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

2022年 10月 24日
此文件在_____收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。
24 OCT 2022
This document is received on _____
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

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; and
位於鄉郊地區土地上及/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
位於鄉郊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.info.gov.hk/tpb/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.info.gov.hk/tpb/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

2202632 1% by hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/TY/146
	Date Received 收到日期	24 OCT 2022

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.info.gov.hk/tpb/. 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.info.gov.hk/tpb/)，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。

---

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)

The Hong Kong Shipyard 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)

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）	No. 98 Tam Kon Shan Road, Tsing Yi , New Territories Tsing Yi Town Lot No. 102 (Part), Tsing Yi
(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 3,850 sq.m 平方米 ☑ About 約 ☑ Gross floor area 總樓面面積 2,440 sq.m 平方米 ☑ About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積（倘有）	N. A. sq.m 平方米 ☐ About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Tsing Yi Outline Zoning Plan No. S/TY/31
(e)	Land use zone(s) involved 涉及的土地用途地帶	Other Specified Uses annotated Boatyard and Marine-oriented Industrial Uses
(f)	Current use(s) 現時用途	Partly occupied by temporary workshops and partly vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

☐ published notices in local newspapers on _____ (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	Proposed Temporary Logistics Centre for a period of 6 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	2,440 sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	0.63	☑About 約
Proposed site coverage 擬議上蓋面積	63.4 %	☑About 約
Proposed no. of blocks 擬議座數	one	
Proposed no. of storeys of each block 每座建築物的擬議層數	one 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 more than 10 m 米	☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

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

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

☑ Non-domestic part 非住用部分

GFA 總樓面面積

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

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約

(please specify the number of rooms 請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

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

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

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

.....

.....

.....

☑ other(s) 其他

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

Logistics Centre GFA 2,440 sq. m about

Loading/Unloading and manoeuving area /common driveway of 1,410 sq.m about .....

☐ 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]
one	one	logistics centre operation

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

.....

.....

.....

.....

.....

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)

18 months including construction and application of Short Term Wavier to be completed by June 2024

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)) Tam Kon Shan Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 1 Motorcycle Parking Spaces 電單車車位 ____ Light Goods Vehicle Parking Spaces 輕型貨車泊車位 ____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 ____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 ____ Others (Please Specify) 其他 (請列明) - _____ ____ _____ ____
	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 3 Medium Goods Vehicle Spaces 中型貨車車位 ____ Heavy Goods Vehicle Spaces 重型貨車車位 3 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)

.....
.....
.....
.....
.....

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 planning statement attached.

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

Gabriel Lee

Name in Block Letters 姓名（請以正楷填寫）

Director

Position (if applicable) 職位 （如適用）

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

on behalf of 代表 The Hong Kong Shipyard Limited

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

Date 日期 6 October 2022 ..... (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	No. 98 Tam Kon Shan Road, Tsing Yi , New Territories (Tsing Yi Town Lot No. 102 (Part), Tsing Yi 青衣担杆山路 98 號 (青衣市地段 102 (部分),青衣)
Site area 地盤面積	3,850 sq. m 平方米 ☐ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Draft Tsing Yi Outline Zoning Plan No. S/TY/31 青衣分區計劃大綱草圖編號S/TY/31
Zoning 地帶	Other Specified Uses annotated Boatyard and Marine-oriented Industrial Uses 其他指定用途註明「船廠及依靠海運之工業用途」
Applied use/ development 申請用途/發展	Proposed Temporary Logistics Centre for a period of 6Years 擬議為期6年臨時「物流中心」之用途

(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	2,440	☑ About 約 ☐ Not more than 不多於	0.63 ☑About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用			
		Non-domestic 非住用	One		
		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)
		One	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	63.4		% ☑ About 約
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人		sq.m 平方米 ☐ Not less than 不少於
	Public 公眾		sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	1
	Private Car Parking Spaces 私家車車位	1
	Motorcycle Parking Spaces 電單車車位	
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	_____	
	_____	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	6
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	3
	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	3
	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） 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）	☐	☐
_____		
_____		

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。

Proposed Temporary Logistics Centre for a period of 6 Years at Tsing Yi Town Lot No. 102 (Part), No. 98 Tam Kon Shan Road, Tsing Yi, New Territories

Supporting Planning Statement

October 2022

Applicant:
The Hong Kong Shipyard Limited

Table of Contents

Executive Summary

This application is to seek planning approval from the Town Planning Board (TPB) for the proposed temporary logistics centre for a period of 6 years at a part of Tsing Yi Town Lot No. 102 at No. 98 Tam Kon Shan Road, Tsing Yi. The subject Site falls within an area zoned "Other Specified Uses (Boatyard and Marine-oriented Industrial Uses)" under the Draft Tsing Yi OZP No. S/TY/31.

The proposed logistics center will operate daily from 0700-2100 hours (including public holidays) inside the Hong Kong Shipyard in a portion underutilized area. Since it locates in the most western side of the shipyard, it does not interfere the shipyard operation. As it locates close to the airport, it is intended to be an aviation logistics operation with about 50-70 (during peak) workers in one shift (likely 2 shifts for the operation). The proposed development will take up the area where the previously approved application (No. A/TY/130) for a proposed concrete batching plant. The proposed centre will be a single storey steel-framed structure of not more than 10m celling height with a total GFA of about 2,440 m^2 with a small ancillary office (50 m^2) inside. It is also planned to have 6 loading/unloading bays. For the transportation of workers, additional shuttle coach service will be provided on top of current shuttle service run by the shipyard. Other related supporting facilities will be shared with the existing shipyard operator such as toilets and canteen.

This planning statement demonstrates that the proposed logistics centre will not generate any unacceptable or adverse impact on the local area in terms of traffic aspect; and no adverse environmental impact as all are industrial developments nearby. The proposed development is fully justified for the following main reasons:

1. Compatible temporary multi-use on-site (improve existing land utilization);
2. Support the aviation logistics industry away from Kwai Chung concentration;
3. Easily assembled and dismantled structure; and
4. No significant adverse impact anticipated.

In view of the above and as detailed in this planning statement, Members of the TPB are requested to give favourable consideration to this Application.

行政摘要

本規劃申請書是向城市規劃委員會（「城規會」）申請規劃許可，准許於位於青衣担杆山路98號青衣市地段第102號部分的臨時「物流中心」之用途，為期6年。有關之申請地點位於青衣分區計劃大綱草圖編號S/TY/31的“其他指定用途註明「船廠及依靠海運之工業用途」”地帶範圍內。

擬議的物流中心位於現時的香港船廠內最西側面，在未充分利用的區域內。這對於船廠營運，不構成什麼壞影響。物流中心每天營運時間由0700至2100，一個班次大約有50-70(繁忙時間)名工人（可能是2班輪替工作）。並鑑於其靠近機場的位置，可以支援航空物流業的運營。擬議的物流中心計劃，是佔用先前獲批「混凝土廠」的地盤。擬建物流中心為單層鋼架結構，建築高度不超過10米高，總建築面積約2,440平方米。計劃裡面設有小型辦公室(50平方米)，此外有6個裝卸車位，以滿足營運需要。對於工人的上班交通安排，將在現有穿梭巴士班車服務之上，提供額外班車服務。其他相關配套設施將與現有船廠運營商共用，如廁所和食堂。

本規劃聲明表明的「物流中心」，在交通方面不會對當地產生任何不可接受或壞的影響。也沒有不利的環境影響，因為附近都是的運營工業。基於以下主要原因，擬議發展項目是具有充份理據：

1. 臨時多用途兼容（提高土地利用率）；
2. 支持遠離過分集中葵涌的航空物流業；
3. 使用易於組裝和拆卸的材料；和
4. 預計不會帶來任何負面影響。

鑒於上述原因及本規劃文件中詳述的理由，我司懇請城規會考慮批准是次規劃申請。

1 THE APPLICATION

1.1 We, the Hong Kong Shipyard Limited ("the **Applicant**"), submit this planning application for a proposed logistics centre (**"LC")** for a period of 6 years. The location of the subject site is shown in **Figures 1 and 2** and falls within Tsing Yi Town Lot No. 102 **("T.Y.T.L.** No. **102"),** No. 98 Tam Kon Shan Road, Tsing Yi, New Territories **("Subject Site").**

1.2 The Applicant would like to fully utilize the area and support aviation logistics. The proposed area is related to the previous approved applications for 'Concrete Batching Plant' since 2001 (Application Nos. A/TY/62, 91, 108, and 130) within the Hong Kong Shipyard**.** The Subject Site falls within an area zoned "Other Specified Uses" annotated "Boatyard and Marine-oriented Industrial Uses" **["OU(BMIU)"]** on the Draft Tsing Yi Outline Zoning Plan No. S/TY/31 (the **"OZP").** In the Notes for the "OU(BMIU)" zone of the OZP, 'Cargo Handling and Forwarding Facility' is a Column 2 use, a planning permission for the subsumed 'LC' from the Town Planning Board (TPB) under section 16 of the Town Planning Ordinance is required.

Figure 1: Location Plan
(source: Geoinfo Map: https://www.map.gov.hk/gm/map/)

1.3 This proposal is aligned with recently announced Budget and Policy Address 2021, the role of logistics industry would continue as one of the important pillars for Hong Kong economy. The proposed development echoes Government's economic policy and support the aviation logistics industry.

2 SITE CONTEXT

2.1 The Site

2.1.1 It is occupied by old workshops for boatyards, temporary storage and temporary structures (**Figure 2**) ; and all to be demolished; and

Figure 2: Aerial View

2.1.2 It is accessible via the roundabout from Tam Kon Shan Road and Tsing Yi North Coastal Road slip road (**Appendix 1: TIA report**).

2.2 The Surrounding Areas

2.2.1 To its west, it is the Hong Kong Cement Tsing Yi Plant. To its south, it is Tam Kon Shan Road and Tsing Yi North Coastal Road. To its north, it is a river channel with piers;

2.2.2 To its east, it is a number of shipyards along Tam Kon Shan Road and to its further east are car parks, a proposed community green station (CGS) and Tsing Yi Northeast Park;

2.2.3 To the southeast across Tam Kon Shan Road is another "OU" annotated "Boatyard and Marine-oriented Industrial Uses" zone which is currently occupied by a temporary car park. Part of the site is covered by an approved application no. A/TY/125 for the development of a PEMS Laboratory by Environmental Protection Department; and

2.2.4 The nearest residential development Cheung On Estate is about 1 km away from the Site. As no sensitive receivers around so no environmental impact is anticipated.

3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Development

3.1.1 The proposed development is a temporary logistics centre in one block with an ancillary office of not more than 50m^2. Therefore the area subject to planning permission will include 1 single storey steel-framed building block and its associated open area for manoeuving/common driveway. The building height is

not more than 10m and total site area and GFA of about 3,850m^2 and 2,440m^2 respectively. The other shared areas including gated entrance and security guardroom, and other shared common facilities like canteen and toilets. 6 loading/unloading bays for both heavy and light goods vehicles and one private car park will be provided as shown in **Figure 3** below.

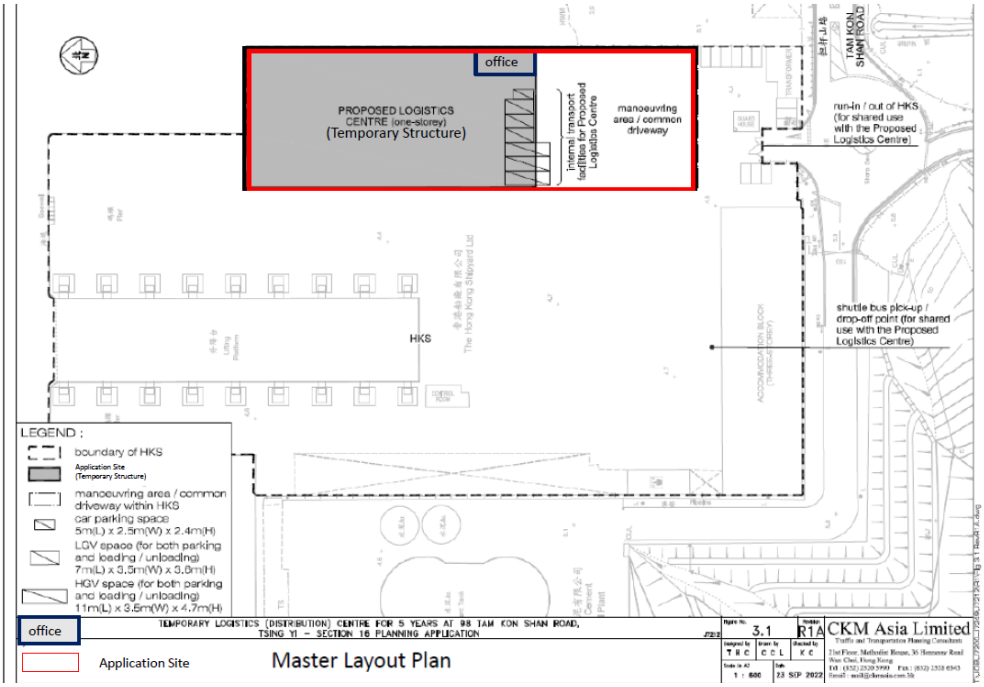


Figure 3 Master Layout Plan

3.1.2 The Master Layout Plan is fully utilizing the existing storage area (**Figure 2**) of of the shipyard. The temporary structure will be a simple steel frame and its section plan is in **Figure 4**. The key development parameters are listed in **Table 3.1** and some illustrations of the possible internal setup in **Figures 5 and 6**.

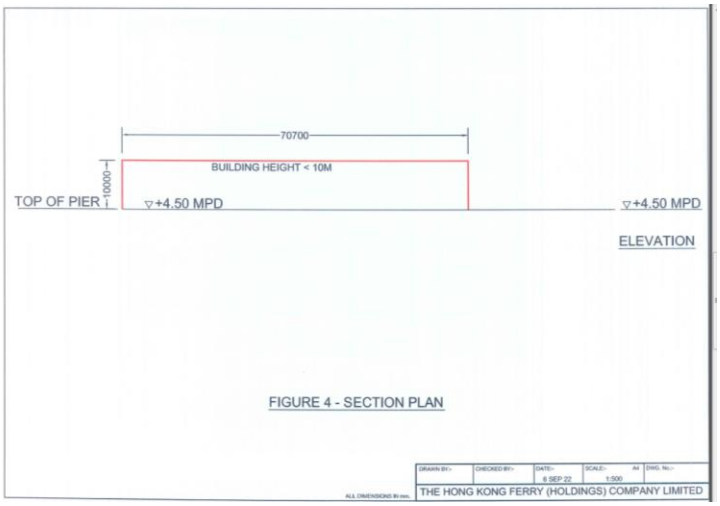


Figure 4 Section Plan

Table 3.1 Key Development Parameters

1. Overall Development	
Total Site Area	About 3,850 m^2
Total GFA (One Block)	About 2,440 m^2
Site Coverage	About 63.4%
Plot Ratio	About 0.63
Building Height	Not more than 10m
An ancillary office	Not more than 50m^2
No. of Storey	1 no.
No. of Parking Spaces: i. Private car (2.5m [W] x 5m [L]) **No. of L/UL spaces:** i. Light Goods Vehicle (3.5m [W] x 7m [L]) ii. Heavy Goods Vehicle (3.5m [W] x 11m [L] x 4.7m [H])	1 no. 1 no. 6 nos. 3 nos. 3 nos.
No. of workers on site (same as 2 shifts)	50 – 70 (during peak)
Operation hours (all year including public holidays)	7am to 9pm

Figure 5 Illustration of Steel Structure Logistics Centre

Figure 6 Illustrations of Logistics Centre Setup

3.2 Proposed Operation

3.2.1 There are about 50 workers during normal business operation and up to 70 workers in peak season. The logistics center will operate normally from 7am to 9pm daily all year including public holidays. Delivery vehicles are in and out throughout the day. Sufficient waiting area is allowed and advance booking system for pick-up.

3.2.2 As the proposed logistics operation will not coincide with the existing shipyard operation in terms of lunch hour, it is possible for sharing of facilities includes canteen on 3/F as well as the toilets on ground floor of the administration building.

3.3 Traffic Arrangement and Impact Assessment

3.3.1 The TIA report (**Appendix 1**) demonstrates that there is no significant adverse impact. The junctions and road links analysis has demonstrated sufficient capacity to accommodate the (i) expected traffic growth; and (ii) additional traffic generated during the peak hours in 2027.

3.3.2 Road access to the subject site is from Tam Kon Shan Road which is a wide single-two or single-three lane road. Fronting the subject site is at the junction of Tam Kon Shan Road / Tsing Yi North Coastal Road (TYNCR) slip road, which is a mini roundabout. Two uni-directional slip roads are provided from TYNCR westbound to the Tam Kon Shan Road mini roundabout to the south of the subject site, and from Tam Kon Shan Road to TYNCR eastbound (towards Tsuen Wan).

3.3.3 Worker transportation is served by existing and additional 4 shuttle bus services (not less than 40-person seater). The existing Hong Kong Shipyard's shuttle bus also has spare capacity to be shared if needed for service areas in Prince Edward, Tsuen Wan and Mei Foo.

3.4 Sewerage and Drainage Arrangement

3.4.1 On site sewerage and drainage arrangement will meet the operation requirement. The toilet facilities in administration building can be used by the workers of the proposed LC.

3.4.2 The proposed building block is currently on hard-surface so there will not be an increase in the surface runoff. Drainage adverse impact is not anticipated.

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 Compatible Temporary multi-use on-site

4.1.1 Multi-use is common and respected so to inject appropriate use to improve the temporary existing land utilization. The current Subject Site is partially used for a compatible use (stated in Column 2 of the Note) will improve its land utilization. It is not anticipated any conflict of work flow since shipyard is mainly through marine access while logistics centre is via land. This is a good combination of the two different operations on-site. There is no impact on the existing shipyard operation.

4.2 Support aviation logistics industry away from Kwai Chung Concentration

4.2.1 The subject logistics centre is away from the concentrated logistics industry in the congested Kwai Chung. It is located in Tsing Yi which would have advantage to relieve congestion in the Kwai Chung area. The subject premises will be used as temporary facilities to support the aviation logistic industry.

4.3 Ease Assembled and Dismantled Structure

4.3.1 The proposed temporary use on steel-frame structure can be reverted back to existing shipyard use after the shipyard market has been recovered. The flexibility is built in as the business cycle is kept changing. The role of aviation logistics is in demand at this moment and sufficient back-up service is inevitable needed.

4.4 No significant Adverse Impact

4.4.1 The Subject Site is embraced by shipyard operations so no sensitive receiver is around. The indoor operation of the logistics centre is fully enclosed so no noise impact to the surrounding is anticipated. The traffic will not generate significant adverse impact as per submitted TIA.

5 CONCLUSION

5.1 The proposed logistics center is an initiative to improve existing land utilization. Its close proximity to airport is an advantage for supporting aviation logistics. The less cost for logistics, the less cost to the community. Also no adverse impact to the environment and traffic to the local neighbourhood is anticipated.

5.2 The proposed temporary structure is easily convertible back to existing use when needed and it is evident that the proposed temporary use could be favourably considered by the TPB.

香港小輪集團成員
香 港 船 廠 有 限 公 司
THE HONG KONG SHIPYARD LIMITED
Member of Hong Kong Ferry Group

Cert. No.: HKG0061013/A Cert. No.: HKG0061013

Your Ref: A/TY/146
Our Re: TY-A146/FI.3

17 Feb 2023

20/2 14:19

By Email & By Post

RECEIVED
23 FEB 2023
Town Planning Board

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

Dear Sir/Madam,

Proposed Temporary 'Logistic Centre' Use for a Period of 6 Years in "Other Specified Uses (Boatyard and Marine-oriented Industrial Uses)" Zone Tsing Yi Town Lot 102 (Part), 98 Tam Kon Shan, Tsing Yi

Further Information (Response to Comments – CEDD, EPD, TD & HKPF)

This is a consolidated responses to departmental comments received up to 18 Jan 2023 in **Annex 1**, which covers the following:

Annex 1 (consolidated FI to replace the previous submission)

1. Ports Works Division, Civil Engineering and Development Department on 22 November 2022;
2. Environmental Protection Department (EPD) on 8 and 9 December 2022 and 18 January 2023 via DPO's email; and
3. Transport and Hong Kong Police Force comments dated 2 December 2022 via DPO's email.
4. EPD on 18 January via DPO email.

Should you have any queries with regard to the above, please do not hesitate to contact our Dr. Owen Yue (2908-8403) or the undersigned.

Yours faithfully,
For and on behalf of
The Hong Kong Shipyard Limited

THE HONG KONG SHIPYARD LTD. 香港船廠

Gabriel Lee
OY/SL/GL
[Encl.] Annexes 1 and 2 (TIA)
cc: TWK DPO – Ms. Cecil Chow (Email: cccchow@pland.gov.hk)

Annex 1: Responses to EPD Comments on Tsing Yi Distribution (Logistics) Centre, Application No. A/TY/146 (submitted FI)

Comments	Responses
Chief Engineer/Port Works, CEDD received on 22 Nov 2022	**FI submitted on 2 Dec 2022**
The design and construction of new and modified marine works should meet fully the latest requirements in the Port Works Design Manual and Corrigendum;	As the proposed works is next to the sea area, I have the following comments from marine engineering point of view:- 1. Noted. There is no marine works involved.
2. The new and modified marine works and proposed works should not cause any adverse impact to the structural integrity and stability of the existing marine I river structures;	2. Nothing will touch on the existing seawall and the temporary structure is prefabricated off-site to minimize on-site construction. Minimum works on site.
3. If the works involve opening of the existing seawall, you are required to ensure every possible step and measure will be taken to prevent earth, debris, soil of whatever nature or building materials from the site or other areas affected by the works on the site being eroded and washed down onto the sea and the foreshore and seabed. In the event of earth, debris, soil of whatever nature or building materials from the site or other areas affected by the works on the site being eroded and washed down onto the sea and the foreshore seabed, you shall be responsible for removal of the same at your own cost. You should also ensure survey will be carried out to monitor any possible silting up of the adjoining seabed;	3. There is no works involving the existing seawall/marine structure.
4. Given the proximity to the coastal area please conduct the coastal impact assessment to assess the coastal risks arising from storm surge and waves taking into account the effects of climate change and extreme weather if necessary. For coastal risk and design of coastal structures, please carry out the coastal impact assessment with reference to CEDD's Port Works structures, please carry out the coastal impact assessment with reference to CEDD's Port Works Design Manual and its associated corrigenda. Please assess the impact on the proposed structures and facilities with reference to the findings of coastal impact assessment, and shall take appropriate mitigation measures to enhance the resilience of their structures and facilities including hard	4. Since no change in site coverage of hard surface, the run-off will be the same as before. The climate change and prevention measures will be taken likely inside the logistics centre. The same drainage system will be kept and no adverse impact due to stormy season is anticipated. No special E&M required since power supply provided by the landlord.

engineering (e.g. wave wall and elevated E&M equipment to a higher level) and management measures (e.g. alert system and installation of demountable flood barrier) where applicable; 5. Please consider the climate change effect (e.g. sea level rise and increase in storm surge) during the design life of the structures and facilities. Design allowance with progressive adaptive approach should be considered in design to cater for a severe climate change scenario such that the proposed structures and facilities can be enhanced progressively in the future if needed. For example, adequate foundation will be received in the design of wave wall for further increase of crest level of wave wall. Please refer to PWDM and the corrigendum No. 1/2022 regarding the Design Allowance with Progressive Adaptive Approach; and 6. In view of the close proximity of/interface with existing marine/river structures and any proposed marine/river structures, please consult this Division again for future submissions of the project, including but not limited to the detailed design and report on management and maintenance responsibilities.	5. There is no marine structure involved and the temporary structure will be dismantled when it is not in use 6. It is the existing storage space to be converted to a logistics centre. No marine structure is affected.
Transport Department (Email dated 2nd December 2022)	**FI submitted on 9 January 2023**
General Comments (i) Please define the Area of Influence in the TIA.	
(ii) Please note that vehicles with length over 7m are prohibited to drive to the concerned site via Tam Kon Shan Road westbound, and prohibited to drive beyond Tsing Yi Northeast Park via Tam Kon Shan Road eastbound. Therefore, please advise the types and lengths of vehicles which are expected to be assessed accordingly,	The traffic model shows that all vehicles generated by the Proposed Logistics Centre, including private car, LGV, HGV and shuttle bus, would use the Tsing Yi North Coastal Road but not the section of Tam Kon Shan Road of concern. Hence, traffic generated by the Proposed Logistics Centre would have **no** impact to junctions and links located along the section of Tam Kon Shan Road east of Tsing Yi Northeast Park.

(iii) It is noted that the trip generation rates, parking and loading / unloading demand are formulated based on the data of logistic centres in Yuen Long, in where the traffic pattern is completely different form Kwai Tsing district. Please conduct survey in logistic centres in Kwai Tsing district instead, and review that trip generation rate, parking and loading / unloading demand.	The logistics centres located in Kwai Tsing District were also considered, but found to have over 85,000m^2 GFA, which is at least 30 times larger than the Proposed Logistics Centre with GFA of only 2,440m^2. Hence, the logistics centres in Kwai Tsing District are considered **not** comparable to the Proposed Logistics Centre.
(iv) It is noted that traffic count was carried on a Friday in July 2022. Please supplement with school schedules to verify whether the concerned date is a normal school day. Furthermore, please carry out the traffic survey on at least two more normal weekdays to verify the traffic data.	According to the *"Arrangement of Special Vacation in the 2021/22 School Year"* published by Education Bureau, *"the original summer vacation of schools will be brought forward from July / August to March / April … The last school day in the current school year is 12 August 2022"*. In view of the above, the day of traffic survey was a school day. To ensure that the peak hour traffic flows are representative, the daily and monthly variations of the Annual Traffic Census (ATC) Station located close to the subject site have been considered. Details are presented in Paragraph 2.7 of the revised TIA report.
(v) Please review whether it is appropriate to make reference to "Industrial Use" parking requirements in HKPSG while planning for the number of parking spaces and loading / unloading spaces.	According to *"Definitions of Terms"* published by Town Planning Board, logistics centre is categorised as *"Cargo Handling and Forwarding Facility"* instead of *"Industrial Use"*. It is noted that the Hong Kong Planning Standards and Guidelines (HKPSG) have recommendations on the provision of internal transport facilities for *"Industrial Use"*

	but not for *"Cargo Handling and Forwarding Facility"*. In view of the above, utilisation surveys were conducted at small-scale logistics centres found in the New Territories in order to ascertain the parking and loading / unloading needs.
(vi) Please note that the application for a vehicular access for STT No. 538 was approved in around Sep / Oct 2022, which is beyond the survey date. Please advise how such change can be reflected in the TIA.	To err on the high side, the vehicular access for STT No. 538 K&T is regarded as a planned development as shown in Table 4.4 of the revised TIA report.
Section 2.5 – Please elaborate the exact time of AM, noon and PM peaks.	The surveyed periods are included in Paragraph 2.5 of the revised TIA report.
Table 2.2 (i) The capacity for each direction of Tam Kon Shan Road should be presented in the table.	Please refer to Tables 2.2 and 4.6 of the revised TIA report.
(ii) It is noted from Note 3 that the heavy vehicle content is assumed to be 20 – 25%. Please advise the heavy vehicle content found on-site in the traffic survey.	Based on the traffic survey results, the proportion of heavy vehicles is found to be around 22%.
Section 3.3 – Please advise the exact dates of which the surveys were carried out.	The survey date is presented in Paragraph 3.3 of the revised TIA report.
EPD Comment received on 8 and 9 Dec 2022	**FI submitted on 23 December 2022**
(1) Please find the partial comment from the Environmental Protection Department (EPD) on air quality. Since the proposed logistic centre is considered to be an air sensitive receivers (ASR) and there are potential emission sources in the vicinity, it is suggested that an air quality impact assessment shall be conducted to address any potential air quality impact associated with the proposed logistic centre. The details are given as follows:	Noted. The logistics centre is next to the Cement Batching Plant (CBP) but more than 50m away but we entrusted that the licensing requirement of the CBP will make no air pollution to all sensitive receiver. In addition, air filer will be used for central air conditioning to enhance air quality

	during operation stage.
(a) Please provide more details about the proposed logistic centre and clarify if there are any emissions from the operation of the logistic centre. Please also provide information about the number of vehicles travelling per time induced by the proposed logistic centre to justify if induced traffic is not significant and hence no adverse vehicular emission impact on the nearby ASRs.	Logistics centre is a storage place for consumer-based goods moving in and out with goods vehicles emission only. No adverse vehicular emission impact is anticipated. TIA (section 4.6) reflects that the AM peak trip generation is 27 pcu in total which is not significant for a small industrial operation. Also the vehicle trips generated are off-set by the downscale of the current shipyard operation.
(b) Please clarify if there is any excavation/site formation works and its size for the construction of the logistic plant, and provide more information about the use of on-site mechanical equipment (e.g. number and type of equipment to be used) to justify that the dust impact will not be significant with dust control measures in place.	No excavation/site formation works needed as it is a temporary steel structure to be built. Gas/electric forklifts for pallet movement of goods is common equipment for logistics operation. 2-4 forklifts are normally in use.
(c) Please evaluate the air emission sources within 500 m from the proposed project site boundary and justify if any adverse air quality impact will be imposed on the logistic centre, including the nearby shipyards, pier, Hong Kong Cement Tsing Yi Plant, Portal Emission Measurement System (PEMS) laboratory, and the nearby roads including Tam Kon Shan Road, etc. Please also propose necessary mitigation measures to minimize the impact on the proposed logistic centre, such as central ventilation system with Air Purification System (APS) and sufficient buffer distance from the roads.	The air emission sources within 500m is the Hong Kong Cement Tsing Yi Plant (HKCTYP) only and the other shipyards for repairing (attached **Figure 1**) would be of insignificant air emission. Since the air emission control is subject to statutory requirement, no adverse impacts are anticipated for the indoor activities within logistics center. The centre is set back from Tam Kon Shan Road more than 25m (attached **Figure 2)** so no adverse air quality problem is anticipated from traffic.
(2) **Noise Quality** Fixed Noise Impact	The logistics centre is fully enclosed operation.

