

2025年 8月 0 6日

此文件在 收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 2025-08-06.
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP. 131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of Land
and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas,
or Renewal of Permission for such Temporary Use or Development***

**適用於祇涉及位於鄉郊地區或受規管地區土地上及/或建築物內進行
為期不超過三年的臨時用途/發展或該等臨時用途/發展的許可續期的建議***

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展(例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第S16-I號。*

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.tpb.gov.hk/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：
https://www.tpb.gov.hk/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2501646

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By Hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TKLN/104
	Date Received 收到日期	2025-08-06

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>)。亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱	
<input checked="" type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構	
Mr. MAN Sun Choi (萬新財)	
2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)	
<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 / <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構	
Man Chi Consultants and Construction Limited (敏志顧問及建築工程有限公司)	
3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot 385 S.B RP (Part) in DD 78 and Adjoining Government Land Tsung Yuen Ha, Ta Kwu Ling, North, New Territories 新界北區打鼓嶺松園下丈量約份第78約地段第385號B分段餘段 (部份) 及毗連政府土地
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 1,463.08 sq.m 平方米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 8.75 sq.m 平方米 <input type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 111.15 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 打鼓嶺北分區計劃大綱核准圖(編號:S/NE-TKLN/2)
(e) Land use zone(s) involved 涉及的土地用途地帶	"Village Type Development" ("V") "Recreation" ("REC") "Agriculture" ("AGR")
(f) Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☐ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☒ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)"[#] obtained 取得「現行土地擁有人」[#]同意的詳情

No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"#
已通知 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於 _____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☒ published notices in local newspapers on 26.05.2025 (DD/MM/YYYY)&
於 _____ (日/月/年)在指定報章就申請刊登一次通知&
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☒ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 23.05.2025 (DD/MM/YYYY)&
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

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 or Regulated Areas 位於鄉郊地區或受規管地區土地上及/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 or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/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 (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years 擬議臨時公眾停車場（貨櫃車除外）連附屬寫字樓及相關的填土工程（為期三年） (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	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積	1454.33sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	8.75sq.m <input checked="" type="checkbox"/> 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	N/Asq.m <input checked="" type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	8.75sq.m <input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	8.75sq.m <input checked="" type="checkbox"/> 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) One ancillary Office (single storey) Area: 2.5 m x 3.5m x 3.5.m (Height)= 8.75sq. m	
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	41
Motorcycle Parking Spaces 電單車車位	N/A
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	N/A
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N/A
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	N/A
Others (Please Specify) 其他 (請列明)	N/A
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目	
Taxi Spaces 的士車位	N/A
Coach Spaces 旅遊巴車位	N/A
Light Goods Vehicle Spaces 輕型貨車車位	N/A
Medium Goods Vehicle Spaces 中型貨車車位	N/A
Heavy Goods Vehicle Spaces 重型貨車車位	N/A
Others (Please Specify) 其他 (請列明)	N/A

Proposed operating hours 擬議營運時間 24.hours.(Monday.to.Sunday,.including.Public.Holidays).....			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) <p style="text-align: center;">Lin Ma Hang Road</p>	
	No 否	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) <input type="checkbox"/>	
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)			
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情	
	No 否	<input checked="" type="checkbox"/>	
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	<input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ... 1,463.08 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填土厚度 0.12 m 米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度m 米 <input type="checkbox"/> About 約	
	No 否	<input type="checkbox"/>	
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	On environment 對環境		
	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	
		On traffic 對交通	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		On water supply 對供水	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		On drainage 對排水	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		On slopes 對斜坡	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		Affected by slopes 受斜坡影響	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		Landscape Impact 構成景觀影響	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		Tree Felling 砍伐樹木	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		Visual Impact 構成視覺影響	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
		Others (Please Specify) 其他 (請列明)	
		Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>

	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>N/A</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
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(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas

位於鄉郊地區或受規管地區臨時用途/發展的許可續期

(a) Application number to which the permission relates 與許可有關的申請編號	A/ _____ / _____
(b) Date of approval 獲批給許可的日期 (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期 (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<p><input type="checkbox"/> year(s) 年</p> <p><input type="checkbox"/> month(s) 個月</p>

7. Justifications 理由

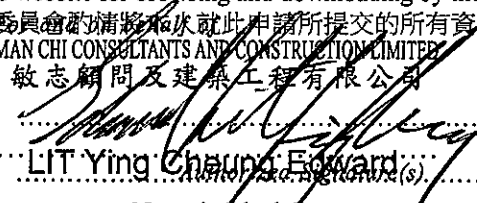
The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明）。

Please refer to the Planning Statement as per attached.

8. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會將本申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature 簽署  ☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人
MAN CHI CONSULTANTS AND CONSTRUCTION LIMITED
敏志顧問及建築工程有限公司

LIT Ying Chung Edward

Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s) 專業資格 ☐ Member 會員 / ☐ Fellow of 資深會員
☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
 Others 其他

on behalf of
代表

Man Chi Consultants and Construction Limited

☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

21/07/2025

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

- The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
 (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
 (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。
- The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。
- An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要 (Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lot 385 S.B RP (Part) in DD 78 and Adjoining Government Land Tsung Yuen Ha, Ta Kwu Ling, North, New Territories 新界北區打鼓嶺松園下丈量約份第78約地段第385號B分段餘段(部份)及毗連政府土地
Site area 地盤面積	1,463.08 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 111.15 sq. m 平方米 <input checked="" type="checkbox"/> About 約)
Plan 圖則	Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2 打鼓嶺北分區計劃大綱核准圖(編號:S/NE-TKLN/2)
Zoning 地帶	Village Type Development" ("V") [鄉村式發展] "Recreation" ("REC") [康樂] "Agriculture" ("AGR") [農業]
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____ <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years 擬議臨時公眾停車場(貨櫃車除外)連附屬寫字樓及相關的填土工程(為期三年)

(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	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	8.75 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.00598 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	1	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	<input type="checkbox"/> (Not more than 不多於) m 米 <input type="checkbox"/> (Not more than 不多於) Storeys(s) 層
	Non-domestic 非住用		<input checked="" type="checkbox"/> 3.5 m 米 <input type="checkbox"/> (Not more than 不多於)
			<input checked="" type="checkbox"/> 1 Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)
(iv) Site coverage 上蓋面積	0.598 % <input checked="" type="checkbox"/> 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 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) 		41 41
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) 		

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Proposed Traffic Control and Safety Measures Plan, Proposed Land Filling Plan and Site Location Plan, Extract of current OZP, Extract of Lot Index Plan, Indicative Layout Plan and Site Photos		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input type="checkbox"/>
<hr/> <p>Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號</p>		

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。



Section 16 Planning Application

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

Planning Statement

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Prepared by
**Man Chi Consultants and Construction
Limited**

July 2025

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No.385 S.B RP (Part) in DD 78, and adjoining Government Land ,Tsung Yuen Ha, Ta Kwu Ling North, New Territories (hereinafter referred to “the application site”). The application site has a total area of about 1,463.08 m² (including about 111.15m² of Government land). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.

The application site is a piece of flat land, currently being vacant and abandoned. It falls within respective areas zoned “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%) and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which was gazetted on 13.05.2016 (Please refer to **Figure 01** and **02**). Introducing a public vehicle park is well responded to the rapid growth of the Heung Yuen Wai area since the commissioning of passenger clearance of Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) in 6th February, 2023 as well as the increasing daily needs of the local villages. The proposed use aims to optimize land use resources, but also introducing parking provision to alleviate the substantial parking demand in the area.

Temporary use of the application site not exceeding a period of three years requires planning permission from the Board. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) *the proposed use can meet the substantial increasing demand for parking spaces for Tsung Yuen Ha area following the opening of the LT/HYW BCP;*
- (b) *valuable land resources can be optimized due to its locational advantage and the exceptionally physical state;*
- (c) *temporary nature of the proposed use would not jeopardize the planning intention of “V”, “REC” or “AGR” zones;*
- (d) *the proposed use is considered not incompatible with the surrounding land uses;*
- (e) *no adverse effect on the landscape character of the area as the surrounding landscape characters are expected to be changed by ongoing infrastructure development and appropriate landscape treatment will be provided at the application site;*
- (f) *no adverse traffic impact will be anticipated due to the road network in the vicinity of the application site would be able to cope with the traffic generated by the proposed use;*
- (g) *no adverse environmental and drainage impact are expected as the Applicant will implement appropriate mitigation and management measures if necessary; and*
- (h) *no setting of undesirable precedent as similar uses are found in the vicinity and there are similar applications approved previously.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to the current application for the proposed use for a temporary period of 3 years.

行政摘要

(如內文與其英文版本有差異，則以英文版本為準)

此規劃報告書旨在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「該申請」）作擬議臨時公眾停車場（貨櫃車除外）連附屬寫字樓及相關的填土工程（為期三年）（以下簡稱「擬議用途」）。該申請所涉及地點位於新界打鼓嶺北松園下丈量約份第 78 約地段第 385 號 B 分段餘段 (部份) 及毗連政府土地（以下簡稱「申請地點」）。申請地點的面積約為 1,463,08 平方米 (包括約 111.15 平方米的政府土地)。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點現為一塊空置的平地，位於 2016 年 5 月 13 日刊憲公佈的打鼓嶺北分區計劃大綱核准圖（編號：S/NE-TKLN/2）內被劃為「鄉村式發展」（約 33%），「康樂」（約 65%）及「農業」（約 2%）用途地帶（請參考圖(一)及圖(二)）。提供增設一個公眾停車場是因應香園圍地區因為蓮塘口岸在 2023 年 2 月 6 日開通後的迅速發展，以及當地鄉村日益增加的日常需要。擬議用途旨在善用土地資源，亦會引入停車場設施，以紓緩該區龐大的泊車需求。

不超過三年屬臨時性質的用途須向城規會提出申請。此規劃報告書內詳細闡述擬議用途的規劃理據，當中包括：-

- (一) 擬議用途能有效地滿足松園下地區在蓮塘口岸通關後對泊車巨大及不斷增加的需求；
- (二) 申請地點的位置優勢及現狀適合作擬議用途，可充份利用珍貴土地資源；
- (三) 其臨時性質不會妨礙落實「鄉村式發展」，「康樂」及「農業」地帶的長遠規劃意向；
- (四) 擬議用途與附近土地用途並非不協調；
- (五) 不會對當地的景觀造成嚴重破壞，預計周邊正在進行的基礎設施建設工程將大幅改變當地的景觀特色，而申請地點亦會提供適當的美化環境措施；
- (六) 不會造成嚴重的交通問題，理由是申請地點附近的道路能應付擬議用途產生的交通流量；
- (七) 不會產生嚴重的環境及排水影響，因為申請人在有需要時會實施適當的緩解和管理措施；及

(八) 由於附近亦有類似用途，以及過往亦有類似的申請獲得批准，因此不會造成不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，懇請城規會各委員酌情考慮批准該申請作臨時三年擬議用途。

[Redacted Signature Block]

Man Chi Consultants and Construction Ltd.
敏志顧問及建築工程有限公司

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1 INTRODUCTION

1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No.385 S.B RP (Part) in DD 78, and adjoining Government Land ,Tsung Yuen Ha, Ta Kwu Ling North, New Territories. The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.
- 1.1.2 The application site with a site area of about 1,463.08 m² (including about 111.15 m² Government land) falls within an area zoned “Village Type Development” (“V”) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.05.2016 (hereinafter referred to as “the Current OZP”) (Please refer to **Figure 01 and 02**). As stipulated in (11)(b) of the covering Notes of the Current OZP, “...temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years...”. In this connection, the Applicants wish to seek planning permission from the Board for the proposed use on a temporary basis of three years.
- 1.1.3 Prepared on behalf of Mr. MAN Sun Choi, who as the tenant, acts as the responsible personal of the current application (hereafter referred to as “the Applicant”), Man Chi Consultants and Construction Limited has been commissioned to prepare and submit the current application.

1.2 Background

- 1.2.1 The application site, situated near the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) and the existing village area of Tsung Yuen Ha.
- 1.2.2 As the first “direct access to people and vehicles” BCP in Hong Kong, the LT/HYW BCP has gained a significant increase in popularity among travellers due to its convenience, resulting in a surge in parking demand in the surrounding areas. While a park with 415 parking spaces is being provided at the LT/HYW BCP, it is observed that nearby car parks are fully utilised during weekends and public holidays, playing a crucial role in alleviating the substantial parking demand resulting from the continuous growth of the LT/HYW BCP and the Heung Yuen Wai area. In light of this, the Applicant has put forth a proposal to optimise available land use resources. The current application seeks to provide a Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at this piece of vacant flat land to alleviate the substantial parking demand in the area.

1.3 Objectives

1.3.1 The current application strives to achieve the following objectives:

- (a) To give an opportunity to the Applicant to utilise the application site for the proposed use under the circumstances that it would help meet the substantial parking demands arisen from the LT/HYW BCP as well as the local residents of Tsung Yuen Ha and the surrounding areas;*
- (b) To assist the neighbourhood in capturing on the opportunities arising from the development in the surrounding areas and support the growth of the Heung Yuen Wai area;*
- (c) To maximise land utilisation in an area with great locational advantage in terms of the proximity to the LT/HYW BCP and local villages; and*
- (d) To induce no adverse traffic, environmental, drainage nor infrastructural impacts on its surroundings.*

1.4 Structure of the Planning Statement

1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land- use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use as well as its design. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed use.

2 SITE PROFILE

2.1 Location and Current Condition of the Application Site

- 2.1.1 The application site has an area of about 1,463.08 m² (including about 111.15 m² Government land). The location of the application site is shown in **Figure 01** whilst **Figure 03** indicates the relevant private lot and Government land which the application site involves.
- 2.1.2 As shown in **Figure 01**, the application site is located to the north of the major village cluster of Tsung Yuen Ha in Ta Kwu Ling North, and adjacent to the LT/HYW BCP. This area, including the application site and Tsung Yuen Ha, has been released from the Frontier Closed Area (FCA) since 2016 but still in a rather remote location. Currently, the application site is accessible via franchised bus (Route No. 79K) and Green Minibus (Route No. 59K).
- 2.1.3 The application site is abutting the Lin Ma Hang Road. It joins Ping Che Road in the south and Man Kam To Road in the west. Lin Ma Hang Road also links with Heung Yuen Wai Highway (HYWH) which commenced operation on 26.05.2019.
- 2.1.4 The application site is currently flat and vacant. At present, public transportation service to the application site is limited. **Illustration 1** indicates the current conditions of the application site.

2.2 Surrounding Land-use Characteristics

- 2.2.1 The application site is predominantly semi-rural in character. The application site is located to the north of the major village cluster of Tsung Yuen Ha and is just about 150 meters about away from the LT/HYW BCP, making it an ideal location to provide parking spaces that can effectively meet the growing parking arising from the Heung Yuen Wai area.
- 2.2.2 The flat land just to the immediate south and east of the application site are operating two public vehicle parks with valid planning permission under approved planning application No. A/NE-TKLN/53 and A/NE-TKLN/75. A cluster of flat land are observed for the use as public vehicle park and shop and services, with valid planning permissions (i.e. A/NE-TKLN/57, A/NE-TKLN/58, A/NE-TKLN/67, A/NE-TKLN/70).
- 2.2.3 To the west of the site sees another flat land operating as public vehicle park with valid planning permission under approved planning application No. A/NE-TKLN/80, and the LT/HYW BCP is situated to the further west across Lin Ma Hang Road. To the immediate north-east of the site is a residential cluster of the village, i.e. Tsung Tsuen Ha. **Illustration 2** indicates the surrounding areas of the application site.

2.3 Heung Yuen Wai Boundary Control Point

- 2.3.1 LT/HYW BCP is a key boundary control infrastructure between Hong Kong and Mainland China, providing direct access for both cargo and passenger. The LT/HYW BCP is designed to strengthen the cross-boundary transport connectivity by handling a daily capacity of 30,000 passengers and 17,850 vehicles to and from the Liangtang Port of Shenzhen. Furthermore, following the resumption of normal traveller clearance between Hong Kong and Mainland, the HYW BCP was fully commissioned to include passenger traffic in January 2023.
- 2.3.2 As the first "direct access to people and vehicles" BCP in Hong Kong, the LT/HYW BCP is complemented by a range of new alternative access options within the area, including the implementation of new public transport routes, the utilisation of the Heung Yuen Wai Highway by motorists, and the opening of a pedestrian subway connecting the LT/HYW BCP and Lin Ma Hang Road. The rising popularity of the LT/HYW BCP, along with the enhancements in access arrangements and traffic management measures, have created new opportunities to the surrounding areas and is expected to further catalyse the growth of the Heung Yuen Wai area.

3 PLANNING CONTEXT

3.1 The Current OZP

- 3.1.1 The application site currently falls within respective areas zoned “Village Type Development”(“V”)(approx.33%),“Recreation”(“REC”)(approx.65%)and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which was gazetted on 13.05.2016. (**Figure 02** refers).
- 3.1.2 The planning intention of “V” zone is *“to designate both existing recognized villages and areas of land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board”*.
- 3.1.3 According to the Current OZP, ‘Public Vehicle Park (excluding container vehicle)’, is Column 2 uses within “V” zone and (“REC”) zone, where planning permission from the Board is required. As only 2 % of the application site falls within (“AGR”), the effect on rehabilitation of agricultural activities in this small piece of land is minimal. In this connection, the current application is herewith made to the Board for consideration of the proposed use on a temporary basis for a period of three years.

3.2 Development Strategy on Developing the New Territories North

- 3.2.1 A clear aspiration of developing New Territories North (NTN) was demonstrated under the Preliminary Feasibility Study on Developing the NTN in 2017. Further in 2021, it is proposed under the Northern Metropolis Development Strategy that the Heung Yuen Wai area will be part of the NTN New Town and a railway station along the Northern Link Eastward Extension is envisaged near the LT/HYW BCP to further enhance the transport connection with other development nodes in NTN. The Northern Metropolis Development Strategy has also proposed to study the feasibility of relocating the fresh food boundary-crossing and inspection facilities at the Man Kam To Control Point and the Sheung Shui Slaughterhouse to land adjacent to LT/HYW BCP. In view of all these upcoming proposals, the character of the Heung Yuen Wai area is anticipated to change significantly in the future.

3.3 Previous Planning Applications

- 3.3.1 The application site is not subject to any previous planning application.

3.4 Similar Planning Applications

- 3.4.1 There were 9 similar approved applications for proposed temporary public vehicle park within “V” and “REC” zones on the current OZP. Details of these applications are listed in **Table 1** below. There is an increasing parking demand surrounding the LT/HYW BCP. The Board in recent years has approved similar use on the Current OZP (**Table 1** refers).

Table 1: Similar Approved s.16 Applications on the Current OZP

Planning Application No.	Proposed Use	Decision Date
A/NE-TKLN/33	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	24/04/2020
A/NE-TKLN/53	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	23/06/2023
A/NE-TKLN/57	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22/09/2023
A/NE-TKLN/58	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22/09/2023
A/NE-TKLN/67	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	27/10/2023
A/NE-TKLN/68	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years	05/04/2024
A/NE-TKLN/70	Proposed Temporary Public Vehicle Park (Private Cars Only) for a Period of 3 Years	27/10/2023
A/NE-TKLN/75	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 3 Years	15/03/2024
A/NE-TKLN/80	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	15/03/2024

4 THE DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

- 4.1.1 It is proposed to utilise the application site for the proposed use (i.e. proposed public vehicle park (excluding container vehicle) for a temporary period of 3 years). The application site has an area of about 1586.74 m² (including about 141.65 m² Government land). (**Figure 01** refers).
- 4.1.2 In response to the growth of the Heung Yuen Wai area, there is an acute demand for carparking space facilities. The proposed use would provide carparking spaces to meet the substantial demand. To avoid excessive illegal parking in the Tsung Yuen Ha and Heung Yuen Wai areas, the Applicant wishes to provide sufficient proper parking spaces to cater the growing parking demands. It is also noted by the applicant that some villagers will seek cross-border working opportunities in view of the establishment of LT/HYW BCP. The development will also support the growth of Tsung Yuen Ha Tsuen and Heung Yuen Wai areas.
- 4.1.3 The application site would remain as flat land and a total of 41 parking spaces for private cars are proposed at the application site (Please refer to **Figure-04**. An ancillary single- storey office of 2.5 m x 3.0 m x 3.5 m (height) would be provided at the application site to carry out the day-to-day management duties, such as guard room and ticket office. The Indicative Layout Plan is shown in **Figure 04** whilst the key development parameters for the proposed use are detailed in **Table 2**.
- 4.1.4 The operation hours of the proposed public vehicle park are proposed to be 24 hours daily, from Monday to Sunday (including public holidays). A longer operating hour could provide greater flexibility to the cross-boundary travellers, thus help relieving the pressure from the existing Heung Yuen Wai Car Park.

Table 2: Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area	About 1,463.08 m ²
Covered Area	About 8.75m ² (About 0.598 %)
Uncovered Area	About 1,454.33 m ² (About 99.402%)
Proposed Use(s)	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Temporary Period of 3 Years
Structure No(s). <i>Ancillary Office</i>	1 (1 storey)
Total Floor Area	About 8,75 m ²
No. of Parking Spaces	41 (Private Car)
Operation Hours of the Public Vehicle Park	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 10 m wide

4.2 Vehicular Access, Parking Arrangement and Traffic Management Measures

The Proposed use is to operate on 24-hours basis throughout the week. For conservative and assessment purpose, it is assumed that most drivers will reach the application site for parking and then cross the border through LT/HYW BCP.

Vehicular Access

- 4.2.1 The ingress/egress of the application site is abutting Lin Ma Hang Road. The width of the ingress/egress of the application site is about 10 m wide. The proposed parking Layout is in **Figure 04**. The internal circulation and dimensions of the internal roads within the application site are shown in **Figure 05**.

Parking Arrangement

- 4.2.2 The proposed use will provide 41 parking spaces for private cars. The proposed public vehicle park is designed exclusively for private car use only with 41 parking spaces, which should be considered as a small size public vehicle park. The application site is in close proximity to the LT/HYW BCP which allows a short walking distance for the cross-border travellers to reach to port after parking their vehicles.
- 4.2.3 There will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the application site. No queuing of vehicles along the Lin Ma Hang Road will be resulted under any circumstances. The parking arrangement has complied with the requirements as stipulated in the Hong Kong Planning Standards and Guidelines.
- 4.2.4 A public vehicle park is proposed to serve visitors which are mostly cross border travellers. Most of the private cars would arrive the application site in early morning and leave at late night, impact on surrounding road network is anticipated to be low. The estimated average and peak trip rates generated from and attracted to the application site is shown in **Table 3**. If the current application is approved, only private cars and van-type LGVs will be permitted to parked/stored on or enter/exit the application site at any given time.

Table 3: Estimated Average and Peak Trip Rates Generated from and Attracted to the Application Site

	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Average Traffic Generation Rate at Peak Hours (pcu/hr)	Average Traffic Attraction Rate at Peak Hours (pcu/hr)
Private Car	2.5	2.5	12	15

Note 1: The opening hour of the proposed development is 24 hours

Note2: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

Traffic Management Measures

- 4.2.5 Appropriate management and control measures would be implemented to ensure there is no queuing of vehicles outside the application site. A gate of 10 m in width will be pedestrians at the ingress/egress at the application site. At least, one traffic controller will be stationed at the gate to direct the movement of the vehicles and pedestrians into and out of the site to avoid clash or congestion problem. The Proposed Traffic Control and Safety Measures Plan is in **Figure-05**.

4.2.6 To ensure the proposed use will not induce adverse traffic impact on the surrounding road network and affect pedestrian safety. Traffic management measures are proposed at the application site, should the application be approved, including:

- (a) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimising any conflicts with road traffic;
- (b) When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at each entrance to facilitate the smooth movement of vehicles and pedestrians and prevent any clashes or congestion issues;
- (c) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management at the application site;
- (d) A pair of pedestrian signals and convex mirrors will be installed at the two side of the ingress/egress of the application site and
- (e) Installation of a pair of amber revolving lanterns at the site entrance, positioned at a height of approximately 2 meters from the ground level. These lanterns will remain operational throughout the site's operation hours.

4.3 Provision of Drainage Facilities

4.3.1 There will have no adverse drainage impact arising from the proposed use. The service runoff inside the application site will be naturally diverted to the site boundary, effectively collected/discharged via a prospective drainage system drained to the existing nullah at the southeastern boundaries. The applicant will submit a drainage proposal and further implement necessary drainage facilities to the satisfaction of relevant Government department(s) by way of approval condition(s), should the application be approved.

4.4 Environmental Considerations

4.4.1 No domestic structure can be identified within 50 m ambit the application site (Please see **Figure-03 and Illustration 2** refer). The applicant will ensure that there will be no environmental impacts or nuisance generated from the proposed use.

4.4.2 The application site involves no parking of heavy goods vehicle or container truck, and the application is temporary in nature.

4.4.3 The Applicant commits to closely monitoring the proposed public vehicle park and implement management measures that no vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on the application site at any time; and no car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities will be allowed on the application site. A notice will be prominently displayed at the site to inform visitors of the operational arrangements for the proposed public vehicle park.

4.4.4 The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

5 Filling of Land

- 5.1.1 In order to facilitate the future erection of infrastructure (i.e. the Ancillary Office) on the application site and provide sufficient space for vehicle easy maneuvering. The applicant will level the application site by filling of land with earth of not more than 0.12 m in depth. The total area for land filling is 1,463.08 sq. m. The application for Filling of Land aims at tidying up the application site and avoiding the private car carrying earth and muds dropping into the Lin Ma Hang Road or any other public roads. The Proposed Land Filling Plan is at **Figure-06**. The applicant shall reinstate the Application Site upon the lapse of planning approval.

6 PLANNING JUSTIFICATIONS

6.1 Alleviating the Substantial Increasing Demand of Parking Space in the close vicinity of the LT/HYW BCP

- 6.1.1 As the first "direct access to people and vehicles" BCP in Hong Kong, the LT/HYW BCP has gained a significant increase in popularity among travellers due to its convenience, resulting in a surge in parking demand in the surrounding areas. It is observed that nearby car parks are fully utilised during weekends and public holidays, playing a crucial role in alleviating the substantial parking demand resulting from the continuous growth of the LT/HYW BCP and the Heung Yuen Wai area. The development of the LT/HYW BCP, along with the enhancements in access arrangements and traffic management measures, has brought new opportunities to the surrounding areas and is expected to further catalyse the growth of the Heung Yuen Wai area.

In response to the anticipated growth of the Heung Yuen Wai area, there is also a need to provide additional car parking spaces to accommodate the rising parking demands. The proposed use provides additional car parking spaces to alleviate illegal parking in surrounding area and would also support the growth of the Heung Yuen Wai area.

6.2 Optimization of Valuable Land Resources

- 6.2.1 Considering the full commissioning of the LT/HYW BCP and the clear aspiration to develop the NTN region, the application site, which falls within the Heung Yuen Wai Potential Development Area identified in the Preliminary Feasibility Study on Developing the NTN, is suitable for addressing the growing car parking demand in the Tsung Yuen Ha and Heung Yuen Wai areas.
- 6.2.2 The proposed development takes full advantage of the location of the application site, situated west of the primary village cluster of Tsung Yuen Ha and in close proximity to the LT/HYW BCP, making it an ideal location to provide parking spaces that can effectively meet the growing parking demands arising from the Heung Yuen Wai and Heung Yuen Wai areas.

6.3 Temporary Nature Would Not Jeopardize its Planning Intention of "V", "REC" and "AGR" Zone

- 6.3.1 Notwithstanding the application site falls within an area zoned "Village Type Development" ("V") (approx.33%), "Recreation" ("REC") (approx.65%) and "Agricultural" ("AGR") (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, the temporary nature of the current application will by no means jeopardize the long-term planning intention of these designed zones.
- 6.3.2 Moreover, it is the mere fact that such period of the planning approval could be adjusted by the Board to a period of three years or less. The entire authority is always rested from the Board that whether a new planning application for the continuation of the proposed use is further allowed or not. In this connection, the temporary nature of the proposed use would not in any sense pose any constraint to jeopardize nor pre-

empt the long-term planning intention of “V”, “REC” and “AGR” Zone or any planned infrastructural development.

6.4 Not Incompatible with Surrounding Land Uses

6.4.1 Given that similar uses, including the temporary public vehicle park (private cars and light goods vehicles) and shop and services uses, are found in the surrounding areas and the proposed use is solely to be used to serve the needs of the visitors of the public vehicle park and local residents, it is considered not incompatible with the surrounding semi-rural environment, in terms of its geographical location and land use.

6.4.2 The proposed use will only have an ancillary small office, and is of low density with only one single-storey structure (3.5m) and a total GFA of 8.75 m². Considering the small side of the ancillary office, it is expected that no visual obstruction will be created to the area. The proposed development should be considered not incompatible with the surrounding area comprising of low rises village houses and temporary structures.

6.5 No Adverse Landscape, Traffic nor Environmental Impacts

6.5.1 The proposed public vehicle park would utilize existing vacant flat land for parking without altering the overall setting. There will be no adverse effect on the landscape character of the area, as the surrounding landscape is expected to remain unchanged.

6.5.2 The proposed use would render additional car parking spaces to serve the visitors and local villagers. Considering that public transport services are conveniently accessible nearby, it is anticipated that the average trips for private cars in the proposed use will remain consistent and no adverse traffic impact is anticipated.

6.5.3 The proposed public vehicle park is intended to serve visitors which are mostly cross border travellers. Most of the private cars would arrive the application site in early morning and leave at late night, impact on surrounding road network is anticipated to be low. **Figure-05** demonstrates that there will be no difficulties in internal traffic circulation since sufficient space for manoeuvring of vehicles is allowed throughout the application site. No queuing of vehicles along the local track and Lin Ma Hang Road will be resulted under any circumstances. If the current application is approved, only private cars will be permitted to parked/stored on or enter/exit the application site at any given time. To ensure the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, traffic management measures are proposed at the application site, should the application be approved. Therefore, it is not anticipated that the proposed use will result any significant additional and adverse traffic impacts on the area.

6.5.4 No adverse drainage impact is anticipated from the proposed use. New peripheral U-channels and drainage facilities will be constructed to accommodate the additional drainage needs. The applicant will submit a drainage proposal and further implement necessary drainage facilities to the satisfaction of relevant Government department(s) by way of approval condition(s), should the application be approved.

