

<b>Project</b>	Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling	<b>Date</b>	24 May 2024
<b>Note</b>	<u>Preliminary Traffic Impact Assessment</u>	<b>Page</b>	1 of 6

## 1 Introduction

### 1.1 Background

- 1.1.1 The Applicant intends to apply for Temporary Warehouses (Storage of Timber and Ancillary Uses) for a period of 3 years, by relocating their current rural workshop from Kwu Tung to the Application Site at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling.

## 2 The Proposed Development

### 2.1 The Application Site

- 2.1.1 As shown in **Figure 2-1**, the Application Site locates at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling, New Territories.
- 2.1.2 The Application Site is situated on both sides of Lin Ma Hang Road, comprising of East Site (Site A and B) and West Site (Site C, D and E).
- 2.1.3 A planning application [A/NE-MKT/17] at the Application Site (includes Site A, B and C) was previously approved with conditions in 2021. With the approved schemes remain unchanged, the new application is made due to a site extension to add Site D and E (whose current sites were also affected by the land resumption in Kwu Tung).

### 2.2 Development Proposal

- 2.2.1 The Applicant proposes to convert the Application Site into a Temporary Warehouses (Storage of Timber and Ancillary Uses) for a period of 3 years. The Application Site has an area of about 20,512.5 m<sup>2</sup>.
- 2.2.2 The key parameters of the proposed development are summarized in **Table 2-1**.

**Table 2-1 Summary of Development Parameters**

Site Location	East Site		West Site		
	Site A	Site B	Site C	Site D	Site E
Uses	Temporary Warehouses (Storage of Timber and Ancillary Uses)				
Site Area (approx.)	20,512.5 m <sup>2</sup>				
	9,019.5 m <sup>2</sup>		11,493 m <sup>2</sup>		

Site Location	East Site		West Site		
	Site A	Site B	Site C	Site D	Site E
Covered Area (approx.)	6,729 m <sup>2</sup>		7,194 m <sup>2</sup>		
Gross Floor Area (approx.)	6,825 m <sup>2</sup>		7,438 m <sup>2</sup>		
Nos. of Block and Story	Total 7 blocks 1-2 storeys Not more than 12m in height		Total 7 blocks 1-2 storeys Not more than 12m in height		

2.2.3 Similar to the current site at Ma Tso Lung, eight operators will only be used as storage of wood and other ancillary materials in the Application Site. In addition, the operation hours of the Application Site are between 08:00 to 18:00 from Monday to Saturday and there will be no operation on Sunday and public holidays.

## 2.3 Internal Transport Facilities

2.3.1 Since the requirements of provision of internal transport facilities for temporary Warehouses (Storage of Timber and Ancillary Uses) are not specified in the latest Hong Kong Planning Standards and Guidelines (HKPSG), provision of internal transport facilities is provided based on the existing operation and traffic generation provided by the Applicant.

2.3.2 The detailed internal layout is shown in **Figure 2-2**.

## 3 Existing Traffic Situation

### 3.1 Existing Road Network

3.1.1 The existing Lin Ma Hang Road that serves the Application Site is a two-way Rural Road.

3.1.2 Man Kam To Road is a district distributor which provides major access for traffic commuting to/from Man Kam To Boundary Control Point (“BCP”) and other areas of North East New Territories.

3.1.3 Heung Yuen Wai Highway, a dual 2-lane Connecting Road links up the Heung Yuen Wai Boundary Control Point and Fanling Highway, and it has been commissioned since May 2019. Upon the commission, the overall transport network in North East New Territories has been improved and enhanced.

3.1.4 The Application Site can be accessed directly by Lin Ma Hang Road and further connect to Man Kam To Road in the west and Heung Yuen Wai Highway in the east.

### 3.2 Public Transport

3.2.1 Public transport facilities are provided along Man Kam To Road and Lin Ma Hang Road within 500m catchment area. Franchised bus KMB 73K is available to connect Sheung Shui Town Centre and Man Kam To. GMB 59S and 59K are serving between Sheung Shui Town Centre and Lin Ma Hang, which will run via Lin Ma Hang Road and would pass by the Application Site. Staff / visitors can take Public Transport to/from the Application Site.

### 3.3 Existing Peak Hour Traffic

3.3.1 To gain an understanding of the existing traffic condition of the Application Site, traffic count surveys were undertaken at the key locations for both AM and PM peaks on a neutral weekday in 2024.

3.3.2 Based on the observed peak hour traffic flows, the performances on the Lin Ma Hang Road could be assessed. The results are summarized in **Table 3-1**.

**Table 3-1 2024 Weekday Peak Hour Road Link Performance**

Ref No.	Road Link	Peak Hour Flow (in Veh.)		V.C. Ratio <sup>(1)</sup>	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182	152	0.51	0.42
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189	172	0.53	0.48

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:

Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

3.3.3 As shown in **Table 3-1**, that the V/C ratio of Lin Ma Hang Road is less than 0.85, which means the Lin Ma Hang Road operates satisfactorily during the peak hour of weekday.

## 4 Future Traffic Situation

### 4.1 Traffic Generation from the Application Site

4.1.1 For Site A, B, C, according to the information provided by the Applicant, there will be not more than 40 trips daily for transporting the goods by the container vehicles and other goods vehicle, which is in the same profile as the current operation site. Trips for staff / visitors would be less than 12 trips. The detailed trips generation are tabulated in **Table 4-1**.

**Table 4-1 Daily Average Trips Generation of Application Site (Site A, B, C)**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Site A	2.2	5.2	5	4
Site B	0	6.6	10.5	5
Site C	1.8	3	5	3
<b>Total (I)</b>	<b>4</b>	<b>14.8</b>	<b>20.5</b>	<b>12</b>

4.1.2 For Site D and E, as the provision of loading / unloading bays are in a similar profile as Site C (one bay for container vehicle and one for HGV), thus, the estimated trips of Site D and E are estimated based on the trips of Site C. The detailed trips generation are tabulated in **Table 4-2**.

**Table 4-2 Daily Average Trips Generation of Application Site (Site D,E)**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
Site D	1.8	3	5	3
Site E	1.8	3	5	3
<b>Total (II)</b>	<b>3.6</b>	<b>6</b>	<b>10</b>	<b>6</b>

4.1.3 Therefore, the estimated daily average trips generations of the Application Site are listed as in the following table.

**Table 4-3 Daily Average Trips Generation of Application Site**

	Daily Average No. of Trips			
	Container Vehicle	HGV	MGV	PV
<b>Total (I+II)</b>	<b>7.6</b>	<b>20.8</b>	<b>30.5</b>	<b>18</b>

4.1.4 Since the daily trips would be distributed through the whole working day, the trips over the peak traffic hour would be much less than the total daily trips. As a conservative method, one fourth of the daily trips would be considered as the peak hour trips generation as shown in **Table 4-4**.

**Table 4-4 Estimated Peak Hour Trips Generation of Application Site**

	AM and PM Peak Hour No. of Trips				
	Container Vehicle	HGV	MGV	PV	Total
Vehicle /hr	2	6	8	5	<b>21</b>

4.1.5 According to **Table 4-4**, it is estimated that 21 vehicles per hour would be attracted, correspondingly, less than 21 vehicles per hour would be generated since some vehicle may parked longer than one hour for some operation activities. However, we would still use 21 vehicle/hr as the trips attracted for a more conservative consideration.

## 4.2 Traffic Impact from the Application Site

4.2.1 By applying the estimated trips of both generation and attraction i.e. 21+21=42 vehicle/hr onto the Lin Ma Hang Road, the performance would be indicated as the following

**Table 4-5 Peak Hour Road Link Performance Affected by the Application Site**

Ref No.	Junction Location	Without the Application Site [v/c ratio]		With the Application Site [v/c ratio]	
		AM	PM	AM	PM
L1 <sup>(2)</sup>	Lin Ma Hang Road (East Bound)	182 [0.51]	152 [0.42]	224 [0.62]	194 [0.54]
L2 <sup>(2)</sup>	Lin Ma Hang Road (West Bound)	189 [0.53]	172 [0.48]	231 [0.64]	214 [0.59]

Notes: (1) The Capacity Index for Road Links is Peak Hourly Flows/Design Flow Ratios

(2) Design Capacity of the Link according to TPDM, reduction considered due to high proportion of Heavy Goods Vehicles:

Lin Ma Hang Road (Rural road with 6.3m 2-lane single carriageway) = 720 veh/hr (2-way)

4.2.2 As shown in **Table 4-3**, the impact on Lin Ma Hang Road from the small number of daily trips by the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing of the Application Site.

## 5 Management and Crowd Measures

5.1.1 To ensure no queuing on Lin Ma Hang Road due to the Application Site, a staff would be arranged for communicate the drivers. Appointment will be needed for goods vehicles, such that blockage at the access road and run-in/out can be avoided.

5.1.2 A staff will also be deployed to assist and direct long vehicles entering / exiting the site to assure compatibility and safety.

5.1.3 To ensure pedestrian safety, staff will be deployed by the applicant to direct vehicle entering / exiting the site. "Stop and Give way" and "beware of pedestrians" signs would be erected to ensure pedestrian safety to/from the Site.

5.1.4 In addition, flashing light and alarm systems will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site, the flashing light and alarm will work immediately to alarm the pedestrians. Adequate lights would be provided for safety concerns.

## 6 Summary and Conclusion

### 6.1 Summary

6.1.1 Due to the land in Kwu Tung is to be redeveloped by the Government for Kwu Tung North New Development Area in the coming years, the Applicant intends to relocate their current rural workshop from Kwu Tung to the Application Site which locates at various lots in D.D. 90 and D.D. 86 and adjoining government land at Lin Ma Hang Road, Sha Ling.

