Previous Applications

Approved Applications

Application No.	Uses/Developments	Date of Consideration
A/NE-LYT/568*	Temporary Public Vehicle Park (Private Car) for a Period of 3 Years	7.8.2015
A/NE-LYT/742*	Temporary Public Vehicle Park (Private Car) for a Period of 3 Years	5.2.2021

Remarks:

* The application nos. A/NE-LYT/568 and A/NE-LYT/742 are the same site known as Site A.

Rejected Application

Application No.	Uses/ Development	Date of Consideration	Rejection Reasons
A/NE-LYT/718	Proposed Temporary Public Vehicle Park (Excluding Container vehicle) for a Period of 3 Years	6.3.2020	R1, R2

Rejection Reasons

R1. The proposed development was not in line with the planning intention of the "Agriculture" zone which was primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It was also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There was no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis.

R2. The applicant failed to demonstrate that the development would not cause adverse traffic impact on the surrounding areas.

Government Departments' General Comments

1. Land Administration

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

- the Site comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. There is NO guarantee that any adjoining Government land (GL) shall be allowed for access to the Site.

- no consent is given for inclusion of GL (about 102 m^2) in the Site. The GL within the Site has been fenced off without any permission. Any occupation of GL without Government's prior approval is an offence. The lot owner(s)/the applicant should immediately cease any occupation of GL and LandsD reserves the rights to take necessary land control action against the illegal occupation of GL without separate notice.

2. Traffic

Comments of the Commissioner for Transport (C for T):

- having reviewed the Traffic Impact Assessment enclosed in the application, she considers that the planning application is tolerable for 3 years from traffic engineering point of view; and

- the access road linking the Site and Sha Tau Kok Road (Lung Yeuk Tau) is not managed by Transport Department.

Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD):

- he has no comment on the application. The access road adjacent to the Site is not maintained by HyD.

3. Landscape

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

- no objection to the application from the landscape planning perspective; and

- the Site is located in an area of rural inland plains landscape character comprising of clusters of tree groups, vegetated areas, farmland, a pond at the north and small houses within the "Village Type Development" zone. The eastern portion of the site (Site A) is occupied by a car park which is in operation, while the western portion of the site (Site B) is covered by self-seeded vegetation. Some trees of common species (e.g. *Archontophoenix alexandrae* 假檳榔 and *Morus alba* 桑) are observed within the Site. According to Plan D – Preliminary Landscape Layout Plan in the Planning Statement (PS), 5 nos. of existing trees which are in conflict with the proposed

development layout are proposed to be transplanted within the Site and no tree is proposed to be felled. Significant adverse impact on the landscape character and existing landscape resources within the Site arising from the proposed use is not anticipated.

4. Drainage

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

- he has no objection to the application from the public drainage viewpoint;
- should the application be approved, a condition should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that it will not cause adverse drainage impact to the adjacent area. The drainage system should be properly maintained at all times during the planning approval period and rectify if they are found inadequate/ineffective during operation; and
- the Site is in an area where public sewerage connection is not available.

5. Environment

Comments of the Director of Environmental Protection (DEP):

- she has no objection to the application;
- there was no substantial environmental complaint against the Site during the past three years; and
- it is noted that the Site will not involve parking of heavy goods vehicle nor container truck.

6. Fire Safety

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

- he has no in-principle objection to the application subject to fire service installations being provided to the satisfaction of the D of FS.

7. Other Departments

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

  (i) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);

  (ii) Commissioner of Police (C of P); and

  (iii) Project Manager (North), North Development Office, Civil Engineering and Development Department (PM(N), CEDD).

Recommended Advisory Clauses

(a) to note the following comments of District Lands Officer/North, Lands Department (DLO/N, LandsD):

(i) the Site comprises Old Schedule Agricultural Lots held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. There is NO guarantee that any adjoining Government land (GL) shall be allowed for access to the Site;

(ii) no consent is given for inclusion of GL (about 102m^2) in the Site. The GL within the Site has been fenced off without any permission. Any occupation of GL without Government's prior approval is an offence. The lot owner(s)/the applicant should immediately cease any occupation of GL and LandsD reserves the rights to take necessary land control action against the illegal occupation of GL without separate notice; and

(iii) the owner(s) of Lot No. 470 in D.D. 83 will need to apply to LandsD for a Short Term Tenancy to regularize the irregularities on site. The application will be considered by LandsD acting in the capacity of the landlord at its sole discretion and there is no guarantee that such application will be approved. If such application is approved, its commencement date would be the first date of the occupation and it will be subject to such terms and conditions, including among others the payment of rent and administrative fee, as may be imposed by LandsD;

(b) to note the comments of the Director of Environmental Protection (DEP) to follow the environmental mitigation measures as set out in the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" issued by DEP in order to minimize any possible environmental nuisances. The applicant should oblige to comply with all environmental protection/pollution control ordinances, in particular the Water Pollution Control Ordinance;

(c) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. It is noted that T12 as shown on the application's submission in poor condition, which is outside the Site, is proposed to be felled and a compensatory tree is proposed outside the Site. The applicant is reminded to seek approval for any proposed tree works and compensatory planting from relevant departments prior to commencement of the works;

(d) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department that no public stormwater system in the vicinity of the Site. The applicant should construct and maintain the proposed drainage works whether within or outside the lot boundary by lot owner at their own expense; and

(e) to note the following comments of the Director of Fire Services:

(i) in consideration of the design/ nature of the proposed use, fire service installations (FSIs) are anticipated to be required, Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to Fire Services Department for approval;

(ii) the applicant should be advised that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of proposed FSI to be installed should be clearly marked on the layout plans; and

(iii) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.

H+S

致城市規劃委員會秘書：
專人送遞或郵遞:香港北角渣華道 333 號北角政府合署 15 樓
傳真 : 2877 0245 或 2522 8426
電郵: tpbpd@pland.gov.hk

To : Secretary, Town Planning Board
By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax : 2877 0245 or 2522 8426
By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates
A/NE-LYT/795

意見詳情 (如有需要，請另頁說明)
Details of the Comment (use separate sheet if necessary)

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

簽署 Signature _____ 日期 Date 2023.6.20

2

城市規劃委員會
香港 北角 渣華道333號
北角政府合署15樓

RECEIVED
09 JUN 2023
Town Planning Board

A/NE-LYT/795

敬啟者：

關於上述申請：
丈量約份第83約地段第466號(部份) 及 丈量約份第83約地段第470號(部份)，這2個物業是同一業主? 還是2個不同的業主?

如果這2個物業是由2個不同業主擁有； 將來可能會出現爭拗。 避免日後有所爭拗，請城市規劃委員會批准前，增加附帶條件，保障原本的業主權益。

上述申請的規劃綱領第14頁及第16頁圖則中，車位編號11、12、13及14，這4個車位座落於丈量約份第83約地段第466號(部份)、丈量約份第83約地段第470號(部份)及毗連政府土地。

請城市規劃委員會批准前，增加附帶條件說明：

1 是否車位編號的車位座落在那個地段，就由那個業主管理、負責及運作?
2 車位編號11、12、13及14，這4個車位是由那個業主管理、負責及運作?
3 毗連政府土地，是由那個業主管理、負責及運作?
4 加設一條6公尺濶的**行車道路**，穿過丈量約份第83約地段第470號(部份)，進出丈量約份第83約地段第466號(部份)。 這條6公尺濶的**行車道路**的業權、管理、負責及運作是屬於那個業主?
5 這條6公尺濶的**行車道路**，日後可否因使用多年的理由，用「業權侵佔」或**其他理由**，更改原本的業主的業權、擁有權、管理、負責及運作?

軍地村 魯仁炳
09-06-2023

3

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

A/NE-LYT/795 DD 83 Kwan Tei
14/06/2023 03:04

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

Lots 466 (Part) and 470 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 905sq.m Includes Government Land of about 102sq.m

Zoning : "Agriculture"

Applied Development : 30 Vehicle Parking

Dear TPB Members,

792 withdrawn. Previous objections relevant and upheld.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Monday, 13 March 2023 2:35 AM CST
Subject: A/NE-LYT/792 DD 83 Kwan Tei

A/NE-TKL/792

Lot 466 (Part) and 470 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 1,921 sq.m Includes Government Land of about 109sq.m

Zoning : "Agriculture"

Applied Development : 54 Vehicle Parking

Dear TPB Members,

766 withdrawn and back with some modification and the inclusion of government

land, plus the addition of a glossy brochure outlining the development. It is well known that village parking lots are a cash cow operating in a grey area when it comes to coughing up tax on revenue.

Previous objections, particularly with regard to the transplantation issue remain valid and upheld.

In addition, with regard to the need of parking for village houses, how come there have been no measures introduced in view of the 'strong demand' that village houses provide a parking port on the ground floor.

The so called Small Houses are in fact, by HK standards, quite spacious and in line with villa development should come with in situ parking.

It is unacceptable that so much land be used for a most inefficient land use.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Sunday, 20 November 2022 2:36 AM CST
Subject: Fwd: A/NE-LYT/766 DD 83 Kwan Tei

Dear TPB Members,

The proposal to transplant some of the trees is alarming. An operator of a parking facility will certainly not want to cover the considerable cost involved in SUCCESSFUL transplantation. And then there is the issue of possible contamination of the stream from the run off from the paved area during rainy season.

Previous objections upheld. The intention is clearly to clear the lots for future development.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Wednesday, 10 August 2022 3:25 AM CST
Subject: A/NE-LYT/766 DD 83 Kwan Tei

A/NE-TKL/766

Lot 466 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 2,009sq.m

Zoning : "Agriculture"

Applied Development : 63 Vehicle Parking

Dear TPB Members,

Application 718 643rd RNTPC MEETING ON 06.03.2020

After deliberation, the Committee decided to reject the application. The reasons were :

"(a) the proposed development is not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis; and

(b) the applicant fails to demonstrate that the development would not cause adverse traffic impact on the surrounding areas."

But the operation went ahead anyway, apparently on a reduced footprint.

Members should question if any enforcement action was taken as there are in fact two parking lots close to the pond that should be protected.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Date: Thursday, 21 November 2019 3:28 AM CST
Subject: A/NE-LYT/718 DD 83 Kwan Tei

A/NE-LYT/718

Lot 466 (Part) in D.D.83, Kwan Tei, Fanling

Site area : About 3,400sq.m

Zoning : "Agriculture"

Applied Development : 63 Vehicle Parking

Dear TPB Members,

711 was withdrawn.

Previous objections applicable.

Mary Mulvihill

From:
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Monday, August 19, 2019 3:09:59 AM
Subject: A/NE-LYT/711 DD 83 Kwan Tei

A/NE-LYT/711
Lot 466 (Part) in D.D.83, Kwan Tei, Fanling
Site area : About 6,300m²
Zoning : "Agriculture"
Applied Use : 134 Vehicle Parking

Dear TPB Members,

This is obviously a **DESTROY TO BUILD** application as much of the site is vegetated.

Almost 50sqmts per vehicle? Certainly not private cars, this is intended for container vehicle parking. There is already a small parking facility on the triangle to the right of the site, large enough to accommodate any local parking needs.

There is currently agricultural activity in the immediate area. Members cannot justify the concreting over of such a large site of arable land.

Mary Mulvihill

申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關新界粉嶺軍地丈量約份第 83 約地段第 466 號（部分)及第 470 號（部分）
和毗連政府土地
之臨時公眾停車場（只限停泊私家車)（為期 3 年）規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 劉有興 村代表

簽署: 劉

日期: 13-06-2023

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 .333 號
北角政府合署 15 樓

有關新界粉嶺軍地丈量約份第 83 約地段第 466 號（部分)及第 470 號（部分）
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 李觀清（村代表）

簽署: 李觀清

日期: 13.6.2023.

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2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 李開榮 村代表

簽署: 李開榮

日期: 13-6-2023

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 葉永生 (村代表)

簽署: 葉永生

日期: 13/06/2023

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 彭華英（村代表）

簽署: Pang

日期: 13/06/2023

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 譚玉金 村民

簽署: 譚玉金

日期: 12.6.2023

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 林六陽 村民

簽署: 林六陽

日期: 12-6-2023

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 黎漢昌 村民

簽署: Lai Hon chang.

日期: 12-6-2023.

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: Hui Lai Ching. 村民

簽署: Hui

日期: 12/6/2023

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申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關新界粉嶺軍地丈量約份第 83 約地段第 466 號（部分)及第 470 號（部分）
和毗連政府土地
之臨時公眾停車場（只限停泊私家車)（為期 3 年）規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 叶伟英 村民

簽署:

日期: 13-6-23

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 .333 號
北角政府合署 15 樓

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因此，本人懇請城規會盡快批准上述申請。

姓名: 吳國文 村民

簽署: 吳國文

日期: 13-6-23

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Town Planning Board

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因此，本人懇請城規會盡快批准上述申請。

姓名: 邊雅倩 村民

簽署: 倩

日期: 13-6-23

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19 JUN 2023
Town Planning Board

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因此，本人懇請城規會盡快批准上述申請。

姓名: 簡建滔 村民

簽署: 簡建滔

日期: 13-6-2023

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19 JUN 2023
Town Planning Board

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因此，本人懇請城規會盡快批准上述申請。

姓名: WONG YUEN HAN 村民

簽署:

日期: 13 - JUNE - 2023

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

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因此，本人懇請城規會盡快批准上述申請。

姓名: Lau Chin Sven 林倩

簽署:

日期: 13/6/2023

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19 JUN 2023
Town Planning Board

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 劉峻傑 [illegible]

簽署: [illegible]

日期: 13-06-23

RECEIVED
19 JUN 2023
Town Planning Board

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因此，本人懇請城規會盡快批准上述申請。

姓名: WONG SZE KEI 村民

簽署:

日期: 13/6/2023

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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: Yu Mei Wan 村民

簽署: [signature]

日期: 13/6

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因此，本人懇請城規會盡快批准上述申請。

姓名: Wong Kam Chung. 拱
簽署:
日期: 13/6

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因此，本人懇請城規會盡快批准上述申請。

姓名: CHUNG YUEN CHUN 村民

簽署:

日期: 13 JUN 2023

RECEIVED
19 JUN 2023
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申請編號：A/NE-LYT/795

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因此，本人懇請城規會盡快批准上述申請。

姓名: Chan Chi Man 村民

簽署: Man

日期: 13-06-23

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

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因此，本人懇請城規會盡快批准上述申請。

姓名: 吳敏逸 村民

簽署: 逸

日期: 六月十三日

RECEIVED
19 JUN 2023
Town Planning Board

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因此，本人懇請城規會盡快批准上述申請。

姓名: TANG LAI HA 村民

簽署: HA

日期: 13-6-2023

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19 JUN 2023
Town Planning Board

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因此，本人懇請城規會盡快批准上述申請。

姓名: WONG WAI KWONG 村民

簽署:

日期: 6-13-23

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

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香港北角渣華道 333 號
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因此，本人懇請城規會盡快批准上述申請。

姓名: LAU CHUN KAI 村民

簽署:

日期: 13 JUN 2023

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19 JUN 2023
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因此，本人懇請城規會盡快批准上述申請。

姓名: 鄭春長 村民

簽署:

日期: 16-6-23

RECEIVED
19 JUN 2023
Town Planning Board

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致：城市規劃委員會
香港北角渣華道 .333 號
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因此，本人懇請城規會盡快批准上述申請。

姓名: 胡惠芳 村民

簽署: 胡惠芳

日期: 14-6-23

RECEIVED
19 JUN 2023
Town Planning Board

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姓名: 廖譚笑 村民

簽署: 廖譚笑

日期: 14-6-23

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19 JUN 2023
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因此，本人懇請城規會盡快批准上述申請。

姓名: 鍾 村民

簽署: 鍾 [illegible]

日期: 23、6、14

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 .333 號
北角政府合署 15 樓

有關新界粉嶺軍地丈量約份第 83 約地段第 466 號（部分)及第 470 號（部分）
和毗連政府土地
之臨時公眾停車場（只限停泊私家車)（為期 3 年）規劃申請

本人得知申請人向城規會提交上述申請，因此特意寫信支持，原因如下：

1. 善用荒廢土地，提供停車位以滿足居民需要；
2. 有助改善村內泊車問題，減少路旁違例泊車；及
3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 郭蘭妃 村民

簽署:

日期: 13-6-2023

RECEIVED
19 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 .333 號
北角政府合署 15 樓

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因此，本人懇請城規會盡快批准上述申請。

姓名: 潘錦平 村民

簽署: 潘錦平

日期: 13-6-2023

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姓名: 朱美英 村民

簽署: 朱美英

日期: 13-6-2023

RECEIVED
10 JUN 2023
Town Planning Board

申請編號：A/NE-LYT/795

致：城市規劃委員會
香港北角渣華道 333 號
北角政府合署 15 樓

有關新界粉嶺軍地丈量約份第 83 約地段第 466 號（部分)及第 470 號（部分）
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3. 規模細小，沒有不良影響。

因此，本人懇請城規會盡快批准上述申請。

姓名: 李貴雲 村民
簽署: [illegible]
日期: 12.6.2023

RECEIVED
10 JUN 2023
Town Planning Board

37

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

KFBG's comments on three planning applications
20/06/2023 11:48

From: EAP KFBG <eap@kfbg.org>
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

3 attachments

230620 s16 LYT 795.pdf 230620 s16 TKL 730.pdf 230620 s16 TP 687.pdf

Dear Sir/ Madam,

Attached please see our comments regarding three applications. There are three pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

Email Disclaimer:
The information contained in this e-mail (including any attachments) is confidential and is intended solely for the addressee. If you are not the intended recipient, please notify the sender immediately and delete this e-mail from your system. Any unauthorised use, disclosure, copying, printing, forwarding or dissemination of any part of this information is prohibited. KFBG does not accept responsibility and shall not be liable for the content of any e-mail transmitted by its staff for any reason other than bona fide official purposes. There is no warranty that this e-mail is error or virus free. You should not rely on any information that is not transmitted via secure technology.

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

20th June, 2023. **By email only**

Dear Sir/ Madam,

Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of 3 Years (A/NE-LYT/795)

1. We refer to the captioned.

2. Although planning permission has been granted for the eastern part of the site for temporary car park use (e.g., A/NE-LYT/568, A/NE-LYT/742), the western part is covered by a rejected application (also for temporary car park use), and the reasons to reject this application (i.e., A/NE-LYT/718; rejected in 2020) are shown below:

(a) the proposed development is not in line with the planning intention of the "Agriculture" zone which is primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from the planning intention, even on a temporary basis; and

(b) the applicant fails to demonstrate that the development would not cause adverse traffic impact on the surrounding areas.

3. We urge the Board to consider whether the above reasons are applicable to the current application.

4. Thank you for your attention.

Ecological Advisory Programme, Kadoorie Farm and Botanic Garden

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

2023年 5月 19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 19 MAY 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-III
表格第 S16-III 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

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

適用於祇涉及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/發展或該等臨時用途/發展的許可續期的建議*

***Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area)and Renewal of Permission for such Temporary Use or Development.*
**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展)及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

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

2301286 9/5 By Hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-LYT/795
	Date Received 收到日期	19 MAY 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)

Lau Wing On
劉永安

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)

Toco Planning Consultants Limited

達材都市規劃顧問有限公司

3. Application Site 申請地點

(a)	Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots 466 (part) and 470 (part) in D.D. 83 and adjoining government land, Kwan Tei, Fanling
(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 905 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）	102 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	approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19
(e) Land use zone(s) involved 涉及的土地用途地帶	"Agriculture" ("AGR")
(f) Current use(s) 現時用途	One portion is an existing car park, another portion is vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

☐ is the sole "current land owner"#& (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」#& (請繼續填寫第 6 部分，並夾附業權證明文件)。

☐ is one of the "current land owners"#& (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」#& (請夾附業權證明文件)。

☑ is not a "current land owner"#.
並不是「現行土地擁有人」#。

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

5. Statement on Owner's Consent/Notification 就土地擁有人的同意/通知土地擁有人的陳述

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

☐ published notices in local newspapers on _____ (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
3.5.2023 (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 9.5.2023 (DD/MM/YYYY)&
於_____(日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

Note: May insert more than one「✔」.
Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.
註: 可在多於一個方格內加上「✔」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展
(For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B))
(如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development 擬議用途/發展	Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	☑ year(s) 年 .....3..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	.....905.....sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	.....sq.m ☐About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	.....
Proposed domestic floor area 擬議住用樓面面積	.....sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	.....sq.m ☐About 約
Proposed gross floor area 擬議總樓面面積	.....sq.m ☐About 約

Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明)

.....
.....
.....
.....

Proposed number of car parking spaces by types 不同種類停車位的擬議數目

Private Car Parking Spaces 私家車車位	.....30.....
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)	.....
	.....

Proposed number of loading/unloading spaces 上落客貨車位的擬議數目

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)	.....
	.....

Proposed operating hours 擬議營運時間

24 hours daily

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ 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)) Please see attached Planning Statement. ☐ 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	☐

(e) Impacts of Development Proposal 擬議發展計劃的影響
(If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)

(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情
	No 否	☑
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☐ (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	☑

(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境	Yes 會 ☐	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) Please see attached Planning Statement

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

7. Justifications 理由

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

Please see attached Planning Statement

8. Declaration 聲明

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

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會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

CHAN TAT CHOI ..... Managing Director .....

Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

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

on behalf of 代表 TOCO Planning Consultants Limited .....
☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 9.5.2023 ..... (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。

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	Lots 466 (part) and 470 (part) in D.D. 83 and adjoining government land, Kwan Tei, Fanling 丈量約份第83約地段第466號(部份)、第470號(部份)及毗連政府土地
Site area 地盤面積	905 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 102 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE- LYT/19 龍躍頭及軍地南分區計劃大綱核准圖編號S/NE- LYT/19
Zoning 地帶	"Agriculture" 「農業」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) 臨時私家車之公眾停車場 (臨時核准公眾停車場之擴建計劃)

(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		
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)	
		Storeys(s) 層 ☐ (Not more than 不多於)	
	Non-domestic 非住用	m 米 ☐ (Not more than 不多於)	
		Storeys(s) 層 ☐ (Not more than 不多於)	
(iv) Site coverage 上蓋面積	% ☐ About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數		30
	Private Car Parking Spaces 私家車車位		30
	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)		
	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）	☐	☑
土地用途地帶及位置圖 Zoning and Location Plan, 地盤及土地類別圖 Site and Land Status Plan, 對比圖 Current Scheme vs Previous Schemes		
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）	☐	☑
申請地點現況的照片 Photos of the current conditions of the application site		

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。

Appendix Ib of RNTPC
Paper No. A/NE-LYT/795

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

PLANNING STATEMENT

TOCO Planning Consultants Ltd.

OZZO Technology (HK) Ltd.

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Executive Summary

In view of the genuine demand for car parking spaces for the villagers of Kwan Tei Village, and no suitable site is available for an additional car park within the village, Mr. Lau Wing On – the Indigenous Inhabitant Representative of Kwan Tei Village (the Applicant) has spent great effort in identifying suitable sites for a village car park in the area. This section 16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of the Applicant to seek permission from the Town Planning Board for a proposed temporary public vehicle park for private car (extension proposal of an approved temporary public vehicle park) with 30 parking spaces for a period of three years at Lots 466 (part) and 470 (part) in D.D. 83 and adjoining government land, Kwan Tei, Fanling. The application site is about 905m^2 in area and falls within an area zoned "Agriculture" ("AGR") on the approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE- LYT/19.

The proposed temporary village car park is an integration of an approved car park and the proposed car park extension, which promotes efficient use of scarce land resources. In response to the departmental comments of the previous applications, the development scheme has been further revised with the large reduction of site area and number of parking space. Planning and technical assessments have shown that the application site is suitable for car park use since it is partly paved and partly abandoned land without any planned development. Being adjacent to the village proper, the proposed use is compatible with the adjacent land uses which are predominantly village houses, local tracks and vacant land. It will not result in any significant adverse impacts on the traffic, environmental, drainage and landscape aspects of the locality. Being temporary in nature, the approval of this small village car park will not set an undesirable precedent for similar applications and frustrate the long-term planning intention of "AGR" zone. It will help relieve the parking problem in Kwan Tei Village and have positive impact to the traffic condition in the village by reducing the illegal roadside parking and vehicle-pedestrian conflicts.

行政摘要

(內容如有差異，應以英文版本為準)

鑒於軍地村的村民對停車位的切實需求，但村內沒有可用的適合土地作額外停車場，因此劉永安先生 (申請人) 作為軍地村的原居民代表，不遺餘力地在當地尋覓適合的地點作村用停車場。申請人於是透過達材都市規劃顧問有限公司，根據城市規劃條例第 16 條向城市規劃委員會遞交規劃許可申請，以准許在丈量約份第 83 約地段第 466 號(部份)、第 470 號(部份)及毗連政府土地，擬作為期 3 年的臨時私家車之公眾停車場 (臨時核准公眾停車場之擴建計劃)，以提供 30 個私家車位。申請地點面積約有 905 平方米，現時在龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE- LYT/19 上被訂為「農業」地帶。

擬議臨時村用停車場是組合了核准停車場及擬議停車場擴建，以確保珍貴土地資源能夠有效利用。是次計劃因應部門對過去申請之意見作出了進一步修訂，當中包括將地盤面積和車位數目大幅減少。規劃及工程評估認為申請地點部份為鋪設路面，部份為沒有發展計劃之荒地，因此很適合作停車場用途。另外，申請地點毗連地現有鄉村中心區，周邊地方主要是村屋、鄉郊道路及荒地，因此擬議用途不會與毗連土地利用不相協調，同時亦不會對區內的交通、環境、排水及園景造成不良影響。由於擬議用途屬臨時性，因此批准是次規劃細小的村用停車場不會為類似申請立下不良先例，從而影響「農業」地帶的長遠規劃意向。相反，本計劃有助改善軍地村的泊車問題，以減少路旁違例泊車及人車爭路，對村內交通情況有正面效果。

1. INTRODUCTION

1.1 Purpose of Submission

This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. (TOCO) on behalf of Mr. Lau Wing On, the Indigenous Inhabitant Representative of Kwan Tei Village (the Applicant). It seeks the permission of the Town Planning Board (the Board/ TPB) for a proposed temporary public vehicle park for private car (extension proposal of an approved temporary public vehicle park) with 30 parking spaces for a period of three years at Lots 466 (part) and 470 (part) in D.D. 83 and adjoining government land, Kwan Tei, Fanling. The application site is about 905m^2 in area and is zoned "Agriculture" ("AGR") on the approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19 (**Plan A**).