6.5.5 Since the application site is already paved and the current application intends to utilize existing vacant flat land for an additional public vehicle park, the overall physical setting remains unchanged. Therefore, no adverse drainage impact is anticipated from the proposed use.

6.5.6 The application site involves no parking of heavy goods vehicle or container truck, and the application is temporary in nature. The Applicant commits to closely monitoring the proposed public vehicle park and implement suitable management measures for better management; as well as to strictly follow EPD's latest "CoP" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

6.6 No setting of undesirable precedent

6.6.1 Considering similar applications were approved by the Board in the recent years, approval of the current application is **not** expected to set an undesirable precedent.

7 CONCLUSION

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No.385 S.B RP (Part) DD 78, and adjoining Government Land ,Tsung Yuen Ha, Ta Kwu Ling North, New Territories (hereinafter referred to “the application site”). The application site has a total area of about 1,463.08m² (including about 111.15m² of Government land). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.

The application site is a piece of flat land, currently being vacant and abandoned. It falls within respective areas zoned “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%) and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 which was gazetted on 13.05.2016 (Please refer to **Figure 01** and **02**). Introducing a public vehicle park is well responded to the rapid growth of the Heung Yuen Wai area since the commissioning of passenger clearance of Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) in February 2023 as well as the increasing daily needs of the local villages. The proposed use aims to optimize land use resources, but also introducing additional parking provision to alleviate the substantial parking demand in the area.

Temporary use of the application site not exceeding a period of three years requires planning permission from the Board. As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that:-

- (a) *the proposed use can meet the substantial increasing demand for parking spaces for Tsung Yuen Ha area following the opening of the LT/HYW BCP;*
- (b) *valuable land resources can be optimized due to its locational advantage and the exceptionally physical state;*
- (c) *temporary nature of the proposed use would not jeopardize the planning intention of “V”, “REC” or “AGR” zones;*
- (d) *the proposed use is considered not incompatible with the surrounding land uses;*
- (e) *no adverse effect on the landscape character of the area as the surrounding landscape characters are expected to be changed by ongoing infrastructure development and appropriate landscape treatment will be provided at the application site;*
- (f) *no adverse traffic impact will be anticipated due to the road network in the vicinity of the application site would be able to cope with the traffic generated by the proposed use;*

*(g) no adverse environmental and drainage impact are expected as the Applicant will implement appropriate mitigation and management measures if necessary; and
no setting of undesirable precedent as similar uses are found in the vicinity and there are similar applications approved previously.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give sympathetic consideration to the current application for the proposed use for a temporary period of 3 years.

List of Tables

Table 1 Similar Approved s.16 Applications on the Current OZP

Table 2 Proposed Key Development Parameters

Table 3 Estimate Average and Peak Trip Rates Generated from and attracted to the Application Site

Table 1: Similar Approved s.16 Applications on the Current OZP

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A/NE-TKLN/75	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 3 Years	15/03/2024
A/NE-TKLN/80	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	15/03/2024

Table 2: Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area	About 1,463.08 m ²
Covered Area	About 8.75 m ² (About 0.598%)
Uncovered Area	About 1,454.33 m ² (About 99.402%)
Proposed Use(s)	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Temporary Period of 3 Years
Structure No(s). <i>Ancillary Office</i>	1 (1 storey)
Total Floor Area	About 8,75 m ²
No. of Parking Spaces	41 (Private Car)
Operation Hours of the Public Vehicle Park	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 10 m wide

Table 3: Estimated Average and Peak Trip Rates Generated from and Attracted to the Application Site

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Figure 4	Indicative Layout Plan
Figure 5	Proposed Traffic Control and Safety. Measures Plan
Figure 6	Proposed Land Filling Plan

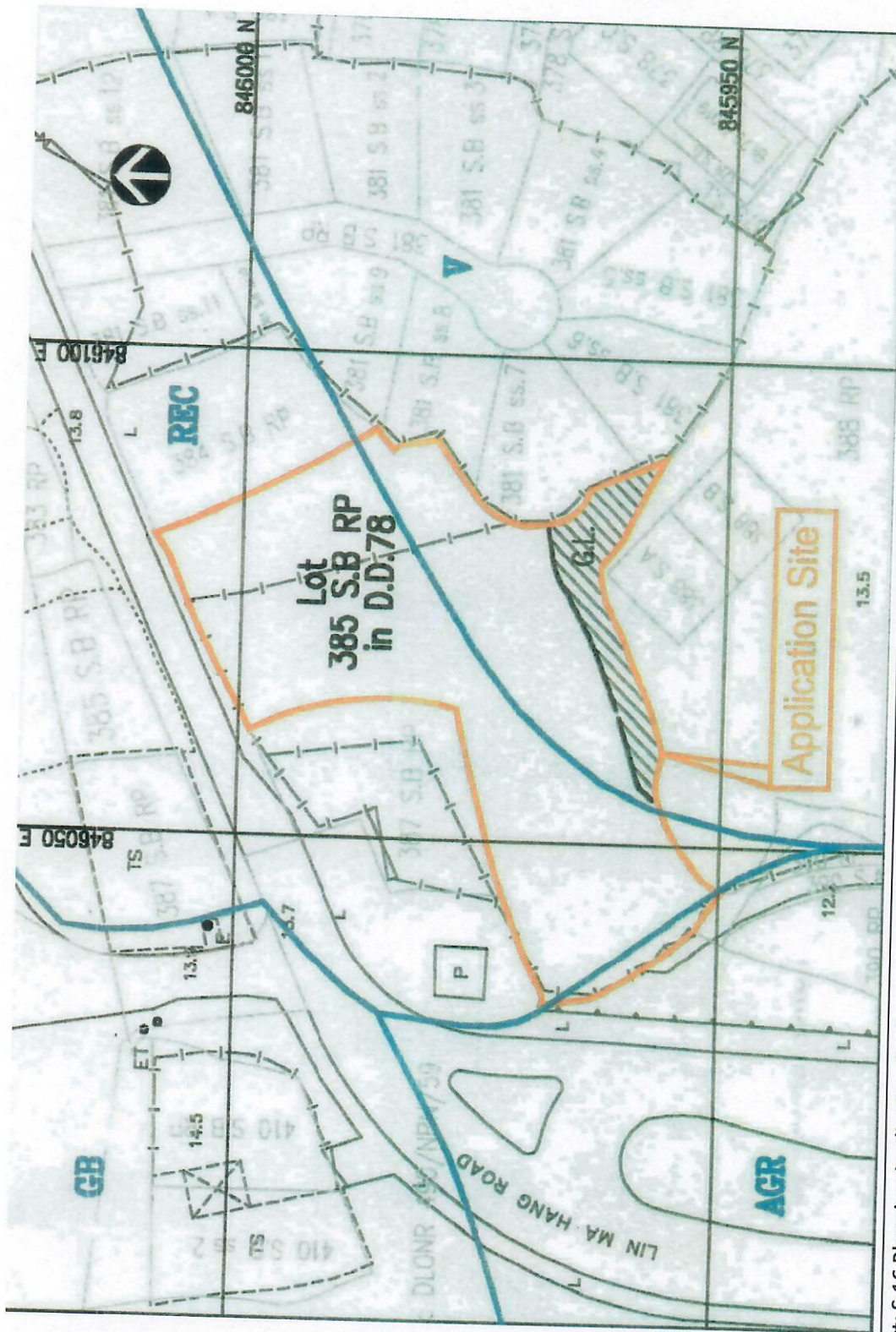


Project: Section 16 Planning Application for Proposed Public Vehicle Park (excluding Container Vehicles) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot 385 S.B RP (Part) in DD 78 and adjoining Government land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories

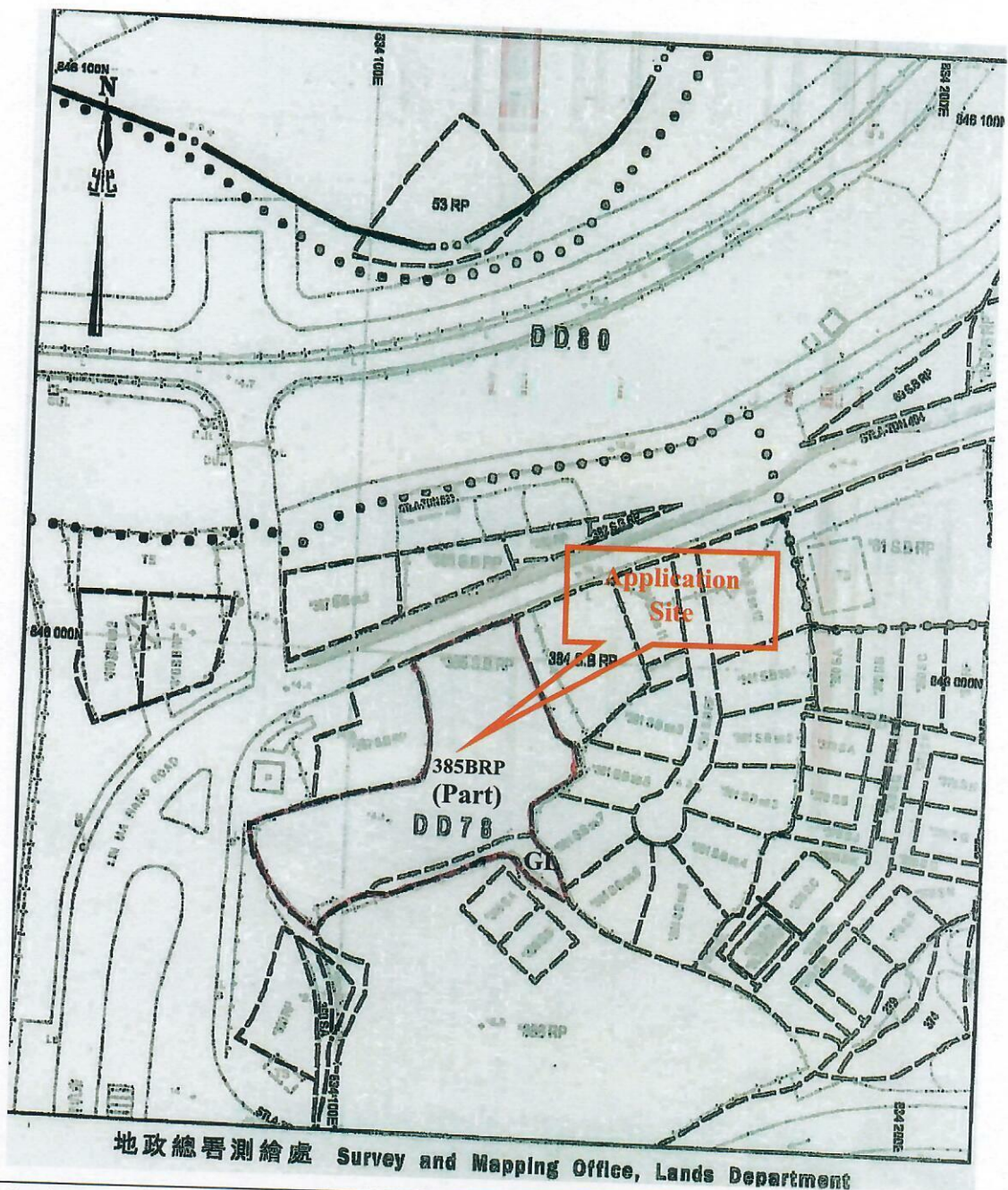
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Location Plan

Figure-01
Not to Scale
Date: July 2025

Consultant:
Man Chi Consultants and
Construction Limited



Project: S.16 Planning Application for Proposed Public Vehicle Park (excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD78 and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories	Title Extract from OZP No. S/NE-TKLN/2	Figure 02 Not to Scale July 2025	Man Chi Consultants & Construction Limited
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Project: S.16 Planning Application for Proposed Public Vehicle Park (excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD78 and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories

Title:
Extract of Lot Index Plan (No.ags-S00000131408-0001)

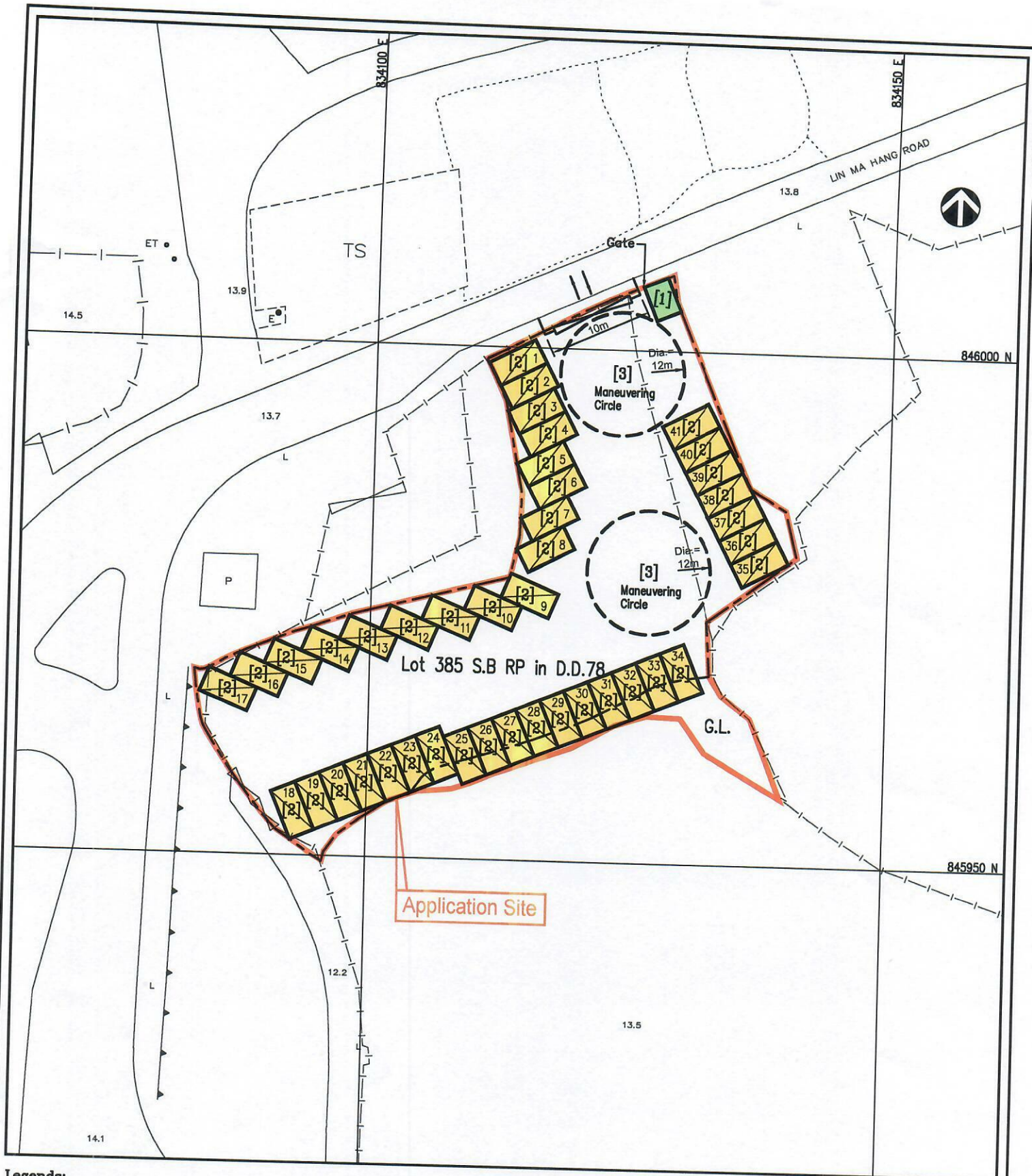
Figure 03

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Date:
July, 2025

Consultants

Man Chi Consultants and Construction Limited



Scale 1 : 500

Legends:

 The Application Site Boundary
(For Identification Only)

[1] Office 2.5 m x 3.5 m x 3.5 m (h)
Area About : 8.75 sq.m

[2] Parking Space 5 m x 2.5 m (41 nos.)
Area About : 12.5 sq.m/per 1

[3] Maneuvering Circle 12 m diameter
Area About : 113.10 sq.m

→ Ingress/egress

● Pedestrian Signal

Project:

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

Title:

Indicative Layout Plan

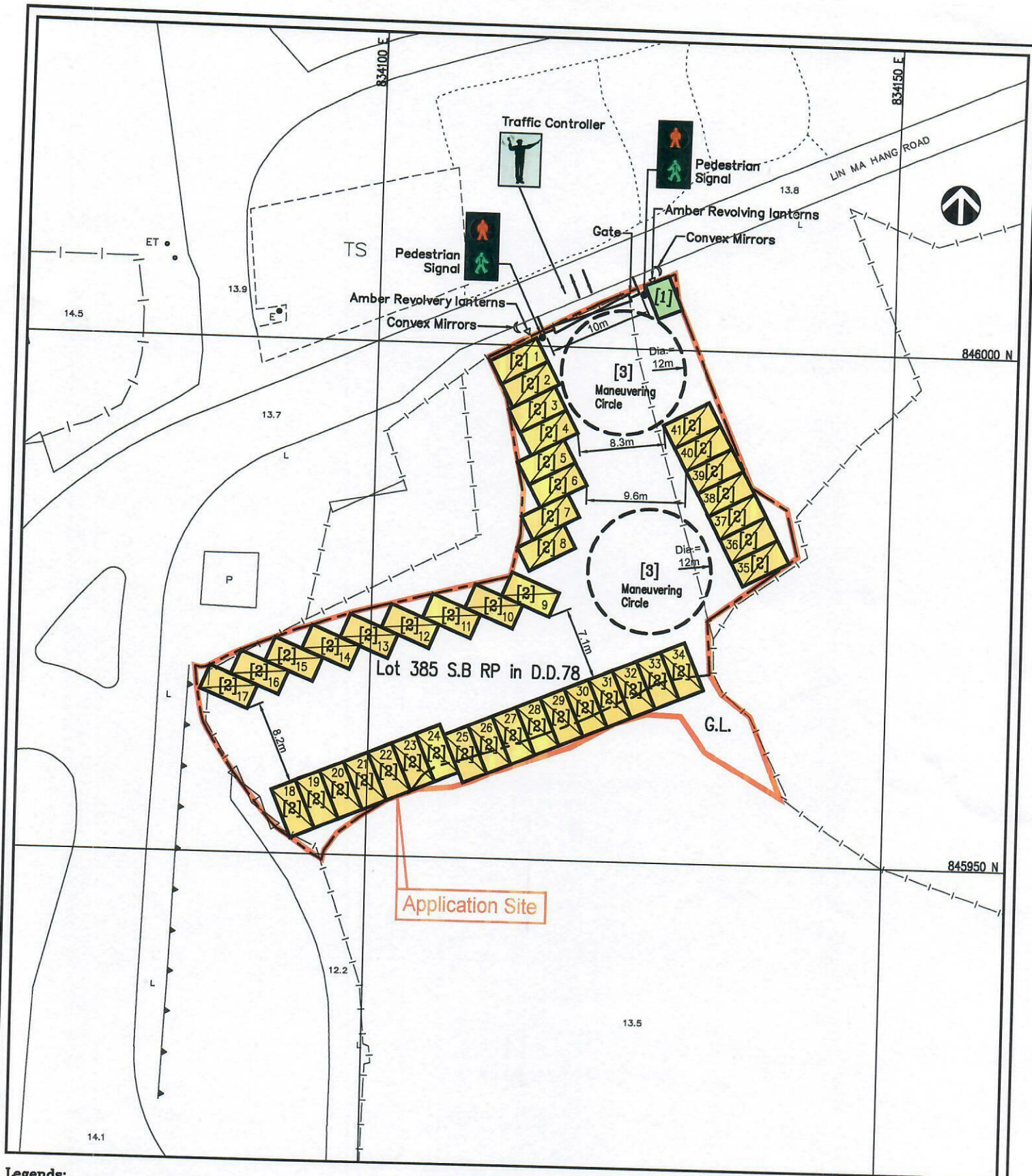
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04 Rev. A

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1 : 500

Date:
July 2025

Consultant:

MC Man Chi
Consultants And Construction Limited



Legends:

 The Application Site Boundary
(For Identification Only)

[1] Office 2.5 m x 3.5 m x 3.5 m (h)
Area About : 8.75 sq.m

[2] Parking Space 5 m x 2.5 m (41 nos.)
Area About : 12.5 sq.m/per 1

[3] Maneuvering Circle 12 m diameter
Area About : 113.10 sq.m

→ Ingress/egress

● Pedestrian Signal

Scale 1 : 500

Project:

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

Title:

Proposed Traffic Control
and Safety Measures Plan

Figure:

05 Rev. A

Scale:

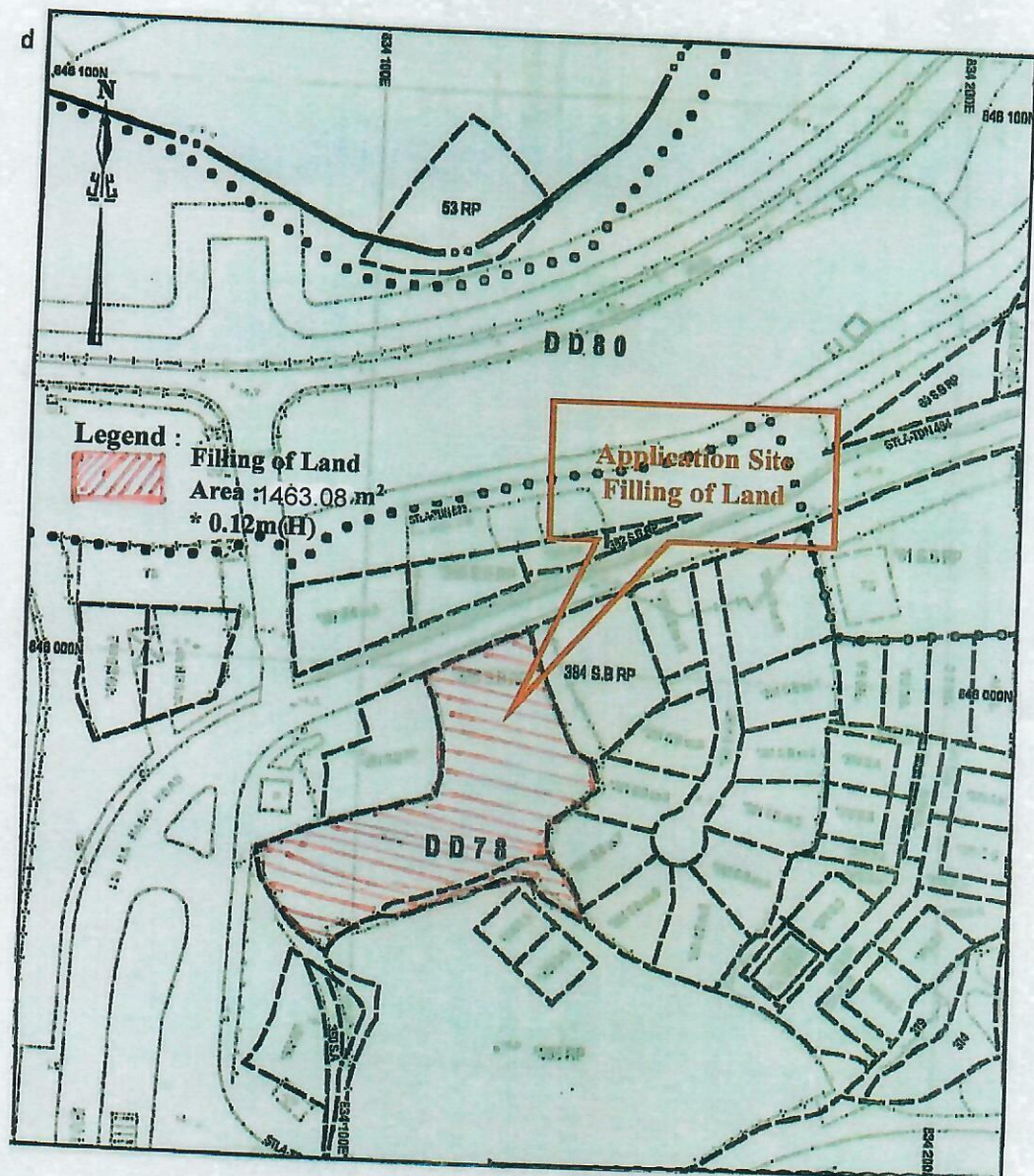
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Date:

July 2025

Consultant:

MC Man Chi
Consultants And Construction Limited



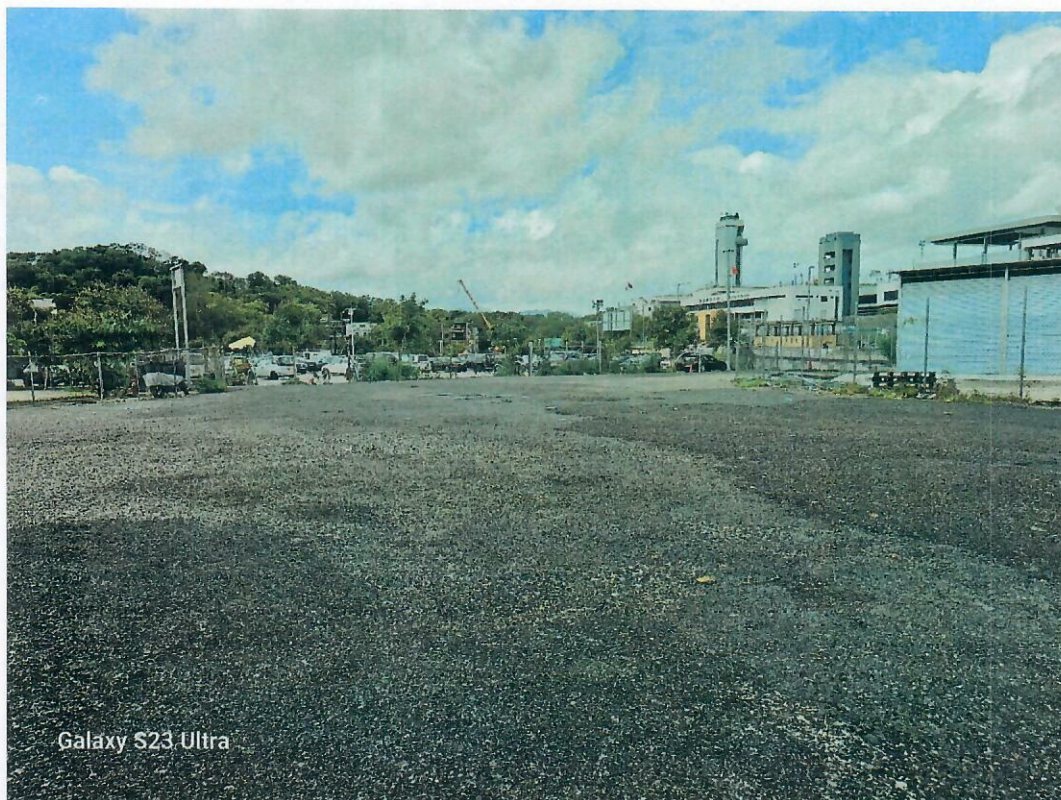
Project: S.16 Planning Application for Proposed Public Vehicle Park (excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD78 and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories	Title: Land Filling Plan	Figure 06 Not to Scale Dated; July, 2025taed	Consultant: Man Chi Consultants and Construction Limited
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List of Illustrations

I

illustration 1 Existing Condition of the Application Site

Illustration 2 Surrounding Areas of the Application Site



Project: S.16 Planning Application for Proposed Public Vehicle Park (excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD78 and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories	Title: Photo	Illustration 1 Existing Condition of the Application Site	Consultant: Man Chi Consultants and Construction Limited
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☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

Timothy Wai Pui WU/PLAND

寄件者: YC Lit <[REDACTED]>
寄件日期: 2025年11月04日星期二 10:56
收件者: tpbpd/PLAND
副本: Timothy Wai Pui WU/PLAND
主旨: Further Information A/NE-TKLN/104
附件: Cover Letter FI Lot 385 SB RP (Part) in DD 78 A NE-TKLN 104_0001.pdf; TIA -Lot 385 RP in DD 78 Carpark.pdf; R-to-C Lot 385 S.,B RP in DD 78 Carpark.pdf

類別: Internet Email

Dear Sirs.,

In response to the comment from the Transport Department (TD) concerning the above captioned application, I forward herewith following documents for your further action:

1. Cover Letter for submission of Further Information ;
2. TIA from AMG Consultancy Limited; and
3. Response-to-Comments from TD.

Best regards
LIT Ying-cheung, Edward
[REDACTED]

Date : 04.11.2025
Our Ref. : (3) in MCCCL/TKLN/4/25
The Secretary,
Town Planning Board,
15/F., North Point Government Offices,
333 Java Road, North Point, Hong Kong

By Email and Post

Dear Sir/Madam,

Re: Application for Deferment TPB/A/NE-TKLN/104

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

We refer to the comments from Transport Department (TD) concerning the subject application.

We submit herewith the following documents for your consideration;

- (1) Traffic Impact Assessment dated October, 2025 from AMG Consultancy Limited and
- (2) Response-To-Comments from Transport Department (TD).

