2023年 10月 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 - 6 OCT 2023. 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-I
表格第 S16-I 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 proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:

(i) Construction of "New Territories Exempted House(s)";
興建「新界豁免管制屋宇」;

(ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及

(iii) Renewal of permission for temporary use or development in rural areas
位於鄉郊地區的臨時用途或發展的許可續期

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.info.gov.hk/tpb/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.info.gov.hk/tpb/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

2302622 4/10 by hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/MOS/128
	Date Received 收到日期	- 6 OCT 2023

1. 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。

2. 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.info.gov.hk/tpb/. 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.info.gov.hk/tpb/)，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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. 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

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☑ Organisation 機構)

Transport Department (Parking Project Task Force)

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱（如適用）

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☑ Company 公司 / ☐ Organisation 機構)

KTA Planning Limited

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）	Government Land at Po Tai Street, Ma On Shan
(b)	Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑ Site area 地盤面積 4,790 sq.m 平方米 ☑ About 約 ☐ Gross floor area 總樓面面積 ..... sq.m 平方米 ☐ About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積（倘有）	4,790 sq.m 平方米 ☑ About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Draft Ma On Shan Outline Zoning Plan No. S/MOS/27
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Open Space"
(f)	Current use(s) 現時用途	Temporary Open-air Fee-paying Carpark (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 _____ (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 _____ (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

☐ Type (i) 第(i)類 Change of use within existing building or part thereof 更改現有建築物或其部分內的用途

☐ Type (ii) 第(ii)類 Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程

☐ Type (iii) 第(iii)類 Public utility installation / Utility installation for private project 公用事業設施裝置/私人發展計劃的公用設施裝置

☐ Type (iv) 第(iv)類 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制

☑ Type (v) 第(v)類 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.
註 1： 可在多於一個方格內加上「✓」號
Note 2: For Development involving columbarium use, please complete the table in the Appendix.
註 2： 如發展涉及靈灰安置所用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(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)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 ..... sq.m 平方米 ☐About 約		
	Non-domestic part 非住用部分..... sq.m 平方米 ☐About 約		
	Total 總計 ..... sq.m 平方米 ☐About 約		

(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

(a) Operation involved 涉及工程	☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 ..... m 米 ☐About 約 (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) (請用圖則顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍))
(b) Intended use/development 有意進行的用途／發展	

(iii) For Type (iii) application 供第(iii)類申請

(a) Nature and scale
性質及規模

☐ Public utility installation 公用事業設施裝置

☐ Utility installation for private project 私人發展計劃的公用設施裝置

Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate
請註明有關裝置的性質及數量，包括每座建築物/構築物(倘有)的長度、高度和闊度

Name/type of installation 裝置名稱／種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置／建築物／構築物的尺寸 (米) (長 x 闊 x 高)

(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) For Type (iv) application 供第(iv)類申請

(a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制**並填妥於第(v)部分的擬議用途/發展及發展細節** –

☐	Plot ratio restriction 地積比率限制	From 由 ..... to 至 .....
☐	Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☐	Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米 From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上) From 由 ..... storeys 層 to 至 ..... storeys 層
☐	Non-building area restriction 非建築用地限制	From 由 .....m to 至 ..... m
☐	Others (please specify) 其他（請註明）	.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Temporary 'Public Vehicle Park (excluding container vehicles)' for a Period of 7 Years (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	N/A sq.m 平方米	☐About 約
Proposed plot ratio 擬議地積比率	N/A	☐About 約
Proposed site coverage 擬議上蓋面積	Not more than 20 %	☐About 約
Proposed no. of blocks 擬議座數	N/A	
Proposed no. of storeys of each block 每座建築物的擬議層數	N/A storeys 層 ☐ include 包括.....storeys of basements 層地庫 ☐ exclude 不包括.....storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Not more than 22 mPD 米(主水平基準上) Not more than 15 m 米	☐About 約 ☐About 約

☐ Domestic part 住用部分

GFA 總樓面面積 ..... sq. m 平方米 ☐About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐About 約

estimated number of residents 估計住客數目 .....

☑ Non-domestic part 非住用部分 — GFA 總樓面面積

☐ eating place 食肆 ..... sq. m 平方米 ☐About 約

☐ hotel 酒店 ..... sq. m 平方米 ☐About 約
(please specify the number of rooms
請註明房間數目) .....

☐ office 辦公室 ..... sq. m 平方米 ☐About 約

☐ shop and services 商店及服務行業 ..... sq. m 平方米 ☐About 約

☐ Government, institution or community facilities 政府、機構或社區設施 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
.....
.....
.....

☑ other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)
Land Area of the Automated Parking System - about 766 sq.m
.....
.....

☐ Open space 休憩用地 (please specify land area(s) 請註明地面面積)

☐ private open space 私人休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

☐ public open space 公眾休憩用地 ..... sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....
.....	.....	.....

(d) Proposed use(s) of uncovered area (if any) 露天地方（倘有）的擬議用途
Emergency vehicular access, circulation area and conventional carparking spaces
.....
.....
.....
.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2024

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ 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)) Po Tai Street ☐ 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）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 max. 313 nos. 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) ____ ____ ____ ____ ____
	No 否	☐ * including max. 152 nos. of mechanical parking spaces
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☐ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) 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) ____ ____ ____ ____ ____
	No 否	☑

9. 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。

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	☐ Please provide details 請提供詳情 ....
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)	Yes 是	☐ (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/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

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 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑

_____

_____

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)

.....

.....

.....

.....

.....

10. 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 Supporting Planning Statement attached.

11. 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. 本人現准許委員會酌情將本人就此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

KITTY WONG ..... 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 (No.324)
Others 其他 .....

on behalf of 代表 KTA Planning Limited .....

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

Date 日期 04/10/2023 (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

1. 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。

2. 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。

3. 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。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料:

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別)

_____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

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	Government Land at Po Tai Street, Ma On Shan
Site area 地盤面積	4,790 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 4,790 sq. m 平方米 ☑ About 約)
Plan 圖則	Draft Ma On Shan Outline Zoning Plan No. S/MOS/27
Zoning 地帶	"Open Space"
Applied use/ development 申請用途/發展	Proposed Temporary 'Public Vehicle Park (excluding container vehicles) for a Period of 7 Years

(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	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用		
	Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
		Non-domestic 非住用	15	m 米 ☑ (Not more than 不多於)
			22	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			N/A	Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* (CMH only) ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
		Composite 綜合用途		m 米 ☐ (Not more than 不多於)
				mPD 米(主水平基準上) ☐ (Not more than 不多於)
				Storeys(s) 層 ☐ (Not more than 不多於) (☐*Include 包括*/☐ *Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台*)
(iv)	Site coverage 上蓋面積	not more than 20		% ☐ About 約
(v)	No. of units 單位數目			
(vi)	Open space 休憩用地	Private 私人		sq.m 平方米 ☐ Not less than 不少於
		Public 公眾		sq.m 平方米 ☐ Not less than 不少於

(vii) 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) _____ _____	**Max. 313 nos.** Max. 313 nos.* * including max. 152 mechanical parking spaces
	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	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☑
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		

Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

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。

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

By Hand

Our Ref: S3100/PTS/23/005Lg

4 October 2023

Secretary of Town Planning Board
15/F North Point Government Offices
333 Java Road
North Point

Dear Sir/Madam,

Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan S16 Planning Application

---

On behalf of the Applicant,Transport Department (Parking Project Task Force), we submit herewith one signed original copy of the Form No. S16-I together with 4 hardcopies of the Supporting Planning Statement for the consideration of the Town Planning Board. The "Particulars of the Development Proposal", the original Authorization Letter signed by the Applicant, the "Particulars of Applicant and Authorized Agent" and "Checklist of Documents" are also enclosed with this letter.

Should you have any queries in relation to the attached, please do not hesitate to contact Ms Pauline Lam or the undersigned at 3426 8452.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

cc. TD – Mr Alex Man / Mr Stanley Sin (by Email and by Hand) w/ 1 copy
LLA – Mr S L Ng (by Email)

PL/KW/vy

S16 PLANNING APPLICATION
DRAFT MA ON SHAN OUTLINE ZONING PLAN
NO. S/MOS/27

Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

SUPPORTING PLANNING STATEMENT

October 2023

Applicant:
Transport Department

Consultancy Team:
KTA Planning Ltd.
LLA Consultancy Ltd.

S3100/PS/V07

PLANNING LIMITED
規劃顧問有限公司

Executive Summary

This Supporting Planning Statement is prepared on behalf of Transport Department ("TD" or "the Applicant") to seek approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for the proposed Temporary 'Public Vehicle Park (excluding container vehicle)' in a piece of Government Land at Po Tai Street, Ma On Shan (the "Site") for a period of 7 years. The Site falls within "Open Space" ("O") zone on the Draft Ma On Shan Outline Zoning Plan No. S/MOS/27.

The carpark layout involves an Automated Parking System ("APS") with footprint of about 766 sq.m and building height of not more than 15m / 22mPD located at the northeastern portion of the Site. The APS can provide a maximum of 152 nos. of parking spaces for private vehicles while the remaining area of the Site can accommodate about 161 nos. of conventional parking spaces, amounting to a total of 313 nos. to meet the demand for parking space.

The Proposed Public Vehicle Park ("PVP") is fully justified due to the following main reasons:

- The Proposed PVP is fully in-line with Government's policy for increasing parking spaces and enhancing efficiency of carparks.
- The Proposed PVP is a temporary use and will not affect the provision of open space in Ma On Shan.
- The Site is located within a predominately residential neighbourhood and is suitable for PVP use for the provision of parking spaces for surrounding residents.
- The bulk of the APS has been optimized for the provision of maximum of 152 nos. of parking spaces. No adverse visual impact will be resulted.
- The approval of the current Planning Application will be consistent with TPB's previous decisions.
- The Proposed PVP will not impose adverse traffic, noise nuisance and sewerage impacts.

In light of justifications given throughout the planning statement, we sincerely request the TPB to give favourable consideration to this Planning Application.

行政摘要

（內文如有差異，應以英文版本為準）

本規劃申請書是代表申請人運輸署 （下稱「申請人」）根據城市規劃條例第 16 條，向城市規劃委員會(下稱「城規會」）就位於馬鞍山保泰街的一幅政府土地（下稱「申請地點」）申請作擬議臨時「公衆停車場 （貨櫃車除外)」，為期 7 年。申請地點於馬鞍山分區計劃大綱草圖編號 S/MOS/27（下稱「大綱草圖」）被劃為「休憩用地」地帶內。

擬議停車場包括在申請地點東北面設置一個大概766平方米及不多於15米高 / 主水平基準上22米的自動泊車系統。該系統可提供最多 152 個私家車泊車位，而其餘位置則可以提供161個泊車位，總數為313個。

擬議公衆停車場理據充份如下：

- 擬議公衆停車場符合現行政府增加停車位及優化停車場容量的政策。
- 擬議公衆停車場為臨時用途，不會影響馬鞍山休憩用地的長遠供應。
- 申請地點位於住宅區內，可為附近居民提供泊車位，很適合作公眾停車場用途。
- 擬議自動泊車系統能提供最多 152 個泊車位，而其體積已盡量減少，不會帶來不良的景觀影響。
- 同類型規劃申請先前亦獲城規會批准。
- 擬議公衆停車場不會帶來不良的交通、噪音及渠務影響。

基於以上各項規劃理據，申請人希望是次規劃申請能獲城規會支持。

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S16 PLANNING APPLICATION
Draft Ma On Shan OZP No. S/MOS/27

Proposed Temporary 'Public Vehicle Park (excluding container vehicle)',
For a Period of 7 Years at "Open Space" Zone
Government Land at
Po Tai Street, Ma On Shan

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Transport Department ("TD") (the "Applicant") to seek approval from the Town Planning Board ("TPB") for the proposed temporary 'Public Vehicle Park' ("PVP") in a piece of Government Land at Po Tai Street, Ma On Shan (the "Site") for a period of 7 years. The Site is zoned "Open Space" on the Draft Ma On Shan Outline Zoning Plan ("Draft OZP") No. S/MOS/27. This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this Planning Application.

1.2 Report Structure

1.2.1 Following this introductory section, the site and planning context will be briefly summarized in Section 2. The proposed carpark layout is included in Section 3. The planning merits and justifications for the Planning Application will be explained in Section 4. The Planning Statement will be concluded in Section 5.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Use

2.1.1 The Site is located on a piece of Government Land bounded by Po Tai Street to its northwest, a commercial development, We Go Mall to its north, Sai Sha Road to its east, Sui Tai Road to its south and residential development, La Costa to its west (**Figure 2.1** refers). The Site has a total site area of about 4,790 sq.m and is currently occupied by a public carpark with about 220 nos. of parking spaces under Short Term Tenancy ("STT") No. 2145. The vehicular access is via Po Tai Street (**Photos 1** and **2** refer).

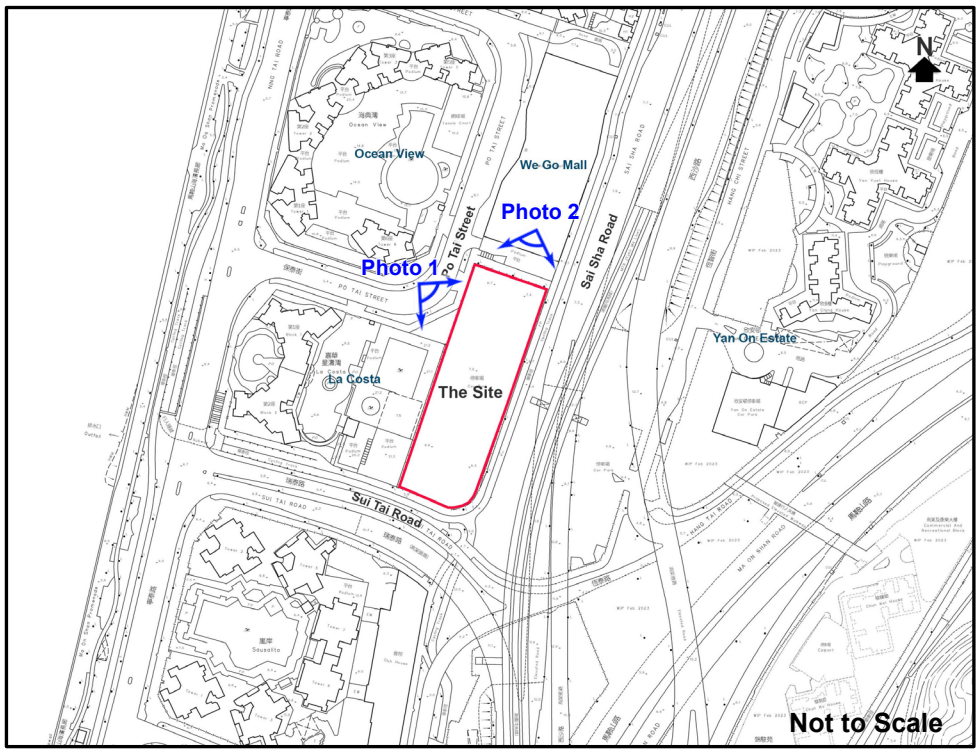


Figure 2.1 Site Location Plan

Photo 1 Carpark Entrance at Po Tai Street

Photo 2 Existing Condition of the STT Carpark on Site

2.2 Statutory Planning Context

2.2.1 The Site falls within an area zoned "Open Space" ("O") on the Draft OZP (**Figure 2.2** refers). According to the Statutory Notes of the Draft OZP, this zone is intended *"primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public"*. 'Public Vehicle Park (excluding container vehicle) is a column 2 use which requires planning permission from the TPB by way of a S16 Planning Application. There is no development restriction stipulated on new developments in this "O" zone.

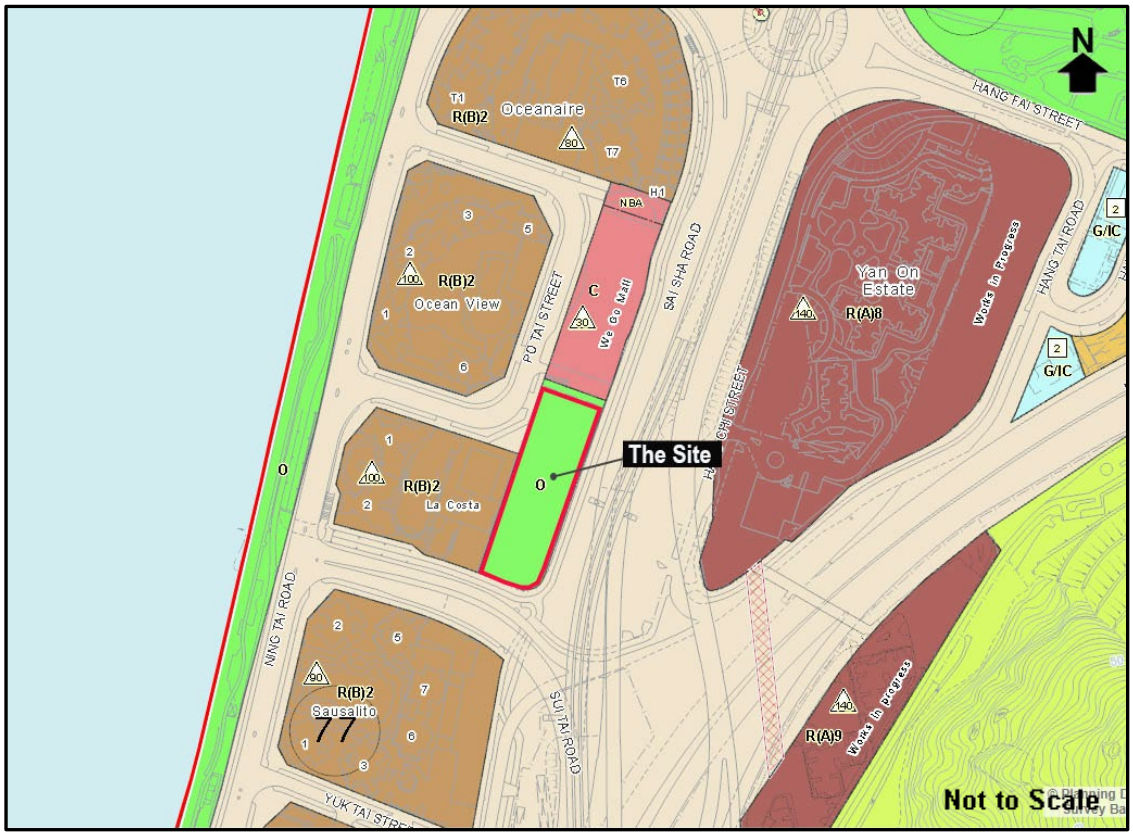


Figure 2.2 Zoning Context Plan (Extract from OZP No. S/MOS/27)

2.3 Surrounding Land Use Pattern

The Site is surrounded by mainly residential use intermingled with commercial use in support of the neighbourhood (**Figure 2.2** refers). To its immediate west and southwest are two residential developments, La Costa and Sausalito respectively located in area zoned "Residential (Group B) 2" ("R(B)2"). To its northwest across from Po Tai Street is another two residential developments, Ocean View and Oceanaire in another two "R(B)2" zones. To its immediate north is a commercial development, We Go Mall located in an area zoned "Commercial". To its further east and northeast across from Sai Sha Road is a high-rise residential development, Yan On Estate in a "Residential (Group A) 8" zone.

2.4 Overview of Number of Licensed Vehicles and Parking Spaces in Hong Kong

2.4.1 According to Government's statistics, there were approximately 812,000 licensed vehicles across the territory of which nearly 80% were private car and van-type light goods vehicles by end of May 2021. The number of private car and vans increased from about 457,000 to about 626,000 from 2010 to 2020 while the number of parking spaces available for use by these vehicles increased from about 633,000 to about 688,000. The ratio of number of parking spaces to number of vehicles dropped from 1.38 to 1.1. For commercial vehicles (including goods vehicles and non-franchised buses), the number of vehicles decreased from about 74,800 to about 71,100 in the 10 year period while the number of parking spaces fell from about 49,700 to about 45,300 with ratio of number of parking spaces to number of commercial vehicles remained between 0.63 to 0.67.

2.5 Government's Policies to Increase Parking Spaces and Enhance Efficiency of Carparks

2.5.1 The Government has been pursuing a number of short-term and medium-to long-term measures to increase parking spaces to meet parking demand in the territory, including providing public parking spaces in suitable "Government, Institution or Community" facilities and public open space projects following the principle of "Single Site, Multiple Uses" (as promulgated in the 2018 Policy Address) and taking forward automated parking system ("APS") projects.

2.5.2 The Government commissioned a consultancy study in 2018 to take forward pilot projects of APS. In the Policy Address announced in 2020, the Government would strive to promote "Smart Mobility" for improving road efficiency. One of the key features of Smart Mobility is to alleviate the problem of insufficient public parking spaces through the application of technology such as APS. APS involves the stacking of vehicles in a compact manner with the aid of mechanical lifting. Carparks with APS can generally provide 30% to 100% more parking spaces within the same space. The Government has identified a number of STT car parks and public works projects for taking forward APS projects in batches starting from 2021 (**Table 2.1** refers).

Table 2.1 APS Projects In the Territory

Project	APS Type	Commission Year (tentative)	Total No. of Parking Spaces (including both conventional and APS parking spaces)
STT Carpark			
Hoi Shing Road, Tsuen Wan	Puzzle stacking	Nov 2021 (actual)	245
Pak Shek Kok, Tai Po	Puzzle stacking	Dec 2022 (actual)	240
Junction of Yen Chow Street and Tung Chau Street, Sham Shui Po	Puzzle stacking	2024	About 210
Hoi Wang Road, Yau Ma Tei	Puzzle stacking	2024	About 200
Public Works Projects			
Joint-user Government Office Building in Area 67, Tseung Kwan O	Puzzle stacking	2025	Over 300
District Open Space, Sports Centre cum Public Vehicle Park at Sze Mei Street, San Po Kong	Vertical lifting and horizontal sliding	2026	About 300
Open Space with Public Vehicle Park at Yen Chow Street West, Sham Shui Po	Circular shaft lifting	2026	About 200
Joint-user Complex at the junction of Shing Tai Road and Sheung Mau Street, Chai Wan	Tower Lifting	2028	About 200

2.5.3 According to Papers of Legislative Council Panel on Transport (LC Paper Nos. CB(4)1330/20-21(04) and CB(4)291/2023(03), the Government will continue to explore the use of APS as far as possible in the future public vehicle park projects, in suitable new STT carparks and existing STT

carparks (through conducting re-tendering exercises), if needed taking into account the site constraints, cost-effectiveness, etc. Adoption of APS will also be considered in future public works projects with public vehicle park and responsible Departments will be invited to consider the feasibility of adopting APS at planning stage.

2.6 Different Types of Automated Parking System Available in the Market

2.6.1 There are currently 5 types of APS available in the market. The description and images of each APS type are provided in **Table 2.2 and Figure 2.3** below respectively:

Table 2.2 Descriptions of Different APS Types

APS Types	Descriptions
Puzzle Stacking System	▪ Puzzle moves vehicles to/from ground level for retrieval/parking through vertical lifting and horizontal sliding of parking pallets; ▪ It is suitable for use inside newly-built or existing buildings or outdoor; ▪ It could be installed in different modular forms.
Tower Lifting System	▪ The operating principles are similar to an elevator ▪ Each layer of tower can accommodate 2 to 4 parking spaces ▪ It is operated according to a relatively simple operating mode with high retrieval/parking speed. ▪ It can only perform well if development is allowed at a considerable height.
Rotary Carousel System	▪ Rotary's parking pallets circulate on track to the ground level for vehicle's retrieval/parking ▪ It is suitable for use in sites with relatively small footprint.
Circular Shaft Lifting System	▪ When compared to tower, Circular can accommodate more parking spaces (10 to 20) but occupies a larger site area.
Vertical Lifting and Horizontal Sliding System	▪ Equipped with vertical elevators and horizontal moving platforms, it can retrieve/park vehicles at multi-layers (front, back, left and right). ▪ It is mainly deployed in relatively large car park (with more than 200 parking spaces).

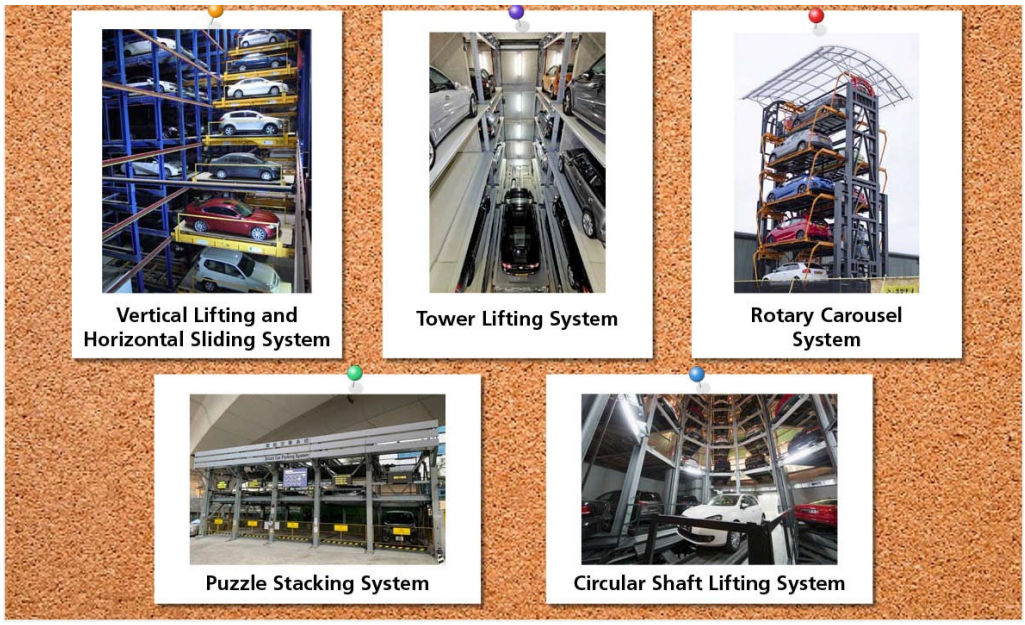


Figure 2.3 Different Types of Automated Parking System Available in the Market (source: EMSD's Guidelines for Installing Mechanized Vehicle Parking Systems)

3. THE PROPOSED CARPARK LAYOUT

3.1 The Indicative Carpark Layout

3.1.1 A carpark layout for the temporary PVP has been devised and is presented at **Appendix 1** of this Supporting Planning Statement. An APS with footprint of about 766 sq.m and building height of not more than 15m / 22mPD is located at the northeastern portion of the Site. The APS can provide a minimum of 104 nos. and maximum of 152 nos. of carparking spaces while the remaining area of the Site can accommodate about 161 nos. of conventional parking spaces for private vehicles. The type of APS to be adopted will be decided by the future carpark operator (**Figure 2.3** refers). The vehicular access will remain unchanged at Po Tai Street and an emergency vehicular access ("EVA") will be provided within the Site to meet fire safety requirement.

3.1.2 **Tables 3.1** summarizes the key development data of the Proposed PVP.

Table 3.1 Major Development Parameters

	Parameters
Site Area	About 4,790m^2
Maximum Building Height	APS: Not more than 15m / 22mPD
Site Coverage	Not more than 20%

3.1.3 The Site falls within the Railway Protection Area for Heng On Station. MTR Corporation Limited's in-principal agreement will be sought on the installation of APS system within the Railway Protection Area (**Appendix 2** refers).

3.2 Implementation Programme

3.2.1 Upon obtaining approval from the TPB on the Planning Application, tendering exercise for the PVP will be carried out by Lands Department. The operator of the PVP is required to build and install the APS upon award of the tender. It is expected that the tenancy period of the STT carpark will be from 2024 to 2031.

4. VISUAL APPRAISAL

4.1 Visual Appraisal

4.1.1 To ascertain the visual impact of the Proposed PVP, the visual analysis has been conducted based on the existing site context. As the Site is surrounded by mainly medium- to high-rise developments and, the visual sensitive receivers ("VSRs") to the south, west and east of the Site may have exposed view on the Proposed PVP. Two public viewpoints ("VPs") (**Figure 4.1** refers) have been selected to assess the potential visual impact associated with the Proposed PVP.

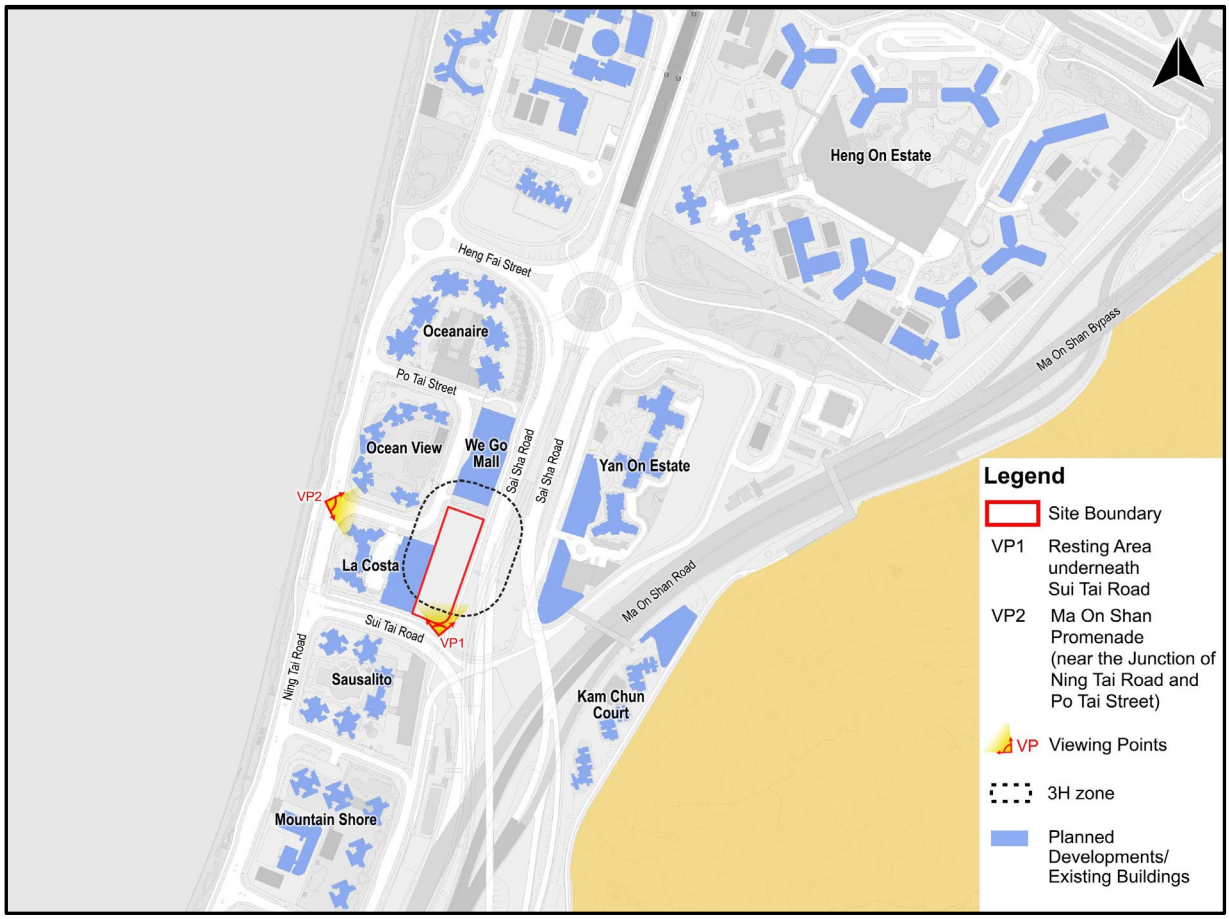


Figure 4.1 Location of Viewpoint

VP1 – Resting Area underneath Sui Tai Road

4.1.2 As shown in **Figure 4.2**, this VP captures the existing view of the planter along Sui Tai Road, the Site, podium of La Costa and the residential development including Ocean View, Oceannaire, and Yan On Estate, low-rise commercial development, We Go Mall and the MTR Tuen Ma Line Viaduct. The Proposed PVP will introduce new APS structures at this VP. The APS is small scale with building height at not more than 15m / 22mPD which is slightly lower than the height of the commercial development, We Go Mall with height of about 30mPD. The users of the resting area will

usually be engaging in passive recreational activities and the visual sensitivity of the VSRs will be medium to high. As the APS will consist of steel frame structure and certain visual permeability can still be maintained, the visual change brought about by the Proposed PVP with APS is slight.

