

Previous S.16 Applications

Approved Applications

Application No.	Uses/ Development	Date of Consideration
A/NE-LYT/730	Proposed Temporary Recyclable Collection Centre with Ancillary Office for a Period of 3 Years	18.12.2020 (revoked on 18.6.2021)
A/NE-LYT/775	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years	31.3.2023

Rejected Applications

Application No.	Uses/ Development	Date of Consideration	Rejection Reasons
A/NE-LYT/444	Temporary Private Vehicle Park for Coaches with Ancillary Staff Rest Room and Storage of Repair Equipment for Coaches and Miscellaneous Items for a Period of 3 Years	17.2.2012 (on review)	R1 & R2
A/NE-LYT/646	Temporary Open Storage of Recyclable Products and Ancillary Workshop for a Period of 3 Years	18.5.2018	R1, R3 to R5

Rejection Reasons:

- R1 The development was not in line with the planning intentions of the “Agriculture” and “Residential (Group C)” zones in the Lung Yeuk Tau and Kwan Tei South area which were primarily to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes; and for low-rise, low-density residential developments respectively. There was no strong planning justification in the submission for a departure from such planning intentions, even on a temporary basis.

- R2 The applicant had failed to demonstrate that the development would not generate adverse environmental and traffic impacts on the surrounding areas
- R3 The application did not comply with the Town Planning Board Guidelines for ‘Application for Open Storage and Port Back-up Uses under Section 16 of the Town Planning Ordinance’ in that no previous approval had been granted at the Site and there were adverse departmental comments on the application.
- R4 There was no information in the submission to demonstrate that the development would not cause adverse landscape, traffic and environmental impacts on the surrounding areas.
- R5 The approval of the application would set an undesirable precedent for similar applications within the “AGR” and “R(C)” zones. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.

**Similar S.16 Applications for Temporary Vehicle Park
in the vicinity of the application site
within/partly within the “Residential (Group C)” zone or “Agriculture” zone
in the Lung Yeuk Tau and Kwan Tei South Area**

Approved Applications

<u>Application No.</u>	<u>Uses/ Development</u>	<u>Date of Consideration</u>
A/NE-LYT/689	Temporary Vehicle Park (Private Car and Motorcycle) for a Period of 3 Years	3.5.2019
A/NE-LYT/704	Temporary Public Vehicle Park for a Period of 3 Years	16.8.2019
A/NE-LYT/706* ¹	Temporary Public Vehicle Park (Private Car) for a Period of 3 Years	6.9.2019
A/NE-LYT/742	Proposed Temporary Public Vehicle Park (Private Cars) for a Period of 3 Years	5.2.2021
A/NE-LYT/747	Renewal of Planning Approval for Temporary Public Vehicle Park for Private Cars and Light Goods Vehicles for a Period of 3 Years	11.6.2021
A/NE-LYT/752	Temporary Private Vehicle Park for Private Car and Light Goods Vehicle (Excluding Container Vehicle) and Loading/Unloading for a Period of 3 Years	24.9.2021
A/NE-LYT/777* ¹	Temporary Public Vehicle Park (Private Car Only) for a Period of 3 Years	13.1.2023

Remarks

*1: A/NE-LYT/706 and A/NE-LYT/777 are the same sites.

Rejected Applications

Application No.	Uses/ Development	Date of Consideration	Rejection Reasons
A/NE-LYT/718 ^{#1}	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years	6.3.2020	R1 & R2
A/NE-LYT/795 ^{#1, #2}	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of 3 Years	14.7.2023	R2

Remarks

^{#1} A/NE-LYT/718 includes parts of the application no. A/NE-LYT/795.

^{#2} The site of rejected application no. A/NE-LYT/795 includes parts of the application No. A/NE-LYT/742.

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):

- lot 2141 RP in D.D. 83 is held under New Grant No. 9118 for agricultural purpose and the other application lots are Old Schedule Agricultural Lots held under the Block Government Lease, all of them contain the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land (GL) is granted to the Site.

2. Traffic

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 Small Houses, temporary structures, high-rise residential buildings, clusters of tree groups, vegetated areas and farmland at the further southeast. The Site is hard paved and occupied by a car park which is in operation. Self-seeded vegetation, wild grasses and some small trees of common species are observed at the periphery of the Site. 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 vehicles.

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. **Heritage**

Comments of the Chief Heritage Executive (Antiquities & Monuments), Antiquities and Monuments Office (AMO):

- part of the Site falls within Queen's Hill Site of Archaeological Interest. In view of the the proposed scope of works and according to the findings of previous archaeological surveys in the surrounding areas, she has no objection in principle to the application;
- notwithstanding, pursuant to the Antiquities and Monuments Ordinance (Cap.53), the applicant and his contractor are required to inform AMO immediately when any antiquity or supposed antiquity is discovered during the course of works.