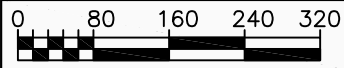
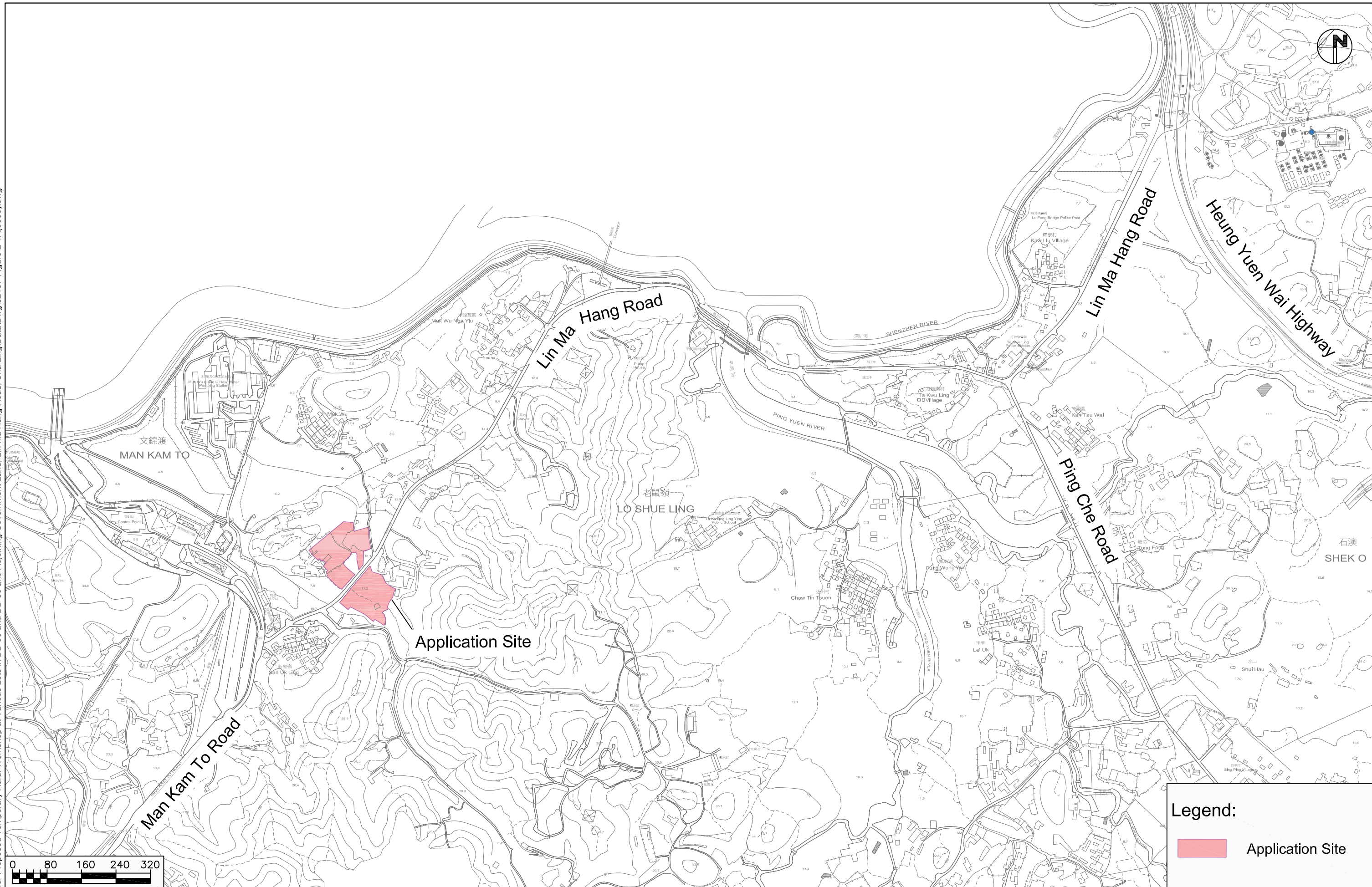
6.1.2 Similar to the current site, the operators will mainly process with the same operation activities, so the trips generated would also be in the same profile as the existing site. Reference is made to the information provided by the Applicant, not more than 60 daily trips for goods transporting would be generated, and less than 18 daily trips generated by staff and visitors. To be more conservative, it is estimated that the about 21 vehicles would be generated and about 21 trips would be attracted due to the Application Site during peak hour.

6.1.3 By applying the peak hour trips by the Application Site to the peak hour traffic flow on Lin Ma Hang Road, it is found that the v/c ratio of Lin Ma Hang Road is less than 0.85. In other words, the impact on Lin Ma Hang Road from the Application Site would be insignificant, and Lin Ma Hang Road would perform satisfactorily after introducing of the Application Site.

### 6.2 Conclusion

6.2.1 Based on the findings of this traffic review, it is anticipated that the traffic trips related to the proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) would be small and hence the potential traffic impact to be induced by the Application Site would not pose adverse traffic impacts to road in the vicinity.

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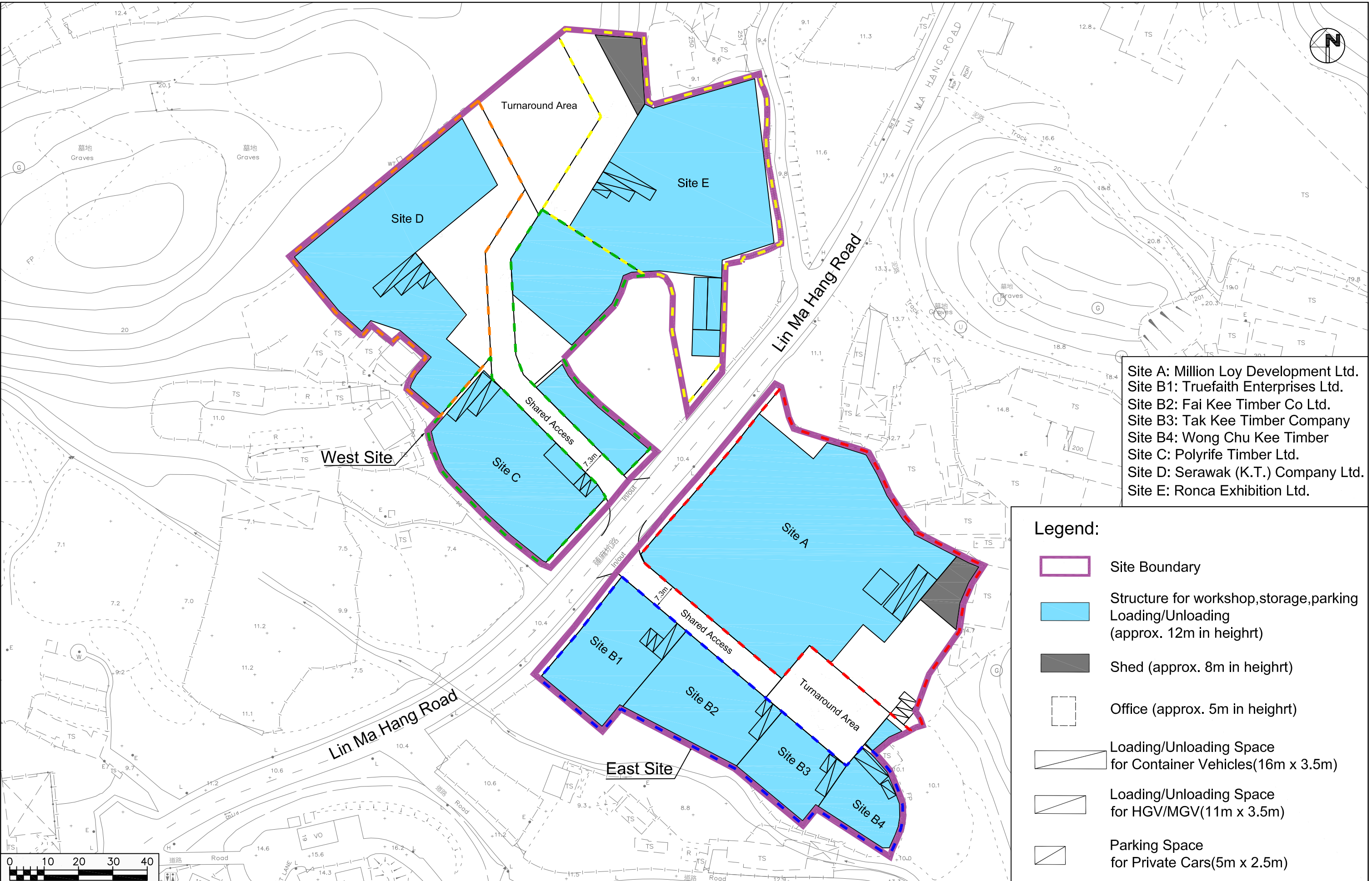
**Legend:**

Application Site

<b>OZZO TECHNOLOGY</b>	
Date	03/01/2024
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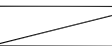
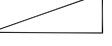

Project Title	<b>Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling</b>		
<b>Site Location</b>			
Project No.	82137	Rev.	A
Dwg No.	Figure 2-1		

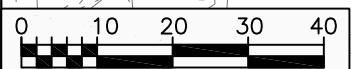
X:\Oz\082137\_S16 for Proposed Temporary Rural Workshop at Various Lots in DD 90 and DD 86 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling\Drawings\82137-Figure 2-2C.dwg




- Site A: Million Loy Development Ltd.
- Site B1: Truefaith Enterprises Ltd.
- Site B2: Fai Kee Timber Co Ltd.
- Site B3: Tak Kee Timber Company
- Site B4: Wong Chu Kee Timber
- Site C: Polyribe Timber Ltd.
- Site D: Serawak (K.T.) Company Ltd.
- Site E: Ronca Exhibition Ltd.