VP2 – Ma On Shan Promenade (near the Junction of Ning Tai Road and Po Tai Street)

4.1.3 As shown in **Figure 4.3**, the visual composition of this VP is dominated by Po Tai Street and the existing lush vegetation along the street. The Proposed PVP with APS located along Po Tai Street (East) will be partially visible at this VP and the introduction of APS will slightly alter the visual composition at this VP. From this VP, only a large portion of the Site is visible and is screened off by the existing vegetation along both sides of Po Tai Street. As the VSRs will be pedestrians and cyclists along the promenade, the visual sensitivity of the VSRs will be medium to high. The photomontage demonstrates that with or without the APS, the VSRs at this VP will experience a typical suburban townscape view embraced by lush roadside greenery. As the APS will involve a steel frame structure, certain visual permeability can still be maintained. It is highly likely that the VSRs will be focused on seeking the panoramic view of Sha Tin Hoi and Pat Sin Leng when engaging in both passive and active recreational activities such as leisure walking, jogging and cycling along the promenade. Hence, the visual change brought about by the Proposed PVP with APS will be negligible.

4.1.4 As shown in the photomontages, the Proposed PVP with APS will bring about slightly adverse to negligible impact to the identified VSRs. It will become the new visual element at the VPs. As the APS is not more than 15m / 22mPD in height which is lower than the adjacent developments ranging from about 30mPD (We Go Mall) to 119.9mPD (Yan On Estate) and the MTR Tuen Ma Line at about 22.6mPD, the building height will be congruous with the surrounding context. The Proposed PVP with APS will not create any major visual obstruction to the key visual resources, for example to the ridgeline of Pun Au Leng. The steel frame structure of the APS will provide a certain degree of permeability for the VSRs. The Proposed PVP will be acceptable in visual term.

Figure 4.2 Resting Area Underneath Sui Tai Road (VP1)

Figure 4.3 Ma On Shan Promenade near the Junction of Ning Tai Road and Po Tai Street (VP2)

5. PLANNING MERITS AND JUSTIFICATIONS

5.1 The Proposed Development is In-line with Government's Policy for Increasing Parking Spaces and Efficiency of Carparks

5.1.1 Land resources is scarce in Hong Kong. Alongside the consideration of meeting housing needs and other land use demand, the Government has been pursuing a number of short-term and medium- to long-term measures to increase parking spaces to meet parking demand in the territory amidst the scarcity of land resources. As promulgated in the 2018 Policy Address, the Government will follow the principle of "Single Site, Multiple Uses" to provide public car parking spaces in suitable G/IC facilities and POS projects to optimize the utilization of land. The Government also commissioned a consultancy study in 2018 to take forward pilot projects of APS and further reaffirmed in the Policy Address 2020 to promote "Smart Mobility" for alleviating shortage of parking spaces through application of technology. Since then, various STT carparks and public works projects have already been or will be installed with APS to optimize the provision of parking spaces.

5.1.2 The Site has been occupied by PVP use for more than 20 years. According to the results of the parking survey for STT carpark in Sha Tin District conducted by TD during period of November and December 2022, the utilization rate of the STT carpark at the Site was higher than 90% during night-time. The results revealed that the demand for PVP at the Site has been quite high. Thus, there is indeed a need for the PVP at the Site.

5.1.3 With the installation of APS, the Site can provide a maximum of 313 nos. of parking spaces, representing an increase of 93 nos. of parking spaces (i.e. an increase of 42.2%) as compared with the existing situation (with about 220 nos. of parking spaces). Hence, the Proposal is totally in-line with Government's policies on increasing parking spaces and enhancing efficiency of existing carparks.

5.2 The Need for this Planning Application

5.2.1 According to the Covering Notes of the Draft OZP, it is stated that "*temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes*". It is also stated that "*for temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes*". The reason for the submission of this Planning Application to the TPB is that the proposed period of temporary PVP exceeds 5 years

and 'Public Vehicle Park (excluding container vehicle)' is a column 2 use under the Statutory Notes of the "O" zone which requires permission from the TPB. A longer approval period of 7 years to be sought is due to the need to take into account the time required for the design and installation of the APS by the operator which will take about one year. As a considerable amount of capital is required for the design and installation of APS, it is only viable for the operator if a longer operation period with more APS is allowed from a financial and sustainability points of view. Hence, a longer period would allow the provision of more APS.

5.3 No Impact on the Open Space Provision in Ma On Shan

5.3.1 The Site has been zoned 'O' since the gazettal of the Draft OZP No. S/MOS/3 on 6 January 1995 and the Government has no programme to implement the open space. It has been intermittently used as a temporary PVP for more than 20 years. According to Planning Department's record (Attachment VII of RNTPC Paper No. 8/22), there are currently surplus of 3.85 ha of district open space and 19.62 ha of local open space in Ma On Shan OZP. Hence, the temporary use of the Site for the provision of much needed parking spaces for a period of 7 years will not affect the long term open space provision for the planned population of about 249,600 in Ma On Shan. The STT carpark will not restrict or adversely affect any future development of the Site. The future operator will facilitate relevant Government Departments (including Leisure and Cultural Services Department and Architectural Services Department) or their work agent(s) in visiting the Site whenever necessary and carrying out site investigation works during the tenancy period.

5.4 The Site is Suitable for Public Vehicle Park Development

5.4.1 The Site is located in a predominately residential neighbourhood surrounded by a number of residential developments including La Costa, Sausalito, Ocean View and Oceanaire with a general demand for carparking spaces. Since the operation of the PVP at the Site, it has been well received by the public. Hence, the Site is very suitable for the proposed PVP.

5.5 The Approval of the Planning Application is Consistent with Town Planning Board's Previous Decisions

5.5.1 There are a number of similar Planning Applications involving PVP in area zoned "O" approved previously by the TPB. **Table 5.1** below set out briefly the details of these Planning Applications:

Table 5.1 Similar Planning Applications Approved by the TPB in Previous Years

Address	Nature of Application & Application No.	Date of Approval
Kai Tak East Playground bound by Sze Mei Street, Tsat Po Street and Luk Hop Street, San Po Kong, Kowloon	Proposed Place of Recreation, Sports or Culture, Public Vehicle Park (excluding container vehicle) with Minor Relaxation of Building Height Restriction in minor area within "G/IC" zone and Permitted Playground in "O", "G/IC" and area shown as 'Road' **(Planning Application No. A/K11/238)**	18 Dec 2020
Government Land at the Junction of Yen Chow Street West and Tung Chau Street, Sham Shui Po, Kowloon	Proposed Public Vehicle Park (excluding Container Vehicle) and Permitted Open Space in area zoned "O", "R(A)" and area shown as 'Road' **(Planning Application No. A/K20/134)**	24 Sep 2021
Government Land in Area 66, Tseung Kwan O	Proposed Underground Public Vehicle Park (excluding Container Vehicle) and Permitted Town Park in area zoned "O" **(Planning Application No. A/TKO/125)**	24 Dec 2021
Tung Tau Industrial Area Playground, Keung Yip Street, Yuen Long	Proposed Underground Public Vehicle Park (excluding Container Vehicle) and Re-provisioning of Permitted Sports Facilities **(Planning Application No. A/YL/290)**	4 Mar 2022

5.5.2 In view of the similar Planning Applications approved by the TPB in previous years, the approval of the current Planning Application will be consistent with TPB's previous decisions.

5.6 No Adverse Visual Impact

5.6.1 To optimize the provision of parking spaces, an APS with height of not more than 15m / 22mPD will be proposed at the Site for the provision of maximum 152 nos. of parking spaces. The APS, with site coverage of not more than 20%, is carefully positioned at the northeastern corner of the Site as it needs to be close to the vehicular access to minimize the length of EVA. Although the APS is not more than 15m in height, it is lower than

the height of adjacent developments ranging from about 30mPD (i.e We Go Mall) to 119.9mPD (i.e. Yan On Estate) and the MTR Tuen Ma Line viaduct at about 22.6mPD which will be congruous with the surrounding context. The Proposed APS consists of mainly steel frame structure and thus certain visual permeability through the structures will be allowed. No adverse visual impact will be resulted.

5.7 No Adverse Traffic Impact

5.7.1 A Traffic Impact Assessment (**Appendix 3** refers) was conducted to assess the potential traffic impact associated with the Proposed PVP on the surrounding road network. The Proposed PVP would generate and attract a two-way traffic flow of 50 pcu/hr in the AM peak and 47 pcu/hr in the PM peak. The results indicated that all junctions will operate satisfactorily for both reference and design scenarios. Therefore, it is anticipated that the Proposed PVP will not induce significant traffic impact onto the surrounding road network. Hence, the development proposal is considered acceptable from the traffic engineering point of view.

5.8 No Adverse Noise Nuisance Impact

5.8.1 The Proposed PVP is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499) which has very little potential for giving rise to adverse environmental impact. The period of construction/installation of APS is short (around 3 months) and the works do not involve any noisy activities such as piling works. Nevertheless, the construction/installation works will be prohibited during the restricted hours i.e. 7pm to 7am on normal weekdays and any time on a public holiday, including Sunday. The duration of APS operation (i.e. storing and retrieving vehicles) is short and the noise level is low against the high background noise (i.e. road traffic along the adjacent road network). Hence, no noise nuisance to the nearby noise sensitive receivers will be anticipated.

5.9 No Adverse Sewerage Impact

5.9.1 The Proposed PVP will not provide any public toilets or car washing services. Hence, no sewage will be generated from the Proposed PVP and no adverse sewerage impact is anticipated.

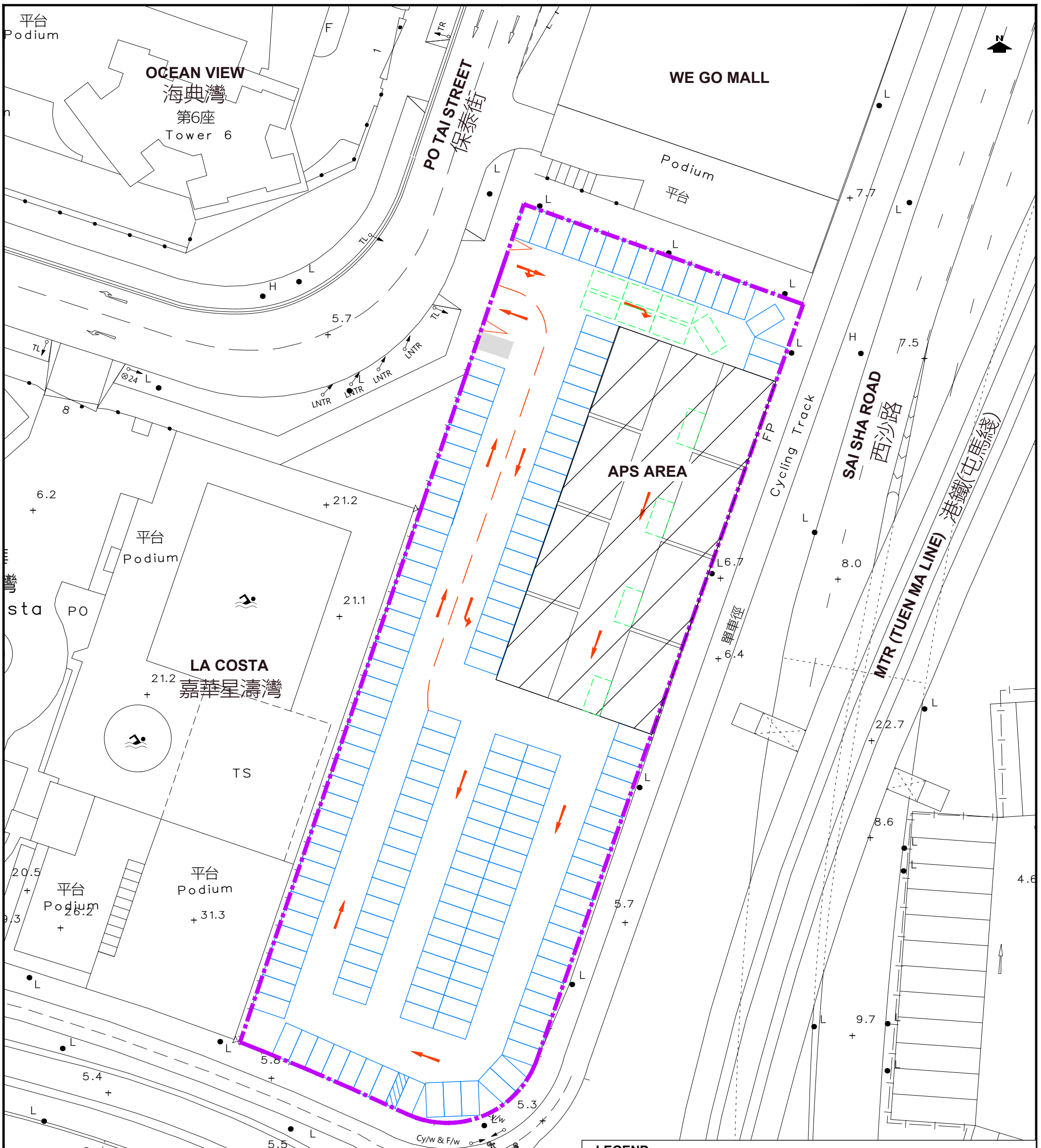
6. CONCLUSION AND SUMMARY

6.1 In light of the above, it is believed that the proposed 'Public Vehicle Park (excluding Container Vehicle)' at the Site zoned "O" can be favourably considered by the TPB from land use planning and technical points of view.

- The Proposed Development is fully in-line with Government's policy for increasing parking spaces and enhancing efficiency of carparks.
- The Proposal will not affect the long term provision of open space in Ma On Shan.
- The Site is located within a predominately residential neighbourhood and is suitable for PVP use for the provision of parking spaces for surrounding residents.
- The bulk of the APS is optimized for the provision of maximum of 152 nos. of parking spaces. No visual impact will be resulted.
- The approval of the current Planning Application will be consistent with TPB's previous decisions.
- The Proposed PVP will not impose any adverse traffic, noise nuisance and sewerage impacts.

Appendix 1

Indicative Carpark Layout



LEGEND:

	SITE BOUNDARY OF PO TAI STREET CARPARK
	SITE ENTRY / EXIT
	WAITING SPACES FOR AUTOMATED PARKING SYSTEM
	PC PARKING SPACES (CONVENTIONAL)
	AUTOMATED PARKING SYSTEM OF MAXIMUM 15m HEIGHT (13 - 19 PARKING SPACES FOR EACH APS MODULE)

NUMBERS
161
MAXIMUM 152 MINIMUM 104
TOTAL 265 - 313

PROJECT NO. 40883	PROJECT TITLE: PLANNING APPLICATION FOR SHORT TERM TENANCY PUBLIC CAR PARK AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 5.1	REV. -
DESIGNED SLN / DATE AUG 2023	DRAWING TITLE: CARPARK LAYOUT PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:500@A3			
CHECKED SLN			

FILE. G:\PROJECT\40883\DATA\DWG\FIGURE5.1.DWG PLOT SCALE : 1 = 1

Appendix 2

Correspondence with MTR Corporation Limited

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk

KTA Planning Limited
Unit K, 16/F, MG Tower,
133 Hoi Bun Road, Kwun Tong
Kowloon, Hong Kong

Attention: Ms. Pauline Lam

Your ref.: S3100/PTS/23/004Lg

Our ref.: O/RAP/HEO/1000-0035

By Post

18 September 2023

Dear Madam,

Planning Application for Short Term Tenancy Public Car Park with Automated Parking System, Po Tai Street, Ma On Shan

We refer to your letter dated 4 September 2023 regarding the captioned works. From railway protection point of view, we have the following comments:

1. Cross sections showing the minimum clearance between the proposed construction works from the existing railway structures, in particular the railway bridge shall be provided for RP information, comment and prior agreement.

2. The AP/RSE shall submit the Method Statement(s) of the proposed installation works of Automated Parking System for MTR review and approval before commencement of works.

Should you have any queries, please contact our Mr. Kelvin Cheng at 2688 1253 or the undersigned at 2688 1828.

Yours faithfully,

Florence Cheung
for Chief Railway Protection & Land Survey Manager (Operations)
FC/KC

MTR Headquarters Building, Telford Plaza, Kowloon Bay,
Kowloon, Hong Kong. GPO Box 9916, Hong Kong.
Tel (852) 2993 2111 Fax (852) 2798 8822

香港九龍灣德福廣場港鐵總部大樓
香港郵政總局信箱9916號
電話 (852) 2993 2111 傳真 (852) 2798 8822

Appendix 3

Traffic Impact Assessment

Document Status Control Record

Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

Traffic Impact Assessment Report

Originating Organisation : LLA Consultancy Limited Unit 610, 6/F, Island Place Tower, 510 King's Road, North Point, Hong Kong	Prepared by: SKL	SKL	Date: 3 October 2023
	Approved by: SLN		Date: 3 October 2023
	Revision No.: -		Date of Issue: 3 October 2023

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1 INTRODUCTION

1.1 Background

1.1.1 This Planning Application is prepared and submitted on behalf of Transport Department ("TD") (the "Applicant") to seek approval from the Town Planning Board ("TPB") for the proposed temporary 'Public Vehicle Park' ("PVP") in a piece of Government Land at Po Tai Street, Ma On Shan (the "Site") for a period of 7 years.

1.1.2 The Site falls within the area zoned as "Open Space" ("O") on the Draft Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/27. According to the Notes of OZP, the "Public Vehicle Park" use is under Column 2 for the "O" zone. Application for the planning permission under Section 16 of the Town Planning Ordinance (TPO) from the Town Planning Board would be required for implementation of public vehicle park at the Site with a tenancy term of 7 years.

1.1.3 LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study to assess the potential traffic impact from the proposed development on the traffic network in the vicinity and propose suitable mitigation measures to improve the traffic conditions, if necessary. This report presents the findings of the study.

1.2 Study Objectives

1.2.1 The objectives of the traffic impact assessment study are as follows:

- to review the existing traffic conditions in the vicinity of the Site
- to estimate the traffic generation and attraction of the proposed development;
- to project the future traffic situation in the surrounding road network;
- to appraise the potential traffic impact of the proposed development and to consider traffic improvement proposals, if required; and
- to quantify the internal transport facilities for the proposed development;

1.3 Structure of the Report

1.3.1 The structure of the report is set out as follows:

- **Chapter 2** describes the location and characteristics of the Site as well as the proposed development contents.
- **Chapter 3** presents the existing vehicular movements and traffic situations in the local road and walkway network, in the vicinity of the Site.
- **Chapter 4** describes the design years and the local road and walkway network in future. This will be followed by the estimation of the vehicular traffic generated by the proposed development and discussions on the methodology for forecasting future vehicular traffic movements. Then, assessment results of future traffic situations in the surrounding network of the proposed development will be presented.
- **Chapter 5** depicts the vehicular access arrangements, the proposed provisions of car parking spaces and the carpark layout. Then, an queuing assessment will be provided to demonstrate that no queue will be extended onto the public road.
- **Chapter 6** provides a summary and conclusion of this Study.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 The Site is located at 1 Po Tai Street, bounded by Sai Sha Road in the east, Sui Tai Road in the south, La Costa Car Park in the west, We Go Mall in the north as shown in **Figure 2.1**. Its site area is approximately 4,790 m^2. At present, the Site is a STT public car providing about 220 conventional parking spaces of private cars.

2.2 The Proposed Development Schedule

2.2.1 The Site will comprise of 265 – 313 private car parking spaces, including 104 – 152 spaces by Automated Parking System (APS) and 161 spaces by conventional system. **Table 2.1** summarizes the proposed development schedule.

Table 2.1 Proposed Development Schedule

Item	Parameter
Site Area	4,790 m^2
Parking Provision	
No. of private car parking spaces by APS **[A]**	Minimum 104 Maximum 152
No. of private car parking spaces by conventional system **[B]**	161
TOTAL [A] + [B]	**265 to 313**
Anticipated Operation Year Until	2031

2.2.2 At present, the Site is operating with about 220 car parking spaces for private cars and can be increased to a minimum of 265 spaces and a maximum of 313 spaces.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

3.1.1 Po Tai Street is 2-lane one-way carriageway connecting local developments to Ning Tai Road at the west. The section of Po Tai Street carriageway fronting the Site is about 10.3m in width.

3.1.2 Sai Sha Road is a dual two-lane carriageway running east-west direction. It is a district distributor road connecting Sha Tin and Sai Kung area. In Year 2021, the section of Sai Sha Road between On Yuen Street and Sui Tai Road carried an Annual Average Daily Traffic (AADT) of 27,860 vehicles.

3.1.3 Ma On Shan Road is a rural trunk road running south-north direction connecting Tate's Cairn Highway and Ma On Shan area. In Year 2021, the section of Ma On Shan Road between Ma On Shan Bypass and Hang Shun Street carried an AADT of 50,410 vehicles.

3.2 Traffic Count Surveys

3.2.1 A traffic count survey was carried out on 15 June 2023 (Thursday) during the peak hour period from 07:00 to 9:00 and 17:00 to 19:00 at the following junctions as shown in **Table 3.1**. The locations of the key junctions and area of influence (AOI) are shown in **Figure 3.1**.

Table 3.1 Surveyed Junctions

No.	Junction	Junction Type/Capacity Index (1)
J1	Po Tai Street / Ning Tai Road (south)	Signalized/RC
J2	Po Tai Street / Ning Tai Road (north)	Signalized/RC
J3	Sui Tai Road / Ning Tai Road	Signalized/RC
J4	Hang Ming Street / Hang Fai Street / Ning Tai Road	Roundabout/DFC
J5	Sai Sha Road / Hang Fai Street	Roundabout/DFC

Note: (1) DFC = design flow to capacity ratio for roundabout. RC = reserve capacity for signalized junction.

3.2.2 The identified morning (AM) and evening (PM) peak hours were 08:00 – 09:00 and 18:00 – 19:00, respectively and the surveyed traffic flows are presented in **Figure 3.2**.

3.3 Junction Capacity Assessments

3.3.1 Based on the surveyed traffic flows, the performance of the key junctions were assessed. The assessment results are tabulated in **Table 3.2** and detailed junction capacity calculation sheets are presented in **Appendix A**.

Table 3.2 Existing Junction Capacity Assessment

No.	Junction	Type / Capacity Index(1)	AM Peak	PM Peak
J1	Po Tai Street / Ning Tai Road (south)	Signalized/RC	174%	283%
J2	Po Tai Street / Ning Tai Road (north)	Signalized/RC	126%	85%
J3	Sui Tai Road / Ning Tai Road	Signalized/RC	397%	335%
J4	Hang Ming Street / Hang Fai Street / Ning Tai Road	Roundabout/DFC	0.18	0.18
J5	Sai Sha Road / Hang Fai Street	Roundabout/DFC	0.38	0.42

Note: (1) DFC = design flow to capacity ratio for roundabout. RC = reserve capacity for signalized junction.

3.3.2 **Table 3.1** indicates that all junctions are performing satisfactorily during both AM and PM peak hours.

3.4 Existing Public Transport Facilities

3.4.1 At present, there are many existing bus routes and minibus routes with stops on nearby roads. The details of the available bus/minibus routes are shown in **Table 3.3** and the locations of bus/min-bus stop are marked on **Figure 3.3**.

Table 3.3 Existing Public Transport Services

Mode	Route No.	Origin-Destination	Frequency (min)
Bus	43X	Yiu On – Tsuen Wan West Station	8 – 20
	81C	Yiu On – Tsim Sha Tsui East (Mody Road)	9 – 30
	85K	Heng On – Shatin Station	10 – 25
	85S	Yiu On – Hung Hom (Hung Luen Road)	2 per day
	89C	Heng On – Kwun Tong (Tsui Ping Road)	12 – 30
	274	Sheung Shui (Tai Ping) – Wu Ka Sha Station	2 per day
	281X	Yiu On – Tsim Sha Tsui East (Mody Road)	15 – 25
	286M	Ma On Shan Town Centre – Diamond Hill Station (Circular)	4 per day
	289K	University Station – Chevalier Garden (Circular)	12 – 30
	680B	Chevalier Garden – Admiralty Station (East)	2 per day
	681P	Yiu On – Sheung Wan	5 per day
	682A		
	981P	Yiu On – Wan Chai (Fleming Road)	14 per day
	A41P	Wu Kai Sha Station – Airport (Ground Transportation Centre)	20 – 40
	NA40	Wu Kai Sha Station – HZMB Hong Kong Port (Overnight)	7 per day
	N287	Tsim Sha Tsui East (Mody Road) – Wu Kai Sha Station (Overnight)	3 per day
GMB	806B	Shek Mun – Wan Tau Tong	20 – 25
	807A	University Station – Ma On Shan Station	6 – 20
	807C	University Station – Ma On Shan Station	6 – 20
	810	Sha Tin Central – Ma On Shan (Villa Athena)	6 – 15
	810A	White Head – Sha Tin Central	30
	811B	Yiu On – Fo Tan (Cheung Lek Mei Street) (Circular)	10 – 20
	811S	Sui Wo Court – Yiu On (Hang Hong Street) (Circular)	20 – 30

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The proposed development is planned to be tendered out in 2024 and will be operating for 7 years until 2031. Hence, Year 2031 is adopted as the design assessment year.

4.2 Development Traffic Generation

4.2.1 As there are no established trip rates published in Transport Planning and Design Manual (TPDM) for a standalone car park, trip generation and attraction survey at the existing STT car park of the same site (with approximate 220 car parking space) was conducted on 15 June 2023 (Thursday) during the peak hour period from 07:30 to 09:30 and 17:00 to 19:00 to establish the car park trip rates. The survey results and the derived trip rates are presented in **Table 4.1**.

Table 4.1 Survey Results at the Existing STT Carpark

Name	Unit / Content	Recorded Trips [Trip Rates (pcu/hr/space)]					
		AM Peak			PM Peak		
		Gen.	Att.	2-way	Gen.	Att.	2-way
Traffic Generation of the Existing STT Car Park	220 spaces	24	10	34	8	24	32
Derived Trip Rates	pcu/hr/space	0.1091	0.0455	-	0.0364	0.1091	-

Note: Gen. – Generation; Att. - Attraction

4.2.2 Based on the above, the traffic generation of the proposed development is estimated and presented in **Table 4.2**.

Table 4.2 Development Traffic Generation

Proposed Use	Unit/Content	AM Peak Hour			PM Peak Hour		
		Gen.	Att.	Total	Gen.	Att.	Total
Adopted Trip rates(1)	pcu/hr/space	0.1091	0.0455	-	0.0364	0.1091	-
Proposed Development	313 spaces	35	15	50	12	35	47

Note: Gen. – Generation; Att. – Attraction
(1) Trip rates derived in Table 4.1.

4.2.3 As shown in **Table 4.2**, the proposed development would generate two-way traffic flows of 50 pcu/hr in the AM peak and 47 pcu/hr in the PM peak. The estimated distribution pattern of the development traffic is shown in **Figure 4.1**.

4.3 Traffic Generation of the Planned and Approved Developments

4.3.1 To estimate the future traffic flows, updated information has been obtained from available information regarding the planned and approved developments in the vicinity of the study area. Details of these developments are given in **Table 4.3**.

Table 4.3 Details of Planned and Approved Developments

Ref.	Development	Proposed Use	Content	Anticipated Completion Year
1	STTL 600 – CDA(1) (1)	Student Hostel	2,236 units	2025
2	STTL 601 – R(C)5	Private Housing	547 units	2020
3	STTL 611 – R(C)3	Private Housing	160 units	2022
4	Sai Sha Development (2)	Private Housing	9,700 units	2025/2030
		Commercial	12,077 m^2 GFA	
		Recreation & Sport Centre	17,500 m^2 GFA	
		Social Welfare	5,560 m^2 GFA	
5	Proposed School Development at Various Lots and Adjoining Government Land in DD167, Nai Chung (3)	School	29 classes	2025
6	Cheung Muk Tau Tsuen West Housing Development Site 1	Public Residential	1,660 units	2029/2030
7	Cheung Muk Tau East Housing Development Site 2	Public Residential	1,820 units	2030/2031
8	Cheung Muk Tau Holiday Centre Expansion	RCHE	200 beds	2026
9	29 On Chun Street, Ma On Shan (4)	Private Housing	758 units	2025
10	Public Housing Development at Ma On Shan Tsuen	Public Housing	2,700 units	2029/2030
11	Kam Chun Court	Public Housing	2,079 units	2023
12	Kam Pak Court	Public Housing	1,900 units	2024/2025

Notes: (1) Reference was made to Planning Application No. A/MOS/96, the proposed development will have a total of 2,236 units (2,168 hostel units and 68 overnight staff accommodation units).
(2) Reference was made to the gist of Planning Application No. A/NE-SSH/120 and A/NE-SSH/120-1.
(3) Reference was made to the gist of Planning Application No. A/MOS/125.
(4) Reference was made to the gist of Planning Application No. Y/MOS/6.

4.3.2 The traffic flows that would be generated by these developments have been considered, by making reference to the trip generation rates in the Transport Planning and Design Manual. The traffic generation and attraction numbers are shown in **Table 4.4**.