8. **Project Interface**

Comments of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD):

- It is noted that the Temporary Public Vehicle Park (Excluding Container Vehicle) on a 3-year basis is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. Please note that the P&E Study already commenced on 29.10.2021 for completion in about 3 years. While the implementation programme of NTN New Town will be formulated under the P&E Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, please be reminded that subject to the land use planning in the P&E Study, the subject development, if approved, may need to be vacated for the site formation works

9. **Other Departments**

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

- (i) Chief Engineer/Construction, Water Supplies Department;
- (ii) Comments of the Chief Building Surveyor / New Territories West, Buildings Department; and
- (iii) Commissioner of Police (C of P).

Recommended Advisory Clauses

- (a) to note the following comments of the District Lands Officer/North, Lands Department (LandsD):
 - (i) as the land filling work is proposed, the applicant should comply with all the land filling requirements imposed by relevant Government departments. Government Land should not be disturbed unless with prior approval; and
 - (ii) should the planning approval be given to the subject planning application, the lot owner of Lot Nos. 870 RP and 2141 RP will need to apply to LandsD for a Short Term Waiver to permit the structure(s) to be erected on site and to waive the user restriction. Besides, given the proposed use is temporary in nature, only application for regularization or erection of temporary structure(s) will be considered. The application will be considered by LandsD acting in the capacity of the lessor 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 fee and administrative fee, as may be imposed by the LandsD;
- (b) to note the comments of the Commissioner for Transport that Hai Wing Road and Dao Yang Road are not managed by Transport Department. The applicant should also seek comments from the responsible parties as appropriate;
- (c) to note the comments of the Director of Environmental Protection (DEP) that the applicant is advised to comply with all environmental protection/pollution ordinances, and to follow the latest “Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites” issued by DEP in order to minimize any possible environmental nuisances to the nearby residents;
- (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 his own expense;
- (e) to note the comments of the Chief Heritage Executive (Antiquities & Monuments), Antiquities and Monuments Office (AMO) that the applicant and his contractor are required to inform AMO immediately when any antiquity or supposed antiquity is discovered during the course of works;
- (f) 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. The applicant is reminded to seek approval for any proposed tree works from relevant authority prior to commencement of the works;
- (g) to note the comments of the Project Manager (North), Civil Engineering and Development Department that the Temporary Public Vehicle Park (Excluding Container Vehicle) on a 3-year basis is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. Please note that the P&E Study already commenced on 29.10.2021 for completion in about 3 years. While the implementation programme of NTN New Town will be formulated under the P&E

Study, the site formation works will likely commence soon after the completion of detailed design in next stage. Hence, please be reminded that subject to the land use planning in the P&E Study, the subject development, if approved, may need to be vacated for the site formation works;

- (h) to note the following comments of the Director of Fire Services:
- (i) in consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to FSD for approval. In addition, the applicant should also be advised on the following points:
 - the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy;
 - the location of where the proposed FSI to be installed should be clearly marked on the layout plans;
 - (ii) the applicant is reminded that if the proposed structure(s) is required to comply with the BO (Cap. 123), detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans. If there is electric vehicle charging station involved, the requirement of Fireman's Emergency Switch is attached for your reference (**Attachment 1**); and
- (i) to note the following comments of Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):
- (i) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the Building (Planning) Regulations (B(P)Rs);
 - (ii) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with B(P)Rs 5 and 41D respectively;
 - (iii) the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;
 - (iv) for unauthorised building work (UBW) erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the Building Ordinance (BO);
 - (v) before any new building works (including containers/ open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent from the Building Authority (BA) should be obtained, otherwise they are UBW under the BO. An authorized person should be appointed as the co-ordinator for the proposed building works in accordance with the BO; and
 - (vi) detailed checking under the BO will be carried out at building plan submission stage.

Requirements for the Fireman's Emergency Switch

1. A fireman's emergency switch conforming EMSD's Code of Practice shall be provided to cut off the power supply of **all** EV charging facilities within the car parking facilities.
2. The switch shall be situated in a conspicuous position, yet out of reach of the public in general. Thus, switch(es) provided at vehicle entrance(s) shall be positioned no more than 3m but not less than 2.5 from ground level. Where more than one fireman's emergency switch is installed on any one building, such switches shall be clearly marked to distinguish one from another.
3. In case the switch is installed at a location other than the vehicle entrance, notice plate(s) shall be provided at conspicuous location(s) of vehicle entrance(s) acceptable to the Director of Fire Services to indicate the location of fireman's emergency switch.
4. The 'ON' and 'OFF' position of the fireman's emergency switch shall be conventional (i.e. push upward – 'OFF'; push downward – 'ON') and clearly indicated by lettering legible to a person standing on the ground at the intended site.
5. The switch is to be affixed on a board approximately 300 mm long by 250 mm wide, which is painted white and edged with a 50 mm red border. The inscription 'EV CHARGING FACILITIES - FIREMAN'S SWITCH' in English is to be painted on the top and '電動車充電設施 - 消防員開關掣' in Chinese at the bottom of the board in black. The switch is to be positioned in the middle of the board.