1.2 Background of the Application

Kwan Tei Village is a well-established local village with a number of residential dwellings. In view of its relatively remote location with minimum public transportation nearby and insufficient vehicle parking spaces/ suitable area for providing additional village car park in Kwan Tei Village, this resulted in a genuine demand for car parking spaces to serve the local residents in the village. Currently, there is a number of illegal roadside parking inside the village which creates vehicle-pedestrian conflicts.

Over the years, the Applicant has spent effort in identifying suitable sites for a village car park and finally Lot 466 in D.D. 83 right next to the village core is considered to be the most suitable choice. A s.16 planning application (No. A/NE-LYT/711) for a temporary village car park with 134 parking spaces at the majority part of the aforesaid lot was submitted by the Applicant. It was however withdrawn on 27.9.2019 due to several departmental comments received. In response, the Applicant had submitted a s.16 planning application (No. A/NE-LYT/718) for the same use but with a smaller site area (i.e. 3,400m^2) and 63 parking spaces. The application was rejected by the TPB on 6.3.2020 mainly on the reasons of agricultural and traffic concerns.

Subsequently, the Applicant had commissioned TOCO to submit a s.16 planning application (No. A/NE-LYT/742) for a temporary village car park of 11 parking spaces at Lot 470 (part) in D.D. 83, which is adjoining Lot 466. The application was approved by the Board on 5.2.2021 (see **Appendix I**) and, however, a number of local residents of Kwan Tei Village have expressed their wishes of providing an additional village car park to cater the keen demand of car parking spaces in the village (see **Appendix II**).

In this regard, two s.16 planning applications (Nos. A/NE-LYT/766 and A/NE-LYT/792) for a proposed village car park covering the site were respectively submitted to the TPB. While majority departments had no comment on both applications, Planning Department (PlanD) had reservation on the schemes mainly due to the agricultural concerns. Thus, the applications were withdrawn on 20.12.2022 and 30.3.2023 respectively.

TOCO

Plan A: Zoning and Location Plan

Extract of Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No.S/NE-LYT/19

1.3 The Improved Scheme

In response to the departmental comments, the Applicant herein submits a revised scheme with the following improvements:

(a) Improved Access Arrangement
The access entrance of the proposed car parking extension area has been relocated to the western side of the approved triangular car park (No. A/NE-LYT/742), which connects to the existing local track road towards Sha Tau Kok Road. Thus, the vehicular routing of the proposed car park does not need to pass through the "AGR" land covering several private lots and the adjoining government land.

(b) Reduction on the Scale of Development
In order to facilitate the above arrangement, the proposed car park extension area (refer as "Site B") will be integrated with the approved triangular car park area (refer as "Site A"). Compared with the previous rejected case no. A/NE-LYT/718, the site area and the number of parking spaces for Site B plus Site A has been largely reduced from 3,820m^2 to 905m^2 and from 74 to 30 respectively. No parking space for goods vehicle will be provided in both sites.

(c) Minimum Impact
The subject car park will be temporary in nature. Some trees are proposed to be transplanted to a suitable place within the site to avoid interference of the car park layout. For Site B, no land filling will be involved and removable materials (i.e. gravel) will be used for the construction of this part of the car park so that it could be easily reinstated in future. A Traffic Impact Assessment has been conducted.

Planning and technical assessments have been conducted and shown that the proposed scheme under this application is well justified based on the following reasons:-

(a) the proposed car park is intended to relieve the genuine demand for parking spaces to serve the local residents and the villagers in the area;
(b) the Applicant has spent great effort on site search and the subject site is the best available site for a village car park (location, accessibility and cost consideration);
(c) it would have positive impact to the traffic condition within the village by reducing the illegal roadside parking and minimizing vehicle-pedestrian conflicts;
(d) the subject temporary car park is an integration of an approved car park and the proposed car park extension, which promotes efficient use of scarce land resources;
(e) the proposed village car park scheme is compatible with the surrounding land uses without affecting the "AGR" zone;
(f) the Applicant has tried his very best to make a significant number of improvements to the development proposal over the previous schemes;
(g) the small scale development will not result in any significant traffic, environmental, drainage and landscape impacts; and
(h) being temporary in nature and many similar approved cases in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the "AGR" zone.

2. PLANNING BACKGROUND

2.1 Site Location and Accessibility (Plan A)

The application site is located at the western fringe of Kwan Tei Village, Fanling. It is accessible from the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau via a local track (**Photo 1**). The site is bounded by a pond and some wild grass (**Photo 2**) to the north; the village proper of Kwan Tei Village to the east (**Photo 3**); and a piece of vacant land covered with dry abandoned field and wild grass to the south and west (**Photo 4**).

2.2 Site and Adjacent Land Uses (Plan B)

The application site has a total area of about 905m^2 and it can be sub-divided into two portions, i.e. Site A (the triangular car park area) in the east and Site B (the vacant land adjoining the car park) in the west. Site A is paved, flat and fenced off and is currently occupied by a public vehicle park with 11 parking spaces under a valid planning approval No. A/NE-LYT/742. It has a total area of about 420m^2 and is already hard paved, flat, fenced off and covered with some landscape features (**Photo 5** and **Photo 6**). Site B has a total area of about 485m^2 and is mainly flat, vacant and partly covered with wild grass and trees (**Photo 7** and **Photo 8**). The current vehicular access is located at the eastern side of the application site.

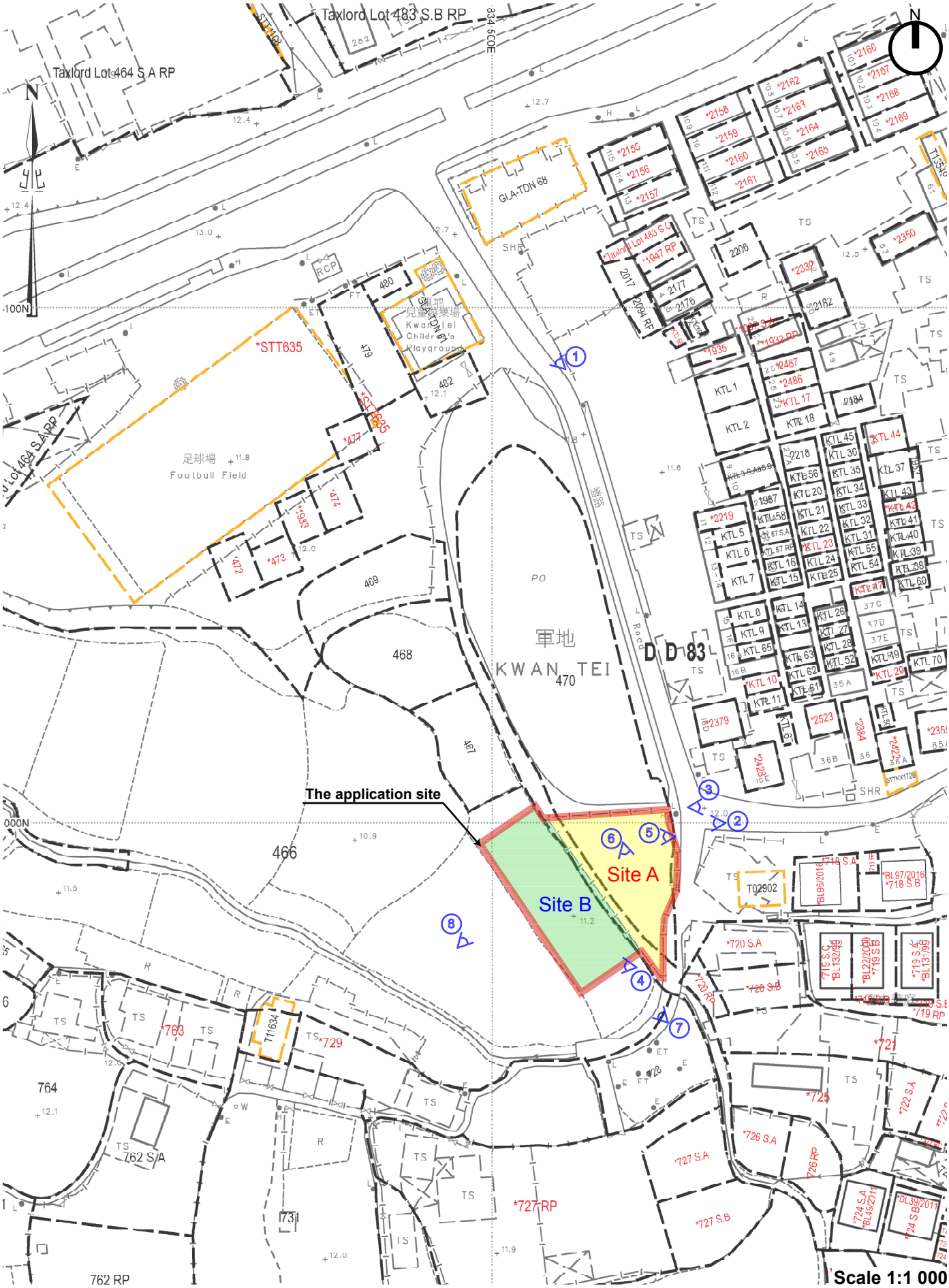
The surrounding land uses are predominantly rural in character intermixed with village houses, temporary structures, pond, small stream, vacant land and flat land covered with dry abandoned field and wild grass. The village proper of Kwan Tei Village is located immediate east of the site. It is noticed that majority portion of the internal access roads inside the village are relatively narrow with a number of illegal roadside parking.

2.3 Planning History

The application site is zoned “AGR” on the approved Lung Yeuk Tau and Kwan Tei South OZP No. S/TNE-LYT/19. The planning intention of this zone is primarily to retain and safeguard good quality agricultural land/ farm/ fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purpose. Nevertheless, the application site has been the subject of the following previous s.16 planning applications:

(a) No. A/DPA/NE-LYT/84 covering Site B and a large portion of the adjoining area for proposed residential development with recreational facilities was **approved** by the Board on 5.1.1996.

(b) No. A/NE-LYT/568 covering Site A for temporary public vehicle park (private cars) with 11 parking spaces for a period of 3 years was **approved** by the Board on 7.8.2015.



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Plan B: Site and Land Status Plan

Photo 1: Local road via Sha Tau Kok Road

Photo 2: Site entrance and the pond north of the site

Photo 3: The village proper east of the site

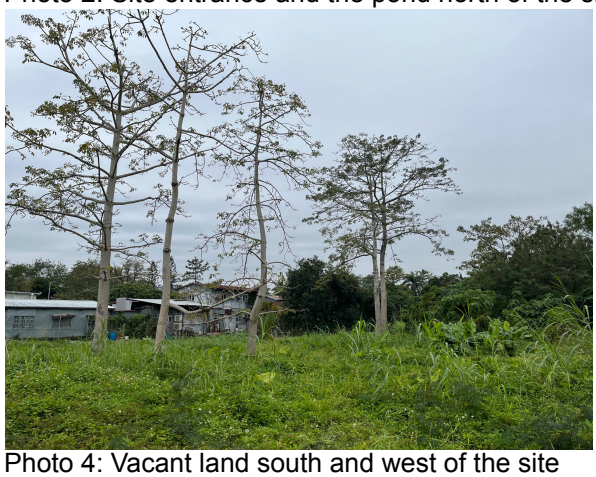


Photo 4: Vacant land south and west of the site

Photo 5: Northern part of Site A

Photo 6: Southern part of Site A

Photo 7: Site B

Photo 8: Northern part of Site B

TOCO

Site Photos

(View Points Shown on Plan B)

(c) No. A/NE-LYT/711 covering Site B and the adjoining area for proposed temporary public vehicle park (excluding container vehicle) with 134 parking spaces for a period of 3 years was withdrawn by the Applicant on 27.9.2019 due to the adverse departmental comments received.

(d) No. A/NE-LYT/718 covering Site B and the adjoining area (smaller site area than No. A/NE-LYT/711) for proposed temporary public vehicle park (excluding container vehicle) with 63 parking spaces for a period of 3 years was rejected by the TPB on 6.3.2020 mainly on the reasons of agricultural and traffic concerns.

(e) No. A/NE-LYT/742 covering Site A for temporary public vehicle park (private cars) with 11 parking spaces for a period of 3 years was **approved** by the Board on 5.2.2021 (see **Appendix I**).

(f) No. A/NE-LYT/766 covering Site B and the adjoining area (smaller site area than No. A/NE-LYT/718) for proposed temporary public vehicle park (private car and light goods vehicle only) with 63 parking spaces for a period of 3 years was withdrawn by the Applicant on 20.12.2022 due to PlanD had reservation on the proposal since the proposed vehicular access would have to pass through some amount of the "AGR" land.

(g) No. A/NE-LYT/792 covering Site A plus Site B and the adjoining area (smaller site area than No. A/NE-LYT/766) for proposed extension of an approved temporary public vehicle park at Site A (54 parking spaces in total) for a period of 3 years was withdrawn by the Applicant on 30.3.2023 due to PlanD had reservation on the proposal in view that public carparking provision should be located in areas intended for development purposes.

The Applicant has taken into account the departmental comments received during the previous applications and prepared a workable and compromised car park scheme with detailed planning and technical assessments for the consideration of the Board.

2.4 Land Status (Plan B)

The application site involves Lots 466 (part) and 470 (part) in D.D. 83 and some adjoining government land. The private lots are both Old Scheduled Agricultural Lot under Block government Lease. The site area covering Lots 466 and 470 are 458m^2 and 345m^2 respectively. The government land included in the site is about 102m^2 in area.

After this s.16 planning application is approved by the Board, an application for short term tenancy covering the concerned government land will be submitted to the Lands Department for approval.

3. DEVELOPMENT PROPOSAL

Kwan Tei Village is a well-established local village but situated at a relatively remote area with minimum public transport facilities nearby. In view of the continuous demand for car parking spaces to serve the local residents and the villagers of Kwan Tei Village (see **Appendix II**), and there is insufficient suitable space for providing vehicle parking facilities inside the village, the Applicant is therefore seeking the TPB's permission for a temporary village car park to be provided right next to the village.

3.1 Layout Plan, Development Parameters and the Operation

In response to the departmental comments received from the previous planning applications, the Applicant has spent utmost effort to make a significant number of improvements to the development proposal over the previous schemes, i.e.

- The proposed car park extension area (Site B) will be integrated with the approved triangular car park area (Site A), thus the vehicular routing of the proposed village car park can pass through the existing local track road towards Sha Tau Kok Road (without the need of providing a new access in "AGR" land).

- In order to fully utilise the application site for the proposed village car park, the existing car park layout in Site A has been largely re-arranged. While the existing run-in/run-out will be retained, the total number of car parking spaces will be increased from 11 to 10 plus 4 which are partly encroached on Site B.

- In addition, the site area and the number of parking spaces in Site B have been largely reduced from about 1,501m^2 to 485m^2 and from 46 to 16 respectively in comparison with the latest previous application (No. A/NE-LYT/792). No parking space for goods vehicle will be provided in Site A and Site B.

- In order to facilitate this arrangement, the chain-link fence at the western side of Site A will be removed. The existing trees along the eastern side of Site B will be translated to a suitable location within the application site.

A Layout Plan for the temporary use proposal is attached in **Plan C**. It has the following facilities and operation:-

(i) **<u>Car Parking Layout</u>**

With a total application site area of 905m^2, there will be 30 parking spaces for private cars (measuring 2.5m x 5m each) within the site. No structure or kiosk will be erected on the site. Swept path analysis has been conducted in the TIA to ensure ease of vehicle manoeuvring within the proposed scheme (see **Appendix IV**). The car park layout is found to have no manoeuvring issue.

Site A has been paved for some time to facilitate the development of public vehicle park under the valid planning approval (No. A/NE-LYT/742) and no further site formation work will need to be carried out for this application. As stated above, the parking spaces will be re-arranged and the chain-link fence at the western side of Site A will be removed to facilitate the integration of the two sites.

For Site B, wild grass will be removed and no land filling will be involved for the proposed car park. Removable materials (i.e. gravel) will be used for the construction of the car park extension area so that it could be easily reinstated upon expiry of the planning permission (if obtained). As stated above, the existing trees along the eastern side of Site B are proposed to be transplanted to a suitable place within the application site to avoid interference of the car park layout (**Section 3.2** refers). Chain-link fence will be built along the northern, southern and western side of Site B.

(ii) <u>Development Parameters</u>

Under the current application, the proposed car park extension area (Site B) together with the approved car park area (Site A) have a total area of about 905m^2 and a total parking spaces of 30 nos. A table summarizing the development parameters of the proposed car park is shown in **Table 3.1** below.

Table 3.1: Development Schedule of the Proposed Development

	Site A (a)	**Site B (b)**	**Total (a) + (b)**
Site Area (m^2)	~ 420m^2	~ 485m^2	**~ 905m^2**
No. of Parking Space(s)	10 nos. + 4 nos. partly encroached on Site B	16 nos.	**30 nos.**

(iii) <u>The Operation</u>

The proposed car park is anticipated to be completed by the end of 2023 in view of the small scale development and no site formation will be required and no structure will be erected. It is only to serve the nearby villagers and the local residents. The operation hours of the temporary public vehicle park will be 24 hours per day. Similar to the normal practice of the local villages in the N.T., the proposed public vehicle park will be on payment of a fee on monthly basis. It will only be available for the use of local residents and villagers of Kwan Tei Village and the payment procedure shall be made in the Rural Committee/ Village Office.

TOCO

Plan C: Layout Plan

(For Indicative Purpose Only)

3.2 Landscape Proposal

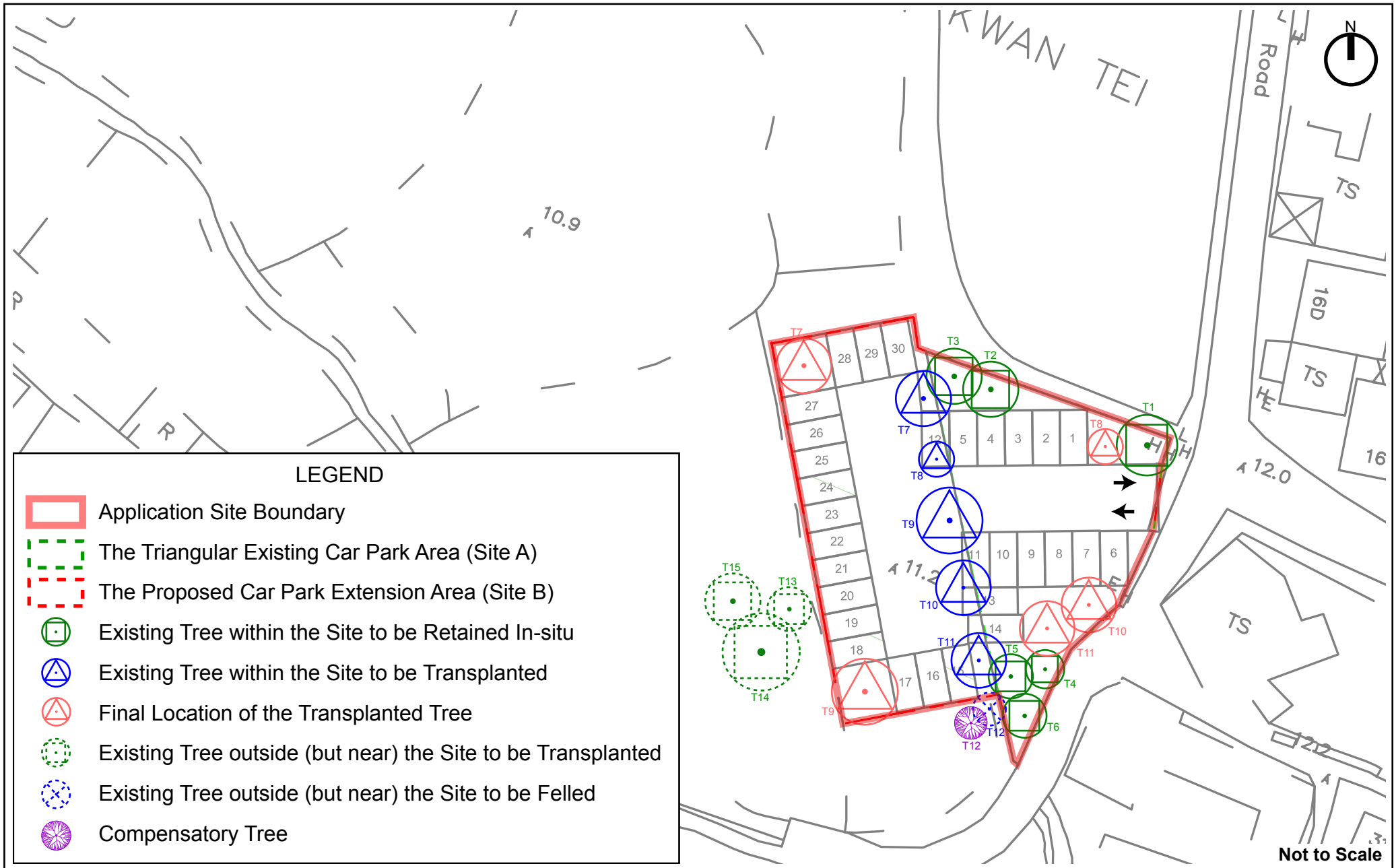
The application site can be sub-divided into two portions, i.e. Site A (the triangular existing car park area) in the east and Site B (the proposed car park extension area) in the west. Site A is already hard paved with some vegetation planted along the fence boundary. All the existing trees (i.e. 6 nos. of *Archontophoenix Alexandrae* (T1 - T6)) in Site A will be retained in-situ.

For Site B, this area is flat and mostly covered by wild grass and no significant landscape resource is observed. 5 nos. of *Morus alba* (T7 – T11) are observed along the eastern side of Site B adjoining the triangular existing car park area. T7 – T11 will be in conflict with the proposed parking spaces and they are proposed to be transplanted to the suitable location within the application site. The invasive species (if any) that are found at the site are proposed to be removed.

Furthermore, a *Morus alba* (T12) *and 3 nos. of Bombax ceiba* (T13 – T15) are observed outside (but near) the application site. T13 – T15 are situated in an appropriate distance away from the site boundary and they can be retained in-situ. However, a joint site inspection with the Applicant was arranged on 16.3.2023 and it is found that T12 is in poor condition. Although only a very small portion of the canopy of T12 will be encroached onto the proposed parking spaces, it is recommended to be felled because T12 is unlikely to be survived after transplantation. In future, a same type of tree with similar size will be re-planted at the nearby location with adequate space for tree planting.

A preliminary landscape layout plan showing the approximate location of the existing trees and the proposed landscape mitigation measures is attached in **Plan D**. Basic information on the existing trees within and along the site boundary is attached in **Appendix III**. Under the current scheme, the application site boundary has been formulated by providing adequate buffer between Site B and the surrounding vegetation, stream and the pond. Fencing will be provided around the application site in order to physically separate the landscape and water source from the proposed development. No site formation works will need to be carried out for the development, so that the area can be used for future agricultural rehabilitation if necessary.

The Applicant is committed to submit a landscape and tree preservation proposal with tree survey after the subject s.16 planning application is approved by the TPB.



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Plan D: Preliminary Landscape Layout Plan

(For Indicative Purpose Only)

3.3 Access Arrangement

The application site is located in Kwan Tei and can be accessed via a local access road linking with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau.

Under the latest design, the application site has been incorporated with previously approved temporary car park, providing a total of 30 car parking spaces serving the local residents in Kwan Tei Village. Vehicle swept path assessments are undertaken to indicate that sufficient spaces are available for vehicle manoeuvring within the vehicle park.

The current vehicular access located at the eastern side of the previously approved temporary car park site will be adopted as the vehicular access for the proposed temporary public vehicle park. Therefore, the layout of the previously approved temporary car park site has been slightly rearranged.

3.4 Other Technical Arrangement

The proposed temporary car park will have the following technical arrangement:

(i) <u>Drainage Arrangement</u>

Perimeter drainage channels (i.e. 500mm) will be provided on site and connect to existing underground stormwater drain to the satisfaction of the Drainage Services Department (DSD). Drainage proposals will be submitted upon approval of this s.16 planning application. A qualified engineer shall be engaged in the detailed design stage to provide designs for the internal site drainage layout and the drainage connection between the site and the existing drainage system in the vicinity.

(ii) <u>Environmental Arrangement</u>

No car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site. The Applicant will follow the latest “Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses” issued by Environmental Protection Department (EPD) and comply with all environmental protection/ pollution control ordinances, in particular the Water Pollution Control Ordinance (WPCO).

(iii) <u>Fire Safety Arrangement</u>

Fire protection facilities such as fire extinguishers will be provided at the site to meet the standards of relevant departments.

