

Total: 65 pages

Date: 1 January 2026

TPB Ref.: A/NE-TKLN/111

By Email

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

Dear Sir,

Proposed Temporary Public Vehicle Park for Private Car for a Period of 3 Years at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP & 398 RP in D.D. 78, Lin Ma Hang Road, North, N.T.

We are glad to submit the GPRR for the consideration of CEDD and the response to the comments of Transport Department in the attachment. We wish to draw your attention that the number of parking spaces for private car has been updated to 76 so that page 5 and 11 of the S.16-III application form and the proposed layout plan have been updated.

Should you have any enquiries, please feel free to contact our Mr. Patrick Tsui at [REDACTED] [REDACTED] at your convenience.

Yours faithfully,

The block contains a handwritten signature in black ink, which appears to be 'Patrick Tsui'. To the right of the signature is a circular purple ink stamp. The stamp contains the text 'URBAN PLANNING & DEVELOPMENT CORPORATION LIMITED' around the perimeter and '都市規劃及發展顧問有限公司' in the center.

Patrick Tsui

c.c. Sha Tin, Tai Po and North District Planning Office (Attn: Mr. Timothy WU) – By Email

**Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in “AGR” and “V” Zones, Various Lots, Ta Kwu Ling North, N.T.
(Planning Application No. A/NE-TKLN/111)**

Response to Comments

30 December 2025

Comments	Responses
Comments from Transport Department via Planning Department	
i. 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;	<u>Traffic Count Survey</u> Traffic count surveys are conducted at nearby road links and junctions (see Figure 1 for the locations) for the following time periods. 1) 5 December 2025 (Friday) during 08:00 – 10:00 and 17:00 – 19:00 2) 7 December 2025 (Sunday) during 10:00 – 14:00 and 16:00 – 20:00 The identified weekday AM and PM peak hours are 09:00 – 10:00 and 17:30 – 18:30, respectively. The identified Sunday Noon and PM peak hours are 11:15 – 12:15 and 16:00 – 17:00, respectively. The weekday and Sunday survey results are summarized in Figure 2 and Figure 3, respectively. <u>Traffic Generation and Attraction</u> Trip generation survey at the existing temporary public vehicle park is also conducted on 5 December 2025 (Friday) and 7 December 2025 (Sunday). The surveyed peak hour traffic generation and attraction are adopted for deriving trip rates for the proposed temporary public vehicle park and presented in attached Table 1. The traffic generation and attraction of the proposed temporary public vehicle park is estimated and presented in attached Table 2. <u>Traffic Assessment</u> Based on the above, the junction and road link capacity assessment is carried out and the results are shown in the attached Table 3 and 4. The results show that the concerned junction and road link are operating with spare capacities during both weekday and Sunday peak hours after accommodating the traffic induced by the proposed temporary public vehicle park. The junction calculation sheets are attached in Annex A for easy reference.

Comments	Responses
ii. The applicant shall demonstrate the satisfactory maneuvering of the private vehicles entering and exiting the subject site, maneuvering within the subject site and into / out of the parking spaces. Preferably using the swept path analysis;	Please note that the car park layout is reviewed and updated. Please refer to Figure 4 for the latest car park layout plan. Swept path analysis is conducted to demonstrate the maneuvering of vehicles entering and exiting the proposed public vehicle park as well as parking in and out of the critical parking spaces. Please refer to Figure 5 and 6 for details.
iii. The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;	Revolving lanterns will be provided at both sides of the vehicular access to warn the pedestrians when there is a vehicle exiting from the proposed public vehicle park.
iv. The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site; and	A carpark management staff will be stationed at the entrance to advise the drivers not to queue up outside the subject site when the carpark is full.
v. The proposed vehicular access between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted. The applicant would seek comments from the responsible party.

Table 1 – Traffic Generation of Existing Site and Derived Trip Rates

Name	Unit / Content	Peak Hour Traffic Flow (pcu/hr)							
		Weekday AM		Weekday PM		Sunday Noon		Sunday PM	
		Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.
Traffic Generation of Existing Site (pcu/hr)									
Public Vehicle Park	56 spaces	2	9	20	21	1	4	14	13
Derived Trip Rates for Public Vehicle Park (pcu/hr/space)									
Public Vehicle Park		0.04	0.16	0.36	0.38	0.02	0.07	0.25	0.23

Note: Gen. – Generation; Att. - Attraction

Table 2 – Traffic Generation of Proposed Development

Name	Unit / Content	Peak Hour Traffic Flow (pcu/hr)							
		Weekday AM		Weekday PM		Sunday Noon		Sunday PM	
		Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.
Adopted Trip Rates for Public Vehicle Park (pcu/hr/space)									
Public Vehicle Park		0.04	0.16	0.36	0.38	0.02	0.07	0.25	0.23
Traffic Generation of Proposed Development (pcu/hr)									
Public Vehicle Park	76 spaces	4	13	28	29	2	6	19	18
Additional Traffic Generation (pcu/hr)									
Existing Site [a]		2	9	20	21	1	4	14	13
Proposed Development [b]		4	13	28	29	2	6	19	18
Additional Traffic [b] – [a]		2	4	8	8	1	2	5	5

Note: Gen. – Generation; Att. - Attraction

Table 3 - Junction Capacity Assessment

Scenario	Type/ Capacity Index ⁽¹⁾	Peak Hour Junction Performance			
		Weekday AM	Weekday PM	Sunday Noon	Sunday PM
<u>Without</u> the proposed temporary public vehicle park					
J1	Priority/DFC	0.14	0.20	0.35	0.21
J2	Priority/DFC	0.05	0.23	0.11	0.23
J3	Priority/DFC	0.29	0.44	0.59	0.34
J4	Priority/DFC	0.12	0.16	0.21	0.18
<u>With</u> the proposed temporary public vehicle park					
J1	Priority/DFC	0.14	0.20	0.35	0.21
J2	Priority/DFC	0.05	0.25	0.11	0.24
J3	Priority/DFC	0.30	0.46	0.60	0.36
J4	Priority/DFC	0.12	0.18	0.21	0.18

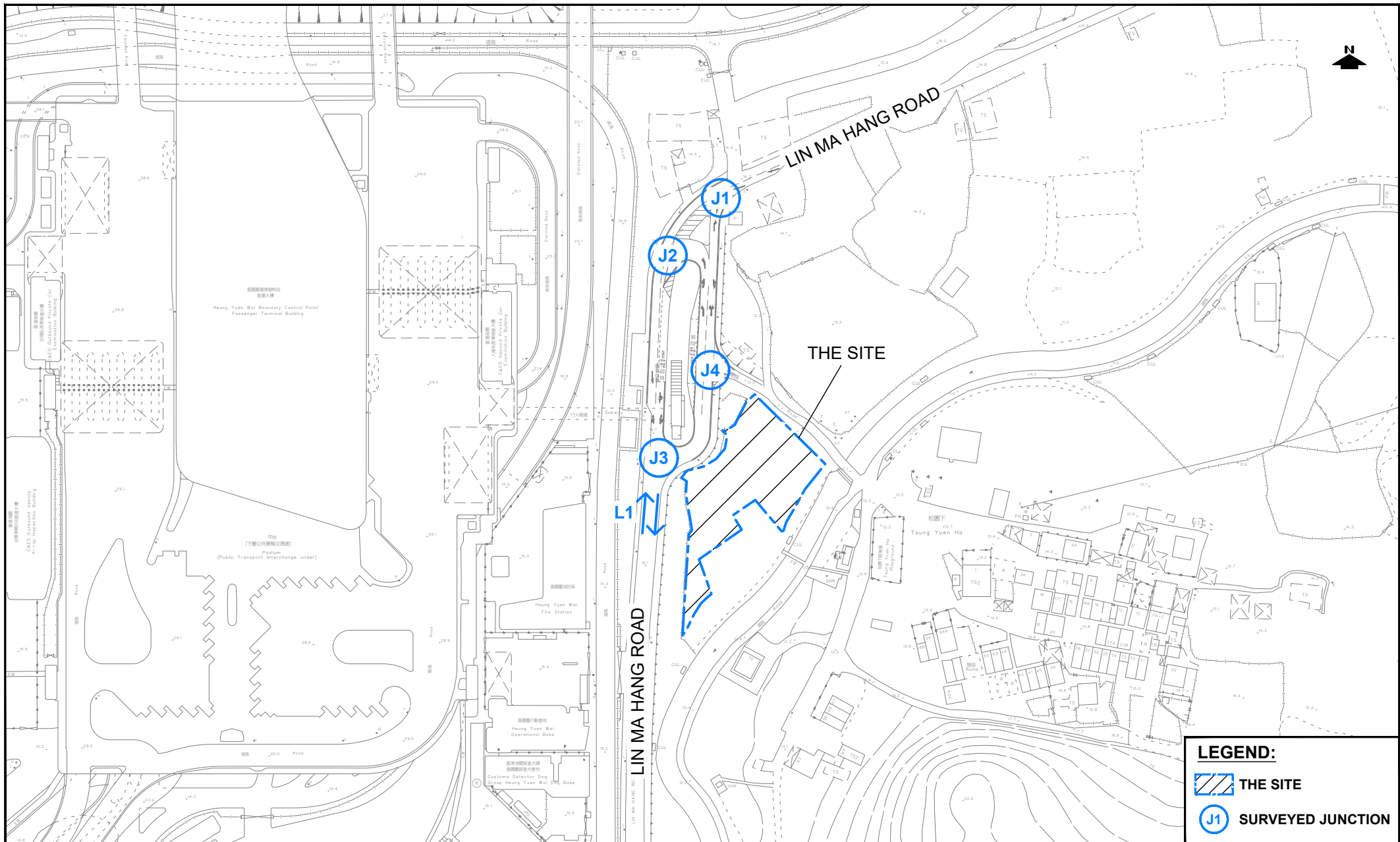
Note: (1) DFC = Design Flow to Capacity ratio for priority junction.

Table 4 - Road Link Capacity Assessment at Lin Ma Hang Road

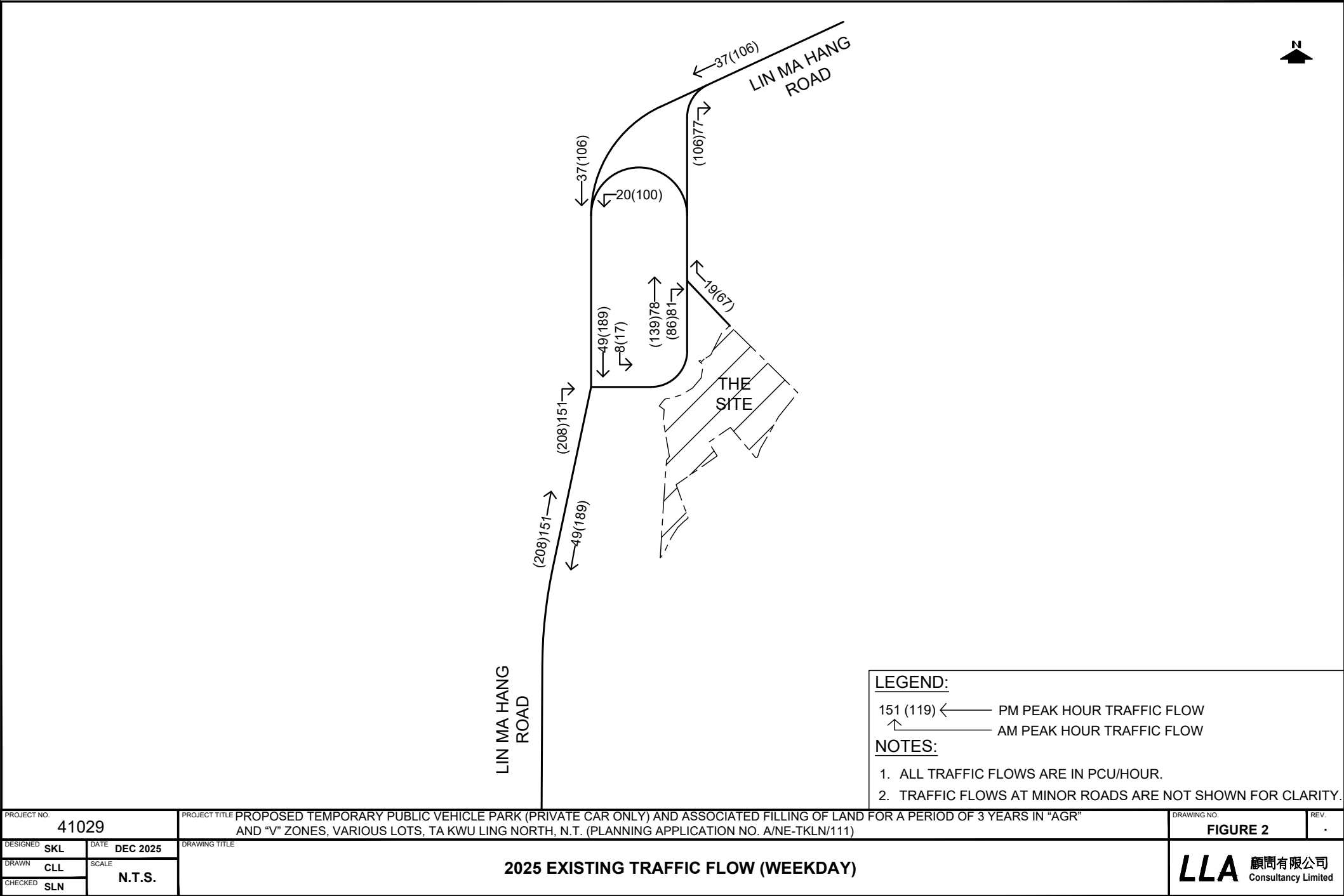
Scenario	Capacity (veh/hr) [See Note 1]	Peak Hour Traffic Flow (veh/hr) [See Note 2] [volume/capacity ratio]			
		Weekday AM	Weekday PM	Sunday Noon	Sunday PM
<u>Without</u> the proposed temporary public vehicle park					
Lin Ma Hang Road northbound	400	151 [0.38]	208 [0.52]	298 [0.75]	164 [0.41]
Lin Ma Hang Road southbound	400	49 [0.12]	189 [0.47]	84 [0.21]	156 [0.39]
<u>With</u> the proposed temporary public vehicle park					
Lin Ma Hang Road northbound	400	155 [0.39]	216 [0.54]	300 [0.75]	169 [0.42]
Lin Ma Hang Road southbound	400	51 [0.13]	197 [0.49]	85 [0.21]	161 [0.40]

Note 1: According to the TPDM Vol 2, Section 2.4, the capacity for 2-lane single carriageway is 800 veh/hr, 2-way.

Note 2: For conservative assessment purpose, 1 pcu equivalent to 1 vehicle is adopted.