a. For fixed noise impact, please confirm whether the logistics centre is fully enclosed during the operation.	
Traffic Noise Impact b. As the Application Site is accessible via local roads in Tsing Yi (e.g. Tam Kon Shan Road with a number of residential blocks nearby), please clarify (i) how frequent the transportation of goods and workers would be during the operation of the logistics centre and (ii) whether there is any systems/ measures to ensure the traffic from/ to the Application Site will be routed to the nearby highways instead of the local roads in Tsing Yi such as Tam Kon Shan road.	Workers are transported to/from by 4 shuttle bus service (2 each in AM and 2 in PM sessions) provided by operator. The TIA (section 4.5) reflects 27 pcu AM peak hour as the logistics centre is a small operation (2,440m^2 GFA). It is a one-way road system as reflected in the **TIA** (Figure 2.8)
(3) *[Specific Comments]* (i) Section 2.2.4 of the Supporting Planning Statement - The report stated that "The nearest residential development Cheung On Estate is about 1 km away from the Site". Please incorporate a figure indicating the distance from the Application Site to the nearest Noise Sensitive Receiver (NSR) to facilitate our review.	The Cheung On Estate is one kilometer away as shown in **Figure 3**.
(ii) Section 3.2.1 of the Supporting Planning Statement - Please confirm whether the operation hours of the logistic centre is from 7am to 9pm daily all year including public holidays.	Operation hours are 7am to 9pm all year round including public holidays.
(iii) Section 3 of the Supporting Planning Statement - Please provide the completion and operation year of the proposed development.	The proposed operation will commence in 2024.
(4) Sewerage Impact Noted from the Executive Summary of the Supporting Planning Statement that the proposed temporary logistics centre would share the supporting facilities with existing shipyard operator. Please confirm and provide the discharge arrangement of wastewater	There would be no other waste water system required since the toilet and water supply are shared use with the existing Hong Kong Shipyard. The current existing shipyard operation has been scaled

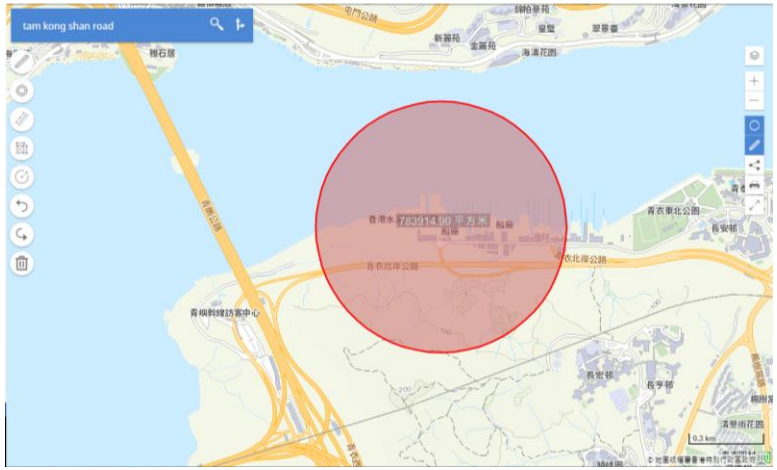
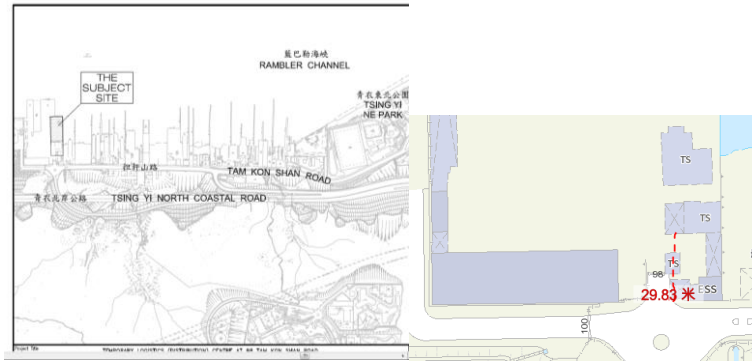
generated from existing shipyard and the proposed temporary logistics centre in order to anticipate sewerage impacts from the proposed logistics centre in the subject planning application.	down but the sewerage system was designed for a workforce over 240. It is now currently 140 workers on site. Therefore the additional workers of 50-70 would be within the design capacity and would not cause any sewerage problem on site. Also portable toilet can be used if needed.
(5) <u>Water Quality and Waste Management Implication</u> Both environmental impacts (i.e. Water quality and Waste Management) should be also included to provide justification if there is any potential impacts arise and provide necessary mitigation measures if such impacts are induced from the proposed logistics centre in the subject planning application.	No adverse water quality and waste management implication is anticipated as same hard pave area and drainage system to handle surface run off. The refuse collection will be handled by the same qualified refuse collection contractor.
 **Figure 1**: Air emission source within 500m	 **Figure 2**: Set-back distance of more than 25m

 **Figure 3**: Distance from Cheung On Estate	Sources: all measurements are from GeoInfo.
Hong Kong Police Force (Email dated 2nd December 2022)	**FI submitted on 9 January 2023**
Major Comments on the Application / Main Reasons of Objection: The construction of the "Temporary Logistic Centre" will definitely increase traffic flow and create traffic congestion. The impact onto traffic flow and highly likely vehicles obstruction and illegal parking cases must be checked thoroughly before the application is being considered.	To ensure that traffic generated by the Proposed Logistics Centre would not obstruct the public roads and affect the traffic flows, the following traffic management measures are proposed: 1. HGVs will be arranged to enter and leave the Proposed Logistics Centre outside the AM and PM peak hours, i.e. 0800 – 0900 and 1700 – 1800 hours. 2. A management guard will be deployed at the HKS run-in / out to ensure that this run-in / out is unhindered during its daily operation.

	3. The contingency plan allows for the queuing of 9 additional vehicles within the "manoeuvring area / common driveway" so that vehicles will not queue and wait along Tam Kon Shan Road. 4. A centralised control and booking system will be set up for the Proposed Logistics Centre to handle the delivery orders from customers. The above-proposed traffic management measures could be set as approval conditions to ensure implementation. If any planning condition is not complied with, the planning permission will be revoked. Please note that the CCTV recordings show that concrete mixer trucks generated by the adjoining concrete batching plant known as Hong Kong Cement queue along Tam Kon Shan Road near its roundabout with Tsing Yi North Coastal Road. Even with the presence of vehicles parking or queuing illegally on Tam Kon Shan Road, the movement of through traffic is unhindered.
For reference of Q32022 of traffic enforcement figures, there were a total of 1946 Pol. 525 tickets and 34 of Pol. 570 tickets issued along Tam Kon Shan Road, and the problem is most serious at the section from Tsing Yi North East Park to the roundabout near Hong Kong Cement. To further increase the traffic flow in the area could have also caused traffic	The traffic enforcement figures and the effort of the HK Police Force is much appreciated. The utilisation study conducted for similar small-scale logistics centres in the New Territories demonstrates that

safety concerns.	the provision of 1 car parking space, 3 HGV and 3 LGV spaces is sufficient for the operation of the Proposed Logistics Centre. To avoid potential tailback to the public road, 9 contingency spaces, i.e. to allow for the internal queuing of additional vehicles, are provided as shown in Figure 3.1 of the revised TIA report.
The District Traffic Team of Kwai Tsing District raised concerns as follows- 1. Whether there will be any time restrictions for HGVs and LGVs entering / leaving the Temporary Logistic Centre; &	The proposed operation hour is 0700 – 2100 hours daily. If necessary, the associated HGVs could be arranged to enter and leave the Proposed Logistics Centre outside the AM and PM peak hours as one of the mitigation measures.
2. If all parking spaces are fully occupied, how the management of HGVs and LGVs the Temporary Logistic Centre ensure that vehicles waiting to enter the Centre would not cause obstruction on Tam Kon Shan Road.	The contingency plan has allowed for 9 additional queuing spaces to be provided within the "manoeuvring area / common driveway" in order to ensure no tailback of vehicles onto Tam Kon Shan Road.
The section of Tam Kon Shan Road near the proposed "Temporary Logistic Centre" is a two-way road with 2-3 lanes. Despite the police continuous enforcement action, illegal parking by coaches and trucks habitually usually occupies at least one lanes. Those illegal parked trucks are related to the businesses along the road. Therefore, re-engineering of road such as the road widening or parking facilities in the vicinity will be in place, or else the proposed "Temporary Logistic Centre" will definitely worsen the current traffic situation.	The findings of CCTV recordings are summarised in Table 2.3 of the revised TIA report. The recordings demonstrate that traffic flows at the roundabout of Tam Kon Shan Road / Tsing Yi North Coastal Road remain uninterrupted most of the time, i.e. 98 – 100%. With the proposed traffic management measures as mentioned above, traffic impact associated to the Proposed Logistics Centre is not anticipated.

Annex 1

Proposed Temporary Logistics Centre for a period of 6 Years in "OU(BMIU)" Zone
at Tsing Yi Town Lot No. 102 (Part), No. 98 Tam Kon Shan Road,
(S16 Application No. A/TY/146)

EPD Comment received on 18 January 2023	**FI submitted on 16 Feb 2023**
Air Quality RtoC#(1): Please confirm if the last sentence shall be read as "In addition, air filter will be used for central air conditioning to improve the air quality in the logistics center during operation stage". Please provide more information about the air filter and whether it can remove or treat the particulates and other air pollutants from the intake air and its efficiency.	Air quality in the surrounding operations is subject to licensing requirement so air filter is for staff wellbeing only.
RtoC#(a): Please clarify whether the AM peak trip rate is 27 pcu/hour.	The AM peak trip generation is 27 pcu/hour (IN 16pcu and OUT 11pcu) 2-way in total.
Waste Management Please provide a chapter of the planning application & related information on whether there is any potential land contamination issue for this application site.	Land contamination is unlikely since the site is not used for repairing of ships but storing of spare parts since day one. The aerial photos from 1992 to 2021 in 5 years interval have been checked.
Water Quality Please provide relevant information and technical assessment on water quality	No water quality issue is anticipated since sewerage system (washrooms and staff canteen) is shared with Hong Kong shipyard and surface run-offs are natural fall to the sea.

Temporary Logistics (Distribution) Centre for a Period of 6 Years at 98 Tam Kon Shan Road, Tsing Yi Town Lot No. 102 (Part), Tsing Yi

Traffic Impact Assessment

Final Report
December 2022

Prepared by: CKM Asia Limited

Prepared for: The Hong Kong Shipyard Limited

Temporary Logistics (Distribution) Centre for a Period of 6 Years at 98 Tam Kon Shan Road, Tsing Yi Town Lot No. 102 (Part), Tsing Yi

CONTENTS

Temporary Logistics (Distribution) Centre for a Period of 6 Years at 98 Tam Kon Shan Road, Tsing Yi Town Lot No. 102 (Part), Tsing Yi

TABLES

NUMBER

Temporary Logistics (Distribution) Centre for a Period of 6 Years at 98 Tam Kon Shan Road, Tsing Yi Town Lot No. 102 (Part), Tsing Yi

FIGURES

NUMBER

1.0 INTRODUCTION

Background

1.1 It is proposed to construct a temporary logistics (distribution) centre (the "Proposed Logistics Centre") at Tsing Yi Town Lot (TYTL) No. 102 (Part), which is within an existing shipyard known as the Hong Kong Shipyard (HKS). The HKS is located at 98 Tam Kon Shan Road in Tsing Yi, and the location of HKS and the subject site are found in Figure 1.1.

1.2 The Proposed Logistics Centre will occupy a site area of around 3,850m^2 with gross floor area (GFA) of around 2,440m^2.

1.3 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Owner of HKS (the "Applicant"), to conduct a traffic impact assessment (the "TIA") in support of the Proposed Logistics Centre. This report describes the TIA undertaken.

Scope of Study

1.4 The main objectives of this Study are as follows:

- To assess the existing traffic issues in the vicinity of the subject site;
- To provide adequate internal transport facilities for the Proposed Logistics Centre;
- To quantify the amount of traffic generated by the Proposed Logistics Centre; and
- To examine the traffic impact of the Proposed Logistics Centre on the local road network.

Contents of the Report

1.5 After this introduction, the remaining chapters contain the following:

chapter two – describes the existing situation;
chapter three – presents the Proposed Logistics Centre;
chapter four – describes the traffic impact analysis; and
chapter five – gives the overall conclusion.

2.0 THE EXISTING SITUATION

Site and Road Network

2.1 The subject site is located at the north-eastern portion of HKS. The HKS fronts onto the Rambler Channel to the north. To the south, HKS is bounded by Tam Kon Shan Road and the Tsing Yi North Coastal Road. To the east are shipyards and shipyard-related industrial uses, and to the west is the Hong Kong Cement – Tsing Yi Plant.

2.2 Tam Kon Shan Interchange is a roundabout, which connects Tam Kon Shan Road, Tsing King Road, Tsing Tsuen Road, Tsing Yi Road West and Tsing Yi North Coastal Road.

2.3 The section of Tam Kon Shan Road near the HKS is a 10.3m two-way road with 2 or 3 traffic lanes. The run-in / out for HKS and subject site is located at the junction of Tam Kon Shan Road / Tsing Yi North Coastal Road, which is a mini roundabout. Vehicle restriction is imposed outside Tsing Yi Northeast Park to prohibit 7m vehicles from entering the western section of Tam Kon Shan Road directly from Tam Kon Shan Interchange, and vice versa.

2.4 Tsing Yi North Coastal Road links with Tam Kon Shan Interchange and Tsing Tsuen Road to the east. To the west, it links with the North West Tsing Yi Interchange, which further connects with Route 3 and Route 8. Slip roads are provided connecting Tsing Yi North Coastal Road and the western section of Tam Kon Shan Road.

Traffic Survey

2.5 Manual classified counts were conducted on Friday 22nd July 2022 during the AM period (0700 – 1100 hours), Noon period (1100 – 1600 hours) and PM period (1600 – 2000 hours) at junctions, which are located in the vicinity of the subject site in order to establish the peak hour traffic flows. The surveyed junctions include the following:

- Tam Kon Shan Interchange;
- Tam Kon Shan Road / Tsing Yi North Coastal Road;
- Tam Kon Shan Road (outside Tsing Yi Northeast Park);
- Tam Kon Shan Road / Cheung Fat Estate Access Road; and
- Tam Kon Shan Road / Cheung On Bus Terminus.

2.6 The traffic counts were classified by vehicle type to enable traffic flows in passenger car units (pcu) to be calculated. The locations and layouts of the surveyed junctions are shown in Figure 2.1 and Figures 2.2 – 2.7 respectively. The AM, Noon and PM peak hour traffic flows were found to occur at 0800 – 0900, 1330 – 1430 and 1700 – 1800 hours respectively.

2.7 Reference is made to an Annual Traffic Census (ATC) Station close to the subject site, which is No. 5018 – Tsing Tsuen Road (between Tsuen Tsing Interchange and Tam Kon Shan Interchange). It is found that the peak weekday is Friday and the peak month is September. The results from traffic survey are adjusted using the peak weekday and peak month, in order to reflect the highest traffic flows throughout the whole year. The monthly adjustment factor is 1.012, and no daily adjustment factor is required as the traffic survey is conducted on Friday.

2.8 The adjusted AM, Noon and PM peak hour traffic flows are presented in Figure 2.8.

Junction and Link Operational Performance

2.9 The existing operational performance of the surveyed junctions was calculated based on the observed traffic counts and the analysis method found in Volume 2 of Transport Planning and Design Manual (TPDM). The analysis results are summarised in Table 2.1 and detailed calculations are found in the Appendix A.

TABLE 2.1 EXISTING JUNCTION OPERATIONAL PERFORMANCE

Junction	Type of Junction	Total Traffic Flows [(1)] (pcu/hr)			Ratio-of-Flow to Capacity		
		AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
Tam Kon Shan Interchange	Roundabout	3,526	2,761	3,188	0.471	0.343	0.377
Tam Kon Shan Road (west) / Tsing Yi North Coastal Road	Roundabout	398	249	278	0.169	0.101	0.114
Tam Kon Shan Road (east) / Tsing Yi North Coastal Road	Priority	429	255	266	0.251	0.170	0.213
Tam Kon Shan Road (outside Tsing Yi Northeast Park) (west)	Priority	164	102	131	0.105	0.028	0.038
Tam Kon Shan Road (outside Tsing Yi Northeast Park) (east)	Priority	241	149	189	0.104	0.097	0.118
Tam Kon Shan Road / Cheung Fat Estate Access Road	Priority	953	834	857	0.350	0.308	0.339
Tam Kon Shan Road / Cheung On Bus Terminus (north)	Priority	1,209	975	1,031	0.200	0.123	0.142
Tam Kon Shan Road / Cheung On Bus Terminus (south)	Priority	1,444	1,167	1,247	0.312	0.234	0.269

Note: [(1)] all traffic movements entering the junctions

2.10 The above results indicate that the surveyed junctions currently operate with capacities during the AM, Noon and PM peak hours.

2.11 In addition, Table 2.1 shows that the traffic flows during the Noon peak hour are lower than AM and PM peak hours, therefore, the Noon peak hour is not a critical traffic operation peak period.

2.12 The existing link capacity for the local road network is assessed, and the link capacity analysis results are shown in Table 2.2. Based on the traffic survey results, the proportion of heavy vehicles is found to be around 22%. Therefore, a reduction factor of 10% is applied to the road capacity in accordance to Volume 2 of the TPDM.

TABLE 2.2 EXISTING LINK CAPACITY ASSESSMENT

Road Section	Direction	Capacity (veh/hr)	Traffic Flows (veh/hr)			Volume to Capacity Ratio		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
Tam Kon Shan Road [1]	Eastbound	360 [3]	145	95	104	0.40	0.26	0.29
	Westbound	360 [3]	50	24	27	0.14	0.07	0.08
Tsing Yi North Coastal Road [1]	Eastbound	3,780 [3]	583	444	705	0.15	0.12	0.19
	Westbound	2,520 [3]	850	635	796	0.34	0.25	0.32
Tsing Yi North Coastal Road (Flyover) [2]	Eastbound	2,160 [3]	348	274	455	0.16	0.13	0.21
	Westbound	2,160 [3]	588	461	555	0.27	0.21	0.26

Note: [1] road sections outside HKS
[2] road section above Tam Kon Shan Interchange
[3] with reduction factor of 10% for heavy vehicle percentage between 20 – 25%

2.13 Table 2.2 shows that the analysed road links currently operate with capacities during the AM, Noon and PM peak hours.

Existing Condition of Tam Kon Shan Road

2.14 Occasionally, concrete mixers and delivery trucks generated by the concrete batching plant within TYTL No. 119 (known as Hong Kong Cement) queue along Tam Kon Shan Road near its roundabout with Tsing Yi North Coastal Road, which is wide and even with the presence of queued vehicles, other vehicles could still pass through.

2.15 It is noted that at present vehicles could enter and leave the HKS at any time even if there are vehicles queuing at and near theroundabout of Tam Kon Shan Road / Tsing Yi North Coastal Road.

2.16 The Proposed Logistics Centre shares a common run-in / out with the HKS, and this run-in / out is unhindered during its daily operation. For reference, the CCTV recordings of the run-in / out of HKS on a non-public holiday weekday, i.e. 15th July 2022 Friday, are reviewed. For ease of reference, the video clips for every 5 minutes covering the AM, Noon and PM peak hours, i.e. 0800 – 0900, 1330 – 1430 and 1700 – 1800 hours, are attached in Appendix B. The traffic condition observed from the CCTV recordings is summarised in Table 2.3.

TABLE 2.3 SUMMARY OF TRAFFIC CONDITIONS ON 15 JULY 2022

Peak Period	**Interruption Observed**	**Traffic Conditions at Roundabout of Tam Kon Shan Road / Tsing Yi North Coastal Road**
AM Peak (0800 – 0900)	N/A	No interruption to the run-in / out of HKS and slip road from Tsing Yi North Coastal Road, i.e. 100% of traffic was uninterrupted
Noon Peak (1330 – 1430)	1334 hrs	• The slip road from Tsing Yi North Coastal Road was occasionally interrupted by vehicles of the adjoining site • The duration of interruption was around 0.5 minutes
	1356 hrs	• The slip road from Tsing Yi North Coastal Road was occasionally interrupted by vehicles of the adjoining site • The duration of interruption was around 0.5 minutes
	Conclusion	The duration of interruption was around 1 minute, i.e. about 2% of the 60-minute observation. There was no interruption in the remaining 59 minutes, i.e. 98% of the 60-minute observation.
PM Peak (1700 – 1800)	N/A	No interruption to the run-in / out of HKS and slip road from Tsing Yi North Coastal Road, i.e. 100% of traffic was uninterrupted

2.17 The CCTV recordings show that traffic flows at the run-in / out of HKS and the roundabout of Tam Kon Shan Road / Tsing Yi North Coastal Road remain uninterrupted most of the time, i.e. 98 – 100%. Thus, it is clearly demonstrated that the traffic situation at the roundabout of Tam Kon Shan Road / Tsing Yi North Coastal Road is acceptable, because all vehicles could enter and leave HKS freely at any time although occasionally vehicles may queue across this roundabout.

3.0 PROPOSED LOGISTICS CENTRE

Development Schedule

3.1 The Proposed Logistics Centre occupies a site area of 3,850m^2, which is equivalent to some 20% of HKS with site area of around 19,740m^2. The Proposed Logistics Centre shares a common driveway and run-in / out with the HKS.

3.2 The GFA of the Proposed Logistics Centre is around 2,440m^2, and the operating hours is 0700 – 2100 hours daily. **Given that the site area and GFA are small, the scale of operation of this Proposed Logistics Centre is limited.**

Internal Transport Facilities

3.3 According to *"Definitions of Terms"* published by Town Planning Board, logistics centre is categorised as *"Cargo Handling and Forwarding Facility"* instead of *"Industrial Use"*. It is noted that the Hong Kong Planning Standards and Guidelines (HKPSG) have recommendations on the provision of internal transport facilities for *"Industrial Use"* but not for *"Cargo Handling and Forwarding Facility"*. In view of the above, utilisation surveys were conducted from 0700 – 2100 hours on Friday 22nd July 2022 at small-scale logistics centres found in the New Territories in order to ascertain the parking and loading / unloading needs.

3.4 The logistics centres located in Kwai Tsing District [Note 1] were also considered, but found that these logistics centres have GFA over 85,000m^2, which is at least 30 times larger than the Proposed Logistics Centre with GFA of only 2,440m^2. Hence, the logistics centres in Kwai Tsing District are considered **not** comparable to the Proposed Logistics Centre.

3.5 Details of the surveyed small-scale logistics centres are given in Table 3.1, and the utilisation survey results are presented in Table 3.2.

TABLE 3.1 DETAILS OF SURVEYED LOGISTICS CENTRES

Ref.	Logistics Centre	Location	Site Area (m^2)	GFA (m^2)
1	威鳴國際	Ping Ha Road, Yuen Long	4,699	3,468
2	華通泰物流	Ping Ha Road, Yuen Long	4,111	2,701
3	蜂速物流	Tong Yan San Tsuen Road, Yuen Long	3,380	1,580

Note 1 LOGISTICS CENTRES IN KWAI TSING DISTRICT

Logistics Centre	Location	Approx. GFA (m^2)
Mapletree Logistics Hub	30 Tsing Yi Road, Tsing Yi	85,000
China Merchants Logistics Centre	38 Tsing Yi Hong Wan Road, Tsing Yi	130,000
Asia Logistics Hub – SF Centre	36 Tsing Yi Hong Wan Road, Tsing Yi	190,000
Hutchinson Logistics Centre	18 Container Port Road South, Kwai Chung	500,000
Goodman Interlink	39 Tsing Yi Road, Tsing Yi	140,000
ATL Logistics Centre Hong Kong	8 Container Port Road South, Kwai Chung	750,000

TABLE 3.2 UTILISATION SURVEY RESULTS

Ref.	Logistics Centre	Maximum No. of Vehicle Observed [a] (1)			Parking and Loading / Unloading Demand (veh/100m²) (2)		
		Private Car	HGV	LGV	Private Car	HGV	LGV
1	威鳴國際	1	2	3	0.0288	0.0577	0.0865
2	華通泰物流	1	3	2	0.0370	0.1111	0.0740
3	蜂速物流	0	1	1	0	0.0633	0.0633
Maximum Demand					**0.0370**	**0.1111**	**0.0865**

Note: (1) including vehicles parking within the premises and conducting kerbside loading / unloading activities
(2) parking and loading / unloading demand = [a] ÷ (GFA ÷ 100)

3.6 Table 3.2 shows that limited number of private cars, LGV and HGV were observed at small-scale logistics centres. In addition, no container vehicles were observed.

3.7 The internal transport facilities provided for the Proposed Logistics Centre are estimated based on the utilisation survey findings, and are presented in Table 3.3

TABLE 3.3 PROPOSED INTERNAL TRANSPORT FACILITIES

Item	Adopted Demand (veh/100m²) [a] (1)	Proposed Logistics Centre	
		Estimated Demand (2)	Proposed Provision
Car parking space	0.0370	0.90	1
HGV space (3)	0.1111	2.71	3
LGV space (3)	0.0865	2.11	3

Note: (1) from Table 3.2 and calculated correct to 1 decimal place
(2) estimated demand = [a] × GFA of the Proposed Logistics Centre (i.e. 2,440m²)
(3) space for both parking and loading / unloading

Dimensions: Car parking space – 5m (L) × 2.5m (W) × 2.4m (H)
HGV space – 11m (L) × 3.5m (W) × 4.7m (H)
LGV space – 7m (L) × 3.5m (W) × 3.6m (H)

3.8 Table 3.3 shows that the internal transport facilities provided for the Proposed Logistics Centre include 1 car parking space, 3 HGV and 3 LGV spaces (for both parking and loading / unloading.

Internal Transport Layout

3.9 The internal transport layout of the Proposed Logistics Centre is shown in Figure 3.1. Sufficient manoeuvring area is provided so that vehicles could enter and leave with forward movements.

The CAD-based swept path analysis programme, *Autodesk Vehicle Tracking*, was used to check the ease of manoeuvring of vehicles, and are found to have no problems. The swept path analysis drawings are found in the Appendix C.

Contingency Plan for Proposed Logistics Centre

3.10 As mentioned in Paragraphs 3.3 – 3.8, the provision of 1 car parking space, 3 HGV and 3 LGV spaces are sufficient to serve the operation of the Proposed Logistics Centre. Hence, vehicles associated to the Proposed Logistics Centre need not queue and wait along Tam Kon Shan Road.

3.11 To ensure no tailback of vehicles to Tam Kon Shan Road, the "manoeuvring area / common driveway" could accommodate queuing of up to 9 vehicles as shown in Figure 3.1. These contingency spaces are equivalent to around 130% of total spaces provided for the Proposed Logistics Centre.

Traffic Management Measures

3.12 To ensure that traffic generated by the Proposed Logistics Centre would not obstruct the public roads and affect the traffic flows, the following traffic management measures are proposed:

1. HGVs will be arranged to enter and leave the Proposed Logistics Centre outside the AM and PM peak hours, i.e. 0800 – 0900 and 1700 – 1800 hours.
2. A management guard will be deployed at the HKS run-in / out to ensure that this run-in / out is unhindered during its daily operation.
3. The contingency plan allows for the queuing of 9 additional vehicles within the "manoeuvring area / common driveway" so that vehicles will not queue and wait along Tam Kon Shan Road.
4. A centralised control and booking system will be set up for the Proposed Logistics Centre to handle the delivery orders from customers.

Transportation Arrangement for Workers

3.13 At present, shuttle bus service is provided for workers of HKS. There are 3 morning trips to HKS and 4 evening departures from HKS and 60-seater shuttle buses are used.

3.14 The Proposed Logistics Centre would be operated with 2 shifts per day and each shift is expected to have some 50 – 70 workers. Additional shuttle bus service would be provided for the Proposed Logistics Centre as shown in Table 3.4.

TABLE 3.4 TENTATIVE SHUTTLE BUS SERVICE FOR THE PROPOSED LOGISTICS CENTRE

HKS	**Proposed Logistics Centre**	**Schedule of Services (Approx.)**		**Additional Shuttle Bus Trips for Proposed Logistics Centre (veh/hr)** [(1)]	
		Arrival Time	**Departure Time**	**IN**	**OUT**
	Start of 1st shift	0700 hours	–	2	–
Start of operation		*0800 and 0900 hours*	–	*existing*	–
	End of 1st shift and start of 2nd shift	1400 hours	1400 hours	2	2
End of operation		–	*1715, 1745 and 1900 hours*	–	*existing*
	End of 2nd shift	–	2100 hours	–	2
Total				**4**	**4**

Note: [(1)] Two 60-seater shuttle buses would be deployed for 50 – 70 workers per shift

3.15 Table 3.4 shows that the 4 additional shuttle bus trips do not coincide with the existing service for HKS, hence, provision of additional shuttle bus lay-by for the Proposed Logistics Centre is **not** required.

4.0 TRAFFIC IMPACT

Traffic Forecast

4.1 It is expected that the Proposed Logistics Centre will be completed in 2024, thus, the design year adopted for the capacity analysis is 2027, i.e. 3 years after its planned completion.

4.2 In order to estimate the traffic growth, reference is made to the latest *"Territorial Population and Employment Data Matrix"* ("TPEDM") published by Planning Department, and the projected population and employment data is summarised in Table 4.1.

TABLE 4.1 TPEDM DATA FOR TSING YI

Year	Population	Employment	Total
2019	182,350	38,500	220,850
2026	188,550	38,700	227,250
2031	184,400	36,650	221,050
Annual Growth Rate =			**0.008%**

4.3 Table 4.1 shows that the annual growth rate obtained from TPEDM is **modest**. To err on the high side, traffic growth rate of **0.5% per annum** is adopted to produce the 2027 traffic forecast.

4.4 The subject site is located within the NTW2 Base District Traffic Model (BDTM), and the BDTM traffic forecast for 2026 is used as the base. To produce the traffic forecast for year 2027, traffic flows are estimated with reference to the following:

i. 2026 peak hour traffic models from the BDTM;
ii. traffic growth rate from 2026 to 2027, i.e. 0.5% per annum;
iii. planned developments located in the vicinity; and
iv. traffic generation of the Proposed Logistics Centre.

Traffic Generation

4.5 To quantify the traffic generated by the Proposed Logistics Centre, reference is made to the traffic generation from the surveyed logistics centres in Table 3.1. The traffic generation survey results are presented in Table 4.2.

TABLE 4.2 TRIP GENERATION RATE

Ref.	Logistics Centre	Traffic Generation (pcu/hr)				Trip Generation Rate (pcu/hr/100m^2) [(1)]			
		AM Peak		PM Peak		AM Peak		PM Peak	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	威鳴國際	11	5	4	5	0.3172	0.1442	0.1153	0.1442
2	華通泰物流	10	3	4	4	0.3702	0.1111	0.1481	0.1481
3	蜂速物流	3	3	3	4	0.1899	0.1899	0.1899	0.2532
Adopted Trip Generation Rate (maximum)						**0.3702**	**0.1899**	**0.1899**	**0.2532**

Note: [(1)] refer to Table 3.1 on GFA of logistics centre

4.6 The adopted trip generation rates presented in Table 4.2 are used to calculate the traffic generated associated with the Proposed Logistics Centre, and the calculated traffic generation is presented in Table 4.3.