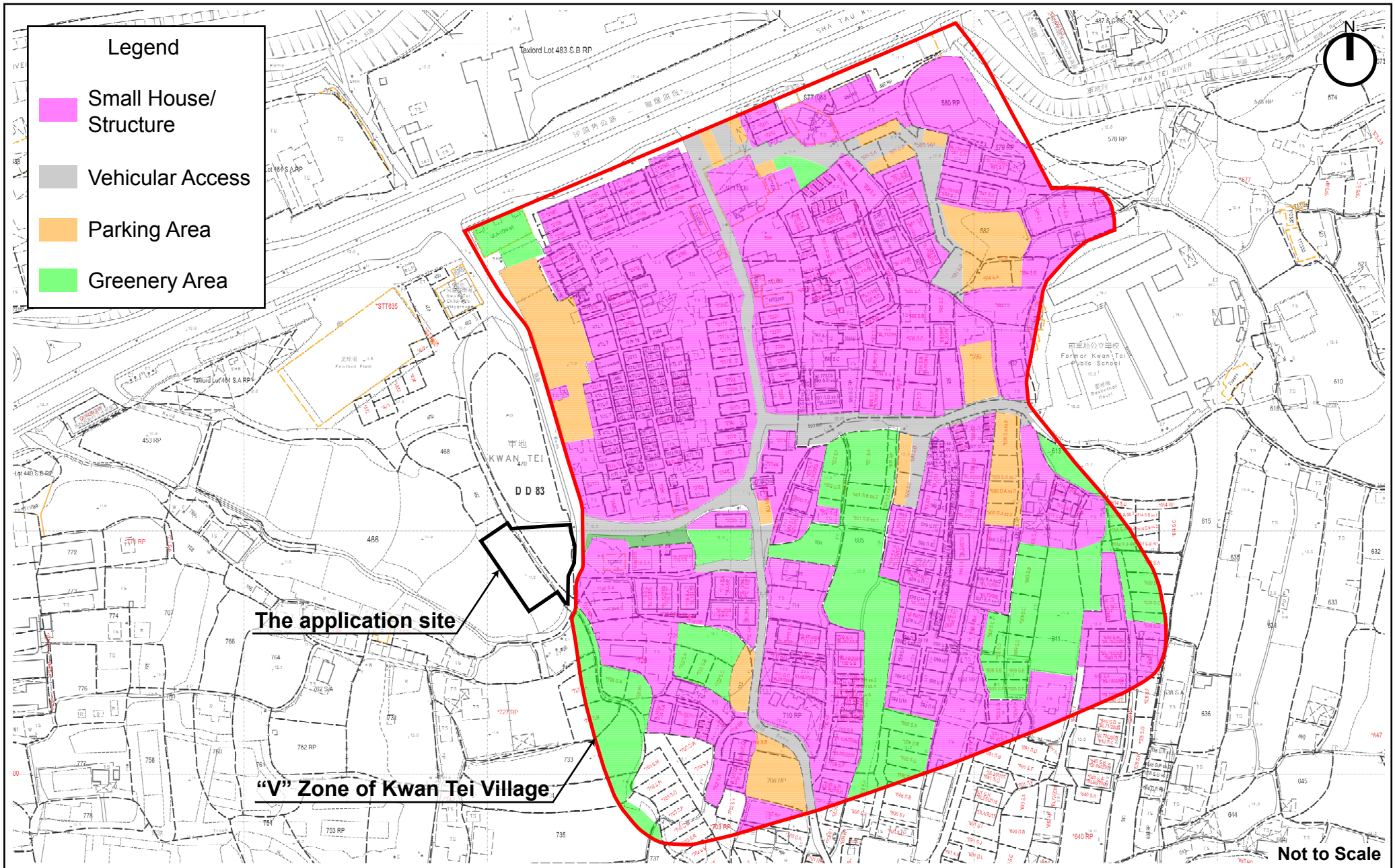
4. PLANNING JUSTIFICATION

4.1 Meeting the Strong Demand for Car Parking Spaces in Kwan Tei Village

Kwan Tei Village is a well-established local village with a number of residential dwellings. It is located at a relatively remote area with minimum public transportation nearby. This resulted in a genuine demand for parking spaces for the local villagers in the area. However, there is currently lacking of vehicle parking space and also insufficient suitable area for providing an additional village car park inside the village.

A land use distribution plan of Kwan Tei Village is shown in **Plan E**. Over 70% of the land (i.e. pink colour) within the “V” zone of Kwan Tei Village is already occupied by small houses and structures. The remaining portion (i.e. green colour) within the “V” zone are mostly covered by mature trees, footpath, stream and electricity poles which are not suitable for the proposed car park. It is important to note that majority of the area within the “V” zone is not accessible by vehicular road (i.e. grey colour). The small amount of vacant land with vehicular access has already been occupied by village car parks and their car parking spaces are already fully occupied (i.e. orange colour). In view of the constraints of the existing land use character of Kwan Tei Village, it is difficult to find a suitable area for providing an additional village car park inside the village. The Applicant – the Inhabitant Representative of Kwan Tei Village stressed that it is very difficult to secure an agreement from the landowner for an additional village car park inside the village.

Consequently, a village car park was previously provided at a vacant land within the “AGR” zone next to the Kwan Tei Playground near the village entrance (see photos below). In view of the subject car park was in breach of the Town Planning Ordinance, it had recently been reinstated back to vacant land. However, the problem of insufficient vehicle parking space car parking still exists and the villagers have no choice but to disorderly park their vehicles along the narrow roadside inside the village.



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Plan E: Land Use Distribution Plan of Kwan Tei Village

4.2 The Best Available Site for the Proposed Village Car Park

In order to resolve the parking problem for the village, the Applicant – the Inhabitant Representative of Kwan Tei Village has spent effort over the years in identifying suitable sites for the provision of a village car park which must meet the following several criteria:

- The **location** of the site is preferably selected near the village core for the convenience of the villagers and the **size** of the site should not be too small so as to meet a reasonable number of car parking spaces for the villagers;

- The site must have proper **access** (or no right of way problem) to allow vehicles entering the site. It should not be elongated in **shape** and should have sufficient spaces for manoeuvring of vehicles; and

- **Rental price** offer of the site cannot be too high. Sites with sensitive **zoning** or required substantial clearance of vegetation shall not be considered.

Eventually, the Applicant had identified the portion of Lots 466 and 470 in D.D. 83 and adjoining government land as the best available option based on the following reasons:

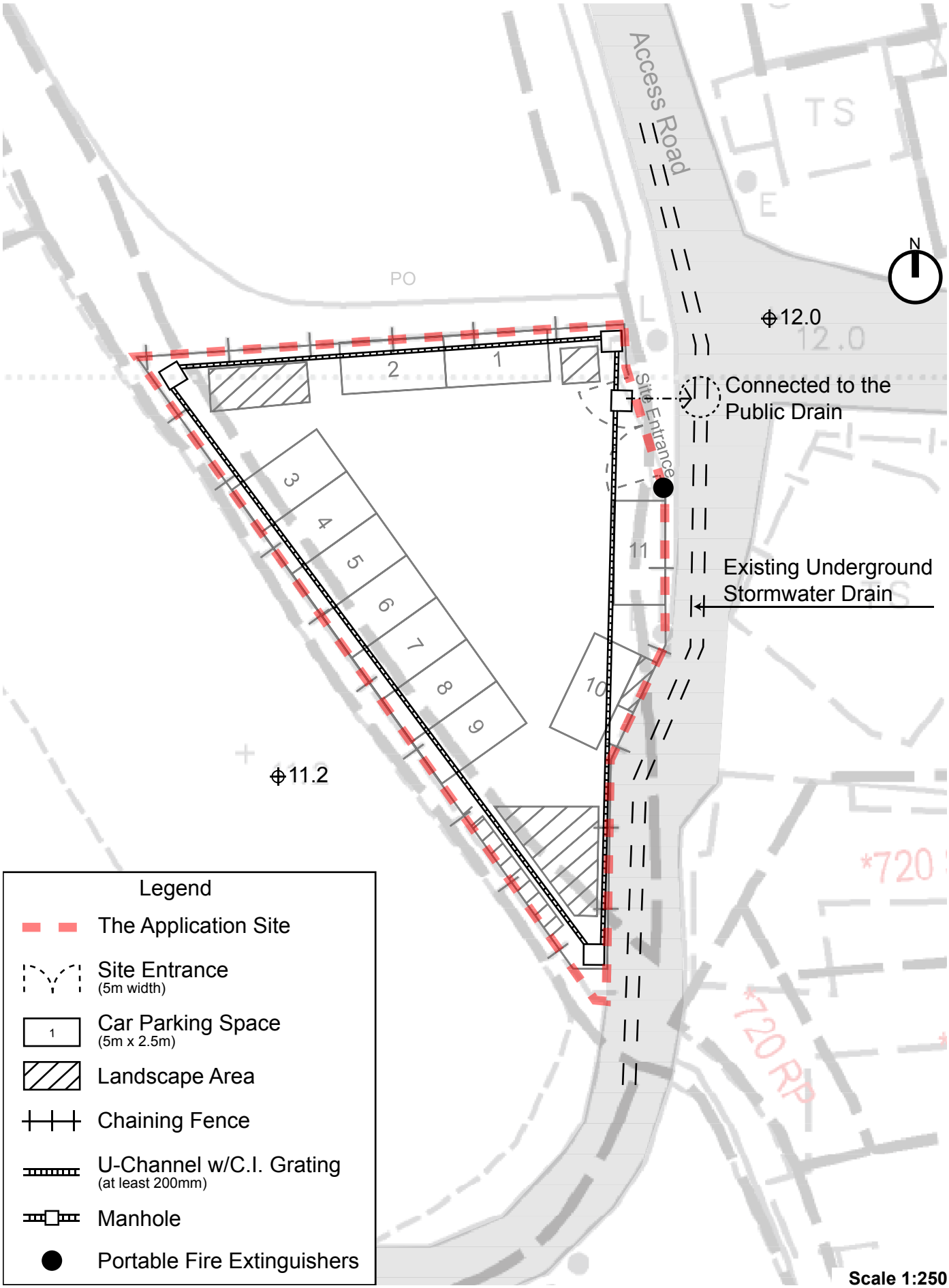
1. The site has a reasonable size which will be able to provide a suitable number of car parking spaces to serve the local residents in the area. Rental offer of the site is within the budget of the villagers.

2. The site can be accessed from (and is close to) Sha Tau Kok Road via a local track without right of way problem. It is located at the western fringe of Kwan Tei Village, which is within a short walking distance to the village proper.

3. The site is flat and is vacant for a long time without planned development. Substantial clearance of vegetation is not required for the development.

After the Applicant had obtained an agreement from the landowner of Lot 466 in D.D. 83, a s.16 planning application (No. A/NE-LYT/711) for a temporary village car park with 134 parking spaces at a majority portion of the aforesaid lot was submitted to the TPB. It was withdrawn on 27.9.2019 due to several departmental comments received. In response, the Applicant had submitted a s.16 planning application (No. A/NE-LYT/718) for the same use but with a smaller site area and 63 parking spaces. The application was rejected by the Board on 6.3.2020 mainly on the reasons of agricultural and traffic concerns.

Subsequently, the Applicant had obtained an agreement from the landowner of Lot 470 in D.D. 83 and commissioned TOCO to submit a s.16 planning application (No. A/NE-LYT/742) to the TPB for the provision of a temporary village car park of 11 car parking at a small portion of the aforesaid lot. The application was approved by the Board on 5.2.2021 (see **Plan F** and **Appendix I**). However, the villagers and the local



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Plan F: The Approved Triangular Car Park

residents of Kwan Tei Village have expressed to the Applicant that the supply of car parking spaces still could not cope with the demand. They have expressed their wish of providing more car parking spaces to the Applicant (see **Appendix II**). Therefore, the present s.16 planning application with an improved car parking scheme is submitted.

4.3 Brings Positive Impact to the Traffic Condition of Kwan Tei Village

As stated in **Section 4.1**, Kwan Tei Village has long been facing serious problem of insufficient vehicle parking spaces. In particular after the previous village car park next to the Kwan Tei Playground had reinstated back to a vacant land due to the fulfilment of planning enforcement action, the villagers have no choice to disorderly park their vehicles along the narrow roadside inside the village. The Applicant – the Inhabitant Representative of Kwan Tei Village has tried his very best but could not find a suitable car park site (or secure the site from landowners) within Kwan Tei Village.

While majority portion of the internal access roads in Kwan Tei Village are relatively narrow, there is still a number of illegal roadside parking occurred inside the village which creates vehicle-pedestrian conflicts (see photos below). Some access roads had to implement a one-way vehicular routing system in order to minimise the risk of traffic deadlock. After consulting the local villagers, the Applicant has decided to develop a village car park near the village core to serve the nearby residents as well as better utilise land resource.

With the provision of the subject village car park adjoining the village core, the vehicles which originally park at the roadside inside the village could be consolidated at the proposed car park. It would not only provide remedial measures for shortage of parking supply to serve the local residents and villagers in the area, but also reduce the illegal roadside parking thereby minimizing vehicle-pedestrian conflicts. It would have positive impact to the traffic condition inside the village and improve roadside air quality of the village (i.e. less vehicles entering the village core).

It is noteworthy that the proposed temporary village car park is an integration of an approved car park and the proposed car park extension, which promotes efficient use of scarce land resources. The proposed small scale car park with a size of about 905m^2 would not significantly affect the “AGR” zone.

4.4 Compatible Temporary Village Car Park without Affecting the "AGR" Zone

The application site is considered suitable for a temporary village car park. It is accessible from (and is close to) the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau via a local track. It is located at the western fringe of Kwan Tei Village, which is within a short walking distance to the village proper. There are no sensitive zonings such as "Green Belt" in the vicinity of the site.

Although the application site falls within an area zoned "AGR" on the approved Lung Yeuk Tau and Kwan Tei OZP, it is considered less susceptible to the local environment since the proposed village car park is regarded as the extension of an approved car park (No. A/NE-LYT/742) which is open-air and temporary in nature. It is noteworthy that majority part of the site (i.e. Site B) is the subject of a s.16 planning application (No. A/DPA/NE-LYT/84) for the proposed residential development with recreational facilities, which was approved by the Board on 5.1.1996. Site B has been vacant for a very long time and there is no current or planned agricultural program at the site. It is flat and partly covered with wild grass, and no significant landscape resource is observed. Therefore, land or pond filling or substantial clearance of vegetation is not required for the proposed development. The Applicant shall be reminded to implement good site practice so not to pollute the water course nearby.

In fact, Site B has been left idle for some years, with no agricultural activities being carried out. The continuous abandonment of the site would only result in the waste of valuable land resources and gradual degradation of the general environment. In view of the current status of the site, it is obvious that the planning intention of the existing "AGR" zoning could no longer be fulfilled. This represents an opportunity to better utilize the obsolete site for more desirable alternative uses that are compatible with the surrounding area. Under this application, the proposed temporary village car park (an integration of an approved car park and the proposed car park extension) could provide an interim solution to maximise land utilization of the abandoned land and, at the same time, to meet the strong demand of car parking spaces for Kwan Tei Village.

On the other hand, Site A is already paved and is occupied by an existing village car park under valid planning approval No. A/NE-LYT/742. The application site at a whole only comprises a small portion of Lots 466 and 470 in D.D. 83 and adjoining government land, covering a total area of about 905m^2 which represents only about 0.06% of the entire "AGR" zone (i.e. 1,441,900m^2) on the OZP. The remaining portion of the said lots with the existing vegetation will remain unaffected. The approval of the application on a temporary basis for a period of three years will not frustrate the long-term planning intention of the "AGR" zone.

Given the temporary nature and small scale of the development, the proposed village car park is considered compatible with the surrounding land uses which are predominantly village houses, local tracks and vacant land. In comparison with the previous schemes, the site area and the number of parking spaces under this

application have been largely reduced. Chain-link fence will be provided around the site in order to physically separate the major vegetation and water source in the vicinity from the development. Sufficient buffer spaces have been reserved along the south and southwestern boundary of Site B so as to protect the natural resources (i.e. stream) of the area. In light of the planning gains and the insignificant impacts generated, it is considered that the proposed temporary use could warrant a departure from the planning intention of the "AGR" zone. The Applicant is committed to use removable materials (i.e. gravel) to construct the car park so that the site could be easily reinstated upon expiry of the planning permission. Therefore, the subject temporary proposal will not affect future agricultural rehabilitation if needed.

4.5 Significant Improvement of the Proposed Scheme over the Previous Scheme

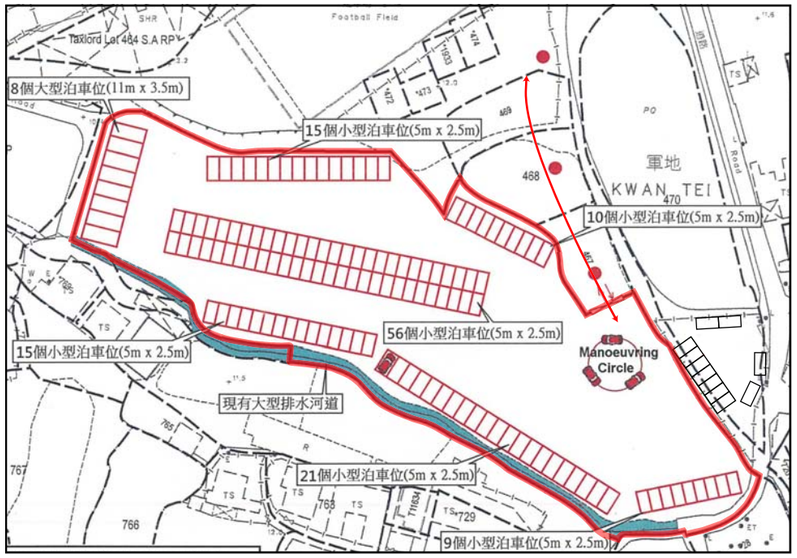
The application site is the subject of several previous planning applications for temporary car park use. In response to the departmental comments, the Applicant has tried his very best to make a number of improvements to the development proposal over the previous schemes. For instance, PlanD was concerned on the previously proposed access would have to pass through several lots covered by "AGR" zone. Under the current scheme, the car park extension area will be integrated with the adjoining approved car park area. Thus, the current vehicular access located at the eastern side of the approved car park will be adopted as the vehicular access for the proposed car park.

In comparison with the previously rejected application, the scale of development in Site B under the present scheme has been revised by largely reducing the site area from 3,400m^2 to 485m^2. In total, the site area and the number of parking spaces for both sites under this application will be 905m^2 and 30 respectively, which are much lower than the previous applications (see **Plan F** and **Table 4.1**). Despite the site area is reduced, a wider buffer space (about 10m setback from the top of the bank of the stream) between the site boundary and the parking spaces has been provided.

The Applicant has engaged a Traffic Consultant to design the proposed village car park layout and conducted a swept path analysis so as to optimising the use of the smaller site. The Applicant, who has made utmost effort to improve the development scheme, is willing to accept the imposition of any appropriate approval conditions by the Board.

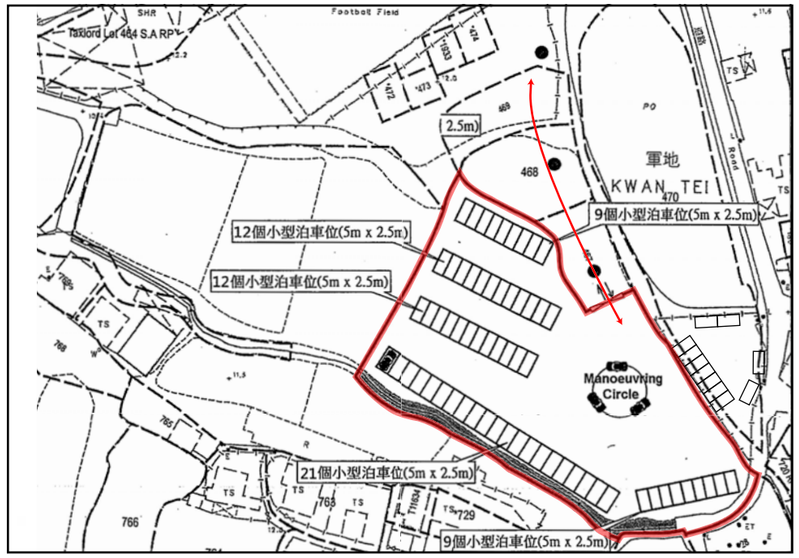
Table 4.1: Current Scheme vs Previous Schemes

	A/NE-LYT/711 (Site B)	A/NE-LYT/718 (Site B)	A/NE-LYT/742 (Site A)	A/NE-LYT/766 (Site B)	A/NE-LYT/792 (Site A + B)	The Scheme (Site A + B)
Site Area (m^2)	6,300m^2	3,400m^2	420m^2	2,009m^2	1,921m^2	905m^2
No. of Parking Space(s)	134	63	11	63	54	30



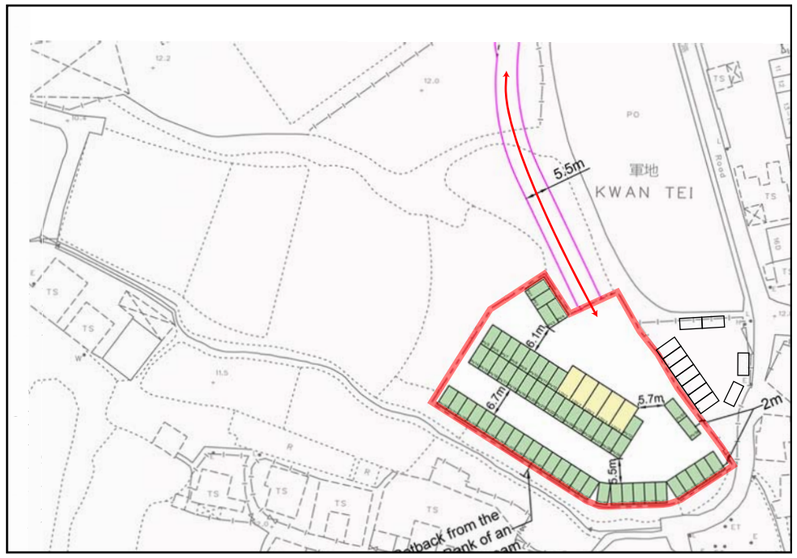
Scheme 1 (No. A/NE-LYT/711)

	Site A	Site B
Site Area:	420	6,300
No. of Parking Space	11	134



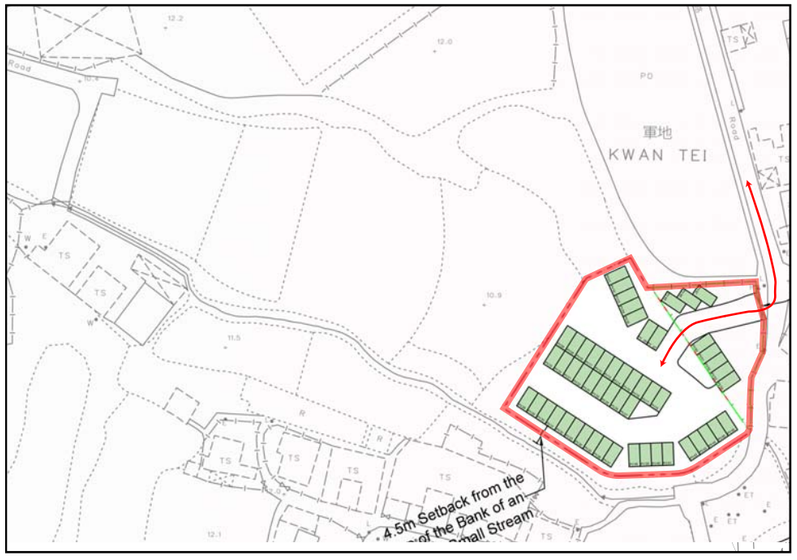
Scheme 2 (No. A/NE-LYT/718)

	Site A	Site B
Site Area:	420	3,400
No. of Parking Space	11	63



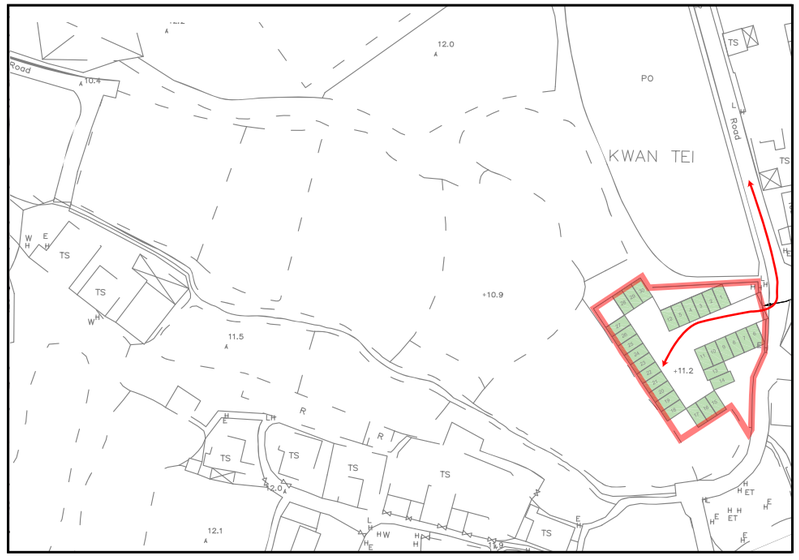
Scheme 3 (No. A/NE-LYT/766)

	Site A	Site B
Site Area:	420	2,009
No. of Parking Space	11	63



Scheme 4 (No. A/NE-LYT/792)

	Site A	Site B
Site Area:	420	1,501
No. of Parking Space	8	46



The Current Scheme

	Site A	Site B
Site Area:	420	485
No. of Parking Space	14	16

TOCO

Plan F: Current Scheme vs Previous Schemes

4.6 Minimum Traffic Impact

A TIA has been conducted as presented in **Appendix IV**. It has the following conclusions:-

(a) Under the latest design, the application site has been incorporated with the previously approved temporary car park, providing a total of 30 private car parking spaces serving the local residents and developments in the nearby area. The current vehicular access located at the eastern side of the previously approved temporary car park will be adopted as the vehicular access for the proposed temporary public vehicle park.

