the additional hours of maintenance services on Sundays will have negligible environmental impacts on the Site and its surrounding areas. An extract of the findings and conclusion of the Approved EA is attached in ***Appendix 7*** for information.

6 CONCLUSION

6.1 The Corporation seeks to submit this fresh planning application for the continued use of the TPBMC for a period of seven (7) years at Area 33, Tai Po which is currently providing bus services along 4 routes connecting MTR Tai Po Market Station of the East Rail Line with various locations in the Tai Po District for the convenience of the Tai Po communities. The TPBMC provides essential maintenance and certification services to all buses along these routes. The proposed extension of operating hours on Sundays will enable additional bus maintenance services and enhance operational efficiency of the TPBMC which in return improves the quality and reliability of the bus services for the wider Tai Po community.

6.2 In comparison to the Approved Application in 2017 and Approved Renewal Application in 2024, there is no change or alteration to the development parameters or operational procedures of the TPBMC apart from the proposed amendment to the operating hours on Sundays. There is also no change to maximum population of 30 within the TPBMC.

6.3 A TIA has been prepared to assess the traffic impact resulting from the additional operational hours on Sundays at the Site. The TIA concludes that no significant adverse traffic impact is anticipated from the proposed amendment.

6.4 The proposed extension of operating hours on Sundays will have no adverse technical impacts in terms of risk and environmental.

6.5 The Applicant will ensure the continuation of good practices should approval be granted under this S16 planning application and will ensure the provision of MTR bus services in Tai Po to continue smoothly without interruption to services and service quality.

6.6 In view of the above, we trust that the BOARD will see fit to give favourable consideration to this Application.

Edited & Approved by: Delius Wong

Prepared by: Kelvin Chung

Date: 31 July 2025

File Ref: MTRC/TPBMC

Appendix 1

APPROVED GENERAL BUILDING PLANS

GENERAL NOTES

01. STRUCTURAL PLANS, R.C.C. DETAILS AND CALCULATIONS ARE TO BE SUBMITTED SEPARATELY.
02. DRAINAGE PLANS ARE TO BE SUBMITTED SEPARATELY.
03. ALL DIMENSIONS ARE TO BE INDICATED IN MILLIMETERS UNLESS SPECIFIED OTHERWISE.
04. FLAT ROOFS/TERRACES ACCESSIBLE TO THE PUBLIC SHALL BE PROVIDED WITH PARAPET WALLS /RAILINGS NOT LESS THAN 1100mm IN HEIGHT FROM FINISHED LEVELS. THE LOWEST PORTION OF SUCH PARAPETS/RAILINGS SHALL BE OF SOLID CONSTRUCTION MIN. 150 mm HIGH.
05. ALL REQUIRED STAIRCASES SHALL HAVE A CLEAR HEIGHT OF NOT LESS THAN 2000mm, & 2300mm MIN. TO UNDERSIDE OF BEAM, AND HANDRAIL SHOULD BE PROVIDED ON BOTH SIDE AT 1100mm HIGH.
06. TREADS OF STAIRCASES SHALL BE NOT LESS THAN 225mm AND RISER NOT MORE THAN 175 mm.
07. ALL BRICK WORK AND MASONRY TO BE BUILT IN 1:3 CEMENT MORTAR.
08. ALL R.C. WORK TO BE 1:2:4 MIX UNLESS OTHERWISE STATED.
09. ALL STRUCTURAL MEMBERS REFER TO STRUCTURAL DRAWINGS.
10. DESIGN MANUAL OF BARRIER FREE ACCESS SHALL NOT APPLY TO TEMPORARY BUILDINGS REFERRED TO IN PART VII OF THE BUILDING (PLANNING) REGULATIONS.
11. ALL LAVATORIES AREAS SHALL BE PROVIDED WITH CEMENT OR GLAZED TILE DADO OF NOT LESS THAN 1200mm HIGH AND SHALL BE PAVED WITH CEMENT OR MOSAIC TILE FLOORING.
12. EVERY PART OF AN EXIT ROUTE SHALL BE PROVIDED WITH ARTIFICAL LIGHTING PROVIDING A HORIZONTAL ILLUMINANCE AT FLOOR LEVEL OF NOT LESS THAN 30 LUX AND BACK UP BY AN EMERGENCY LIGHTING SYSTEM PROVIDING A HORIZONTAL ILLUMINANCE AT FLOOR LEVEL NOT LESS THAN 2 LUX.
13. ALL LAVATORIES AREAS SHALL BE PROVIDED WITH CEMENT OR GLAZED TILE DADO OF NOT LESS THAN 1200mm HIGH AND SHALL BE PAVED WITH CEMENT OR MOSAIC TILE FLOORING.
14. FR PROTECTION AS SHOWN IN STRUCTURAL DRAWINGS FOR STRUCTURAL STEEL AS REQUIRED.
15. WATER AUTHORITY REQUIREMENTS TO BE COMPLIED WITH.
16. ALL UNAUTHORIZED BUILDING WORKS TO BE REMOVED AND/ OR REINSTATED.
17. ALL DIMENSIONS SHOWN ON ALL DRAWINGS ARE MEASURED FROM STRUCTURAL SURFACE UNLESS OTHERWISE SPECIFIED.
18. ALL WORKS TO COMPLY WITH BUILDING (CONSTRUCTION) REGULATION IN ACCORDANCE WITH 1997 ED.
19. ALL WINDOWS AT GROUND FLOOR LEVEL WITHIN 2500mm HIGH SHALL BE FIXED OR OPEN INWARDS OR SLIDING.
20. NON-COMBUSTIBLE MATERIAL FOR WHOLE BUILDING AND MAINTENANCE SHED

FIRE SERVICES NOTES

01. A FIRE HYDRANT/HOSE REEL SYSTEM TO BE PROVIDED FOR THE ENTIRE BUILDING. THE SYSTEM TO BE INSTALLED IN ACCORDANCE WITH THE CODES OF PRACTICE FOR MINIMUM FIRE SERVICE INSTALLATIONS AND EQUIPMENT 2012.
 a. HYDRANT AND HOSE REELS TO BE PROVIDED TO ENSURE THAT EVERY PART OF THE BUILDING CAN BE BE REACHED BY A LENGTH OF NOT MORE THAN 30m OF FIRE SERVICES HOSE AND HOSE REEL TUBING.
 b. ONE 36000 LITRES F.S. WATER TANK TO BE PROVIDED AS INDICATED ON PLANS.
 c. TWO FIXED FIREPUMPS (DUTY/STANDBY) TO BE PROVIDED TO MAINTAIN A RUNNING PRESSURE OF 350-850 kPa WITH A MINIMUM FLOW OF NOT LESS THAN 1350 L/MIN FROM ANY THREE HYDRANT OUTLETS.
 d. AN INDEPENDENT F.S. INLET TO BE PROVIDED FOR EACH HYDRANT RISING MAIN. ALL F.S. INLETS TO BE INTERCONNECTED.
02. AN AUTOMATIC SPRINKLER SYSTEM TO BE PROVIDED AND INSTALLED IN ACCORDANCE WITH THE LPC FOR AUTOMATIC SPRINKLER INSTALLATIONS INCORPORATING BS EN 12845 : 2003 AND FSD CIRCULAR LETTER NO. 3/2006 AND NO. 3/2012. THE CLASSIFICATION OF THE OCCUPANCIES TO BE ORDINARY HAZARD GROUP 3.
 a. SPRINKLERS TO BE PROVIDED THROUGHOUT THE ENTIRE BUILDING INCLUDING STAIRCASES, COMMON CORRIDORS AND TOILETS EXCEPT E/M PLANT ROOMS, TBE ROOM AND SERVICE DUCTS.
 b. ONE 90000 LITRES SPRINKLER WATER TANK TO BE PROVIDED AS INDICATED ON PLANS (SPRINKLER ALARM SIGNALS TO BE LINKED TO THE AUTHORIZED SERVICE PROVIDER'S COMPUTERIZED FIRE ALARM TRANSMISSION SYSTEM BY DIRECT TELEPHONE LINE). THE TOWN MAIN WATER SUPPLY TO BE FED FROM SINGLE END.
 c. TWO SPRINKLER PUMPS (DUTY/STANDBY) TO BE PROVIDED TO SERVE THE ENTIRE SPRINKLER SYSTEM. EACH SPRINKLER INSTALLATION WILL NOT EXCEED 45m.
 d. SPRINKLER CONTROL VALVE SETS AND SPRINKLER INLETS TO BE PROVIDED AS INDICATED ON PLANS.
 e. ALL SPRINKLER ALARM SIGNALS TO BE TRANSMITTED TO THE MAIN FIRE ANNUNCIATOR PANEL (SPRINKLER ANNUNCIATOR PANEL) LOCATED AT G/F FIRE CONTROL CENTRE.
 g. THE MAXIMUM STORAGE HEIGHTS IN ALL STORAGE ROOMS SHALL NOT EXCEED TABLE 1 OF BSEN 12845:2003
03. A FIRE DETECTION AND ALARM SYSTEM TO BE PROVIDED IN ACCORDANCE WITH BS 5839-1 : 2002 + A2 : 2008 AND FSD CIRCULAR LETTER NO. 1/2009 & NO. 3/2010.
 a. HEAT DETECTORS TO BE PROVIDED FOR ALL E/M PLANT ROOMS, BATTERY CHARGING ROOM, TBE ROOM, AND IN AREAS NOT COVERED BY SPRINKLER INSTALLATION ~~EXCEPT SERVICE DUCTS.~~
 b. BREAKGLASS UNITS AND FIRE ALARM BELLS TO BE LOCATED AT ALL HOSE REEL POINTS. IN ADDITON, BREAKGLASS UNITS TO BE PROVIDED TO ALL STOREY EXITS AND ADJACENT TO ALL STAIRCASE EXITS TO OPEN AIR ON G/F OR PLACE OF ULTIMATE SAFETY. THE MANUAL FIRE ALARM SYSTEM TO BE INCORPORATED IN THE FH/HR SYSTEM AND INSTALLED AS AN INTEGRAL PART OF THE FIRE DETECTION SYSTEM. ONE ACTUATING POINT AND ONE AUDIO WARING DEVIE TO BE LOCATED AT EACH HOSE REEL POINT.
 c. ONE MAIN FIRE ANNUNCIATOR PANEL TO BE PROVIDED AT G/F FIRE CONTROL CENTRE TO RECEIVE ALL FIRE ALARM SIGNALS OF THE ENTIRE BUILDING.
 d. ALL FIRE ALARM SIGNALS INCLUDING FIRE DETECTORS, FLOW SWITCHES AND BREAKGLASS UNITS TO BE LINKED TO THE AUTHORIZED SERVICE PROVIDER'S COMPUTERIZED FIRE ALARM TRANSMISSION SYSTEM BY A DIRECT TELEPHONE LINE.
 ~~e. VISUAL ALARM SIGNALS (FLASHING RED LIGHT) TO BE PROVIDED AND BE LOCATED AT A PROMINENT LOCATION IN PLACES WHERE ARE INTENDED TO BE ACCESSIBLE TO THE PUBLIC. THE VISUAL ALARM SIGNALS TO BE INSTALLED IN ACCORDANCE WITH THE FSD CIRCULAR LETTER 2/2012 AND BARRIER FREE ACCESS 2008.~~
 f. UPON ACTUATION OF ANY FIRE ALARM SIGNALS, ALL FIRE ALARM BELLS WILL BE SOUND.
 g. VISUAL ALARM SIGNAL CFLASHING RED LIGHTS WILL NOT BE PROVIDE IN ACCORDANCE WITH FSD APPROVED LETTER LETTER REF.: (12) IN FP8/29964<11> DATED 28 MARCH 2013. THIS BUILDING IS USED FOR STAFF ONLY.
04. PORTABLE FIRE EXTINGUISHERS/SAND BUCKETS TO BE PROVIDED AT ALL E/M PLANT ROOMS, BATTERY CHARGING ROOM, TBE ROOM AND BAY MAINTENANCE SHED AS INDICATED ON PLANS.
05. A SYSTEM TO BE PROVIDED TO STOP MECHANICALLY INDUCED AIR MOVEMENT WITHIN A DESIGNATED FIRE COMPARTMENT WHEN A VENTILATION/AIR CONDITIONING CONTROL SYSTEM IS PROVIDED.
06. AN INDEPENDENT EMERGENCY GENERATOR OF SUFFICIENT CAPACITY TO BE PROVIDED TO MEET THE ESSENTIAL SERVICES DURING SHORTAGE OF UTILITY MAINS.
07. SUFFICIENT DIRECTIONAL/EXIT SIGNS TO BE PROVIDED TO ENSURE THAT ALL EXIT ROUTES FROM ANY FLOOR WITHIN THE BUILDING ARE CLEARLY INDICATED AS REQUIRED BY THE CONFIGURATION OF STAIRCASES SERVING THE BUILDING AND TO BE COMPIED WITH CIRCULAR LETTER 5/2008.
08. SILICOME FLUID FILLED TYPE (DRY TYPE) TRANSFORMERS TO BE PROVIDED AT TRANSFORMER ROOMS AS INDICATED ON PLANS. MECHANCIAL VENTILATION TO BE PROVIDED FOR THE TRANSFORMER ROOMS.
09. ALL LININGS FOR ACOUSTIC AND THERMAL INSULATION PURPOSES IN DUCTINGS AND CONCEALED LOCATIONS TO BE OF CLASS 1 OR 2 RATE OF SURFACE SPREAD OF FLAME AS PER BS 476-7 OR ITS INTERNATIONAL EQUIVALENT, OR BE BROUGHT UP TO THAT STANDARD BY USE OF AN APPROVED FIRE RETARDANT PRODUCT.
10. ALL LININGS FOR ACOUSTIC, THERMAL INSULATIONAND DECORATIVE PURPOSES WITHIN PROTECTED MEANS OF ESCAPE TO BE OF CLASS 1 OR 2 RATE OF SURFACE SPREAD OF FLAME AS PER BS 476-7 OR ITS INTERNATIONAL EQUIVALENT, OR BE BROUGHT UP TO THAT STANDARD BY USE OF AN APPROVED FIRE RETARDANT PRODUCT.
11. ANY INTENDED STORAGE OR USE OF DANGEROUS GOODS AS DEFINED IN CHAPTER 295 OF THE LAWS OF HONG KONG TO BE NOTIFIED TO THE DIRECTOR OF FIRE SERVICES. (SEPARATE APPLICATION GIVING FULL DETAILS TO BE SUBMITTED TO THE DANGEROUS GOODS DIVISION REGARDING D.G. STORAGE.)
~~12. AUDIO/VISUAL ADVISORY SYSTEM WILL NOT BE PROVIDED AS ANY ONE SINGLE OCCUPANCY ON ANY ONE FLOOR DOES NOT EXCEED 2000m².~~
13. SMOKE EXTRACTION SYSTEM WILL NOT BE PROVIDED AS THE FIRE COMPARTMENT OF THIS BUILDING DOES NOT EXCEED 7000m³.
14. STREET HYDRANT SYSTEM WILL NOT BE PROVIDED SINCE THE EXISTING ACCESSIBLE STREET FIRE HYDRANTS ARE LOCATED WITHIN 100M FROM THE BUILDING.
15. EMERGENCY LIGHTING TO BE PROVIDED THROUGHOUT THE ENTIRE BUILDING AND EXIT ROUTES LEADING TO THE GROUND LEVEL.
 (EMERGENCY LIGHTING SHALL COMPLY WITH BRITISH STANDARD 5266:PART 1:2011 AND BSEN 1838: 1999)
~~16. A GAS EXTRACTION SYSTEM TO BE PROVIDED FOR THE G/F BATTERY CHARGING ROOM WHERE FLAMMABLE VAPOURS MAY BE GENERATED.~~
~~17. A 61 lb FM-200 AUTOMATIC FIXED SPRAYER UNIT TO BE PROVIDED AT G/F BATTERY CHARGING ROOM (WITH VOLUME LESS THAN 42.5m³)AS INDICATED ON PLANS.~~

RECEIVED BY

F.S. NOTES (FOR BATTERY CHARGING ROOM)

1. A 61LB FM-200 AUTOMATIC FIXED SPRAYER UNIT TO BE PROVIDED AT G/F BATTERY CHARGING ROOM (WITH VOLUME LESS THAN 42.5 m³) AS INDICATED ON PLANS.
2. SUFFICIENT EXIT SIGN TO BE PROVIDED TO ENSURE THAT THE ROOM WITHIN THE BUILDING ARE CLEARLY INDICATED AS REQUIRED BY THE CONFIGURATION OF STAIRCASE SERVING THE BUILDING AND TO BE COMPLIED WITH CIRCULAR LETTER NO. 5/2008.
3. MANUAL FIRE ALARM SYSTEM TO BE PROVIDED IN ACCORDANCE WITH BS 5839-1 : 2002+A2:2008 AND FSD CIRCULAR LETTER NO. 1/2009 & NO. 3/2010.
4. HEAT DETECTOR TO BE PROVIDED
5. A GAS EXTRACTION SYSTEM TO BE PROVIDED FOR THE G/F BATTERY CHARGING ROOM WHERE FLAMMABLE VAPOURS MAY BE GENERATED.
6. A SYSTEM TO BE PROVIDED TO STOP MECHANICALLY INDUCED AIR MOVEMENT WITHIN A VENTILATION / AIR CONDITIONING CONTROL SYSTEM IS PROVIDED.
7. 4.5kg CO_2 FIRE EXTINGUISHER TO BE PROVIDED AS INDICATED ON PLAN.

SCHEDULE OF SANITARY PROVISIONS

MALE (MAX 12 PERSONS)*								FEMALE (MAX 2 PERSONS)*					
W.C.		URINAL		BASIN		SHOWER		W.C.		BASIN		SHOWER	
REQ	PROV	REQ	PROV	REQ	PROV	REQ	PROV	REQ	PROV	REQ	PROV	REQ	PROV
1	4	1	4	1	4	-	4	1	2	1	2	-	2

NOTE :
* THE MAXIMUM NUMBER OF OCCUPANTS SHALL NOT EXCEED 30 PERSONS
THE FOLLOWING SHALL BE CATERED FOR:
A) THE NUMBER OF MALE OCCUPANTS SHALL BE 25
B) THE NU,BER OF FEMALE OCCUPANTS SHALL BE 5

DISCHARGE VALUE CALCULATION

STAIRCASE MARK	STAIR WIDTH / mm	STOREY SERVED	NO. OF STOREY ABOVE GROUND	DISCHARGE VALUE / P	TOTAL DISCHARGE VALUE OF THE STAIRCASES / P	CAPACITY OF STOREYS / P	TOTAL CAPACITY OF STOREYS SERVED BY THE STAIRCASES / P
ST-01	1050	1	1	210	210 + 210 = 420	38	38 < 420
ST-02	1050	1	1	210			

NOTE :
IN ACCORDANCE WITH EMPLOYERS STATEMENT OF OCCUPATION THE MAXIMUM NUMBER OF OCCUPANTS WITHIN THE BUILDING WILL NOT EXCEED 30 PERSONS.

SCHEDULE OF WINDOW PROVISION

BLDG	USE	U.F.A. (SQ. M.)	WINDOW PROVISION REQ.	WINDOW PROVISION PRO.	WINDOW OPENABLE PROVISION REQ.	WINDOW OPENABLE PROVISION PRO.
G/F	OFFICE	31.458	3.146	(1.000 x 0.900) + (2.650 x 0.95) + (0.900 x 0.950) x 80% = 3.418 m² > 3.146 m²	1.966	(1.000 x 0.900) + (2.650 x 0.95) + (0.900 x 0.950) x 80% = 3.418 m² > 1.966 m²
G/F	TOILET	3.981	0.398	(0.85 X 1.000) X 80% = 0.68 m² > 0.398 m²	0.398	(0.85 X 1.000) X 80% = 0.68 m² > 0.398 m²
1ST. FL.	CONFERENCE ROOM	21.091	2.109	(2.650 x 0.900) + (1.250 x 0.500) x 80% = 2.408 m² > 2.109 m²	1.318	(2.650 x 0.900) + (1.250 x 0.500) x 80% = 2.408 m² > 1.318 m²
1ST. FL.	OFFICE 1	20.953	2.095	(2.650 x 0.900) + (1.950 x 0.500) x 80% = 2.688 m² > 2.095 m²	1.310	(2.650 x 0.900) x 80% = 1.908 m² > 1.310 m²
1ST. FL.	OFFICE 2	20.925	2.093	(2.650 x 0.900) + (1.950 x 0.500) x 80% = 2.688 m² > 2.093 m²	1.308	(2.650 x 0.900) x 80% = 1.908 m² > 1.308 m²
1ST. FL.	BUS STAFF REST ROOM	30.225	3.023	2 x [(0.700 x 0.900) x 3 + (1.400 x 0.500)] x 80% = 4.144 m² > 3.023 m²	1.889	2 x [(0.700 x 0.900) x 3 + (1.400 x 0.500)] x 80% = 4.144 m² > 1.889 m²
1ST. FL.	MALE TOILET & SHOWER CHANGING ROOM	57.036	5.703	10 x (0.600 x 0.900) + 4 x (0.500 x 0.900) x 80% = 5.760 m² > 5.704 m²	5.704	10 x (0.600 x 0.900) + 4 x (0.500 x 0.900) x 80% = 5.760 m² > 5.704 m²
1ST. FL.	FEMALE TOILET & SHOWER CHANGING ROOM	18.316	1.832	(2.650 x 0.900) + (1.950 x 0.500) x 80% = 2.688 m² > 1.832 m²	1.832	(2.650 x 0.900) + (1.950 x 0.500) x 80% = 2.688 m² > 1.832 m²
1ST. FL.	PANTRY	9.966	0.997	2 x (0.900 x 0.645) + (0.500 x 0.590) x 80% = 1.165 m² > 0.997 m²	0.623	2 x (0.900 x 0.645) + (0.500 x 0.590) x 80% = 1.165 m² > 0.623 m²

REMARK :
- SUPERFICIAL AREA OF GLASS TO BE 80% OF WINDOW OPENING.
- MECHANICAL VENTILATION AND ARTIFICIAL LIGHTING COMPLIED WITH BUILDING (PLANING) REGULATION 34

FIRE RESISTANCE REQUIREMENT FOR ELEMENTS OF CONSTRUCTION

BLDG	USE	CLASS	COMPARTMENT OF BLDG. AREA (m²)	COMPARTMENT OF BLDG. VOL. (m³)	F.R.R. REQ'D (MINS.)	R.C.C. SLAB THICKNESS	R.C.C. SLAB COVER TO STEEL SIMPLY SUPPORTED	R.C.C. SLAB COVER TO STEEL CONTINUOUS		R.C.C. COLUMN THICKNESS	R.C.C. COLUMN COVER	R.C.C. WALL THICKNESS	R.C.C. WALL COVER	DRY WALL THICKNESS (mm)	BRICK WALL INTERNAL WALL THICKNESS (mm)	BRICK WALL EXTERNAL WALL THICKNESS (mm)
GRD. FL.	MAINTENANCE SHED	6b	689.328	6,775.530	120 MIS. F.R.R. TO STEEL FRAME ONLY OR AS SHOWN	140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	SEWAGE TREATMENT PLANT	8	90.707	362.828		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	STORAGE ROOM 1	6b	49.564	198.256		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	STORAGE ROOM 2	6b	86.169	344.676		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	BATTERY CHARGING & STORAGE ROOM	8	21.207	84.828		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	STORAGE ROOM 4	6b	41.740	166.960		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	WORKSHOP 1	6a	83.724	334.896		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	WORKSHOP 2	6a	20.050	80.2		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	COIN STORE	6b	5.238	21.312		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	FIRE CONTROL CENTRE	8	4.606	18.424		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	SPRINKLER & F.S. PUMP ROOM	8	32.13	128.52		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	ELECT. METER ROOM	8	7.095	28.380		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	T.B.E. ROOM	8	11.207	44.828		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	EMERGENCY GEN.	8	14.894	59.576		140	35	35	-	-	-	-	-	-	150	150
GRD. FL.	OFFICE	4a	33.876	135.504	60	140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	STORAGE ROOM 1	6b	94.156	376.624	120 MIS. F.R.R. TO STEEL FRAME ONLY OR AS SHOWN	140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	STORAGE ROOM 2	6b	43.888	175.552		140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	WORKSHOP 1	6a	60.655	242.620		140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	WORKSHOP 2	6a	31.144	124.576		140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	POTABLE WATER TANK & PUMP ROOM	8	11.756	47.024		140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	CONFERENCE ROOM	4a	21.091	84.364	60	140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	OFFICE 1	4a	20.953	83.812	60	140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	OFFICE 2	4a	20.925	83.7	60	140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	BUS STAFF REST ROOM	4a	32.918	131.672	60	140	35	35	-	-	-	-	-	-	150	150
1ST. FL.	PANTRY	4a	11.675	46.700	120	140	35	35	-	-	-	-	-	-	150	150

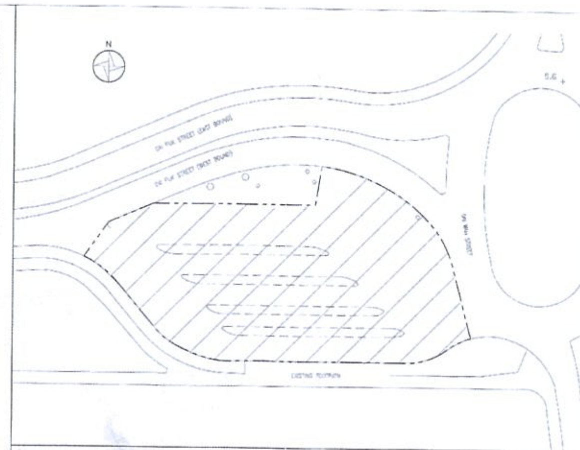
- 120 MINS. F.R.R. TO BE PROVIDED FOR ALL THE ELEMENTS OF CONSTRUCTION

* BRICK WALL /13MM GYSUM PLASTER ON EACH SIDE

PROVISION OF EXIT DOOR AND EXIT ROUTE FROM ROOM OR STOREY

BLDG	USE	U.F.A. (m²)	FACTOR	CAPACITY OF ROOM /STOREY	MIN. NO. EXIT DOORS (FROM ROOM) EXIT ROUTES (FROM STOREY) REQUIRED	MIN. NO. PROVIDED	MIN. TOTAL WIDTH EXIT DOORS REQUIRED	EXIT DOORS PROVIDED	EXIT ROUTES REQUIRED	EXIT ROUTES PROVIDED	MIN. WIDTH OF EACH EXIT DOORS REQUIRED	EXIT DOORS PROVIDED	EXIT ROUTES REQUIRED	EXIT ROUTES PROVIDED
GRD. FL.	MAINTENANCE SHED	665.284	30	23	1	2	-	1700	-	-	750	850	1050	-
GRD. FL.	SEWAGE TREATMENT PLANT	90.707	-	-	1	2	-	1800	-	-	750	1800	1050	-
GRD. FL.	STORAGE ROOM 1	49.564	30	2	1	1	-	1800	-	-	750	1800	-	-
GRD. FL.	STORAGE ROOM 2	82.752	30	3	1	2	-	1800	-	-	750	1800	-	-
GRD. FL.	BATTERY CHARGING & STORAGE ROOM	19.175	-	-	1	1	-	800	-	-	750	800	-	-
GRD. FL.	STORAGE ROOM 4	39.342	30	2	1	1	-	800	-	-	750	800	-	-
GRD. FL.	WORKSHOP 1	80.236	4.5	18	1	1	-	1800	-	-	750	1800	1050	-
GRD. FL.	WORKSHOP 2	17.837	4.5	4	1	1	-	800	-	-	750	800	1050	-
GRD. FL.	COIN STORE	4.249	30	1	1	1	-	750	-	-	750	750	-	-
GRD. FL.	OFFICE	31.458	9	4	1	1	-	850	-	-	750	850	1050	-
GRD. FL.	SPRINKLER & F.S. PUMP ROOM	32.130	-	-	1	1	-	800	-	-	750	850	-	-
GRD. FL.	ELECT. METER ROOM	5.729	-	-	1	1	-	800	-	-	750	800	-	-
GRD. FL.	T.B.E. ROOM	9.918	-	-	1	1	-	750	-	-	750	750	-	-
GRD. FL.	EMERGENCY GEN.	13.430	-	-	1	1	-	750	-	-	750	750	-	-
1ST. FL.	STORAGE RM. 1	89.013	30	3 (38 (CAPACITY OF STOREY))	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	STORAGE RM. 2	40.385	30	2	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	CONFERENCE ROOM	21.901	10	3	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	OFFICE 1	20.953	9	3	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	OFFICE 2	20.925	9	3	2	2	1750	2200	2100	2430	850	850	1050	1050 MIN.
1ST. FL.	BUS STAFF REST ROOM	30.225	9	4	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	WORKSHOP 1	58.500	4.5	13	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	WORKSHOP 2	28.019	4.5	7	2	2	1750	2200	2100	2430	850	850	1050	
1ST. FL.	POTABLE WATER TANK & PUMP ROOM	11.756	-	-	2	2	1750	2200	2100	2430	850	850	1050	

NOTE :
IN ACCORDANCE WITH EMPLOYERS STATEMENT OF OCCUPATION THE MAXIMUM NUMBER OF OCCUPANTS WITHIN THE BUILDING WILL NOT EXCEED 30 PERSONS.



BLOCK PLAN SCALE : 1 : 1000

DOOR MARK :

- (S1) - METAL DOOR WITH UPPER VISION PANEL (*NOTE)
- (S1a) - 120 MINS FRR METAL DOOR W/SMOKE SEAL
- (S2) - METAL DOOR (*NOTE)
- (S2a) - METAL DOOR (*NOTE)
- (S3) - 120 MINS FRR METAL DOOR WITH UPPER VISION PANEL W/SMOEK SEAL (*NOTE)
- (AP) - 60 MINS FRR ACCESS PANEL

*NOTE : ALL DOORS REQUIRED TO HAVE AN F.R.P. SHOULD BE SELF-CLOSING AND THESE DOORS INCLUDING FRAME SHOULD BE TESTED IN ACCORDANCE WITH BS 476 : PARTS 20 AND 24 : F.S. CODE 2011

LEGEND :

- FINISHING FLOOR LEVEL
- PROPOSED STRUCTURAL LEVEL
- W.G. - WIRED GLASS
- F.W.G.W. - FIXED WIRED GLASS WINDOW
- C.G. - CLEAR GLASS
- F.W.G.L. - FIXED WIRED GLASS LOUVRES
- F.M.L. - FIXED METAL LOUVRES
- EXIT - ILLUMINATED EXIT SIGN
- HR - HOSE REEL
- F.B. - FIRE BLANKET
- F.H. - FIRE HYDRANT
- F.E. - 4.5KG CO_2 FIRE EXTINGUISHER
- S.B. - 2 NOS. OF SAND BUCKET
- MVAL - MECHANICAL VENTILATION AND ARTIFICIAL LIGHTING TO BE PROVIDED (SUPPLYING FRESH AIR TO ALL PARTS OF SUCH ROOM AT A RATE OF NOT LESS 10 CHANGES OF AIR PER HOUR FOR NON-DOMESTIC
- R.C. WORKS MIN 100MM THICK (CONTAINING NOT LESS THAN 1 PERCENT OF VERTICAL REINFORCEMENT)
- PRECAST SOLID BLOCK WALL
- DRY WALL
- WOOD WORKS
- GLASS WORKS
- METAL WORKS
- CERAMIC TILES
- SANITARY FITMENTS
- CEMENT SAND RENDERING
- BLUE DOTTED LINE SHOWN THE APPROVED WORKS TO BE OMITTED AND THE AMENDED WORKS TO BE COLOURED

Plan Approved
CHAN Che-bun, Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
12 MAY 2015

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(b) and the provision of section 14(2)(c) of the Buildings Ordinance are of particular relevance in this regard.

Statement II:
The works shown on these plan are Type II works
Building Plan (Temporary)
In respect of which the Buildings Authority's consent is applied for.

SIU Koon Hoi Carmine
Authorised Person
Registered Structural Engineer
~~Registered Geotechnical Engineer~~

REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED
-			May 2012		G	General Revision		Mar 2015	
A	General Revision		Nov 2012		H	General Revision		Apr 2015	
B	General Revision		Jan 2013	Feb 2013					
C	General Revision		Mar 2013	Apr 2013					
D	General Revision		July 2013	Aug 2013					
E	Legend Update		July 2013	Aug 2013					
F	General Revision		Dec 2014						

DRAWN WY
DESIGNED DK
CHECKED BY
APPROVED DK
DATE 30.07.13

MTR

ORIGINATOR
MEINHARDT
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司

KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺穎文建築師事務所有限公司

CADD REF.

PROJECT
GENERAL NOTES, BLOCK PLAN, AND CALCULATIONS
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

SCALE N.T.S. | DRAWING NO. K1155-12C/B/TAP/K&A/A10/001 | REV. H

AGGREGATE OF THE EXTERNAL FACADE ACCESSIBLE BY EVA

PERIMETER OF MAINTENANCE SHED
= f + e + d + c
= 15.495 m + 45.2075 m + 15.495 m + 45.2075 m
= 121.405 m

AGGREGATE OF THE EXTERNAL FACADE OF MAINTENANCE SHED ACCESSIBLE FOR EVA (A)
= 37.046 m

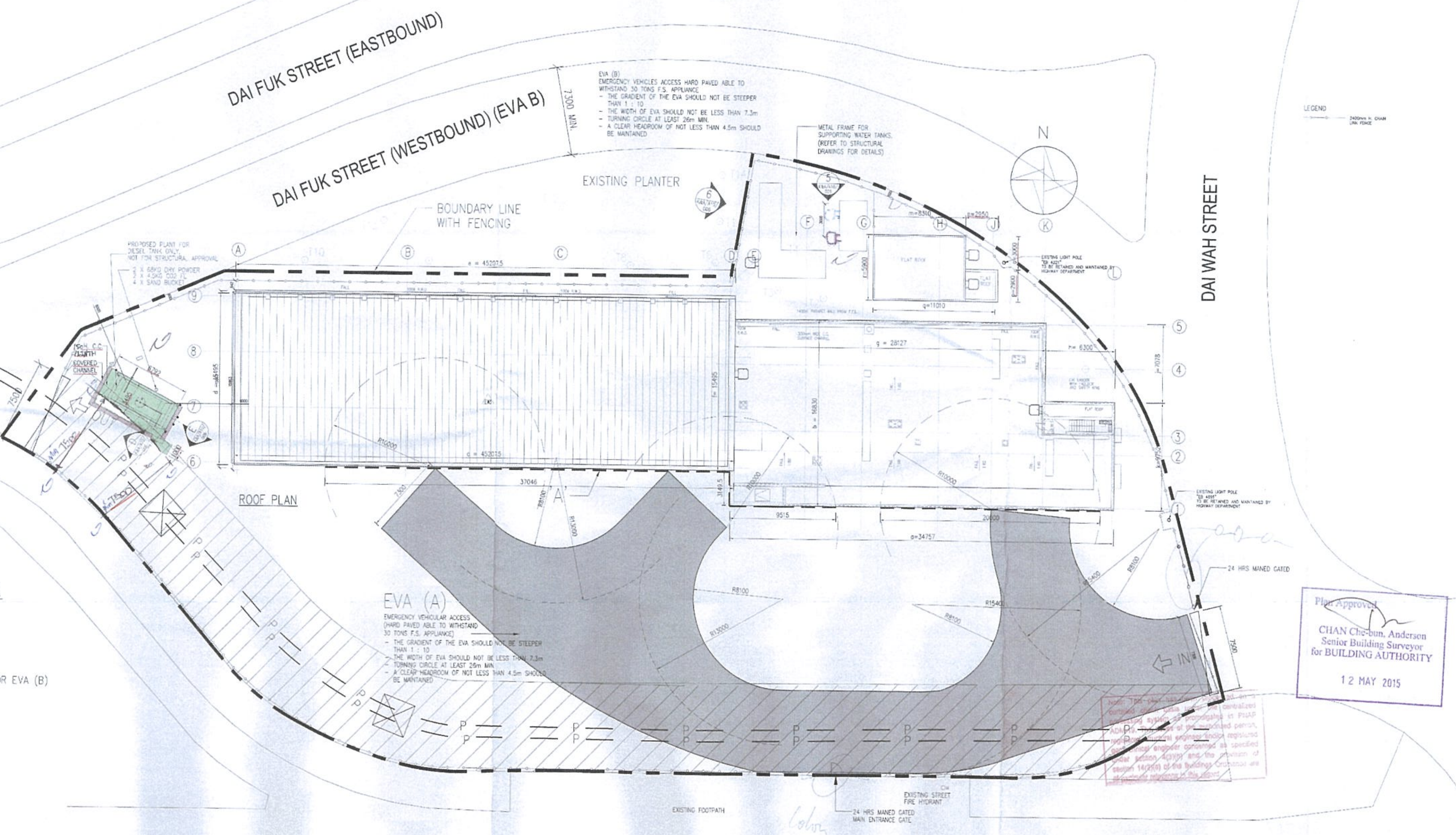
PERCENTAGE OF EVA ACCESSIBLE FACADE / PERIMETER OF BUILDING
= A / (f + e + d + c) x 100%
= 37.046 m / 121.405m x 100%
= 30.510 % > 25 %

AGGREGATE OF THE EXTERNAL FACADE ACCESSIBLE BY EVA

PERIMETER OF MAIN BUILDING
= g + h + j + k + o + b
= 28.127 m + 6.300 m + 7.078 m + 9.752 m + 34.757 m + 16.830 m
= 102.844 m

AGGREGATE OF THE EXTERNAL FACADE OF MAIN BUILDING ACCESSIBLE FOR EVA (A)
= 3.1495 m + 9.515 m + 20.000 m
= 32.665 m

PERCENTAGE OF EVA ACCESSIBLE FACADE / PERIMETER OF BUILDING
= A / (g + h + j + k + o + b) x 100%
= 32.665 m / 102.844 m x 100%
= 31.760 % > 25 %



DAI FUK STREET (EASTBOUND)
DAI FUK STREET (WESTBOUND) (EVA B)
7300 MIN.
EVA (B)
EMERGENCY VEHICLES ACCESS HARD PAVED ABLE TO WITHSTAND 30 TONS F.S. APPLIANCE
- THE GRADIENT OF THE EVA SHOULD NOT BE STEEPER THAN 1 : 10
- THE WIDTH OF EVA SHOULD NOT BE LESS THAN 7.3m
- TURNING CIRCLE AT LEAST 26m MIN.
- A CLEAR HEADROOM OF NOT LESS THAN 4.5m SHOULD BE MAINTAINED
METAL FRAME FOR SUPPORTING WATER TANKS. (REFER TO STRUCTURAL DRAWINGS FOR DETAILS)
EXISTING PLANTER
BOUNDARY LINE WITH FENCING
N
DAI WAH STREET
ROOF PLAN
EVA (A)
EMERGENCY VEHICULAR ACCESS (HARD PAVED ABLE TO WITHSTAND 30 TONS F.S. APPLIANCE)
- THE GRADIENT OF THE EVA SHOULD NOT BE STEEPER THAN 1 : 10
- THE WIDTH OF EVA SHOULD NOT BE LESS THAN 7.3m
- TURNING CIRCLE AT LEAST 26m MIN
- A CLEAR HEADROOM OF NOT LESS THAN 4.5m SHOULD BE MAINTAINED
IN
24 HRS MANED GATED
EXISTING FOOTPATH
EXISTING STREET FIRE HYDRANT
24 HRS MANED GATED MAIN ENTRANCE GATE

Plan Approved
CHAN Che-bun, Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
12 MAY 2015

AGGREGATE OF THE EXTERNAL FACADE ACCESSIBLE BY EVA

PERIMETER OF TRANSFORMER ROOM AND SWITCH ROOM
= m + n + o + p + q + r
= 8.310 m + 2.950 m + 3.000 m + 2.900 m + 11.010 m + 5.900 m
= 34.070 m

AGGREGATE OF THE EXTERNAL FACADE OF TRANSFORMER ROOM AND SWITCH ROOM ACCESSIBLE FOR EVA (B)
= 8.310 m + 2.950 m + 3.000 m + 2.900 m
= 17.160 m

PERCENTAGE OF EVA ACCESSIBLE FACADE / PERIMETER OF BUILDING
= A / (m + n + o + p + q + r) x 100%
= 17.160 m / 34.070 m x 100%
= 50 % > 25 %

RECEIVED BY
2015 APR 24
R & D Section
BUILDINGS DEPARTMENT

Statement II:
The works shown on these plan are Type II works
Building Plan (Temporary)
in respect of which the Buildings Authority's consent is applied for.

SIU Koon Hoi Carmine
Authorised Person
Registered Structural Engineer
Registered Geotechnical Engineer

REV	DESCRIPTION	BY	DATE	APPROVED
–			May 2012	
A	General Revision		Nov 2012	
B	General Revision		Jan 2013	Feb 2013
C	General Revision		Mar 2013	Apr 2013
D	General Revision		July 2013	Aug 2013
E	- revise annotation of the diesel fuel tank		JUNE 2014	AUG 2014
F	Revise diesel fuel tank location		DEC 2014	JAN 2015
G	Revise location of the catladder		MAR 2015	APR 2015
H	General Revision		APR 2015	

DRAWN	WW
DESIGNED	DK
CHECKED	BW
APPROVED	DK
DATE	30.07.13

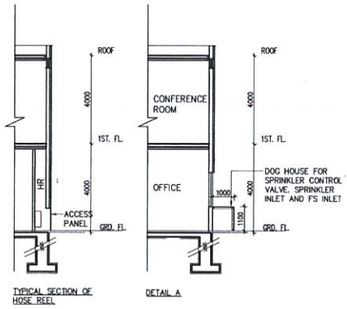
MTR

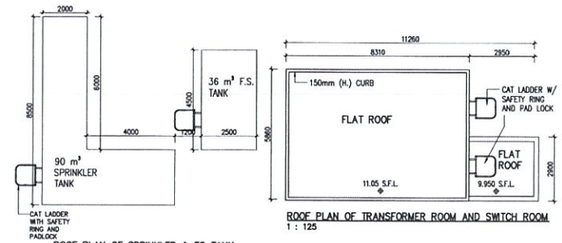
ORIGINATOR
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司
KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺穎文建築師事務所有限公司

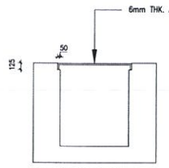
CADD REF.

PROJECT
SITE LAYOUT PLAN
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

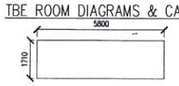
SCALE 1:200 | DRAWING NO. K1155-12C/B/TAP/K&A/A10/002 | REV. H







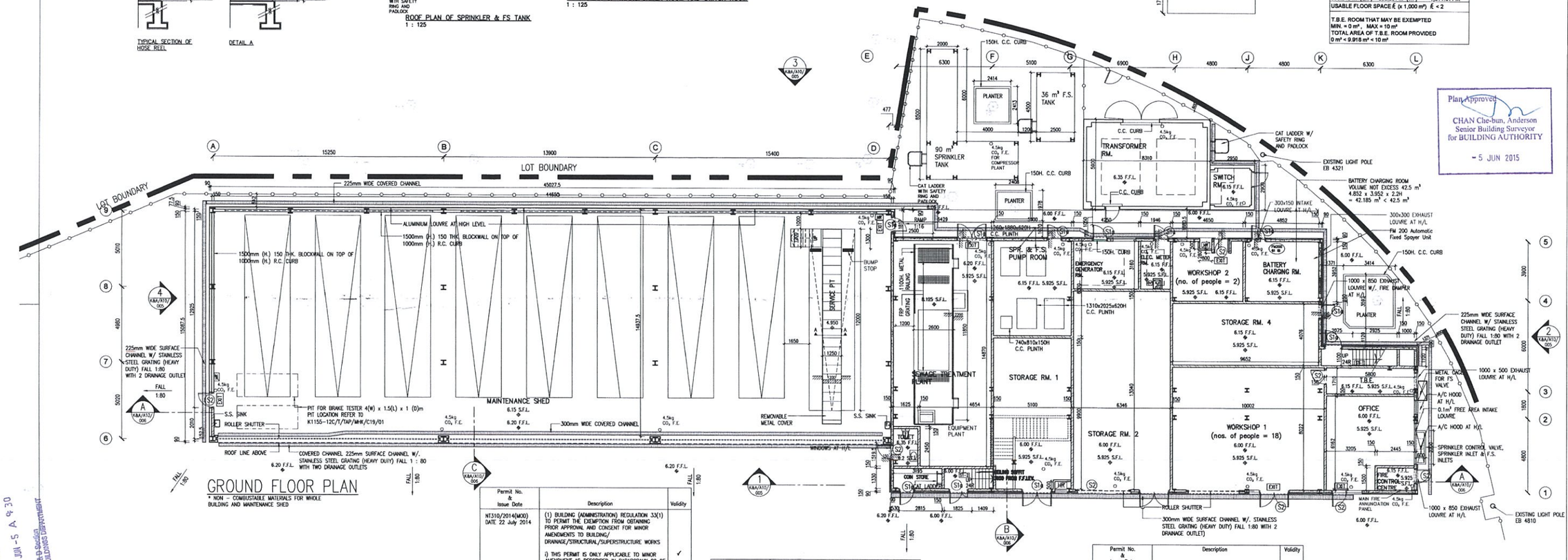
TBE ROOM DIAGRAMS & CALCULATIONS



T.B.E. ROOM PROVIDED
5.800 x 1.710 = 9.918 m²

T.B.E. ROOM CALCULATIONS

INDUSTRIAL BUILDING
993.343 m² (G/F) + 308.501 m² (1/F) = 1,311.811 m²
USABLE FLOOR SPACE € (≥ 1,000 m²) € < 2
T.B.E. ROOM THAT MAY BE EXEMPTED MIN. = 0 m², MAX = 10 m² TOTAL AREA OF T.B.E. ROOM PROVIDED 0 m² < 9.918 m² < 10 m²



Plan Approved
CHAN Che-bun, Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
- 5 JUN 2015

Permit No. & Issue Date	Description	Validity
NT310/2014(MOD) DATE 22 July 2014	(1) BUILDING (ADMINISTRATION) REGULATION 33(1) TO PERMIT THE EXEMPTION FROM OBTAINING PRIOR APPROVAL AND CONSENT FOR MINOR AMENDMENTS TO BUILDING/ DRAINAGE/STRUCTURAL/SUPERSTRUCTURE WORKS	
	i) THIS PERMIT IS ONLY APPLICABLE TO MINOR AMENDMENT AS DESCRIBED IN PARARGRAPH 20 OF PNAP ADM-19 (PREVIOUSLY KNOW AS PNAP 272)/	✓
	ii)AP/RSE SHOULD ENSURE THAT THE MINOR AMENDMENT COMPLY WITH THE BUILDING REGULATIONS AND THE REQUIREMENT OF CONCERNED GOVERMENT DEPARTMENTS AND THE LEASE CONDITIONS PRIOR TO EXECUTION OF THE WORKS.	✓
	iii)THE AMENDMENT ARE REQUIRED TO BE CLEARLY DOCUMENTED AND DEPOSTED IN THE SITE OFFICE.	✓
	iv) APPROVAL AND PERMIT FOR ALL THE MINOR AMENDMENTS ARE REQUIRED TO BE BE OBTAINED PRIOR TO CERTIFYING COMPLETION OF THE WORKS OR APPLYING FOR AN OCCUPATION PERMIT/TEMPORARY OCCUPATION PERMIT.	✓
	v)A CHECKLIST OF VALID FORM BD 106 SHOULD BE SUBMITTED AT THE TIME OF SUBMISSION OF A CERTIFICATE UNDER B(A)R 25 ON COMPLETION OF BUILDING WORKS RESULTING INA NEW BUILDING OR NOT SO RESULTING, AS THE CASE MAY BE.	✓

Permit No. & Issue Date	Description	Validity
NT310/2015(MOD) DATE 5 June 2015	BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS & LATRINES) REGULATION 29(1) TO PERMIT PROVISION OF CLEARING ACCESS TO BE OTHER THAN CLEANING EYES.	✓
	BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS & LATRINES) REGULATION 44(4) TO PERMIT THE PROTECTION OF CAST IRON PIPES TO BE OTHER ASPHALTIC COATING.	✓
	BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS & LATRINES) REGULATION 50(2) TO PERMIT THE JOINTING OF CAST IRON PIPES TO BE OTHER THAN LEAD CAULKING.	✓

Permit No. & Issue Date	Description	Validity
NT45/2013(MOD) DATE 6 FEBRUARY 2013	(1) BUILDING (CONSTRUCTION) REGULATION 35 TO PERMIT THE LEVEL DIFFERENT BETWEEN THE INTERNAL FLOOR ON G/F. AND EXTERNAL GROUND TO BE LESS THAN 150MM.	
	i) PROVISION OF ADDITIONAL CHANNELS EACH WITH AT LEAST 2 NO. OF DRAINAGE OUTLETS AT THE INTERFACE OF INTERNAL FLOOR AREA AND EXTERNAL OF FLAT ROOF.	✓
	ii) PROVISION OF A FALL, NOT LESS THAN 1:80, ON THE EXTERNAL GROUND SLOPING AWAY THE ADJOINING INTERNAL FLOOR AREA.	✓

Statement 4
The works shown on these plan are Type II works
Building Plan (Temporary)
in respect of which the Buildings Authority's consent is applied for.