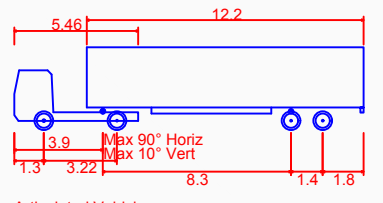
**Legend:**

-  Site Boundary
-  Structure for workshop, storage, parking Loading/Unloading (approx. 12m in height)
-  Shed (approx. 8m in height)
-  Office (approx. 5m in height)
-  Loading/Unloading Space for Container Vehicles (16m x 3.5m)
-  Loading/Unloading Space for HGV/MGV (11m x 3.5m)
-  Parking Space for Private Cars (5m x 2.5m)



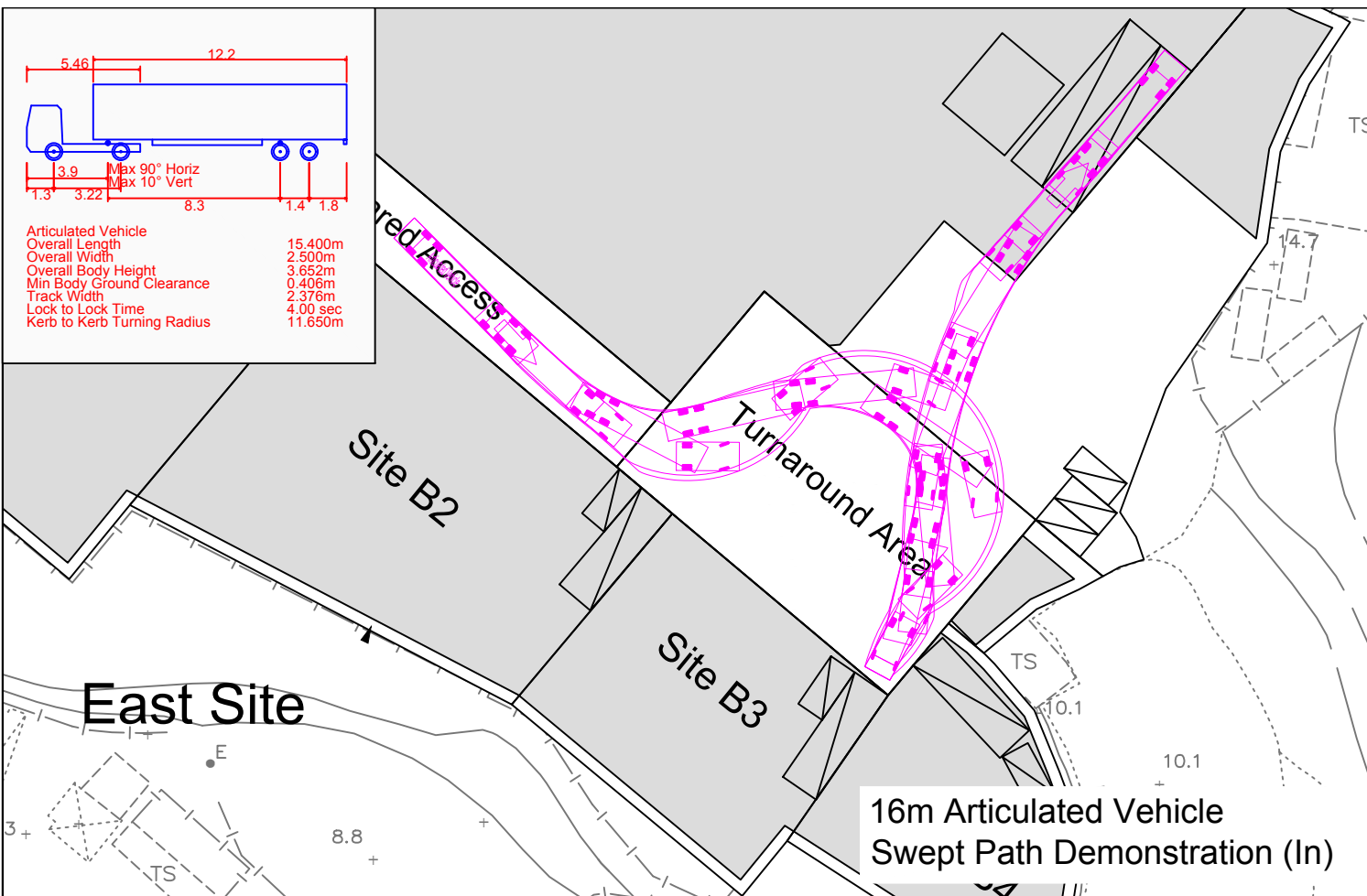
		<b>Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling</b>			
<b>Master Layout Plan</b>					
Date	08/01/2024	Scale	1:1000	Project No.	82137
				Dwg No.	Figure 2-2
				Rev.	C





Articulated Vehicle  
 Overall Length 15.400m  
 Overall Width 2.500m  
 Overall Body Height 3.652m  
 Min Body Ground Clearance 0.406m  
 Track Width 2.376m  
 Lock to Lock Time 4.00 sec  
 Kerb to Kerb Turning Radius 11.650m

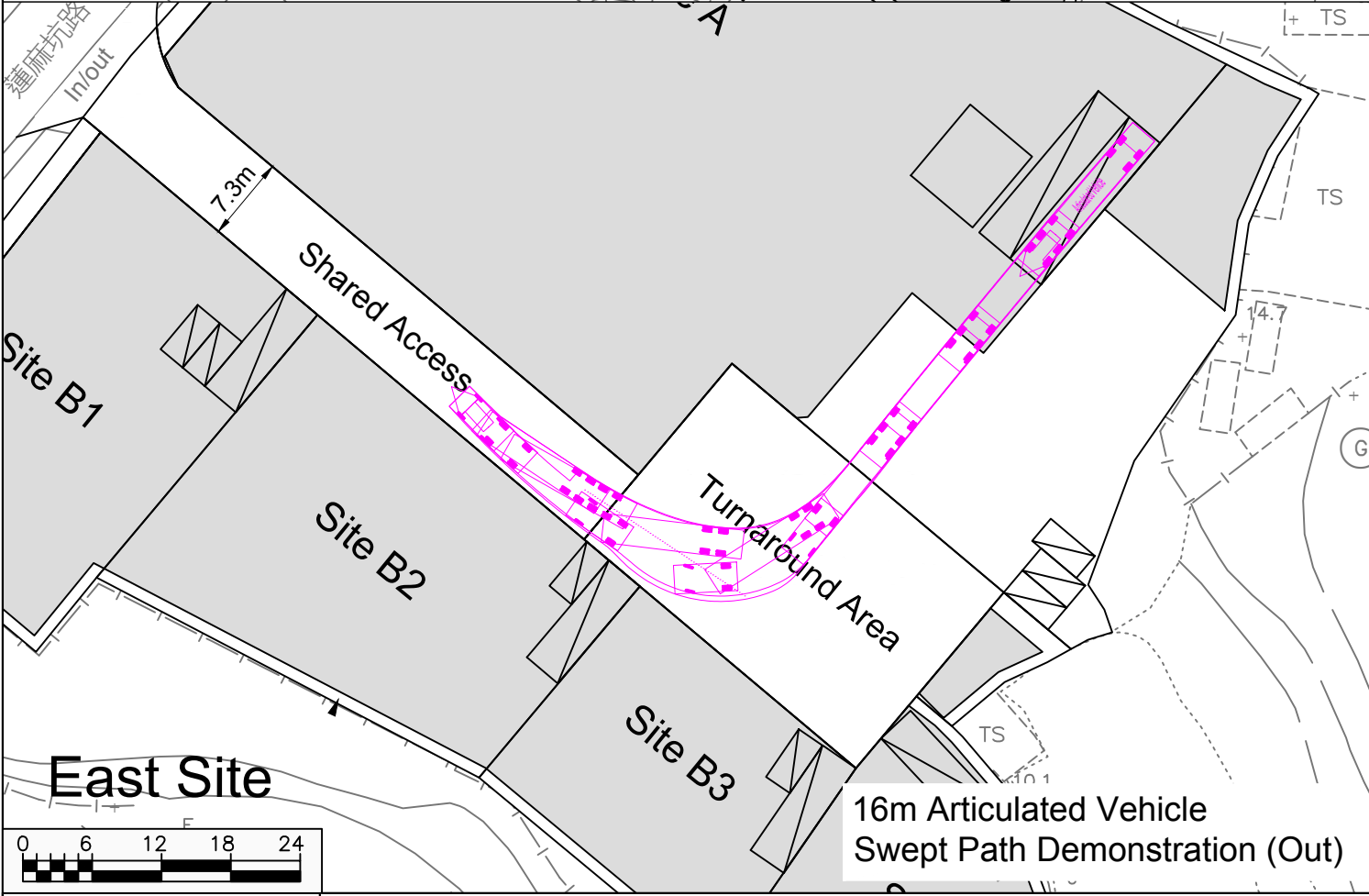
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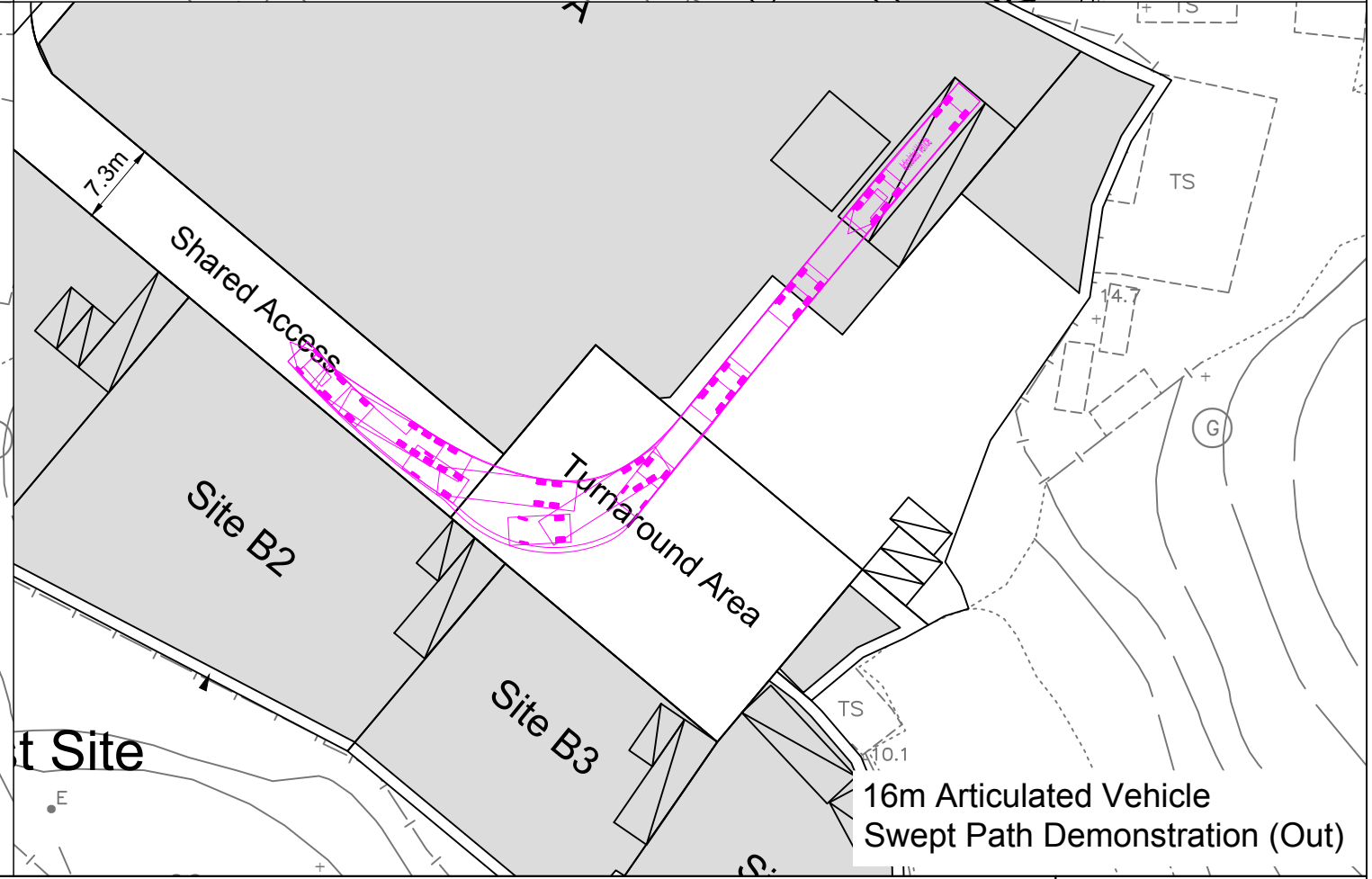
16m Articulated Vehicle Swept Path Demonstration (In)