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned at [REDACTED]

Yours faithfully,

For and on behalf of

Man Chi Consultants and Construction Limited

For and on behalf of
MAN CHI CONSULTANTS AND CONSTRUCTION LIMITED
敏志顧問及建築工程有限公司


(LIT Ying-cheung, Edward)

c.c. DPO/Shu Tin, Tai Po and North, Planning Department (Attn: WU Wai Pui, Timothy)

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

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

Responses to TD Comments

Departmental Comments Dated 1 September 2025	Responses
1. The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated / attracted by the development will not cause substantial traffic impact to the surrounding road network, in particular whether there would be any issue on the road capacity of the adjacent Lin Ma Hang Road, which is a single track access with traffic of both directions;	Traffic count surveys were conducted at nearby road links and junctions on 27–28 September 2025 (Saturday and Sunday) and 7 & 9 October 2025 (Tuesday – Public Holiday, and Thursday). The results of the junction assessment and link capacity assessment are presented in Tables 3.2, 3.3, 4.3, and 4.4 of the report, respectively.
2. The applicant should substantiate the traffic generation from and attraction to their public car park in detail including the estimates for Monday to Friday, Saturday, Sunday and Public Holiday;	The estimated traffic generation and attraction associated with the proposal are presented in Table 4.1 of the report.
3. The applicant shall provide a proposal on the vehicular access arrangement including the run-in / out design for the vehicles leaving / entering the development;	The proposed vehicular access arrangement is shown in Figure 2.2 and 5.1 of the report.
4. In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrians, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park;	<p>Given the presence of an existing footpath near the proposed parking area, the applicant will deploy traffic controllers to guide pedestrians safely to the site. To further enhance safety and visibility, the following measures will be implemented at both sides of the site access:</p> <ul style="list-style-type: none"> • A pair of amber revolving lanterns • A pair of convex mirrors • A pair of pedestrian signal boards

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

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

Responses to TD Comments

	These installations are designed to alert both pedestrians and motorists, ensuring safe interaction at the access point. The arrangement is illustrated in Figure 2.2 of the report.
5. The applicant shall demonstrate the satisfactory maneuvering of the vehicles entering and exiting the subject site, maneuvering within the subject site and into / out of the parking preferably using the swept path analysis; and	The swept path analysis for private cars at the proposed parking are shown in Figure 5.1-SP01 to SP07 .
6. The applicant shall advise the management / control measures to be implemented to ensure no queuing of vehicles outside the subject site.	Noted. It is recommended that adequate space be reserved within the site to prevent vehicle queuing or reversing movements onto or from Lin Ma Hang Road.

TRAFFIC IMPACT ASSESSMENT REPORT

Reference: J03014-R01-01

Date: October 2025



AMG CONSULTANCY LIMITED

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1 Introduction

1.1 Background

The Applicant intends to convert the existing open space at Lot 385 S.B RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha into Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

The site is currently zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13 May 2016. Introducing a public vehicle park responds to the rapid growth of the Heung Yuen Wai area following the commissioning of passenger clearance at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) on 6 February 2023 and addresses the increasing daily needs of local villages. The proposed temporary public vehicle park (excluding container vehicles), with ancillary office and associated filling of land, seeks to optimize land use and provide parking to alleviate significant local demand. Planning permission from the Town Planning Board is required for this use.

To support this application, AMG Consultancy Limited is commissioned to conduct a Traffic Impact Assessment (TIA). The purpose of the TIA is to evaluate the potential traffic implications of the proposed development and present the findings and recommendations in this report.

1.2 Objectives

The objectives of the traffic study are as follows:

- To estimate the anticipated traffic generation associated with the proposed development
- To assess future traffic conditions within the surrounding road network
- To evaluate the potential traffic impact resulting from the proposed development
- To consider road improvement proposals, if feasible.

2 The Proposed Development

2.1 The Site

The Site is located at at Lot 385 S.B RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha, with a total area of approximately 1,463.08 sqm (including about 111.15sqm of Government land), as shown in **Figure 2.1**.

According to the Approved Ta Kwu Ling North Outline Zoning Plan (S/NE-TKLN/2), the zoning of the application site is zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%).

2.2 The Proposed Temporary Public Vehicle Park

The existing open space at Lot 385 S.B RP (Part) in D.D. 78 are proposed to be converted into temporary public and ancillary office in order to avoid excessive illegal parking in the Tsung Yuen Ha and Heung Yuen Wai areas, the Applicant wishes to provide sufficient proper parking spaces to cater the growing parking demands.

The development is proposed to operate on 24-hours basis throughout the week. For conservative purpose, it is assumed that majority of the drivers will reach the site at the observed peaks of the traffic count surveys.

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”. Planning permission is required for the use of temporary car park and ancillary site office.

In view of the enormous domestic and external demands, 41 no. of private car will be provided. Monthly and hourly rental options are available for local villagers and visitors. The arrangement is shown in **Figure 2.2**.

The key development parameters for the proposed use are detailed in **Table 2.1**.

Table 2.1 Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area	About 1,463.08 m ²
Covered Area	About 8.75m ² (About 0.598 %)
Uncovered Area	About 1,454.33 m ² (About 99.402%)
Proposed Use(s)	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Temporary Period of 3 Years
Structure No(s). <i>Ancillary Office</i>	1 (1 storey)
Total Floor Area	About 8,75 m ²
No. of Parking Spaces	41 (Private Car)
Operation Hours of the Public Vehicle Park	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 10 m wide

3 Existing Traffic Situation

3.1 Existing Road Network

The Site can be reached via Lin Ma Hang Road.

Lin Ma Hang Road is a single-two carriageway served as a local road running in north-south direction.

Connecting with Lin Ma Hang Road and Fanling Highway, Heung Yuen Wai Highway is a dual-two carriageway classified as an expressway road running in north-south direction.

3.2 Public Transport

Currently, no public transport service provides access to Lin Ma Hang Road via Heung Yuen Wai Highway.

Meanwhile, existing public transport services access to Lin Ma Hang Road via other routings are listed in **Table 3.1**.

Table 3.1 Bus Route of Adjacent Bus Stop

Route No.		Origin - Destination
BUS	79K	SHEUNG SHUI BUS TERMINUS ↔ TA KWU LING(TSUNG YUEN HA)
	B9	TUEN MUN STATION ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)
	B9A	YUEN LONG (WEST) BUS TERMINUS ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)
	B7	SHEUNG SHUI (PO WAN ROAD) (VIA FANLING STATION) ↔ HEUNG YUEN WAI (LIANTANG) PORT (VIA FANLING STATION)
	B8	TAI WAI STATION (VIA TAI PO) ↔ HEUNG YUEN WAI (LIANTANG) PORT (VIA TAI PO)
GMB	55S	SHA TAU KOK (SHUN LUNG STREET) ↔ TA KWU LING(TSUNG YUEN HA)
	59S	SHEUNG SHUI BUS TERMINUS ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)

3.3 Traffic Count Surveys

To assess the existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area, as shown in **Figure 3.1**. These surveys took place on 27 & 28 September 2025 (Saturday & Sunday), 7 & 9 October 2025 (Tuesday (Mid-Autumn Festival) & Thursday), during the period from 08:00 to 22:00.

The traffic counts were recorded at 15-minute intervals and subsequently converted into passenger car unit (pcu) values. The highest consecutive 15-minute intervals within an hour were used to determine the peak hour traffic flow.

Based on the survey data, the morning and evening peak hours of the road network were identified as 10:00–11:00 and 15:00–16:00 (Saturday & Mid-Autumn Festival), 11:00–12:00 and 15:00–16:00 (Sunday), 11:00-12:00 and 17:30-18:30pm (Thursday) respectively. The 2025 observed peak hour traffic flows on the aforesaid days for the study area are presented in **Figure 3.2**.

3.4 Existing Junction Capacity Assessment

Based on the observed traffic flows, the performance of key junctions near the subject site during the morning and evening peak hours was evaluated in accordance with the Transport Planning and Design Manual, Volume 2, Chapter 4.

For priority junctions and roundabouts, performance is assessed using the design flow / capacity ("DFC"). A DFC value of 0.85 or below is generally considered acceptable level without causing undue delay to motorists passing through the concerned junctions.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.2** and the detailed calculation sheets are attached in **Appendix A** for perusal.

Table 3.2 Existing Junction Performance

Jun No.	Junction Location	Type/ Capacity Index	AM Peak Hour	PM Peak Hour
27 September 2025 (Saturday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.11	0.14
28 September 2025 (Sunday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.13	0.11
7 October 2025 (Public Holiday - Tuesday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.10	0.14

9 October 2025 (Thursday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.08

Notes: DFC = design flow to capacity

It can be seen from **Table 3.2** that all the key junctions perform satisfactorily during peak hours.

3.5 Existing Link Capacity Assessment

The road link capacity assessment is summarised in Table 3.3. It is assumed that the link capacity of a 2-lane single carriageway may be taken as 800 veh/h. (Refer to Transport Planning and Design Manual, Volume 2 Highway Design Characteristics, Chapter on Vehicle Dimensions and Design Flows, Chapter 2, 2.4.1.1)

For V/C ratio 1.0 or below, it represents the traffic condition is acceptable. For V/C ratio between 1.0 and 1.2, it indicates that the degree of congestion is manageable.

Table 3.3 Existing Link Performance

No.	Road Link (Direction)	Link Capacity (veh/hr)	Observed Flow		V/C Ratio	
		Link Capacity (veh/hr)	AM Peak	PM Peak	AM Peak	PM Peak
27 September 2025 (Saturday)						
L1	Lin Ma Hang Road	400	92	126	0.23	0.32
28 September 2025 (Sunday)						
L1	Lin Ma Hang Road	400	106	110	0.27	0.28
7 October 2025 (Public Holiday - Tuesday)						
L1	Lin Ma Hang Road	400	92	138	0.23	0.35
9 October 2025 (Thursday)						
L1	Lin Ma Hang Road	400	81	90	0.20	0.23

+ According to TPDM Chapter 2, 2.4.1.1, for local roads, the design flow of a 2-lane single carriageway may be taken as 800 veh/h, 2-way, due to the presence of loading activities, standing vehicles and pedestrian crossings. Therefore, it assume that the capacity of 1-lane, 2-way, single carriageway is 400 veh/h in this case.

According to the data presented, Lin Ma Hang Road maintains a V/C ratio below 0.85, which reflects satisfactory traffic flow during weekday peak hours.

4 Future Traffic Situation

4.1 2028 Design Year Road Network

As the proposed parking facility is applied for a temporary use for a maximum period of 3 years, year 2028 is therefore used as the design year of the traffic impact assessment.

4.2 Proposed Development Traffic Generation & Attraction

The application site will be opened for parking of private cars and van-type LGVs only. No other vehicle will be allowed to enter the site.

The proposed traffic generation and traffic attraction rates of the proposed parking are shown in **Table 4.1**.

Table 4.1 Proposed Traffic Generation and Traffic Attraction

Proposed Parking Facility	Generation		Attraction	
	AM Peak	PM Peak	AM Peak	PM Peak
	Trips rates (pcu/hr)			
Monday to Friday	3	14	10	10
Saturday	5	5	16	16
Sunday	6	6	13	13
Public Holiday	4	4	13	13

4.3 Annual Traffic Growth

The traffic flow estimation for the design year 2028 was carried out by adjusting the 2025 baseline data, derived from traffic surveys, to account for natural growth trends linked to rising car usage. This adjustment was made using a suitable annual traffic growth factor to forecast background traffic levels in 2028.

According to the report “Projections of Population Distribution 2023-2031” issued by Planning Department in August 2023, the population growth from base year 2021 to 2031 is shown in **Table 4.2** and **Appendix B**.

Table 4.2 Projected Population by District Council District, 2021-2031

District Council District	Year 2021 [#]	Year 2031	Growth Rate p.a. (%)
North	309650	435550	3.5%

[#] Base Year Estimates

The planning data indicate a growth in population at a rate of 3.5% per annum. This factor is used to forecast the future traffic volume for this study.

4.4 Reference and Design Flows

The growth factor, along with traffic generated by adjacent developments, will be applied to the 2025 observed peak hour traffic flows to estimate the projected reference flows for the year 2028.

The reference and design flows for the design year 2028 are calculated from the following formulae:

$$\text{2028 Reference Flows} = \text{2025 Observed Flows} \times (1+0.035\%)^3$$

$$\text{2028 Design Flows} = \text{2028 Reference Flows} + \text{Proposed Development Traffic}$$

Based on the observed traffic flows and existing road network patterns, the projected 2028 peak hour Reference and Design traffic flows at the critical junctions are distributed and assigned in **Figure 4.1** and **4.2** respectively.

4.5 Junction Capacity Assessment

Capacity assessments were conducted for the major junctions within the local road network under both the Reference and Design scenarios. The results are summarised in **Table 4.3**, with detailed calculation sheets provided for perusal.

Table 4.3 2028 Junction Capacity Assessments

Jun No.	Location	Type / Capacity Index	2028 Reference		2028 Design	
			AM	PM	AM	PM
27 September 2025 (Saturday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.12	0.16	0.15	0.18
28 September 2025 (Sunday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.14	0.12	0.16	0.14

7 October 2025 (Public Holiday - Tuesday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.11	0.16	0.13	0.18
9 October 2025 (Thursday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.09	0.10	0.10

Notes: RC =reserve capacity, DFC = ratio of flow to capacity

As shown in **Table 4.3** and **Appendix A**, all key junctions are projected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

4.6 2028 Link Capacity Assessment

The link capacity assessment results with reference to the net development traffic are summaries in Table 4.4.

Table 4.4 2028 Link Capacity Assessments

No.	Road Link (Direction)	Link Capacity (veh/hr)	2028 Reference Flow (veh/hr)		2028 Reference V/C Ratio		2028 Design Flow (veh/hr)		2028 Design V/C Ratio	
		Link Capacity (veh/hr)	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
27 September 2025 (Saturday)										
L1	Lin Ma Hang Road	400	102	140	0.26	0.35	123	161	0.31	0.40
28 September 2025 (Sunday)										
L1	Lin Ma Hang Road	400	118	122	0.30	0.31	137	141	0.34	0.35
7 October 2025 (Public Holiday - Tuesday)										
L1	Lin Ma Hang Road	400	102	153	0.26	0.38	119	170	0.30	0.43
9 October 2025 (Thursday)										
L1	Lin Ma Hang Road	400	90	100	0.23	0.25	103	124	0.26	0.31

As presented in Table 4.4, the capacity of the key road links would be performing satisfactorily during the peak periods for both Reference and Design Scenarios.

5 Internal Transport Provisions

5.1 Provisions of parking provision

The proposed car park layout of the internal transport facilities is presented in **Figures 2.2**. 41 nos. for private cars are proposed. The standard dimensions for parking spaces, as specified in the HKPSG, are summarised in **Table 5.1**.

Table 5.1 Parking Space Dimension

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG

5.2 Safety Measures at the proposed car park access

To enhance safety at the **10.0m** wide site access, a series of safety measures have been proposed, as shown in **Figure 2.2**. A pair of amber revolving lanterns, a pair of convex mirrors and a pair of pedestrian signal boards will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed car park, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

5.3 Access Arrangement and Swept Path Analyses

A 10.0m wide site access will be provided along Lin Ma Hang Road, as shown in **Figure 5.1**. The swept path analysis for private cars at the proposed parking is shown in **Figure 5.1-SP01 to SP07**.

In order to enhance road safety and minimise conflicts between pedestrians and motorists, traffic management measures will be implemented. Specifically, traffic controllers will be deployed at the site access to ensure road safety.

6 Summary and Conclusions

6.1 Summary

The applicant proposed to convert the existing open area at Lot 385 S.B RP (Part) in D.D. 78 into car parking purpose to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

The site is currently zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13 May 2016. Introducing a public vehicle park responds to the rapid growth of the Heung Yuen Wai area following the commissioning of passenger clearance at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) on 6 February 2023 and addresses the increasing daily needs of local villages. The proposed temporary public vehicle park (excluding container vehicles), with ancillary office and associated filling of land, seeks to optimize land use and provide parking to alleviate significant local demand. Planning permission from the Town Planning Board is required for this use.

To assess existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area on 27 & 28 September 2025 (Saturday & Sunday), 7 & 9 October 2025 (Tuesday (Mid-Autumn Festival) & Thursday) during period from 08:00 to 22:00. The morning and evening peak hours of the road network were identified as 10:00–11:00 and 15:00–16:00 (Saturday & Mid-Autumn Festival), 11:00–12:00 and 15:00–16:00 (Sunday), 11:00–12:00 and 17:30–18:30pm (Thursday), respectively.

The year 2028 has been adopted as the design year for the Traffic Impact Assessment (TIA). Based on future planning data, a traffic growth factor of +3.5% per annum has been applied to the 2025 observed traffic flows to project the anticipated traffic flows for 2028.

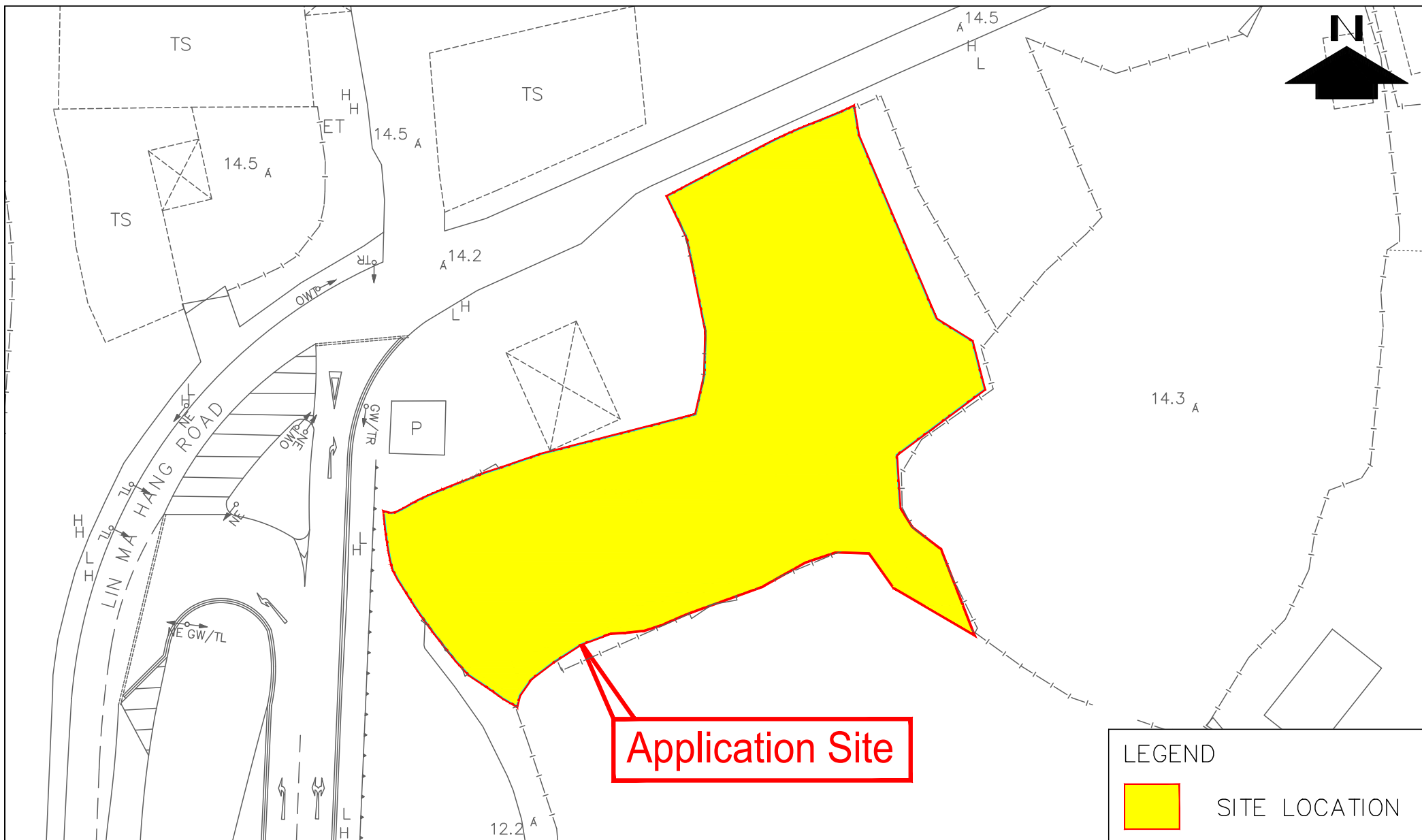
The capacity assessments indicate that all key junctions are expected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

The proposed car parking provisions are in compliance with the requirements set out in the Hong Kong Planning Standards and Guidelines (HKPSG).

6.2 Conclusion

The findings of the traffic study indicate that the proposed car park would not impose any unacceptable impact on the surrounding road network and is therefore considered acceptable from a traffic engineering perspective.


Figures

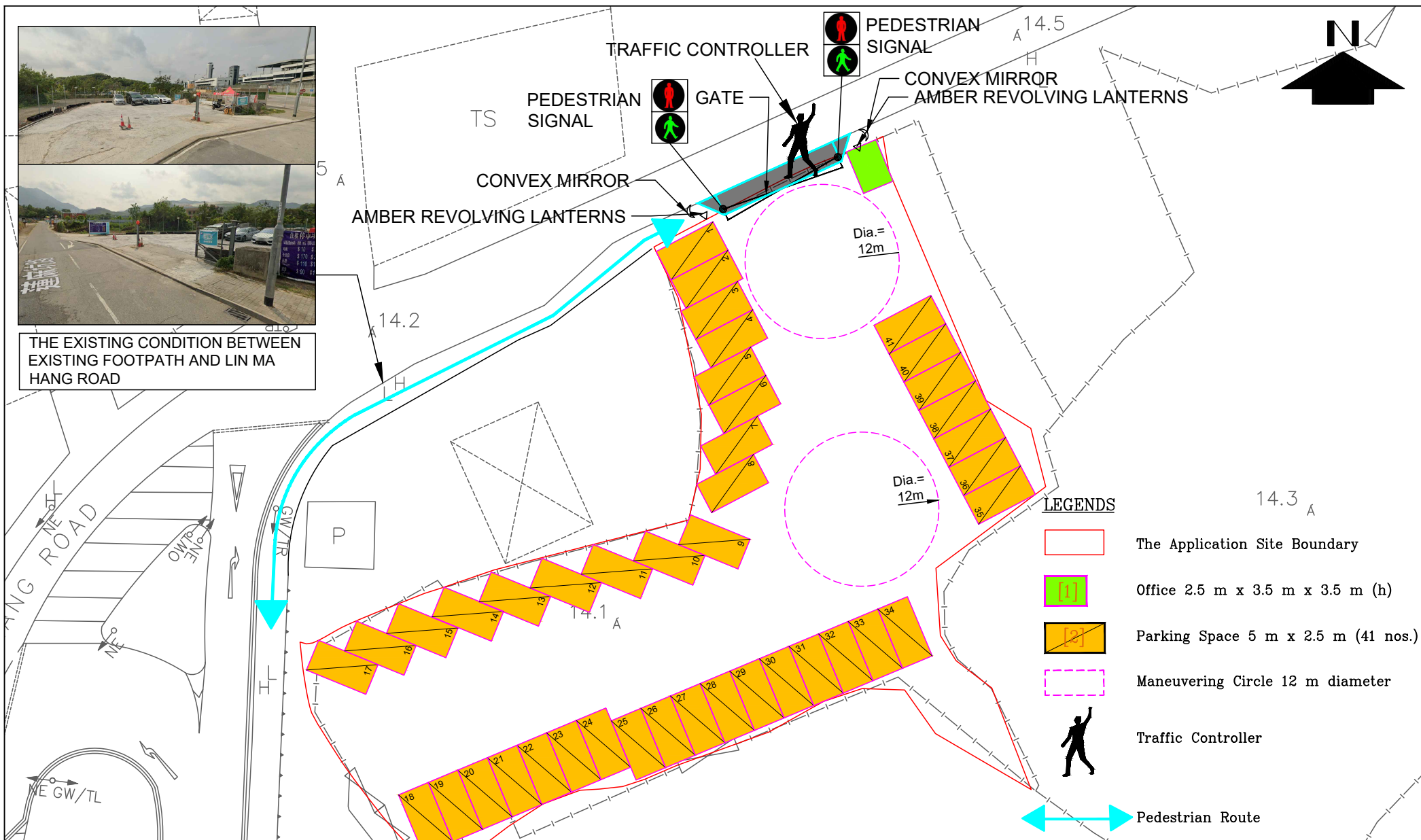


Application Site

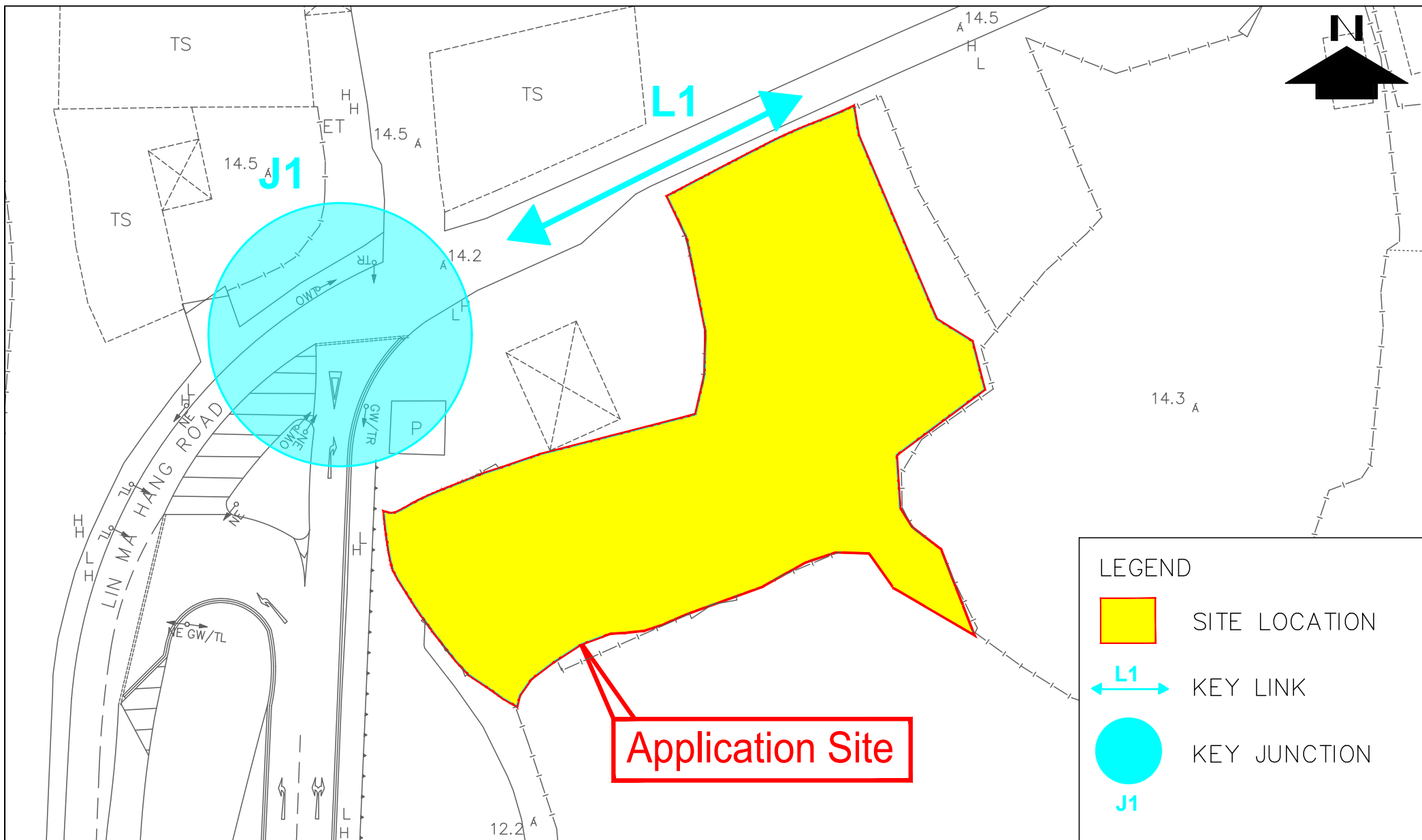
LEGEND

SITE LOCATION

PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 2.1
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SITE LOCATION	
DRAWN SF	PROJECT NO. J03014		
			




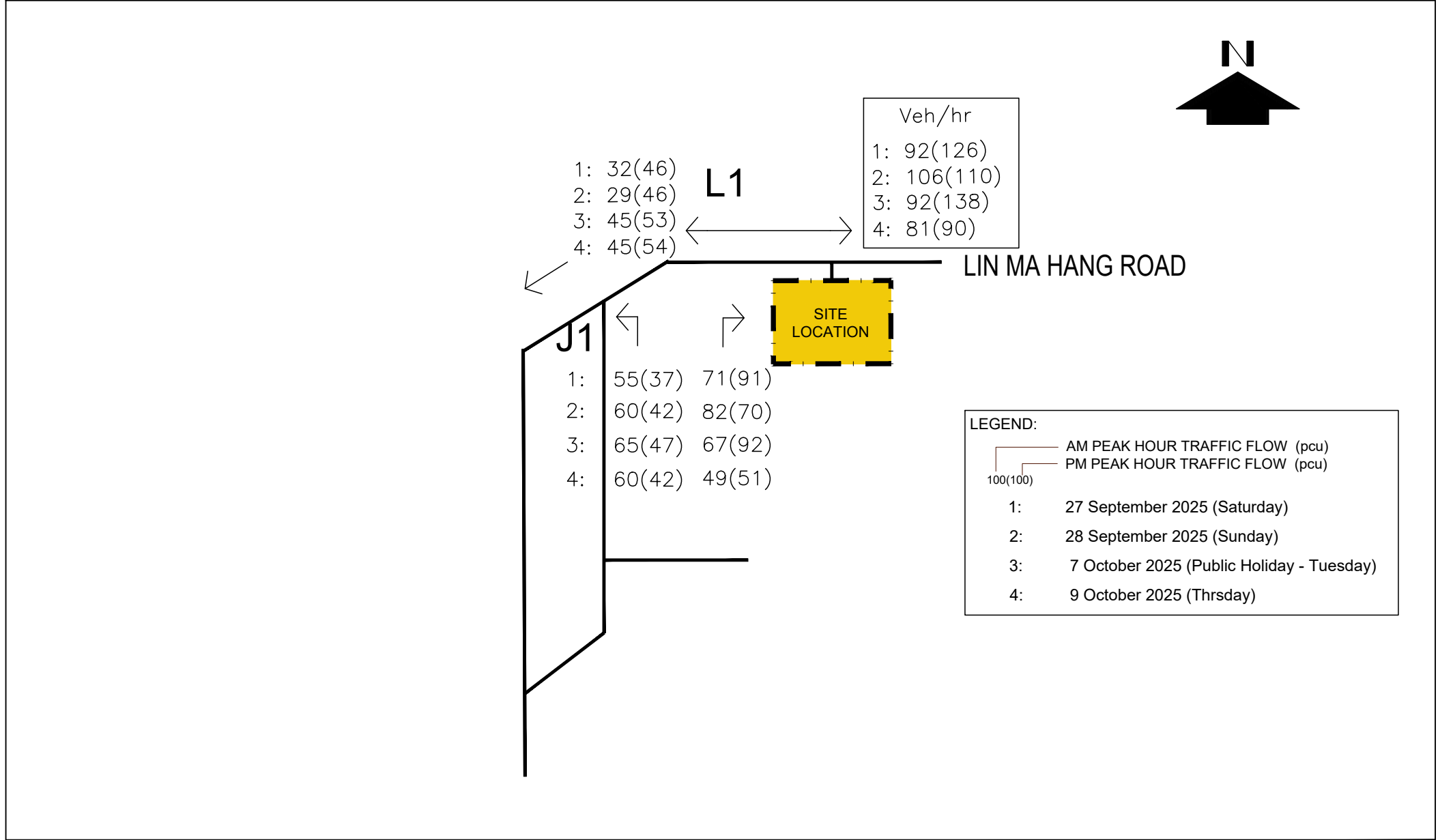
PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 2.2	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SAFETY MEASURES AT THE PROPOSED VEHICULAR RUN-IN/OUT		
DRAWN SF	PROJECT NO. J03014			