PROJECT NO. 41029		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)		DRAWING NO. FIGURE 1	REV. .
DESIGNED SKL	DATE DEC 2025	DRAWING TITLE LOCATION OF JUNCTIONS AND ROAD LINK		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:2000@A4				
CHECKED SLN					

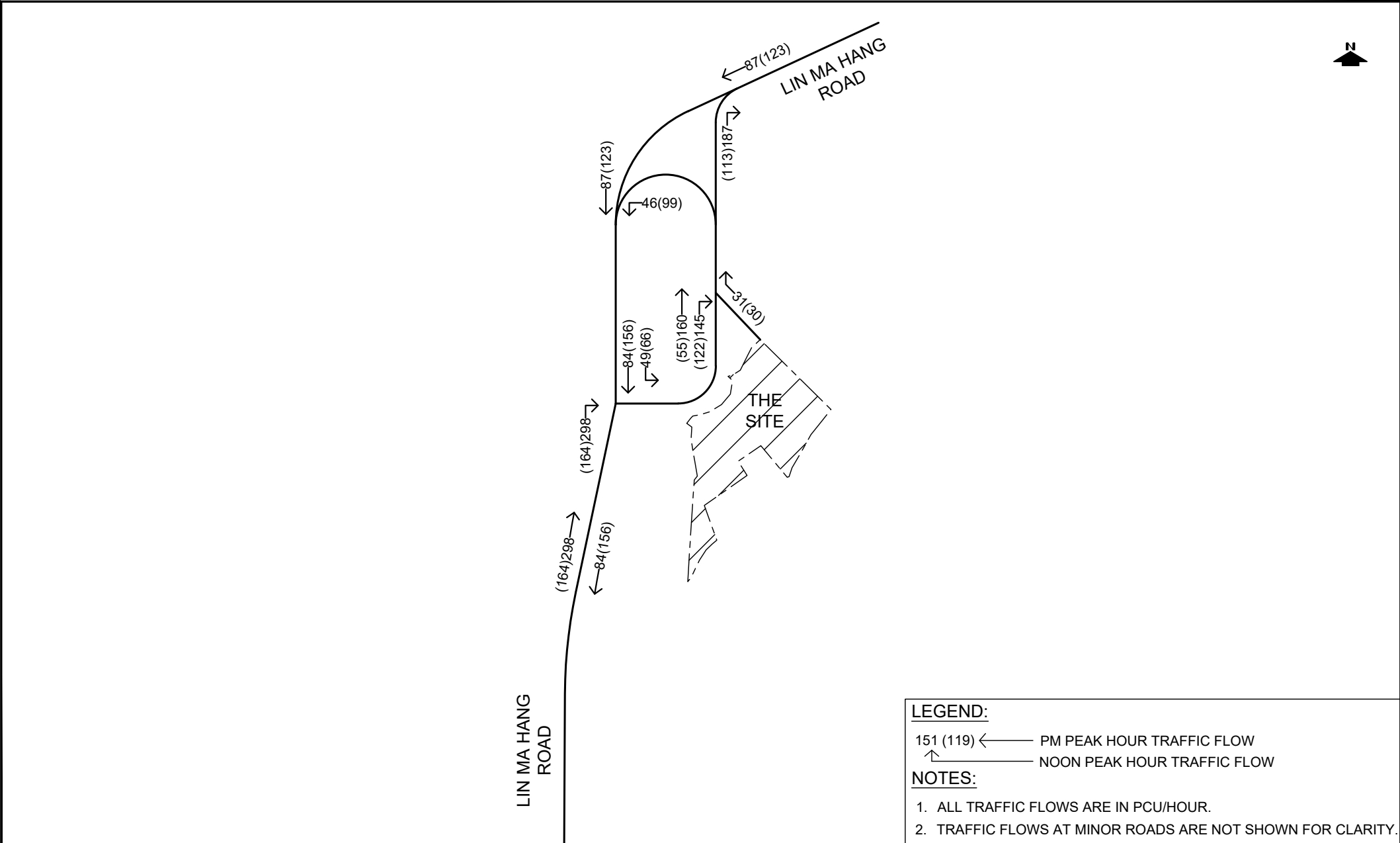


PROJECT NO.	41029
DESIGNED	SKL
DRAWN	CLL
CHECKED	SLN

DATE	DEC 2025
SCALE	N.T.S.

PROJECT TITLE	PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)
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DRAWING NO.	FIGURE 2
REV.	.



LEGEND:

151 (119) ←

PM PEAK HOUR TRAFFIC FLOW

↑

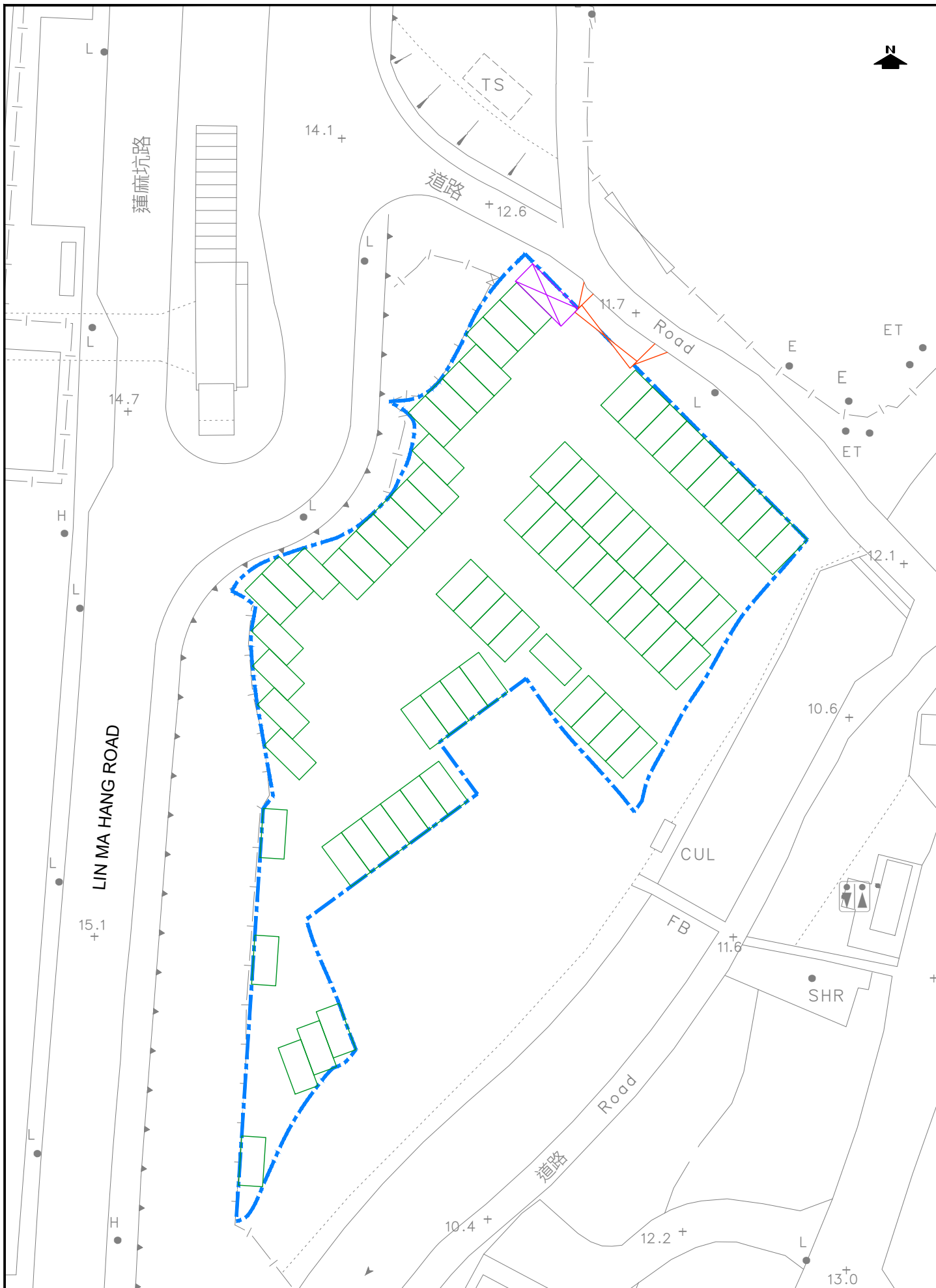
NOON PEAK HOUR TRAFFIC FLOW

NOTES:

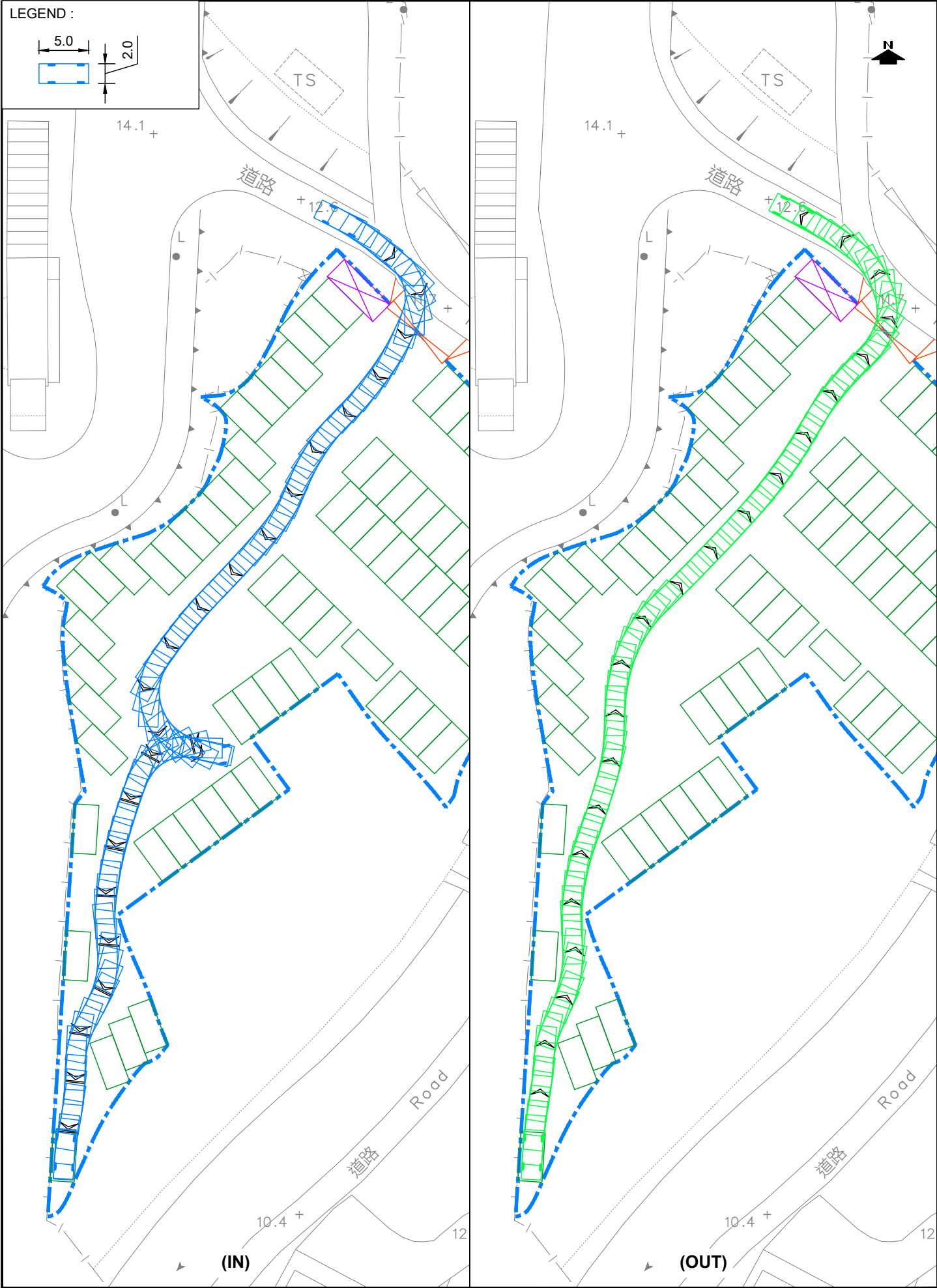
1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.

2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.