TABLE 4.3 PROPOSED LOGISTICS CENTRE TRAFFIC GENERATION

Use	Quantity	Traffic Generation (pcu/hr)					
		AM Peak			PM Peak		
		IN	OUT	2-way	IN	OUT	2-way
Logistics Centre	2,440m^2 GFA	10	5	**15**	5	7	**12**
Shuttle Bus Trips [(1)(2)]	2 trips per shift	5	5	**10**	5	5	**10**
Private Car Trip [(3)]	1 space	1	1	**2**	1	1	**2**
Total		**16**	**11**	**27**	**11**	**13**	**24**

Note: [(1)] As shown in Table 3.4, the shuttle bus service for the Proposed Logistics Centre would not coincide with the AM and PM peak hours. To err on the high side, these trips are included in the traffic generation

[(2)] pcu factor of 60-seater shuttle bus = 2.5

[(3)] To err on the high side, private car trip is assumed to be generated by the car parking space for the Proposed Logistics Centre

Planned Developments

4.7 The major planned developments in the region are summarised in Table 4.4.

TABLE 4.4 DETAILS OF MAJOR PLANNED DEVELOPMENTS

Ref.	Location	Development Parameters (Approx.)
A	Public Housing Development at Tsing Yi Road West, Tsing Yi	around 3,800 public rental flats with a kindergarten and retail facilities
B	The Met. Azure at 8 Liu To Road, Tsing Yi	320 private residential flats
C	Ching Fu Court at 18 Tsing Yi Road, Tsing Yi	2,868 subsidised HOS flats
D	The Grand Marine at 18 Sai Shan Road, Tsing Yi	776 private residential flats
E	Vehicular access for STT No. 538 K&T [(1)]	for access to shipyards at TYTL Nos. 14 and 15 with site area of around 4,200m^2

Note: [(1)] Traffic generation of TYTL Nos. 14 and 15 is estimated in proportion to the traffic generation of HKS with site area of 19,740m^2

4.8 The major planned developments listed in Table 4.4 are included in producing the 2027 traffic forecast.

2027 Junction and Link Capacity Analysis

4.9 As mentioned in Paragraph 2.11, the Noon peak hour is not a critical traffic operation peak period, therefore, the AM and PM peak hours are adopted in the 2027 capacity analysis.

4.10 The traffic model shows that all vehicles generated by the Proposed Logistics Centre, including private car, LGV, HGV and shuttle bus, would use Tsing Yi North Coastal Road as shown in Figures 4.1 and 4.2. Hence, traffic generated by the Proposed Logistics Centre would have **no** impact to junctions and links located along the section of Tam Kon Shan Road east of Tsing Yi Northeast Park.

4.11 The 2027 peak hour traffic flows without and with the Proposed Logistics Centre are shown in Figures 4.3 and 4.4 respectively. The 2027 junction capacity analysis for the cases without and with the Proposed Logistics Centre are summarised in Table 4.5, and detailed calculations are found in Appendix A.

TABLE 4.5 2027 JUNCTION OPERATIONAL PERFORMANCE

Junction	Ratio-of-Flow to Capacity			
	Without Proposed Logistics Centre		With Proposed Logistics Centre	
	AM Peak	PM Peak	AM Peak	PM Peak
Tam Kon Shan Interchange	0.537	0.418	0.537	0.418
Tam Kon Shan Road (west) / Tsing Yi North Coastal Road	0.197	0.139	0.211	0.149
Tam Kon Shan Road (east) / Tsing Yi North Coastal Road	0.300	0.262	0.318	0.282
Tam Kon Shan Road (outside Tsing Yi Northeast Park) (west)	0.115	0.041	0.115	0.041
Tam Kon Shan Road (outside Tsing Yi Northeast Park) (east)	0.114	0.129	0.114	0.129
Tam Kon Shan Road / Cheung Fat Estate Access Road	0.391	0.377	0.391	0.377
Tam Kon Shan Road / Cheung On Bus Terminus (north)	0.204	0.145	0.204	0.145
Tam Kon Shan Road / Cheung On Bus Terminus (south)	0.331	0.285	0.331	0.285

4.12 The 2027 link capacity for the adjacent road network is also assessed and the results are shown in Table 4.6.

TABLE 4.6 2027 LINK CAPACITY ASSESSMENT

Road Section [(1)]	Direction	Without Proposed Logistics Centre				With Proposed Logistics Centre			
		Traffic Flows (veh/hr)		V/C Ratio[(1)(2)]		Traffic Flows (veh/hr)		V/C Ratio[(1)(2)]	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Tam Kon Shan Road	Eastbound	172	130	0.48	0.36	177	138	0.49	0.38
	Westbound	60	40	0.17	0.11	60	40	0.17	0.11
Tsing Yi North Coastal Road	Eastbound	995	1110	0.26	0.29	1004	1112	0.27	0.29
	Westbound	1183	1116	0.47	0.44	1195	1126	0.47	0.45
Tsing Yi North Coastal Road (Flyover)	Eastbound	742	826	0.34	0.38	749	833	0.35	0.39
	Westbound	898	847	0.42	0.39	908	853	0.42	0.39

Note: (1) refer to Table 2.2 for the location and capacity of each road section
(2) V/C Ratio – Volume to Capacity Ratio

4.13 The above results indicate that the analysed junctions and road links are expected to operate with sufficient capacity during the peak hours in 2027. The junctions and road links analysed have sufficient capacity to accommodate the (i) expected traffic growth; and (ii) additional traffic generated by the Proposed Logistics Centre.

4.14 The traffic generated by the Proposed Logistics Centre is expected to have minimal impact to the analysed junctions and links. It can be concluded that the Proposed Logistics Centre is acceptable from traffic engineering terms.

5.0 SUMMARY

5.1 The Applicant intends to construct a temporary logistics (distribution) centre within HKS located at 98 Tam Kon Shan Road in Tsing Yi. The Proposed Logistics Centre will occupy a site area of around 3,850m^2 with gross floor area (GFA) of around 2,440m^2, and the operating hours is 0700 – 2100 hours daily.

5.2 With reference to the surveyed small-scale logistics centres, the internal transport facilities provided for the Proposed Logistics Centre include 1 car parking space, 3 HGV and 3 LGV spaces (for both parking and loading / unloading). The "manoeuvring area / common driveway" could accommodate internal queuing of up to 9 additional vehicles without tailback to Tam Kon Shan Road.

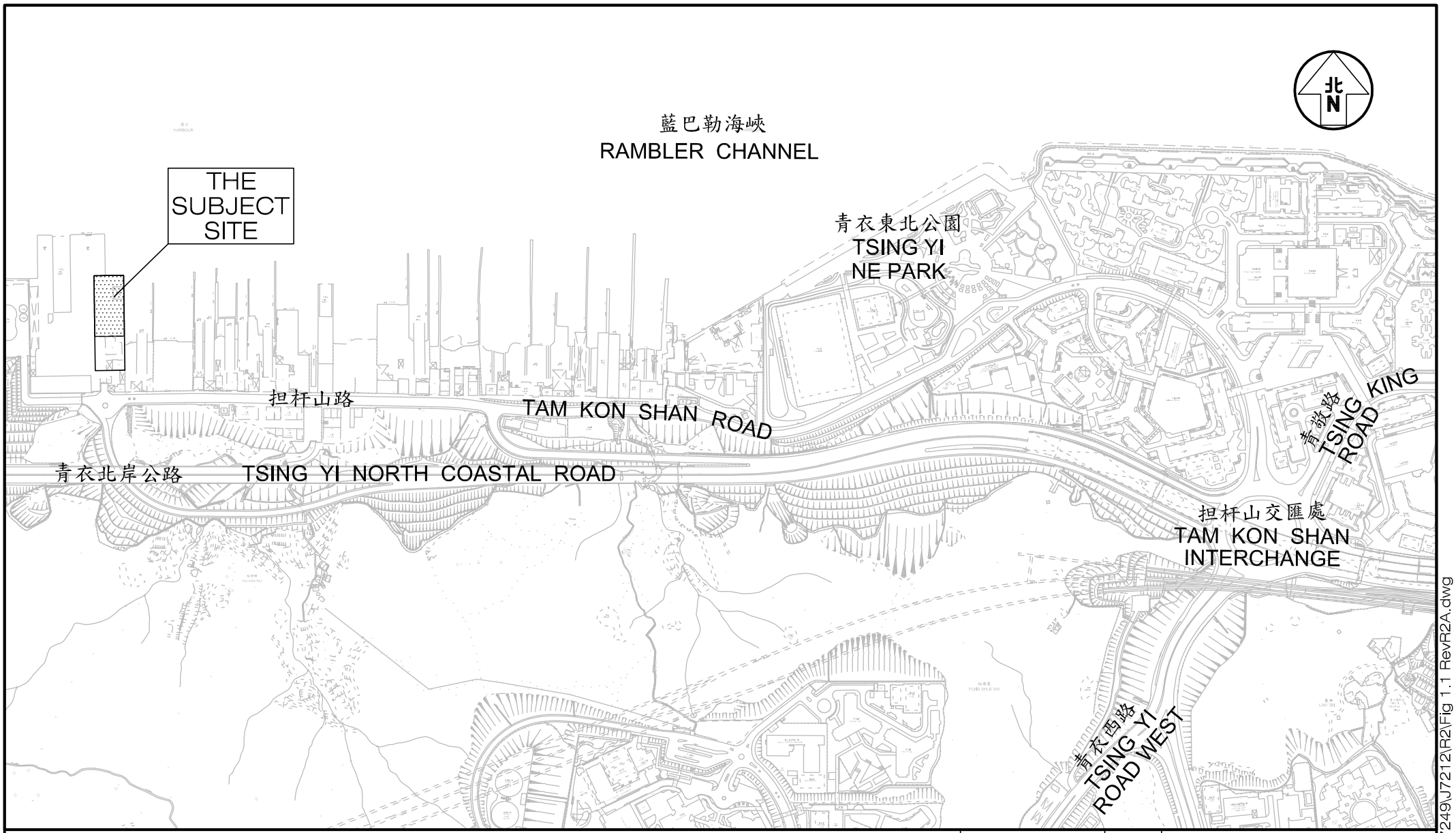
5.3 The Proposed Logistics Centre would be operated with 2 shifts per day and each shift is expected to have some 50 – 70 workers. Additional shuttle bus service would be provided for the Proposed Logistics Centre

5.4 Manual classified counts were conducted at junctions and road links, which are located in the vicinity in order to establish the existing traffic flows during the AM, Noon and PM peak hours. The 2027 design traffic flows are derived with reference to the latest BDTM and have taken into account the planned developments in the vicinity of the subject site.

5.5 The 2027 junction and link capacity analysis was undertaken for the cases with and without the Proposed Logistics Centre. The junctions and links analysed have sufficient capacity to accommodate the expected 2027 traffic flows and the additional traffic generated by the Proposed Logistics Centre.

5.6 The TIA concluded that the Proposed Development will result in **no** adverse traffic and pedestrian impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.

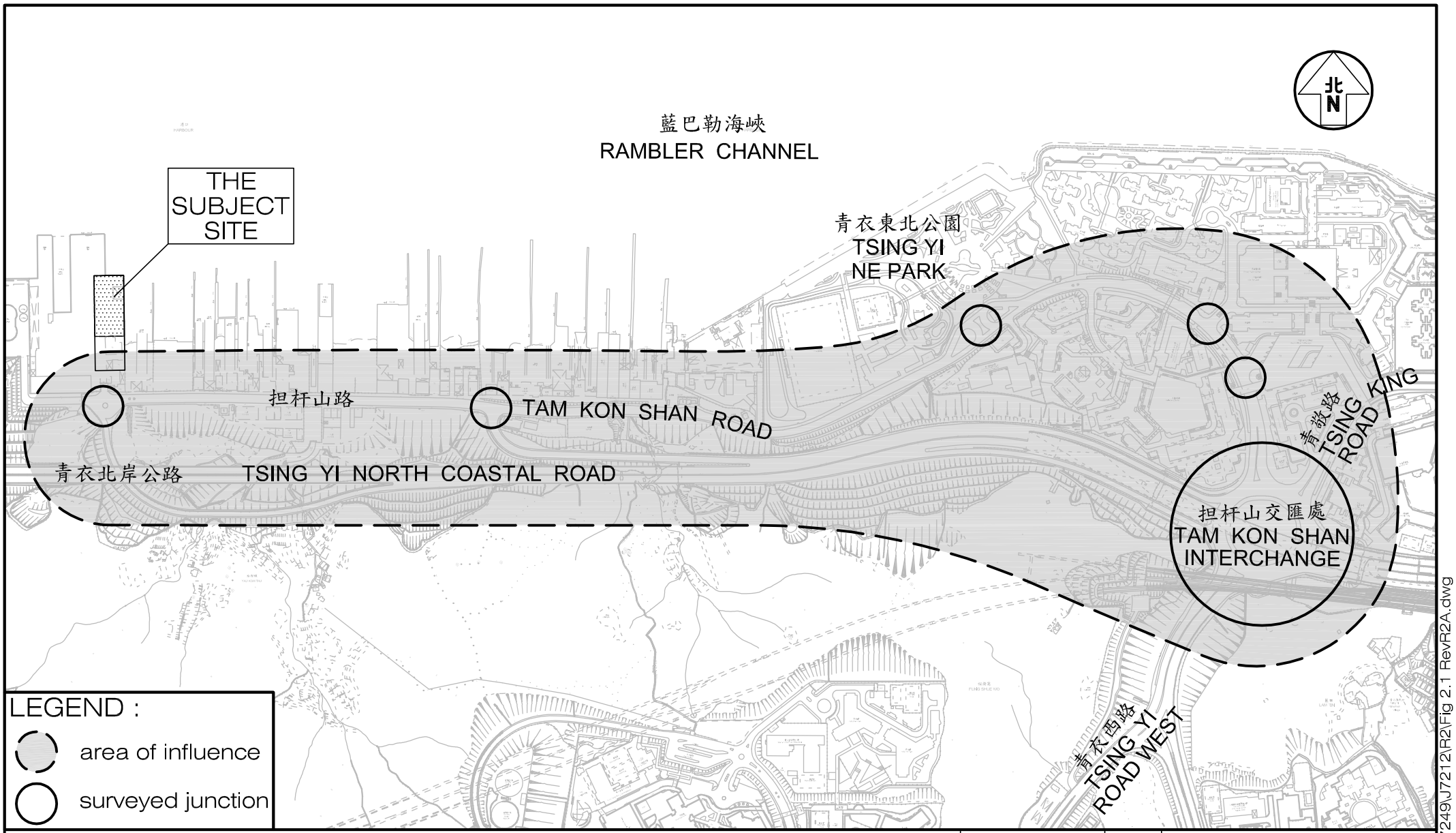
Figures



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION J7212	Figure No. 1.1	Revision R2A
Figure Title	LOCATION OF THE SUBJECT SITE	Designed by T H C / Drawn by C C L / Checked by	
		Scale in A4 1 : 6,000 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

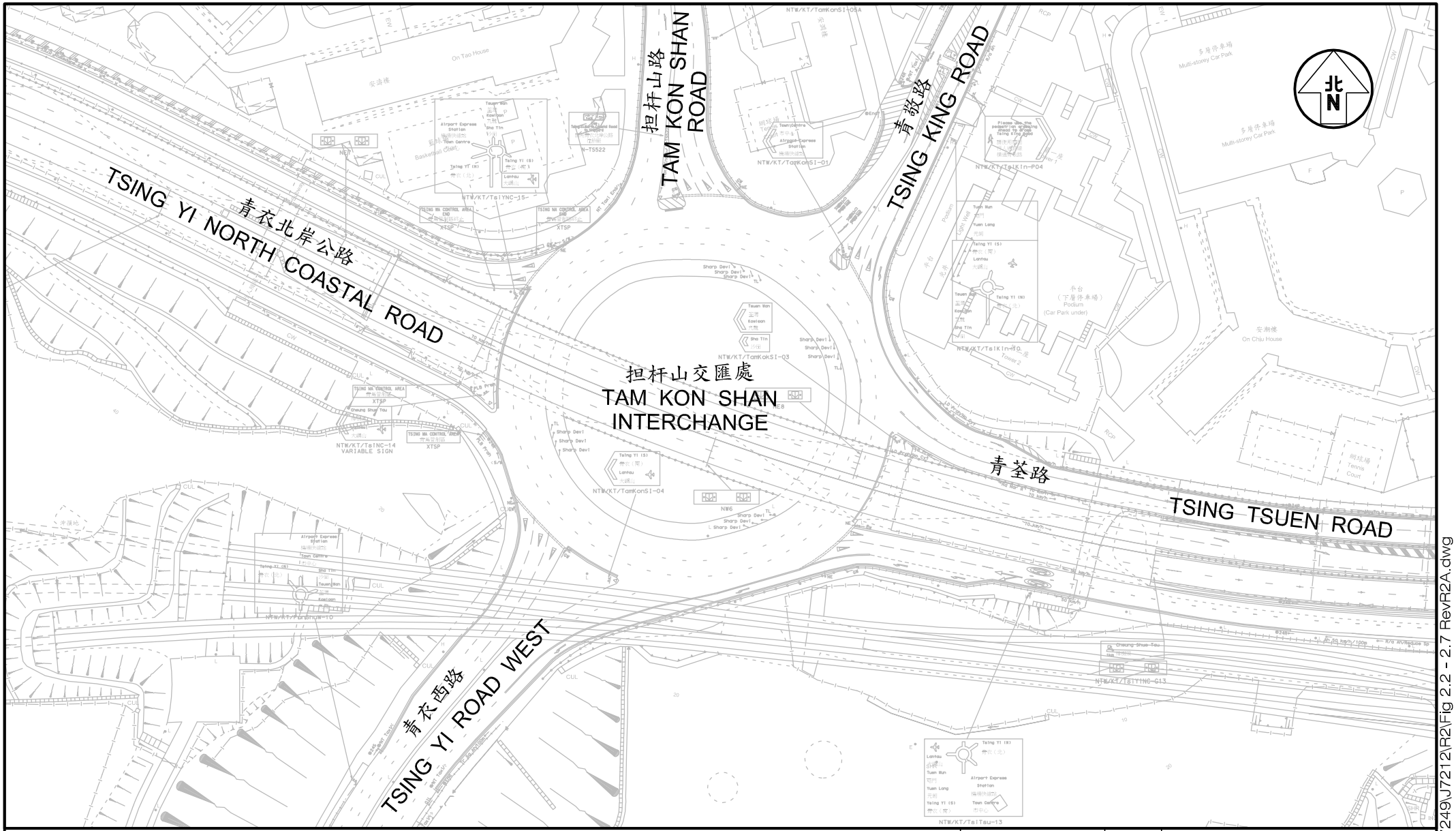
T:\JOB\J7200-J7249\J7212\R2\Fig 1.1 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION J7212	Figure No. 2.1	Revision R2A
Figure Title	SURVEYED JUNCTIONS	Designed by T H C / Drawn by C C L / Checked by	
		Scale in A4 1 : 6,000	Date 30 DEC 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

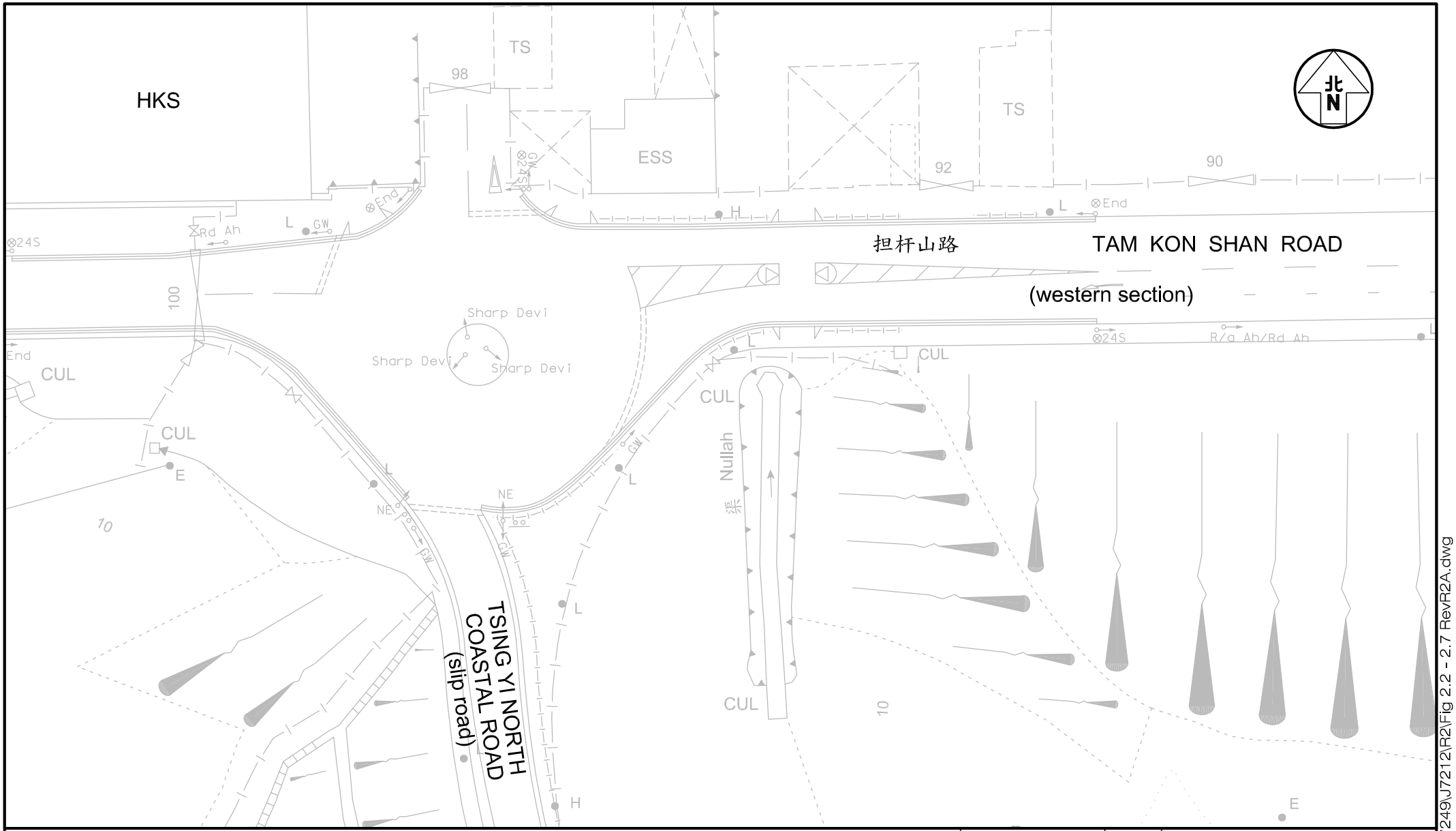
T:\JOB\J7200-J7249\J7212\R2\Fig 2.1 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.2 / Revision R2A
Figure Title	LAYOUT OF TAM KON SHAN INTERCHANGE	Designed by T H C / Drawn by C C L / Checked by	Scale in A4 1 : 1,500 / Date 30 DEC 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

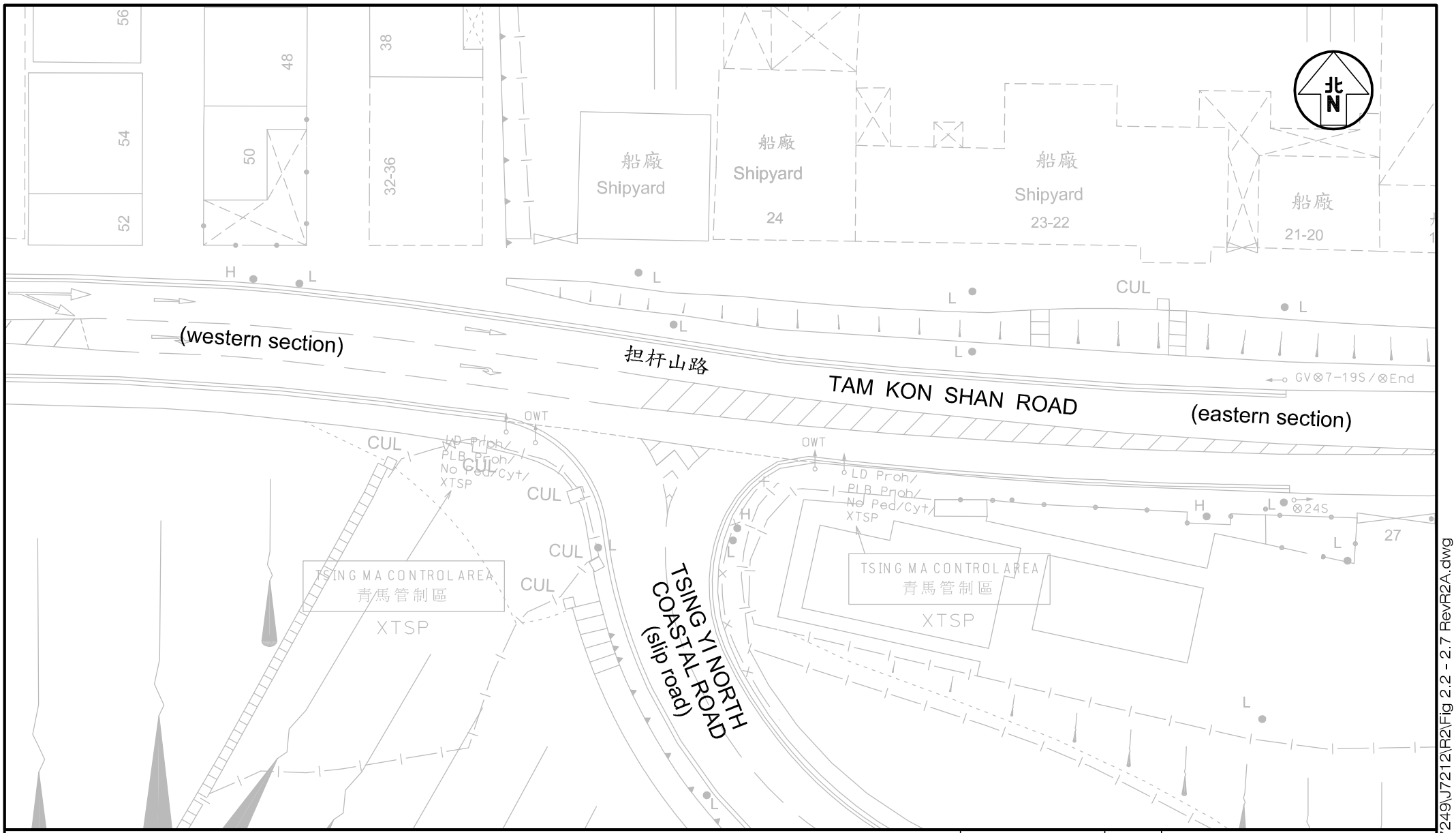
T:\JOBS\J7200-J7249\J7212\R2\Fig 2.2 - 2.7 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.3	Revision R2A
Figure Title	LAYOUT OF TAM KON SHAN ROAD (WEST) / TSING YI NORTH COASTAL ROAD		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 500 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

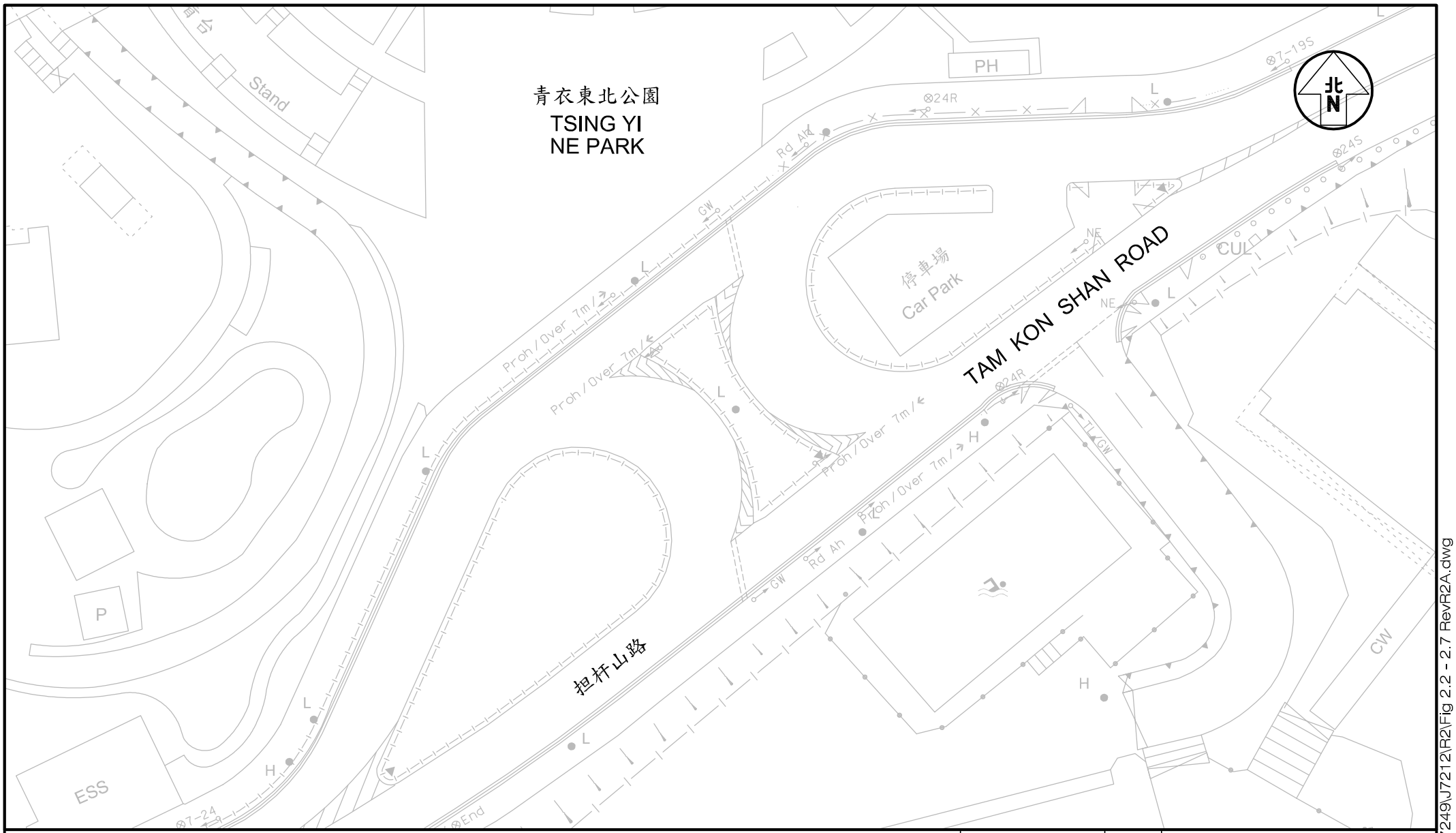
T:\JOB\J7200-J7249\J7212\R2\Fig 2.2 - 2.7 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.4	Revision R2A
Figure Title	LAYOUT OF TAM KON SHAN ROAD (EAST) / TSING YI NORTH COASTAL ROAD		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 500 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