(b) In order to appraise the existing traffic conditions in the vicinity of the application site, traffic count surveys were undertaken over the AM and PM peak periods on 18.5.2022.

(c) Junction and link capacity assessments are carried out for the peak hours for the key junctions and road links in the vicinity of the application site. The results indicate that all junctions and road links perform satisfactorily during the weekday AM and PM peak hours. The 2022 observed flows are adjusted with reference to the ATC traffic data to reflect the potential impact of Covid-19.

(d) The design year for TIA in 2026, i.e. 3 years after the opening year of 2023. Forecast of 2026 future traffic flows in the area has taken into account the historical traffic growth and future developments in the area.

(e) Under a conservation assessment approach, it is anticipated that the temporary vehicle park would generate around 15-16 two-way vehicle trips during the AM and PM peak hours on a weekday.

(f) Traffic impact assessments are undertaken by comparing the 2026 Reference Traffic Flows (i.e. without the temporary vehicle park) and Design Traffic Flows (i.e. with the temporary vehicle park). The results of the assessment indicate that the key junctions and road links would perform satisfactorily for both scenarios. As the amount of traffic generated by the temporary vehicle park is not high, the development traffic would not create adverse traffic impact on the network in the vicinity of the site.

Based on the results of the assessment, it can be concluded that the temporary vehicle park would not induce adverse traffic impact to the road network in the vicinity of the site. On the other hand, the vehicle park provides parking spaces for the local residents and developments in the area and which would help to alleviate illegal parking problem.

4.7 No Adverse Impacts on Environmental, Drainage and Landscape Aspects

The proposed small scale temporary use will not result in any significant adverse impact on environmental, drainage and landscape aspects based on the following assessments:

(a) <u>Minimum Environmental Impact</u>

It is noted that EPD had no major comment on the previous s.16 planning applications for temporary car park use in both Site A and Site B. The application site will have no parking of goods vehicle or container truck. Similar to the previous applications, no car washing, vehicle repair, dismantling, paint spraying or other workshop activities will be allowed within the application site. The Applicant will follow the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by EPD and comply with all environmental protection/ pollution control ordinances, in particular the WPCO. The Applicant will implement good site practice so not to pollute the pond located at the north of the site as well as the stream south of the site.

(b) <u>Minimum Drainage Impact</u>

It is noted that DSD had no major comment on the previous s.16 planning applications for temporary car park use in both Site A and Site B. For Site A, this portion has been paved for a long time and no site formation will be required for the proposed development. The existing drainage facilities on this portion shall be maintained properly at all times.

For Site B, this portion is flat and mainly covered with wild grass. No site formation will be required and removable materials such as gravel will be used for the construction of the car park extension area. Perimeter drainage channels (i.e. 500mm) will be provided in Site B and connect to the existing drainage facilities in Site A, which is connected with the existing underground stormwater drain along the local track road, to the satisfaction of DSD. Drainage proposals will be submitted upon approval of the s.16 planning application. A qualified engineer shall be engaged in the detailed design stage to provide designs for the internal site drainage layout and the drainage connection between the site and the existing drainage system in the vicinity.

(c) <u>Minimum Landscape Impact</u>

It is noted that Landscape Unit of PlanD had no major comment on the previous s.16 planning applications for temporary car park use in both Site A and Site B. Site A is a hard paved car park with some vegetation planted along the fence boundary. All the existing trees (i.e. 6 nos. of *Archontophoenix Alexandrae* (T1 - T6)) in Site A will be retained in-situ.

For Site B, this area is flat and mostly covered by wild grass and no significant landscape resource is observed. 5 nos. of *Morus alba* (T7 – T11) are observed along the eastern side of Site B adjoining the triangular existing car park area.

T7 – T11 will be in conflict with the proposed parking spaces and they are proposed to be transplanted to the suitable location within the application site. The invasive species (if any) that are found at the site are proposed to be removed. Besides, sufficient buffer spaces have been reserved along the south and southwestern boundary of Site B so as to protect the natural resources (i.e. stream) of the area. Chain-link fence will be provided along the site boundary to physically separate the major vegetation from the proposed development

Basic information on the existing trees within and along the site boundary is attached in **Appendix III**. The Applicant is committed to submit a landscape and tree preservation proposal with tree survey after the subject s.16 planning application is approved by the TPB.

According to the assessments as present in **Section 4.6**, **Section 4.7**, **Appendix III** and **Appendix IV**, it can be concluded that the proposed scheme is technically feasible.

4.8 Unlikely to Set an Undesirable Precedent

The application site (for both Site A and Site B) is the subject of several previous s.16 planning applications for temporary car park use. For Site A, planning applications Nos. A/NE-LYT/568 and A/NE-LYT/742 were approved by the Board on 7.8.2015 and 5.2.2021 respectively. For Site B, planning application No. A/NE-LYT/718 was rejected by the Board on 6.3.2020 only based on the traffic and agricultural reasons. Under the current application, a TIA has been conducted to address the traffic issue. For the agricultural aspect, the site area and the number of parking spaces have been largely reduced from 3,820m^2 and 74 nos. (remarks: calculation based on the combination of No.A/NE-LYT/742 for Site A plus No. A/NE-LYT/718 of Site B) to 905m^2 and 30 nos., respectively. Therefore, the present scheme is totally different compared with the previous applications and the Applicant wishes that relevant government departments and the Board would be considered the application based on its individual merits.

Regarding the similar planning applications in the vicinity of the site for temporary public vehicle parks within the “AGR” zone on the same OZP, there are a total of 25 planning cases (i.e. Nos. A/NE-LYT/256, 335, 352, 394, 414, 462, 495, 556, 560, 568, 577, 586, 598, 645, 662, 689, 691, 704, 706, 712, 741, 742, 747, 749, 768) approved by the Board between 2003 and 2023. The circumstances of these similar applications were similar to the current application and there is no significant change in planning circumstances such as planning policy and land use zoning in the area. Being temporary in nature and many similar approved cases in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the “AGR” zone. Thus, approval of this application is in line with the TPB’s previous decision for similar approvals.

The Applicant will comply with the relevant departmental requirements and make sure the proposed use is acceptable.

5. CONCLUSION

In view of the genuine demand for car parking spaces for the villagers of Kwan Tei Village, and no suitable site is available for an additional car park within the village, Mr. Lau Wing On – the Indigenous Inhabitant Representative of Kwan Tei Village has spent great effort in identifying suitable sites for a village car park in the area. This s.16 planning application seeks the TPB's permission for a proposed temporary public vehicle park for private car (extension proposal of an approved temporary public vehicle park) with 30 parking spaces for a period of three years at Lots 466 (part) and 470 (part) in D.D. 83 and adjoining government land, Kwan Tei, Fanling.

Under the present application, the Applicant has taken into account the departmental comments of the previous planning applications and prepared a workable car parking scheme with detailed planning and technical assessments for the consideration of the Board. The application site area has been largely reduced in comparing with the previous applications. The present application is well justified based on the following reasons:

(a) the proposed car park is intended to relieve the genuine demand for parking spaces to serve the local residents and the villagers in the area;
(b) the Applicant has spent great effort on site search and the subject site is the best available site for a village car park (location, accessibility and cost consideration);
(c) it would have positive impact to the traffic condition within the village by reducing the illegal roadside parking and minimizing vehicle-pedestrian conflicts;
(d) the subject temporary car park is an integration of an approved car park and the proposed car park extension, which promotes efficient use of scarce land resources;
(e) the proposed village car park scheme is compatible with the surrounding land uses without affecting the "AGR" zone;
(f) the Applicant has tried his very best to make a significant number of improvements to the development proposal over the previous schemes;
(g) the small scale development will not result in any significant traffic, environmental, drainage and landscape impacts; and
(h) being temporary in nature and many similar approved cases in the area, approval of the present application will not set an undesirable precedent for other similar applications and frustrate the long-term planning intention of the "AGR" zone.

In view of the small scale nature of the proposed temporary use and the justifications presented in the Planning Statement, honourable members of the TPB are requested to approve this planning application.

城 市 規 劃 委 員 會
香港北角渣華道三百三十三號
北角政府合署十五樓

TOWN PLANNING BOARD
15/F., North Point Government Offices
333 Java Road, North Point,
Hong Kong.

傳　真 Fax: 2877 0245 / 2522 8426
電　話 Tel: 2231 4810
來函檔號 Your Reference:
覆函請註明本會檔號
In reply please quote this ref.: TPB/A/NE-LYT/742

By Post & Fax (2577 2862)

26 February 2021

Toco Planning Consultants Ltd.
Unit 5, 13/F, Technology Plaza
651 King's Road
North Point, Hong Kong
(Attn.: Ted Chan)

Dear Sir/Madam,

Proposed Temporary Public Vehicle Park (Private Cars)
for a Period of 3 Years in "Agriculture" Zone,
Lot 470 (Part) in D.D. 83 and Adjoining Government Land, Kwan Tei, Fanling

I refer to my letter to you dated 2.2.2021.

After giving consideration to the application, the Town Planning Board (TPB) approved the application for permission under section 16 of the Town Planning Ordinance on the terms of the application as submitted to the TPB. The permission shall be valid on a temporary basis for a period of 3 years until 5.2.2024 and is subject to the following conditions :

(a) no vehicle without valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations is allowed to be parked/stored on the site at any time during the planning approval period;

(b) only private car as defined in the Road Traffic Ordinance is allowed to be parked/stored on or enter/exit the site at any time during the planning approval period;

(c) a notice should be posted at a prominent location of the site to indicate that only private car, as defined in the Road Traffic Ordinance is allowed to be parked/stored on or enter/exit the site at any time during the planning approval period;

(d) the boundary fence on the site should be maintained at all times during the planning approval period;

(e) the submission of a drainage proposal within 6 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 5.8.2021;

(f) in relation to (e) above, the provision of the drainage facilities within 9 months from the date of planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 5.11.2021;

(g) the submission of proposals for water supplies for fire-fighting and fire service installations within 6 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 5.8.2021;

(h) in relation to (g) above, the provision of the water supplies for fire-fighting and fire service installations within 9 months from the date of planning approval to the satisfaction of the Director of Fire Services or of the TPB by 5.11.2021;

(i) if any of the above planning condition (a), (b), (c) or (d) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and

(j) if any of the above planning condition (e), (f), (g) or (h) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.

The TPB also agreed to advise you to note the advisory clauses as set out at Appendix V of the TPB Paper.

You are reminded to **strictly** adhere to the time limit for complying with the above planning conditions. If any of the above planning conditions are not complied with by the specified time limit, the permission given shall be revoked without further notice and the development will be subject to enforcement action. If you wish to apply for extension of time for compliance with planning conditions, you should submit a section 16A application to the TPB no less than six weeks before the expiry of the specified time limit. This is to allow sufficient time for processing of the application in consultation with the concerned departments. The TPB will not consider any application for extension of time if the time limit specified in the permission has already expired at the time of consideration by the TPB. For details, please refer to the TPB Guidelines No. 34C and 36B. The Guidelines, application form (Form No. S16A) and the Guidance Notes for applications are available at the TPB's website (www.info.gov.hk/tpb/), the Planning Enquiry Counters of the Planning Department (Hotline : 2231 5000) at 17/F, North Point Government Offices, 333 Java Road, North Point; 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin; and the Secretariat of the TPB at 15/F, North Point Government Offices.

This temporary permission will lapse on 6.2.2024. You may submit an application to the TPB for renewal of the temporary permission no less than two months before its expiry by completing an application form (Form No. S16-III). For details, please refer to TPB Guidelines No. 34C. However, the TPB is under no obligation to renew the temporary permission.

For amendments to the approved scheme that may be permitted with or without application under section 16A, please refer to TPB Guidelines No. 36B for details.

A copy of the TPB Paper in respect of the application (except the supplementary planning statement/technical report(s), if any) and the relevant extract of minutes of the TPB meeting held on 5.2.2021 are enclosed herewith for your reference.

Under section 17(1) of the Town Planning Ordinance, an applicant aggrieved by a decision of the TPB may apply to the TPB for a review of the decision. If you wish to seek a review, you should inform me within 21 days from the date of this letter (on or before 19.3.2021). I will then contact you to arrange a hearing before the TPB which you and/or your authorized representative will be invited to attend. The TPB is required to consider a review application within three months of receipt of the application for review. Please note that any review application will be published for three weeks for public comments.

This permission by the TPB under section 16 of the Town Planning Ordinance should not be taken to indicate that any other government approval which may be needed in connection with the development, will be given. You should approach the appropriate government departments on any such matter.

If you have any queries regarding this planning permission, please contact Mr. Tim Fung of Sha Tin, Tai Po & North District Planning Office at 2158 6237. In case you wish to consult the relevant Government departments on matters relating to the above approval conditions, a list of the concerned Government officers is attached herewith for your reference.

Yours faithfully,

(Raymond KAN)
for Secretary, Town Planning Board

RK/CC/cl

支持粉嶺軍地提供額外臨時公眾停車場

於丈量約份第 83 約地段第 466 號

我們是軍地村村民，我們希望在村內提供停車場給本村使用。

	姓名	香港身份證號碼 (前頭 4 英文字連號碼)	簽名	日期
例子	陳小明	A1234		19.4.2022
1	劉有興	[redacted]		25-4-2022
2	劉華文			25/4/2022
3	劉漢華		劉漢華	29/4/2022
4	吳小玲		吳小玲	29-04-2022
5	劉秋蓮			29/4/22
6	彭有林			29/4/2022
7	葉燕嵐			29/4/2022
8	葉建聲			29/04/22
9	劉裕華			29/4/22
10	劉錦昌			29/4.
11	劉麗珊			29/4
12	劉麗儀			29/4
13	鄭梅花			29/4
14	管家成			30/4

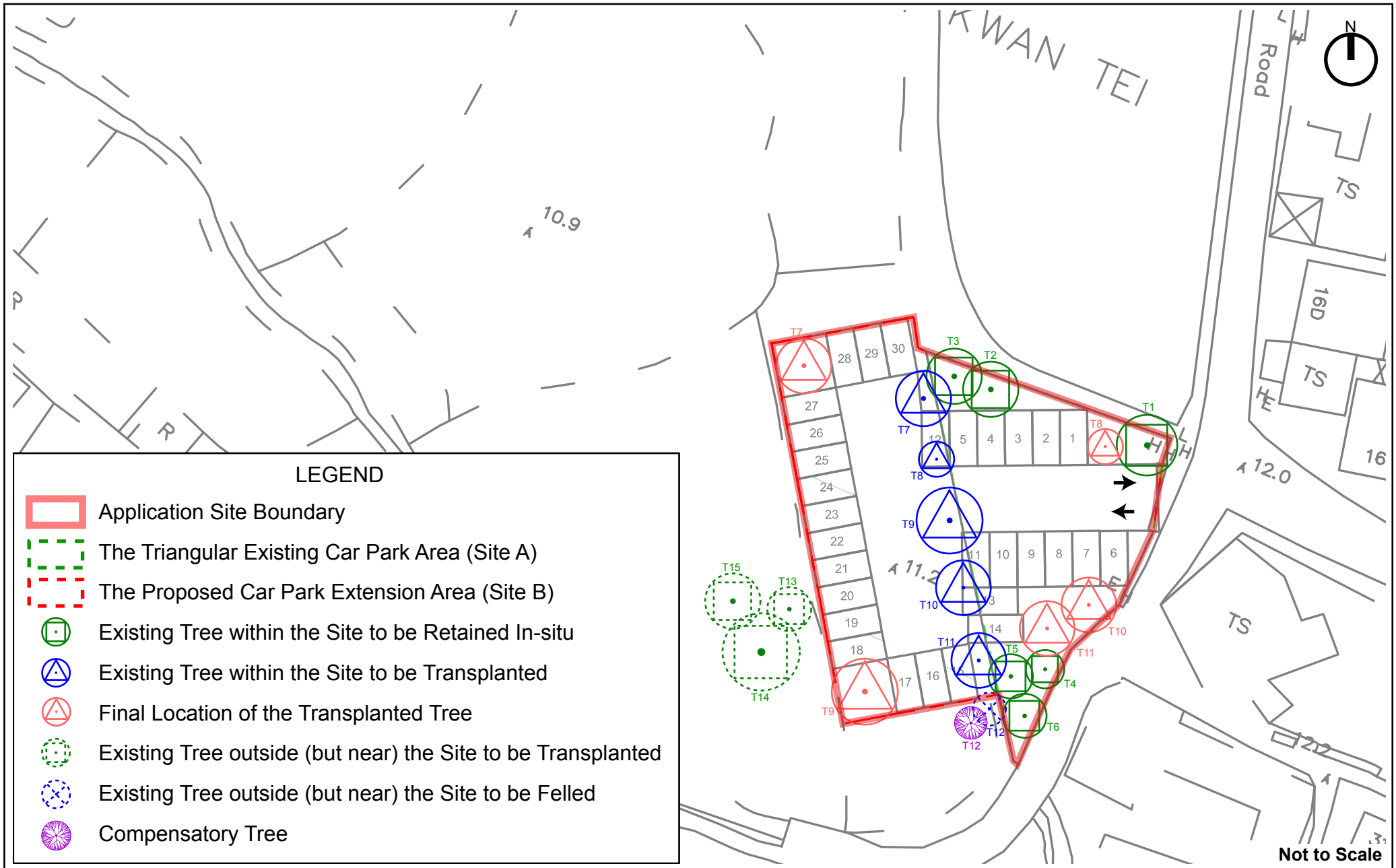
15	劉俊傑	[redacted]		28-4-2022
16	何浩成			29-4-22
17	蕭夏欣			29-4-22
18	司徒卿			29.04.22
19	吳丽婵			29.04.22
20	陸明英			29-4-22
21	郑慧卿			29-4-22
22	李庶庚			29-4-22
23	壹家文			29-4-22
24	李惠嫻			29.4.22.
25	駱文東			29.4.22
26	潘慶芬			30/4-22
27	劉昭邦			30/4
28	胡昭容			30/4
29	李雪榮			30/4
30	陳 [illegible]			30/4
31	劉昭瑞			30/4
32	劉峻佳			30/4
33	黃婉嫻			30/4

34	陳銘檀	[redacted]		27.4.2022
35	張惠貞			27.4.2022
36	李荣南			28.4.2022
37	蔣義			28.4.2022
38	甯快强			30.4.2022
39	賀紅薇			30.4.2022
40	陳晋勲		陳晋勲	30.4.2022
41	鄧智强			30.4.2022
42	黄達風			30.4.2022
43	官[illegible]			30.4.2022
44	[illegible]			30-4-2022
45	吳家基		Kelli	3-5-2022
46	胡應邦		胡應邦	3-5-2022
47	周[illegible]			4-5-2022
48	[illegible]			4-5-22
49	[illegible]			4-5-22
50	陳[illegible]			4-5-22
51	劉[illegible]			4-5-22
52	戴潤祥	[redacted]	戴潤祥	4-5-22

53	潘华珊	[redacted]	潘	28.4.2022
54	張蓮娜		Lina	28.4.2022
55	譚鑑泱		譚	28.4.2022
56	黃子尚		黃	28.4.2022
57	丘日勝		丘日勝	28.4.2022
58	陳偉鋒		鋒	29.4.2022
59	刘镇安		安	29.4.2022
60	罗健明		罗健明	29.4.2022
61	黄健成		黄健成	29.4.2022
62	余伟休		余伟休	29.4.2022
63	梁祺浩		梁祺浩	29.4.2022
64	吴智勇		吴智勇	29.4.2022
65	刘国君		刘国君	29.4.2022
66	黎卓衡		黎卓衡	29.4.2022
67	曾俊航		曾俊航	29.4.2022
68	顧欣恒		顧欣恒	29.4.2022
69	蔡美绸		蔡美绸	29.4.2022
70	譚延貴		譚延貴	29.4.2022

APPENDIX III

Basic Information on the Existing Trees within and along the Site Boundary



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Plan D: Preliminary Landscape Layout Plan

(For Indicative Purpose Only)

Tree Schedule

Tree No.	Species		Size			General Condition
	Botancial Name	Chinese	Height (m)	DBH (mm)	Spread (m)	Tree Health based on observation (good/ fair/ poor)
T1	Archontophoenix alexandrae	假檳榔	6	200	5.5	Fair
T2	Archontophoenix alexandrae	假檳榔	6	200	5	Fair
T3	Archontophoenix alexandrae	假檳榔	4.5	200	5	Fair
T4	Archontophoenix alexandrae	假檳榔	5	200	3.5	Fair
T5	Archontophoenix alexandrae	假檳榔	5.2	200	4	Fair
T6	Archontophoenix alexandrae	假檳榔	6	200	4	Fair
T7	Morus alba	桑樹	3.5	200 (branches x2)	5.5	Fair
T8	Morus alba	桑樹	2.5	100	3.2	Fair
T9	Morus alba	桑樹	3.5	250	6	Fair
T10	Morus alba	桑樹	3.5	200	5	Fair
T11	Morus alba	桑樹	3.5	200	5	Fair
T12	Morus alba	桑樹	4.2	150	3	Poor

T1

T2

T3

T4

T5

T6

T7

T8

T9

T10

T11

T12

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Traffic Impact Assessment Study
Final Report
April 2023

Ozzo Technology (HK) Ltd
15/F, Heng Shan Centre
145 Queen's Road East
Wanchai, Hong Kong
Tel: 3488 5449 Fax: 3020 0370
http:// www.ozzotec.com

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Traffic Impact Assessment Study
Final Report
April 2023

Contents Amendment Record

This report has been issued and amended as follows:

Revision	Description	Prepared / Date	Checked/ Date	Approved / Date
0	Final Report	HL 27/5/2022	LL 30/5/2022	OC 6/6/2022
0a	Final Report	HL 8/6/2022	LL 16/6/2022	OC 16/6/2022
0b	Final Report	HL 15/7/2022	LL 18/7/2022	OC 19/7/2022
1	Final Report	HL 25/8/2022	DP 8/9/2022	OC 9/9/2022
2a	Final Report	LL 6/1/2023	LL 12/1/2023	DP 12/1/2023
3	Final Report	CW 14/4/2023	LL 17/4/2023	DP 18/4/2023

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1 INTRODUCTION

1.1 Background

1.1.1 The Applicant seeks planning permission for a Proposed Temporary Public Vehicle Park for a Period of 3 Years at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tai, Fanling, New Territories ("the Application Site").

1.1.2 To cater for the parking demand for local residents and developments in the area, it is proposed to expand the previously approved temporary car park to cover the adjoining site, so as to provide up to 30. nos. of parking spaces for private car.

1.1.3 Ozzo Technology (HK) Limited are commissioned to undertake a Traffic Impact Assessment (TIA) Study to assess the traffic impact to be induced by the temporary vehicle park.

1.2 Objectives of the Study

1.2.1 The objectives of the TIA study are as follows:

- To review the existing traffic conditions of the nearby road network;
- To estimate the traffic generation due to the temporary vehicle park;
- To assess the future traffic situation in the surrounding road network;
- To appraise the potential traffic impact to be induced by the temporarary vehicle park on the nearby road network;
- To recommend improvement proposals, if required; and
- To advise on the access arrangement.

1.3 Report Structure

1.3.1 Following the introduction of this Chapter, this report contains the following chapters:

- Chapter 2 describes the proposed temporary public vehicle park;
- Chapter 3 summarizes the existing traffic conditions in nearby area;
- Chapter 4 provides traffic forecast and the traffic impact results; and
- Chapter 5 summarises the findings and conclusions of this TIA study.

2 THE PROPOSED TEMPORARY VEHICLE PARK

2.1 Site Location

2.1.1 **Figure 2-1** shows the location of the Application Site which covers both the previously approved temporary car park site and the car park extension site. It is situated at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling. The previously approved temporary car park currently has 11 parking lots while the car park extension site is vacant.

2.2 The Proposed Temporary Vehicle Park

2.2.1 **Figure 2-2** shows the layout of the parking spaces within the proposed temporary public vehicle park. To facilitate DAFC's view to maximize the "AGR zone", the size of the car park (and therefore the number of availabvle parking spaces) have been reduced when comparing with the original design. Under the latest design, the Application Site has been incorporated with previously approved temporary car park, providing a total of 30 private car parking spaces serving the local residents and developments in the nearby area. Vehicle swept path assessments are undertaken to indicate that sufficient spaces are available for vehicle manuveuring within the vehicle park. The assessment results are given in **Appendix A**.

2.2.2 As presented in **Figure 2-2**, the proposed car park will be incorporated to the previously approved temporary car park site (which is under the same owner),

2.2.3 the current vehicular access located at the eastern side of the previously approved temporary car park site will be adopted as the vehicular access for the proposed temporary public vehicle park. Therefore, the layout of the previously approved temporary car park site has been slightly rearranged.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Road Network

3.1.1 **Figure 3-1** shows the road network in the vicinity of the Application Site. The Application Site is located at Kwan Tei and can be accessed via a local access road linking with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau.