Table 4.4 Traffic Generations of the Planned/Committed Developments

Type / Development		Unit/Content	AM Peak Hour			PM Peak Hour		
			Gen.	Att.	2-way	Gen.	Att.	2-way
TPDM Trip Rates								
Subisidised: PRH (Mean)	PRH	pcu/hr/flat	0.0432	0.0326	-	0.0237	0.0301	-
Subisidised: PRH (Upper limit)	PRH(U)	pcu/hr/flat	0.0539	0.0439	-	0.0278	0.0339	-
Subisidised: HOS/PSPS (Upper limit)	HOS(U)	pcu/hr/flat	0.0761	0.0573	-	0.0350	0.0451	-
Private: High-Density/R(A): 60m^2 (Upper limit)	Rs60 (U)	pcu/hr/flat	0.1021	0.0709	-	0.0415	0.0464	-
Private: High-Density/R(A): 70m^2 (Mean)	Rs70	pcu/hr/flat	0.0888	0.0515	-	0.0356	0.0480	-
Private: Medium-Density/R(B): 120m^2 (Upper limit)	Rs120 (U)	pcu/hr/flat	0.2601	0.1469	-	0.1353	0.1862	-
Retail (Mean)	R	pcu/hr/100m^2	0.2296	0.2434	-	0.3100	0.3563	-
Traffic Generation of the Planned Developments								
Site 1 (1)	Rs60 (U)	2,236 units	229	159	388	93	104	197
Site 2	Rs70	547 units	49	29	78	20	27	47
Site 3 (1)	Rs120 (U)	160 units	42	24	66	22	30	52
Site 4	-	(see **Table 4.1**)	981(2)	707(2)	1,688(2)	738(2)	846(2)	1,584(2)
Site 5	-	29 classes	116(3)	131(3)	247	87(3)	81(3)	168
Site 6 (1)	PRH(U)	1,660 units	90	73	163	47	57	104
Site 7 (1)	PRH(U)	1,820 units	99	80	179	51	62	113
Site 8	-	200 beds	7(4)	7(4)	14	7(4)	7(4)	14
Site 9	-	(see **Table 4.1**)	68(5)	47(5)	115(5)	40(5)	49(5)	89(5)
Site 10	PRH(U)	2,700 units	146	119	265	76	92	168
Site 11	HOS(U)	2,079 units	159	120	279	73	94	167
Site 12	HOS(U)	1,900 units	145	109	254	67	86	153

Notes: Gen. – Generation; Att. - Attraction
(1) Due to the remoteness of the development, TPDM trip rates (upper limit) are adopted.
(2) Traffic Generation adopted in the TIA of application no. A/NE-SSH/142.
(3) Traffic Generation adopted in the TIA of application no. A/MOS/125.
(4) Traffic Generation adopted in the TIA report.
(5) Traffic Generation adopted in the TIA of application no. Y/MOS/6.

4.3.3 As shown in **Table 4.4**, some developments have been completed but the population has not yet fully intake at the time of survey. However, to be conservative, the traffic flows generated by these developments are also included in the subsequent traffic forecast.

4.4 Traffic Growth

ATC Historical Data

4.4.1 Reference was made to the 2017 to 2021 Annual Traffic Census Reports, published by the Transport Department, to determine the traffic growth. The traffic data recorded at the counting stations in the vicinity of the Proposed Development is shown in **Table 4.5**.

Table 4.5 Annual Traffic Census Data

Stn. No.	Road Section			AADT(1)					Avg. Growth%
	Road	From	To	2017	2018	2019	2020	2021	
5005	Ma On Shan Rd	Ma On Shan Bypass	Hang Hong St RA	26,270	26,020 (-1%)	26,020 (0%)	24,340 (-6.5%)	25,520 (4.8%)	-0.7%
5510	Hang Tai Rd	Hang Shun St	Hang Fai St	3,800	3,860 (1.6%)	4,060 (5.2%)	3,600 (-11.3%)	3,770 (4.7%)	-0.2%
5683	Sai Sha Rd	On Yuen St	Sui Tai Rd	23,060	23,440 (1.6%)	23,270 (-0.7%)	24,950 (7.2%)	27,860 (11.7%)	4.8%
5911	Ning Tai Rd & Hang Tai Rd	Hang Shun St	Hang Fai St	5,220	4,810 (-7.9%)	4,770 (-0.8%)	4,590 (-3.8%)	5,060 (10.2%)	-0.8%
5912	Sui Tai Rd	Sai Sha Rd slip road and Hang Tai Rd	Ning Tai Rd	3,210	2,640 (-17.8%)	2,630 (-0.4%)	2,530 (-3.8%)	2,830 (11.9%)	-3.1%
5913	Ma On Shan Rd	Ma On Shan Bypass	Hang Shun St	52,260	49,870 (-4.6%)	49,820 (-0.1%)	46,990 (-5.7%)	50,410 (7.3%)	-0.9%
Total				**113,820**	**110,640 (-2.8%)**	**110,570 (-0.1%)**	**107,000 (-3.2%)**	**115,450 (7.9%)**	**+0.4%**

Note: (1) Figures in bracket indicated the % increase between two years.

4.4.2 **Table 4.5** shows that the Annual Average Daily Traffic (AADT) at the concerned ATC stations has an overall annual growth of +0.4% in between the years 2017 to 2021.

TPEDM Projection Data

4.4.3 Reference was also made to the 2019 – based Territorial Population and Employment Data Matrix (TPEDM) published by the Planning Department. The population and employment data of year 2019 and 2031 are summarized in **Table 4.6**.

Table 4.6 Population and Employment Data in Ma On Shan District

Year	Population	Employment	Total
2019	219,950	34,100	254,050
2031	229,800	35,100	264,900
		Average Annual Growth Rate	**0.35%**

4.4.4 As shown in **Table 4.6**, the average annual growth rate for both population and employment of Ma On Shan district is +0.35% between 2019 and 2031. Having considered the rates derived from ATC and TPEDM data, to be conservative, a nominal growth rate of +1.0% will be adopted for the subsequent traffic forecasting.

4.5 2031 Reference and Design Flows

4.5.1 The 2031 Reference Flows, i.e. the traffic flows in the local road network without the development traffic generated by the proposed development is estimated based on the following equation.

2031 Reference Flows = 2023 Existing Traffic Flows x $(1 + 1.0\%)^8$ + Traffic Generated by the Planned Developments

4.5.2 The 2031 Design Flows, i.e. the traffic flows in the local road network with the development traffic generated by the proposed development, were estimated based on the following equation:

2031 Design Flows = 2031 Reference Flows + Additional Development Traffic Flows

4.5.3 The 2031 Reference Flows and Design Flows are shown in **Figure 4.2** and **Figure 4.3**, respectively.

4.6 Future Junction Capacity Assessment

4.6.1 Assessments of the junction performance were based on the 2031 reference and design flows. The assessment results are summarized in **Table 4.7** and the calculations sheets are attached in **Appendix B**.

Table 4.7 2031 Junction Capacity Assessment

No.	Junction	Type / Capacity Index(1)	2031 Reference		2031 Design	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Po Tai Street / Ning Tai Road (south)	Signalized/RC	154%	254%	131%	232%
J2	Po Tai Street / Ning Tai Road (north)	Signalized/RC	109%	71%	96%	61%
J3	Sui Tai Road / Ning Tai Road	Signalized/RC	358%	302%	358%	302%
J4	Hang Ming Street / Hang Fai Street / Ning Tai Road	Roundabout/DFC	0.20	0.20	0.21	0.21
J5	Sai Sha Road / Hang Fai Street	Roundabout/DFC	0.49	0.54	0.50	0.54

Note: (1) DFC = design flow to capacity ratio for roundabout. RC = reserve capacity for signalized junction.

4.6.2 As shown in **Table 4.7**, all junctions will operate satisfactorily in both the Reference and Design scenarios. Therefore, it is anticipated that the proposed development will not induce significant traffic impact to the surrounding road network.

5 INTERNAL TRANSPORT FACILITIES

5.1 Vehicular Access

5.1.1 The vehicular access of the existing STT public car park at Po Tai Street will be maintained for the proposed development.

5.2 Proposed Car Park Layout Plan

5.2.1 Under the proposal, the car park should provide a maximum of 313 car parking spaces within the site area with not less than 104 nos. and not more than 152 nos. of them being provided by the APS, the car park layout is then designed based on these requirements and presented in **Figure 5.1.**

5.2.2 In the proposed layout, the car park is demarcated into two areas, the conventional and the APS areas. All incoming vehicles at the carpark entrance can turn right to use the two-way road to access most of the conventional parking spaces and therefore, these incoming vehicles will not be affected by the vehicles waiting for or parking at the APS. For vehicles parking in the APS, the incoming vehicles have to go straight ahead form the carpark entrance to arrive few conventional parking spaces or the APS parking spaces.

5.3 Projected Car Park IN/OUT Patterns

5.3.1 As discussed in **Section 4.2**, the future STT car park, with the maximum of 313 spaces will attract 35 private cars during the PM peak hour. Out of the 35 private cars arrived during the PM peak hour, it is assumed that 49% (APS spaces / Total spaces = 152 / 313 = 49%) of them, i.e. 17 (35 x 49% = 16.9, say 17 nos.) vehicles, will use the APS.

5.4 Waiting Area and Queuing Assessment

5.4.1 A waiting zone and few waiting spaces will be provided near the APS and it is sufficient for 11 private cars to queue up as shown in **Figure 5.1**.

5.4.2 An assessment is conducted to demonstrate that sufficient queuing spaces are provided to accommodate all the peak hour traffic attracted by the APS without causing a tail-back onto the public road. The details of the assessment are shown in **Table 5.2** below.

Table 5.1 Queuing Analysis

	152 APS spaces
Assumed Cycle time required to park a private car	280 seconds
No. of private car(s) that can be accommodated without affecting the circulation of vehicle entry	11
Anticipated demand of APS during peak hours [proportion of APS x peak hour trip rate]	17
No. of Carpark Entry to the APS can be operated concurrently	8 entries
No of private car(s) along the queue [anticipated demand on APS – maximum no. of carpark entries operated concurrently]	17 – 8 = 9
No. of parking systems cycles required to clear the queue [anticipated demand on APS / no. of systems operated concurrently]	2.1, Say 3
Maximum time required to clear the queuing during peak hour [anticipated cycle time x no. of parking system cycle required]	840 seconds (14 minutes)

5.5 Feasibility Study on Provision of Commercial Vehicle Parking Spaces

5.5.1 In view of the increase in total number of private car parking spaces, some conventional parking spaces for private cars can be converted for the parking of commercial vehicles (LGV / light bus).

5.5.2 A review was carried to study the feasibility to provide parking spaces for commercial vehicles (LGV / light bus) and **Figure 5.2** shows a preliminary layout which can provide 13 parking spaces for commercial vehicles (LGV/Light bus). However, there will be a reduction of 31 nos. of conventional private car parking spaces in the preliminary layout.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Planning Application is prepared and submitted on behalf of Transport Department ("TD") (the "Applicant") to seek approval from the Town Planning Board ("TPB") for the proposed temporary 'Public Vehicle Park' ("PVP") in a piece of Government Land at Po Tai Street, Ma On Shan (the "Site") for a period of 7 years.

6.1.2 The Site falls within the area zoned as "Open Space" ("O") on the Draft Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/27. According to the Notes of OZP, the "Public Vehicle Park" use is under Column 2 for the "O" zone. Application for the planning permission under Section 16 of the Town Planning Ordinance (TPO) from the Town Planning Board would be required for implementation of public vehicle park at the Site with a tenancy term of 7 years.

6.1.3 A traffic count survey was carried out on 15 June 2023 (Thursday) during the peak hour period from 07:00 to 9:00 and 17:00 to 19:00 at the identified key junctions, and the morning and evening peak hours were found to be 08:00 – 09:00 and 18:00 – 19:00, respectively. The capacity of the key junctions in the vicinity of the Site was analysed and they are operating satisfactorily.

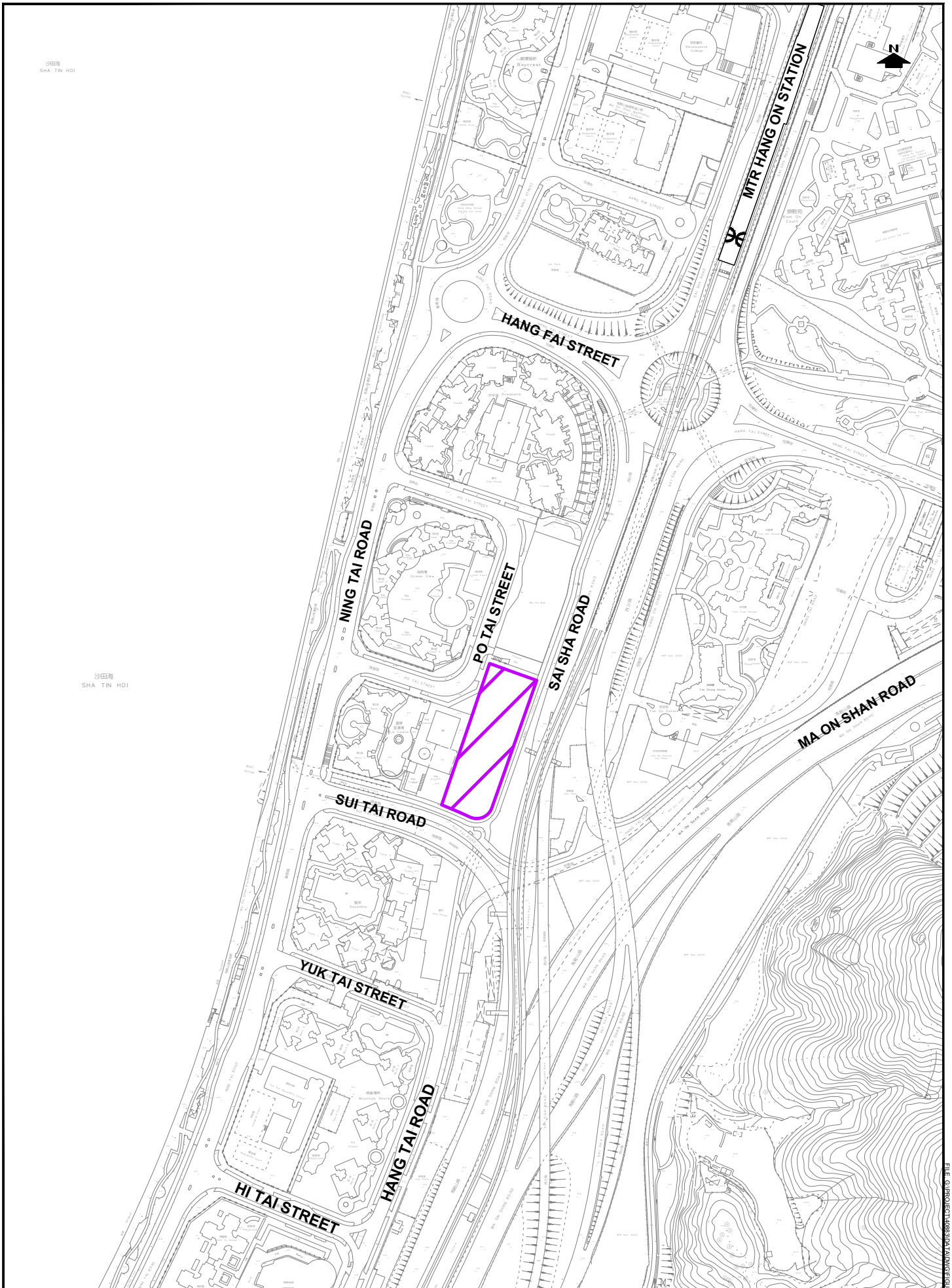
6.1.4 The proposed development is planned to be tendered out in 2024 and will be operating for 7 years until 2031. Hence, Year 2031 is adopted as the design assessment year. The proposed development would generate and attract traffic flows of 50 pcu/hr in the AM peak and 47 pcu/hr in the PM peak. By assigning the development traffic to the 2031 Reference Flows, the 2031 Design Flows were obtained.

6.1.5 Junction capacity assessments were carried out at the key junctions in the vicinity for the year 2031. The results have indicated that all junctions will operate satisfactorily for both reference and design scenarios. Therefore, it is anticipated that the proposed development will not induce significant traffic impact to the surrounding road network.

6.1.6 The vehicular access of the existing STT public car park at Po Tai Street will be maintained for the proposed development. The proposed car park should provide a maximum of 313 car parking spaces within the site area with not less than 104 nos. and not more than 152 nos. of them being provided by the APS. Sufficient queuing spaces are provided to accommodate all the peak hour traffic attracted by the APS without causing a tail-back onto the public road

6.2 Conclusion

6.2.1 From the assessment results, it can be concluded that the proposed development will have no significant adverse traffic impact on the surrounding road network. The development proposal is considered acceptable from the traffic engineering point of view.



PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 2.1	REV. .
DESIGNED SKL / DATE JUL 2023	DRAWING TITLE: LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
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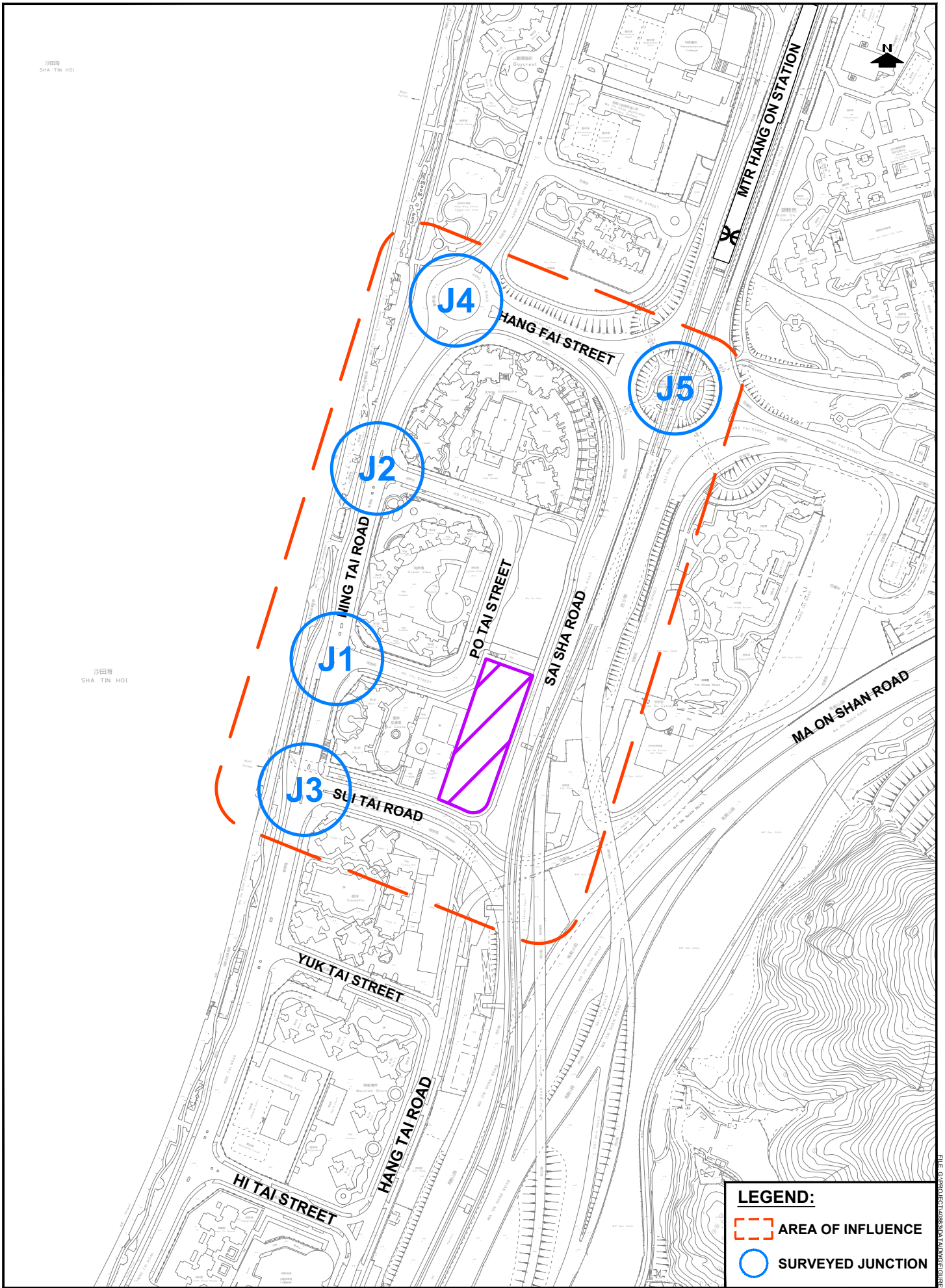

PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 3.1	REV. .
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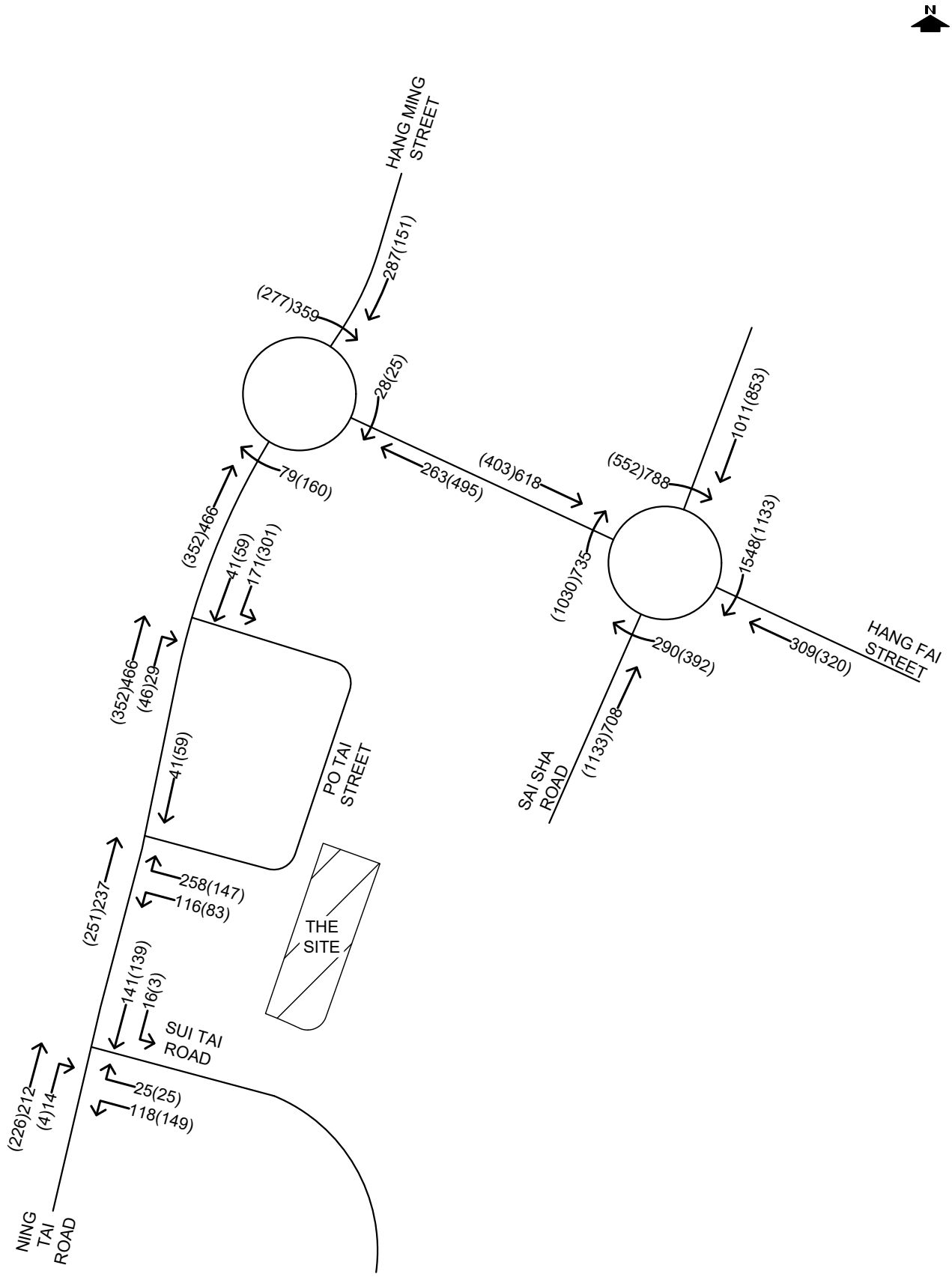

LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOWS

↑ AM PEAK HOUR TRAFFIC FLOWS

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 3.2	REV. .
DESIGNED SKL / DATE JUL 2023	DRAWING TITLE: **2023 EXISTING TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited	
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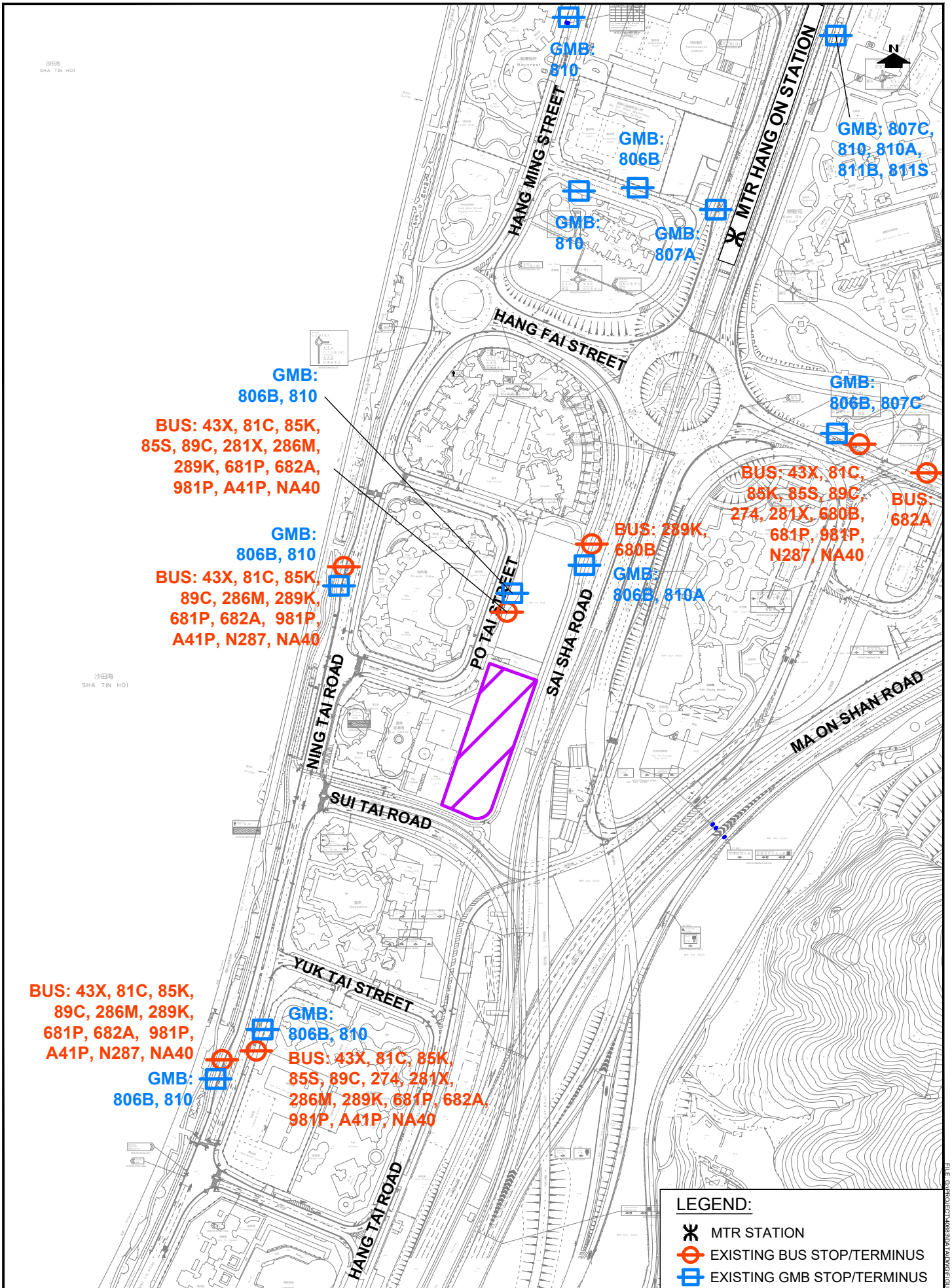
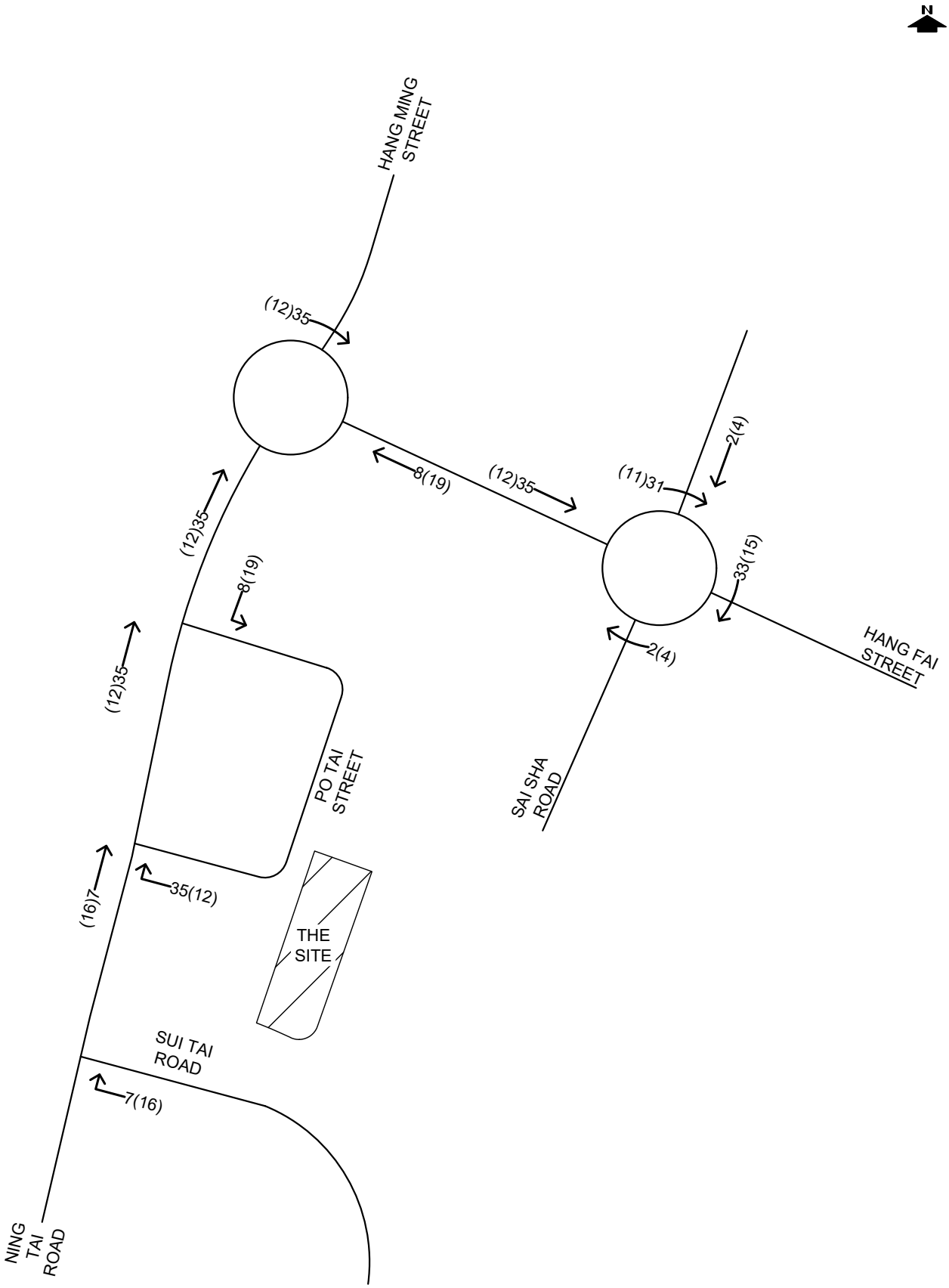


PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 3.3	REV. .
DESIGNED SKL / DATE JUL 2023 DRAWN CLL / SCALE 1:4000 CHECKED SLN	DRAWING TITLE: PUBLIC TRANSPORT FACILITIES IN THE VINCITY	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40883\DATA\DWG\FIGURE3.3.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOWS

↑ AM PEAK HOUR TRAFFIC FLOWS

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 4.1	REV. .
DESIGNED SKL / DATE AUG 2023	DRAWING TITLE: **DEVELOPMENT TRAFFIC FLOWS**	LLA 顧問有限公司 Consultancy Limited	
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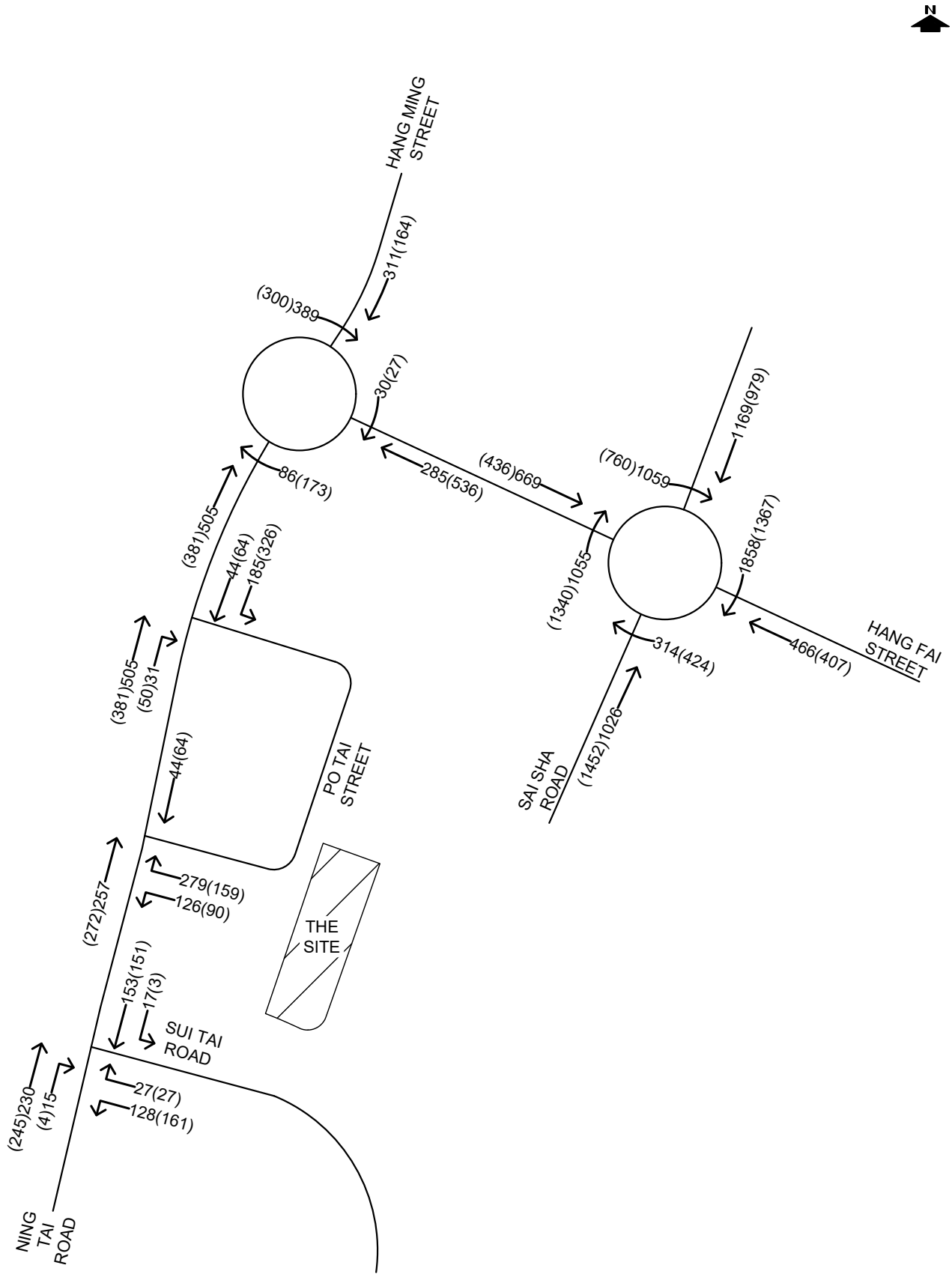
CHECKED SLN			

FILE. G:\PROJECT\40883\DATA\DWG\FIGURE4.1.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOWS

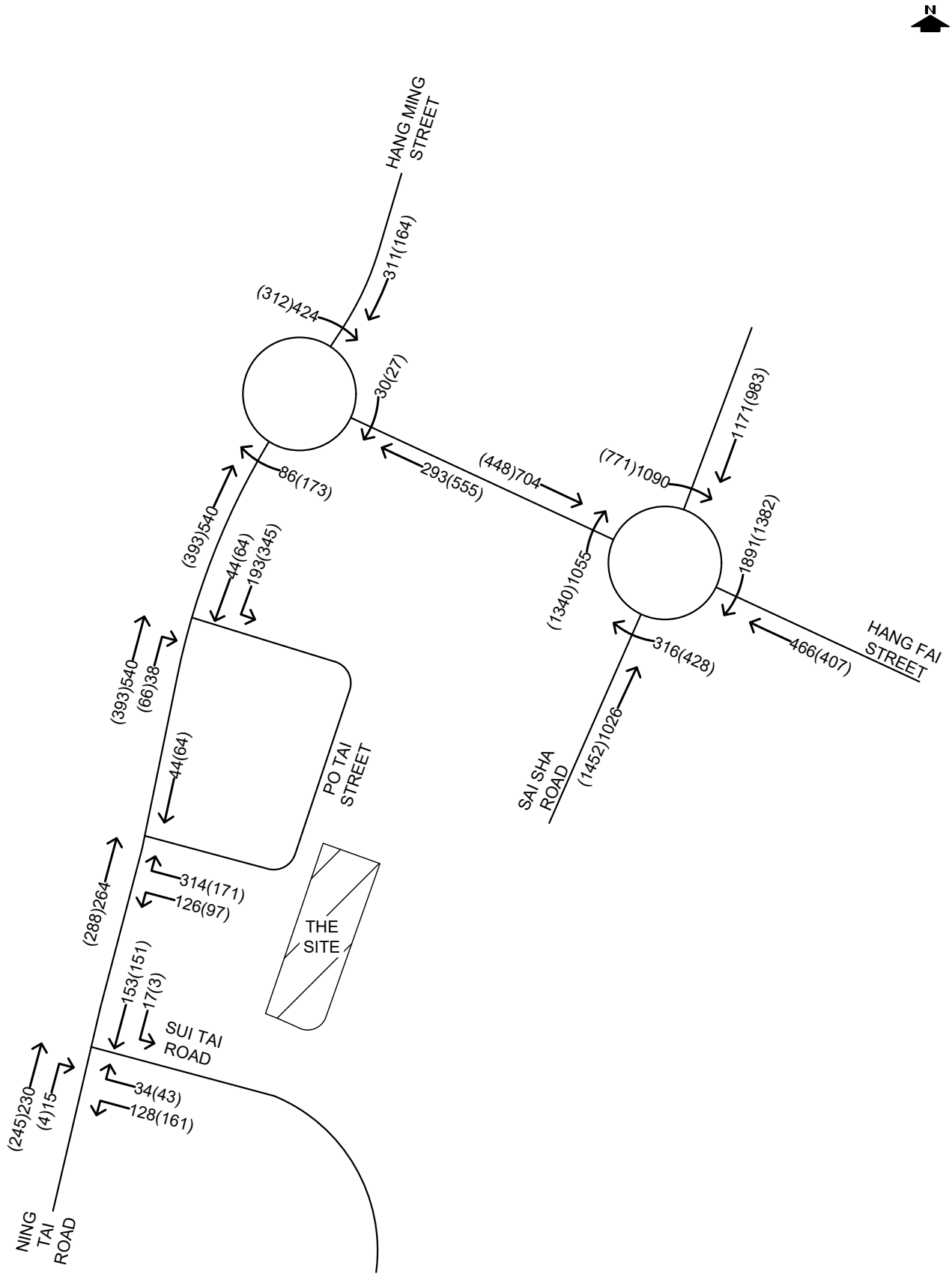
↑ AM PEAK HOUR TRAFFIC FLOWS

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 4.2	REV. A
DESIGNED SKL / DATE SEP 2023	DRAWING TITLE: 2031 REFERENCE TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40883\DATA\DWG\FIGURE4.2A.DWG PLOT SCALE : 1 = 1



LEGEND:

312 (158) ← PM PEAK HOUR TRAFFIC FLOWS

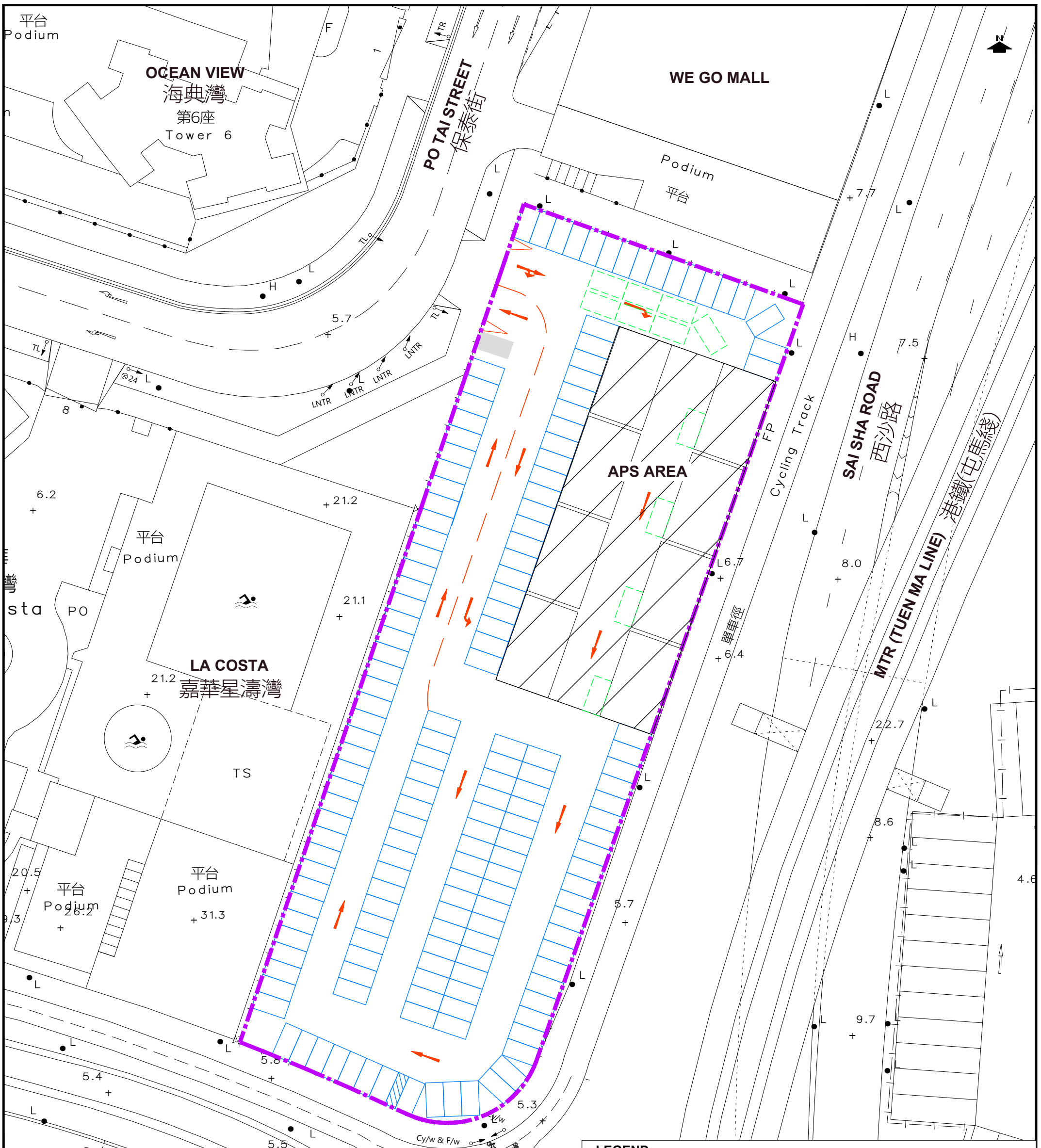
↑ AM PEAK HOUR TRAFFIC FLOWS

NOTE:

1, ALL TRAFFIC FLOWS ARE IN PCU/HOUR
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY

PROJECT NO. 40883	PROJECT TITLE: PROPOSED TEMPORARY 'PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE)' FOR A PERIOD OF 7 YEARS AT "OPEN SPACE" ZONE, GOVERNMENT LAND AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 4.3	REV. A
DESIGNED SKL / DATE SEP 2023	DRAWING TITLE: 2031 DESIGN TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\40883\DATA\DWG\FIGURE4.3A.DWG PLOT SCALE : 1 = 1



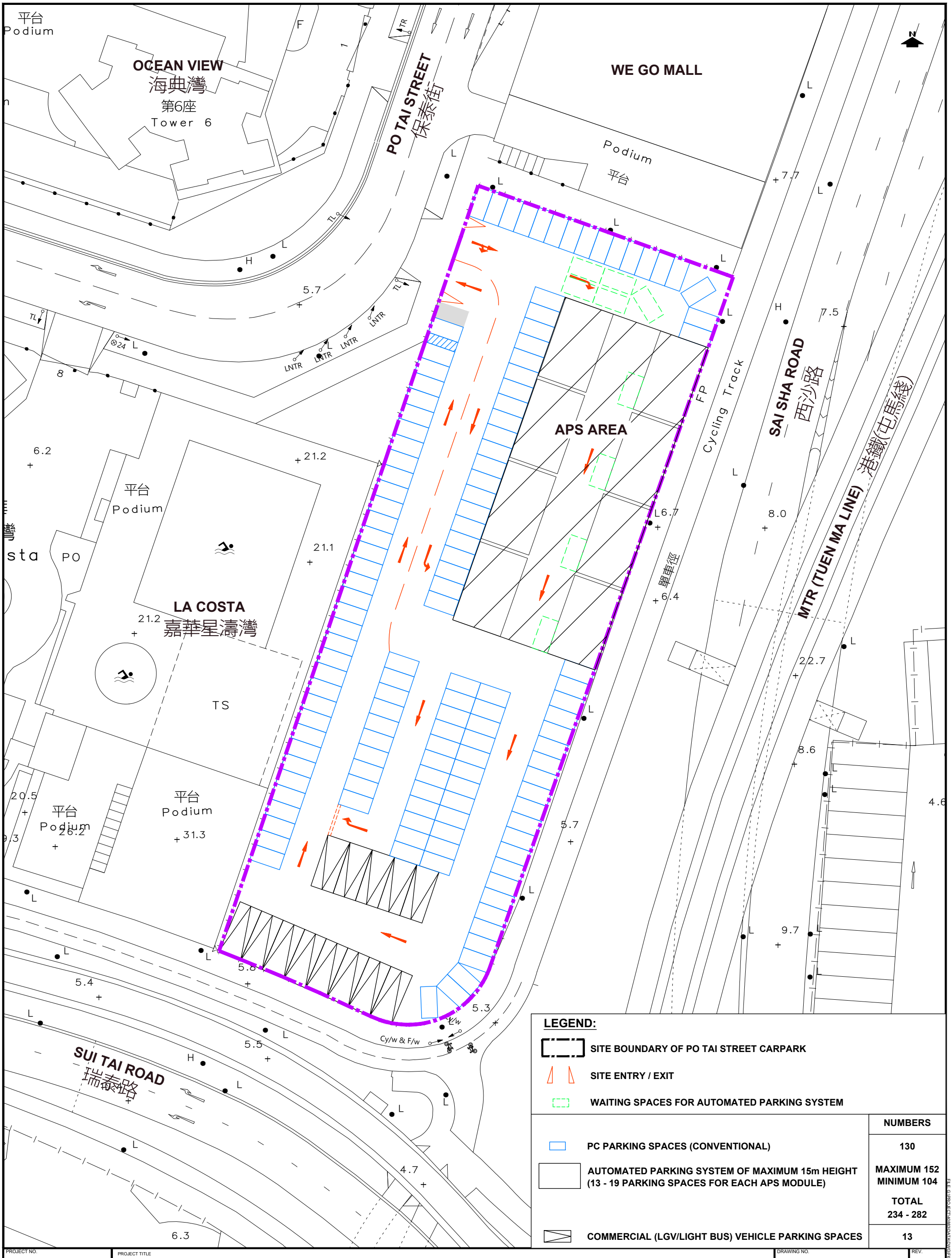
LEGEND:

	SITE BOUNDARY OF PO TAI STREET CARPARK
	SITE ENTRY / EXIT
	WAITING SPACES FOR AUTOMATED PARKING SYSTEM
	PC PARKING SPACES (CONVENTIONAL)
	AUTOMATED PARKING SYSTEM OF MAXIMUM 15m HEIGHT (13 - 19 PARKING SPACES FOR EACH APS MODULE)

NUMBERS
161
MAXIMUM 152 MINIMUM 104
TOTAL 265 - 313

PROJECT NO. 40883	PROJECT TITLE: PLANNING APPLICATION FOR SHORT TERM TENANCY PUBLIC CAR PARK AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 5.1	REV. -
DESIGNED SLN / DATE AUG 2023	DRAWING TITLE: CARPARK LAYOUT PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:500@A3			
CHECKED SLN			

FILE. G:\PROJECT\40883\DATA\DWG\FIGURE5.1.DWG PLOT SCALE : 1 = 1



LEGEND:

	SITE BOUNDARY OF PO TAI STREET CARPARK
	SITE ENTRY / EXIT
	WAITING SPACES FOR AUTOMATED PARKING SYSTEM

	NUMBERS
PC PARKING SPACES (CONVENTIONAL)	130
AUTOMATED PARKING SYSTEM OF MAXIMUM 15m HEIGHT (13 - 19 PARKING SPACES FOR EACH APS MODULE)	MAXIMUM 152 MINIMUM 104 TOTAL 234 - 282
COMMERCIAL (LGV/LIGHT BUS) VEHICLE PARKING SPACES	13

PROJECT NO. 40883	PROJECT TITLE: PLANNING APPLICATION FOR SHORT TERM TENANCY PUBLIC CAR PARK AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 5.2	REV. B
DESIGNED SLN / DATE SEP 2023 DRAWN CLL / SCALE 1:500@A3 CHECKED SLN	DRAWING TITLE: **PRELIMINARY CARPARK LAYOUT ON PROVISION OF COMMERCIAL VEHICLE PARKING SPACES**	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40883\DATA\DWG\FIGURE5.2B.DWG PLOT SCALE : 1 = 1

Appendix A

Junction Calculation Sheets
- Existing Scenario

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-23
Checked By:	SLN	Aug-23
Reviewed By:	SLN	Aug-23

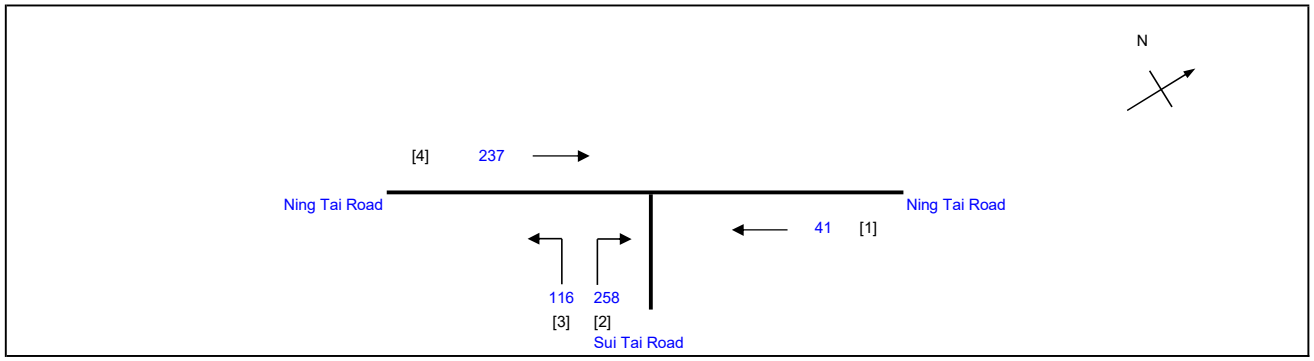
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J1 Po Tai Street / Ning Tai Road (south)

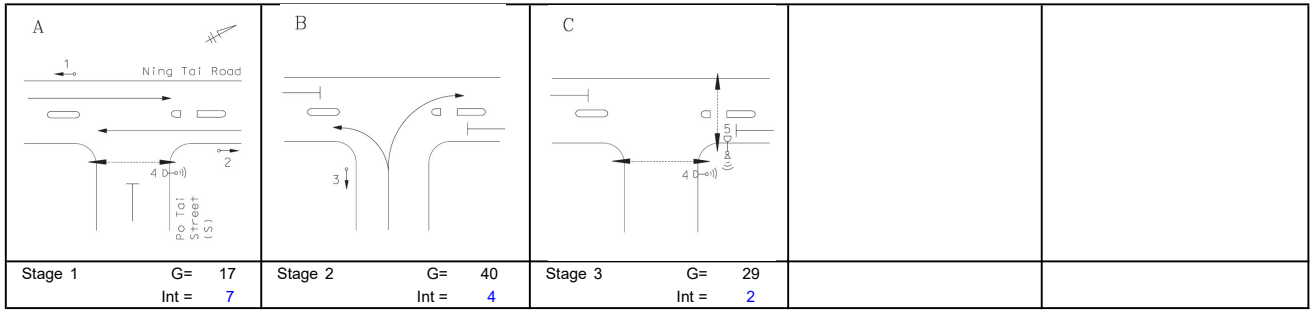
2023 Existing AM

PROJECT NO.: 40883

FILENAME : J1_PTS_NTRS.xlsx



No. of stages per cycle	N =	3
Cycle time	C =	99 sec
Sum(y)	Y =	0.195
Loss time	L =	40 sec
Total Flow	=	652 pcu
Co = (1.5*L+5)/(1-Y)	=	80.8 sec
Cm = L/(1-Y)	=	49.7 sec
Yult	=	0.600
R.C.ult = (Yult-Y)/Y*100%	=	207.0 %
Cp = 0.9*L/(0.9-Y)	=	51.1 sec
Ymax = 1-L/C	=	0.596
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**174 %**



Stage 1	G= 17	Int = 7
Stage 2	G= 40	Int = 4
Stage 3	G= 29	Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P4	1,3	8	16	1	38	16
P5	3	7	7	7	17	7

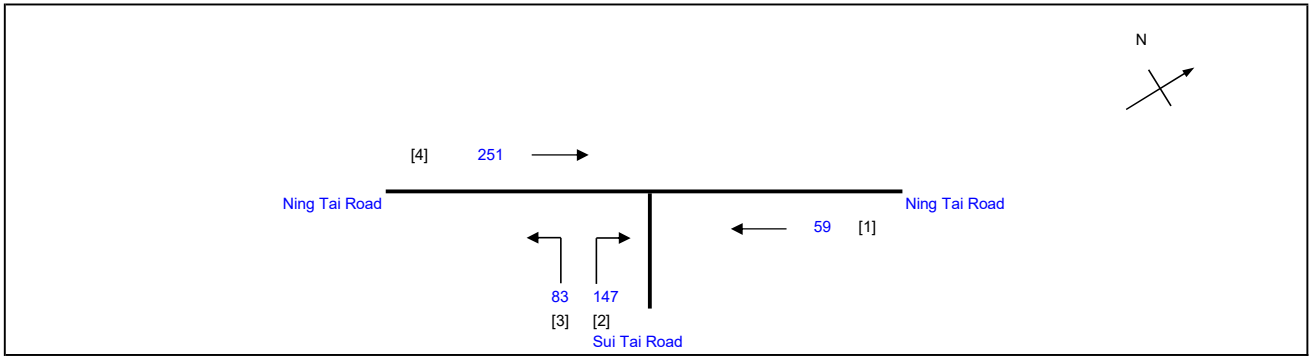
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							11					
1	1	3.50	2			N	4070		41		41	0.00	4070							4070	0.010			3	18	0.328	3	49
4	1	3.50	2			N	4070		237		237	0.00	4070							4070	0.058	0.058		18	18	0.328	15	33
2	2	5.00	1	12		N	2115			258	258	1.00	1880							1880	0.137	0.137		41	41	0.328	24	18
3	2	5.00	1	23		N	2115	116			116	1.00	1986							1986	0.058			18	18	0.328	12	34
PED	3																						29					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

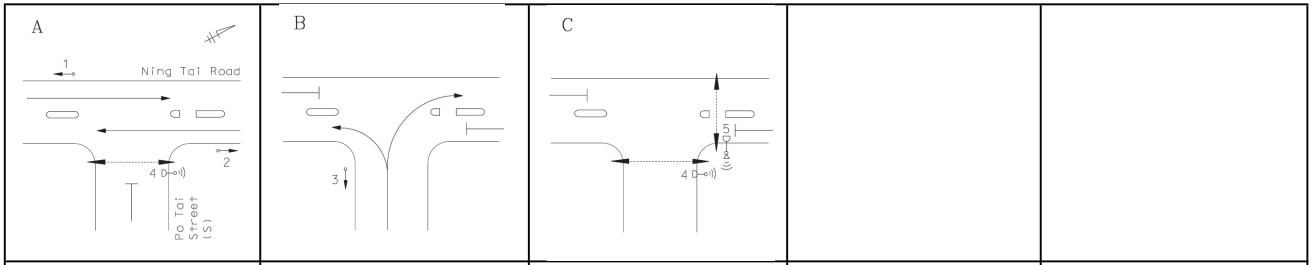
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan			
2023 Existing PM	PROJECT NO.: 40883	Prepared By:	SKL Aug-23
	FILENAME : J1_PTS_NTRS.xlsx	Checked By:	SLN Aug-23
J1 Po Tai Street / Ning Tai Road (south)		Reviewed By:	SLN Aug-23



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.140
Loss time		L =	40 sec
Total Flow		=	540 pcu
Co	= (1.5*L+5)/(1-Y)	=	75.6 sec
Cm	= L/(1-Y)	=	46.5 sec
Yult		=	0.600
R.C.ult	= (Yult-Y)/Y*100%	=	329.0 %
Cp	= 0.9*L/(0.9-Y)	=	47.4 sec
Ymax	= 1-L/C	=	0.596
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	=	**283 %**



Stage 1	G= 25	Stage 2	G= 32
	Int = 7		Int = 4
Stage 3	G= 29		
	Int = 2		

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P4	1,3	8	16	1	46	16
P5	3	7	7	7	17	7

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							11					
1	1	3.50	2			N	4070		59		59	0.00	4070							4070	0.014			6	26	0.235	3	42
4	1	3.50	2			N	4070		251		251	0.00	4070							4070	0.062	0.062		26	26	0.235	15	26
2	2	5.00	1	12		N	2115			147	147	1.00	1880							1880	0.078	0.078		33	33	0.235	12	22
3	2	5.00	1	23		N	2115	83			83	1.00	1986							1986	0.042			18	18	0.235	6	33
PED	3																						29					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-23
Checked By:	SLN	Aug-23
Reviewed By:	SLN	Aug-23

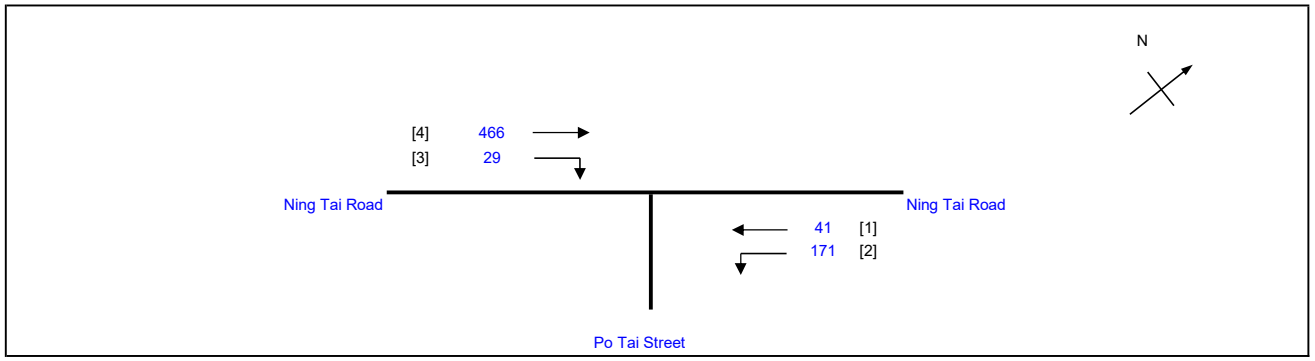
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J2 Po Tai Street / Ning Tai Road (north)

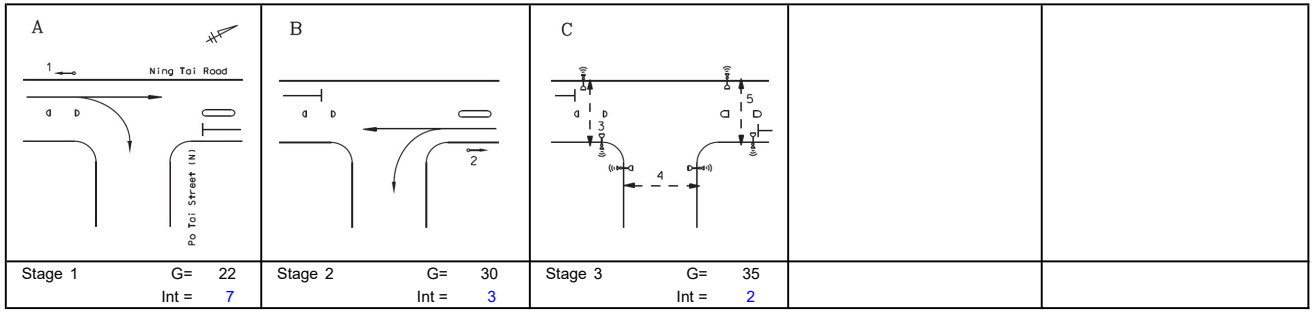
2023 Existing AM

PROJECT NO.: 40883

FILENAME : J2_PTS_NTRN.xlsx



No. of stages per cycle	N =	3
Cycle time	C =	99 sec
Sum(y)	Y =	0.217
Loss time	L =	45 sec
Total Flow	=	707 pcu
Co = (1.5*L+5)/(1-Y)	=	92.6 sec
Cm = L/(1-Y)	=	57.5 sec
Yult	=	0.563
R.C.ult = (Yult-Y)/Y*100%	=	159.3 %
Cp = 0.9*L/(0.9-Y)	=	59.3 sec
Ymax = 1-L/C	=	0.545
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**126 %**



