寄件者: Isa Yuen [redacted]
寄件日期: 2025年02月11日星期二 13:01
收件者: tpbpd/PLAND
副本: [redacted]
主旨: Re: [PLG10278] Planning Application No. A/YL-KTN/1085 - Submission of Further Information
類別: Internet Email

Dear Sir/Madam,

We are writing to supersede our previous submission in the preceding email and would like to provide further information for your onward processing please.

Please download the further information at the link below.
A_YL-KTN_1085 Further Information
File: A_YL-KTN_1085_FI(1)_r1

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

Best regards,
Isa Yuen Town Planner

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

From: Isa Yuen [redacted]
Date: Monday, 10 February 2025 at 4:18 PM
To: tpbpd <tpbpd@pland.gov.hk>
[redacted]
Subject: Re: [PLG10278] Planning Application No. A/YL-KTN/1085 - Submission of Further Information

Dear Sir/Madam,

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

We refer to the departmental comments received from the Transport Department and Fire Services Department regarding the subject application and would like to provide further information for your onward processing please.

Please download the further information at the link below.
A_YL-KTN_1085 Further Information

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

Best regards,
Isa Yuen Town Planner

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

From: Isa Yuen [redacted]
Date: Monday, 10 February 2025 at 4:17 PM
To: tpbpd <tpbpd@pland.gov.hk>
[redacted]

Dear Sir/Madam,

We refer to the departmental comments received from the Transport Department and Fire Services Department regarding the subject application and would like to provide further information for your onward processing please.

Please download the further information at the link below.

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

Best regards,
Isa Yuen Town Planner

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

GRANDMAX SURVEYORS LIMITED
俊滙測量師行有限公司

Date : 11th February, 2025
Our Ref. : ADCL/PLG-10278/L011

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

By Email

Dear Sir/Madam,

Section 16 Planning Application for Proposed Temporary Open Storage of Construction Materials with Ancillary Facilities for a Period of 3 Years at Lot Nos. 1555 S.A (Part), 1555 S.B RP (Part), 1557 RP (Part), 1558 (Part) and 1559 (Part) in D.D. 107, Sha Po, Kam Tin, Yuen Long, New Territories
(Planning Application No. A/YL-KTN/1085)

We refer to the latest comments from Transport Department and Fire Services Department on 3.2.2025 and would like to enclose herewith the *Replacement Pages of Application Form, Responses-to-Comments Table, Revised Fire Service Installations Proposal and Traffic Impact Assessment* to address the abovementioned departmental comments for their consideration.

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

Yours faithfully,
For and on behalf of
Grandmax Surveyors Limited

Thomas Luk
Planning Consultant

c.c. Client

[redacted]

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas
位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))
(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

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

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	8,345	sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	1,360	sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	5	
Proposed domestic floor area 擬議住用樓面面積	0	sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	2,025	sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	2,025	sq.m ☑About 約

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

Please refer to Table 1 of the attached Planning Statement

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

Private Car Parking Spaces 私家車車位	10
Motorcycle Parking Spaces 電單車車位	
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
Others (Please Specify) 其他 (請列明)	

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

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

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot Nos. 1555 S.A (Part), 1555 S.B RP (Part), 1557 RP (Part), 1558 (Part) and 1559 (Part) in D.D. 107, Sha Po, Kam Tin, Yuen Long, New Territories 新界元朗錦田沙埔丈量約份第107約地段第1555號A分段(部分) 、第1555號B分段餘段(部分)、第1557號餘段(部分) 、第1558號(部分) 及第1559號(部分)
Site area 地盤面積	9,705 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 N.A. sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 錦田北分區計劃大綱核准圖編號 S/YL-KTN/11
Zoning 地帶	"Comprehensive Development Area (1)" ("CDA(1)") 「綜合發展區 (1)」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Open Storage of Construction Materials with Ancillary Facilities for a Period of 3 Years

Department	Date	Comments	Responses to Departmental Comments
Transport Department	3.2.2025	(a) As stated in Section 2, Fung Kat Heung Road is a single track access road. Please clarify the difference in capacity for L1 and L2.	The link capacity of L1 is revised to 100 veh/hour for single track access road. In view of the traffic conditions during AM and PM peak hours, the MiC modules will be delivered during off-peak hours (10:00-16:00) only via Fung Kat Heung Road. The traffic conditions during off-peak hours are also supplemented in Tables 2.3 and 5.3 for your information.
		(b) Although the traffic impact arisen from the development is minimal, the proposed development involved articulated trailers travelling in village road. Long vehicles travelling in local access may induce road safety hazard especially during the event of head on traffic. The applicant shall consider appropriate traffic management measures to reduce the risk.	To facilitate the movement of trailer along Fung Kat Heung Road, an escorting vehicle will be deployed for each delivery of MiC module as traffic management measures. The vehicular traffic generation and attraction for the Application Site will be maintained at 2 vehicles per hour (each direction) at maximum (as shown in Table 4.3), assuming a 15m articulated trailer with an escorting vehicle during off-peak hours.
		(c) Please provide swept path along the route.	The swept paths for ingress and egress of 15m trailer are supplemented in Appendix B1 and B2respectively. Please also note that rigid and articulated vehicles are commonly observed along the route for temporary open storage and industrial uses in the vicinity.
		(d) The applicant should note the local access between San Tam Road and the site is not managed by this Department.	Noted with thanks.
Fire Services Department	3.2.2025	i. The standards and specification of the proposed directional and exit signs shall be revised to 'BS 5266-1:2016 and the FSD Circular Letter No. 5/2008'; and ii. Smoke extraction system(s) shall be provided to structure S1 with compartment volume exceeding 7,000 m3 unless the aggregate area of openable windows of the compartment exceeds 6.25% of the floor area of the compartment.	Noted. Please refer to the revised FSI proposal. Ditto.

Appendix I

Traffic Impact Assessment

Reference number CHK50769210

SECTION 16 PLANNING APPLICATION FOR PROPOSED TEMPORARY OPEN STORAGE OF MODULAR INTEGRATED CONSTRUCTION (MIC) COMPONENTS AND CONSTRUCTION MATERIALS WITH ANCILLARY WORKSHOPS, OFFICE, STAFF CAR PARK AND MACHINERY FOR A PERIOD OF 3 YEARS AT VARIOUS LOTS IN D.D. 107, SHA PO, YUEN LONG, NEW TERRITORIES

TRAFFIC IMPACT ASSESSMENT

SYSTRA MVA

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1 INTRODUCTION

1.1 Background

1.1.1 This Section 16 Planning Application is submitted in support of the proposed temporary open storage of Modular Integrated Construction (MiC) Components and Construction Materials with Ancillary Workshops, Office, Staff Car Park and Machinery for a Period of 3 Years at various lots in D.D. 107, Sha Po, Yuen Long, New Territories.

1.1.2 The location of the Application Site is indicated in **Figure 1.1**, which has a total area of about 9,705m^2. The Proposed Temporary Use aims to serve as a transhipment depot for MiC components and a hub for modular construction materials being used for housing project sites, with the objective of meeting the growing demand for MiC applications while ensuring efficient logistics and seamless implementation of MiC in housing projects.

1.2 Study Objectives

1.2.1 In support of the Section 16 Planning Application, a Traffic Impact Assessment (TIA) study is prepared with following key objectives:

- To assess the existing traffic conditions in the vicinity of the Application Site;
- To estimate the likely traffic generated by the Application Site;
- To forecast the future traffic condition in the design year 2027;
- To assess the impacts of traffic generation by the Application Site on the surrounding road network and recommend any improvement measures if necessary.

1.3 Structure of the Report

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

- **Chapter 2 – Existing Traffic Conditions**, which describes the existing transport context in the vicinity of the Application Site, including current road network, assessment of existing traffic conditions and availability of public transport services.
- **Chapter 3 – The Application Site**, which briefs the planning parameters of the Application Site, including the access arrangements and internal transport provisions.
- **Chapter 4 – Future Traffic Conditions**, which presents the traffic forecasting methodology and estimates the future traffic conditions in the vicinity.
- **Chapter 5 – Traffic Impact Assessment**, which estimates the traffic generation and assesses the traffic impacts of the proposed uses in the future design year. Recommendation of improvement measures will be included if necessary.
- **Chapter 6 – Summary and Conclusion**, which summarises the findings of the study and presents the conclusion regarding the potential traffic impact by the Proposed Temporary Use.

2 EXISTING TRAFFIC CONTEXT

2.1 Existing Road Network

2.1.1 The existing road network in the vicinity is shown in **Figure 2.1**, which comprises the following public roads:

- Castle Peak Road – Tam Mi Section;
- San Tam Road;
- Fung Kat Heung Road;
- Fung Mei Road;
- Shui Mei Road

2.1.2 Castle Peak Road – Tam Mi Section is a single 2-lane carriageway running in north-south direction. This rural road connects Au Tau Interchange in the south for further linkage to Kam Tin and Yuen Long Town Centre.

2.1.3 San Tam Road is a single 2-lane carriageway running in north-south direction. This rural road starts from the junction with Park Yoho in the south and provides access for the local developments to the east of San Tin Highway.

2.1.4 Fung Kat Heung Road is a single track access road running in east-west direction connecting San Tam Road in the west and Fung Kat Heung in the east.

2.1.5 Fung Mei Road is a single track access road running in north-south direction connecting Fung Kat Heung Road in the north and Shui Mei Road in the south.

2.1.6 Shui Mei Road is a single track access road running in east-west direction connecting Castle Peak Road – Tam Mi Section in the west and Shui Mei Tsuen in the east.

2.2 Critical Junctions and Road Links

2.2.1 The critical junctions were identified for assessment of traffic impact due to the Application Site. It is listed in **Table 2.1** below.