16m Articulated Vehicle Swept Path Demonstration (In)



16m Articulated Vehicle Swept Path Demonstration (Out)



16m Articulated Vehicle Swept Path Demonstration (Out)



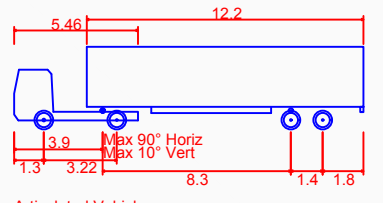
Project Title **Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

**Swept Path Assessment**

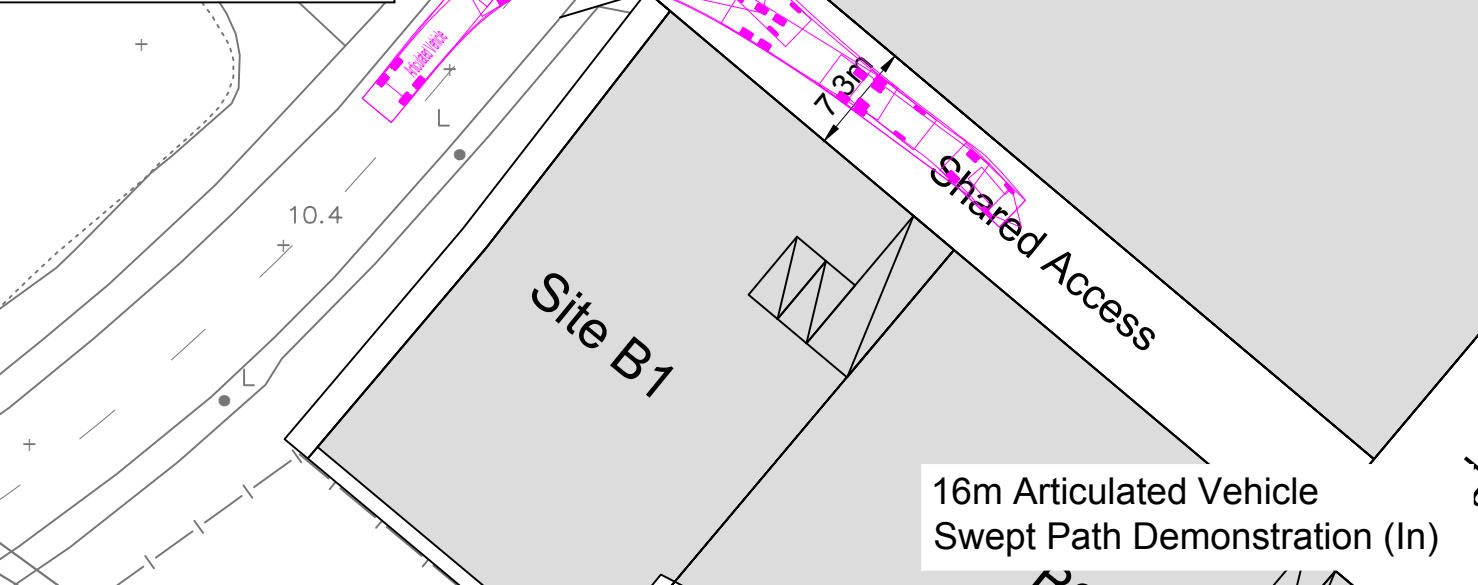
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Project No. 82137	Rev. -
Dwg No. 0108-SP1	

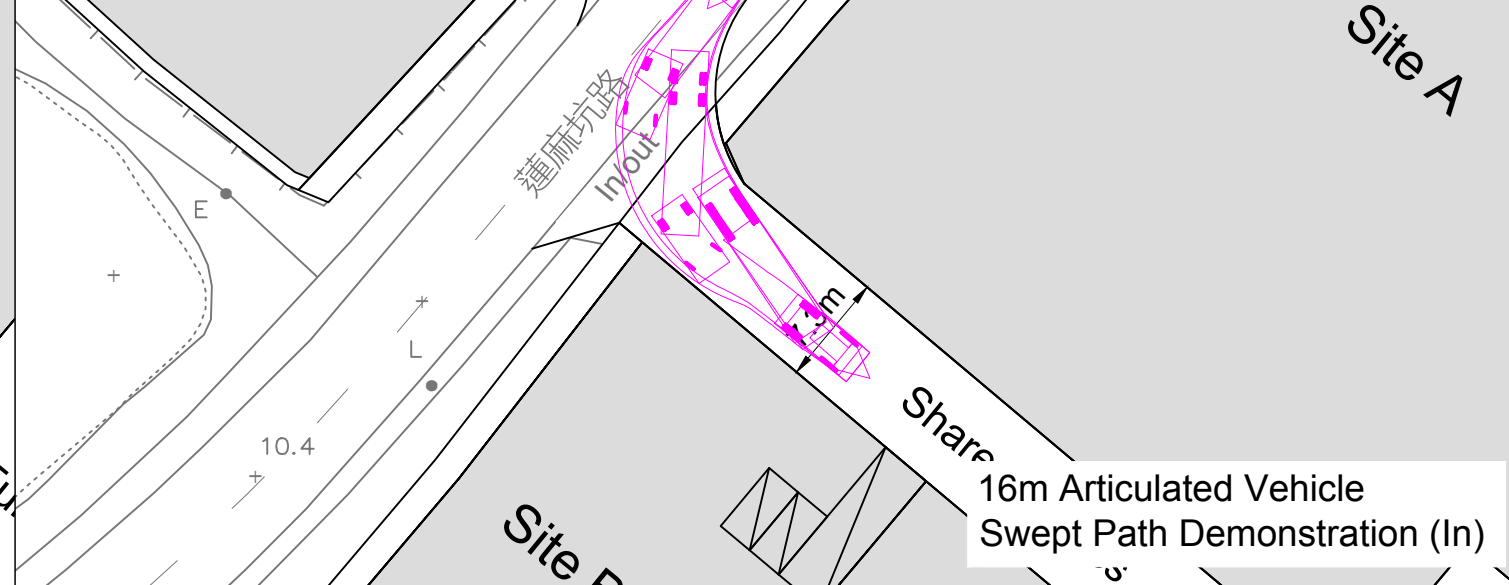
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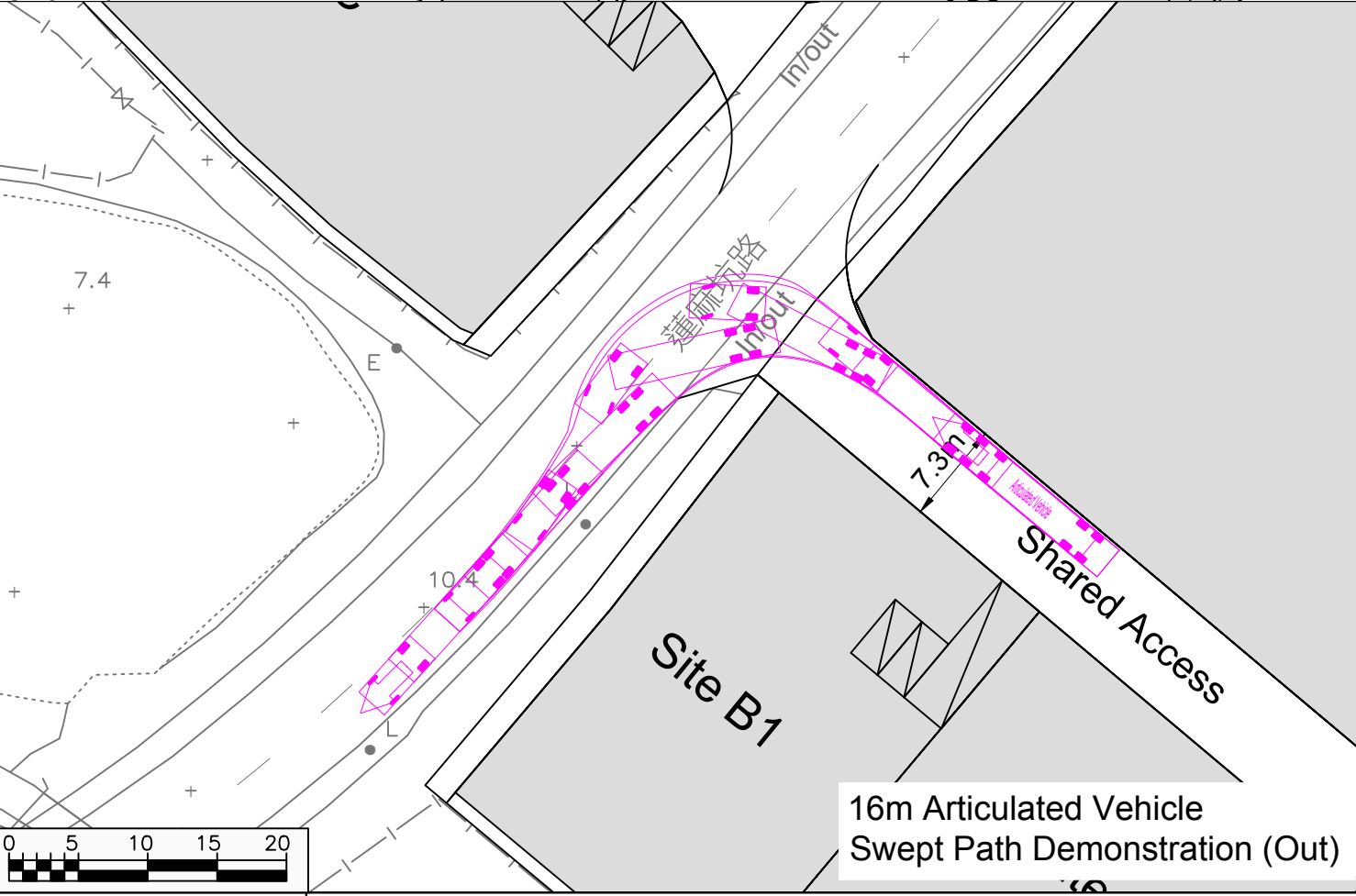
Articulated Vehicle  
Overall Length 15.400m  
Overall Width 2.500m  
Overall Body Height 3.652m  
Min Body Ground Clearance 0.406m  
Track Width 2.376m  
Lock to Lock Time 4.00 sec  
Kerb to Kerb Turning Radius 11.650m



