

Total: 8 pages

Date: 5th February, 2025

TPB Ref.: A/YL-TYST/1286

By Email

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

Dear Sir/Madam,

S.16 Application for Temporary Warehouse (excluding Dangerous Goods Godown) and Open Storage of Building Materials and Construction Machinery with Ancillary Workshop Activities for a Period of 3 Years at Various Lots in D.D. 119 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, N.T.

Referring to captioned application, please kindly find our response to the comments received from Transport Department (TD) as below:

(a) TD's comments: The applicant should provide hourly trip generation and trip attraction of the subject development, especially during AM and PM peak, instead of average traffic generation rate for our review;

Referring to the operation by applicant, the breakdown of the estimated traffic flow are as follows:

Traffic flow over 13 operating hours (08:00-21:00)						
Time slot	Traffic Generation			Traffic Attraction		
	Private Car /Light goods vehicle	Medium /Heavy goods vehicle	Container Trailer /Tractor	Private car /Light goods vehicle	Medium /Heavy goods vehicle	Container Trailer /Tractor
08:00-09:00	0	0	0	2	2	0
09:00-10:00	0	3	2	0	0	0
10:00-11:00	1	1	2	0	0	0
11:00-12:00	0	1	1	0	0	0
12:00-13:00	0	0	0	0	0	0

13:00-14:00	0	0	0	0	2	0
14:00-15:00	1	3	0	0	0	0
15:00-16:00	0	0	0	0	1	2
16:00-17:00	0	0	0	1	2	2
17:00-18:00	0	0	0	0	0	0
18:00-19:00	0	0	0	0	0	0
19:00-20:00	0	0	0	1	1	1
20:00-21:00	2	0	0	0	0	0
Average Traffic Generation /Attraction Rate (pcu/hr) over 13 operating hours	0.31	1.23	1.15	0.31	1.23	1.15

Note: The pcu of private car/light goods vehicle, medium/heavy goods vehicle and container trailer/tractor are taken as 1, 2 and 3 respectively.

As the traffic generation and attraction rate of the current planning application is negligent and the applicant will arrange the operation of the application site to avoid intensive traffic generation or attraction to the site within certain hours, it will not induce adverse traffic impact on Kung Um Road during peak hours. The applicant would due diligence in managing the traffic issues of the site. The application site is occupied for open storage and port back-up uses since 2003. Besides, it is confirmed that the applicant will uphold proper management and traffic control to ensure no parking, queuing and reverse movement of vehicles on public road are allowed.

(b) TD's comments: The local track road leading to the subject site is not under TD's purview. The applicant shall obtain consent of the owners/managing departments of the local track and footpath for using it as the access to the subject site. In addition, it is noted that the proposed development will be assessed by container vehicles. The applicant should provide the swept path analysis from the public road to the subject site for our review.

Noted. The applicant will obtain consent of the owners of the local track ad footpath by himself. Besides, the swept path analysis is conducted as shown on Figure A to D. And it can be seen that the container vehicles can smoothly manoeuver from the public road to the subject site.

In addition, in order to clarify the location for open storage of building materials and construction machinery within the application site, we hereby attached the replacement page for the Proposed Layout Plan (Figure 3 updated on 4.2.2025).

The above information serves as a response to comments of relevant Government Departments under the Section 5(c) of the TPB Guideline No. 32, and we would like to seek an exemption from publication and recounting requirement. In case you decide that the above information is accepted but not exempted from publication and recounting requirement, we would like to proceed with the application with the further information.

Should you have any enquiries, please feel free to contact the undersigned at
at your convenience.