Sin Kwai Hi Carmine
AP (E) 98/82
RSE 98/82

RECEIVED BY BUILDINGS DEPARTMENT 2015 JUN -5 A 9:30

AMENDMENT PLAN

REV	DESCRIPTION	BY	DATE	APPROVED
–			May 2012	
A	General Revision		Nov 2012	
B	General Revision		Jan 2013	Feb 2013
C	General Revision		Mar 2013	Apr 2013
D	General Revision		July 2013	Aug 2013
E	Revised layout of service pit and site level at the back of house, Step is added outside Maintenance shed		Oct 2013	Nov 2013
F	change external block wall to RC wall at office block		Jan 2014	Feb 2014

REV	DESCRIPTION	BY	DATE	APPROVED
G	revise TBE door's ,revise STP exit door location		DEC 2014	JAN 2015
H	add a metal cage for FS inlet , revise cat ladder location of fs tank		MAR 2015	Apr 2015
J	General Revision		Apr 2015	
I	ADD MODIFICATIONS TABLE		Jun 2015	

DRAWN	WW
DESIGNED	DK
CHECKED	BW
APPROVED	DK
DATE	30.07.13

MTR

ORIGINATOR

MEINHARDT
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司

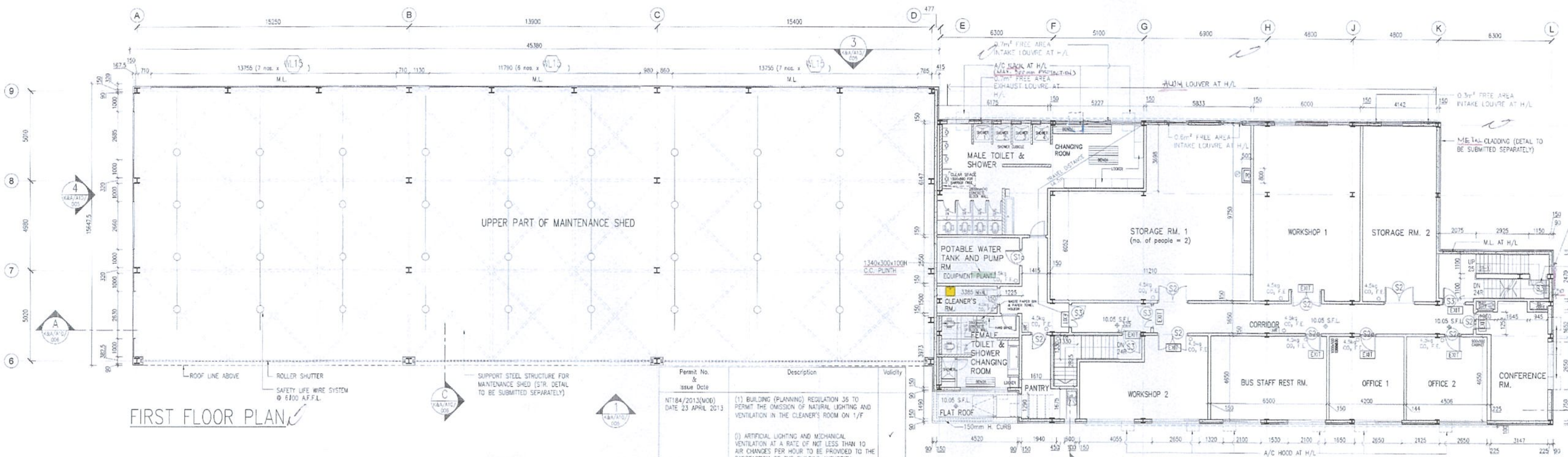
KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺顯文建築師事務所有限公司

CADD REF.

PROJECT

GROUND FLOOR PLAN
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

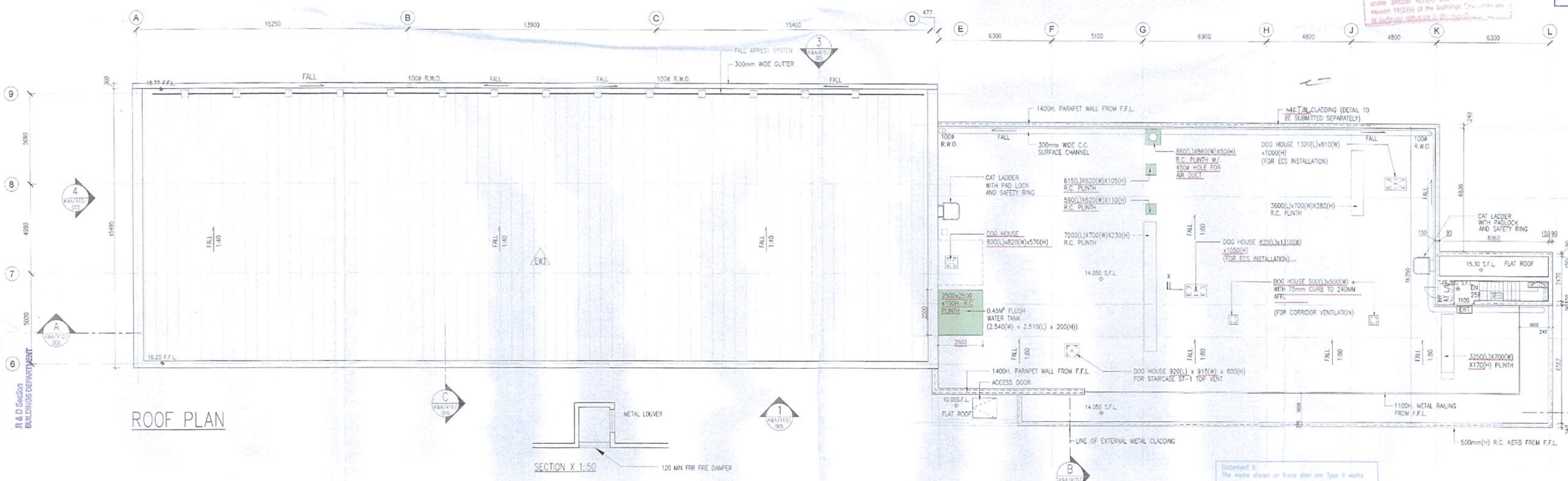
SCALE	DRAWING NO.	REV.
1:125	K1155-12C/B/TAP/K&A/A10/003	I



Permit No. & Issue Date	Description	Validity
NT184/2013(MOD) DATE 23 APRIL 2013	(1) BUILDING (PLANNING) REGULATION 36 TO PERMIT THE OMISSION OF NATURAL LIGHTING AND VENTILATION IN THE CLEANER'S ROOM ON 1/F	
	(i) ARTIFICIAL LIGHTING AND MECHANICAL VENTILATION AT A RATE OF NOT LESS THAN 10 AIR CHANGES PER HOUR TO BE PROVIDED TO THE SATISFACTION OF THE BUILDING AUTHORITY.	✓
	(ii) FRESH AIR INTAKE COMPLYING WITH REQUIREMENTS SET OUT IN ANNEX 2 OF PNAP ADM-2 TO BE PROVIDED.	✓

Note: This plan has been processed on a curtailed check basis under the centralized processing system as promulgated in PNAP ADM-19. The duties of the authorized person, registered structural engineer and/or registered geotechnical engineer concerned as specified under section 4(3)(a) and the provision of section 14(2)(a) of the Buildings Ordinance are of particular relevance in this regard.

Plan Approved
CHAN Che-bun, Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
12 MAY 2015



RECEIVED BY
2015 APR 24 P 12
R & D Section
BUILDINGS DEPARTMENT

Statement II:
The works shown on these plan are Type II works
Building Plan (Temporary)
In respect of which the Buildings Authority's consent is applied for.

SIU Koon Hoi Carmine
Authorised Person
Registered Structural Engineer
~~Registered Geotechnical Engineer~~

REV	DESCRIPTION	BY	DATE	APPROVED
–			May 2012	
A	General Revision		Nov 2012	
B	General Revision		Jan 2013	Feb 2013
C	General Revision		Mar 2013	Apr 2013
D	General Revision		July 2013	Aug 2013
E	change external block wall to RC wall at office block		Jan 2014	Feb 2014
F	– change S3 door at ST-2 on 1/F from double door to single door and extend block wall to fix single door		Jun 2014	Jul 2014
G	add block wall at male and female toilet		DEC 2014	JAN 2015
H	revise dimension of office and conference room , add dog house at the roof floor		MAR 2015	APR 2015
J	GENERAL REVISION		APR 2015	

DRAWN	WW
DESIGNED	DK
CHECKED	BW
APPROVED	DK
DATE	30.07.13

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ORIGINATOR
MEINHARDT
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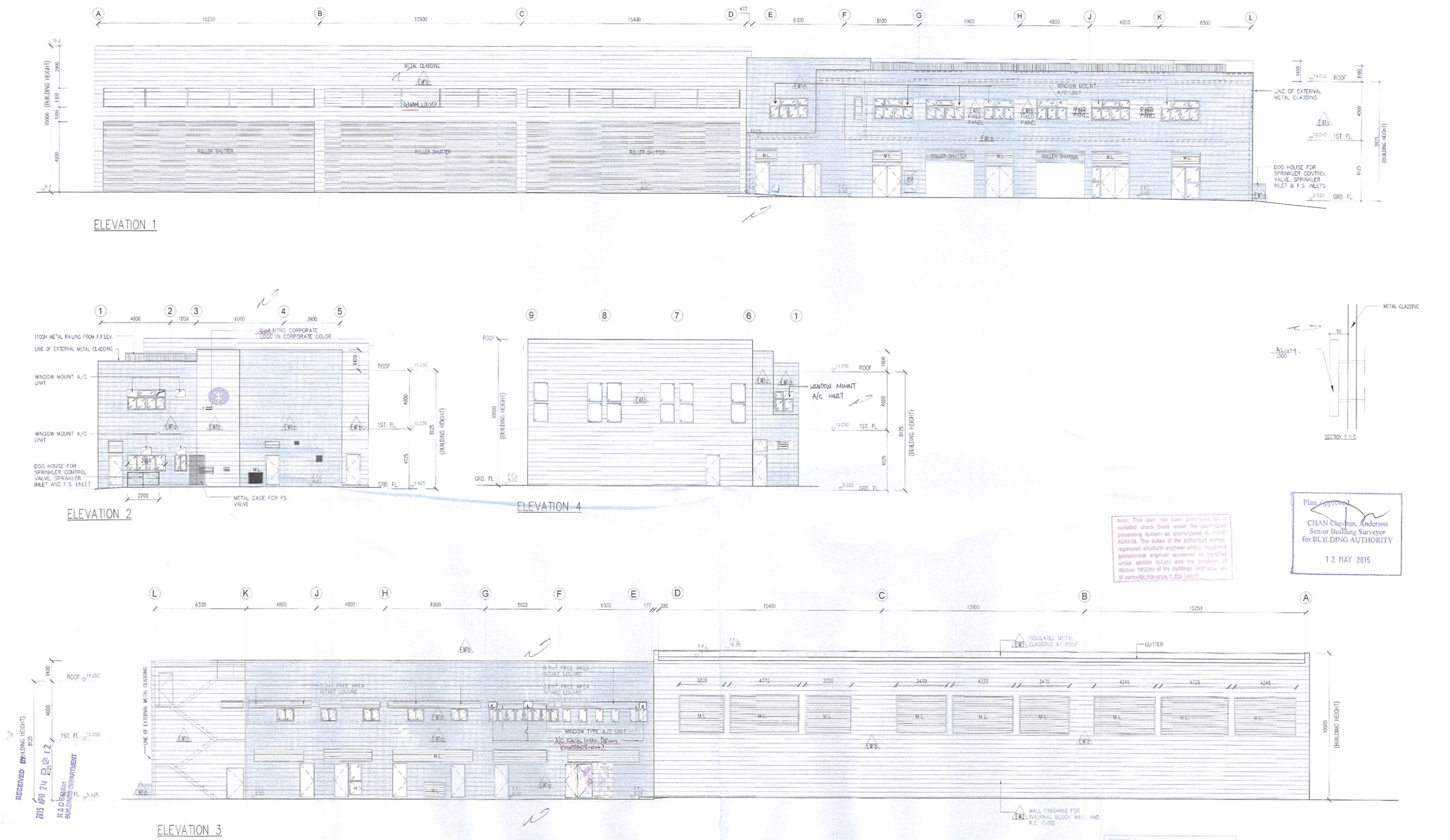
邁進(香港)工程顧問有限公司

KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺穎文建築師事務所有限公司

CADD REF.

PROJECT
FIRST FLOOR PLAN & ROOF PLAN
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

SCALE 1:125
DRAWING NO. K1155-12C/B/TAP/K&A/A10/004
REV. J



Statement :
The works shown on these plan are Type II works
Building Plan (Temporary)
in respect of which the Buildings Authority's consent is applied for.

SIU Koon Hoi Carmine
Authorised Person
Registered Structural Engineer
~~Registered Geotechnical Engineer~~

REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED
–			May 2012						
A	General Revision		Nov 2012		G	Revise louvers size and location		DEC 2014	Jan 2015
B	General Revision		Jan 2013	Feb 2013	H	Revise louvers size and location and dimension of fs inlet cabinet		MAR 2015	APR 2015
C	General Revision		Mar 2013	Apr 2013	J	GENERAL REVISION		APR 2015	
D	General Revision		July 2013	Aug 2013					
E	Step added outside Maintenace shed		Oct 2013	Nov 2013					
F	Revise louvers size and location		Jun 2014	Jul 2014					

DRAWN	WW
DESIGNED	DK
CHECKED	BW
APPROVED	DK
DATE	30.07.13

MTR

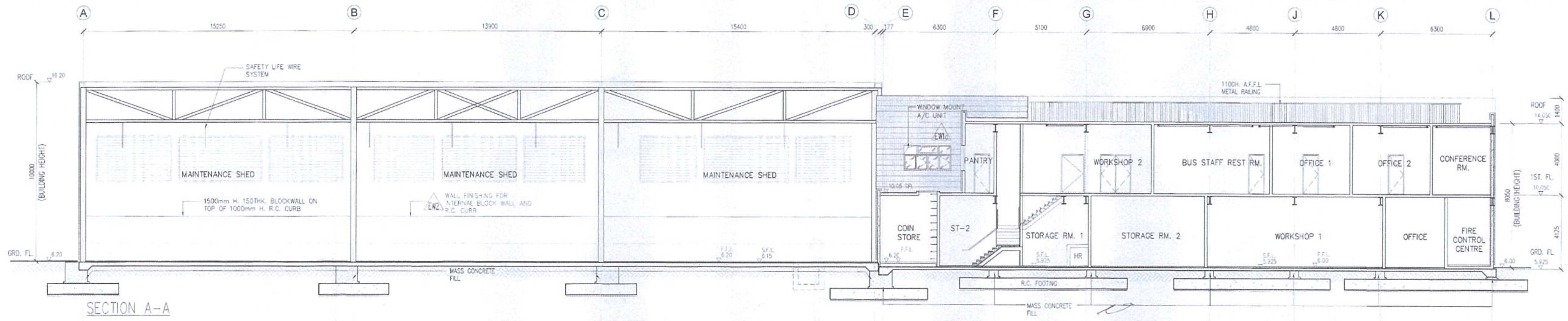
ORIGINATOR
MEINHARDT
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司

KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺穎文建築師事務所有限公司

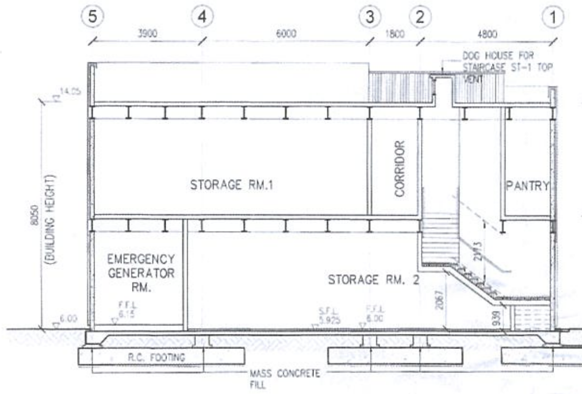
CADD REF.

PROJECT
ELEVATIONS
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

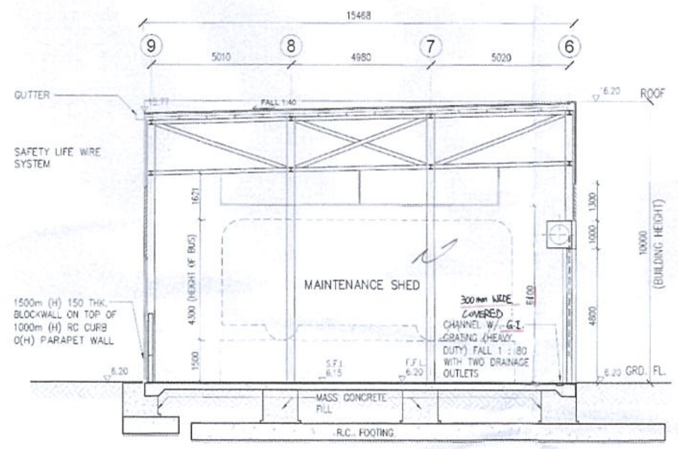
SCALE 1:125
DRAWING NO. K1155-12C/B/TAP/K&A/A10/005
REV. J



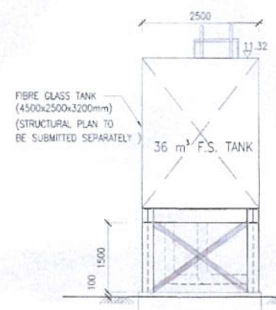
SECTION A–A



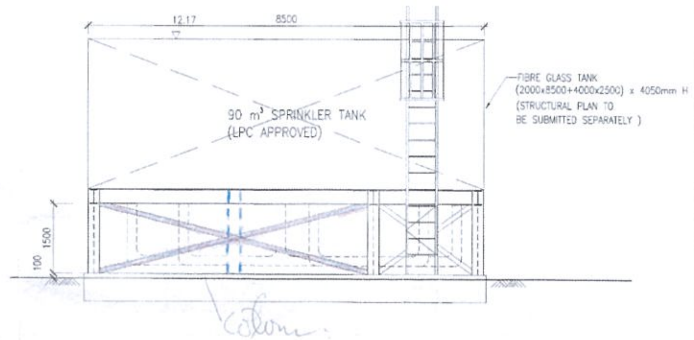
SECTION B–B



SECTION C–C



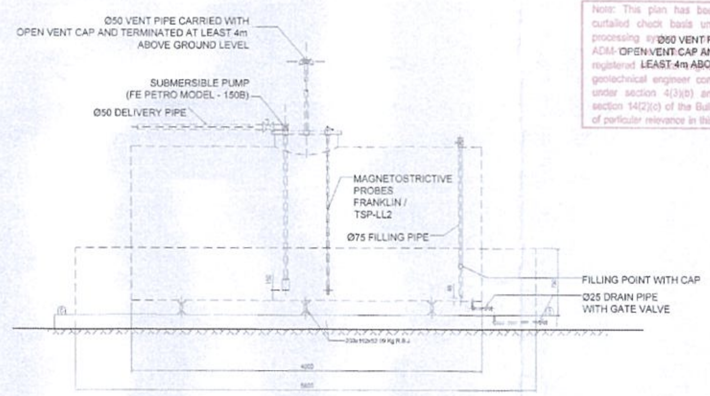
ELEVATION 5
1:75



ELEVATION 6
1:75

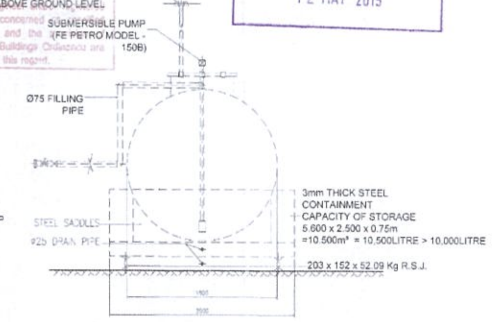
AREAS OF G.F.A. CONCESSION

	STOREY	USE	GFA CONCESSION AREA (sq M.)
	DISREGARDED GFA UNDER B(P)R 23 (3)(b)		
1.		Carpark and loading / unloading area excluding public transport terminus	NA
2.	PLANT ROOMS AND SIMILAR SERVICES		
2.1	G/F	SEWAGE TREATMENT PLANT	94.226
2.1	G/F	EMERGENCY GEN. RM. & ELECT METER ROOM	21.502
2.1	G/F	T.B.E. ROOM	9.918
2.2	G/F	SPR. & F.S. PUMP ROOM	32.908
2.2	G/F	HOSE REEL	0.520
2.2	G/F	H.R. & FIRE HYDRANT	0.761
2.2	1/F	POTABLE WATER TANK & PUMP ROOM	12.138
2.3	-	Non-mandatory/non-essential plant room such as A/C plant room, AHU room, etc	NA
	DISREGARDED GFA UNDER B(P)R 23A(3)		
3.		Area for picking up and setting down persons departing from or arriving at the hotel by vehicle	NA
4.		Supporting facilities for a hotel	NA
	GREEN FEATURES UNDER JPN1 and 2		
5.		Balcony for residential buildings	NA
6.		Wider common corridor & lift lobby	NA
7.		Communal sky garden	NA
8.		Communal podium garden for non-residential buildings	NA
9.		Acoustic fin	NA
10.		Wing wall, wind catcher & funnel	NA
11.		Non-structural prefabricated external wall	NA
12.		Utility platform	NA
13.		Noise barrier	NA
	AMENITY FEATURES		
14.		Counter, office, store, guard room and lavatory for watchman and management staff, Owner's Corporation Office	NA
15.		Residential Recreational facilities including void, plant room, swimming pool filtration plant room, covered walkway etc serving solely the recreational facilities	NA
16.		Covered landscaped and play area	NA
17.		Horizontal screen/covered walkway, trellis	NA
18.		Larger lift shaft	NA
19.		Chimney shaft	NA
20.		Other non-mandatory or non-essential plant room, such as boiler room, SMATV room	NA
21.	1/F	PUMP ROOM	0.473
21.	1/F	PUMP ROOM	0.459
21.	1/F	PUMP ROOM	0.240
22.		Pipe duct, air duct for non-mandatory or non-essential plant room	NA
23.		Plant room, pipe duct, air duct for environmentally friendly system and feature	NA
24.		High headroom and void in front of cinema, shopping arcade etc. in non-domestic development	NA
25.		Void over main common entrance (Prestige entrance) in non-domestic development	NA
26.		Void in duplex domestic flat & house	NA
27.		Other projections such as air-conditioning box and platform with a projection of more than 750mm from the external wall	NA
	OTHER EXEMPTED ITEMS		
28.		Refuge floor including refuge floor cum sky garden	NA
29.		Other projections	NA
30.		Public transport terminus (PTT)	NA
31.		Party structure & common staircase	NA
32.		Horizontal area of staircase, lift shaft and vertical duct solely serving floor accepted as not being accountable for GFA	NA
33.		Public passage	NA
34.		Covered set back area	NA
	BONUS GFA		
35.		Bonus GFA	NA



ELEVATION OF 10,000L A/G TANK (DIESEL)

SECTION E (PLANT FOR DIESEL TANK ONLY, NOT FOR STRUCTURAL APPROVAL)
1:50



END VIEW

SECTION D (PLANT FOR DIESEL TANK, NOT FOR STRUCTURAL APPROVAL)
1:50

Plan Approved
CHAN Chi-bun Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
12 MAY 2015

RECEIVED BY
2015 APR 24 P 12:12
R & D Section
BUILDINGS DEPARTMENT

Statement II
The works shown on these plan are Type II works
Building Plan (Temporary)
In respect of which the Buildings Authority's consent is applied for.

SIU Koon Hoi Carmine
Authorised Person
Registered Structural Engineer
~~Registered Geotechnical Engineer~~

REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED
–			May 2012						
A	General Revision		Nov 2012		G	revise diesel fuel tank		Dec 2014	Jan 2015
B	General Revision		Jan 2013	Feb 2013	H	revise door configuration at first floor		Mar 2015	APR 2015
C	General Revision		Mar 2013	Apr 2013	J	GENERAL REVISION		APR 2015	
D	General Revision		July 2013	Aug 2013					
E	change external wall from block wall to RC wall		Jan 2014	Feb 2014					
F	note revised from FSD comment		Jun 2014	July 2014					

DRAWN WW
DESIGNED DK
CHECKED BW
APPROVED DK
DATE 30.07.13

MTR

ORIGINATOR
MEINHARDT
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司

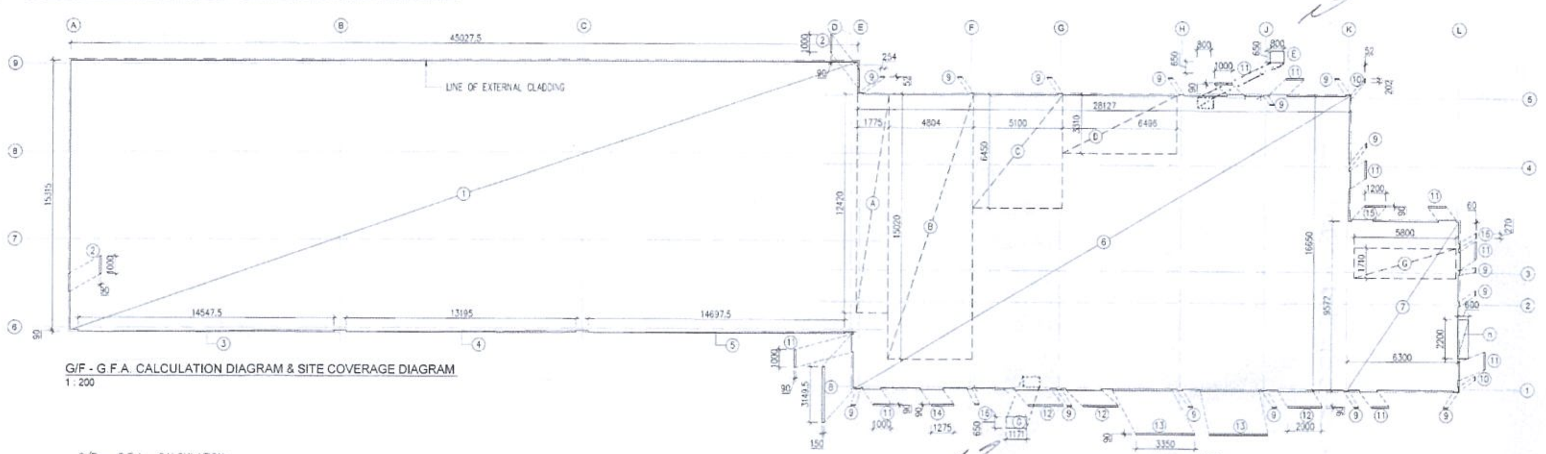
KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺穎文建築師事務所有限公司

CADD REF.

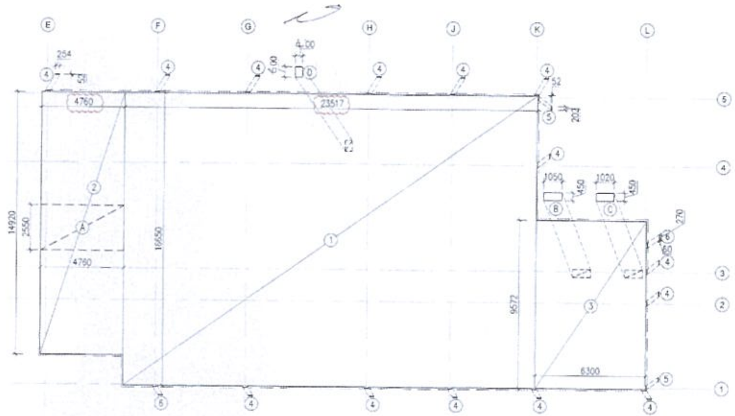
PROJECT
SECTIONS & ELEVATIONS
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

SCALE 1:125
DRAWING NO. K1155-12C/B/TAP/K&A/A10/006
REV. J

G.F.A. & SITE COVERAGE CALCULATION



G/F - G.F.A. CALCULATION DIAGRAM & SITE COVERAGE DIAGRAM
1 : 200



1/F - G.F.A. CALCULATION DIAGRAM DIAGRAM
1 : 200

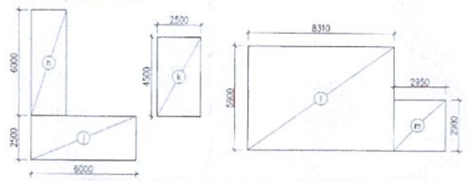
G/F - G.F.A. CALCULATION:

A. MAINTENANCE SHED	1 x ① 45.0275 x 15.315	=	689.596
	2 x ② 0.090 x 1.000	=	0.180
	1 x ③ 14.5475 x 0.090	=	1.309
	1 x ④ 13.195 x 0.090	=	1.188
	1 x ⑤ 14.6975 x 0.090	=	1.323
	SUB-TOTAL	=	693.596
B. MAIN OFFICE	1 x ⑥ 28.127 x 16.650	=	468.315
	1 x ⑦ 6.300 x 9.572	=	60.304
	1 x ⑧ 0.150 x 3.1495	=	0.472
	15 x ⑨ 0.254 x 0.052	=	0.198
	2 x ⑩ 0.052 x 0.202	=	0.021
	9 x ⑪ 1.000 x 0.090	=	0.810
	3 x ⑫ 2.000 x 0.090	=	0.540
	2 x ⑬ 3.350 x 0.090	=	0.603
	1 x ⑭ 1.275 x 0.090	=	0.115
	1 x ⑮ 1.200 x 0.090	=	0.108
	2 x ⑯ 0.270 x 0.060	=	0.032
	SUB-TOTAL	=	531.518

DEDUCT

C. SEWAGE TREATMENT PLANT 94.228 m^2	1 x Ⓐ 1.775 x 12.420	=	22.046
	1 x Ⓑ 4.804 x 15.020	=	72.156
	2 x ⑨ 0.254 x 0.052	=	0.026
D. SPR. & F.S. PUMP ROOM 32.908 m^2	1 x Ⓒ 5.100 x 6.450	=	32.895
	1 x ⑨ 0.254 x 0.052	=	0.013
E. EMERGENCY GEN. RM. & ELECT. METER ROOM	1 x Ⓓ 6.496 x 3.310	=	21.502
F. HOSE REEL	1 x Ⓔ 0.800 x 0.650	=	0.520
G. T.B.E. ROOM	1 x Ⓕ 5.800 x 1.710	=	9.918
H. H.R. & FIRE HYDRANT	1 x Ⓖ 1.171 x 0.650	=	0.761
	SUB-TOTAL	=	159.837

GROUND FLOOR TOTAL G.F.A. = 693.596 + 531.518 − 159.837 = 1,065.277 m^2



TRANSFORMER RM., SWITCH RM. & METAL FRAME FOR SUPPORTING WATER TANK SITE COVERAGE DIAGRAM
1 : 200

SITE COVERAGE CALCULATION:

J. METAL FRAME FOR SUPPORTING WATER TANK	1 x ⓗ 2.000 x 6.000	=	12.000
	1 x ⓙ 6.000 x 2.500	=	15.000
	1 x ⓚ 2.500 x 4.500	=	11.250
K. TRANSFORMER RM.	1 x ⓛ 8.310 x 5.900	=	48.697
L. SWITCH RM.	1 x ⓜ 2.700 x 2.950	=	8.555
M. SPRINKLER VALVE	1 x ⓝ 0.600 x 2.200	=	1.320
	SUB-TOTAL	=	97.154

TOTAL SITE COVERAGE = (① to ⑤)+(⑥ to ⑯)+(ⓗ + ⓙ + ⓚ + ⓛ + ⓜ + ⓝ)
= 693.596 + 531.518 + 97.154 = 1,322.268 m^2

1/F - G.F.A. CALCULATION:

A. MAIN OFFICE BUILDING	1 x ① 23.517 x 16.650	=	391.558
	1 x ② 4.760 x 14.920	=	71.019
	1 x ③ 6.300 x 9.572	=	60.304
	14 x ④ 0.254 x 0.052	=	0.185
	2 x ⑤ 0.052 x 0.202	=	0.021
	2 x ⑥ 0.060 x 0.270	=	0.032
	DEDUCT		
	1 x Ⓐ 4.760 x 2.550	=	12.138
	1 x Ⓑ 1.050 x 0.450	=	0.473
	1 x Ⓒ 1.020 x 0.450	=	0.459
	1 x Ⓓ 0.400 x 0.600	=	0.240
	TOTAL	=	509.809

FIRST FLOOR TOTAL G.F.A. = 509.809 m^2

TOTAL NON-DOMESTIC G.F.A. = 1,065.277 + 509.809 = 1,575.086 m^2

CLASS OF SITE = A

SITE PARAMETERS & BUILDING HEIGHT
(EXTRACTED FROM SHORT TERN TENANCY AGREEMENT. NO. 1615 BY DIRECT COURT)

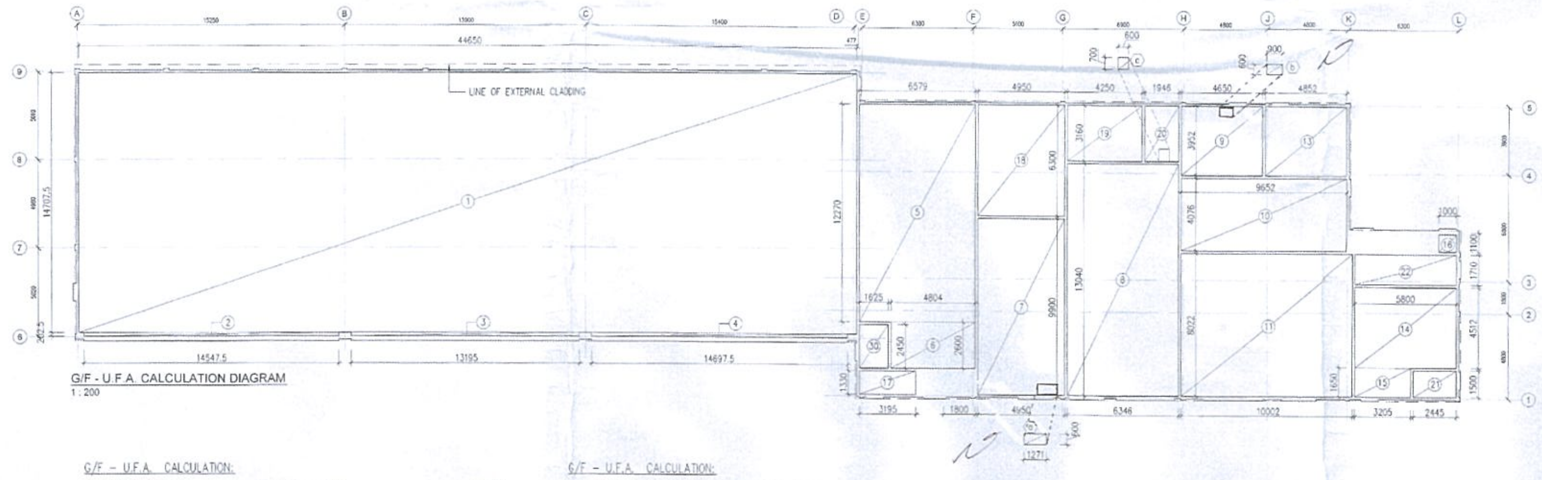
LOT AREA = 4,180 m^2
HEIGHT OF BUILDING = 10 m

PLOT RATIO & SITE COVERED CALCULATION
UNDER BUILDING (PLANNING) REGULATIONS

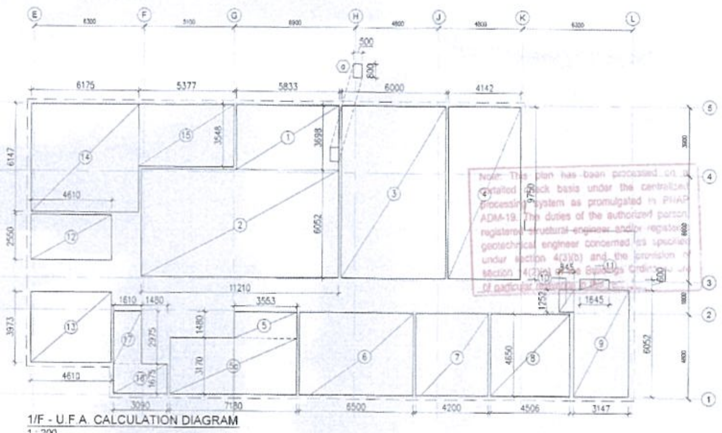
A - SITE COVERAGE :
PERMITTED NON-DOMESTIC SITE COVERAGE UNDER STTA = 100%
PROPOSED NON-DOMESTIC SITE COVERAGE
(1,322.268 m^2 / 4,180 m^2) x 100% = 31.633% < 100% **(O.K.)**

B - PLOT RATIO :
PERMITTED PLOT RATIO (NON-DOMESTIC) = 5
PROPOSED PLOT RATIO (NON-DOMESTIC)
1,575.086 m^2 / 4,180 m^2 = 0.377 < 5 **(O.K.)**

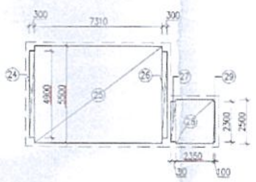
U.F.A. CALCULATION



G/F - U.F.A. CALCULATION DIAGRAM
1 : 200



1/F - U.F.A. CALCULATION DIAGRAM
1 : 200



G/F - U.F.A. CALCULATION:

A. MAINTENANCE SHED 665.284m^2	1 x ① 44.650 x 14.7075	=	656.690
	1 x ② 14.5475 x 0.2025	=	2.946
	1 x ③ 13.195 x 0.2025	=	2.672
	1 x ④ 14.6975 x 0.2025	=	2.976
C. STORAGE ROOM 1 48.242 m^2	1 x ⑦ 4.950 x 9.900	=	49.005
	DEDUCT		
	1 x ⓐ 1.271 x 0.600	=	0.763
D. STORAGE ROOM 2	1 x ⑧ 6.346 x 13.040	=	82.752
E. WORKSHOP 2 17.837 m^2	1 x ⑨ 4.650 x 3.952	=	18.377
	DEDUCT		
	1 x ⓑ 0.900 x 0.600	=	0.540
F. STORAGE ROOM 4	1 x ⑩ 9.652 x 4.076	=	39.342
G. WORKSHOP 1	1 x ⑪ 10.002 x 8.022	=	80.236
H. BATTERY CHARGING ROOM	1 x ⑬ 4.852 x 3.952	=	19.175
I. OFFICE 31.458 m^2	1 x ⑭ 5.800 x 4.512	=	26.170
	1 x ⑮ 3.205 x 1.650	=	5.288
J. STORE	1 x ⑯ 1.000 x 1.100	=	1.100
K. COIN STORE	1 x ⑰ 3.195 x 1.330	=	4.249
O. FIRE CONTROL CENTRE	1 x ㉑ 2.445 x 1.500	=	3.668
	TOTAL	=	993.343

G/F - U.F.A. CALCULATION:

B. SEWAGE TREATMENT PLANT 93.214 m^2	1 x ⑤ 6.579 x 12.270	=	80.724
	1 x ⑥ 4.804 x 2.600	=	12.490
L. SPR. & F.S. PUMP RM.	1 x ⑱ 4.950 x 6.300	=	31.185
M. EMERGENCY GEN. RM.	1 x ⑲ 4.250 x 3.160	=	13.430
N. ELEC. METER RM. 5.729 m^2	1 x ⑳ 1.946 x 3.160	=	6.149
	DEDUCT		
	1 x ⓒ 0.600 x 0.700	=	0.420
P. T.B.E.	1 x ㉒ 5.800 x 1.710	=	9.918
Q. TRANSFORMER ROOM 43.511 m^2	1 x ㉔ 0.300 x 4.900	=	1.470
	1 x ㉕ 7.310 x 5.550	=	40.571
	1 x ㉖ 0.300 x 4.900	=	1.470
R. SWITCH ROOM 6.795 m^2	1 x ㉗ 0.300 x 2.300	=	0.690
	1 x ㉘ 2.350 x 2.500	=	5.875
	1 x ㉙ 0.100 x 2.300	=	0.230
S. TOILET	1 x ㉚ 1.625 x 2.450	=	3.981

1/F - U.F.A. CALCULATION:

A. STORAGE ROOM 1 89.013 m^2	1 x ① 5.833 x 3.698	=	21.570
	1 x ② 11.210 x 6.052	=	67.843
	DEDUCT		
	1 x ⓓ 0.500 x 0.800	=	0.400
B. WORKSHOP 1	1 x ③ 6.000 x 9.750	=	58.500
C. STORAGE ROOM 2	1 x ④ 4.142 x 9.750	=	40.385
D. WORKSHOP 2 28.019 m^2	1 x ⑤ 3.553 x 1.480	=	5.258
	1 x ⑤a 7.180 x 3.170	=	22.761
E. BUS STAFF REST ROOM	1 x ⑥ 6.500 x 4.650	=	30.225
F. OFFICE 1	1 x ⑦ 4.200 x 4.650	=	19.53
G. OFFICE 2	1 x ⑧ 4.506 x 4.650	=	20.953
H. CONFERENCE ROOM 21.091m^2	1 x ⑨ 3.147 x 6.052	=	19.046
	1 x ⑩ 0.845 x 1.252	=	1.058
	1 x ⑪ 1.645 x 0.600	=	0.987
	TOTAL	=	308.516

1/F - UFS 308.516 + 9.966 (Pantry) = 318.482 m^2

1/F - U.F.A. CALCULATION:

I. POTABLE WATER TANK & PUMP RM.	1 x ⑫ 4.610 x 2.550	=	11.756
J. F. TOILET & SHOWER CHANGING RM.	1 x ⑬ 4.610 x 3.973	=	18.316
K. M. TOILET & SHOWER CHANGING RM. 57.036 m^2	1 x ⑭ 6.175 x 6.147	=	37.958
	1 x ⑮ 5.377 x 3.548	=	19.078
L. PANTRY 9.966 m^2	1 x ⑯ 3.090 x 1.675	=	5.176
	1 x ⑰ 1.610 x 2.975	=	4.79

Plan Approved
CHAN Che-bun, Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
12 MAY 2015

RECEIVED BY
2015 APR 24 P 12:13
R & D Section
BUILDINGS DEPARTMENT

Statement I:
The works shown on these plan are Type II works
Building Plan (Temporary)
in respect of which the Buildings Authority's consent is applied for.