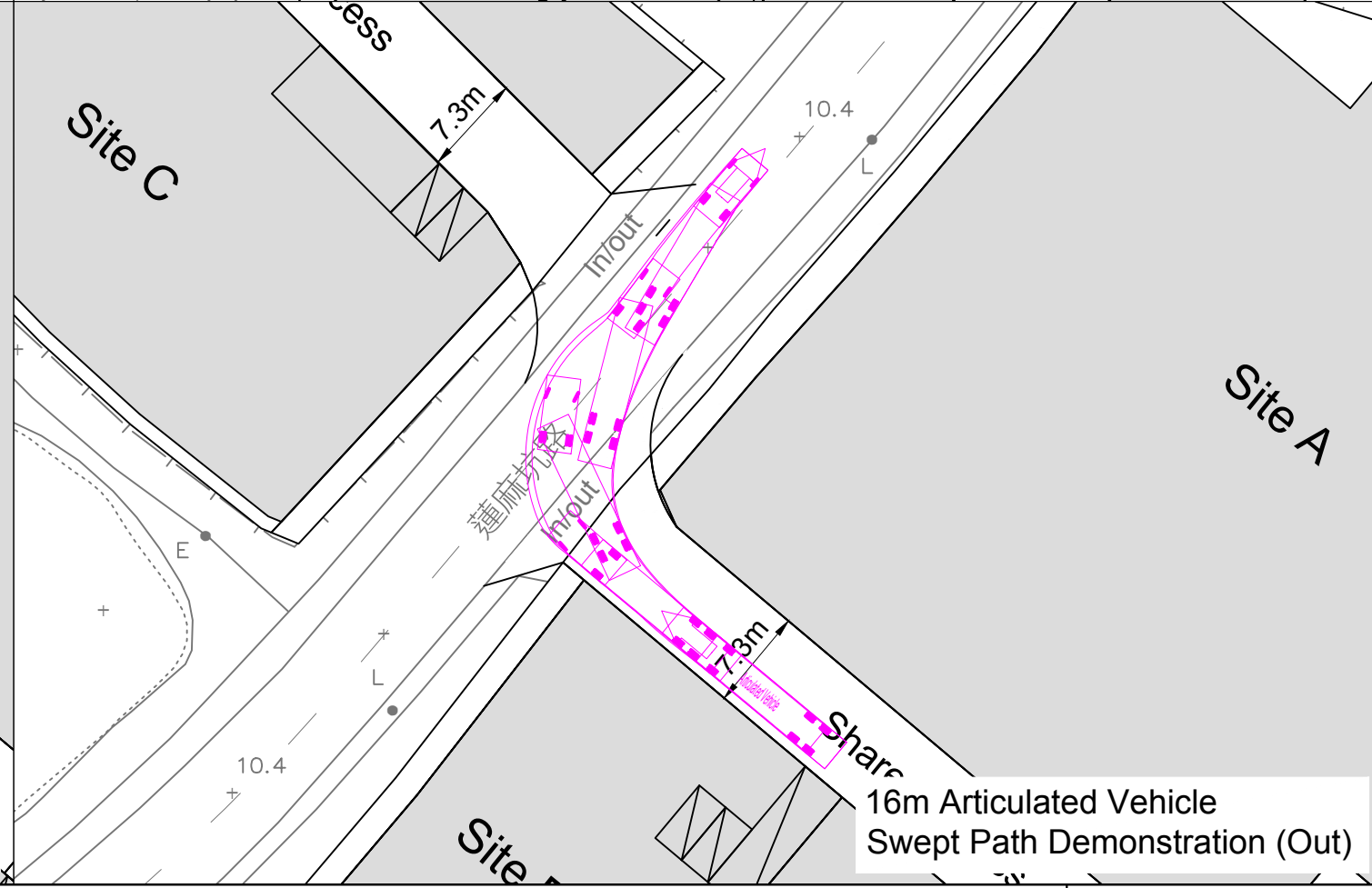
16m Articulated Vehicle Swept Path Demonstration (In)



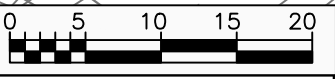
16m Articulated Vehicle Swept Path Demonstration (In)



16m Articulated Vehicle Swept Path Demonstration (Out)



16m Articulated Vehicle Swept Path Demonstration (Out)



Project Title

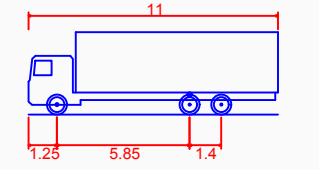
Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling

Swept Path Assessment

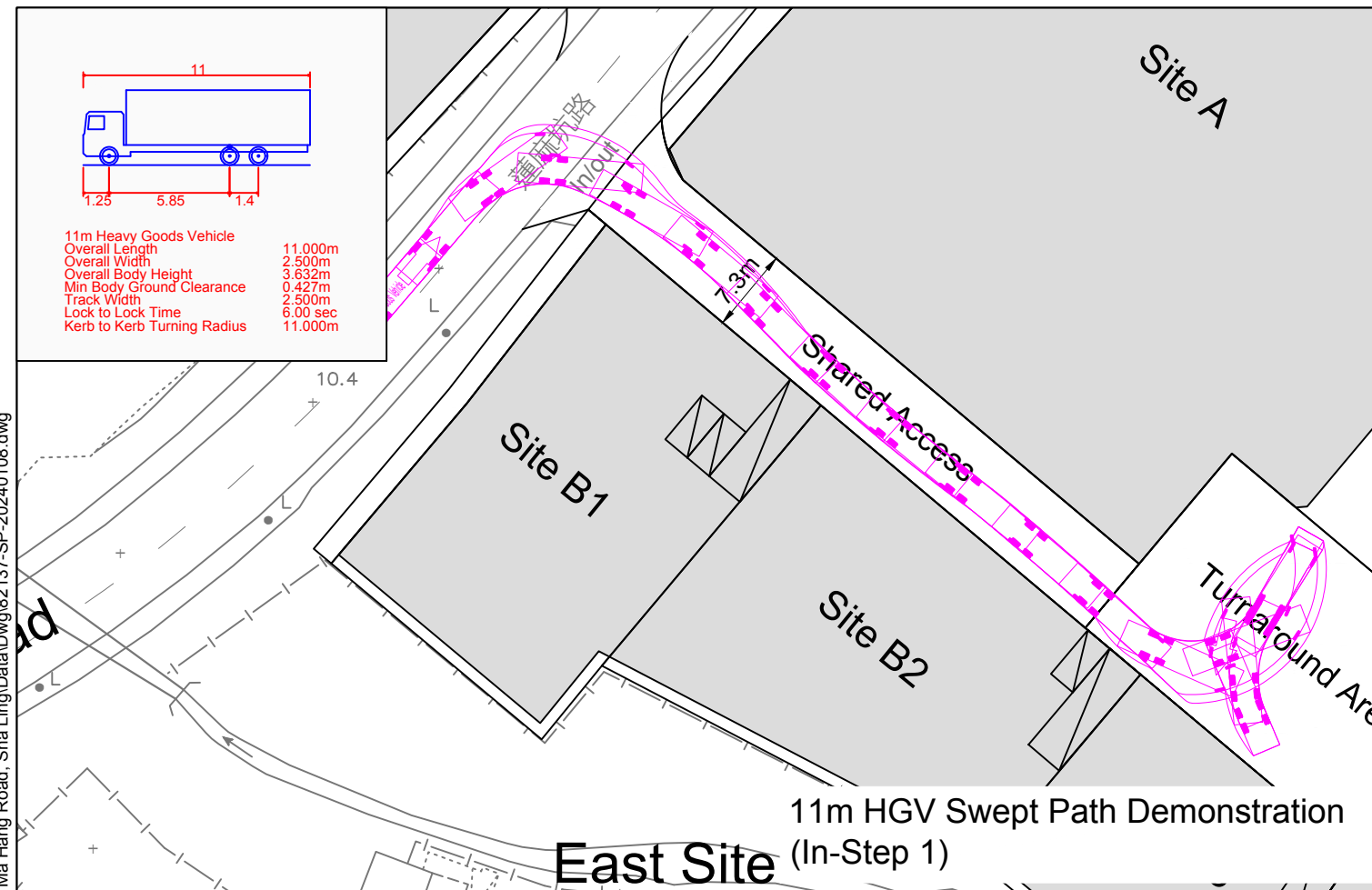
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Project No. 82137	Rev. -
Dwg No. 0108-SP2	