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/806

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

Handwritten signature and date on lined paper.

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

簽署 Signature [Signature] 日期 Date 2023.9.7

2

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

參考編號

Reference Number:

230913-193110-23746

提交限期

Deadline for submission:

22/09/2023

提交日期及時間

Date and time of submission:

13/09/2023 19:31:10

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-LYT/806

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Mike Wong

意見詳情

Details of the Comment :

反對申請:

1) 規劃申請No. A/NE-LYT/775與現時規劃申請No. A/NE-LYT/806性質完全不同, 同時亦與較早前之申請 A/NE-LYT/800一樣, 現時申請地段大部份規劃作農業用途, 跟據龍躍頭及軍地南分區計劃大綱核准圖編號S/NE-LYT/19 公眾停車場(貨櫃車除外)並不是農業用途的第一欄及第二欄底下的獲准用途, 這規劃方向不應違背, 即使No. A/NE-LYT/775所覆蓋的住宅(丙類)範圍已跟據住宅(丙類)第二欄所列更改為公眾停車場(貨櫃車除外)的用途, 但A/NE-LYT/806農業用途土地的規劃申請絕不能與住宅(丙類)土地同等視之而獲得批准。

2) 農地一旦經填土而受到破壞, 便很難復耕, 停車場填土安排完全違背對農業用途土地的規劃意向, 嚴重破壞土地及生態環境。

3) 道揚路和凱榮路主要是由規劃作住宅(丙類)的土地包圍, 即道揚路和凱榮路的用途應跟據住宅(丙類)的規劃意向, 只用作應付附近住宅(丙類)的居民即皇后山村與馬料水新村的居民需要, 而不是較遠的皇后山邨非住宅(丙類)的居民需要。

4) 目前已批准的規劃申請No. A/NE-LYT/775的二十四個車位已能滿足皇后山村及馬料水新村住宅(丙類)居民的需要, 不需額外增加一百四十七個車位以滿足皇后山邨居民的需要, 凱榮路及道揚路亦沒有乘載能力應付這需要。

5) 目前凱榮路及道揚路已有相當損耗, 如再增加車輛流量, 損耗增加, 行車及行人風險便會上升, 凱榮路及道揚路的建造用料並不是公路用料, 並不能應付大流量, 現時已不時因道路損破, 破壞了路底下的食水管, 水務署經常需派員維修, 凱榮路及道揚路等基礎建設實無法應付皇后山邨居民的需要。

6) 申請人建議在停車場租用合約上加入不准左轉條款, 以此引導停車場使用者使用道揚路作出口進入沙頭角道, 但目前在早上七時三十分至八時三十分時段, 道揚路已非常繁忙, 道揚路盡頭一帶都是車房, 倉庫及垃圾站, 因此已有大量車輛出入, 尤其是大型的貨櫃車,

貨車或垃圾車，為避開道揚路大車，停車場車輛可能在停車場路口或美景樓門口(即皇后山村33號)180度轉向，選擇龍馬路作出口，由於租約無法限制車輛在凱榮路180度轉向，不准左轉條款形同虛設，只會增加車輛作不必要的掉頭，造成更多問題。

7) 而且距離道揚路出口左邊住回旋處方向不足十米距離便設有一行人過路的交通燈，如停車場車輛被迫使用道揚路作出口，到時便會造成人車爭路的情況，增加沙頭角道路的使用壓力，很多車輛為了避開這燈位，很自然地選擇以龍馬路作出口。

8) 假設早上七時三十分至八時三十分時段，有一半租戶會在該時段離開停車場，道揚路便需一小時內應付這85架車次，考慮到道揚路口左邊的紅綠燈及龍馬路回旋處繁忙情況，以乎不大可能應付如此車輛數量，加上早上該時段已有很多貨櫃車或大型車輛駛入道揚路貨倉開始作業，好容易與停車場的車輛迎面相遇，現時已經常有很多貨櫃車需停留在沙頭角道上等候進入道揚路，令沙頭角道路車輛行速下降，造成輕微擠塞，公共交通車輛往往需要駛出外線避開在沙頭角道上等候的貨櫃車，然後再經過道揚路路口左邊的紅綠燈，再切線駛入新圍軍營巴士站載客，此情況進一步降低沙頭角道車輛行速以及增加行車與使用紅綠燈過馬路人士的風險，增加停車場泊車位後，這問題只會更嚴重。