Stage 1	G=	22	
	Int =	7	
Stage 2	G=	30	
	Int =	3	
Stage 3	G=	35	
	Int =	2	

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	8	5	24	8
P2	3	6	11	6	20	11
P3	3	12	9	2	26	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.40	1				2095		41		41	0.00	2095							2095	0.020			5	23	0.398	6	51
1,2	1	3.40	1	20		N	1955	171	0		171	1.00	1819							1819	0.094	0.094		23	23	0.398	18	31
3,4	2	3.40	1	17			2095		226	29	255	0.11	2074							2074	0.123	0.123		31	31	0.398	24	26
4	2	3.40	1			N	1955		240		240	0.00	1955							1955	0.123			31	31	0.398	24	26
PED	3																						35					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-23
Checked By:	SLN	Aug-23
Reviewed By:	SLN	Aug-23

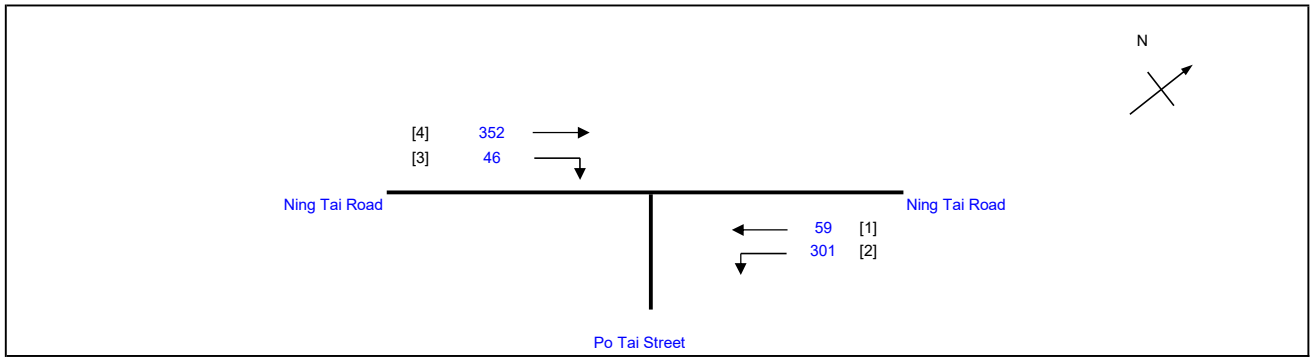
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J2 Po Tai Street / Ning Tai Road (north)

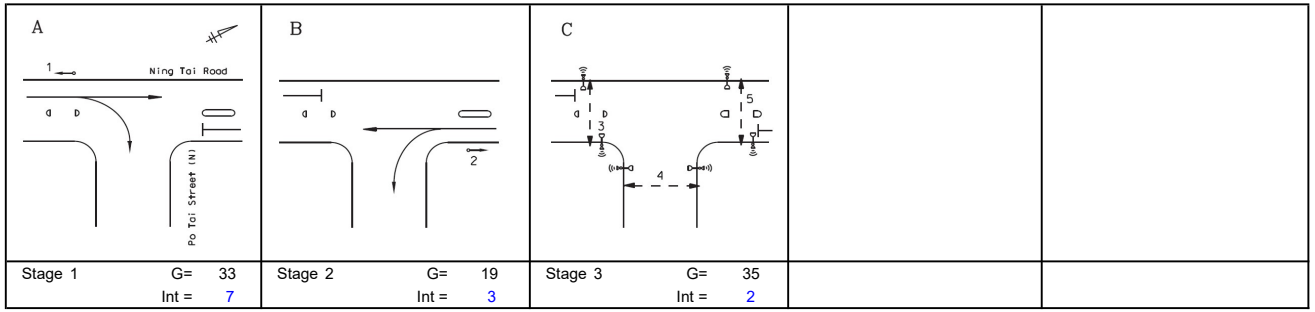
2023 Existing PM

PROJECT NO.: 40883

FILENAME : J2_PTS_NTRN.xlsx



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.265
Loss time		L =	45 sec
Total Flow		=	758 pcu
Co	= (1.5*L+5)/(1-Y)	=	98.6 sec
Cm	= L/(1-Y)	=	61.2 sec
Yult		=	0.563
R.C.ult	= (Yult-Y)/Y*100%	=	112.4 %
Cp	= 0.9*L/(0.9-Y)	=	63.8 sec
Ymax	= 1-L/C	=	0.545
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**85 %**



Stage 1	G= 33	Int = 7
Stage 2	G= 19	Int = 3
Stage 3	G= 35	Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	8	5	24	8
P2	3	6	11	6	20	11
P3	3	12	9	2	26	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.40	1				2095		59		59	0.00	2095							2095	0.028			6	34	0.486	6	53
1,2	1	3.40	1	20		N	1955	301	0		301	1.00	1819							1819	0.166	0.166		34	34	0.486	30	26
3,4	2	3.40	1	17			2095		158	46	204	0.23	2054							2054	0.099	0.099		20	20	0.486	24	35
4	2	3.40	1			N	1955		194		194	0.00	1955							1955	0.099			20	20	0.486	24	35
PED	3																						35					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-23
Checked By:	SLN	Aug-23
Reviewed By:	SLN	Aug-23

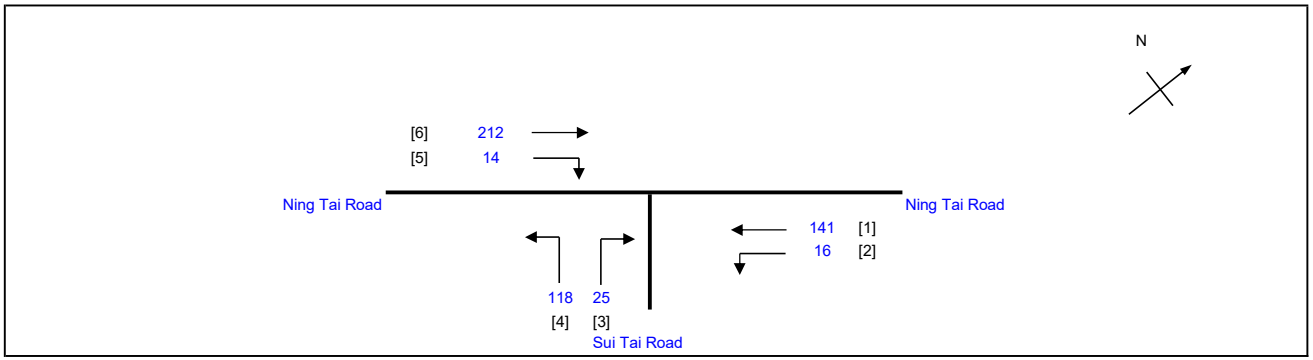
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J3 Sui Tai Road / Ning Tai Road

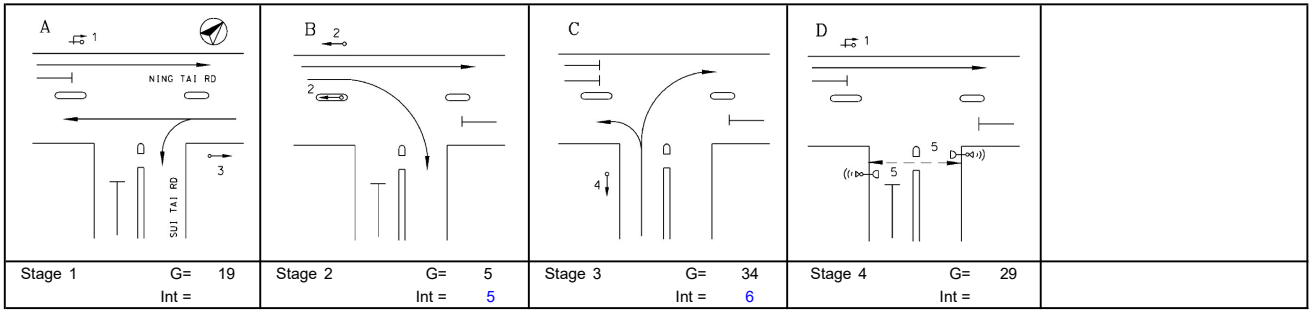
2023 Existing AM

PROJECT NO.: 40883

FILENAME : J3_STR_NTR.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	99 sec
Sum(y)	Y =	0.165
Loss time	L =	9 sec
Total Flow	=	510 pcu
Co = (1.5*L+5)/(1-Y)	=	22.1 sec
Cm = L/(1-Y)	=	10.8 sec
Yult	=	0.833
R.C.ult = (Yult-Y)/Y*100%	=	405.9 %
Cp = 0.9*L/(0.9-Y)	=	11.0 sec
Ymax = 1-L/C	=	0.909
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**397 %**



Stage	G=	Int =
Stage 1	19	
Stage 2	5	5
Stage 3	34	6
Stage 4	29	

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	10	8	0	21	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							9					
1	1	3.00	1			N	1915		68		68	0.00	1915							1915	0.036			19	19	0.181	6	31
1,2	1	3.00	1	15			2055		73		73	0.00	2055							2055	0.036			19	19	0.181	6	31
6	1,2,4	3.70	1				2125		212		212	0.00	2125							2125	0.100	0.100		55	55	0.181	12	10
5	2	3.70	1	13		N	1985			14	14	1.00	1780							1780	0.008			4	6	0.181	0	46
3	3	3.30	1	15		N	1945			25	25	1.00	1768							1768	0.014			8	35	0.181	0	41
4	3	3.30	1	22		N	1945	118			118	1.00	1821							1821	0.065	0.065		35	35	0.181	12	20

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Aug-23
Checked By:	SLN	Aug-23
Reviewed By:	SLN	Aug-23

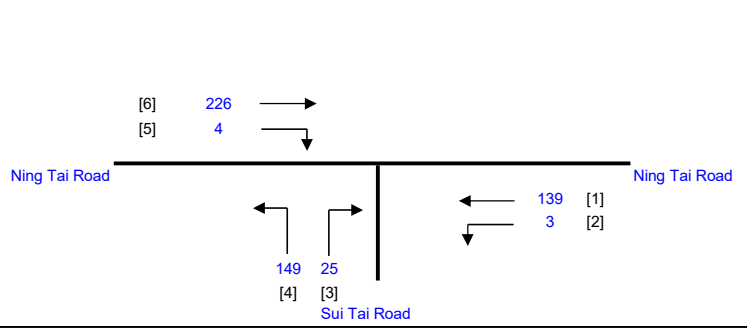
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J3 Sui Tai Road / Ning Tai Road

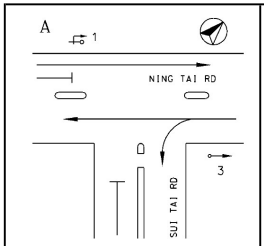
2023 Existing PM

PROJECT NO.: 40883

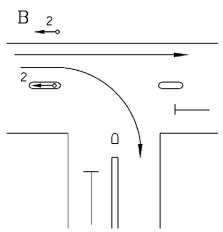
FILENAME : J3_STR_NTR.xlsx



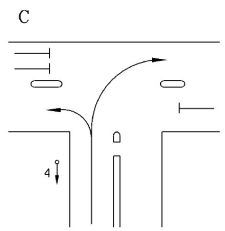
No. of stages per cycle		N =	4
Cycle time		C =	99 sec
Sum(y)		Y =	0.188
Loss time		L =	9 sec
Total Flow		=	543 pcu
Co	= (1.5*L+5)/(1-Y)	=	22.8 sec
Cm	= L/(1-Y)	=	11.1 sec
Yult		=	0.833
R.C.ult	= (Yult-Y)/Y*100%	=	342.4 %
Cp	= 0.9*L/(0.9-Y)	=	11.4 sec
Ymax	= 1-L/C	=	0.909
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**335 %**



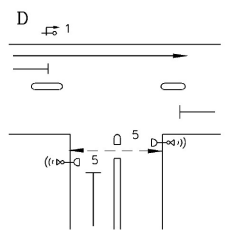
Stage 1 G= 17 Int =



Stage 2 G= 5 Int = 5



Stage 3 G= 38 Int = 6



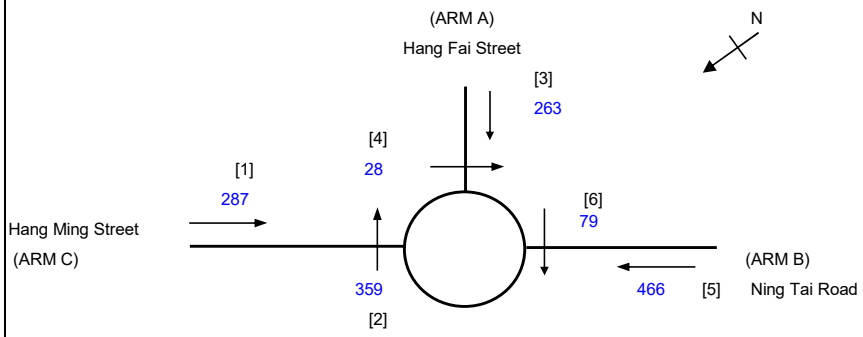
Stage 4 G= 28 Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	10	8	0	20	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							9					
1	1	3.00	1			N	1915		67		67	0.00	1915							1915	0.035			17	17	0.207	6	33
1,2	1	3.00	1	15			2055		72		72	0.00	2055							2055	0.035			17	17	0.207	6	33
6	1,2,4	3.70	1				2125		226		226	0.00	2125							2125	0.106	0.106		51	51	0.207	18	12
5	2	3.70	1	13		N	1985			4	4	1.00	1780							1780	0.002			1	6	0.207	0	66
3	3	3.30	1	15		N	1945			25	25	1.00	1768							1768	0.014			7	39	0.207	0	43
4	3	3.30	1	22		N	1945	149			149	1.00	1821							1821	0.082	0.082		39	39	0.207	12	18

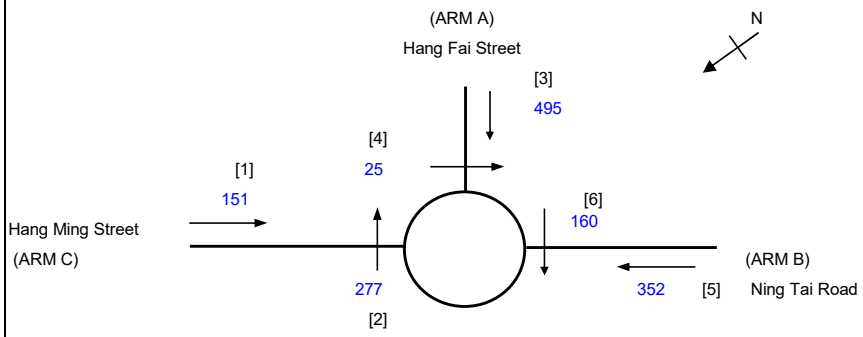
NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2023 Existing AM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Aug-23
		FILENAME :	J4_HMS_HFS_	CHECKED BY:	SLN	Aug-23
J4 Hang Ming Street / Hang Fai Street / Ning Tai Road		REFERENCE NO.:		REVIEWED BY:	SLN	Aug-23



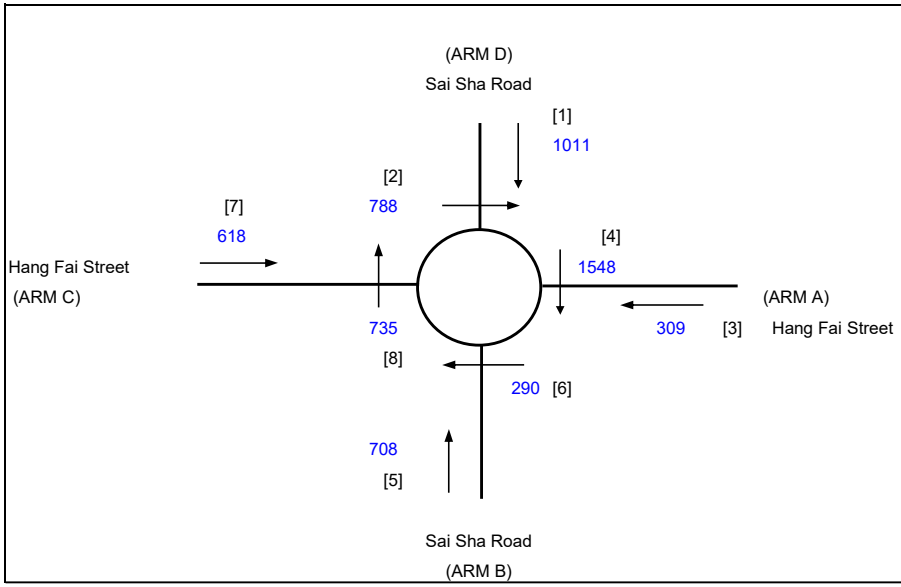
ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	7.30	7.10	5.60			
E	=	Entry width (m)	10.00	9.60	8.20			
L	=	Effective length of flare (m)	8.00	6.00	3.00			
R	=	Entry radius (m)	50.00	45.00	24.00			
D	=	Inscribed circle diameter (m)	54.00	54.00	54.00			
A	=	Entry angle (degree)	25.00	23.00	18.00			
Q	=	Entry flow (pcu/h)	263	466	287			
Qc	=	Circulating flow across entry (pcu/h)	28	79	359			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.54	0.67	1.39			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	1.05	1.05			
X2	=	V + ((E-V)/(1+2S))	8.60	8.17	6.29			
M	=	EXP((D-60)/10)	0.55	0.55	0.55			
F	=	303*X2	2605	2476	1906			
Td	=	1+(0.5/(1+M))	1.32	1.32	1.32			
Fc	=	0.21*Td(1+0.2*X2)	0.76	0.73	0.63			
Qe	=	K(F-Fc*Qc)	2705	2543	1764	Total In Sum =	263	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.10	0.18	0.16	DFC of Critical Approach =	0.18	

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2023 Existing PM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Aug-23
		FILENAME :	J4_HMS_HFS_	CHECKED BY:	SLN	Aug-23
J4 Hang Ming Street / Hang Fai Street / Ning Tai Road		REFERENCE NO.:		REVIEWED BY:	SLN	Aug-23



ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	7.30	7.10	5.60		
E	=	Entry width (m)	10.00	9.60	8.20		
L	=	Effective length of flare (m)	8.00	6.00	3.00		
R	=	Entry radius (m)	50.00	45.00	24.00		
D	=	Inscribed circle diameter (m)	54.00	54.00	54.00		
A	=	Entry angle (degree)	25.00	23.00	18.00		
Q	=	Entry flow (pcu/h)	495	352	151		
Qc	=	Circulating flow across entry (pcu/h)	25	160	277		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.54	0.67	1.39		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	1.05	1.05		
X2	=	V + ((E-V)/(1+2S))	8.60	8.17	6.29		
M	=	EXP((D-60)/10)	0.55	0.55	0.55		
F	=	303*X2	2605	2476	1906		
Td	=	1+(0.5/(1+M))	1.32	1.32	1.32		
Fc	=	0.21*Td(1+0.2*X2)	0.76	0.73	0.63		
Qe	=	K(F-Fc*Qc)	2707	2480	1818	Total In Sum =	495 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.18	0.14	0.08	DFC of Critical Approach =	0.18

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2023 Existing AM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Aug-23
		FILENAME :	J5_SSR_HFS.xls	CHECKED BY:	SLN	Aug-23
J5 Sai Sha Road / Hang Fai Street		REFERENCE NO.:		REVIEWED BY:	SLN	Aug-23

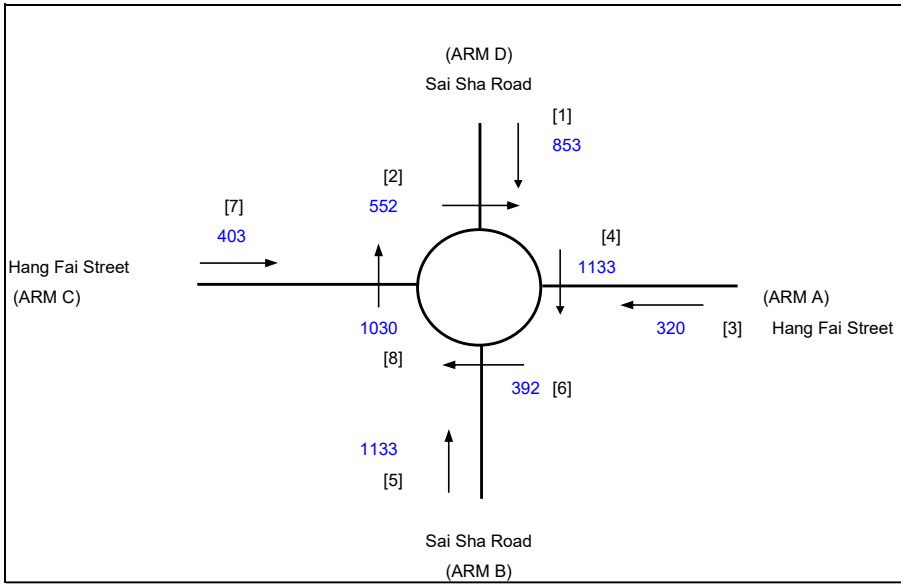


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	11.00	7.50	11.00	7.00
E	=	Entry width (m)	13.00	12.00	13.00	13.00
L	=	Effective length of flare (m)	1.00	15.00	1.00	30.00
R	=	Entry radius (m)	80.00	60.00	60.00	50.00
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00
A	=	Entry angle (degree)	30.00	30.00	30.00	25.00
Q	=	Entry flow (pcu/h)	309	708	618	1011
Qc	=	Circulating flow across entry (pcu/h)	1548	290	735	788
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	3.20	0.48	3.20	0.32
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	1.03	1.03	1.05
X2	=	V + ((E-V)/(1+2S))	11.27	9.80	11.27	10.66
M	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37
F	=	303*X2	3415	2968	3415	3230
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.93	0.85	0.93	0.90
Qe	=	K(F-Fc*Qc)	2043	2811	2818	2640
DFC	=	Design flow/Capacity = Q/Qe	0.15	0.25	0.22	0.38

Total In Sum = 2646 PCU

DFC of Critical Approach = 0.38

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2023 Existing PM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Aug-23
		FILENAME :	J5_SSR_HFS.xls	CHECKED BY:	SLN	Aug-23
J5 Sai Sha Road / Hang Fai Street		REFERENCE NO.:		REVIEWED BY:	SLN	Aug-23



ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	11.00	7.50	11.00	7.00
E	=	Entry width (m)	13.00	12.00	13.00	13.00
L	=	Effective length of flare (m)	1.00	15.00	1.00	30.00
R	=	Entry radius (m)	80.00	60.00	60.00	50.00
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00
A	=	Entry angle (degree)	30.00	30.00	30.00	25.00
Q	=	Entry flow (pcu/h)	320	1133	403	853
Qc	=	Circulating flow across entry (pcu/h)	1133	392	1030	552
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	3.20	0.48	3.20	0.32
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	1.03	1.03	1.05
X2	=	V + ((E-V)/(1+2S))	11.27	9.80	11.27	10.66
M	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37
F	=	303*X2	3415	2968	3415	3230
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.93	0.85	0.93	0.90
Qe	=	K(F-Fc*Qc)	2444	2721	2534	2861
DFC	=	Design flow/Capacity = Q/Qe	0.13	0.42	0.16	0.30

Total In Sum = 2709 PCU

DFC of Critical Approach = 0.42

Appendix B

Junction Calculation Sheets
- Reference and Design Scenario

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

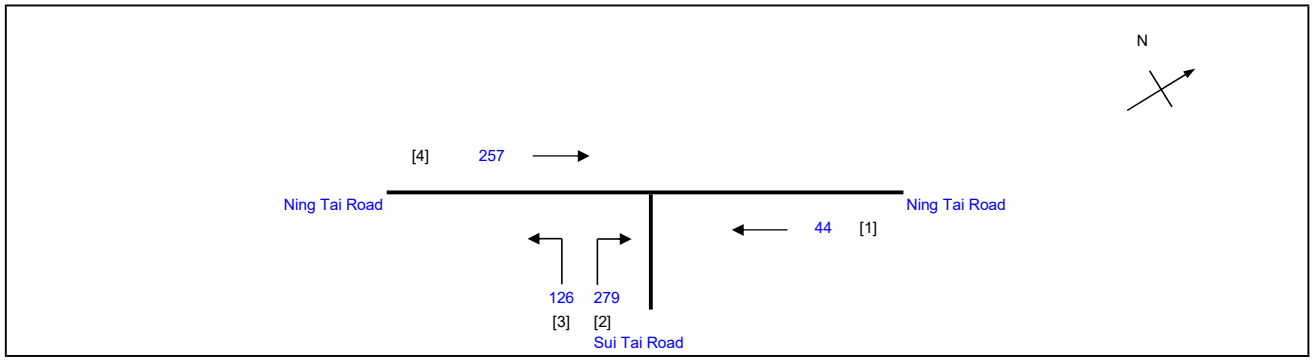
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J1 Po Tai Street / Ning Tai Road (south)

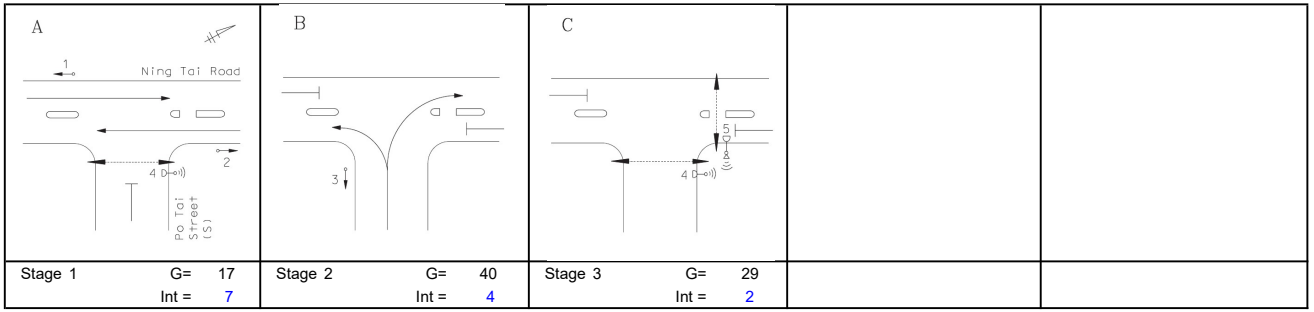
2031 Reference AM

PROJECT NO.: 40883

FILENAME : J1_PTS_NTRS.xlsx



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.212
Loss time		L =	40 sec
Total Flow		=	706 pcu
Co	= (1.5*L+5)/(1-Y)	=	82.4 sec
Cm	= L/(1-Y)	=	50.7 sec
Yult		=	0.600
R.C.ult	= (Yult-Y)/Y*100%	=	183.6 %
Cp	= 0.9*L/(0.9-Y)	=	52.3 sec
Ymax	= 1-L/C	=	0.596
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**154 %**



Stage 1	G=	17	Stage 2	G=	40	Stage 3	G=	29
	Int =	7		Int =	4		Int =	2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P4	1,3	8	16	1	38	16
P5	3	7	7	7	17	7

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							11					
1	1	3.50	2			N	4070		44		44	0.00	4070							4070	0.011			3	18	0.355	3	50
4	1	3.50	2			N	4070		257		257	0.00	4070							4070	0.063	0.063		18	18	0.355	15	33
2	2	5.00	1	12		N	2115			279	279	1.00	1880							1880	0.148	0.148		41	41	0.355	24	19
3	2	5.00	1	23		N	2115	126			126	1.00	1986							1986	0.063			18	18	0.355	12	35
PED	3																						29					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

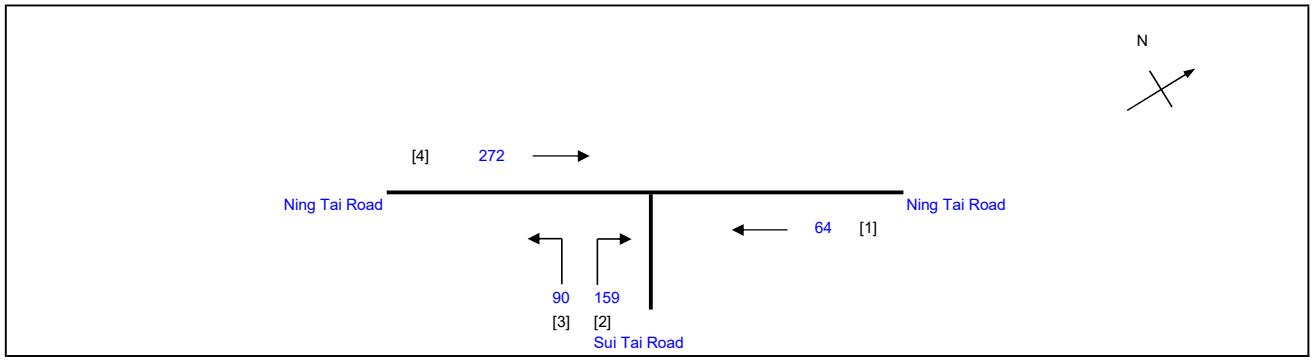
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J1 Po Tai Street / Ning Tai Road (south)

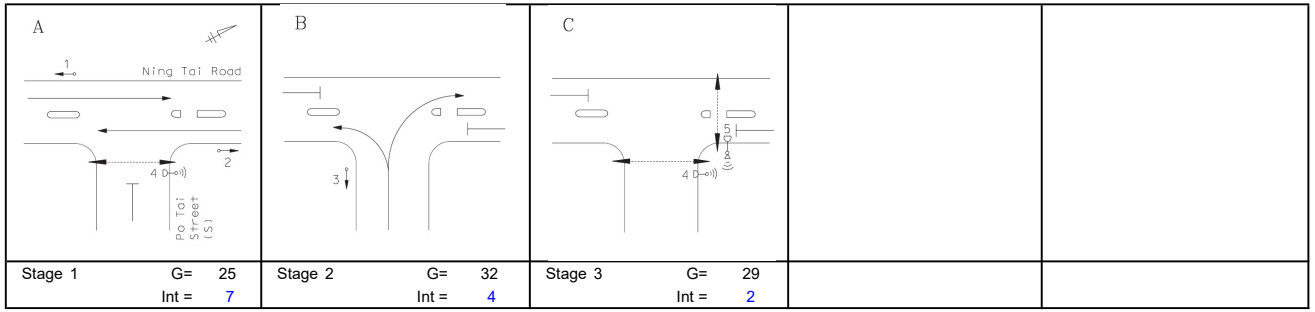
2031 Reference PM

PROJECT NO.: 40883

FILENAME : J1_PTS_NTRS.xlsx



No. of stages per cycle	N =	3
Cycle time	C =	99 sec
Sum(y)	Y =	0.151
Loss time	L =	40 sec
Total Flow	=	585 pcu
Co = (1.5*L+5)/(1-Y)	=	76.6 sec
Cm = L/(1-Y)	=	47.1 sec
Yult	=	0.600
R.C.ult = (Yult-Y)/Y*100%	=	296.3 %
Cp = 0.9*L/(0.9-Y)	=	48.1 sec
Ymax = 1-L/C	=	0.596
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**254 %**