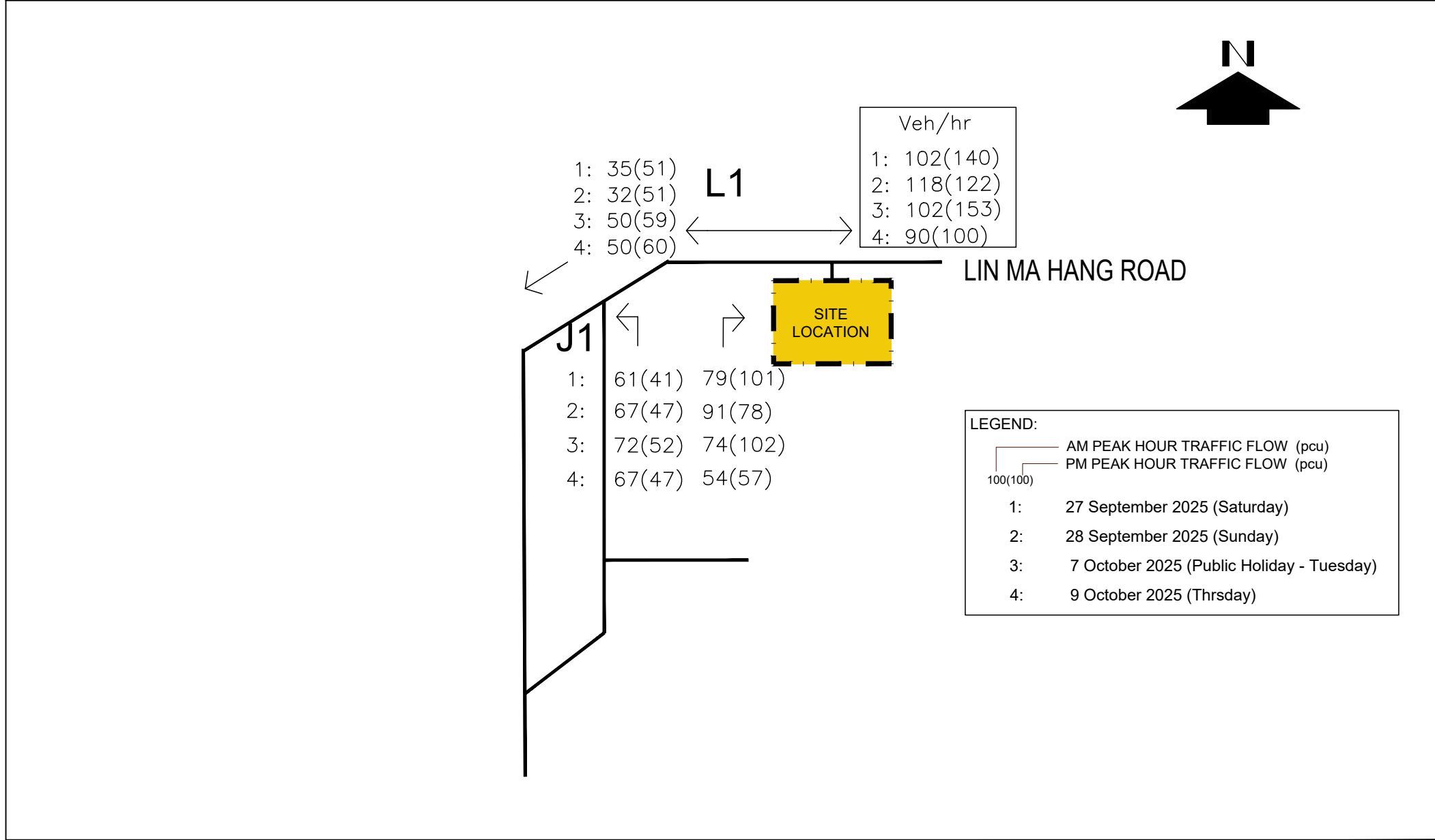
LEGEND

- SITE LOCATION
- L1** KEY LINK
- J1** KEY JUNCTION

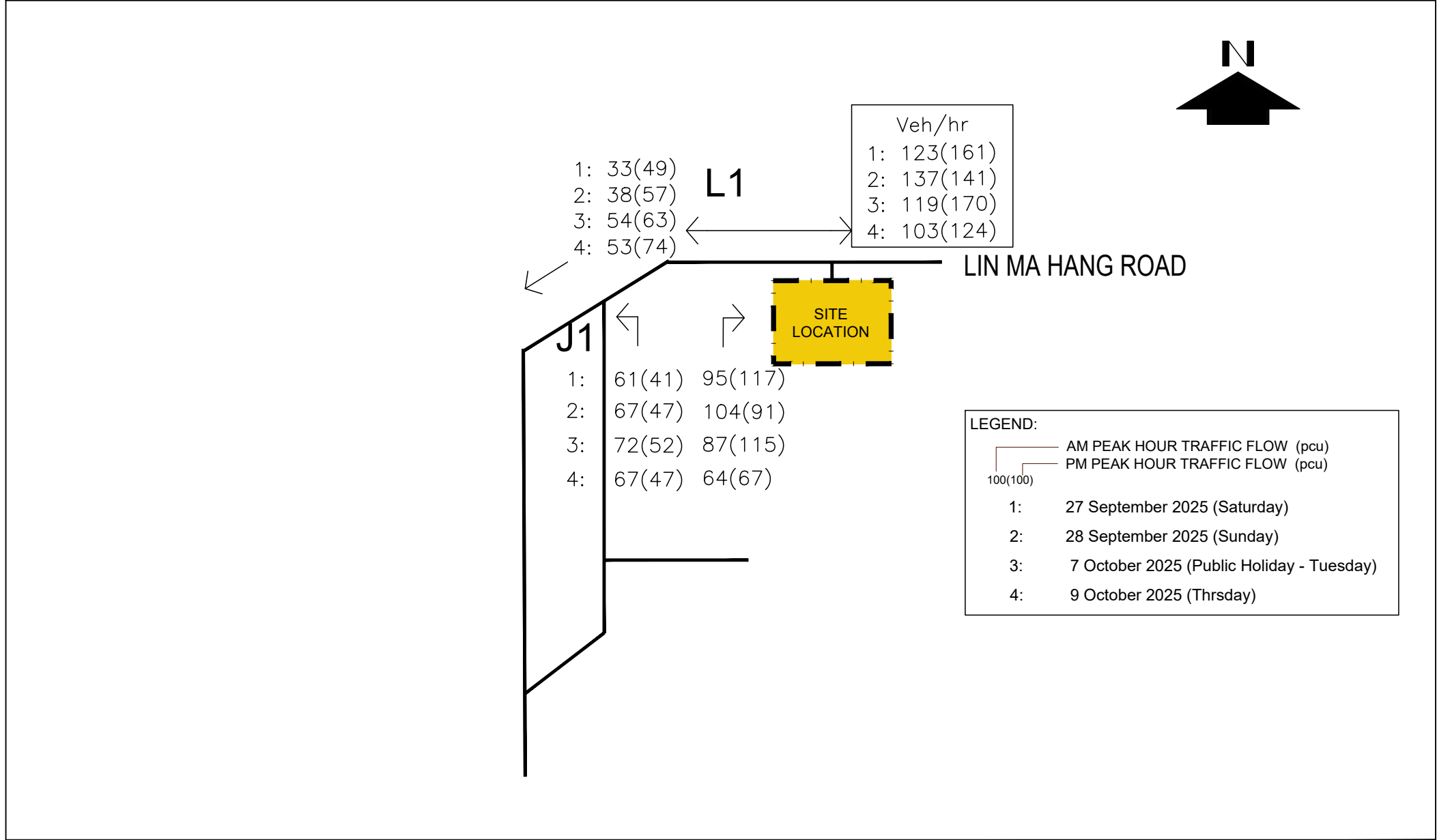
PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 3.1	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE KEY LINK AND KEY JUNCTION		
DRAWN SF	PROJECT NO. J03014			



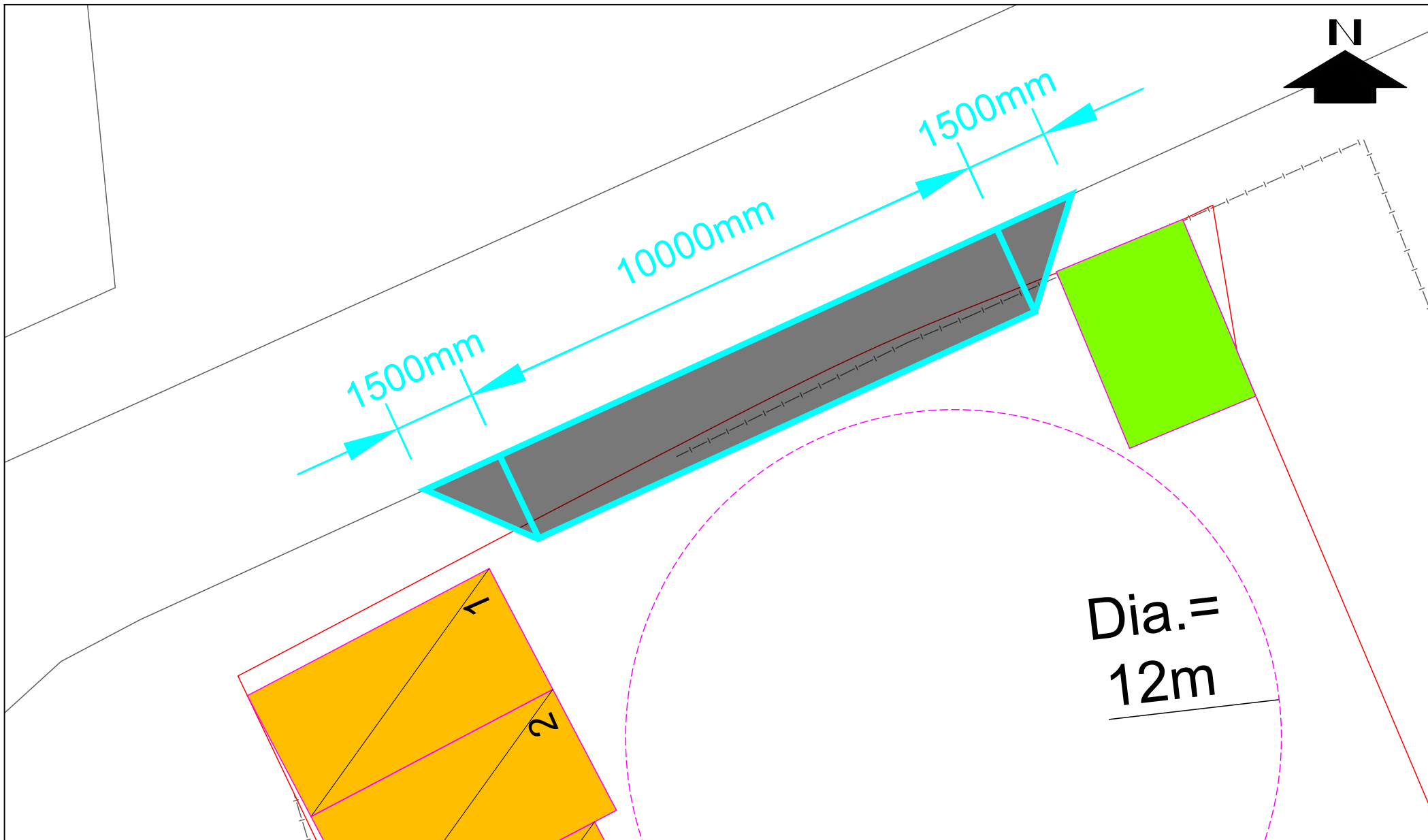
<div>PROJECT TITLE</div> <div>Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories</div>			FIGURE 3.2
<div>DATE</div> <div>OCT 2025</div>	<div>SCALE</div> <div>N.T.S</div>	<div>DRAWING TITLE</div> <div>2025 OBSERVED PEAK HOURS TRAFFIC FLOWS</div>	
<div>DRAWN</div> <div>SF</div>	<div>PROJECT NO.</div> <div>J03014</div>		



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 4.1
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2028 REFERENCE PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 4.2
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2028 DESIGN PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



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

FIGURE 5.1

DATE
OCT 2025

SCALE
N.T.S

DRAWING TITLE

DRAWN
SF

PROJECT NO.
J03014

PROPOSED VEHICULAR RUN-IN/OUT





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

FIGURE 5.1-SP01

DATE
OCT 2025

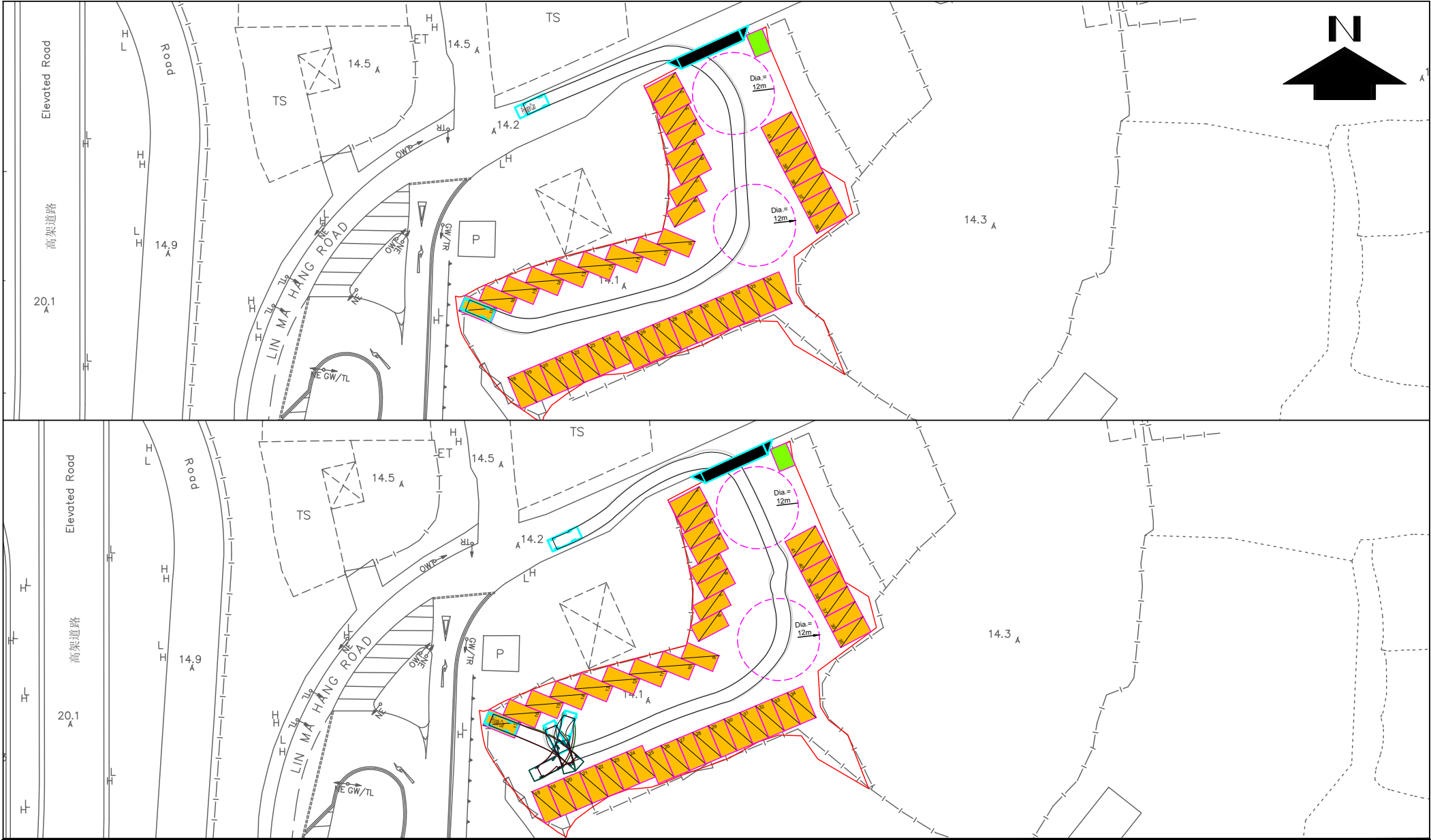
DRAWN
SF

SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





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

FIGURE 5.1-SP02

DATE
OCT 2025

DRAWN
SF


SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP03	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			



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

FIGURE 5.1-SP04

DATE OCT 2025	SCALE N.T.S
DRAWN SF	PROJECT NO. J03014

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


FIGURE 5.1-SP05

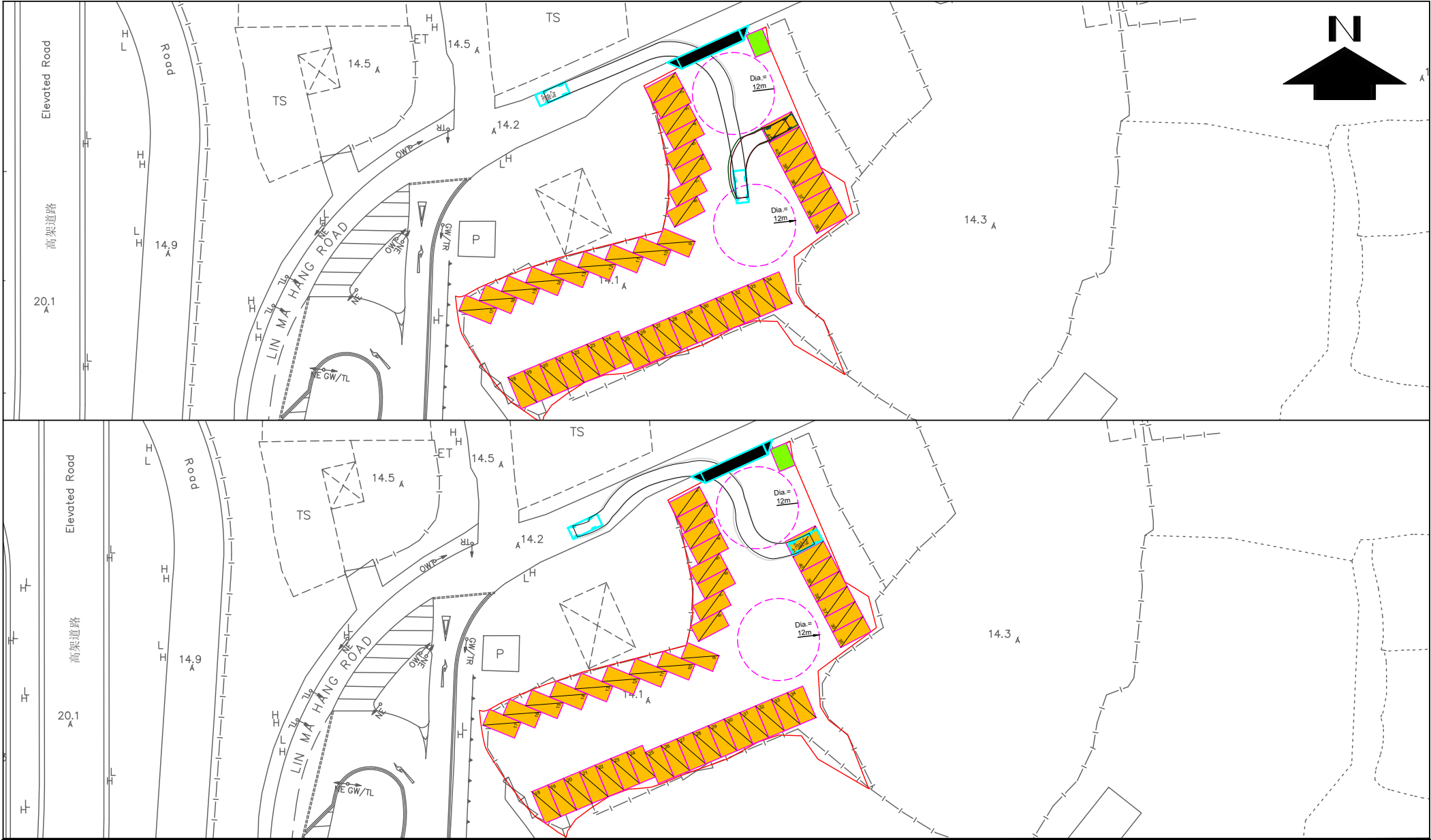
DATE	SCALE
OCT 2025	N.T.S
DRAWN	PROJECT NO.
SF	J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP06	
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			



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

FIGURE 5.1-SP07

DATE
OCT 2025

DRAWN
SF

SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR



Appendix A

Junction Analysis

AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 71 (pcu/hr) q b-c = 55 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4365079	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1256 Q c-b = 665 Q b-ac = 830.8 TOTAL FLOW = 55 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1091 DFC b-c = 0.0426 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.11 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 37 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2890625	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 759.9 TOTAL FLOW = 37 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0287 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 79 (pcu/hr) q b-c = 61 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4357143	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1252 Q c-b = 665 Q b-ac = 830.4 TOTAL FLOW = 61 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1214 DFC b-c = 0.0473 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.12</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 101 (pcu/hr) q b-c = 41 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2887324	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1241 Q c-b = 665 Q b-ac = 759.7 TOTAL FLOW = 41 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1551 DFC b-c = 0.0318 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.16</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 95 (pcu/hr) q b-c = 61 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3910256	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1244 Q c-b = 665 Q b-ac = 807.5 TOTAL FLOW = 61 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1459 DFC b-c = 0.0473 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.15</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 117 (pcu/hr) q b-c = 41 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2594937	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1233 Q c-b = 665 Q b-ac = 747.1 TOTAL FLOW = 41 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1797 DFC b-c = 0.0318 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.18</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 82 (pcu/hr) q b-c = 60 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4225352	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1250 Q c-b = 665 Q b-ac = 823.5 TOTAL FLOW = 60 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1260 DFC b-c = 0.0465 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.13</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 70 (pcu/hr) q b-c = 42 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.375	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1256 Q c-b = 665 Q b-ac = 799.7 TOTAL FLOW = 42 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1075 DFC b-c = 0.0325 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.11</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4240506	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 824.3 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 78 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.376	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1252 Q c-b = 665 Q b-ac = 800.1 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1198 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.12 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road		FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 104 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3918129	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1239 Q c-b = 665 Q b-ac = 807.9 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1598 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.16</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3405797	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 783.2 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 67 (pcu/hr) q b-c = 65 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4924242	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1258 Q c-b = 665 Q b-ac = 861.2 TOTAL FLOW = 65 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1029 DFC b-c = 0.0503 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.10 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 92 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3381295	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1245 Q c-b = 665 Q b-ac = 782.1 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1413 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 74 (pcu/hr) q b-c = 72 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4931507	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1254 Q c-b = 665 Q b-ac = 861.7 TOTAL FLOW = 72 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1137 DFC b-c = 0.0558 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.11 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 102 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3376623	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1240 Q c-b = 665 Q b-ac = 781.9 TOTAL FLOW = 52 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1567 DFC b-c = 0.0403 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.16</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 87 (pcu/hr) q b-c = 72 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4528302	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1248 Q c-b = 665 Q b-ac = 839.4 TOTAL FLOW = 72 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1336 DFC b-c = 0.0558 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.13</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 115 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3113772	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1234 Q c-b = 665 Q b-ac = 769.8 TOTAL FLOW = 52 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1767 DFC b-c = 0.0403 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.18 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 49 (pcu/hr) q b-c = 60 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.5504587	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1267 Q c-b = 665 Q b-ac = 895.3 TOTAL FLOW = 60 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0753 DFC b-c = 0.0465 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.08</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 51 (pcu/hr) q b-c = 42 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4516129	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1266 Q c-b = 665 Q b-ac = 838.8 TOTAL FLOW = 42 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0783 DFC b-c = 0.0325 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.08 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 54 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.553719	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1264 Q c-b = 665 Q b-ac = 897.3 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0829 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.08</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 57 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4519231	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1263 Q c-b = 665 Q b-ac = 839 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0876 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.09</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 64 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.5114504	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1259 Q c-b = 665 Q b-ac = 872.1 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0983 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.1em;"> CRITICAL DFC = 0.10 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 67 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4122807	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1258 Q c-b = 665 Q b-ac = 818.2 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1029 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.10</div>
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Appendix B

Planning Data from
Planning Department

以2021年為基礎年期的全港人口及就業數據矩陣 -
2021年、2026年和2031年人口和就業職位的分布
2021-based Territorial Population and Employment Data Matrix -
Distributions of Population and Employment in 2021, 2026 and 2031

(以年中計算 as at mid year)

	2021年 Year 2021		2026年 Year 2026		2031年 Year 2031	
	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment
區議會分區摘要： SUMMARY BY DISTRICT COUNCIL DISTRICT						
中西區 CENTRAL AND WESTERN	235 950	390 350	226 250	379 150	222 600	381 450
灣仔 WAN CHAI	166 700	299 700	156 000	301 700	145 700	287 250
東區 EASTERN	529 600	296 200	500 100	288 400	467 000	277 050
南區 SOUTHERN	263 300	117 200	258 800	126 700	267 200	121 850
香港島 HONG KONG ISLAND	1 195 550	1 103 450	1 141 200	1 095 950	1 102 500	1 067 600
深水埗 SHAM SHUI PO	431 100	228 650	432 200	219 000	438 600	214 000
九龍城 KOWLOON CITY	410 650	200 500	470 450	231 000	460 100	240 350
黃大仙 WONG TAI SIN	406 800	104 100	404 800	106 600	396 650	101 550
觀塘 KWUN TONG	673 150	395 900	682 500	400 050	690 750	441 300
油尖旺 YAU TSIM MONG	310 650	413 950	291 700	439 300	267 100	428 850
九龍 KOWLOON	2 232 350	1 343 100	2 281 650	1 395 900	2 253 150	1 426 050
葵青 KWAI TSING	495 800	226 350	488 750	223 400	483 050	227 800
荃灣 TSUEN WAN	320 100	167 350	296 150	168 150	295 850	163 800
屯門 TUEN MUN	506 900	133 400	557 650	132 450	586 200	152 650
元朗 YUEN LONG	668 100	152 850	685 000	238 500	760 600	258 200
北區 NORTH	309 650	84 150	352 000	104 050	435 550	144 850
大埔 TAI PO	316 450	96 600	348 900	94 800	343 250	89 800
沙田 SHA TIN	692 800	222 150	687 450	230 600	667 750	220 400
西貢 SAI KUNG	489 050	111 550	527 150	116 200	538 800	123 450
離島 ISLANDS	185 300	118 000	229 900	147 150	352 500	191 950
新界 NEW TERRITORIES	3 984 100	1 312 350	4 172 950	1 455 350	4 463 550	1 572 900
次區域摘要 SUMMARY BY SUB-REGION:						
都會區 METRO AREA	4 228 300	2 837 350	4 215 750	2 882 900	4 150 550	2 882 950
新界西北 NORTHWEST NEW TERRITORIES	1 176 050	286 800	1 243 650	372 750	1 347 800	413 350
新界東北 NORTHEAST NEW TERRITORIES	1 310 000	401 150	1 361 150	421 350	1 416 800	448 600
新界東南 SOUTHEAST NEW TERRITORIES	497 950	112 550	531 600	117 550	538 300	124 250
新界西南 SOUTHWEST NEW TERRITORIES	199 700	121 050	243 600	152 650	365 700	197 350
總計 TOTAL	7 411 950	3 758 900	7 595 750	3 947 150	7 819 200	4 066 550
都會區總計 METRO AREA TOTAL	4 228 300	2 837 350	4 215 750	2 882 900	4 150 550	2 882 950
非都會區總計 NON-METRO AREA TOTAL	3 183 650	921 550	3 380 000	1 064 300	3 668 600	1 183 550
全港陸上總計 TERRITORY LAND TOTAL	7 411 950	3 758 900	7 595 750	3 947 150	7 819 200	4 066 550

註釋：

- 一. 上述人口和就業職位分布應與相關的一般備註、特別備註及免責聲明一併閱讀，詳情可瀏覽規劃署網頁 www.pland.gov.hk。
- 二. 數字調整至最接近的50位數。
- 三. 由於四捨五入，個別數字的相加總和可能與總計數字略有出入。

Notes:

1. The above population and employment distrubutions should read together with the related General Notes, Special Notes and Disclaimer which are available on the Planning Department's website at www.pland.gov.hk.
2. Figures are rounded to the nearest 50.
3. There may be a slight discrepancy between the sum of individual items and the respective total owing to rounding.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

Timothy Wai Pui WU/PLAND

寄件者: YC Lit <[REDACTED]>
寄件日期: 2025年12月24日星期三 2:38
收件者: tpbpd/PLAND
副本: Timothy Wai Pui WU/PLAND
主旨: Further Information Re. TPB Application No. TPB/A/NE-TKLN/104
附件: TIA Lot 385 RP in DD 78 Carpark with _Highlight_Dec 2025 TKLN 104.pdf; Response to comments to TD Lot 385 RP in DD 78 Carpark TKLN 104.pdf; Cover Letter (FI) dd 24.12.2025 Lot 385 RP in DD 78 Carpark TKLN 104_0001.pdf

類別: Internet Email

Dear Sir/Madam,

In response to the comments from the Transport Department (TD) concerning the above captioned application, I forward herewith following further information/documents for your further action:-

1. Cover Letter dated 24.12.2025 for submission of Further Information ;
2. TIA from AMG Consultancy Limited date December,2025 (with amendments highlighted in yellow);
and
3. Response-to-Comments from TD.