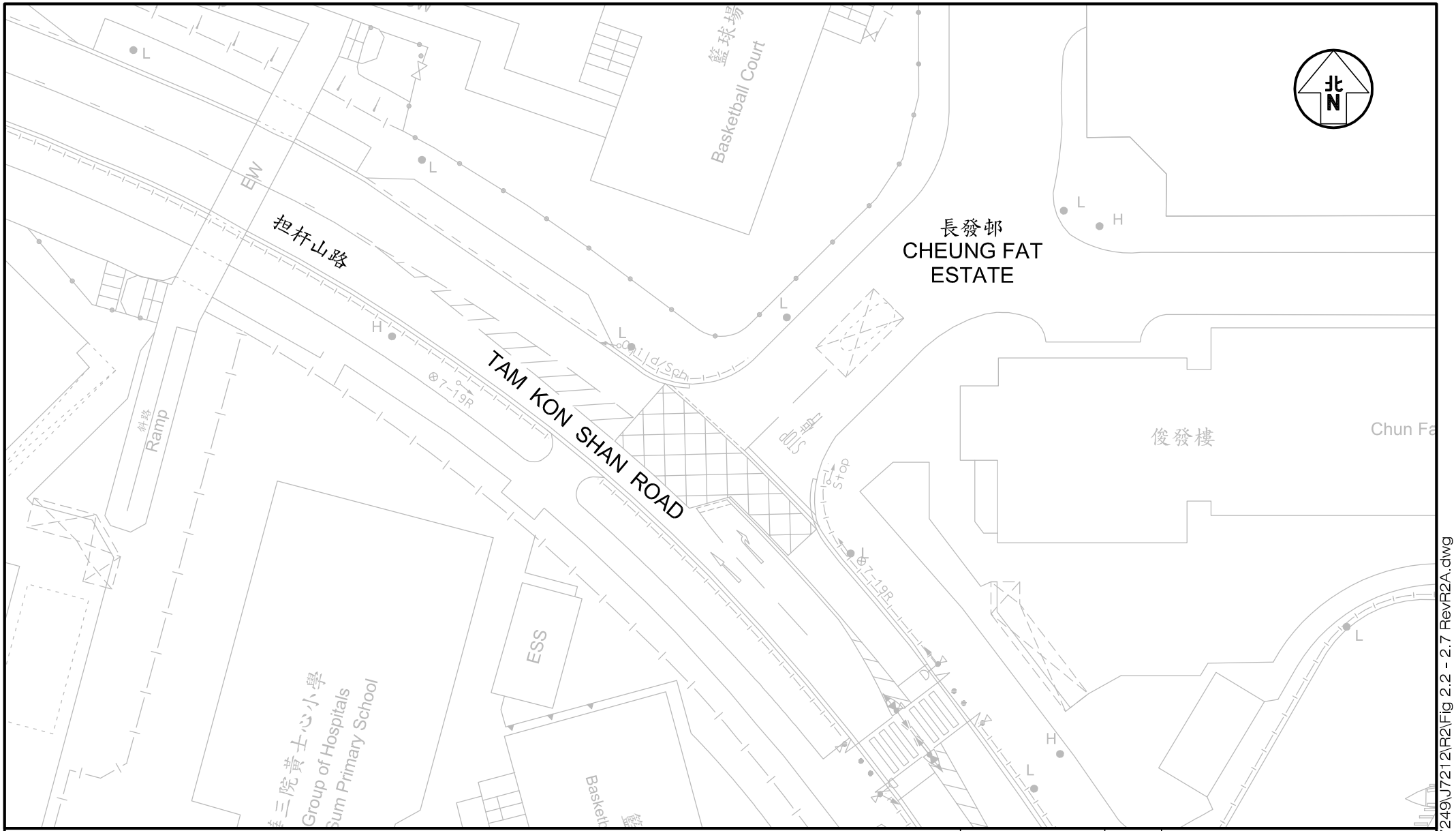
T:\JOB\J7200-J7249\J7212\R2\Fig 2.2 - 2.7 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.5	Revision R2A
Figure Title	LAYOUT OF TAM KON SHAN ROAD (OUTSIDE TSING YI NORTHEAST PARK)		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 500 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

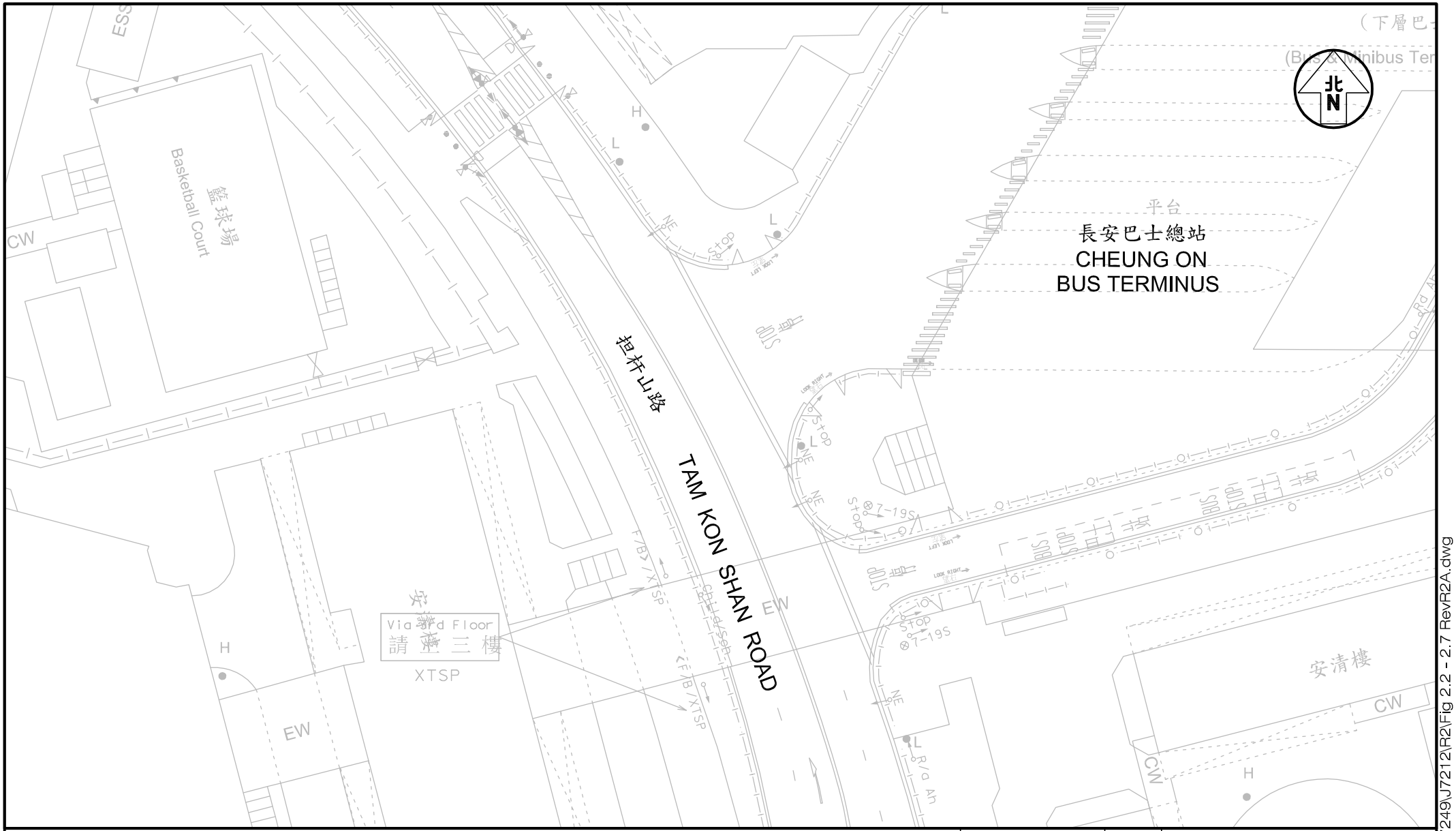
T:\JOB\J7200-J7249\J7212\R2\Fig 2.2 - 2.7 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.6	Revision R2A
Figure Title	LAYOUT OF TAM KON SHAN ROAD / CHEUNG FAT ESTATE ACCESS ROAD		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 500 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road,
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

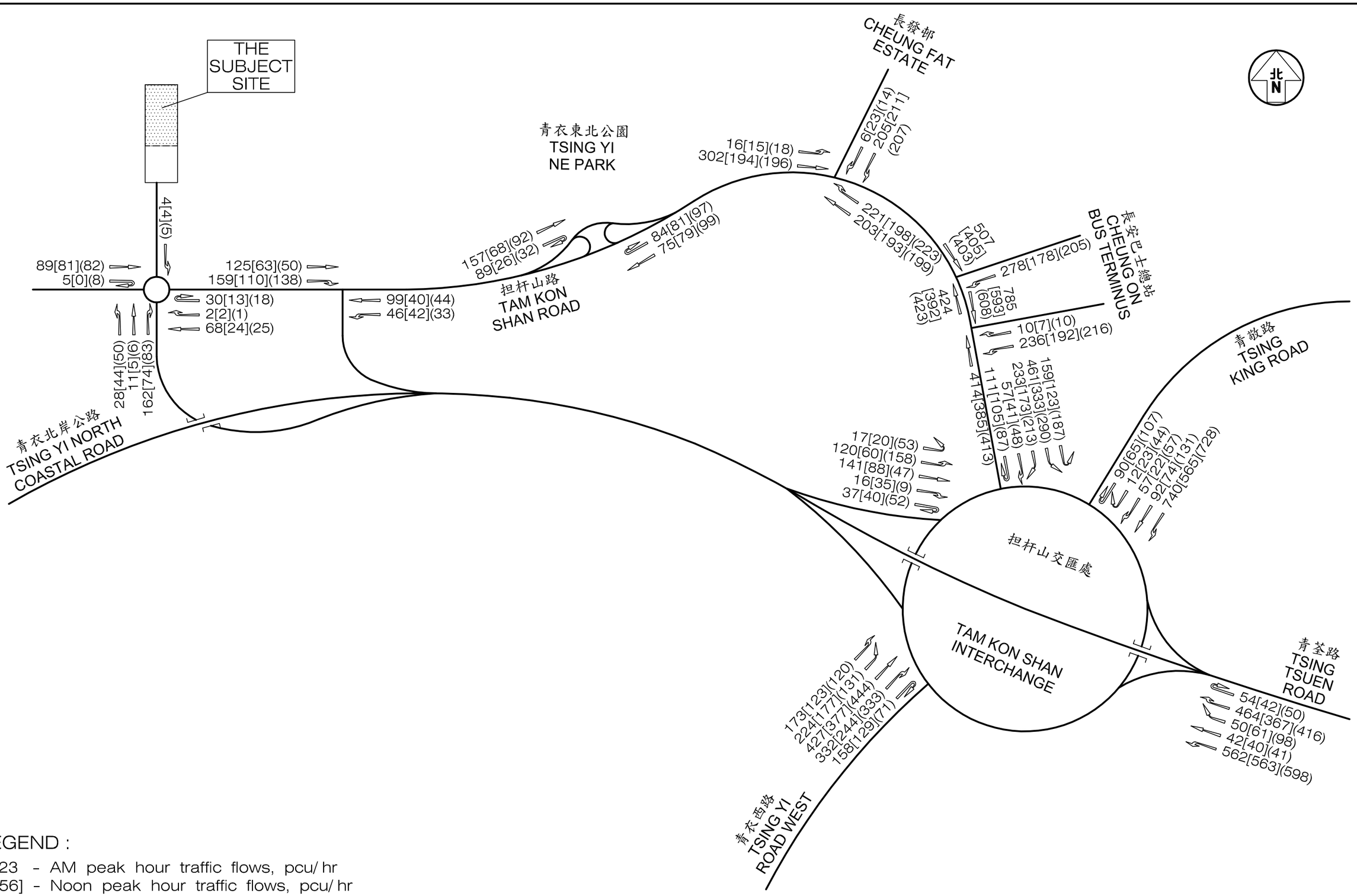
T:\JOB\J7200-J7249\J7212\R2\Fig 2.2 - 2.7 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.7	Revision R2A
Figure Title	LAYOUT OF TAM KON SHAN ROAD / CHEUNG ON BUS TERMINUS		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 500 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig 2.2 - 2.7 RevR2A.dwg



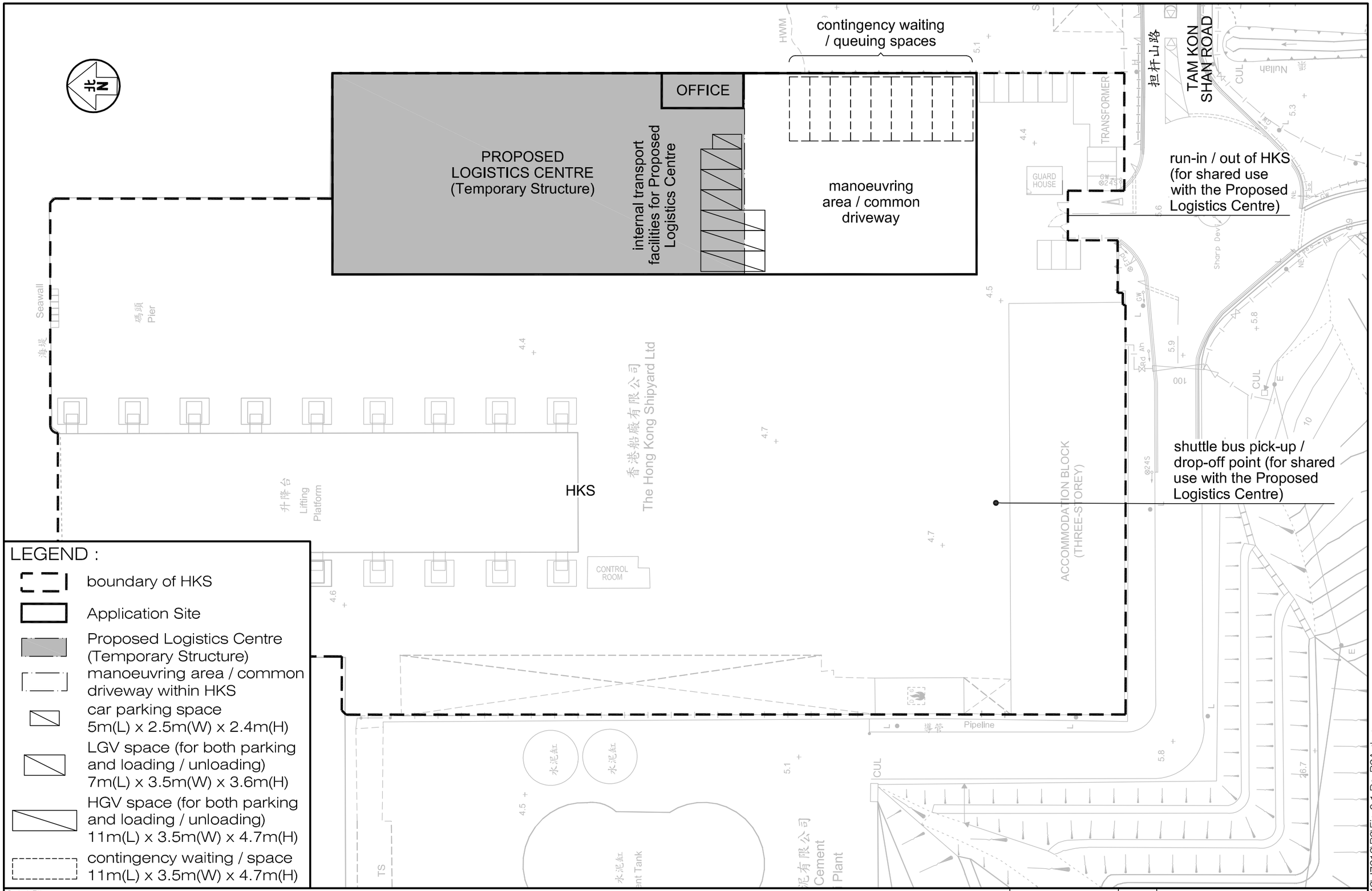
LEGEND :

123 - AM peak hour traffic flows, pcu/ hr
[456] - Noon peak hour traffic flows, pcu/ hr
(789) - PM peak hour traffic flows, pcu/ hr

Project Title: TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 2.8	Revision R2A
Figure Title: EXISTING PEAK HOUR TRAFFIC FLOWS		Designed by: T H C / Drawn by: C C L / Checked by: K C	
		Scale in A3: N.T.S. / Date: 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig 2.8 RevR2A.dwg



Project Title

TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION

J7212

Figure No. 3.1

Revision R2A

Figure Title

INTERNAL TRANSPORT LAYOUT OF THE PROPOSED LOGISTICS CENTRE

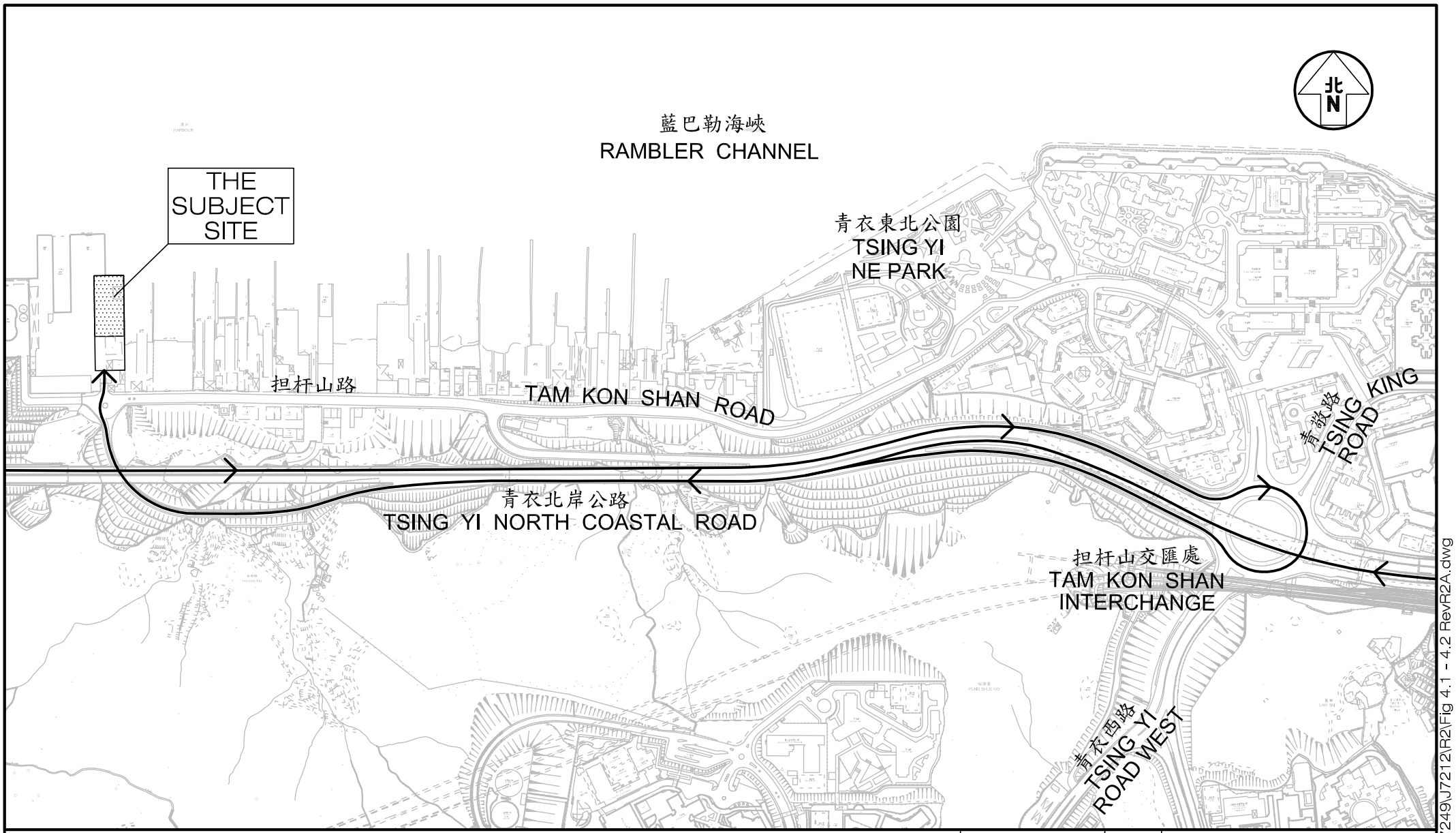
Designed by	Drawn by	Checked by
T H C	C C L	K C

Scale in A3: 1 : 600

Date: 30 DEC 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

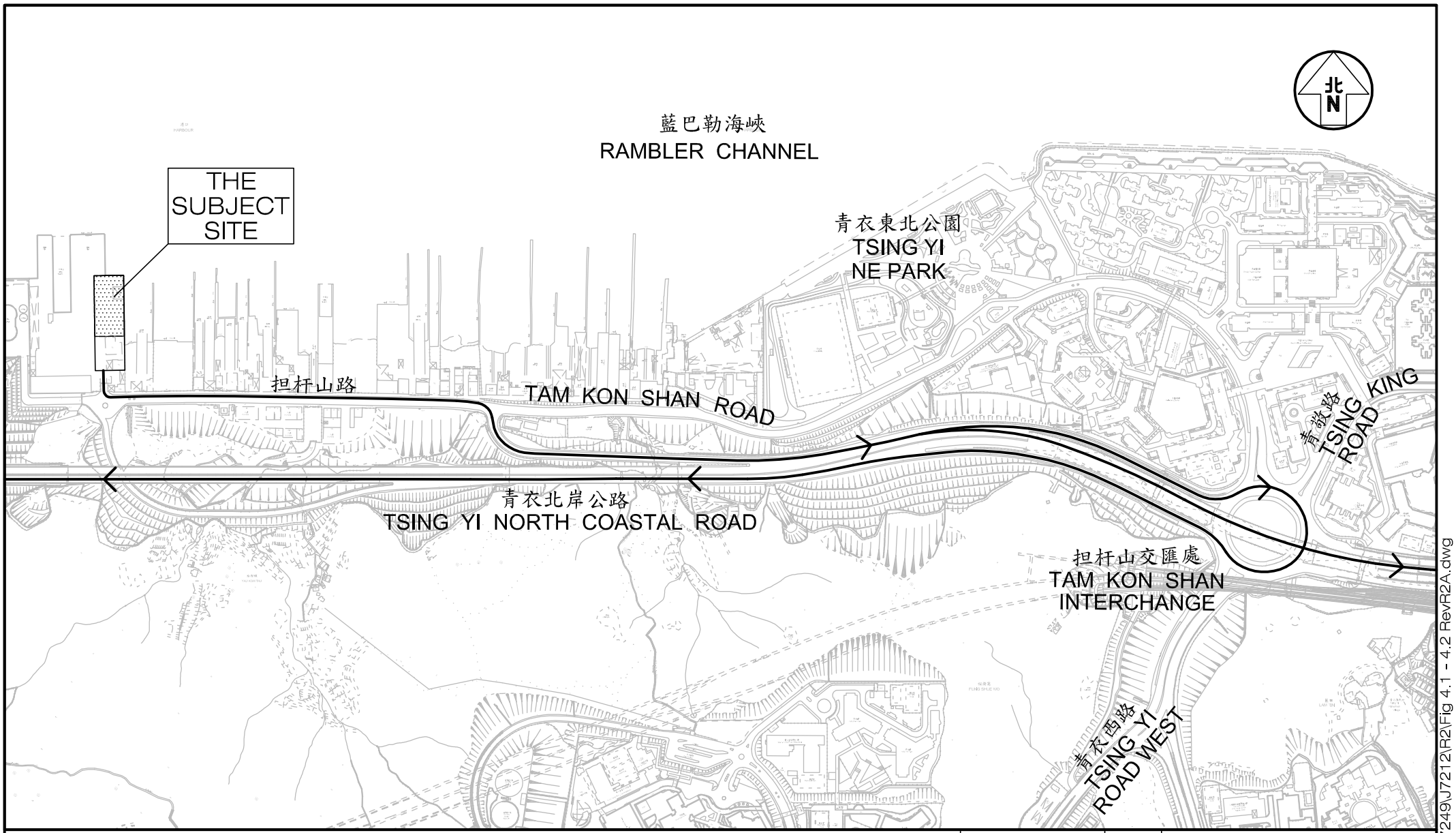
T:\JOB\J7200-J7249\J7212\R2\Fig 3.1 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION J7212	Figure No. 4.1	Revision R2A
Figure Title	TRAFFIC ROUTINGS TO THE PROPOSED LOGISTICS CENTRE	Designed by T H C / Drawn by C C L / Checked by	Scale in A4 1 : 6,000 / Date 30 DEC 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

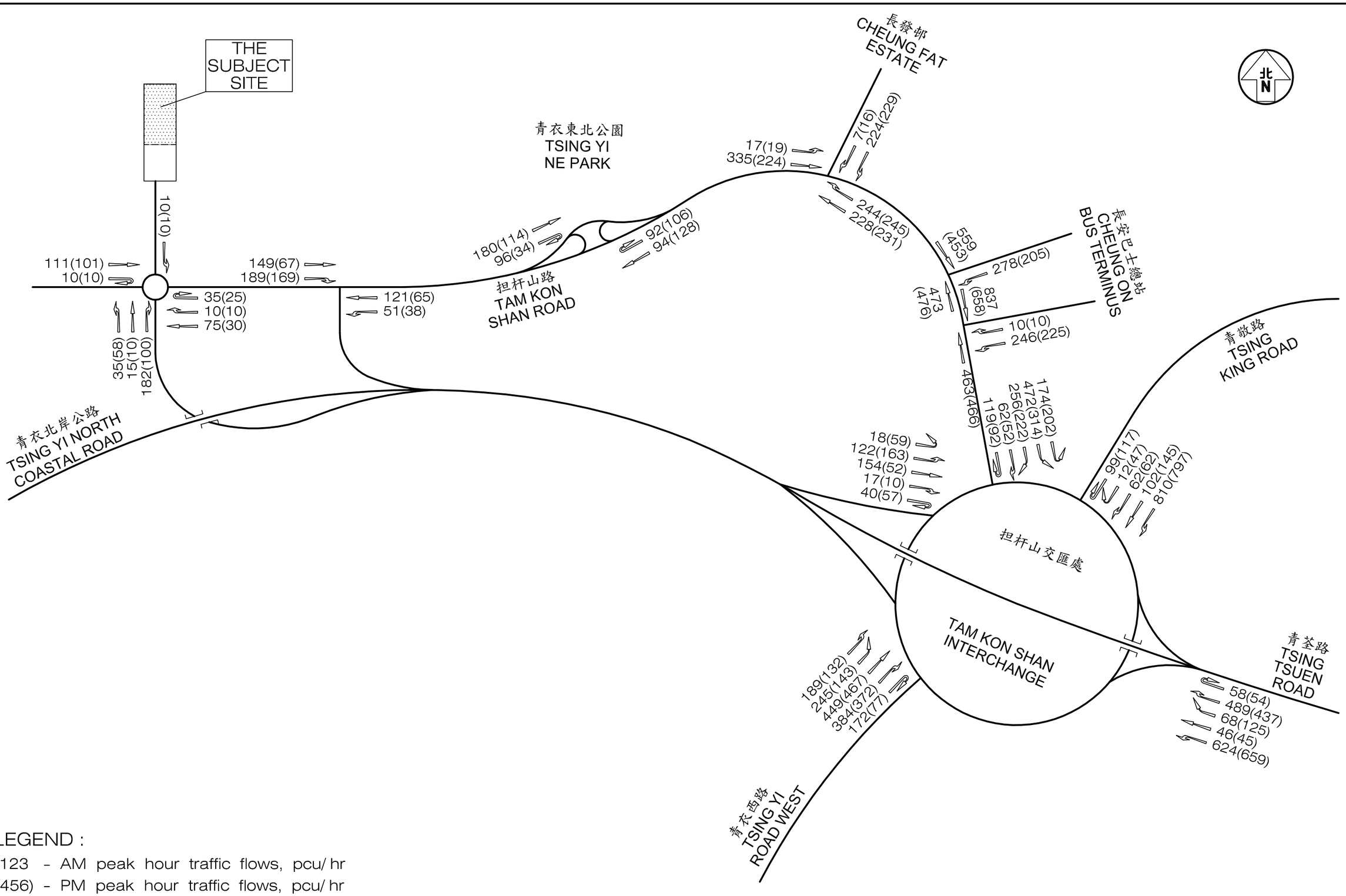
T:\JOBs\J7200-J7249\J7212\R2\Fig 4.1 - 4.2 RevR2A.dwg



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION J7212	Figure No. 4.2	Revision R2A
Figure Title	TRAFFIC ROUTINGS FROM THE PROPOSED LOGISTICS CENTRE	Designed by T H C / Drawn by C C L / Checked by	Scale in A4 1 : 6,000 / Date 30 DEC 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOBs\J7200-J7249\J7212\R2\Fig 4.1 - 4.2 RevR2A.dwg



LEGEND :

