香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書處

先生/女士:

回應運輸署意見
新界元朗丈量約份第 122 約地段第 1315 號（部分）及第 1316 號餘段（部分）
用作公眾停車場（貨櫃車除外）的規劃申請
(申請編號：A/YL/334)

本人現就運輸署於 2026 年 10 月 5 日對標題規劃申請提出的意見，向 貴會提交進一步資料以供運輸署考慮，有關詳細回應及相關圖則，請見附件。

如對上述資料有任何疑問，請與本人聯絡(電話: [redacted])。

授權代理人
繆啟邦

2026 年 10 月 13 日

連附件

副本抄送:
- 規劃署(屯門及元朗西規劃處)
  城市規劃師章嘉芹女士 (電郵: ckkcheung@pland.gov.hk)

Responses to Comments from Government Departments on Planning Application No. A/YL/334 given via PlanD on 5/10/2026

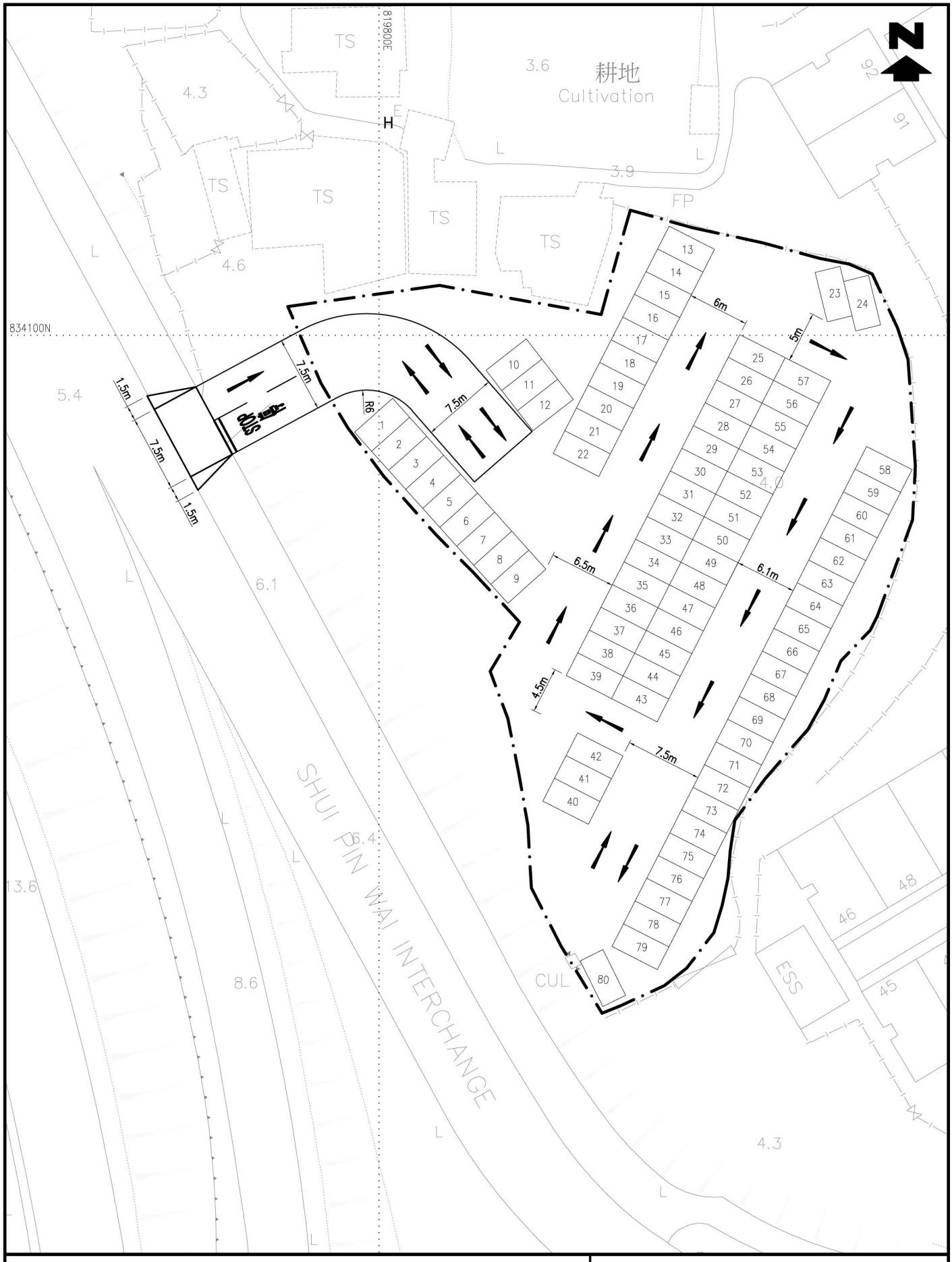
COMMENTS	RESPONSES
Transport Department (TD) **(Contact: Ms Sarita CHAN, tel: 2399 2191)**	**Applicant**
The information requested is necessary for TD to assess if the proposed public vehicle park will operate in safe condition will not causing adverse traffic impact. For our assessment, the applicant shall provide the fallowing information:	Noted with thanks.
1. A dimensioned layout plan showing the widths of the internal aisle, site entrance, and vehicular access leading to the application site. The information shall be sufficient to demonstrate adequate space is provided for manoeuvring of vehicles within the public vehicle park and at the site entrance. The adequacy of the site entrance and vehicular access shall be supported by swept path.	The widths of the internal aisle, site entrance, and vehicular access leading to the application site are indicated on the layout plan (please refer to **Appendix 1.** The Manoeuvring of Vehicles (**Appendix 2**) demonstrates the adequacy for manoeuvring of vehicles within the public vehicle park and at the site entrance.
2. The anticipated traffic generation and attraction during both the construction and operational stages for the public vehicle park.	Since the existing ground levels are generally same as those of the proposed finished levels of the proposed carpark, no significant site formation nor ground levelling works is anticipated. Only nominal construction activities, such as pavement and drainage construction, road marking works, etc. will be carried out. Therefore, it is estimated that only about, say, 10 trips of construction vehicle, both in and out, per day will be sufficient and is considered as insignificant during construction stage. The proposed development is located adjacent to Chun Hing San Tsuen, Villa by the Park, Shui Pin Wai Village and Shui Pin Wai Estate. Villa by the Park is a private housing development and Shui Pin Wai Estate is a public rental housing development, both of which have appropriate parking provisions. Therefore, it is reasonable to presume that users of the proposed development would be mainly from the adjacent two village housing developments, i.e. Chun Hing San Tsuen and Shui Pin Wai Village, which do not have appropriate parking provisions.

