

**Proposed Temporary Warehouse for Storage of Construction Materials, Food Provisions, Vehicles, Vehicle Parts and Electronic Products for a Period of 3 Years at Lots 1265 (Part), 1266 (Part), 1269 (Part), 1270 (Part), 1271 (Part), 1272 (Part), 1273 (Part), 1275 RP (Part), 1276 (Part), 1277 S.A, 1277 RP (Part), 1279 S.B ss.1 S.F, 1279 S.B ss.2 (Part), 1279 S.B ss.3 in D.D. 119 & Adjoining Government Land, Pak Sha Tsuen, Yuen Long, N.T.**

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**Annex 1 Estimated Traffic Generation**

- 1.1 The application site is served by a vehicular track leading from Kung Um Road as shown in Figure 2. Having mentioned that the site is intended for warehouse use, traffic generated by the proposed development is insignificant.
- 1.2 Two loading/unloading bays of 7m x 3.5m for light goods vehicles and one parking space of 5m x 2.5m for private car are proposed. No medium goods vehicle, heavy goods vehicle and container trailer/tractor are allowed to access the application site.
- 1.3 The estimated average traffic generation and traffic generation rate at peak hours are as follow:

Type of Vehicle	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Traffic Generation Rate at <u>Peak Hours</u> (pcu/hr)	Traffic Attraction Rate at <u>Peak Hours</u> (pcu/hr)
Private car	0.25	0.25	1	1
Light goods vehicle	0.75	0.75	1.5	1.5
Total	1	1	2.5	2.5

Note 1: The opening hour of the proposed development is restricted to 9:00 a.m. to 5:00 p.m. from Mondays to Saturdays. No operation will be held on Sundays and public holidays.

Note 2: The pcu of private car and light goods vehicle is taken as 1 and 1.5 respectively.

Note 3: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

- 1.4 As shown in the above estimation, it is estimated that the proposed development would not generate significant amount of traffic. It would not affect the traffic condition of Kung Um Road.
- 1.5 Vehicle access to and from the site will make use of the ingress/egress at the eastern part of the site because it is the shortest path from Kung Um Road. The

ingress/egress at the southern part of the site are reserved for the passage of vehicles to adjoining lots only at the request of the owners of adjoining lots and it could not access to Kung Um Road.

- 1.6 Sufficient space would be provided within the application site for manoeuvring of vehicles. Also, no vehicle queueing and no reverse movement of vehicles on public road would be allowed.