Table 2.1 Identified Critical Junctions and Road Links for Assessment

Ref.	Junction	Type	Figure No.
J1	San Tam Road / Fung Kat Heung Road	Priority	**Figure 2.2**
J2	Fung Kat Heung Road / Mei Fung Road	Priority	**Figure 2.3**
J3	Mei Fung Road / Shui Mei Road	Priority	**Figure 2.4**
J4	Shui Mei Road / Castle Peak Road – Tam Mi	Priority	**Figure 2.5**
J5	San Tam Road / Castle Peak Road – Tam Mi	Signalised	**Figure 2.6**

2.2.2 The location of the above junctions are illustrated in **Figure 2.1**. The existing junction layout are shown in **Drawings 2.2 – 2.6**.

2.2.3 In order to appraise the existing traffic conditions of the above junctions, a traffic survey in form of manual classified count was conducted at a typical weekday in November 2023. The background traffic flows are shown in **Drawing 2.7**.

2.2.4 Operational performance of the critical junctions have been assessed in accordance with the existing traffic flows and the results are summarised in **Table 2.2** below.

Table 2.2 Operational Performance of Critical Junctions in 2023

Index	Junction	Type	RC[(1)]/ DFC[(2)]	Operational Performance	
				AM Peak	PM Peak
J1	San Tam Road / Fung Kat Heung Road	Priority	DFC	0.28	0.27
J2	Fung Kat Heung Road / Mei Fung Road	Priority	DFC	0.05	0.07
J3	Mei Fung Road / Shui Mei Road	Priority	DFC	0.04	0.05
J4	Shui Mei Road / Castle Peak Road – Tam Mi	Priority	DFC	0.22	0.18
J5	San Tam Road / Castle Peak Road – Tam Mi	Signalised	RC	48%	73%

Notes:
(1) RC = Reserve Capacity;
(2) DFC = Design Flow/Capacity

2.2.5 All critical junctions in the vicinity are currently operating within capacities. Details of junction assessment are enclosed in the **Appendix A**.

2.2.6 The performance of the single track access road in the vicinity of the Application Site have also been reviewed in terms of the Flow to Capacity (V/C) ratio. **Table 2.3** below shows that all of the road links are operating with ample capacity, except Fung Kat Heung Road (Road Link L1) near San Tam Road during AM and PM peak hours.

Table 2.3 Operational Performance of Critical Road Links in 2023

Index	Road Links	Type(1)	Design Flow (veh/hr)	2-way Flow (veh/hr) and V/C Ratio					
				AM Peak		PM Peak		Off-Peak	
L1	Fung Kat Heung Road (near San Tam Road)	ST	100	**156**	**1.56**	**178**	**1.78**	90	0.90
L2	Fung Kat Heung Road (near Fung Mei Road)	ST	100	73	0.73	84	0.84	52	0.52
L3	Fung Mei Road (near Fung Kat Heung Road)	ST	100	46	0.46	56	0.56	32	0.32
L4	Fung Mei Road (near Shui Mei Road)	ST	100	52	0.52	62	0.62	36	0.36
L5	Shui Mei Road (near Fung Mei Road)	ST	100	76	0.76	76	0.76	48	0.48
L6	Shui Mei Road (near Castle Peak Road – Tam Mi)	ST	100	74	0.74	57	0.57	49	0.49

Notes:
(1) Road Type: ST = Single Track Access Road; RR = Rural Road (Single 2-lanes)

2.3 Public Transport Services

2.3.1 Public transport services are available at Castle Peak Road - Tam Mi and San Tam Road near Sha Po Tsuen to the west of the Application Site, whilst most bus and GMB routes are connecting to Yuen Long Town Centre.

2.3.2 There is also a public transport interchange within the comprehensive development of Park Yoho.

2.3.3 The existing public transport services in the vicinity of Application Site are indicated on **Figure 2.8** and summarised **Table 2.4** below.

Table 2.4 Existing Public Transport Services in the Vicinity

Bus Route	**Destinations**		**Stop (1)**
KMB 68	Park Yoho	Yoho Mall II	(C)
KMB 68F	Park Yoho	Yuen Long Park	(C)
KMB 268M	Park Yoho	Tsuen Wan West Station	(C)
KMB 76K	Sheung Shui (Ching Ho)	Long Ping Estate	(A) (B)
CTB 976	Lok Ma Chau (San Tin)	Sai Wan Ho	(A) (B)
CTB 976A	Lok Ma Chau (San Tin)	Siu Sai Wan	(A) (B)
GMB Route	**Destinations**		**Stop (1)**
GMB 36	Tai Shang Wai	Yuen Long (Fook Hong Street)	(A) (B)
GMB 37	Yau Tam Mei	Yuen Long (Fook Hong Street)	(A) (B)
GMB 38	Ha Chuk Yuen	Yuen Long (Fook Hong Street)	(A) (B)
GMB 75	Ha Wan Tsuen	Yuen Long (Fook Hong Street)	(A) (B)
GMB 76	Siu Hum Tsuen	Yuen Long (Fook Hong Street)	(A) (B)
GMB 78	Lok Ma Chau (San Tin)	Pat Heung Road	(A) (B)
GMB 603	Fung Kat Heung	Yuen Long (Fung Cheung Road)	(A) (B)
GMB 620	Park Yoho	Kam Sheung Road Station	(C)

Notes:
(1) Stop (A): Sha Po Tsuen (Castle Peak Road – Tam Mi) northbound
Stop (B): Sha Po Tsuen (San Tam Road) southbound
Stop (C): Park Yoho (Public Transport Interchange)

3 PROPOSED DEVELOPMENT

3.1 Proposed Uses and Site Configurations

3.1.1 The Application Site is proposed for "Temporary Open Storage of Modular Integrated Construction (MiC) Components with Ancillary Workshops, Office, Staff Car Park and Machinery for a Period of 3 Years".

3.1.2 It aims to serve as a transhipment depot for MiC components, with the objective of meeting the growing demand for MiC applications while ensuring efficient logistics and seamless implementation of MiC in housing projects. It will also serve as the hub for the modular construction material being used for the project site in order to promote more Green Construction Methodology.

3.1.3 The Application Site comprises an open storage area, providing a secure location for the temporary storage of MiC components and modular construction material, along with ancillary facilities, including three workshops, an office, a staff car park, a guardhouse and machinery (i.e. tower crane and hoisting crane etc) to support its operational needs. The Indicative Layout Plan is shown in **Figure 3.1**.

3.2 Vehicular Access Arrangements

3.2.1 An ingress/egress will be established at the south-west corner abutting Shui Mei Road with about 8m in width. It is also proposed a setback of 4m from Shui Mei Road to facilitate the delivery of MiC components and modular construction materials by articulated trailers up to 15m in length, of which the corresponding swept path analysis is shown in **Appendix B**.

3.2.2 The operation hours of the proposed uses will be restricted to from 08:00 to 19:00 (Monday to Saturday, excluding Sunday and Public Holidays). Advanced reservation will be mandatory for all loading and unloading activities in order to arrange the delivery and collection activities in a more organised manner. The MiC modules will also be delivered only during off-peak hours (10:00-16:00) via Fung Kat Heung Road.

3.2.3 To minimize the potential implications to Shui Mei Road with close proximity to residential developments of Park Yoho, the ingress and egress routes of articulated trailers will adopt an alternative route to San Tam Road via Mei Fung Road and Fung Kat Heung Road as shown in **Figure 3.2**, which is currently used by heavy vehicles for temporary open storage and industrial uses en-route. To facilitate the movement of trailer along Fung Kat Heung Road, an escorting vehicle will be deployed for each delivery of MiC module as traffic management measures.

3.2.4 The proposed ancillary office is a two-story structure designed to accommodate about 50 staff members. The office is intended to provide administrative/supporting services to facilitate the seamless transhipment of MiC components.

3.2.5 Ten private car parking spaces are proposed to serve the staff, which is consistent with the number of parking spaces in the previously approved application (No. A/YL-KTN/715). The application site will not open to the public or any unauthorised persons at any time. Only senior-level staffs are allowed to commute to and from work using private vehicles, whereas other staff members will access the application site via public transportation.

4 FUTURE TRAFFIC CONDITIONS

4.1 Design Year

4.1.1 This application is tentatively for a period of 3 years which starts from 2024 and ends in 2027. For conservative purpose, Year 2027 is hence adopted to be the design year.

4.2 Reference Traffic Forecasts

Historical Growth Trend

4.2.1 The Annual Traffic Census (ATC) published by the Transport Department provides a comprehensive record of traffic flows in the territory. The records from the ATC stations in the vicinity of the Application Site for 2016-2022 were summarized in **Table 4.1**.

Table 4.1 ATC Counting Station Records in the Local Area

ATC Station No.	Road Name	Average Annual Daily Traffic (A.A.D.T)							Growth Rate (p.a.)
		2016	2017	2018	2019	2020	2021	2022	2022/ 2016
5505	San Tam Road	12,590	12,390	12,700	13,330	13,420	13,960	13,540	+1.2%

4.2.2 As indicated **in Table 4.1**, it can be noted that over the last 6 years, the average growth pattern in the area from 2016 to 2022 has a increase rate of +1.2% per annum.

Population Projection Data

4.2.3 With reference to the Population Distribution Projections published by Planning Department dated March 2021, the population projection of Tuen Mun/Yuen Long Other Area for year 2021 to 2027 are extracted as shown in **Table 4.2**.

Table 4.2 Population Projection of Tuen Mun/ Yuen Long Other Area from 2021-2027

Population[(1)]	Year 2021	Year 2027
Tuen Mun/Yuen Long Other Area	204,900	230,800
Average Growth (p.a.)	+2.0% (2021-2027)	

Notes:
(1) Projections of Population Distribution published by Planning Department dated March 2021

4.2.4 As indicated in **Table 4.2**, the average growth between 2021 and 2027 can be represented by a growth of +2.0% per annum.

Adopted Growth Rate

4.2.5 Taking account of the historical traffic pattern and the future population projection, a conservative estimation of **+2.0% per annum** is adopted for the traffic projection from 2023 to 2027.