COMMENTS	RESPONSES
	With respect to Hong Kong Planning Standards and Guidelines, Chapter 8 – "Internal Transport Facilities", up to 1 car parking space for each standard NTEH (65m^2) is recommended. Therefore, for the 80 nos. of car parking spaces, it may be considered as they would serve 80 nos. of flat. For operation stage, reference is made to the latest set of traffic generation and attraction rates documented in Chapter 3 – "Transport Considerations of Town Plans" of the TPDM for the estimation of the traffic generated and attracted by the proposed development. There is no traffic rate for village housing development stipulated in the Table 1 in the Chapter 3 of the TPDM. It is conservatively to adopt the mean traffic rates for 'Private Housing: Low-Density/R(C)' of average flat size of 180m^2 subject to 'Accessibility Level B' (with very limited public transport) for the proposed development. Hence, the traffic generation and attraction numbers during operation stage are estimated as shown in following table:

Flat	AM Peak Hour			PM Peak Hour		
	Generation	Attraction	Total	Generation	Attraction	Total
Mean Trip Rates from TPDM (pcu/hr/flat)						
	0.2772	0.1769	-	0.1635	0.2394	-
Trip Generation/Attraction (pcu/hr)						
80	23	15	38	14	20	34

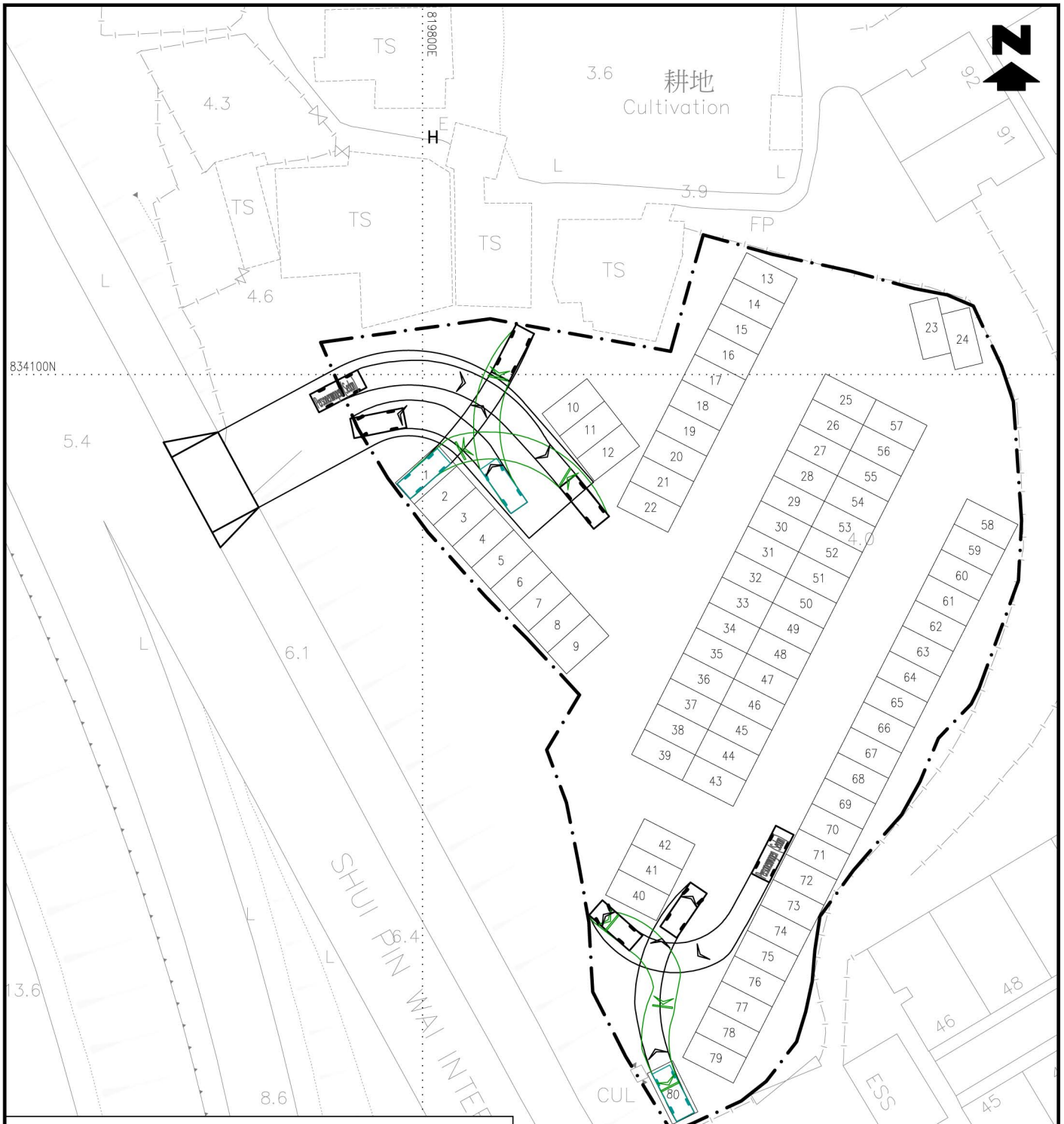
In view of the above, the proposed development would generate two-way traffic flows of 38 pcu/hr in the AM peak hour, 34 pcu/hr in the PM peak hour. Due to residential nature, traffic flows of the proposed development in the weekend peak hours would not be critical.

