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 22 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及相關部門考慮，隨函附上詳細回應及相關修正圖則(見附件)。

如對上述提交的資料有任何疑問，請與本人聯絡(電話: [redacted])。

授權代理人
繆啟邦

2026 年 10 月 30 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)

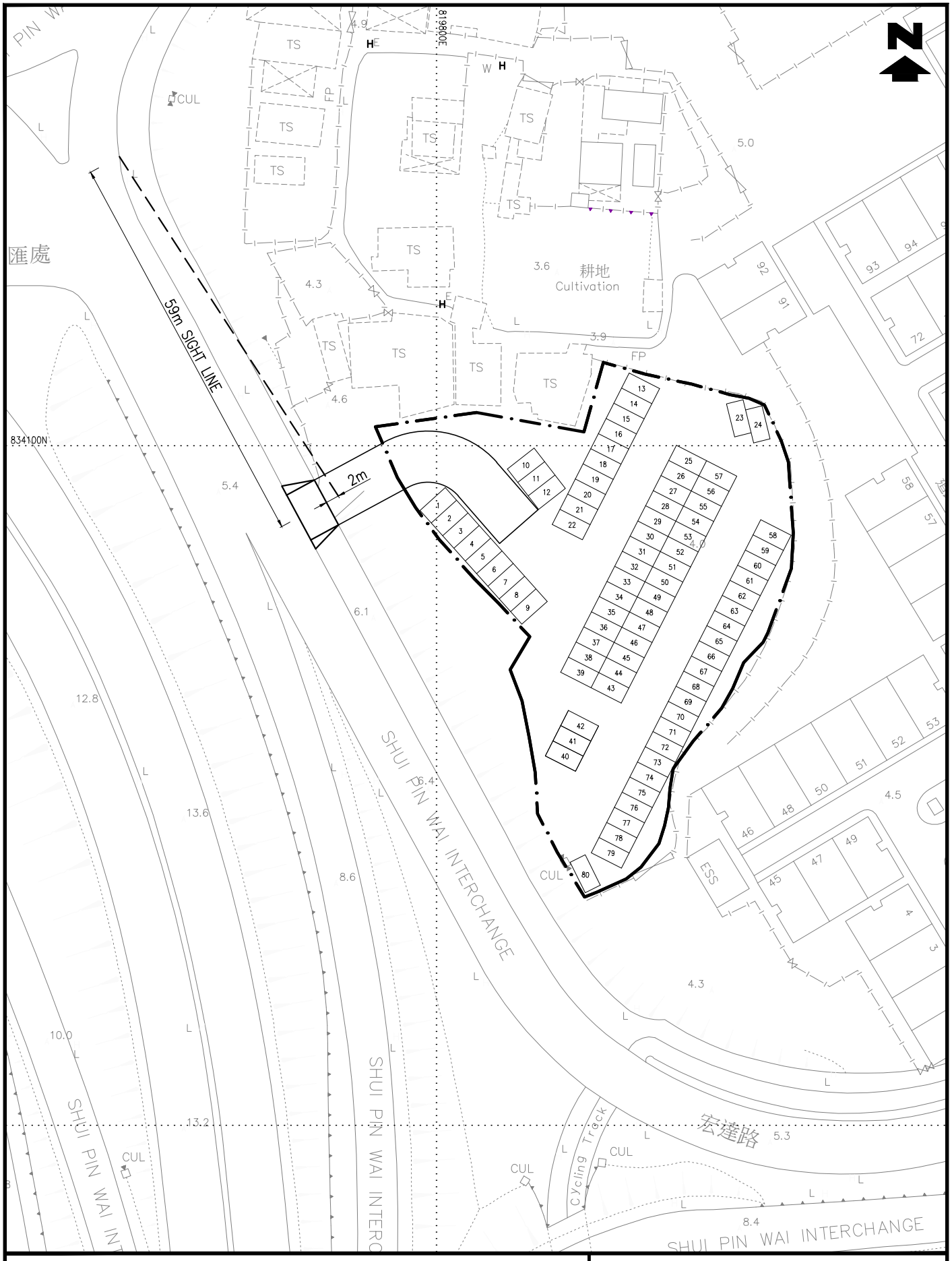
Responses to Comments from Government Departments on Planning Application No. A/YL/334 given via PlanD on 22/10/2026

COMMENTS	RESPONSES
Transport Department (TD) **(Contact: Ms Sarita CHAN, tel: 2399 2191)**	**Applicant**
1. The adopted trip rates appear excessive for the proposed PVP. Please review the rates with reference to traffic surveys conducted at comparable developments.	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. 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. In view of the floor area of each house (each NTEH = 3 storeys x 65 = $195m^2$), it is reasonable to adopt the traffic rates for 'Private Housing: Low-Density/R(C)' of average flat size of $180m^2$ for the proposed development. Since the subject site is within 500m of a light rail transit station, i.e. LR- Shui Pin Wai, lower limit traffic rates at 95% Confidence Level are therefore adopted.

<table>
<tr><th>COMMENTS</th><th>RESPONSES</th></tr>
<tr><td></td><td>Hence, the traffic generation and attraction numbers during operation stage are estimated as shown in following table:

<table>
<tr><td>Flat</td><td colspan="3">AM Peak Hour</td><td colspan="3">PM Peak Hour</td></tr>
<tr><td></td><td>Generation</td><td>Attraction</td><td>Total</td><td>Generation</td><td>Attraction</td><td>Total</td></tr>
<tr><td colspan="7">Mean Trip Rates from TPDM (pcu/hr/flat)</td></tr>
<tr><td></td><td>0.2268</td><td>0.1131</td><td>-</td><td>0.1037</td><td>0.1691</td><td>-</td></tr>
<tr><td colspan="7">Trip Generation/Attraction (pcu/hr)</td></tr>
<tr><td>80</td><td>19</td><td>10</td><td>29</td><td>9</td><td>14</td><td>23</td></tr>
</table>

In view of the above, the proposed development would generate two-way traffic flows of 29 pcu/hr in the AM peak hour, 23 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.</td></tr>
<tr><td>2. Please measure the sightlines from the location of the stop line.</td><td>The Drawing No. 3 is amended to show about 59m sightline at the “stop line” to be ensured for the vehicles from and to the subject carpark.</td></tr>
</table>



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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