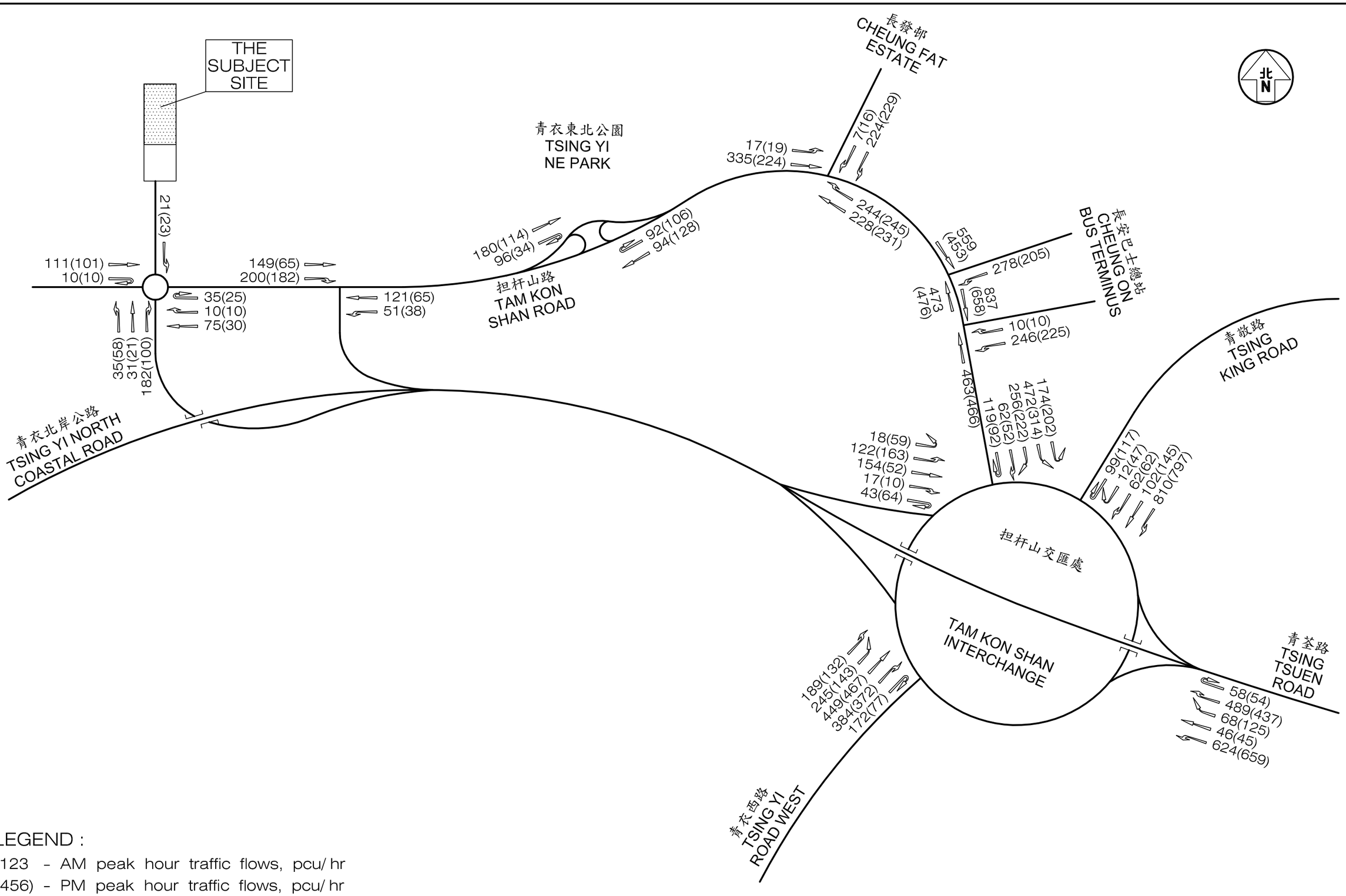
123 - AM peak hour traffic flows, pcu/ hr

(456) - PM peak hour traffic flows, pcu/ hr

Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 4.3 Revision R2A
Figure Title	2027 PEAK HOUR TRAFFIC FLOWS WITHOUT THE PROPOSED LOGISTICS CENTRE		Designed by THC; Drawn by CCL; Checked by KC; Scale in A3 N.T.S.; Date 30 DEC 2022

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig 4.3 RevR2A.dwg



LEGEND :

123 - AM peak hour traffic flows, pcu/ hr

(456) - PM peak hour traffic flows, pcu/ hr

Project Title: TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. 4.4	Revision R2A
Figure Title: 2027 PEAK HOUR TRAFFIC FLOWS WITH THE PROPOSED LOGISTICS CENTRE		Designed by THC / Drawn by CCL / Checked by KC; Scale in A3 N.T.S.; Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig 4.4 RevR2A.dwg

Appendix A – Junction Capacity Analysis

Roundabout Analysis

Location Tam Kon Shan Interchange R2 / P.1-1
Scenario existing condition
Design Year 2022 Job Number J7212 Date 30 December 2022

AM Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	54	0	42	50	464	610	862
From B	332	158	173	224	427	1314	973
From C	141	16	37	17	120	330	1922
From D	461	233	57	111	159	1021	2171
From E	0	92	57	12	90	251	1598
Total	988	498	365	414	1261	3526	

PM Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	50	0	41	98	416	606	819
From B	333	71	120	131	444	1099	1000
From C	47	9	52	53	158	320	1781
From D	290	213	48	87	187	824	2022
From E	0	131	57	44	107	339	1200
Total	720	425	318	413	1313	3188	

Legend

Arm	Road (in clockwise order)
A	Tsing Tsuen Road
B	Fung Shue Wo Road
C	Tsing Yi North Coastal Road
D	Tam Kon Shan Road
E	Tsing King Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	9.0	7.3	37.0	3.0	115	26	0.9
From B	15.0	10.0	40.0	5.2	115	16	1.5
From C	11.9	7.3	60.0	5.3	115	15	1.4
From D	13.5	10.3	25.0	11.0	115	20	0.5
From E	7.6	4.0	37.0	7.2	115	43	0.8

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.904	244.692	1.002	1.036	2394.992	0.543	1997	2021	610	606	0.305	0.300
From B	11.226	244.692	1.002	1.073	3401.604	0.683	2937	2917	1314	1099	0.448	0.377
From C	8.518	244.692	1.002	1.085	2580.888	0.569	1613	1700	330	320	0.205	0.188
From D	11.957	244.692	1.002	1.044	3623.047	0.714	2166	2277	1021	824	0.471	0.362
From E	5.385	244.692	1.002	0.977	1631.538	0.437	912	1082	251	339	0.276	0.314

Roundabout Analysis

Location Tam Kon Shan Interchange R2 / P.1-2

Scenario existing condition (noon peak)

Design Year 2022 Job Number J7212 Date 30 December 2022

Noon Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	42	0	40	61	367	510	707
From B	244	129	123	177	377	1050	806
From C	88	35	40	20	60	242	1589
From D	333	173	41	105	123	775	1690
From E	0	74	22	23	65	184	1230
Total	706	411	267	385	991	2760	

Arm	To A	To B	To C	To D	To E	Total	q_c
From A							
From B							
From C							
From D							
From E							
Total							

Legend

Arm	Road (in clockwise order)
A	Tsing Tsuen Road
B	Fung Shue Wo Road
C	Tsing Yi North Coastal Road
D	Tam Kon Shan Road
E	Tsing King Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	9.0	7.3	37.0	3.0	115	26	0.9
From B	15.0	10.0	40.0	5.2	115	16	1.5
From C	11.9	7.3	60.0	5.3	115	15	1.4
From D	13.5	10.3	25.0	11.0	115	20	0.5
From E	7.6	4.0	37.0	7.2	115	43	0.8

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x_2	M	t_D	K	F	f_c	Q_E Noon	Entry Flow Noon	RFC Noon
From A	7.904	244.692	1.002	1.036	2394.992	0.543	2084	510	0.245
From B	11.226	244.692	1.002	1.073	3401.604	0.683	3059	1050	0.343
From C	8.518	244.692	1.002	1.085	2580.888	0.569	1819	242	0.133
From D	11.957	244.692	1.002	1.044	3623.047	0.714	2524	775	0.307
From E	5.385	244.692	1.002	0.977	1631.538	0.437	1069	184	0.172

Roundabout Analysis

Location Tam Kon Shan Interchange R2 / P.1-3
Scenario without Proposed Logistics Centre
Design Year 2027 Job Number J7212 Date 30 December 2022

AM Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	58	0	46	68	489	661	942
From B	384	172	189	245	449	1439	1056
From C	154	17	41	18	122	352	2095
From D	472	256	62	119	174	1083	2369
From E	0	102	62	12	99	275	1735
Total	1068	547	400	462	1333	3810	

PM Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	54	0	45	125	437	661	882
From B	372	77	132	143	467	1191	1089
From C	52	10	58	59	163	342	1931
From D	314	222	52	92	202	882	2179
From E	0	145	62	47	117	371	1303
Total	792	454	349	466	1386	3447	

Legend

Arm	Road (in clockwise order)
A	Tsing Tsuen Road
B	Fung Shue Wo Road
C	Tsing Yi North Coastal Road
D	Tam Kon Shan Road
E	Tsing King Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	9.0	7.3	37.0	3.0	115	26	0.9
From B	15.0	10.0	40.0	5.2	115	16	1.5
From C	11.9	7.3	60.0	5.3	115	15	1.4
From D	13.5	10.3	25.0	11.0	115	20	0.5
From E	7.6	4.0	37.0	7.2	115	43	0.8

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.904	244.692	1.002	1.036	2394.992	0.543	1952	1986	661	661	0.339	0.333
From B	11.226	244.692	1.002	1.073	3401.604	0.683	2876	2852	1439	1191	0.500	0.418
From C	8.518	244.692	1.002	1.085	2580.888	0.569	1507	1608	352	342	0.234	0.213
From D	11.957	244.692	1.002	1.044	3623.047	0.714	2018	2160	1083	882	0.537	0.408
From E	5.385	244.692	1.002	0.977	1631.538	0.437	853	1038	275	371	0.322	0.357

Roundabout Analysis

Location Tam Kon Shan Interchange R2 / P.1-4
Scenario with Proposed Logistics Centre
Design Year 2027 Job Number J7212 Date 30 December 2022

AM Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	58	0	46	68	489	661	944
From B	384	172	189	245	449	1439	1058
From C	154	17	43	18	122	354	2095
From D	472	256	62	119	174	1083	2371
From E	0	102	62	12	99	275	1737
Total	1068	547	402	462	1333	3812	

PM Peak

Arm	To A	To B	To C	To D	To E	Total	q_c
From A	54	0	45	125	437	661	888
From B	372	77	132	143	467	1191	1095
From C	52	10	64	59	163	348	1931
From D	314	222	52	92	202	882	2185
From E	0	145	62	47	117	371	1309
Total	792	454	355	466	1386	3453	

Legend

Arm	Road (in clockwise order)
A	Tsing Tsuen Road
B	Fung Shue Wo Road
C	Tsing Yi North Coastal Road
D	Tam Kon Shan Road
E	Tsing King Road

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	9.0	7.3	37.0	3.0	115	26	0.9
From B	15.0	10.0	40.0	5.2	115	16	1.5
From C	11.9	7.3	60.0	5.3	115	15	1.4
From D	13.5	10.3	25.0	11.0	115	20	0.5
From E	7.6	4.0	37.0	7.2	115	43	0.8

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	7.904	244.692	1.002	1.036	2394.992	0.543	1951	1982	661	661	0.339	0.333
From B	11.226	244.692	1.002	1.073	3401.604	0.683	2875	2848	1439	1191	0.501	0.418
From C	8.518	244.692	1.002	1.085	2580.888	0.569	1507	1608	354	348	0.235	0.216
From D	11.957	244.692	1.002	1.044	3623.047	0.714	2017	2156	1083	882	0.537	0.409
From E	5.385	244.692	1.002	0.977	1631.538	0.437	853	1035	275	371	0.323	0.358

Roundabout Analysis

Location: Tam Kon Shan Road (west) / Tsing Yi North Coastal Road — R2 / P.2-1
Scenario: existing condition
Design Year: 2022 — Job Number: J7212 — Date: 30 December 2022

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	30	0	68	2	99	5
From B	162	0	28	11	201	105
From C	89	0	5	0	94	194
From D	4	0	0	0	4	285
Total	284	0	101	13	398	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	18	0	25	1	44	8
From B	83	0	50	6	139	52
From C	82	0	8	0	90	102
From D	5	0	0	0	5	191
Total	189	0	82	7	278	

Legend

Arm	Road (in clockwise order)
A	Tam Kon Shan Road
B	Tsing Yi North Coastal Road
C	Hong Kong Cement
D	HKS

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	3.5	55.0	4.0	28	32	1.8
From B	4.0	4.5	55.0	1.0	28	30	0.0
From C	5.0	4.0	10.0	7.0	28	15	0.2
From D	5.0	4.0	7.0	1.0	28	25	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	4.478	0.041	1.480	1.024	1356.913	0.589	1387	1385	99	44	0.072	0.032
From B	4.000	0.041	1.480	1.031	1212.000	0.560	1189	1220	201	139	0.169	0.114
From C	4.714	0.041	1.480	1.003	1428.429	0.604	1316	1371	94	90	0.071	0.065
From D	4.238	0.041	1.480	0.927	1284.143	0.574	1038	1088	4	5	0.004	0.005

Roundabout Analysis

Location: Tam Kon Shan Road (west) / Tsing Yi North Coastal Road — R2 / P.2-2

Scenario: existing condition (noon peak)

Design Year: 2022 | Job Number: J7212 | Date: 30 December 2022

Noon

Arm	To A	To B	To C	To D	Total	q_c
From A	13	0	24	2	40	0
From B	74	0	44	5	124	40
From C	81	0	0	0	81	90
From D	4	0	0	0	4	169
Total	173	0	69	7	249	

Arm	To A	To B	To C	To D	Total	q_c
From A						
From B						
From C						
From D						
Total						

Legend

Arm	Road (in clockwise order)
A	Tan Kon Shan Road
B	Tsing Yi North Coastal Road
C	Hong Kong Cement
D	HKS

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	3.5	55.0	4.0	28	32	1.8
From B	4.0	4.5	55.0	1.0	28	30	0.0
From C	5.0	4.0	10.0	7.0	28	15	0.2
From D	5.0	4.0	7.0	1.0	28	25	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

Arm	x_2	M	t_D	K	F	f_c	Q_E Noon	Entry Flow Noon	RFC Noon
From A	4.478	0.041	1.480	1.024	1356.913	0.589	1390	40	0.028
From B	4.000	0.041	1.480	1.031	1212.000	0.560	1227	124	0.101
From C	4.714	0.041	1.480	1.003	1428.429	0.604	1379	81	0.059
From D	4.238	0.041	1.480	0.927	1284.143	0.574	1100	4	0.004

Roundabout Analysis

Location: Tam Kon Shan Road (west) / Tsing Yi North Coastal Road — R2 / P.2-3
Scenario: without Proposed Logistics Centre
Design Year: 2027 — Job Number: J7212 — Date: 30 December 2022

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	35	0	75	10	120	10
From B	182	0	35	15	232	130
From C	111	0	10	0	121	227
From D	10	0	0	0	10	338
Total	338	0	120	25	483	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	25	0	30	10	65	10
From B	100	0	58	10	168	75
From C	101	0	10	0	111	135
From D	10	0	0	0	10	236
Total	236	0	98	20	354	

Legend

Arm	Road (in clockwise order)
A	Tam Kon Shan Road
B	Tsing Yi North Coastal Road
C	Hong Kong Cement
D	HKS

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	3.5	55.0	4.0	28	32	1.8
From B	4.0	4.5	55.0	1.0	28	30	0.0
From C	5.0	4.0	10.0	7.0	28	15	0.2
From D	5.0	4.0	7.0	1.0	28	25	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	4.478	0.041	1.480	1.024	1356.913	0.589	1384	1384	120	65	0.087	0.047
From B	4.000	0.041	1.480	1.031	1212.000	0.560	1175	1206	232	168	0.197	0.139
From C	4.714	0.041	1.480	1.003	1428.429	0.604	1295	1351	121	111	0.093	0.082
From D	4.238	0.041	1.480	0.927	1284.143	0.574	1010	1064	10	10	0.010	0.009

Roundabout Analysis

Location Tam Kon Shan Road (west) / Tsing Yi North Coastal Road R2 / P.2-4
Scenario with Proposed Logistics Centre
Design Year 2027 Job Number J7212 Date 30 December 2022

AM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	35	0	75	10	121	10
From B	182	0	35	31	248	131
From C	111	0	10	0	121	227
From D	21	0	0	0	21	338
Total	349	0	121	41	510	

PM Peak

Arm	To A	To B	To C	To D	Total	q_c
From A	25	0	30	10	65	10
From B	100	0	58	21	180	75
From C	101	0	10	0	111	136
From D	23	0	0	0	23	236
Total	249	0	98	31	379	

Legend

Arm	Road (in clockwise order)
A	Tam Kon Shan Road
B	Tsing Yi North Coastal Road
C	Hong Kong Cement
D	HKS

Geometric Parameters

Arm	e (m)	v (m)	r (m)	L (m)	D (m)	∅ (°)	S
From A	8.0	3.5	55.0	4.0	28	32	1.8
From B	4.0	4.5	55.0	1.0	28	30	0.0
From C	5.0	4.0	10.0	7.0	28	15	0.2
From D	5.0	4.0	7.0	1.0	28	25	1.6

Predictive Equation $Q_E = K(F - f_c q_c)$

Q_E	Entry Capacity
q_c	Circulating Flow across the Entry
K	= 1-0.00347(∅-30)-0.978[(1/r)-0.05]
F	= $303x_2$
f_c	= $0.210t_D(1+0.2x_2)$
t_D	= 1+0.5/(1+M)
M	= exp[(D-60)/10]
x_2	= v+(e-v)/(1+2S)
S	= 1.6(e-v)/L

Limitation

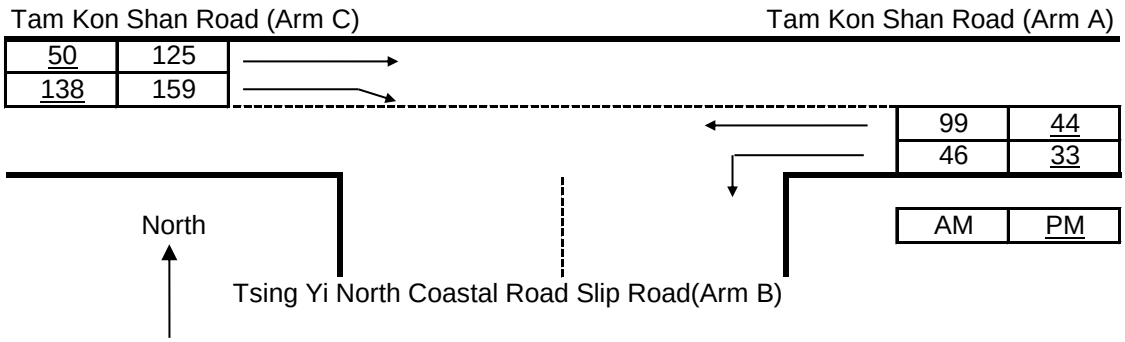
e	Entry Width	4.0 - 15.0 m
v	Approach Half Width	2.0 - 7.3 m
r	Entry Radius	6.0 - 100.0 m
L	Effective Length of Flare	1.0 - 100.0 m
D	Inscribed Circle Diameter	15 - 100 m
∅	Entry Angle	10° - 60°
S	Sharpness of Flare	0.0 - 3.0

Ratio-of-Flow to Capacity (RFC)

							Q_E		Entry Flow		RFC	
Arm	x_2	M	t_D	K	F	f_c	AM	PM	AM	PM	AM	PM
From A	4.478	0.041	1.480	1.024	1356.913	0.589	1384	1384	121	65	0.087	0.047
From B	4.000	0.041	1.480	1.031	1212.000	0.560	1174	1206	248	180	0.211	0.149
From C	4.714	0.041	1.480	1.003	1428.429	0.604	1295	1351	121	111	0.093	0.082
From D	4.238	0.041	1.480	0.927	1284.143	0.574	1010	1064	21	23	0.021	0.022

Priority Junction Analysis

Junction:	Tam Kon Shan Road (east) / Tsing Yi North Coastal Road				R2 / P.3-1
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	8.60	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	3.30	F	0.8975
			V-rCB	40			Y	0.7033

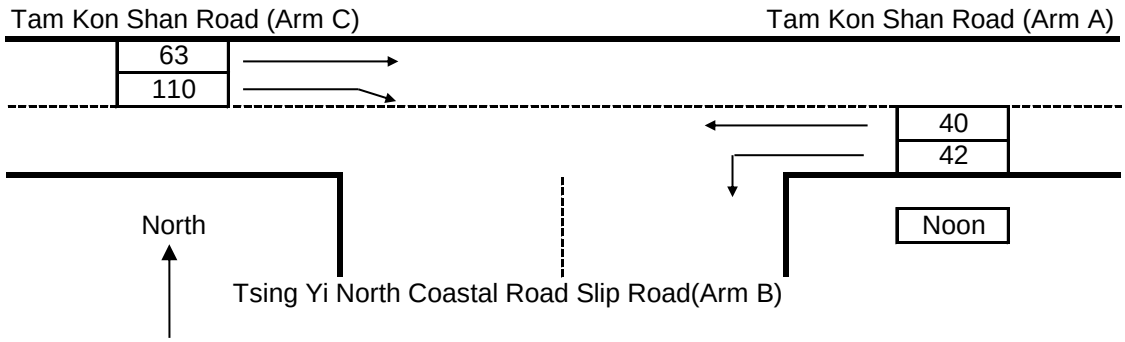
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	125	50	Q-BA	276	295
q-CB	159	138	Q-BC	419	428
q-AB	46	33	Q-CB	635	651
q-AC	99	44	Q-BAC	276	295
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.000	0.000	
B-C	0.000	0.000	
C-B	0.251	0.213	
B-AC	0.000	0.000	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (east) / Tsing Yi North Coastal Road				R2 / P.3-2
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition (noon peak)				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	8.60	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	3.30	F	0.8975
			V-rCB	40			Y	0.7033

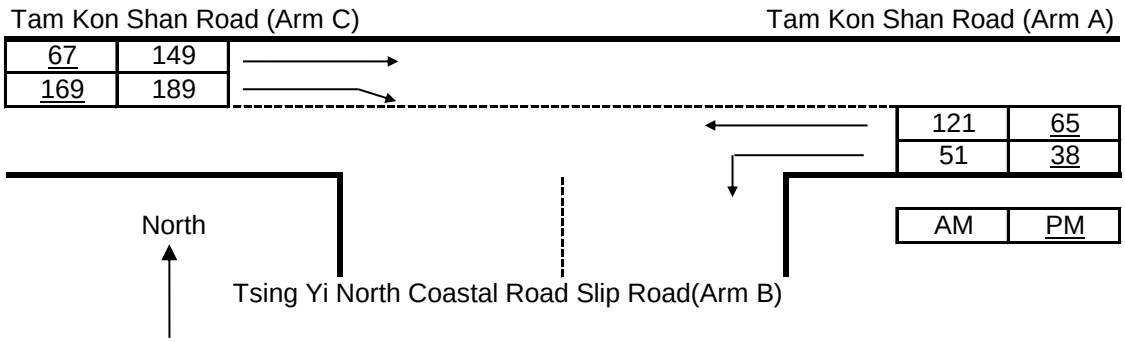
Analysis :

Traffic Flows, pcu/hr	Noon	Capacity, pcu/hr	Noon
q-CA	63	Q-BA	300
q-CB	110	Q-BC	428
q-AB	42	Q-CB	650
q-AC	40	Q-BAC	300
q-BA	0		
q-BC	0		
f	0.000		

Ratio-of-flow to Capacity	Noon	
B-A	0.000	
B-C	0.000	
C-B	0.170	
B-AC	0.000	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (east) / Tsing Yi North Coastal Road				R2 / P.3-3
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	without Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	8.60	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	3.30	F	0.8975
			V-rCB	40			Y	0.7033

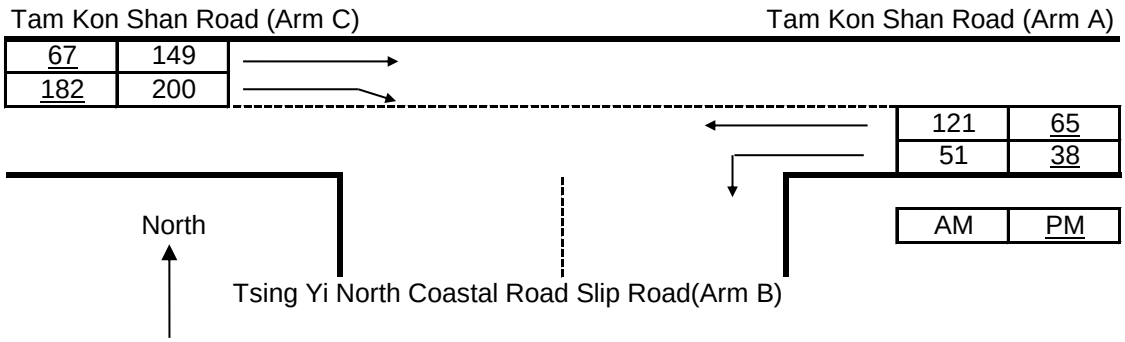
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	149	67	Q-BA	265	285
q-CB	189	169	Q-BC	415	425
q-AB	51	38	Q-CB	629	645
q-AC	121	65	Q-BAC	265	285
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.000	0.000	
B-C	0.000	0.000	
C-B	0.300	0.262	
B-AC	0.000	0.000	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (east) / Tsing Yi North Coastal Road				R2 / P.3-4
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	with Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	8.60	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	3.30	F	0.8975
			V-rCB	40			Y	0.7033

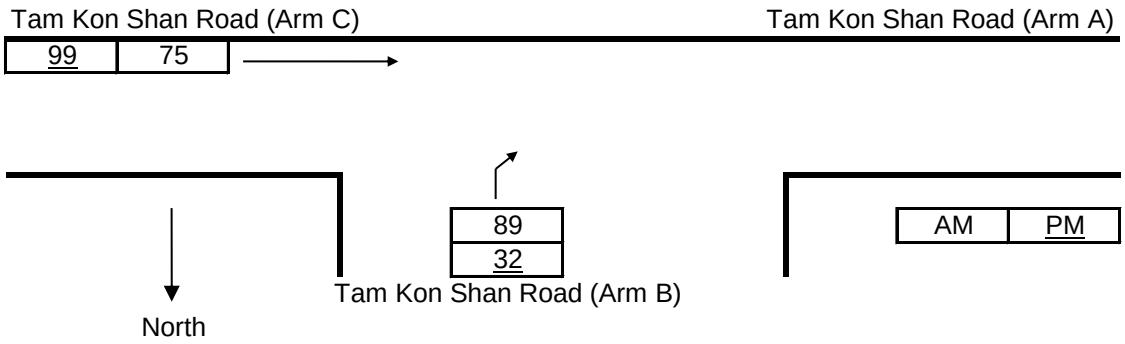
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	149	67	Q-BA	263	282
q-CB	200	182	Q-BC	415	425
q-AB	51	38	Q-CB	629	645
q-AC	121	65	Q-BAC	263	282
q-BA	0	0			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.000	0.000	
B-C	0.000	0.000	
C-B	0.318	0.282	
B-AC	0.000	0.000	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (west)				R2 / P.4-1
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	5.60	V-rBA	50	w-BA	9.50	D	1.3738
	W-CR	0.00	V-lBA	60	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.8068

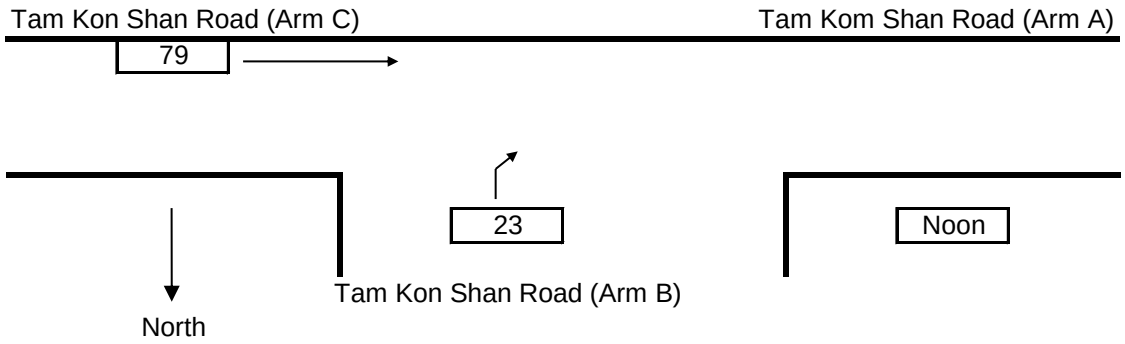
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	75	99	Q-BA	842	836
q-CB	0	0	Q-BC	437	437
q-AB	0	0	Q-CB	437	437
q-AC	0	0	Q-BAC	842	836
q-BA	89	32			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.105	0.038	
B-C	0.000	0.000	
C-B	0.000	0.000	
B-AC	0.105	0.038	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (west)				R2 / P.4-2
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition (noon peak)				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	5.60	V-rBA	50	w-BA	9.50	D	1.3738
	W-CR	0.00	V-lBA	60	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.8068

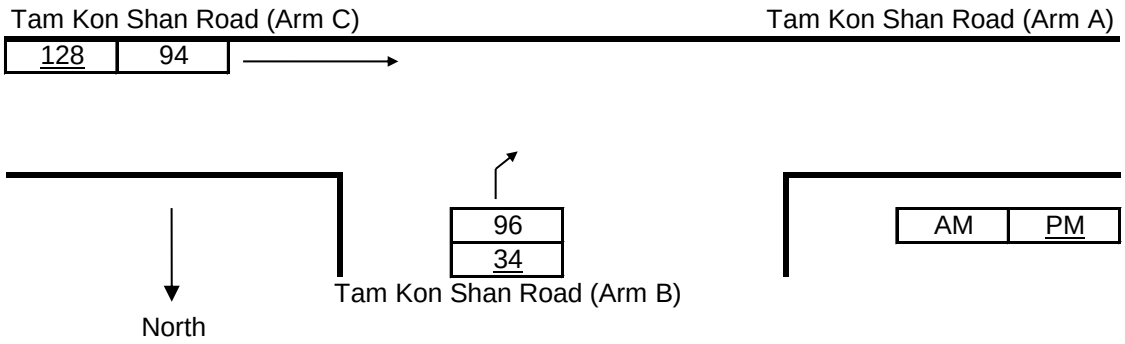
Analysis :

Traffic Flows, pcu/hr	Noon	Capacity, pcu/hr	Noon
q-CA	79	Q-BA	841
q-CB	0	Q-BC	437
q-AB	0	Q-CB	437
q-AC	0	Q-BAC	841
q-BA	23		
q-BC	0		
f	0.000		

Ratio-of-flow to Capacity	Noon	
B-A	0.028	
B-C	0.000	
C-B	0.000	
B-AC	0.028	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (west)				R2 / P.4-3
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	without Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	5.60	V-rBA	50	w-BA	9.50	D	1.3738
	W-CR	0.00	V-lBA	60	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.8068

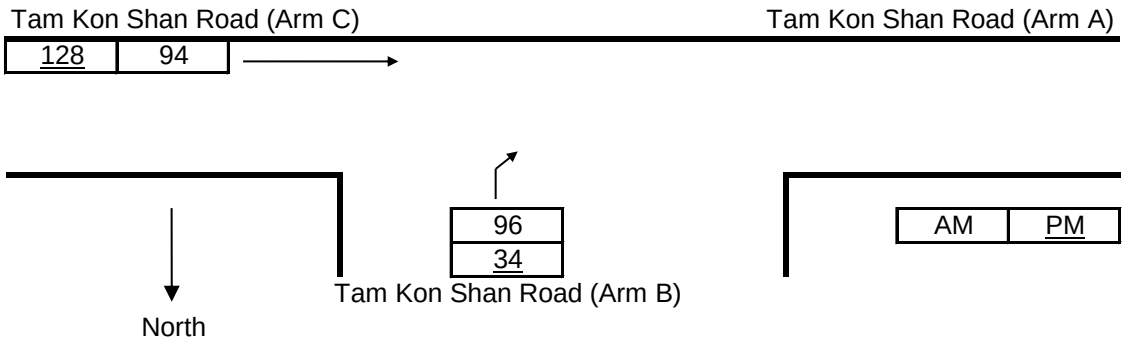
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	94	128	Q-BA	838	829
q-CB	0	0	Q-BC	437	437
q-AB	0	0	Q-CB	437	437
q-AC	0	0	Q-BAC	838	829
q-BA	96	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.115	0.041	
B-C	0.000	0.000	
C-B	0.000	0.000	
B-AC	0.115	0.041	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (west)				R2 / P.4-4
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	with Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	5.60	V-rBA	50	w-BA	9.50	D	1.3738
	W-CR	0.00	V-lBA	60	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.8068