Stage 1	G= 25	Int = 7	
Stage 2	G= 32	Int = 4	
Stage 3	G= 29	Int = 2	

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P4	1,3	8	16	1	46	16
P5	3	7	7	7	17	7

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							11					
1	1	3.50	2			N	4070		64		64	0.00	4070							4070	0.016			6	26	0.254	3	42
4	1	3.50	2			N	4070		272		272	0.00	4070							4070	0.067	0.067		26	26	0.254	15	26
2	2	5.00	1	12		N	2115			159	159	1.00	1880							1880	0.085	0.085		33	33	0.254	12	23
3	2	5.00	1	23		N	2115	90			90	1.00	1986							1986	0.045			18	18	0.254	12	33
PED	3																						29					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

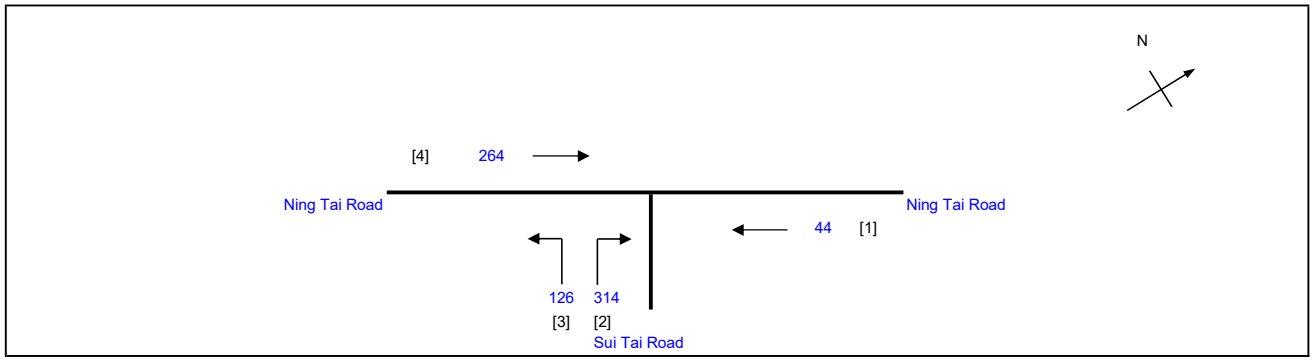
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J1 Po Tai Street / Ning Tai Road (south)

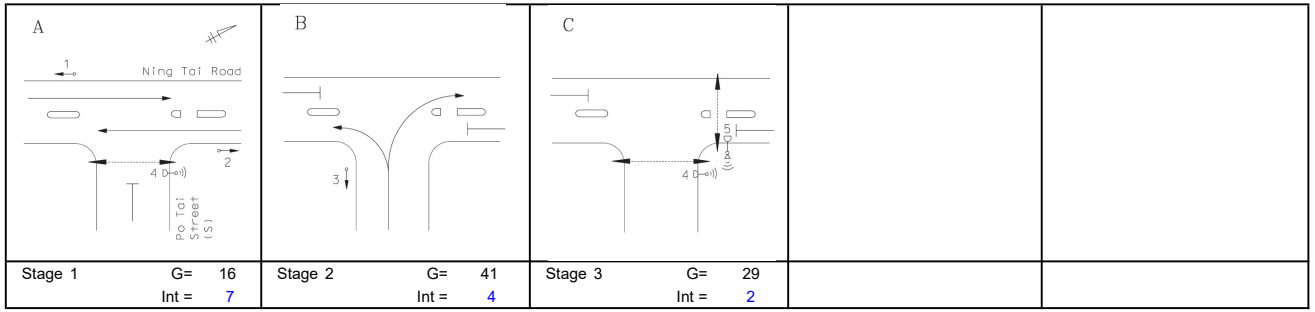
2031 Design AM

PROJECT NO.: 40883

FILENAME : J1_PTS_NTRS.xlsx



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.232
Loss time		L =	40 sec
Total Flow		=	748 pcu
Co	= (1.5*L+5)/(1-Y)	=	84.6 sec
Cm	= L/(1-Y)	=	52.1 sec
Yult		=	0.600
R.C.ult	= (Yult-Y)/Y*100%	=	158.7 %
Cp	= 0.9*L/(0.9-Y)	=	53.9 sec
Ymax	= 1-L/C	=	0.596
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**131 %**



Stage 1	G= 16	Int = 7
Stage 2	G= 41	Int = 4
Stage 3	G= 29	Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P4	1,3	8	16	1	37	16
P5	3	7	7	7	17	7

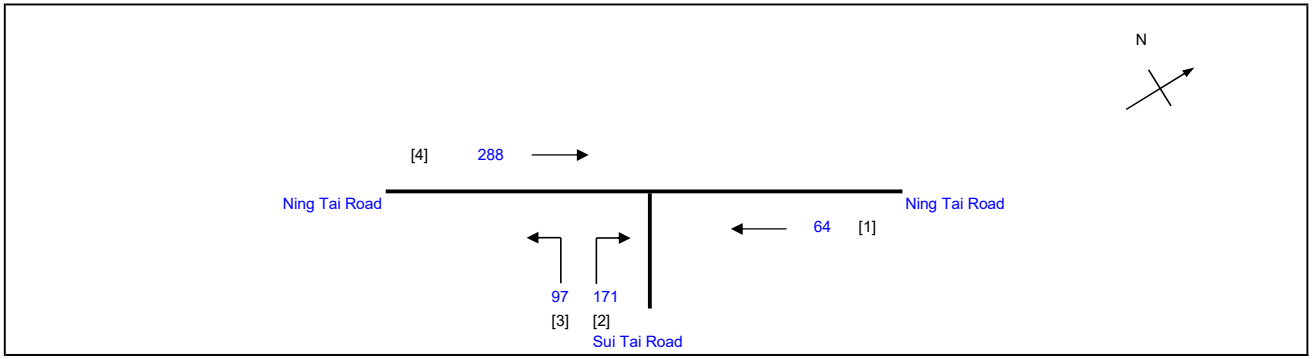
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							11					
1	1	3.50	2			N	4070		44		44	0.00	4070							4070	0.011			3	17	0.389	3	52
4	1	3.50	2			N	4070		264		264	0.00	4070							4070	0.065	0.065		17	17	0.389	18	35
2	2	5.00	1	12		N	2115			314	314	1.00	1880							1880	0.167	0.167		42	42	0.389	24	19
3	2	5.00	1	23		N	2115	126			126	1.00	1986							1986	0.063			16	16	0.389	12	37
PED	3																						29					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

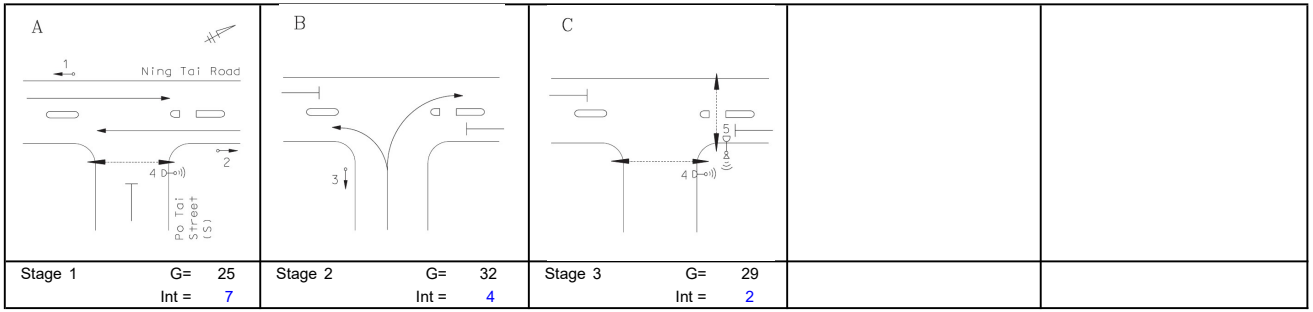
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	PROJECT NO.: 40883	Prepared By:	SKL	Sep-23
2031 Design PM	FILENAME : J1_PTS_NTRS.xlsx	Checked By:	SLN	Sep-23
J1 Po Tai Street / Ning Tai Road (south)		Reviewed By:	SLN	Sep-23



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.162
Loss time		L =	40 sec
Total Flow		=	620 pcu
Co	= (1.5*L+5)/(1-Y)	=	77.5 sec
Cm	= L/(1-Y)	=	47.7 sec
Yult		=	0.600
R.C.ult	= (Yult-Y)/Y*100%	=	271.0 %
Cp	= 0.9*L/(0.9-Y)	=	48.8 sec
Ymax	= 1-L/C	=	0.596
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**232 %**



Stage 1	G= 25	Int = 7
Stage 2	G= 32	Int = 4
Stage 3	G= 29	Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P4	1,3	8	16	1	46	16
P5	3	7	7	7	17	7

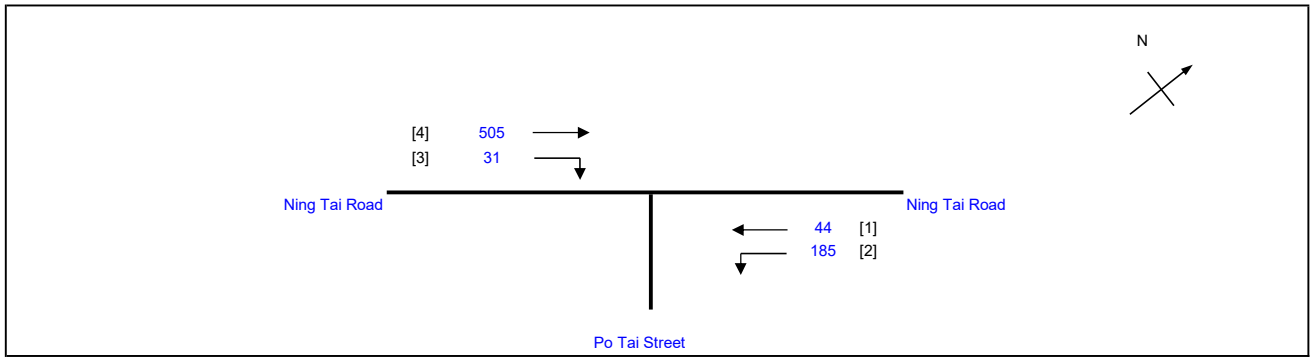
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							11					
1	1	3.50	2			N	4070		64		64	0.00	4070							4070	0.016			6	26	0.271	3	43
4	1	3.50	2			N	4070		288		288	0.00	4070							4070	0.071	0.071		26	26	0.271	15	27
2	2	5.00	1	12		N	2115			171	171	1.00	1880							1880	0.091	0.091		33	33	0.271	18	23
3	2	5.00	1	23		N	2115	97			97	1.00	1986							1986	0.049			18	18	0.271	12	33
PED	3																						29					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

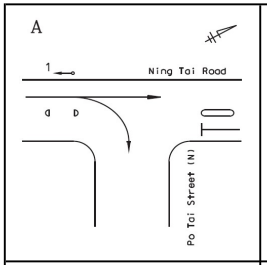
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

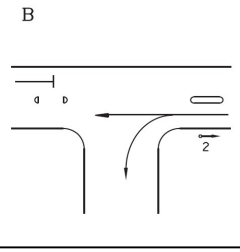
		INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan			
2031 Reference AM	PROJECT NO.: 40883	Prepared By:	SKL Sep-23
J2 Po Tai Street / Ning Tai Road (north)	FILENAME : J2_PTS_NTRN.xlsx	Checked By:	SLN Sep-23
		Reviewed By:	SLN Sep-23



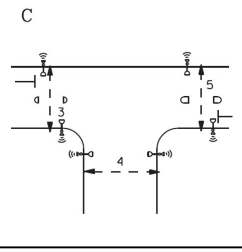
No. of stages per cycle	N =	3
Cycle time	C =	99 sec
Sum(y)	Y =	0.235
Loss time	L =	45 sec
Total Flow	=	765 pcu
Co = (1.5*L+5)/(1-Y)	=	94.7 sec
Cm = L/(1-Y)	=	58.8 sec
Yult	=	0.563
R.C.ult = (Yult-Y)/Y*100%	=	139.6 %
Cp = 0.9*L/(0.9-Y)	=	60.9 sec
Ymax = 1-L/C	=	0.545
R.C.(C) = (0.9*Ymax-Y)/Y*100%	**=**	**109 %**



Stage 1 G= 22 Int = 7



Stage 2 G= 30 Int = 3



Stage 3 G= 35 Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	8	5	24	8
P2	3	6	11	6	20	11
P3	3	12	9	2	26	9

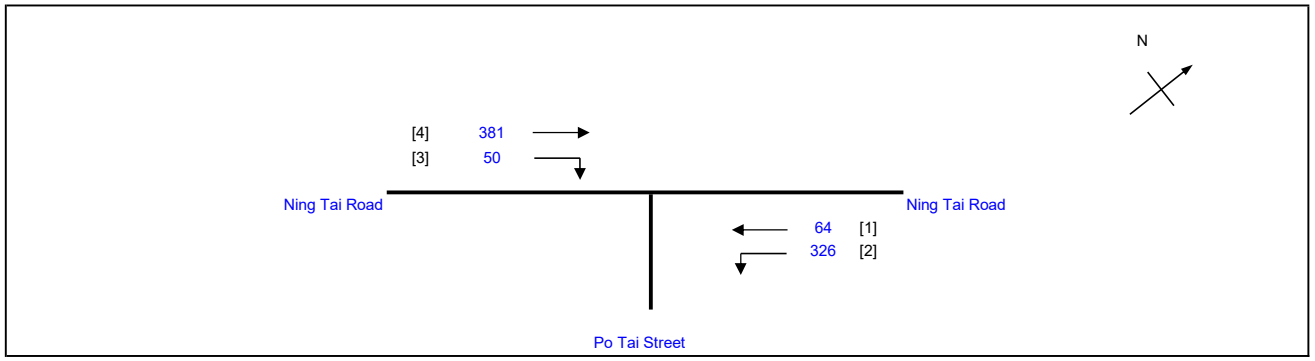
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.40	1				2095		44		44	0.00	2095							2095	0.021			5	23	0.430	6	53
1,2	1	3.40	1	20		N	1955	185	0		185	1.00	1819							1819	0.102	0.102		23	23	0.430	18	32
3,4	2	3.40	1	17			2095		245	31	276	0.11	2074							2074	0.133	0.133		31	31	0.430	30	26
4	2	3.40	1			N	1955		260		260	0.00	1955							1955	0.133			31	31	0.430	24	27
PED	3																						35					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

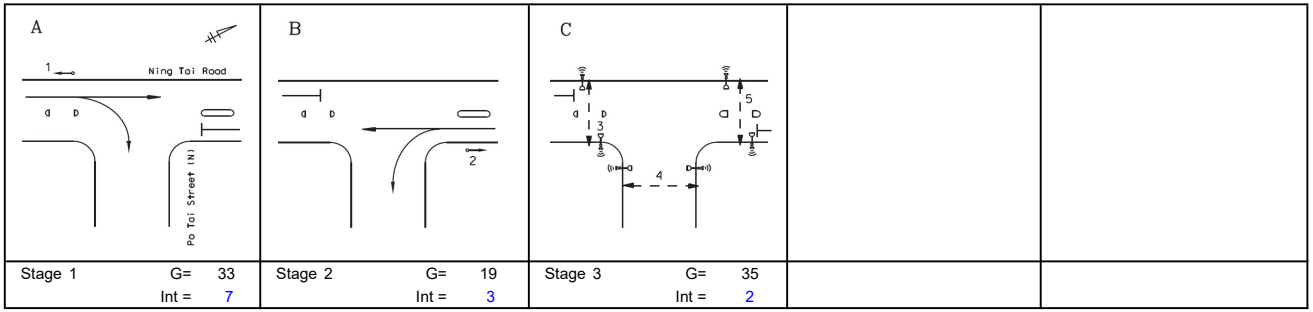
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

		INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan			
2031 Reference PM	PROJECT NO.: 40883	Prepared By:	SKL Sep-23
	FILENAME : J2_PTS_NTRN.xlsx	Checked By:	SLN Sep-23
J2 Po Tai Street / Ning Tai Road (north)		Reviewed By:	SLN Sep-23



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.287
Loss time		L =	45 sec
Total Flow		=	821 pcu
Co	= (1.5*L+5)/(1-Y)	=	101.7 sec
Cm	= L/(1-Y)	=	63.1 sec
Yult		=	0.563
R.C.ult	= (Yult-Y)/Y*100%	=	96.1 %
Cp	= 0.9*L/(0.9-Y)	=	66.1 sec
Ymax	= 1-L/C	=	0.545
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**71 %**



Stage 1	G= 33	Int = 7
Stage 2	G= 19	Int = 3
Stage 3	G= 35	Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	8	5	24	8
P2	3	6	11	6	20	11
P3	3	12	9	2	26	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.40	1				2095		64		64	0.00	2095							2095	0.031			6	34	0.526	6	56
1,2	1	3.40	1	20		N	1955	326	0		326	1.00	1819							1819	0.179	0.179		34	34	0.526	30	26
3,4	2	3.40	1	17			2095		171	50	221	0.23	2054							2054	0.108	0.108		20	20	0.526	24	36
4	2	3.40	1			N	1955		210		210	0.00	1955							1955	0.107			20	20	0.526	24	36
PED	3																						35					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

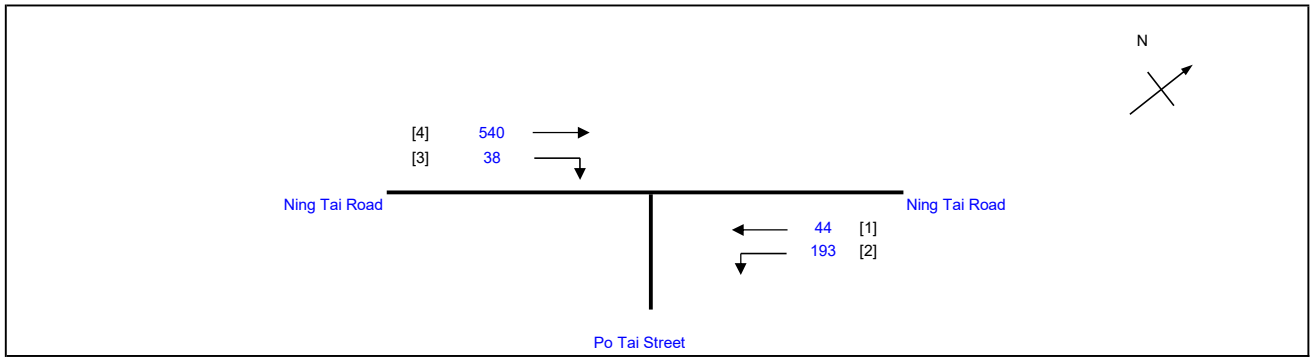
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J2 Po Tai Street / Ning Tai Road (north)

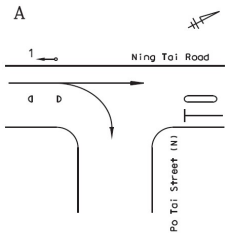
TRAFFIC SIGNAL CALCULATION

2031 Design AM

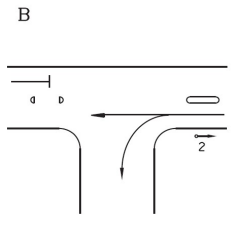
PROJECT NO.:	40883	Prepared By:	SKL	Sep-23
FILENAME :	J2_PTS_NTRN.xlsx	Checked By:	SLN	Sep-23
		Reviewed By:	SLN	Sep-23



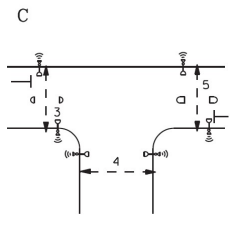
No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.250
Loss time		L =	45 sec
Total Flow		=	815 pcu
Co	= (1.5*L+5)/(1-Y)	=	96.7 sec
Cm	= L/(1-Y)	=	60.0 sec
Yult		=	0.563
R.C.ult	= (Yult-Y)/Y*100%	=	125.0 %
Cp	= 0.9*L/(0.9-Y)	=	62.3 sec
Ymax	= 1-L/C	=	0.545
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**96 %**



Stage 1 G= 22 Int = 7



Stage 2 G= 30 Int = 3



Stage 3 G= 35 Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	8	5	24	8
P2	3	6	11	6	20	11
P3	3	12	9	2	26	9

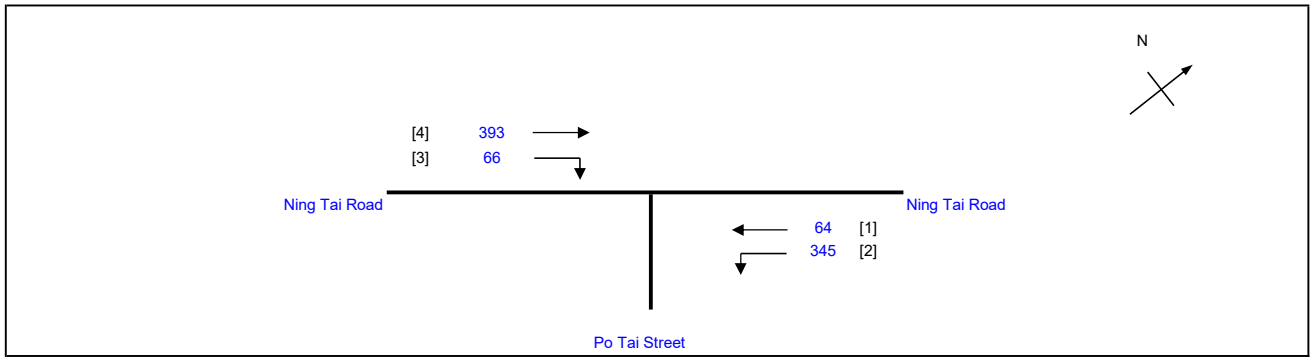
Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.40	1				2095		44		44	0.00	2095							2095	0.021			5	23	0.458	6	56
1,2	1	3.40	1	20		N	1955	193	0		193	1.00	1819							1819	0.106	0.106		23	23	0.458	24	33
3,4	2	3.40	1	17			2095		260	38	298	0.13	2072							2072	0.144	0.144		31	31	0.458	30	27
4	2	3.40	1			N	1955		280		280	0.00	1955							1955	0.143			31	31	0.458	30	27
PED	3																						35					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

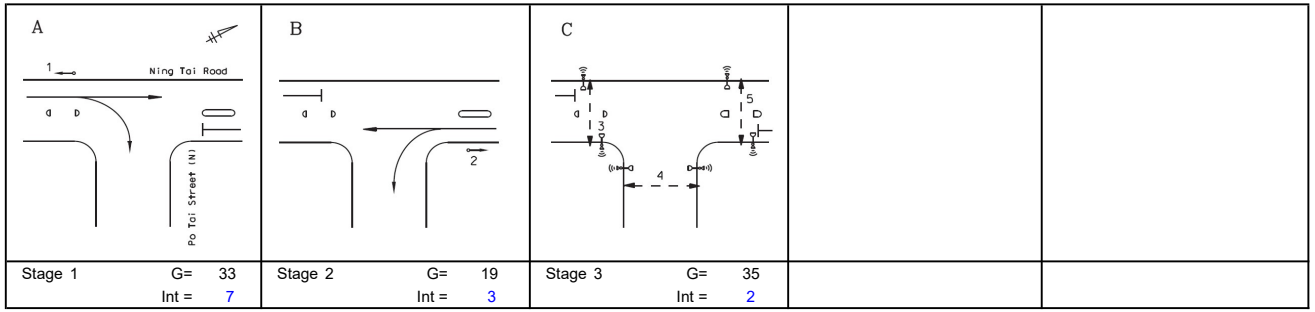
LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

			INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Design PM**	PROJECT NO.: 40883	Prepared By:	SKL	Sep-23
J2 Po Tai Street / Ning Tai Road (north)		FILENAME : J2_PTS_NTRN.xlsx	Checked By:	SLN	Sep-23
			Reviewed By:	SLN	Sep-23



No. of stages per cycle		N =	3
Cycle time		C =	99 sec
Sum(y)		Y =	0.305
Loss time		L =	45 sec
Total Flow		=	868 pcu
Co	= (1.5*L+5)/(1-Y)	=	104.3 sec
Cm	= L/(1-Y)	=	64.7 sec
Yult		=	0.563
R.C.ult	= (Yult-Y)/Y*100%	=	84.6 %
Cp	= 0.9*L/(0.9-Y)	=	68.0 sec
Ymax	= 1-L/C	=	0.545
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**61 %**



Stage 1	G= 33	Int = 7
Stage 2	G= 19	Int = 3
Stage 3	G= 35	Int = 2

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	3	9	8	5	24	8
P2	3	6	11	6	20	11
P3	3	12	9	2	26	9

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							10					
1	1	3.40	1				2095		64		64	0.00	2095							2095	0.031			5	34	0.559	6	59
1,2	1	3.40	1	20		N	1955	345	0		345	1.00	1819							1819	0.190	0.190		34	34	0.559	36	27
3,4	2	3.40	1	17			2095		169	66	235	0.28	2044							2044	0.115	0.115		20	20	0.559	30	37
4	2	3.40	1			N	1955		224		224	0.00	1955							1955	0.115			20	20	0.559	24	37
PED	3																						35					

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

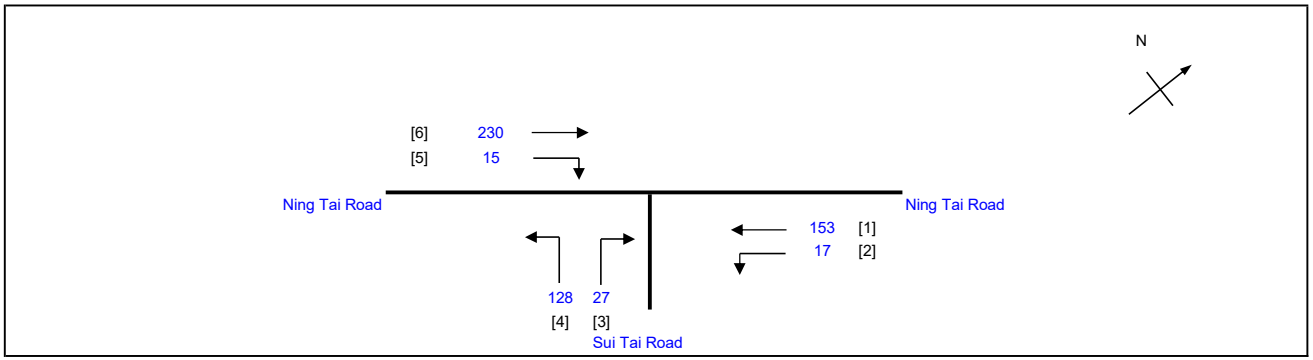
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J3 Sui Tai Road / Ning Tai Road

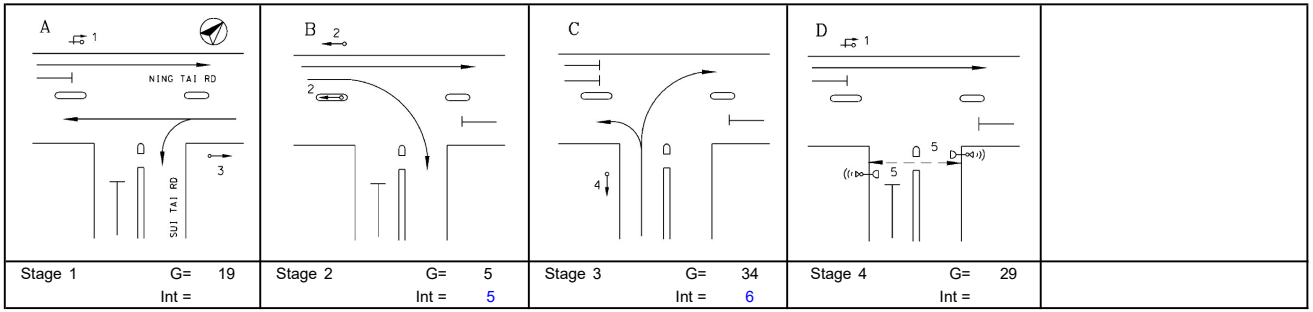
2031 Reference AM

PROJECT NO.: 40883

FILENAME : J3_STR_NTR.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	99 sec
Sum(y)		Y =	0.179
Loss time		L =	9 sec
Total Flow		=	553 pcu
Co	= (1.5*L+5)/(1-Y)	=	22.5 sec
Cm	= L/(1-Y)	=	11.0 sec
Yult		=	0.833
R.C.ult	= (Yult-Y)/Y*100%	=	366.3 %
Cp	= 0.9*L/(0.9-Y)	=	11.2 sec
Ymax	= 1-L/C	=	0.909
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**358 %**



Stage 1	G= 19	Int =	
Stage 2	G= 5	Int =	5
Stage 3	G= 34	Int =	6
Stage 4	G= 29	Int =	

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	10	8	0	21	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							9					
1	1	3.00	1			N	1915		74		74	0.00	1915							1915	0.039			19	19	0.196	6	31
1,2	1	3.00	1	15			2055		79		79	0.00	2055							2055	0.038			19	19	0.196	6	31
6	1,2,4	3.70	1				2125		230		230	0.00	2125							2125	0.108	0.108		55	55	0.196	12	10
5	2	3.70	1	13		N	1985			15	15	1.00	1780							1780	0.008			4	6	0.196	0	46
3	3	3.30	1	15		N	1945			27	27	1.00	1768							1768	0.015			8	35	0.196	0	41
4	3	3.30	1	22		N	1945	128			128	1.00	1821							1821	0.070	0.070		35	35	0.196	12	20