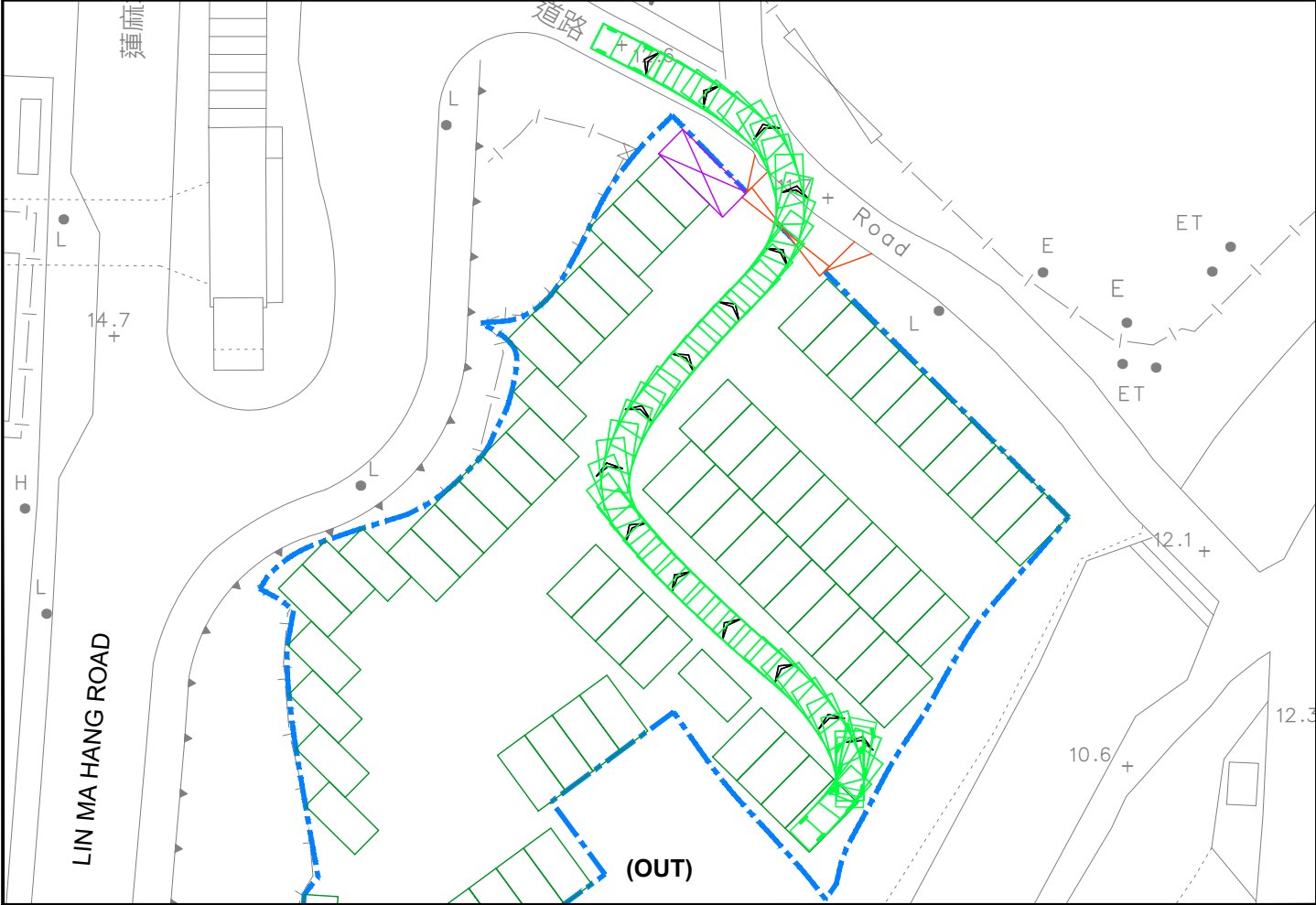
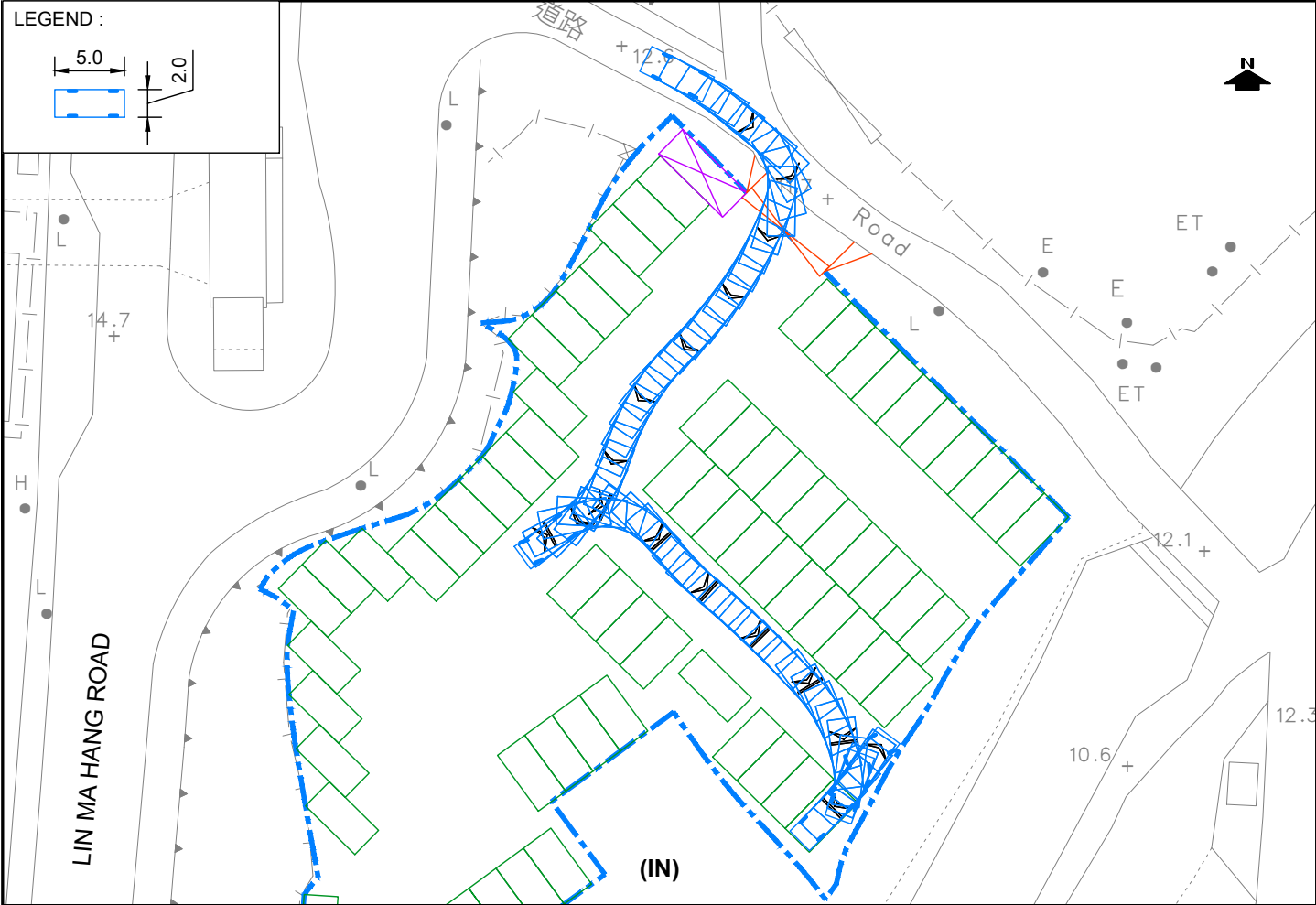
PROJECT NO. 41029		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)		DRAWING NO. FIGURE 3	REV. .
DESIGNED SKL	DATE DEC 2025	2025 EXISTING TRAFFIC FLOW (SUNDAY)			LLA 顧問有限公司 Consultancy Limited
DRAWN CLL	SCALE N.T.S.				
CHECKED SLN					



PROJECT NO. 41029		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)		DRAWING NO. FIGURE 4	REV. .
DESIGNED SLN	DATE DEC 2025	PROPOSED LAYOUT PLAN (76 nos. CAR PARKING SPACES)		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:500				
CHECKED SLN					



PROJECT NO. 41029		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)		DRAWING NO. FIGURE 5	REV. .
DESIGNED SLN	DATE DEC 2025	DRAWING TITLE SWEPT PATH ANALYSIS - PRIVATE CAR		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:500				
CHECKED SLN					



PROJECT NO. 41029		PROJECT TITLE PROPOSED TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CAR ONLY) AND ASSOCIATED FILLING OF LAND FOR A PERIOD OF 3 YEARS IN "AGR" AND "V" ZONES, VARIOUS LOTS, TA KWU LING NORTH, N.T. (PLANNING APPLICATION NO. A/NE-TKLN/111)		DRAWING NO. FIGURE 6	REV. .
DESIGNED SLN	DATE DEC 2025	DRAWING TITLE SWEPT PATH ANALYSIS - PRIVATE CAR		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL	SCALE 1:500				
CHECKED SLN					

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing PM

PROJECT NO.: 41029

FILENAME: J1 LV

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

O.: 41029

PROJE

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period

Proposed Temporary Public

DATE _____

INITIALS

Dec-25

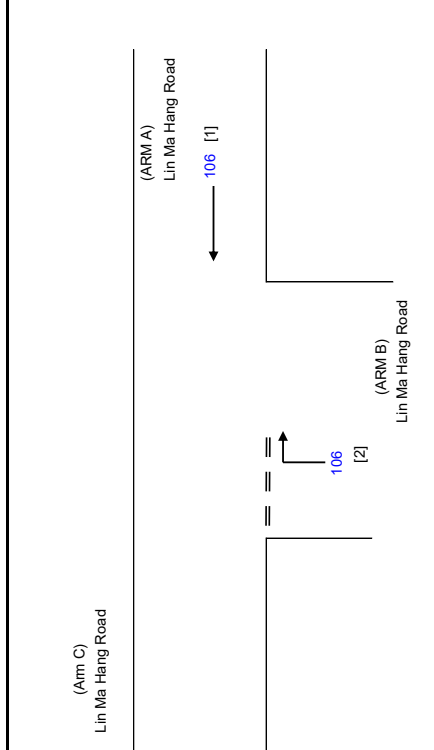
PREPARED BY:

PROJECT NO.: 41029

PROJE

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period

Proposed Temporary Public



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)	W	=	3.60	(metres)
	W cr	=	0	(metres)
	q a-b	=	0	(pcu/hr)
	q a-c	=	106	(pcu/hr)

MAJOR ROAD (ARM C)			
W c-b =	0.00	(metres)	
Vr c-b =	0	(metres)	
q c-a =	0	(pcu/hr)	
q c-b =	0	(pcu/hr)	

MINOR ROAD (ARM B)					
W b-a =	4.30	(metres)			
W b-c =	0.00	(metres)			
Vl b-a =	0	(metres)			
Vr b-a =	47	(metres)			
Vr b-c =	0	(metres)			
q b-a =	106	(pcu/hr)			
q b-c =	0	(pcu/hr)			

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

F for (Qb-ac) =	0
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GEOMETRIC FACTORS :

Q b-a =	535
Q b-c =	417
Q c-b =	417
Q b-ac =	535
Q b-c (O) =	396.3

TOTAL FLOW	=	212	(PCU/HR)
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THE CAPACITY OF MOVEMENT :

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1981
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac: (share lane)	=	0.1981

CRITICAL DFC = 0.20

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design AM

PROJECT NO.: 41029

FILENAME: J1

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

PROJECT No.

Dec-25

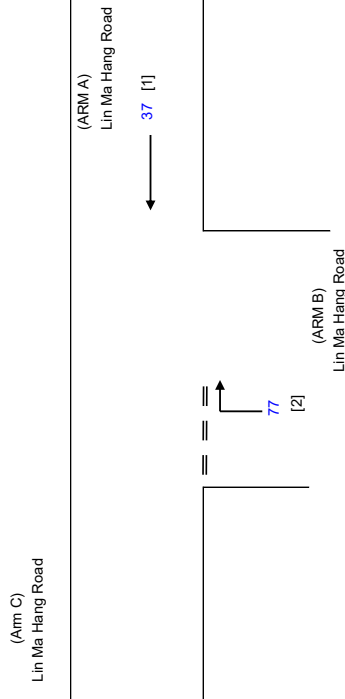
CHECKED BY:

Dec-25

REVIEWED BY:

NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)



GEOMETRIC DETAILS:

MAJOR ROAD (ARMA)			
W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	37	(pcu/hr)

MAJOR ROAD (ARM C)			
W c-b =	0.00	(metres)	
Vr c-b =	0	(metres)	
q c-a =	0	(pcu/hr)	
q c-b =	0	(pcu/hr)	

MINOR ROAD (ARM B)					
W b-a =	4.30	(metres)			
W b-c =	0.00	(metres)			
Vl b-a =	0	(metres)			
Vr b-a =	47	(metres)			
Vr b-c =	0	(metres)			
q b-a =	77	(pcu/hr)			
q b-c =	0	(pcu/hr)			

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

F for (Qb-ac) =	0
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GEOMETRIC FACTORS :

$Q_{b-a} =$	555	
$Q_{b-c} =$	430	$Q_{b-c(O)} = 415.1$
$Q_{c-b} =$	430	
$Q_{b-ac} =$	555	

TOTAL FLOW = 114 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1387
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC, b-ac (share lane)	=	0.1387

CRITICAL DFC
= 0.14

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design PM

PROJECT NO.: 41029

FILENAME: J1 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

ECT NO.: 41029

Dec-25

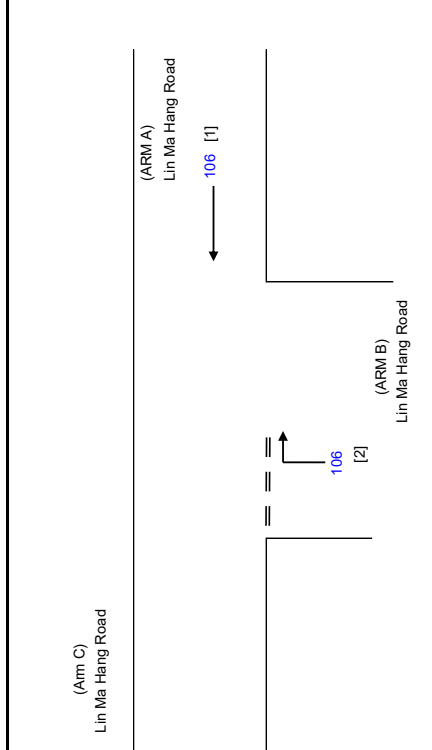
CHECKED BY:

AME: J1 LM

Dec-25

REVIEWED BY:

REFERENCE NO.:



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	106	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q b-a =	106	(pcu/hr)
q b-c =	0	(pcu/hr)

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

F for (Qb-ac) =	0
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GEOMETRIC FACTORS :

Q b-a =	535
Q b-c =	417
Q c-b =	417
Q b-ac =	535

TOTAL FLOW = 212 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1981
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.1981

CRITICAL DFC = 0.20

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing AM

PROJECT NO.: 41029

FILENAME: J2 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

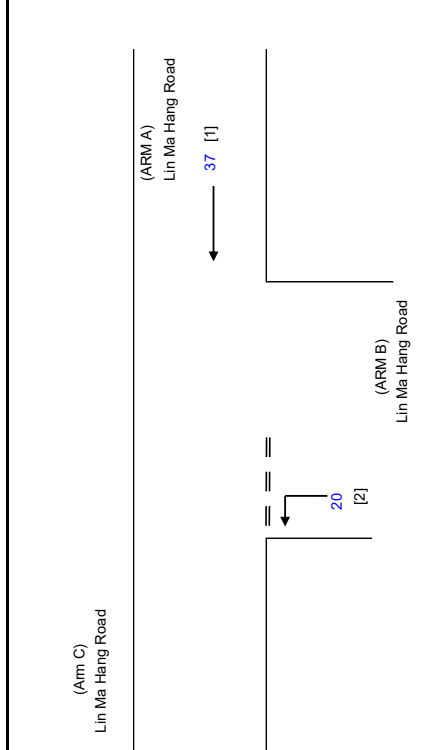
CHECKED BY:

475

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W α	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	37	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W	b-a =	4.40	(metres)
W	b-c =	0.00	(metres)
V	b-a =	0	(metres)
V	b-a =	0	(metres)
V	b-c =	30	(metres)
q	b-a =	0	(pcu/hr)
q	b-c =	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

$$F \text{ for } (Qb-ac) = 1$$

THE CAPACITY OF MOVEMENT :

Q b-a =	535
Q b-c =	443
Q c-b =	430
Q b-ac =	443

TOTAL FLOW	=	57	(PCU/HR)
------------	---	----	----------

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.0451
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0451

CRITICAL DFC = 0.05

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Existing PM		INITIALS SKL SLN SLN	DATE Dec-25 Dec-25 Dec-25
J2 Lin Ma Hang Road		PROJECT NO.: 41029 FILENAME : J2_LMHR.xls REFERENCE NO.:		PREPARED BY:	Dec-25
				CHECKED BY:	Dec-25
				REVIEWED BY:	Dec-25

(Arm C)

Lin Ma Hang Road

(ARM A)

Lin Ma Hang Road

(ARM B)

Lin Ma Hang Road

100

[2]

106

[1]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 3.50 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 106 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 0.00 (metres)

Vr c-b = 0 (metres)

q c-a = 0 (pcu/hr)

q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 4.40 (metres)

W b-c = 0.00 (metres)

Vl b-a = 0 (metres)

Vr b-a = 0 (metres)

Vr b-c = 30 (metres)

q b-a = 0 (pcu/hr)

q b-c = 100 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.86895

E = 0.60369

F = 0.58595

Y = 0.87925

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a = 515

Q b-c = 429

Q c-b = 417

Q b-ac = 429

TOTAL FLOW = 206 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000

DFC b-c = 0.2331

DFC c-b = 0.0000

DFC b-ac (share lane) = 0.2331

CRITICAL DFC = 0.23

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design AM

PROJECT NO.: 41029

FILENAME: J2 L

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

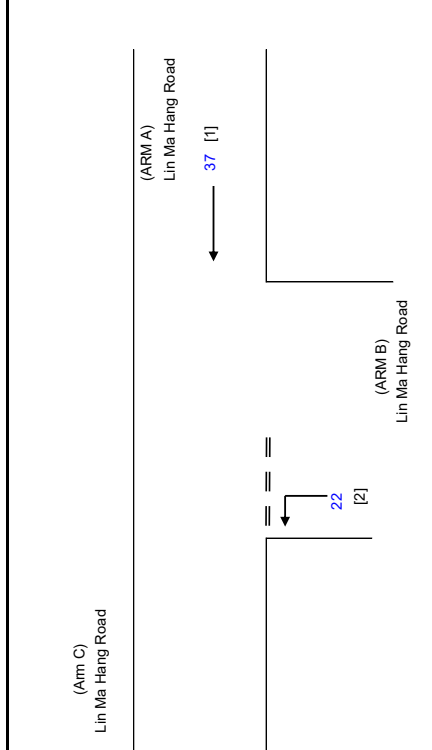
CHECKED BY:

NTS

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARMA)			
W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	37	(pcu/hr)

MAJOR ROAD (ARM C)			
W c-b =	0.00	(metres)	
Vr c-b =	0	(metres)	
q c-a =	0	(pcu/hr)	
q c-b =	0	(pcu/hr)	

MINOR ROAD (ARM B)		
W b-a =	4.40	(metres)
W b-c =	0.00	(metres)
Vl b-a =	0	(metres)
Vr b-a =	0	(metres)
Vr b-c =	30	(metres)
q b-a =	0	(pcu/hr)
q b-c =	22	(pcu/hr)

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

$$F \text{ for } (Qb-ac) = 1$$

GEOMETRIC FACTORS :

Q b-a =	535
Q b-c =	443
Q c-b =	430
Q b-ac =	443

TOTAL FLOW = 59 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.0497
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.0497

CRITICAL DFC
= 0.05

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design PM

PROJECT NO.: 41029

FILENAME: J2 LMHR.xls

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

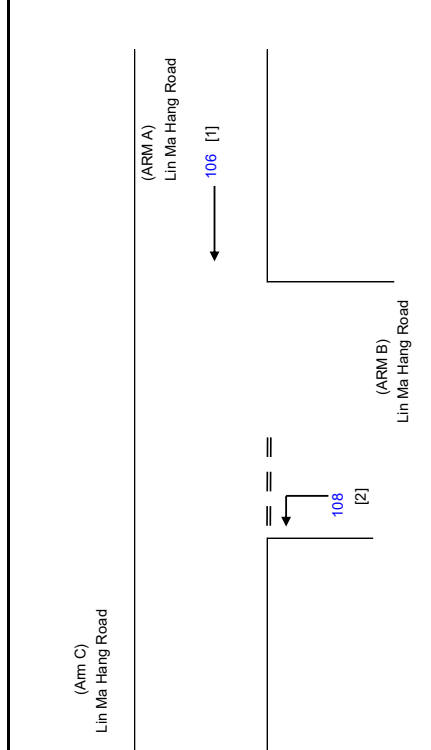
CHECKED BY:

SLTS

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	106	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.40	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	0	(metres)
V r b-c =	30	(metres)
q b-a =	0	(pcu/hr)
q b-c =	108	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

$Q_{b-a} =$	515
$Q_{b-c} =$	429
$Q_{c-b} =$	417
$Q_{b-ac} =$	429

TOTAL FLOW = 214 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.2517
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2517

CRITICAL DFC = 0.25

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing AM

PROJECT NO.: 41029

FILENAME: J3 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

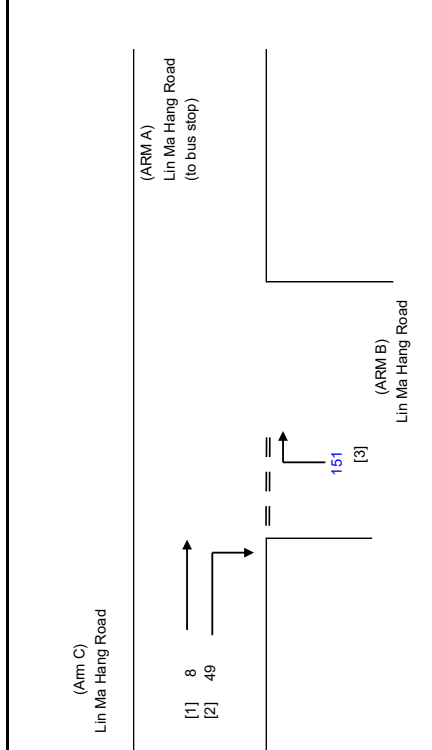
CHECKED BY:

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REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W α	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)			
W	=	6.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)
MAJOR ROAD (ARM C)			
W c-b	=	2.50	(metres)
Vr c-b	=	100	(pcu/hr)
q c-a	=	8	(pcu/hr)
q c-b	=	49	(pcu/hr)

MINOR ROAD (ARM B)					
W b-a =	3.65	(metres)			
W b-c =	0.00	(metres)			
V l b-a =	100	(metres)			
V r b-a =	0	(metres)			
V r b-c =	0	(metres)			
q b-a =	151	(pcu/hr)			
q b-c =	0	(pcu/hr)			

GEOMETRIC FACTORS :

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a =	524	Q b-c (O) = 405.5	(PCU/HR)
Q b-c =	437		
Q c-b =	653		
Q b-ac =	524		
TOTAL FLOW	=	208	

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.2882
DFC b-c	=	0.0000
DFC c-b	=	0.0750
DFC b-ac (share lane)	=	0.2882

CRITICAL DFC = 0.29

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing PM

PROJECT NO.: 41029

FILENAME: J3 LV

REFERENCE NO.:

DATE _____ INITIALS _____

SKL	Dec-25
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SLN

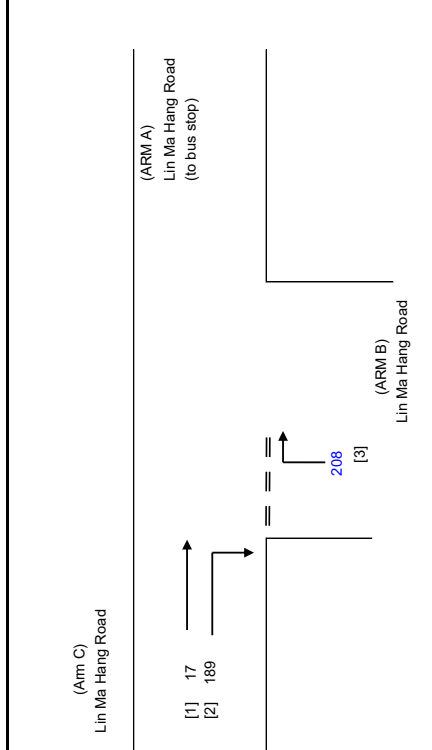
SLN
Dec-25

DATE _____

Dec-25

Dec-25

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W	=	CENTRAL RESERVE WIDTH
W α	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W c-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	$=$	6.00	(metres)
W_{cr}	$=$	0	(metres)
q_{a-b}	$=$	0	(pcu/hr)
q_{a-c}	$=$	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	2.50	(metres)
Vr c-b =	100	(metres)
q c-a =	17	(pcu/hr)
q c-b =	189	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
V l b-a =	100	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	208	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

THE CAPACITY OF MOVEMENT :

Q b-a =	472	Q b-c (O) = 388.9
Q b-c =	437	
Q c-b =	653	
Q b-ac =	472	
TOTAL FLOW	=	414 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.4407
DFC b-c	=	0.0000
DFC c-b	=	0.2894
DFC b-ac (share lane)	=	0.4407

CRITICAL DFC = 0.44

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design AM

PROJECT NO.: 41029

FILENAME: J3 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

PROJECT NO.: 41029

*CHECKED BY:

FILENAME: J3 LM

REVIEWED BY:

REFERENCE NO.:

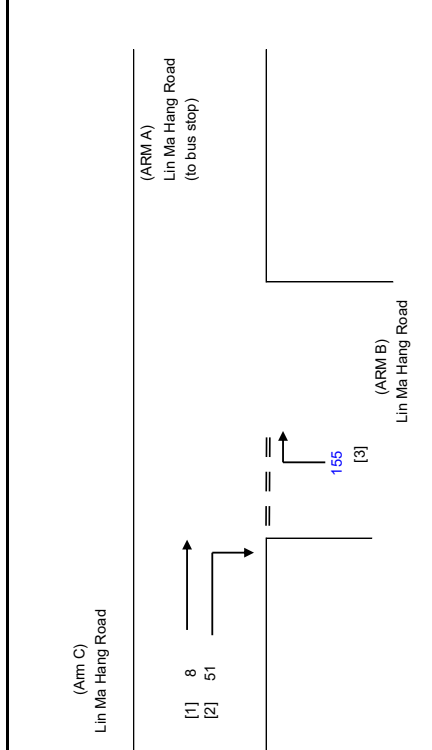
Dec-25

NTS

REVIEWED BY:

REFERENCE NO.:

REFERENCE NO.:



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V r-cb	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)	
W =	6.00 (metres)
W cr =	0 (metres)
q a-b =	0 (pcu/hr)
q a-c =	0 (pcu/hr)
MAJOR ROAD (ARM C)	
W c-b =	2.50 (metres)
Vr c-b =	100 (metres)
q c-a =	8 (pcu/hr)
q c-b =	51 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300
F for (Qb-ac)	=	0

THE CAPACITY OF MOVEMENT :

Q b-a =	523	Q b-c (O) = 404.6
Q b-c =	437	
Q c-b =	653	
Q b-ac =	523	
TOTAL FLOW	= 214	(PCU/h)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.2964
DFC b-c	=	0.0000
DFC c-b	=	0.0781
DFC b-ac (share lane)	=	0.2964

CRITICAL DFC = 0.30

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J3 Lin Ma Hang Road		2025 Design PM		PREPARED BY:	Dec-25
				CHECKED BY:	Dec-25
				REVIEWED BY:	Dec-25

(Arm C)

Lin Ma Hang Road

[1] 17

[2] 197

→

→

(ARM A)

Lin Ma Hang Road

(to bus stop)

→

(ARM B)

Lin Ma Hang Road

→

216

[3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.00 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.50 (metres)

Vr c-b = 100 (metres)

q c-a = 17 (pcu/hr)

q c-b = 197 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.65 (metres)

W b-c = 0.00 (metres)

Vl b-a = 100 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 216 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.86524

E = 0.58595

F = 0.87585

Y = 0.79300

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 470

Q b-c = 437

Q c-b = 653

Q b-ac = 470

TOTAL FLOW = 430 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.4596

DFC b-c = 0.0000

DFC c-b = 0.3017

DFC b-ac (share lane) = 0.4596

CRITICAL DFC = 0.46

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J4 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing AM

PROJECT NO.: 41029

FILENAME: J4 LV

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

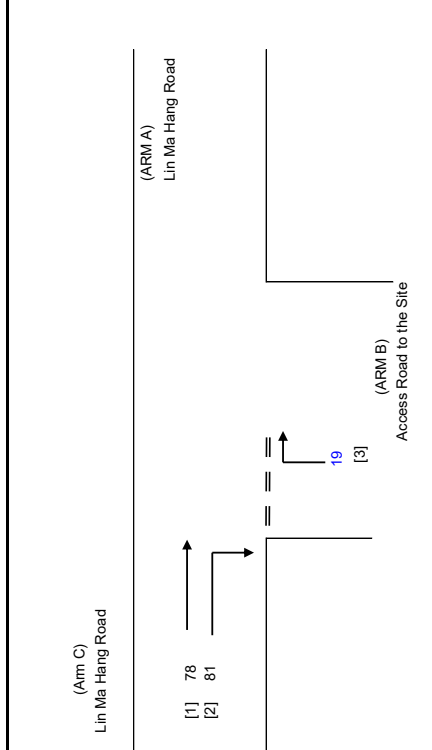
✓ CHECKED BY:

NTS

REVIEWED BY:

NTS

Dec-25



NOTES : (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
W l-b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
W l-b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
W l-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	78	(pcu/hr)
q c-b =	81	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	19	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

$$F \text{ for } (Qb-ac) = 0$$

THE CAPACITY OF MOVEMENT :

Q b-a =	436
Q b-c =	437
Q c-b =	695
Q b-ac =	436
	Q b-c (O) = 432.2

TOTAL FLOW = 178 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0436
DFC b-c	=	0.0000
DFC c-b	=	0.1165
DFC b-ac (share lane)	=	0.0436

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J4 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing PM

PROJECT NO.: 41029

FILENAME: J4 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

TKL

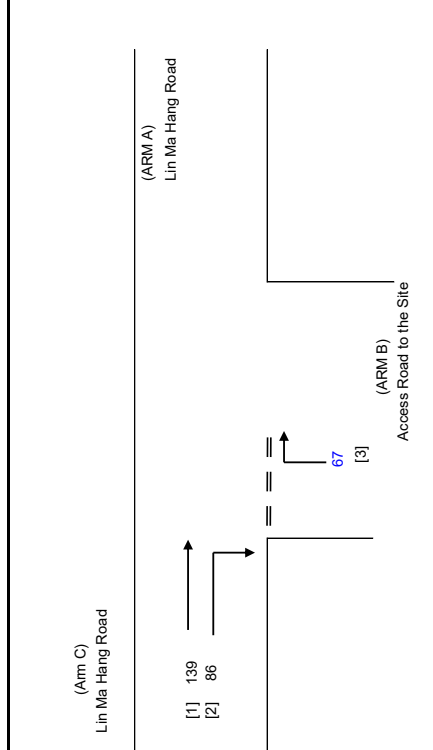
*CHECKED BY:

475

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V l-c-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	139	(pcu/hr)
q c-b =	86	(pcu/hr)

F for (Qb-ac) = 0

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
V l b-a =	20	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	67	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	426
Q b-c =	437
Q c-b =	695
Q b-ac =	426

$Q_{b-a} =$	420		
$Q_{b-c} =$	437	$Q_{b-c}(O) =$	419.8

TOTAL FLOW = 292 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1573
DFC b-c	=	0.0000
DFC c-b	=	0.1237
DFC b-ac (share lane)	=	0.1573

CRITICAL DFC = 0.16

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Design AM		INITIALS	DATE
J4 Lin Ma Hang Road		PROJECT NO.: 41029	PREPARED BY:	SKL	Dec-25
		FILENAME : J4_LMHR.xls	CHECKED BY:	SLN	Dec-25
		REFERENCE NO.:	REVIEWED BY:	SLN	Dec-25

(Arm C)

Lin Ma Hang Road

[1] 78

[2] 85

→

→

(ARM A)

Lin Ma Hang Road

→

→

→

21

[3]

(ARM B)

Access Road to the Site

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 7.10 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.50 (metres)

Vr c-b = 60 (metres)

q c-a = 78 (pcu/hr)

q c-b = 85 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 2.70 (metres)

W b-c = 0.00 (metres)

Vi b-a = 20 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 21 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.74898

E = 0.58595

F = 0.93286

Y = 0.75505

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 435

Q b-c = 437

Q c-b = 695

Q b-ac = 435

TOTAL FLOW = 184 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0483

DFC b-c = 0.0000

DFC c-b = 0.1223

DFC b-ac (share lane) = 0.0483

CRITICAL DFC = 0.12

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Design PM		INITIALS SKL SLN SLN	DATE Dec-25 Dec-25 Dec-25
J4 Lin Ma Hang Road		PROJECT NO.: 41029 FILENAME : J4_LMHR.xls REFERENCE NO.:		PREPARED BY:	Dec-25
(Arm C) Lin Ma Hang Road [1] 139 [2] 94 75 [3] (ARM A) Lin Ma Hang Road (ARM B) Access Road to the Site		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.10 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.50 (metres) Vr c-b = 60 (metres) q c-a = 139 (pcu/hr) q c-b = 94 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.70 (metres) W b-c = 0.00 (metres) Vi b-a = 20 (metres) Vr b-a = 0 (metres) Vr b-c = 0 (metres) q b-a = 75 (pcu/hr) q b-c = 0 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 424 Q b-c = 437 Q c-b = 695 Q b-ac = 424 TOTAL FLOW = 308 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1769 DFC b-c = 0.0000 DFC c-b = 0.1353 DFC b-ac (share lane) = 0.1769 CRITICAL DFC = 0.18			