9) 現時很多停泊在凱榮路路邊的车辆並非如申請人所說是違例泊車，而是部份凱榮路私人土地業權人收回自己的土地停泊自己的車輛，或給自己的租戶在自己擁有的地方上停泊車輛，凱榮路真正闊度要比現時肉眼所見的闊度窄，每邊窄兩至三呎，這是由於對上一次平整路段時，村民不計較把自己部份土地供給車輛使用，方便村民車輛出入，但如該等土地被用作停車場商業用途，便會激化矛盾，會促使村民收回自己的土地用作自身泊車用途或行人專屬用途以保行人安全，更甚者直接出租給其他村內居民，收窄凱榮路實際行車面積，以壓抑村外人為凱榮路帶來的額外車輛使用量。

10) 政府沒有在皇后山邨內興建更多停車場，就是鼓勵居民使用公共交通工具及壓抑私家車需求，以便更有效率使用龍馬路及沙頭角道路面積，避免交通擠塞，規劃署應作出配合政府壓抑私家車需求政策的決定。

11) 自從皇后山邨及山麗苑落成後，道路使用率已非常高，常見有撞車，塞車，人車爭路。凱榮路祇是一段私人村路，平常祇足夠村民出入，稍有特發意外，連救護車也駛不進，試問改建成停車場，每天至少有170輛車進進出出，能否確定道路(凱榮路，龍馬路，龍峻路)可以承載？

12) 馬料水新村屬於舊式村屋設計，屋旁附有化糞池，倘若附近農地大幅改建成商用停車場，村屋之化糞池便會漸漸失效，變成化糞崗，到時嚴重影響村民生活，民生受到極大破壞。

14) 皇后山邨及山麗苑落成並入住後，才發現一個大型屋苑竟欠缺停車場，致多部車輛違泊，反成為申請改建之理由。新屋邨及屋苑之設計上的失誤，反帶來商機，請問是否官商勾結？在建邨前是否已經達成共識？

15) 就停車位嚴重不足，建議皇后山邨第二期，作公眾諮詢，並積極規劃及建多層公眾停車場，以舒緩皇后山一帶嚴重缺乏停車位問題，以免被不法商人利用政府設計上的漏洞，以民生之名而中飽私囊。

16) 2023年9月8日，黑色暴雨下引致山泥瀉傾，全港多處地方水浸，暴雨成災，粉嶺尤其嚴重。引述漁農界立法會議員何俊賢說法，他歸咎源於港英政府年代的陋習，即容許非法填土，導致倒灌水浸：「以前都有㗎啦，填咗你無人起，就默認咗佢。跟住破壞咗土地，政府又甚至批返正式土地業權，租埋俾佢。」

何俊賢在上周六到豬場的排水河道視察，他事後曾在社交網站發文，指河道早前因非法傾倒而淤塞，是水浸的主因，在反映後政府竟在非法傾倒位置「之上」鋪設排水渠，其渠底位置居然比豬場的水平位置更高，較原水道位置高近兩米，變相縱容非法行為，令去水能力下降。

事實上，每逢大雨，馬料水新村，龍馬路及凱榮路一帶水浸及膝，多年未見改善，每次大雨，村民便心驚膽跳，心怕家園被毀，所以本人及村民也非常反對再有村屋旁之農地再作申請改善土地用途，改變土地生態，後果嚴重。

3

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

參考編號

Reference Number:

230913-193530-94757

提交限期

Deadline for submission:

22/09/2023

提交日期及時間

Date and time of submission:

13/09/2023 19:35:30

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-LYT/806

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Josephine Wan

意見詳情

Details of the Comment :

反對申請:

- 1) 規劃申請No. A/NE-LYT/775與現時規劃申請No. A/NE-LYT/806性質完全不同, 同時亦與較早前之申請 A/NE-LYT/800一樣, 現時申請地段大部份規劃作農業用途, 跟據龍躍頭及軍地南分區計劃大綱核准圖編號S/NE-LYT/19 公眾停車場(貨櫃車除外)並不是農業用途的第一欄及第二欄底下的獲准用途, 這規劃方向不應違背, 即使No. A/NE-LYT/775所覆蓋的住宅(丙類)範圍已跟據住宅(丙類)第二欄所列更改為公眾停車場(貨櫃車除外)的用途, 但A/NE-LYT/806農業用途土地的規劃申請絕不能與住宅(丙類)土地同等視之而獲得批准。
- 2) 農地一旦經填土而受到破壞, 便很難復耕, 停車場填土安排完全違背對農業用途土地的規劃意向, 嚴重破壞土地及生態環境。
- 3) 道揚路和凱榮路主要是由規劃作住宅(丙類)的土地包圍, 即道揚路和凱榮路的用途應跟據住宅(丙類)的規劃意向, 只用作應付附近住宅(丙類)的居民即皇后山村與馬料水新村的居民需要, 而不是較遠的皇后山邨非住宅(丙類)的居民需要。A
- 4) 目前已批准的規劃申請No. A/NE-LYT/775的二十四個車位已能滿足皇后山村及馬料水新村住宅(丙類)居民的需要, 不需額外增加一百四十七個車位以滿足皇后山邨居民的需要, 凱榮路及道揚路亦沒有乘載能力應付這需要。
- 5) 目前凱榮路及道揚路已有相當損耗, 如再增加車輛流量, 損耗增加, 行車及行人風險便會上升, 凱榮路及道揚路的建造用料並不是公路用料, 並不能應付大流量, 現時已不時因道路損破, 破壞了路底下的食水管, 水務署經常需派員維修, 凱榮路及道揚路等基礎建設實無法應付皇后山邨居民的需要。
- 6) 申請人建議在停車場租用合約上加入不准左轉條款, 以此引導停車場使用者使用道揚路作出口進入沙頭角道, 但目前在早上七時三十分至八時三十分的時段, 道揚路已非常繁忙, 道揚路盡頭一帶都是車房, 倉庫及垃圾站, 因此已有大量車輛出入, 尤其是大型的貨櫃車,