3.1.2 The section of Sha Tau Kok Road – Lung Yeuk Tau in the vicinity of the Application Site is a dual-two lane carriageway road and is classified as a Rural Road. The road connects the local developments along the road with Sha Tau Kok area in the north and Fanling District to the south.

3.2 Existing Peak Hour Traffic flows

3.2.1 In order to appraise the existing traffic conditions in the area, traffic count surveys were carried out at the key junctions and road links in the vicinity of the Application Site on 18/5/2022 (Wednesday) over the periods of 07:00 – 10:00 in the morning and 16:00 - 19:00 in the afternoon. The survey locations are also shown in **Figure 3-1**.

3.2.2 All vehicle flows in the subsequent analysis are converted to passenger car unit (PCU) based on the PCU factors for priority junctions as indicated in Table 2.3.1.1 of Volume 2 of TPDM and shown in **Table 3-1**.

Table 3-1 Passenger Car Unit Conversion Factors

Vehicle Type	PCU Conversion Factor
Car / Taxi	1.00
Public Light Bus / Minibus	1.50
Light Goods Vehicle	1.50
Medium/ Heavy Goods Vehicle	2.80
Bus / Coach	2.80

3.2.3 Based on the above PCU factors, vehicular traffic flows in PCUs during the AM and PM peak hours of the survey day are calculated and the AM Peak Hour is identified to occur at 07:30 – 08:30 and the PM Peak Hour is 16:45 – 17:45. The 2022 Observed AM and PM peak hour flows are presented in **Figure 3-2.**

3.2.4 According to the existing peak hour traffic flows, the performances of the key junctions in the vicinity of the Application Site during the peak hours are assessed. The results are summarized in **Table 3-2** and the detailed calculation sheets are given in **Appendix B**.

Table 3-2 2022 Peak Hour Performance at Key Junctions

Jn. ID.	Junction	Junction Type	AM Peak	PM Peak
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout	0.49	0.57
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout	0.47	0.50
J3	Sha Tau Kok Road – Lung Yeuk Tau / Local Access Road	Priority	0.10	0.02
		Signalized	100%+	100%+

Note: (1) The capacity index for roundabout / priority junction is design flow to capacity ratio (DFC), while the capacity index for signalized junction is reserved capacity (R.C.)

3.2.5 The results of the assessment reveal that the key junctions in the vicinity of the Application Site operate satisfactorily during the peak hours on a weekday.

3.2.6 The performances of the key road links in the vicinity of the Application Site during the peak hours are also assessed and the results are summarised in **Table 3-3**.

Table 3-3 2022 Peak Hour Performance at Key Road Links

Link ID.	Road Link	Capacity(1) (veh/hr)	AM Peak		PM Peak	
			Flows (veh/hr)	P/Df(2)	Flows (veh/hr)	P/Df
L1	Sha Tau Kok Road – Lung Yeuk Tau Eastbound	2600	772	0.30	806	0.31
L2	Sha Tau Kok Road –Lung Yeuk Tau Westbound	2600	786	0.30	833	0.32

Notes: (1) TPDM Vol 2 Table 2.4.1.1
(2) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

3.2.7 The results of the assessment reveal that the key road links in the vicinity of the Application Site operate satisfactorily during both AM and PM peak hours.

3.3 2022 Adjustment Factor due to COVID-19

3.3.1 Since 2020, the traffic conditions in Hong Kong have been affected by the implementation of various social distancing measures to prevent the outbreak of COVID-19. **Table 3-4** shows comparisons of peak hour traffic flows at the nearby ATC Core Station 5003 (Fanling Highway between So Kwun Po INT and Wo Hop Shek INT) and Station 6206 (Jockey Club Road between Lok Yip Road and Wo Hop Shek INT) recorded in 2018 (i.e. without Covid-19) against the observed flows in 2022 (i.e. with Covid-19).

Table 3-4 Comparisons of Peak Hour Traffic at Nearby Core Stations

ATC Core Station	Peak Hour	Direction	Peak Hour Traffic (veh/hr)		
			2018 ATC	2022 Observed	2022 / 2018 % Change
5003 (Fanling Highway between So Kwun Po INT and Wo Hop Shek INT)	AM Peak	Southbound	2210	1959	-11%
		Northbound	2280	1979	-13%
	PM Peak	Southbound	2650	2467	-7%
		Northbound	2080	1961	-6%
6206 (Jockey Club Road between Lok Yip Road and Wo Hop Shek INT)	AM Peak	Southbound	1480	1610	+9%
		Northbound	1670	1598	-4%
	PM Peak	Southbound	1500	1309	-13%
		Northbound	1530	1342	-12%

Source: Annual Traffic Census (ATC) Reports published by Transport Department

3.3.2 As shown in **Table 3-4**, the amount of peak hour traffic flows observed on the corresponding road links at Station 5003 (Fanling Highway) and Station 6206 (Jockey Club Road) in 2022 are around 4 - 13% less than the 2018 flows. Therefore, to reflect the potential impact of COVID-19, the 2022 Observed AM and PM peak hour flows are increased by +15% to derive the 2022 Adjusted AM and PM peak hour flows as the basis for subsequent assessments.

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The anticipated operation year of the temporary vehicle park is 2023 for operation of 3 years, hence, the "Design Year" for this study is set as 2026, 3 years after the operation year.

4.2 Methodology

4.2.1 In forecasting the future traffic flows on the road network in the Study Area, references are made to the following sources of information which include:

- Historical traffic data from Annual Traffic Census (ATC);
- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department; and
- Committed and Planned developments in the Study Area.

4.2.2 The following steps are undertaken to derive the 2026 Peak Hour Reference Flows (i.e. without the Proposed Development) and Design Flows (i.e. with the Proposed Development):

2026 Background Flows =	2022 Adjusted Flows x annual growth factors
2026 Reference Flows =	2026 Background Flows + additional traffic generated by planned developments
2026 Design Flows =	2026 Reference Flows + additional traffic generated by the Proposed Development

4.2.3 The traffic impact to be induced by the Proposed Development is assessed by comparing the 2026 Peak Hour Reference Traffic Flows against the 2026 Design Traffic Flows.

4.3 Historical Traffic Growth

4.3.1 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2013 to 2018 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations in the Study Area. The data in 2019 and 2020 are not used due to the occurrences of social activities and outbreak of Covid-19 respectively. **Table 4-1** describes the locations of the ATC stations and provides the corresponding traffic data.

Table 4-1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2013	2014	2015	2016	2017	2018	Average Growth Rate p.a.
5660	Sha Tau Kok Road	On Kui Street	Wu Shek Kok	27280	26990	30380	33580	33050	33870	4.42%
				-	-1.06%	12.56%	10.53%	-1.58%	2.48%	
5623	Sha Tau Kok Road	Luen Shing Street	On Kui Street	17420	17300	17780	20840	20700	21350	4.15%
				-	-0.69%	2.77%	17.21%	-0.67%	3.14%	
5622	Sha Tau Kok Road	Lok Yip Road	Luen Shing Street	18730	18610	20640	21540	21390	22070	3.34%
				-	-0.64%	10.91%	4.36%	-0.7%	3.18%	
Total				63430	62900	68800	75960	75140	77290	4.03%
				-1.08%	-0.84%	6.28%	6.07%	-15.1%	3.7%	

Source: Annual Traffic Census (ATC) Reports published by Transport Department

4.3.2 As indicated in **Table 4-1**, there was an increase of traffic flows (+4.03% per annum) on the road network in the vicinity of the Site over the period from 2013 – 2018.

4.4 Future Development Intensity in NENT

4.4.1 Reference is also made to the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department. **Table 4-2** presents the population and employment data in NENT (Other Area) for 2019 and 2026.

Table 4-2 2019-Based TPEDM for NENT (Other Area)

Category	2019	2022*	2026	% Growth p.a.
				2022 - 2026
Population(1)	105,400	121,536	143,050	4.16%
Employment Places(1)	36,050	37,014	38,300	0.86%
Total	141,450	158,550	181,350	3.42%

Source: (1) 2019 and 2026 from 2019-based TPEDM published by Planning Department.
**2022 forecast data by interpolation*

4.4.2 As shown in the table, the predicted growth of population and employment places in NENT (Other Area) from 2022 to 2026 is approximately +4.16% and +0.86% per annum respectively.

4.5 Planned and Committed Developments in the Area

4.5.1 According to the published information from Town Planning Board, there is no major planned or committed development within or in the vicinity of the Study Area.

4.6 2026 Reference Traffic Flows

4.6.1 Taking into account of the factors described in Sections 4.3 – 4.5 above, an annual growth rate of +4.16% (refer to **Table 4-2**) is applied to the 2022 Adjusted Flows to derive the 2026 Peak Hour Background Flows. As there is no major planned or committed development in the vicinity of the Study Area and hence no additional flows are applied to the 2026 Background Flows and the final 2026 Peak Hour Reference Flows (i.e. without proposed vehicle park) are shown in **Figure 4-1**.

4.7 Development Trip Generations

4.7.1 In order to estimate the amount of vehicular traffic to be induced by the proposed vehicle park, references are made to the pear hour trip generation rates observed at a public vehicle park at Ma Sik Road in Fanling. The surveyed car park site is considered appropriate to represent the proposed temporary car park due to the following reasons:

- The car park site is located in Fanling and located adjacent an existing village (Shek Wu San Tsuen), for which the traffic characteristic with the is similar to the proposed temporary car park.

- Survey results indicate that over 95% of the car park usage is private car, which is similar to the proposed temporary car park.
- The surveyed car park is a public car park, which is the same as the proposed temporary car park.

4.7.2 For conservative assessment approach, a total of 63 parking spaces (which is the original development plan) instead of 54 parking spaces (a reduced development scale under the latest proposal) is adopted for the traffic impact assessment. The observed trips and peak hour trip rates are shown in **Table 4-3**.

Table 4-3 Peak Hour Development Traffic Generations/ Attractions

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Ma Sik Road public vehicle park (195 spaces)				
Observed Trips (pcu/hour)	11	38	38	10
Observed Trip Rates (pcu/hour/space)	0.056	0.195	0.195	0.051
Trip Generations by Proposed Temporary Public Vehicle Park (63 spaces(1))				
Estimated Trip generations (pcu/hr)	4	12	12	3
Total 2-way Trips (pcu/hr)	16		15	

Note: (1) 63 parking spaces (which is the original development plan with a larger development scale) is adopted for conservative assessment approach.

4.7.3 As shown in **Table 4-3**, totals of 16 pcu's (12 in and 4 out) and 15 pcu's (12 in and 3 out) are anticipated to be generated by the Proposed Temporary Vehicle Park in the AM and PM peak hour respectively.

4.7.4 **Figure 4-2** shows the forecast additional AM and PM peak hour development flows on the road network in the study area.

4.8 2026 Design Traffic Flows

4.8.1 By adding the peak hour development flows (**Figure 4-2**) to the forecast 2026 Peak Hour Reference Flows (**Figure 4-1**), the 2026 Peak Hour Design Flows (i.e. with proposed vehicle park) are derived as shown in **Figure 4-3**.

4.9 Traffic Impact Assessment

4.9.1 Based on the 2026 Peak Hour Traffic Flows for both the Reference Scenario (i.e. without temporary vehicle park) and Design Scenario (i.e. with temporary vehicle park), junction and link capacity assessments are carried out and the results are presented in **Table 4-4** and **Table 4-5** respectively. Detailed junction calculation sheets are given in **Appendix C.**

Table 4-4 2026 Peak Hour Performance of Key Junctions

Jn. ID.	Location	Junction Type	Reference		Design	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Sha Tau Kok Road – Lung Yeuk Tau / Lung Ma Road	Roundabout	0.68	0.79	0.69	0.80
J2	Sha Tau Kok Road – Lung Yeuk Tau / Lau Shui Heung Road	Roundabout	0.65	0.68	0.65	0.69
J3	Sha Tau Kok Road – Lung Yeuk Tau / Local Access Track	Priority	0.16	0.03	0.19	0.04
		Signalized	100%+	84%	100%+	82%

Note: (1) The capacity index for roundabout / priority junction is design flow to capacity ratio (DFC), while the capcity index for signalized junction is reserved capacity (R.C.)

Table 4-5 2026 Peak Hour Performance of Key Road Links

ID.	Road Link		Reference		Design	
			AM Peak	PM Peak	AM Peak	PM Peak
L1	Sha Tau Kok Road – Lung Yeuk Tau Eastbound	Flows (Veh/hr)	1046	1093	1050	1105
		PDf(2)	0.40	0.42	0.40	0.43
L2	Sha Tau Kok Road – Lung Yeuk Tau Westbound	Flows (Veh/hr)	1066	1130	1079	1134
		PDf(2)	0.41	0.44	0.42	0.44

Note: (1) P/Df = Peak Hourly Flows/Design Flow Ratios for road links

4.9.2 It is indicated in **Table 4-4 and 4-5** that all of the key junctions and road links in the vicinity of the temporary vehicle park would perform satisfactorily during the peak hours in 2026 for both the Reference and Design Scenarios.

4.9.3 By comparing the junction and link capacities between the Reference and Design Scenarios, the differences between the two scenarios are insignificant as the amounts of vehicle park traffic are not high (i.e. 2-ways flows of around 15-16 pcu's even under a conservative assessment approach). Hence, it can be concluded that the development traffic generated by the temporary vehicle park would not create adverse traffic impact to the road network in the vicinity of the Application Site.

4.9.4 In addition to the abovesaid junction and link assessment, capacity of the local access road linking with the westbound carriageway of Sha Tau Kok Road – Lung Yeuk Tau as also been assessed. The captioned local access road is a single track road with a passing bay identified adjacent to Kwan Tei Children's Playground. According to TPDM, capacity of the access road during peak hours would be 100veh/hr, with a peak V/C value of around 0.8 even under 2026 design case. As a result, capacity of local access road is considered sufficient to cater for future traffic demand, even with the proposed car park in place.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The applicant seeks planning permission for a proposed public vehicle Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for a Period of 3 Years at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tai, Fanling, New Territories (hereafter referred as the "Application Site").

5.1.2 Under the latest design, the Application Site has been incorporated with previously approved temporary car park, providing a total of 30 pvate car parking spaces serving the local residents and developments in the nearby area. The current vehicular access located at the eastern side of the previously approved temporary car park site will be adopted as the vehicular access for the proposed temporary public vehicle park.

5.1.3 In order to appraise the existing traffic conditions in the vicinity of the Application Site, traffic count surveys were undertaken over the AM and PM peak periods on 18 May 2022.

5.1.4 Junction and link capacity assessments are carried out for the peak hours for the key junctions and road links in the vicinity of the Application Site. The results indicate that all junctions and road links perform satisfactorily during the weekday AM and PM peak hours. The 2022 observed flows are adjusted with reference to the ATC traffic data to reflect the potential impact of Covid-19.

5.1.5 The design year for traffic impact assessment is 2026, i.e. 3 years after the opening year of 2023. Forecast of 2026 future traffic flows in the area has taken into account the historical traffic growth and future developments in the area.

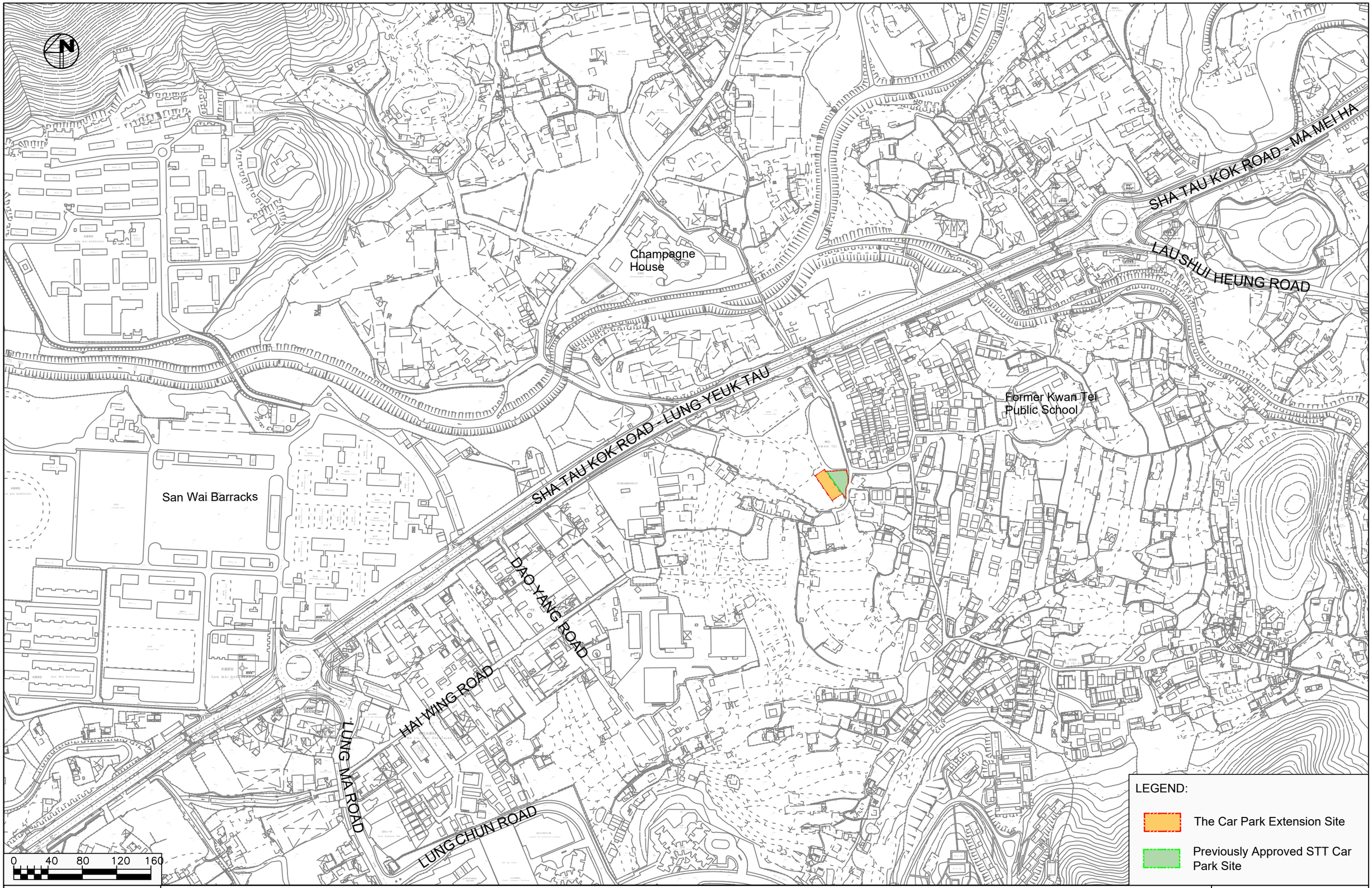
5.1.6 Under a conservative assessment approach, it is anticipated that the temporary vehicle park would generate up to 15-16 two-way vehicle trips during the AM and PM peak hours on a weekday.

5.1.7 Traffic impact assessments are undertaken by comparing the 2026 Reference Traffic Flows (i.e. without the temporary vehicle park) and Design Traffic Flows (i.e. with the temporary vehicle park). The results of the assessment indicate that the key junctions and road links would perform satisfactorily for both scenarios. As the amount of traffic generated by the temporary vehicle park is not high, the development traffic would not create adverse traffic impact on the network in the vicinity of the site.

5.2 Conclusions

5.2.1 Based on the results of the assessment, it can be concluded that the temporary vehicle park would not induce adverse traffic impact to the road network in the vicinity of the site. On the other hand, the vehicle park provides parking spaces for the local residents and developments in the area and which would help to alleviate illegal parking problem.

Figures



OZZO TECHNOLOGY

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Site Location

Date	Scale
11/04/2023	1:4000

Project No.	Rev.
82304	D
Dwg No. Figure 2-1	

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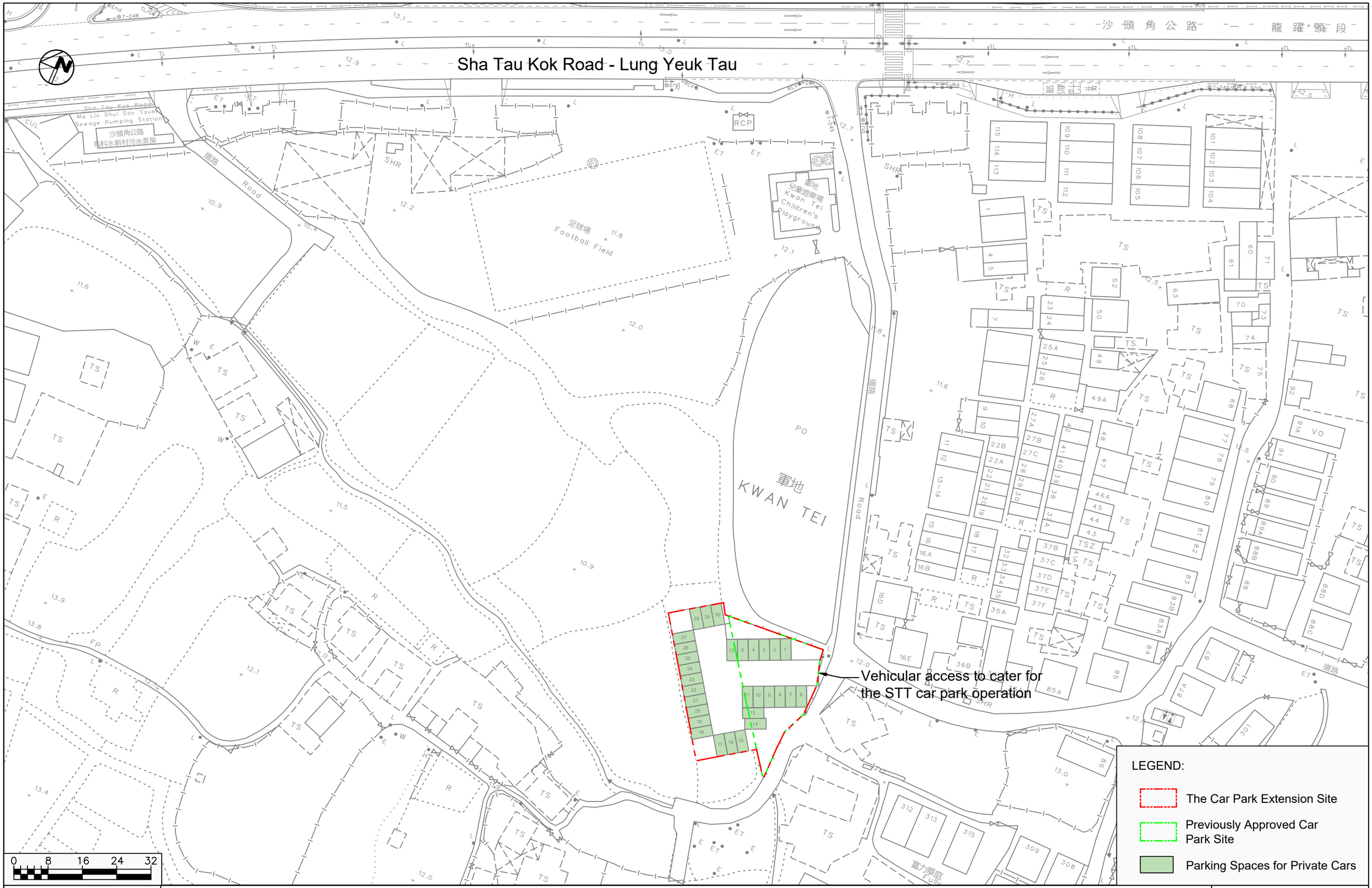

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OZZO TECHNOLOGY

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Proposed Parking Layout and Temporary Road Alignment Arrangement