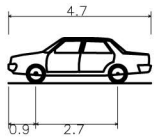
COMMENTS	RESPONSES
3. The applicant should provide details of the proposed pedestrian facilities and management arrangements within the public vehicle park to ensure pedestrian safety during operational stage.	About 59m sightline at the entrance will be ensured for the vehicles from and to the subject carpark (please refer to **Appendix 3**). Besides, "stop line" road marking will be drawn at the exit of the proposed carpark. Please refer to the **Appendix 1**.
Comments: 1. The proposed vehicular access connecting the application site to Wang Tat Road should be designed and constructed according to HyD standard and TPDM requirements.	Noted, agreed and will follow.
2. The land status of the land between the site and the public road/footpath should be clarified with the Lands Department by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly.	Noted, agreed and will follow.
3. No parking, queuing and reverse movement of vehicles on public road are allowed.	Noted. The proposed run-in/out abutting on Shui Pin Wai Interchange - Wat Tat Road will be constructed in accordance with **HyD Standard Drawing H1113C (Appendix 4) and H1114B (Appendix 5)**. The proposed layout will allow sufficient space within the application site for manoeuvring of vehicles, and no parking, queuing and reverse movement of vehicles on public road is required (please refer to **Appendix 2**).



PROJECT PLANNING APPLICATION NO. A/YL/334	何田顧問工程師有限公司 HO TIN & ASSOCIATES CONSULTING ENGINEERS LIMITED	
TITLE CAR PARK LAYOUT	SCALE 1 : 500 – A4	DRAWING No. 1

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Personenwagen (Sedan)	
Overall Length	4.700m
Overall Width	1.750m
Overall Body Height	1.495m
Min Body Ground Clearance	0.256m
Track Width	1.750m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	5.800m