4.2.6 The anticipated 2027 reference traffic flows, as presented in **Figure 4.1** can be derived by the equation below:

2027 Reference Flows = 2023 Observed Flows x Growth Factor of 2.0% p.a. for 4 years

= 2023 Observed Flows x $(1 + 2.0\%)^4$

4.3 Design Traffic Forecasts

4.3.1 At present, the trip generation rates for Open Storage are not covered by the Transport Planning and Design Manual (TPDM).

4.3.2 Based on the operation of the proposed temporary uses, the vehicular traffic generation and attraction for the Application Site are estimated to be 2 vehicles per hour (each direction) at maximum, assuming a 15m articulated trailer with an escorting vehicle during off-peak hours.

4.3.3 Nevertheless, it is also assumed an attraction of 10 private cars (inbound) during the AM peak and a generation of 10 private cars (outbound) during the PM peak for the proposed parking spaces within the Application Site. The estimated trip generation and attraction are summarised in **Table 4.3**.

Table 4.3 Estimated Trip Generation for the Proposed Development

The Application Site	Estimated Number of Trips (veh/hr)					
	AM Peak		PM Peak		Off Peak	
	Generation	Attraction	Generation	Attraction	Generation	Attraction
MiC Operation (15m Articulated Trailers + Escorting Vehicle)	-	-	-	-	2	2
Staff Parking (Private Cars)	-	10	10	-	-	-

4.3.4 By superimposing the above development traffic flows and the 2027 reference traffic forecast (without Proposed Development), the design traffic forecasts (with Proposed Development) in 2027 can be derived as below:

4.3.5 2027 Design Flows = 2027 Reference Flows + Estimated Trip Generation

4.3.6 The 2027 AM and PM peak design traffic forecasts (with Proposed Development) are presented in **Figure 4.2**.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Junction and Road Link Assessment

5.1.1 The existing layouts will be adopted in design year 2027 for the operational assessments of the critical junctions were summarised in **Table 5.1**.

Table 5.1 Layout and Arrangement of Critical Junctions in 2027

Ref.	Junction	Type	Layout	Figure No.
J1	San Tam Road / Fung Kat Heung Road	Priority	Existing	**Figure 2.2**
J2	Fung Kat Heung Road / Mei Fung Road	Priority	Existing	**Figure 2.3**
J3	Mei Fung Road / Shui Mei Road	Priority	Existing	**Figure 2.4**
J4	Shui Mei Road / Castle Peak Road – Tam Mi	Priority	Existing	**Figure 2.5**
J5	San Tam Road / Castle Peak Road – Tam Mi	Signalised	Existing	**Figure 2.6**

5.1.2 To assess the traffic impact due to the Application Site, capacity analysis of the identified critical junctions in the study area for both reference and design scenarios in year 2027 has been carried out. The results are summarised and presented in **Table 5.2**.

Table 5.2 Operational Performance of Critical Junctions in 2027

Index	Junction	Type	RC(1)/ DFC(2)	Operational Performance			
				Reference 2027 (Without Dev.)		Design 2027 (With Dev.)	
				AM Peak	PM Peak	AM Peak	PM Peak
J1	San Tam Road / Fung Kat Heung Road	Priority	DFC	0.33	0.31	0.34	0.32
J2	Fung Kat Heung Road / Mei Fung Road	Priority	DFC	0.05	0.07	0.06	0.08
J3	Mei Fung Road / Shui Mei Road	Priority	DFC	0.05	0.05	0.05	0.06
J4	Shui Mei Road / Castle Peak Road – Tam Mi	Priority	DFC	0.26	0.20	0.26	0.23
J5	San Tam Road / Castle Peak Road – Tam Mi	Signalised	RC	36%	60%	35%	59%

Notes:
(1) RC = Reserve Capacity;
(2) DFC = Design Flow/Capacity

5.1.3 It can be revealed that the all critical junctions in the vicinity will operate with ample capacity in Year 2027 with or without the proposed open storage.

5.1.4 Based on the design flow of corresponding road type, it can be shown in **Table 5.3** below that the performance of Fung Kat Heung Road (Road Link L1) near San Tam Road during AM and PM peak hours will not be affected by the proposed development. All of the other local road links in the vicinity will operate in good conditions in year 2027.

Table 5.3 Operational Performance of Critical Road Links in 2027

Index	Road Links	Type(1)	Design Flow (veh/hr)	2-way Flow (veh/hr) and V/C Ratio					
				Reference 2027 (Without Development)			Design 2027 (With Development)		
				AM Peak	PM Peak	Off Peak	AM Peak	PM Peak	Off Peak
L1	Fung Kat Heung Road (near San Tam Road)	ST	100	168	193	93	168	193	97
				1.68	**1.93**	0.93	**1.68**	**1.93**	0.97
L2	Fung Kat Heung Road (near Fung Mei Road)	ST	100	80	90	54	80	90	58
				0.80	0.90	0.54	0.80	0.90	0.58
L3	Fung Mei Road (near Fung Kat Heung Road)	ST	100	50	60	34	50	60	38
				0.50	0.60	0.34	0.50	0.60	0.38
L4	Fung Mei Road (near Shui Mei Road)	ST	100	56	66	37	56	66	41
				0.56	0.66	0.37	0.56	0.66	0.41
L5	Shui Mei Road (near Fung Mei Road)	ST	100	83	82	51	83	82	55
				0.83	0.82	0.51	0.83	0.82	0.55
L6	Shui Mei Road (near Castle Peak Road – Tam Mi)	ST	100	81	61	51	91	71	51
				0.81	0.61	0.51	0.91	0.71	0.51

Notes:
(1) Road Type: ST = Single Track Access Road; RR = Rural Road (Single 2-lanes)

5.1.5 Therefore, it can be concluded that the proposed temporary uses at the Application Site would not cause any adverse traffic impact to the surrounding road network from the traffic point-of-view.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Traffic Impact Assessment (TIA) Report is prepared in support of the Section 16 Planning Application for the proposed temporary open storage of Modular Integrated Construction (MiC) Components and Construction Materials with Ancillary Workshops, Office, Staff Car Park and Machinery for a Period of 3 Years at various lots in D.D. 107, Sha Po, Yuen Long, New Territories.

6.1.2 The Application Site has a total area of about 9,705m^2. The Proposed Temporary Use aims to serve as a transhipment depot for MiC components and a hub for modular construction materials being used for housing project sites, with the objective of meeting the growing demand for MiC applications while ensuring efficient logistics and seamless implementation of MiC in housing projects.

6.1.3 The Application Site comprises an open storage area, providing a secure location for the temporary storage of MiC components and modular construction material, along with ancillary facilities, including three workshops, an office, a staff car park, a guardhouse and machinery (i.e. tower crane and hoisting crane etc) to support its operational needs.

6.1.4 An ingress/egress will be established at the south-west corner abutting Shui Mei Road with about 8m in width. It is also proposed a setback of 4m from Shui Mei Road to facilitate the delivery of MiC components and modular construction materials by articulated trailers up to 15m in length.

6.1.5 The operation hours of the proposed uses will be restricted to from 08:00 to 19:00 (Monday to Saturday, excluding Sunday and Public Holidays). The MiC modules will also be delivered only during off-peak hours (10:00-16:00) via Fung Kat Heung Road.

6.1.6 To minimize the potential implications to Shui Mei Road with close proximity to residential developments of Park Yoho, the ingress and egress routes of articulated trailers will adopt an alternative route via Mei Fung Road and Fung Kat Heung Road, which is currently used by heavy vehicles for temporary open storage and industrial uses en-route. To facilitate the movement of trailer along Fung Kat Heung Road, an escorting vehicle will be deployed for each delivery of MiC module as traffic management measures.

6.1.7 The proposed ancillary office is a two-story structure designed to accommodate about 50 staff members for administrative/supporting services to facilitate the seamless transhipment of MiC components.

6.1.8 Ten private car parking spaces are proposed to serve the staff, which is consistent with the number of parking spaces in the previously approved application (No. A/YL-KTN/715). The application site will not open to the public or any unauthorised persons at any time. Only senior-level staffs are allowed to commute to and from work using private vehicles, whereas other staff members will access the application site via public transportation

6.1.9 Traffic count surveys were conducted in the surrounding road network of the Application Site. According to the junction and link capacity assessments, it is revealed that the critical junction and all road links at present are operating with ample capacities.

6.1.10 Year 2027 is adopted to be the design year, which is the end of the proposed used period of this application. The 2027 reference traffic forecasts have been projected from the observed year 2023 with a growth factor of +2.0% per annum.

6.1.11 Based on the operation of the proposed temporary uses, the vehicular traffic generation and attraction for the Application Site are estimated to be 2 vehicles per hour (each direction) at maximum, assuming a 15m articulated trailer with an escorting vehicle during off-peak hours.

6.1.12 Nevertheless, it is also assumed an attraction of 10 private cars (inbound) during the AM peak and a generation of 10 private cars (outbound) during the PM peak for the proposed parking spaces within the Application Site.

6.1.13 The traffic assessments revealed that the performance of Fung Kat Heung Road (Road Link L1) near San Tam Road during AM and PM peak hours will not be affected by the proposed development. All other critical junctions and road links in the vicinity will continue to operate with ample capacities upon the design year 2027.

6.2 Conclusion

6.2.1 The TIA has demonstrated that the traffic generation by the Application Site can all be absorbed by the external road network, including the junctions and road links.

6.2.2 To facilitate the delivery of MiC components and modular construction materials, the vehicular access arrangements have been optimized with relocated run-in/out and setback from Shui Mei Road. Alternative access routes have also been considered to minimize the potential implications to Shui Mei Road. The MiC modules will also be delivered only during off-peak hours (10:00-16:00) via Fung Kat Heung Road with an escorting vehicle for each delivery as traffic management measure.

6.2.3 Therefore, it can be concluded that the Proposed Open Storage is considered acceptable in view of traffic engineering.