Best regards
LIT Ying-cheung, Edward
Tel: [REDACTED]

敏志顧問及建築工程有限公司



Date : 24.12.2025
Our Ref.: (6) in MCCCL/TKLN/4/25
The Secretary,
Town Planning Board,
15/F., North Point Government Offices,
333 Java Road, North Point, Hong Kong

By Email and Post

Dear Sir/Madam,

**Re: Planning Application No. TPB/A/NE-TKLN/104
Submission of Further Information for Proposed Temporary Public Vehicle
Park (Excluding Container Vehicle) with Ancillary Office and Associated
Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78,
and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, N.T.**

We submit herewith the following further information/documents for your consideration:

- (1) Traffic Impact Assessment dated December, 2025 from AMG Consultancy Limited
(Amendments are highlighted in colour yellow for your easy reference) and
- (2) Response-To-Comments from Transport Department (TD).

This letter supersedes my previous letter dated 13.12.2025.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned at [REDACTED].

Yours faithfully,
For and on behalf of
Man Chi Consultants and Construction Limited

For and on behalf of
MAN CHI CONSULTANTS AND CONSTRUCTION LIMITED
敏志顧問及建築工程有限公司


(LIT Ying-cheung, Edward)
Encl.

c.c. DPO/Shu Tin, Tai Po and North, Planning Department (Attn: WU Wai Pui, Timothy)

Address:



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

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

Responses to TD Comments

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

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

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

Responses to TD Comments

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

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

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

Responses to TD Comments

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

TRAFFIC IMPACT ASSESSMENT REPORT

Reference: J03014-R01-02

Date: December 2025



AMG CONSULTANCY LIMITED

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1 Introduction

1.1 Background

The Applicant intends to convert the existing open space at Lot 385 S.B RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha into Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

The site is currently zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13 May 2016. Introducing a public vehicle park responds to the rapid growth of the Heung Yuen Wai area following the commissioning of passenger clearance at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) on 6 February 2023 and addresses the increasing daily needs of local villages. The proposed temporary public vehicle park (excluding container vehicles), with ancillary office and associated filling of land, seeks to optimize land use and provide parking to alleviate significant local demand. Planning permission from the Town Planning Board is required for this use.

To support this application, AMG Consultancy Limited is commissioned to conduct a Traffic Impact Assessment (TIA). The purpose of the TIA is to evaluate the potential traffic implications of the proposed development and present the findings and recommendations in this report.

1.2 Objectives

The objectives of the traffic study are as follows:

- To estimate the anticipated traffic generation associated with the proposed development
- To assess future traffic conditions within the surrounding road network
- To evaluate the potential traffic impact resulting from the proposed development
- To consider road improvement proposals, if feasible.

2 The Proposed Development

2.1 The Site

The Site is located at at Lot 385 S.B RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha, with a total area of approximately 1,463.08 sqm (including about 111.15sqm of Government land), as shown in **Figure 2.1**.

According to the Approved Ta Kwu Ling North Outline Zoning Plan (S/NE-TKLN/2), the zoning of the application site is zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%).

2.2 The Proposed Temporary Public Vehicle Park

The existing open space at Lot 385 S.B RP (Part) in D.D. 78 are proposed to be converted into temporary public and ancillary office in order to avoid excessive illegal parking in the Tsung Yuen Ha and Heung Yuen Wai areas, the Applicant wishes to provide sufficient proper parking spaces to cater the growing parking demands.

The development is proposed to operate on 24-hours basis throughout the week. For conservative purpose, it is assumed that majority of the drivers will reach the site at the observed peaks of the traffic count surveys.

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”. Planning permission is required for the use of temporary car park and ancillary site office.

In view of the enormous domestic and external demands, 41 no. of private car will be provided. Monthly and hourly rental options are available for local villagers and visitors. The arrangement is shown in **Figure 2.2A**.

The key development parameters for the proposed use are detailed in **Table 2.1**.

Table 2.1 Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area	About 1,463.08 m ²
Covered Area	About 8.75m ² (About 0.598 %)
Uncovered Area	About 1,454.33 m ² (About 99.402%)
Proposed Use(s)	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Temporary Period of 3 Years
Structure No(s). <i>Ancillary Office</i>	1 (1 storey)
Total Floor Area	About 8,75 m ²
No. of Parking Spaces	41 (Private Car)
Operation Hours of the Public Vehicle Park	24 hours (Monday to Sunday, including public holidays)
Ingress/Egress	About 10 m wide

3 Existing Traffic Situation

3.1 Existing Road Network

The Site can be reached via Lin Ma Hang Road.

Lin Ma Hang Road is a single-two carriageway served as a local road running in north-south direction.

Connecting with Lin Ma Hang Road and Fanling Highway, Heung Yuen Wai Highway is a dual-two carriageway classified as an expressway road running in north-south direction.

3.2 Public Transport

Currently, no public transport service provides access to Lin Ma Hang Road via Heung Yuen Wai Highway.

Meanwhile, existing public transport services access to Lin Ma Hang Road via other routings are listed in **Table 3.1**.

Table 3.1 Bus Route of Adjacent Bus Stop

Route No.		Origin - Destination
BUS	79K	SHEUNG SHUI BUS TERMINUS ↔ TA KWU LING(TSUNG YUEN HA)
	B9	TUEN MUN STATION ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)
	B9A	YUEN LONG (WEST) BUS TERMINUS ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)
	B7	SHEUNG SHUI (PO WAN ROAD) (VIA FANLING STATION) ↔ HEUNG YUEN WAI (LIANTANG) PORT (VIA FANLING STATION)
	B8	TAI WAI STATION (VIA TAI PO) ↔ HEUNG YUEN WAI (LIANTANG) PORT (VIA TAI PO)
GMB	55S	SHA TAU KOK (SHUN LUNG STREET) ↔ TA KWU LING(TSUNG YUEN HA)
	59S	SHEUNG SHUI BUS TERMINUS ↔ HEUNG YUEN WAI CONTROL POINT (LIANTANG)

3.3 Traffic Count Surveys

To assess the existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area, as shown in **Figure 3.1**. These surveys took place on 27 & 28 September 2025 (Saturday & Sunday), 7 & 9 October 2025 (Tuesday (Mid-Autumn Festival) & Thursday), during the period from 08:00 to 22:00.

The traffic counts were recorded at 15-minute intervals and subsequently converted into passenger car unit (pcu) values. The highest consecutive 15-minute intervals within an hour were used to determine the peak hour traffic flow.

Based on the survey data, the morning and evening peak hours of the road network were identified as 10:00–11:00 and 15:00–16:00 (Saturday & Mid-Autumn Festival), 11:00–12:00 and 15:00–16:00 (Sunday), 11:00-12:00 and 17:30-18:30pm (Thursday) respectively. The 2025 observed peak hour traffic flows on the aforesaid days for the study area are presented in **Figure 3.2**.

3.4 Existing Junction Capacity Assessment

Based on the observed traffic flows, the performance of key junctions near the subject site during the morning and evening peak hours was evaluated in accordance with the Transport Planning and Design Manual, Volume 2, Chapter 4.

For priority junctions and roundabouts, performance is assessed using the design flow / capacity ("DFC"). A DFC value of 0.85 or below is generally considered acceptable level without causing undue delay to motorists passing through the concerned junctions.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.2** and the detailed calculation sheets are attached in **Appendix A** for perusal.

Table 3.2 Existing Junction Performance

Jun No.	Junction Location	Type/ Capacity Index	AM Peak Hour	PM Peak Hour
27 September 2025 (Saturday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.11	0.14
28 September 2025 (Sunday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.13	0.11
7 October 2025 (Public Holiday - Tuesday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.10	0.14

9 October 2025 (Thursday)				
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.08

Notes: DFC = design flow to capacity

It can be seen from **Table 3.2** that all the key junctions perform satisfactorily during peak hours.

3.5 Existing Link Capacity Assessment

The road link capacity assessment is summarised in Table 3.3. It is assumed that the link capacity of a 2-lane single carriageway may be taken as 800 veh/h. (Refer to Transport Planning and Design Manual, Volume 2 Highway Design Characteristics, Chapter on Vehicle Dimensions and Design Flows, Chapter 2, 2.4.1.1)

For V/C ratio 1.0 or below, it represents the traffic condition is acceptable. For V/C ratio between 1.0 and 1.2, it indicates that the degree of congestion is manageable.

Table 3.3 Existing Link Performance

No.	Road Link (Direction)	Link Capacity (veh/hr)	Observed Flow		V/C Ratio	
		Link Capacity (veh/hr)	AM Peak	PM Peak	AM Peak	PM Peak
27 September 2025 (Saturday)						
L1	Lin Ma Hang Road	100	92	126	0.92	1.26
28 September 2025 (Sunday)						
L1	Lin Ma Hang Road	100	106	110	1.06	1.06
7 October 2025 (Public Holiday - Tuesday)						
L1	Lin Ma Hang Road	100	92	138	0.92	1.38
9 October 2025 (Thursday)						
L1	Lin Ma Hang Road	100	81	90	0.81	0.90

+ According to TPDM Volume 2 Chapter 3.11.3, Whilst it has been found that a single track road when provided with adequate passing places can accommodate 2-way flows of 100 vehicles per hour, this should not be used as a design figure. This flow would only be acceptable as an isolated peak flow but not a regular daily occurrence.

According to the data presented, Lin Ma Hang Road maintains a V/C ratio exceeding 1.2, which reflects undesirable traffic flow during weekend and public holiday peak hours.

To address the unsatisfactory traffic conditions observed along Lin Ma Hang Road during weekend and public-holiday peak periods, the applicant proposes to dedicate a portion of their site and use part of government land for the widening of a section of Lin Ma Hang Road, thereby enhancing traffic capacity in the area. The proposed improvement works is shown in **Figure 2.2A** and **Figure 2.3**.

4 Future Traffic Situation

4.1 2028 Design Year Road Network

As the proposed parking facility is applied for temporary use for a maximum period of 3 years, year 2028 is therefore used as the design year of the traffic impact assessment.

4.2 Proposed Development Traffic Generation & Attraction

The application site will be opened for parking of private cars and van-type LGVs only. No other vehicle will be allowed to enter the site.

The proposed traffic generation and traffic attraction rates of the proposed parking are shown in **Table 4.1**.

Table 4.1 Proposed Traffic Generation and Traffic Attraction

Proposed Parking Facility	Generation		Attraction	
	AM Peak	PM Peak	AM Peak	PM Peak
	Trips rates (pcu/hr)			
Monday to Friday	3	14	10	10
Saturday	5	5	16	16
Sunday	6	6	13	13
Public Holiday	4	4	13	13

4.3 Annual Traffic Growth

The traffic flow estimation for the design year 2028 was carried out by adjusting the 2025 baseline data, derived from traffic surveys to account for natural growth trends linked to rising car usage. This adjustment was made using a suitable annual traffic growth factor to forecast background traffic levels in 2028.

According to the report “Projections of Population Distribution 2023-2031” issued by Planning Department in August 2023, the population growth from base year 2021 to 2031 is shown in **Table 4.2** and **Appendix B**.

Table 4.2 Projected Population by District Council District, 2021-2031

District Council District	Year 2021 [#]	Year 2031	Growth Rate p.a. (%)
North	309650	435550	3.5%

[#] Base Year Estimates

The planning data indicate a growth in population at a rate of 3.5% per annum. This factor is used to forecast the future traffic volume for this study.

4.4 Reference and Design Flows

The growth factor, along with traffic generated by adjacent developments, will be applied to the 2025 observed peak hour traffic flows to estimate the projected reference flows for the year 2028.

The reference and design flows for the design year 2028 are calculated from the following formulae:

$$\text{2028 Reference Flows} = \text{2025 Observed Flows} \times (1+0.035\%)^3$$

$$\text{2028 Design Flows} = \text{2028 Reference Flows} + \text{Proposed Development Traffic}$$

Based on the observed traffic flows and existing road network patterns, the projected 2028 peak hour Reference and Design traffic flows at the critical junctions are distributed and assigned in **Figure 4.1** and **4.2** respectively.

4.5 Junction Capacity Assessment

Capacity assessments were conducted for the major junctions within the local road network under both the Reference and Design scenarios. The results are summarised in **Table 4.3**, with detailed calculation sheets provided for perusal.

Table 4.3 2028 Junction Capacity Assessments

Jun No.	Location	Type / Capacity Index	2028 Reference		2028 Design	
			AM	PM	AM	PM
27 September 2025 (Saturday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.12	0.16	0.15	0.18
28 September 2025 (Sunday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.14	0.12	0.16	0.14

7 October 2025 (Public Holiday - Tuesday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.11	0.16	0.13	0.18
9 October 2025 (Thursday)						
J1	Lin Ma Hang Road SB / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.09	0.10	0.10

Notes: RC =reserve capacity, DFC = ratio of flow to capacity

As shown in **Table 4.3** and **Appendix A**, all key junctions are projected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

4.6 2028 Link Capacity Assessment

Upon approval of the proposed improvement works by the relevant authorities, the link capacity assessment results for the Reference and Design scenarios are summarised in **Table 4.4**.

Table 4.4 2028 Link Capacity Assessments

No.	Road Link (Direction)	Link Capacity (veh/hr)	2028 Reference Flow (veh/hr)		2028 Reference V/C Ratio		2028 Design Flow (veh/hr)		2028 Design V/C Ratio	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
27 September 2025 (Saturday)										
L1	Lin Ma Hang Road	800	102	140	0.13	0.18	123	161	0.15	0.20
28 September 2025 (Sunday)										
L1	Lin Ma Hang Road	800	118	122	0.15	0.15	137	141	0.17	0.18
7 October 2025 (Public Holiday - Tuesday)										
L1	Lin Ma Hang Road	800	102	153	0.13	0.19	119	170	0.15	0.21
9 October 2025 (Thursday)										
L1	Lin Ma Hang Road	800	90	100	0.11	0.13	103	124	0.13	0.18

+ According to TPDM **Volume 2**, Chapter 2.4.1.1, for local roads, the design flow of a 2-lane single carriageway may be taken as 800 veh/h, 2-way, due to the presence of loading activities, standing vehicles and pedestrian crossings.

As presented in **Table 4.4**, after the improvement works at Lin Ma Hang Road, the capacity of the key road links would be performing satisfactorily during the peak periods for both Reference and Design Scenarios.

5 Internal Transport Provisions

5.1 Provisions of parking provision

The proposed car park layout of the internal transport facilities is presented in **Figures 2.2**. 41 nos. for private cars are proposed. The standard dimensions for parking spaces, as specified in the HKPSG, are summarised in **Table 5.1**.

Table 5.1 Parking Space Dimension

Type of Parking Space	Size	References
Car Parking Space	2.5m(W) x 5.0m(L) x 2.4m(H)	Under HKPSG

5.2 Safety Measures at the proposed car park access

To enhance safety at the **10.0m** wide site access, a series of safety measures have been proposed, as shown in **Figure 2.2**. A pair of amber revolving lanterns, a pair of convex mirrors will be installed on both sides of the site access at approximately 2.3 metres above ground level to alert approaching road users, and a real-time parking information board will be installed to facilitate motorist in identifying available parking spaces and thereby improve traffic flow.

Traffic controller(s) will be deployed to manage vehicle movements entering and exiting the site, to avoid potential conflicts with the surrounding road traffic. Clear guidelines and appropriate trainings would be provided to all patrol staff.

When vehicles are expected to enter or leave the proposed car park, at least one traffic controller will be stationed at the access point to guide both vehicular and pedestrian movements, ensuring safe and orderly passage and preventing congestion or conflicts.

5.3 Access Arrangement and Swept Path Analyses

A 10.0m wide site access will be provided along Lin Ma Hang Road, as shown in **Figure 5.1A**. The swept path analysis for private cars at the proposed parking is shown in **Figure 5.1-SP01A to SP07A**.

In order to enhance road safety and minimise conflicts the vehicles in/out from the subject site, traffic management measures will be implemented. Specifically, traffic controllers will be deployed at the site access to ensure road safety.

6 Summary and Conclusions

6.1 Summary

The applicant proposed to convert the existing open area at Lot 385 S.B RP (Part) in D.D. 78 into car parking purpose to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

The site is currently zoned as “Village Type Development” (“V”) (approx.33%), “Recreation” (“REC”) (approx.65%), and “Agricultural” (“AGR”) (approx.2%) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13 May 2016. Introducing a public vehicle park responds to the rapid growth of the Heung Yuen Wai area following the commissioning of passenger clearance at the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) on 6 February 2023 and addresses the increasing daily needs of local villages. The proposed temporary public vehicle park (excluding container vehicles), with ancillary office and associated filling of land, seeks to optimize land use and provide parking to alleviate significant local demand. Planning permission from the Town Planning Board is required for this use.

To assess existing traffic conditions, classified turning movement count surveys were conducted at key junctions within the study area on 27 & 28 September 2025 (Saturday & Sunday), 7 & 9 October 2025 (Tuesday (Mid-Autumn Festival) & Thursday) during period from 08:00 to 22:00. The morning and evening peak hours of the road network were identified as 10:00–11:00 and 15:00–16:00 (Saturday & Mid-Autumn Festival), 11:00–12:00 and 15:00–16:00 (Sunday), 11:00–12:00 and 17:30–18:30pm (Thursday), respectively.

The year 2028 has been adopted as the design year for the Traffic Impact Assessment (TIA). Based on future planning data, a traffic growth factor of +3.5% per annum has been applied to the 2025 observed traffic flows to project the anticipated traffic flows for 2028.

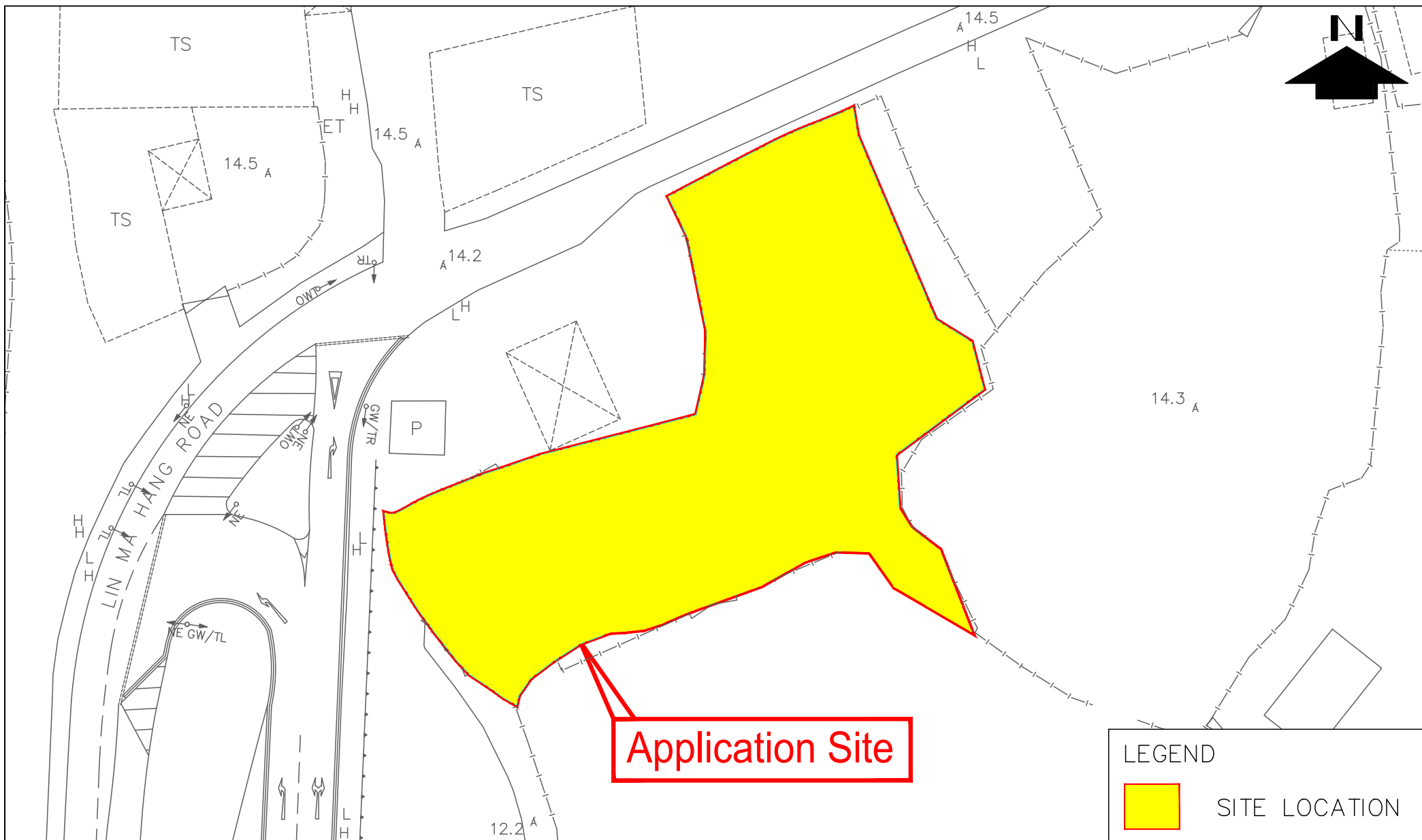
After the improvement works at Lin Ma Hang Road, the capacity assessments indicate that all key junctions and the link performance are expected to operate satisfactorily during peak periods under both the Reference and Design scenarios.

The proposed car parking provisions are in compliance with the requirements set out in the Hong Kong Planning Standards and Guidelines (HKPSG).

6.2 Conclusion


The findings of the traffic study indicate that the proposed car park would not impose any unacceptable impact on the surrounding road network and is therefore considered acceptable from a traffic engineering perspective.

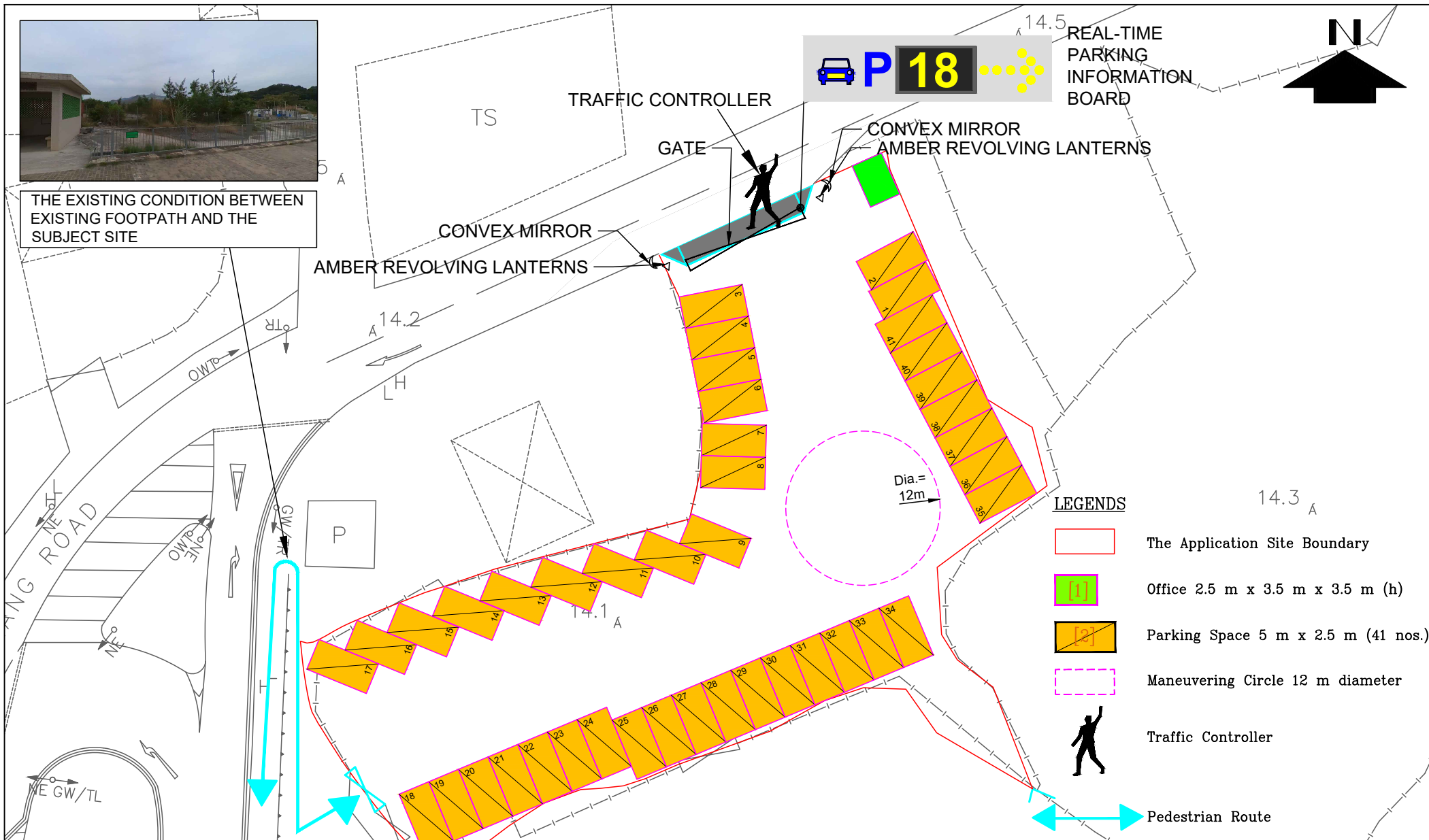
Figures



LEGEND

SITE LOCATION

<div>PROJECT TITLE</div> <div>Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories</div>			<div>FIGURE 2.1</div>	
<div>DATE</div> <div>OCT 2025</div>	<div>SCALE</div> <div>N.T.S</div>	<div>DRAWING TITLE</div> <div>SITE LOCATION</div>		<div><div>AMG CONSULTANCY LIMITED</div></div>
<div>DRAWN</div> <div>SF</div>	<div>PROJECT NO.</div> <div>J03014</div>			



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

DATE
 NOV 2025

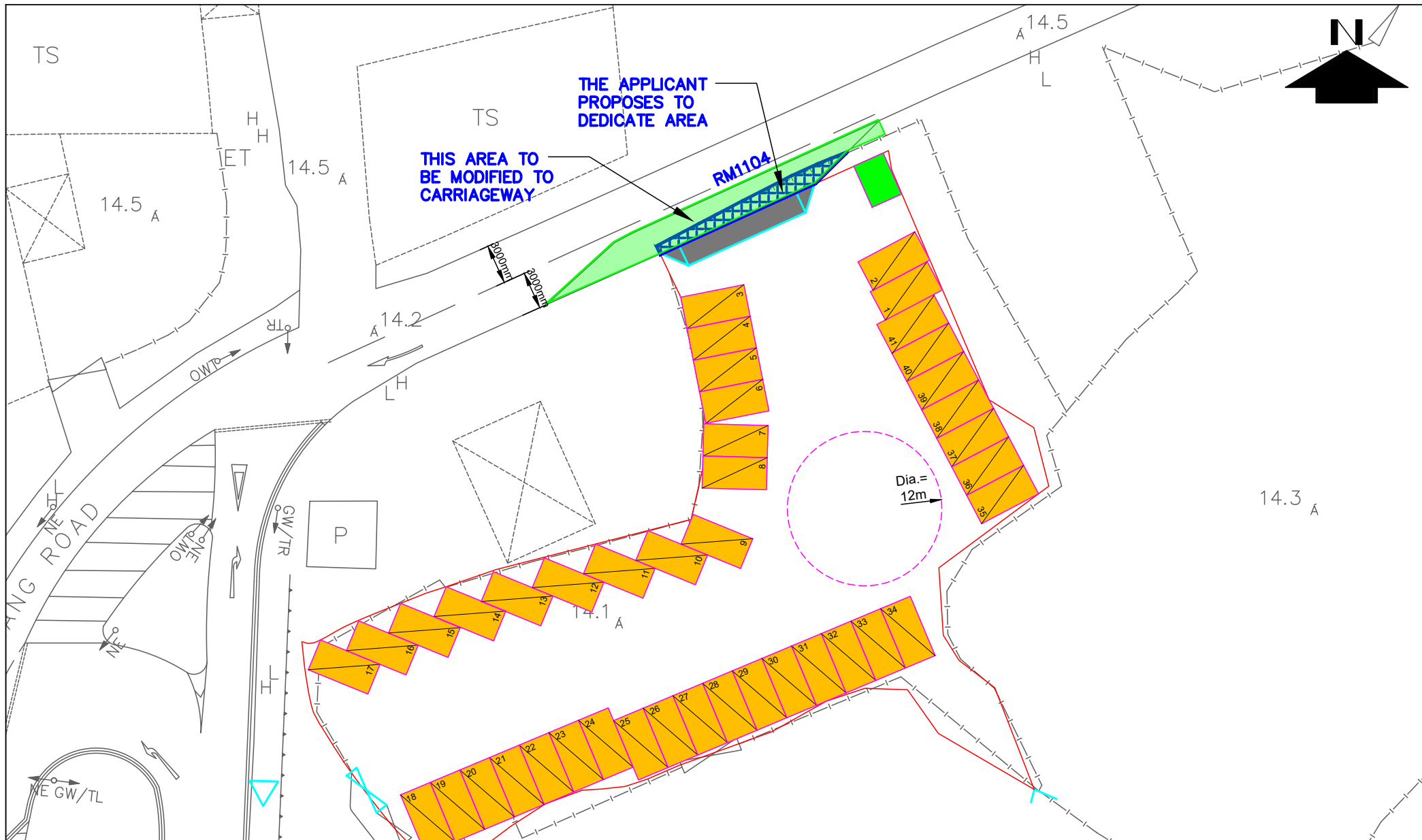
SCALE
 N.T.S

DRAWING TITLE
SAFETY MEASURES AT THE PROPOSED VEHICULAR RUN-IN/OUT

DRAWN
 SF

PROJECT NO.
 J03014

FIGURE 2.2A



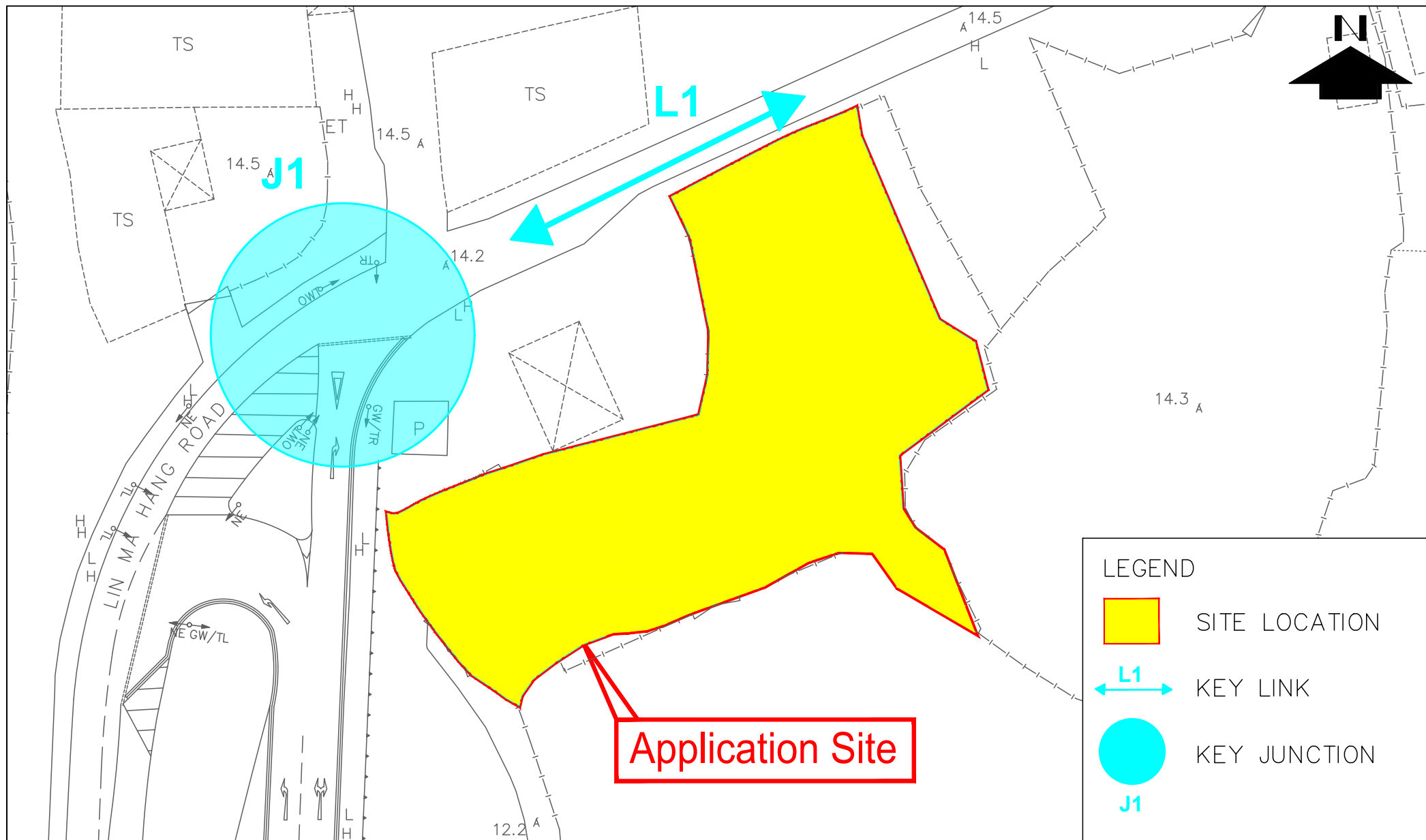
PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New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