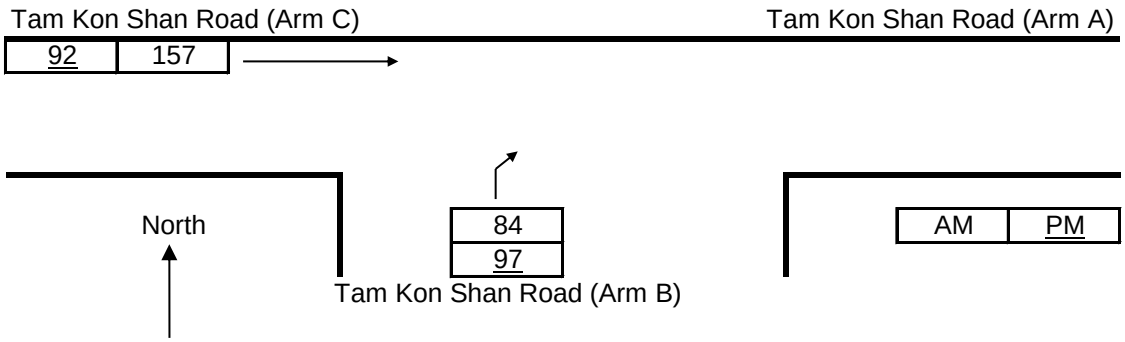
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	94	128	Q-BA	838	829
q-CB	0	0	Q-BC	437	437
q-AB	0	0	Q-CB	437	437
q-AC	0	0	Q-BAC	838	829
q-BA	96	34			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.115	0.041	
B-C	0.000	0.000	
C-B	0.000	0.000	
B-AC	0.115	0.041	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (east)				R2 / P.5-1
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	6.00	V-rBA	40	w-BA	9.50	D	1.3520
	W-CR	0.00	V-lBA	50	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7930

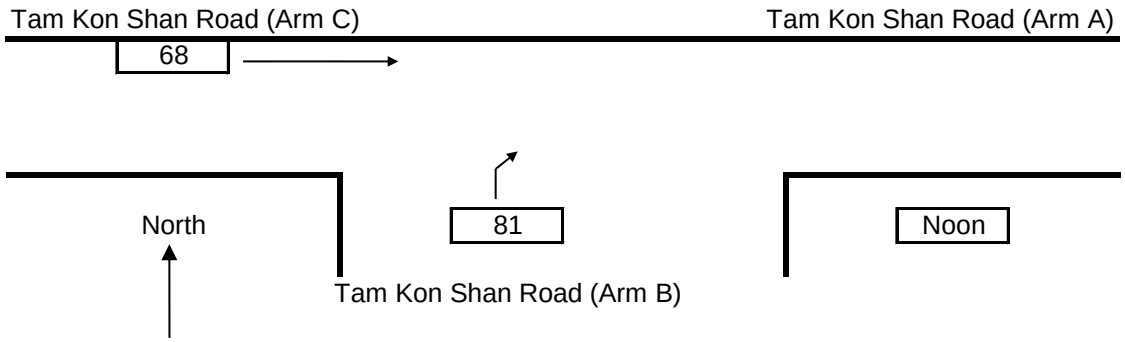
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	157	92	Q-BA	809	825
q-CB	0	0	Q-BC	437	437
q-AB	0	0	Q-CB	437	437
q-AC	0	0	Q-BAC	809	825
q-BA	84	97			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.104	0.118	
B-C	0.000	0.000	
C-B	0.000	0.000	
B-AC	0.104	0.118	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (east)				R2 / P.5-2
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition (noon peak)				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	6.00	V-rBA	40	w-BA	9.50	D	1.3520
	W-CR	0.00	V-lBA	50	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7930

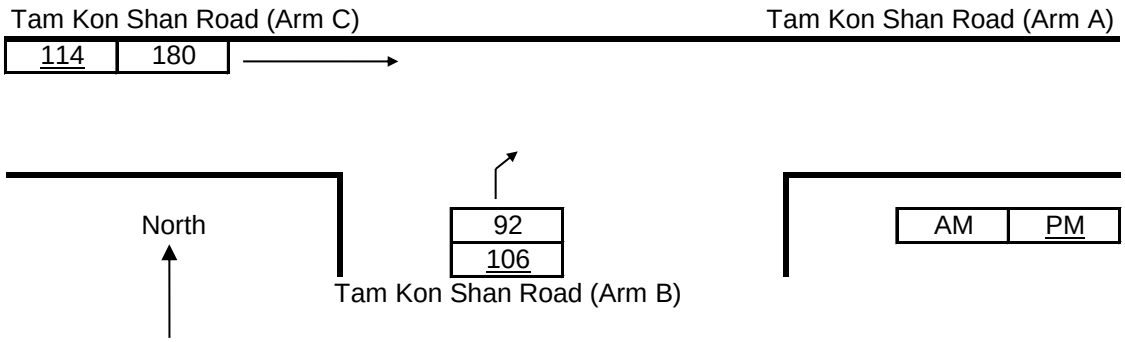
Analysis :

Traffic Flows, pcu/hr	Noon	Capacity, pcu/hr	Noon
q-CA	68	Q-BA	831
q-CB	0	Q-BC	437
q-AB	0	Q-CB	437
q-AC	0	Q-BAC	831
q-BA	81		
q-BC	0		
f	0.000		

Ratio-of-flow to Capacity	Noon	
B-A	0.097	
B-C	0.000	
C-B	0.000	
B-AC	0.097	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (east)				R2 / P.5-3
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	without Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	6.00	V-rBA	40	w-BA	9.50	D	1.3520
	W-CR	0.00	V-lBA	50	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7930

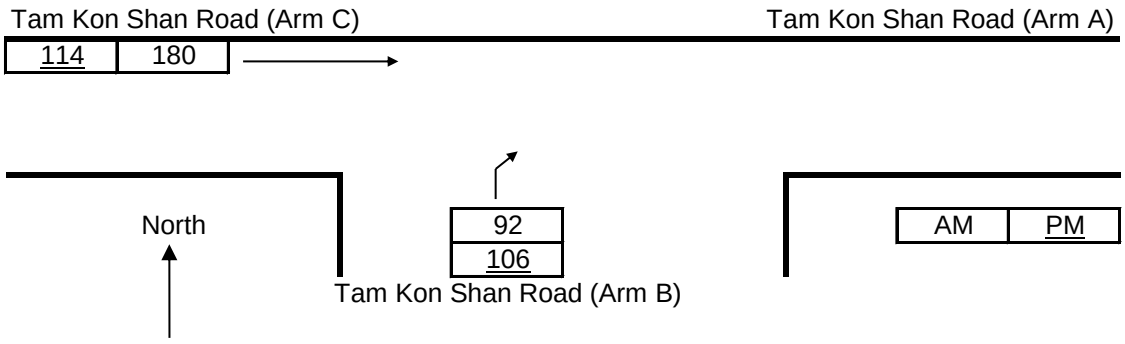
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	180	114	Q-BA	804	820
q-CB	0	0	Q-BC	437	437
q-AB	0	0	Q-CB	437	437
q-AC	0	0	Q-BAC	804	820
q-BA	92	106			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.114	0.129	
B-C	0.000	0.000	
C-B	0.000	0.000	
B-AC	0.114	0.129	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road (outside Tsing Yi Northeast Park) (east)				R2 / P.5-4
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	with Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	6.00	V-rBA	40	w-BA	9.50	D	1.3520
	W-CR	0.00	V-lBA	50	w-BC	0.00	E	0.5860
			V-rBC	0	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.7930

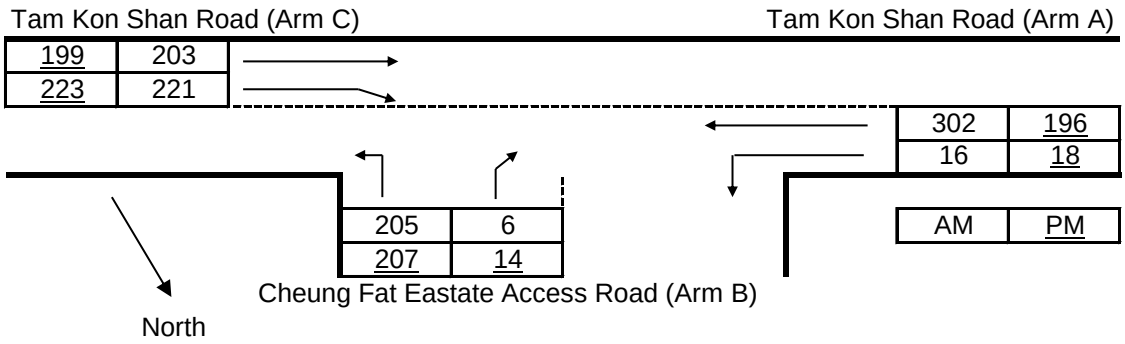
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	180	114	Q-BA	804	820
q-CB	0	0	Q-BC	437	437
q-AB	0	0	Q-CB	437	437
q-AC	0	0	Q-BAC	804	820
q-BA	92	106			
q-BC	0	0			
f	0.000	0.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.114	0.129	
B-C	0.000	0.000	
C-B	0.000	0.000	
B-AC	0.114	0.129	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung Fat Estate Access Road				R2 / P.6-1
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	9.10	V-rBA	120	w-BA	5.30	D	1.0789
	W-CR	0.00	V-lBA	40	w-BC	5.30	E	1.1551
			V-rBC	120	w-CB	3.30	F	0.9497
			V-rCB	100			Y	0.6861

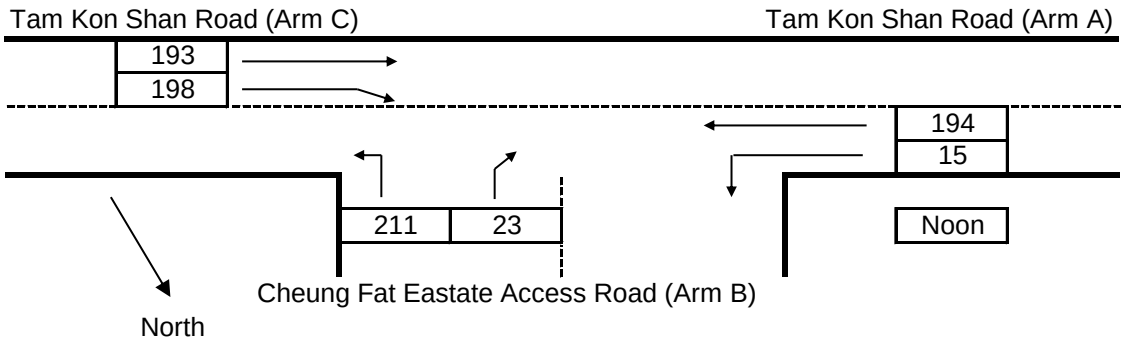
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	203	199	Q-BA	474	502
q-CB	221	223	Q-BC	772	802
q-AB	16	18	Q-CB	632	657
q-AC	302	196	Q-BAC	758	772
q-BA	6	14			
q-BC	205	207			
f	0.971	0.935			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.013	0.029	
B-C	0.265	0.258	
C-B	0.350	0.339	
B-AC	0.278	0.287	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung Fat Estate Access Road				R2 / P.6-2
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition (noon peak)				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	9.10	V-rBA	120	w-BA	5.30	D	1.0789
	W-CR	0.00	V-lBA	40	w-BC	5.30	E	1.1551
			V-rBC	120	w-CB	3.30	F	0.9497
			V-rCB	100			Y	0.6861

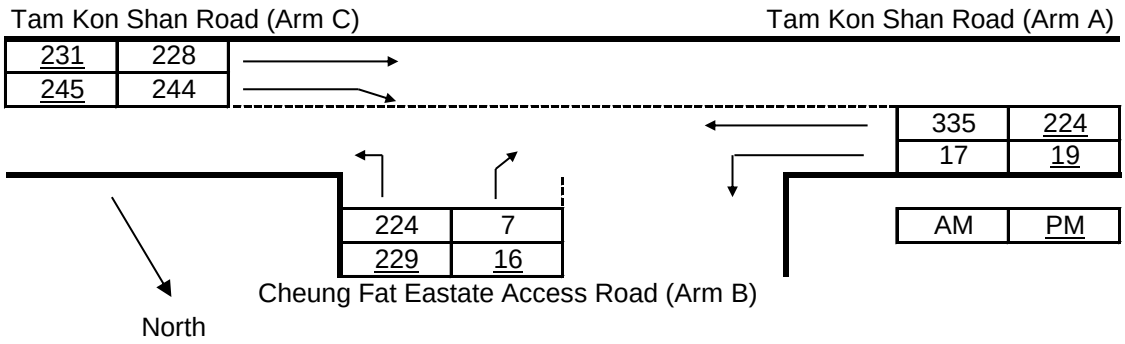
Analysis :

Traffic Flows, pcu/hr	Noon	Capacity, pcu/hr	Noon
q-CA	193	Q-BA	513
q-CB	198	Q-BC	803
q-AB	15	Q-CB	658
q-AC	194	Q-BAC	761
q-BA	23		
q-BC	211		
f	0.901		

Ratio-of-flow to Capacity	Noon	
B-A	0.045	
B-C	0.263	
C-B	0.301	
B-AC	0.308	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung Fat Estate Access Road				R2 / P.6-3
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	without Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	9.10	V-rBA	120	w-BA	5.30	D	1.0789
	W-CR	0.00	V-lBA	40	w-BC	5.30	E	1.1551
			V-rBC	120	w-CB	3.30	F	0.9497
			V-rCB	100			Y	0.6861

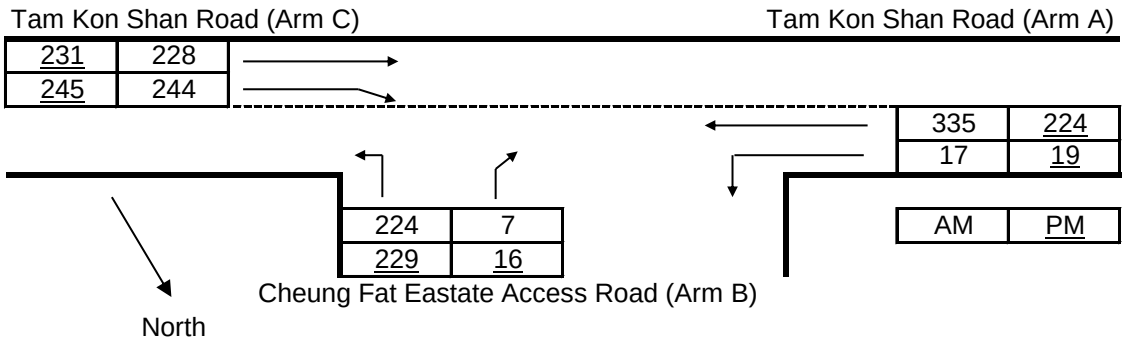
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	228	231	Q-BA	452	481
q-CB	244	245	Q-BC	762	794
q-AB	17	19	Q-CB	624	650
q-AC	335	224	Q-BAC	746	761
q-BA	7	16			
q-BC	224	229			
f	0.970	0.935			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.015	0.033	
B-C	0.294	0.288	
C-B	0.391	0.377	
B-AC	0.309	0.322	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung Fat Estate Access Road				R2 / P.6-4
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	with Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	9.10	V-rBA	120	w-BA	5.30	D	1.0789
	W-CR	0.00	V-lBA	40	w-BC	5.30	E	1.1551
			V-rBC	120	w-CB	3.30	F	0.9497
			V-rCB	100			Y	0.6861

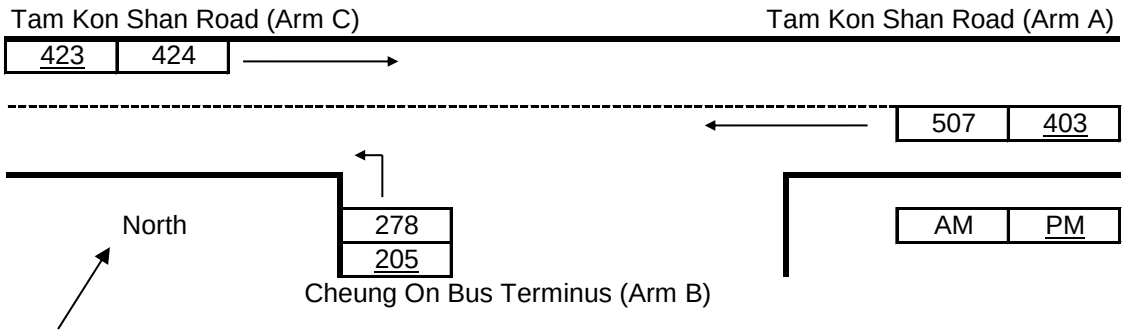
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	228	231	Q-BA	452	481
q-CB	244	245	Q-BC	762	794
q-AB	17	19	Q-CB	624	650
q-AC	335	224	Q-BAC	746	761
q-BA	7	16			
q-BC	224	229			
f	0.970	0.935			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.015	0.033	
B-C	0.294	0.288	
C-B	0.391	0.377	
B-AC	0.309	0.322	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (north)				R2 / P.7-1
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.30	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	16.80	E	2.1959
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6102

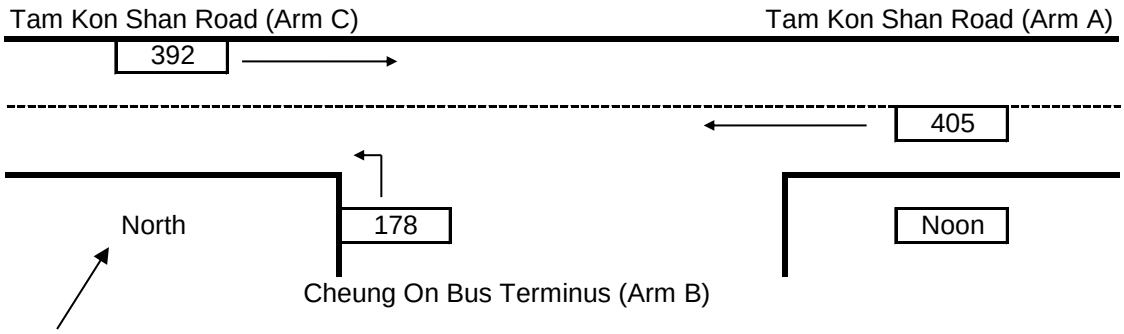
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	424	423	Q-BA	243	255
q-CB	0	0	Q-BC	1389	1439
q-AB	0	0	Q-CB	371	384
q-AC	507	403	Q-BAC	1389	1439
q-BA	0	0			
q-BC	278	205			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.000	0.000	
B-C	0.200	0.142	
C-B	0.000	0.000	
B-AC	0.200	0.142	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (north)				R2 / P.7-2
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition (noon peak)				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.30	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	16.80	E	2.1959
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6102

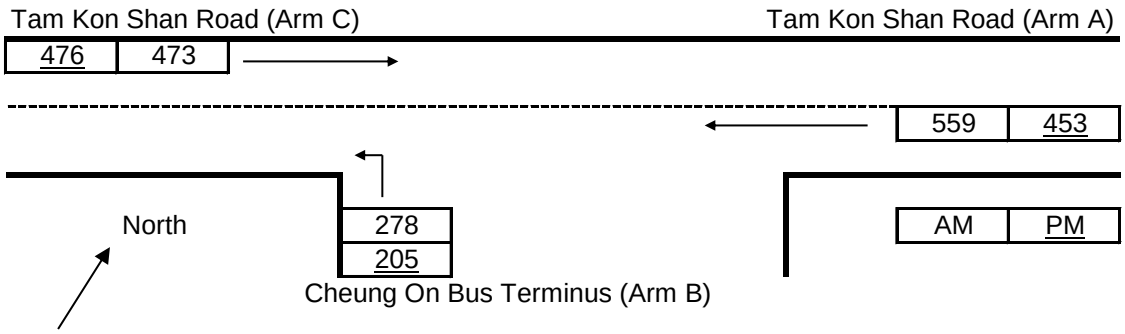
Analysis :

Traffic Flows, pcu/hr	Noon	Capacity, pcu/hr	Noon
q-CA	392	Q-BA	257
q-CB	0	Q-BC	1438
q-AB	0	Q-CB	384
q-AC	405	Q-BAC	1438
q-BA	0		
q-BC	178		
f	1.000		

Ratio-of-flow to Capacity	Noon	
B-A	0.000	
B-C	0.123	
C-B	0.000	
B-AC	0.123	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (north)				R2 / P.7-3
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	without Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.30	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	16.80	E	2.1959
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6102

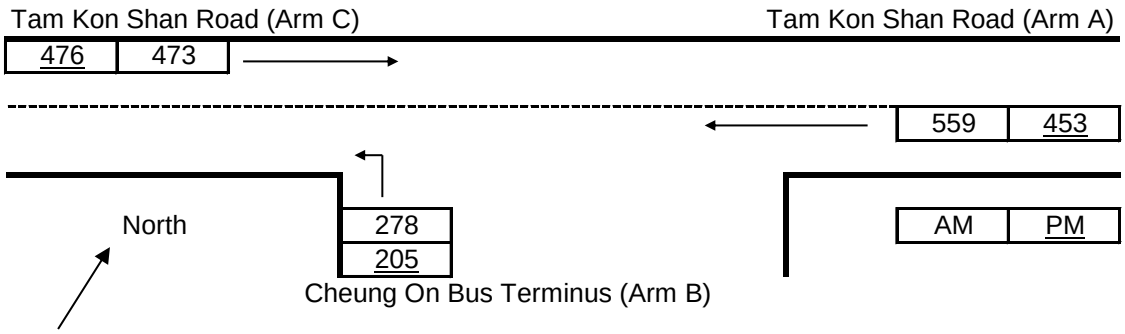
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	473	476	Q-BA	233	245
q-CB	0	0	Q-BC	1363	1415
q-AB	0	0	Q-CB	364	378
q-AC	559	453	Q-BAC	1363	1415
q-BA	0	0			
q-BC	278	205			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.000	0.000	
B-C	0.204	0.145	
C-B	0.000	0.000	
B-AC	0.204	0.145	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (north)				R2 / P.7-4
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	with Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	11.30	V-rBA	0	w-BA	0.00	D	0.5332
	W-CR	0.00	V-lBA	0	w-BC	16.80	E	2.1959
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.6102

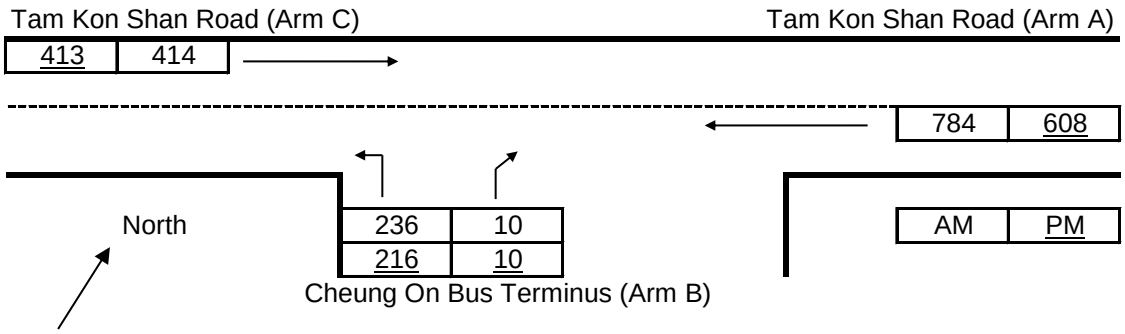
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	473	476	Q-BA	233	245
q-CB	0	0	Q-BC	1363	1415
q-AB	0	0	Q-CB	364	378
q-AC	559	453	Q-BAC	1363	1415
q-BA	0	0			
q-BC	278	205			
f	1.000	1.000			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.000	0.000	
B-C	0.204	0.145	
C-B	0.000	0.000	
B-AC	0.204	0.145	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (south)				R2 / P.8-1
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	12.30	V-rBA	100	w-BA	8.00	D	1.3420
	W-CR	0.00	V-lBA	100	w-BC	8.00	E	1.3835
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5757

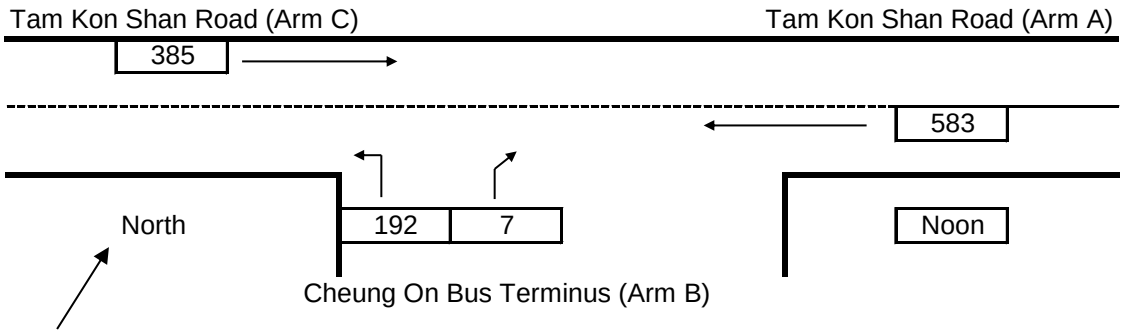
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	414	413	Q-BA	548	598
q-CB	0	0	Q-BC	803	854
q-AB	0	0	Q-CB	340	362
q-AC	784	608	Q-BAC	789	839
q-BA	10	10			
q-BC	236	216			
f	0.961	0.958			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.018	0.016	
B-C	0.294	0.253	
C-B	0.000	0.000	
B-AC	0.312	0.269	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (south)				R2 / P.8-2
Design Year:	2022	Job Number:	J7212	Date:	30 December 2022
Scenario:	existing condition (noon peak)				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	12.30	V-rBA	100	w-BA	8.00	D	1.3420
	W-CR	0.00	V-lBA	100	w-BC	8.00	E	1.3835
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5757

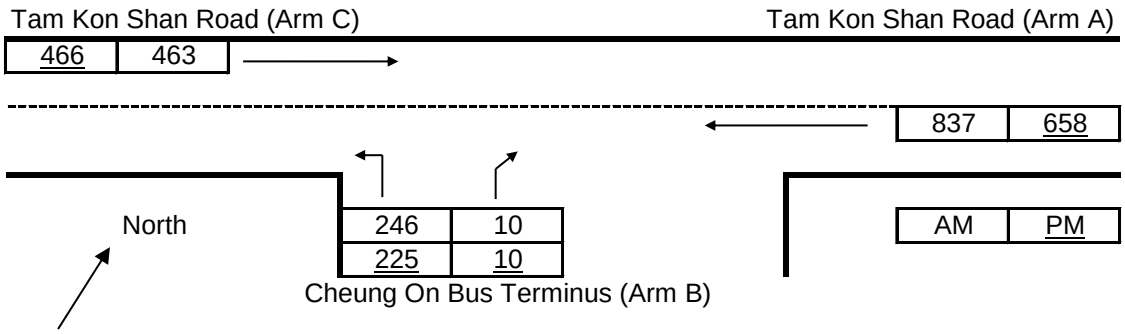
Analysis :

Traffic Flows, pcu/hr	Noon	Capacity, pcu/hr	Noon
q-CA	385	Q-BA	610
q-CB	0	Q-BC	862
q-AB	0	Q-CB	365
q-AC	583	Q-BAC	850
q-BA	7		
q-BC	192		
f	0.967		

Ratio-of-flow to Capacity	Noon	
B-A	0.011	
B-C	0.223	
C-B	0.000	
B-AC	0.234	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (south)				R2 / P.8-3
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	without Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	12.30	V-rBA	100	w-BA	8.00	D	1.3420
	W-CR	0.00	V-lBA	100	w-BC	8.00	E	1.3835
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5757

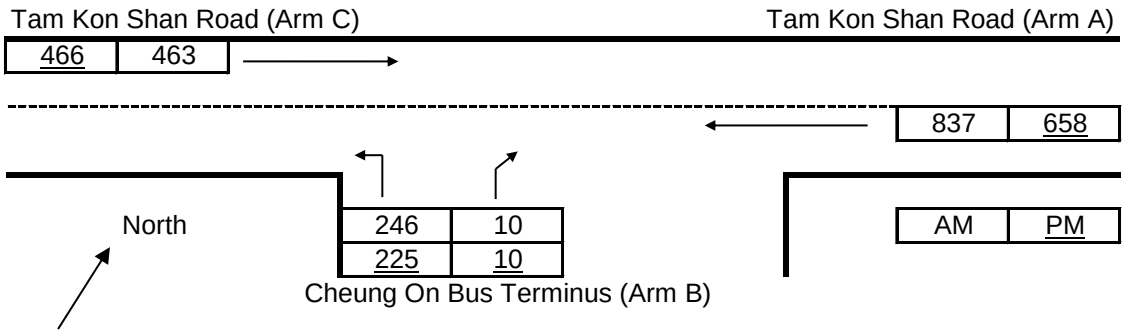
Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	463	466	Q-BA	524	574
q-CB	0	0	Q-BC	788	840
q-AB	0	0	Q-CB	334	356
q-AC	837	658	Q-BAC	773	824
q-BA	10	10			
q-BC	246	225			
f	0.961	0.957			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.019	0.017	
B-C	0.312	0.268	
C-B	0.000	0.000	
B-AC	0.331	0.285	(for shared lane CA, CB)

Priority Junction Analysis

Junction:	Tam Kon Shan Road / Cheung On Bus Terminus (south)				R2 / P.8-4
Design Year:	2027	Job Number:	J7212	Date:	30 December 2022
Scenario:	with Proposed Logistics Centre				



The predictive equations of capacity of movement are:

Q-BA = D[627 + 14W-CR - Y(0.364q-AC + 0.144q-AB + 0.229q-CA + 0.52q-CB)]

Q-BC = E[745 - Y(0.364q-AC + 0.144q-AB)]

Q-CB = F[745 - 0.364Y(q-AC + q-AB)]

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

D = [1 + 0.094(w-BA - 3.65)][1 + 0.0009(V-rBA - 120)][1 + 0.0006(V-lBA - 150)]

E = [1 + 0.094(w-BC - 3.65)][1 + 0.0009(V-rBC - 120)]