貨車或垃圾車，為避開道揚路大車，停車場車輛可能在停車場路口或美景樓門口(即皇后山村33號)180度轉向，選擇龍馬路作出口，由於租約無法限制車輛在凱榮路180度轉向，不准左轉條款形同虛設，只會增加車輛作不必要的掉頭，造成更多問題。

7) 而且距離道揚路出口左邊回旋處方向不足十米距離便設有一行人過路的交通燈，如停車場車輛被迫使用道揚路作出口，到時便會造成人車爭路的情況，增加沙頭角道路的使用壓力，很多車輛為了避開這燈位，很自然地選擇以龍馬路作出口。

8) 假設早上七時三十分至八時三十分時段，有一半租戶會在該時段離開停車場，道揚路便需一小時內應付這85架車次，考慮到道揚路口左邊的紅綠燈及龍馬路回旋處繁忙情況，以乎不大可能應付如此車輛數量；加上早上該時段已有很多貨櫃車或大型車輛駛入道揚路貨倉開始作業，好容易與停車場的車輛迎面相遇，現時已經常有很多貨櫃車需停留在沙頭角道上等候進入道揚路，令沙頭角道路車輛行速下降，造成輕微擠塞，公共交通車輛往往需要駛出外線避開在沙頭角道上等候的貨櫃車，然後再經過道揚路路口左邊的紅綠燈，再切線駛入新圍軍營巴士站載客，此情況進一步降低沙頭角道車輛行速以及增加行車與使用紅綠燈過馬路人士的風險，增加停車場泊車位後，這問題只會更嚴重。

9) 現時很多停泊在凱榮路路邊的车辆並非如申請人所說是違例泊車，而是部份凱榮路私人土地業權人收回自己的土地停泊自己的車輛，或給自己的租戶在自己擁有的地方上停泊車輛，凱榮路真正闊度要比現時肉眼所見的闊度窄，每邊窄兩至三呎，這是由於對上一次平整路段時，村民不計較把自己部份土地供給車輛使用，方便村民車輛出入，但如該等土地被用作停車場商業用途，便會激化矛盾，會促使村民收回自己的土地用作自身泊車用途或行人專屬用途以保行人安全，更甚者直接出租給其他村內居民，收窄凱榮路實際行車面積，以壓抑村外人為凱榮路帶來的額外車輛使用量。

10) 政府沒有在皇后山邨內興建更多停車場，就是鼓勵居民使用公共交通工具及壓抑私家車需求，以便更有效率使用龍馬路及沙頭角道路面積，避免交通擠塞，規劃署應作出配合政府壓抑私家車需求政策的決定。

11) 自從皇后山邨及山麗苑落成後，道路使用率已非常高，常見有撞車，塞車，人車爭路。凱榮路祇是一段私人村路，平常祇足夠村民出入，稍有特發意外，連救護車也駛不進，試問改建成停車場，每天至少有170輛車進進出出，能否確定道路(凱榮路，龍馬路，龍峻路)可以承載？

12) 馬料水新村屬於舊式村屋設計，屋旁附有化糞池，倘若附近農地大幅改建成商用停車場，村屋之化糞池便會漸漸失效，變成化糞崗，到時嚴重影響村民生活，民生受到極大破壞。

14) 皇后山邨及山麗苑落成並入住後，才發現一個大型屋苑竟欠缺停車場，致多部車輛違泊，反成為申請改建之理由。新屋邨及屋苑之設計上的失誤，反帶來商機，請問是否官商勾結？在建邨前是否已經達成共識？

15) 就停車位嚴重不足，建議皇后山邨第二期，作公眾諮詢，並積極規劃及建多層公眾停車場，以舒緩皇后山一帶嚴重缺乏停車位問題，以免被不法商人利用政府設計上的漏洞，以民生之名而中飽私囊。