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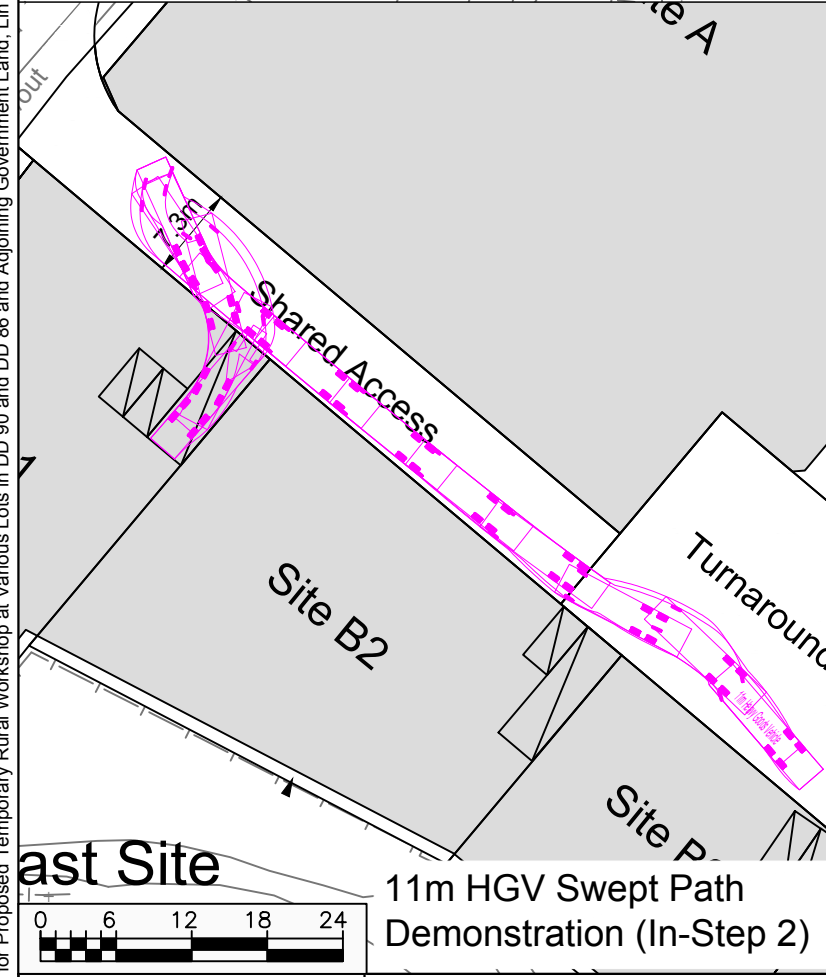
11m Heavy Goods Vehicle  
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Overall Width 2.500m  
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Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m



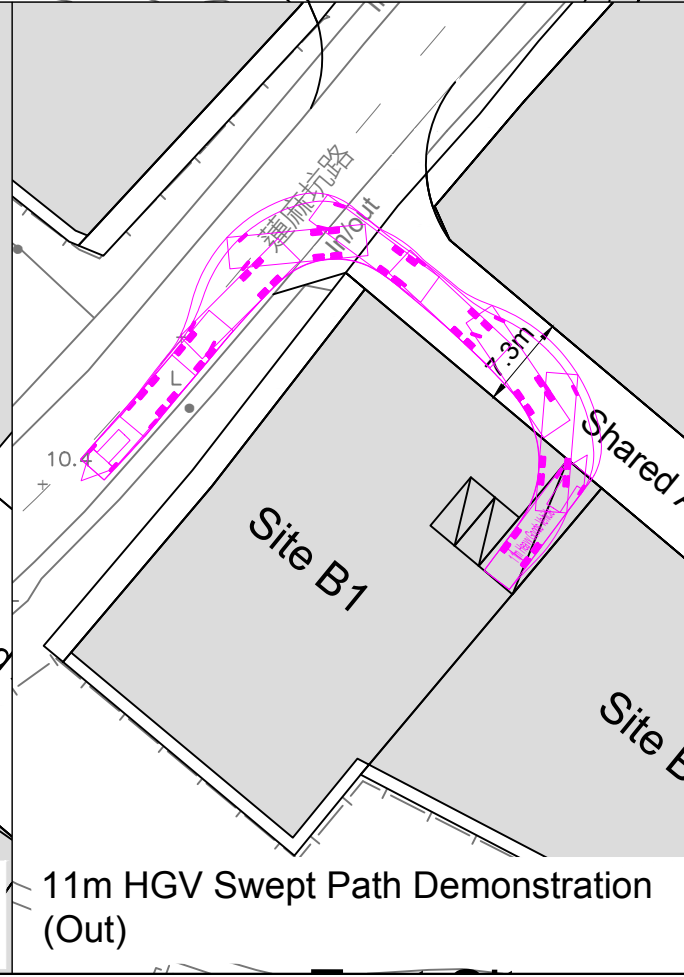
11m HGV Swept Path Demonstration (In-Step 1)



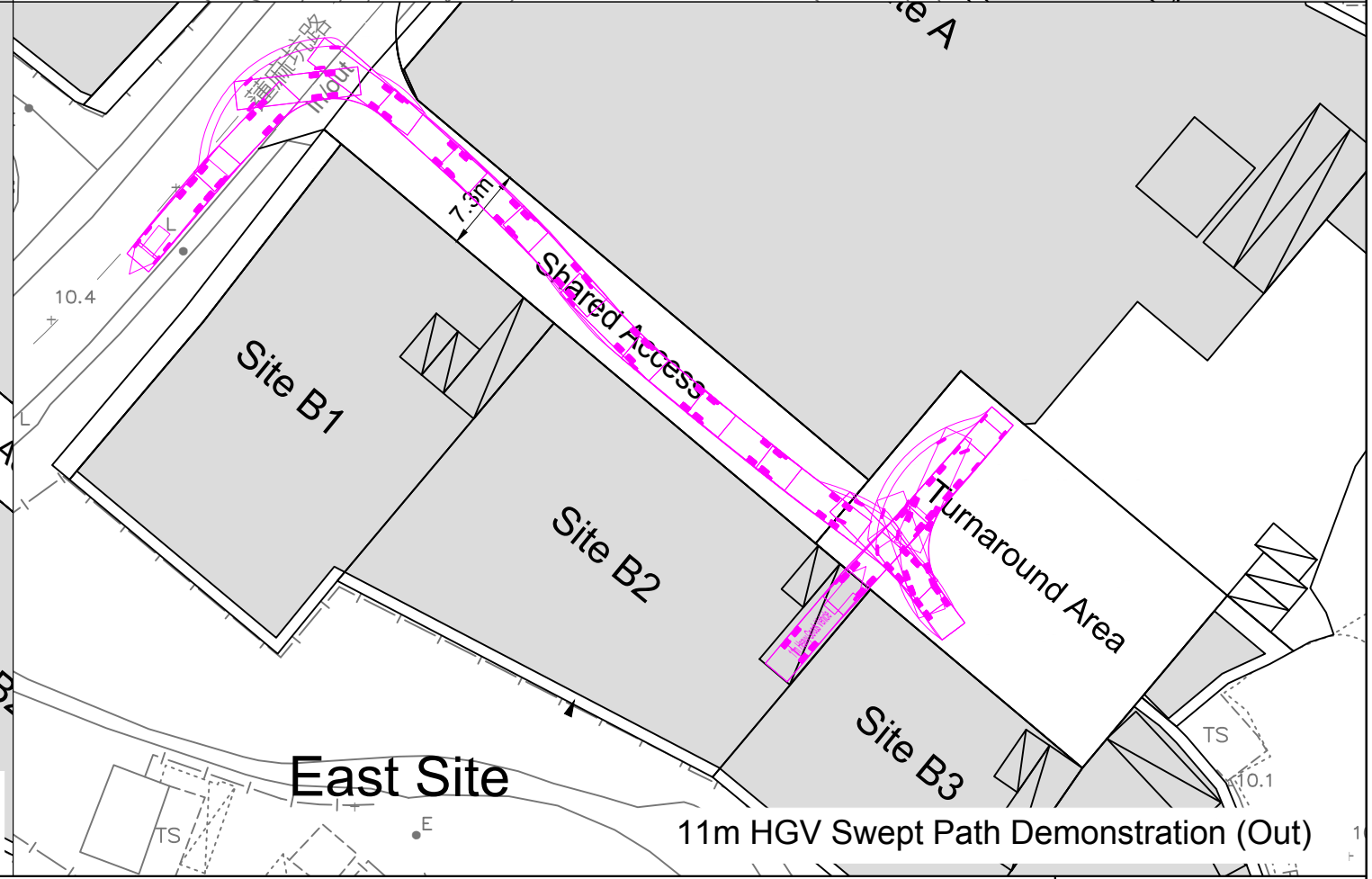
11m HGV Swept Path Demonstration (In)



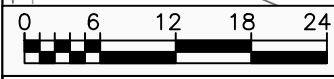
11m HGV Swept Path Demonstration (In-Step 2)



11m HGV Swept Path Demonstration (Out)



11m HGV Swept Path Demonstration (Out)



Project Title

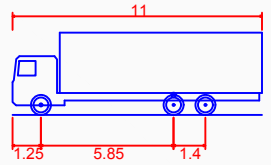
Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling

Swept Path Assessment

Date 08/01/2024 Scale 1:600

Project No. 82137	Rev. -
Dwg No. 0108-SP3	

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11m Heavy Goods Vehicle  
Overall Length 11.000m  
Overall Width 2.500m  
Overall Body Height 3.632m  
Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m

East Site

East Site

Turnaround Area

Turnaround Area

Site B3

Site B3

Site B4

Site B4

11m HGV Swept Path Demonstration (In)

11m HGV Swept Path Demonstration (Out)

Site B2

Site

Site B3

Site

Turnaround Area

Site B4

Site B4

11m HGV Swept Path Demonstration (In)

11m HGV Swept Path Demonstration (Out)



Project Title

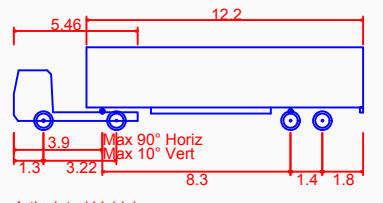
Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling

Swept Path Assessment

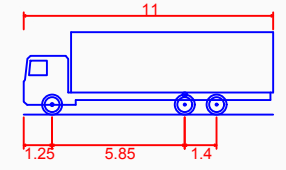
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Project No. 82137 Rev. -  
Dwg No. 0108-SP4