SIU Koon Hoi Carmine
Authorised Person
Registered Structural Engineer
Registered Geotechnical Engineer

REV	DESCRIPTION	BY	DATE	APPROVED
—			July 2013	Aug 2013
A	add modification permit note, revise office calculation		Dec 2014	Jan 2015
B	revise ufa of office 1 and conference room at first floor, revise size of fs inlet cabinet		Mar 2015	APR 2015
C	GENERAL REVISION		APR 2015	

DRAWN	WW
DESIGNED	DK
CHECKED	BW
APPROVED	DK
DATE	30.07.13

MTR

ORIGINATOR
MEINHARDT
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司

KWONG & ASSOCIATES LIMITED
ARCHITECTURE URBAN DESIGN INTERIORS
鄺精文建築師事務所有限公司

CADD REF.

PROJECT
G.F.A., U.F.A. & SITE COVERAGE CALCULATION DIAGRAMS
MTR TAI PO MAINTENANCE CENTRE
DAI FUK STREET, TAI PO

SCALE 1:200
DRAWING NO. K1155-12C/B/TAP/K&A/A10/007
REV. C

Appendix 2

TRAFFIC IMPACT ASSESSMENT

Section 16 Planning Application for Amendment to the Operation Hours of Temporary Tai Po Bus Maintenance Centre for a Period of 7 Years at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories

Traffic Impact Assessment Report

July 2025

RL CONSULTANCY LTD.

Address:
Room 1701, 17/F Tung Chun Commercial Centre,
438-444 Shanghai Street, Mongkok, Kowloon

Tel: 9304 7083
Email: robin.li@rl-con.com

1.0 INTRODUCTION

1.1 Background

1.1.1 The existing MTR Tai Po Bus Maintenance Centre (TPBMC) is located at the junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (hereinafter referred to as the Site). The TPBMC not only provides the daily servicing and maintenance to MTR buses, it also supports and backsup the Transit Service Area's service bus maintenance as a contingency measure. The existing TPBMC has been in operation since July 2015 when it was relocated from its former site in Fo Tan to make way for public rental housing. The current site of the TPBMC was selected in 2012 in collaboration with various Government Departments and consultation with Tai Po District Council.

1.1.2 On 8 December 2017, a Section 16 (S16) Planning Application (TPB Ref No. A/TP/637) for TPBMC was approved by the Town Planning Board (TPB) for a period of 7 years (the Approved Application). The Approved Application was valid until 8.12.2024 with a Planning Condition (a) which states that "*no operation between 7:00 a.m. and 11:00 p.m. on Sundays, as proposed by the applicant, is allowed on the site during the planning approval period*" and was subsequently renewed under Planning Application No. A/TP/695 for a further 7 years on 16 August 2024 (the Approved Renewal Application). Both Applications were approved to operate 24 hours daily from Mondays to Saturdays, with no operation between 7am and 11 pm on Sundays. The MTR now intends to extend the TPBMC operating hours to 24 hours daily (i.e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency.

1.1.3 Transport Department was preliminary consulted and commented on 19 May 2025 that: "Considering the proposed operation period extends to include 7 am to 11 pm on Sundays, the applicant shall submit a traffic impact assessment in order to demonstrate the traffic impact due to the proposal amendment is acceptable."

1.1.4 In June 2025, RL Consultancy Limited were commissioned to conduct a Traffic Impact Assessment (TIA) in support of this S16 submission to enable the continued operation of the existing MTR TPBMC and address TD's comment.

1.2 Scope of Study

1.2.1 The scope of study includes the following:

- Review relevant past documents.
- Survey existing traffic conditions in the study area.
- Project future traffic demands for the critical period.
- Appraise the effect of the Site on the adjacent road network.
- Prepare this TIA Report for submission to the TPB.

2.0 SITE CONTEXT

2.1 Location

2.1.1 With an area of about 4,180m^2, the Site is located at the southwest of the Dai Fuk Street/Dai Wah Street/Dai Hung Street Roundabout in Area 33, Tai Po. It is situated to the immediate west of the Tai Po Industrial Estate as shown on **Figure 2.1**.

2.1.2 The Site is well connected to the external road network including the strategic roads of Yuen Shin Road, Ting Kok Road and Tolo Highway for easy access to all other parts of the Territory. The bus routes for the TPBMC are Dai Fuk Street, Yuen Shin Road and Ting Kok Road.

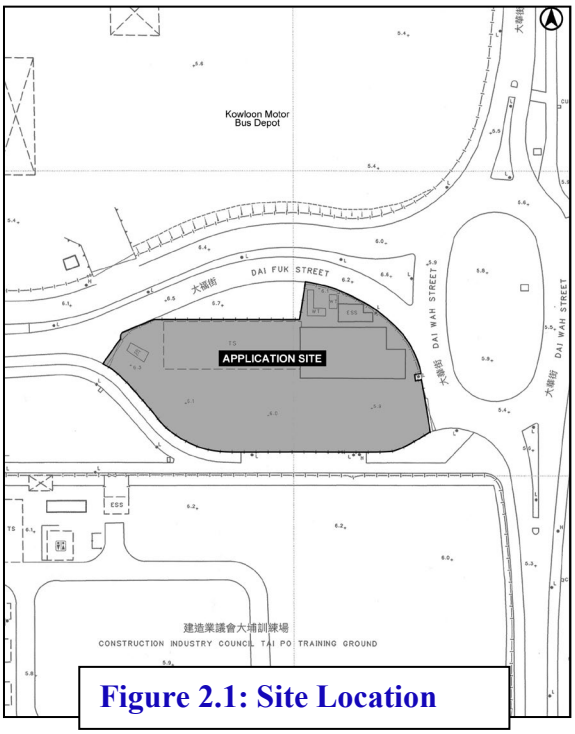


Figure 2.1: Site Location

2.2 Existing and Future Site Operation

2.2.1 Based on information from the MTR, the work nature of the TPBMC primarily involves preventive maintenance, corrective maintenance, incident bus repairs, component overhauls and bus annual overhauls (Certificate of Roadworthiness).

2.2.2 It must be emphasised that the TPBMC is NOT a bus depot and parking of buses are not permitted except those to be maintained as per the Short Term Tenancy (STT) condition.

2.2.3 Apart from extending the operating hours to include 7 am to 11 pm on Sundays, there is no change to the approved use and development parameters under this S16 Application. Hence, the existing TPBMC operation and vehicle trip generation are expected remain the same.

2.2.4 According to the MTR, future traffic generation for the Site will remain unchanged for Mondays to Saturdays, and proposed future Sundays will have the same number of buses as existing Saturdays.

2.3 Access Arrangement

2.3.1 Vehicles presently enter the Site from the Dai Fuk Street/Dai Wah Street/Dai Hung Street Roundabout and exit to Dai Fuk Street westbound. The departing Site vehicles will then disperse onto the surrounding areas after reaching the signalled crossroad of Ting Kok Road/Yuen Shin Road/Dai Fuk Street. This arrangement will remain unchanged in the future.

3.0 TRAFFIC FORECASTING

3.1 Existing Traffic Conditions

3.1.1 The Site is well connected to the external road network including the strategic roads of Yuen Shin Road, Ting Kok Road and Tolo Highway for easy access to all other parts of the Territory. The roads used by the TPBMC traffic are Dai Fuk Street, Yuen Shin Road and Ting Kok Road.

3.1.2 To establish the existing traffic conditions and pattern quantitatively and to provide data for traffic forecasting, comprehensive traffic surveys were carried out on Friday, 6 June 2025 and Sunday, 8 June 2025 at the key junctions given in **Table 3.1** and **Figure 3.1**.

Table 3.1 Surveyed Junctions

Location		Junction Type
A	Ting Kok Road/Yuen Shin Road/Dai Fuk Street	Signalled Crossroad
B	Yuen Shin Road/Dai Fat Street	Signalled T-junction
C	Dai Fuk Street/Dai Wah Street/Dai Hung Street	Roundabout
D	Dai Fuk Street/Site Egress	Priority T-junction

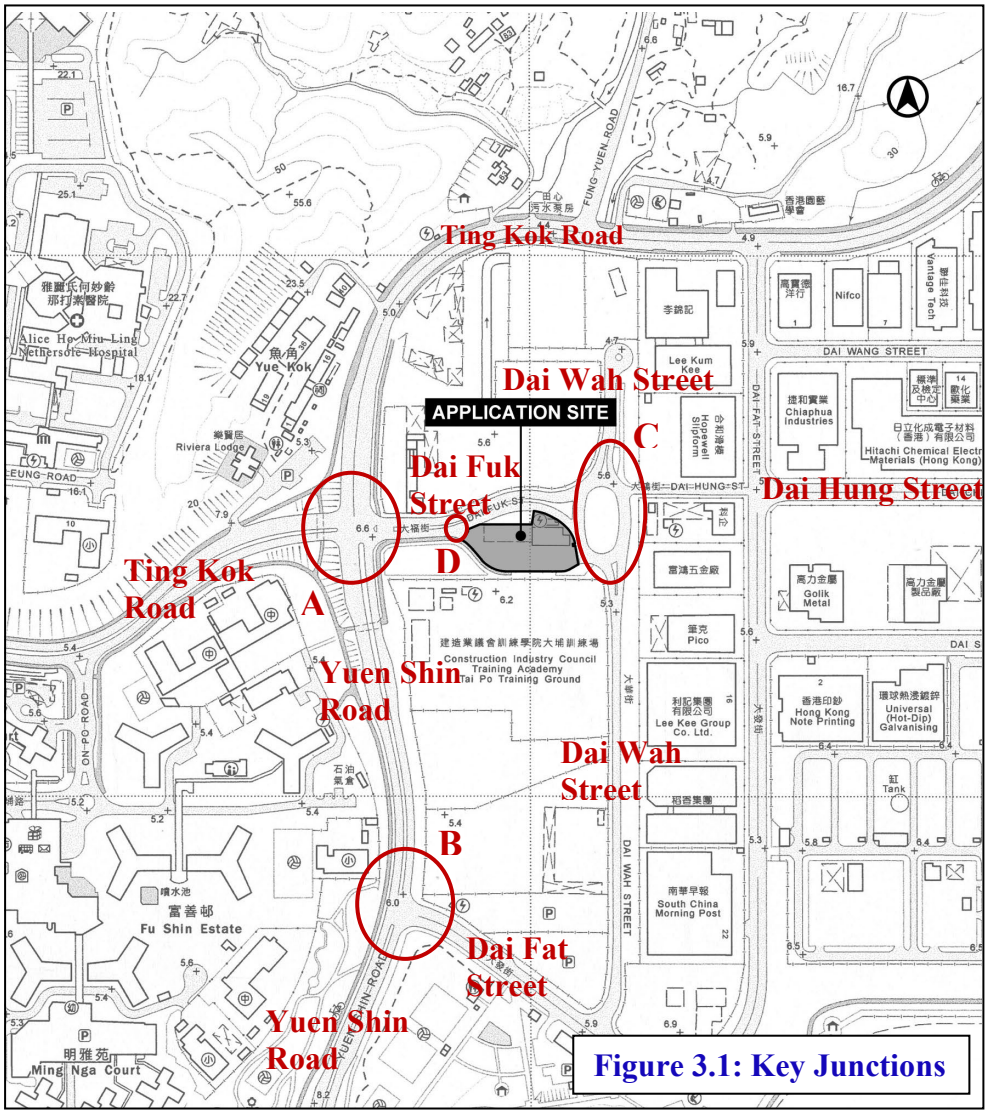


Figure 3.1: Key Junctions

3.2 Background Traffic Forecast

3.2.1 This application is to extend the TPBMC operating hours to 24 hours daily (i .e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency for a further 7 years from 2025. In this context, the design horizon year of 2032 has been adopted for assessment of traffic impact.

3.2.2 Background traffic flows for the future design year of 2032 were forecasted by applying an annual growth factor to the peak hour surveyed traffic flows from June 2025. Information from TD's Annual Traffic Census (ATC) reports was used to calculate the growth factor.

3.2.3 **Table 3.2** shows the Annual Average Daily Traffic (AADT) figures from 2019 to 2023.

Table 3.2 AADT from 2019 to 2023

Road Name	From	To	Station No.	AADT				
				2019	2020	2021	2022	2023
Ting Kok Road	Nam Wan Rd	Dai Kwai St	5006	30,840	29,430	32,240	30,440	29,190
Kwong Fuk Road	Nam Wan Rd	Wan Tau St	5009	19,720	18,230	19,010	17,830	17,840
Tolo Highway	North of Ma Liu Shui INT	Yuen Shin Rd INT	5013	151,780	147,640	156,330	147,630	156,010
Nam Wan Rd	Tai Po Tai Wo Rd	Ting Kok Road	5421	29,070	25,980	27,240*	26,040*	27,670*
Tat Wan Rd	Nam Wan Rd	Ma Wo Rd	5666	11,440*	10,700	11,210	10,870*	11,120*
Dai Kwai St	Ting Kok Road	Dai Chong St	6619	4,450	4,100	4,460	3,780	4,240

Note: Traffic flows are shown in vehicles/day.

3.2.4 Linear regression analysis was applied to the AADT volumes for each of the count stations to obtain an annual growth factor for the study area. The average annual growth rate, weighted by traffic volume, for the study area was calculated to be -0.1%. To account for possible potential adjacent future developments, traffic flow fluctuations, uncertainties in land use and transport infrastructure changes, a conservative +7% total growth was applied to the observed 2025 traffic demands to yield the 2032 background traffic forecasts.

3.3 Site Trip Generation

3.3.1 MTR buses will be maintained, repaired, refuelled, cleaned and serviced at the TPBMC. It is NOT a bus depot and parking of buses are not permitted except those to be maintained. Given this work nature, the highest Site traffic generation is low even at the background traffic AM and PM peak hours. According to the MTR, future traffic generation for the Site will remain unchanged for Mondays to Saturdays, and proposed future Sundays will have the same number of buses as existing Saturdays.

3.3.2 To quantify the TPBMC traffic generation and attraction, MTR's log of all the vehicles travelling into and out of TPBMC from 2 to 7 June 2025 was examined. To cover the traffic peak hours, data from 6 am to midnight have been extracted and are presented in **Table 3.3**.

Table 3.3 TPBMC Traffic Log from 2 to 7 June 2025

Time	Mon, 2 Jun 2025		Tue, 3 Jun 2025		Wed, 4 Jun 2025		Thu, 5 Jun 2025		Fri, 6 Jun 2025		Sat, 7 Jun 2025	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
06 - 07	1	6	1	5	1	5	1	4	1	5	1	2
07 - 08	0	0	0	0	0	0	1	1	0	0	0	0
08 - 09	2	0	1	2	2	1	1	1	2	1	0	1
09 - 10	0	0	2	0	1	0	0	0	0	0	1	1
10 - 11	2	2	5	1	0	1	1	0	1	1	1	1
11 - 12	1	0	0	0	1	0	0	0	3	2	0	0
12 - 13	0	1	1	1	0	0	1	1	0	1	1	1
13 - 14	1	1	0	0	0	0	1	0	0	0	0	0
14 - 15	1	0	0	0	0	0	1	1	1	1	0	0
15 - 16	1	2	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	1	0	0	0	0	0	0	0	0	0
18 - 19	2	0	0	0	0	0	1	0	0	0	1	0
19 - 20	3	4	3	3	4	3	0	0	3	2	2	1
20 - 21	6	5	3	2	4	3	3	1	5	5	0	0
21 - 22	6	5	5	4	7	6	3	2	6	5	6	6
22 - 23	10	9	12	11	12	12	3	3	14	12	***14***	***11***
23 - 00	7	9	8	9	9	9	2	3	7	8	9	11

Note: Traffic flows, mainly buses, are in vehicles.

3.3.3 Since the TPBMC is presently in operation except on Sundays, our weekday surveys will already have included its traffic generation. MTR advised that future Sundays will have the same number of buses as existing Saturdays. The highest Saturday hourly flow occurs between 2200 and 2300 hours which is outside the background traffic peaks. For a conservative assessment, however, this highest recorded Saturday hourly flows are adopted as the future Sunday Site traffic generation traversing at the background AM and PM peak hours. The estimated future Sunday Site traffic generation is summarised in **Table 3.4**.

Table 3.4 Future Site Traffic Generation - Sunday

TPBMC	**AM**		**PM**	
	Gen	**Att**	**Gen**	**Att**
Observed Saturday Peak Trip Generation (buses/hr)	*11*	*14*	*11*	*14*
Adopted Future Sunday Site Traffic (pcus/hr)	**22**	**28**	**22**	**28**

Note: pcus – passenger car units.

3.3.4 It can be seen from **Table 3.4** that the TPBMC will only produce a total 2-way traffic demand of 25 buses/hr (50 pcus/hr) in the peak hours even with a conservative estimate. Therefore, this proposal would have insignificant impact on traffic conditions when distributed to the surrounding road network. For a comprehensive assessment, however, traffic impact of the future TPBMC scheme has been assessed and the results are presented in Section 4.

4.0 TRAFFIC IMPACT ASSESSMENT

4.1 Road Network

4.1.1 Even with a conservative estimate, the TPBMC will only produce a total 2-way traffic demand of 50 pcus/hr in the Sunday AM and PM peak hours. With this small amount of additional Site traffic distributed onto various parts of the road network, the impact is very slight. After reviewing the study area road network, it was decided that the site generated traffic would have negligible effect on road link capacity.

4.2 Junction Capacity Assessment

4.2.1 Capacity analyses were carried out for the junctions that would be affected by the Site, the results are presented in **Table 4.1** for weekday and **Table 4.2** for Sunday. Detailed calculations, carried out in accordance with TD's Transport Planning and Design Manual, and traffic flows are attached in **Annex A**.

Table 4.1 Intersection Capacities in 2025 and 2032 - Weekday

Location		Peak	2025	2032
			With TPBMC[(2)]	With TPBMC
A	Ting Kok Rd/Yuen Shin Rd/ Dai Fuk St Signalled Crossroad	AM PM	67% 84%	56% 72%
B	Yuen Shin Rd/Dai Fat St Signalled T-junction	AM PM	34% 77%	25% 65%
C	Dai Fuk St/Dai Wah St/ Dai Hung St Roundabout	AM PM	0.26 0.24	0.28 0.26
D	Dai Fuk St/TPBMC Egress Priority T-junction	AM PM	< 0.01 < 0.01	< 0.01 < 0.01

Notes: 1. Capacity figures show the reserve capacity of the signalled junction, ratio of flow to capacity of the critical approach of the priority junction or roundabout.
2. TPBMC already exists in year 2025 Weekday.

Table 4.2 Intersection Capacities in 2025 and 2032 - Sunday

Location		Peak	2025	2032	
			Without TPBMC	Without TPBMC	With TPBMC
A	Ting Kok Rd/Yuen Shin Rd/ Dai Fuk St Signalled Crossroad	AM PM	130% 71%	114% 60%	107% 54%
B	Yuen Shin Rd/Dai Fat St Signalled T-junction	AM PM	120% 57%	106% 47%	98% 43%
C	Dai Fuk St/Dai Wah St/ Dai Hung St Roundabout	AM PM	0.13 0.10	0.14 0.10	0.14 0.11
D	Dai Fuk St/TPBMC Egress Priority T-junction	AM PM	- -	- -	0.03 0.03

Note: Capacity figures show the reserve capacity of the signalled junction, ratio of flow to capacity of the critical approach of the priority junction or roundabout.

4.2.2 It can be seen from **Table 4.1** and **Table 4.2** that the junction capacities, including the Site generated traffic, will operate satisfactorily in both the AM and PM peaks.

5.0 SUMMARY AND CONCLUSIONS

5.1 The purpose of this TIA is to support a S16 planning application to the TPB to extend the TPBMC operating hours to 24 hours daily (i.e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency.

5.2 The work nature of TPBMC primarily involves preventive maintenance, corrective maintenance, incident bus repair, component overhaul and bus annual overhaul. The TPBMC is NOT a bus depot and parking of buses are not permitted except those to be maintained. Given this work nature, the highest Site traffic generation is low even at the background traffic AM and PM peak hours. According to the MTR, future traffic generation for the Site will remain unchanged for Mondays to Saturdays, and proposed future Sundays will have the same number of buses as existing Saturdays.

5.3 This TIA has examined the existing traffic operations of the TPBMC, including MTR's log of all the vehicles travelling into and out of TPBMC. Conservatively adopting the highest recorded TPBMC Saturday flows as the future Sunday Site traffic generation, it will only produce a maximum 2-way traffic demand of 25 buses/hr (50 pcus/hr) in the future Sunday AM and PM peak hours.

5.4 Junction capacities of all the intersections that may be affected by the proposed development have been assessed. Even with a conservative traffic forecasting methodology, the small amount of Site generated traffic was found to have negligible effect on link and junction capacities which were all found to operate satisfactorily by year 2032 weekday and Sunday peaks.

5.5 To enable additional bus maintenance services and enhance operational efficiency, extension of the existing TPBMC operation is justified in view of a lack of alternative sites, its land use compatibility and suitability for TPBMC, and a practical location for serving the community need for Tai Po residents.

5.6 This study has demonstrated that the existing transport operation is practicable and the proposed operation of the TPBMC would not cause adverse traffic impact on the nearby road network. Therefore it is feasible from a traffic engineering point of view to extend the TPBMC operating hours to 24 hours daily (i.e. Monday to Sunday) for a further 7 years.

5.7 The nature of the work undertaken by the TPBMC primarily involves preventive maintenance, corrective maintenance, incident bus repairs, component overhauls and annual bus overhauls (Certificate of Roadworthiness). Extending TPBMC's operating hours would enable the provision of additional maintenance services, thereby enhancing operational efficiency and ultimately resulting in improved services for the public.

Annex A

Junction Capacity Assessments

TRAFFIC SIGNAL CALCULATION

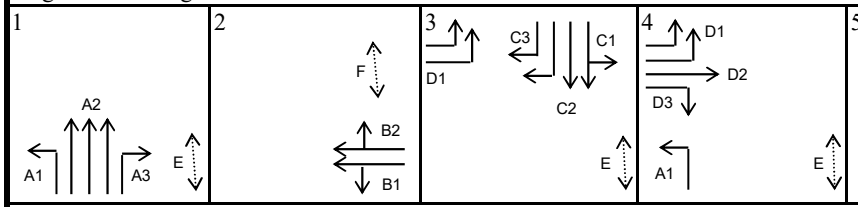
RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street
Description: With TPBMC (Existing) Date: June 2025
Design Year: 2025 Weekday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	220	0.126		1747	200	0.115	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	390	0.062	0.062	6315	490	0.078	0.078
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	10	0.005		1914	10	0.005	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1903	161	0.085	0.085	1892	141	0.075	0.075
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2113	179	0.085		2125	159	0.075	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1977	309	0.156		1975	236	0.120	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	331	0.156		2125	254	0.120	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	670	0.175	0.175	3830	500	0.131	0.131
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	930	0.255		3644	710	0.195	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	140	0.066		2125	70	0.033	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	200	0.104	0.104	1919	200	0.104	0.104
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.426	Total Y		0.387
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		67%	R.C. (%)		84%

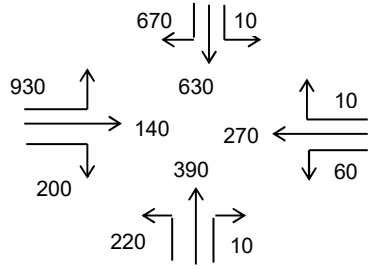
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

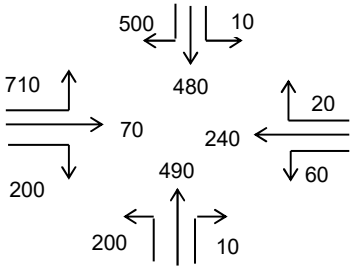
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

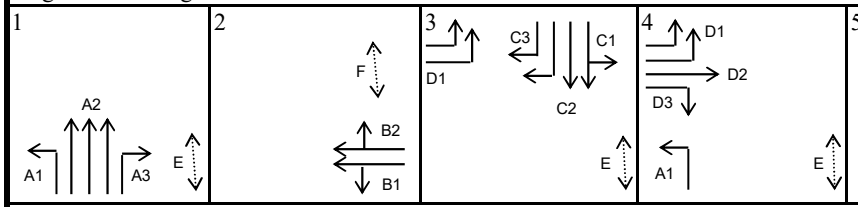
RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street
Description: With TPBMC (Existing) Date: June 2025
Design Year: 2032 Weekday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	235	0.135		1747	214	0.123	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	417	0.066	0.066	6315	524	0.083	0.083
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	11	0.006		1914	11	0.006	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1904	173	0.091	0.091	1892	151	0.080	0.080
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2113	191	0.090		2125	170	0.080	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1977	330	0.167		1975	252	0.128	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	355	0.167		2125	272	0.128	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	717	0.187	0.187	3830	535	0.140	0.140
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	995	0.273		3644	760	0.208	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	150	0.070		2125	75	0.035	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	214	0.111	0.111	1919	214	0.111	0.111
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.456	Total Y		0.414
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		56%	R.C. (%)		72%

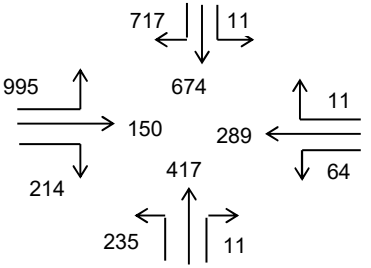
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

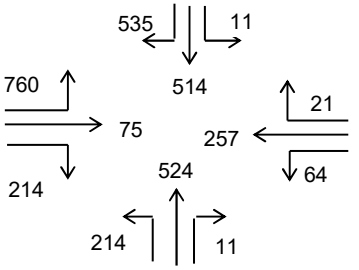
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

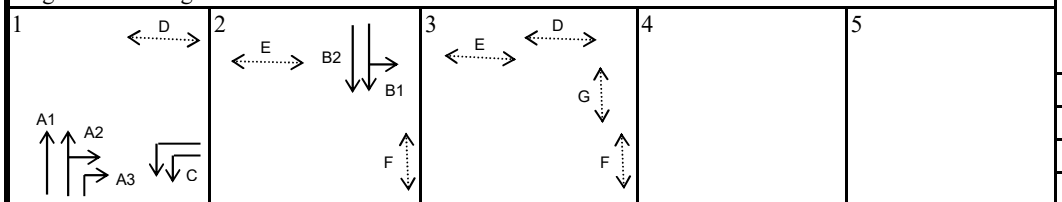
RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: With TPBMC (Existing) Date: June 2025
Design Year: 2025 Weekday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	517	0.263	0.263	1965	355	0.181	0.181
2	Yuen Shin Road NB sa+rt	A2	1	3.50	15.0	1		1946	511	0.263		2082	376	0.181	
3	Yuen Shin Road NB rt	A3	1	3.50	12.0	1		1871	492	0.263		1871	339	0.181	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1953	419	0.215	0.215	1951	352	0.180	0.180
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	451	0.214		2105	378	0.180	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	490	0.120		4100	490	0.120	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=7											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 (10) I=7 (7) I=9 (9) GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.478	Total Y		0.361
L (sec)		29	L (sec)		29
C (sec)		100	C (sec)		100
Y max		0.710	Y max		0.710
R.C. (%)		34%	R.C. (%)		77%

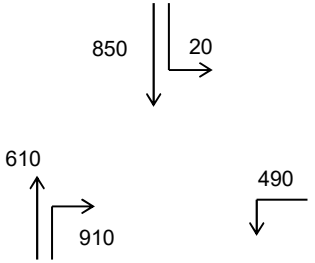
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

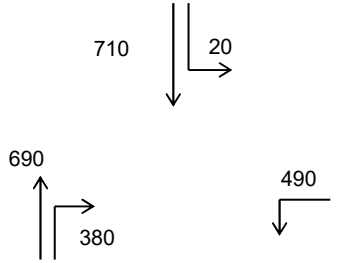
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



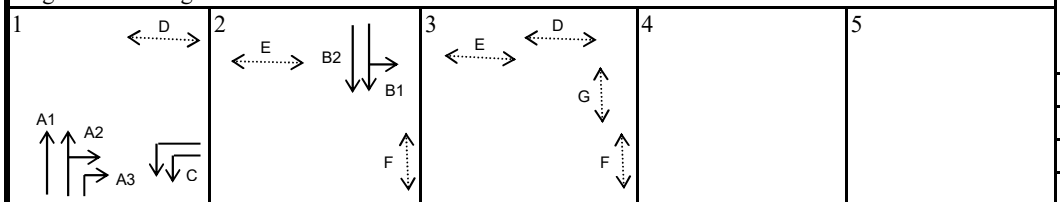
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: With TPBMC (Existing) Date: June 2025
Design Year: 2032 Weekday File:
Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	553	0.281	0.281	1965	380	0.194	0.194
2	Yuen Shin Road NB sa+rt	A2	1	3.50	15.0	1		1946	547	0.281		2082	403	0.194	
3	Yuen Shin Road NB rt	A3	1	3.50	12.0	1		1871	527	0.281		1871	362	0.193	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1953	448	0.229	0.229	1951	376	0.193	0.193
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	483	0.229		2105	405	0.192	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	524	0.128		4100	524	0.128	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=7											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 (10) I=7 (7) I=9 (9) GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.511	Total Y		0.386
L (sec)		29	L (sec)		29
C (sec)		100	C (sec)		100
Y max		0.710	Y max		0.710
R.C. (%)		25%	R.C. (%)		65%

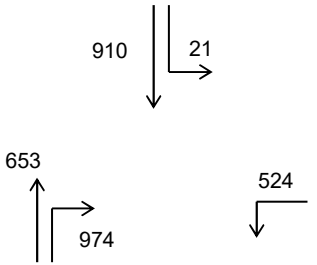
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

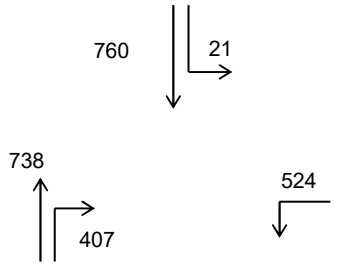
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



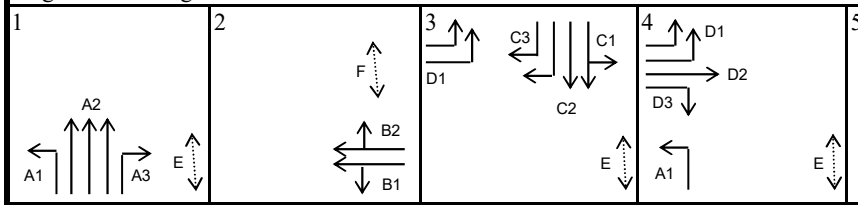
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction:	Ting Kok Road/Yuen Shin Road/Dai Fuk Street		
Description:	Without TPBMC (Existing)	Date: June 2025	Designed by: AL
Design Year:	2025 Sunday	File:	Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Design Flow (pcu/hr)	AM y value	AM Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Design Flow (pcu/hr)	PM y value	PM Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	80	0.046		1747	160	0.092	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	350	0.055	0.055	6315	560	0.089	0.089
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	20	0.010		1914	10	0.005	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1862	70	0.038	0.038	1888	90	0.048	0.048
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2099	80	0.038		2125	100	0.047	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1976	284	0.144	0.144	1978	348	0.176	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	306	0.144		2125	372	0.175	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	470	0.123		3830	710	0.185	0.185
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	540	0.148		3644	880	0.241	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	50	0.024		2125	40	0.019	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	140	0.073	0.073	1919	180	0.094	0.094
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



I=7 (7) I=5 (5) I=7 (7) I=6 (6)

		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.310	Total Y		0.416
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		130%	R.C. (%)		71%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

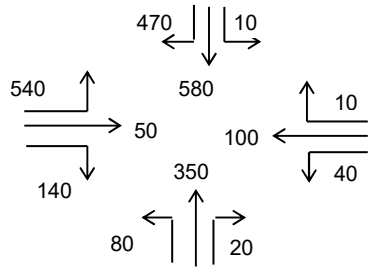
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

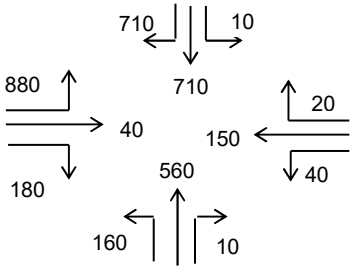
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

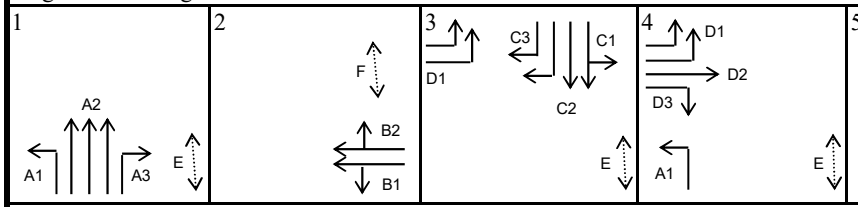
RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street
Description: Without TPBMC (Existing) Date: June 2025
Design Year: 2032 Sunday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	86	0.049		1747	171	0.098	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	375	0.059	0.059	6315	599	0.095	0.095
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	21	0.011		1914	11	0.006	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1864	76	0.041	0.041	1888	96	0.051	0.051
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2098	85	0.040		2125	107	0.050	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1976	304	0.154	0.154	1978	371	0.188	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	327	0.154		2125	399	0.188	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	503	0.131		3830	760	0.198	0.198
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	578	0.159		3644	942	0.258	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	54	0.025		2125	43	0.020	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	150	0.078	0.078	1919	193	0.100	0.100
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



I=7 (7) I=5 (5) I=7 (7) I=6 (6)

		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.332	Total Y		0.445
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		114%	R.C. (%)		60%

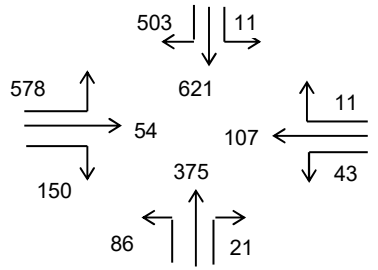
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

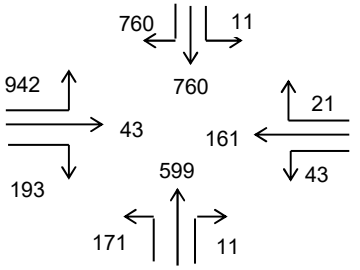
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



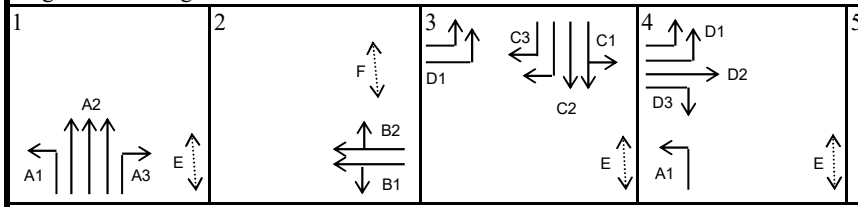
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction:	Ting Kok Road/Yuen Shin Road/Dai Fuk Street		
Description:	With TPBMC	Date: June 2025	Designed by: AL
Design Year:	2032 Sunday	File:	Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	86	0.049		1747	171	0.098	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	375	0.059	0.059	6315	599	0.095	0.095
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	49	0.026		1914	39	0.020	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1841	96	0.052	0.052	1875	127	0.068	0.068
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2104	109	0.052		2093	141	0.068	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1976	304	0.154	0.154	1978	371	0.188	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	327	0.154		2125	399	0.188	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	503	0.131		3830	760	0.198	0.198
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	578	0.159		3644	942	0.258	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	82	0.038		2125	71	0.033	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	150	0.078	0.078	1919	193	0.100	0.100
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.343	Total Y		0.462
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		107%	R.C. (%)		54%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

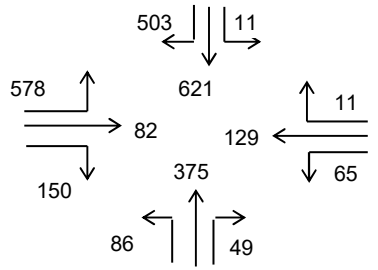
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

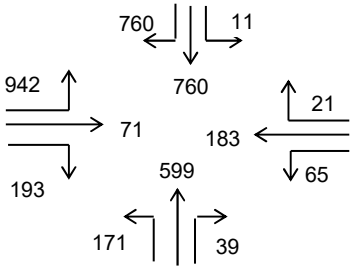
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

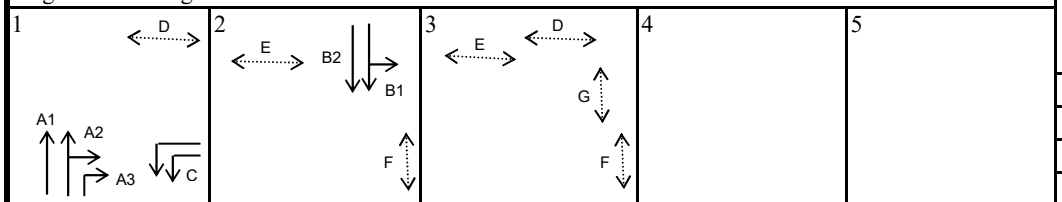
RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: Without TPBMC (Existing) Date: June 2025
Design Year: 2025 Sunday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	208	0.106	0.106	1965	348	0.177	0.177
2	Yuen Shin Road NB sa+rt	A2	1	3.50	15.0	1		2105	222	0.105		2105	372	0.177	
3	Yuen Shin Road NB rt	A3	1	3.50	12.0	1		1871	190	0.102		1871	220	0.118	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1958	362	0.185	0.185	1960	448	0.229	0.229
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	388	0.184		2105	482	0.229	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	190	0.046		4100	250	0.061	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=7											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 (10) I=7 (7) I=9 (9) GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.291	Total Y		0.406
L (sec)		29	L (sec)		29
C (sec)		100	C (sec)		100
Y max		0.710	Y max		0.710
R.C. (%)		120%	R.C. (%)		57%

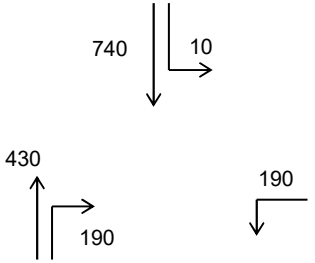
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

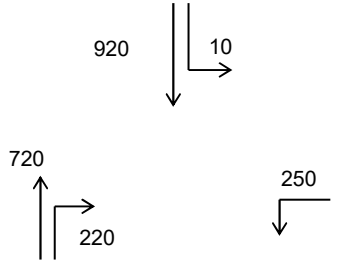
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

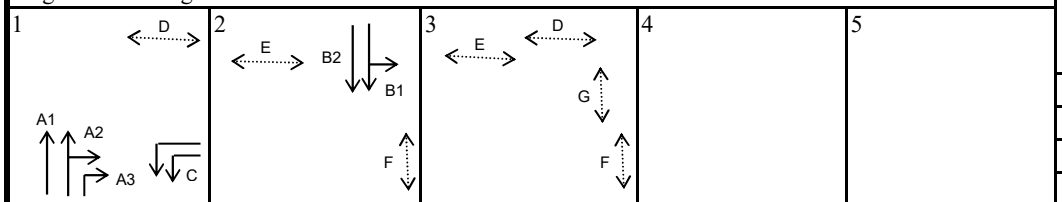
RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: Without TPBMC (Existing) Date: June 2025
Design Year: 2032 Sunday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	222	0.113	0.113	1965	372	0.190	0.190
2	Yuen Shin Road NB sa+rt	A2	1	3.50	15.0	1		2105	238	0.113		2105	398	0.189	
3	Yuen Shin Road NB rt	A3	1	3.50	12.0	1		1871	203	0.109		1871	235	0.126	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1958	388	0.198	0.198	1960	480	0.245	0.245
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	415	0.197		2105	515	0.245	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	203	0.050		4100	268	0.065	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=7											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 (10) I=7 (7) I=9 (9) GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.311	Total Y		0.435
L (sec)		29	L (sec)		29
C (sec)		100	C (sec)		100
Y max		0.710	Y max		0.710
R.C. (%)		106%	R.C. (%)		47%

A)Unopposed streams in individual lanes

$S1 = (S0 - 140n) / (1 + 1.5\ f/r)$

B)Opposed streams in individual lanes

$S1 = (S0 - 230 - 140n) / (1 + 1.5\ f/r)$

where:

$S0 = 2080 - 42gG + 100\ (w - 3.25)$

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

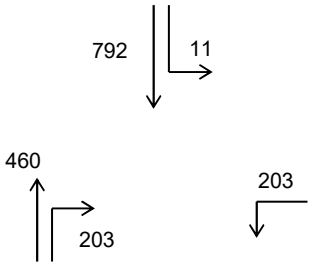
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

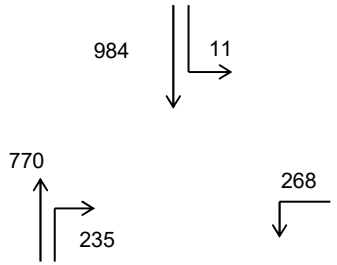
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



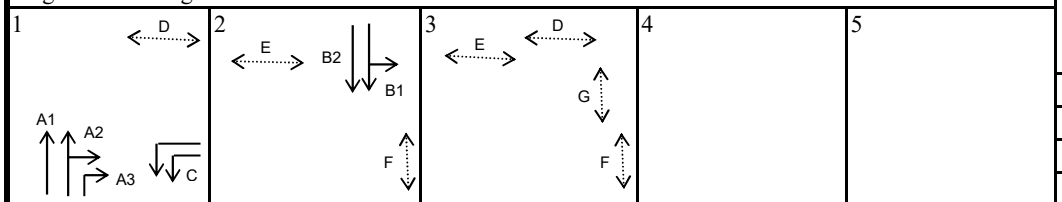
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction:	Yuen Shin Road/Dai Fat Street		
Description:	With TPBMC	Date: June 2025	Designed by: AL
Design Year:	2032 Sunday	File:	Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	236	0.120	0.120	1965	385	0.196	0.196
2	Yuen Shin Road NB sa+rt	A2	1	3.50	15.0	1		2105	252	0.120		2105	413	0.196	
3	Yuen Shin Road NB rt	A3	1	3.50	12.0	1		1871	203	0.109		1871	235	0.126	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1958	398	0.203	0.203	1960	490	0.250	0.250
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	427	0.203		2105	527	0.250	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	203	0.050		4100	268	0.065	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=7											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 (10) I=7 (7) I=9 (9) GM=5

		AM Stages 1+2+3 Critical		PM Stages 1+2+3 Critical
Total Y		0.323	Total Y	0.446
L (sec)		29	L (sec)	29
C (sec)		100	C (sec)	100
Y max		0.710	Y max	0.710
R.C. (%)		98%	R.C. (%)	43%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

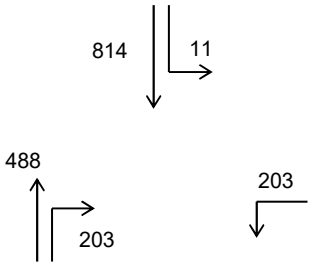
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

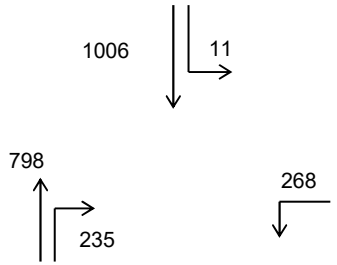
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction:	Dai Fuk Street/Dai Wah Street/Dai Hung Street RA				
Description:	With TPBMC (Existing)	Date:	June 2025	Designed by:	AL
Design Year:	2025 Weekday	File:		Checked by:	RL

				Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:								
V	=	Approach half width (m)			3.6	7.3	3.5	3.0
E	=	Entry width (m)			7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)			20.0	100.0	8.0	8.0
R	=	Entry radius (m)			80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)			65.0	65.0	65.0	65.0
A	=	Entry angle (degree)			40	35	80	40
Q	=	Entry flow (pcus/hr)		AM	110	170	30	300
				PM	100	100	50	270
Qc	=	Circulating flow across entry (pcus/hr)		AM	300	90	90	30
				PM	290	80	70	50
Output:								
S	=	Sharpness of flare = 1.6(E-V)/L			0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)			1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))			5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)			1.65	1.65	1.65	1.65
F	=	303*X2			1795	2700	1474	1155
Td	=	1+(0.5/(1+M))			1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)			0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)		AM	1635	2678	1228	1133
				PM	1640	2685	1236	1124
DFC	=	Design flow/Capacity = Q/Qe		AM	0.07	0.06	0.02	0.26
				PM	0.06	0.04	0.04	0.24

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction:	Dai Fuk Street/Dai Wah Street/Dai Hung Street RA				
Description:	With TPBMC	Date:	June 2025	Designed by:	AL
Design Year:	2032 Weekday	File:		Checked by:	RL

				Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:								
V	=	Approach half width (m)			3.6	7.3	3.5	3.0
E	=	Entry width (m)			7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)			20.0	100.0	8.0	8.0
R	=	Entry radius (m)			80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)			65.0	65.0	65.0	65.0
A	=	Entry angle (degree)			40	35	80	40
Q	=	Entry flow (pcus/hr)		AM	118	182	32	321
				PM	107	107	54	289
Qc	=	Circulating flow across entry (pcus/hr)		AM	321	96	96	32
				PM	310	86	75	54
Output:								
S	=	Sharpness of flare = 1.6(E-V)/L			0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)			1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))			5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)			1.65	1.65	1.65	1.65
F	=	303*X2			1795	2700	1474	1155
Td	=	1+(0.5/(1+M))			1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)			0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)		AM	1623	2674	1225	1132
				PM	1629	2681	1234	1123
DFC	=	Design flow/Capacity = Q/Qe		AM	0.07	0.07	0.03	0.28
				PM	0.07	0.04	0.04	0.26

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street/Dai Wah Street/Dai Hung Street RA
Description: Without TPBMC Date: June 2025 Designed by: AL
Design Year: 2025 Sunday File: Checked by: RL

					Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:									
V	=	Approach half width (m)				3.6	7.3	3.5	3.0
E	=	Entry width (m)				7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)				20.0	100.0	8.0	8.0
R	=	Entry radius (m)				80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)				65.0	65.0	65.0	65.0
A	=	Entry angle (degree)				40	35	80	40
Q	=	Entry flow (pcus/hr)			AM	80	90	30	150
					PM	80	60	30	110
Qc	=	Circulating flow across entry (pcus/hr)			AM	150	70	60	30
					PM	110	60	50	30
Output:									
S	=	Sharpness of flare = 1.6(E-V)/L				0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)				1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))				5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)				1.65	1.65	1.65	1.65
F	=	303*X2				1795	2700	1474	1155
Td	=	1+(0.5/(1+M))				1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)				0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)			AM	1717	2692	1241	1133
					PM	1738	2699	1245	1133
DFC	=	Design flow/Capacity = Q/Qe			AM	0.05	0.03	0.02	0.13
					PM	0.05	0.02	0.02	0.10

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street/Dai Wah Street/Dai Hung Street RA
Description: Without TPBMC Date: June 2025 Designed by: AL
Design Year: 2032 Sunday File: Checked by: RL

					Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:									
V	=	Approach half width (m)				3.6	7.3	3.5	3.0
E	=	Entry width (m)				7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)				20.0	100.0	8.0	8.0
R	=	Entry radius (m)				80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)				65.0	65.0	65.0	65.0
A	=	Entry angle (degree)				40	35	80	40
Q	=	Entry flow (pcus/hr)			AM	86	96	32	161
					PM	86	64	32	118
Qc	=	Circulating flow across entry (pcus/hr)			AM	161	75	64	32
					PM	118	64	54	32
Output:									
S	=	Sharpness of flare = 1.6(E-V)/L				0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)				1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))				5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)				1.65	1.65	1.65	1.65
F	=	303*X2				1795	2700	1474	1155
Td	=	1+(0.5/(1+M))				1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)				0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)			AM	1711	2689	1239	1132
					PM	1734	2696	1243	1132
DFC	=	Design flow/Capacity = Q/Qe			AM	0.05	0.04	0.03	0.14
					PM	0.05	0.02	0.03	0.10

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street/Dai Wah Street/Dai Hung Street RA
Description: With TPBMC Date: June 2025 Designed by: AL
Design Year: 2032 Sunday File: Checked by: RL

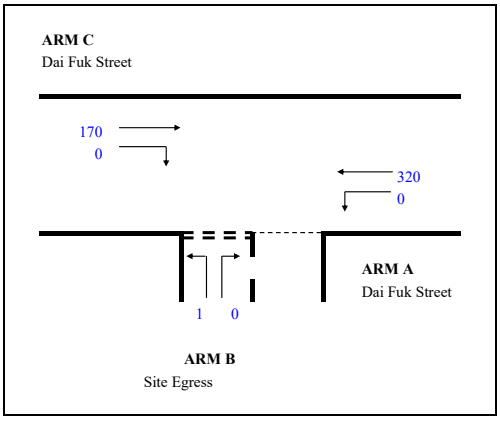
					Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:									
V	=	Approach half width (m)				3.6	7.3	3.5	3.0
E	=	Entry width (m)				7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)				20.0	100.0	8.0	8.0
R	=	Entry radius (m)				80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)				65.0	65.0	65.0	65.0
A	=	Entry angle (degree)				40	35	80	40
Q	=	Entry flow (pcus/hr)			AM	86	124	32	161
					PM	86	92	32	118
Qc	=	Circulating flow across entry (pcus/hr)			AM	189	75	92	60
					PM	146	64	82	60
Output:									
S	=	Sharpness of flare = 1.6(E-V)/L				0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)				1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))				5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)				1.65	1.65	1.65	1.65
F	=	303*X2				1795	2700	1474	1155
Td	=	1+(0.5/(1+M))				1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)				0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)			AM	1696	2689	1227	1120
					PM	1719	2696	1232	1120
DFC	=	Design flow/Capacity = Q/Qe			AM	0.05	0.05	0.03	0.14
					PM	0.05	0.03	0.03	0.11

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC (Existing)
Design Year: 2025 Weekday AM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	314
Q b-c	=	698
Q c-b	=	405
Q b-ac	=	698
Q b-c (O)	=	698

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0014
DFC c-b	=	0.0000

CRITICAL DFC = 0.00

TRAFFIC FLOWS:

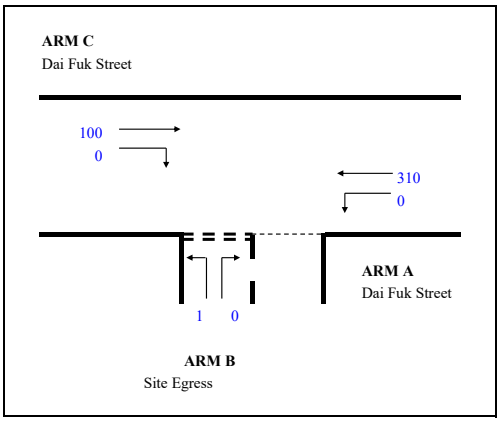
ARM A		
q a-b	=	0 pcus/hr
q a-c	=	320 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	170 pcus/hr
q c-b	=	0 pcus/hr

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC (Existing)
Design Year: 2025 Weekday PM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	323
Q b-c	=	701
Q c-b	=	407
Q b-ac	=	701
Q b-c (O)	=	701

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0014
DFC c-b	=	0.0000

CRITICAL DFC = 0.00

TRAFFIC FLOWS:

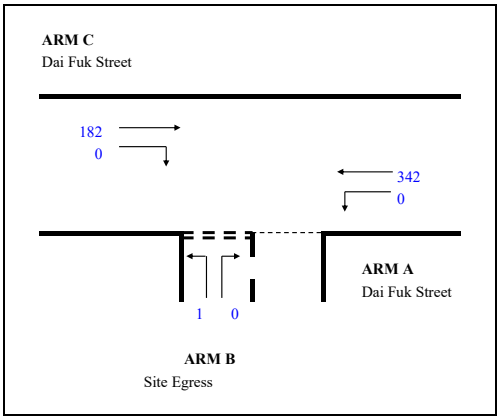
ARM A		
q a-b	=	0 pcus/hr
q a-c	=	310 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	100 pcus/hr
q c-b	=	0 pcus/hr

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout With TPBMC (Existing)
Design Year: 2032 Weekday AM

Designed by: AL
Checked by: RL



Notes:

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:

Road Widths

W	=	7.3	m
W cr	=	0.0	m
W b-a	=	0.0	m
W b-c	=	4.0	m
W c-b	=	0.0	m

Visibility

r:B-A	=	50	m
r:B-C	=	150	m
l:B-C	=	150	m
s:C-B	=	50	m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

TRAFFIC FLOWS:

ARM A		
q a-b	=	0 pcus/hr
q a-c	=	342 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	182 pcus/hr
q c-b	=	0 pcus/hr

THE CAPACITY OF MOVEMENT :

Q b-a	=	309
Q b-c	=	691
Q c-b	=	401
Q b-ac	=	691
Q b-c (O)	=	691

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0015
DFC c-b	=	0.0000

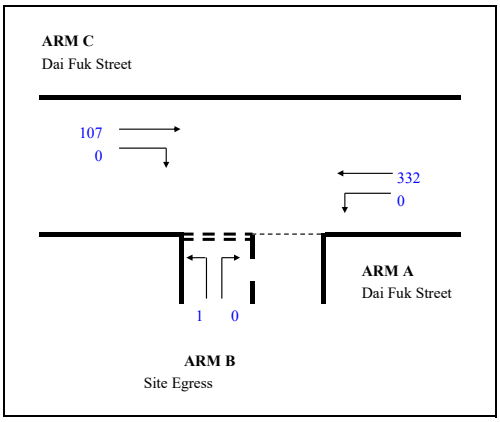
CRITICAL DFC = 0.00

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC (Existing)
Design Year: 2032 Weekday PM

Designed by: AL
Checked by: RL



Notes:

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:

Road Widths

W	=	7.3	m
W cr	=	0.0	m
W b-a	=	0.0	m
W b-c	=	4.0	m
W c-b	=	0.0	m

Visibility

r:B-A	=	50	m
r:B-C	=	150	m
l:B-C	=	150	m
s:C-B	=	50	m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

TRAFFIC FLOWS:

ARM A		
q a-b	=	0 pcus/hr
q a-c	=	332 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	107 pcus/hr
q c-b	=	0 pcus/hr

THE CAPACITY OF MOVEMENT :

Q b-a	=	319
Q b-c	=	694
Q c-b	=	403
Q b-ac	=	694
Q b-c (O)	=	694

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0015
DFC c-b	=	0.0000

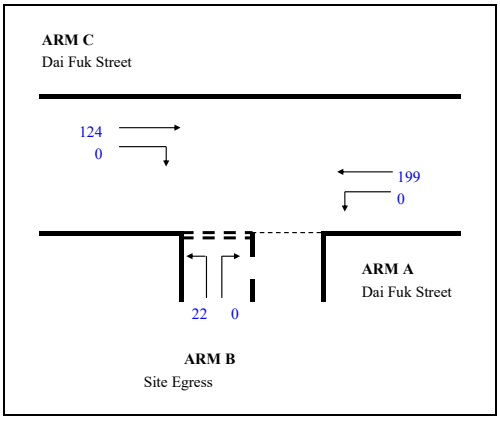
CRITICAL DFC = 0.00

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout With TPBMC
Design Year: 2032 Sunday AM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	339
Q b-c	=	733
Q c-b	=	425
Q b-ac	=	733
Q b-c (O)	=	733

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0300
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

TRAFFIC FLOWS:

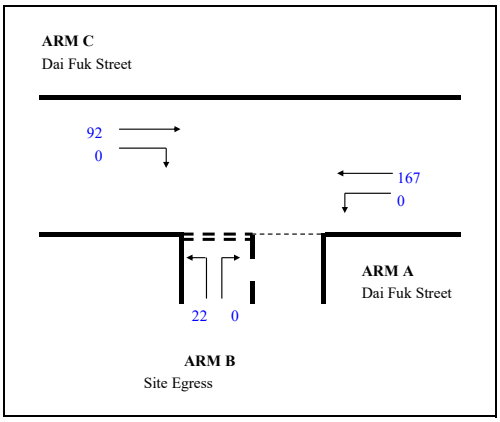
ARM A		
q a-b	=	0 pcus/hr
q a-c	=	199 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	22 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	124 pcus/hr
q c-b	=	0 pcus/hr

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC
Design Year: 2032 Sunday PM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	348
Q b-c	=	742
Q c-b	=	431
Q b-ac	=	742
Q b-c (O)	=	742

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0296
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

TRAFFIC FLOWS:

ARM A		
q a-b	=	0 pcus/hr
q a-c	=	167 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	22 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	92 pcus/hr
q c-b	=	0 pcus/hr

Appendix 3

LATEST INDIVIDUAL TREE RISK ASSESSMENT

Tree Risk Assessment Form 2 Individual Tree Risk Assessment
樹木風險評估表格2 個別樹木風險評估

General Information 基本資料

Dept. / Agency 部門 / 機構:	MTRC			Inspection Officer 巡查人員	SUM Yu Hin	Post 職位	Arborist (AAUK TechArborA)
Project/Contract No. 工程/合約編號						File Ref. 檔案編號	
Date and Time of Inspection 巡查日期及時間	09/05/2024 (dd/mm/yyyy)	9 (hr)	37 (min)	Last Inspection Date 上次巡查日期	28/10/2023 (dd/mm/yyyy)	Inspection Time Spent 是次巡查所用時間	0.5 hr
						Inspection Frequency 巡查週期	6 months 個月

Tree Information 樹木資料

TMCP Tree ID TMCP樹木編號		Dept. Tree ID 部門樹木編號	T1	Tree Species 樹種	Sapium sebiferum烏桕				Triage Colour 分流顏色	Yellow 黃	
Tree Height(m) 樹高(米)	14			Crown Spread(m) 樹冠闊度(米)	7				No. of Trunk(s) 樹幹數目	1	
DBH of tree trunk(s)(mm) 每枝主幹胸徑(毫米)		1	2	3	4	5			Aggregated DBH (mm) 總胸徑(毫米)	405	
		405									
Tree Status 樹木類別	☐ Old and Valuable Tree 古樹名木 (OVT No. 古樹名木登記冊編號:)								☐ Other tree 其他樹木		
	☐ Stonewall Tree 石牆樹 (Tree Register No. 樹木登記編號:)								☐ Brown Root Rot Disease Infected 受褐根病感染		
	☑ Large Tree(DBH ≥ 500mm or overall height ≥ 9m) 大樹(胸徑≥500毫米或高度≥9米)								☐ Tree in Confined Site 擠迫地點的樹木		

Location Information 位置資料

Masterzone Ref. 主區編號	N.A.			Location (Chinese) 地點 (中文)	大埔工業邨大富街港鐵巴士廠
Subzone Ref. 副區編號	N.A.			Location (English) 地點 (英文)	MTR Bus Depot, Dai Fu Street, Tai Po Industrial Estate
Coordinates 座標	X: 835251.000	Y: 836528.000			
Tree Risk Management Zone Category 樹木風險管理地區類別	Category I 第一類			District 地區	Tai Po 大埔區
Location Type 地點類別	☐ Roadside landscaped area 路旁綠化地區	☐ Tree pit/Tree ring 樹穴/樹圈	☐ Central divider 中央分隔帶		
	☐ Public park or recreation venue 公園或康樂場地	☐ Housing estate 屋邨	☐ Government compound 政府建築物		
	☐ Planter box 花盆	☐ SIMAR slopes 系統性鑑辨維修責任的斜坡			
	☐ Recreational site/facility inside country parks 郊野公園內康樂用地或設施				
	☐ Unleased or unallocated government land 未批租或未撥用政府土地	☑ Others 其他	MTR Bus Depot		
Nearby Utility Post No. 就近公用設施編號:	Lamp Post: EB4321				

Target Assessment 目標物評估 *(Please identify no more than five (5) potential Target(s) in the sequence of severity of consequence 請依後果的嚴重性次序選取不多於五個目標物)*

Target No. 目標物編號	Target Description 目標物的描述	Target Zone 目標物範圍	Occupancy rate 佔用率	Remove target? 可否移除目標物?	Restrict usage? 可否限制使用?
1	People (residents, students, working staff, etc) 人(居民、學生、員工等)	Within dripline 滴水線內	Frequent 經常	No	No
2	People (pedestrains, facility users, activity participants, etc.) 人 (行人、設施使用者、活動參與者等)	Within dripline 滴水線內	Occasional 偶爾	No	No
3	People (vehicle drivers, bikers, etc.) 人 (司機、單車駕駛者等)	within 1.5 X Ht. 1.5倍樹高範圍內	Frequent 經常	No	No
4	Buildings (residential, commercial, school, utility, covered carparks, etc) 建築物 (民居、商業、學校、公用設	within 1.5 X Ht. 1.5倍樹高範圍內	Constant 恆常	No	No
5					

Site Conditions 場地狀況

Topography 地勢	☑ Flat 平地 ☐ Natural terrain 天然山坡 ☐ Man-made slope 人造斜坡 ☐ Retaining wall 擋土牆 ☐ Stonewall 石牆 ☐ Others 其他:
Site changes 場地改變	☑ None 沒有 ☐ Grade change 地表改變 ☐ Site clearing 場地平整 ☐ Others 其他
Soil conditions 土壤情況	☐ Normal 正常 ☑ Compacted 土壤被擠壓 ☐ Water logging 積水 ☐ Hard Paved 硬地鋪面 ☐ Others 其他
Soil crack or crack behind lean 土壤裂縫或裂縫於傾斜部位背後 #	◉ None 沒有 ○ Yes 有
Restriction within dripline 滴水線範圍內有限制 @	○ None 沒有 ○ <25% ◉ 25-50% ○ 51-75% ○ >75%
Tree failure record 樹木倒塌記錄 #	◉ None 沒有 ○ Yes 有
Brown Root Rot disease record 褐根病記錄 ✘	◉ None 沒有 ○ Yes 有
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。	
Other observations 其他觀察	No particular findings at the time of inspection.

General Conditions 總體概況

Tree vigor 茁壯程度	○ Low 低 ◉ Normal 正常 ○ High 高
Lean 傾斜	◉ No 沒有 ○ Yes 有 Angle from vertical 傾斜角度 #(> 15°) ☐ Natural due to phototropism 趨光性 ☐ Self-corrected 已自然修正 ☐ Recent Tilt 新近傾斜 # ☐ Response growth 反應生長
Wind exposure 受風情況	○ Protected 受遮擋 ◉ Partial 部份 ○ Exposed 暴露 ○ Wind funneling 風洞 ○ Others 其他
Wildlife or nesting site 野生動物或鳥巢	◉ None 沒有 ○ Yes 有
Cable or brace 鋼索或支架	◉ None 沒有 ○ Yes 有
Pruning history 修剪歷史	☑ Cleaned 清理樹冠 ☐ Thinned 疏減樹冠 ☐ Raised 提升樹冠 ☐ Reduced 縮減樹冠 ☐ Structural pruning 結構修剪 ☐ Topped 削頂 ☐ Lion-tailed 獅尾 ☐ Others 其他
If these items are checked, further assessment by resistograph or tomograph(#) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)。	
Other observations 其他觀察	No particular findings at the time of inspection.

Crown Conditions 樹冠狀況

Crown density 樹冠密度	◉ Normal 正常 ○ Sparse 稀疏 (○ <25% # ○ 25% - <50% # ○ 50% <75%)	☐ Imbalanced crown 樹冠不對稱	
Live crown ratio 活冠比	○ <40% #@ ◉ 41 - 70% ○ >70%	Crown load 樹冠負荷	◉ Normal 正常 ○ Heavy 過重 ○ Declined 衰弱 #@
Foliage 葉片	○ Fallen leaf (Seasonal) 落葉(季節性) ○ Defoliation (Withered) 落葉 (枯萎) ◉ Normal 正常 ○ Chlorotic 萎黃 % ○ Necrotic 壞死 %		
Leaf size 葉片大小	◉ Normal 正常 ○ Smaller than normal 比正常細小		
Dieback twigs 枯枝	◉ <5% ○ 5 - <25% ○ 25 - 50% ○ >50%	☑ Epicormics 水橫枝 ☐ Hanger 懸吊斷枝 ☐ Pest and disease 病蟲害✘	Defoliation Percentage
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。			
Other observations 其他觀察	No particular findings at the time of inspection.		

Branch Conditions 樹枝狀況

☑ Co-dominant branches 等勢枝	☐ Included bark 內夾樹皮	☐ Cross branches 疊枝	☐ Crooks or abrupt bends 不常規彎曲	☐ Sap flow 滲液
☐ Cracks or splits 裂縫或裂開	☐ Decay or cavity 腐爛或樹洞 #	☐ Heavy lateral limb 重側枝	☐ Deadwood 枯木	
☐ Canker 潰瘍 ☐ Galls 腫瘤	☐ Burls 節瘤	☑ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :		☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 :✘		☐ Response growth 反應生長 :		
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。				
Other observations 其他觀察	No particular defects were identified at the time of inspection, except some minor old wounds. The branch conditions were structurally safe.			

Trunk Conditions 主幹狀況

☐ Cavity 樹洞 #(Width of cavity opening over 1/3 of trunk diameter 樹洞洞口闊度大於主幹直徑1/3)	#1 L 長	(mm)	W 闊	(mm)	D 深	(mm)	Direction 方向		Height above ground 離地面高度
	#2 L 長	(mm)	W 闊	(mm)	D 深	(mm)	Direction 方向		Height above ground 離地面高度
	#3 L 長	(mm)	W 闊	(mm)	D 深	(mm)	Direction 方向		Height above ground 離地面高度
	#4 L 長	(mm)	W 闊	(mm)	D 深	(mm)	Direction 方向		Height above ground 離地面高度

☐ Co-dominant stems 等勢幹 #	☐ Included bark 內夾樹皮 #	☐ Poor taper 不良漸尖生長	☐ Crooks or abrupt bends 不常規彎曲
☐ Cracks or splits 裂縫或裂開	☐ Abnormal bark crack 不正常樹皮裂紋	☐ Sap flow 滲液	

☐ Canker 潰瘍	☐ Galls 腫瘤	☐ Burls 節瘤	☑ Wounds or mechanical injury 傷痕或機械破損

☐ Pest and disease 病蟲害 :	☐ Parasitic or epiphytic plants 寄生或附生植物 :
☐ Fungal fruiting bodies 真菌子實體 : ✘	☐ Response growth 反應生長 :

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。

Other observations 其他觀察	No particular defects were identified at the time of inspection, except some minor old wounds. The trunk was structurally safe.

Root Conditions 根部狀況

☐ Root collar not visible 根脊不現	☐ Cracks or splits 裂縫或裂開	☐ Exposed root根部外露	☐ Root rot 根部腐壞 #@
☐ Cut or pruned roots 根部經切割或截根	☐ Trunk girdling 纏繞樹幹	☐ Girdling root 纏繞根	☐ Dead surface roots 表根枯萎
☐ Root-plate movement 根基移位 #@	☑ Wounds or mechanical injury 傷痕或機械破損		

☐ Pest and disease 病蟲害 :	☐ Parasitic or epiphytic plants 寄生或附生植物 :
☐ Fungal fruiting bodies 真菌子實體 : ✘	☐ Response growth 反應生長 :

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。

Other observations 其他觀察	An old wound was identified on a surface root. Fortunately, no further decay was noticed, and there was new growth around the wound.

Risk Categorisation 風險類別 *(Please identify no more than three (3) important Target(s) for no more than three (3) Tree Part 請就不多於三個樹木部份選取不多於三個目標物)*

Target No. 目標物編號	Tree Part 樹木部分	Condition(s) of Concern 關注狀況	Part Size (mm) 部位大小 (毫米)	Fall Distance (m) 下墜距離 (米)	Likelihood 可能性			Consequences 後果	Risk rating* 風險評級* *(Matrix 2: Risk rating matrix 風險評級組合)*
					Failure 倒塌	Impact 影響	Failure and Impact 倒塌並影響 *(Matrix 1 : Likelihood matrix 可能性組合)*		
1	Whole Tree 整株	Sudden fall of the whole tree	405	14	Improbable 不太可能	High 高	Unlikely 很低機會	Severe 嚴重	Low 低
2					Improbable 不太可能	Medium 中等	Unlikely 很低機會	Severe 嚴重	Low 低
3					Improbable 不太可能	High 高	Unlikely 很低機會	Severe 嚴重	Low 低
1	Small branch (diameter 100mm or less)小型枝條（直徑<100毫米）	Minor, small dead twigs on top branches	10	14	Possible 有可能	High 高	Somewhat likely 有機會	Negligible 微小	Low 低
2					Possible 有可能	Medium 中等	Unlikely 很低機會	Negligible 微小	Low 低
3					Possible 有可能	High 高	Somewhat likely 有機會	Negligible 微小	Low 低

*For tree obtained "High" or "Extreme" risk rating after assessment, appropriate mitigation measures should be followed.
*當風險評級組合的結果為 “高” 或 “極高” 時，需要安排適當的緩減措施。

Matrix 1: Likelihood matrix 可能性組合

Likelihood of Failure 倒塌的可能性	Likelihood of Impacting Target 影響目標的可能性			
	Very Low 非常低	Low 低	Medium 中等	High 高
Highly Probable 非常可能	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會	Very likely 很大機會
Probable 相當可能	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會
Possible 有可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會
Improbable 不太可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會

Matrix 2: Risk rating matrix 風險評級組合

Likelihood of Failure and Impact 倒塌並影響的可能性	Consequences of Failure 倒塌後果			
	Negligible 微小	Minor 較小	Significant 重大	Severe 嚴重
Very likely 很大機會	Low 低	Moderate 中	High 高	Extreme 極高
Likely 較大機會	Low 低	Moderate 中	High 高	High 高
Somewhat likely 有機會	Low 低	Low 低	Moderate 中	Moderate 中
Unlikely 很低機會	Low 低	Low 低	Low 低	Low 低

* 20 Common Tree Species requiring special attention should be duly considered to be rated at "Probable" or "Highly Probable" depends on the severity of the defects.
* 20種需特別注意的常見樹種應視乎缺陷的嚴重性而盡量評為"相當可能"或"非常可能"

Mitigation Measures 緩減措施

Target No. 目標物編號	Tree Part 樹木部分	Mitigation Measures 緩減措施	Anticipated Completion Date 預算完成日期 (dd/mm/yyyy)	Residual Risk* 剩餘風險*
1	Whole Tree 整株	Others: Regular monitoring, particularly before wet season	30/04/2025	Low 低
2	Whole Tree 整株	Others: Regular monitoring, particularly before wet season	30/04/2025	Low 低
3	Whole Tree 整株	Others: Regular monitoring, particularly before wet season	30/04/2025	Low 低

*The level of "Residual Risk" after proposed mitigation measures against "High" or "Extreme" risking rating shall be lowered to "Moderate" or below, otherwise, the proposed mitigation measures shall be reviewed.

Notes, explanations, descriptions and supplmentary Information 說明、註解、描述及補充資料

The overall conditions of T1 were fair at the time of inspection. The tree was structurally safe. Regular monitoring, particularly before wet season, is recommended.

Overall tree risk rating 綜合樹木風險	Overall residual risk 綜合剩餘風險		
Low 低	Low 低	**Advanced assessment 進一步檢查**	◉ No 否 ○ Yes 是 Please describe 請描述
		Inspection limitations 檢查限制	☑ None 沒有 ☐ Inaccessible 難以接近 ☐ Climbers 攀緣植物 ☐ Root collar buried 根脊被埋 ☐ Others
		Next inspection date 下次檢查日期	30/04/2025

Attached Information 附夾資料

Attachment Type	Attachment Name	Description
MAP 地圖	Tree Location Plan	Tree location of T1.
PHOTO 照片 N/A	Tree Photo Records	Photographic record of T1, taken on 9 May 2024.

Add Rows 增加列 Delete Rows 刪除列

Declaration 聲明

I, the Inspection Officer for the above TRA Form 2, confirm that I have inspected the tree(s) at the specified date and time with due diligence, and the information given in the Form(s) is truly reflecting what I observed on site.
本人作為以上個別樹木風險評估(表格2)的巡查人員，確認本人已在本表格所列日期及時間，謹慎小心完成有關樹木的風險評估，而本表格上填入的資料均真確無訛地反映本人在現場觀察所得。

My academic, professional, training records and work experience met the requirements of Inspection Officer (Form 2) in the TRAM Guidelines.
本人的學術、專業、培訓紀錄及相關工作經驗均符合「樹木風險評估及管理安排」指引中對巡查人員的要求。

Name of Inspection Officer: SUM Yu Hin
巡查人員姓名 *(請以英文正楷書寫。)*

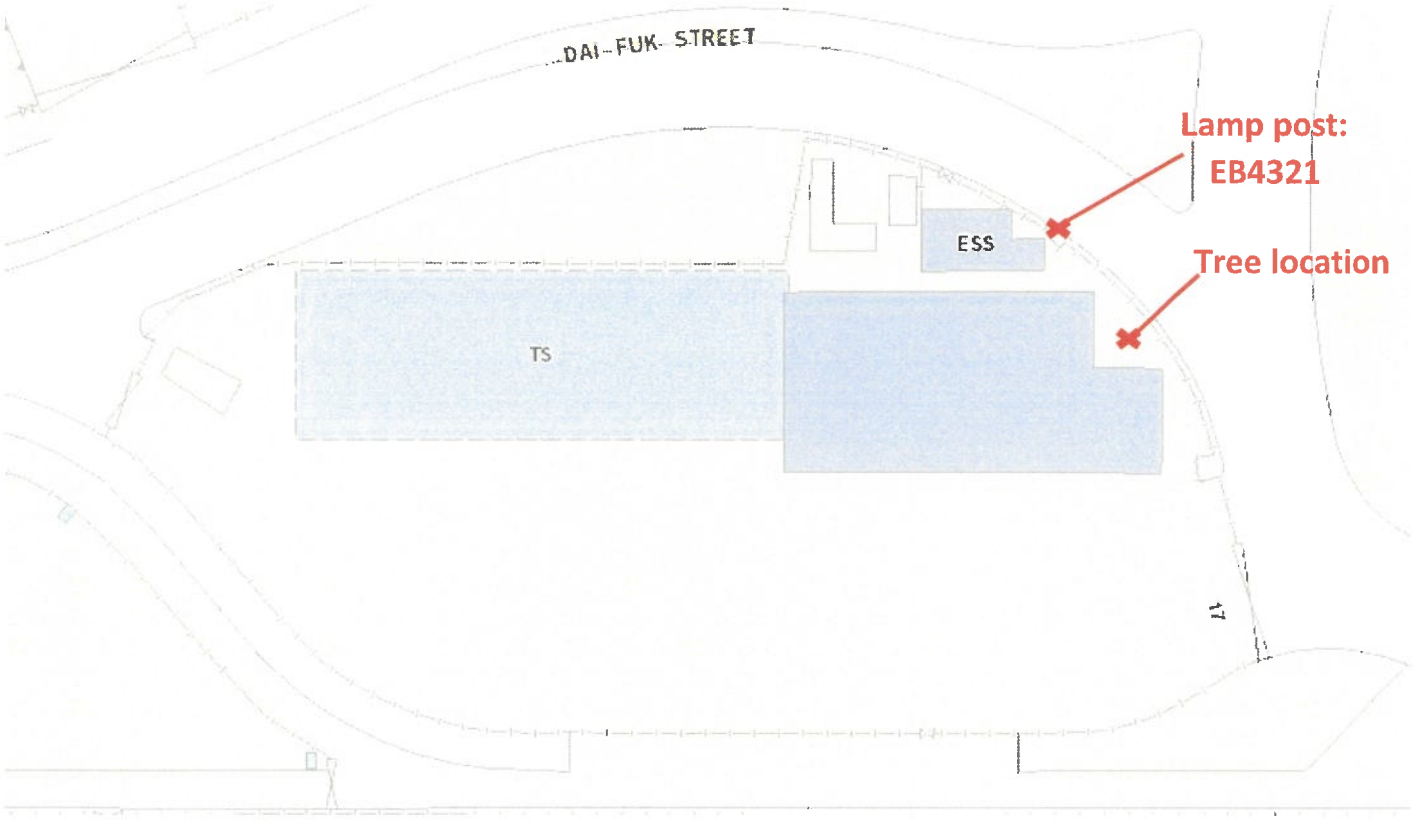
Date of Form 2 Completed: 31/05/2024
完成表格2日期 *(dd/mm/yyyy)*

(Please sign on the space provided if the Form 2 is submitted in paper form 若以文本形式遞交表格2, 請於以下空位簽名)

Signature of Inspection Officer:
巡查人員簽署：

---------- End of Form 2 ----------
表格2完

Tree Location Plan


DAI-FUK STREET
Lamp post:
EB4321
Tree location
ESS
TS
17

Photographic Record of Tree T1

	
Whole view 1	Whole view 2
	
Crown view 1	Crown view 2
	
Trunk view 1	Trunk view 2

	
Trunk base and rooting area 1	Trunk base and rooting area 2
	
Branch condition 1	Branch condition 2
	
Branching structure	An old wound on a surface root.

Tree Risk Assessment Form 2 Individual Tree Risk Assessment
樹木風險評估表格2 個別樹木風險評估

General Information 基本資料

Dept. / Agency 部門 / 機構:	MTRC			Inspection Officer 巡查人員	SUM Yu Hin	Post 職位	Arborist (AAUK TechArborA)
Project/Contract No. 工程/合約編號						File Ref. 檔案編號	
Date and Time of Inspection 巡查日期及時間	09/05/2024 (dd/mm/yyyy)	10 (hr)	26 (min)	Last Inspection Date 上次巡查日期	28/10/2023 (dd/mm/yyyy)	Inspection Time Spent 是次巡查所用時間	0.5 hr
						Inspection Frequency 巡查週期	6 months 個月

Tree Information 樹木資料

TMCP Tree ID TMCP樹木編號		Dept. Tree ID 部門樹木編號	T2	Tree Species 樹種	Hyophorbe lagenicaulis酒瓶椰子				Triage Colour 分流顏色	No 無	
Tree Height(m) 樹高(米)	3	Crown Spread(m) 樹冠闊度(米)		2		No. of Trunk(s) 樹幹數目	1				
DBH of tree trunk(s)(mm) 每枝主幹胸徑(毫米)		1	2	3	4	5	Aggregated DBH (mm) 總胸徑(毫米)	275			
		275									
Tree Status 樹木類別	☐ Old and Valuable Tree 古樹名木 (OVT No. 古樹名木登記冊編號:)						☑ Other tree 其他樹木				
	☐ Stonewall Tree 石牆樹 (Tree Register No. 樹木登記編號:)						☐ Brown Root Rot Disease Infected 受褐根病感染				
	☐ Large Tree(DBH ≥ 500mm or overall height ≥ 9m) 大樹(胸徑≥500毫米或高度≥9米)						☐ Tree in Confined Site 擠迫地點的樹木				

Location Information 位置資料

Masterzone Ref. 主區編號	N.A.			Location (Chinese) 地點 (中文)	大埔工業邨大富街港鐵巴士廠
Subzone Ref. 副區編號	N.A.			Location (English) 地點 (英文)	MTR Bus Depot, Dai Fu Street, Tai Po Industrial Estate
Coordinates 座標	X: 836436.000	Y: 835307.000			
Tree Risk Management Zone Category 樹木風險管理地區類別	Category I 第一類			District 地區	Tai Po 大埔區
Location Type 地點類別	☐ Roadside landscaped area 路旁綠化地區	☐ Tree pit/Tree ring 樹穴/樹圈	☐ Central divider 中央分隔帶		
	☐ Public park or recreation venue 公園或康樂場地	☐ Housing estate 屋邨	☐ Government compound 政府建築物		
	☐ Planter box 花盆	☐ SIMAR slopes 系統性鑑辨維修責任的斜坡			
	☐ Recreational site/facility inside country parks 郊野公園內康樂用地或設施				
	☐ Unleased or unallocated government land 未批租或未撥用政府土地	☑ Others 其他	MTR Bus Depot		
Nearby Utility Post No. 就近公用設施編號:	Lamp Post: EB4316				

Target Assessment 目標物評估 *(Please identify no more than five (5) potential Target(s) in the sequence of severity of consequence 請依後果的嚴重性次序選取不多於五個目標物)*

Target No. 目標物編號	Target Description 目標物的描述	Target Zone 目標物範圍	Occupancy rate 佔用率	Remove target? 可否移除目標物?	Restrict usage? 可否限制使用?
1	People (residents, students, working staff, etc) 人(居民、學生、員工等) Staff in Bus Depot	within 1.5 X Ht. 1.5倍樹高範圍內	Frequent 經常	No	No
2					
3					
4					
5					

Site Conditions 場地狀況

Topography 地勢	☑ Flat 平地 ☐ Natural terrain 天然山坡 ☐ Man-made slope 人造斜坡 ☐ Retaining wall 擋土牆 ☐ Stonewall 石牆 ☐ Others 其他:
Site changes 場地改變	☑ None 沒有 ☐ Grade change 地表改變 ☐ Site clearing 場地平整 ☐ Others 其他
Soil conditions 土壤情況	☑ Normal 正常 ☐ Compacted 土壤被擠壓 ☐ Water logging 積水 ☐ Hard Paved 硬地鋪面 ☐ Others 其他
Soil crack or crack behind lean 土壤裂縫或裂縫於傾斜部位背後 #	◉ None 沒有 ○ Yes 有
Restriction within dripline 滴水線範圍內有限制 @	◉ None 沒有 ○ <25% ○ 25-50% ○ 51-75% ○ >75%
Tree failure record 樹木倒塌記錄 #	◉ None 沒有 ○ Yes 有
Brown Root Rot disease record 褐根病記錄 ✘	◉ None 沒有 ○ Yes 有
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。	
Other observations 其他觀察	No particular findings at the time of inspection.

General Conditions 總體概況

Tree vigor 茁壯程度	○ Low 低 ◉ Normal 正常 ○ High 高
Lean 傾斜	◉ No 沒有 ○ Yes 有 Angle from vertical 傾斜角度 #(> 15°) ☐ Natural due to phototropism 趨光性 ☐ Self-corrected 已自然修正 ☐ Recent Tilt 新近傾斜 # ☐ Response growth 反應生長
Wind exposure 受風情況	○ Protected 受遮擋 ◉ Partial 部份 ○ Exposed 暴露 ○ Wind funneling 風洞 ○ Others 其他
Wildlife or nesting site 野生動物或鳥巢	◉ None 沒有 ○ Yes 有
Cable or brace 鋼索或支架	◉ None 沒有 ○ Yes 有
Pruning history 修剪歷史	☑ Cleaned 清理樹冠 ☐ Thinned 疏減樹冠 ☐ Raised 提升樹冠 ☐ Reduced 縮減樹冠 ☐ Structural pruning 結構修剪 ☐ Topped 削頂 ☐ Lion-tailed 獅尾 ☐ Others 其他
If these items are checked, further assessment by resistograph or tomograph(#) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)。	
Other observations 其他觀察	No particular findings at the time of inspection.

Crown Conditions 樹冠狀況

Crown density 樹冠密度	◉ Normal 正常 ○ Sparse 稀疏 (○ <25% # ○ 25% - <50% # ○ 50% <75%)	☐ Imbalanced crown 樹冠不對稱	
Live crown ratio 活冠比	○ <40% #@ ◉ 41 - 70% ○ >70%	Crown load 樹冠負荷	◉ Normal 正常 ○ Heavy 過重 ○ Declined 衰弱 #@
Foliage 葉片	○ Fallen leaf (Seasonal) 落葉(季節性) ○ Defoliation (Withered) 落葉 (枯萎) ◉ Normal 正常 ○ Chlorotic 萎黃 % ○ Necrotic 壞死 %		
Leaf size 葉片大小	◉ Normal 正常 ○ Smaller than normal 比正常細小		
Dieback twigs 枯枝	◉ <5% ○ 5 - <25% ○ 25 - 50% ○ >50%	☐ Epicormics 水橫枝 ☐ Hanger 懸吊斷枝 ☐ Pest and disease 病蟲害✘	Defoliation Percentage
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。			
Other observations 其他觀察	No particular findings at the time of inspection.		

Branch Conditions 樹枝狀況

☐ Co-dominant branches 等勢枝	☐ Included bark 內夾樹皮	☐ Cross branches 疊枝	☐ Crooks or abrupt bends 不常規彎曲	☐ Sap flow 滲液
☐ Cracks or splits 裂縫或裂開	☐ Decay or cavity 腐爛或樹洞 #	☐ Heavy lateral limb 重側枝	☐ Deadwood 枯木	
☐ Canker 潰瘍 ☐ Galls 腫瘤	☐ Burls 節瘤	☐ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :		☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 :✘		☐ Response growth 反應生長 :		
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。				
Other observations 其他觀察	No particular findings on this palm tree were identified at the time of inspection.			

Trunk Conditions 主幹狀況

☐ Cavity 樹洞 #(Width of cavity opening over 1/3 of trunk diameter 樹洞洞口闊度大於主幹直徑1/3)	#1 L長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#2 L長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#3 L長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#4 L長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度

☐ Co-dominant stems 等勢幹 #	☐ Included bark 內夾樹皮 #	☐ Poor taper 不良漸尖生長	☐ Crooks or abrupt bends 不常規彎曲
☐ Cracks or splits 裂縫或裂開	☐ Abnormal bark crack 不正常樹皮裂紋	☐ Sap flow 滲液	
☐ Canker 潰瘍	☐ Galls 腫瘤	☐ Burls 節瘤	☐ Wounds or mechanical injury 傷痕或機械破損
☐ Pest and disease 病蟲害 :	☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 : ✘	☐ Response growth 反應生長 :		

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘) 。

Other observations 其他觀察	No particular findings at the time of inspection. The trunk was structurally safe.

Root Conditions 根部狀況

☐ Root collar not visible 根脊不現	☐ Cracks or splits 裂縫或裂開	☐ Exposed root 根部外露	☐ Root rot 根部腐壞 #@
☐ Cut or pruned roots 根部經切割或截根	☐ Trunk girdling 纏繞樹幹	☐ Girdling root 纏繞根	☐ Dead surface roots 表根枯萎
☐ Root-plate movement 根基移位 #@	☐ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :	☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 : ✘	☐ Response growth 反應生長 :		

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘) 。

Other observations 其他觀察	No particular findings at the time of inspection. The root conditions were structurally safe.

Risk Categorisation 風險類別 *(Please identify no more than three (3) important Target(s) for no more than three (3) Tree Part 請就不多於三個樹木部份選取不多於三個目標物)*

Target No. 目標物編號	Tree Part 樹木部分	Condition(s) of Concern 關注狀況	Part Size (mm) 部位大小 (毫米)	Fall Distance (m) 下墜距離 (米)	Likelihood 可能性			Consequences 後果	Risk rating* 風險評級* *(Matrix 2: Risk rating matrix 風險評級組合)*
					Failure 倒塌	Impact 影響	Failure and Impact 倒塌並影響 *(Matrix 1 : Likelihood matrix 可能性組合)*		
1	Crown 樹冠	Fallen palm fronds	100	2	Improbable 不太可能	High 高	Unlikely 很低機會	Minor 較小	Low 低

*For tree obtained "High" or "Extreme" risk rating after assessment, appropriate mitigation measures should be followed.
*當風險評級組合的結果為 "高" 或 "極高" 時，需要安排適當的緩減措施。

Matrix 1: Likelihood matrix 可能性組合

Likelihood of Failure 倒塌的可能性	Likelihood of Impacting Target 影響目標的可能性			
	Very Low 非常低	Low 低	Medium 中等	High 高
Highly Probable 非常可能	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會	Very likely 很大機會
Probable 相當可能	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會
Possible 有可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會
Improbable 不太可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會

Matrix 2: Risk rating matrix 風險評級組合

Likelihood of Failure and Impact 倒塌並影響的可能性	Consequences of Failure 倒塌後果			
	Negligible 微小	Minor 較小	Significant 重大	Severe 嚴重
Very likely 很大機會	Low 低	Moderate 中	High 高	Extreme 極高
Likely 較大機會	Low 低	Moderate 中	High 高	High 高
Somewhat likely 有機會	Low 低	Low 低	Moderate 中	Moderate 中
Unlikely 很低機會	Low 低	Low 低	Low 低	Low 低

* 20 Common Tree Species requiring special attention should be duly considered to be rated at "Probable" or "Highly Probable" depends on the severity of the defects.
* 20種需特別注意的常見樹種應視乎缺陷的嚴重性而盡量評為"相當可能"或"非常可能"

Mitigation Measures 緩減措施

Target No. 目標物編號	Tree Part 樹木部分	Mitigation Measures 緩減措施	Anticipated Completion Date 預算完成日期 (dd/mm/yyyy)	Residual Risk* 剩餘風險*
1	Crown 樹冠	Others: Regular monitoring, particularly before wet season	30/04/2025	Low 低

*The level of "Residual Risk" after proposed mitigation measures against "High" or "Extreme" risking rating shall be lowered to "Moderate" or below, otherwise, the proposed mitigation measures shall be reviewed.

Notes, explanations, descriptions and supplmentary Information 說明、註解、描述及補充資料

The overall conditions of this palm tree were fair at the time of inspection. The tree was structurally safe. Regular monitoring, particularly before wet season, is recommended.

Overall tree risk rating 綜合樹木風險	Overall residual risk 綜合剩餘風險		
Low 低	Low 低	Advanced assessment 進一步檢查	◉ No 否 ○ Yes 是 Please describe 請描述
		Inspection limitations 檢查限制	☑ None 沒有 ☐ Inaccessible 難以接近 ☐ Climbers 攀緣植物 ☐ Root collar buried 根脊被埋 ☐ Others _____
		Next inspection date 下次檢查日期	30/04/2025

Attached Information 附夾資料

Attachment Type	Attachment Name	Description
MAP 地圖	Tree Location Plan	Tree location of T2.
PHOTO 照片 N/A	Tree Photo Records	Photographic record of T2, taken on 9 May 2024.