16) 2023年9月8日，黑色暴雨下引致山泥瀉傾，全港多處地方水浸，暴雨成災，粉嶺尤其嚴重。引述漁農界立法會議員何俊賢說法，他歸咎源於港英政府年代的陋習，即容許非法填土，導致倒灌水浸：「以前都有㗎啦，填咗你無人起，就默認咗佢。跟住破壞咗土地，政府又甚至批返正式土地業權，租埋俾佢。」

何俊賢在上周六到豬場的排水河道視察，他事後曾在社交網站發文，指河道早前因非法傾倒而淤塞，是水浸的主因，在反映後政府竟在非法傾倒位置「之上」鋪設排水渠，其渠底位置居然比豬場的水平位置更高，較原水道位置高近兩米，變相縱容非法行為，令去水能力下降。

事實上，每逢大雨，馬料水新村，龍馬路及凱榮路一帶水浸及膝，多年未見改善，每次大雨，村民便心驚膽跳，心怕家園被毀，所以本人及村民也非常反對再有村屋旁之農地再作申請改善土地用途，改變土地生態，後果嚴重。

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A/NE-LYT/806 DD 83 Ma Liu San Tsuen, Fanling

20/09/2023 01:58

From:

To: tpbpd <tpbpd@pland.gov.hk>

File Ref:

A/NE-LYT/806

Lots 869 S.F, 870 RP (Part), 871 and 2141 RP (Part) in D.D. 83, Ma Liu Shui San Tsuen, Fanling

Site area: About 1,952sq.m

Zoning: "Res (Group C)" and "Agriculture"

Applied use: 64 Vehicle Parking / **Filling of Land**

Dear TPB Members,

800 withdrawn. Back with a smaller footprint, less AG zoning. Previous applications for Open Storage rejected so real intention is clear. There is no justification for approval of the Agriculture lots.

Previous objections relevant and upheld.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk>

Date: Tuesday, 8 August 2023 1:35 PM CST

Subject: A/NE-LYT/800 DD 83 Ma Liu San Tsuen, Fanling

A/NE-LYT/800

Various Lots in D.D. 83, Lung Yeuk Tau, Fanling

Site area: About 5,639sq.m

Zoning: "Agriculture" and "Res (Group C)"

Applied use: 171 Vehicle Parking / **Filling of Land**

Dear TPB Members,

Strong Objections. This is Destroy to Build, the AG lots are covered in vegetation and trees and there is agricultural activity close by. It includes the lots approved under 775. As it is inconceivable that demand for parking could escalate in such a short time, the intention is clearly to achieve approval for filling in the site with cement and then further down the line, when conditions have not been fulfilled, the true intention will be revealed.

Vehicle parking is a destructive and inefficient land use. No attempt made to reduce footprint by using modern state of the art stacking facilities. Any canny operator would seek to maximize capacity with stacked facilities.

No tree report provided.

Members should reject this application as there is no previous history of approval.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk>

Date: Sunday, 2 October 2022 3:53 AM CST

Subject: A/NE-LYT/775 DD 83 Ma Liu San Tsuen, Fanling

A/NE-LYT/775

Lots 870 RP (Part), 871 (Part) and 2141 RP (Part) in D.D. 83, Ma Liu Shui San Tsuen, Fanling

Site area: About 821sq.m

Zoning: "Res (Group C)"

Applied use: 24 Vehicle Parking / **5 Years**

Dear TPB Members,

Application 646 was rejected in May 2018 as recycle storage was considered inappropriate.

However this section of the larger site was approved in Dec 2020 under 730 for

recycle storage.

Revoked in June 2021 for failure to comply with a number of conditions. Now its proposed to use it for the perennial money spinner and most inefficient land use, parking.

The whining about land for housing raises questions as to why this and the adjoining lots are not being developed for their intended purpose?

Approving plans for alternative use is certainly not encourage land owners in this direction.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk>

Date: Tuesday, 24 April 2018 1:47 AM CST

Subject: A/NE-LYT/646 DD 83 Fanling

A/NE-LYT/646

Lots 869 S.E (Part), 869 S.F, 870 RP (Part), 871 and 2141 RP (Part) in D.D. 83, Fanling

Site area : About 2,910m²

Zoning : "Agriculture" and "Res (Group C)"

Applied Use : Open Storage of Recyclable Products

Dear TPB Members,

On 17 Feb 2012 previous application 444 was rejected on appeal. It would appear that activities have been carried out since then without approval. The plan was rejected.

(a) the development was not in line with the planning intentions of the "Agriculture" and "Residential (Group C)" zones in the Lung Yeuk Tau and Kwan Tei South area which were primarily to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes; and for low-rise, low-density residential developments respectively. There was no strong planning justification in the submission for a departure from such planning intentions, even on a temporary basis; and

(b) the applicant had failed to demonstrate that the development would not generate adverse environmental and traffic impacts on the surrounding areas.