Yours faithfully,

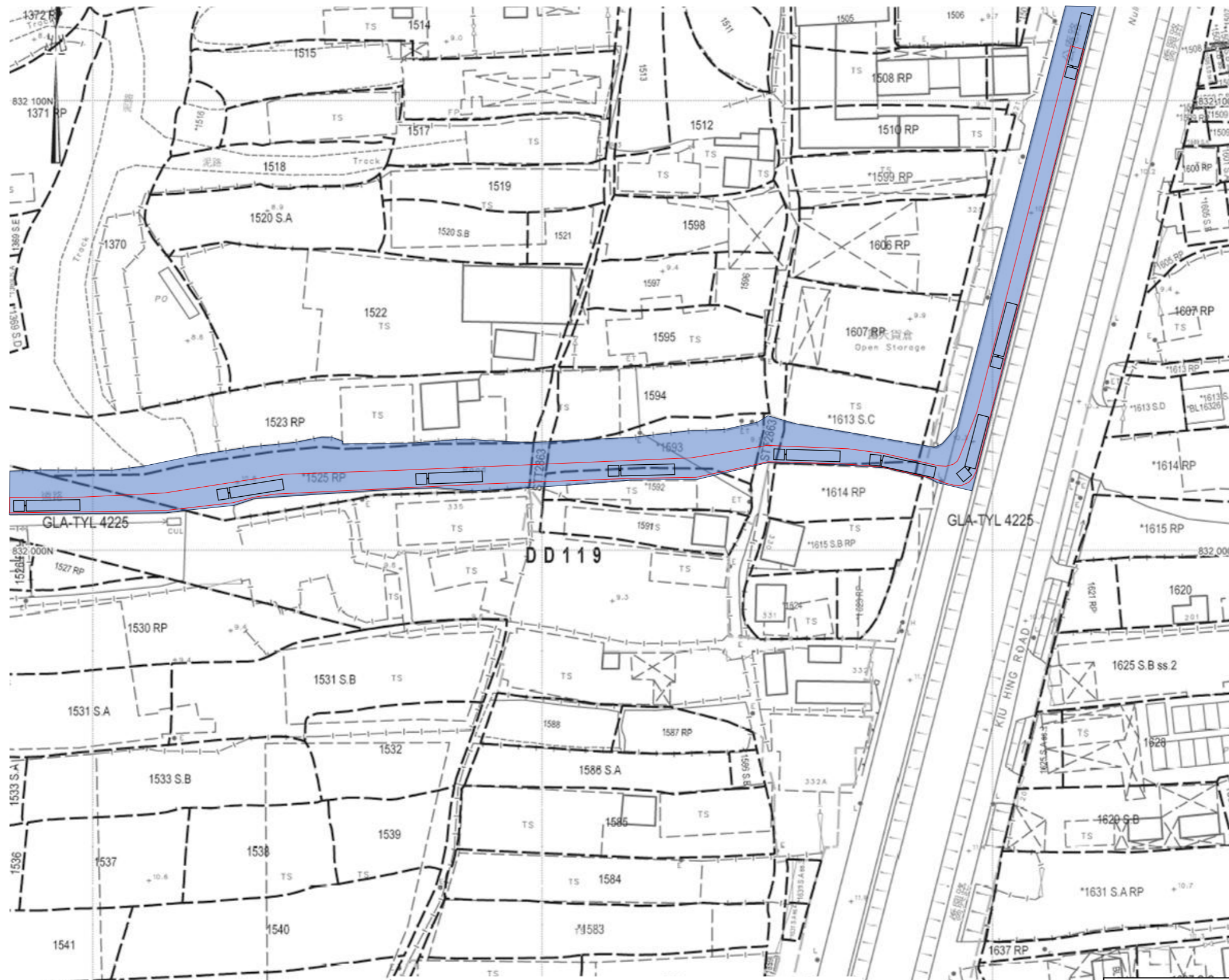
For and on behalf of
Ever United Planning and Development Limited
恒滙規劃發展有限公司



.....
Authorized Signature(s)

Cyrus TANG

C.C. Tuen Mun and Yuen Long West District Planning Office
14/F, Sha Tin Government Offices
1 Sheung Wo Che Road
Sha Tin, N.T.
(Attn.: Mr. YEUNG Wai Shing, Edwin)



From Public Road to the Application Site – Part 1

Type of Vehicle : Container Vehicle
Dimension of Vehicle : 2.5m (W) X 15.5m (L)