FUNG KAT HEUNG ROAD

Fung Kat Heung
逢吉鄉
NTW/YL/San Tam-04

Fung Kat Heung
逢吉鄉
NTW/YL/San Tam-01

NT4207
Fung Kat Heung
逢吉鄉
Sha Po
沙埔
Yuen Long
元朗
Kowloon
九龍

Open Storage
TS
FB
RCP
P
VO
Track
BUS STOP 巴士站
Ht 3.5 m
100 km/h
Exp437 NB
Exp837 NB
IN HIGHWAY

ok Wai
Open Storage
SanTam-03A
TS
Road
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Factory
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Open Storage
FUNG KAT HEUNG ROAD
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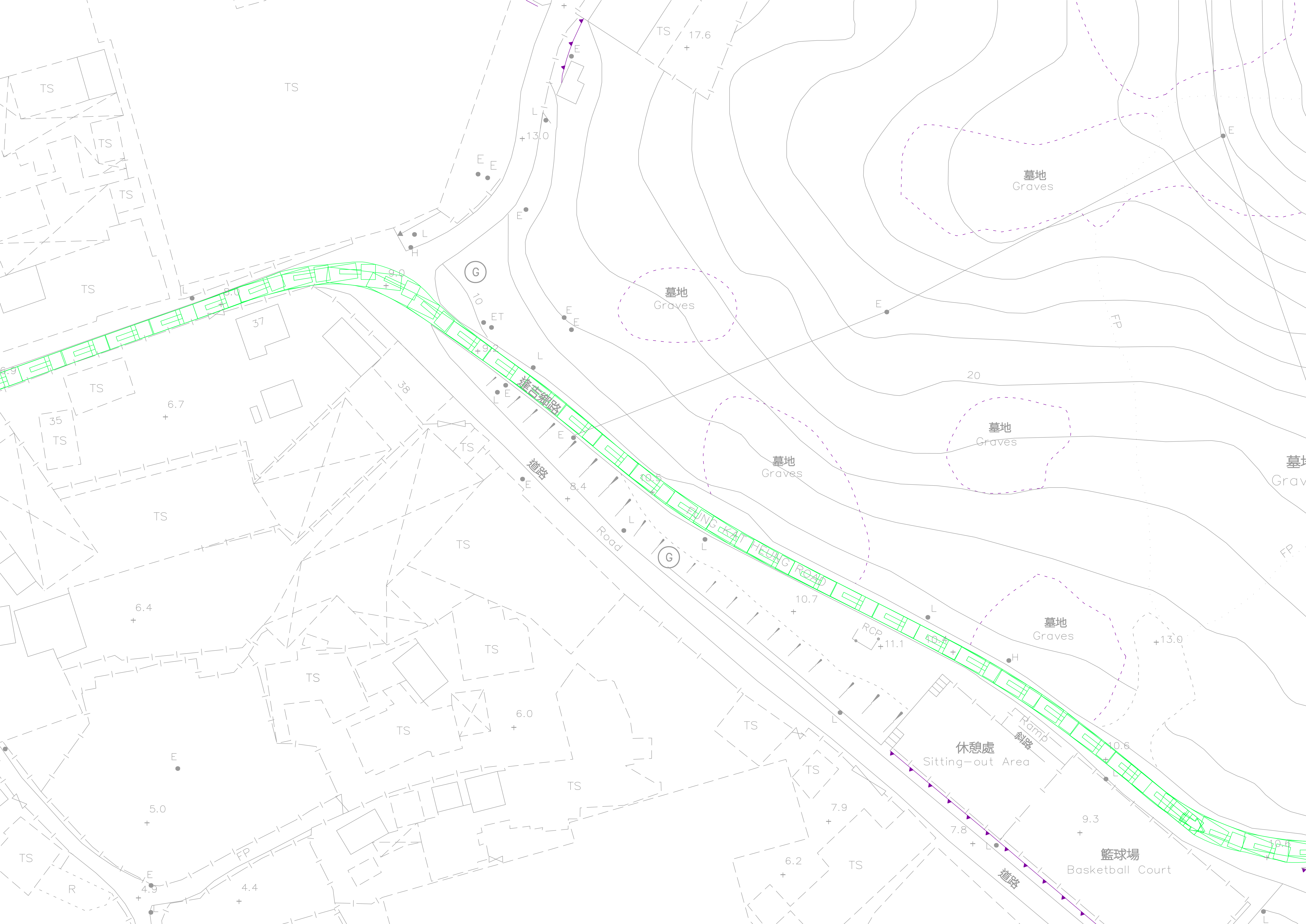
蓬吉鄉路
FUNG KAT HEUNG ROAD
道路
Road
墓地
Graves
休憩處