Recycling while laudable does have negative impact on the quality of the land. In view of the never ending claims that there is not enough land for housing it would be inconceivable that a Res C site be approved for this use.

Mary Mulvihill

5

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

230921-122447-73806

提交限期**Deadline for submission:**

22/09/2023

提交日期及時間**Date and time of submission:**

21/09/2023 12:24:47

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

A/NE-LYT/806

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

先生 Mr. kwok chun kit

意見詳情**Details of the Comment :****皇后山一帶車位嚴重不足
支持該地作停車場**

6

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

230922-152844-85081

提交限期**Deadline for submission:**

22/09/2023

提交日期及時間**Date and time of submission:**

22/09/2023 15:28:44

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

A/NE-LYT/806

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

先生 Mr. Ng

意見詳情**Details of the Comment :**

Dear TPB:

I am writing to object the proposal for A/NE-LYT/806. The existing car park is causing annoyance to the local community by creating heavy traffic during rush hours and allowing many car park users to make left turns when exiting from the car park. Also, I am concerned that the extra traffic from this proposal would obstruct emergency vehicles entering and exiting from the road in the future. Therefore, it is suggested that the proposal be rejected.

7 to 11

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Comment - A/NE-LYT/806

22/09/2023 01:06

From:

To: tpbpd@pland.gov.hk

File Ref:

1 attachment



Comments.PDF

To Secretary, Town Planning Board

Please find the attached for your further handling.

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-LYT1806

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

請看附件

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

朱志堅

簽署 Signature

[Signature]

日期 Date

21-9-2023

本人基於以下理由反對 No. A/NE-LYT/806 的申請

已批准規劃申請 No. A/NE-LYT/775 與現時規劃申請 No. A/NE-LYT/806 主要分別有兩點:

把原本 No. A/NE-LYT/775 位置的已批准 24 個車位增加至 34 個，但實際上，現時申請人已在 No. A/NE-LYT/775 的土地上在未經批准的情況下違例使用 34 個車位，並接獲規劃署警告信件，即現時 No. A/NE-LYT/806 企圖把 No. A/NE-LYT/775 的違例行為合法化，城規會不應協助申請人把違例行為合法化，令規劃署執法人員無所適從及令政府部門失去管治威信，破壞規劃申請程序及違例執法的完整性，增強未來每個潛在申請人也同樣作出這偷偷摸摸行為的心態，先作出違例行為，被政府發現後才作出申請，No. A/NE-LYT/775 的 24 個車位的已批准用途，不應在 5 年的已批准期內作出任何改變，以杜絕社會上的潛在申請人這偷偷摸摸的心態。

另外一個差別便是把原本規劃作農業用途的 1047 平方米土地改劃作停車場用途，跟據龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19 公眾停車場(貨櫃車除外)並不是農業用途的第一欄及第二欄底下的獲准用途，這規劃方向不應違背，即使 No. A/NE-LYT/775 所覆蓋的住宅(丙類)範圍已跟據住宅(丙類)第二欄所列更改為公眾停車場(貨櫃車除外)的用途，但 A/NE-LYT/806 的 1047 平方米農業用途土地的規劃申請絕不能與住宅(丙類)土地同等視之而獲得批准。

加上停車場用途會減少復耕農地面積，停車場用途完全違背對農業用途土地的規劃意向。

道揚路和凱榮路主要是由規劃作住宅(丙類)的土地包圍，即道揚路和凱榮路的用途應跟據住宅(丙類)的規劃意向，只用作應付附近住宅(丙類)的居民即皇后山村與馬料水新村的居民需要，而不是較遠的皇后山邨非住宅(丙類)的居民需要，以皇后山村的私人道路滿足皇后山邨居民需要絕不合理。

目前已批准的規劃申請 No. A/NE-LYT/775 的 24 個車位已能滿足皇后山村及馬料水新村住宅(丙類)居民的需要，不需額外增加 40 個車位以滿足皇后山邨居民的需要，凱榮路及道揚路亦沒有乘載能力應付這需要。

目前凱榮路及道揚路已有相當損耗，如再增加車輛流量，損耗增加，行車及行人風險便會上升，凱榮路及道揚路的建造用料並不是公路用料，並不能應付大流量，現時已不時因日久失修，道路損破，破壞了路底下的食水管，水務署需經常派員

維修路底下的食水管，凱榮路及道揚路等基礎建設實無法應付皇后山邨居民的需要。

現時最重要的是如何使用道揚路這個寶貴資源，那 1047 平方米的農業用途土地使用人，絕對不應過份使用道揚路(即額外 30 個車位的使用壓力) 這些因素已在龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19 考慮，這規劃大方向不應違背。