Add Rows 增加列 Delete Rows 刪除列

Declaration 聲明

I, the Inspection Officer for the above TRA Form 2, confirm that I have inspected the tree(s) at the specified date and time with due diligence, and the information given in the Form(s) is truly reflecting what I observed on site.
本人作為以上個別樹木風險評估(表格2)的巡查人員，確認本人已在本表格所列日期及時間，謹慎小心完成有關樹木的風險評估，而本表格上填入的資料均真確無訛地反映本人在現場觀察所得。

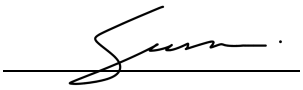
My academic, professional, training records and work experience met the requirements of Inspection Officer (Form 2) in the TRAM Guidelines.
本人的學術、專業、培訓紀錄及相關工作經驗均符合「樹木風險評估及管理安排」指引中對巡查人員的要求。

Name of Inspection Officer: SUM Yu Hin
巡查人員姓名 *(請以英文正楷書寫。)*

Date of Form 2 Completed: 31/05/2024
完成表格2日期 *(dd/mm/yyyy)*

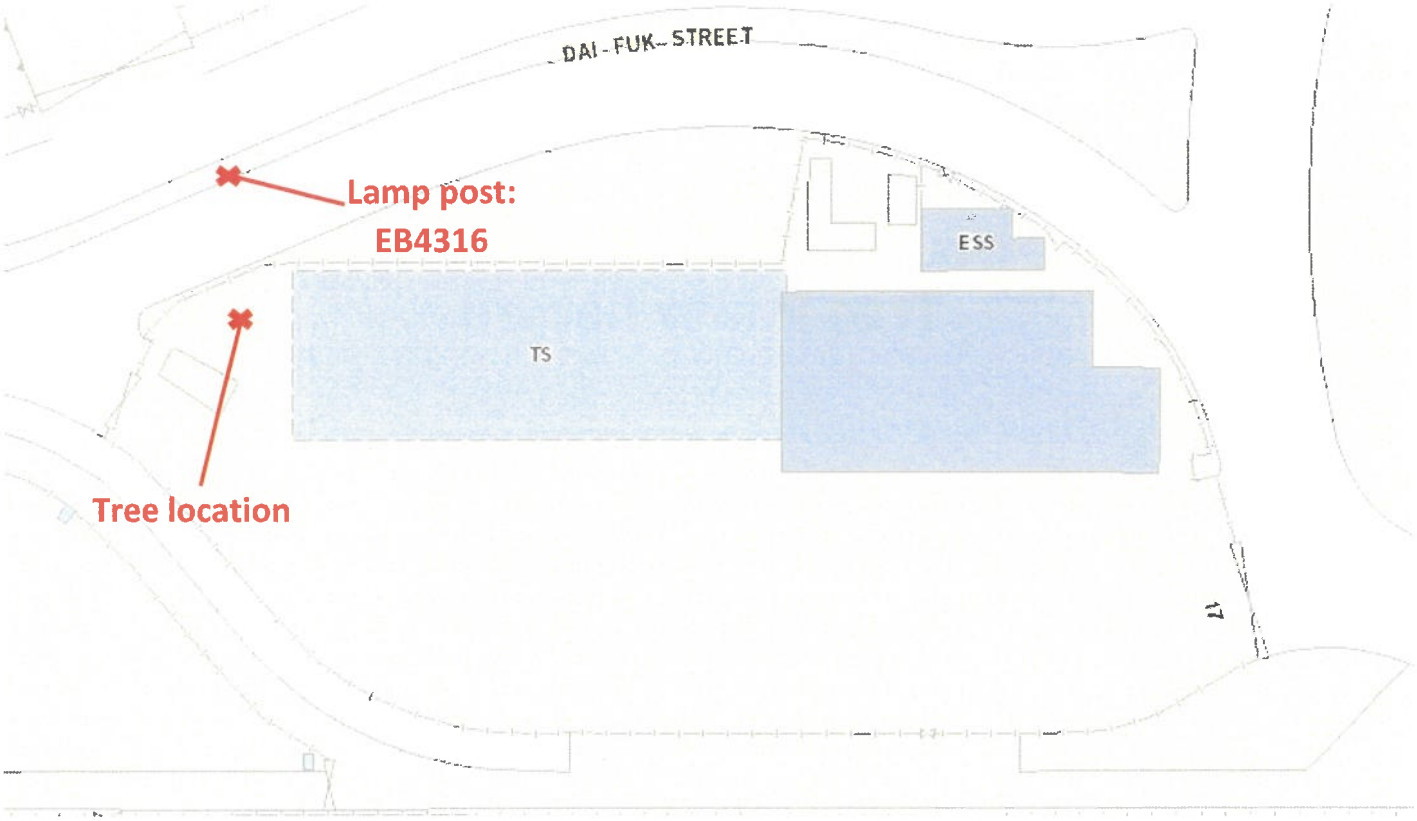
(Please sign on the space provided if the Form 2 is submitted in paper form 若以文本形式遞交表格2, 請於以下空位簽名)

Signature of Inspection Officer:
巡查人員簽署：



---------- End of Form 2 ----------
表格2完

Tree location plan


DAI - FUK STREET
Lamp post:
EB4316
ESS
TS
Tree location

Photographic Record of Tree T2

	
Whole view 1	Whole view 2
	
Crown view 1	Crown view 2
	
Trunk view 1	Trunk view 2

	
Trunk base and rooting area 1	Trunk base and rooting area 2

Tree Risk Assessment Form 2 Individual Tree Risk Assessment
樹木風險評估表格2 個別樹木風險評估

General Information 基本資料

Dept. / Agency 部門 / 機構:	MTRC			Inspection Officer 巡查人員	SUM Yu Hin	Post 職位	Arborist (AAUK TechArborA)
Project/Contract No. 工程/合約編號						File Ref. 檔案編號	
Date and Time of Inspection 巡查日期及時間	09/05/2024 (dd/mm/yyyy)	9 (hr)	58 (min)	Last Inspection Date 上次巡查日期	28/10/2023 (dd/mm/yyyy)	Inspection Time Spent 是次巡查所用時間	0.5 hr
						Inspection Frequency 巡查週期	6 months 個月

Tree Information 樹木資料

TMCP Tree ID TMCP樹木編號		Dept. Tree ID 部門樹木編號	T3	Tree Species 樹種	Tabebuia chrysantha (syn. Tabebuia chrysotricha)黃鐘木(風鈴木)			Triage Colour 分流顏色	No 無		
Tree Height(m) 樹高(米)	6	Crown Spread(m) 樹冠闊度(米)		2				No. of Trunk(s) 樹幹數目	1		
DBH of tree trunk(s)(mm) 每枝主幹胸徑(毫米)		1	2	3	4	5		Aggregated DBH (mm) 總胸徑(毫米)	80		
		80									
Tree Status 樹木類別	☐ Old and Valuable Tree 古樹名木 (OVT No. 古樹名木登記冊編號:)							☑ Other tree 其他樹木			
	☐ Stonewall Tree 石牆樹 (Tree Register No. 樹木登記編號:)							☐ Brown Root Rot Disease Infected 受褐根病感染			
	☐ Large Tree(DBH ≥ 500mm or overall height ≥ 9m) 大樹(胸徑≥500毫米或高度≥9米)							☐ Tree in Confined Site 擠迫地點的樹木			

Location Information 位置資料

Masterzone Ref. 主區編號	N.A.			Location (Chinese) 地點 (中文)	大埔工業邨大富街港鐵巴士廠
Subzone Ref. 副區編號	N.A.			Location (English) 地點 (英文)	MTR Bus Depot, Dai Fu Street, Tai Po Industrial Estate
Coordinates 座標	X: 836512.000	Y: 835252.000			
Tree Risk Management Zone Category 樹木風險管理地區類別	Category I 第一類			District 地區	Tai Po 大埔區
Location Type 地點類別	☐ Roadside landscaped area 路旁綠化地區	☐ Tree pit/Tree ring 樹穴/樹圈	☐ Central divider 中央分隔帶		
	☐ Public park or recreation venue 公園或康樂場地	☐ Housing estate 屋邨	☐ Government compound 政府建築物		
	☐ Planter box 花盆	☐ SIMAR slopes 系統性鑑辨維修責任的斜坡			
	☐ Recreational site/facility inside country parks 郊野公園內康樂用地或設施				
	☐ Unleased or unallocated government land 未批租或未撥用政府土地	☑ Others 其他	MTR Bus Depot		
Nearby Utility Post No. 就近公用設施編號:	Lamp Post: EB4321				

Target Assessment 目標物評估 *(Please identify no more than five (5) potential Target(s) in the sequence of severity of consequence 請依後果的嚴重性次序選取不多於五個目標物)*

Target No. 目標物編號	Target Description 目標物的描述	Target Zone 目標物範圍	Occupancy rate 佔用率	Remove target? 可否移除目標物?	Restrict usage? 可否限制使用?
1	People (residents, students, working staff, etc) 人(居民、學生、員工等) Staff in Bus Depot	Within dripline 滴水線內	Frequent 經常	No	No
2					
3					
4					
5					

Site Conditions 場地狀況

Topography 地勢	☑ Flat 平地 ☐ Natural terrain 天然山坡 ☐ Man-made slope 人造斜坡 ☐ Retaining wall 擋土牆 ☐ Stonewall 石牆 ☐ Others 其他:
Site changes 場地改變	☑ None 沒有 ☐ Grade change 地表改變 ☐ Site clearing 場地平整 ☐ Others 其他
Soil conditions 土壤情況	☑ Normal 正常 ☐ Compacted 土壤被擠壓 ☐ Water logging 積水 ☐ Hard Paved 硬地鋪面 ☐ Others 其他
Soil crack or crack behind lean 土壤裂縫或裂縫於傾斜部位背後 #	◉ None 沒有 ○ Yes 有
Restriction within dripline 滴水線範圍內有限制 @	◉ None 沒有 ○ <25% ○ 25-50% ○ 51-75% ○ >75%
Tree failure record 樹木倒塌記錄 #	◉ None 沒有 ○ Yes 有
Brown Root Rot disease record 褐根病記錄 ✘	◉ None 沒有 ○ Yes 有
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。	
Other observations 其他觀察	No particular findings at the time of inspection.

General Conditions 總體概況

Tree vigor 茁壯程度	○ Low 低 ◉ Normal 正常 ○ High 高
Lean 傾斜	◉ No 沒有 ○ Yes 有 Angle from vertical 傾斜角度 #(> 15°) ☐ Natural due to phototropism 趨光性 ☐ Self-corrected 已自然修正 ☐ Recent Tilt 新近傾斜 # ☐ Response growth 反應生長
Wind exposure 受風情況	◉ Protected 受遮擋 ○ Partial 部份 ○ Exposed 暴露 ○ Wind funneling 風洞 ○ Others 其他
Wildlife or nesting site 野生動物或鳥巢	◉ None 沒有 ○ Yes 有
Cable or brace 鋼索或支架	◉ None 沒有 ○ Yes 有
Pruning history 修剪歷史	☑ Cleaned 清理樹冠 ☐ Thinned 疏減樹冠 ☐ Raised 提升樹冠 ☐ Reduced 縮減樹冠 ☐ Structural pruning 結構修剪 ☐ Topped 削頂 ☐ Lion-tailed 獅尾 ☐ Others 其他
If these items are checked, further assessment by resistograph or tomograph(#) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)。	
Other observations 其他觀察	No particular findings at the time of inspection.

Crown Conditions 樹冠狀況

Crown density 樹冠密度	◉ Normal 正常 ○ Sparse 稀疏 (○ <25% # ○ 25% - <50% # ○ 50% <75%)	☐ Imbalanced crown 樹冠不對稱	
Live crown ratio 活冠比	○ <40% #@ ◉ 41 - 70% ○ >70%	Crown load 樹冠負荷	◉ Normal 正常 ○ Heavy 過重 ○ Declined 衰弱 #@
Foliage 葉片	○ Fallen leaf (Seasonal) 落葉(季節性) ○ Defoliation (Withered) 落葉 (枯萎) ◉ Normal 正常 ○ Chlorotic 萎黃 % ○ Necrotic 壞死 %		
Leaf size 葉片大小	◉ Normal 正常 ○ Smaller than normal 比正常細小		
Dieback twigs 枯枝	◉ <5% ○ 5 - <25% ○ 25 - 50% ○ >50%	☐ Epicormics 水橫枝 ☐ Hanger 懸吊斷枝 ☐ Pest and disease 病蟲害✘	Defoliation Percentage
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。			
Other observations 其他觀察	No particular findings at the time of inspection.		

Branch Conditions 樹枝狀況

☐ Co-dominant branches 等勢枝	☐ Included bark 內夾樹皮	☐ Cross branches 疊枝	☐ Crooks or abrupt bends 不常規彎曲	☐ Sap flow 滲液
☐ Cracks or splits 裂縫或裂開	☐ Decay or cavity 腐爛或樹洞 #	☐ Heavy lateral limb 重側枝	☐ Deadwood 枯木	
☐ Canker 潰瘍 ☐ Galls 腫瘤	☐ Burls 節瘤	☐ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :		☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 :✘		☐ Response growth 反應生長 :		
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。				
Other observations 其他觀察	No particular findings on this tree were identified at the time of inspection.			

Trunk Conditions 主幹狀況

☐ Cavity 樹洞 #(Width of cavity opening over 1/3 of trunk diameter 樹洞洞口闊度大於主幹直徑1/3)	#1	L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#2	L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#3	L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#4	L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度

☐ Co-dominant stems 等勢幹 #	☐ Included bark 內夾樹皮 #	☐ Poor taper 不良漸尖生長	☐ Crooks or abrupt bends 不常規彎曲
☐ Cracks or splits 裂縫或裂開	☐ Abnormal bark crack 不正常樹皮裂紋	☐ Sap flow 滲液	
☐ Canker 潰瘍	☐ Galls 腫瘤	☐ Burls 節瘤	☐ Wounds or mechanical injury 傷痕或機械破損
☐ Pest and disease 病蟲害 :	☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 : ✘	☐ Response growth 反應生長 :		

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘) 。

Other observations 其他觀察	No particular defects at the time of inspection. The trunk was structurally safe and secured by tree cables.

Root Conditions 根部狀況

☐ Root collar not visible 根脊不現	☐ Cracks or splits 裂縫或裂開	☐ Exposed root 根部外露	☐ Root rot 根部腐壞 #@
☐ Cut or pruned roots 根部經切割或截根	☐ Trunk girdling 纏繞樹幹	☐ Girdling root 纏繞根	☐ Dead surface roots 表根枯萎
☐ Root-plate movement 根基移位 #@	☐ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :	☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 : ✘	☐ Response growth 反應生長 :		

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘) 。

Other observations 其他觀察	No particular findings at the time of inspection. The root conditions were structurally safe.

Risk Categorisation 風險類別 *(Please identify no more than three (3) important Target(s) for no more than three (3) Tree Part 請就不多於三個樹木部份選取不多於三個目標物)*

Target No. 目標物編號	Tree Part 樹木部分	Condition(s) of Concern 關注狀況	Part Size (mm) 部位大小 (毫米)	Fall Distance (m) 下墜距離 (米)	Likelihood 可能性 Failure 倒塌	Likelihood 可能性 Impact 影響	Likelihood 可能性 Failure and Impact 倒塌並影響 *(Matrix 1 : Likelihood matrix 可能性組合)*	Consequences 後果	Risk rating* 風險評級* *(Matrix 2: Risk rating matrix 風險評級組合)*
1	Whole Tree 整株	Sudden fall of the whole tree	80	6	Improbable 不太可能	High 高	Unlikely 很低機會	Significant 重大	Low 低
1	Small branch (diameter 100mm or less)小型枝條（直徑<100毫米）	Minor, small dead twigs on top branches	10	6	Possible 有可能	High 高	Somewhat likely 有機會	Negligible 微小	Low 低

*For tree obtained "High" or "Extreme" risk rating after assessment, appropriate mitigation measures should be followed.
*當風險評級組合的結果為 "高" 或 "極高" 時，需要安排適當的緩減措施。

Matrix 1: Likelihood matrix 可能性組合

Likelihood of Failure 倒塌的可能性	Likelihood of Impacting Target 影響目標的可能性			
	Very Low 非常低	Low 低	Medium 中等	High 高
Highly Probable 非常可能	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會	Very likely 很大機會
Probable 相當可能	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會
Possible 有可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會
Improbable 不太可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會

Matrix 2: Risk rating matrix 風險評級組合

Likelihood of Failure and Impact 倒塌並影響的可能性	Consequences of Failure 倒塌後果			
	Negligible 微小	Minor 較小	Significant 重大	Severe 嚴重
Very likely 很大機會	Low 低	Moderate 中	High 高	Extreme 極高
Likely 較大機會	Low 低	Moderate 中	High 高	High 高
Somewhat likely 有機會	Low 低	Low 低	Moderate 中	Moderate 中
Unlikely 很低機會	Low 低	Low 低	Low 低	Low 低

* 20 Common Tree Species requiring special attention should be duly considered to be rated at "Probable" or "Highly Probable" depends on the severity of the defects.
* 20種需特別注意的常見樹種應視乎缺陷的嚴重性而盡量評為"相當可能"或"非常可能"

Mitigation Measures 緩減措施

Target No. 目標物編號	Tree Part 樹木部分	Mitigation Measures 緩減措施	Anticipated Completion Date 預算完成日期 (dd/mm/yyyy)	Residual Risk* 剩餘風險*
1	Whole Tree 整株	Others: Regular monitoring, particularly before wet season	30/04/2025	Low 低

*The level of "Residual Risk" after proposed mitigation measures against "High" or "Extreme" risking rating shall be lowered to "Moderate" or below, otherwise, the proposed mitigation measures shall be reviewed.

Notes, explanations, descriptions and supplmentary Information 說明、註解、描述及補充資料

The overall conditions of T3 were fair at the time of inspection. The tree was structurally safe. Regular monitoring, particularly before wet season, is recommended.

Overall tree risk rating 綜合樹木風險	Overall residual risk 綜合剩餘風險
Low 低	Low 低

Advanced assessment 進一步檢查

◉ No 否
○ Yes 是 Please describe 請描述

Inspection limitations 檢查限制

☑ None 沒有 ☐ Inaccessible 難以接近 ☐ Climbers 攀緣植物
☐ Root collar buried 根脊被埋 ☐ Others _____

Next inspection date 下次檢查日期

30/04/2025

Attached Information 附夾資料

Attachment Type	Attachment Name	Description
MAP 地圖	Tree Location Plan	Tree location of T3.
PHOTO 照片 N/A	Tree Photo Records	Photographic record of T3, taken on 9 May 2024.

Add Rows 增加列 Delete Rows 刪除列

Declaration 聲明

I, the Inspection Officer for the above TRA Form 2, confirm that I have inspected the tree(s) at the specified date and time with due diligence, and the information given in the Form(s) is truly reflecting what I observed on site.
本人作為以上個別樹木風險評估(表格2)的巡查人員，確認本人已在本表格所列日期及時間，謹慎小心完成有關樹木的風險評估，而本表格上填入的資料均真確無訛地反映本人在現場觀察所得。

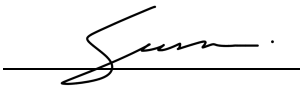
My academic, professional, training records and work experience met the requirements of Inspection Officer (Form 2) in the TRAM Guidelines.
本人的學術、專業、培訓紀錄及相關工作經驗均符合「樹木風險評估及管理安排」指引中對巡查人員的要求。

Name of Inspection Officer: SUM Yu Hin
巡查人員姓名 *(請以英文正楷書寫。)*

Date of Form 2 Completed: 31/05/2024
完成表格2日期 *(dd/mm/yyyy)*

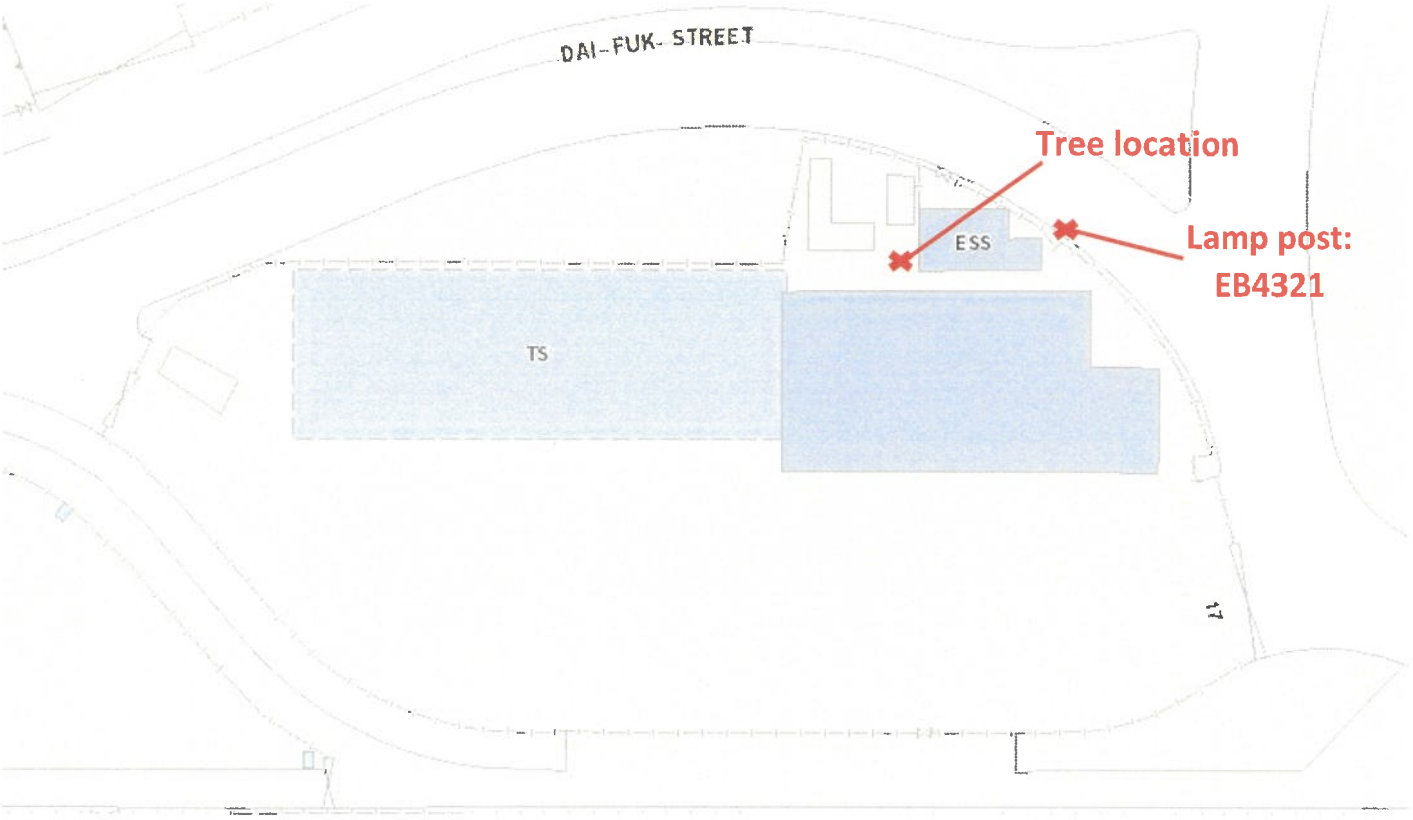
(Please sign on the space provided if the Form 2 is submitted in paper form 若以文本形式遞交表格2, 請於以下空位簽名)

Signature of Inspection Officer:
巡查人員簽署：

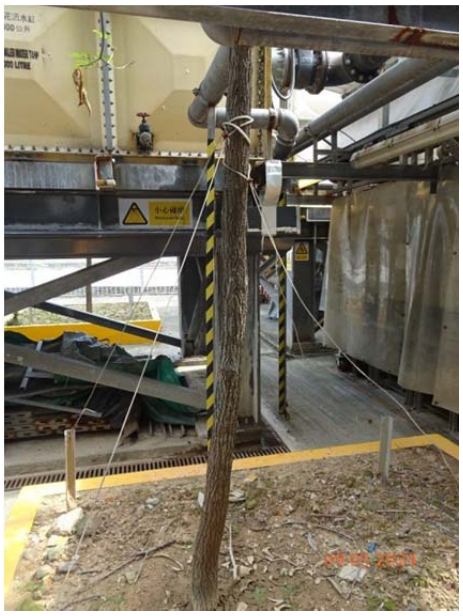
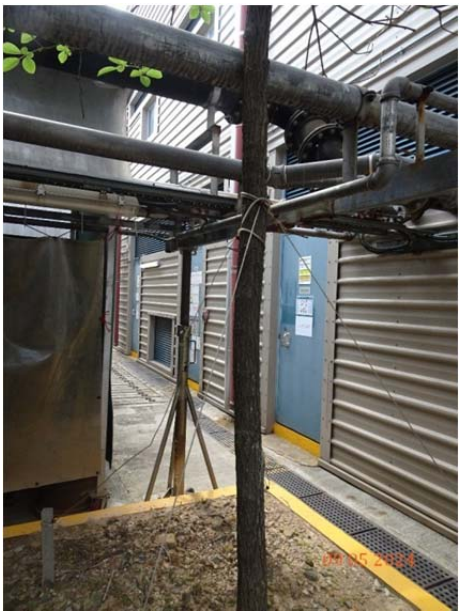


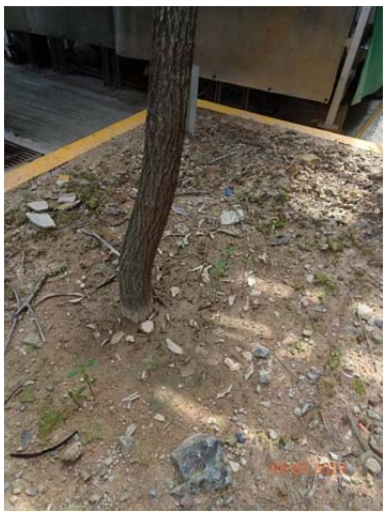
---------- End of Form 2 ----------
表格2完

Tree location plan


DAI-FUK- STREET
Tree location
Lamp post:
EB4321
ESS
TS

Photographic Record of Tree T3

	
Whole view 1	Whole view 2
	
Crown view 1	Crown view 2
	
Trunk view 1	Trunk view 2

	
Trunk base and rooting area 1	Trunk base and rooting area 2

Tree Risk Assessment Form 2 Individual Tree Risk Assessment
樹木風險評估表格2 個別樹木風險評估

General Information 基本資料

Dept. / Agency 部門 / 機構:	MTRC			Inspection Officer 巡查人員	SUM Yu Hin	Post 職位	Arborist (AAUK TechArborA)
Project/Contract No. 工程/合約編號						File Ref. 檔案編號	
Date and Time of Inspection 巡查日期及時間	09/05/2024 (dd/mm/yyyy)	10 (hr)	10 (min)	Last Inspection Date 上次巡查日期	28/10/2023 (dd/mm/yyyy)	Inspection Time Spent 是次巡查所用時間	0.5 hr
						Inspection Frequency 巡查週期	6 months 個月

Tree Information 樹木資料

TMCP Tree ID TMCP樹木編號		Dept. Tree ID 部門樹木編號	T4	Tree Species 樹種	Tabebuia chrysantha (syn. Tabebuia chrysotricha)黃鐘木(風鈴木)			Triage Colour 分流顏色	No 無		
Tree Height(m) 樹高(米)	6	Crown Spread(m) 樹冠闊度(米)		2				No. of Trunk(s) 樹幹數目	1		
DBH of tree trunk(s)(mm) 每枝主幹胸徑(毫米)		1	2	3	4	5		Aggregated DBH (mm) 總胸徑(毫米)	86		
		86									
Tree Status 樹木類別	☐ Old and Valuable Tree 古樹名木 (OVT No. 古樹名木登記冊編號:)							☑ Other tree 其他樹木			
	☐ Stonewall Tree 石牆樹 (Tree Register No. 樹木登記編號:)							☐ Brown Root Rot Disease Infected 受褐根病感染			
	☐ Large Tree(DBH ≥ 500mm or overall height ≥ 9m) 大樹(胸徑≥500毫米或高度≥9米)							☐ Tree in Confined Site 擠迫地點的樹木			

Location Information 位置資料

Masterzone Ref. 主區編號	N.A.			Location (Chinese) 地點 (中文)	大埔工業邨大富街港鐵巴士廠
Subzone Ref. 副區編號	N.A.			Location (English) 地點 (英文)	MTR Bus Depot, Dai Fu Street, Tai Po Industrial Estate
Coordinates 座標	X: 836509.000	Y: 835258.000			
Tree Risk Management Zone Category 樹木風險管理地區類別	Category I 第一類			District 地區	Tai Po 大埔區
Location Type 地點類別	☐ Roadside landscaped area 路旁綠化地區	☐ Tree pit/Tree ring 樹穴/樹圈	☐ Central divider 中央分隔帶		
	☐ Public park or recreation venue 公園或康樂場地	☐ Housing estate 屋邨	☐ Government compound 政府建築物		
	☐ Planter box 花盆	☐ SIMAR slopes 系統性鑑辨維修責任的斜坡			
	☐ Recreational site/facility inside country parks 郊野公園內康樂用地或設施				
	☐ Unleased or unallocated government land 未批租或未撥用政府土地	☑ Others 其他	MTR Bus Depot		
Nearby Utility Post No. 就近公用設施編號:	Lamp Post: EB4321				

Target Assessment 目標物評估 *(Please identify no more than five (5) potential Target(s) in the sequence of severity of consequence 請依後果的嚴重性次序選取不多於五個目標物)*

Target No. 目標物編號	Target Description 目標物的描述	Target Zone 目標物範圍	Occupancy rate 佔用率	Remove target? 可否移除目標物?	Restrict usage? 可否限制使用?
1	People (residents, students, working staff, etc) 人(居民、學生、員工等) Staff in Bus Depot	within 1.5 X Ht. 1.5倍樹高範圍內	Frequent 經常	No	No
2					
3					
4					
5					

Site Conditions 場地狀況

Topography 地勢	☑ Flat 平地 ☐ Natural terrain 天然山坡 ☐ Man-made slope 人造斜坡 ☐ Retaining wall 擋土牆 ☐ Stonewall 石牆 ☐ Others 其他:
Site changes 場地改變	☑ None 沒有 ☐ Grade change 地表改變 ☐ Site clearing 場地平整 ☐ Others 其他
Soil conditions 土壤情況	☑ Normal 正常 ☐ Compacted 土壤被擠壓 ☐ Water logging 積水 ☐ Hard Paved 硬地鋪面 ☐ Others 其他
Soil crack or crack behind lean 土壤裂縫或裂縫於傾斜部位背後 #	◉ None 沒有 ○ Yes 有
Restriction within dripline 滴水線範圍內有限制 @	◉ None 沒有 ○ <25% ○ 25-50% ○ 51-75% ○ >75%
Tree failure record 樹木倒塌記錄 #	◉ None 沒有 ○ Yes 有
Brown Root Rot disease record 褐根病記錄 ✘	◉ None 沒有 ○ Yes 有
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。	
Other observations 其他觀察	No particular findings at the time of inspection.

General Conditions 總體概況

Tree vigor 茁壯程度	○ Low 低 ◉ Normal 正常 ○ High 高
Lean 傾斜	◉ No 沒有 ○ Yes 有 Angle from vertical 傾斜角度 #(> 15°) ☐ Natural due to phototropism 趨光性 ☐ Self-corrected 已自然修正 ☐ Recent Tilt 新近傾斜 # ☐ Response growth 反應生長
Wind exposure 受風情況	◉ Protected 受遮擋 ○ Partial 部份 ○ Exposed 暴露 ○ Wind funneling 風洞 ○ Others 其他
Wildlife or nesting site 野生動物或鳥巢	◉ None 沒有 ○ Yes 有
Cable or brace 鋼索或支架	◉ None 沒有 ○ Yes 有
Pruning history 修剪歷史	☑ Cleaned 清理樹冠 ☐ Thinned 疏減樹冠 ☐ Raised 提升樹冠 ☐ Reduced 縮減樹冠 ☐ Structural pruning 結構修剪 ☐ Topped 削頂 ☐ Lion-tailed 獅尾 ☐ Others 其他
If these items are checked, further assessment by resistograph or tomograph(#) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)。	
Other observations 其他觀察	No particular findings at the time of inspection.

Crown Conditions 樹冠狀況

Crown density 樹冠密度	◉ Normal 正常 ○ Sparse 稀疏 (○ <25% # ○ 25% - <50% # ○ 50% <75%)	☐ Imbalanced crown 樹冠不對稱	
Live crown ratio 活冠比	○ <40% #@ ◉ 41 - 70% ○ >70%	Crown load 樹冠負荷	◉ Normal 正常 ○ Heavy 過重 ○ Declined 衰弱 #@
Foliage 葉片	○ Fallen leaf (Seasonal) 落葉(季節性) ○ Defoliation (Withered) 落葉 (枯萎) ◉ Normal 正常 ○ Chlorotic 萎黃 % ○ Necrotic 壞死 %		
Leaf size 葉片大小	◉ Normal 正常 ○ Smaller than normal 比正常細小		
Dieback twigs 枯枝	◉ <5% ○ 5 - <25% ○ 25 - 50% ○ >50%	☐ Epicormics 水橫枝 ☐ Hanger 懸吊斷枝 ☐ Pest and disease 病蟲害✘	Defoliation Percentage
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。			
Other observations 其他觀察	No particular findings at the time of inspection.		

Branch Conditions 樹枝狀況

☐ Co-dominant branches 等勢枝	☐ Included bark 內夾樹皮	☐ Cross branches 疊枝	☐ Crooks or abrupt bends 不常規彎曲	☐ Sap flow 滲液
☐ Cracks or splits 裂縫或裂開	☐ Decay or cavity 腐爛或樹洞 #	☐ Heavy lateral limb 重側枝	☐ Deadwood 枯木	
☐ Canker 潰瘍 ☐ Galls 腫瘤	☐ Burls 節瘤	☐ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :		☐ Parasitic or epiphytic plants 寄生或附生植物 :		
☐ Fungal fruiting bodies 真菌子實體 :✘		☐ Response growth 反應生長 :		
If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary. 若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘)。				
Other observations 其他觀察	No particular findings on this tree were identified at the time of inspection.			

Trunk Conditions 主幹狀況

☐ Cavity 樹洞 #(Width of cavity opening over 1/3 of trunk diameter 樹洞洞口闊度大於主幹直徑1/3)	#1 L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#2 L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#3 L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度
	#4 L 長 (mm)	W 闊 (mm)	D 深 (mm)	Direction 方向	Height above ground 離地面高度

☐ Co-dominant stems 等勢幹 #	☐ Included bark 內夾樹皮 #	☐ Poor taper 不良漸尖生長	☐ Crooks or abrupt bends 不常規彎曲
☐ Cracks or splits 裂縫或裂開	☐ Abnormal bark crack 不正常樹皮裂紋	☐ Sap flow 滲液	
☐ Canker 潰瘍	☐ Galls 腫瘤	☐ Burls 節瘤	☐ Wounds or mechanical injury 傷痕或機械破損
☐ Pest and disease 病蟲害 :		☐ Parasitic or epiphytic plants 寄生或附生植物 :	
☐ Fungal fruiting bodies 真菌子實體 : ✘		☐ Response growth 反應生長 :	

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘) 。

Other observations 其他觀察	No particular defects at the time of inspection. The trunk was structurally safe and secured by tree cables.

Root Conditions 根部狀況

☐ Root collar not visible 根脊不現	☐ Cracks or splits 裂縫或裂開	☐ Exposed root 根部外露	☐ Root rot 根部腐壞 #@
☐ Cut or pruned roots 根部經切割或截根	☐ Trunk girdling 纏繞樹幹	☐ Girdling root 纏繞根	☐ Dead surface roots 表根枯萎
☐ Root-plate movement 根基移位 #@	☐ Wounds or mechanical injury 傷痕或機械破損		
☐ Pest and disease 病蟲害 :		☐ Parasitic or epiphytic plants 寄生或附生植物 :	
☐ Fungal fruiting bodies 真菌子實體 : ✘		☐ Response growth 反應生長 :	

If these items are checked, further assessment by resistograph or tomograph(#), equipment for tree root detection(@) and/or BRRD/pathogen tests(✘) should be arranged when necessary.
若選擇此項，應視乎情況考慮應用微鑽探、聲納探測(#)、樹根探測工具(@) 及/或褐根病/病源檢測(✘) 。

Other observations 其他觀察	No particular findings at the time of inspection. The root conditions were structurally safe.

Risk Categorisation 風險類別 *(Please identify no more than three (3) important Target(s) for no more than three (3) Tree Part 請就不多於三個樹木部份選取不多於三個目標物)*

Target No. 目標物編號	Tree Part 樹木部分	Condition(s) of Concern 關注狀況	Part Size (mm) 部位大小 (毫米)	Fall Distance (m) 下墜距離 (米)	Likelihood 可能性 – Failure 倒塌	Likelihood 可能性 – Impact 影響	Likelihood 可能性 – Failure and Impact 倒塌並影響 *(Matrix 1 : Likelihood matrix 可能性組合)*	Consequences 後果	Risk rating* 風險評級* *(Matrix 2: Risk rating matrix 風險評級組合)*
1	Whole Tree 整株	Sudden fall of the whole tree	86	6	Improbable 不太可能	High 高	Unlikely 很低機會	Significant 重大	Low 低
1	Small branch (diameter 100mm or less)小型枝條（直徑<100毫米）	Minor, small dead twigs on top branches	10	6	Possible 有可能	High 高	Somewhat likely 有機會	Negligible 微小	Low 低

*For tree obtained "High" or "Extreme" risk rating after assessment, appropriate mitigation measures should be followed.
*當風險評級組合的結果為 "高" 或 "極高" 時，需要安排適當的緩減措施。

Matrix 1: Likelihood matrix 可能性組合

Likelihood of Failure 倒塌的可能性	Likelihood of Impacting Target 影響目標的可能性			
	Very Low 非常低	Low 低	Medium 中等	High 高
Highly Probable 非常可能	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會	Very likely 很大機會
Probable 相當可能	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會	Likely 較大機會
Possible 有可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Somewhat likely 有機會
Improbable 不太可能	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會	Unlikely 很低機會

Matrix 2: Risk rating matrix 風險評級組合

Likelihood of Failure and Impact 倒塌並影響的可能性	Consequences of Failure 倒塌後果			
	Negligible 微小	Minor 較小	Significant 重大	Severe 嚴重
Very likely 很大機會	Low 低	Moderate 中	High 高	Extreme 極高
Likely 較大機會	Low 低	Moderate 中	High 高	High 高
Somewhat likely 有機會	Low 低	Low 低	Moderate 中	Moderate 中
Unlikely 很低機會	Low 低	Low 低	Low 低	Low 低

* 20 Common Tree Species requiring special attention should be duly considered to be rated at "Probable" or "Highly Probable" depends on the severity of the defects.
* 20種需特別注意的常見樹種應視乎缺陷的嚴重性而盡量評為"相當可能"或"非常可能"

Mitigation Measures 緩減措施

Target No. 目標物編號	Tree Part 樹木部分	Mitigation Measures 緩減措施	Anticipated Completion Date 預算完成日期 (dd/mm/yyyy)	Residual Risk* 剩餘風險*
1	Whole Tree 整株	Others: Regular monitoring, particularly before wet season	30/04/2025	Low 低

*The level of "Residual Risk" after proposed mitigation measures against "High" or "Extreme" risking rating shall be lowered to "Moderate" or below, otherwise, the proposed mitigation measures shall be reviewed.

Notes, explanations, descriptions and supplmentary Information 說明、註解、描述及補充資料

The overall conditions of T4 were fair at the time of inspection. The tree was structurally safe. Regular monitoring, particularly before wet season, is recommended.

Overall tree risk rating 綜合樹木風險	Overall residual risk 綜合剩餘風險
Low 低	Low 低

Advanced assessment 進一步檢查

◉ No 否
○ Yes 是 Please describe 請描述

Inspection limitations 檢查限制

☑ None 沒有 ☐ Inaccessible 難以接近 ☐ Climbers 攀緣植物
☐ Root collar buried 根脊被埋 ☐ Others _____

Next inspection date 下次檢查日期

30/04/2025

Attached Information 附夾資料

Attachment Type	Attachment Name	Description
MAP 地圖	Tree Location Plan	Tree location of T4.
PHOTO 照片 N/A	Tree Photo Records	Photographic record of T4, taken on 9 May 2024.

Add Rows 增加列 Delete Rows 刪除列

Declaration 聲明

I, the Inspection Officer for the above TRA Form 2, confirm that I have inspected the tree(s) at the specified date and time with due diligence, and the information given in the Form(s) is truly reflecting what I observed on site.
本人作為以上個別樹木風險評估(表格2)的巡查人員，確認本人已在本表格所列日期及時間，謹慎小心完成有關樹木的風險評估，而本表格上填入的資料均真確無訛地反映本人在現場觀察所得。

My academic, professional, training records and work experience met the requirements of Inspection Officer (Form 2) in the TRAM Guidelines.
本人的學術、專業、培訓紀錄及相關工作經驗均符合「樹木風險評估及管理安排」指引中對巡查人員的要求。

Name of Inspection Officer: SUM Yu Hin
巡查人員姓名 *(請以英文正楷書寫。)*

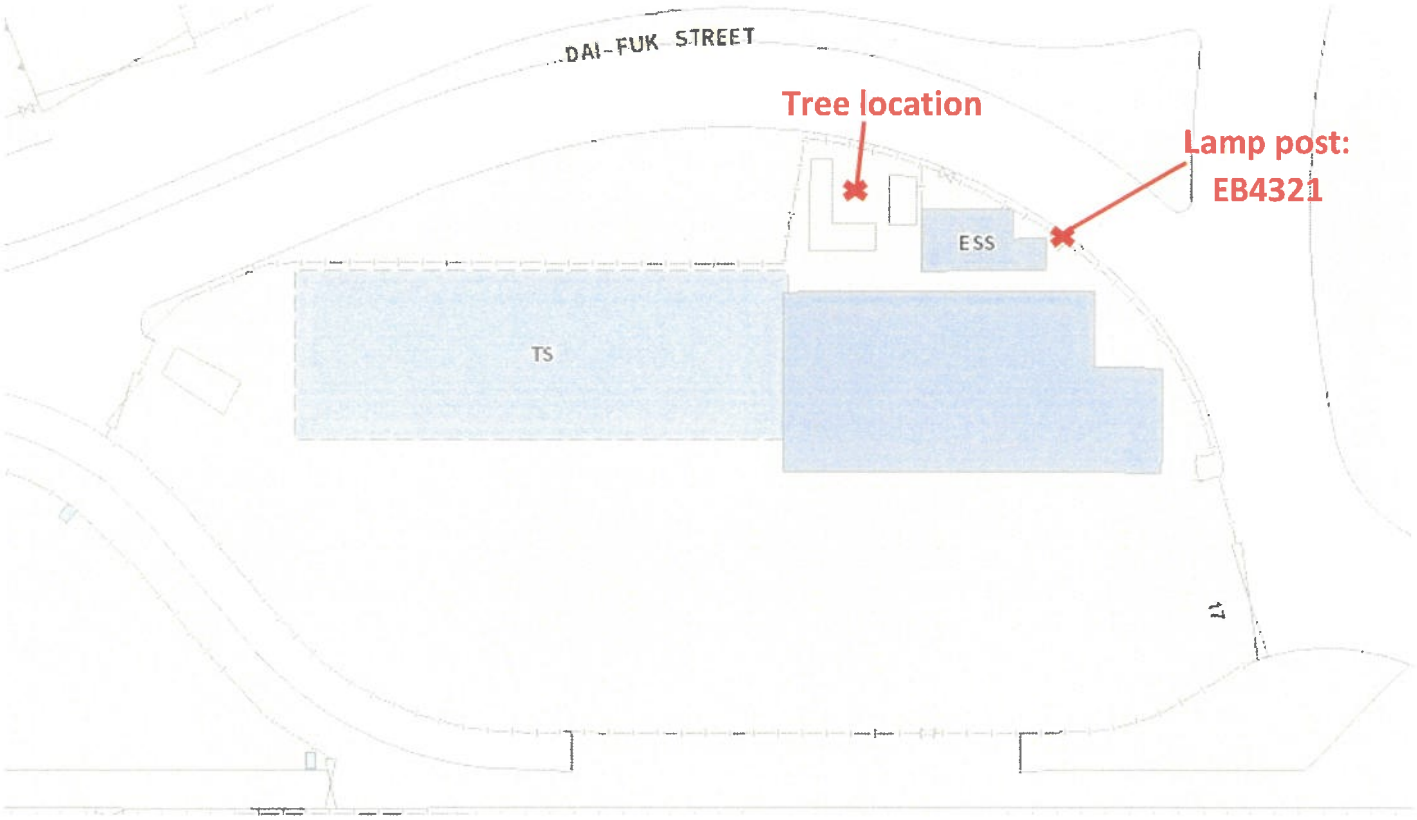
Date of Form 2 Completed: 31/05/2024
完成表格2日期 *(dd/mm/yyyy)*

(Please sign on the space provided if the Form 2 is submitted in paper form 若以文本形式遞交表格2, 請於以下空位簽名)

Signature of Inspection Officer:
巡查人員簽署：

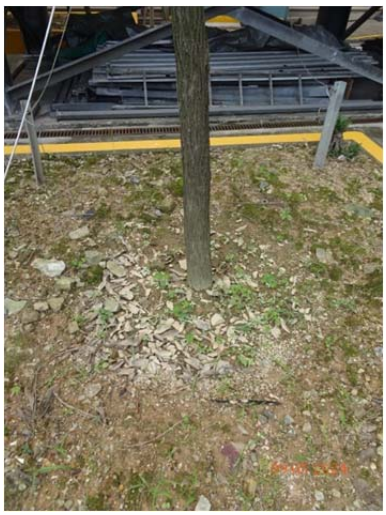
---------- End of Form 2 ----------
表格2完

Tree location plan


DAI-FUK STREET
Tree location
Lamp post:
EB4321
ESS
TS

Photographic Record of Tree T4

	
Whole view 1	Whole view 2
	
Crown view 1	Crown view 2
	
Trunk view 1	Trunk view 2

	
Trunk base and rooting area 1	Trunk base and rooting area 2

Appendix 4

LATEST SET OF TREE MAINTENANCE RECORD

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：18-7-2025 地點（範圍）：大埔(MTR)巴士維修廠

合約編號：MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：黃雨民
簽署：
日期：18-7-2025

香港鐵路公司員工確認：
姓名：Foo Tai Tat
員工編號：225967
簽署及蓋印：TAT MTR TPBMC
日期：18-7-2025

經 緯 園 藝 有 限 公 司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：16-6-2025 地點（範圍）：大埔(MTR)巴士總站

合約編號： MTR M1194-19(C)

主要工作： 即日已完成施工

工作	完成
淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：

姓名：LAU Kwok Wah

簽署：Co.