PROJECT

PLANNING APPLICATION NO. A/YL/334

何田顧問工程師有限公司
HO TIN & ASSOCIATES
CONSULTING ENGINEERS LIMITED

TITLE

MANOEUVRING OF VEHICLES

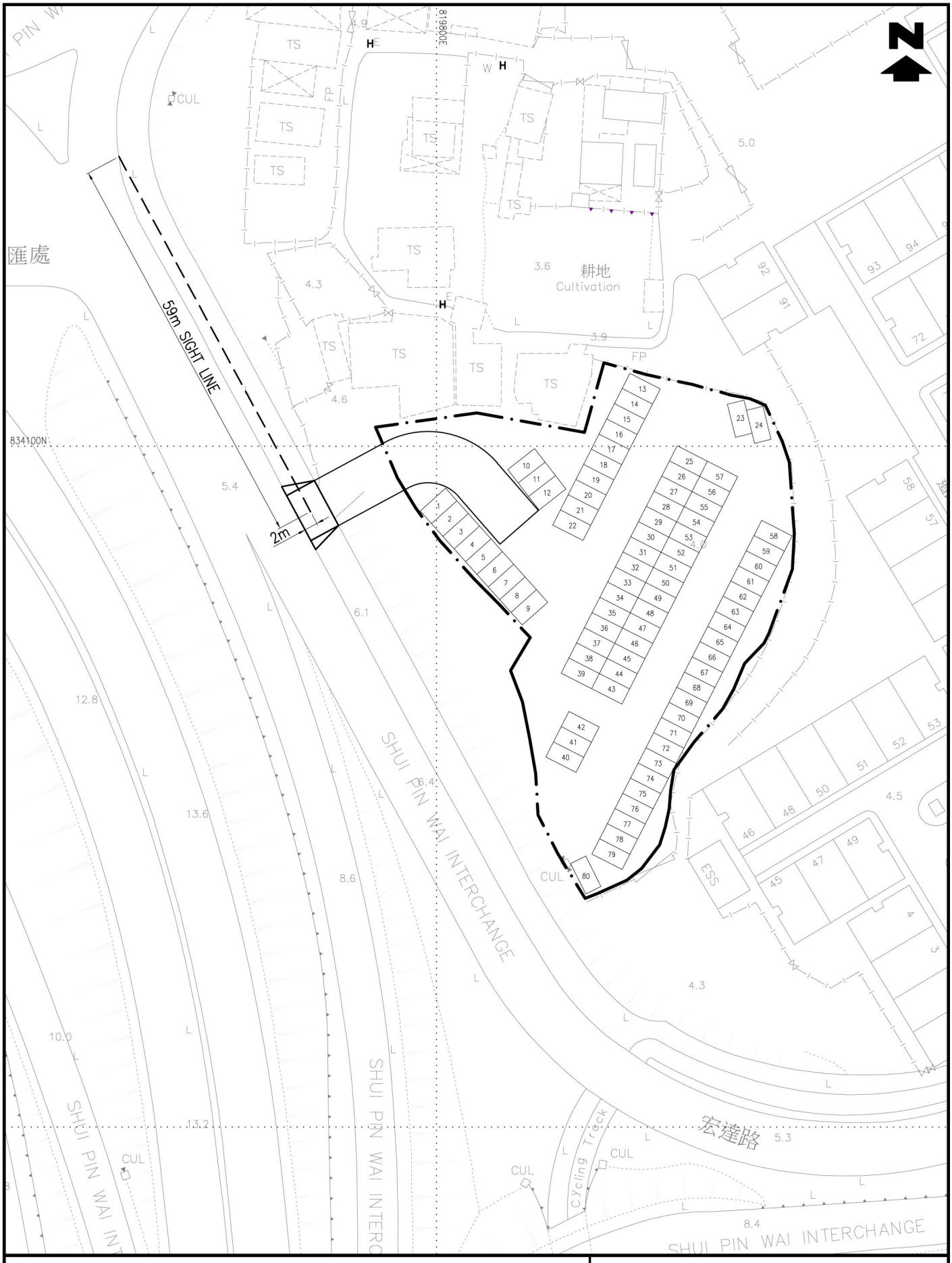
SCALE

1 : 500 – A4

DRAWING No.