Sitting-out Area
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斜路
籃球場
Basketball Court
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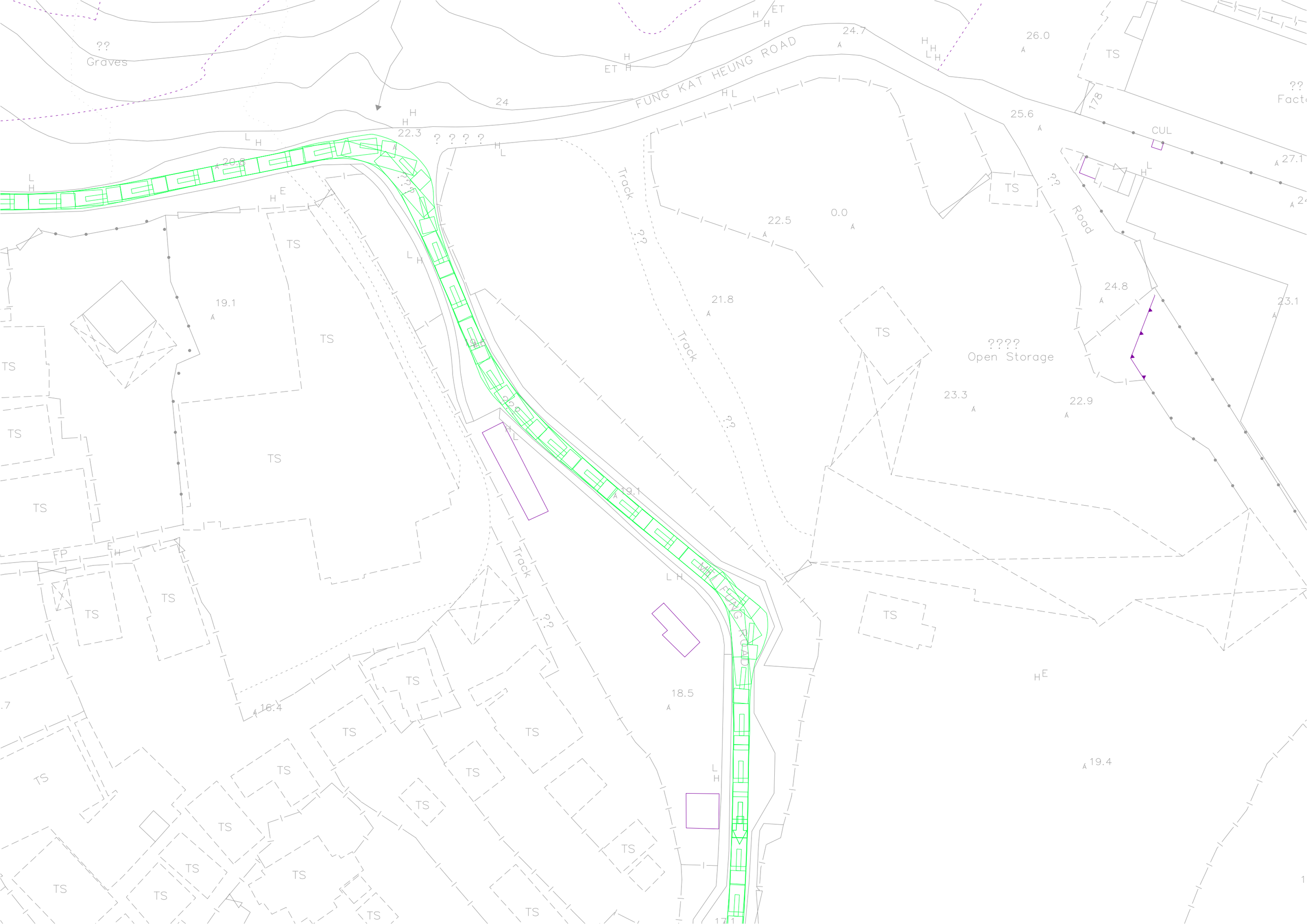
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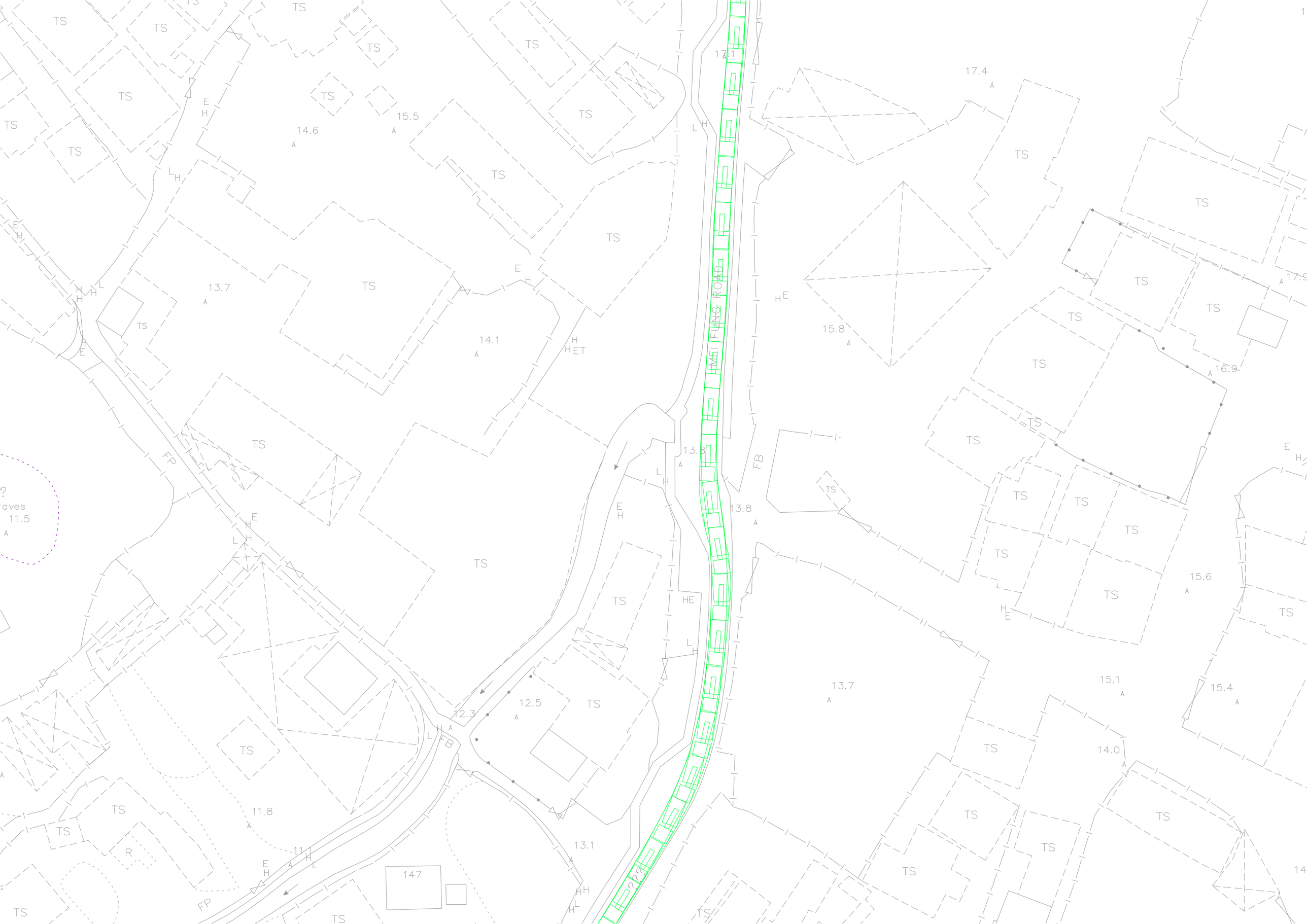
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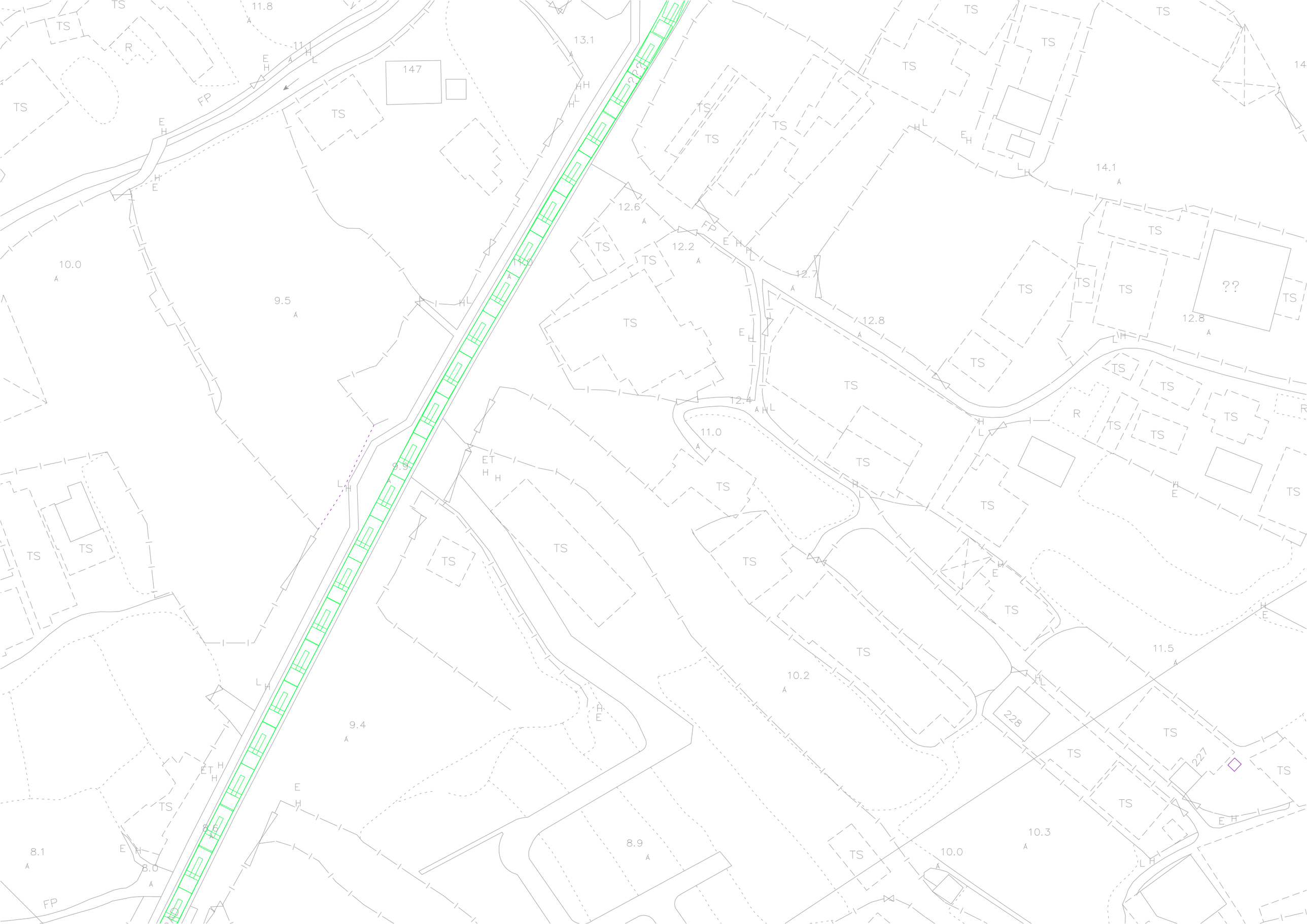
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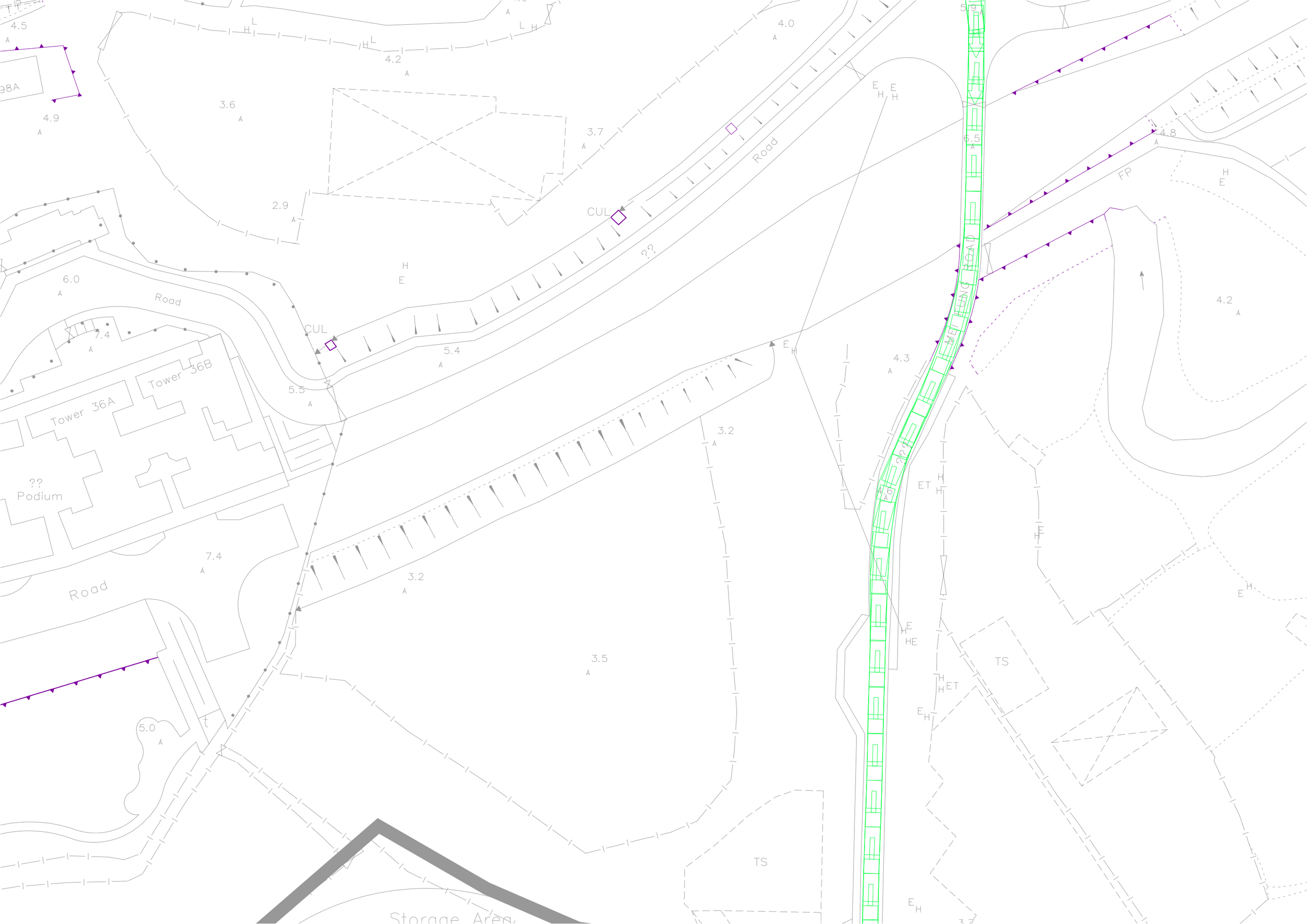
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Storage Area
for MIC container
for Modular Strut
Metal Scaffolding