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Existing SUN-NN		INITIALS SKL SLN SLN	DATE Dec-25 Dec-25 Dec-25
J1 Lin Ma Hang Road		PROJECT NO.: 41029 FILENAME : J1_LMHR.xls REFERENCE NO.:		PREPARED BY: CHECKED BY: REVIEWED BY:	
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 187 [2] 87 [1]		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.60 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 87 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.30 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 47 (metres) Vr b-c = 0 (metres) q b-a = 187 (pcu/hr) q b-c = 0 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 541 Q b-c = 420 Q c-b = 420 Q b-ac = 541 TOTAL FLOW = 274 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.3457 DFC b-c = 0.0000 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.3457 CRITICAL DFC = 0.35			

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing SUN-PM

PROJECT NO.: 41029

FILENAME: J1 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

41029

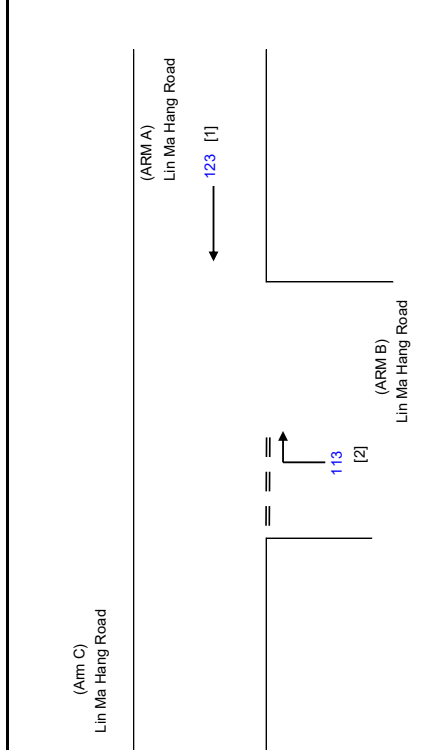
CHECKED BY:

J1 LM

REVIEWED BY:

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Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W_{cr}	=	CENTRAL RESERVE WIDTH
W_{b-a}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W_{b-c}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W_{c-b}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W_{b-a}	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V_{b-a}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V_{b-c}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V_{c-b}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	123	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q b-a =	113	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

F for (Qb-ac) =	0
-----------------	---

THE CAPACITY OF MOVEMENT :

Q b-a =	530
Q b-c =	414
Q c-b =	414
Q b-ac =	530

TOTAL FLOW = 236 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.2132
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2132

CRITICAL DFC = 0.21

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design SUN-NN

PROJECT NO.: 41029

FILENAME: J1

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

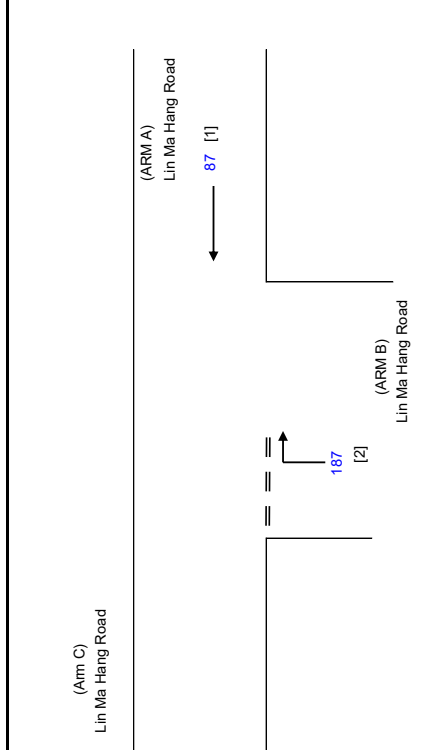
PROJECT N

*CHECKED BY:

FILENAME:

REVIEWED BY:

REFERENCES



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	87	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q b-a =	187	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

$$F_{\text{for (Qb-ac)}} = 0$$

THE CAPACITY OF MOVEMENT :

$Q_{b-a} =$	541
$Q_{b-c} =$	420
$Q_{c-b} =$	420
$Q_{b-ac} =$	541

TOTAL FLOW = 274 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.3457
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.3457

CRITICAL DFC = 0.35

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J1 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design SUN-PM

PROJECT NO.: 41029

FILENAME: J1 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

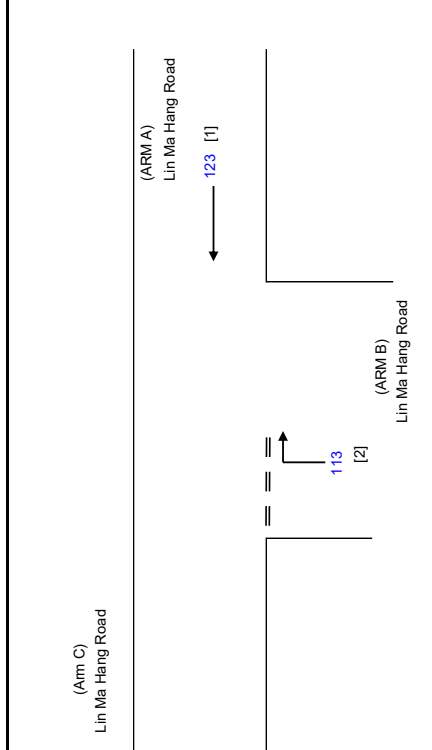
CHECKED BY:

NTS

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.60	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	123	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.30	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	47	(metres)
V r b-c =	0	(metres)
q b-a =	113	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.90216
E	=	0.58595
F	=	0.58595
Y	=	0.87580

F for (Qb-ac) =	0
-----------------	---

THE CAPACITY OF MOVEMENT :

Q b-a =	530
Q b-c =	414
Q c-b =	414
Q b-ac =	530
	Q b-c(O) = 391.9

TOTAL FLOW = 236 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.2132
DFC b-c	=	0.0000
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2132

CRITICAL DFC = 0.21

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. ANE-TKLN/111)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing SUN-NN

PROJECT NO.: 41029

FILENAME: J2 LN

REFERENCE NO.:

INITIALS

DATE _____

SKL

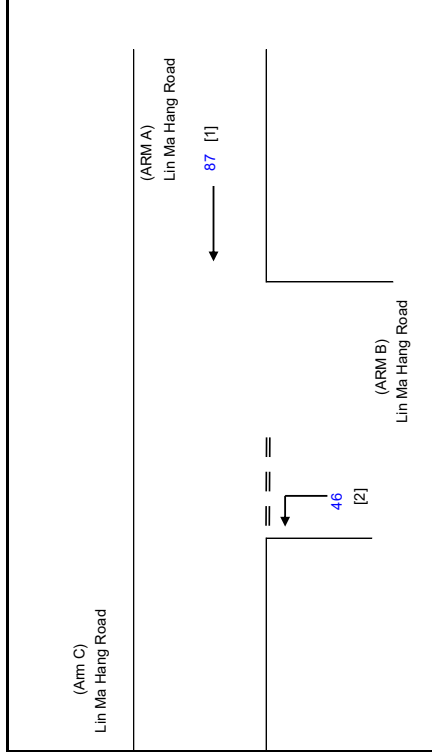
Dec-25

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Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W _{cr}	=	CENTRAL RESERVE WIDTH
W _{b-a}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W _{b-c}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W _{c-b}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V _{b-a}	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V _{b-c}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V _{c-b}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
D	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
E	=	STREAM-SPECIFIC B-A
F	=	STREAM-SPECIFIC B-C
Y	=	STREAM-SPECIFIC C-B (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	87	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W	b-a =	4.40	(metres)
W	b-c =	0.00	(metres)
V	b-a =	0	(metres)
V	r-b-a =	0	(metres)
V	r-b-c =	30	(metres)
q	b-a =	0	(pcu/hr)
q	b-c =	46	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

F for (Qb-ac) = 1

THE CAPACITY OF MOVEMENT :

Q b-a =	521	
Q b-c =	433	Q b-c (O) = 433
Q c-b =	420	
Q b-ac =	433	

TOTAL FLOW = 133 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.1062
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.1062

CRITICAL DFC = 0.11

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Existing SUN-PM		INITIALS SKL SLN SLN	DATE Dec-25 Dec-25 Dec-25
J2 Lin Ma Hang Road		PROJECT NO.: 41029 FILENAME : J2_LMHR.xls REFERENCE NO.:		PREPARED BY: CHECKED BY: REVIEWED BY:	
(Arm C) Lin Ma Hang Road (ARM A) Lin Ma Hang Road (ARM B) Lin Ma Hang Road 99 [2] 123 [1]		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 3.50 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 123 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 0.00 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr) MINOR ROAD (ARM B) W b-a = 4.40 (metres) W b-c = 0.00 (metres) Vl b-a = 0 (metres) Vr b-a = 0 (metres) Vr b-c = 30 (metres) q b-a = 0 (pcu/hr) q b-c = 99 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 511 Q b-c = 426 Q c-b = 413 Q b-ac = 426 TOTAL FLOW = 222 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.2324 DFC c-b = 0.0000 DFC b-ac (share lane) = 0.2324 CRITICAL DFC = 0.23			

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Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design SUN-NN

PROJECT NO.: 41029

FILENAME: J2 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

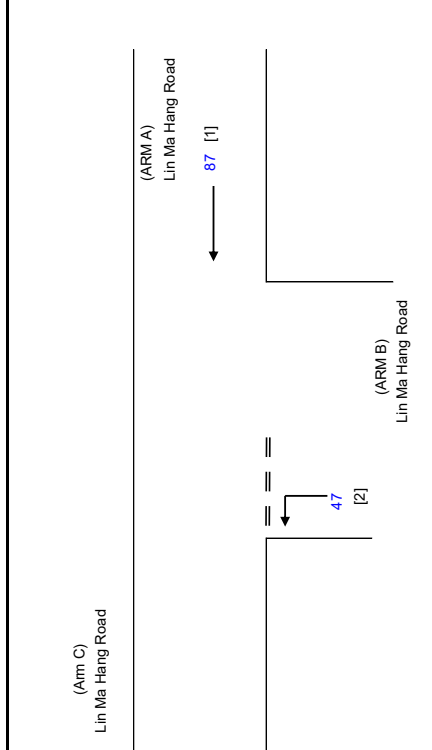
PROJECT NO.: 41029

CHECKED BY:

FILENAME: J2 LM

REVIEWED BY:

REFERENCE NO.:



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W α	=	CENTRAL RESERVE WIDTH
W α -a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM α -a
W α -b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM α -b
W β -c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM β -c
W β -b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM β -a
W β -a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM β -b
V α -b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM α -a
V α -a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM α -a
V α -c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM α -c
V α -b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM α -b
D	=	STREAM-SPECIFIC β -A
E	=	STREAM-SPECIFIC β -C
F	=	STREAM-SPECIFIC β -B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.50	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	87	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0.00	(metres)
Vr c-b =	0	(metres)
q c-a =	0	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.40	(metres)
W b-c =	0.00	(metres)
V l b-a =	0	(metres)
V r b-a =	0	(metres)
V r b-c =	30	(metres)
q b-a =	0	(pcu/hr)
q b-c =	47	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

$$F_{\text{for (Qb-ac)}} = 1$$

THE CAPACITY OF MOVEMENT :

Q b-a =	521
Q b-c =	433
Q c-b =	420
Q b-ac =	433

TOTAL FLOW = 134 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.1085
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.1085

CRITICAL DFC = 0.11

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J2 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design SUN-PM

PROJECT NO.: 41029

FILENAME: J2 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

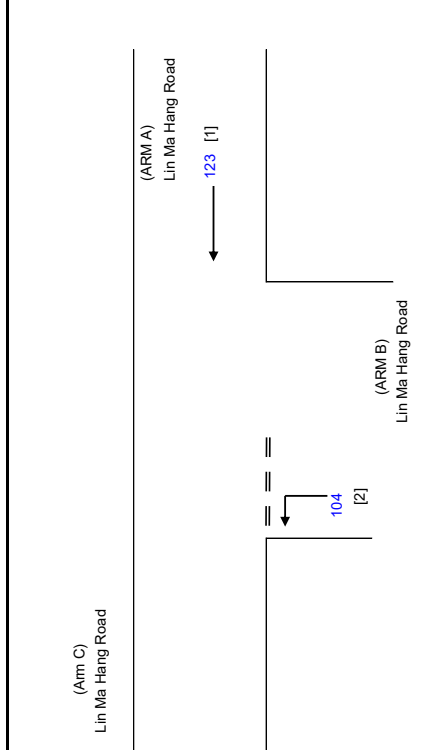
PROJECT N

CHECKED BY:

FILENAME:

REVIEWED BY:

REFERENCES



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
W l-b-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
W r-b-a	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
W r-b-c	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
W r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	$=$	3.50	(metres)
W_{cr}	$=$	0	(metres)
q_{a-b}	$=$	0	(pcu/hr)
q_{a-c}	$=$	123	(pcu/hr)

MAJOR ROAD (ARM C)

W_{c-b}	=	0.00	(metres)
Vr_{c-b}	=	0	(metres)
q_{c-a}	=	0	(pcu/hr)
q_{c-b}	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	4.40	(metres)
W b-c =	0.00	(metres)
Vl b-a =	0	(metres)
Vr b-a =	0	(metres)
Vr b-c =	30	(metres)
q b-a =	0	(pou/hr)
q b-c =	104	(pou/hr)

GEOMETRIC FACTORS :

D	=	0.86895
E	=	0.60369
F	=	0.58595
Y	=	0.87925

$$F \text{ for } (Qb-ac) = 1$$

THE CAPACITY OF MOVEMENT :

Q b-a =	511	
Q b-c =	426	Q b-c (O) = 426
Q c-b =	413	
Q b-ac =	426	

TOTAL FLOW	=	227	(PCU/HR)
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**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.0000
DFC b-c	=	0.2441
DFC c-b	=	0.0000
DFC b-ac (share lane)	=	0.2441

CRITICAL DFC = 0.24

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Existing SUN-NN		INITIALS DATE	
J3 Lin Ma Hang Road		PROJECT NO.: 41029	PREPARED BY:	SKL	Dec-25
		FILENAME : J3_LMHR.xls	CHECKED BY:	SLN	Dec-25
		REFERENCE NO.:	REVIEWED BY:	SLN	Dec-25

(Arm C)

Lin Ma Hang Road

[1] 49

[2] 84

→

→

(ARM A)

Lin Ma Hang Road

(to bus stop)

→

(ARM B)

Lin Ma Hang Road

→

298

[3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.00 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.50 (metres)

Vr c-b = 100 (metres)

q c-a = 49 (pcu/hr)

q c-b = 84 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.65 (metres)

W b-c = 0.00 (metres)

Vi b-a = 100 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 298 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.86524