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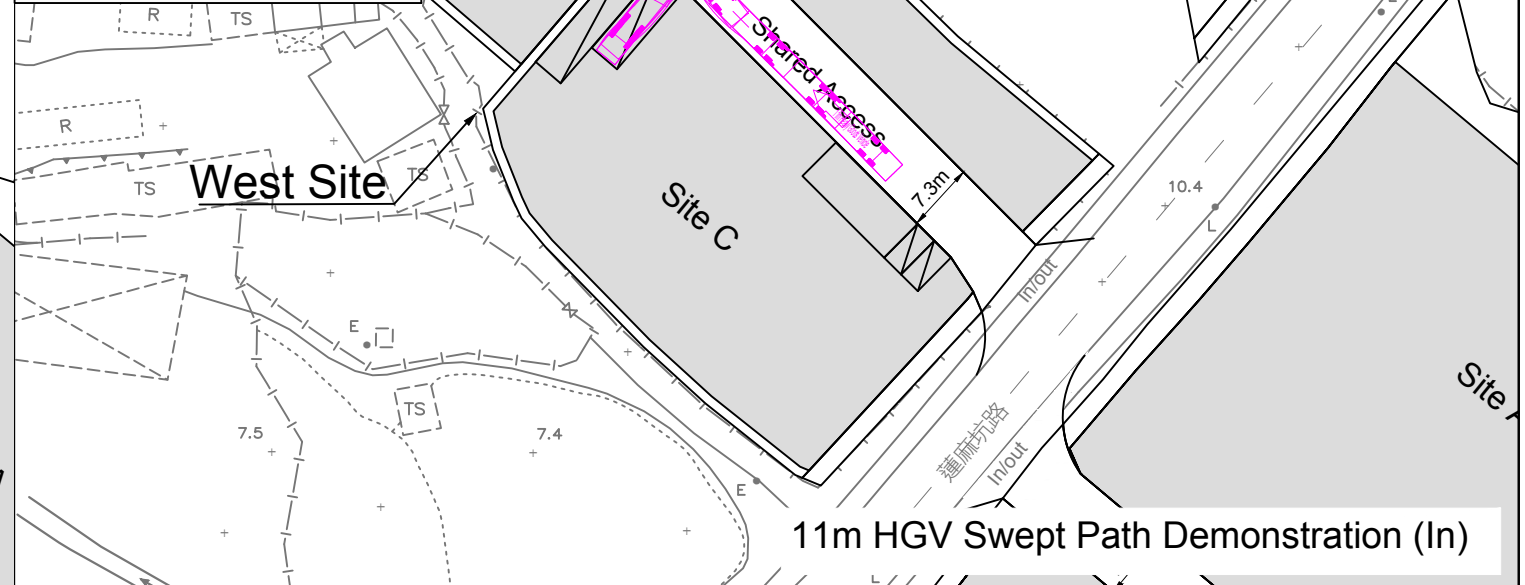
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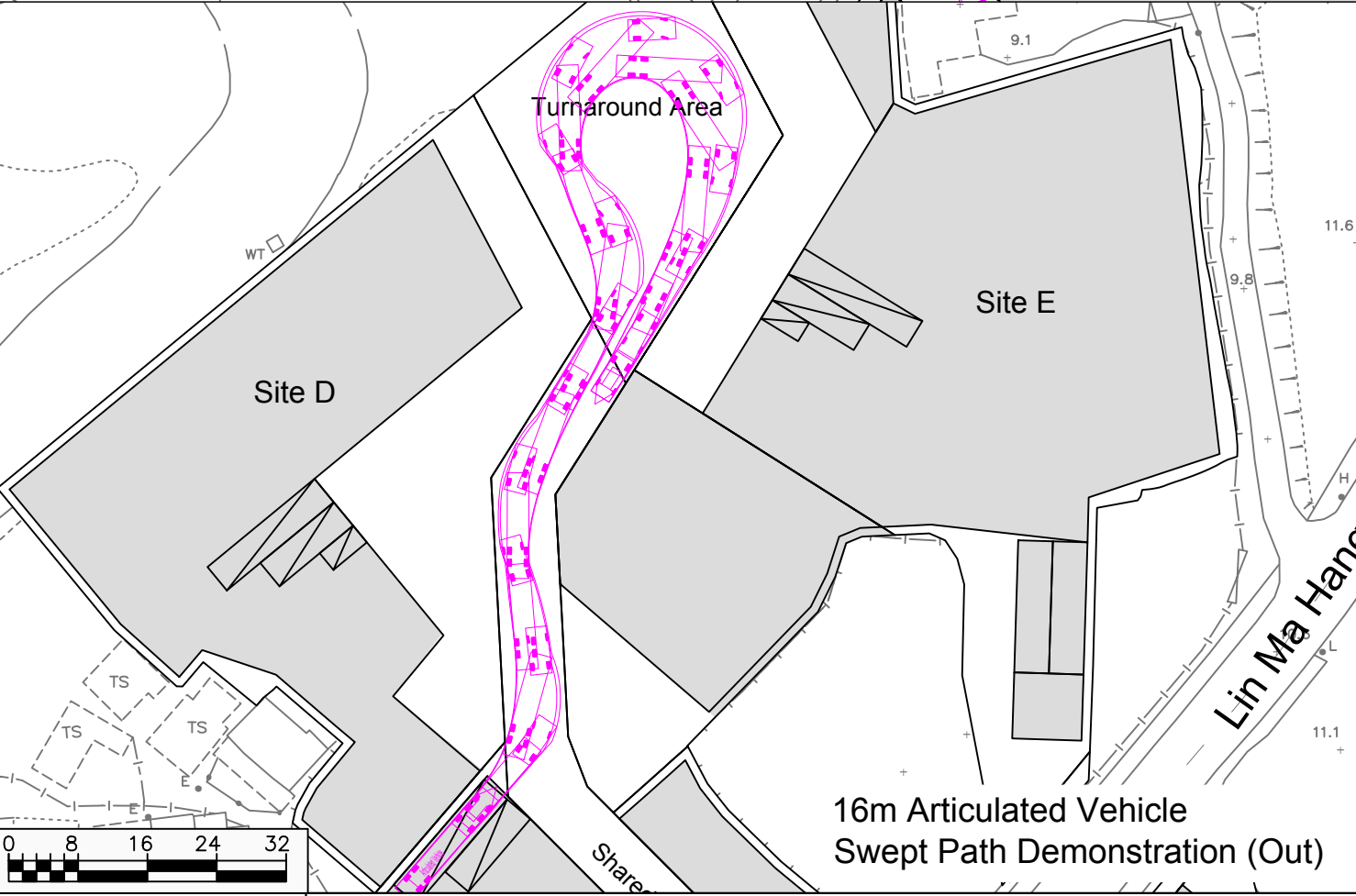
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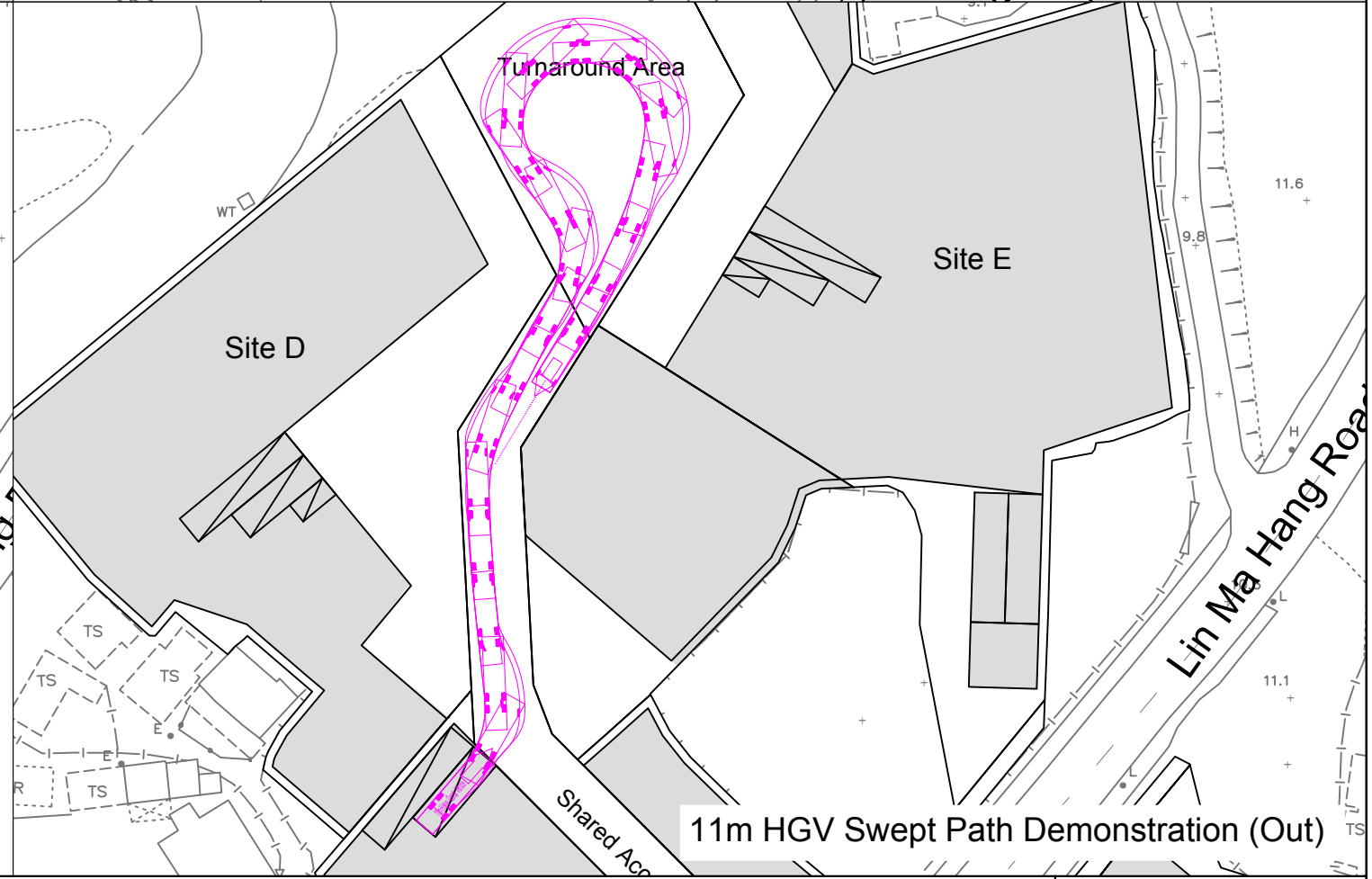
16m Articulated Vehicle Swept Path Demonstration (In)