TOWER CRANE
40m j/b

TS

OverHead Crane
SWL 10 Ton

Container w/s
20m x 24m

OverHead Crane
SWL 10 Ton

Container w/s
20m x 24m

Office Footprint
19m x 35m

Security Control

Parking Area

Appro. 110,000 sq ft

SHUI MEI ROAD

MEI FUNG ROAD

CUL

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Storage Area
for MIC container
for Modular Strut
Metal Scaffolding

TOWER CRANE
40m j/b

TS

OverHead Crane
SWL 10 Ton

Container w/s
20m x 24m

OverHead Crane
SWL 10 Ton

Container W/S
20m x 24m

Appro. 110,000 sq ft

Office Footprint
19m x 35m

Security Control

Parking Area

SHUI MEI ROAD

MEI FUNG ROAD

CUL

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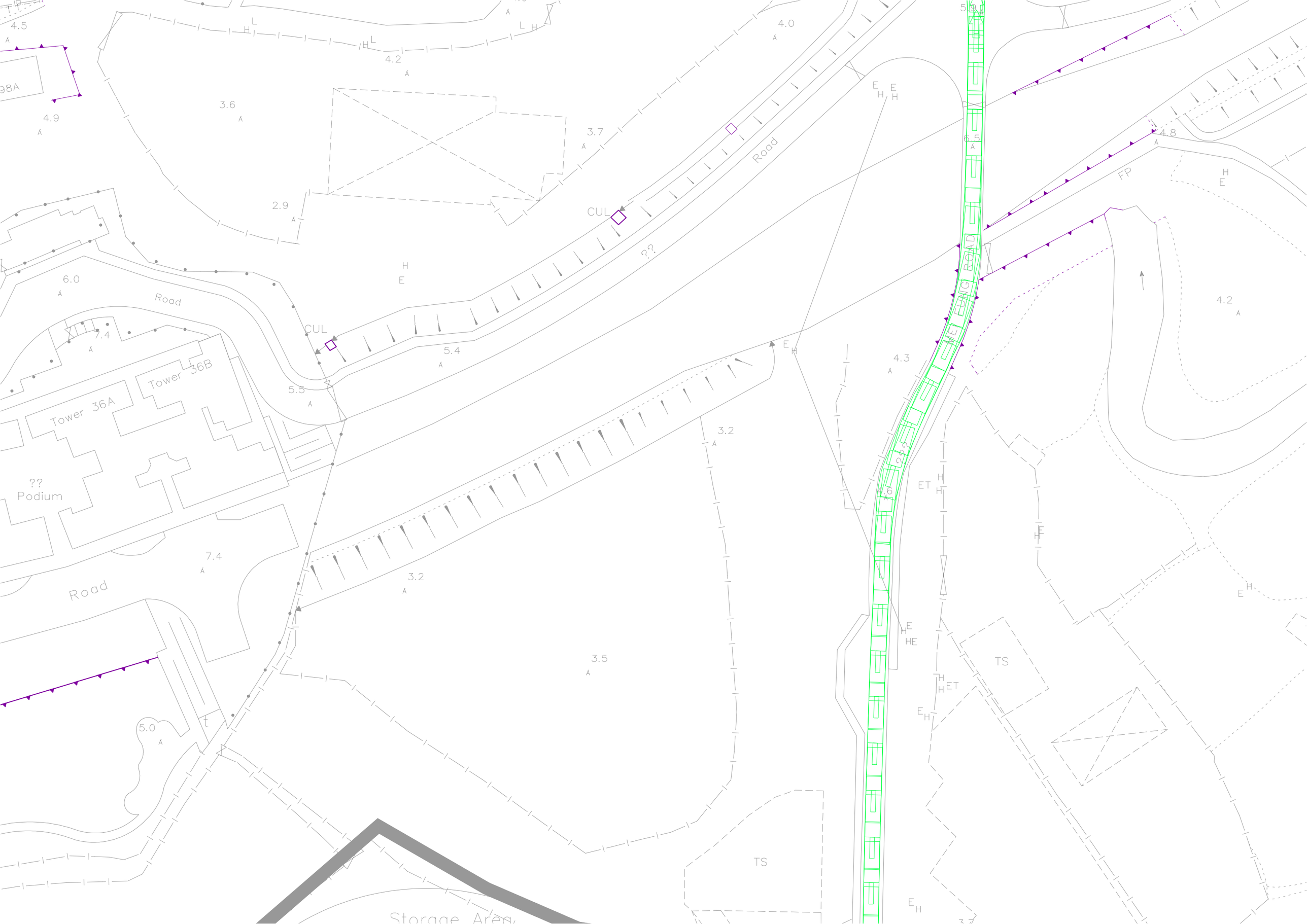
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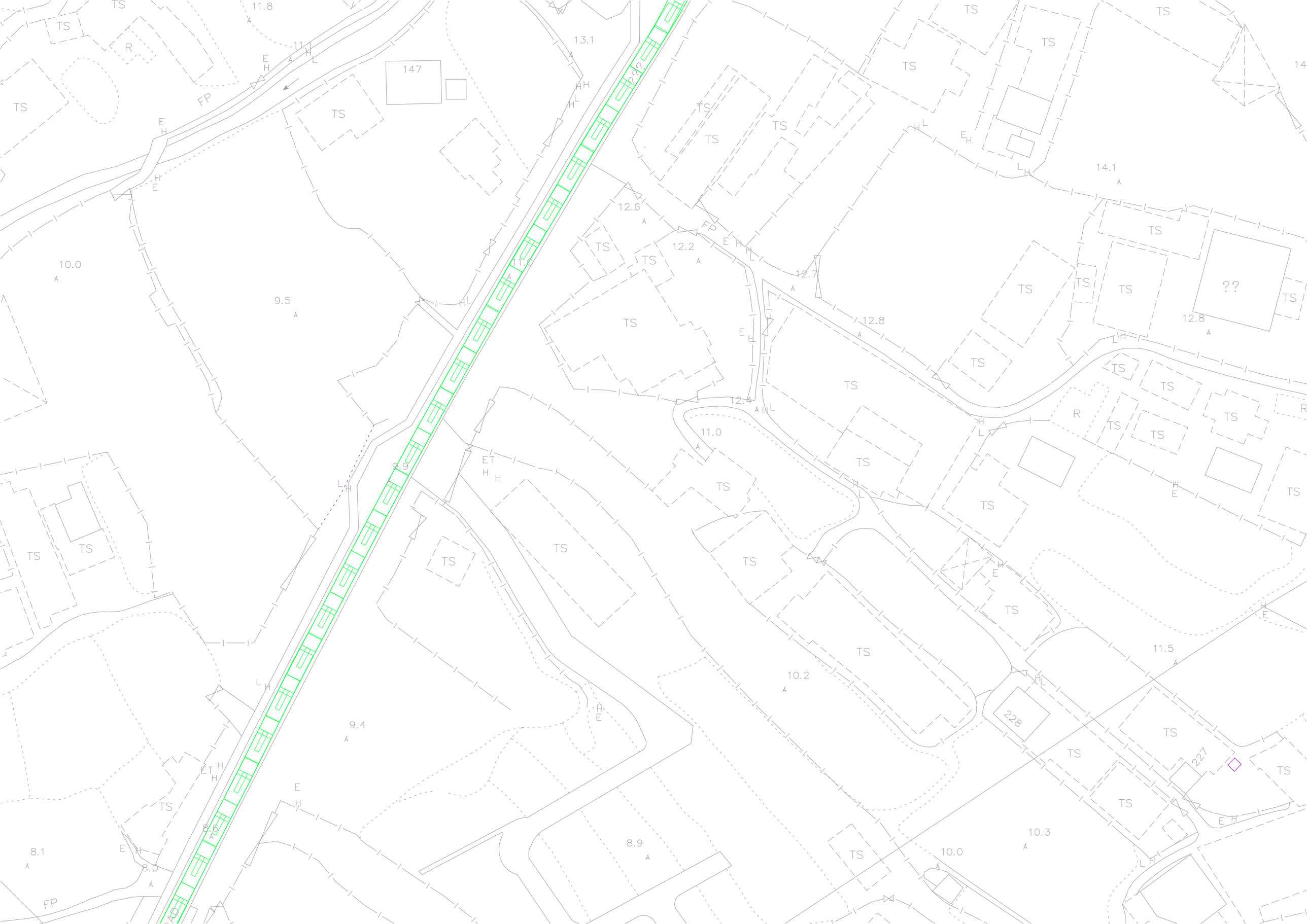
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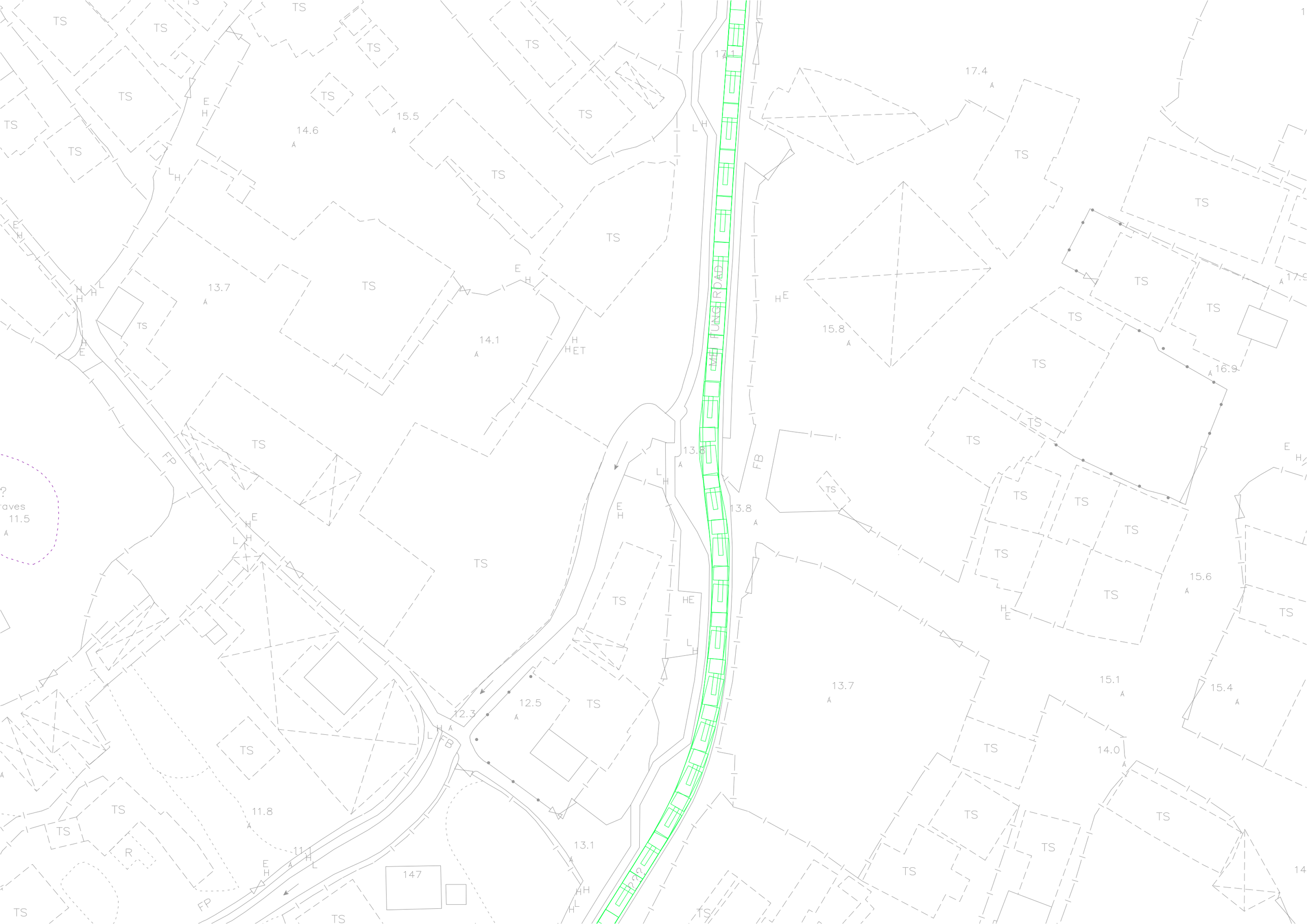
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FUNG KAT HEUNG ROAD
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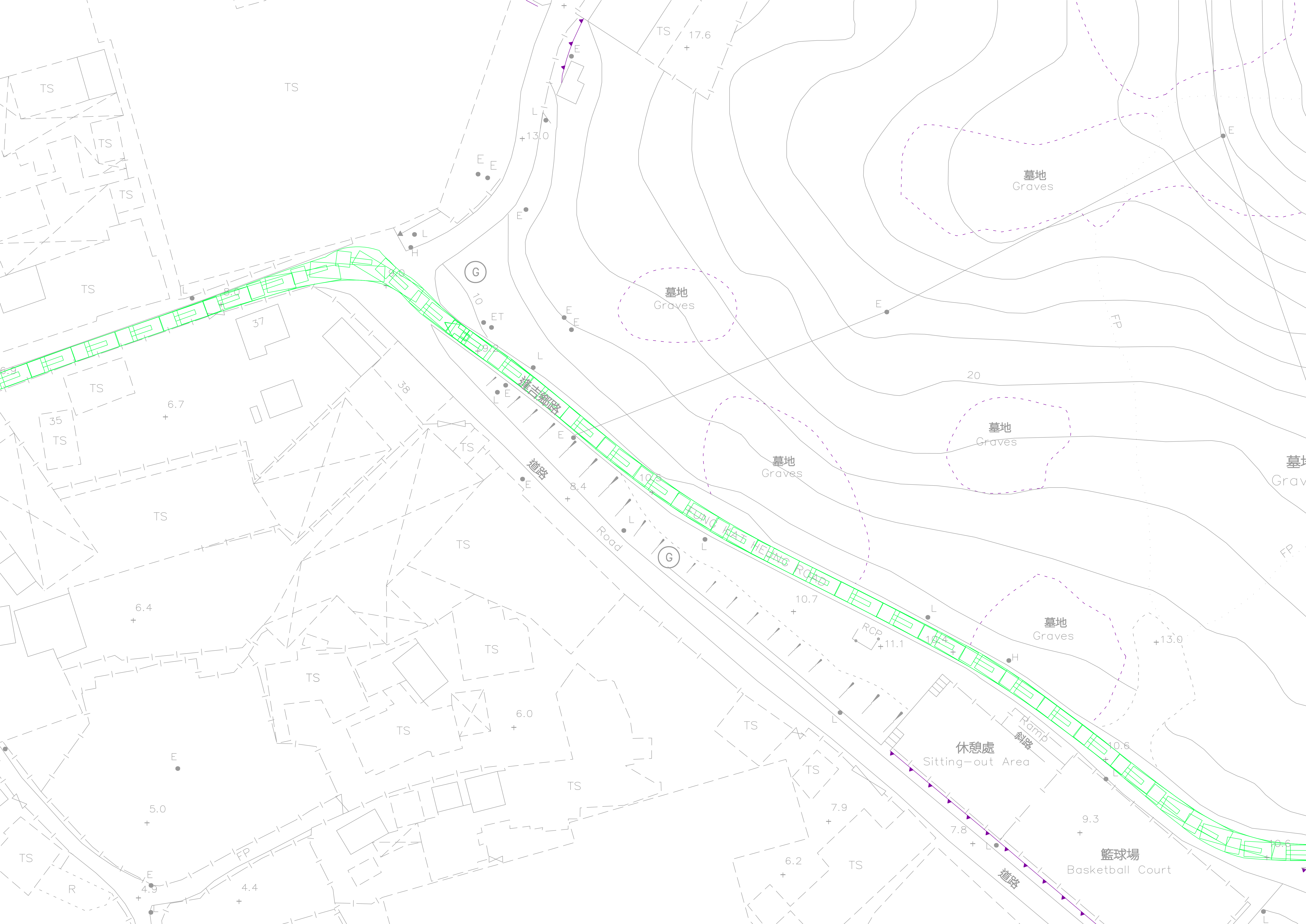
逢吉鄉路
FUNG KAT HEUNG ROAD
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休憩處
Sitting-out Area
籃球場
Basketball Court
Ramp
斜路
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Open Storage