FIGURE 2.3

DATE NOV 2025	SCALE N.T.S
DRAWN SF	PROJECT NO. J03014

DRAWING TITLE PROPOSED ROAD IMPROVEMENT WORKS
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LEGEND

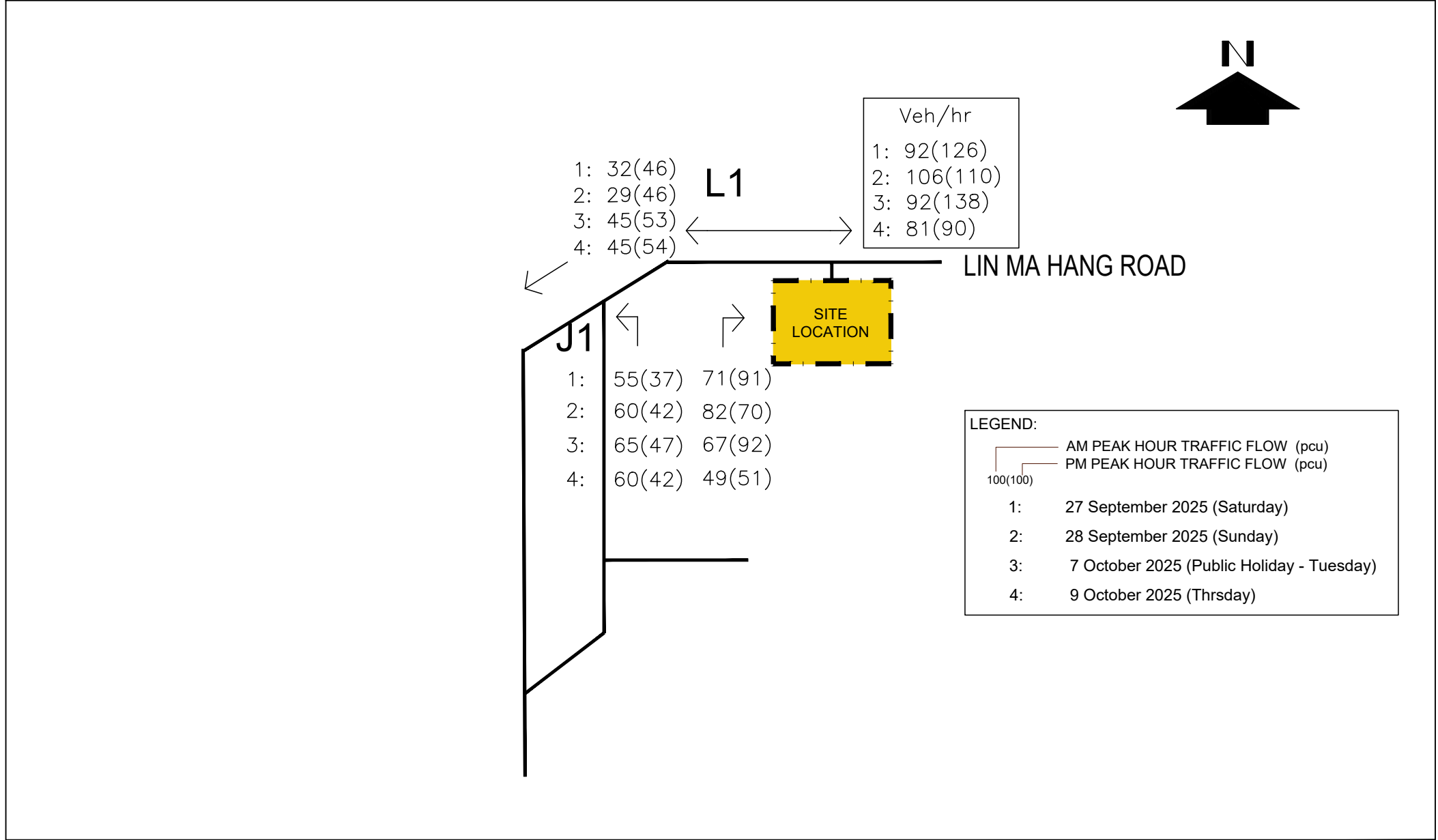
- SITE LOCATION
- L1 KEY LINK
- J1 KEY JUNCTION

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

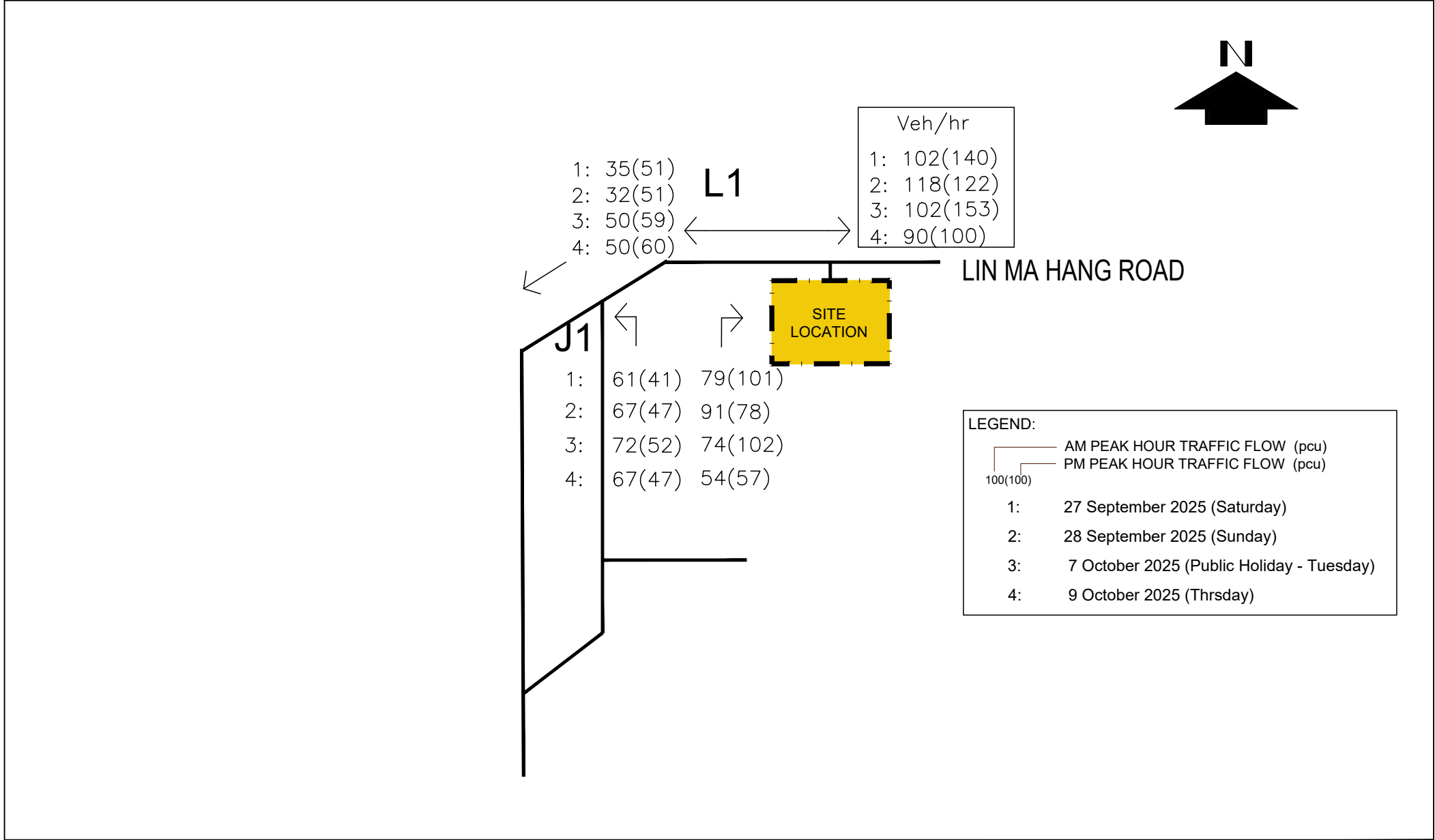
FIGURE 3.1

DATE OCT 2025	SCALE N.T.S
DRAWN SF	PROJECT NO. J03014

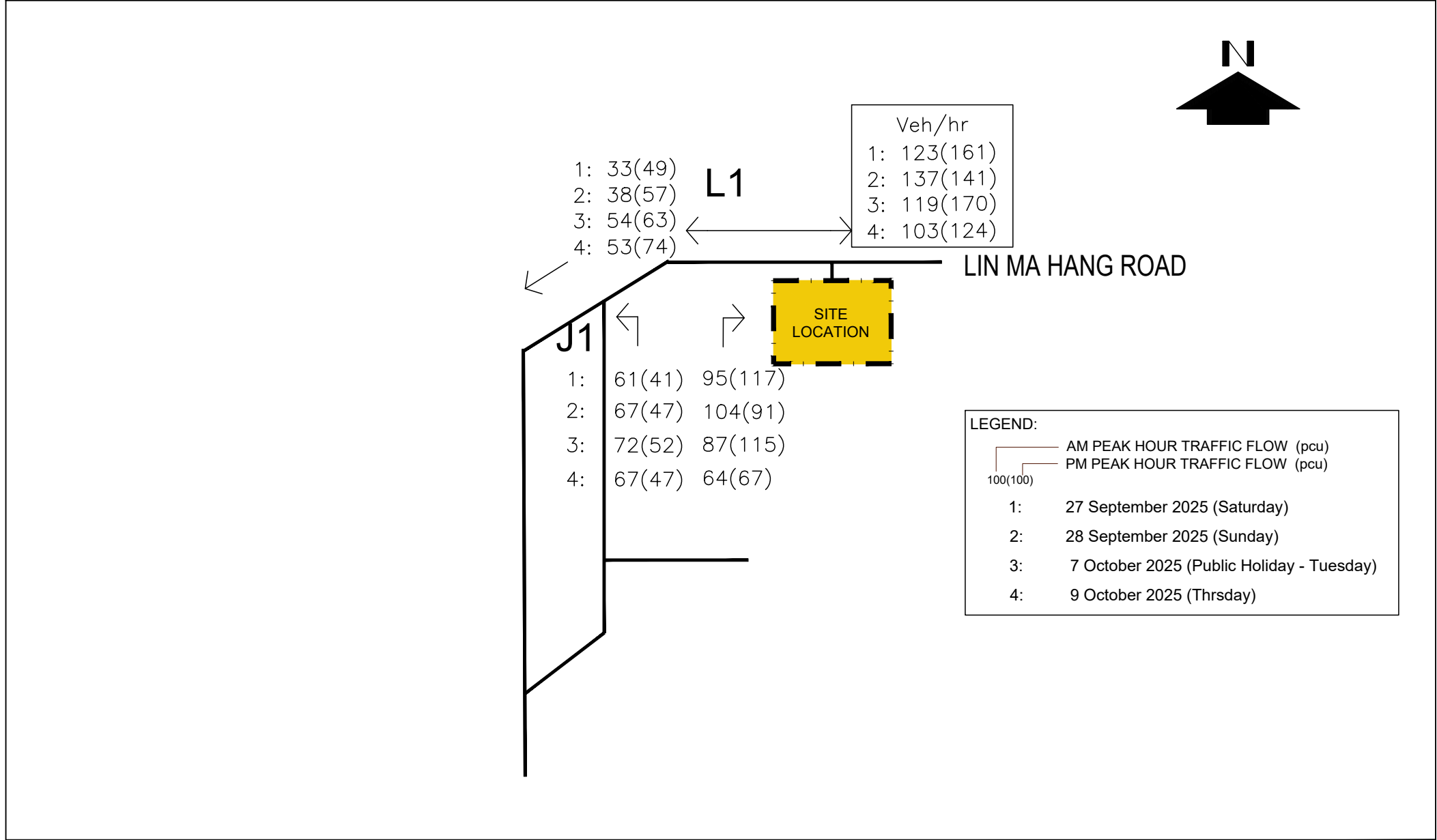
DRAWING TITLE KEY LINK AND KEY JUNCTION
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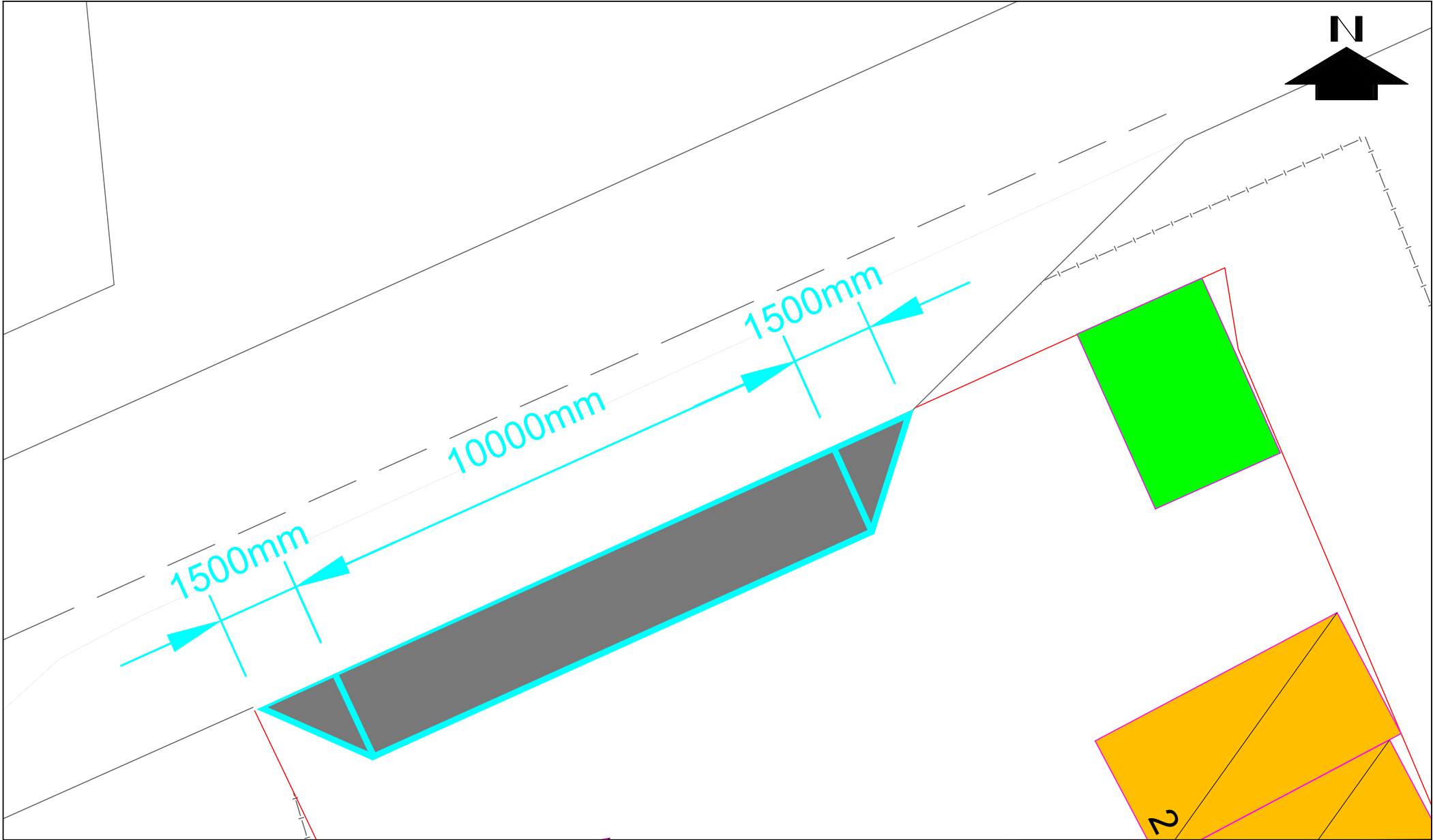
PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 3.2
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2025 OBSERVED PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		




PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 4.1
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2028 REFERENCE PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 4.2
DATE OCT 2025	SCALE N.T.S	DRAWING TITLE 2028 DESIGN PEAK HOURS TRAFFIC FLOWS	
DRAWN SF	PROJECT NO. J03014		



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1A
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE PROPOSED VEHICULAR RUN-IN/OUT	
DRAWN SF	PROJECT NO. J03014		



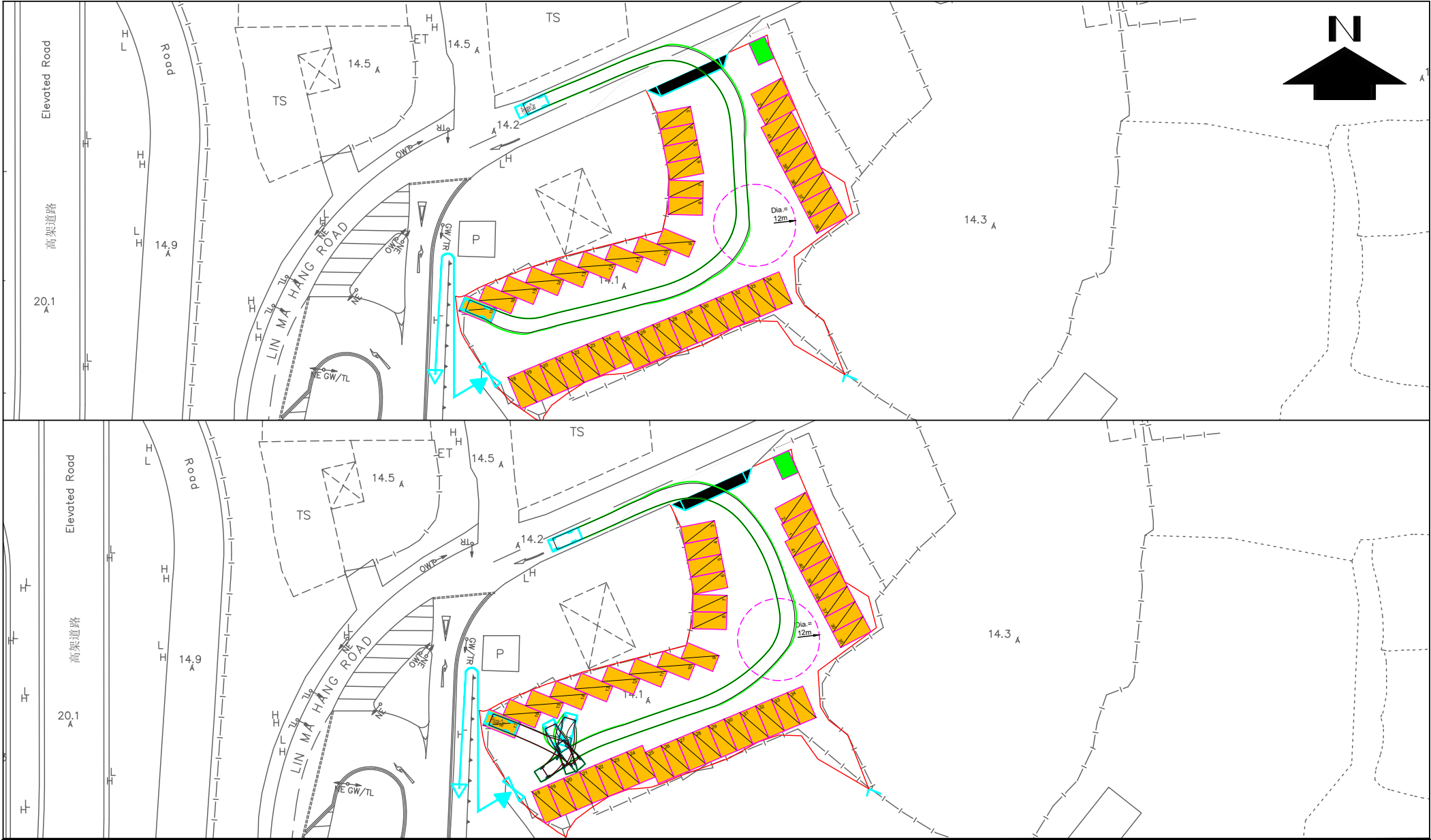
PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New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

FIGURE 5.1-SP01A

DATE	SCALE
NOV 2025	N.T.S
DRAWN	PROJECT NO.
SF	J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP02A	
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			



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

FIGURE 5.1-SP03A

DATE	SCALE
NOV 2025	N.T.S
DRAWN	PROJECT NO.
SF	J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP04A	
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			



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

FIGURE 5.1-SP05

DATE
NOV 2025

DRAWN
SF


SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP07A	
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			

Appendix A

Junction Analysis

AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 71 (pcu/hr) q b-c = 55 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4365079	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1256 Q c-b = 665 Q b-ac = 830.8 TOTAL FLOW = 55 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1091 DFC b-c = 0.0426 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.11</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 37 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2890625	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 759.9 TOTAL FLOW = 37 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0287 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 79 (pcu/hr) q b-c = 61 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4357143	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1252 Q c-b = 665 Q b-ac = 830.4 TOTAL FLOW = 61 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1214 DFC b-c = 0.0473 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.12 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 101 (pcu/hr) q b-c = 41 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2887324	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1241 Q c-b = 665 Q b-ac = 759.7 TOTAL FLOW = 41 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1551 DFC b-c = 0.0318 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.16 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 95 (pcu/hr) q b-c = 61 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3910256	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1244 Q c-b = 665 Q b-ac = 807.5 TOTAL FLOW = 61 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1459 DFC b-c = 0.0473 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.15</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-27 Saturday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 117 (pcu/hr) q b-c = 41 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.2594937	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1233 Q c-b = 665 Q b-ac = 747.1 TOTAL FLOW = 41 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1797 DFC b-c = 0.0318 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.18</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 82 (pcu/hr) q b-c = 60 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4225352	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1250 Q c-b = 665 Q b-ac = 823.5 TOTAL FLOW = 60 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1260 DFC b-c = 0.0465 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.13</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 70 (pcu/hr) q b-c = 42 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.375	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1256 Q c-b = 665 Q b-ac = 799.7 TOTAL FLOW = 42 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1075 DFC b-c = 0.0325 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.11 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4240506	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 824.3 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.14</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 78 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.376	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1252 Q c-b = 665 Q b-ac = 800.1 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1198 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.12</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 104 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3918129	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1239 Q c-b = 665 Q b-ac = 807.9 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1598 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.16 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-09-28 Sunday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 91 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3405797	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1246 Q c-b = 665 Q b-ac = 783.2 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1398 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.1em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 67 (pcu/hr) q b-c = 65 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4924242	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1258 Q c-b = 665 Q b-ac = 861.2 TOTAL FLOW = 65 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1029 DFC b-c = 0.0503 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.10</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 92 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3381295	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1245 Q c-b = 665 Q b-ac = 782.1 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1413 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.14 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 74 (pcu/hr) q b-c = 72 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4931507	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1254 Q c-b = 665 Q b-ac = 861.7 TOTAL FLOW = 72 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1137 DFC b-c = 0.0558 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.11</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 102 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3376623	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1240 Q c-b = 665 Q b-ac = 781.9 TOTAL FLOW = 52 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1567 DFC b-c = 0.0403 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.16 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 87 (pcu/hr) q b-c = 72 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4528302	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1248 Q c-b = 665 Q b-ac = 839.4 TOTAL FLOW = 72 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1336 DFC b-c = 0.0558 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.13</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-07 Public Holiday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 115 (pcu/hr) q b-c = 52 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.3113772	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1234 Q c-b = 665 Q b-ac = 769.8 TOTAL FLOW = 52 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1767 DFC b-c = 0.0403 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold; font-size: 1.2em;"> CRITICAL DFC = 0.18 </div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 49 (pcu/hr) q b-c = 60 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.5504587	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1267 Q c-b = 665 Q b-ac = 895.3 TOTAL FLOW = 60 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0753 DFC b-c = 0.0465 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.08</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Observed Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 51 (pcu/hr) q b-c = 42 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4516129	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q c-b = 665 Q b-ac = 838.8 TOTAL FLOW = 42 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0783 DFC b-c = 0.0325 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.08</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-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
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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 54 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.553719	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1264 Q c-b = 665 Q b-ac = 897.3 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0829 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.08</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Reference Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 57 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4519231	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1263 Q c-b = 665 Q b-ac = 839 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0876 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.09</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows AM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 64 (pcu/hr) q b-c = 67 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.5114504	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1259 Q c-b = 665 Q b-ac = 872.1 TOTAL FLOW = 67 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0983 DFC b-c = 0.0519 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.10</div>
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AMG CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha		PROJECT NO.: J03014	PREPARED BY:	CF	Oct-25
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2028 Design Flows PM	FILENAME :	CHECKED BY:	MC	Oct-25
2025-10-09 Thursday		REFERENCE NO.:	REVIEWED BY:	SF	Oct-25

Horseshoe Curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station
(ARM B)

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 = 3.66 (metres) W cr = 0 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.66 (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 = 3.90 (metres) W b-c = 10.50 (metres) Vl b-a = 60 (metres) Vr b-a = 200 (metres) Vr b-c = 180 (metres) q b-a = 67 (pcu/hr) q b-c = 47 (pcu/hr)	GEOMETRIC FACTORS : D = 1.0379436 E = 1.7326706 F = 0.8928385 Y = 0.87373 F for (Qb-ac) = 0.4122807	THE CAPACITY OF MOVEMENT : Q b-a = 651 Q b-c = 1291 Q b-c (O) = 1258 Q c-b = 665 Q b-ac = 818.2 TOTAL FLOW = 47 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.1029 DFC b-c = 0.0364 DFC c-b = 0.0000 <div style="text-align: right; font-weight: bold;">CRITICAL DFC = 0.10</div>
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Appendix B

Planning Data from
Planning Department

以2021年為基礎年期的全港人口及就業數據矩陣 -
2021年、2026年和2031年人口和就業職位的分布
2021-based Territorial Population and Employment Data Matrix -
Distributions of Population and Employment in 2021, 2026 and 2031

(以年中計算 as at mid year)

	2021年 Year 2021		2026年 Year 2026		2031年 Year 2031	
	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment	人口 Population	就業職位 Employment
區議會分區摘要： SUMMARY BY DISTRICT COUNCIL DISTRICT						
中西區 CENTRAL AND WESTERN	235 950	390 350	226 250	379 150	222 600	381 450
灣仔 WAN CHAI	166 700	299 700	156 000	301 700	145 700	287 250
東區 EASTERN	529 600	296 200	500 100	288 400	467 000	277 050
南區 SOUTHERN	263 300	117 200	258 800	126 700	267 200	121 850
香港島 HONG KONG ISLAND	1 195 550	1 103 450	1 141 200	1 095 950	1 102 500	1 067 600
深水埗 SHAM SHUI PO	431 100	228 650	432 200	219 000	438 600	214 000
九龍城 KOWLOON CITY	410 650	200 500	470 450	231 000	460 100	240 350
黃大仙 WONG TAI SIN	406 800	104 100	404 800	106 600	396 650	101 550
觀塘 KWUN TONG	673 150	395 900	682 500	400 050	690 750	441 300
油尖旺 YAU TSIM MONG	310 650	413 950	291 700	439 300	267 100	428 850
九龍 KOWLOON	2 232 350	1 343 100	2 281 650	1 395 900	2 253 150	1 426 050
葵青 KWAI TSING	495 800	226 350	488 750	223 400	483 050	227 800
荃灣 TSUEN WAN	320 100	167 350	296 150	168 150	295 850	163 800
屯門 TUEN MUN	506 900	133 400	557 650	132 450	586 200	152 650
元朗 YUEN LONG	668 100	152 850	685 000	238 500	760 600	258 200
北區 NORTH	309 650	84 150	352 000	104 050	435 550	144 850
大埔 TAI PO	316 450	96 600	348 900	94 800	343 250	89 800
沙田 SHA TIN	692 800	222 150	687 450	230 600	667 750	220 400
西貢 SAI KUNG	489 050	111 550	527 150	116 200	538 800	123 450
離島 ISLANDS	185 300	118 000	229 900	147 150	352 500	191 950
新界 NEW TERRITORIES	3 984 100	1 312 350	4 172 950	1 455 350	4 463 550	1 572 900
次區域摘要 SUMMARY BY SUB-REGION:						
都會區 METRO AREA	4 228 300	2 837 350	4 215 750	2 882 900	4 150 550	2 882 950
新界西北 NORTHWEST NEW TERRITORIES	1 176 050	286 800	1 243 650	372 750	1 347 800	413 350
新界東北 NORTHEAST NEW TERRITORIES	1 310 000	401 150	1 361 150	421 350	1 416 800	448 600
新界東南 SOUTHEAST NEW TERRITORIES	497 950	112 550	531 600	117 550	538 300	124 250
新界西南 SOUTHWEST NEW TERRITORIES	199 700	121 050	243 600	152 650	365 700	197 350
總計 TOTAL	7 411 950	3 758 900	7 595 750	3 947 150	7 819 200	4 066 550
都會區總計 METRO AREA TOTAL	4 228 300	2 837 350	4 215 750	2 882 900	4 150 550	2 882 950
非都會區總計 NON-METRO AREA TOTAL	3 183 650	921 550	3 380 000	1 064 300	3 668 600	1 183 550
全港陸上總計 TERRITORY LAND TOTAL	7 411 950	3 758 900	7 595 750	3 947 150	7 819 200	4 066 550

註釋：

- 一. 上述人口和就業職位分布應與相關的一般備註、特別備註及免責聲明一併閱讀，詳情可瀏覽規劃署網頁 www.pland.gov.hk。
- 二. 數字調整至最接近的50位數。
- 三. 由於四捨五入，個別數字的相加總和可能與總計數字略有出入。

Notes:

1. The above population and employment distrubutions should read together with the related General Notes, Special Notes and Disclaimer which are available on the Planning Department's website at www.pland.gov.hk.
2. Figures are rounded to the nearest 50.
3. There may be a slight discrepancy between the sum of individual items and the respective total owing to rounding.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

Timothy Wai Pui WU/PLAND

寄件者: YC Lit <[REDACTED]>
寄件日期: 2025年12月27日星期六 18:03
收件者: tpbpd/PLAND
副本: Timothy Wai Pui WU/PLAND
主旨: Re: Further Information Re. TPB Application No. TPB/A/NE-TKLN/104
附件: Replacement Page TLKN 104 Lot 385 S.B RP in DD 78 .pdf

郵件標幟: 待處理
標幟狀態: 已標幟

類別: Internet Email

Dear Sir/Madam,

I refer to my preceding mailing concerning the TIA of the application site, I forward herewith the following Replacement Pages (Fig 2.2A , Fig. 2.3 and Fig. 5.1 A & Fig. 5.1-SP01-A to Fig. 5.1- SP01A-07A) (i.e. 10 pages)
for your necessary action, please.