Date	Scale
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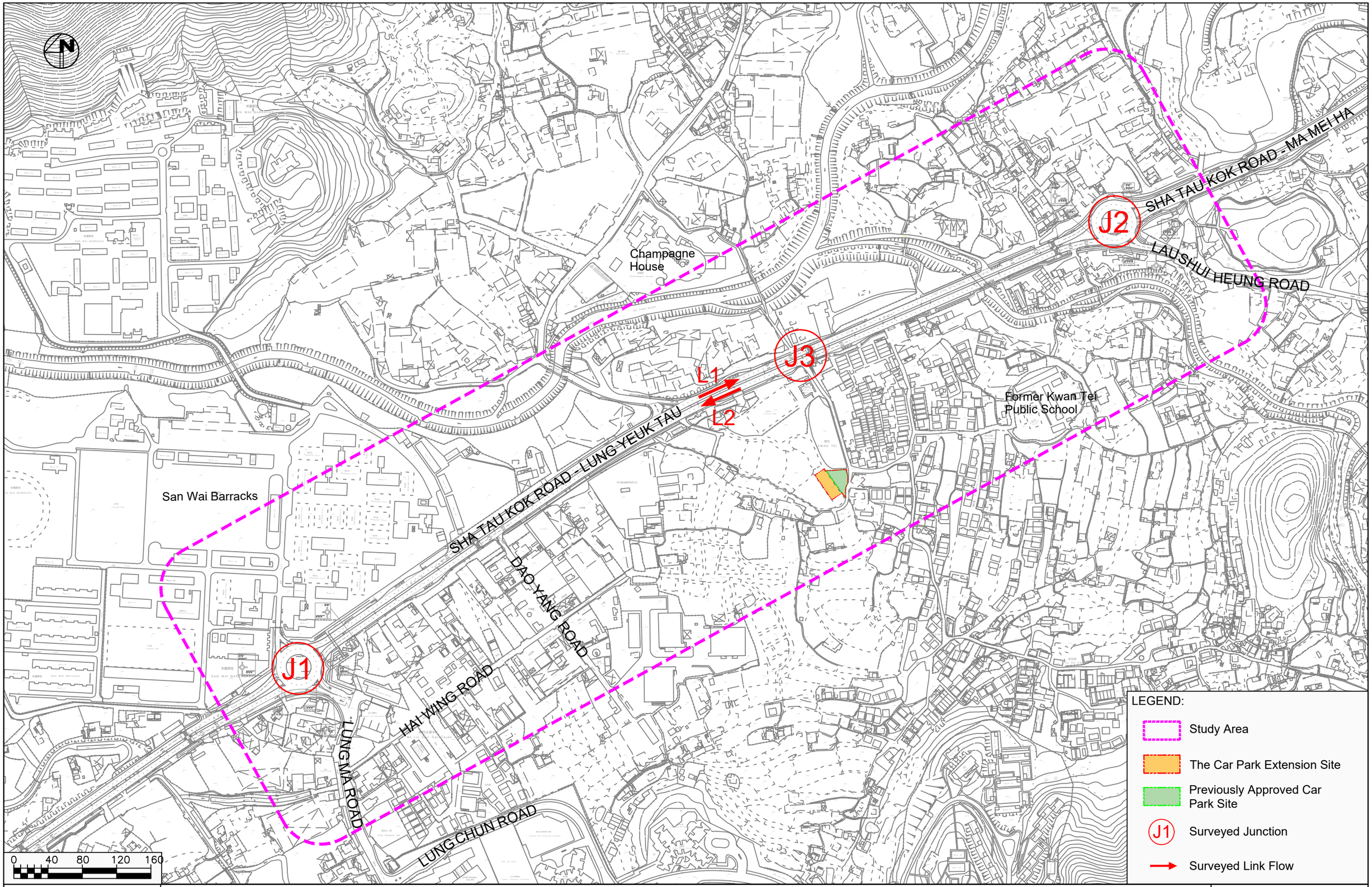
Project No.	Rev.
82304	F
Dwg No. Figure 2-2	



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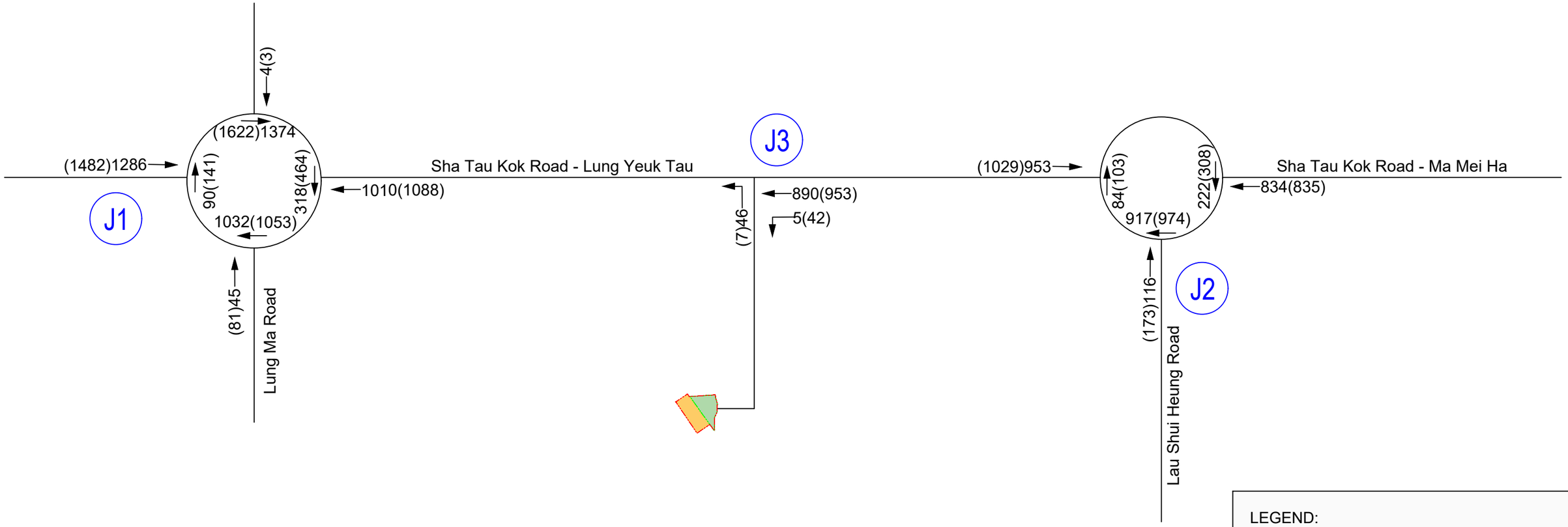
OZZO TECHNOLOGY

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Study Area and Traffic Survey Locations

Date	Scale
11/04/2023	1:4000

Project No.	Rev.
82304	D
Dwg No. Figure 3-1	



LEGEND:

- Road Network
- The Car Park Extension Site
- Previously Approved Car Park Site
- J1 Surveyed Junction
- 123(123) — Weekday AM Peak Hour Traffic Flows; Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

Date 11/04/2023 | Scale N.T.S

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

2022 Observed Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 3-2 | Rev. D

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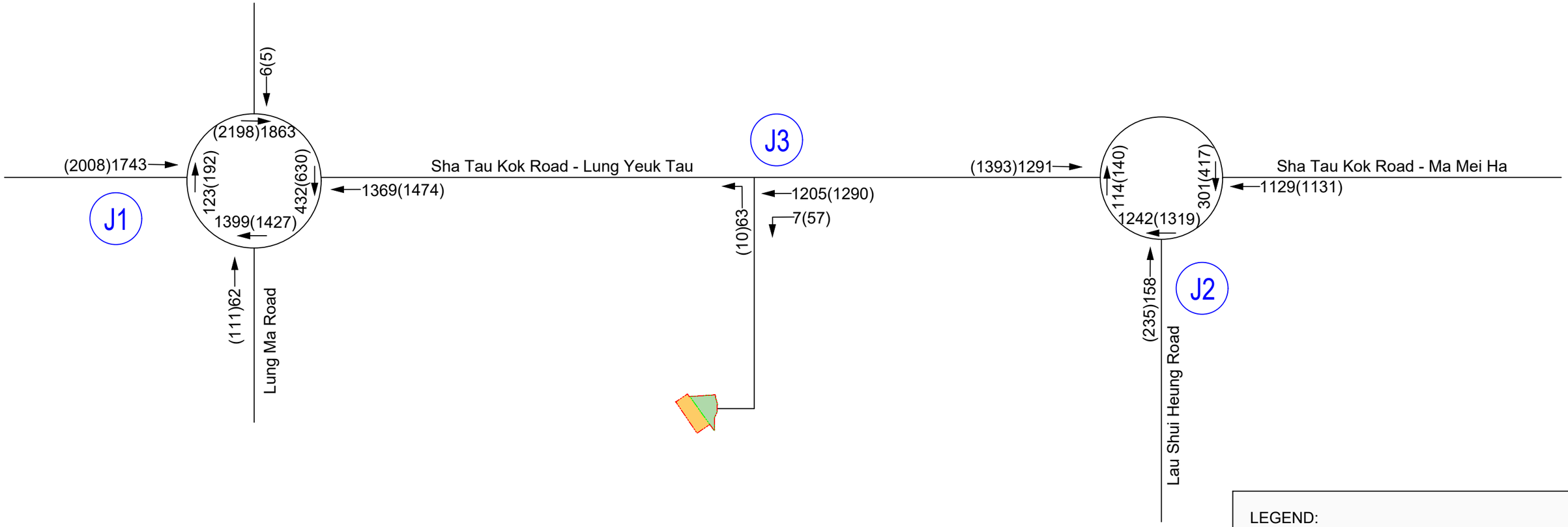

LEGEND:

- Road Network
- The Car Park Extension Site
- Previously Approved Car Park Site
- J1 Surveyed Junction
- 123(123) — Weekday AM Peak Hour Traffic Flows; Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

Date 11/04/2023 | Scale N.T.S

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

2026 Reference Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 4-1 | Rev. D

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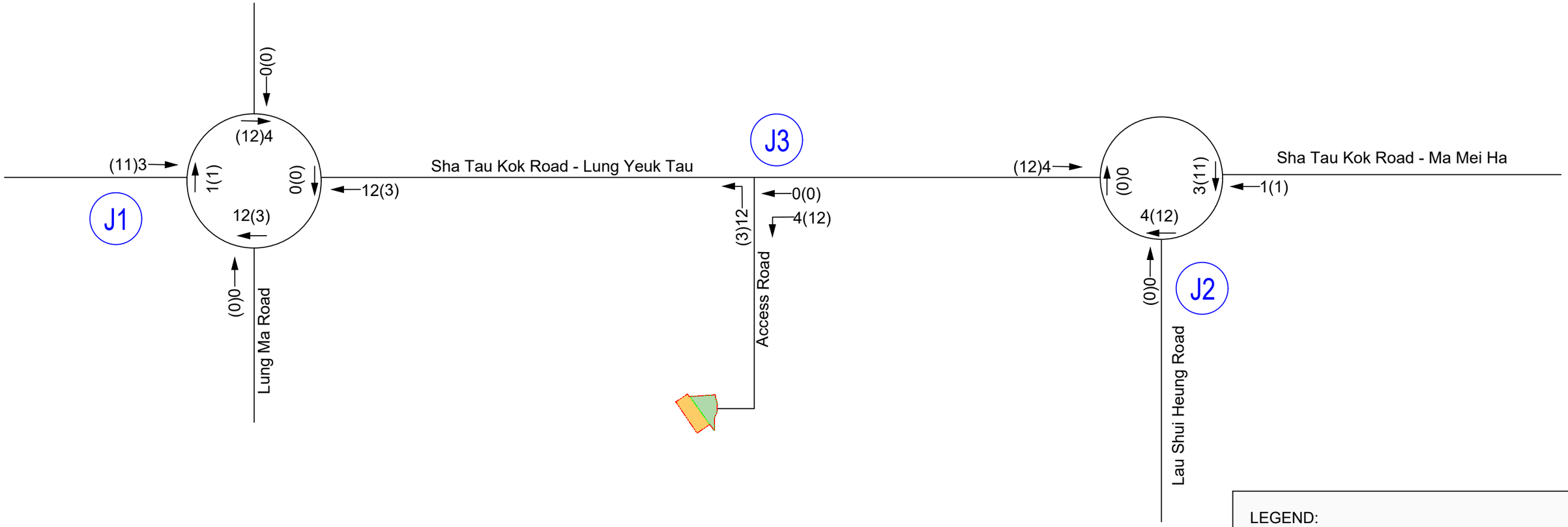

LEGEND:

- Road Network
- The Car Park Extension Site
- Previously Approved Car Park Site
- J1 Surveyed Junction
- 123(123) — Weekday AM Peak Hour Traffic Flows; Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

Date 11/04/2023 | Scale N.T.S

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Peak Hour Development Flows

Project No. 82304 | Dwg No. Figure 4-2 | Rev. D

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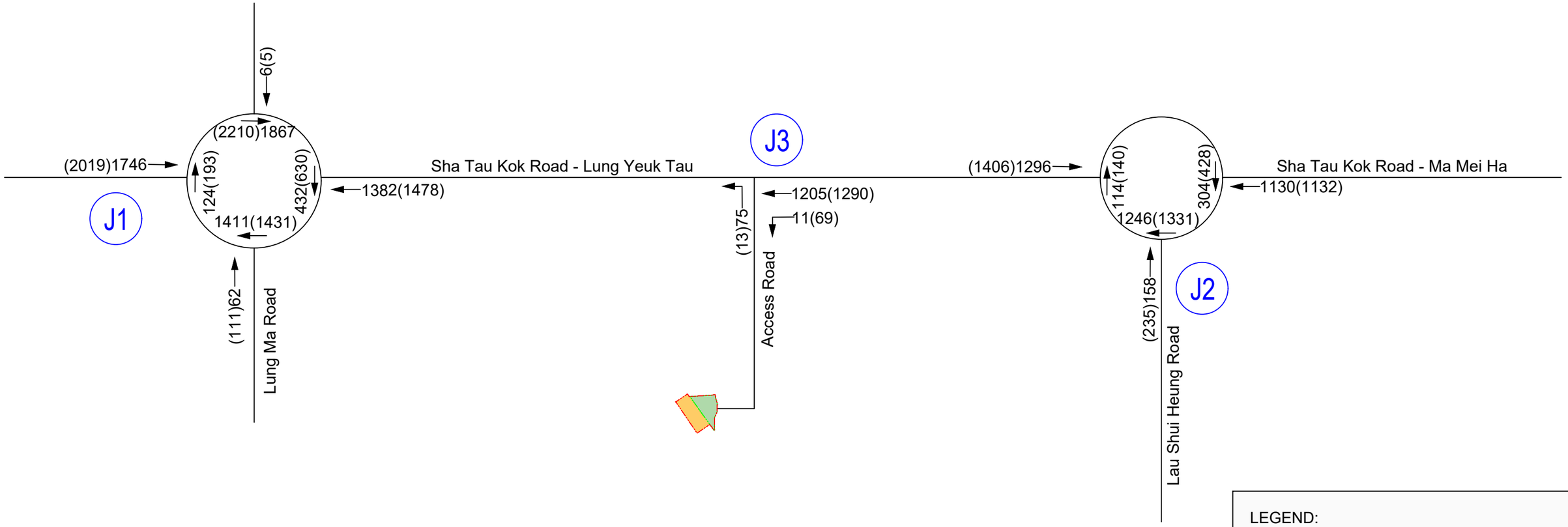

LEGEND:

- Road Network
- The Car Park Extension Site
- Previously Approved Car Park Site
- J1 Surveyed Junction
- 123(123) — Weekday AM Peak Hour Traffic Flows; Weekday PM Peak Hour Traffic Flows

Note: Traffic Flows at Junction in PCU values
Minor Road not shown for Clarity

OZZO TECHNOLOGY

Date 11/04/2023 | Scale N.T.S

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

2026 Design Peak Hour Traffic Flows

Project No. 82304 | Dwg No. Figure 4-3 | Rev. D

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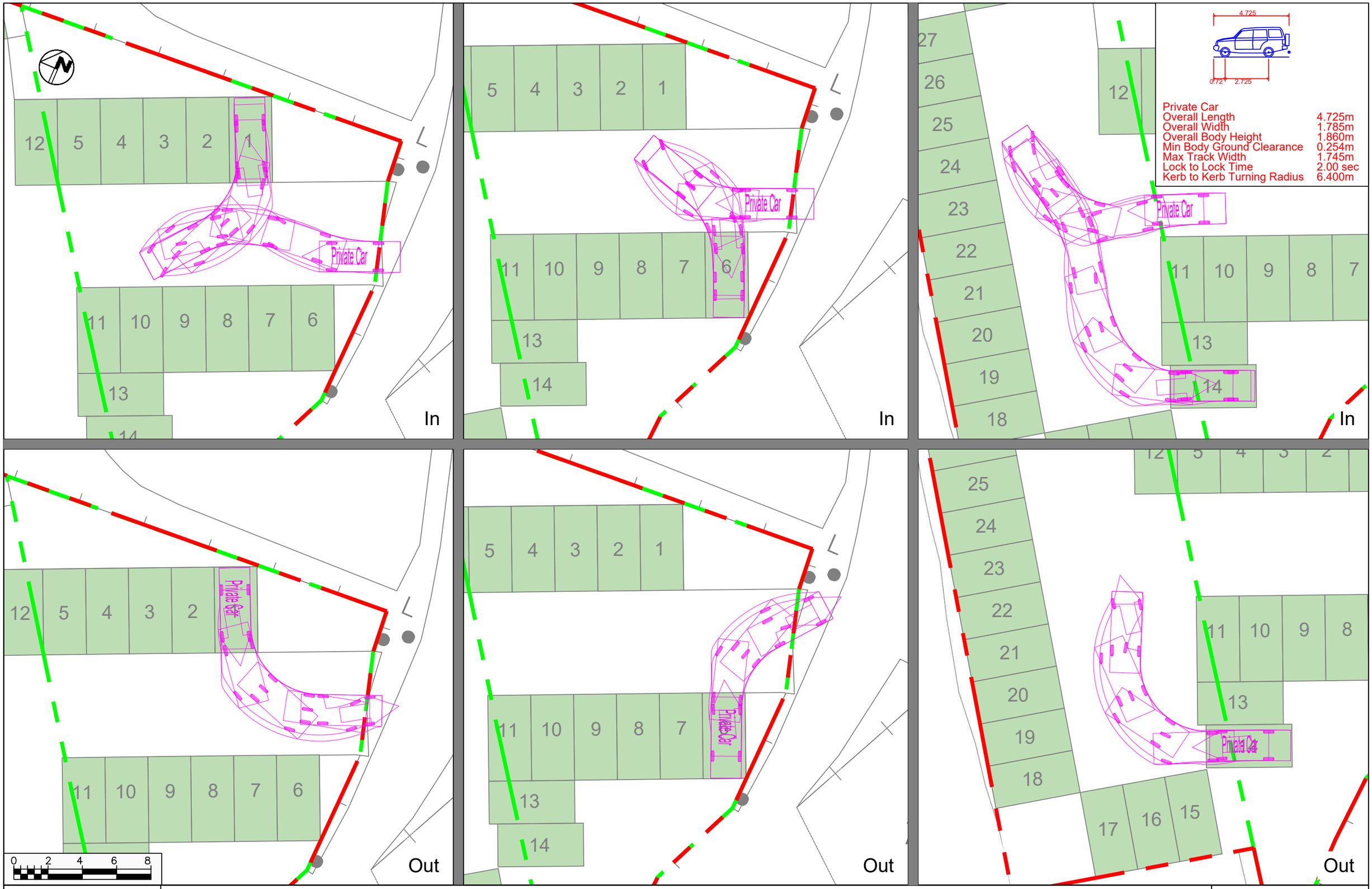
Appendix A

Swept Path Assessments



X:\Ozzo\82304_S16 for Temporary Public Vehicle Park in Kwan Tei Fanling\Data\Dwg\82304-Figure 2-2F.dwg 2023/04/12 17:24:38

OZZO TECHNOLOGY

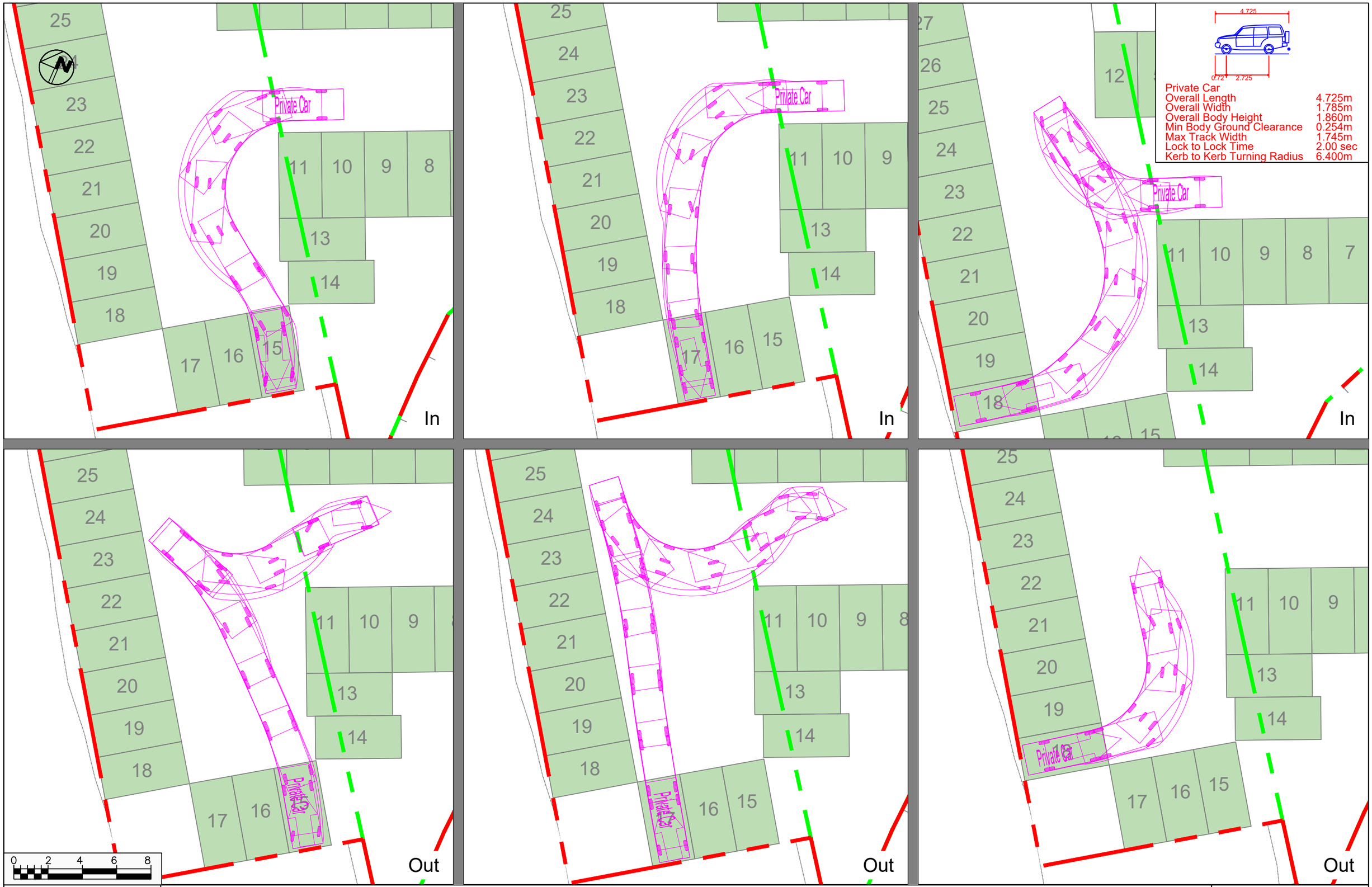
Date 12/04/2023 | Scale 1:200

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Private Car Swept Path Assessment

Project No. 82304 | Rev. -

Dwg No. SP1



OZZO TECHNOLOGY

Date 12/04/2023 | Scale 1:200

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Private Car Swept Path Assessment

Project No. 82304 | Rev. -

Dwg No. SP2

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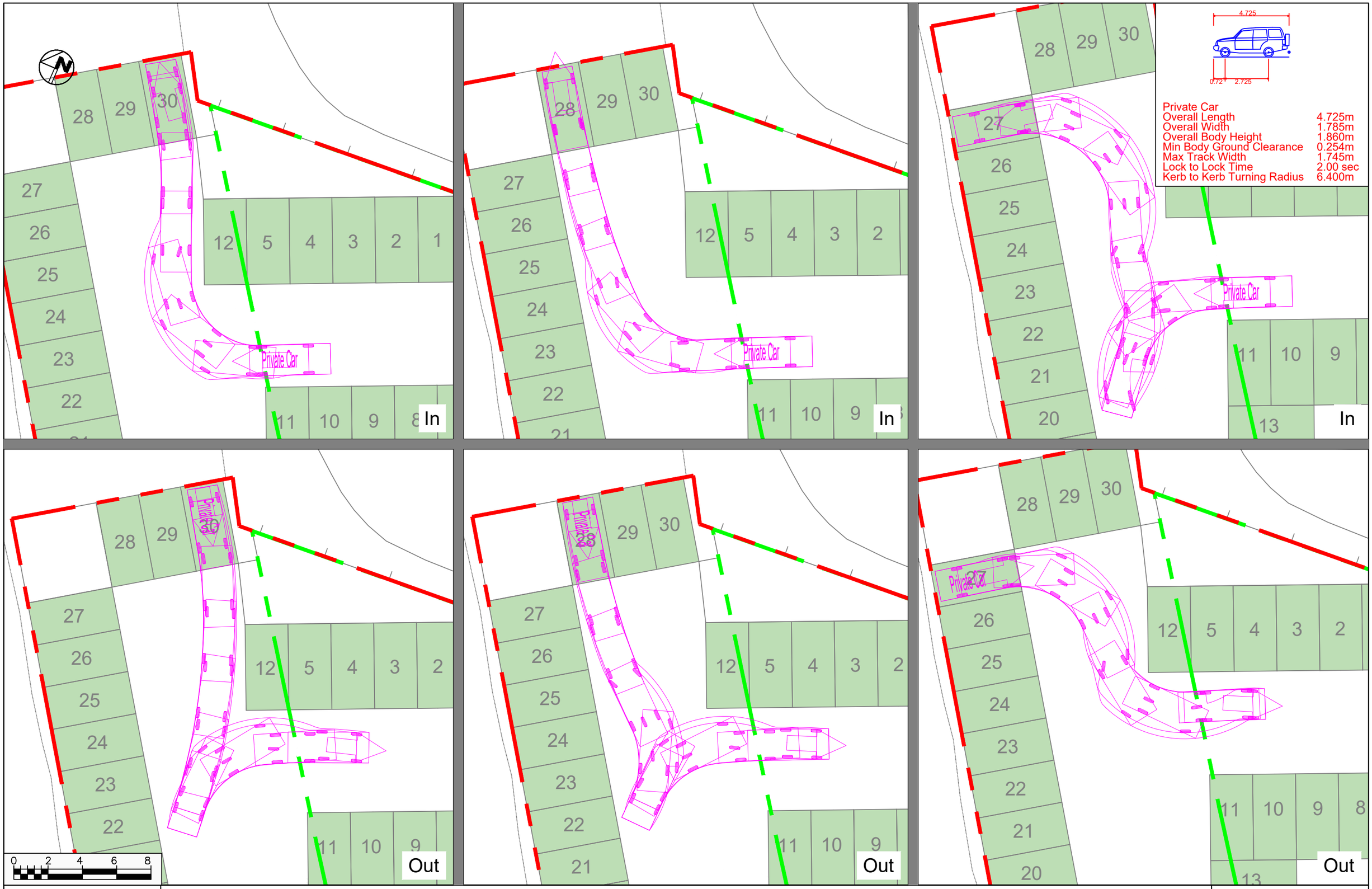