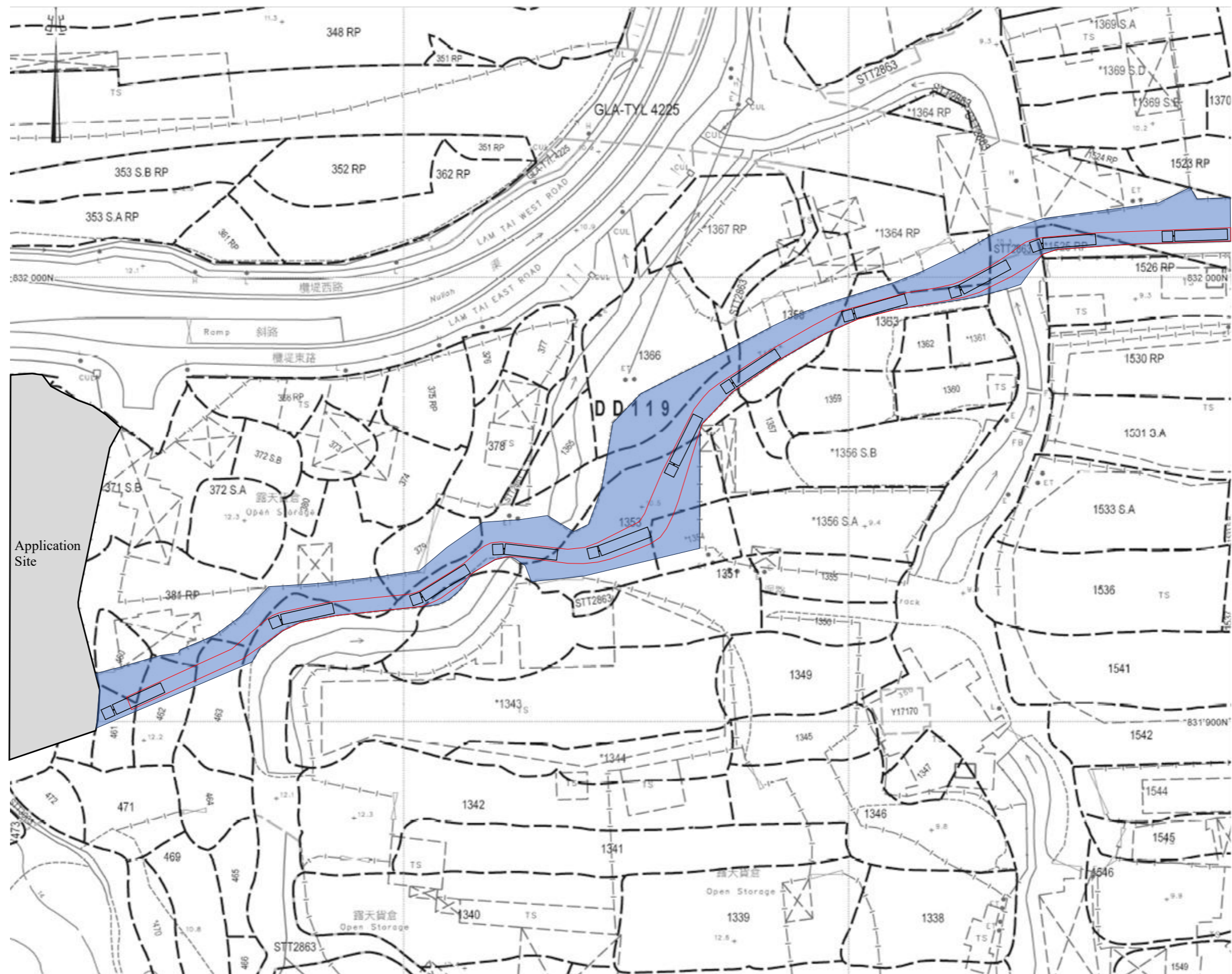
Proposed Development:

Proposed Temporary Warehouse (excluding Dangerous Goods Godown) and Open Storage of Building Materials and Construction Machinery with Ancillary Workshop Activities for a Period of 3 Years at Various Lots in D.D. 119 and Adjoining Government Land, Tong Yan San Tsuen, Yuen Long, N.T.

Figure A:
Swept Path Analysis
(From Public Road to Application Site – Part 1)