E = 0.58595

F = 0.87585

Y = 0.79300

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 505

Q b-c = 437

Q c-b = 653

Q b-ac = 505

TOTAL FLOW = 431 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.5901

DFC b-c = 0.0000

DFC c-b = 0.1286

DFC b-ac (share lane) = 0.5901

CRITICAL DFC

= 0.59

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Existing SUN-PM

PROJECT NO.: 41029

FILENAME: J3 LM

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

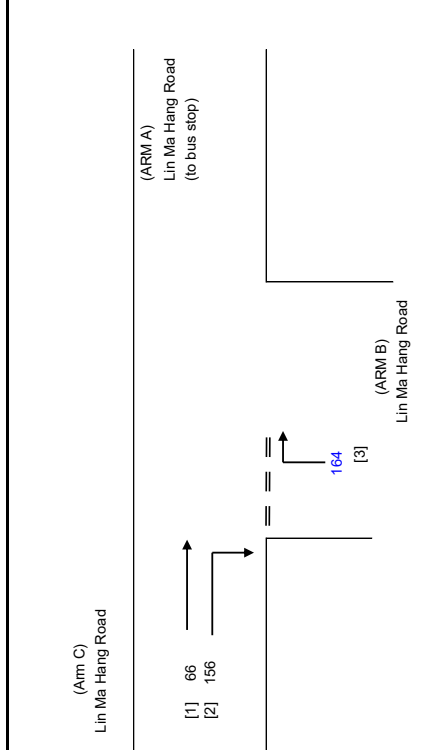
CHECKED BY:

NTS

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W_{cr}	=	CENTRAL RESERVE WIDTH
W_{b-a}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W_{b-c}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W_{c-b}	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V_{b-a}	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V_{r-b-a}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V_{r-b-c}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V_{r-c-b}	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	$=$	6.00	(metres)
W_{cr}	$=$	0	(metres)
q_{a-b}	$=$	0	(pcu/hr)
q_{a-c}	$=$	0	(pcu/hr)

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

MAJOR ROAD (ARM C)

W_{c-b}	=	2.50	(metres)
Vr_{c-b}	=	100	(metres)
q_{c-a}	=	66	(pcu/hr)
q_{c-b}	=	156	(pcu/hr)

$$F \text{ for } (Qb-ac) = 0$$

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
Vl b-a =	100	(metres)
Vr b-a =	0	(metres)
Vr b-c =	0	(metres)
q b-a =	164	(pcu/hr)
q b-c =	0	(pcu/hr)

THE CAPACITY OF MOVEMENT :

Q b-a =	476
Q b-c =	437
Q c-b =	653
Q b-ac =	476
	Q b-c(O) = 399.4

DFC b-a	=	0.3445
DFC b-c	=	0.0000
DFC c-b	=	0.2389
DFC b-ac (share lane)	=	0.3445

TOTAL FLOW = 386 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

CRITICAL DFC
= 0.34

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J3 Lin Ma Hang Road

PRIORITY JUNCTION CALCULATION

2025 Design SUN-NN

PROJECT NO.: 41029

FILENAME: J3.LN

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

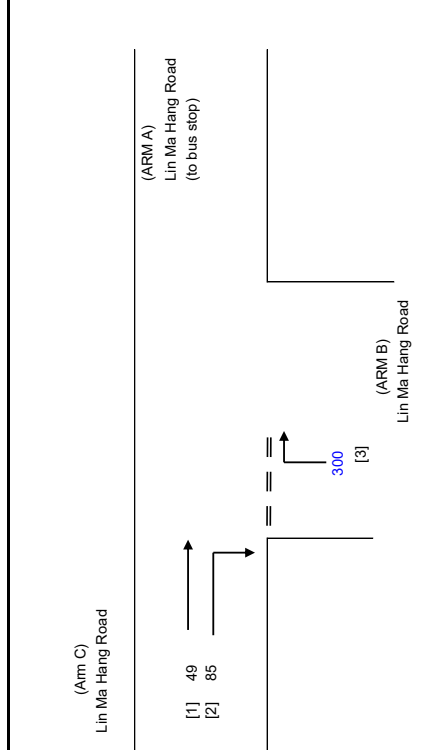
CHECKED BY:

NTS

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	$=$	6.00	(metres)
W_{cr}	$=$	0	(metres)
q_{a-b}	$=$	0	(pcu/hr)
q_{a-c}	$=$	0	(pcu/hr)

MAJOR ROAD (ARM C)

W_{c-b}	=	2.50	(metres)
Vr_{c-b}	=	100	(metres)
q_{c-a}	=	49	(pcu/hr)
q_{c-b}	=	85	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	3.65	(metres)
W b-c =	0.00	(metres)
V l b-a =	100	(metres)
V r b-a =	0	(metres)
V r b-c =	0	(metres)
q b-a =	300	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.86524
E	=	0.58595
F	=	0.87585
Y	=	0.79300

THE CAPACITY OF MOVEMENT :

Q b-a =	504	
Q b-c =	437	Q b-c(O) = 372
Q c-b =	653	
Q b-ac =	504	
TOTAL FLOW	=	434 (PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.5952
DFC b-c	=	0.0000
DFC c-b	=	0.1302
DFC b-ac (share lane)	=	0.5952

CRITICAL DFC = 0.60

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Design SUN-PM		INITIALS	DATE
J3 Lin Ma Hang Road		PROJECT NO.: 41029	PREPARED BY:	SKL	Dec-25
		FILENAME : J3_LMHR.xls	CHECKED BY:	SLN	Dec-25
		REFERENCE NO.:	REVIEWED BY:	SLN	Dec-25

(Arm C)

Lin Ma Hang Road

[1] 66

[2] 161

→

→

(ARM A)

Lin Ma Hang Road

(to bus stop)

→

(ARM B)

Lin Ma Hang Road

→

169

[3]

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 6.00 (metres)

W cr = 0 (metres)

q a-b = 0 (pcu/hr)

q a-c = 0 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 2.50 (metres)

Vr c-b = 100 (metres)

q c-a = 66 (pcu/hr)

q c-b = 161 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.65 (metres)

W b-c = 0.00 (metres)

Vl b-a = 100 (metres)

Vr b-a = 0 (metres)

Vr b-c = 0 (metres)

q b-a = 169 (pcu/hr)

q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.86524

E = 0.58595

F = 0.87585

Y = 0.79300

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 475

Q b-c = 437

Q c-b = 653

Q b-ac = 475

TOTAL FLOW = 396 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.3558

DFC b-c = 0.0000

DFC c-b = 0.2466

DFC b-ac (share lane) = 0.3558

CRITICAL DFC

= 0.36

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Existing SUN-NN		INITIALS SKL SLN SLN	DATE Dec-25 Dec-25 Dec-25
J4 Lin Ma Hang Road / Access Road to the Site		PROJECT NO.: 41029 FILENAME : J4_LMHR.xls REFERENCE NO.:		PREPARED BY:	Dec-25
(Arm C) Lin Ma Hang Road [1] 160 [2] 145 31 [3] (ARM A) Lin Ma Hang Road (ARM B) Access Road to the Site		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.10 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.50 (metres) Vr c-b = 60 (metres) q c-a = 160 (pcu/hr) q c-b = 145 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.70 (metres) W b-c = 0.00 (metres) Vi b-a = 20 (metres) Vr b-a = 0 (metres) Vr b-c = 0 (metres) q b-a = 31 (pcu/hr) q b-c = 0 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 406 Q b-c = 437 Q c-b = 695 Q b-ac = 406 TOTAL FLOW = 336 (PCU/HR) COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0764 DFC b-c = 0.0000 DFC c-b = 0.2086 DFC b-ac (share lane) = 0.0764 CRITICAL DFC = 0.21			

LLA CONSULTANCY LIMITED Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "v" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)		PRIORITY JUNCTION CALCULATION 2025 Existing SUN-PM		INITIALS SKL SLN SLN	DATE Dec-25 Dec-25 Dec-25
J4 Lin Ma Hang Road / Access Road to the Site		PROJECT NO.: 41029 FILENAME : J4_LMHR.xls REFERENCE NO.:		PREPARED BY:	Dec-25
(Arm C) Lin Ma Hang Road [1] 55 [2] 122 (ARM A) Lin Ma Hang Road (ARM B) Access Road to the Site		NOTES : (GEOMETRIC INPUT DATA) W = MAJOR ROAD WIDTH W cr = CENTRAL RESERVE WIDTH W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b D = STREAM-SPECIFIC B-A E = STREAM-SPECIFIC B-C F = STREAM-SPECIFIC C-B Y = (1-0.0345W)			
GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 7.10 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.50 (metres) Vr c-b = 60 (metres) q c-a = 55 (pcu/hr) q c-b = 122 (pcu/hr) MINOR ROAD (ARM B) W b-a = 2.70 (metres) W b-c = 0.00 (metres) Vl b-a = 20 (metres) Vr b-a = 0 (metres) Vr b-c = 0 (metres) q b-a = 30 (pcu/hr) q b-c = 0 (pcu/hr)		THE CAPACITY OF MOVEMENT : Q b-a = 427 Q b-c = 437 Q c-b = 695 Q b-ac = 427 TOTAL FLOW = 207 (PCU/HR)		COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0703 DFC b-c = 0.0000 DFC c-b = 0.1755 DFC b-ac (share lane) = 0.0703	
		CRITICAL DFC = 0.18			

LLA CONSULTANCY LIMITED

Proposed Temporary Public Vehicle Park (Private Car Only) and Associated Filling of Land for a period of 3 years in "AGR" and "V" Zones, Various Lots, Ta Kwu Ling North, N.T. (Planning Application No. A/NE-TKLN/111)

J4 Lin Ma Hang Road / Access Road to the Site

PRIORITY JUNCTION CALCULATION

2025 Design SUN-PM

PROJECT NO.: 41029

FILENAME: J4

REFERENCE NO.:

DATE _____

INITIALS

Dec-25

PREPARED BY:

SKL

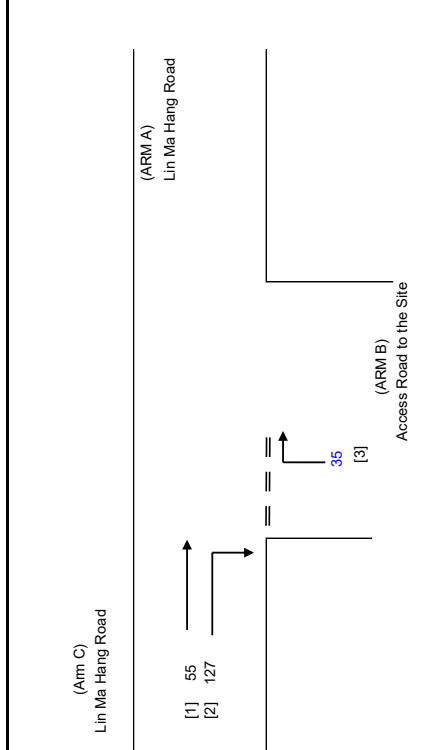
CHECKED BY:

SLTS

REVIEWED BY:

NTS

Dec-25



NOTES: (GEOMETRIC INPUT DATA)

W	=	MAJOR ROAD WIDTH
W cr	=	CENTRAL RESERVE WIDTH
W b-a	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	=	LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V l-a	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-b	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V l-c	=	VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c
V r-c-b	=	VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
D	=	STREAM-SPECIFIC B-A
E	=	STREAM-SPECIFIC B-C
F	=	STREAM-SPECIFIC C-B
Y	=	(1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7.10	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

D	=	0.74898
E	=	0.58595
F	=	0.93266
Y	=	0.75505

MAJOR ROAD (ARM C)

W c-b =	3.50	(metres)
Vr c-b =	60	(metres)
q c-a =	55	(pcu/hr)
q c-b =	127	(pcu/hr)

$$F \text{ for } (Qb-ac) = 0$$

MINOR ROAD (ARM B)

W b-a =	2.70	(metres)
W b-c =	0.00	(metres)
Vl b-a =	20	(metres)
Vr b-a =	0	(metres)
Vr b-c =	0	(metres)
q b-a =	35	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

THE CAPACITY OF MOVEMENT :

Q b-a =	425
Q b-c =	437
Q c-b =	695
Q b-ac =	425

DFC b-a	=	0.0824
DFC b-c	=	0.0000
DFC c-b	=	0.1827
DFC b-ac (share lane)	=	0.0824

TOTAL FLOW = 217 (PCU/HR)

CRITICAL DFC = 0.18

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**

位於鄉郊地區土地上及/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, please proceed to Part (B))

(如屬位於鄉郊地區臨時用途/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 Public Vehicle Park for Private Car 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	2,164	sq.m	☒ About 約
Proposed covered land area 擬議有上蓋土地面積	36	sq.m	☒ About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	1		
Proposed domestic floor area 擬議住用樓面面積	NA	sq.m	☐ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	Not more than 36	sq.m	☐ About 約
Proposed gross floor area 擬議總樓面面積	Not more than 36	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)			
Structure 1: Site office (Not exceeding 5.5m, 1 storey)			
.....			
.....			
.....			
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	76 spaces of 5m x 2.5m		
Motorcycle Parking Spaces 電單車車位	Nil		
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	Nil		
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	Nil		
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	Nil		
Others (Please Specify) 其他 (請列明)	NA		
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目			
Taxi Spaces 的士車位	Nil		
Coach Spaces 旅遊巴車位	Nil		
Light Goods Vehicle Spaces 輕型貨車車位	Nil		
Medium Goods Vehicle Spaces 中型貨車車位	Nil		
Heavy Goods Vehicle Spaces 重型貨車車位	Nil		
Others (Please Specify) 其他 (請列明)	NA		

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
		Domestic 住用	NA ☐ About 約 ☐ Not more than 不多於	NA ☐ About 約 ☐ Not more than 不多於
		Non-domestic 非住用	36 ☐ About 約 ☒ Not more than 不多於	0.016 ☒ About 約 ☐ Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	NA	
		Non-domestic 非住用	1	
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	NA	m 米 ☐ (Not more than 不多於)
			NA	Storeys(s) 層 ☐ (Not more than 不多於)
		Non-domestic 非住用	5.5	m 米 ☒ (Not more than 不多於)
			1	Storeys(s) 層 ☐ (Not more than 不多於)
(iv)	Site coverage 上蓋面積	1.64 % ☒ About 約		
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		76
		Private Car Parking Spaces 私家車車位 76 Motorcycle Parking Spaces 電單車車位 0 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 0 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 0 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 0 Others (Please Specify) 其他 (請列明) NA 		
(v)	No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		0
		Taxi Spaces 的士車位 0 Coach Spaces 旅遊巴車位 0 Light Goods Vehicle Spaces 輕型貨車車位 0 Medium Goods Vehicle Spaces 中型貨車車位 0 Heavy Goods Vehicle Spaces 重型貨車車位 0 Others (Please Specify) 其他 (請列明) NA 		

N



Structure 1

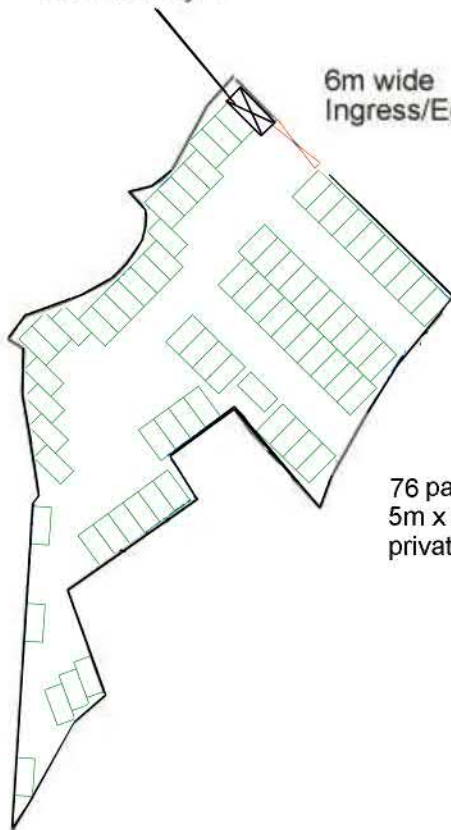
Site office

GFA: Not exceeding 36m²

Height: Not exceeding 5.5m (including a 2.5m high signage at the rooftop)

No. of storey: 1

6m wide
Ingress/Egress



76 parking spaces of
5m x 2.5m for
private car

Project 項目名稱:

Proposed Temporary Public Vehicle
Park for Private Car for a Period of 3
Years at Lots 389 RP, 395 S.A, 395 RP,
396 S.A, 396 RP & 398 RP in D.D. 78,
Lin Ma Hang Road, North, N.T.