F = [1 + 0.094(w-CB - 3.65)][1 + 0.0009(V-rCB - 120)]

where Y = 1 - 0.0345W

q-AB, etc = the design flow of movement AB, etc

W = major road width

W-CR = central reserve width

w-BA, etc = lane width to vehicle

v-rBA, etc = visibility to the right for waiting vehicles in stream BA, etc

v-lBA, etc = visibility to the left for waiting vehicles in stream BA, etc

Geometry :	Input		Input		Input		Calculated	
	W	12.30	V-rBA	100	w-BA	8.00	D	1.3420
	W-CR	0.00	V-lBA	100	w-BC	8.00	E	1.3835
			V-rBC	100	w-CB	0.00	F	0.5860
			V-rCB	0			Y	0.5757

Analysis :

Traffic Flows, pcu/hr	AM	PM	Capacity, pcu/hr	AM	PM
q-CA	463	466	Q-BA	524	574
q-CB	0	0	Q-BC	788	840
q-AB	0	0	Q-CB	334	356
q-AC	837	658	Q-BAC	773	824
q-BA	10	10			
q-BC	246	225			
f	0.961	0.957			

Ratio-of-flow to Capacity	AM	PM	
B-A	0.019	0.017	
B-C	0.312	0.268	
C-B	0.000	0.000	
B-AC	0.331	0.285	(for shared lane CA, CB)

Appendix B – CCTV Recordings of HK Shipyard

2022 / 07 / 15 08 : 00

2022 / 07 / 15 08 : 05

2022 / 07 / 15 08 : 10

2022 / 07 / 15 08 : 15

2022 / 07 / 15 08 : 20

2022 / 07 / 15 08 : 25

2022 / 07 / 15 08 : 30

2022 / 07 / 15 08 : 35

2022 / 07 / 15 08 : 40

2022 / 07 / 15 08 : 45

2022 / 07 / 15 08 : 50

2022 / 07 / 15 08 : 55

2022 / 07 / 15 13 : 30

2022 / 07 / 15 13 : 35

2022 / 07 / 15 13 : 40

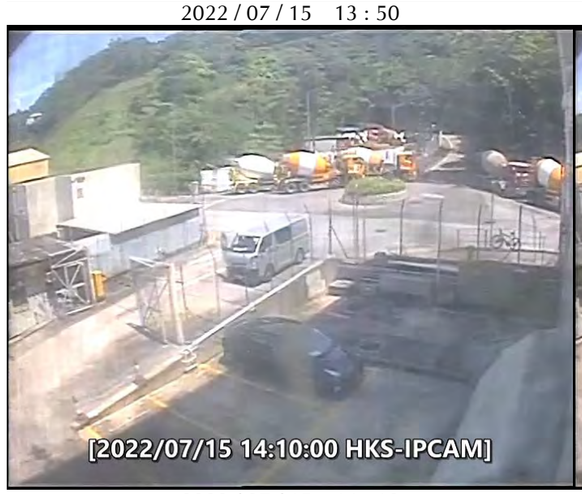
2022 / 07 / 15 13 : 45

2022 / 07 / 15 13 : 50

2022 / 07 / 15 13 : 55

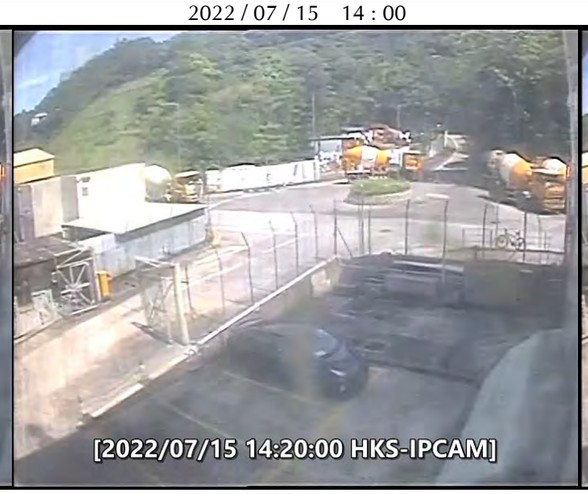
2022 / 07 / 15 14 : 00

2022 / 07 / 15 14 : 05

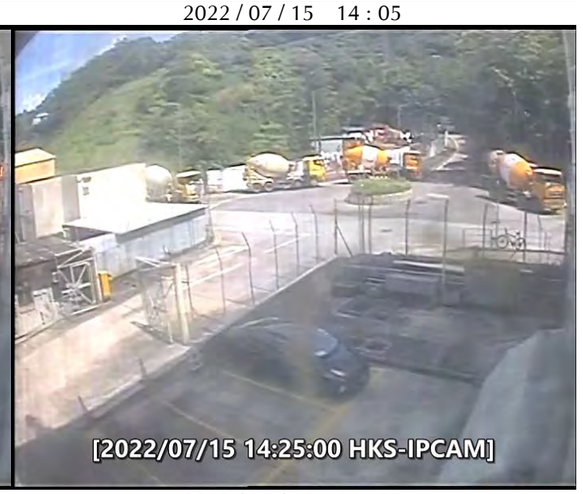


2022 / 07 / 15 14 : 10

2022 / 07 / 15 14 : 15



2022 / 07 / 15 14 : 20



2022 / 07 / 15 14 : 25

2022 / 07 / 15 17 : 00

2022 / 07 / 15 17 : 05

2022 / 07 / 15 17 : 10

2022 / 07 / 15 17 : 15

2022 / 07 / 15 17 : 20

2022 / 07 / 15 17 : 25

2022 / 07 / 15 17 : 30

2022 / 07 / 15 17 : 35

2022 / 07 / 15 17 : 40

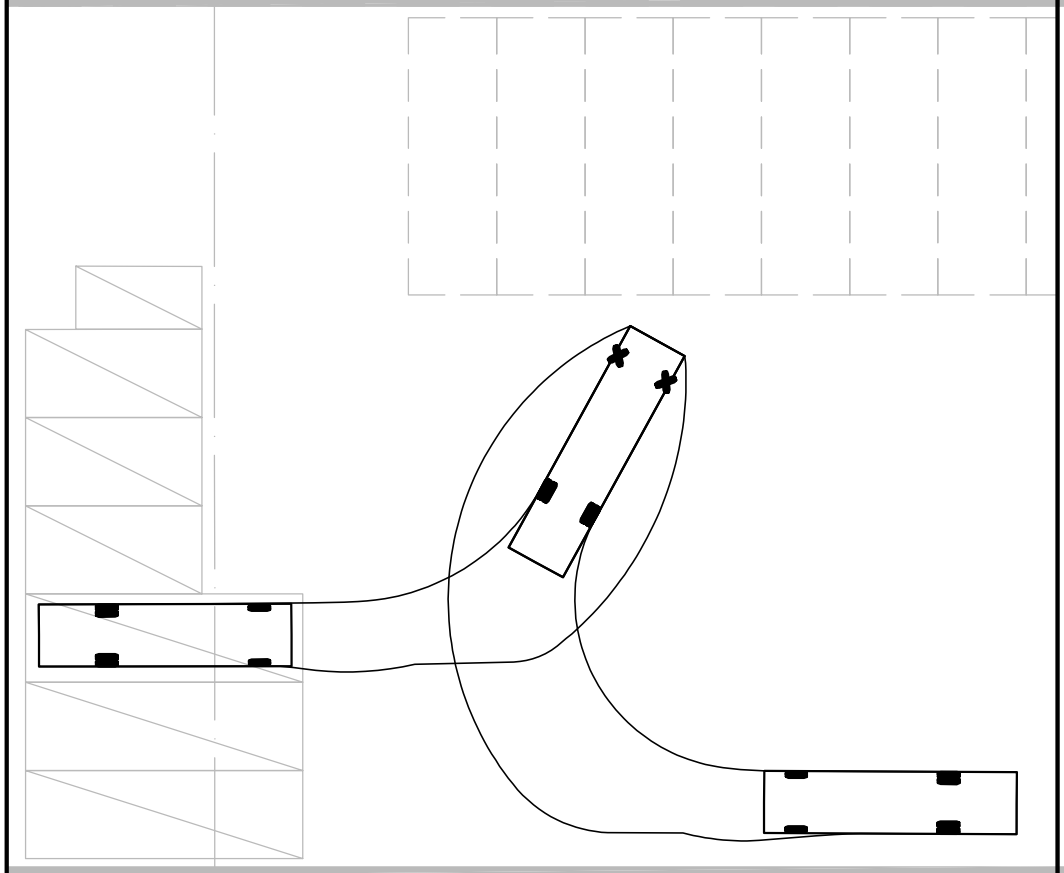
2022 / 07 / 15 17 : 45

2022 / 07 / 15 17 : 50

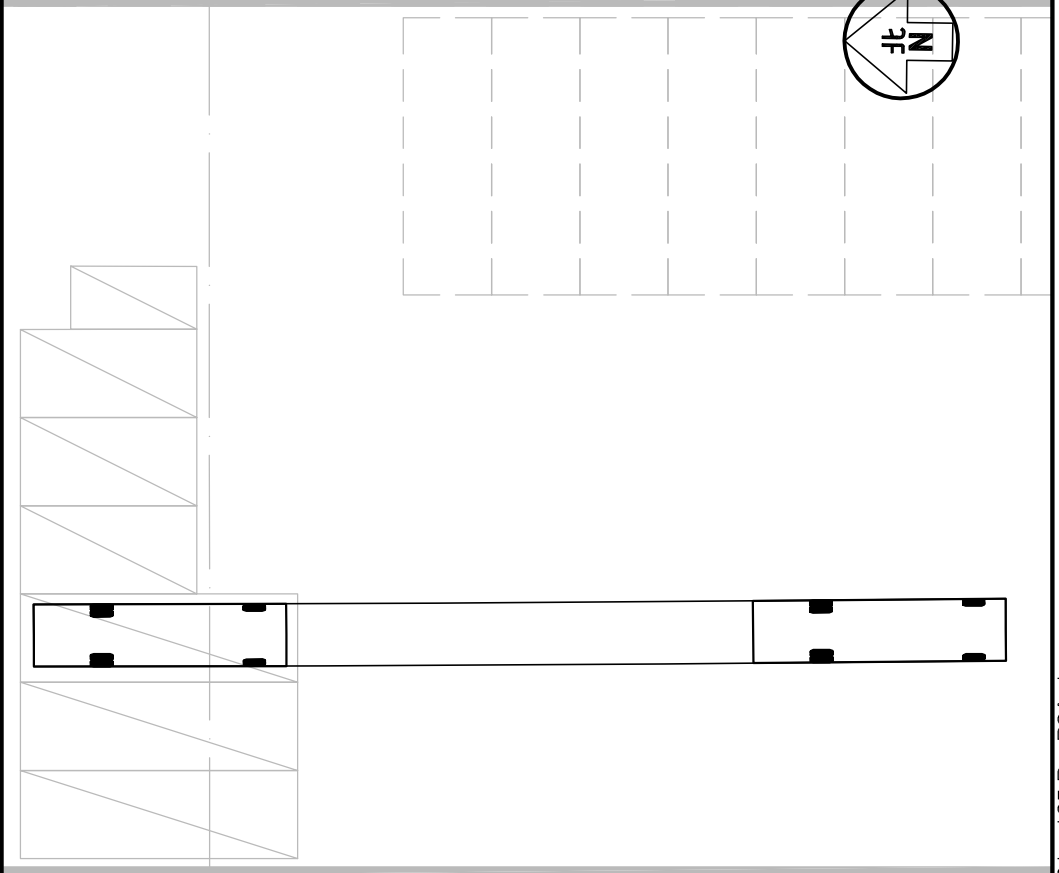
2022 / 07 / 15 17 : 55

Appendix C – Swept Path Analysis

ENTERING



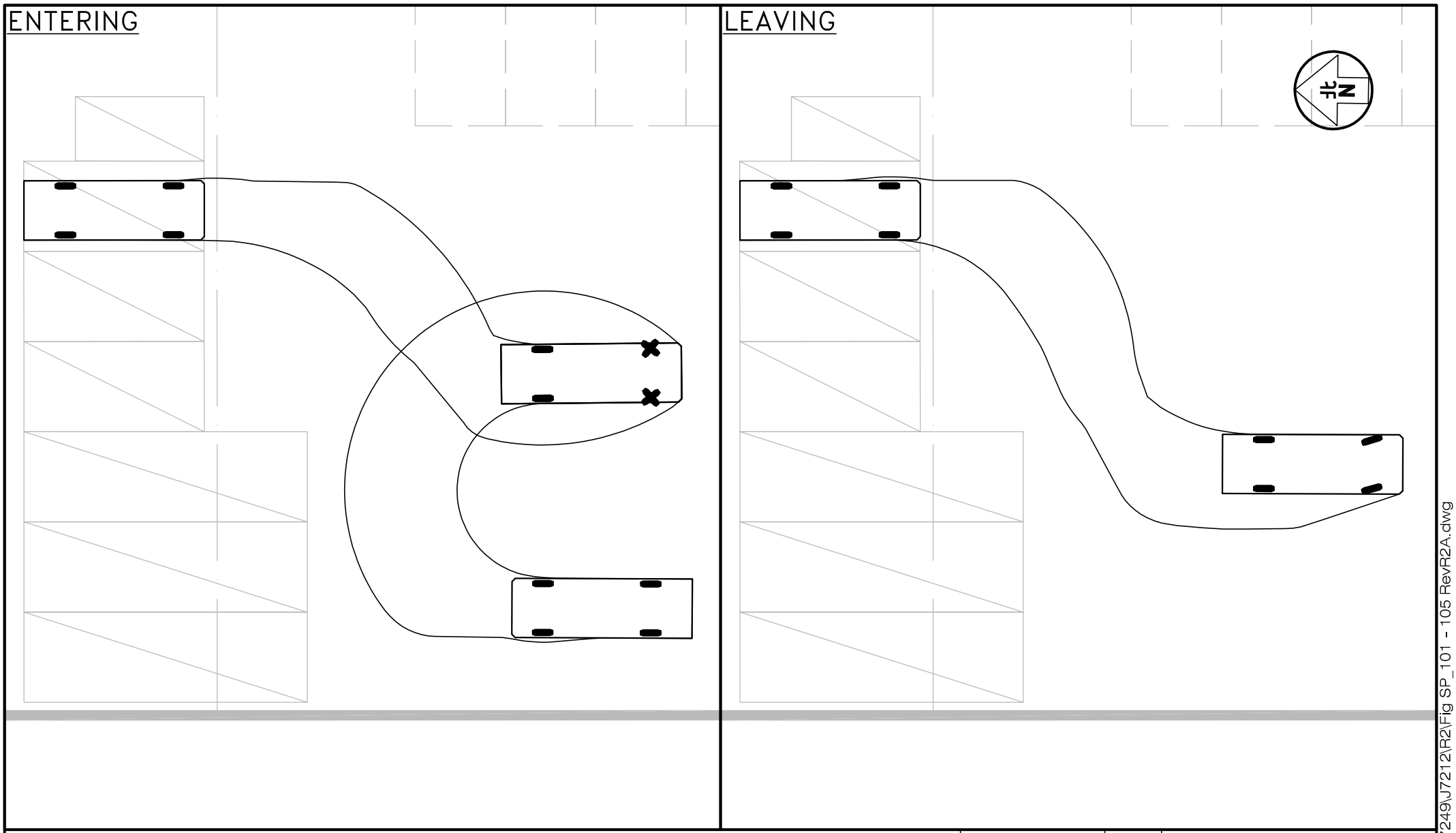
LEAVING



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. SP/101	Revision R2A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE HGV SPACE		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 300 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig SP_101 - 105 RevR2A.dwg

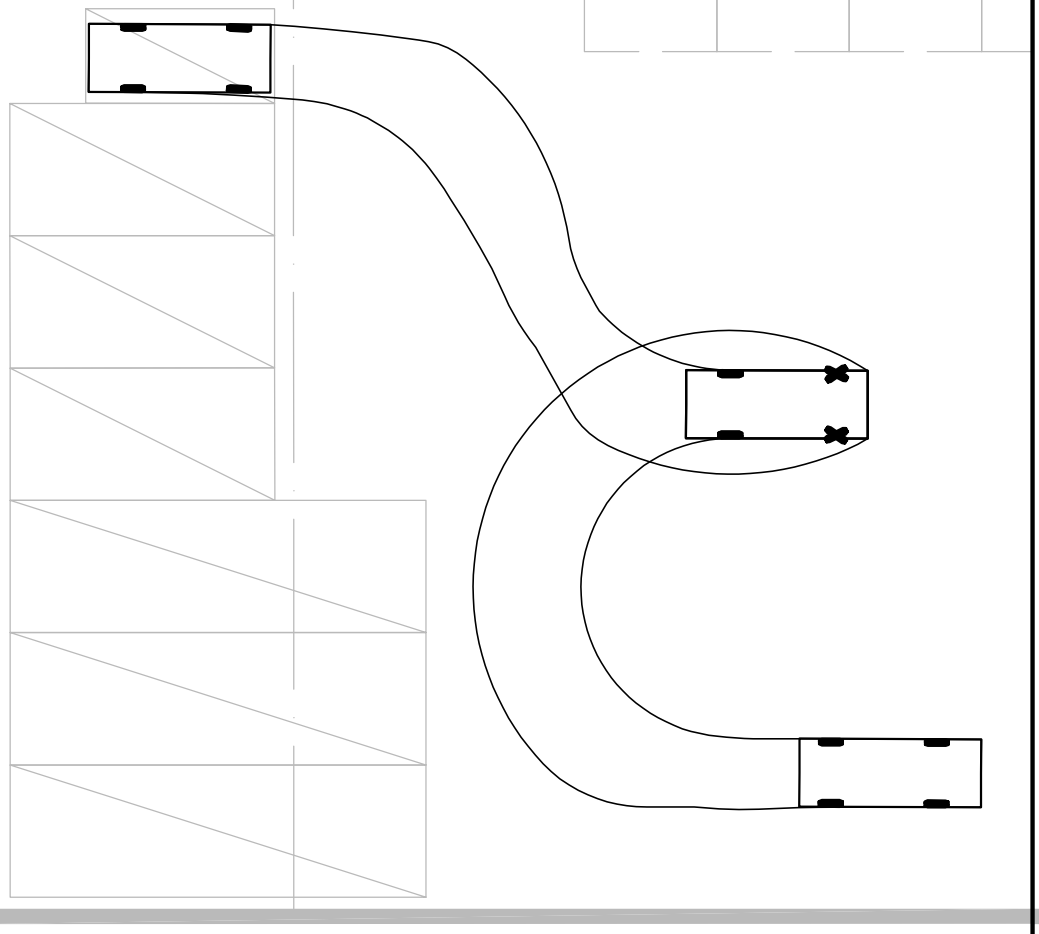


Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. SP/102 Revision R2A
Figure Title	SWEPT PATH OF LIGHT GOODS VEHICLE ENTERING AND LEAVING THE LGV SPACE		Designed by T H C; Drawn by C C L; Checked by; Scale in A4 1 : 200; Date 30 DEC 2022

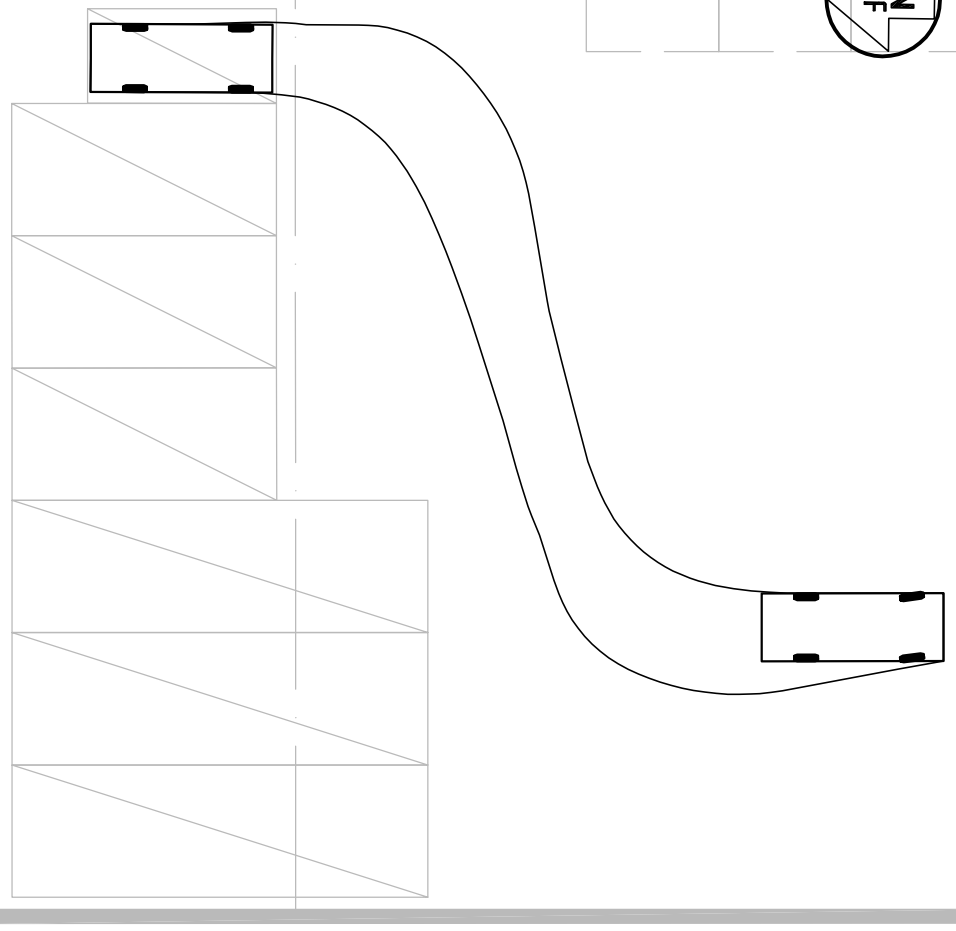
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig SP_101 - 105 RevR2A.dwg

ENTERING



LEAVING

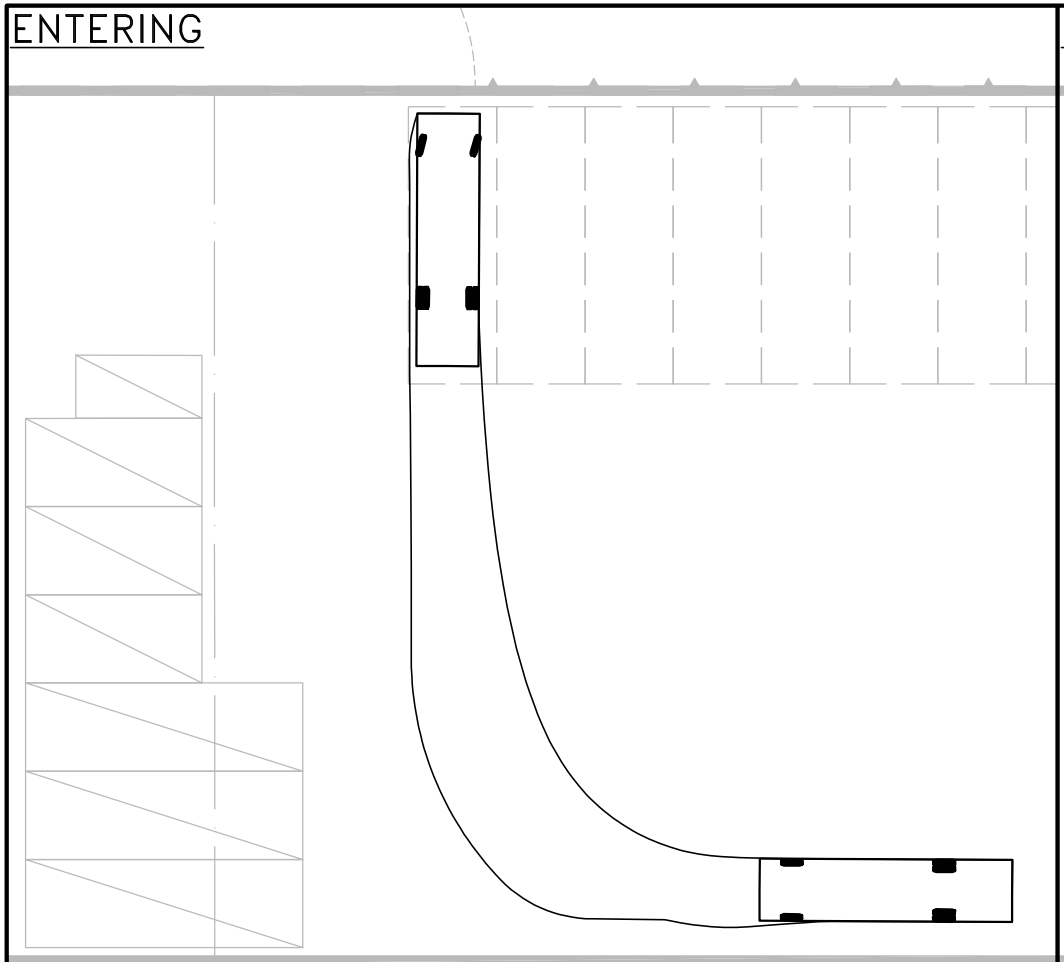


Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. SP/103 Revision R2A
Figure Title	SWEPT PATH OF PRIVATE CAR ENTERING AND LEAVING CAR PARKING SPACE		Designed by T H C; Drawn by C C L; Checked by; Scale in A4 1 : 200; Date 30 DEC 2022

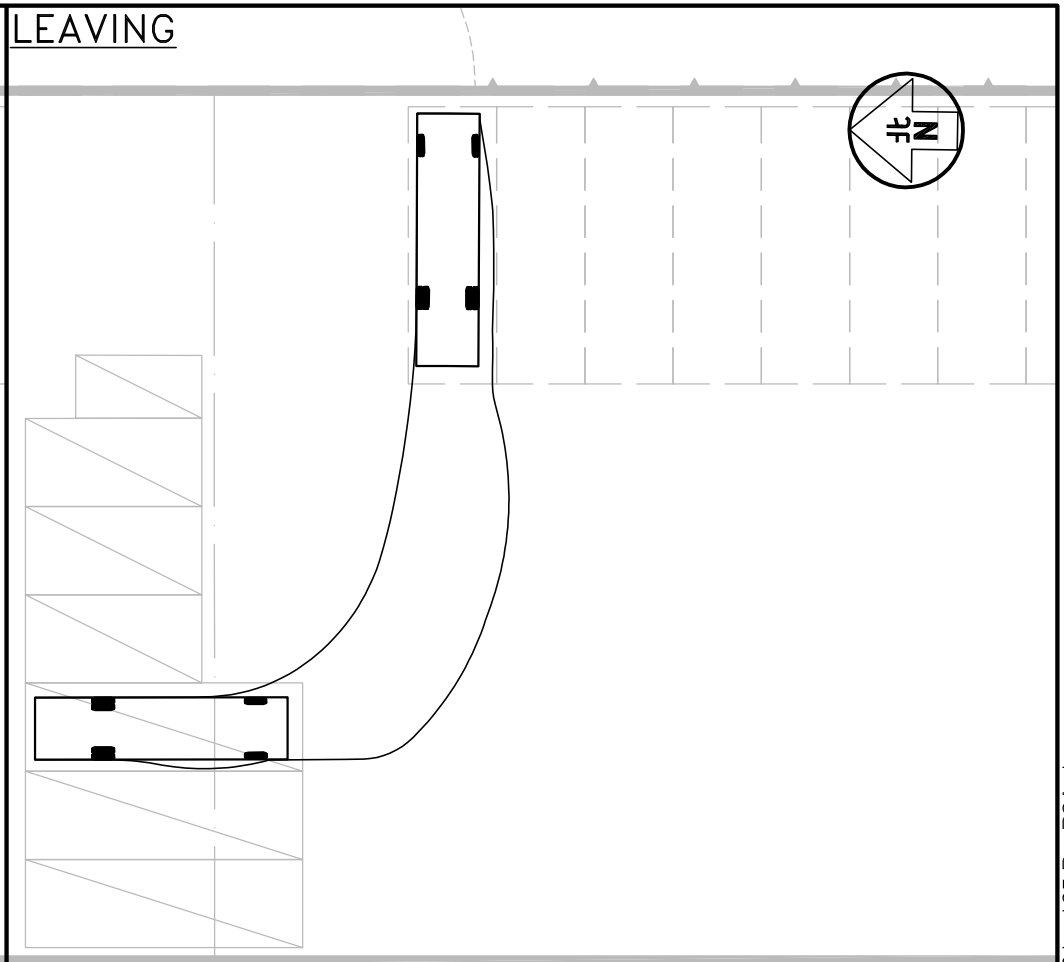
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig SP_101 - 105 RevR2A.dwg

ENTERING



LEAVING

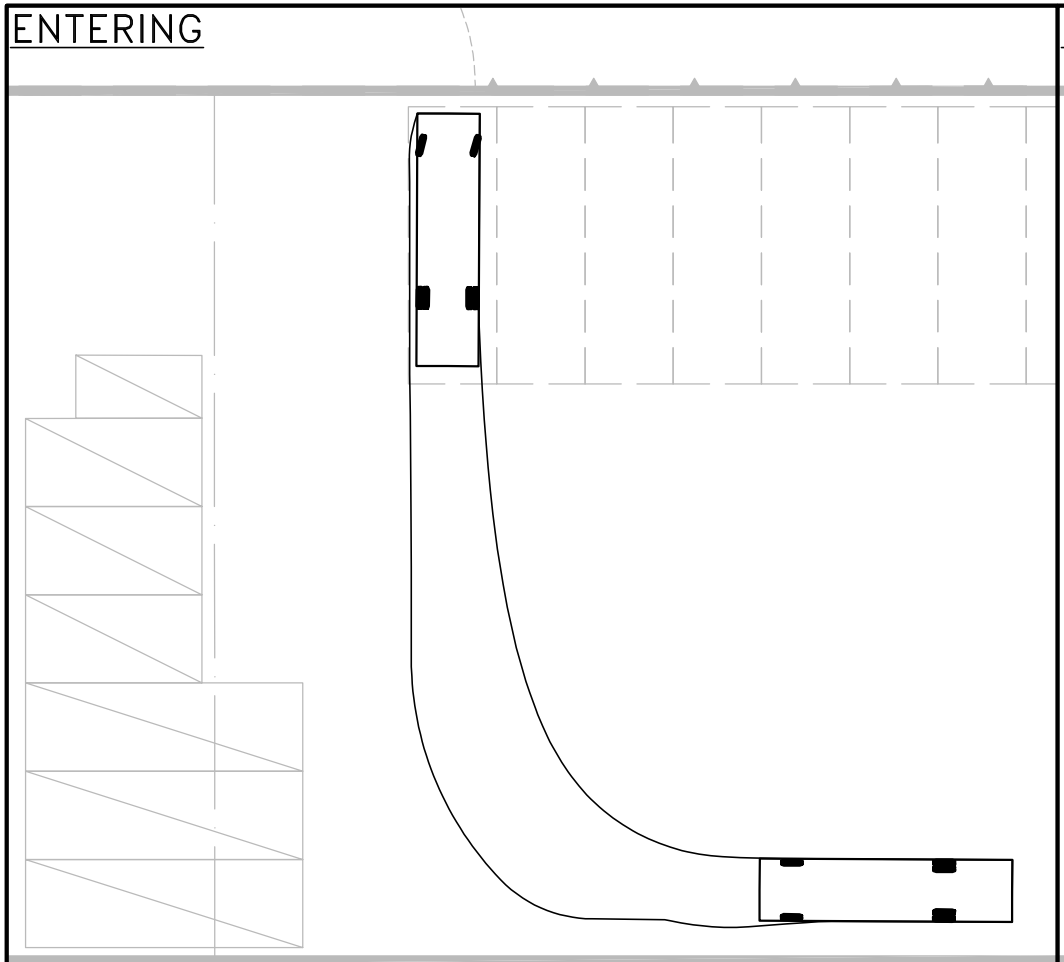


Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. SP/104 Revision R2A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE CONTINGENCY WAITING / QUEUING SPACES		Designed by T H C; Drawn by C C L; Checked by; Scale in A4 1 : 300; Date 30 DEC 2022