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

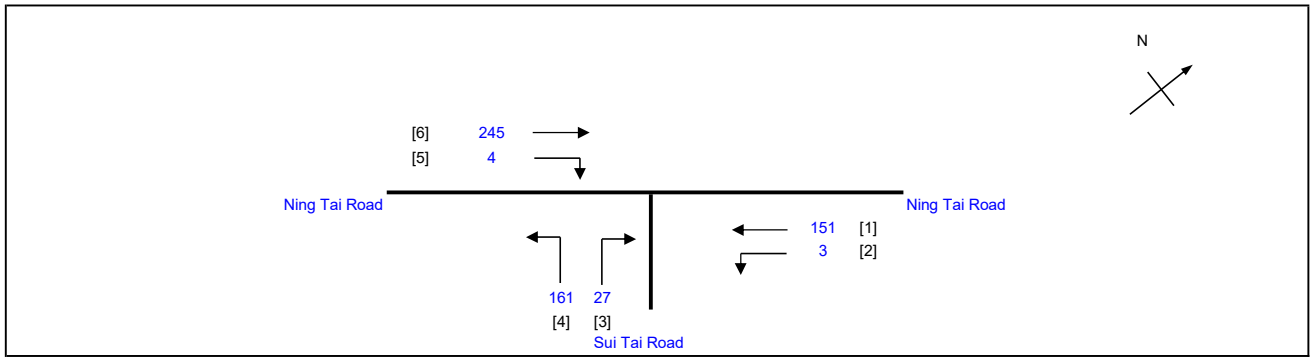
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J3 Sui Tai Road / Ning Tai Road

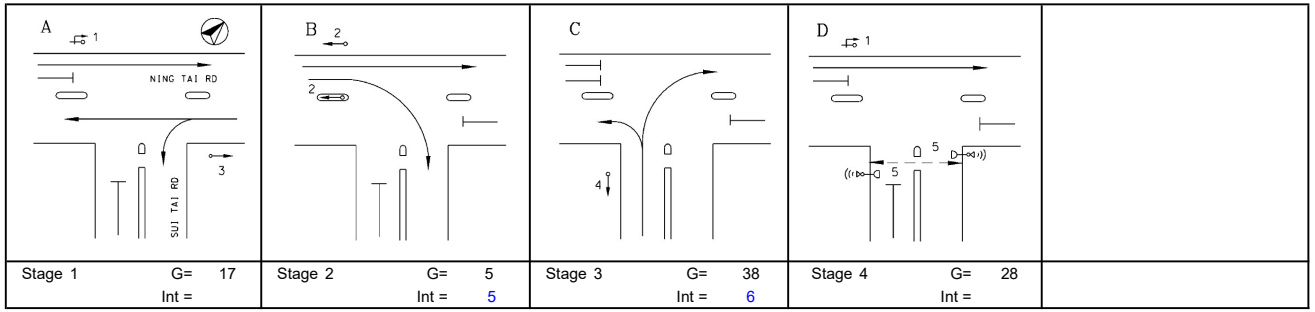
2031 Reference PM

PROJECT NO.: 40883

FILENAME : J3_STR_NTR.xlsx



No. of stages per cycle	N =	4
Cycle time	C =	99 sec
Sum(y)	Y =	0.204
Loss time	L =	9 sec
Total Flow	=	588 pcu
Co = (1.5*L+5)/(1-Y)	=	23.2 sec
Cm = L/(1-Y)	=	11.3 sec
Yult	=	0.833
R.C.ult = (Yult-Y)/Y*100%	=	308.7 %
Cp = 0.9*L/(0.9-Y)	=	11.6 sec
Ymax = 1-L/C	=	0.909
R.C.(C) = (0.9*Ymax-Y)/Y*100%	=	**302 %**



Stage 1	G= 17	Stage 2	G= 5	Int =
	Int =		Int = 5	
Stage 3	G= 38	Stage 4	G= 28	
	Int = 6		Int =	

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	10	8	0	20	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							9					
1	1	3.00	1			N	1915		73		73	0.00	1915							1915	0.038			17	17	0.224	6	33
1,2	1	3.00	1	15			2055		78		78	0.00	2055							2055	0.038			17	17	0.224	6	33
6	1,2,4	3.70	1				2125		245		245	0.00	2125							2125	0.115	0.115		51	51	0.224	18	12
5	2	3.70	1	13		N	1985			4	4	1.00	1780							1780	0.002			1	6	0.224	0	70
3	3	3.30	1	15		N	1945			27	27	1.00	1768							1768	0.015			7	39	0.224	0	43
4	3	3.30	1	22		N	1945	161			161	1.00	1821							1821	0.088	0.088		39	39	0.224	12	19

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

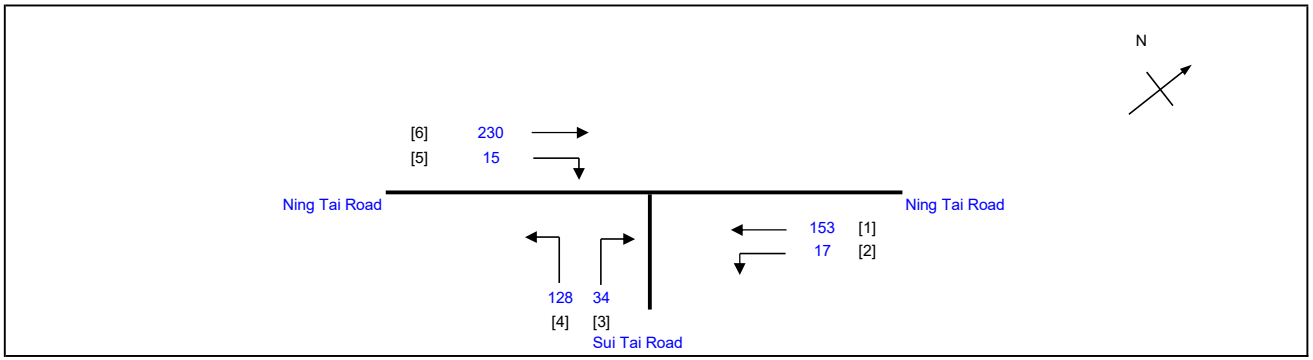
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

J3 Sui Tai Road / Ning Tai Road

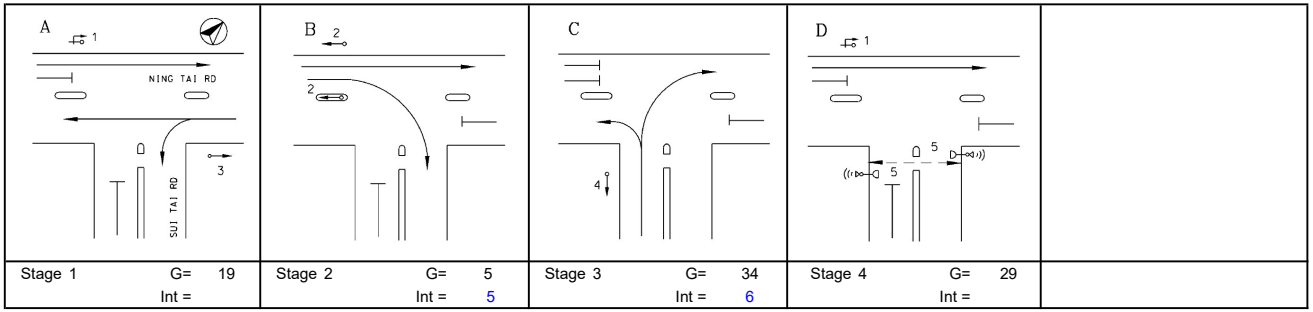
2031 Design AM

PROJECT NO.: 40883

FILENAME : J3_STR_NTR.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	99 sec
Sum(y)		Y =	0.179
Loss time		L =	9 sec
Total Flow		=	560 pcu
Co	= (1.5*L+5)/(1-Y)	=	22.5 sec
Cm	= L/(1-Y)	=	11.0 sec
Yult		=	0.833
R.C.ult	= (Yult-Y)/Y*100%	=	366.3 %
Cp	= 0.9*L/(0.9-Y)	=	11.2 sec
Ymax	= 1-L/C	=	0.909
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**358 %**



Stage 1	G= 19	Stage 2	G= 5	Stage 3	G= 34	Stage 4	G= 29
	Int =		Int = 5		Int = 6		Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	10	8	0	21	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							9					
1	1	3.00	1			N	1915		74		74	0.00	1915							1915	0.039			19	19	0.196	6	31
1,2	1	3.00	1	15			2055		79		79	0.00	2055							2055	0.038			19	19	0.196	6	31
6	1,2,4	3.70	1				2125		230		230	0.00	2125							2125	0.108	0.108		55	55	0.196	12	10
5	2	3.70	1	13		N	1985			15	15	1.00	1780							1780	0.008			4	6	0.196	0	46
3	3	3.30	1	15		N	1945			34	34	1.00	1768							1768	0.019			10	35	0.196	0	39
4	3	3.30	1	22		N	1945	128			128	1.00	1821							1821	0.070	0.070		35	35	0.196	12	20

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

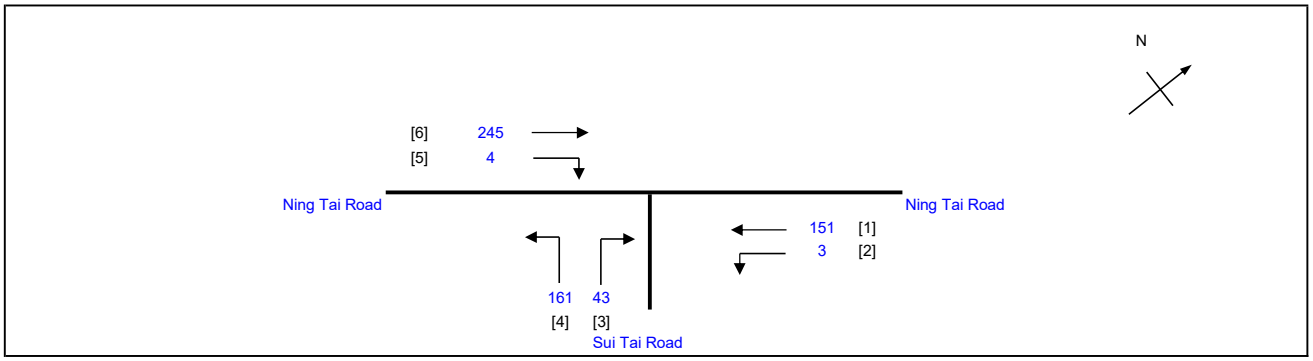
	INITIALS	DATE
Prepared By:	SKL	Sep-23
Checked By:	SLN	Sep-23
Reviewed By:	SLN	Sep-23

Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan

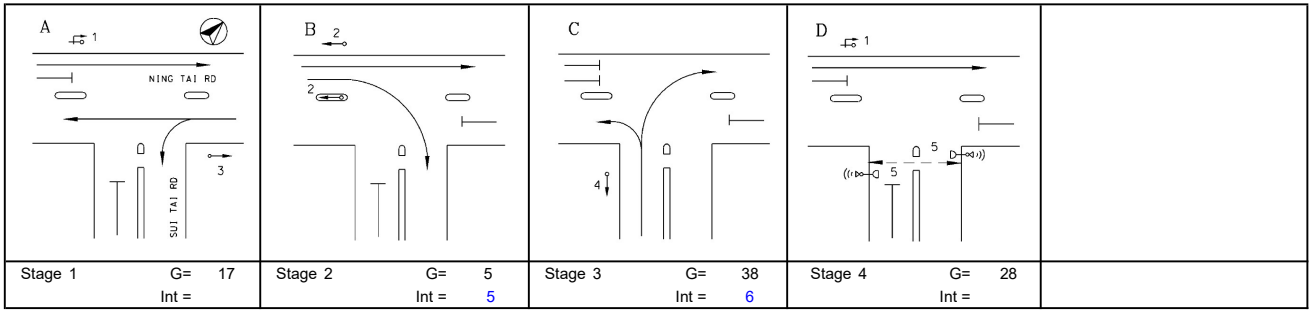
J3 Sui Tai Road / Ning Tai Road

2031 Design PM

PROJECT NO.: 40883
FILENAME : J3_STR_NTR.xlsx



No. of stages per cycle		N =	4
Cycle time		C =	99 sec
Sum(y)		Y =	0.204
Loss time		L =	9 sec
Total Flow		=	604 pcu
Co	= (1.5*L+5)/(1-Y)	=	23.2 sec
Cm	= L/(1-Y)	=	11.3 sec
Yult		=	0.833
R.C.ult	= (Yult-Y)/Y*100%	=	308.7 %
Cp	= 0.9*L/(0.9-Y)	=	11.6 sec
Ymax	= 1-L/C	=	0.909
R.C.(C)	**= (0.9*Ymax-Y)/Y*100%**	**=**	**302 %**



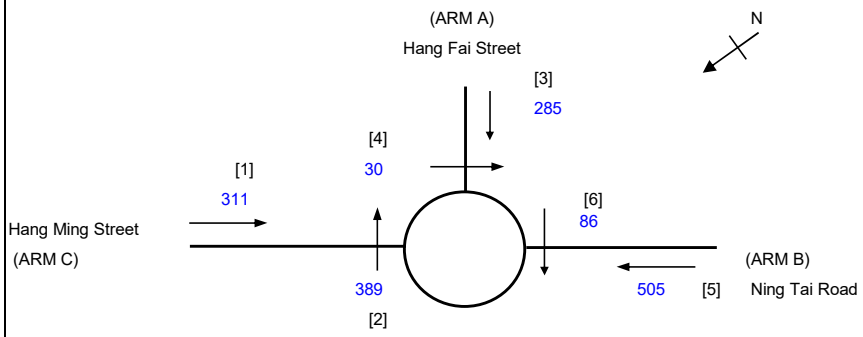
Stage 1	G= 17	Stage 2	G= 5	Stage 3	G= 38	Stage 4	G= 28
	Int =		Int = 5		Int = 6		Int =

Pedestrian Phase	Stage	Green Time Required SG	FG	Delay	Green Time Provided SG	FG
P1	4	10	8	0	20	8

Move-ment	Stage	Lane Width m.	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare Lane m.	Flare Effect pcu/hr	Site Factor	Site Effect pcu/hr	Gradient %	Gradient Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
																							9					
1	1	3.00	1			N	1915		73		73	0.00	1915							1915	0.038			17	17	0.224	6	33
1,2	1	3.00	1	15			2055		78		78	0.00	2055							2055	0.038			17	17	0.224	6	33
6	1,2,4	3.70	1				2125		245		245	0.00	2125							2125	0.115	0.115		51	51	0.224	18	12
5	2	3.70	1	13		N	1985			4	4	1.00	1780							1780	0.002			1	6	0.224	0	70
3	3	3.30	1	15		N	1945			43	43	1.00	1768							1768	0.024			11	39	0.224	6	39
4	3	3.30	1	22		N	1945	161			161	1.00	1821							1821	0.088	0.088		39	39	0.224	12	19

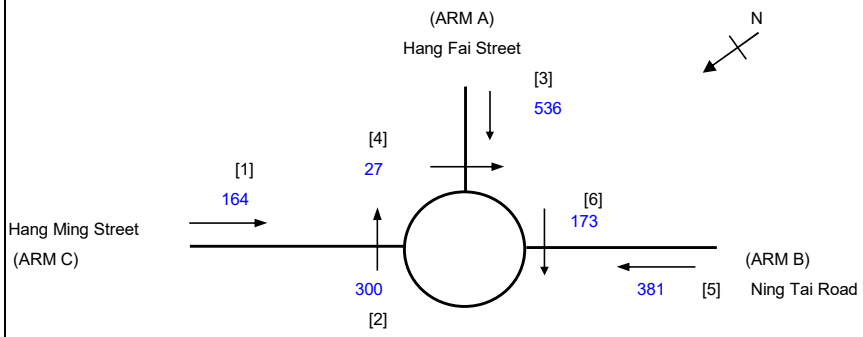
NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Reference AM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J4_HMS_HFS_	CHECKED BY:	SLN	Sep-23
J4 Hang Ming Street / Hang Fai Street / Ning Tai Road		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23



ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	7.30	7.10	5.60		
E	=	Entry width (m)	10.00	9.60	8.20		
L	=	Effective length of flare (m)	8.00	6.00	3.00		
R	=	Entry radius (m)	50.00	45.00	24.00		
D	=	Inscribed circle diameter (m)	54.00	54.00	54.00		
A	=	Entry angle (degree)	25.00	23.00	18.00		
Q	=	Entry flow (pcu/h)	285	505	311		
Qc	=	Circulating flow across entry (pcu/h)	30	86	389		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.54	0.67	1.39		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	1.05	1.05		
X2	=	V + ((E-V)/(1+2S))	8.60	8.17	6.29		
M	=	EXP((D-60)/10)	0.55	0.55	0.55		
F	=	303*X2	2605	2476	1906		
Td	=	1+(0.5/(1+M))	1.32	1.32	1.32		
Fc	=	0.21*Td(1+0.2*X2)	0.76	0.73	0.63		
Qe	=	K(F-Fc*Qc)	2703	2537	1744	Total In Sum =	285 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.11	0.20	0.18	DFC of Critical Approach =	0.20

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Reference PM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J4_HMS_HFS_	CHECKED BY:	SLN	Sep-23
J4 Hang Ming Street / Hang Fai Street / Ning Tai Road		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23

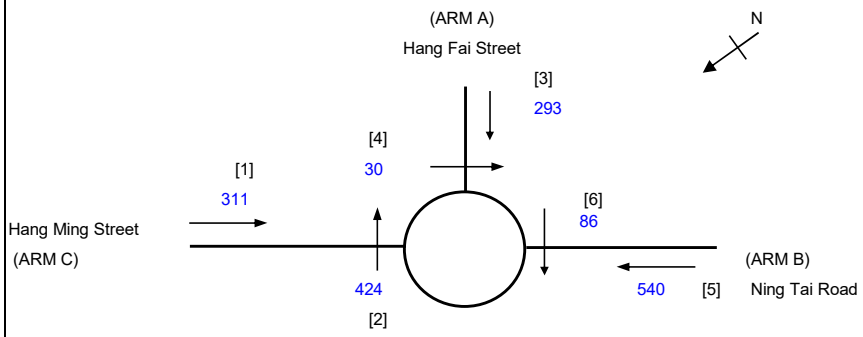


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	7.10	5.60
E	=	Entry width (m)	10.00	9.60	8.20
L	=	Effective length of flare (m)	8.00	6.00	3.00
R	=	Entry radius (m)	50.00	45.00	24.00
D	=	Inscribed circle diameter (m)	54.00	54.00	54.00
A	=	Entry angle (degree)	25.00	23.00	18.00
Q	=	Entry flow (pcu/h)	536	381	164
Qc	=	Circulating flow across entry (pcu/h)	27	173	300
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.54	0.67	1.39
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	1.05	1.05
X2	=	V + ((E-V)/(1+2S))	8.60	8.17	6.29
M	=	EXP((D-60)/10)	0.55	0.55	0.55
F	=	303*X2	2605	2476	1906
Td	=	1+(0.5/(1+M))	1.32	1.32	1.32
Fc	=	0.21*Td(1+0.2*X2)	0.76	0.73	0.63
Qe	=	K(F-Fc*Qc)	2706	2470	1803
DFC	=	Design flow/Capacity = Q/Qe	0.20	0.15	0.09

Total In Sum = 536 PCU

DFC of Critical Approach = 0.20

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Design AM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J4_HMS_HFS_	CHECKED BY:	SLN	Sep-23
J4 Hang Ming Street / Hang Fai Street / Ning Tai Road		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23

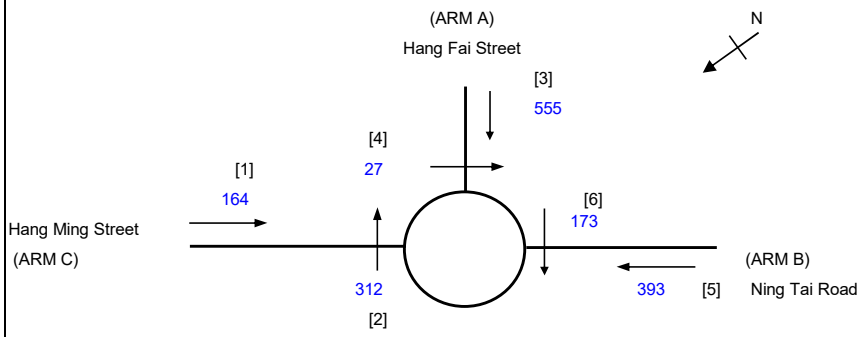


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	7.30	7.10	5.60
E	=	Entry width (m)	10.00	9.60	8.20
L	=	Effective length of flare (m)	8.00	6.00	3.00
R	=	Entry radius (m)	50.00	45.00	24.00
D	=	Inscribed circle diameter (m)	54.00	54.00	54.00
A	=	Entry angle (degree)	25.00	23.00	18.00
Q	=	Entry flow (pcu/h)	293	540	311
Qc	=	Circulating flow across entry (pcu/h)	30	86	424
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.54	0.67	1.39
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	1.05	1.05
X2	=	V + ((E-V)/(1+2S))	8.60	8.17	6.29
M	=	EXP((D-60)/10)	0.55	0.55	0.55
F	=	303*X2	2605	2476	1906
Td	=	1+(0.5/(1+M))	1.32	1.32	1.32
Fc	=	0.21*Td(1+0.2*X2)	0.76	0.73	0.63
Qe	=	K(F-Fc*Qc)	2703	2537	1721
DFC	=	Design flow/Capacity = Q/Qe	0.11	0.21	0.18

Total In Sum = 293 PCU

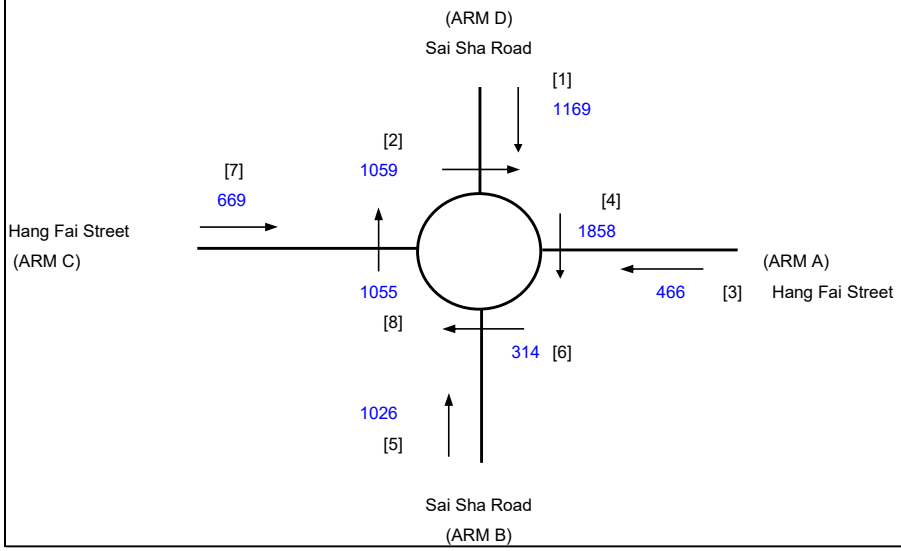
DFC of Critical Approach = 0.21

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Design PM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J4_HMS_HFS_	CHECKED BY:	SLN	Sep-23
J4 Hang Ming Street / Hang Fai Street / Ning Tai Road		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23



ARM			A	B	C		
INPUT PARAMETERS:							
V	=	Approach half width (m)	7.30	7.10	5.60		
E	=	Entry width (m)	10.00	9.60	8.20		
L	=	Effective length of flare (m)	8.00	6.00	3.00		
R	=	Entry radius (m)	50.00	45.00	24.00		
D	=	Inscribed circle diameter (m)	54.00	54.00	54.00		
A	=	Entry angle (degree)	25.00	23.00	18.00		
Q	=	Entry flow (pcu/h)	555	393	164		
Qc	=	Circulating flow across entry (pcu/h)	27	173	312		
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.54	0.67	1.39		
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	1.05	1.05		
X2	=	V + ((E-V)/(1+2S))	8.60	8.17	6.29		
M	=	EXP((D-60)/10)	0.55	0.55	0.55		
F	=	303*X2	2605	2476	1906		
Td	=	1+(0.5/(1+M))	1.32	1.32	1.32		
Fc	=	0.21*Td(1+0.2*X2)	0.76	0.73	0.63		
Qe	=	K(F-Fc*Qc)	2706	2470	1795	Total In Sum =	555 PCU
DFC	=	Design flow/Capacity = Q/Qe	0.21	0.16	0.09	DFC of Critical Approach =	0.21

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Reference AM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J5_SSR_HFS.xls	CHECKED BY:	SLN	Sep-23
J5 Sai Sha Road / Hang Fai Street		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23

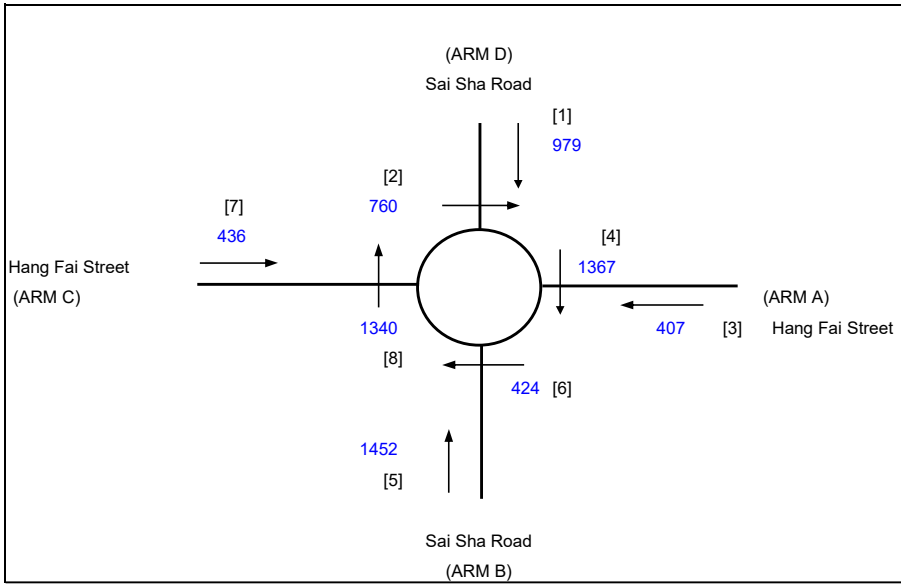


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	11.00	7.50	11.00	7.00
E	=	Entry width (m)	13.00	12.00	13.00	13.00
L	=	Effective length of flare (m)	1.00	15.00	1.00	30.00
R	=	Entry radius (m)	80.00	60.00	60.00	50.00
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00
A	=	Entry angle (degree)	30.00	30.00	30.00	25.00
Q	=	Entry flow (pcu/h)	466	1026	669	1169
Qc	=	Circulating flow across entry (pcu/h)	1858	314	1055	1059
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	3.20	0.48	3.20	0.32
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	1.03	1.03	1.05
X2	=	V + ((E-V)/(1+2S))	11.27	9.80	11.27	10.66
M	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37
F	=	303*X2	3415	2968	3415	3230
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.93	0.85	0.93	0.90
Qe	=	K(F-Fc*Qc)	1743	2790	2510	2385
DFC	=	Design flow/Capacity = Q/Qe	0.27	0.37	0.27	0.49

Total In Sum = 3330 PCU

DFC of Critical Approach = 0.49

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Reference PM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J5_SSR_HFS.xls	CHECKED BY:	SLN	Sep-23
J5 Sai Sha Road / Hang Fai Street		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23

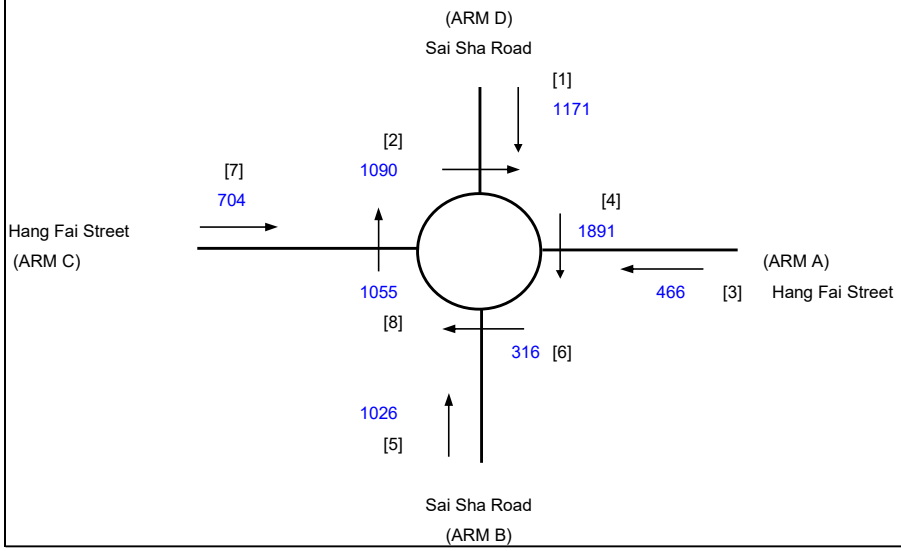


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	11.00	7.50	11.00	7.00
E	=	Entry width (m)	13.00	12.00	13.00	13.00
L	=	Effective length of flare (m)	1.00	15.00	1.00	30.00
R	=	Entry radius (m)	80.00	60.00	60.00	50.00
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00
A	=	Entry angle (degree)	30.00	30.00	30.00	25.00
Q	=	Entry flow (pcu/h)	407	1452	436	979
Qc	=	Circulating flow across entry (pcu/h)	1367	424	1340	760
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	3.20	0.48	3.20	0.32
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	1.03	1.03	1.05
X2	=	V + ((E-V)/(1+2S))	11.27	9.80	11.27	10.66
M	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37
F	=	303*X2	3415	2968	3415	3230
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.93	0.85	0.93	0.90
Qe	=	K(F-Fc*Qc)	2218	2693	2235	2666
DFC	=	Design flow/Capacity = Q/Qe	0.18	0.54	0.20	0.37

Total In Sum = 3274 PCU

DFC of Critical Approach = 0.54

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Design AM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J5_SSR_HFS.xls	CHECKED BY:	SLN	Sep-23
J5 Sai Sha Road / Hang Fai Street		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23

