

Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

(Application No. A/NE-TKLN/104)

Responses to TD Comments

Departmental Comments Dated 19 November 2025	Responses
<p>1. Our previous comment on "The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated / attracted by the development will not cause substantial traffic impact to the surrounding road network, in particular whether there would be any issue on the road capacity of the adjacent Lin Ma Hang Road, which is a single track access with traffic of both directions" has not been fully addressed. The road section of Lin Ma Hang Road concerned cannot be considered as a single two-lane local road. The concerned Lin Ma Hang Road consists of a single track section, for which in accordance with TPDM Volume 2 Chapter 3.11.3 "Whilst it has been found that a single track road when provided with adequate passing places can accommodate 2-way flows of 100 vehicles per hour, this should not be used as a design figure. This flow would only be acceptable as an isolated peak flow but not a regular daily occurrence. The normal daily 2-way traffic flow should not exceed 500 vehicles per day. The effect of long vehicles using the road should be considered when estimating traffic flows as they tend to reduce the capacity." While The "Design Flow" is the maximum volume of vehicles using the road without the traffic density becoming such as to cause unreasonable delay, hazard or restriction to the drivers freedom to manoeuvre. The operating condition of a road is normally assessed by comparing its peak hourly flow against its design hourly flow. The design flow of 400 veh/hr for two bounds stated in Table 3.3 of the submitted TIA report as</p>	<p>According to TPDM Volume 2 Chapter 3.11.3 and the data presented in the report Table 3.3, Lin Ma Hang Road maintains a V/C ratio exceeding 1.2, which reflects undesirable traffic flow during weekend and public holiday peak hours.</p> <p>To address the unsatisfactory traffic conditions observed along Lin Ma Hang Road during weekend and public-holiday peak periods, the applicant proposes to dedicate a portion of their site and use part of government land for the widening of a section of Lin Ma Hang Road, thereby enhancing traffic capacity in the area. The proposed improvement works are shown in the updated TIA report Figure 2.2A and Figure 2.3.</p> <p>Upon approval of the proposed improvement works by the relevant authorities, the link capacity assessment results for the Reference and Design scenarios are summarized in the updated TIA report Table 4.4.</p> <p>As presented in the updated TIA report Table 4.4, the capacity of the key road links would be performing satisfactorily during the peak periods for both Reference and Design Scenarios.</p>

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claimed by the applicant is unsupported;	
2. Our previous comment on "The applicant shall provide a proposal on the vehicular access arrangement including the run-in / out design for the vehicles leaving / entering the development" and its applicant's response are subject to further review and comment following supplementary information on the outstanding comments is further provided by the applicant;	The proposed vehicular access arrangement is shown in Figure 2.2A and 5.1A of the report.
3. Our previous comment on "In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrians, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park" has not been addressed. The applicant shall further review and revise the access route for pedestrians which the arrangement should be safe, direct and convenient, and preferably the pedestrian access route can avoid conflict with vehicles;	As presented in Figure 2.2A of the report, the proposed pedestrian access route offers a safe, direct and convenient passage, with its alignment specifically designed to prevent conflicts with vehicular traffic.
4. Our previous comment on "The applicant shall demonstrate the satisfactory maneuvering of the vehicles entering and exiting the subject site, maneuvering within the subject site and into / out of the parking preferably using the swept path analysis" and its applicant's response are subject to further review and comment following supplementary information on the outstanding comments is further provided by the applicant; and	Figures 5.1-SP01A–SP07A show the swept-path analysis for private cars. The results indicate that the proposed vehicular ingress and egress provide sufficient turning and circulation space for private cars entirely within the site boundary.

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5. Our previous comment on "The applicant shall advise the management / control measures to be implemented to ensure no queuing of vehicles outside the subject site" has not been addressed. There is no available space for queueing of vehicles outside the subject site. The applicant shall further supplement and propose additional measures to prevent queueing of traffic e.g. provision of real-time parking information.	Noted. It is recommended that adequate space be reserved within the site to prevent vehicle queuing and to preclude reversing manoeuvres onto or from Lin Ma Hang Road. A traffic controller will be deployed to manage vehicle ingress and egress and provide real-time parking information to facilitate motorists in identifying available parking spaces and thereby improve traffic flow.