Best regards
LIT Ying-cheung, Edward

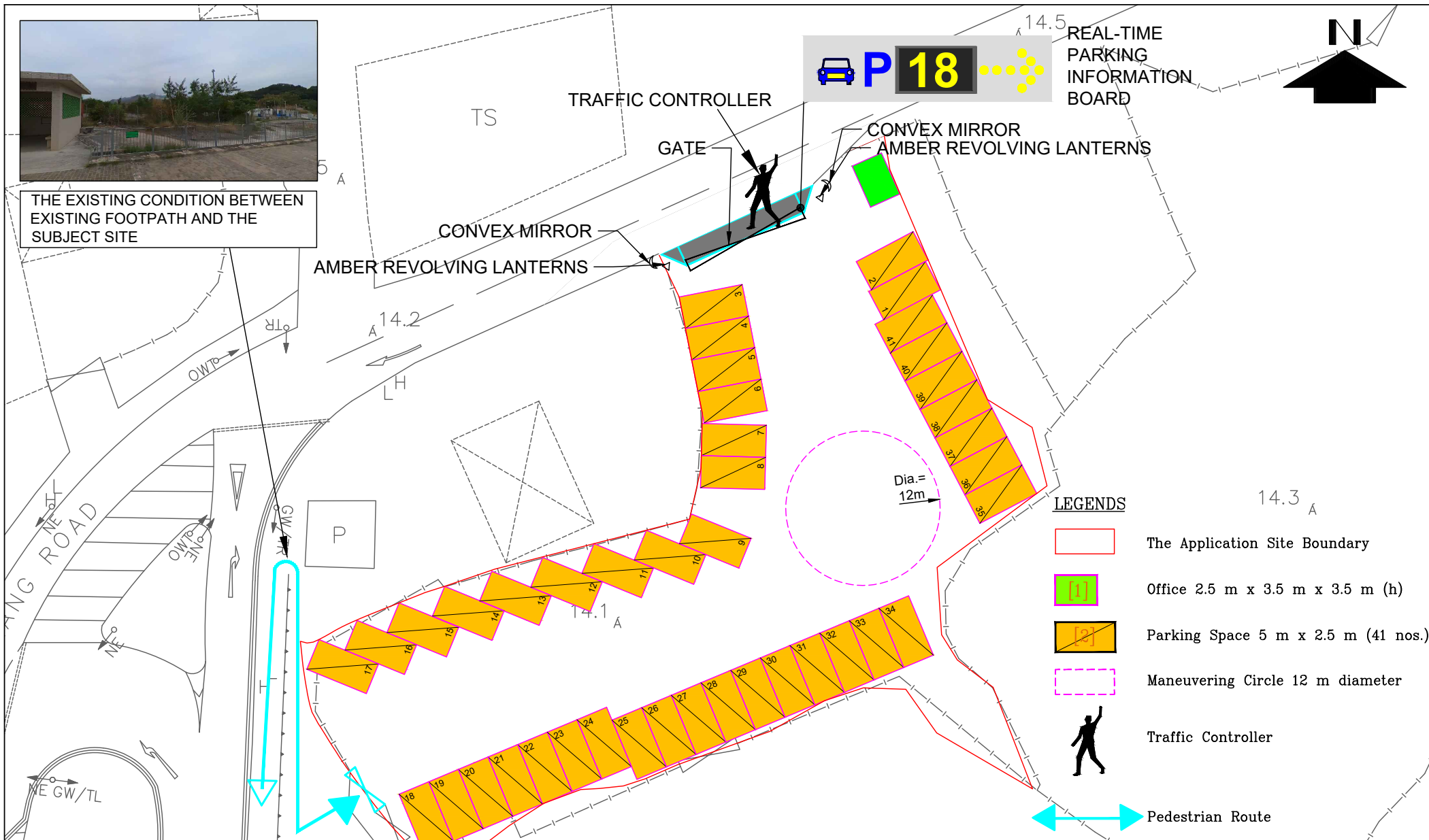
YC Lit <[REDACTED]> 於 2025 年 12 月 24 日週三 上午 2:38 寫道 :

Dear Sir/Madam,

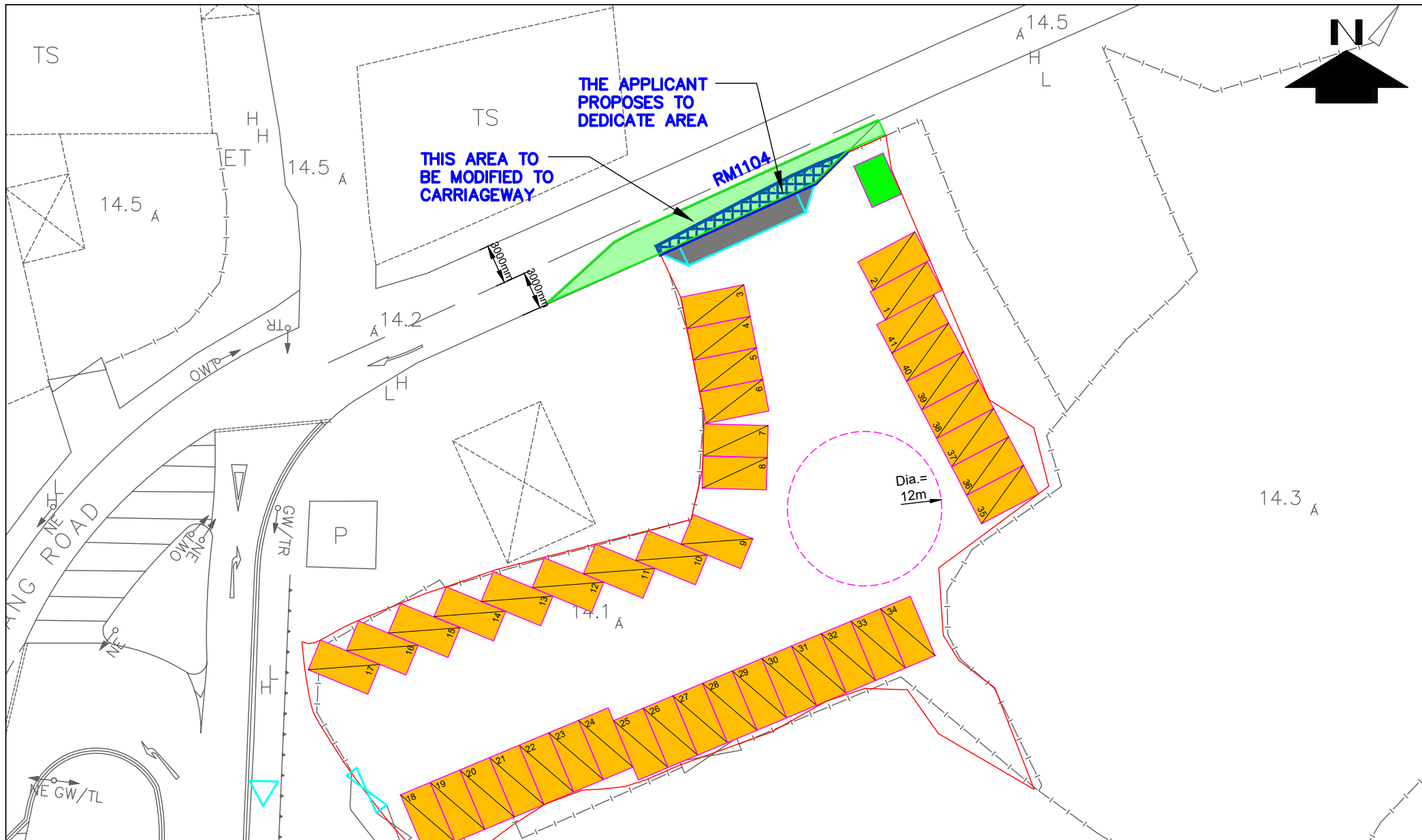
In response to the comments from the Transport Department (TD) concerning the above captioned application, I forward herewith following further information/documents for your further action:-

1. Cover Letter dated 24.12.2025 for submission of Further Information ;
2. TIA from AMG Consultancy Limited date December,2025 (with amendments highlighted in yellow);
and
3. Response-to-Comments from TD.

Best regards
LIT Ying-cheung, Edward
Tel: [REDACTED]



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 2.2A	
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE SAFETY MEASURES AT THE PROPOSED VEHICULAR RUN-IN/OUT		
DRAWN SF	PROJECT NO. J03014			



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

DATE
NOV 2025

SCALE
N.T.S

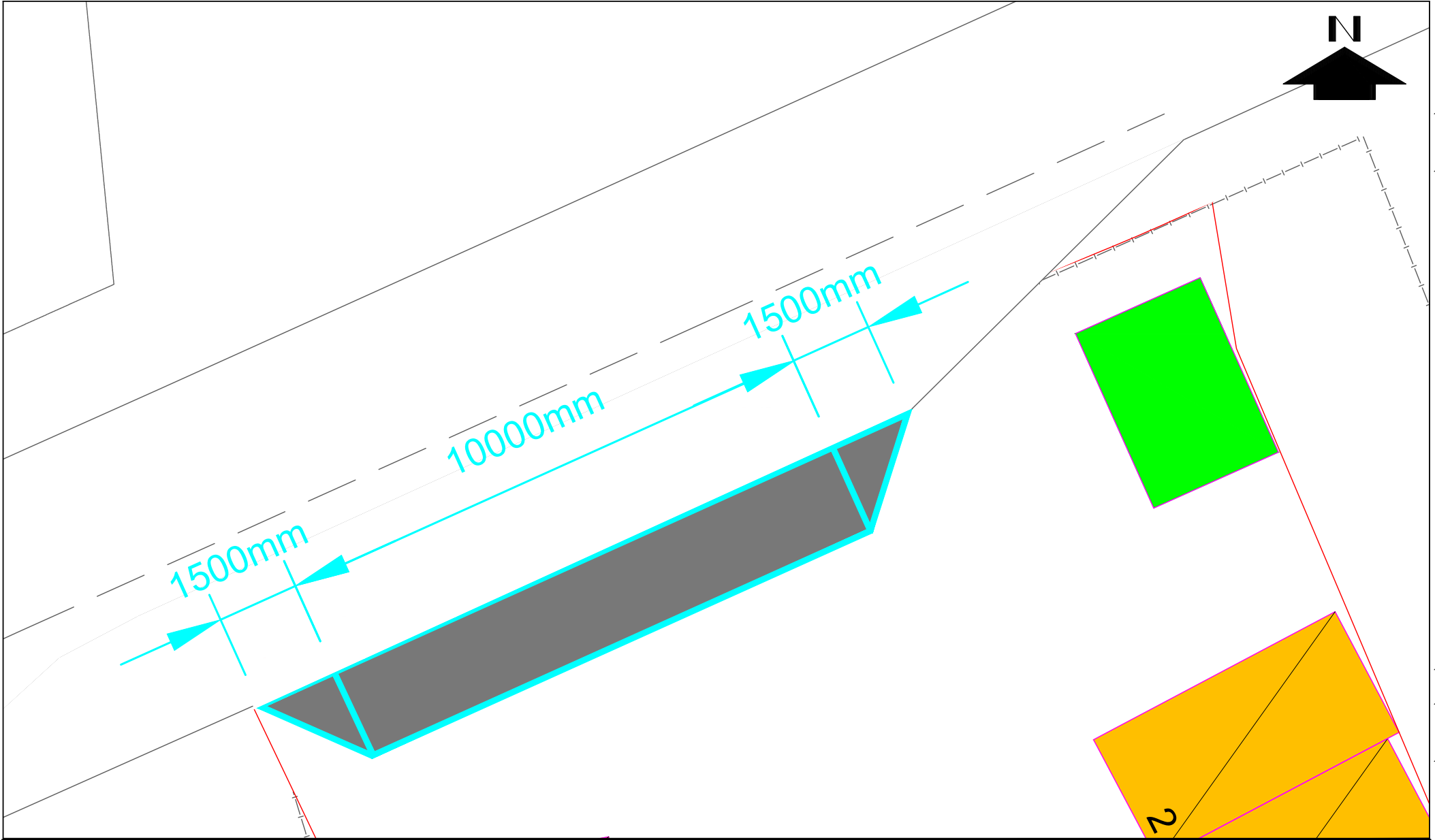
DRAWN
SF


PROJECT NO.
J03014

DRAWING TITLE
PROPOSED ROAD IMPROVEMENT WORKS

FIGURE 2.3





PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1A
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE PROPOSED VEHICULAR RUN-IN/OUT	
DRAWN SF	PROJECT NO. J03014		



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

FIGURE 5.1-SP01A

DATE
NOV 2025

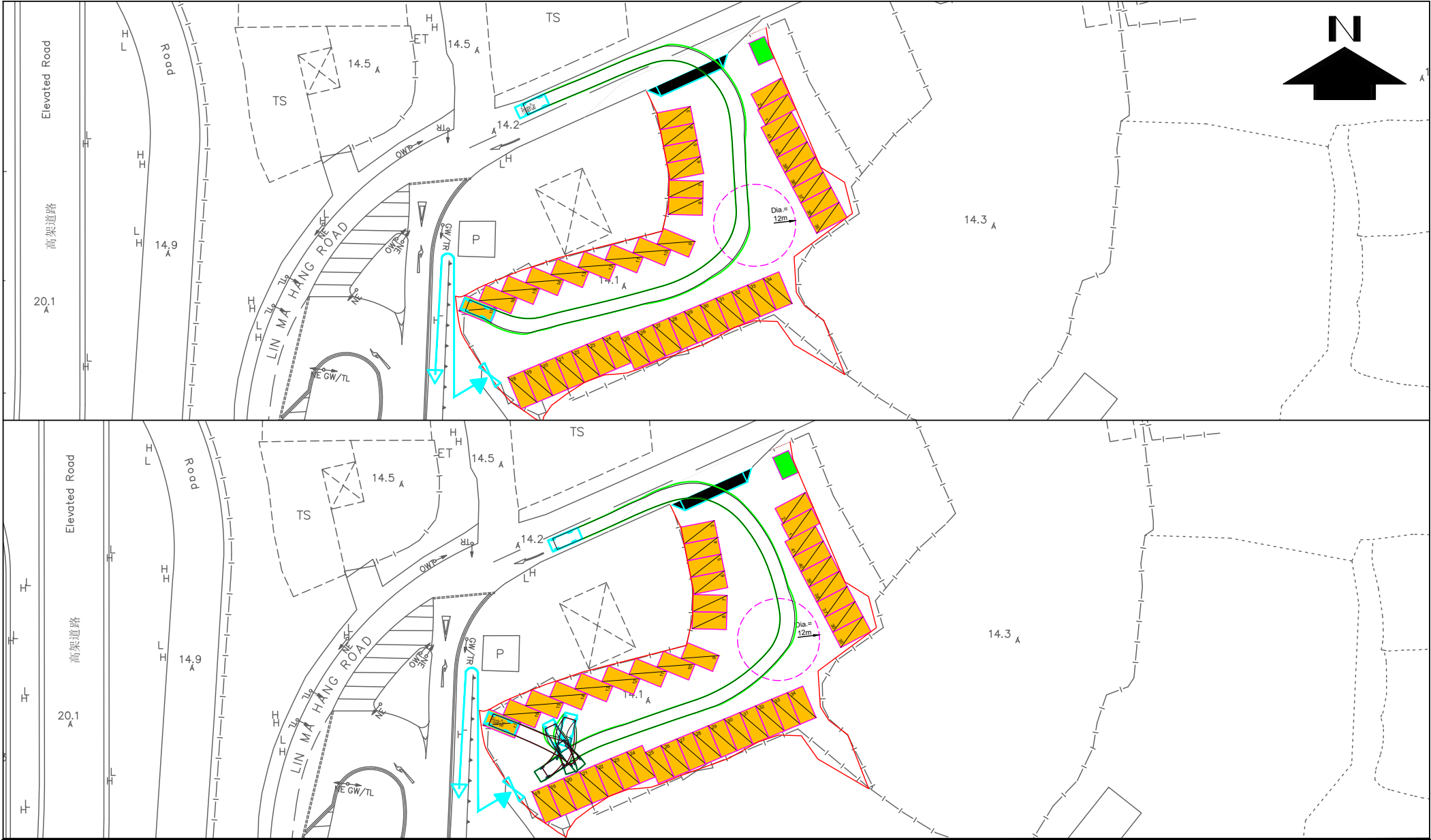
DRAWN
SF

SCALE
N.T.S

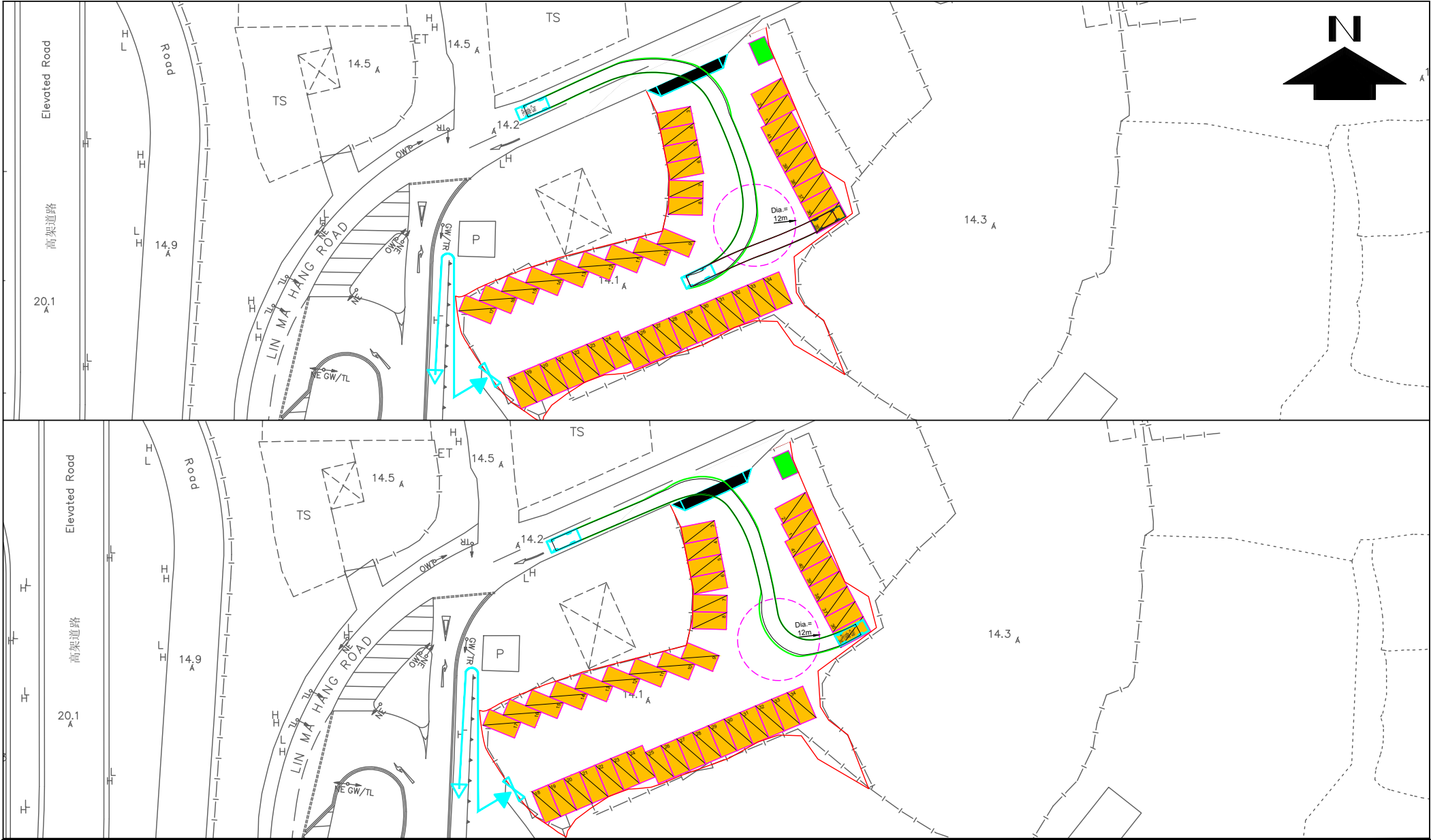
PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR


AMG CONSULTANCY LIMITED



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP02A	
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			



PROJECT TITLE Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			FIGURE 5.1-SP04A	
DATE NOV 2025	SCALE N.T.S	DRAWING TITLE SWEPT PATH ANALYSIS FOR PRIVATE CAR		
DRAWN SF	PROJECT NO. J03014			



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

FIGURE 5.1-SP05

DATE
NOV 2025

DRAWN
SF

SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





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

FIGURE 5.1-SP06A

DATE
NOV 2025

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SF

SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR





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

FIGURE 5.1-SP07A

DATE
NOV 2025

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SF

SCALE
N.T.S

PROJECT NO.
J03014

DRAWING TITLE
SWEPT PATH ANALYSIS FOR PRIVATE CAR



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Timothy Wai Pui WU/PLAND

寄件者: YC Lit <[REDACTED]>
寄件日期: 2026年01月20日星期二 17:15
收件者: tpbpd/PLAND
副本: Timothy Wai Pui WU/PLAND
主旨: Planning Application A/NE-TKLN/104

類別: Internet Email

Dear Sir/Madam,

I response to the enquiry about the reason for the associated filling of land at the application site, I would like to submit herewith the further information:

Best regards
LIT Ying-cheung, Edward
Tel [REDACTED]

The reasons for the proposed Filling of Land and erection of fencing at the application are as follows:

1. The proposed associated filling of land with earth of 0.12 m thick aims to regularize certain unauthorized land filling of land at the application site.
2. In addition, the purposes of filling of land are for site formation works and facilitating the erection of the office of 8.75 sq. m in area on site. It also helps to facilitates the vehicular circulation accesses at the application site. The site will be reinstated once planning approval is expired (if approval given).
3. For security reasons and better management of the carpark , once Planning Approval is given, new peripheral boundaries fencing of 1.8 m (height) will be erected to replace the existing ruined fencing.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential

Timothy Wai Pui WU/PLAND

寄件者: YC Lit <[REDACTED]>
寄件日期: 2026年01月23日星期五 16:34
收件者: tpbpd/PLAND
副本: Timothy Wai Pui WU/PLAND
主旨: S.16 Planning Application -Application No. A/NE-TKLN/104)
附件: Revised-Responses-to Comments. from Plan Dept and TD Lot 385 SB RP in DD 78 TKLN
104. (Rev).pdf; Fig. 2.2.A Lot 385 SB RP in DD 78 KTN 104.pdf

類別: Internet Email

Dear Sir/Madam,

In response to the comments from the DPO and HyD , I submit herewith the Response to Comment Table for your consideration,please.