Scale:
1:1000

Remarks:
 Access Road




From Public Road to the Application Site – Part 2

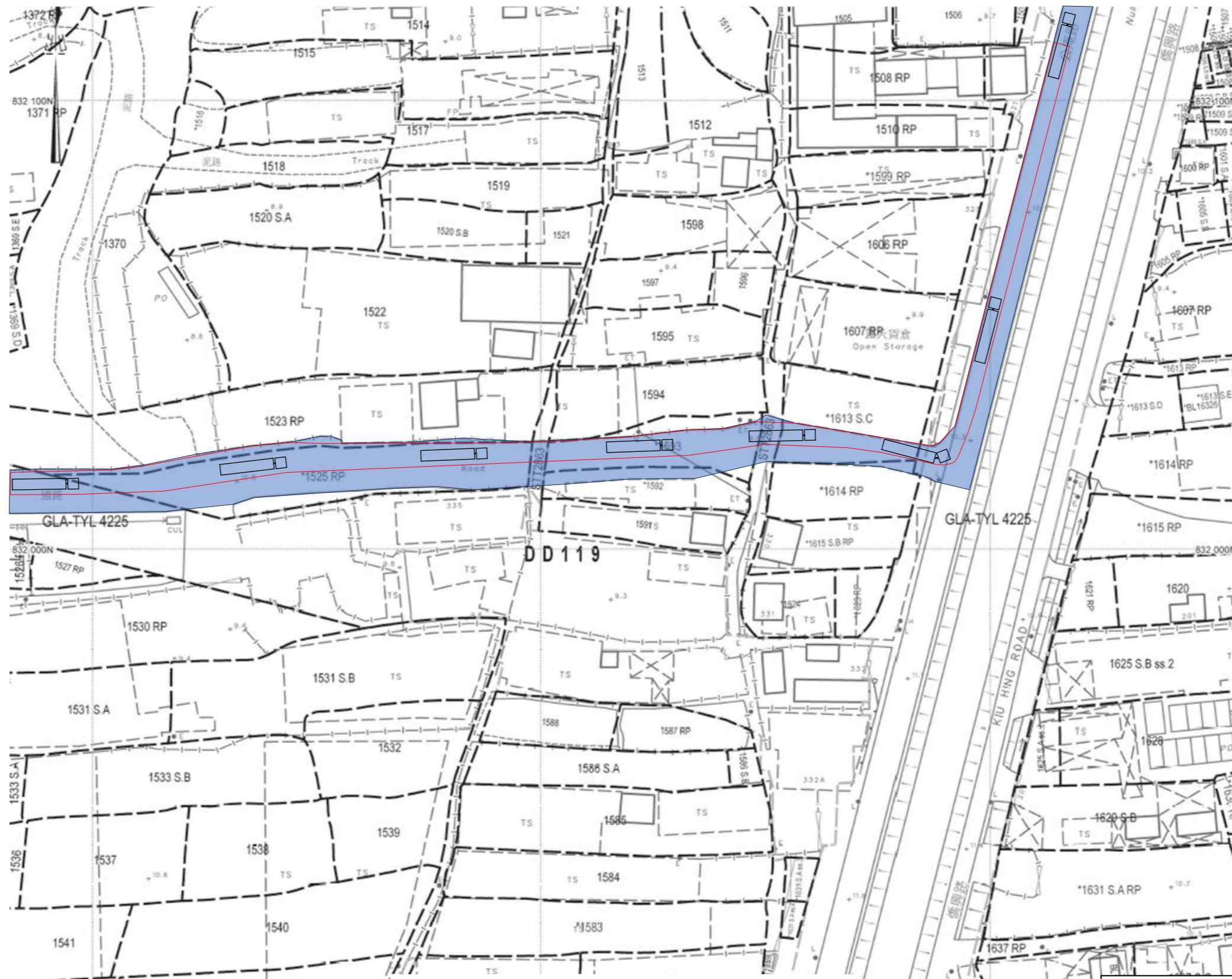
Type of Vehicle : Container Vehicle
 Dimension of Vehicle : 2.5m (W) X 15.5m (L)

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Figure B:
 Swept Path Analysis
 (From Public Road to Application Site – Part 2)