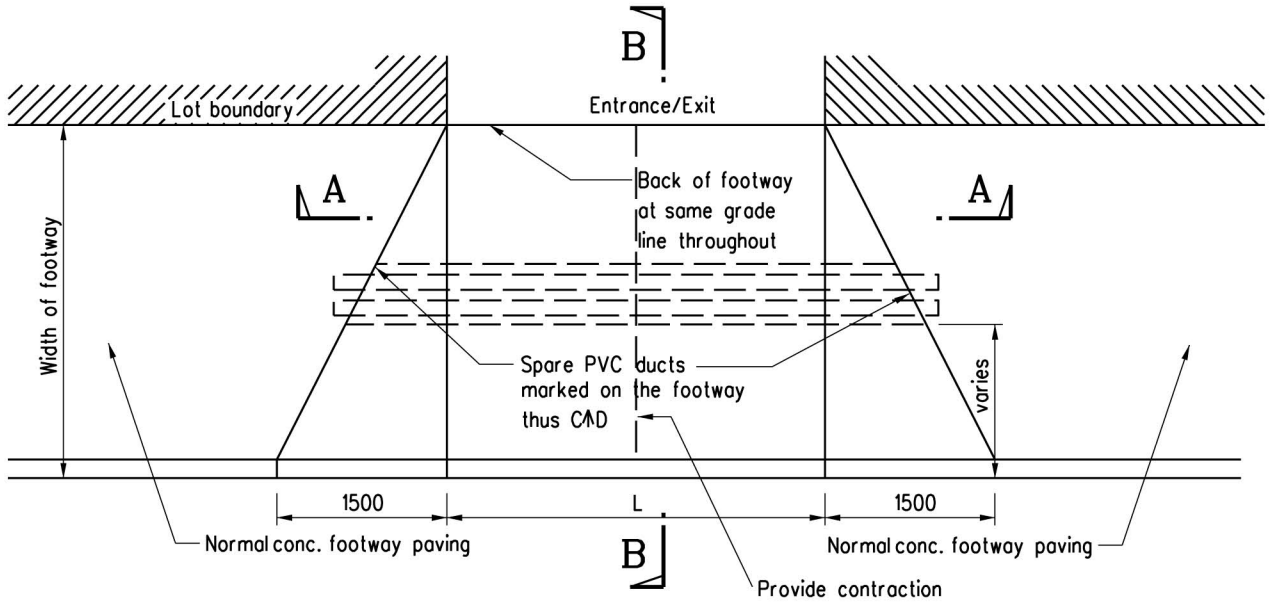
2

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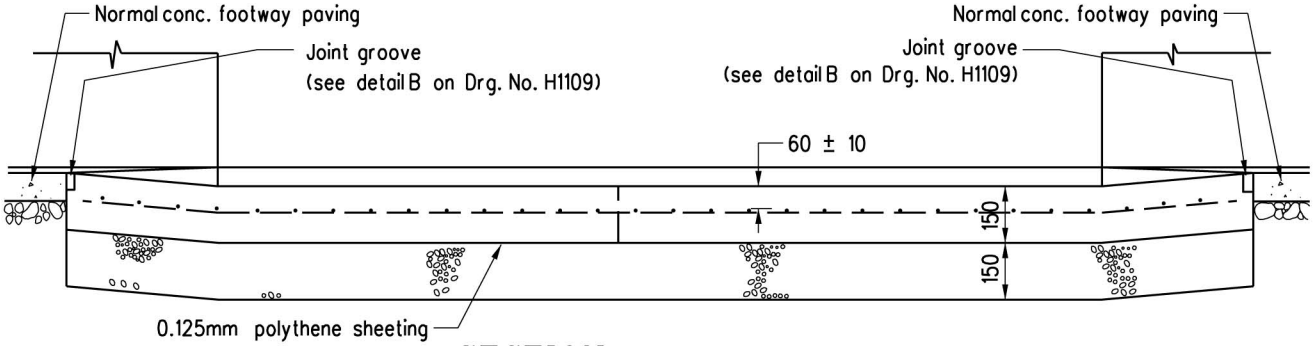
PROJECT PLANNING APPLICATION NO. A/YL/334	何田顧問工程師有限公司 HO TIN & ASSOCIATES CONSULTING ENGINEERS LIMITED	
TITLE SIGHT LINE	SCALE 1 : 750 – A4	DRAWING No. 3

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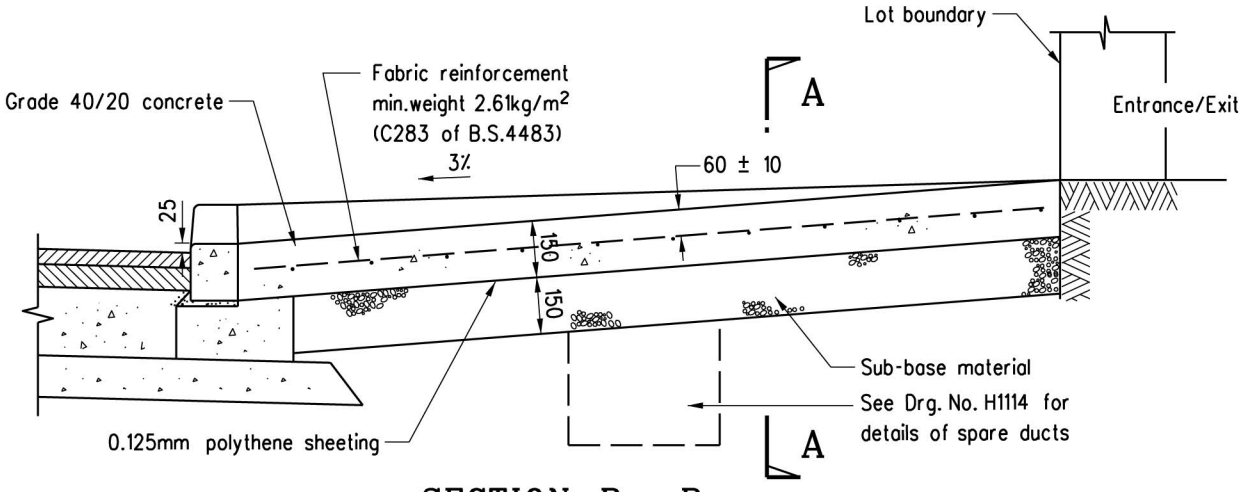


PLAN

N.T.S.



SECTION A - A



SECTION B - B

Note:

1. All dimensions are in millimetres.

REF.	REVISION	SIGNATURE	DATE
C	General revision	Original signed	Oct 19
B	Joint groove details revised	-	Nov 96
A	Grade of concrete revised	-	Sept 96
	Former Drg. No. H1011A with general revision	-	June 94

TYPICAL DETAILS OF RUN-IN (SHEET 1 OF 2)