Drawing Title 圖目:

Proposed Layout Plan

Remarks 備註:

Drawing No. 圖號:

Figure 2

Scale 比例:

1:1000

GEOTECHNICAL PLANNING REVIEW REPORT (GPRR)

FOR

**TEMPORARY PUBLIC VEHICLE PARK (PRIVATE CARS
ONLY) AND ASSOCIATED FILLING OF LAND FOR A
PERIOD OF 3 YEARS**

AT

**LOTS 389 RP, 395S.A, 395 RP, 396 S.A, 396 RP AND 398 RP
IN D.D. 78,
TA KWU LING NORTH, NEW TERRITORIES**

ISSUE 1

December 2025

CONTENT

	Page
1. INTRODUCTION	1
2. SITE DESCRIPTION	1
3. DESK STUDY	1
4. GEOTECHNICAL CONSIDERATIONS	2
5. CONCLUSION	2

FIGURES

Figure 1	LAYOUT PLAN FOR APPLICATION SITE
Figure 2	LOCATION PLAN FOR APPLICATION SITE WITH EXISTING FEATURE
Figure 3	HONG KONG GEOLOGICAL MAP SHEET NO. 3

PLATES

A1	General view of the site (looking southern) – Taken at 11 th December 2025
A2	General view of the site (looking northern) – Taken at 11 th December 2025
A3	General view of the site (looking northern) – Taken at 11 th December 2025
A4	General view of the site (looking western) – Taken at 11 th December 2025

APPENDICES

Appendix A	SIS FOR REGISTERED FEATURES IN THE VICINITY OF THE SITE
Appendix B	SIMAR FOR REGISTERED FEATURES IN THE VICINITY OF THE SITE

1. INTRODUCTION

It is proposed to apply the site to be the temporary public vehicle park (private cars only) and associated filling of land for a period of 3 years at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP and 398 RP in D.D. 78, Ta Kwu Ling North, New Territories under section 16 of Town Planning Ordinance (Application No. A/NE-TKLN/111). This report would present a Geotechnical Planning Review Report (GPRR) of the site to support the planning application.

2. SITE DESCRIPTION

The subject site is located at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP and 398 RP in D.D. 78. The site is irregular shape on plan and has an area of approximately 2200m² and the site is an open space area. An existing feature 3NW-B/R1 is located at the western side of the application site. The layout plan for the application site and the location of the existing feature are shown in Figure 1 and Figure 2.

2.1 Existing Features in the Vicinity of the Site

There is one registered feature in the vicinity of the proposed development. The location plan for application site with existing feature is shown in Figure 2. Slope Information System (SIS) reports and Slope Maintenance Responsibility Information System (SIMAR) reports indicating the location of the feature and their maintenance responsibility are attached in Appendix A and B. No record of slope instability can be found.

Maintenance Responsibility of features in the vicinity of the proposed development:

<u>Feature No.</u>	<u>Sub-division No.</u>	<u>Maintenance Responsibility</u>
3NW-B/R1	1	Highways Department

Description of the features are as follows:

Feature No. 3NW-B/R1

This is a concrete retaining wall which located adjacent to the western and southern side of the site. This feature is about 82% (i.e. 502.25m) of the feature which outside the application site, only about 18% (i.e. 110m) which is situated at the western side adjacent to the application site. The wall face angle is 90° with a maximum 7.0m high. The crest facility of the feature is moderately traffic density road and the toe facility is open carpark/open space. The photo is shown in Plate A1 to A4 and the photo directions are shown in Figure 1.

3. DESK STUDY

3.1 Site Geology

With reference to the 1:20,000 geological map published by the Geotechnical Control Office, Hong Kong Geological Survey Sheet No. 3, the site is located within the area of alluvium (Qa). Extract from the geological survey sheet is shown on Figure 3.

No sign of distress was observed in the vicinity of the site during the site reconnaissance.

3.2 Past Ground Investigation and Relevant Geotechnical Record in GIU

Based on the information search in Geotechnical Information Unit (GIU) carried out on 21 November 2025 at Civil Engineering & Development Department (CEDD), it revealed that there is no ground investigation and relevant geotechnical record or report could be found in the vicinity of the site.

3.3 Groundwater

There is no piezometer and standpipe monitoring record could be found in the vicinity of the site.

4. GEOTECHNICAL CONSIDERATIONS

4.1 Gradient across the site

The site is located on a level platform with little level difference (i.e. +11.7mPD) to be proposed as a temporary public private car carpark at Ta Kwu Ling North, New Territories.

4.2 Existing Geotechnical Features

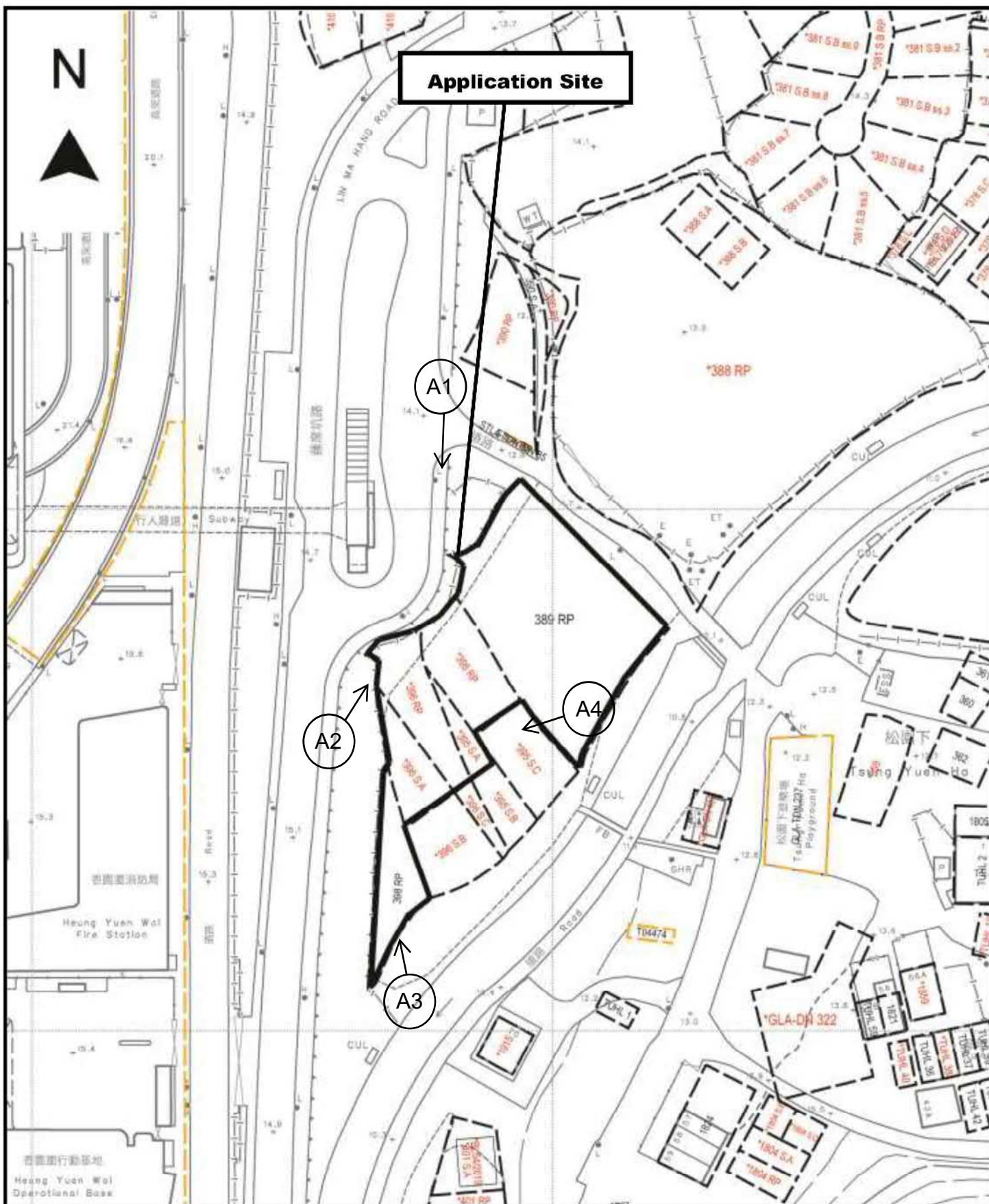
Feature No. 3NW-B/R1

It is the retaining wall located at the western and southern of the site, and this is a concrete wall consists of a 90° wall face angle and the part adjacent to the application site is from 0.5m to 3.6m high. And the length of wall which located adjacent to the application site is about 110m and the total length of this feature is 612.5m. The crest facility of the feature is moderately traffic density road and the toe facility is open carpark/open space. Since the proposed development is a temporary public private car carpark which without any structure or building constructed on site, and no foundation works, site formation works, building works or excavation works will be carried out. Hence, the proposed development is considered to be feasible from geotechnical point of view.

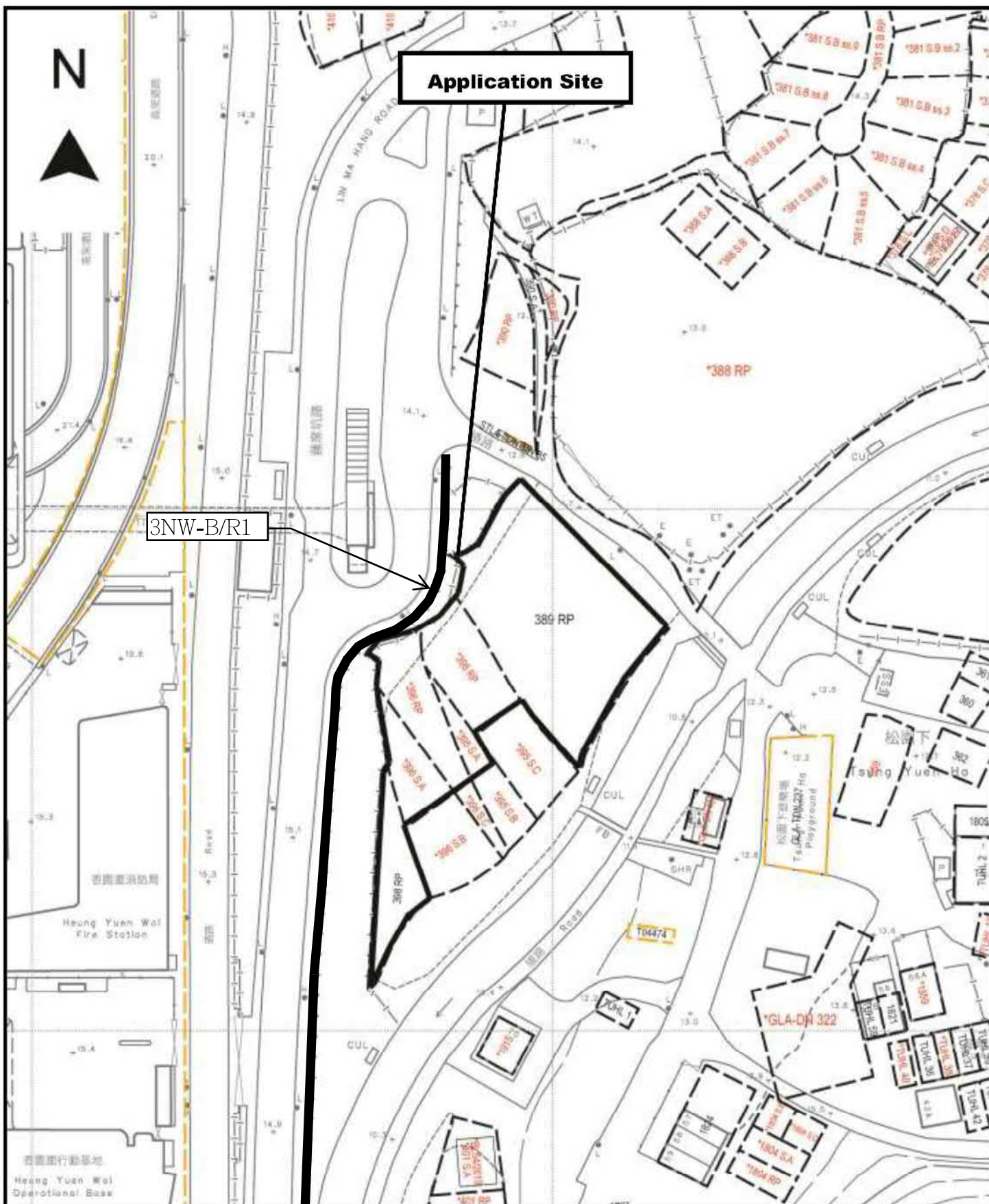
5. CONCLUSION

This report has discussed all the issues concerning the geotechnical planning review under Town Planning Ordinance Section 16 for the captioned project. Since no foundation works, site formation works, building works, or excavation works would be involved in this application, therefore, the stability of existing features would not be affected. In conclusion, the proposed development is considered geotechnically feasible.