Scale:
 1:1000

Remarks:
 Access Road



From the Application Site to Public Road – Part 2

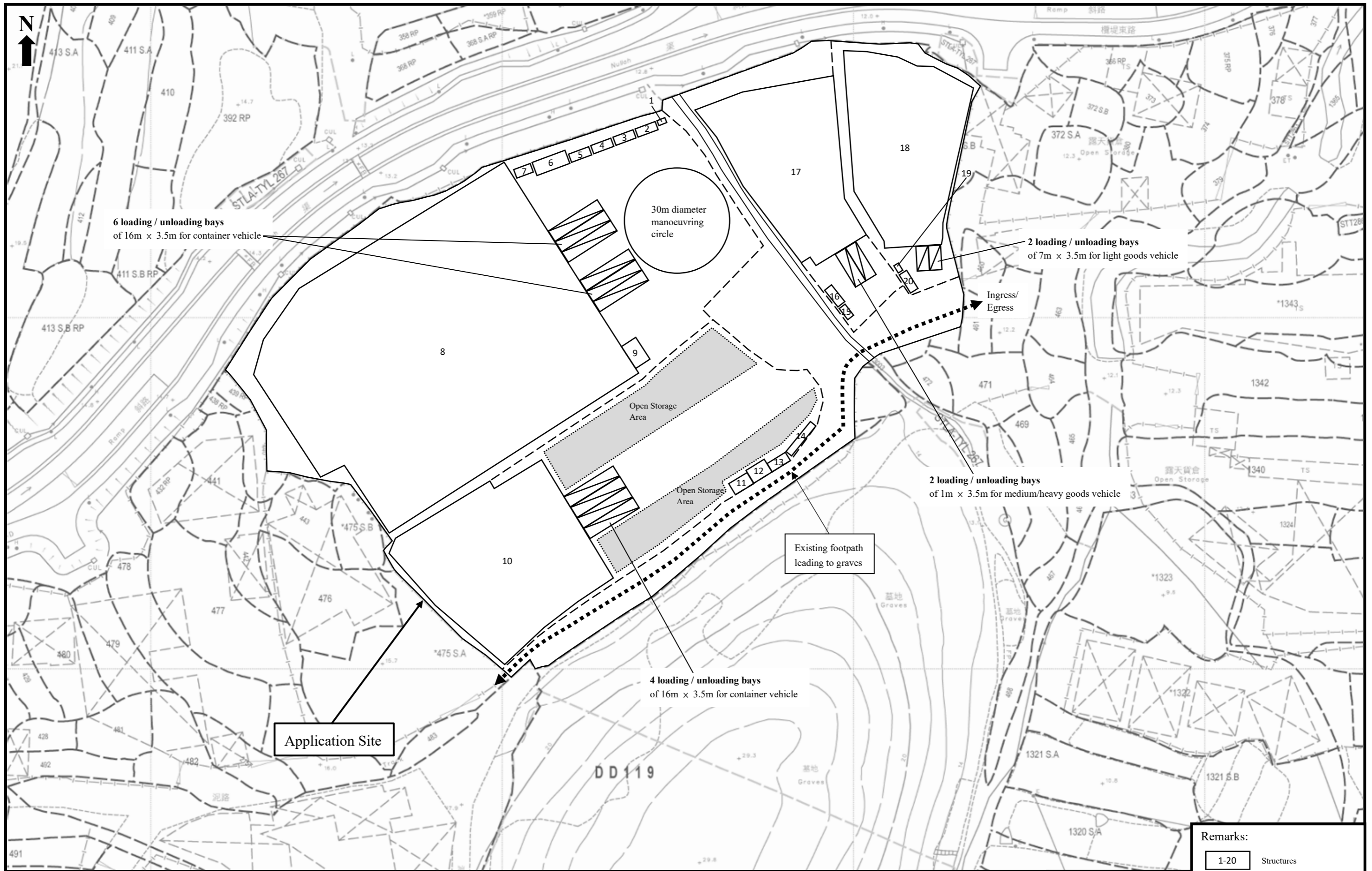
Type of Vehicle : Container Vehicle
Dimension of Vehicle : 2.5m (W) X 15.5m (L)

Proposed Development:
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Figure D:
Swept Path Analysis
(From Application Site to Public Road – Part 2)

Scale:
1:1000

Remarks:
 Access Road



6 loading / unloading bays
of 16m × 3.5m for container vehicle

30m diameter
manoeuvring
circle

2 loading / unloading bays
of 7m × 3.5m for light goods vehicle

Ingress/
Egress

Open Storage
Area

2 loading / unloading bays
of 1m × 3.5m for medium/heavy goods vehicle

Open Storage
Area

Existing footpath
leading to graves

4 loading / unloading bays
of 16m × 3.5m for container vehicle

Application Site

Remarks:	
1-20	Structures
[Shaded Area]	Open Storage Area
[Dashed Line]	Internal Fencing
[Dashed Line with Arrows]	Access Road

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Figure 3:
Proposed Layout Plan
(Updated on 5.2.2025)

Scale:
1:1000