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OZZO TECHNOLOGY

Date 12/04/2023 | Scale 1:200

Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling

Private Car Swept Path Assessment

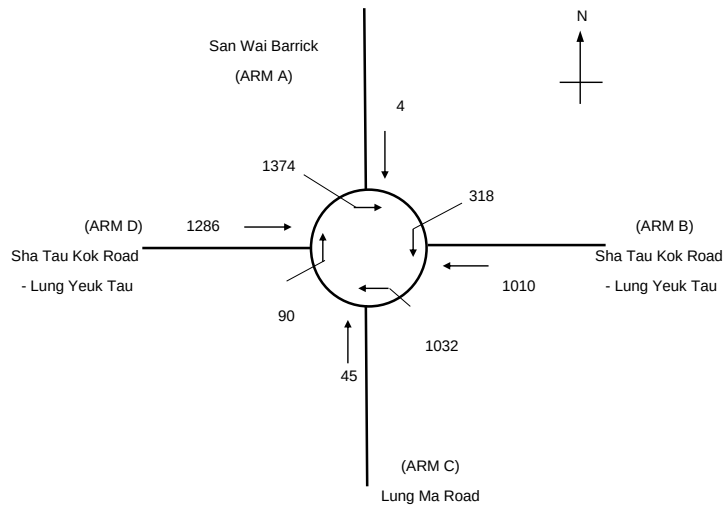
Project No. 82304 | Rev. -

Dwg No. SP3

Appendix B

2022 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Feb-23
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	2022_AM	FILENAME :	CHECKED BY:	LL	Feb-23
2022 Observed AM Peak Hour Traffic Flows		Road_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Feb-23

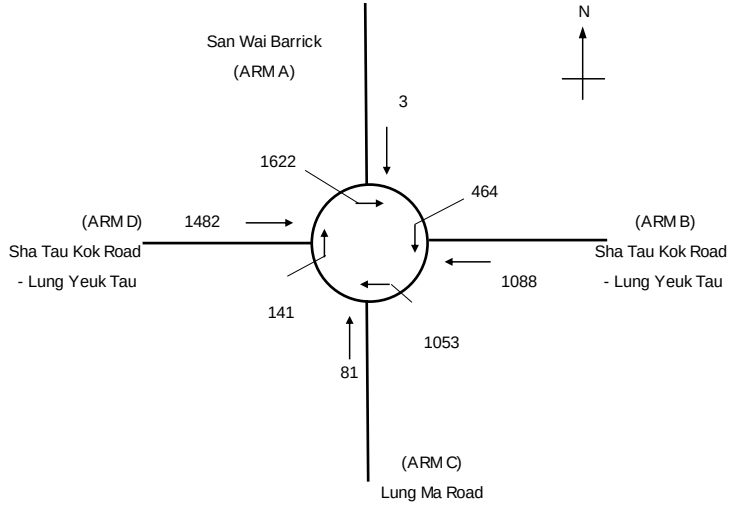


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	4	1010	45	1286
Qc	=	Circulating flow across entry (pcu/h)	1374	318	1032	90
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	696	2096	952	2618
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.48	0.05	0.49

Total In Sum = 2345 PCU

DFC of Critical Approach = **0.49**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Feb-23
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	2022_PM	FILENAME :	CHECKED BY:	LL	Feb-23
2022 Observed PM Peak Hour Traffic Flows		Road_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Feb-23

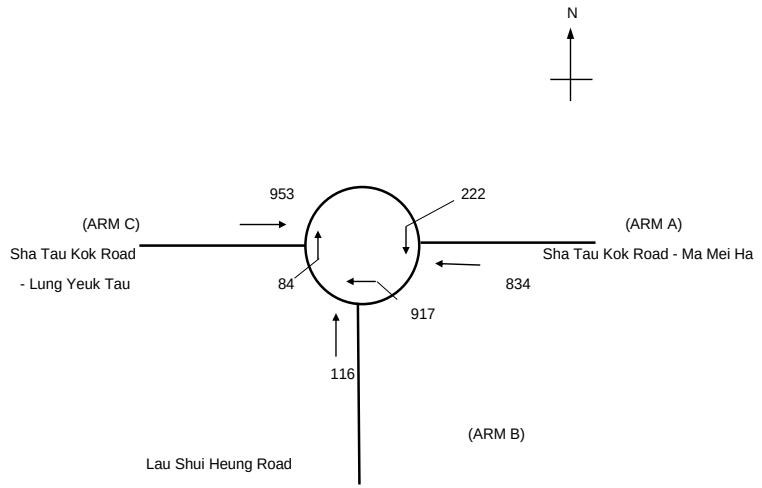


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	3	1088	81	1482
Qc	=	Circulating flow across entry (pcu/h)	1622	464	1053	141
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	554	1990	939	2579
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.55	0.09	0.57

Total In Sum = 2654 PCU

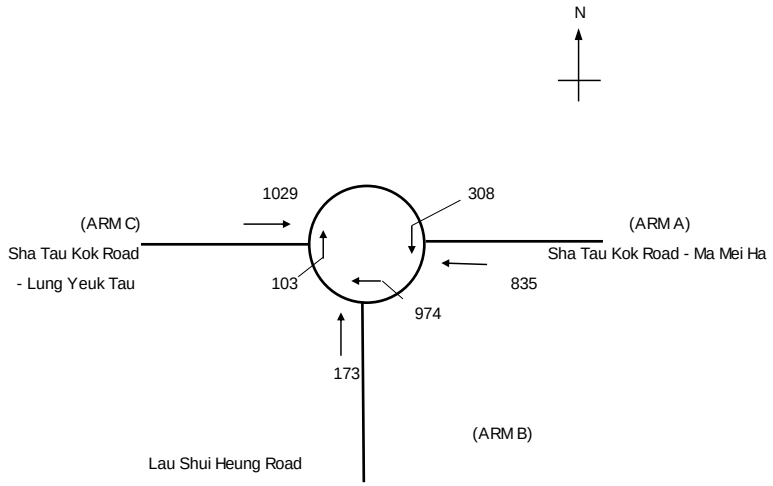
DFC of Critical Approach = **0.57**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	2022_AM	FILENAME :	CHECKED BY:	LL	Feb-23
2022 Observed AM Peak Hour Traffic Flows		ung Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Feb-23



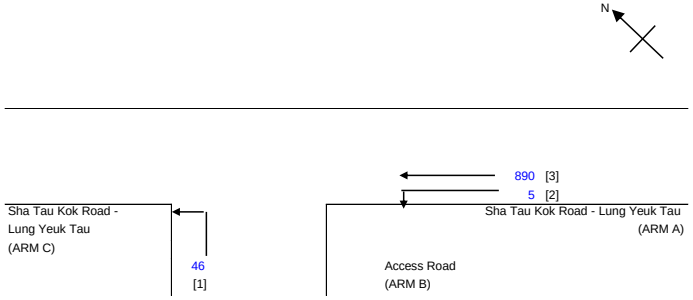
ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	834	116	953			
Qc	=	Circulating flow across entry (pcu/h)	222	917	84			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1779	835	2088	Total In Sum =	950	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.47	0.14	0.46	DFC of Critical Approach =	0.47	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	2022_PM	FILENAME :	CHECKED BY:	LL	Feb-23
2022 Observed PM Peak Hour Traffic Flows		ung Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Feb-23



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	835	173	1029			
Qc	=	Circulating flow across entry (pcu/h)	308	974	103			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1726	807	2075	Total In Sum =	1008	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.48	0.21	0.50	DFC of Critical Approach =	0.50	

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling, New	**2022_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Feb-23
2022 Observed AM Peak Hour Traffic Flows		a Tau Kok Road_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Feb-23



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	5	(pcu/hr)
q a-c	=	890	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	46	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.625723526
E	=	0.949876816
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	238		
Q b-c	=	473	Q b-c (O) =	473
Q c-b	=	321		
Q b-ac	=	473		

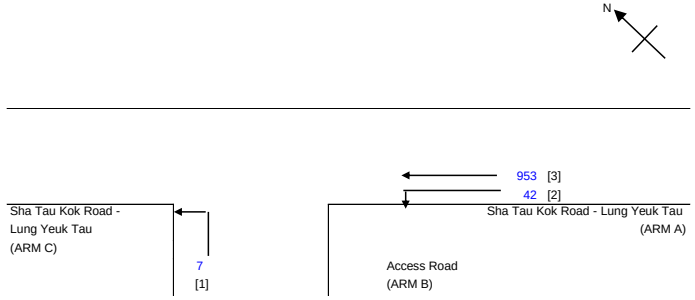
TOTAL FLOW = 941 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0973
DFC c-b	=	0.0000

CRITICAL DFC = 0.10

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling, New	**2022_PM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Feb-23
2022 Observed PM Peak Hour Traffic Flows		a Tau Kok Road_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Feb-23



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	42	(pcu/hr)
q a-c	=	953	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	7	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.625723526
E	=	0.949876816
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

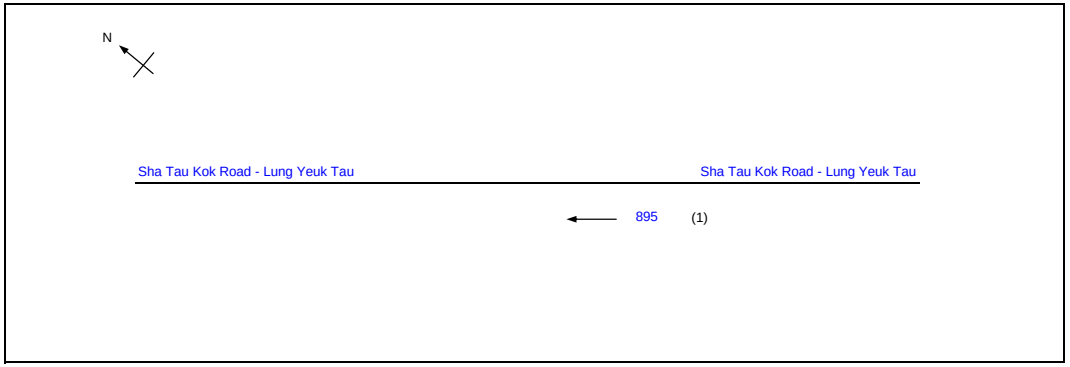
Q b-a	=	224		
Q b-c	=	452	Q b-c (O) =	452
Q c-b	=	303		
Q b-ac	=	452		
TOTAL FLOW	=	1002	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

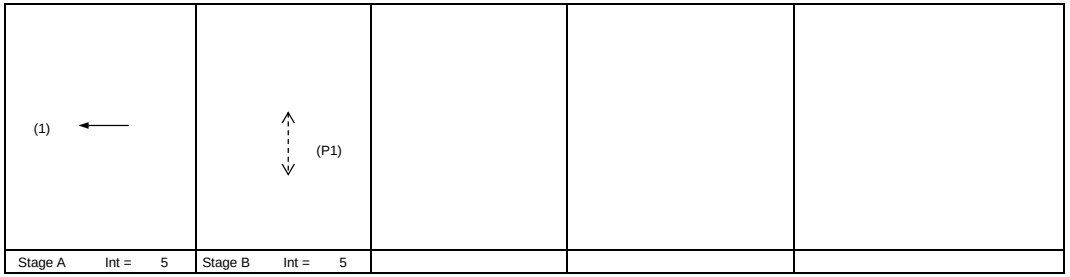
DFC b-a	=	0.0000
DFC b-c	=	0.0155
DFC c-b	=	0.0000

CRITICAL DFC = 0.02

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Goverr		PROJECT NO. 82304	Prepared By:	HL	Feb-23
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	**2022 AM peak**	FILENAME :	Checked By:	LL	Feb-23
2022 AM peak Observed Peak Hour Traffic Flows		J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Feb-23



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.222	
Loss time		L =	32	sec
Total Flow		=	895	pcu
Co	= (1.5*L+5)/(1-Y)	=	68.1	sec
Cm	= L/(1-Y)	=	41.1	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	197.2	%
Cp	= 0.9*L/(0.9-Y)	=	42.5	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	176.9	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	176.9	%

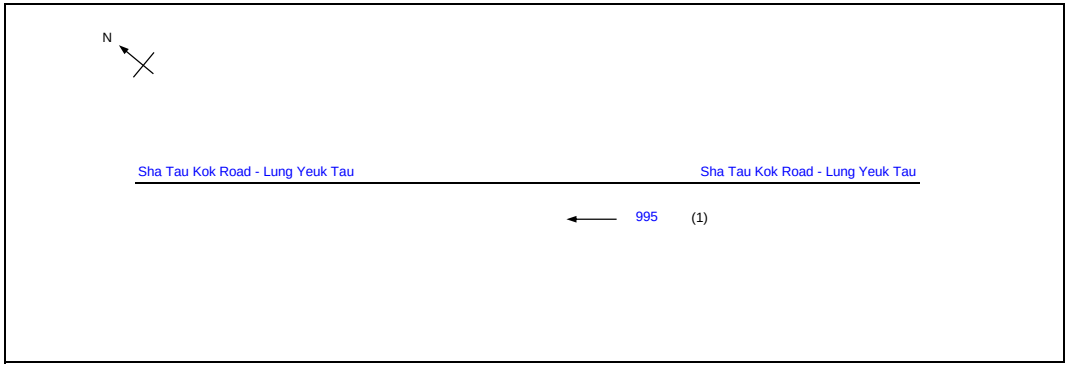


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

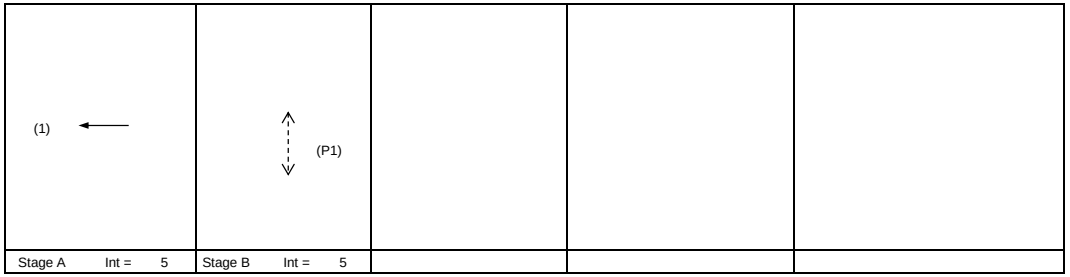
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		895		895	0.00	4030			4030	0.222	0.222	9	69	69	0.325	21	6
	B		PED																	23					

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

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Goverr		PROJECT NO. 82304	Prepared By:	HL	Feb-23
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	**2022 PM peak**	FILENAME :	Checked By:	LL	Feb-23
2022 PM peak Observed Peak Hour Traffic Flows		J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Feb-23



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.247	
Loss time		L =	32	sec
Total Flow		=	995	pcu
Co	= (1.5*L+5)/(1-Y)	=	70.4	sec
Cm	= L/(1-Y)	=	42.5	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	167.3	%
Cp	= 0.9*L/(0.9-Y)	=	44.1	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	149.0	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	149.0	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

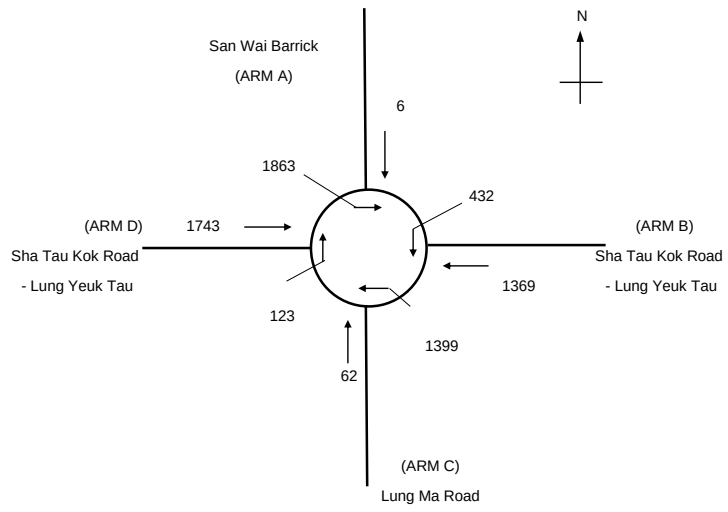
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		995		995	0.00	4030			4030	0.247	0.247	9	69	69	0.361	24	6
	B		PED																	23					

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

Appendix C

2026 Junction Calculation Sheets

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Feb-23
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Ref_AM**	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Reference AM Peak Hour Traffic Flows		Road_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Feb-23

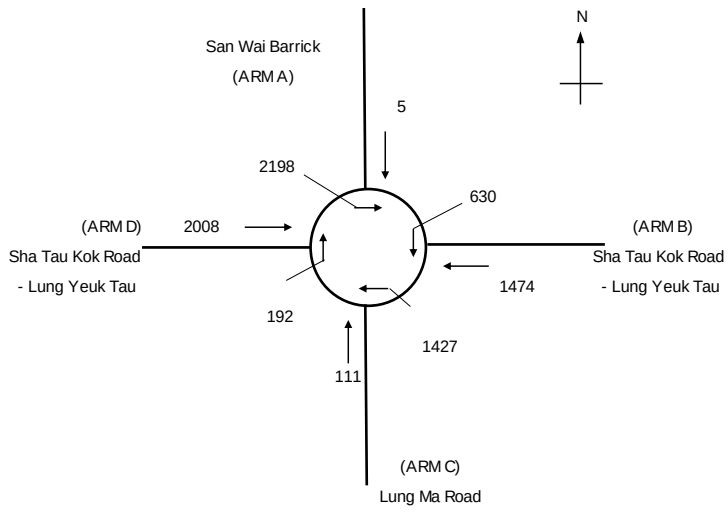


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	6	1369	62	1743
Qc	=	Circulating flow across entry (pcu/h)	1863	432	1399	123
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	416	2013	731	2593
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.68	0.08	0.67

Total In Sum = 3180 PCU

DFC of Critical Approach = **0.68**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Feb-23
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Ref_PM**	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Reference PM Peak Hour Traffic Flows		Road_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Feb-23

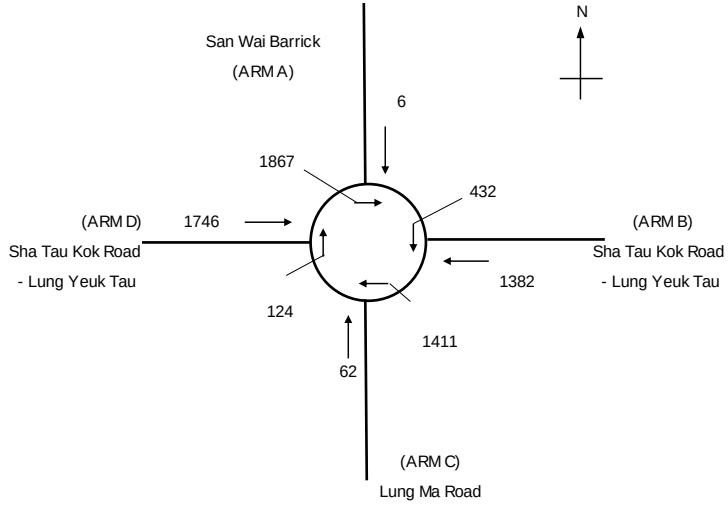


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	5	1474	111	2008
Qc	=	Circulating flow across entry (pcu/h)	2198	630	1427	192
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	224	1869	715	2539
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.79	0.16	0.79

Total In Sum = 3598 PCU

DFC of Critical Approach = **0.79**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Feb-23
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Des_AM**	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Design AM Peak Hour Traffic Flows		Road_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Feb-23

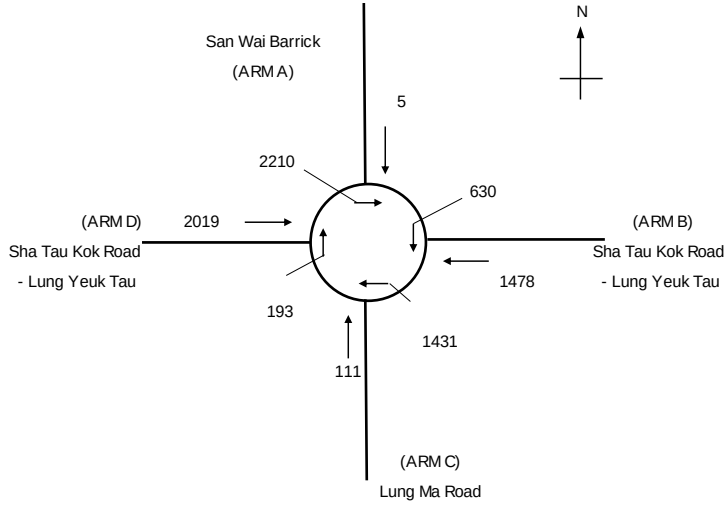


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	6	1382	62	1746
Qc	=	Circulating flow across entry (pcu/h)	1867	432	1411	124
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	414	2013	724	2592
DFC	=	Design flow/Capacity = Q/Qe	0.01	0.69	0.09	0.67

Total In Sum = 3196 PCU

DFC of Critical Approach = **0.69**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL, TL	Feb-23
J1_Sha Tau Kok Road - Lung Yeuk Tau / Lung Ma Road	**2026 Des_PM**	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Design PM Peak Hour Traffic Flows		Road_Lung Yeuk Tau_Lung Ma Road_R.xls	REVIEWED BY:	OC	Feb-23

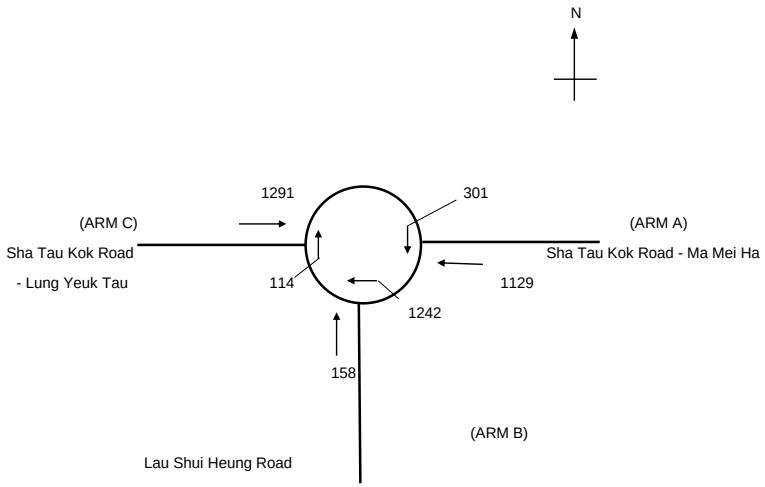


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	4.2	7.1	3.5	7.1
E	=	Entry width (m)	4.7	7.3	5.2	9.5
L	=	Effective length of flare (m)	9.4	1.1	12.9	19.7
R	=	Entry radius (m)	42.2	58.9	69.4	31.6
D	=	Inscribed circle diameter (m)	53.0	53.0	53.0	53.0
A	=	Entry angle (degree)	18.0	21.0	10.0	32.0
Q	=	Entry flow (pcu/h)	5	1478	111	2019
Qc	=	Circulating flow across entry (pcu/h)	2210	630	1431	193
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.08	0.30	0.21	0.19
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.07	1.06	1.10	1.01
X2	=	V + ((E-V)/(1+2S))	4.59	7.22	4.69	8.78
M	=	EXP((D-60)/10)	0.50	0.50	0.50	0.50
F	=	303*X2	1391	2189	1422	2659
Td	=	1+(0.5/(1+M))	1.33	1.33	1.33	1.33
Fc	=	0.21*Td(1+0.2*X2)	0.54	0.68	0.54	0.77
Qe	=	K(F-Fc*Qc)	217	1869	712	2538
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.79	0.16	0.80

Total In Sum = 3613 PCU

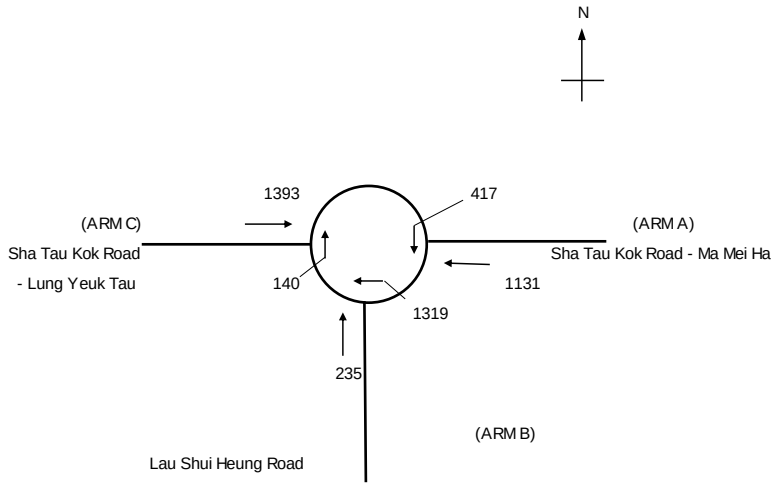
DFC of Critical Approach = **0.80**

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	**2026 Ref_AM**	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Reference AM Peak Hour Traffic Flows		ung Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Feb-23