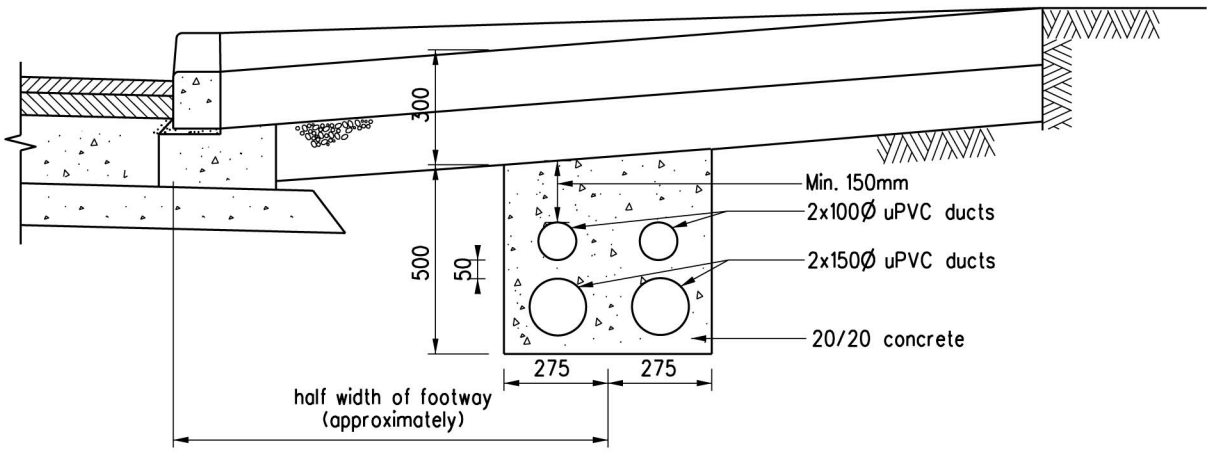
HIGHWAYS DEPARTMENT

REFERENCE

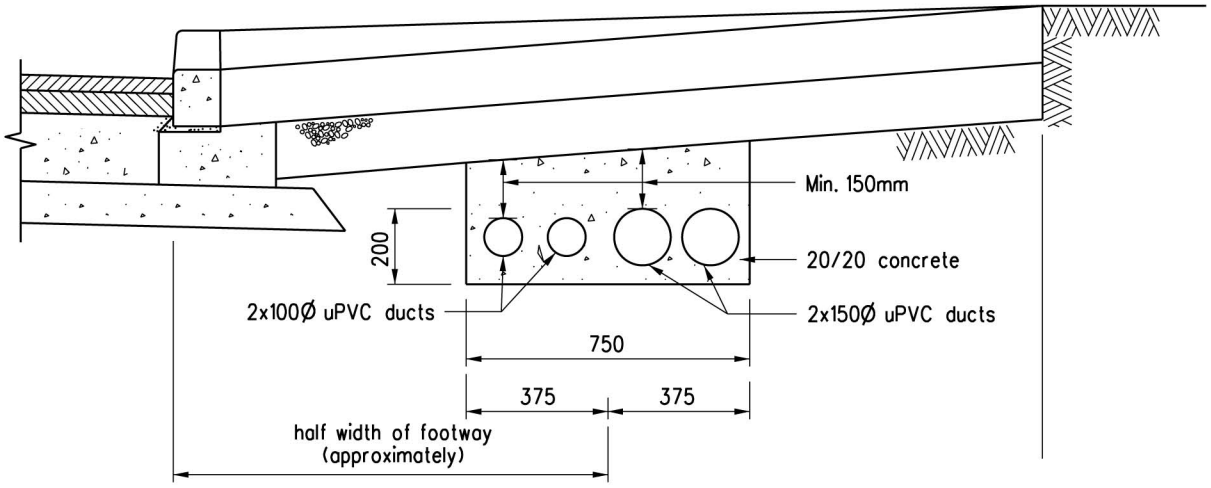
DRAWING No. CAD

H 1113C

SCALE 1:20



OPTION A



OPTION B

Notes:

1. 100 diameter ducts are provided for cables of ATC or CCTV. 150 diameter ducts are provided for power cables.
2. The choice of option depends on the site situations (e.g. width of footway, existing underground utilities).
3. Position of both ends of the duct bank to be marked on footway thus CMD.

B	General revision	Original signed	Oct 19
A	Concrete cover revised		Sep 96
	Former Drg. No. H1011A with general revision		Jun 94
REF.	REVISION	SIGNATURE	DATE

TYPICAL DETAILS OF RUN-IN (SHEET 2 OF 2)

HIGHWAYS DEPARTMENT

REFERENCE

DRAWING No. CAD

H 1114B

SCALE 1:20