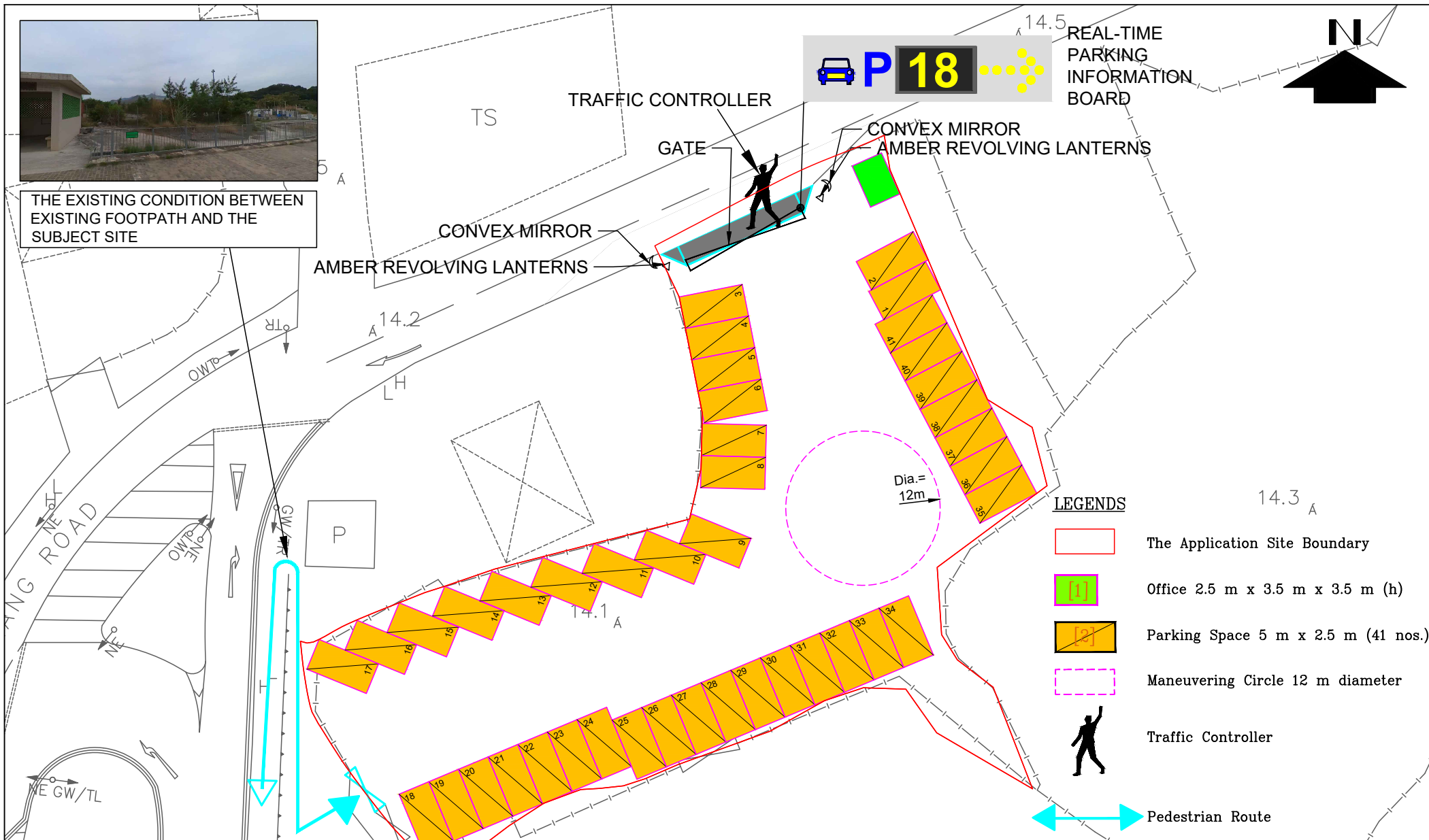
Best regards
LIT Ying-cheung, Edward
Tel [REDACTED]

Response-to-the Departmental Comments

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot 385 S.B RP (Part) in DD 78 and Adjoining Government land, Tsuen Yuen Ha, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/104)

Response to the Comments from the Highways Department	
<p>1.We note that the applicant proposes to use a portion of their site and part of government land for widening a section of the Lin Ma Hang Road. As the concerned widened section falls outside HyD's polygon, the applicant should seek the relevant department's approval for their works on unleased and unallocated government land.</p> <p>2.The applicant should also confirm that the concerned widened section will be maintained and managed by the applicant during the approval period. Upon expiry of the approval period, the applicant should reinstate the road condition of the existing lane within HyD's polygon to TD's and HyD's satisfaction.</p>	<p>1.Noted. The applicant would seek approval from relevant Government Department/s for the works on unleased and unallocated Government Land.</p> <p>2. The applicant undertakes that he would well maintain and properly manage the concerned widened section during the approval period. Moreover, the applicant would reinstate the road condition of the existing lane within HyD's polygon to TD and HyD's satisfaction upon expiry of the approval period.</p>
Response to the Comments DPO/ST, TP & N of Planning Department's Comments	
<p>1. Please further advise the substance/materials for land filling;</p> <p>2. Please advise if the regularization</p>	<p>1.An asphalt layer of 0.12 m depth will be used as material for land filling.</p> <p>2.The regularization is for the</p>

<p>is for the entire application site or the portion of “AGR” zone. Also, please supplement if further filling of land will be involved; and</p> <p>3. Please be advised that part of the application site boundary is missing from Figure 2.2A (Title: Safety Measures at the Proposed Vehicular Run-in/out) (Appendix I refers). Please rectify in accordance with the actual application site submitted by you previously.</p>	<p>entire application site. No further filling of land will be involved.</p> <p>3. Revised Figure 2. 2A (Title: Safety Measures at the proposed Vehicular Run-in/out) is attached herewith in which the site boundaries had been rectified in accordance with the actual application site submitted.</p>
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PROJECT TITLE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) with Ancillary Office and Associated Filling of Land for a Period of 3 Years at Lot No. 385 S.B RP (Part) in DD 78, and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

DATE
 NOV 2025

SCALE
 N.T.S

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PROJECT NO.
 J03014

DRAWING TITLE
SAFETY MEASURES AT THE PROPOSED VEHICULAR RUN-IN/OUT

FIGURE 2.2A



**Similar S.16 Applications for Temporary Public Vehicle Park
in the Vicinity of the Application Site within “Recreation” and “Village Type Development”
Zones in the Past Five Years**

Approved Applications

	Application No.	Uses/Developments	Date of Consideration
1.	A/NE-TKLN/37 [#]	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years	28.5.2021
2.	A/NE-TKLN/53	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	23.6.2023
3	A/NE-TKLN/57 [%]	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of Three Years	22.9.2023 (Revoked on 22.6.2025)
4	A/NE-TKLN/58 [%]	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of Three Years	22.9.2023 (Revoked on 22.6.2025)
5.	A/NE-TKLN/67	Proposed Temporary Public Vehicle Park (PVP) (Private Car Only) for a Period of Three Years	27.10.2023 (Revoked on 27.4.2025)
6.	A/NE-TKLN/68 [@]	Proposed Temporary Public Vehicle Park (PVP) (Excluding Container Vehicle) and Shop and Services for a Period of Five Years	5.4.2024 (Revoked on 1.9.2025)
7.	A/NE-TKLN/70	Proposed Temporary Public Vehicle Park (PVP) (Private Cars Only) for a Period of Three Years	27.10.2023 (Revoked on 27.4.2025)
8.	A/NE-TKLN/75 [#]	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Three Years	15.3.2024
9.	A/NE-TKLN/80 ^{\$}	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years and Associated Filling of Land	15.3.2024 (Revoked on 15.12.2025)
10.	A/NE-TKLN/90	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle), Eating Place and Shop and Services (Local Provision Store) with Ancillary Office and Store Room for a Period of Three Years	28.2.2025 (Revoked on 1.9.2025)

11.	A/NE-TKLN/102 [%]	Temporary Public Vehicle Park (Excluding Container Vehicle), Shop and Services (Convenience Store) and Ancillary Office for a Period of Three Years	19.12.2025
12.	A/NE-TKLN/112 [@]	Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years	9.1.2026

Remarks

- # : Applications No. A/NE-TKLN/37 and A/NE-TKLN/75 involve the same site.
- \$: Applications No. A/NE-TKLN/45 (rejected application) and A/NE-TKLN/80 involve the same site
- % : Applications No. A/NE-TKLN57 and A/NE-TKLN/58 involve part of the site of application No. A/NE-TKLN/102
- @ : Applications No. A/NE-TKLN/68 and A/NE-TKLN/112 involve the same site.

Rejected Application

	Application No.	Uses/Developments	Date of Consideration	Rejection Reasons
1.	A/NE-TKLN/45 ^{\$}	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years	29.7.2022	R1, R2

Remarks

- \$: Applications No. A/NE-TKLN/45 and A/NE-TKLN/80 (approved application) involves the same site

Rejection Reasons

- R1 The proposed use was not in line with the planning intentions of the “Agriculture” and “Village Type Development” zones which were primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes, and designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone was primarily intended for the development of Small Houses by indigenous villagers respectively. There was no strong planning justification in the submission for a departure from such planning intentions, even on a temporary basis.
- R2 The applicant failed to provide sufficient information in the submission to demonstrate that the proposed development would not cause adverse traffic impact on the surrounding areas.

Government Departments' General Comments

1. Land Administration

Comments of the District Land Officer/North, Lands Department (DLO/N, LandsD):

- no comment on the application;
- there is no Small House application approved or under processing at the Site; and
- his advisory comments are at **Appendix IV**.

2. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD)

- no objection to the application from public drainage viewpoint;
- should the application be approved, approval conditions should be included to request the applicant to submit and implement a drainage proposal before the commencement of operation of the proposed use to ensure that it will not cause adverse drainage impact on the adjacent areas. The drainage facilities should be properly maintained at all times during the planning approval period and rectified if they are found inadequate/ineffective during operation;
- the Site is in an area where public sewerage connection is not available; and
- her advisory comments are at **Appendix IV**.

3. Environment

Comments of the Director of Environmental Protection (DEP):

- no objection to the application from environmental perspective noting that heavy vehicles and dusty operation will not be involved in the proposed use;
- no substantiated environmental complaints against the Site have been received over the past three years; and
- his advisory comments are at **Appendix IV**.

4. Fire Safety

Comments of the Director of Fire Services (D of FS):

- no specific comment on the application and the inclusion of fire services-related approval condition is deemed not necessary.

5. **Landscape**

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- no adverse comment on the application from landscape planning perspective;
- based on the aerial photo of 2023, the Site is located in an area of rural inland plains landscape character comprising clusters of village houses, clusters of tree groups, vegetated areas, vacant land, car parks and Heung Yuen Wai Boundary Control Point to the west. The proposed use is not incompatible with the landscape character of the surrounding area;
- with reference to the site photos taken on 18.8.2025, the Site is generally flat, fenced-off and hard-paved without existing trees. According to the Application Form, no tree felling is anticipated. Significant adverse impact on existing resources arising from the proposed use is not anticipated; and
- her advisory comments are at **Appendix IV**.

6. **Building Matters**

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- no objection to the application;
- it is noted that a structure is proposed in the application, before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorised building works (UBW) under the Buildings Ordinance (BO). An Authorised Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with BO;
- site formation works, i.e. land filling works, are building works under the control of BO. Before the proposed filling of land is to be carried out on the Site, the prior approval and consent of BA should be obtained, otherwise they are UBW. An AP should be appointed as the co-ordinator for the proposed site formation in accordance with BO; and
- his advisory comments are at **Appendix IV**.

7. **Police**

Comments of the Commissioner of Police (C of P):

- no comment on the application; and
- his advisory comments are at **Appendix IV**

8. **Other Departments**

The following government departments have no objection to/no comments on the application:

- (a) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD);
- (b) Project Manager (North), CEDD (PM(N), CEDD);

- (c) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD); and
- (d) District Officer (North), Home Affairs Department (DO(N), HAD).

Recommended Advisory Clauses

- (a) to resolve any land issue relating to the proposed use with the concerned owner(s) of the application site (the Site);
- (b) the applicant should liaise with relevant government departments on the management/maintenance responsibility of the proposed traffic improvement works;
- (c) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
 - (i) the Site comprises Government Land (GL) and Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. The proposed ingress/egress of the Site is required to pass through GL but no right of access via GL is granted to the Site;
 - (ii) the following irregularity covered by the planning application has been detected by his office:

GL adjoining the said private lot covered by the planning application

the GL within the Site (about 111.15m² as mentioned in the Application Form) sandwiched between private lots might have been used for parking. Any occupation of GL without Government's prior approval is an offence under Cap. 28. His office reserves the rights to take necessary land control action against the illegal occupation of GL;
 - (iii) the lot owner shall apply to his office for a Short Term Waiver (STW) and Short Term Tenancy (STT) to permit the structure to be erected within the said private lot and the occupation of the GL. The applications for STW and STT will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be approved. The STW and STT, if approved, will be on whole lot basis and subject to such terms and conditions including the payment of waiver fee/rent and administrative fee as considered appropriate to be imposed by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered;
 - (iv) the applicant should comply with all the land filling requirements imposed by relevant government departments. GL should not be disturbed unless with prior approval; and
 - (v) regarding the proposed road widening works in Lin Ma Hang Road, the section of the road concerned falls within unleased and unallocated GL. Besides, a small area of the applicant's lot is proposed to be dedicated for the said road widening. The applicant should provide a plan showing the extent of the proposed road works on a lot index plan for further assessment of his office;
- (d) to note the comments of the Commissioner for Transport (C for T) that:
 - (i) sufficient manoeuvring space shall be provided within the Site. No vehicle is allowed to queue back to or reserve onto/from public road at any time during the planning approval period; and
 - (ii) provision of parking information including the availability of parking spaces at the Site should be included as one of the traffic management measures. The applicant should make reference to 'Guidelines for Provision of Parking Information' issued by the Transport Department (TD) when providing parking information;

- (e) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that:
 - (i) the proposed access arrangement and traffic control and safety measures plan should be commented by TD;
 - (ii) HyD is not/shall not be responsible for the maintenance of any access connecting the Site and Lin Ma Hang Road;
 - (iii) adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;
 - (iv) the applicant should take adequate precautionary measures to avoid damaging roads, street furniture, drainage and slopes, etc. maintained by his office. Damage caused to roads, street furniture, drainage and slopes, etc. maintained by his office due to the proposed work shall be repaired to his satisfaction at the applicant's own costs; and
 - (v) if the road condition of existing Lin Ma Hang Road under HyD's maintenance jurisdiction is affected by the proposed road widening works, the applicant should reinstate the road to the satisfaction of the Commissioner for Transport and the Director of Highways upon expiry of the planning approval;
- (f) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
 - (i) the drainage facilities should be rectified if they are found inadequate/ineffective during operation;
 - (ii) the applicant should properly maintain the implemented drainage works whether within or outside the Site at his own expense; and
 - (iii) the Site is in an area where public sewerage connection is not available. Environmental Protection Department (EPD) should be consulted regarding the sewage impact assessment and sewage treatment/disposal facilities for the proposed use;
- (g) to note the comments of the Director of Environmental Protection (DEP) that the applicant should follow the relevant mitigation measures and requirements in 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' and to meet the statutory requirements under relevant pollution control ordinances;
- (h) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that approval of the application does not imply approval of tree works such as pruning, transplanting, felling and compensatory/new tree planting. The applicant should seek approval for any proposed tree works from relevant departments prior to commencement of the works;
- (i) to note the comments of Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that:
 - (i) the proposed use is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. The preliminary development proposal for NTN New Town was released in December 2024; and
 - (ii) the proposed use falls within the proposed boundary of the Priority Development Area (PDA) in NTN New Town. Subject to the land use planning in the P&E Study, the proposed use would need to be vacated for the site formation works. The applicant is advised to take account of the above if the proposed use is pursued;

- (j) to note the comments of the Commissioner of Police (C of P) that the applicant should strictly comply with the Road Traffic Ordinance and no illegal parking or vehicle obstruction is allowed; and
- (k) to note the comments of Chief Building Surveyor/New Territories West, BD (CBS/NTW, BD) that:
 - (i) it is noted that a structure is proposed in the application, before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained, otherwise they are unauthorized building works (UBW) under the Buildings Ordinance (BO). An Authorised Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with BO;
 - (ii) site formation works, i.e. land filling works, are building works under the control of BO. Before the proposed filling of land is to be carried out on the Site, the prior approval and consent of BA should be obtained, otherwise they are UBW. An AP should be appointed as the co-ordinator for the proposed site formation in accordance with BO; and
 - (iii) the applicant's attention is drawn to the following points:
 - the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;
 - the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of B(P)R at building plan submission stage;
 - if the existing structures (not being a New Territories Exempted House) are erected on leased land without the approval of BA, they are UBW under BO and should not be designated for any proposed use under this planning application;
 - for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under BO;
 - any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of B(P)R;
 - the applicant's attention is also drawn to the provision under regulations 40 and 41 in respect of disposal of foul water and surface water respectively; and
 - detailed checking under BO will be carried out at building plan submission stage.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 250820-153442-32915

提交限期
Deadline for submission: 05/09/2025

提交日期及時間
Date and time of submission: 20/08/2025 15:34:42

有關的規劃申請編號
The application no. to which the comment relates: A/NE-TKLN/104

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. MR,simon NG

意見詳情
Details of the Comment :

I am writing to formally oppose the continued operation of the public parking lot location at this lot, and to demand strict action against its long term illegal practices. (1823 complained no. 3-877 9550224). For an extended period, this public parking lot has flagrantly violated relevant laws and regulations, showing a blatant disregard for legal norms. Specific violations include (you may add details if possible, e.g. unauthorized expansion beyond the approved area, arbitrary overcharging without proper permits, or occupying public green space). Such persistent illegal acts not only disrupt the normal order of public services but also undermine the authority of the law, causing significant inconvenience and dissatisfaction among local residents and users. Given the parking lot's consistent flouting of laws and its refusal to rectify, a mere warning is clearly insufficient. I urge your authority to

1 "附加"

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250820-160540-26332

提交限期

Deadline for submission:

05/09/2025

提交日期及時間

Date and time of submission:

20/08/2025 16:05:40

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TKLN/104

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. MR,simon NG

意見詳情

Details of the Comment :

I am writing to formally oppose the continued operation of the public parking lot located at Lin Ma Hang road, and to demand strict action against its long-term illegal practices. For an extended period, this public parking lot has flagrantly violated relevant laws and regulations, showing a blatant disregard for legal norms. Specific violations include [1823 Ref; 3-8779550224]. Such persistent illegal acts not only disrupt the normal order of public services but also undermine the authority of the law, causing significant inconvenience and dissatisfaction among local residents and users. Given the parking lot's consistent flouting of laws and its refusal to rectify, mere warning is clearly insufficient. I urge your authority to take strict and decisive measures without delay—including but not limited to imposing severe penalties, ordering immediate rectification, or even revoking its operational qualification if necessary—to put an end to these illegal practices. It is crucial that the law is enforced firmly to uphold justice and protect the legitimate rights of the public. I trust you will handle this matter with the seriousness it deserves and look forward to a prompt and effective response. Local resident

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250820-162155-41592

提交限期

Deadline for submission:

05/09/2025

提交日期及時間

Date and time of submission:

20/08/2025 16:21:55

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TKLN/104

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. MR,HO

意見詳情

Details of the Comment :

It's already illegal as it is --there's no need for an application at all! This isn't being done according to the law.I don't even know.This applicant has utter disregard for the law.Just go and ask the District Planning office!There are pictures as evidence.As the saying goes,seeing is believing!

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 250820-162306-76612

提交限期
Deadline for submission: 05/09/2025

提交日期及時間
Date and time of submission: 20/08/2025 16:23:06

有關的規劃申請編號
The application no. to which the comment relates: A/NE-TKLN/104

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. 譚慧思

意見詳情
Details of the Comment :

關於A/NE-TKLN/104號申請地點違規申請停車場的問題說明

A/NE-TKLN/104號申請對應的蓮麻坑路附近地塊，並非申請中所提的「空置平地」——這塊地早在2025年6月就存在嚴重違規行為，如今的停車場申請完全不符合資格，有必要把其中的問題說清楚，讓大家明白為何要反對這一申請。

首先，這塊地早就違規改成了收費停車場，根本不是「空置平地」。按照規定，土地用途不能隨便改，從原本的空地變成收費停車場，必須先向相關部門申請並獲得批准。但地主完全沒走這個合法流程，早在2025年6月就擅自把地改成停車場收費，這種不守法的行為，從一開始就違反了規則。

更嚴重的是，地主的違規操作還造成了實際危害，尤其影響了蓮麻坑路的排水和行人安全。為了方便做停車場，他私自把地面加高，結果一到下雨，加高的地面就擋住了雨水排放，導致蓮麻坑路頻繁水浸——積水不僅讓車輛難以通行，還可能淹到附近行人，對周邊環境和排水系統破壞很大。而且，他還在空地上加建了地面呔油皮設施，甚至裝了八達通收費出入口；更過分的是，他還佔用旁邊的行人路，把行人走的地方劃成收費停車位，逼得路人只能繞路走，存在很大的安全隱患。

現在，地主居然在已經違規發展、造成這麼多問題後，才向城規會遞交停車場申請，這完全不符合申請的基本邏輯。正常的流程應該是「先申請、等批准後再發展」，而不是「先違規建好了、再補申請」。更何況，地主已經用行動證明自己是不守法的人：他無視土地用途規定、破壞排水環境、占用公共行人路，這樣的人根本不具備合法運營停車場的基本素質。

如果這類違規後補的申請被批准，後果會很糟糕。對整個停車場行業來說，這會打破公平——其他守法的經營者都是按規矩申請、合法運營，而這位地主卻能「先違規再補票」，長此以往，行業秩序會變得混亂；對居民和路人來說，水浸問題沒解決、行人路被占用的情況還會繼續，大家的生活和出行安全根本得不到保障。

所以，無論從哪個角度看，A/NE-TKLN/104號地點的停車場申請都完全不符合資格。地主先違規改變土地用途、破壞環境，再試圖通過申請讓違規行為「合法化」，這是對規則的公然漠視。希望相關部門能重視這些問題，認真調查地主的違規行為，駁回這一不合規的申請，既保護周邊居民的利益，也維護停車場行業的正常秩序。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

250820-162710-80645

Reference Number:

提交限期

05/09/2025

Deadline for submission:

提交日期及時間

20/08/2025 16:27:10

Date and time of submission:

有關的規劃申請編號

A/NE-TKLN/104

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. 譚慧思

Name of person making this comment:

意見詳情

Details of the Comment :

關於A/NE-TKLN/104號申請地點違規申請停車場的問題說明

A/NE-TKLN/104號申請對應的蓮麻坑路附近地塊，並非申請中所提的「空置平地」——這塊地早在2025年6月就存在嚴重違規行為，如今的停車場申請完全不符合資格，有必要把其中的問題說清楚，讓大家明白為何要反對這一申請。

首先，這塊地早就違規改成了收費停車場，根本不是「空置平地」。按照規定，土地用途不能隨便改，從原本的空地變成收費停車場，必須先向相關部門申請並獲得批准。但地主完全沒走這個合法流程，早在2025年6月就擅自把地改成停車場收費，這種不守法的行為，從一開始就違反了規則。

更嚴重的是，地主的違規操作還造成了實際危害，尤其影響了蓮麻坑路的排水和行人安全。為了方便做停車場，他私自把地面加高，結果一到下雨，加高的地面就擋住了雨水排放，導致蓮麻坑路頻繁水浸——積水不僅讓車輛難以通行，還可能淹到附近行人，對周邊環境和排水系統破壞很大。而且，他還在空地上加建地面鋪設呔油皮設施，甚至裝了八達通收費出入口；更過分的是，他還佔用旁邊的行人路，把行人走的地方劃成收費停車位，逼得路人只能繞路走，存在很大的安全隱患。

現在，地主居然在已經違規發展、造成這麼多問題後，才向城規會遞交停車場申請，這完全不符合申請的基本邏輯。正常的流程應該是「先申請、等批准後再發展」，而不是「先違規建好了、再補申請」。更何況，地主已經用行動證明自己是不守法的人：他無視土地用途規定、破壞排水環境、占用公共行人路，這樣的人根本不具備合法運營停車場的基本素質。

如果這類違規後補的申請被批准，後果會很糟糕。對整個停車場行業來說，這會打破公平——其他守法的經營者都是按規矩申請、合法運營，而這位地主卻能「先違規再補票」，長此以往，行業秩序會變得混亂；對居民和路人來說，水浸問題沒解決、行人路被占用的情況還會繼續，大家的生活和出行安全根本得不到保障。

所以，無論從哪個角度看，A/NE-TKLN/104號地點的停車場申請都完全不符合資格。地主先違規改變土地用途、破壞環境，再試圖通過申請讓違規行為「合法化」，這是對規則的公然漠視。希望相關部門能重視這些問題，認真調查地主的違規行為，駁回這一不合規的申請，既保護周邊居民的利益，也維護停車場行業的正常秩序。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

250820-163540-81364

Reference Number:

提交限期

05/09/2025

Deadline for submission:

提交日期及時間

20/08/2025 16:35:40

Date and time of submission:

有關的規劃申請編號

A/NE-TKLN/104

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. Tam wai sze

Name of person making this comment:

意見詳情

Details of the Comment :

關於A/NE-TKLN/104號申請地點違規申請停車場的問題說明

A/NE-TKLN/104號申請對應的蓮麻坑路附近地塊，並非申請中所提的「空置平地」——這塊地早在2025年6月就存在嚴重違規行為，如今的停車場申請完全不符合資格，有必要把其中的問題說清楚，讓大家明白為何要反對這一申請。

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250822-231029-24422

提交限期

Deadline for submission:

05/09/2025

提交日期及時間

Date and time of submission:

22/08/2025 23:10:29

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TKLN/104

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Henry

意見詳情

Details of the Comment :

就上述地段，的問題發表個人意見，大約在六月份，規劃署遇到上述地段張貼非法擴展告示，倘若告示具有法律效力，緯德停車場應即是宗旨其非法經營行為，期間規劃署執檢組亦有到場，能證明他們在得到通知的情況下繼續違規經營，期間亦有警方介入事件，問題來了，你們張貼非法擴展通告的時候是證明了他們正在非法經營，但現在，在相同的土地上再次接受他們的申請申請編號 A/NE-TKLN/104，這間管理公司同事亦侵佔政府土地非法經營停車場收取現金作報酬，再沒有經營許可證下向駕駛人士收取現金作為停車場費用，請問他們以什麼身份向駕駛人士收取現金，如以緯德停車場名義收取金錢，但他非法經營，相關部門應該深入調查，如意個人身份向駕駛人士收取現金續停車費用，這是刑事非法行為，俗稱收陀地。規劃署張貼非法擴展告時候他們不止沒有理會繼續經營藉此今天，在8月十日再重新遞交申請，重預備文件到遞交申請再到規劃署張貼告示只用了區區十天，請問對於其他的申請有可能以這樣的速度將貼告示批出申請嗎？城規會這樣是協助非法變成合法，還有黃法嗎？相信你們亦清楚約緯德停車場管理公司背後是第一太平洋上市公司，但他們霸佔官地，收陀地，政府竟然不執行法律賦予之權利，反而助紂為虐，他們有交通報告嗎？交通報告證實他們的申請不會引起擠塞嗎？會不會擠塞請你向打鼓嶺差館查詢！至於他們有沒有霸佔官地收取駕駛人士金錢，請向打鼓嶺差館查詢，他們非法擴建出口，規劃署執管組同事亦相當清楚。是裝作看不見，還是有苦衷，這些都是鐵錚錚一般的事實。請清楚一點，蓮麻坑路該地段是單程雙程行車路段，兩邊行人路部分已被各大非法停車場霸佔，路人無路可走，每逢大雨路上水浸，汽車經過時剪你的水花讓路人全身濕透，將心比心，根本年申請都不應該接受，別裝作公平用人民反對，不論怎樣反對，你們有千種方法，為他們達成目標，實在荒天下之大謬。別再浪費納稅人的金錢，別再裝作公平，別裝作用人民發聲，你們要發牌給他們而是肯定的事，這些假大空的流程，早已內定好吧。既然已決定放馬去吧。人民感受相信已不在你們考慮範圍。是否影響交通，會不會造成水浸，否。對環境會否破壞，否，是否有一條車路等通過，是。這是唯一不知道能通行的道路標準如何？的唯一一個的，是。這樣的申請表本人亦都會填，但內裏水分有多少，城規會，規劃署，憑良心說，有膽量說出真話嗎。就這間公司，申請了多少次，透過不斷更改landlot，走法律罅，這個你們應該很清楚，是否背後有強大政治力量，你們更加清楚，事不批不行嗎，畏居民早點實事，可以嗎？1

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

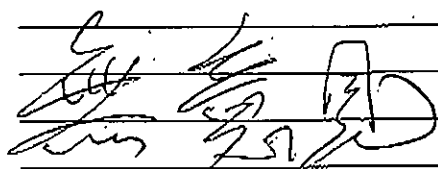
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TKLN/104

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)



「提意見人」姓名/名稱 Name of person/company making this comment

侯志強 謹啟

簽署 Signature



日期 Date

2025.8.22

6

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

250825-095413-46912

提交限期

Deadline for submission:

05/09/2025

提交日期及時間

Date and time of submission:

25/08/2025 09:54:13

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TKLN/104

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Dicky Ng

意見詳情

Details of the Comment :

I object. They claim to apply for land reclamation to build an office parking lot ,but they've already done everything!There's no need for the application at all.
They've already filled up the land--this government land,by the way.The parking lot is already under construction and even in operation.What's the point of the reclamation now? What was the land even meant to be used for originally-growing things?This application is completely unnecessary.(I oppose this.As shown in the on-site photos,they have already filled the government land)

From:
Sent: 2025-09-04 星期四 03:38:11
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: A/NE-TKLN/104 DD 78 Tsung Yuen Ha Village

A/NE-TKLN/104

Lots 385 S.B RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha Village, Ta Kwu Ling

Site Area: About 1,463.08m² Includes Government Land of about 111.5m²

Zoning: "Recreation"(65%), "Agriculture" (2%) and "VTD" (33%)

Applied Use: 41 Vehicle Parking

Dear TPB Members,

Application 11 was withdrawn and there is no subsequent record of applications for the site. The Applicant proposes to fill in the entire site.

Alleviating the Substantial Increasing Demand of Parking Space in the close vicinity of the LT/HYW BCP

This control point was opened just two years ago. Since then, there have been many applications for parking lots citing the urgent need.

If this is indeed the case, then there should be a public inquiry into why such a new facility was not planned to accommodate the number of vehicles requiring parking.

Millions of dollars are spent on consultancies and traffic impact assessments for these projects so public expectation is that the facilities when built are adequate.

It is high time that TPB members start to question issues like this. Why was a border control point built with insufficient supporting facilities. Public expectation would be that in return for the considerable investment the facility would be a state of the art operation.

Previous objections applicable and upheld.

Mary Mulvihill.

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Wednesday, 31 January 2018 2:31 AM HKT
Subject: A/NE-TKLN/11 DD 78 Tsung Yuen Ha Village

A/NE-TKLN/11

Lots 385 S.B RP (Part) and 387 S.B RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha Village, Ta Kwu Ling

Site Area : About 1,437.5m² Includes Government Land of about 28m²

Zoning : "Recreation", "Agriculture" and "VTD"

Applied Use : 47 Vehicle Parking

Dear TPB Members,

This application appears to be to legitimize an existing brownfield use.

The development was not in line with the planning intention of the Recreational', "Agriculture" or 'VTD' zone. There is no strong planning justification in the submission to merit a departure from such planning intentions, even on a temporary basis.

Parking facilities are an inefficient land use and should be accommodated in high rise buildings, underground or in stacked facilities, see attached. The villagers own 2,100 sqft homes. If they want to keep a car then they should convert a portion of the ground floor of their spacious residences into a car port. This is common practice all over the world and private residential compounds in NT include a car port or two on ground floor of each unit.

Approval of the application, even on a temporary basis, would set an undesirable precedent for similar uses. The cumulative impact of approving such applications would result in a general degradation of the environment of the area.

Mary Mulvihill

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

251111-192740-47494

提交限期

Deadline for submission:

02/12/2025

提交日期及時間

Date and time of submission:

11/11/2025 19:27:40

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TKLN/104

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. simon ng

意見詳情

Details of the Comment :

I am writing to strongly object to the application for the parking lot. My core objection lies in its blatant disregard for laws and regulations; it started commercial operations and damaged (or altered) the site for over several months before submitting any formal application. This parking lot has been running as a business without prior approval - this act of destroying/altering first, applying later is not only illegal but also completely invalidates its eligibility to apply now. Allowing such an application would be a neglect of its unlawful conduct and blow to the authority of relevant regulations. As a concerned party, I firmly oppose this application and urge your authority to reject it outright after verifying its illegal pre-application operations.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

Seg. 1 9

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

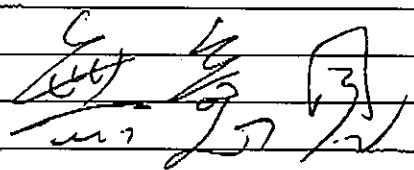
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-TKLN/104 Received on 04/11/2025

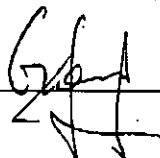
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)



「提意見人」姓名/名稱 Name of person/company making this comment 侯志強議員

簽署 Signature



日期 Date

2025.11.13