日期：16-6-2025

香港鐵路公司員工確認：

姓名：Foo Tai Tat

員工編號：225907

簽署及蓋印：MTR TPBMC

日期：16-6-2025

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期 :19-5-2025 地點 (範圍)：大埔(MTR)巴士總修廠

合約編號： MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok wah
簽署：
日期：19-5-2025

香港鐵路公司員工確認：
姓名：FOO TAI TAT
員工編號：225967
簽署及蓋印 TAT MTR TPBMC
日期：19-5-2025

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：17-4-2025　　地點（範圍）：大埔(MTR)巴士總修廠

合約編號：MTR M1194-19(C)

主要工作：　即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Wah
簽署：
日期：17-4-2025

香港鐵路公司員工確認：
姓名：Lin Tai Kin
員工編號：19570
簽署及蓋印：MTR TPBMC
日期：17-4-2025

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：21-3-2025 地點（範圍）：大埔(MTR)巴士維修廠

合約編號：MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Wah
簽署：
日期：21-3-2025

香港鐵路公司員工確認：
姓名：Foo Tai Tat
員工編號：225967
簽署及蓋印：TAT
MTR TPBMC
日期：21-3-2025

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：24-2-2025 地點（範圍）：大埔(MTR)巴士總修廠

合約編號：MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok wah
簽署：
日期：26-2-2025

香港鐵路公司員工確認：
姓名：FOO TAI TAT
員工編號：225967
簽署及蓋印：TAT
MTR TPBMC
日期：24-2-2025

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：21-1-2025　地點（範圍）：大埔(MTR)巴士維修廠

合約編號：MTR M1194-19(C)

主要工作：　即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Wah
簽署：
日期：21-1-2025

香港鐵路公司員工確認：
姓名：FOO TAI TAT
員工編號：225967
簽署及蓋印：TAT
MTR TPBMC
日期：21-1-2025

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：30-12-2024　地點（範圍）：大埔(MTR)巴士維修廠

合約編號：MTR M1194-19(C)

主要工作：　即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Wah
簽署：
日期：30-12-2024

香港鐵路公司員工確認：
姓名：Foo TAI TAT
員工編號：225967
簽署及蓋印：TAT MTR TPBMC
日期：30-12-2024

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：22-11-2024　　地點（範圍）：大埔(MTR)巴士總修廠

合約編號：MTR M1194-19(C)

主要工作：　即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Kuen
簽署：
日期：22-11-2024

香港鐵路公司員工確認：
姓名：Foo Tai Tat
員工編號：225967
簽署及蓋印：TAT MTR TPBMC
日期：22-11-2024

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：25-10-2024 地點（範圍）：大埔(MTR)巴士總修廠

合約編號：MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Wah
簽署：
日期：25-10-2024

香港鐵路公司員工確認：
姓名：FOO TAI TAT
員工編號：225967
簽署及蓋印：MTR TPBMC TAT
日期：25-10-2024

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：24-9-2024 地點(範圍)：大埔(MTR)巴士維修廠

合約編號：MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok Wah
簽署：
日期：24-9-2024

香港鐵路公司員工確認：
姓名：FOO TAI TAT
員工編號：225967
簽署及蓋印：TAT MTR TPBMC
日期：24-9-2024

經緯園藝有限公司
Melofield Nursery and Landscape Contractor Ltd.
Tel.2572 0048 Fax.2573 9099

香港鐵路公司
園藝保養維修記錄表

日期：16-8-2024 地點（範圍）：大埔(MTR)巴士維修廠

合約編號：MTR M1194-19(C)

主要工作： 即日已完成施工

淋水	✓
施肥	
噴除蟲	
扶樹	
檢查植物	
修剪植物	✓
除雜草	✓
更換新植物	
清理垃圾	✓

備註：

施工員工：
姓名：Lau Kwok wah
簽署：
日期：16-8-2024

香港鐵路公司員工確認：
姓名：FOO TAI TAT
員工編號：225967
簽署及蓋印：TAT MTR TPBMC
日期：16-8-2024

Appendix 5

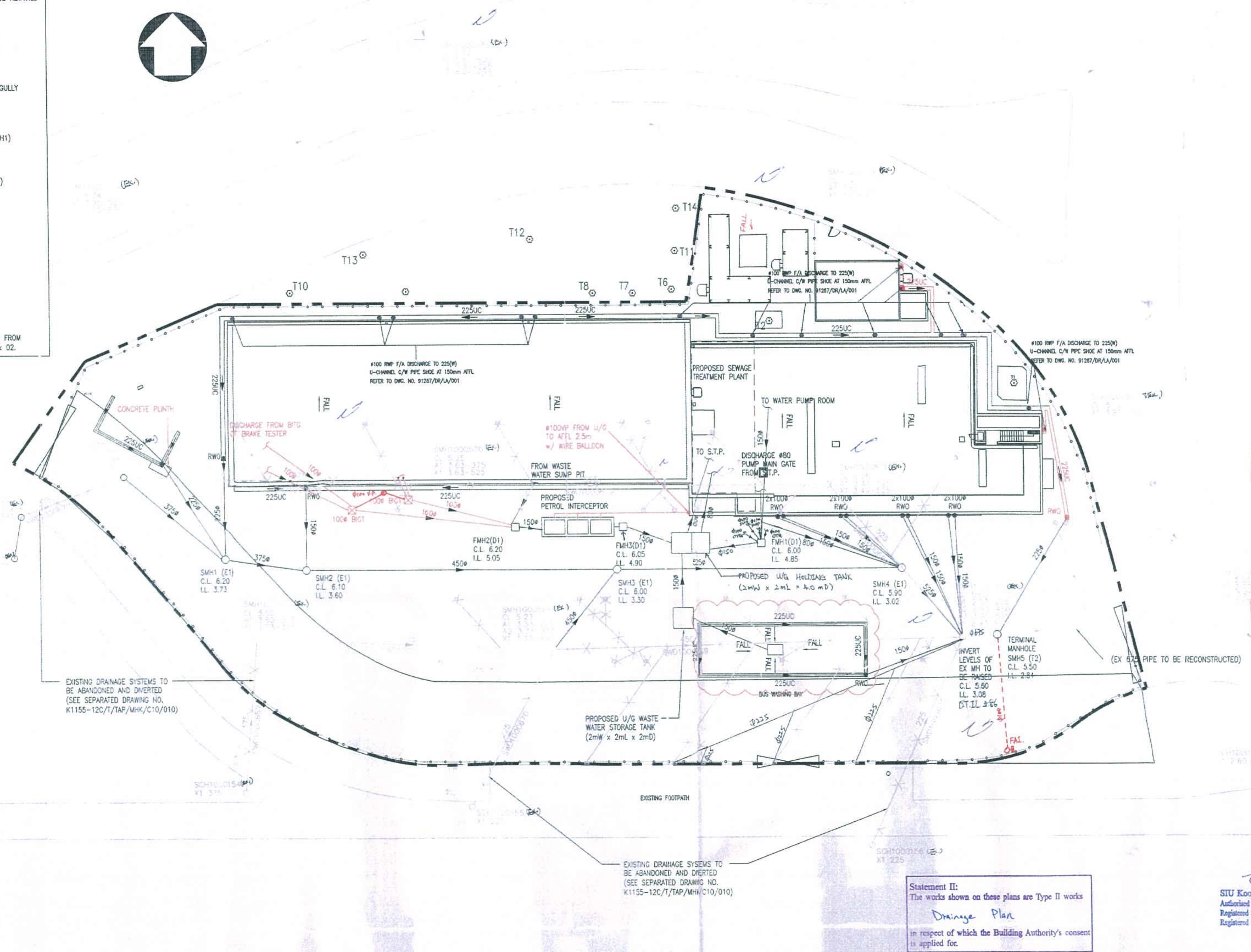
APPROVED DRAINAGE PLAN

LEGEND:

— · — ·	PROPOSED SITE BOUNDARY
	EXISTING 675ø STORMWATER PIPE TO BE RETAINED
	EXISTING STORMWATER MANHOLE (SMH 1000566) TO BE RETAINED
	EXISTING GULLY PIPE TO BE RETAINED
	EXISTING GULLY TO BE RETAINED
	EXISTING STORMWATER MANHOLE/PIPE/GULLY TO BE ABANDONED
525ø	PROPOSED 525ø STORMWATER PIPE
○ SMH1	PROPOSED STORMWATER MANHOLE (SMH1)
150ø	PROPOSED 150ø SEWERAGE PIPE
□ FMH1	PROPOSED SEWERAGE MANHOLE (FMH1)
— — —	PROPOSED GULLY PIPE (150ø TYP.)
RWO	PROPOSED RAIN WATER OUTLET
225UC	PROPOSED 225 U-CHANNEL WITH HEAVY DUTY CAST IRON COVER
⊠	PROPOSED BACK INLET GULLY TRAP

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH K1155-12C/B/TAP/MHK/C10/001, 003 TO 005.
2. RAIN WATER PIPE (RWP) AND RAIN WATER OUTLET (RWO) FROM BUILDINGS REFER TO K1155-12C/B/TAP/MHK/D05/01 & 02.



GROUND FLOOR (G/F) PLAN

1 : 200 @ A1

RECEIVED BY
2015 APR 28 P 3:51
R & D Section
BUILDINGS DEPARTMENT

Plan Approval
CHAN Che-bun, Anderson
Senior Building Surveyor
for BUILDING AUTHORITY
20 MAY 2015

Statement II:
The works shown on these plans are Type II works
Drainage Plan
in respect of which the Building Authority's consent is applied for.

SIU Koon Hoi, Carmine (蕭冠開)
Authorized Person - AP(E) 98/82
Registered Structural Engineer - RSE 98/82
Registered Geotechnical Engineer - RGE 98/82

AMENDMENT SUBMISSION

REV	DESCRIPTION	BY	DATE	APPROVED
4	BD AMENDMENT	CML	27.4.15	KWL
3	BD AMENDMENT	CML	27.11.14	KWL
2	BD RE-SUBMISSION	CML	04.11.13	KWL
1	BD RE-SUBMISSION	CML	22.1.13	KWL
0	BD SUBMISSION	CML	15.6.12	KWL

DRAWN	CML
DESIGNED	FL
CHECKED	BK
APPROVED	KWL
DATE	15 JUN 2012

MTR

ORIGINATOR

MEINHARDT
Meinhardt (Hong Kong) Ltd. Consulting Engineers
邁進(香港)工程顧問有限公司

K KWONG & ASSOCIATES LIMITED

CADD REF.

TITLE

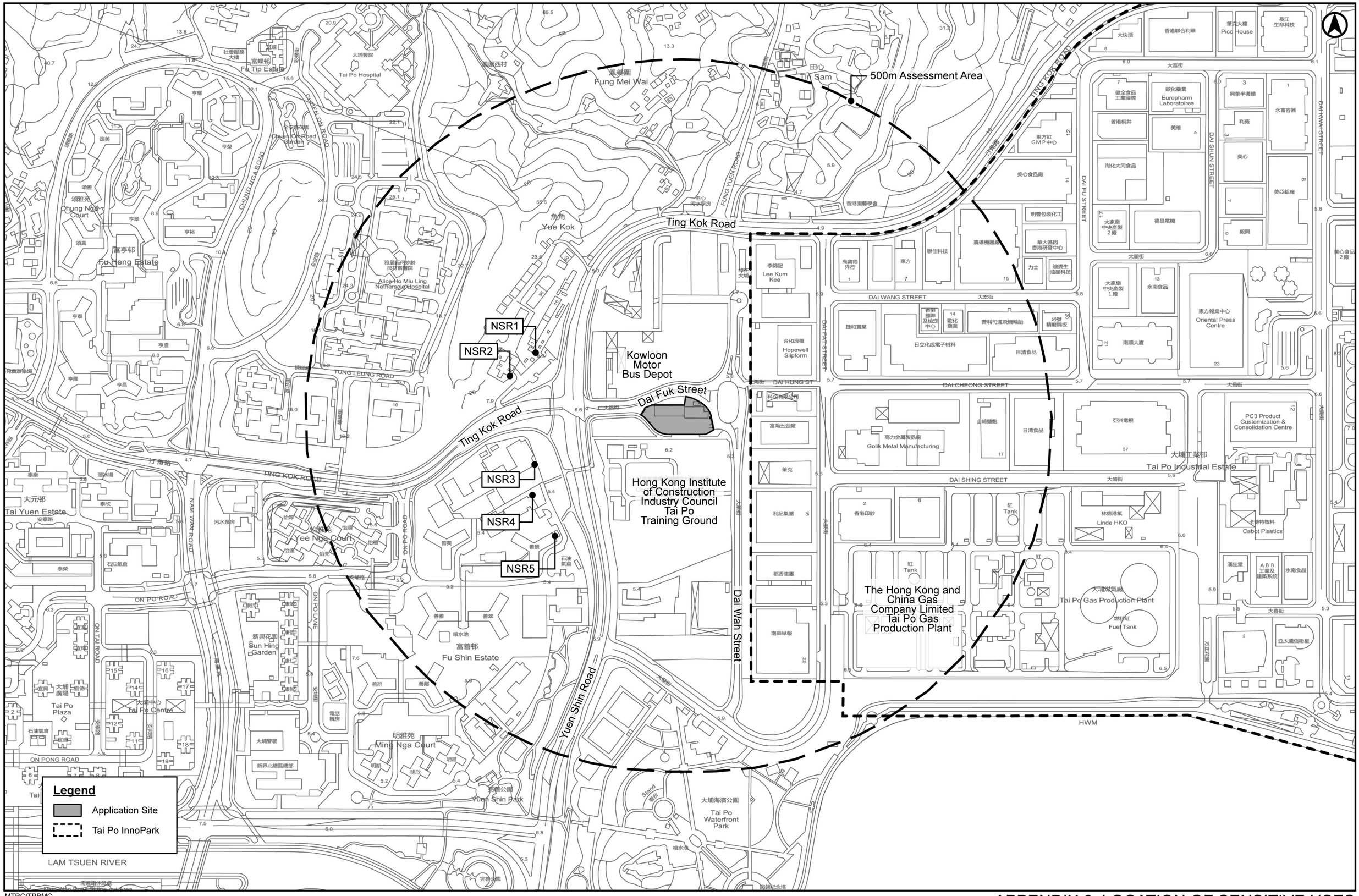
CONTRACT K1155-12C
PROVISION OF MTR TAI PO BUS MAINTENANCE CENTRE

LAYOUT PLAN FOR PROPOSED EXTERNAL DRAINAGE & SEWERAGE WORKS

SCALE	DRAWING NO.	REV.
1:200 @A1	K1155-12C/B/TAP/MHK/C10/002	4

Appendix 6

LOCATION OF SENSITIVE USES



MTRC/TPBMC

APPENDIX 6 LOCATION OF SENSITIVE USES

SCALE 1 : 5,000

Appendix 7

EXTRACT OF APPROVED ENVIRONMENTAL ASSESSMENT REPORT

Figure 2-1 Setback Distance from Dai Wah Street to the Fresh Air In-take Façade of Sensitive Use Room

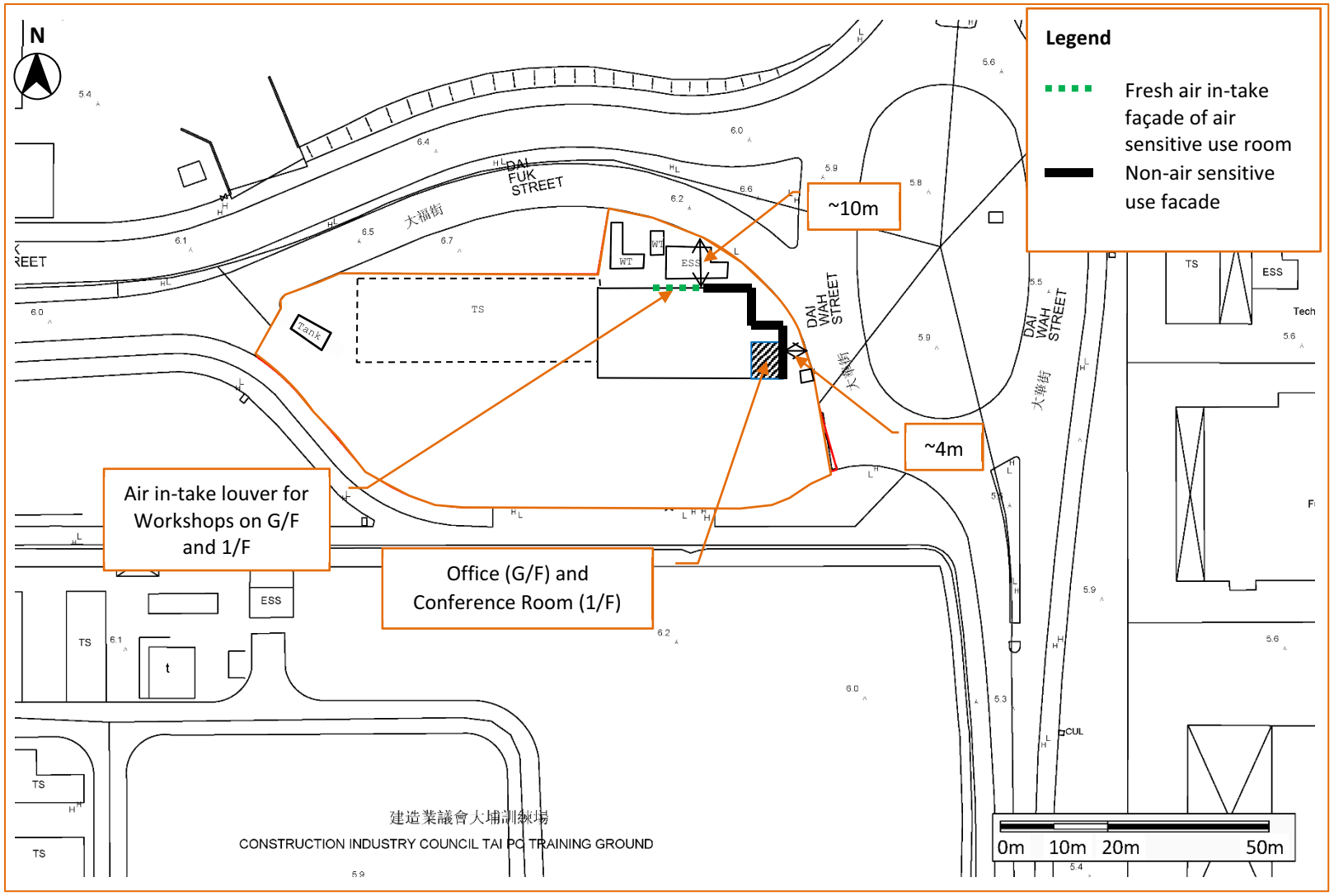


Figure 3-1 Locations of Representative Noise Sensitive Receivers

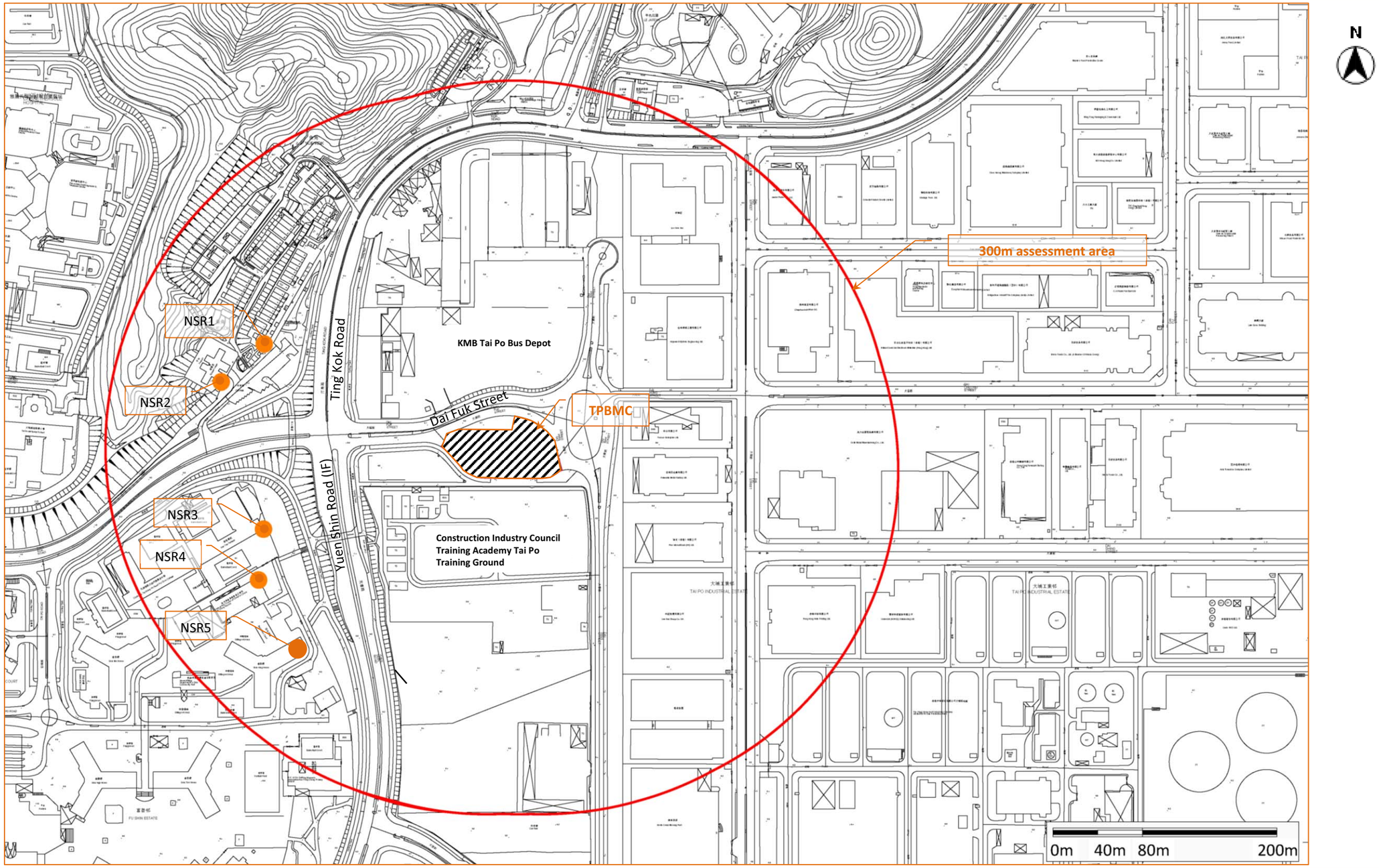


Figure 3-2 Locations of Fixed Noise Sources I

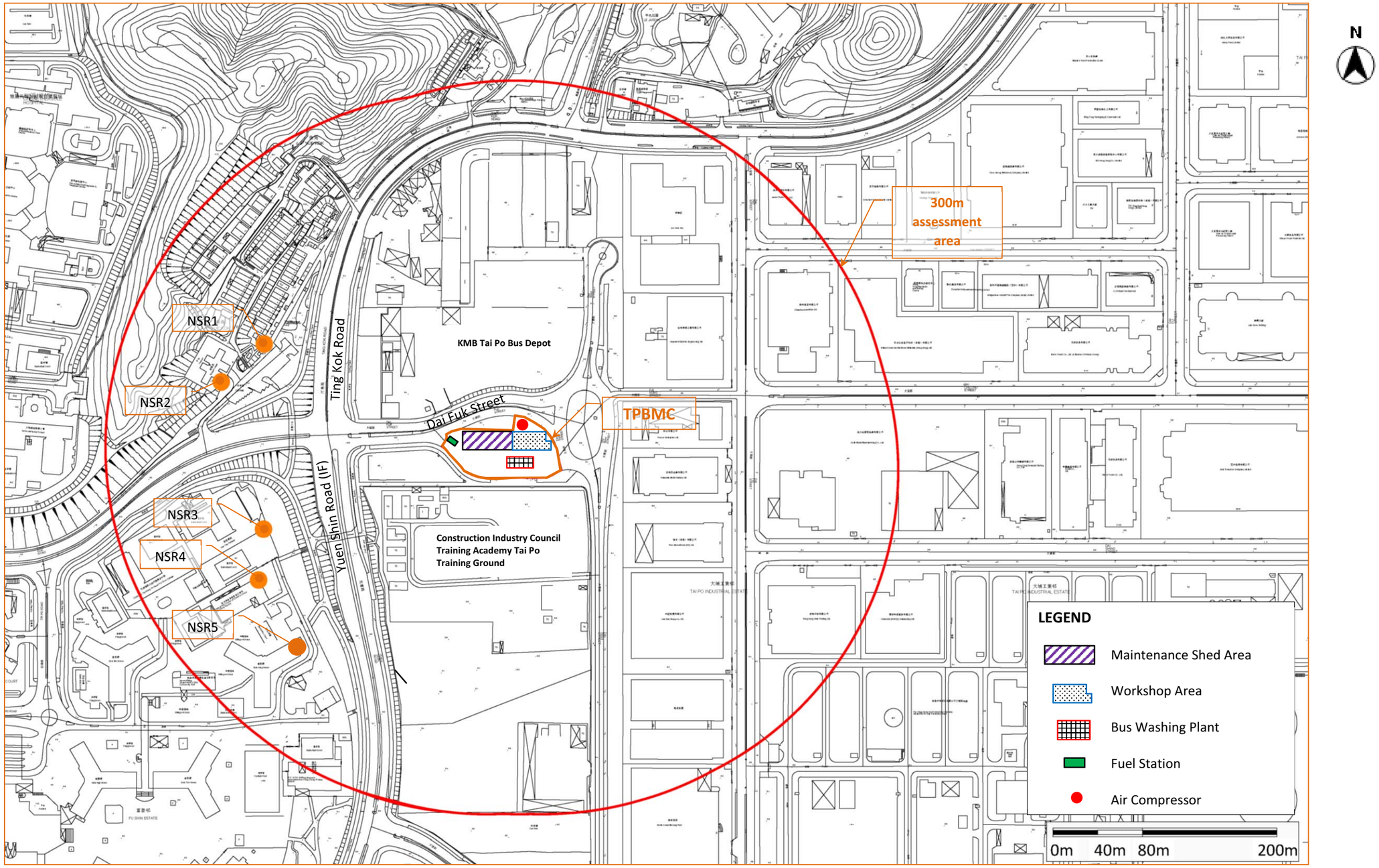
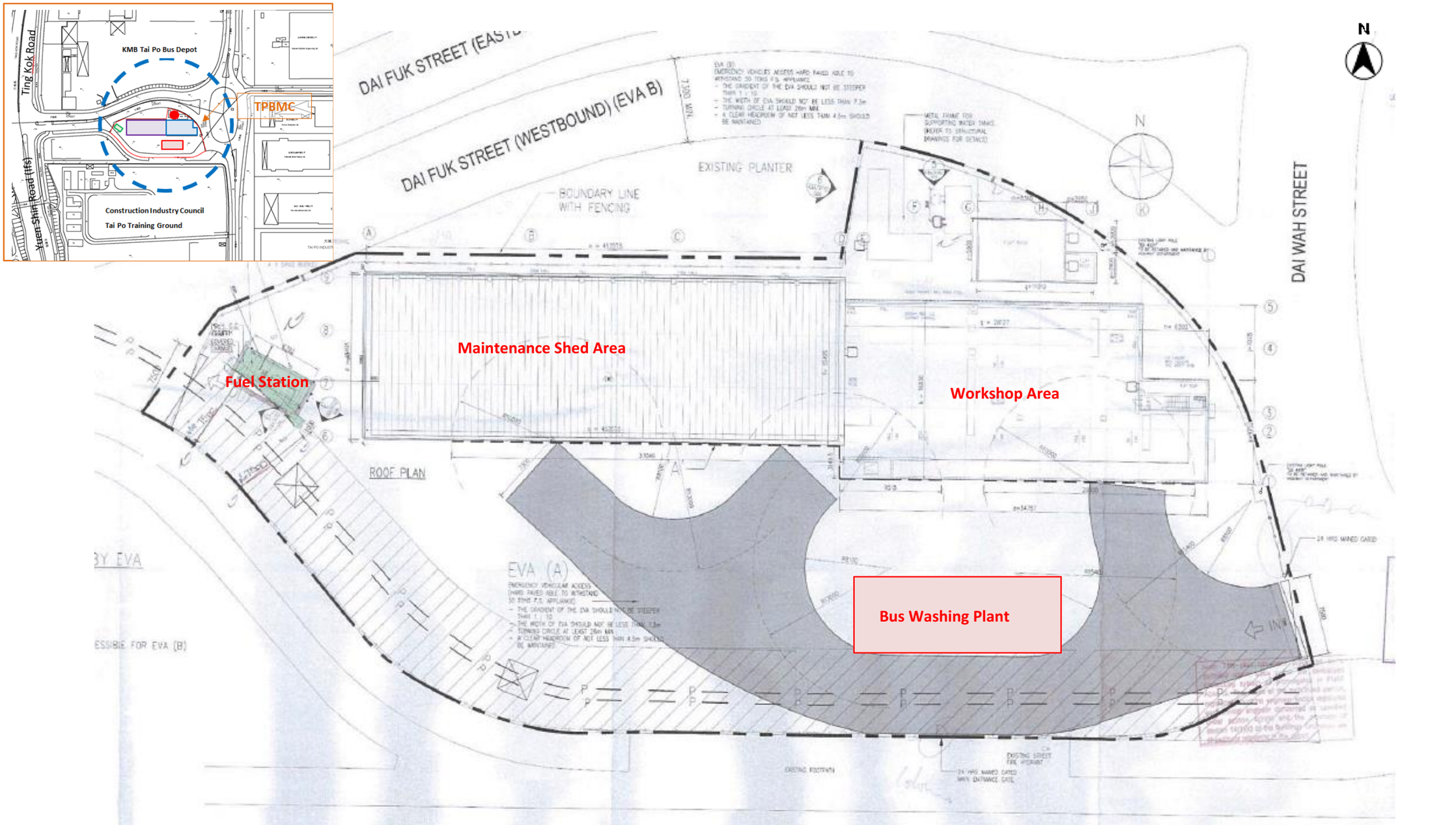


Figure 3-3 Locations of Fixed Noise Sources II



6 CONCLUSIONS AND RECOMMENDATIONS

6.1.1 An Environmental Assessment has been conducted to support the S16 Planning Application for the existing Tai Po Bus Maintenance Centre (located in Area 33 of Tai Po, New Territories (the Site). TPBMC is not to be a Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO).

6.1.2 As the TPBMC has already been constructed and is in operation, the assessment has focused only on the continuing operation of the TPMC. It is the conclusion of this EAS that no adverse environmental impacts are anticipated due to the continuing operation of TPBMC. Specific conclusions for air quality, noise, water quality and waste management are as follows:

Air Quality

6.1.3 No major activities have been identified during the operation of the TPBMC that will cause any off-site adverse air quality impacts. No adverse air quality impact on the air sensitive uses from vehicle emissions or chimney emissions is anticipated. As such, no adverse air quality impact is anticipated arising from the continuing operation of TPBMC.

Noise

6.1.4 The fixed noise levels are estimated to comply with the noise criteria while the noise contribution due to TPBMC range from 0.0 to 0.7dB(A), which are less than 1.0dB(A). As such, no adverse noise impact is anticipated arising from the continuing operation of TPBMC.

Water Quality

6.1.5 MTR will continue to properly operate and maintain the on-site WWTP to ensure in compliance with the Discharge Licence. No adverse water quality impact is anticipated due to the continuing operation of TPBMC.

Waste and Land Contamination

6.1.6 Just under 30kg/day of general refuse may be generated by staff at TPBMC, which is insignificant compared to the 10,159 tonnes of MSW that was disposed of at Hong Kong's landfills each day in 2015. Based on a review of historical land use and site inspection, there is no reason to suspect the presence of contaminated land, either from past use of the Site or from the continuing operation of TPBMC. As such, no adverse waste management impacts or land contamination are anticipated due to the continuing operation of TPBMC.

Appendix 8

LATEST SETS OF FS251 CERTIFICATES

FSD Ref.: 消防處檔號

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

Serial Number: 30037 000067

Name of Client 顧客姓名: MTR Corporation Limited.

Address 地址: MTR Tai Po Maintenance Centre, Tai Po Industrial Estate, No. STT1615 Dai Fuk Street, Tai Po, NT

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

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
24	2X 5kg CO2 F.E. 2X 75kg Dry Powder F.E.	at Fueling Station.	Conforms with FSD requirements	09/12/2024	08/12/2025
25	4X Sand Bucket	at Fueling Station.	Conforms with FSD requirements	09/12/2024	08/12/2025

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

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

Part 3 第三部 Defects 損壞事項

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

Remark 備註:

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

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

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

Authorized Signature: 受權人簽署
Name: 姓名: Joseph Lai Man Chung
FSD/RC No.: 消防處註冊號碼: RC 3 / 0037 RC /
Company Name: 公司名稱: Lai Man Chung, Joseph
Telephone: 聯絡電話: 23840138
Date: 日期: 18/12/2024

For FSD use only
Inspected
Key-in
Verified

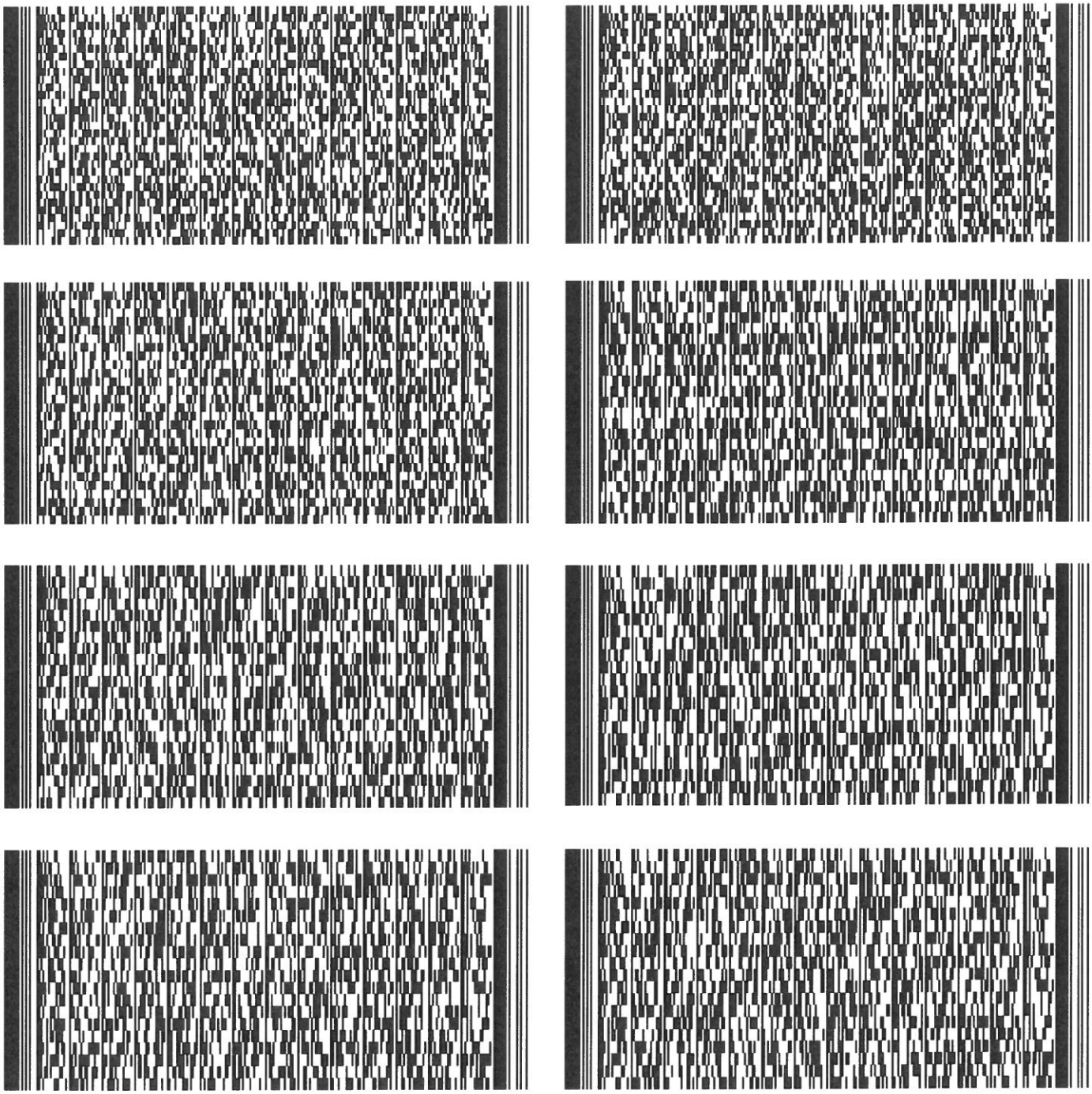
F.S. 251 (Rev. 01/2012)
da10-7e30-8ed1-81dd-3262-2ef1-3b6f-5785

Serial Number

30037 000067

Name of Client 顧客姓名

MTR Corporation Limited.



FSD Ref.: _____
消防處檔號

A 9622057

FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS
消防（裝置及設備）規例
(Regulation 9(1))
（第九條(1)款）

CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT
消防裝置及設備證書

MP415A/EAL

Name of Client : 顧客姓名: MTR Corporation Limited

Name of Building : 樓宇名稱: MTR Tai Po Bus Maintenance Centre

Street No./Town Lot : 門牌號數/市地段: Area 33

Street/Road/Estate Name : 街道/屋苑名稱: The Junction of Dai Fuk Street & Dai Wah Street

Block : 座: ------

District : 分區: Tai Po

Area : 地區: ☐ HK 香港 ☐ K 九龍 ☑ NT 新界

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

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

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

Code編碼 (1-35)	Type of FSI 裝置類型	Location(s) 位置	Comment on Condition 狀況評述	Completion Date 完成日期(DD/MM/YY)	Next Due Date 下次到期日(DD/MM/YY)
13	Fire Alarm System	Whole Building	Conforms with FSD requirements	21-May-25	20-May-26
15	Fire Detection System	"	"	"	"
16	FH/HR System	"	"	"	"
28	Sprinkler System	"	"	"	"

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

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

Part 3 第三部 Defects 損壞事項

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

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

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

如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核

This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

Authorized Signature : 受權人簽署: [signature] 凌豐工程服務有限公司 LINK-FOONG ENGINEERING SERVICES LIMITED

Name : 姓名: Wong Chiu Hei

FSD/RC No. : 消防處註冊號碼: RC1/0341 & RC2/0496

Company Name : 公司名稱: Link-Foong Engineering Services Limited

Telephone : 聯絡電話: 2356 7108

Date : 日期: 26-May-25

For FSD use only:

☐ Inspected

☐ Key-in

☐ Verified

F.S. 251 (Rev. 1/2016)

FSD Ref.: 消防處檔號

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

Serial Number: 10390 133268

Name of Client 顧客姓名: MTR Corporation Limited

Address 地址: Tai Po Bus Maintenance Centre, Area 33, Dai Fuk Street & Dai Wah Street, Tai Po

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

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

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Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
11	Emergency Lighting	G/F, 1/F, R/F	Conforms with FSD requirement	10/01/2025	09/01/2026
12	Exit Sign	G/F, 1/F, R/F	Conforms with FSD requirement	10/01/2025	09/01/2026

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

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

Part 3 第三部 Defects 損壞事項

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

Remark 備註:

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

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

Authorized Signature: 受權人簽署

Name: 姓名: Lam Tung Chiu

FSD/RC No.: 消防處註冊號碼: RC 1 / 0390 RC 2 / 0555

Company Name: 公司名稱: Best Engineering Services Limited

Telephone: 聯絡電話: 23647768

Date: 日期: 15/01/2025

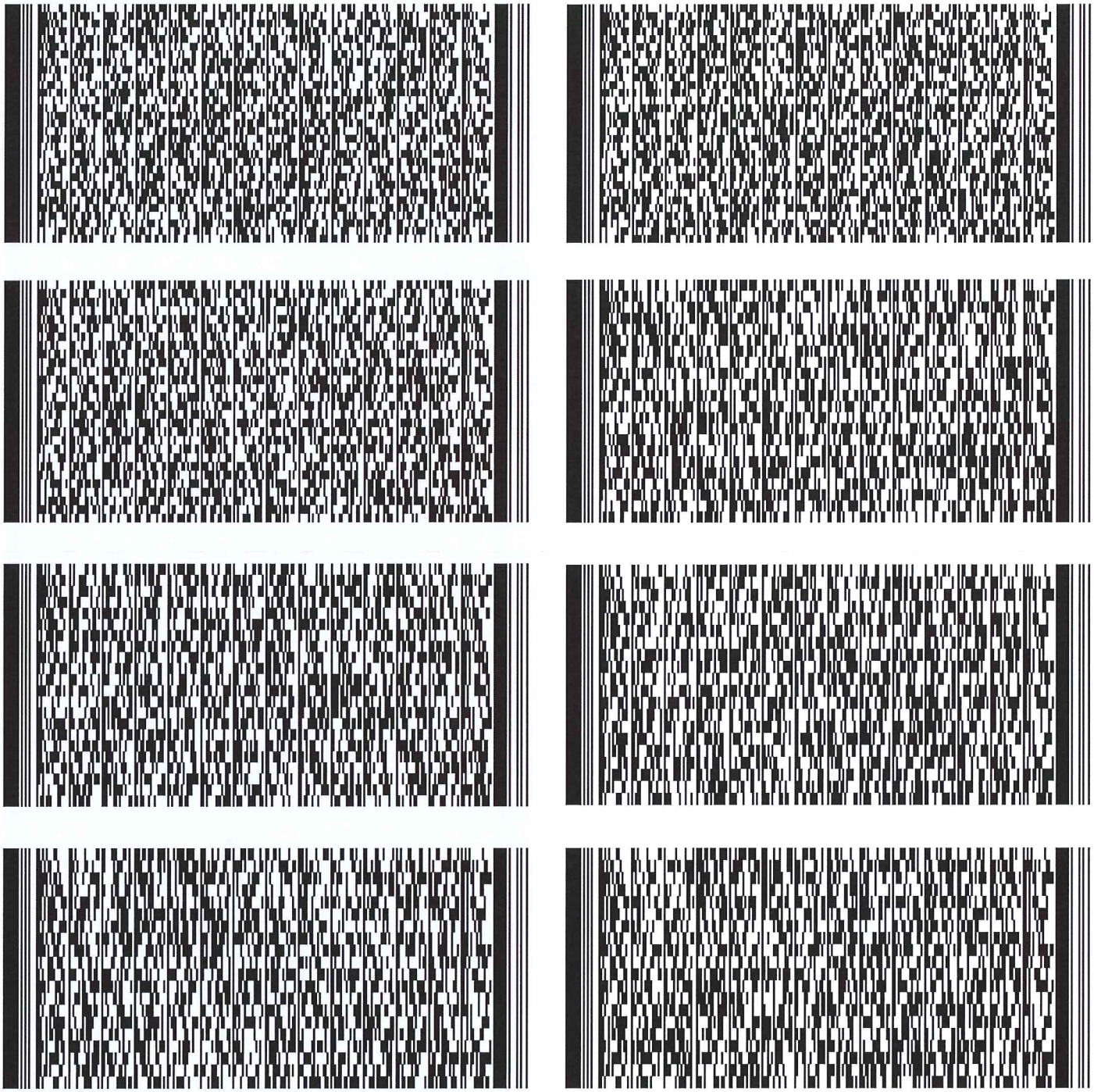
For FSD use only
Inspected
Key-in
Verified

Serial Number

10390 133268

Name of Client 顧客姓名

MTR Corporation Limited



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

FSD Ref.: 消防處檔號

Serial Number
10390 133269

Name of Client 顧客姓名
MTR Corporation Limited

Address 地址
Tai Po Bus Maintenance Centre, Area 33, Dai Fuk Street & Dai Wah Street, Tai Po

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

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
21	Gas Detection System	BATTERY CHARGING ROOM	Conforms with FSD requirement	23/12/2024	22/12/2025
22	Gas Extraction System	BATTERY CHARGING ROOM	Conforms with FSD requirement	23/12/2024	22/12/2025

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

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

Part 3 第三部 Defects 損壞事項

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

Remark 備註

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

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

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

Authorized Signature: 受權人簽署

Name: 姓名 Lam Tung Chiu

FSD/RC No.: 消防處註冊號碼 RC 1 / 0390 RC 2 / 0555

Company Name: 公司名稱 Best Engineering Services Limited

Telephone: 聯絡電話 23647768

Date: 日期 27/12/2024

For FSD use only
Inspected
Key-in
Verified

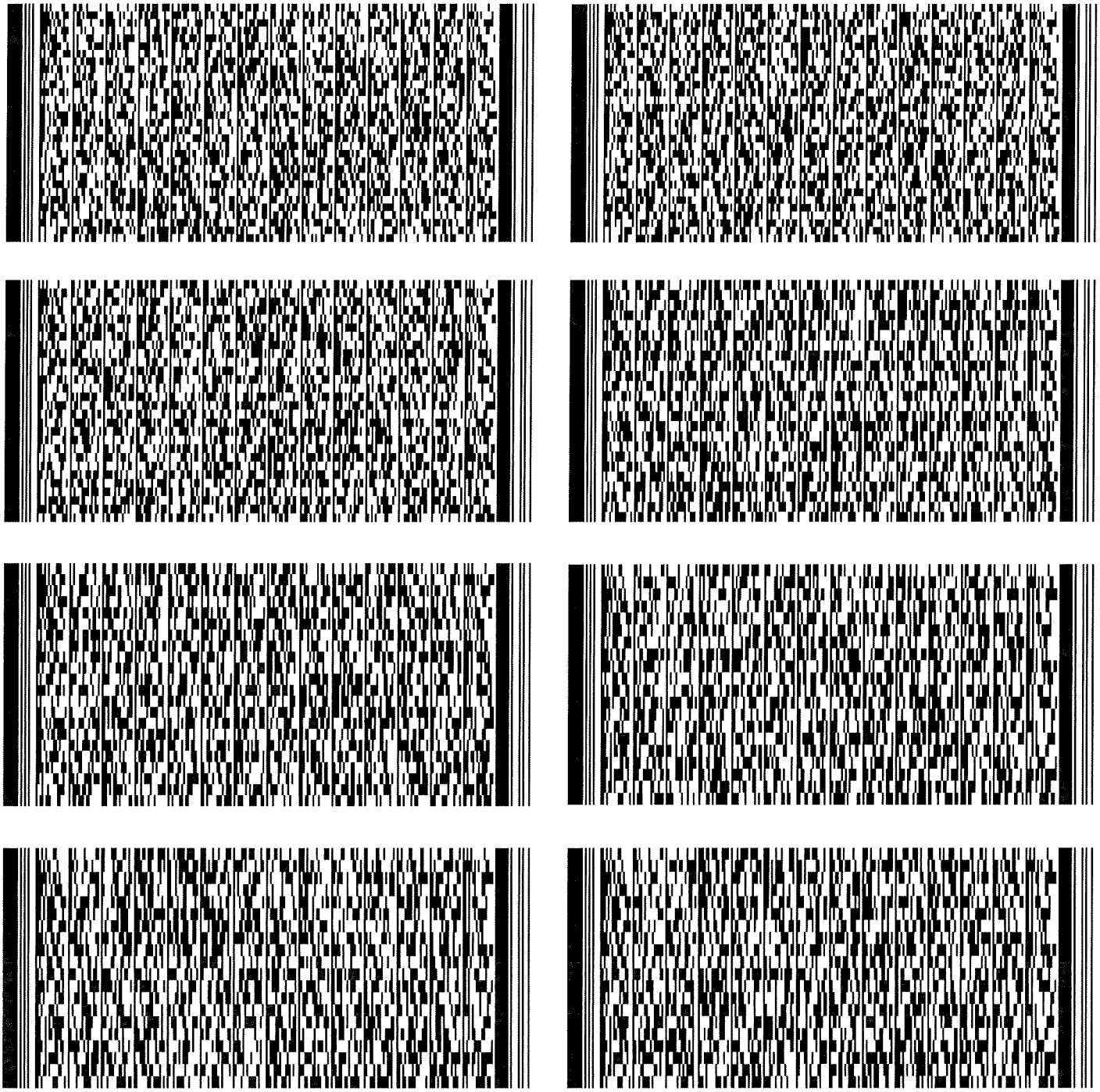
F.S. 251 (Rev. 01/2012)
3539-42ae-1137-4fe8-d514-3778-63b4-51c0