SanTam-03A

TS

??
Factory

Road

????
Open Storage

FUNG KAT HEUNG ROAD

FB

VO

WT

R

Fung Kat Heung
逢吉鄉
NTW/YL/San Tam-04

Fung Kat Heung
逢吉鄉
NTW/YL/San Tam-01

NT4207
Fung Kat Heung
逢吉鄉
Sha Po
沙埔
Yuen Long
元朗
Kowloon
九龍

FUNG KAT HEUNG ROAD

Open Storage

TS

FB

RCP

P

BUS STOP

Track

8.6

4.4

4.6

3.8

3.2

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6.1

4.7

Ht 3.5 m

10 km/h

Appendix VI

Fire Service Installations Proposal

LEGEND

- FLASHING LIGHT
- FIRE ALARM BELL
- MFA CALL POINT
- HR — HOSE REEL SET (30M LENGTH)
- SPRINKLER INLET
- V — SPRINKLER CONTROL VALVE GROUP
- 4KG DRY POWDER TYPE FIRE EXTINGUISHER
- 5KG CO2 GAS TYPE FIRE EXTINGUISHER
- SB — SAND BUCKET
- SPRINKLER PUMP & H.R PUMP SET
- NEW INSTALLATIONS
- BOUNDARY LINE
- DRIVEWAY LINE

NATURE OCCUPANCY:

S1: 2 storeys structure for Office.
(Floor Arae about:19m x 35m x 2=1330sq.m, Total Height about:10m)

S2: 1 storey structure for Ancillary workshop.
(Floor Area about:15m x15m=225sq.m,Height about:10m)