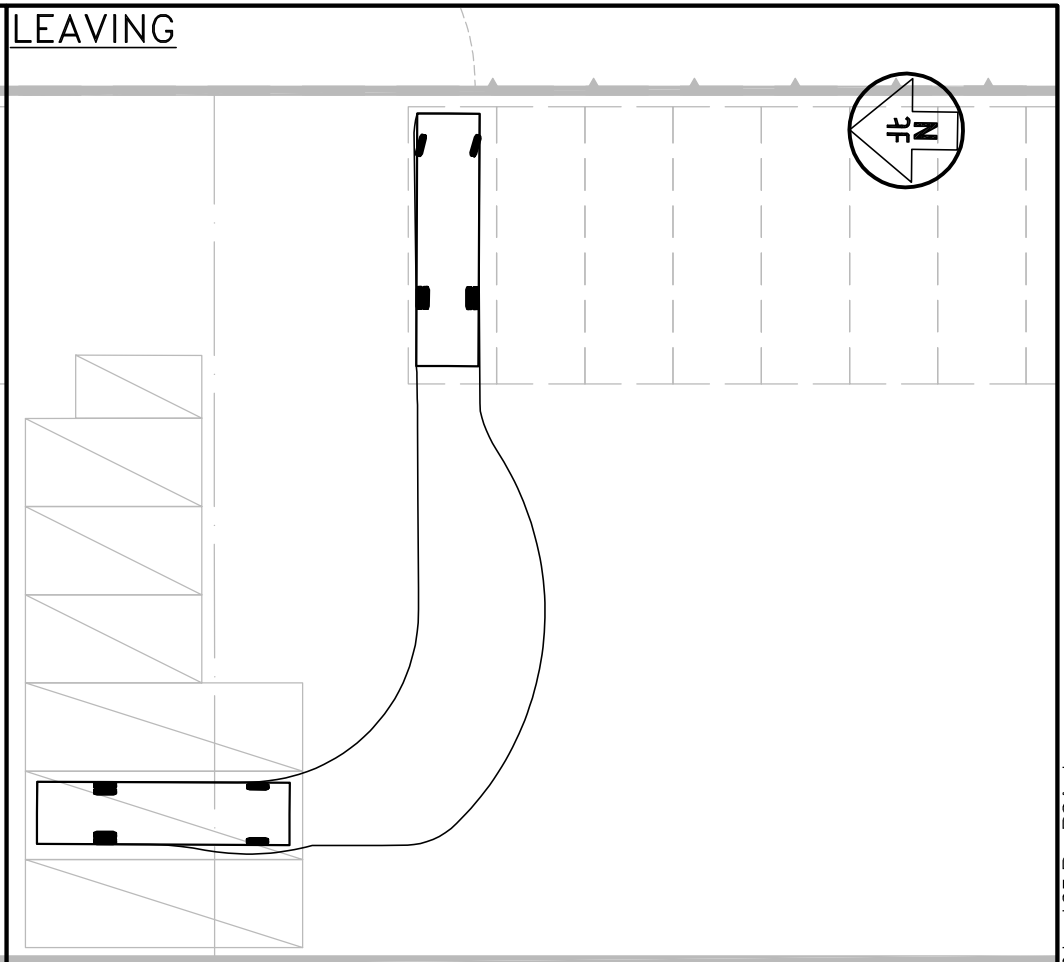
CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig SP_101 - 105 RevR2A.dwg

ENTERING



LEAVING



Project Title	TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION	J7212	Figure No. SP/105	Revision R2A
Figure Title	SWEPT PATH OF HEAVY GOODS VEHICLE ENTERING AND LEAVING THE CONTINGENCY WAITING / QUEUING SPACES		Designed by T H C / Drawn by C C L / Checked by	
			Scale in A4 1 : 300 / Date 30 DEC 2022	

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2\Fig SP_101 - 105 RevR2A.dwg

The Hong Kong Shipyard Limited

No. 98, Tam Kon Shan Road, Tsing Yi, New Territories HK

Your Ref: A/TY/146
Our Re: TY-A146/FI.4

30 Mar 2023

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

By Email & By Post

Dear Sir/Madam,

Proposed Temporary 'Logistic Centre' Use for a Period of 6 Years in "Other Specified Uses (Boatyard and Marine-oriented Industrial Uses)" Zone Tsing Yi Town Lot 102 (Part), 98 Tam Kon Shan, Tsing Yi

Further Information (Response to Comments – TPD & EPD)

This is a consolidated responses to departmental comments received up to 23 Mar 2023 in **Annex 2**, which covers the following:

Annex 2

1. TD comment received on 16.3.2023 via PlanD email; and
2. EPD comment received on 23 March 2023 via DPO.

Should you have any queries with regard to the above, please do not hesitate to contact our Dr. Owen Yue (2908-8403) or the undersigned.

Yours faithfully,
For and on behalf of
The Hong Kong Shipyard Limited

Gabriel Lee

OY/SL/GL

[Encl.] Annex 2 (Response to Comments – TD & EPD)

cc: TWK DPO – Mr. Cecil Chow (Email: cccchow@pland.gov.hk)

Annex 2: Responses to EPD Comments on Tsing Yi Distribution (Logistics) Centre, Application No. A/TY/146

Comments	Responses
EPD Comment received on 23 March 2023 via DPO	
Air Quality Please note that the nearby cement plant and shipyard are air emission sources and their potential air quality impacts on the proposed logistics center shall be addressed. Please provide more information about the air filter (e.g. the types of air pollutants to be removed and the corresponding removal efficiencies) to demonstrate that the central air conditioning system together with the air filter would be able to improve the air quality in the logistics center.	The nearby cement plant is subject to the license control requirements of the Air Pollution Control Ordinance (APCO). All the emissions should be in full compliance with the Hong Kong Air Quality Objectives, Schedule 5 of the APCO, and should not create any environmental impacts to the surrounding Air Sensitive Receivers. Similarly for the shipyard, any air emissions from her operations should be in full compliance with the Appendix 3.1 Hong Kong Air Quality Objectives (AQOs) and the air quality requirements under Chapter 9 of the Hong Kong Planning Standard and Guidelines (HKPSG). As such the shipyard should not be an environmental source to the surrounding Air Sensitive Receivers. All the operations of the proposal logistic centre are carried out in a covered indoor environment, the facility is not classified as a polluting source, any emissions discharge is not anticipated. The operation would not

	create any nuisance to the environment.
Water Quality and Waste Management The F.I. did not contain additional information to address previous comment and thus comment by EPD which was relayed to you vide email dated 18.1.2023 would remain valid.	No sewerage generation issue is anticipated since the current sewerage system (with only minimal flow from the exiting on site washrooms and staff canteen) is shared with Hong Kong shipyard and are being treated before being discharged into the government sewerage. Storm and surface run-offs are natural fall to the sea after screening and pretreatment process.

Transport Development comment via PlanD email dated 16.3.2023	
Comments	**Responses**
1) Para 2.5 of the revised Traffic Impact Assessment (TIA), to ensure the traffic flow would not be underestimated during COVID epidemic situations regarding the traffic survey conducted in 2022, suitable rectifying factors shall be applied to the existing traffic flow to pro-rata the normal traffic condition for subsequent assessment year.	To determine if the observed peak hour traffic flows on Friday 22nd July 2022 (which is a normal school day) are representative and are not affected by COVID-19, a comparison is made with reference to the historic traffic information obtained from Annual Traffic Census (ATC) for the nearest core station, i.e. Station No. 6221 – Tsing Yi North Coastal Road Flyover, for the years 2018 – 2019 (before pandemic) and 2020 – 2021 (during pandemic). Table 1 compares the traffic flows in 2018 to 2022 for the same section of Tsing Yi North Coastal Road Flyover, i.e. section above Tam Kon Shan Interchange. TABLE 1 COMPARISON OF 2018 – 2022 TRAFFIC FLOWS

Direction	**Tsing Yi North Coastal Road Flyover Peak Hour Traffic Flows (veh/hr)**				
	2018 ATC	**2019 ATC**	**2020 ATC**	**2021 ATC**	**2022 Survey**
AM Peak					
Eastbound	340	340	340	320	348
Westbound	590	580	580	550	588
Total	**930**	**920**	**920**	**870**	**936**
PM Peak					
Eastbound	430	440	430	420	455
Westbound	550	550	550	530	555
Total	**980**	**990**	**980**	**950**	**1,010**

Transport Development comment via PlanD email dated 16.3.2023	
Comments	**Responses**
	Tables 1 shows that the 2022 traffic flows are higher than the ATC data in 2018 – 2019 (before pandemic) and 2020 – 2021 (during pandemic). In view of the above, the observed peak hour traffic flows in 2022 are applicable to reflect the normal traffic condition and are not under-estimated.
2) Table 4.4 of the revised TIA, Ching Hong Road North public housing development as the area with major population growth appeared missing. Please incorporate into the assessment accordingly.	We confirm that traffic generation associated to the Public Housing Department at Ching Hong Road North has been included in the TIA report submitted to TPB on 23rd February 2023. In view that this planned development is located in Tsing Yi South which is around 4km away from the Application Site, the traffic model shows negligible traffic would travel via the Area of Influence located in Tsing Yi Northeast. Nevertheless, Table 4.4 of the TIA report is revised below:

<table>
<tr><th colspan="2">Transport Development comment via PlanD email dated 16.3.2023</th></tr>
<tr><th>Comments</th><th>Responses</th></tr>
<tr><td></td><td>TABLE 4.4 DETAILS OF MAJOR PLANNED DEVELOPMENTS
<table>
<tr><th>Ref.</th><th>Location</th><th>Development Parameters (Approx.)</th></tr>
<tr><td>A</td><td>Public Housing Development at Tsing Yi Road West, Tsing Yi</td><td>around 3,800 public rental flats with a kindergarten and retail facilities</td></tr>
<tr><td>B</td><td>The Met. Azure at 8 Liu To Road, Tsing Yi</td><td>320 private residential flats</td></tr>
<tr><td>C</td><td>Ching Fu Court at 18 Tsing Yi Road, Tsing Yi</td><td>2,868 subsidised HOS flats</td></tr>
<tr><td>D</td><td>The Grand Marine at 18 Sai Shan Road, Tsing Yi</td><td>776 private residential flats</td></tr>
<tr><td>E</td><td>Vehicular access for STT No. 538 K&T (1)</td><td>for access to shipyards at TYTL Nos. 14 and 15 with site area of around 4,200m^2</td></tr>
<tr><td>F</td><td>Public Housing Development at Ching Hong Road North</td><td>around 3,050 public rental flats with retail and community facilities</td></tr>
</table>
Note: (1) Traffic generation of TYTL Nos. 14 and 15 is estimated in proportion to the traffic generation of HKS with site area of 19,740m^2</td></tr>
<tr><td>3) RtC item (iii), please pro-rata trip generation rates, parking and loading demand for the subject site in comparison with the logistics centres in Kwai Tsing District. Then carry out sensitivity analysis for Yuen Long and Kwai Tsing and adopt the parameters whichever higher.</td><td>Additional utilisation survey was conducted from 0700 – 2100 hours on Tuesday 21st March 2023 at Mapletree Logistics Hub located at 30 Tsing Yi Road in Tsing Yi which has GFA of around 85,000m^2. The utilisation and traffic generation survey results are presented in Tables 2 and 3 respectively.</td></tr>
</table>

Transport Development comment via PlanD email dated 16.3.2023	
Comments	**Responses**

TABLE 2 UTILISATION SURVEY RESULTS

Vehicle Type	Mapletree Logistics Hub		Parking and Loading / Unloading Demand adopted in the TIA Report (veh/100m^2) [3]
	Maximum No. of Vehicle Observed [a] [1]	Parking and Loading / Unloading Demand (veh/100m^2) [2]	
Private Car	29	0.0341	**0.0370**
HGV	35	0.0412	**0.1111**
LGV	65	0.0765	**0.0865**

Note: [1] including vehicles parking within the premises and conducting kerbside loading / unloading activities
[2] parking and loading / unloading demand = [a] ÷ (GFA ÷ 100)
[3] extract from Table 3.2 of TIA report

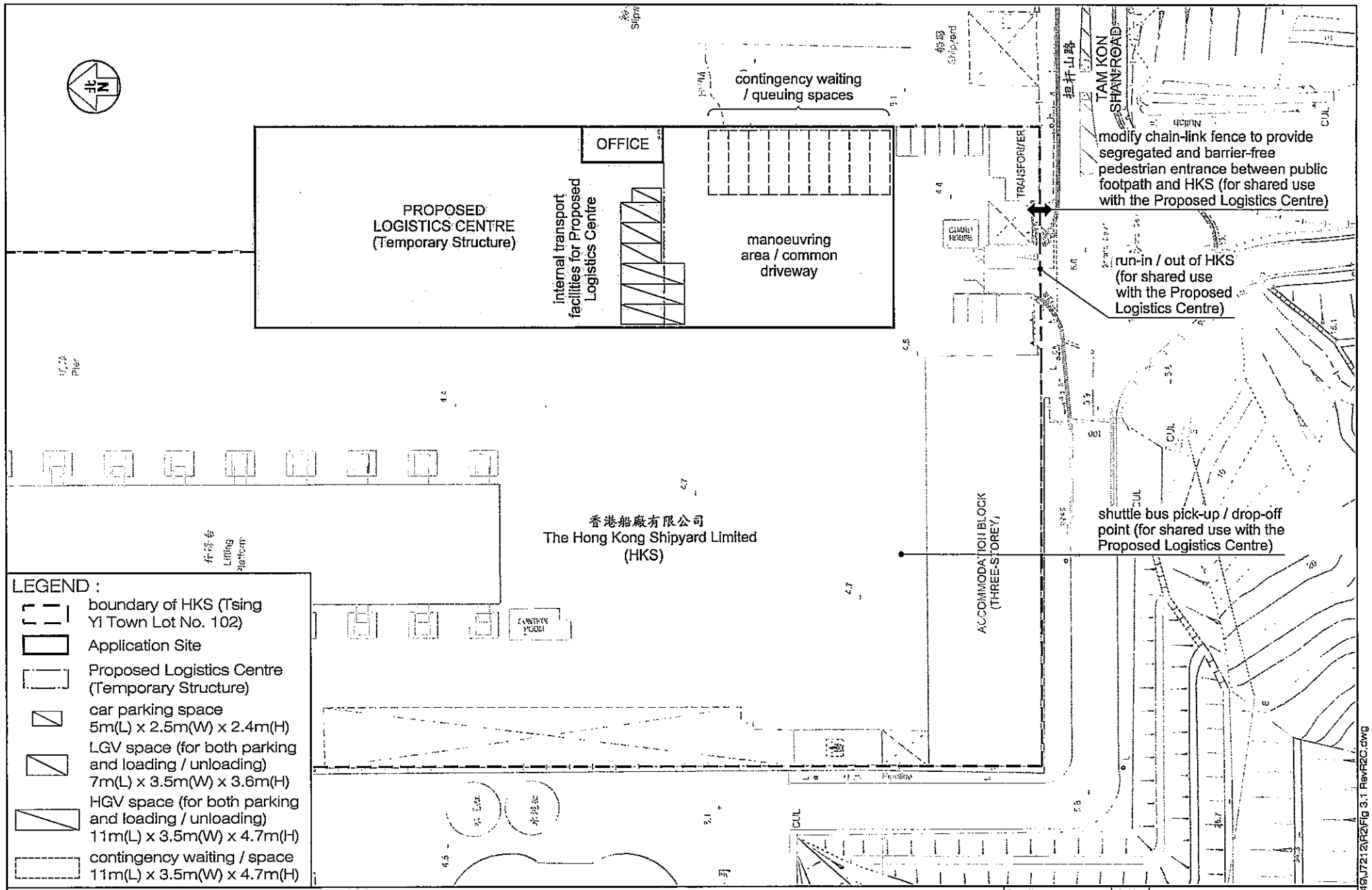
TABLE 3 TRAFFIC GENERATION SURVEY RESULTS

Item	Traffic Generation (pcu/hr)				Trip Generation Rate (pcu/hr/100m^2)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Mapletree Logistics Hub	191	114	154	161	0.2247	0.1341	0.1812	0.1894
Trip Generation Rates adopted in the TIA Report [1]					**0.3702**	**0.1899**	**0.1899**	**0.2532**

Note: [1] extract from Table 4.2 of TIA report

Compared to the survey findings from a large-scale logistic centre in Tsing Yi presented in Table 2 and 3, the trip generation rate, parking and loading / unloading demand adopted in the TIA report submitted to TPB on 23rd February 2023 are conservative and remain valid.

Transport Development comment via PlanD email dated 16.3.2023	
Comments	**Responses**
4) Please indicate the location of the proposed pedestrian entrance.	The Applicant proposes to modify a portion of the existing chain-link fence along the boundary of The Hong Kong Shipyard Limited (HKS) in order to provide a segregated and barrier-free pedestrian entrance to connect between the public footpath of Tam Kon Shan Road and HKS. The indicative location of the proposed pedestrian entrance is shown in Figure 3.1.
5) The subject site is connected to public road network via a section of a local access which is not managed by the Transport Department. You should consider to clarify the land status of the local access should be clarified with the Lands Department. Moreover, the management and maintenance responsibilities of the local access should be clarified with the relevant lands and maintenance authorities accordingly.	As shown in Figure 3.1, the access road leading from Tam Kon Shan Road falls within Tsing Yi Town Lot No. 102 owned by HKS, i.e. the Applicant. Hence, the access road will be managed and maintained by HKS.
6) As there is no information about the vehicular access at the private lot(s) to the concerned site, you should seek the relevant land owner(s) on the right of using the vehicular access.	
7) No vehicle is allowed to queue back to or reverse onto / from public road at any time during the planning approval period.	Noted.
8) Please update the planning assumption by taking into account any latest committed / approved development in the vicinity of the application site under the planning application stage.	The planned developments shown in Table 4.4 of the TIA report are re-checked based on our search of information available in the public domain.



Project Title

TEMPORARY LOGISTICS (DISTRIBUTION) CENTRE AT 98 TAM KON SHAN ROAD, TSING YI – SECTION 16 PLANNING APPLICATION

J7212

Figure Title

INTERNAL TRANSPORT LAYOUT OF THE PROPOSED LOGISTICS CENTRE

Figure No.	Revision
3.1	R2C

Designed by	Drawn by	Checked by
T H C	C C L	K C

Scale in A3	Date
1 : 600	31 MAR 2023

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

T:\JOB\J7200-J7249\J7212\R2C\Fig 3.1 RevR2C.dwg

The Hong Kong Shipyard Limited
No. 98, Tam Kon Shan Road, Tsing Yi, New Territories HK

Your Ref: A/TY/146
Our Re: TY-A146/FI.6

17 April 2023

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

By Email

Dear Sir/Madam,

Proposed Temporary 'Logistic Centre' Use for a Period of 6 Years in "Other Specified Uses (Boatyard and Marine-oriented Industrial Uses)" Zone Tsing Yi Town Lot 102 (Part), 98 Tam Kon Shan, Tsing Yi

Further Information (Clarification – EPD)

This is to clarify that the applicant would install centralized air conditioning system for the proposed logistic centre and an air treatment system at the fresh air intake of the air-conditioning system to improve the air quality in the logistic center as situation warrants to comply with the relevant statutory requirements.

Should you have any queries with regard to the above, please do not hesitate to contact our Dr. Owen Yue (2908-8403) or the undersigned.

Yours faithfully,
For and on behalf of
The Hong Kong Shipyard Limited

Gabriel Lee
OY/SL/GL

[Encl.] Annexes 1 and 2 (TIA)
cc: TWK DPO – Ms. Cecil Chow (Email: cccchow@pland.gov.hk)

Appendix II of
MPC Paper No. A/TY/146A

Previous s.16 Applications

Application No.	Development	Date of Consideration and Decision	Approval Conditions/ Rejection Reasons
Previous Applications			
A/TY/62	Proposed concrete batching plant	12.1.2001 Approved on a temporary basis for a period of 5 years with conditions by the Metro Planning Committee (MPC) of the Town Planning Board (TPB)	(a), (b), (c) , (d) & (e)
A/TY/91	Proposed concrete batching plant for a period of 5 years	4.3.2005 Approved with conditions by the MPC of the TPB	(a), (e), (f) & (g)
A/TY/108	Renewal of planning approval for proposed temporary concrete batching plant for a period of 5 years	12.2.2010 Rejected/not agreed by the MPC of the TPB 6.8.2010 Approved with conditions on review by the TPB	(R1) (h), (i), (j) & (k)
A/TY/130	Renewal of planning approval for proposed temporary concrete batching plant under Application No. A/TY/108 for a period of 5 years	25.11.2016 Approved with conditions on review by the MPC of the TPB	(h), (j), (i), (k), (l) & (m)

Approval Conditions:

(a) the submission of a report on the tests and inspection of the existing conditions of the piles to the satisfaction of the Director of Civil Engineering or of the TPB.

(b) the submission of an application for Specified Process Licence under the Air Pollution Control Ordinance to the satisfaction of the Director of Environmental Protection.

(c) the submission of a transport plan including the access arrangement and the routing of the long or heavy vehicles to and from the application site within 9 months from the date of planning approval to the satisfaction of the Commissioner for Transport or of the TPB.

(d) the concrete batching plant should not be operated before the commissioning of the Tsing Yi North Coastal Road.

(e) the provision of emergency vehicular access and fire services installations to the satisfaction of the Director of Fire Services or of the TPB.

(f) the submission of a transport plan including the access arrangement and the routing of the long or heavy vehicles to and from the application site to the satisfaction of the Commissioner for Transport or of the TPB.

(g) the design and provision of environmental mitigation measures to the satisfaction of the Director of Environmental Protection or of the TPB.

(h) no queuing on public roads in the vicinity of the application site resulting from the operation of the concrete batching plant should be allowed at any time during the planning approval period.

(i) the submission and implementation of traffic management plan and associated mitigating measures, internal traffic circulation and pedestrian facilities within the application site, to the satisfaction of the Commissioner for Transport or of the TPB.

(j) the provision of water supply for fire fighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.

(k) if the above planning condition (h) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice.

(l) The submission of landscape proposal within 12 months from the date of the planning approval to the satisfaction of Director of Planning or the TPB.

(m) The implementation of landscape proposal before commencement of operation of the proposed development and ruing the planning approval period to the satisfaction of the Director of Planning or the TPB.

Rejection Reason:

(R1) in the absence of a traffic impact assessment, there is insufficient information in the submission to demonstrate that the proposed development would not have adverse traffic impact on the surrounding area.

Appendix III of
MPC Paper No. A/TY/146A

Detailed Departmental Comments

1. Land Administration

Comments of District Lands Officer/Tsuen Wan & Kwai Tsing, Lands Department (LandsD):

(a) The Site falls within TYTL No. 102. According to the lease conditions governing TYTL No. 102, the lot is restricted for a shipyard for the construction, modification, repair and maintenance of ships and sea-going vessels of all kinds together with all purposes ancillary thereto; There are restrictions on the type of building under Special Condition (SC) (6), the users of the canteen under SC (7), maintenance of the Pink Hatched Black Area, the maximum GFA and height restriction under SC 10 (c) – (e), vehicular access under SC (18), the maximum superimposed load under SC (23) etc. Besides, there is a prohibition of container loading by shore based equipment under SC (52).

(b) The proposed logistics centre contravenes the Lease conditions. If planning approval is given to the subject application, the owner of the Lot is required to apply to LandsD for a temporary waiver prior to the implementation of the proposal. However, the proposed change of use of part of the Lot from the specified user to logistics centre is subject to relevant bureaux's advice, there is no guarantee that the waiver application would be approved. Upon receipt of the waiver application, it will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event that the application is approved, it will be subject to such terms and conditions as the Government shall deem appropriate, including among others, the payment of waiver fee and administration fee;

(c) The applicant will be required to demonstrate compliance with relevant lease conditions, including the maximum GFA, superimposed load and the prohibition requirement under SC (52) etc. during the waiver application stage; and

(d) LandsD reserves comment on the proposed schematic design which would be only be examined in detail during the building plan submission stage upon approval of the temporary waiver. There is no guarantee that the schematic design presented in the current planning application will be acceptable under the Lease if it is so reflected in future building plan submission(s).

2. Building Matters

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

(a) No objection in-principle to the application.

(b) The proposed development parameter should not exceed the limitation under the First Schedule of the Building (Planning) Regulations (B(P)R).

(c) Any building or buildings erected or to be erected on the Site shall in all respects comply the Buildings Ordinance (BO), any regulations made thereunder and any amending legislation.

(d) The applicant is reminded that the Site shall be provided with means of obtaining access thereto from a street under the B(P)R 5 and emergency vehicular access shall be provided for all the buildings to be erected on the Site in accordance with the requirements under the B(P)R 41D.

(e) The sustainable building design requirements (building separation, building set back and site coverage of greenery) in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and PNAP APP-152 would be applicable to the building plan submission if GFA concessions for non-mandatory areas/greenery features are to be applied.

(f) Detailed comments will be given upon receipt of submission of general building plans.

3. <u>Environmental Protection Matters</u>

Comments of the Director of Environmental Protection (DEP):

(a) No in-principle objection to the application as the proposed development is operated indoor and the applicant will install centralized air conditioning system with an air treatment system at the fresh air intake for the proposed logistics centre.

(b) The applicant is advised to ensure provision of a properly designed air treatment system at the fresh air intake of the air conditioning system for the logistics centre.

(c) From the water quality perspective, the applicant is advised to follow the mitigation measures including those described in Environmental Protection Department Practice Note for Professional Persons (ProPECC PN) 1/94 and ProPECC PN 93/5 and shall be fully implemented during construction and operation phase.

4. <u>Fire Safety Matters</u>

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

(a) no in-principle objection to the application subject to fire service installations (FSI) being provided to the satisfaction of his department;

(b) the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval; and

(c) the applicant is also advised that the submission of layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and the location of where the proposed FSIs should be clearly marked on the layout plans. If the proposed structure(s) is required to comply with the BO, detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.

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

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

有關的規劃申請編號 **The application no. to which the comment relates**
A/TY/146 Received on 23/02/2023

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

文件只提到該用地用作臨時物流中心，可否多提供一下用作什麼物流？

「提意見人」姓名/名稱 Name of person/company making this comment LAW KWOK FAI

簽署 Signature

日期 Date 05/03/2023

RECEIVED
5 MAR 2023
Town Planning Board

03-MAR-2023 09:09 97% P.010

Appendix V of
MPC Paper No. A/TY/146A

Recommended Advisory Clauses

(a) to note the comments of District Lands Officer/Tsuen Wan & Kwai Tsing, Lands Department (LandsD):

(i) The Site falls within TYTL No. 102. According to the lease conditions governing TYTL No. 102, the lot is restricted for a shipyard for the construction, modification, repair and maintenance of ships and sea-going vessels of all kinds together with all purposes ancillary thereto; There are restrictions on the type of building under Special Condition (SC) (6), the users of the canteen under SC (7), maintenance of the Pink Hatched Black Area, the maximum GFA and height restriction under SC 10 (c) – (e), vehicular access under SC (18), the maximum superimposed load under SC (23) etc. Besides, there is a prohibition of container loading by shore based equipment under SC (52);

(ii) the proposed logistics centre contravenes the Lease conditions. If planning approval is given to the subject application, the owner of the Lot is required to apply to LandsD for a temporary waiver prior to the implementation of the proposal. However, the proposed change of use of part of the Lot from the specified user to logistics centre is subject to relevant bureaux's advice, there is no guarantee that the waiver application would be approved. Upon receipt of the waiver application, it will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event that the application is approved, it will be subject to such terms and conditions as the Government shall deem appropriate, including among others, the payment of waiver fee and administration fee;

(iii) to demonstrate compliance with relevant lease conditions, including the maximum GFA, superimposed load and the prohibition requirement under SC (52) etc. during the waiver application stage; and

(iv) LandsD reserves comment on the proposed schematic design which would be only be examined in detail during the building plan submission stage upon approval of the temporary waiver. There is no guarantee that the schematic design presented in the current planning application will be acceptable under the Lease if it is so reflected in future building plan submission(s).

(b) to note the comments of the Chief Building Surveyor/ New Territories West, Buildings Department (CBS/NTW, BD):

(i) the proposed development parameter should not exceed the limitation under the First Schedule of the Building (Planning) Regulations (B(P)R);

(ii) any building or buildings erected or to be erected on the Site shall in all respects comply the Buildings Ordinance (BO), any regulations made thereunder and any amending legislation;

(iii) the Site shall be provided with means of obtaining access thereto from a street under the B(P)R 5 and emergency vehicular access shall be provided for all the buildings to be erected on the Site in accordance with the requirements under the B(P)R 41D;

(iv) the sustainable building design requirements (building separation, building set back and site coverage of greenery) in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and PNAP APP-152 would be applicable to the building plan submission if GFA concessions for non-mandatory areas/greenery features are to be applied; and

(v) detailed comments will be given upon receipt of submission of general building plans.

(c) to note the comments of the Director of Fire Services that the submission of layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and the location of where the proposed fire services installations should be clearly marked on the layout plans. If the proposed structure(s) is required to comply with the BO, detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.

(d) to note the comments of Director of Environmental Protection (DEP):

(i) from the air quality perspective, to ensure provision of a properly designed air treatment system at the fresh air intake of air conditioning system for the proposed logistics centre; and

(ii) from the water quality perspective, to follow the mitigation measures including those described in Environmental Protection Department Practice Note for Professional Persons (ProPECC PN) 1/94 and ProPECC PN 93/5 and shall be fully implemented during construction and operation phase.