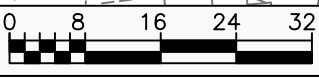
11m HGV Swept Path Demonstration (In)



16m Articulated Vehicle Swept Path Demonstration (Out)



11m HGV Swept Path Demonstration (Out)



Project Title

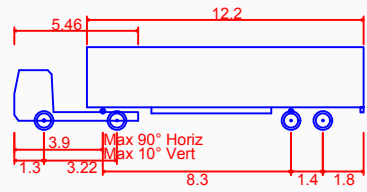
Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling

### Swept Path Assessment

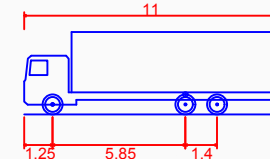
Date 08/01/2024 Scale 1:800

Project No. 82137	Rev. -
Dwg No. 0108-SP5	

X:\Ozxo\82137\_S16 for Proposed Temporary Rural Workshop at Various Lots in DD 90 and DD 86 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling\Ozxo\82137-SP-20240108.dwg



Articulated Vehicle  
Overall Length 15.400m  
Overall Width 2.500m  
Overall Body Height 3.652m  
Min Body Ground Clearance 0.406m  
Track Width 2.376m  
Lock to Lock Time 4.00 sec  
Kerb to Kerb Turning Radius 11.650m



11m Heavy Goods Vehicle  
Overall Length 11.000m  
Overall Width 2.500m  
Overall Body Height 3.632m  
Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m



Turnaround Area

Site D

Site E

Site D

16m Articulated Vehicle Swept Path Demonstration (In)

11m HGV Swept Path Demonstration (In)

Turnaround Area

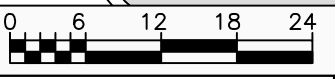
Site D

Site E

Site D

16m Articulated Vehicle Swept Path Demonstration (Out)

11m HGV Swept Path Demonstration (Out)



Project Title

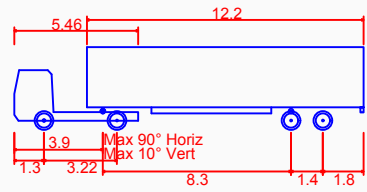
Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling

Swept Path Assessment

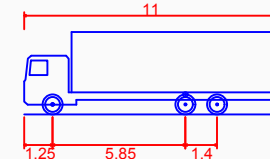
Date 08/01/2024 Scale 1:600

Project No. 82137	Rev. -
Dwg No. 0108-SP6	

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Articulated Vehicle  
Overall Length 15.400m  
Overall Width 2.500m  
Overall Body Height 3.652m  
Min Body Ground Clearance 0.406m  
Track Width 2.376m  
Lock to Lock Time 4.00 sec  
Kerb to Kerb Turning Radius 11.650m



11m Heavy Goods Vehicle  
Overall Length 11.000m  
Overall Width 2.500m  
Overall Body Height 3.532m  
Min Body Ground Clearance 0.427m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Kerb to Kerb Turning Radius 11.000m



Turnaround Area

Site E

Site D

16m Articulated Vehicle  
Swept Path Demonstration (In)

Turnaround Area

Site D

Site E

11m HGV Swept Path Demonstration (In)

Turnaround Area

Site E

Site D

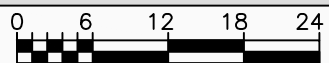
16m Articulated Vehicle  
Swept Path Demonstration (Out)

Turnaround Area

Site D

Site E

11m HGV Swept Path Demonstration (Out)



Project Title

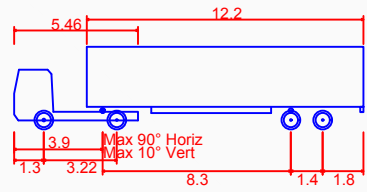
**Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**

### Swept Path Assessment

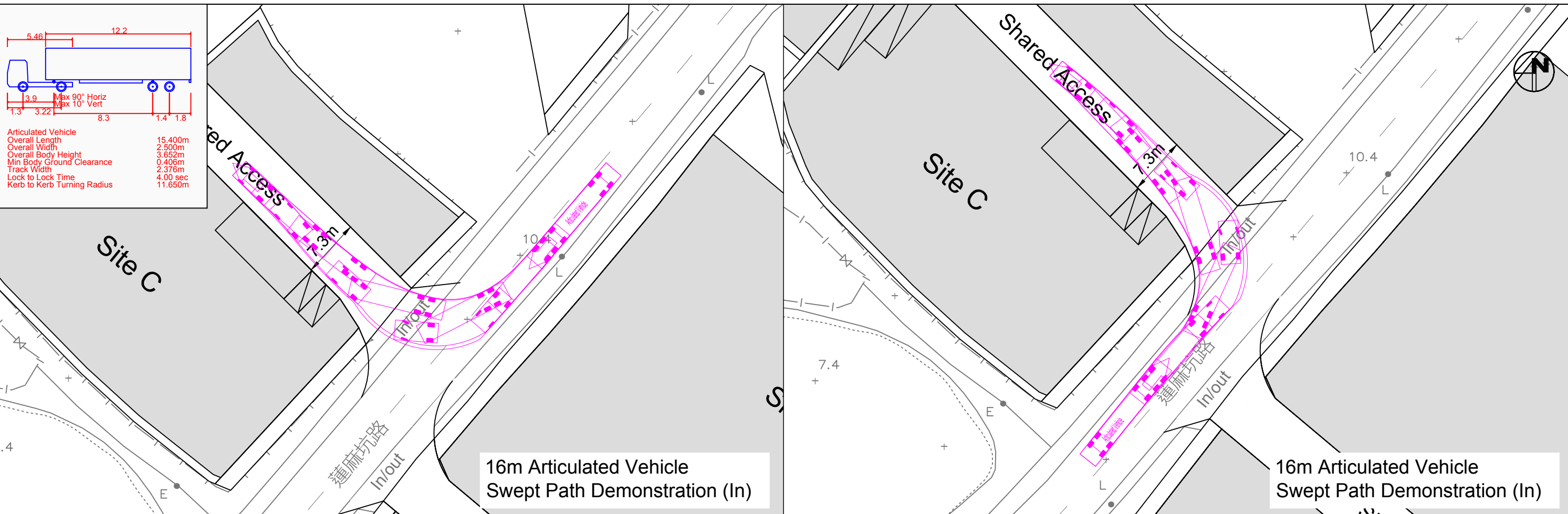
Date 08/01/2024 Scale 1:600

Project No. 82137	Rev. -
Dwg No. 0108-SP7	

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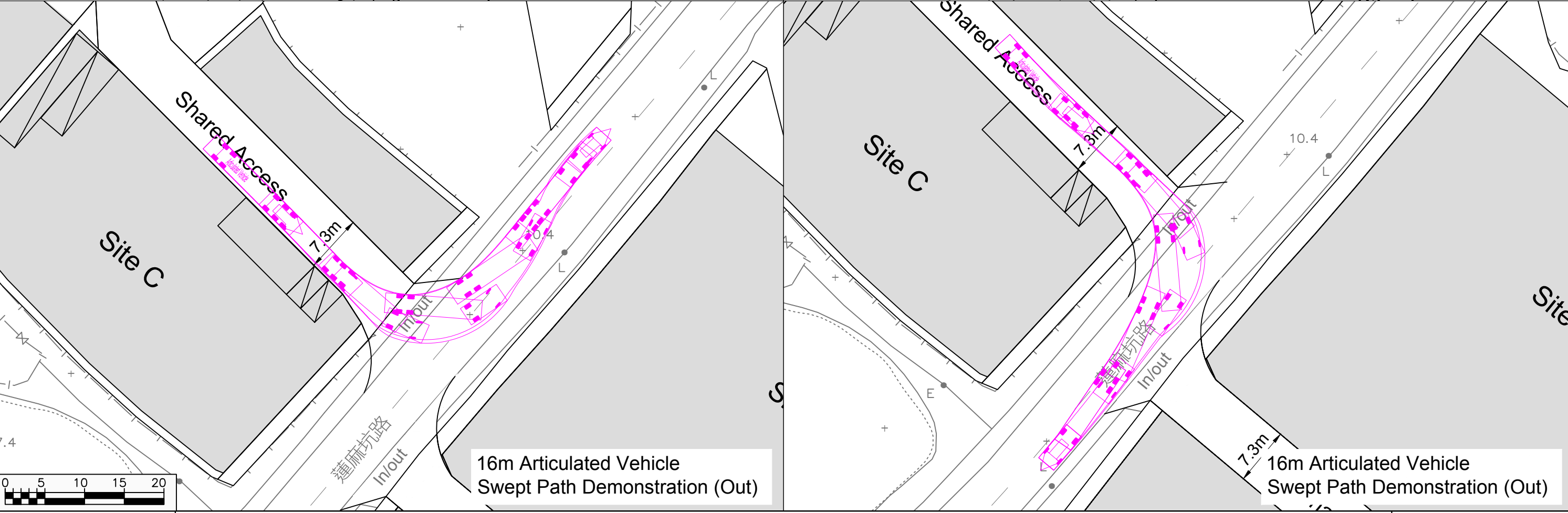


Articulated Vehicle  
Overall Length 15.400m  
Overall Width 2.500m  
Overall Body Height 3.652m  
Min Body Ground Clearance 0.406m  
Track Width 2.376m  
Lock to Lock Time 4.00 sec  
Kerb to Kerb Turning Radius 11.650m



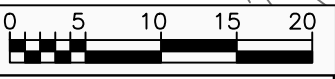
16m Articulated Vehicle Swept Path Demonstration (In)

16m Articulated Vehicle Swept Path Demonstration (In)



16m Articulated Vehicle Swept Path Demonstration (Out)

16m Articulated Vehicle Swept Path Demonstration (Out)



**OZZO TECHNOLOGY**  
Date 08/01/2024  
Scale 1:500

Project Title **Proposed Temporary Warehouses (Storage of Timber and Ancillary Uses) at Various Lots in D.D. 86 and D.D. 90 and Adjoining Government Land, Lin Ma Hang Road, Sha Ling**  
**Swept Path Assessment**

Project No. 82137	Rev. -
Dwg No. 0108-SP8	