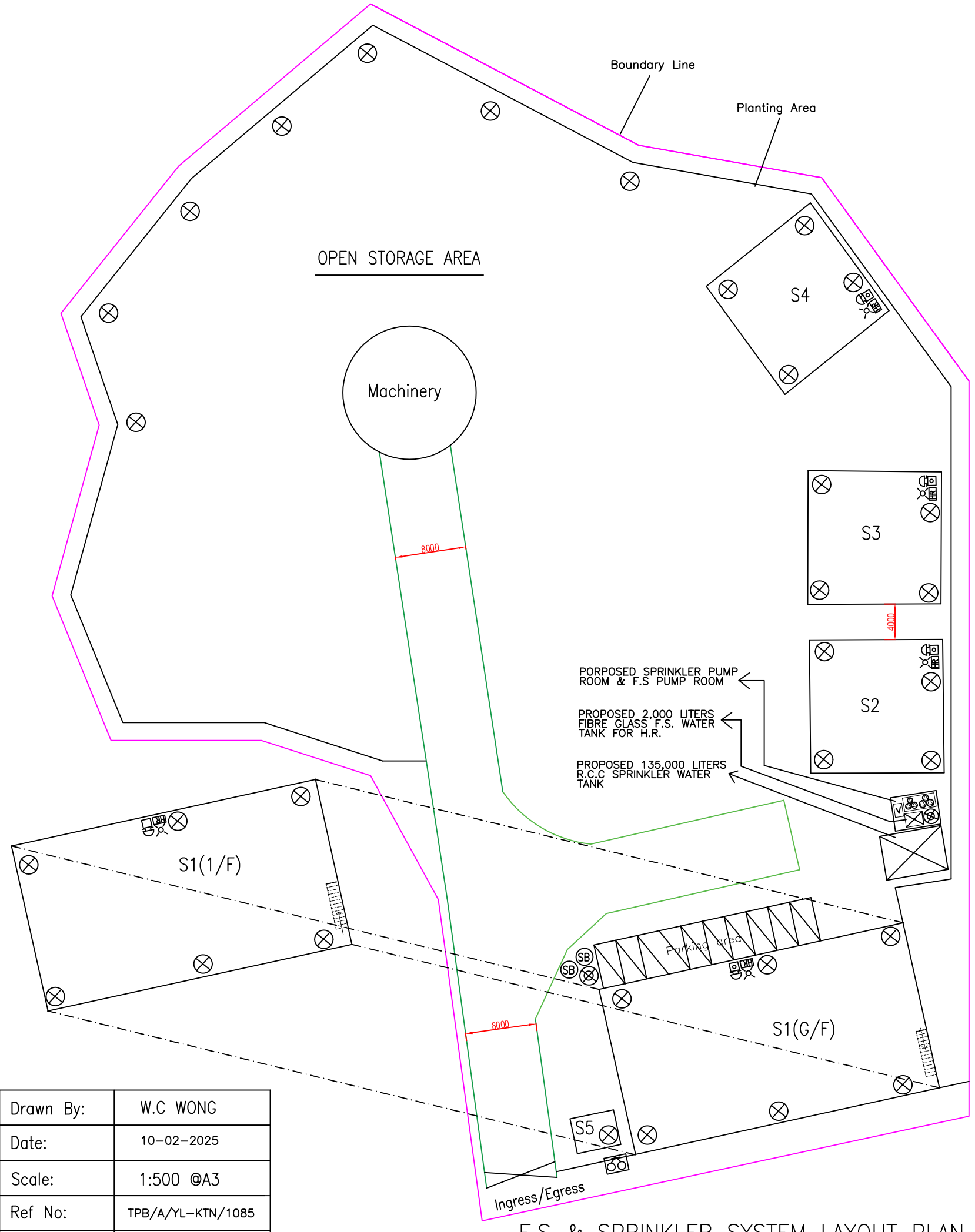
S3: 1 storey structure for Ancillary workshop.
(Floor Area about:15m x15m=225sq.m,Height about:10m)

S4: 1 storey structure for Ancillary workshop.
(Floor Area about:15m x15m=225sq.m,Height about:10m)

S5: 1 storey structure for Guardhouse.
(Floor Area about: 5m x4m=20sq.m,Height about:4m)

Fire Notes:

1. Sufficient emergency lighting shall be provided throughout the entire building in accordance with BS 5266–1:2016 , BS EN 1838:2013 and FSD Circular Letter no.4/2021.
2. Sufficient directional and exit sign shall be provided in accordance with BS 5266–1:2016 and FSD Circulasr letter 5/2008.
3. Sufficient portable hand–operated approved appliance shall be provided as required by occupancy and as marked on plans.
4. An Automatic Sprinkler System Supplied by135 m3 Sprinkler Water Tank and Hazard Class OH 3 shall be provided to the building/structure 1. in accordance with BS EN 12845:2015 and FSD Circular Letter No.5/2020. The Sprinkler Inlet and Sprinkler Control Valve Group as marked on plans. & the sprinkler water tank,F.S water tank, sprinker pump room and F.S pump room as marked on plans too.
5. The storage configuration is ST1:free standing or block stacking with reference to the section 6.3.2 of B.S 12845.and storage pattern is the maximum storage heights shall not exceed 4 m & the maximum storage areas shall be 50m2 for any single block.with no less than 2.4m clearance around the block as Ordinary Hazard Group 3 in accordance with LPC BS EN 12845.(Storage Category : Category I)
6. A hose reel system should be supplied by 2.0m3 F.S Water tank. **There shall be sufficient hose reel to ensure that every part of each buillding can be reached by a length of not more than 30m of hose reel tubing.The** F.S water tank, F.S pump room and hose reel shall be clearly marked on plans.
7. Fire alarm system shall be provided throughout the entire building in accordance with BS 5839–1:2017 and FSD Circular Letter no 6/2021. One actuation point and one audio warning device to be located at each hose reel point.The actuation point **should include facilities for fire pump start and audio/visual warning device initiation.**
8. The Sprinkler Tank & F.S water supply pipe be connected to Town Main.
9. The Sprinkler pump (SP1,SP2,JP) & F.S Hose Reel pump(HP1,HP2,JP) shall be provided at Sprinkler pump room & F.S pump Room.
10. Static or dynamic smoke extraction system is not provided.The openable windows of Structure S1 with aggregate area exceeding 6.25% of the floor area as marked on plans.(Detail see openable window layout plan)
11. Sourse of secondary power supply for the proposed FSIs shall be provided.



F.S & SPRINKLER SYSTEM LAYOUT PLAN

INTERCEPT FIRE & SECURITY TECHNICIANS LIMITED

Registered Address :

Shop 25, G/F, Man Fung Building, YLTL 329, Fung Kwan Street, Yuen Long, N.T.
Tel : 9263 7766 Fax : 2428 5932

Business Address :

8 / F, Block L, Phase 2, Wah Fung Industrial Centre, 33 – 39 Kwai Fung Street, Kwai Chung, N.T., H.K.
Tel : 2425 5404 Fax : 2428 5932

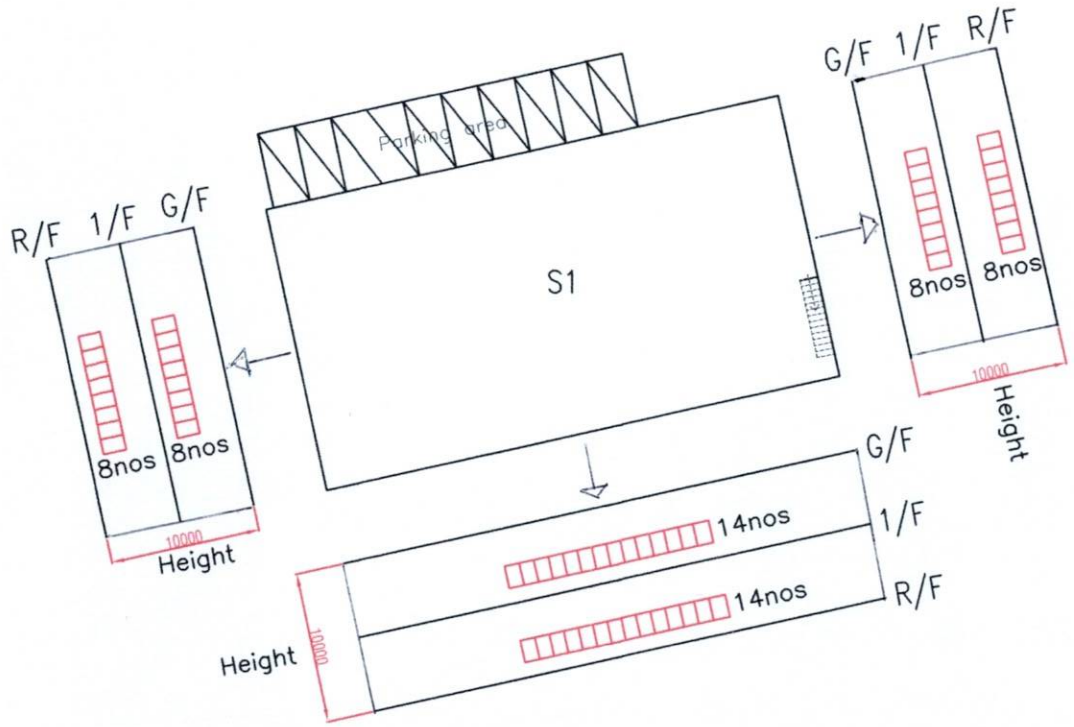
Project :

PROPOSED TEMPORARY OPEN STORAGE OF MODULAR INTEGRATED CONSTRUCTION COMPONENTS AND CONSTRUCTION MATERIALS WTTH ANCILLARY WORKSHOPS, OFFICE,STAFF CAR PARK AND MACHINERY FOR A PERIOD OF 3 YEARS AT LOT NOS 1555 S.A(PART),1555 S,B(PART),1557 RP (PART),1558(PART) AND 1559(PART) In D.D.107,SHA PO,YUEN LONG.N.T

TITLE :

PROPOSED FIRE SERVICE INSTALLATION LAYOUT PLAN.

Drawn By:	W.C WONG
Date:	10–02–2025
Scale:	1:500 @A3
Ref No:	TPB/A/YL–KTN/1085
Drawing No:	2025–FS/22–01



OPENABLE WINDOWS LAYOUT OF Structure S1(G/F & 1/F Side Elevation)

(GFA:19m x 35m x2=1330sq,m,Height:10m)

LEGEND

☐ Openable window (Area: 1m X 1.5m=1.5sq.m)

OPENABLE WINDOWS LAYOUT OF Structure S1(G/F)

Calculate:

The aggregated area of openable window is:
1.5sq.m x (14+8+8) nos =45sq.m
6.25% of the floor area is:19m x35m x 6.25%=41.56sq.m
45sq.m > 41.56sq.m

OPENABLE WINDOWS LAYOUT OF Structure S1(1/F)

Calculate:

The aggregated area of openable window is:
1.5sq.m x (14+8+8) nos =45sq.m
6.25% of the floor area is:19m x35m x 6.25%=41.56sq.m
45sq.m > 41.56sq.m

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Project :

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TITLE :

PROPOSED OPENABLE WINDOWS LAYOUT PLAN.

Drawn By:	W.C WONG
Date:	10-02-2025
Scale:	1:500 @A3
Ref No:	TPB/A/YL-KTN/1085
Drawing No:	2025-FS/22-02