Serial Number

10390133269

Name of Client 顧客姓名

MTR Corporation Limited



FSD Ref.: 消防處檔號

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

Serial Number: 10390 133267

Name of Client 顧客姓名: MTR Corporation Limited

Address 地址: MTR Tai Po Bus Maintenance Centre, Dai Fuk Street & Dai Wah Street, Phase Area 33, Tai Po, NT

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

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

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

Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
10	Emergency Generator	MTR Tai Po Bus Maintenance Centre	Conforms with FSD requirements	23/12/2024	22/12/2025

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

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

Part 3 第三部 Defects 損壞事項

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

Remark 備註:

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

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

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

Authorized Signature: 受權人簽署

Name: 姓名: Lam Tung Chiu

FSD/RC No.: 消防處註冊號碼: RC 1 / 0390 RC 2 / 0555

Company Name: 公司名稱: Best Engineering Services Limited

Telephone: 聯絡電話: 23647768

Date: 日期: 27/12/2024

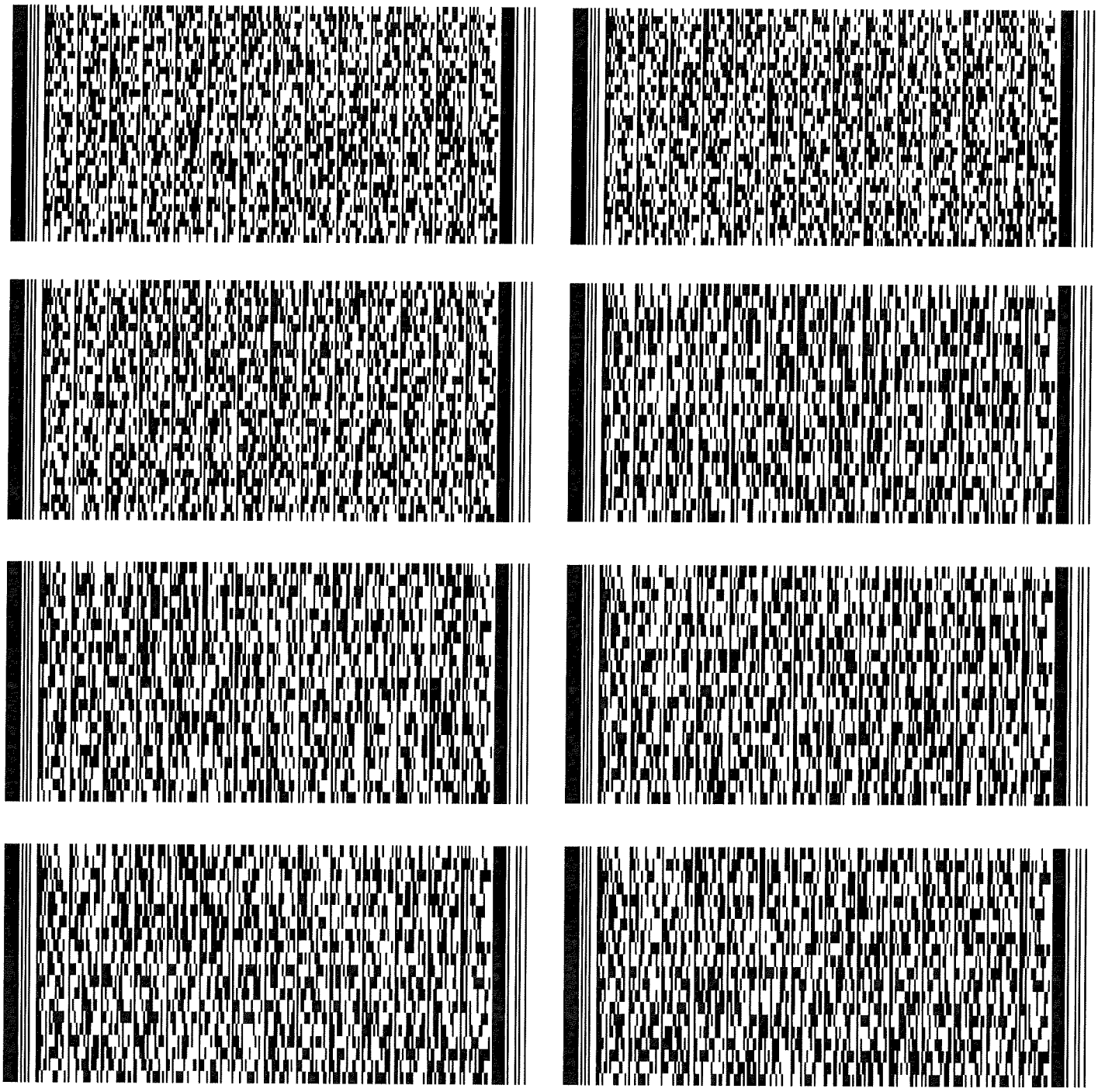
For FSD use only
☐ Inspected
☐ Key-in
☐ Verified

Serial Number

10390133267

Name of Client 顧客姓名

MTR Corporation Limited



FIRE SERVICE (INSTALLATIONS AND EQUIPMENT) REGULATIONS
消防（裝置及設備）規例
(Regulation 9(1))
（第九條(1)款）

FSD Ref.: 消防處檔號 **A 9545176**

CERTIFICATE OF FIRE SERVICE INSTALLATION AND EQUIPMENT
消防裝置及設備證書

Name of Client : 顧客姓名 MTR Corporation Limited

Name of Building : 樓宇名稱 MTR Tai Po Bus Maintenance Centre

Street No./Town Lot : 門牌號數/市地段 Area 33

Street/Road/Estate Name : 街道/屋苑名稱 The Junction of Dai Fuk Street and Dai Wah Street

Block : 座 ---

District : 分區 Tai Po

Area : 地區 ☐HK 香港 ☐K 九龍 ☑NT 新界

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

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

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

Code編碼 (1-35)	Type of FSI 裝置類型	Location(s) 位置	Comment on Condition 狀況評述	Completion Date 完成日期(DD/MM/YY)	Next Due Date 下次到期日(DD/MM/YY)
	Portable F.E.				
24	5kg CO2 x1no.	G/F & 1/F	Conforms with FSD requirements	24-Mar-2025	23-Mar-2026
24	4kg Powder x4nos.	Battery Charging Room	"	"	"
35	68kg Powder Trolley x2nos.	G/F	"	"	"

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

Code編碼 (1-35)	Type of FSI 裝置類型	Location(s) 位置	Nature of Work Carried out 完成之工作內容	Comment on Condition 狀況評述	Completion Date 完成日期(DD/MM/YY)
	Portable F.E.				
24	5kg CO2 x28nos.	G/F & 1/F	To Hydraulic Test and Inspect the refilled fire extinguisher	Conforms with FSD requirements	24-Mar-2025
19	29.4kg FM200 Fireboy x1no.	Battery Charging Room	"	"	"

Part 3 第三部 Defects 損壞事項

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

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如證書涉及年檢事項，應張貼於大廈或處所當眼處以供消防處人員查核

This certificate should be displayed at prominent location of the building or premises for FSD's inspection if any annual maintenance work is involved.

Authorized Signature : 受權人簽署

Name : 姓名 Yau Kwok Wing

FSD/RC No. : 消防處註冊號碼 RC3/506

Company Name : 公司名稱 Chubb Hong Kong Ltd.

Telephone : 聯絡電話 2746 9630

Date : 日期 24-Mar-2025

Chubb Hong Kong Limited 集賢

For FSD use only:

☐ Inspected

☐ Key-in

☐ Verified

F.S. 251 (Rev. 1/2016)

#300216238_FE Team_TC_KWY_yh A9545176

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

FSD Ref.: 消防處檔號

Serial Number: 10039 280573

Name of Client 顧客姓名: MTR Corporation Limited

Address 地址: Tai Po Bus Maintenance Centre, At the junction of Dai Fuk Street and Dai Wah Street, Area 33, STT 1615, Tai Po, NT

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

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

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Code 編碼 (1-35)	Type of FSI 裝置類型	Location(s)位置	Comment on Condition 狀況評述	Completion Date 完成日期 (DD/MM/YYYY)	Next Due Date 下次到期日 (DD/MM/YYYY)
31	Ventilation / Air Conditioning Control Systems	Whole building	Conforms with FSD requirements	20/09/2024	19/09/2025

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

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

Part 3 第三部 Defects 損壞事項

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

Remark 備註:

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Authorized Signature: 受權人簽署

Name: 姓名: Cheung Chi Kin

FSD/RC No.: 消防處註冊號碼: RC 1 / 0039 RC 2 / 0122

Company Name: 公司名稱: REC Engineering Company Limited

Telephone: 聯絡電話: 26198891

Date: 日期: 02/10/2024

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Key-in
Verified

F.S. 251 (Rev. 01/2012)
af12-6b7a-c4a3-c731-23a8-3fbb-36cb-d450

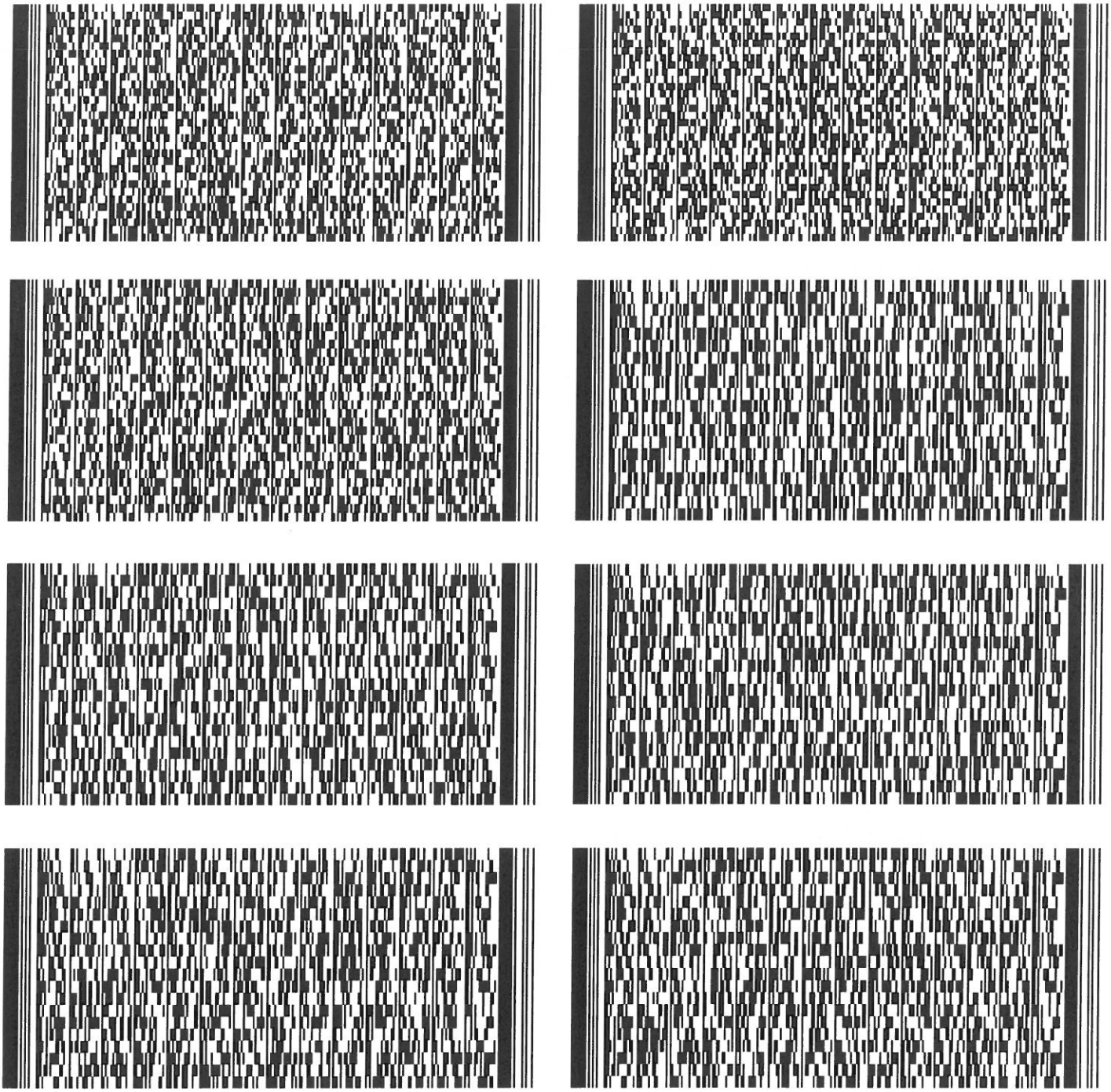
LKMW / tskk

Serial Number

10039 280573

Name of Client 顧客姓名

MTR Corporation Limited



TOWNLAND CONSULTANTS LTD.
URBAN AND REGIONAL PLANNING, DEVELOPMENT CONSULTANCY, MASTER PLANNING, URBAN DESIGN, ARCHITECTURE, LANDSCAPE ARCHITECTURE, PROJECT MANAGEMENT AND SOCIAL DEVELOPMENT

Reference MTRC/TPBMC/9
Date 18 September 2025

By HAND and EMAIL

The Secretary, Town Planning Board
c/o Planning Department
15/F North Point Government Offices,
333 Java Road, North Point, HONG KONG

Dear Sir / Madam,

SECTION 16 PLANNING APPLICATION
THE TOWN PLANNING ORDINANCE (CHAPTER 131)

TEMPORARY BUS MAINTENANCE CENTRE FOR A PERIOD OF 7 YEARS IN GOVERNMENT LAND AT THE JUNCTION OF DAI FUK STREET AND DAI WAH STREET, AREA 33, TAI PO, NEW TERRITORIES (TPB REF: A/TP/706)

We refer to the captioned Planning Application submitted to the Town Planning Board ("**TPB**") on 19 August 2025. Further to comments received from the Transport Department ("**TD**"), Transport and Logistics Bureau ("**TLB**"), Lands Department ("**LandsD**"), Environmental Protection Department ("**EPD**"), Drainage Services Department ("**DSD**") and Hong Kong Police Force ("**HKPF**"), we hereby submit the attached Responses-to-Comments ("**R-to-C**") table and Revised Traffic Impact Assessment at ***Attachment 1***, which have fully addressed the comments from the above-mentioned Government departments.

Please note that these responses are technical clarifications only to the S16 Planning Application and there is no material change to the summary and conclusions of the Traffic Impact Assessment. Should there be any queries, please do not hesitate to contact the undersigned or Mr Kelvin Chung.

Yours faithfully,
FOR AND ON BEHALF OF
TOWNLAND CONSULTANTS LIMITED

Delius Wong
Associate

DEL/KELVINHC/yv

Enc Attachment 1: R-to-C table

cc Client / Team

城 市 規 劃 顧 問

MAIN HONG KONG OFFICE :
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ASSOCIATED COMPANIES :
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TOWNLAND CONSULTANTS (SHENZHEN) LIMITED (China)
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PT TOWNLAND INTERNATIONAL (Indonesia)
HOWARD & SEDDON PARTNERSHIP (United Kingdom)

ISO 9001: 2015
Certificate No.: CC844

Temporary Bus Maintenance Centre for a Period Of 7 Years in Government Land at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (TPB Ref: A/TP/706)

Responses to Comments Table

	Comments/ Suggestions	Applicant's Responses
A.	**Comments from Transport Department received from Planning Department on 10.09.2025:** ***(Contact person: Ms. LI Oi Yin, Yanny, Tel no.: 2399 6939)***	
1.	Table 3.2 - The ATC traffic data from 2019 to 2021 are affected by COVID-19. Those traffic data shall be used carefully and any adjustment shall be considered to estimate growth rate for assessment.	Please note that additional sources were examined to determine the annual growth factor. Please refer to the Section 3.2 of the Revised Traffic Impact Assessment ("**TIA**") in ***Attachment 1***.
2.	Table 3.2 - Please also consider other common factor for determining growth factor, including the use of TPEDM from PlanD.	Noted. PlanD's TPEDM and Projected Population by District Council District have also been reviewed. Please refer to the Section 3.2 of the Revised TIA in ***Attachment 1***.
3.	Para. 3.2.4 - Please justify the +7% adjustment on the total growth.	Please be clarified that this Application is to extend the Tai Po Bus Maintenance Centre ("**TPBMC**") operating hours to 24 hours daily (i.e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency for a further 7 years from 2025. In this context, the design horizon year of 2032 has been adopted for assessment of traffic impact. A conservative growth factor of 1% per annum (+7% total growth) was applied to the observed 2025 traffic demands to yield the 2032 design year traffic forecasts. Please refer to the Section 3.2 of the Revised TIA in ***Attachment 1***.
4.	With comparison to other traffic survey conducted in 2025, the traffic flows at Junctions A and B during AM Peak are about 8% to 12% lower: Please review and justify the low traffic flow.	Please be clarified that the AM Peak observed flows have been factored up by 12% for both Junctions A and B for a conservative impact assessment. Please refer to the Revised TIA in ***Attachment 1***.
5.	Calculation of Junction B - Please revisit the critical phase at Stage 2 for loss time calculation. *Further comment from Transport Operation (NT) Division received on 16.09.2025*	Please note that Capacity assessments for Junction B have been revised and is provided in Annex A of the Revised TIA (***Attachment 1*** *refers)*.
6.	Please be advised that there is no plan for development of PTI at the captioned site (L/TP 33/2) in the near future.	Noted.

Temporary Bus Maintenance Centre for a Period Of 7 Years in Government Land at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (TPB Ref: A/TP/706)

Responses to Comments Table

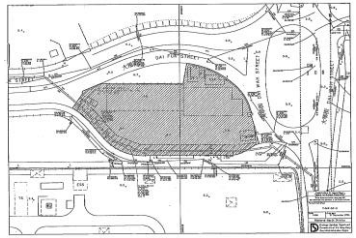
	Comments/ Suggestions	Applicant's Responses
B.	**Comments from Transport and Logistic Bureau received from Planning Department on 16.09.2025:** ***(Contact person: CHEUNG Tsz Pui, Chelsea, Tel no.: 3509 7181)***	
1.	The concerned bus maintenance centre operated by MTRCL is necessary to ensure smooth and reliable day-to-day operations of MTR feeder buses by providing efficient repairs and maintenance support. In this regard, our policy support is given to the captioned application on the basis that the piece of land is used for maintenance of the buses of the MTR feeder routes.	Noted.
C.	**Comments from District Lands Officer/ Tai Po of Lands Department received from Planning Department on 16.09.2025:** ***(Contact person: Ms. LI Hoi Man, Christine, Tel no.: 2654 1336)***	
1.	The Tenancy Agreement of STT 1615 was modified by way of a Supplementary Agreement dated 24.7.2023 to permit Citybus Limited to use the tenant's refuelling and bus washing facilities within the premises to serve the franchised buses (as defined in the Road Traffic Ordinance (Cap.374), any regulations made thereunder and any amending legislation) which are currently licensed and are owned and operated by Citybus Limited.	Noted.
2.	The subject site has been let to the MTR Corporation Limited for the purpose of a bus maintenance centre including refuelling, servicing, repairing and maintenance of franchised buses (as defined in the Road Traffic Ordinance (Cap.374), any regulations made thereunder and any amending legislation) which are currently licensed and are owned and operated by the Tenant only and such other ancillary uses as may be approved by the District Lands Officer for a term of 3 years from 1.2.2013 and thereafter quarterly under a Short Term Tenancy (STT) No. 1615 dated 30.8.2013. The tenancy may be terminated by either party giving to the other at least 3 months notice. The tenant may erect on the site structure(s) having a height not exceeding 2 storeys and 10 meters measuring from the formation level with a total gross floor area not exceeding 1,583 m².	Noted.
3.	As the existing STT is still valid, I have no comment on the application.	Noted.

Temporary Bus Maintenance Centre for a Period Of 7 Years in Government Land at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (TPB Ref: A/TP/706)

Responses to Comments Table

Comments/ Suggestions		Applicant's Responses
D.	**Comments from Environmental Protection Department received from Planning Department on 16.09.2025:** ***(Contact person: Ms. TANG Wing Yee, Winnie, Tel no.: 2835 1096)***	
1.	According to the application, there is no change in the usage, design parameters, operations, and surrounding sensitive uses of the temporary bus maintenance centre. In view of the above, we have no objection to the application. It is reminded that the future operation of the temporary bus maintenance centre shall meet the statutory requirements under relevant pollution control ordinances.	No objection is noted.
E.	**Comments from Drainage Services Department received from Planning Department on 16.09.2025:** ***(Contact person: Ms. SY Wing Kei, Vicky, Tel no.: 2300 1347)***	
1.	It is noted that the operation hours will be increased under the captioned application. Please advise if there will be additional treated sewage to be discharged to the stormwater drainage system due to the increase of operation hours. If affirmative, please demonstrate that the existing stormwater drainage system of the site as well as the existing public stormwater drainage system will have sufficient capacity to cater for the additional discharge.	Please note that under the previous approved Planning Applications (i.e. A/TP/637 and A/TP/695) all assessments have already assumed the TPBMC would be operating daily (i.e. Monday to Sunday) including the relevant licences (e.g. Discharge License), Approved Drainage Plan and Approved Environmental Assessment despite the facility was approved under specific operating hours. Thus, there will be no additional treated sewage to be discharged to the stormwater drainage system due to the increase of operation hours under the same assumption. Nevertheless, in view that the number of bus maintenance services provided at the TPBMC for Sundays will be equivalent to Saturdays, the amount of treated sewage discharge on Sundays will be similar to Saturdays. Please note that the abovementioned assumption remains valid.
2.	If the application is approved, the following approval conditions shall be included: (i.) maintenance of existing drainage facilities for the whole period of occupation to ensure that it will not cause adverse drainage impact to the adjacent areas (if no additional treated sewage to be discharged to the stormwater drainage system or if the existing stormwater drainage system will have sufficient capacity to cater for the additional discharge); or (ii.) submission and implementation of drainage proposal for the Site is recommended to ensure that it will not cause adverse drainage impact to the adjacent areas (if there will be additional treated sewage to be discharged to the stormwater drainage system and the existing stormwater drainage system will not have sufficient capacity to cater for the additional discharge); and	Please note that the TPBMC is an existing facility and has been implemented under the Drainage Proposal in the previous Planning Applications (i.e. A/TP/637 and A/TP/695). The current S16 Planning Application is to extend the operating hours to Sundays. The implementation of the drainage proposal will be the same as previous submitted. Nonetheless, the Applicant is willing to accept approval conditions if the application is approved the Applicant will continue to maintain the existing drainage facilities to ensure there is no adverse drainage impact to adjacent areas.

Responses to Comments Table

	Comments/ Suggestions	Applicant's Responses
	(iii.) no structure or support for any structure shall be erected within the area of drainage reserve at the site for the whole period of occupation.	
3.	While there are DSD's public stormwater drains in this area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works. Our drainage record plan is attached for your ease of reference.	Noted.
4.	Public sewerage is not available near the Site. EPD should be consulted regarding the sewage treatment/disposal aspects of the proposed development.	Please note that there is no additional sewerage discharge for the proposed development.
5.	The applicant shall resolve any conflict / disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land (where required) outside the application site. 	Noted.

Temporary Bus Maintenance Centre for a Period Of 7 Years in Government Land at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (TPB Ref: A/TP/706)

Responses to Comments Table

Comments/ Suggestions		**Applicant's Responses**
F.	**Comments from Hong Kong Police Force received from Planning Department on 16.09.2025:** ***(Contact person: Mr. CHAN Man Kit, Tel no.: 3661 3522)***	
1.	Tai Po Police District has no comment on the captioned proposal. Nevertheless, the applicant is required to obtain approval from relevant authorization of other Government Departments in view of imposing special condition, if any.	No comment is noted.
G.	**Comments from Home Affairs Department received from Planning Department on 16.09.2025:** **(Contact person: Mr. Johnny KWOK, Tel no.: 2654 1235)**	
1.	No adverse comment from departmental facility maintenance point of view.	No adverse comment is noted.
H.	**Comments from Urban design & Landscape Section received from Planning Department on 16.09.2025:** **(Contact person: Mr. KO Chun Ki, Jason (Tel: 3565 3941) & Mr. CHUI Wai Lun, Martin (Tel: 3565 3947))**	
1.	Non-referral cases	Noted.

It is noted that the following Government Departments have no objections to / no adverse comments to the S16 Planning Application:

- Water Supplies Department (received on 16/9/2025)
- Project Manager (North), Civil Engineering and Development Department (received on 16/9/2025)
- Geotechnical Engineering Office, Civil Engineering and Development Department (received on 16/9/2025)
- Agriculture, Fisheries and Conservation Department (received on 16/9/2025)

Date: September 2025
File Ref: MTRC/TPBMC

Attachment 1

REVISED TRAFFIC IMPACT ASSESSMENT

(A/TP/706) Section 16 Planning Application for Amendment to the Operation Hours of Temporary Tai Po Bus Maintenance Centre for a Period of 7 Years at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories

Revised Traffic Impact Assessment Report

September 2025

Address:
Room 1701, 17/F Tung Chun Commercial Centre,
438-444 Shanghai Street, Mongkok, Kowloon
Tel:
Email:

RL CONSULTANCY LTD.

1.0 INTRODUCTION

1.1 Background

1.1.1 The existing MTR Tai Po Bus Maintenance Centre (TPBMC) is located at the junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (hereinafter referred to as the Site). The TPBMC not only provides the daily servicing and maintenance to MTR buses, it also supports and backsup the Transit Service Area's service bus maintenance as a contingency measure. The existing TPBMC has been in operation since July 2015 when it was relocated from its former site in Fo Tan to make way for public rental housing. The current site of the TPBMC was selected in 2012 in collaboration with various Government Departments and consultation with Tai Po District Council.

1.1.2 On 8 December 2017, a Section 16 (S16) Planning Application (TPB Ref No. A/TP/637) for TPBMC was approved by the Town Planning Board (TPB) for a period of 7 years (the Approved Application). The Approved Application was valid until 8.12.2024 with a Planning Condition (a) which states that "*no operation between 7:00 a.m. and 11:00 p.m. on Sundays, as proposed by the applicant, is allowed on the site during the planning approval period*" and was subsequently renewed under Planning Application No. A/TP/695 for a further 7 years on 16 August 2024 (the Approved Renewal Application). Both Applications were approved to operate 24 hours daily from Mondays to Saturdays, with no operation between 7am and 11 pm on Sundays. The MTR now intends to extend the TPBMC operating hours to 24 hours daily (i.e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency.

1.1.3 Transport Department was preliminary consulted and commented on 19 May 2025 that: "Considering the proposed operation period extends to include 7 am to 11 pm on Sundays, the applicant shall submit a traffic impact assessment in order to demonstrate the traffic impact due to the proposal amendment is acceptable."

1.1.4 In June 2025, RL Consultancy Limited were commissioned to conduct a Traffic Impact Assessment (TIA) in support of this S16 submission to enable the continued operation of the existing MTR TPBMC and address TD's comment.

1.1.5 Comments from TD received in September 2025 have been addressed and incorporated in this Revised TIA.

1.2 Scope of Study

1.2.1 The scope of study includes the following:

- Review relevant past documents.
- Survey existing traffic conditions in the study area.
- Project future traffic demands for the critical period.
- Appraise the effect of the Site on the adjacent road network.
- Review and address comments from TD.
- Prepare this Revised TIA Report.

2.0 SITE CONTEXT

2.1 Location

2.1.1 With an area of about 4,180m^2, the Site is located at the southwest of the Dai Fuk Street/Dai Wah Street/Dai Hung Street Roundabout in Area 33, Tai Po. It is situated to the immediate west of the Tai Po Industrial Estate as shown on **Figure 2.1**.

2.1.2 The Site is well connected to the external road network including the strategic roads of Yuen Shin Road, Ting Kok Road and Tolo Highway for easy access to all other parts of the Territory. The bus routes for the TPBMC are Dai Fuk Street, Yuen Shin Road and Ting Kok Road.

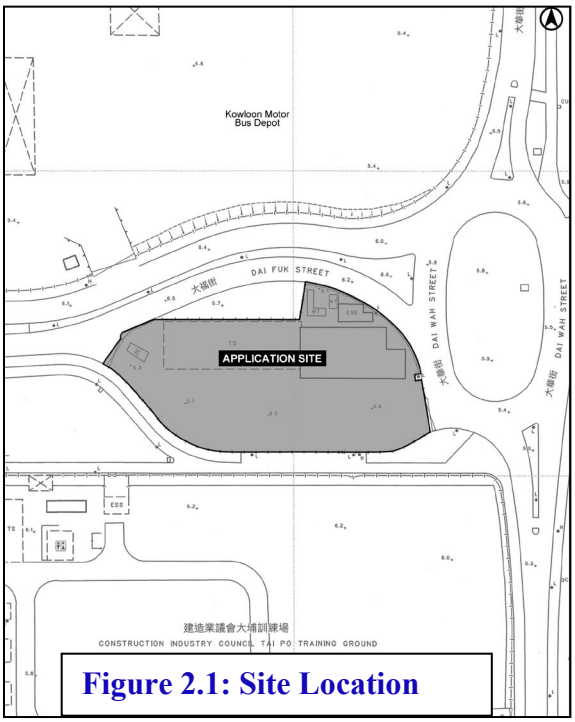


Figure 2.1: Site Location

2.2 Existing and Future Site Operation

2.2.1 Based on information from the MTR, the work nature of the TPBMC primarily involves preventive maintenance, corrective maintenance, incident bus repairs, component overhauls and bus annual overhauls (Certificate of Roadworthiness).

2.2.2 It must be emphasised that the TPBMC is NOT a bus depot and parking of buses are not permitted except those to be maintained as per the Short Term Tenancy (STT) condition.

2.2.3 Apart from extending the operating hours to include 7 am to 11 pm on Sundays, there is no change to the approved use and development parameters under this S16 Application. Hence, the existing TPBMC operation and vehicle trip generation are expected remain the same.

2.2.4 According to the MTR, future traffic generation for the Site will remain unchanged for Mondays to Saturdays, and proposed future Sundays will have the same number of buses as existing Saturdays.

2.3 Access Arrangement

2.3.1 Vehicles presently enter the Site from the Dai Fuk Street/Dai Wah Street/Dai Hung Street Roundabout and exit to Dai Fuk Street westbound. The departing Site vehicles will then disperse onto the surrounding areas after reaching the signalled crossroad of Ting Kok Road/Yuen Shin Road/Dai Fuk Street. This arrangement will remain unchanged in the future.

3.0 TRAFFIC FORECASTING

3.1 Existing Traffic Conditions

3.1.1 The Site is well connected to the external road network including the strategic roads of Yuen Shin Road, Ting Kok Road and Tolo Highway for easy access to all other parts of the Territory. The roads used by the TPBMC traffic are Dai Fuk Street, Yuen Shin Road and Ting Kok Road.

3.1.2 To establish the existing traffic conditions and pattern quantitatively and to provide data for traffic forecasting, comprehensive traffic surveys were carried out on Friday, 6 June 2025 and Sunday, 8 June 2025 at the key junctions given in **Table 3.1** and **Figure 3.1**. Based on comments received from TD, the AM Peak observed flows have been factored up by 12% and then rounded, for Junctions A and B for a conservative impact assessment.

Table 3.1 Surveyed Junctions

	Location	Junction Type
A	Ting Kok Road/Yuen Shin Road/Dai Fuk Street	Signalled Crossroad
B	Yuen Shin Road/Dai Fat Street	Signalled T-junction
C	Dai Fuk Street/Dai Wah Street/Dai Hung Street	Roundabout
D	Dai Fuk Street/Site Egress	Priority T-junction

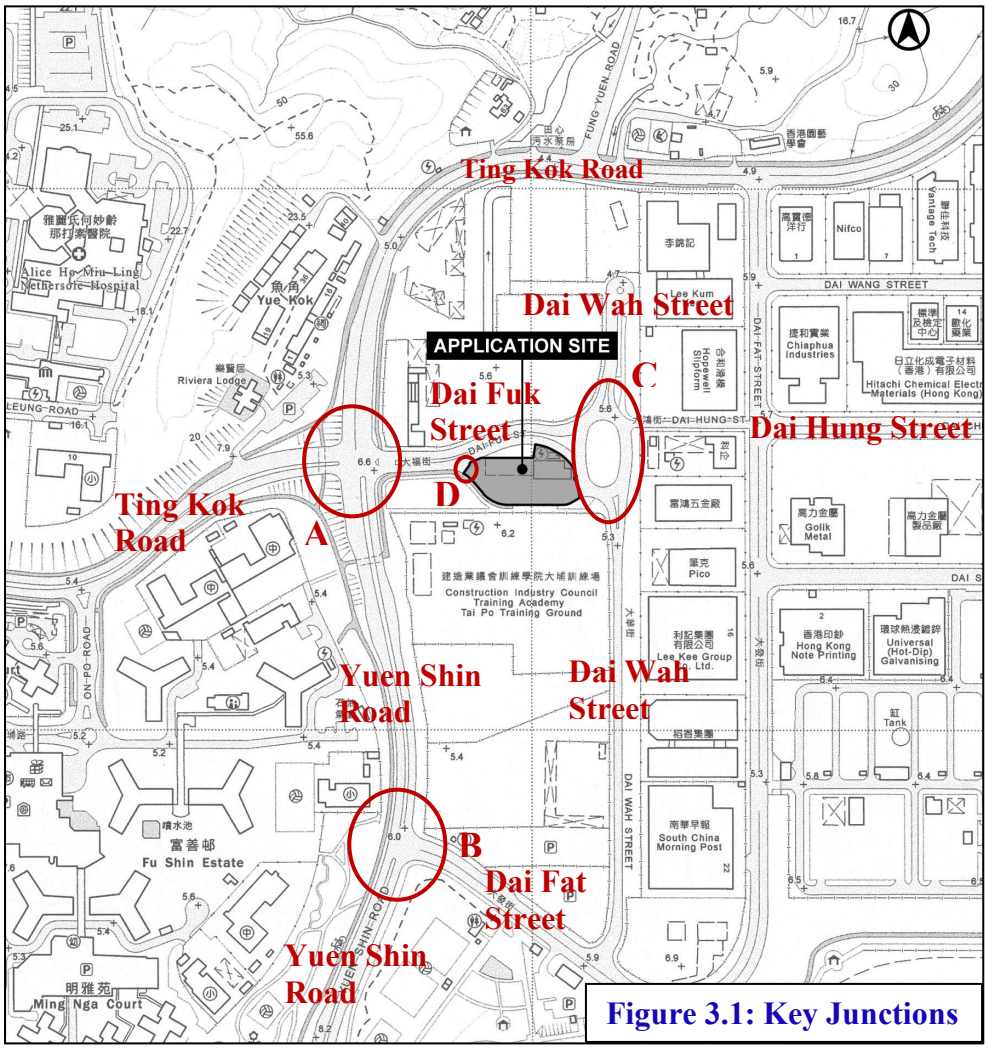


Figure 3.1: Key Junctions

3.2 Background Traffic Forecast

3.2.1 This application is to extend the TPBMC operating hours to 24 hours daily (i .e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency for a further 7 years from 2025. In this context, the design horizon year of 2032 has been adopted for assessment of traffic impact.

3.2.2 Background traffic flows for the future design year of 2032 were forecasted by applying an annual growth factor to the peak hour surveyed traffic flows from June 2025. Various sources were examined to determine the annual growth factor.

Growth Rate from Annual Traffic Census

3.2.3 Information from TD's Annual Traffic Census (ATC) reports was used to calculate the growth factor. **Table 3.2** shows the Annual Average Daily Traffic (AADT) figures from 2019 to 2023.

Table 3.2 AADT from 2019 to 2023

Road Name	From	To	Station No.	AADT				
				2019	2020	2021	2022	2023
Ting Kok Road	Nam Wan Rd	Dai Kwai St	5006	30,840	29,430	32,240	30,440	29,190
Kwong Fuk Road	Nam Wan Rd	Wan Tau St	5009	19,720	18,230	19,010	17,830	17,840
Tolo Highway	North of Ma Liu Shui INT	Yuen Shin Rd INT	5013	151,780	147,640	156,330	147,630	156,010
Nam Wan Rd	Tai Po Tai Wo Rd	Ting Kok Road	5421	29,070	25,980	27,240*	26,040*	27,670*
Tat Wan Rd	Nam Wan Rd	Ma Wo Rd	5666	11,440*	10,700	11,210	10,870*	11,120*
Dai Kwai St	Ting Kok Road	Dai Chong St	6619	4,450	4,100	4,460	3,780	4,240

Note: Traffic flows are shown in vehicles/day.

3.2.4 Linear regression analysis was applied to the AADT volumes for each of the count stations to obtain an annual growth factor for the study area. The average annual growth rate, weighted by traffic volume, for the study area was calculated to be -0.1%.

Growth Rate from TPEDM

3.2.5 Another growth factor was established using the 2021-based Territorial Population and Employment Data Matrix (TPEDM) compiled by the Planning Department (PlanD) - Estimated/ Projected Distributions of Population and Employment in 2021, 2026 and 2031. The Site lies within Tai Po and its population and the relevant growth rates are summarised in **Table 3.3**.

Table 3.3 TPEDM Figures for Tai Po

Tai Po	Population	Employment	Population + Employment
2021	316,450	96,600	413,050
2025 (interpolated)[1]	342,410	95,160	437,570
2026	348,900	94,800	443,700
2031	343,250	89,800	433,050
2032 (extrapolated)[2]	342,120	88,800	430,920
2025 to 2032			-0.2% p.a.

Source: www.pland.gov.hk/file/resources/population_data/tpedm/2021/2021-based TPEDM.pdf
Notes: 1. The 2025 population figure has been derived through interpolation between the 2021 and 2026 data.
2. The 2032 population figure has been derived by extrapolation from the 2026 and 2031 data.

3.2.6 The TPEDM population and employment data from 2021 and 2026 were used to interpolate the 2025 figures, whilst the 2026 and 2031 data were used to extrapolate the 2032 ones. A growth rate of -0.2% per annum was calculated for 2025 to 2032.

Growth Rate from Projections of Population Distribution

3.2.7 Another growth factor, +0.4% p.a., was established from PlanD's Projected Population by District Council District, 2023-2031. Data for the Tai Po District Council District are summarised in **Table 3.4**.

Table 3.4 Projected Population for Tai Po District Council

Year	2025	2026	2027	2028	2029	2030	2031
Population	335,900	348,900	350,400	346,500	341,200	340,600	343,200
2025 to 2031 growth rate = +0.4% p.a.							

Source: www.pland.gov.hk/pland_en/resources/population_data/pop_dist_proj/index.html?utm

Adopted Growth Rate

3.2.8 It can be seen that the Projected Population for Tai Po District Council in **Table 3.4** yielded the highest annual growth rate of +0.4%. To account for possible potential adjacent future developments, traffic flow fluctuations, uncertainties in land use and transport infrastructure changes, a conservative growth factor of 1% per annum (+7% total growth) was applied to the observed 2025 traffic demands to yield the 2032 design year traffic forecasts.

3.3 Site Trip Generation

3.3.1 MTR buses will be maintained, repaired, refuelled, cleaned and serviced at the TPBMC. It is NOT a bus depot and parking of buses are not permitted except those to be maintained. Given this work nature, the highest Site traffic generation is low even at the background traffic AM and PM peak hours. According to the MTR, future traffic generation for the Site will remain unchanged for Mondays to Saturdays, and proposed future Sundays will have the same number of buses as existing Saturdays.

3.3.2 To quantify the TPBMC traffic generation and attraction, MTR's log of all the vehicles travelling into and out of TPBMC from 2 to 7 June 2025 was examined. To cover the

traffic peak hours, data from 6 am to midnight have been extracted and are presented in **Table 3.5**.

Table 3.5 TPBMC Traffic Log from 2 to 7 June 2025

Time	Mon, 2 Jun 2025		Tue, 3 Jun 2025		Wed, 4 Jun 2025		Thu, 5 Jun 2025		Fri, 6 Jun 2025		Sat, 7 Jun 2025	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
06 - 07	1	6	1	5	1	5	1	4	1	5	1	2
07 - 08	0	0	0	0	0	0	1	1	0	0	0	0
08 - 09	2	0	1	2	2	1	1	1	2	1	0	1
09 - 10	0	0	2	0	1	0	0	0	0	0	1	1
10 - 11	2	2	5	1	0	1	1	0	1	1	1	1
11 - 12	1	0	0	0	1	0	0	0	3	2	0	0
12 - 13	0	1	1	1	0	0	1	1	0	1	1	1
13 - 14	1	1	0	0	0	0	1	0	0	0	0	0
14 - 15	1	0	0	0	0	0	1	1	1	1	0	0
15 - 16	1	2	0	0	0	0	0	0	0	0	0	0
16 - 17	0	0	0	0	0	0	0	0	0	0	0	0
17 - 18	0	0	1	0	0	0	0	0	0	0	0	0
18 - 19	2	0	0	0	0	0	1	0	0	0	1	0
19 - 20	3	4	3	3	4	3	0	0	3	2	2	1
20 - 21	6	5	3	2	4	3	3	1	5	5	0	0
21 - 22	6	5	5	4	7	6	3	2	6	5	6	6
22 - 23	10	9	12	11	12	12	3	3	14	12	***14***	***11***
23 - 00	7	9	8	9	9	9	2	3	7	8	9	11

Note: Traffic flows, mainly buses, are in vehicles.

3.3.3 Since the TPBMC is presently in operation except on Sundays, our weekday surveys will already have included its traffic generation. MTR advised that future Sundays will have the same number of buses as existing Saturdays. The highest Saturday hourly flow occurs between 2200 and 2300 hours which is outside the background traffic peaks. For a conservative assessment, however, this highest recorded Saturday hourly flows are adopted as the future Sunday Site traffic generation traversing at the background AM and PM peak hours. The estimated future Sunday Site traffic generation is summarised in **Table 3.6**.

Table 3.6 Future Site Traffic Generation - Sunday

TPBMC	**AM**		**PM**	
	Gen	**Att**	**Gen**	**Att**
Observed Saturday Peak Trip Generation (buses/hr)	*11*	*14*	*11*	*14*
Adopted Future Sunday Site Traffic (pcus/hr)	**22**	**28**	**22**	**28**

Note: pcus – passenger car units.

3.3.4 It can be seen from **Table 3.6** that the TPBMC will only produce a total 2-way traffic demand of 25 buses/hr (50 pcus/hr) in the peak hours even with a conservative estimate. Therefore, this proposal would have insignificant impact on traffic conditions when distributed to the surrounding road network. For a comprehensive assessment, however, traffic impact of the future TPBMC scheme has been assessed and the results are presented in Section 4.

4.0 TRAFFIC IMPACT ASSESSMENT

4.1 Road Network

4.1.1 Even with a conservative estimate, the TPBMC will only produce a total 2-way traffic demand of 50 pcus/hr in the Sunday AM and PM peak hours. With this small amount of additional Site traffic distributed onto various parts of the road network, the impact is very slight. After reviewing the study area road network, it was decided that the site generated traffic would have negligible effect on road link capacity.

4.2 Junction Capacity Assessment

4.2.1 Capacity analyses were carried out for the junctions that would be affected by the Site, the results are presented in **Table 4.1** for weekday and **Table 4.2** for Sunday. Detailed calculations, carried out in accordance with TD's Transport Planning and Design Manual, and traffic flows are attached in **Annex A**.

Table 4.1 Intersection Capacities in 2025 and 2032 - Weekday

Location		Peak	2025	2032
			With TPBMC[(2)]	With TPBMC
A	Ting Kok Rd/Yuen Shin Rd/ Dai Fuk St Signalled Crossroad	AM PM	48% 84%	38% 72%
B	Yuen Shin Rd/Dai Fat St Signalled T-junction	AM PM	28% 88%	20% 76%
C	Dai Fuk St/Dai Wah St/ Dai Hung St Roundabout	AM PM	0.26 0.24	0.28 0.26
D	Dai Fuk St/TPBMC Egress Priority T-junction	AM PM	< 0.01 < 0.01	< 0.01 < 0.01

Notes: 1. Capacity figures show the reserve capacity of the signalled junction, ratio of flow to capacity of the critical approach of the priority junction or roundabout.
2. TPBMC has already been approved to operate 24 hours daily from Mondays to Saturdays.

Table 4.2 Intersection Capacities in 2025 and 2032 - Sunday

Location		Peak	2025	2032	
			Without TPBMC	Without TPBMC	With TPBMC
A	Ting Kok Rd/Yuen Shin Rd/ Dai Fuk St Signalled Crossroad	AM PM	105% 71%	92% 60%	86% 54%
B	Yuen Shin Rd/Dai Fat St Signalled T-junction	AM PM	108% 66%	94% 55%	88% 51%
C	Dai Fuk St/Dai Wah St/ Dai Hung St Roundabout	AM PM	0.13 0.10	0.14 0.10	0.14 0.11
D	Dai Fuk St/TPBMC Egress Priority T-junction	AM PM	- -	- -	0.03 0.03

Note: Capacity figures show the reserve capacity of the signalled junction, ratio of flow to capacity of the critical approach of the priority junction or roundabout.