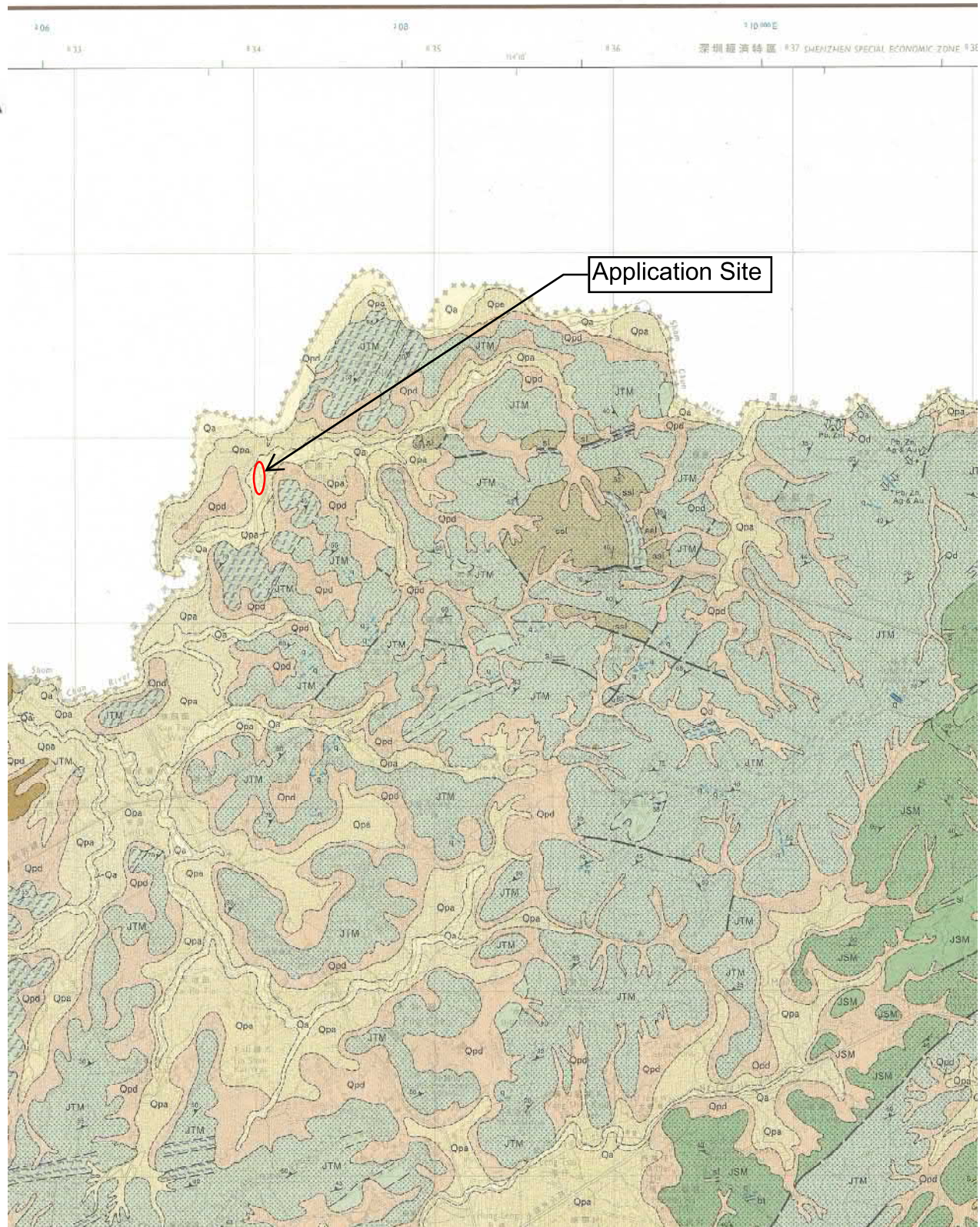
FIGURES



Project 項目名稱: Proposed Temporary Public Vehicle Park (Private Cars Only) and Associated Filling of Land for a Period of 3 Years at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP and 398 RP in D.D. 78, Ta Kwu Ling North, New Territories	Drawing Title 圖目: Layout Plan for Application Site Drawing No. 圖號: Figure 1	Remarks 備註: Scale 比例: 1:1000
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Project 項目名稱: Proposed Temporary Public Vehicle Park (Private Cars Only) and Associated Filling of Land for a Period of 3 Years at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP and 398 RP in D.D. 78, Ta Kwu Ling North, New Territories	Drawing Title 圖目: Location Plan for Application Site with Existing Feature Drawing No. 圖號: Figure 2	Remarks 備註: Scale 比例: 1:1000
--	---	---



Remarks 備註:

Scale 比例:

1:20000

PLATES

RECORD PHOTOGRAPHS



A1 - General view of the site (looking southern) Taken at: 12 December 2025



A2 - General view of the site (looking northern) Taken at: 12 December 2025

Temporary Public Vehicle Park (Private Cars Only) and Associated Filling of Land and for a period of 3 years at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP and 398 RP in D.D. 78, Ta Kwu Ling North, , New Territories

RECORD PHOTOGRAPHS



A3 - General view of the site (looking northern)

Taken at: 12 December 2025



A4 - General view of the site (looking western)

Taken at: 12 December 2025

**Temporary Public Vehicle Park (Private Cars Only) and Associated Filling of Land
and for a period of 3 years at Lots 389 RP, 395 S.A, 395 RP, 396 S.A, 396 RP
and 398 RP in D.D. 78, Ta Kwu Ling North, , New Territories**

APPENDIX A

SIS FOR REGISTERED FEATURES IN THE VICINITY OF THE SITE

BASIC INFORMATION

Location: Re-aligned Lin Ma Hang Road, West of Tsung Yuen Ha Tsuen, Ta Kwu Ling
Date of Formation: post-1977
Date of Construction/ Modification: 21-09-2013
Approximate Coordinates: Easting : 834051 Northing : 845688

CONSEQUENCE-TO-LIFE CATEGORY

Facility at Crest: Road/footpath with moderate traffic density
Distance of Facility from Crest (m): 1
Facility at Toe: Road/footpath with moderate traffic density
Distance of Facility from Toe (m): 0
Consequence-to-life Category: 2
Remarks: N/A

SLOPE PART

N/A

WALL PART

(1) Max. Height (m): 7 Length (m): 612.5 Face Angle (deg): 90

MAINTENANCE RESPONSIBILITY

Maintenance Type: Government Party: HyD Agent: HyD

DETAILS OF SLOPE / RETAINING WALL

Date of Inspection: 27-03-2015
Data Source: Project Office
Slope Part Drainage: N/A
Wall Part Drainage: (1) Position: Toe Size(mm): 300

SLOPE PART

N/A

WALL PART

Wall Part (1)
Type of Wall: Wall Material: Concrete Wall Location: Retaining wall with level platform
Berm: No. of Berms: N/A Min. Berm Width (m): N/A
Weepholes: Size (mm): 75 Spacing (m): 1.5

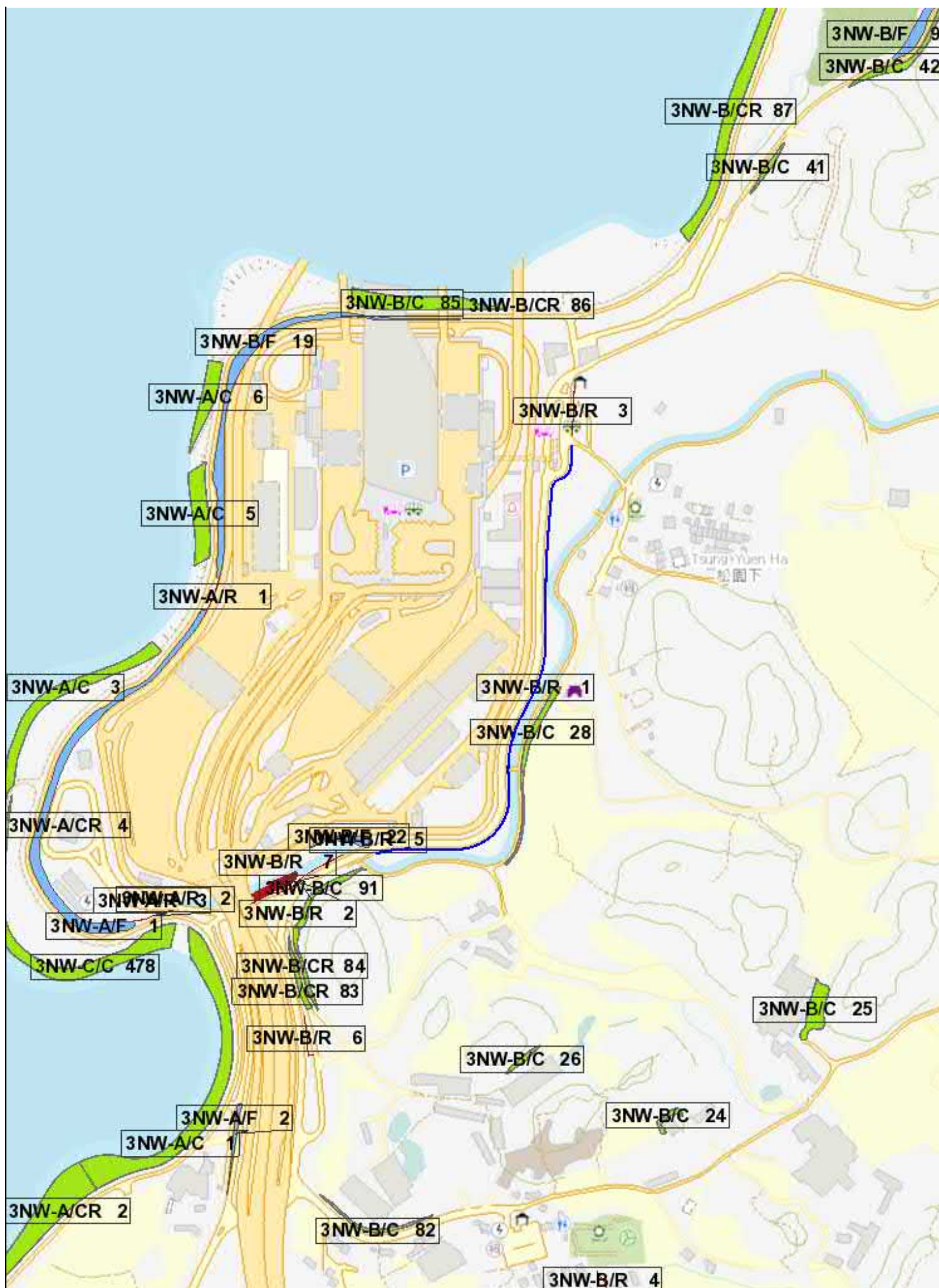


SERVICES

- (1) Utilities Type: Electricity Size (mm): 200 Location: On crest Remark: N/A
- (2) Utilities Type: Sewer/Drain Size (mm): 1350 Location: On crest Remark: N/A
- (3) Utilities Type: Telecom Size (mm): 100 Location: On crest Remark: N/A
- (4) Utilities Type: Water Main Size (mm): 400 Location: On crest Remark: N/A

PHOTO





APPENDIX B

SIMAR FOR REGISTERED FEATURES IN THE VICINITY OF THE SITE

Slope Maintenance Responsibility Report

(3NW-B/R1)



ESTATE MANAGEMENT SECTION
LANDS DEPARTMENT

List of Slope Maintenance Responsibility Area(s)

1	3NW-B/R1		Sub-Division	Not Applicable
	Location	On unallocated Government land adjoining to Lin Ma Hang Road to the east of GLA-TDN 2741		
	Responsible Lot/Party	Highways Department	Maintenance Agent	Highways Department
	Remarks	For enquiries about the maintenance of this slope / sub-division of the slope, please contact the Maintenance Agent directly.		

- End of Report -

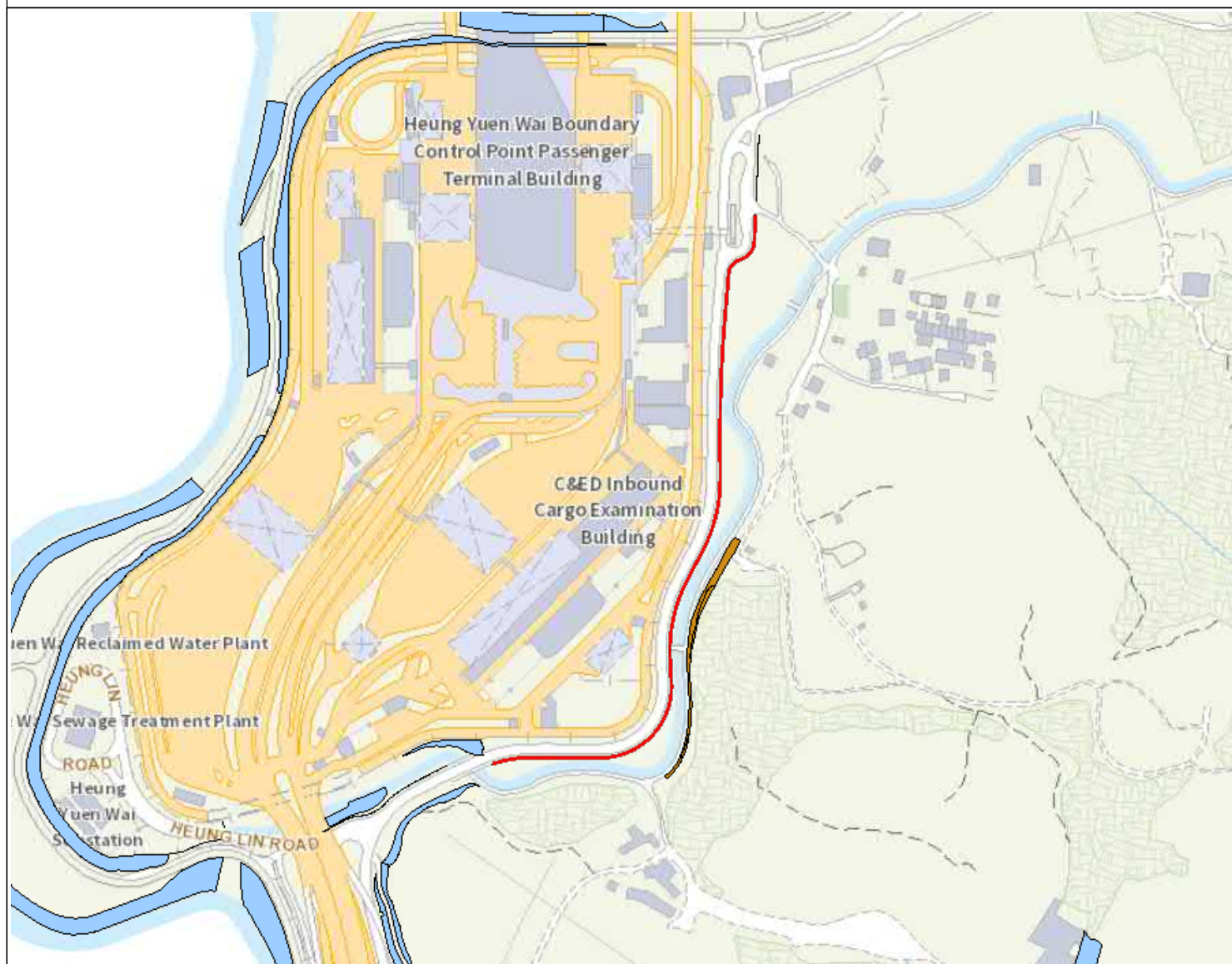
Notes:

- (i) The location plan in Annex is for identification purposes of slope(s) only.
- (ii) The slope(s) as listed in the Slope Maintenance Responsibility Report may not be shown on the location plan in Annex.

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Search Criteria: 3NW-B/R1

Location Plan



Legend

- Slope Area(s)
- - - - - Search Location
- Slope(s) Maintained by Government
- Slope(s) Maintained by Private Party/Parties
- Slope(s) Maintained by Government and Private Party/Parties



ESTATE MANAGEMENT SECTION
LANDS DEPARTMENT

This Plan is **NOT TO SCALE** and intended for **IDENTIFICATION** only. All information shown on this plan **MUST** be verified by field survey.

Printed on: 12/11/2025

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