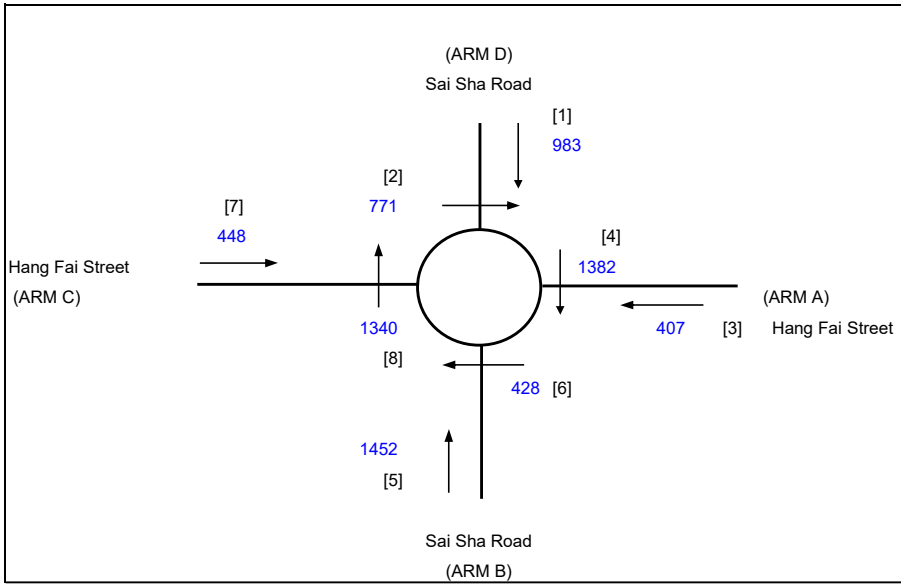


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	11.00	7.50	11.00	7.00
E	=	Entry width (m)	13.00	12.00	13.00	13.00
L	=	Effective length of flare (m)	1.00	15.00	1.00	30.00
R	=	Entry radius (m)	80.00	60.00	60.00	50.00
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00
A	=	Entry angle (degree)	30.00	30.00	30.00	25.00
Q	=	Entry flow (pcu/h)	466	1026	704	1171
Qc	=	Circulating flow across entry (pcu/h)	1891	316	1055	1090
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	3.20	0.48	3.20	0.32
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	1.03	1.03	1.05
X2	=	V + ((E-V)/(1+2S))	11.27	9.80	11.27	10.66
M	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37
F	=	303*X2	3415	2968	3415	3230
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.93	0.85	0.93	0.90
Qe	=	K(F-Fc*Qc)	1711	2788	2510	2356
DFC	=	Design flow/Capacity = Q/Qe	0.27	0.37	0.28	0.50

Total In Sum = 3367 PCU

DFC of Critical Approach = 0.50

LLA CONSULTANCY LIMITED	ROUNDABOUT CALCULATION				INITIALS	DATE
Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan	**2031 Design PM**	PROJECT NO.:	40883	PREPARED BY:	SKL	Sep-23
		FILENAME :	J5_SSR_HFS.xls	CHECKED BY:	SLN	Sep-23
J5 Sai Sha Road / Hang Fai Street		REFERENCE NO.:		REVIEWED BY:	SLN	Sep-23



ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	11.00	7.50	11.00	7.00
E	=	Entry width (m)	13.00	12.00	13.00	13.00
L	=	Effective length of flare (m)	1.00	15.00	1.00	30.00
R	=	Entry radius (m)	80.00	60.00	60.00	50.00
D	=	Inscribed circle diameter (m)	50.00	50.00	50.00	50.00
A	=	Entry angle (degree)	30.00	30.00	30.00	25.00
Q	=	Entry flow (pcu/h)	407	1452	448	983
Qc	=	Circulating flow across entry (pcu/h)	1382	428	1340	771
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	3.20	0.48	3.20	0.32
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.04	1.03	1.03	1.05
X2	=	V + ((E-V)/(1+2S))	11.27	9.80	11.27	10.66
M	=	EXP((D-60)/10)	0.37	0.37	0.37	0.37
F	=	303*X2	3415	2968	3415	3230
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.93	0.85	0.93	0.90
Qe	=	K(F-Fc*Qc)	2203	2690	2235	2656
DFC	=	Design flow/Capacity = Q/Qe	0.18	0.54	0.20	0.37

Total In Sum = 3290 PCU

DFC of Critical Approach = 0.54

Appendix 4

Responses-to-Comments Table (Pre-submission Circulation)

Pre-submission of S16 Planning Application
Short Term Tenancy Public Car Park at Po Tai Street, Ma On Shan

Comments from Sha Tin, Tai Po & North District Planning Office (received on 11 September 2023)

Comments	Responses
From Statutory Planning Perspective 1. The subject pre-submission involves a proposed temporary public vehicle park (excluding container vehicle) comprising a minimum of 104 and maximum of 152 parking spaces in the form of automate parking system (APS) on top of 161 conventional parking spaces, for a period of 7 years from 2024 to 2031 at the application site (the Site).	Noted.
2. The Site falls within an area zoned "Open Space" ("O") on the draft Ma On Shan Outline Zoning Plan (OZP) No. S/MOS/25 (at the time of submission). According to the covering Notes of the OZP, for temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes. According to the Notes of the "O" zone, 'Public Vehicle Park (excluding container vehicle)' which is a Column 2 use, requires planning permission from the Town Planning Board (the Board).	Noted.
From District Planning Perspective 3. With a site area of 4,790m^2, the Site is currently formed and held under a Short-Term Tenancy (STT) No. STT2145 for the purpose of a fee-paying public car park commencing in 2018. The Site is situated in an area characterized by residential developments with commercial uses. It is bounded by Ocean View and La Costa zoned "Residential (Group B) 2" ("R(B)2") to its west, Sausalito zoned "R(B)2" to its further south, Yan On Estate zoned "R(A)8" to its further east and an existing commercial development called WeGo Mall zoned "Commercial" ("C") to is north.	Noted.
4. The Site is subject to public concerns on the development programme of the "O" zone. Comments from LCSD on the proposed period of 7 years should be sought, where appropriate, so that the proposed application would not restrict or adversely affect any future development of the Site.	Noted. LCSD has indicated no comment / no objection to the Planning Application.
<u>Planning Intention</u> 5. The "O" zone is intended primarily for the provision of outdoor open-air public spaces for active and/or passive recreational uses serving the needs of local residents as well as the general public.	Noted.

Comments	Responses
Visual Impact 6. According to Town Planning Board Guidelines No. 41, a Visual Impact Assessment (VIA) is normally not required for an application which proposes a development that complies with all the development parameters and criteria stipulated in the Notes for the zoning. In view of the "O" zone of the Site, it would be desirable to incorporate a section in the Planning Statement with photomontages at VP1 and VP2 to describe the visual impact of the project and any mitigation measures such as buffer planting/greening to soften the visual bulk of ASP.	Noted. A new section has been added to the Supporting Planning Statement on the visual aspect of the Proposed Development.
Noise Impact 7. Please advise whether the construction/installation and operation of the APS would generate any potential noise impact, given there are residential developments in the surrounding and whether any mitigation measures would be required for any potential noise nuisance to the nearby noise sensitive receivers during construction and operation stages.	The period of construction/installation of APS is short (around 3 months) and the works do not involve any noisy activities such as piling works. Nevertheless, the construction/installation works will be prohibited during the restricted hours i.e. 7pm to 7am on normal weekdays and any time on a public holiday, including Sunday. The duration of APS operation (i.e. storing and retrieving vehicles) is short and the noise level is low against the high background noise (i.e. road traffic along the adjacent road network). Hence, no noise nuisance to the nearby noise sensitive receivers will be anticipated.
8. We have other comments on the Planning Statement and its appendices:-	
(a) Planning Statement Table 3.1 – It is understood that the height of the APS structure would be about 15m. Please advise the approximate number of storeys of the APS structure.	The APS will be not more than 7 storeys.
(b) Planning Statement Section 4 – Please beef up the justifications for the need of a PVP at the Site.	Noted. The justifications for the need of a PVP at the Site have been added to Section 5 of the Supporting Planning Statement.
(c) Planning Statement para. 4.3.1 – Please also quote the source of reference for the open space figures.	Noted. The source of reference for the open space figures has been added.
(d) TIA Table 4.3 – Please see comments on Table 4.3 below: ➢ Item 1: The no. of units if Silversands at STTL 611 should be 160 units. ➢ Item 7: The anticipated completion year should be 2030/31 as stated in the approved Planning Brief for the subject housing development available at https://www.pland.gov.hk/pland_en/access/pec/planning_brief/A	Noted. Table 4.3 of the TIA has been updated.

Comments	Responses
ppendix%20Ib%20-%20Planning%20Brief%20%20-%20CMT%20Site%202.pdf	
9. Please refer to the comments of relevant departments **(Annex I)**.	/
Comments from BD **(Subject Officer: Mr LO Chi Ming, John; Tel: 2626 1491)**	
I have no in-principle objection under the Building Ordinance (BO) to the captioned pre-submission for the proposed temporary public vehicle park subject to the following comments:-	
(a) Whether an Automatic Parking System (APS), its supporting structures or any part of its construction members falling within the definition of "Building" and hence under the control of the BO depends on individual merits of each APS. Detailed comments will be provided at General Building Plan submission stage when full details of APS are available;	Noted.
(b) The granting of any planning approval should not be construed as an acceptance of any existing building works or unauthorized building works (UBW), if any, on the application site under the BO. Enforcement action may be taken to effect the removal of UBW in the future.	Noted.
Comments from UD&L (Urban Design) **(Subject Officer: Mr Jeff Cheuk Nam LEUNG; Tel: 3565 3936)**	
With reference to the Town Planning Board Guidelines No. 41 on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG No. 41) (Para. 2.3(g) refers), a visual impact assessment might not be required for the subject application.	Noted.
Comments from ArchSD **(Subject Officer: Catherine WONG; Tel: 2582 5322)**	
2. Based on the information provided, it is noted that the proposed development consists of an Automatic Parking System (APS) structure with building height of not more than 15m which would be lower than the existing neighbouring buildings and structures. We have no particular comment on the proposed building height and the general building massing, subject to Planning Department's view. There are no images/photomontages provided in the Visual Impact Assessment showing the proposed APS structure in the context of its surroundings. The applicant is suggested to consider the visual effect of the APS structure in the design stage to minimize possible adverse visual impact to its immediate surroundings.	Noted.

Comments	Responses
3. We are not in a position to comment on the proposed land use at the Site which mainly pertains to planning issue outside ArchSD's purview.	Noted.
4. Please note that comments given above are not meant to be exhaustive. We understand that Planning Department will consider the application holistically and take into account comments/advice from the relevant parties/departments/bureaux in relation to the planning intention for the final ruling.	Noted.
Comments from TD (Subject Officer: Steve Ho; Tel. 2399 2408)	
2. Please be advised that I have no objection on the proposed temporary public vehicle park for a period of 7 years at the Site.	No objection noted.
3. Nonetheless, please find below our comments on the TIA from the traffic engineering point of view.	/
General Comments (i) It is appreciated that the feasibility of the provision of parking spaces for light buses/coaches at open-air conventional parking spaces will be further reviewed. A detailed review regarding the provision of parking spaces for commercial vehicles should be carried out in the submission at next stage.	Noted. A review was carried to study the feasibility to provide parking spaces for commercial vehicles and Figure 5.2 shows a preliminary layout which can provide 13 parking spaces for commercial vehicles (LGV/Light bus). However, there will be a reduction of 31 nos. of conventional private car parking spaces in the preliminary layout.
Specific Comments (i) Table 4.3 – Please confirm with PlanD on the list of planned and approved development and the relevant parameters.	Noted.

Compiled by: KTA
Date: 03 October 2023
File Ref: 20231003_PTS_STT Carpark_R-t-C for S16 Presubmission

PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

By Email

Our Ref: S3100/PTS/23/007Lg

6 November 2023

Secretary of Town Planning Board
15/F North Point Government Offices
333 Java Road
North Point

Dear Sir/Madam,

Proposed Temporary 'Public Vehicle Park (excluding container vehicle)' for a period of 7 Years at "Open Space" Zone, Government Land at Po Tai Street, Ma On Shan (Planning Application No. A/MOS/128) Further Information No. 1

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board on 24 November 2023 and the comments from relevant Government Departments forwarded from Sha Tin, Tai Po and North District Planning Office via emails on during the period from 24 to 27 October 2023.

To address comments from the relevant Government Departments, a responses-to-comments table has been prepared and is enclosed with this letter. Please note that in the Traffic Impact Assessment ("TIA") enclosed at Appendix 3 of the Supporting Planning Statement, a carpark layout with 13 nos. of commercial vehicle ("CV") i.e. for light goods vehicle and light bus parking spaces has been included. The TIA revealed that despite the inclusion of CV parking spaces in the Site, the result of the TIA would remain unchanged i.e. no significant adverse traffic impact onto the surrounding road network. In response to the comments from Traffic Engineering (NTE) Division of Transport Department, the Applicant would adopt the carpark layout with CV parking spaces in this Planning Application (**Annex A** refers). Table 3.1 of the Supporting Planning Statement has been updated to include the latest carparking space provision at the Site (**Annex B** refers).

Should you have any queries in relation to the attached, please do not hesitate to contact Ms Pauline Lam or the undersigned at 3426 8452. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD

Kitty Wong

Encl.: Responses-to-Comments table with Annexes A and B

cc. STN DPO – Ms Jessie Lau (by Email)
TD – Mr Alex Man / Mr Stanley Sin (by Email)
LLA – Mr S L Ng (by Email)

PL/KW/vy

**Proposed Temporary 'Public Vehicle Park (excluding container vehicle)'
for a period of 7 Years at "Open Space" Zone,
Government Land at Po Tai Street, Ma On Shan**

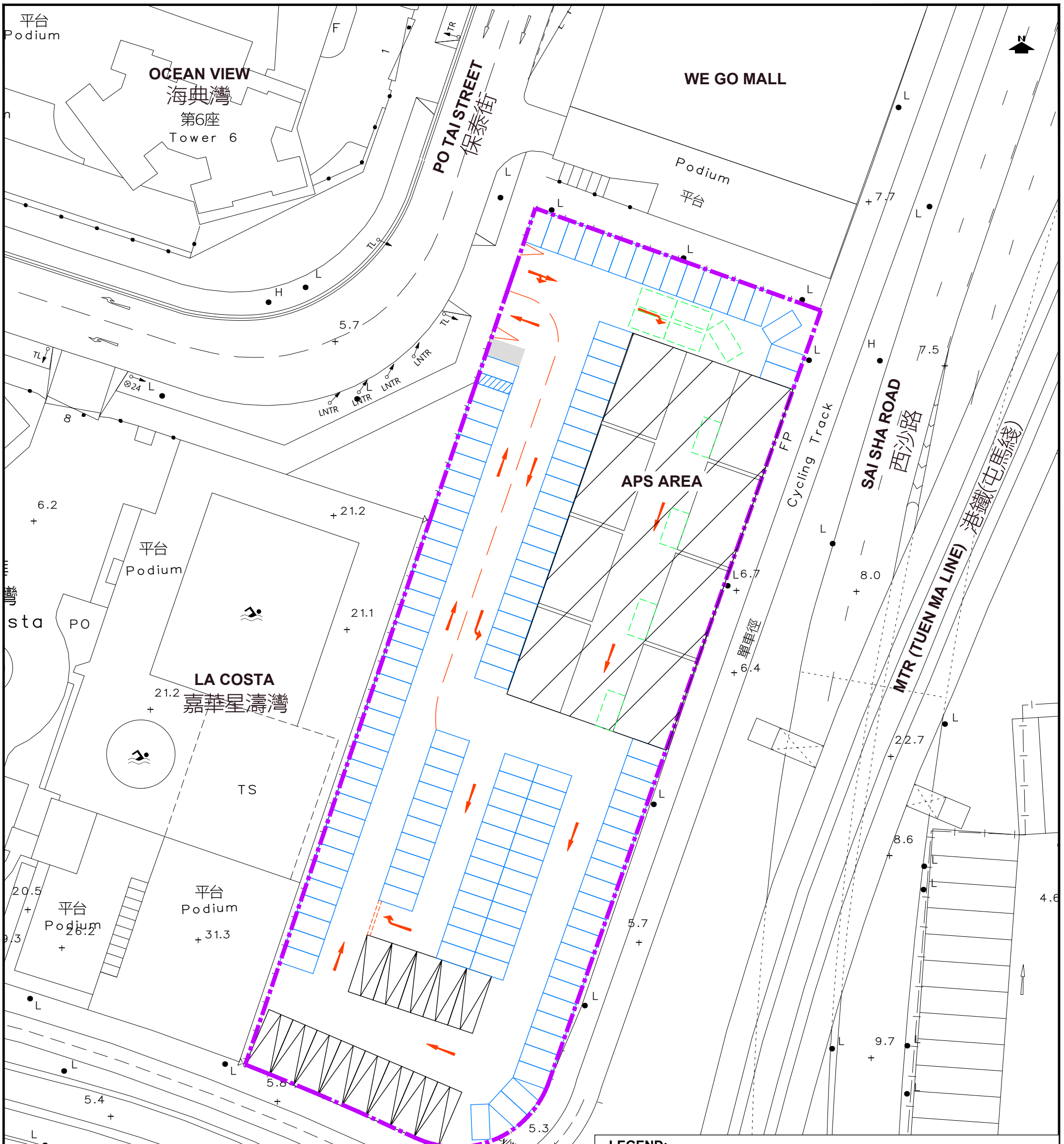
Comments forwarded from Sha Tin, Tai Po & North District Planning Office

Comments	Responses
Comments from District Lands Office, Sha Tin (received on 24 October 2023) (Contact Person: Ms Karen LEUNG; Tel.: 2158 4093)	
2. Our comments on the pre-submission for the captioned s.16 application provided on 29.9.2023 under ref. (9) of the same series is still valid.	Noted.
3. As a related issue, we could not find the response from Transport Department vide the R-to-C Table in Appendix 4 of the submission.	The response from TD is included in this R-t-C table.
Comments dated 29.9.2023 2. The captioned site is currently held under STT No. 2145 for the purpose of "*a fee-paying public carpark for parking of motor vehicles (excluding medium goods vehicles, heavy goods vehicles, tractors, trailers and container vehicles with or without tractors, trailers and containers)*" for a term of **one year certain** commencing on 17.4.2018 and thereafter quarterly subject to the maximum GFA and height not exceeding 35m^2 and 3m respectively for office / watchman/ caretaker / fee-collecting booth only. The STT can be terminated by either party giving to the other at least 3 calendar months' notice in writing.	Noted.
3. According to the latest directive from DevB, re-tendering of all STTs has been suspended until 31.12.2023 in tandem with FS's business helping measures. In this regard, the tenant of the above STT is permitted to continue occupying the site subject to the same terms and conditions contained in the tenancy agreement with rent concessions after expiry of the above fixed term.	Noted.
4. Under the established practice, any STT tendered by LandsD should not have a term of more than 7 years and the initial term of all carpark tenancies is normally "one year certain and thereafter quarterly". It is noted that TD has proposed to retender the tenancy of the site for a period from 2024 to 2031 (7 years) for public fee paying car park use with the requirements to provide automated parking system (APS).	Noted.

Comments	Responses
5. We have no in-principle objection to the proposed s16 application. However, please note our comments below on the proposed retender to be pursued by TD:	No in-principle objection noted.
(a) As the 7-year term deviates from the established practice as aforesaid, TD is required to provide full justifications and obtain support from the relevant policy bureau(x), e.g. TLB for LandsD to consider and process the retender, if planning approval is given for the s16 application. Notwithstanding, LandsD is unable to commit that a 7-year term carpark tenancy can be approved at this stage. LandsD may have further requirements for processing the proposed carpark STTs with APS requirements on this case's merits. Moreover, the proposed tenancy will require a lead time of about 9 to 12 months for LandsD's processing.	Noted.
(b) If 2-tier tender system is required, TD should obtain FSTB's support/no objection.	Noted.
(c) TD shall be responsible for monitoring the compliance of the proposed tender arrangements for 2-tier system, is any as well as the APS requirements or such related requirements of TD under the retender/tenancy.	Noted.
6. This office will offer further comments on the formal submission for s.16 application, as appropriate.	Noted.
Comments from Buildings Department (received on 27 October 2023) (Contact Person: Mr LO Chi Ming, John; Tel.: 2626 1491)	
I have no in-principle objection under the Building Ordinance (BO) to the captioned pre-submission for the proposed temporary public vehicle park subject to the following comments:-	No in-principle objection noted.
(a) Whether an Automatic Parking System (APS), its supporting structures or any part of its construction members falling within the definition of "Building" and hence under the control of the BO depends on individual merits of each APS. Detailed comments will be provided at General Building Plan submission stage when full details of APS are available;	Noted.
(b) The APS should be GFA & SC accountable under the BO.	Noted.
(c) The site shall be provided with EVA in accordance with Building (Planning) Regulation 41D.	Noted.
(d) The granting of any planning approval should not be construed as an acceptance of any existing building works or unauthorized building works, if any, on the application site under the BO. Enforcement action	Noted.

Comments	Responses
may be taken to effect the removal of all unauthorized works in the future.	
Comments from Urban Design and Landscape Section (Landscape) (received on 27 October 2023) (Contact Person: Mr Ivan WONG; Tel: 3565 3947)	
Based on the aerial photo of 2022, the site is situated in an area of residential urban landscapes character comprising of high rise residential & commercial development and clusters of trees. Significant impact on the landscape character arising from the proposed use is not anticipated.	Noted.
No landscape-related information is provided in the submission. Based on DPO's site photos taken on 13.10.2023 and para. 2.1.1 of the Supporting Planning Statement (PS), the site is hard paved and currently occupied by a public carpark. No sensitive landscape resources is observed within the site. Significant adverse landscape impact on the existing landscape resources arising from the proposed use is not anticipated. We have no objection to the application from landscape planning perspective.	No objection noted.
The Applicant is advised to state in the Planning Statement whether there is any existing trees within the site and would be affected by the proposed use.	There is no existing trees within the Site.
Comments from Traffic Engineering (NTE) Division of Transport Department (received on 27 October 2023) (Subject Officer: Mr Steve HO; Tel: 2399 2408)	
I note from the R-to-C and the TIA that a carpark layout with 13 commercial vehicle (CVs) (LGC/light bus) parking spaces has been derived (Figure 5.2 of the TIA refers).	Noted. Carpark layout with CVs included in **Annex A** is to address TE/NTE's comments.
Noting there would be a parking demand for commercial vehicles in Ma On Shan Area, please ask the applicant whether he/she would consider to adopt the car parking layout with CVs parking spaces in the proposal.	To address parking demand for commercial vehicles in Ma On Shan Area, the Applicant would adopt in the Planning Application the car parking layout with CVs parking spaces as shown in Figure 5.2 of the TIA (**Annex A** refers).
Comments from Sha Tin, Tai Po and North District Planning Office (received on 27 October 2023) (Subject Officer: Ms Jessie Lau; Tel.: 2158 6232)	
Please clarify the opening hours of the subject temporary car park	The carpark will be open 24 hours.

Compiled by: KTA
Date: 06 November 2023
File Ref: 20231106_A_MOS_128_FI 1_V01



LEGEND:

- SITE BOUNDARY OF PO TAI STREET CARPARK
- SITE ENTRY / EXIT
- WAITING SPACES FOR AUTOMATED PARKING SYSTEM

	NUMBERS
PC PARKING SPACES (CONVENTIONAL)	130
AUTOMATED PARKING SYSTEM OF MAXIMUM 15m HEIGHT (13 - 19 PARKING SPACES FOR EACH APS MODULE)	MAXIMUM 152 MINIMUM 104 TOTAL 234 - 282
COMMERCIAL (LGV/LIGHT BUS) VEHICLE PARKING SPACES	13

Note:
The layout and number of carparking spaces are shown for indicative purpose only and is subjected to detailed design to the satisfaction of Transport Department.

PROJECT NO. 40883	PROJECT TITLE: PLANNING APPLICATION FOR SHORT TERM TENANCY PUBLIC CAR PARK AT PO TAI STREET, MA ON SHAN	DRAWING NO. FIGURE 5.2	REV. B
DESIGNED SLN / DATE SEP 2023 DRAWN CLL / SCALE 1:500@A3 CHECKED SLN	DRAWING TITLE: **PRELIMINARY CARPARK LAYOUT ON PROVISION OF COMMERCIAL VEHICLE PARKING SPACES**	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\40883\DATA\DWG\FIGURE5.2B.DWG PLOT SCALE : 1 = 1

Annex B

Table 3.1 Major Development Parameters

	Parameters
Site Area	About 4,790m^2
Maximum Building Height	APS: Not more than 15m / 22mPD
Site Coverage	Not more than 20%
Carparking Spaces ▪ APS ▪ Private Vehicles ▪ Commercial Vehicles (LGV / light bus) ▪ **Total**	 104 -152 nos. 130 nos. 13 nos. **247-295 nos.**
Note: The layout and number of carparking spaces are shown for indicative purpose only and is subjected to detailed design to the satisfaction of Transport Department.	

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Sha Tin, Lands Department (DLO/ST, LandsD):

- no in-principle objection to the application;

- the Site is currently held under Short Term Tenancy (STT) No. STT2145 for the purpose of *"a fee-paying public carpark for the parking of motor vehicles (excluding medium goods vehicles, heavy goods vehicles, tractors, trailers and container vehicles with or without tractors, trailers and containers)"* for a term of one year certain commencing on 17.4.2018 and thereafter quarterly subject to the maximum GFA and height not exceeding 35m^2 and 3m respectively for office / watchman / caretaker / fee-collecting booth only. The STT can be terminated by either party giving to the other at least 3 calendar months' notice in writing;

- under the established practice, any STT tendered by LandsD should not have a term of more than 7 years and the initial term of all carpark tenancies is normally "one year certain and thereafter quarterly". It is noted that the applicant has proposed to re-tender the tenancy of the Site for a period from 2024 to 2031 (7 years) for public fee paying car park use with the requirements to provide automated parking system (APS); and

- as the 7-year term deviates from the established practice, the applicant is required to provide full justifications and obtain support from the relevant policy bureau(x), e.g. Transport and Logistics Bureau (TLB) for LandsD to consider and process the re-tender, if planning approval is given for the s.16 application. Notwithstanding, LandsD is unable to commit that a 7-year term carpark tenancy can be approved at this stage. LandsD may have further requirements for processing the proposed carpark Short Term Tenancy (STT) with Automated Parking System (APS) requirements on this case's merits.

2. Open Space Provision

Comments of the Director of Leisure and Cultural Services (DLCS):

- no in-principle objection ; and

- as the Site is not on the priority list for the development of leisure and cultural services projects in Sha Tin District, there is no implementation programme for the Site currently.

3. **Landscape**

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

- no objection to the application from landscape planning perspective;

- based on the aerial photo of 2022, the Site is situated in an area of residential urban landscapes character comprising of high rise residential & commercial development and clusters of trees. Significant impact on the landscape character arising from the proposed use is not anticipated; and

- based on site photos taken on 13.10.2023 and para. 2.1.1 of the Supporting Planning Statement (PS), the Site is hard paved and currently occupied by a public carpark. No sensitive landscape resources is observed within the Site. Significant adverse landscape impact on the existing landscape resources arising from the proposed use is not anticipated. We have no objection to the application from landscape planning perspective.

4. **Buildings**

Comments of the Chief Building Surveyor/ New Territories East (2) and Rail Section, Buildings Department (CBS/NTE2&R, BD):

- no in-principle objection to the application; and

- whether an Automated Parking System (APS), its supporting structures or any part of its construction members falling within the definition of "Building" and hence under the control of the Buildings Ordinance (BO) depends on individual merits of each APS. Detailed comments will be provided at General Building Plan submission stage when full details of APS are available.

5. **Fire Safety**

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

- no specific comment on the captioned report subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the D of FS; and

- subject to the types and size of the APS, detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.

6. <u>Other Departments</u>

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

(a) Commissioner of Police (C of P);
(b) Chief Highway Engineer / New Territories East, Highways Department (CHE/NTE, HyD);
(c) Chief Engineer/Railway Development 2-1, Railway Development Office, Highways Department (CE/RD2-1, RDO, HyD);
(d) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
(e) Chief Architect/Advisory & Statutory Compliance Division, Architectural Services Department (CA/ASC, ArchSD)
(f) Director of Environmental Protection (DEP); and
(g) District Officer (Sha Tin), Home Affairs Department (DO/ST, HAD)

Recommended Advisory Clauses

(a) to note the following comments of the District Lands Officer/Sha Tin, Lands Department (DLO/ST, LandsD):

(i) as the 7-year term deviates from the established practice, the applicant is required to provide full justifications and obtain support from the relevant policy bureau(x), e.g. Transport and Logistics Bureau (TLB) for LandsD to consider and process the re-tender, if planning approval is given for the s.16 application. Notwithstanding, LandsD is unable to commit that a 7-year term carpark tenancy can be approved at this stage. LandsD may have further requirements for processing the proposed carpark Short Term Tenancy (STT) with Automated Parking System (APS) requirements on this case's merits. Moreover, the proposed tenancy will require a lead time of about 9 to 12 months for LandsD's processing;

(ii) if 2-tier tender system is required, the applicant should obtain Financial Services and the Treasury Bureau's (FSTB) support/no objection; and

(iii) the applicant shall be responsible for monitoring the compliance of the proposed tender arrangements for 2-tier system, if any, as well as the APS requirements or such other related requirements of the applicant under the re-tender/tenancy;

(b) to note the comments from the Director of Leisure and Cultural Services (DLCS) that Leisure and Cultural Services Department (LCSD) will not be responsible for re-provisioning of the STT carpark if and when the Site is resumed for development. LCSD reserves the right to provide comments on the terms and conditions of the STT when the applicant submitted the relevant application to LandsD in due course;

(c) to note the comments of the Chief Building Surveyor/ New Territories East (2) and Rail Section, Buildings Department (CBS/NTE2&R, BD) that the APS should be gross floor area (GFA) and site coverage (SC) accountable under the Buildings Ordinance (BO). The Site shall be provided with emergency vehicular access (EVA) in accordance with Building (Planning) Regulation 41D. The granting of any planning approval should not be construed as an acceptance of any existing building works of unauthorized building works, if any, on the application site under the BO. Enforcement action may be taken to effect the removal of all unauthorized works in the future; and

(d) to note the comments from Chief Engineer/Railway Development 2-1, Railway Development Office, Highways Department (CE/RD2-1, RDO, HyD) that with reference to Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 1/2019 and/or Practice Notes for

Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, the applicant shall consult MTR Corporation Limited (MTRCL) with respect to the operation, maintenance, safety and any future works required for the existing Tuen Ma Line network.

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☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

A/MOS/128 Po Tai Street, Ma On Shan OS
02/11/2023 02:11

From:
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

A/MOS/128

Government Land at Po Tai Street, Ma On Shan, Sha Tin

Site area: About 4,790sq.m

Zoning: "Open Space"

Applied use: 313 Vehicle Parking / **7 YEARS**

Dear TPB Members,

Strong Objections. This is Government Land zoned OS, it is intended to cater for the recreational needs of the community. While Ma On Shan appears to have an adequate provision of OS, the lots should be considered in relation to the immediate neighbourhood.

Members should question if the many HKPSG recreational requirements are being met.

The site has been a parking lot for many years but there is no history of approvals despite the fact that it is operating under STT.

Application is for 7 YEARS . This is in contravention of

https://www.landsd.gov.hk/en/land-mgt-enforce/short-term-tenancy.html

Short Term Tenancy

For sites on unleased and unallocated government land with possible potential for temporary uses, if there are no relevant competing demands from government bureaux/departments, they may be made available for short term tenancies (STTs).

STTs are granted by LandsD by means of open tender or direct grant. In general, STTs are granted for a fixed term of a duration ranging from one year to five years and thereafter on a periodic basis.

According to the Applicant part of the facility will operate as an automated parking

system. These constructions will be up to 22mPD. However any construction on OS is restricted to 5% of the footprint and must be complementary to the recreational intention of OS.

Members should reject this application as it contravenes a number of existing regulations.

Mary Mulvihill