4.2.2 It can be seen from **Table 4.1** and **Table 4.2** that the junction capacities, including the Site generated traffic, will operate satisfactorily in both the AM and PM peaks.

5.0 SUMMARY AND CONCLUSIONS

5.1 The purpose of this TIA is to support a S16 planning application to the TPB to extend the TPBMC operating hours to 24 hours daily (i.e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency.

5.2 The work nature of TPBMC primarily involves preventive maintenance, corrective maintenance, incident bus repair, component overhaul and bus annual overhaul. The TPBMC is NOT a bus depot and parking of buses are not permitted except those to be maintained. Given this work nature, the highest Site traffic generation is low even at the background traffic AM and PM peak hours. According to the MTR, future traffic generation for the Site will remain unchanged for Mondays to Saturdays, and proposed future Sundays will have the same number of buses as existing Saturdays.

5.3 This TIA has examined the existing traffic operations of the TPBMC, including MTR's log of all the vehicles travelling into and out of TPBMC. Conservatively adopting the highest recorded TPBMC Saturday flows as the future Sunday Site traffic generation, it will only produce a maximum 2-way traffic demand of 25 buses/hr (50 pcus/hr) in the future Sunday AM and PM peak hours.

5.4 Junction capacities of all the intersections that may be affected by the proposed development have been assessed. Even with a conservative traffic forecasting methodology, the small amount of Site generated traffic was found to have negligible effect on link and junction capacities which were all found to operate satisfactorily by year 2032 weekday and Sunday peaks.

5.5 To enable additional bus maintenance services and enhance operational efficiency, extension of the existing TPBMC operation is justified in view of a lack of alternative sites, its land use compatibility and suitability for TPBMC, and a practical location for serving the community need for Tai Po residents.

5.6 This study has demonstrated that the existing transport operation is practicable and the proposed operation of the TPBMC would not cause adverse traffic impact on the nearby road network. Therefore it is feasible from a traffic engineering point of view to extend the TPBMC operating hours to 24 hours daily (i.e. Monday to Sunday) for a further 7 years.

5.7 The nature of the work undertaken by the TPBMC primarily involves preventive maintenance, corrective maintenance, incident bus repairs, component overhauls and annual bus overhauls (Certificate of Roadworthiness). Extending TPBMC's operating hours would enable the provision of additional maintenance services, thereby enhancing operational efficiency and ultimately resulting in improved services for the public.

Annex A

Junction Capacity Assessments

TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street

Description: With TPBMC (Existing) Date: Sep 2025

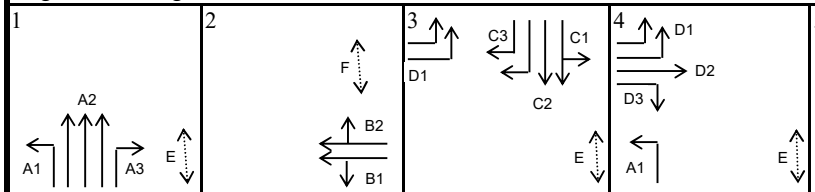
Design Year: 2025 Weekday File:

Designed by: AL

Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	240	0.137		1747	200	0.115	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	440	0.070	0.070	6315	490	0.078	0.078
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	10	0.005		1914	10	0.005	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1900	180	0.095	0.095	1892	141	0.075	0.075
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2114	200	0.095		2125	159	0.075	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1978	342	0.173		1975	236	0.120	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	368	0.173		2125	254	0.120	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	750	0.196	0.196	3830	500	0.131	0.131
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	1040	0.285		3644	710	0.195	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	150	0.071		2125	70	0.033	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	230	0.120	0.120	1919	200	0.104	0.104
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



I=7 I=5 I=7 I=6

		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.480	Total Y		0.387
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		48%	R.C. (%)		84%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

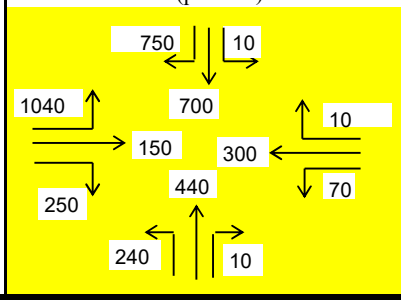
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

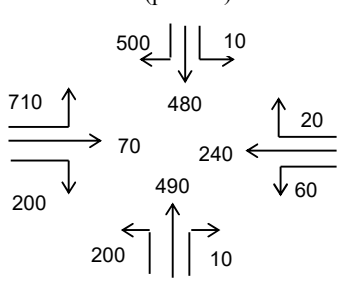
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street

Description: With TPBMC (Existing) Date: Sep 2025

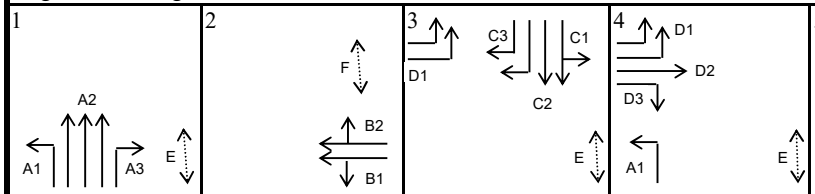
Design Year: 2032 Weekday File:

Designed by: AL

Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	257	0.147		1747	214	0.123	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	471	0.075	0.075	6315	524	0.083	0.083
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	11	0.006		1914	11	0.006	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1900	193	0.102	0.102	1892	151	0.080	0.080
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2114	214	0.101		2125	170	0.080	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1978	367	0.185		1975	252	0.128	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	393	0.185		2125	272	0.128	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	803	0.210	0.210	3830	535	0.140	0.140
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	1113	0.305		3644	760	0.208	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	161	0.076		2125	75	0.035	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	246	0.128	0.128	1919	214	0.111	0.111
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



I=7 I=5 I=7 I=6

		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.514	Total Y		0.414
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		38%	R.C. (%)		72%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

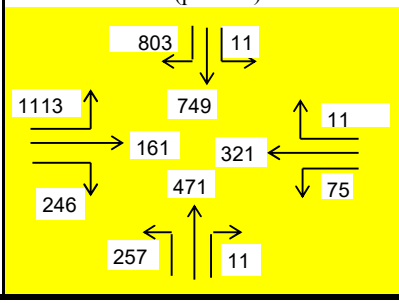
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

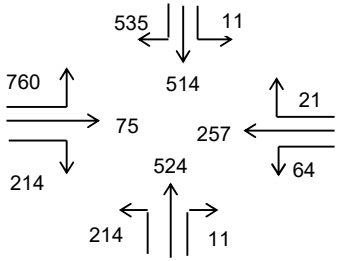
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



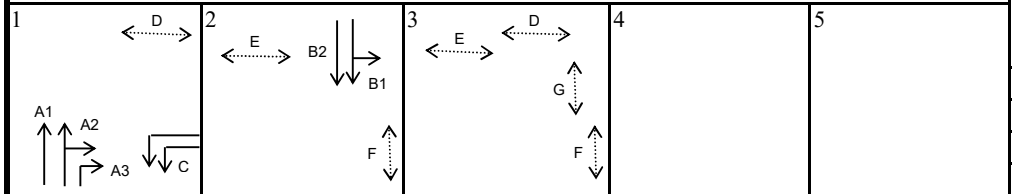
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: With TPBMC (Existing) Date: Sep 2025
Design Year: 2025 Weekday File:
Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	567	0.289	0.289	1965	351	0.179	0.179
2	Yuen Shin Road NB sa+rt	A2	1	3.50	21.0	1		1991	575	0.289		2091	374	0.179	
3	Yuen Shin Road NB rt	A3	1	3.50	17.0	1		1934	558	0.288		1934	345	0.178	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1955	467	0.239	0.239	1951	352	0.180	0.180
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	503	0.239		2105	378	0.180	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	550	0.134		4100	490	0.120	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=8											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 I=7 I=10 GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.527	Total Y		0.359
L (sec)		30	L (sec)		30
C (sec)		120	C (sec)		120
Y max		0.750	Y max		0.750
R.C. (%)		28%	R.C. (%)		88%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

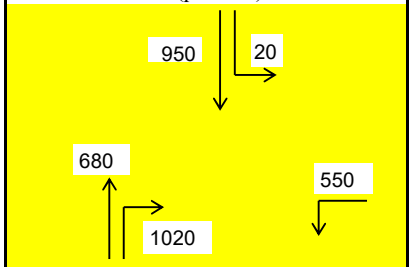
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

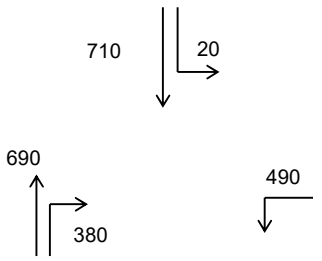
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



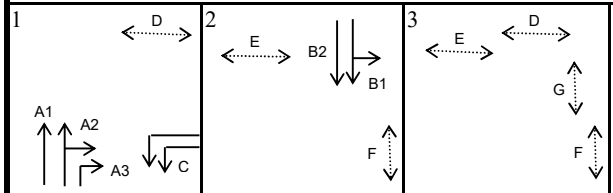
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: With TPBMC (Existing) Date: Sep 2025
Design Year: 2032 Weekday File:
Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	607	0.309	0.309	1965	375	0.191	0.191
2	Yuen Shin Road NB sa+rt	A2	1	3.50	21.0	1		1991	615	0.309		2091	400	0.191	
3	Yuen Shin Road NB rt	A3	1	3.50	17.0	1		1934	597	0.309		1934	370	0.191	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1955	500	0.256	0.256	1951	376	0.193	0.193
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	538	0.256		2105	405	0.192	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	589	0.144		4100	524	0.128	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=8											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 I=7 I=10 GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.564	Total Y		0.384
L (sec)		30	L (sec)		30
C (sec)		120	C (sec)		120
Y max		0.750	Y max		0.750
R.C. (%)		20%	R.C. (%)		76%

A)Unopposed streams in individual lanes

$S1 = (S0 - 140n) / (1 + 1.5\ f/r)$

B)Opposed streams in individual lanes

$S1 = (S0 - 230 - 140n) / (1 + 1.5\ f/r)$

where:

$S0 = 2080 - 42gG + 100\ (w - 3.25)$

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

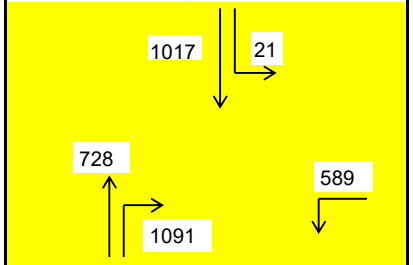
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

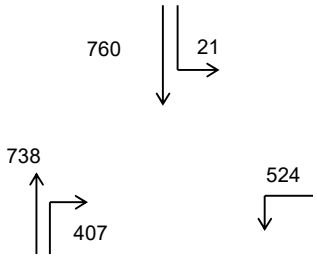
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street

Description: Without TPBMC (Existing) Date: Sep 2025

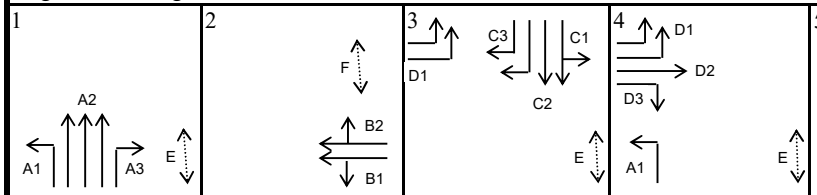
Design Year: 2025 Sunday File:

Designed by: AL

Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	90	0.052		1747	160	0.092	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	390	0.062	0.062	6315	560	0.089	0.089
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	20	0.010		1914	10	0.005	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1870	75	0.040	0.040	1888	90	0.048	0.048
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2100	85	0.040		2125	100	0.047	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1977	318	0.161	0.161	1978	348	0.176	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	342	0.161		2125	372	0.175	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	520	0.136		3830	710	0.185	0.185
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	610	0.167		3644	880	0.241	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	50	0.024		2125	40	0.019	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	160	0.083	0.083	1919	180	0.094	0.094
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.346	Total Y		0.416
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		105%	R.C. (%)		71%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

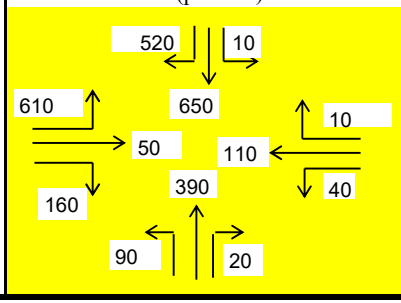
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

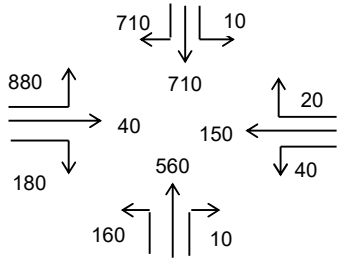
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street

Description: Without TPBMC (Existing) Date: Sep 2025

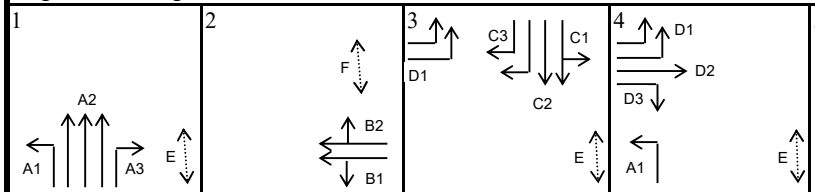
Design Year: 2032 Sunday File:

Designed by: AL

Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	96	0.055		1747	171	0.098	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	417	0.066	0.066	6315	599	0.095	0.095
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	21	0.011		1914	11	0.006	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1870	81	0.043	0.043	1888	96	0.051	0.051
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2100	91	0.043		2125	107	0.050	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1977	340	0.172	0.172	1978	371	0.188	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	366	0.172		2125	399	0.188	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	556	0.145		3830	760	0.198	0.198
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	653	0.179		3644	942	0.258	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	54	0.025		2125	43	0.020	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	171	0.089	0.089	1919	193	0.100	0.100
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



I=7 I=5 I=7 I=6

		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.370	Total Y		0.445
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		92%	R.C. (%)		60%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

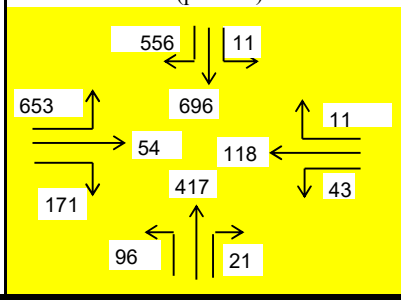
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

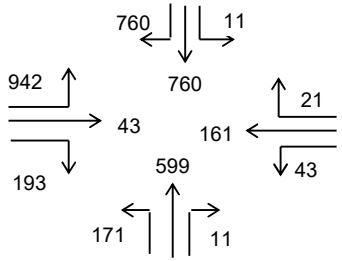
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

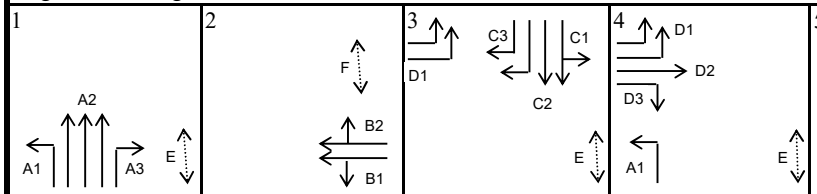
Junction: Ting Kok Road/Yuen Shin Road/Dai Fuk Street

Description: With TPBMC Date: Sep 2025 Designed by: AL

Design Year: 2032 Sunday File: Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB lt	A1	4,1	3.50	12.0	1		1747	96	0.055		1747	171	0.098	
2	Yuen Shin Road NB sa	A2	1	10.50		3		6315	417	0.066	0.066	6315	599	0.095	0.095
3	Yuen Shin Road NB rt	A3	1	3.50	15.0	1		1914	49	0.026		1914	39	0.020	
4	Dai Fuk Street WB lt+sa	B1	2	3.70	13.0	1		1848	101	0.054	0.054	1875	127	0.068	0.068
5	Dai Fuk Street WB sa+rt	B2	2	3.70	15.0	1		2105	115	0.054		2093	141	0.068	
6	Ting Kok Road SB lt+sa	C1	3	3.70	12.0	1		1977	340	0.172	0.172	1978	371	0.188	
7	Ting Kok Road SB sa	C2	3	3.70		1		2125	366	0.172		2125	399	0.188	
8	Ting Kok Road SB rt	C3	3	7.30	14.0	2		3830	556	0.145		3830	760	0.198	0.198
9	Ting Kok Road EB lt	D1	3,4	7.30	12.0	2		3644	653	0.179		3644	942	0.258	
10	Ting Kok Road EB sa	D2	4	3.70		1		2125	82	0.038		2125	71	0.033	
11	Ting Kok Road EB rt	D3	4	3.70	14.0	1		1919	171	0.089	0.089	1919	193	0.100	0.100
12	Pedestrians	E	3,4,1	GM=5, FGM=7											
13	Pedestrians	F	2	GM=5, FGM=7											
14															
15															

Stage / Phase Diagrams



I=7 I=5 I=7 I=6

		Stages 1+2+3+4 Critical			Stages 1+2+3+4 Critical
Total Y		0.382	Total Y		0.462
L (sec)		21	L (sec)		21
C (sec)		100	C (sec)		100
Y max		0.790	Y max		0.790
R.C. (%)		86%	R.C. (%)		54%

A)Unopposed streams in individual lanes

S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes

S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

where:

S0 = 2080 - 42gG + 100 (w - 3.25)

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

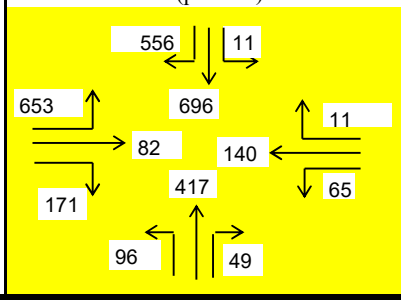
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

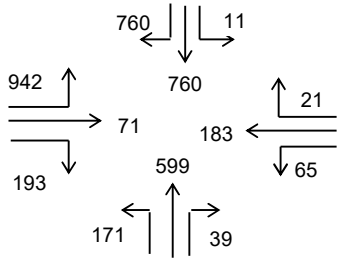
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

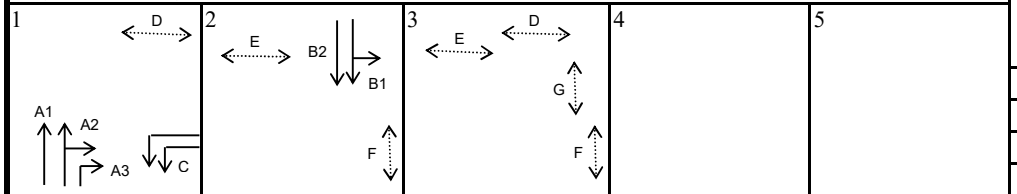
RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: Without TPBMC (Existing) Date: Sep 2025
Design Year: 2025 Sunday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	231	0.118	0.118	1965	348	0.177	0.177
2	Yuen Shin Road NB sa+rt	A2	1	3.50	21.0	1		2105	249	0.118		2105	372	0.177	
3	Yuen Shin Road NB rt	A3	1	3.50	17.0	1		1934	210	0.109		1934	220	0.114	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1959	405	0.207	0.207	1960	448	0.229	0.229
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	435	0.207		2105	482	0.229	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	210	0.051		4100	250	0.061	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=8											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 I=7 I=10 GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.324	Total Y		0.406
L (sec)		30	L (sec)		30
C (sec)		120	C (sec)		120
Y max		0.750	Y max		0.750
R.C. (%)		108%	R.C. (%)		66%

A)Unopposed streams in individual lanes

$S1 = (S0 - 140n) / (1 + 1.5\ f/r)$

B)Opposed streams in individual lanes

$S1 = (S0 - 230 - 140n) / (1 + 1.5\ f/r)$

where:

$S0 = 2080 - 42gG + 100\ (w - 3.25)$

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

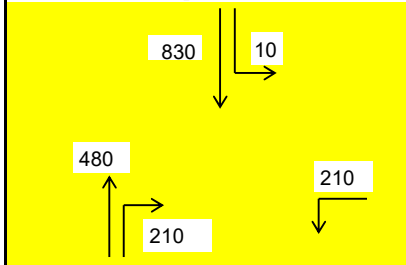
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

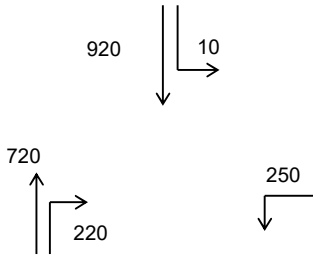
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



TRAFFIC SIGNAL CALCULATION

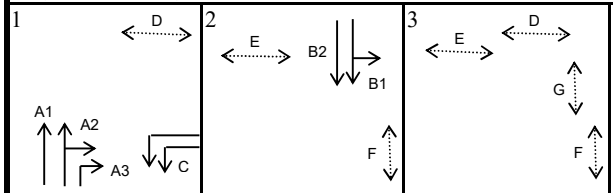
RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: Without TPBMC (Existing) Date: Sep 2025
Design Year: 2032 Sunday File:

Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	248	0.126	0.126	1965	372	0.190	0.190
2	Yuen Shin Road NB sa+rt	A2	1	3.50	21.0	1		2105	266	0.126		2105	398	0.189	
3	Yuen Shin Road NB rt	A3	1	3.50	17.0	1		1934	225	0.116		1934	235	0.122	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1959	434	0.221	0.221	1960	480	0.245	0.245
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	465	0.221		2105	515	0.245	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	225	0.055		4100	268	0.065	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=8											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 I=7 I=10 GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.347	Total Y		0.435
L (sec)		30	L (sec)		30
C (sec)		120	C (sec)		120
Y max		0.750	Y max		0.750
R.C. (%)		94%	R.C. (%)		55%

A)Unopposed streams in individual lanes

$S1 = (S0 - 140n) / (1 + 1.5\ f/r)$

B)Opposed streams in individual lanes

$S1 = (S0 - 230 - 140n) / (1 + 1.5\ f/r)$

where:

$S0 = 2080 - 42gG + 100\ (w - 3.25)$

g =1 for uphill, 0 otherwise

G = gradient

w = lane width in m

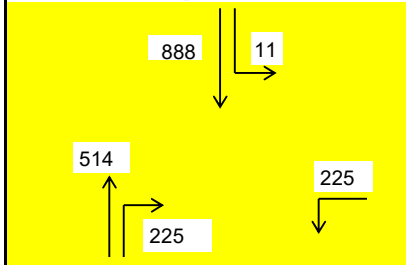
n =1 for n/s lane, 0 otherwise

f = proportion of turning traffic

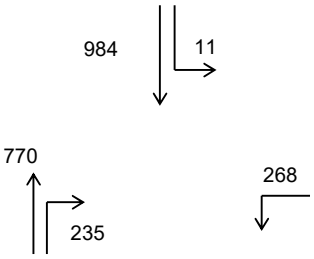
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



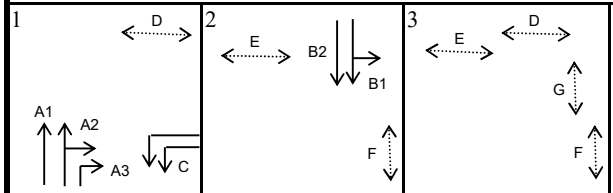
TRAFFIC SIGNAL CALCULATION

RL CONSULTANCY LTD.

Junction: Yuen Shin Road/Dai Fat Street
Description: With TPBMC Date: Sep 2025
Design Year: 2032 Sunday File:
Designed by: AL
Checked by: RL

	Approach	Phase	Stage	Width (m)	Radius (m)	No. of Lanes	Site Factor	AM Peak Hour Sat Flow (pcu/hr)	AM Peak Hour Design Flow (pcu/hr)	AM Peak Hour y value	AM Peak Hour Critical Y	PM Peak Hour Sat Flow (pcu/hr)	PM Peak Hour Design Flow (pcu/hr)	PM Peak Hour y value	PM Peak Hour Critical Y
1	Yuen Shin Road NB sa	A1	1	3.50		1		1965	262	0.133	0.133	1965	385	0.196	0.196
2	Yuen Shin Road NB sa+rt	A2	1	3.50	21.0	1		2105	280	0.133		2105	413	0.196	
3	Yuen Shin Road NB rt	A3	1	3.50	17.0	1		1934	225	0.116		1934	235	0.122	
4	Yuen Shin Road SB lt+sa	B1	2	3.50	12.0	1		1959	444	0.227	0.227	1960	490	0.250	0.250
5	Yuen Shin Road SB sa	B2	2	3.50		1		2105	477	0.227		2105	527	0.250	
6	Dai Fat Street WB lt	C	1	7.30		2		4100	225	0.055		4100	268	0.065	
7	Pedestrians	D	3,1	GM=5, FGM=8											
8	Pedestrians	E	2,3	GM=5, FGM=8											
9	Pedestrians	F	2,3	GM=5, FGM=8											
10	Pedestrians	G	3	GM=5, FGM=8											
11															
12															
13															
14															
15															

Stage / Phase Diagrams



I=10 I=7 I=10 GM=5

		Stages 1+2+3 Critical			Stages 1+2+3 Critical
Total Y		0.360	Total Y		0.446
L (sec)		30	L (sec)		30
C (sec)		120	C (sec)		120
Y max		0.750	Y max		0.750
R.C. (%)		88%	R.C. (%)		51%

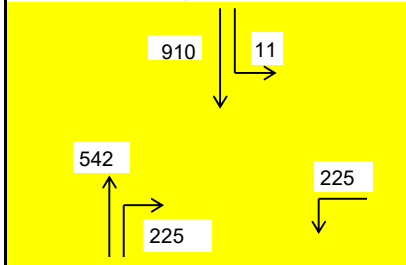
A)Unopposed streams in individual lanes
S1 = (S0 - 140n) / (1 + 1.5 f/r)

B)Opposed streams in individual lanes
S1 = (S0 - 230 - 140n) / (1 + 1.5 f/r)

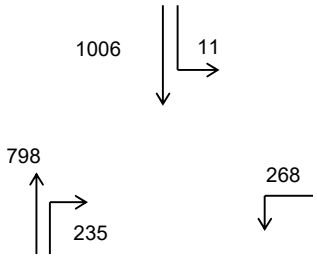
where:
S0 = 2080 - 42gG + 100 (w - 3.25)
g =1 for uphill, 0 otherwise
G = gradient
w = lane width in m
n =1 for n/s lane, 0 otherwise
f = proportion of turning traffic
r = radius of turn

Note: *=manually assigned flow

AM Traffic Flow (pcu's/hr)



PM Traffic Flow (pcu's/hr)



ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction:	Dai Fuk Street/Dai Wah Street/Dai Hung Street RA				
Description:	With TPBMC (Existing)	Date:	June 2025	Designed by:	AL
Design Year:	2025 Weekday	File:		Checked by:	RL

				Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:								
V	=	Approach half width (m)			3.6	7.3	3.5	3.0
E	=	Entry width (m)			7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)			20.0	100.0	8.0	8.0
R	=	Entry radius (m)			80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)			65.0	65.0	65.0	65.0
A	=	Entry angle (degree)			40	35	80	40
Q	=	Entry flow (pcus/hr)		AM	110	170	30	300
				PM	100	100	50	270
Qc	=	Circulating flow across entry (pcus/hr)		AM	300	90	90	30
				PM	290	80	70	50
Output:								
S	=	Sharpness of flare = 1.6(E-V)/L			0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)			1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))			5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)			1.65	1.65	1.65	1.65
F	=	303*X2			1795	2700	1474	1155
Td	=	1+(0.5/(1+M))			1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)			0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)		AM	1635	2678	1228	1133
				PM	1640	2685	1236	1124
DFC	=	Design flow/Capacity = Q/Qe		AM	0.07	0.06	0.02	0.26
				PM	0.06	0.04	0.04	0.24

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction:	Dai Fuk Street/Dai Wah Street/Dai Hung Street RA				
Description:	With TPBMC	Date:	June 2025	Designed by:	AL
Design Year:	2032 Weekday	File:		Checked by:	RL

				Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:								
V	=	Approach half width (m)			3.6	7.3	3.5	3.0
E	=	Entry width (m)			7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)			20.0	100.0	8.0	8.0
R	=	Entry radius (m)			80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)			65.0	65.0	65.0	65.0
A	=	Entry angle (degree)			40	35	80	40
Q	=	Entry flow (pcus/hr)		AM	118	182	32	321
				PM	107	107	54	289
Qc	=	Circulating flow across entry (pcus/hr)		AM	321	96	96	32
				PM	310	86	75	54
Output:								
S	=	Sharpness of flare = 1.6(E-V)/L			0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)			1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))			5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)			1.65	1.65	1.65	1.65
F	=	303*X2			1795	2700	1474	1155
Td	=	1+(0.5/(1+M))			1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)			0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)		AM	1623	2674	1225	1132
				PM	1629	2681	1234	1123
DFC	=	Design flow/Capacity = Q/Qe		AM	0.07	0.07	0.03	0.28
				PM	0.07	0.04	0.04	0.26

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street/Dai Wah Street/Dai Hung Street RA
Description: Without TPBMC Date: June 2025 Designed by: AL
Design Year: 2025 Sunday File: Checked by: RL

					Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:									
V	=	Approach half width (m)				3.6	7.3	3.5	3.0
E	=	Entry width (m)				7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)				20.0	100.0	8.0	8.0
R	=	Entry radius (m)				80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)				65.0	65.0	65.0	65.0
A	=	Entry angle (degree)				40	35	80	40
Q	=	Entry flow (pcus/hr)			AM	80	90	30	150
					PM	80	60	30	110
Qc	=	Circulating flow across entry (pcus/hr)			AM	150	70	60	30
					PM	110	60	50	30
Output:									
S	=	Sharpness of flare = 1.6(E-V)/L				0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)				1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))				5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)				1.65	1.65	1.65	1.65
F	=	303*X2				1795	2700	1474	1155
Td	=	1+(0.5/(1+M))				1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)				0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)			AM	1717	2692	1241	1133
					PM	1738	2699	1245	1133
DFC	=	Design flow/Capacity = Q/Qe			AM	0.05	0.03	0.02	0.13
					PM	0.05	0.02	0.02	0.10

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street/Dai Wah Street/Dai Hung Street RA
Description: Without TPBMC Date: June 2025 Designed by: AL
Design Year: 2032 Sunday File: Checked by: RL

					Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:									
V	=	Approach half width (m)				3.6	7.3	3.5	3.0
E	=	Entry width (m)				7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)				20.0	100.0	8.0	8.0
R	=	Entry radius (m)				80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)				65.0	65.0	65.0	65.0
A	=	Entry angle (degree)				40	35	80	40
Q	=	Entry flow (pcus/hr)			AM	86	96	32	161
					PM	86	64	32	118
Qc	=	Circulating flow across entry (pcus/hr)			AM	161	75	64	32
					PM	118	64	54	32
Output:									
S	=	Sharpness of flare = 1.6(E-V)/L				0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)				1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))				5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)				1.65	1.65	1.65	1.65
F	=	303*X2				1795	2700	1474	1155
Td	=	1+(0.5/(1+M))				1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)				0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)			AM	1711	2689	1239	1132
					PM	1734	2696	1243	1132
DFC	=	Design flow/Capacity = Q/Qe			AM	0.05	0.04	0.03	0.14
					PM	0.05	0.02	0.03	0.10

ROUNDABOUT CAPACITY CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street/Dai Wah Street/Dai Hung Street RA
Description: With TPBMC Date: June 2025 Designed by: AL
Design Year: 2032 Sunday File: Checked by: RL

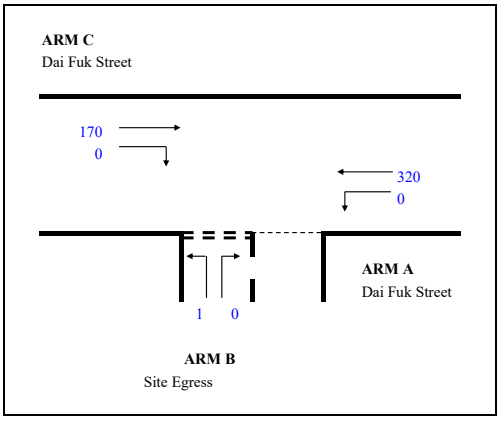
					Description:	Dai Wah St NB	Dai Fuk St EB	Dai Wah St SB	Dai Hung St WB
Input:									
V	=	Approach half width (m)				3.6	7.3	3.5	3.0
E	=	Entry width (m)				7.3	9.0	6.5	4.2
L	=	Effective length of flare (m)				20.0	100.0	8.0	8.0
R	=	Entry radius (m)				80.0	60.0	60.0	45.0
D	=	Inscribed circle diameter (m)				65.0	65.0	65.0	65.0
A	=	Entry angle (degree)				40	35	80	40
Q	=	Entry flow (pcus/hr)			AM	86	124	32	161
					PM	86	92	32	118
Qc	=	Circulating flow across entry (pcus/hr)			AM	189	75	92	60
					PM	146	64	82	60
Output:									
S	=	Sharpness of flare = 1.6(E-V)/L				0.30	0.03	0.60	0.24
K	=	1-0.00347(A-30)-0.978(1/R-0.05)				1.00	1.02	0.86	0.99
X2	=	V + ((E-V)/(1+2S))				5.92	8.91	4.86	3.81
M	=	EXP((D-60)/10)				1.65	1.65	1.65	1.65
F	=	303*X2				1795	2700	1474	1155
Td	=	1+(0.5/(1+M))				1.19	1.19	1.19	1.19
Fc	=	0.21*Td(1+0.2*X2)				0.55	0.69	0.49	0.44
Qe	=	K(F-Fc*Qc)			AM	1696	2689	1227	1120
					PM	1719	2696	1232	1120
DFC	=	Design flow/Capacity = Q/Qe			AM	0.05	0.05	0.03	0.14
					PM	0.05	0.03	0.03	0.11

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC (Existing)
Design Year: 2025 Weekday AM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	314
Q b-c	=	698
Q c-b	=	405
Q b-ac	=	698
Q b-c (O)	=	698

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0014
DFC c-b	=	0.0000

CRITICAL DFC = 0.00

TRAFFIC FLOWS:

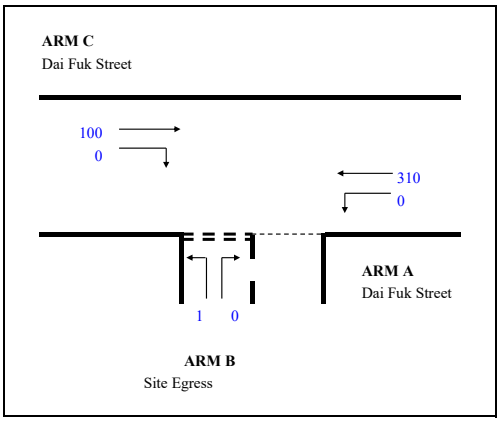
ARM A		
q a-b	=	0 pcus/hr
q a-c	=	320 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	170 pcus/hr
q c-b	=	0 pcus/hr

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC (Existing)
Design Year: 2025 Weekday PM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	323
Q b-c	=	701
Q c-b	=	407
Q b-ac	=	701
Q b-c (O)	=	701

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0014
DFC c-b	=	0.0000

CRITICAL DFC = 0.00

TRAFFIC FLOWS:

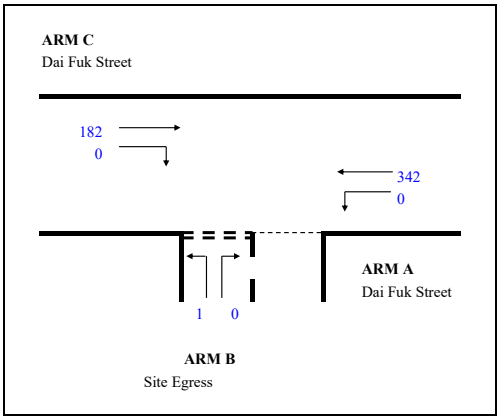
ARM A		
q a-b	=	0 pcus/hr
q a-c	=	310 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	100 pcus/hr
q c-b	=	0 pcus/hr

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout With TPBMC (Existing)
Design Year: 2032 Weekday AM

Designed by: AL
Checked by: RL



Notes:

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:

Road Widths

W	=	7.3	m
W cr	=	0.0	m
W b-a	=	0.0	m
W b-c	=	4.0	m
W c-b	=	0.0	m

Visibility

r:B-A	=	50	m
r:B-C	=	150	m
l:B-C	=	150	m
s:C-B	=	50	m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

TRAFFIC FLOWS:

ARM A		
q a-b	=	0 pcus/hr
q a-c	=	342 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	182 pcus/hr
q c-b	=	0 pcus/hr

THE CAPACITY OF MOVEMENT :

Q b-a	=	309
Q b-c	=	691
Q c-b	=	401
Q b-ac	=	691
Q b-c (O)	=	691

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0015
DFC c-b	=	0.0000

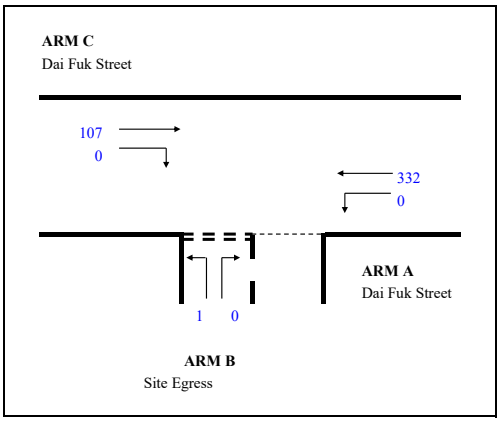
CRITICAL DFC = 0.00

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC (Existing)
Design Year: 2032 Weekday PM

Designed by: AL
Checked by: RL



Notes:

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:

Road Widths

W	=	7.3	m
W cr	=	0.0	m
W b-a	=	0.0	m
W b-c	=	4.0	m
W c-b	=	0.0	m

Visibility

r:B-A	=	50	m
r:B-C	=	150	m
l:B-C	=	150	m
s:C-B	=	50	m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

TRAFFIC FLOWS:

ARM A		
q a-b	=	0 pcus/hr
q a-c	=	332 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	1 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	107 pcus/hr
q c-b	=	0 pcus/hr

THE CAPACITY OF MOVEMENT :

Q b-a	=	319
Q b-c	=	694
Q c-b	=	403
Q b-ac	=	694
Q b-c (O)	=	694

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0015
DFC c-b	=	0.0000

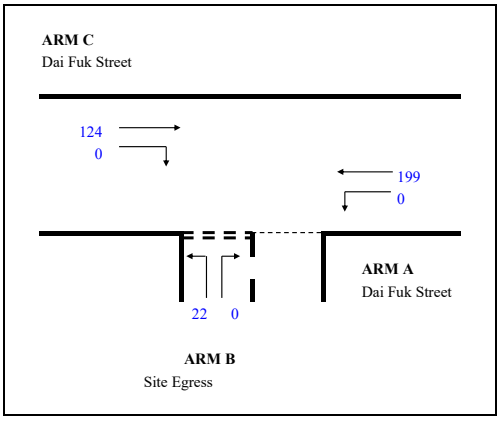
CRITICAL DFC = 0.00

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout With TPBMC
Design Year: 2032 Sunday AM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	339
Q b-c	=	733
Q c-b	=	425
Q b-ac	=	733
Q b-c (O)	=	733

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0300
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

TRAFFIC FLOWS:

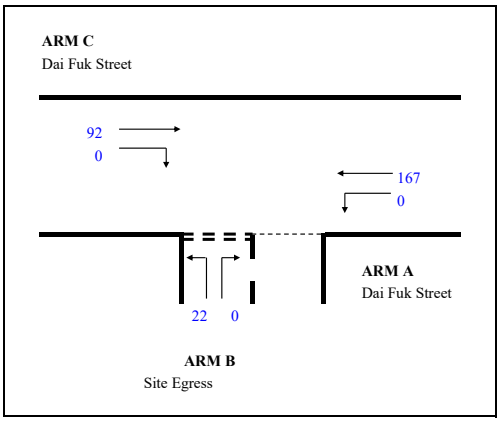
ARM A		
q a-b	=	0 pcus/hr
q a-c	=	199 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	22 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	124 pcus/hr
q c-b	=	0 pcus/hr

PRIORITY JUNCTION CALCULATION

RL CONSULTANCY LTD.

Junction: Dai Fuk Street / Site Egress
Description: Existing Layout: With TPBMC
Design Year: 2032 Sunday PM

Designed by: AL
Checked by: RL



Notes:
- 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:

Road Widths

W	=	7.3 m
W cr	=	0.0 m
W b-a	=	0.0 m
W b-c	=	4.0 m
W c-b	=	0.0 m

Visibility

r:B-A	=	50 m
r:B-C	=	150 m
l:B-C	=	150 m
s:C-B	=	50 m

GEOMETRIC FACTORS :

Y	=	0.7482
D	=	0.6155
E	=	1.0608
F	=	0.6155

THE CAPACITY OF MOVEMENT :

Q b-a	=	348
Q b-c	=	742
Q c-b	=	431
Q b-ac	=	742
Q b-c (O)	=	742

DESIGN FLOW/CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0296
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

TRAFFIC FLOWS:

ARM A		
q a-b	=	0 pcus/hr
q a-c	=	167 pcus/hr
ARM B		
q b-a	=	0 pcus/hr
q b-c	=	22 pcus/hr
F for (Qb-ac)	=	1
ARM C		
q c-a	=	92 pcus/hr
q c-b	=	0 pcus/hr

Appendix II of RNTPC
Paper No. A/TP/706

Previous Applications covering the Site on the
Tai Po Outline Zoning Plan

Approved Applications

Application No.	Proposed Development	Date of Consideration
A/TP/637	Temporary Bus Maintenance Centre for a Period of 7 Years	8.12.2017
A/TP/695	Renewal of Planning Approval for Temporary Bus Maintenance Centre for a Period of 7 Years	16.8.2024

Agenda Item 5
Replacement Page of Appendix III of
RNTPC Paper No. A/TP/706

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD):

- no objection to the application;

- the Site has been let to the MTRCL for the purpose of a bus maintenance centre including refuelling, servicing, repairing and maintenance of franchised buses (as defined in the Road Traffic Ordinance (Cap. 374), any regulations made thereunder and any amending legislation) which are currently licensed and are owned and operated by the Tenant only and such other ancillary uses as may be approved by LandsD for a term of three years from 1.2.2013 and thereafter quarterly under a Short Term Tenancy (STT) No. 1615. The tenancy may be terminated by either party giving to the other party at least three months' notice. The Tenant may erect structure(s) on the Site having a height not exceeding 2 storeys and 10m measuring from the formation level with a total GFA not exceeding 1,583m^2. The STT is still valid; ***and***

- if, upon expiry of the fixed term, the Site concerned is not immediately required for permanent or other temporary uses, the STT let by direct grant can generally continue on a quarterly basis. The STT will be terminated at an appropriate time to tie in with the long term use identified for the Site or another temporary use which should be given priority in the light of changing circumstances~~; and~~.

- ~~his advisory comments are at **Appendix IV**.~~

2. Drainage

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

- no objection in principle to the application from public drainage viewpoint;

- if the application is approved, an approval condition should be included to request the applicant to maintain the existing drainage facilities for the whole period of occupation to ensure that it will not cause adverse drainage impact to the adjacent areas; and

- her advisory comments are at **Appendix IV**.

3. **Landscape**

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

- the Site falls within an area shown as 'Road' on the Outline Zoning Plan, which is a non-landscape sensitive zoning and no significant landscape impact arising from the applied use is anticipated; and

- her advisory comments are at **Appendix IV**.

4. **Fire Safety**

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

- no in-principle objection to the application subject to the provision of fire service installations and water supplies for firefighting being provided to his satisfaction; and

- his advisory comments are at **Appendix IV**.

5. **Town Gas Safety**

Comments of the Director of Electrical and Mechanical Services (DEMS):

- the Site is located inside the Consultation Zone of the Tai Po Gas Production Plant. Noting that it is intended as a continuation of existing operations, we have no particular comment; and

- his advisory comments are at **Appendix IV**.

6. **Other Departments**

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

- Director of Environmental Protection;

- Chief Engineer/Construction, Water Supplies Department;

- Project Manager/North, Civil Engineering and Development Department (CEDD);

- Head of Geotechnical Engineering Office, CEDD;

- Chief Highway Engineer/New Territories East, Highways Department;

- Director of Agriculture, Fisheries and Conservation;
- Commissioner of Police; and
- District Officer/Tai Po, Home Affairs Department

Recommended Advisory Clauses

(a) to note the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD)'s comments that:

(i) while there are DSD's public stormwater drains in the area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of drainage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works;

(ii) public sewerage is not available near the Site;

(iii) the applicant shall resolve any conflict/disagreement with relevant lot owner(s) and seek Lands Department's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land (where required) outside the Site; and

(iv) no structure or support for any structure shall be erected within the area of drainage reserve at the Site for the whole period of occupation;

(b) to note the Director of Fire Services (D of FS)'s comment that the provision of emergency vehicular access in the Site shall comply with the requirements as stipulated in Section 6, Part D of the "Code of Practice for Fire Safety in Buildings 2011";

(c) to note the Director of Environmental Protection (DEP)'s comment that future operation of the temporary bus maintenance centre shall meet the statutory requirements under relevant pollution control ordinances;

(d) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTW, HyD) that adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains;

(e) to note the Director of Electrical and Mechanical Services (DEMS)'s comments that any related underground or excavation works should liaise with The Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the works site and any required minimum set back distance away from them. Electrical and Mechanical Services Department's requirements on the "Avoidance of Damage to Gas Pipes 2nd Edition" should be

observed for reference. The webpage address is: https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf; and

(f) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that four trees area located inside the Site and a group of large/mature tree is located south outside the Site. The applicant is advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works including Tree Risk Assessment from relevant departments prior to commencement of the works.