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	1129	158	1291			
Qc	=	Circulating flow across entry (pcu/h)	301	1242	114			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1731	672	2067	Total In Sum =	1287	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.65	0.24	0.62	DFC of Critical Approach =	0.65	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	2026 Ref_PM	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Reference PM Peak Hour Traffic Flows		ung Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Feb-23

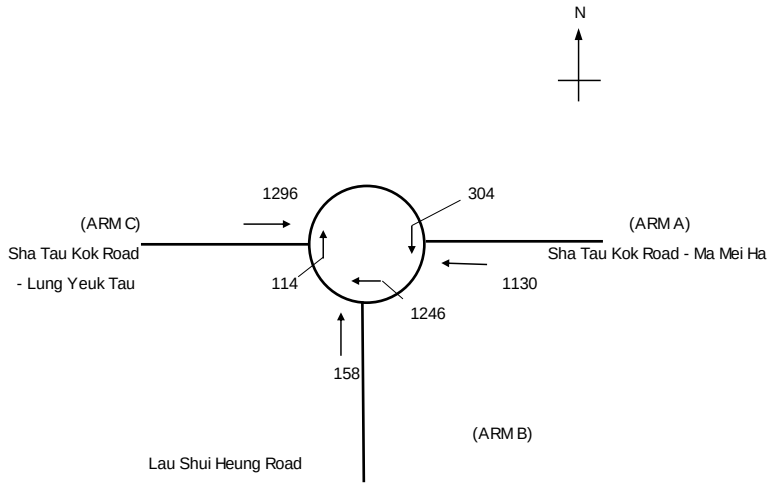


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	6.8	3.4	6.4
E	=	Entry width (m)	6.9	5.2	6.5
L	=	Effective length of flare (m)	1.0	11.9	1.0
R	=	Entry radius (m)	10.0	60.0	22.0
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0
A	=	Entry angle (degree)	39.0	60.0	4.0
Q	=	Entry flow (pcu/h)	1131	235	1393
Qc	=	Circulating flow across entry (pcu/h)	417	1319	140
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48
M	=	EXP((D-60)/10)	0.45	0.45	0
F	=	303*X2	2083	1398	1962
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65
Qe	=	K(F-Fc*Qc)	1659	633	2049
DFC	=	Design flow/Capacity = Q/Qe	0.68	0.37	0.68

Total In Sum = 1366 PCU

DFC of Critical Approach = 0.68

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	2026 Des_AM	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Design AM Peak Hour Traffic Flows		ung Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Feb-23

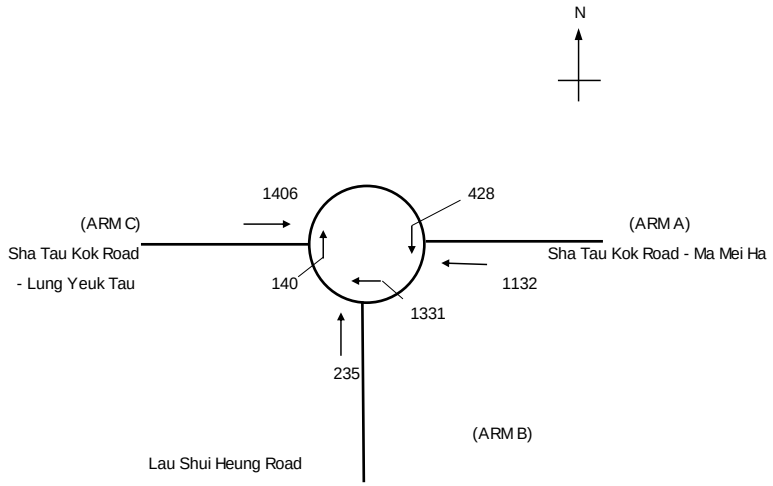


ARM			A	B	C
INPUT PARAMETERS:					
V	=	Approach half width (m)	6.8	3.4	6.4
E	=	Entry width (m)	6.9	5.2	6.5
L	=	Effective length of flare (m)	1.0	11.9	1.0
R	=	Entry radius (m)	10.0	60.0	22.0
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0
A	=	Entry angle (degree)	39.0	60.0	4.0
Q	=	Entry flow (pcu/h)	1130	158	1296
Qc	=	Circulating flow across entry (pcu/h)	304	1246	114
OUTPUT PARAMETERS:					
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48
M	=	EXP((D-60)/10)	0.45	0.45	0
F	=	303*X2	2083	1398	1962
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65
Qe	=	K(F-Fc*Qc)	1729	670	2067
DFC	=	Design flow/Capacity = Q/Qe	0.65	0.24	0.63

Total In Sum = 1288 PCU

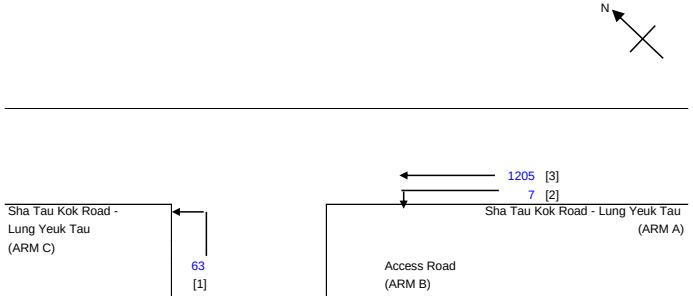
DFC of Critical Approach = 0.65

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D		PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J2_Sha Tau Kok Road - Lung Yeuk Tau / Lau Shui Heung Road	2026 Des_PM	FILENAME :	CHECKED BY:	LL	Feb-23
2026 Design PM Peak Hour Traffic Flows		ung Yeuk Tau_Lau Shui Heung Road_R.xls	REVIEWED BY:	OC	Feb-23



ARM			A	B	C			
INPUT PARAMETERS:								
V	=	Approach half width (m)	6.8	3.4	6.4			
E	=	Entry width (m)	6.9	5.2	6.5			
L	=	Effective length of flare (m)	1.0	11.9	1.0			
R	=	Entry radius (m)	10.0	60.0	22.0			
D	=	Inscribed circle diameter (m)	52.0	52.0	52.0			
A	=	Entry angle (degree)	39.0	60.0	4.0			
Q	=	Entry flow (pcu/h)	1132	235	1406			
Qc	=	Circulating flow across entry (pcu/h)	428	1331	140			
OUTPUT PARAMETERS:								
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.24	0.16			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	0.92	0.93	1.09			
X2	=	V + ((E-V)/(1+2S))	6.88	4.61	6.48			
M	=	EXP((D-60)/10)	0.45	0.45	0			
F	=	303*X2	2083	1398	1962			
Td	=	1+(0.5/(1+M))	1.34	1.34	1.34			
Fc	=	0.21*Td(1+0.2*X2)	0.67	0.54	0.65			
Qe	=	K(F-Fc*Qc)	1652	627	2049	Total In Sum =	1367	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.69	0.37	0.69	DFC of Critical Approach =	0.69	

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling, New	**2026 Ref_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Feb-23
2026 Reference AM Peak Hour Traffic Flows		a Tau Kok Road_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Feb-23



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	7	(pcu/hr)
q a-c	=	1205	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	63	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.625723526
E	=	0.949876816
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

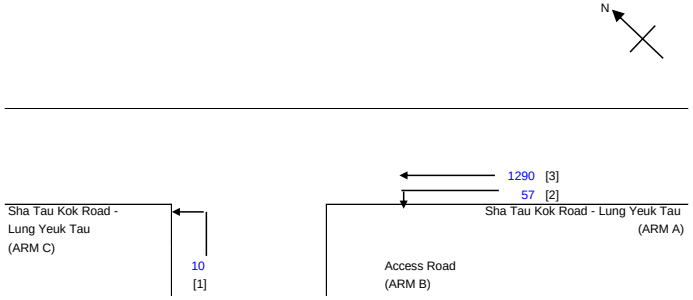
Q b-a	=	183		
Q b-c	=	390	Q b-c (O) =	390
Q c-b	=	264		
Q b-ac	=	390		
TOTAL FLOW	=	1275	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1615
DFC c-b	=	0.0000

CRITICAL DFC = 0.16

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling, New	**2026 Ref_PM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Feb-23
2026 Reference PM Peak Hour Traffic Flows		a Tau Kok Road_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Feb-23



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	57	(pcu/hr)
q a-c	=	1290	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.625723526
E	=	0.949876816
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

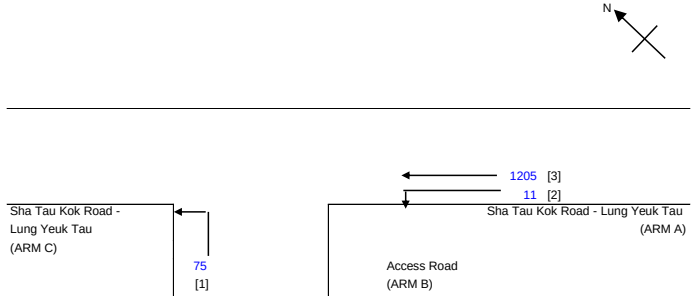
Q b-a	=	165		
Q b-c	=	362	Q b-c (O) =	362
Q c-b	=	240		
Q b-ac	=	362		
TOTAL FLOW	=	1357	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0276
DFC c-b	=	0.0000

CRITICAL DFC = 0.03

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Government Land, Kwan Tei, Fanling, New	**2026 Des_AM**	PROJECT NO.: 82304	PREPARED BY:	HL,TL	Feb-23
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Feb-23
2026 Design AM Peak Hour Traffic Flows		a Tau Kok Road_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Feb-23



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	11	(pcu/hr)
q a-c	=	1205	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	75	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.625723526
E	=	0.949876816
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	183		
Q b-c	=	389	Q b-c (O) =	389
Q c-b	=	263		
Q b-ac	=	389		
TOTAL FLOW	=	1291	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1928
DFC c-b	=	0.0000

CRITICAL DFC = 0.19

OZZO TECHNOLOGY (HK) LIMITED	TTM-067-001 PRIORITY JUNCTION CALCULATION R0			INITIALS	DATE
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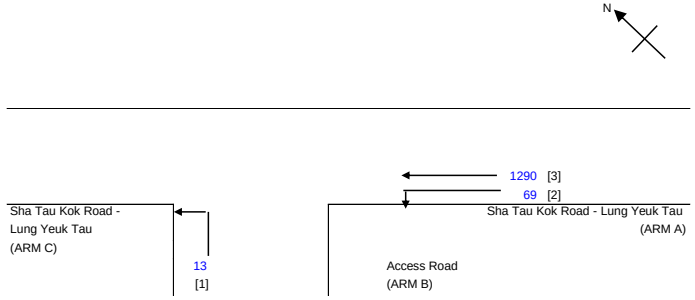
J3(P)_Sha Tau Kok Road - Lung Yeuk Tau / Local Access Track		FILENAME :	CHECKED BY:	LL	Feb-23
2026 Design PM Peak Hour Traffic Flows		a Tau Kok Road_Lung Yeuk Tau_Local Access Track_P.xls	REVIEWED BY:	OC	Feb-23



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	6.92	(metres)
W cr	=	0	(metres)
q a-b	=	69	(pcu/hr)
q a-c	=	1290	(pcu/hr)

MAJOR ROAD (ARM C)

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

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.30	(metres)
Vl b-a	=	100	(metres)
Vr b-a	=	100	(metres)
Vr b-c	=	100	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.625723526
E	=	0.949876816
F	=	0.6450758
Y	=	0.76126
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	164		
Q b-c	=	361	Q b-c (O) =	361
Q c-b	=	238		
Q b-ac	=	361		

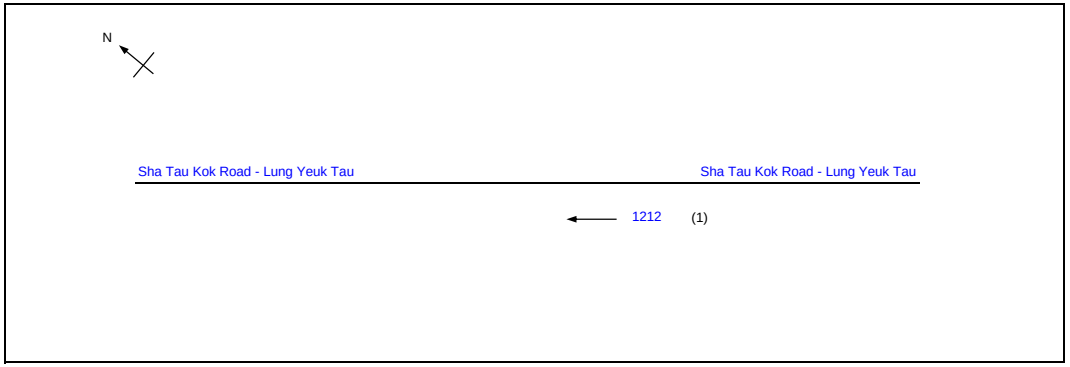
TOTAL FLOW = 1372 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

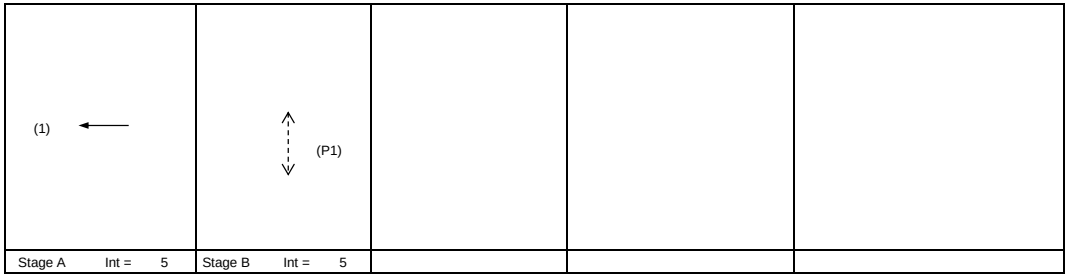
DFC b-a	=	0.0000
DFC b-c	=	0.0360
DFC c-b	=	0.0000

CRITICAL DFC = 0.04

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Goverr		PROJECT NO. 82304	Prepared By:	HL	Feb-23
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	**2026 Ref_AM**	FILENAME :	Checked By:	LL	Feb-23
2026 Ref_AM Observed Peak Hour Traffic Flows		J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Feb-23



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.301	
Loss time		L =	32	sec
Total Flow		=	1212	pcu
Co	= (1.5*L+5)/(1-Y)	=	75.8	sec
Cm	= L/(1-Y)	=	45.8	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	119.5	%
Cp	= 0.9*L/(0.9-Y)	=	48.1	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	104.4	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	104.4	%

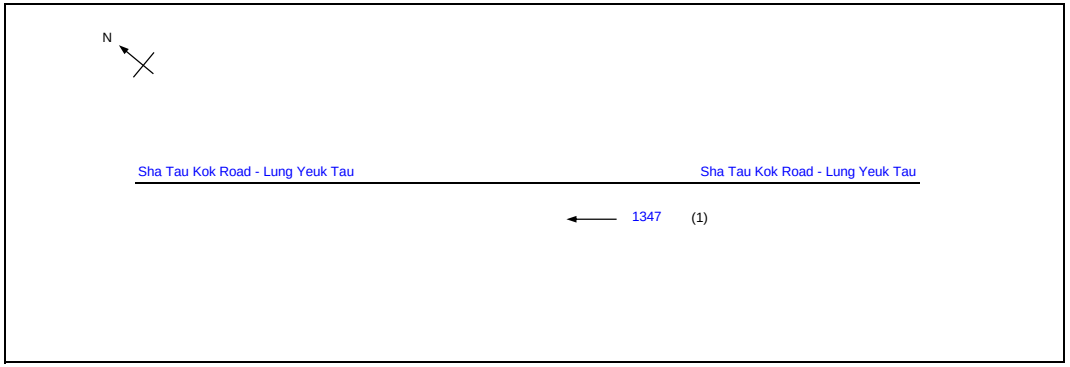


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

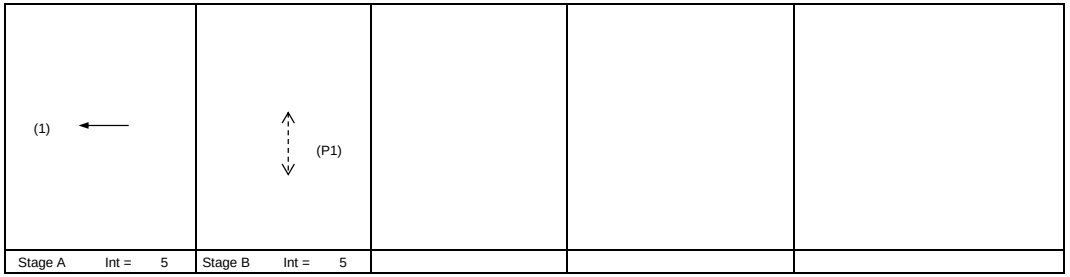
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1212		1212	0.00	4030			4030	0.301	0.301	9	69	69	0.440	30	7
	B		PED																	23					

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

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Goverr		PROJECT NO. 82304	Prepared By:	HL	Feb-23
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	**2026 Ref_PM**	FILENAME :	Checked By:	LL	Feb-23
2026 Ref_PM Observed Peak Hour Traffic Flows		J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Feb-23



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.334	
Loss time		L =	32	sec
Total Flow		=	1347	pcu
Co	= (1.5*L+5)/(1-Y)	=	79.6	sec
Cm	= L/(1-Y)	=	48.1	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	97.5	%
Cp	= 0.9*L/(0.9-Y)	=	50.9	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	84.0	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	84.0	%

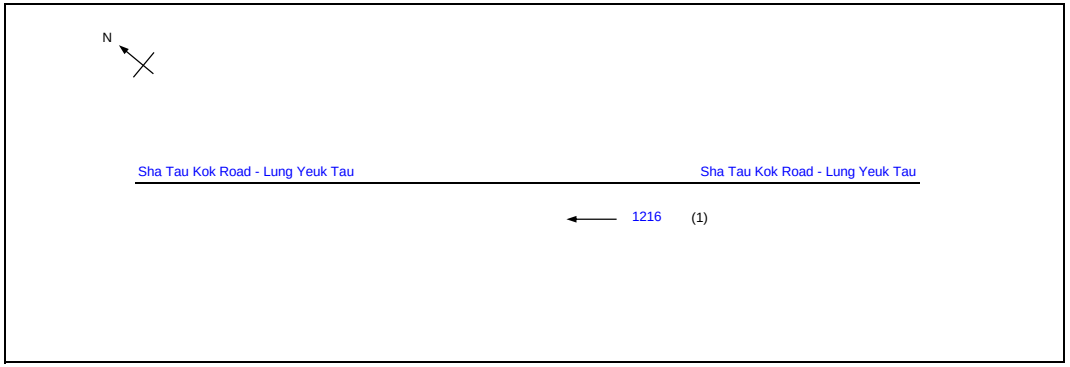


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

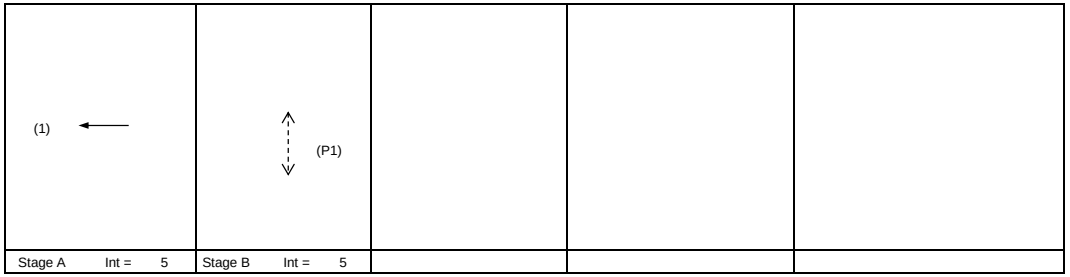
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1347		1347	0.00	4030			4030	0.334	0.334	9	69	69	0.489	33	7
	B		PED																	23					

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

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Goverr		PROJECT NO. 82304	Prepared By:	HL	Feb-23
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	**2026 Des_AM**	FILENAME :	Checked By:	LL	Feb-23
2026 Des_AM Observed Peak Hour Traffic Flows		J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Feb-23



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.302	
Loss time		L =	32	sec
Total Flow		=	1216	pcu
Co	= (1.5*L+5)/(1-Y)	=	75.9	sec
Cm	= L/(1-Y)	=	45.8	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	118.7	%
Cp	= 0.9*L/(0.9-Y)	=	48.1	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	103.8	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	103.8	%

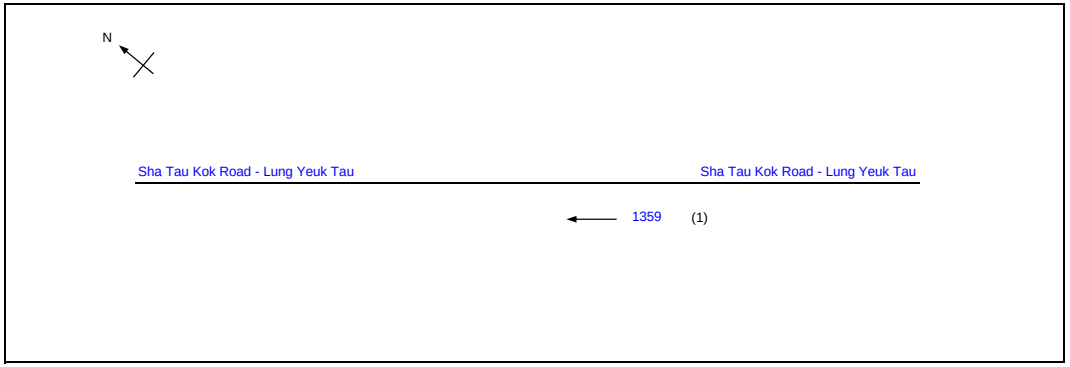


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

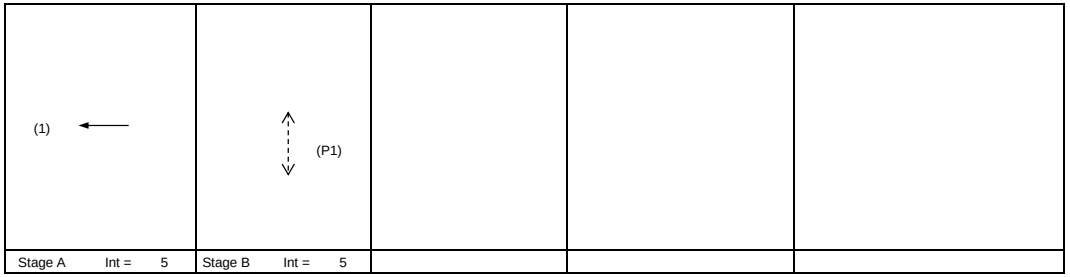
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement Left pcu/h	Straight pcu/h	Right pcu/h	Total FLow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
SA	A	3.30	1	2			N	4030		1216		1216	0.00	4030			4030	0.302	0.302	9	69	69	0.442	30	7
	B		PED																	23					

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

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Section 16 Planning Application for Proposed Temporary Public Vehicle Park at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjoining Goverr		PROJECT NO. 82304	Prepared By:	HL	Feb-23
J3(S): Sha Tau Kok Road - Lung Yeuk Tau	**2026 Des_PM**	FILENAME :	Checked By:	LL	Feb-23
2026 Des_PM Observed Peak Hour Traffic Flows		J3S_Sha Tau Kok Road - Lung Yeuk Tau_S.xlsx	Reviewed By:	OC	Feb-23



			Existing Cycle Time	
No. of stages per cycle		N =	3	
Cycle time		C =	101	sec
Sum(y)		Y =	0.337	
Loss time		L =	32	sec
Total Flow		=	1359	pcu
Co	= (1.5*L+5)/(1-Y)	=	80.0	sec
Cm	= L/(1-Y)	=	48.3	sec
Yult		=	0.660	
R.C.ult	= (Yult-Y)/Y*100%	=	95.7	%
Cp	= 0.9*L/(0.9-Y)	=	51.2	sec
Ymax	= 1-L/C	=	0.683	
R.C.(P)	= (0.9/Xmax-1)*100%	=	82.3	%
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	82.3	%



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG
P1	B		13	10	0	13	10

Move-ment	Stage	Lane Width m.	Phase	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 Length m.	Share 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)
SA	A	3.30	1	2			N	4030		1359		1359	0.00	4030			4030	0.337	0.337	9	69	69	0.494	36	7
	B		PED																	23					

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

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

TPB/A/NE-LYT/795: Section 16 Planning Application for a Proposed Temporary Public Vehicle Park for Private Car (Extension Proposal of an Approved Temporary Public Vehicle Park) for a Period of 3 Years, at Lots 466 (Part) and 470 (Part) in D.D. 83 and adjo
04/07/2023 10:21

From:
To.

Dear Ms. Cheung,

Further to our recent phone conversation, please find below Applicant's response for your attention:-

We would like to confirm that no land filling is necessary for the proposed use due to the following justifications:-

1. ***the application site is not low-lying;***
2. ***the application site is relatively flat, hence no soil filling nor site formation works is necessary;***
3. ***the existing trees within and along the site boundary are proposed to be transplanted to appropriate places as shown in Appendix III of the Planning Statement; and***
4. ***the wild grass in Site B will be trimmed and only temporary removable material (i.e. gravel) will be laid for the proposed carpark use where necessary.***

Regards,
Jacqueline