現時道揚路 3 號已有人在未經規劃署批准情況下營運停車場，該土地為住宅丙類，跟據龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19，道揚路 3 號使用人更有資格改劃為停車場，城規會不應批准申請人把農業用途土地改劃為停車場，道揚路 3 號使用人更有資格改劃為停車場，這大原則不可隨意改變，城規會應考慮那些更有資格的潛在申請人，不應讓申請人違反龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19 大原則下，搶奪道揚路 3 號使用人對道揚路的使用權及或潛在合理使用權。

申請人建議在停車場租用合約上加入不准左轉條款，以此引導停車場使用者使用道揚路作出口進入沙頭角道，但目前在早上七時三十分至八時三十分的時段，道揚路已非常繁忙，道揚路盡頭一帶都是車房、倉庫及垃圾站，還有道揚路 3 號停車場的車輛，因此已有大量車輛出入，尤其是大型的貨櫃車，貨車或垃圾車，為避開道揚路大車，停車場車輛可能在停車場路口或美景樓門口(即皇后山村 33 號)作 180 度轉向，選擇龍馬路作出口，由於租約無法限制車輛在凱榮路作 180 度轉向，不准左轉條款形同虛設，只會增加車輛作不必要的掉頭，造成更多問題。

現時很多停泊在凱榮路路邊的車輛並非如申請人所說是違例泊車，而是部份凱榮路私人土地業權人收回自己的土地停泊自己的車輛或給自己的租戶在自己擁有的地方上停泊車輛，凱榮路真正闊度要比現時肉眼所見的闊度窄，每邊窄兩至三呎，這是由於對上一次平整路段時，村民不計較，把自己部份土地供給車輛使用，方便村民車輛出入，但如該等土地被用作停車場商業用途，便會激化矛盾，會促使村民收回自己的土地用作自身泊車用途或行人專屬用途以保行人安全，更甚者直接出租給其他村內居民，收窄凱榮路實際行車面積，以壓抑村外人為凱榮路帶來的額外車輛使用量。

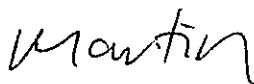
政府沒有在皇后山邨內興建更多停車場就是鼓勵居民使用公共交通工具及壓抑私家車需求，以便更有效率使用龍馬路及沙頭角道路路面面積，避免交通擠塞，現時沙頭角道龍馬路回旋處至聯和墟路段因道路工程關係已很繁忙，規劃署應作出配合政府壓抑私家車需求政策的決定而不是滿足私家車泊車需要。

如規劃署決定批准 No. A/NE-LYT/806 的申請，為了有效控制停車場車輛數目，規劃署批准條款內考慮加入“如申請人停車場車位所設立的數目及分佈沒有嚴格依照申請圖則，便應立刻取消批准”，以防止申報人在獲得批准後，隨意在有關土地上增加停泊車位，現時規劃申請 No. A/NE-LYT/775 土地上的停泊車位，已超過規劃署所批准的 24 個車位，希望規劃署在批准條款上留意此等情況，並設法堵塞這漏洞。

另外，為了確保申請人所提出的建議能切實執行，批准條款應強制申請人在停車場出入口任命道路交通(泊車)規例下所指的看顧人 24 小時看守停車場出入口，以維持停車場秩序。

本人另附有支持本人意見的鄰居簽署

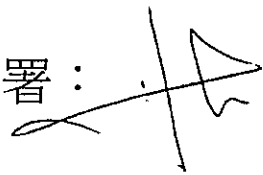
姓名：朱志堅

簽署： 

日期：21-9-2023

本人支持鄰居朱志堅的反對意見

姓名：李漢良

簽署：

日期：21-9-2023

本人支持鄰居朱志堅的反對意見

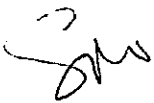
姓名：李清華

簽署：Teng Li

日期：21-9-2023

本人支持鄰居朱志堅的反對意見

姓名：蕭詠萍

簽署：

日期：21-9-2023

本人支持鄰居朱志堅的反對意見

姓名：吳小萍

簽署：

日期：21-9-2023

2023年 8月 28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。

28 AUG 2023

This document is received on
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

2302314 22/8 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/806
	Date Received 收到日期	28 AUG 2023

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

1. Name of Applicant 申請人姓名/名稱

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

LI Pui Hei 李培熙

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)

R-riches Property Consultants Limited 盈卓物業顧問有限公司

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 869 S.F, 870 RP (Part), 871 and 2141 RP (Part) in D.D. 83, Lung Yeuk Tau, Fanling, New Territories
(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 1,952 sq.m 平方米 ☒ About 約 ☒ Gross floor area 總樓面面積 18 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)	 N/A 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 & 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	"Residential (Group C)" and "Agriculture" Zones
(f) Current use(s) 現時用途	Public vehicle park and vacant land (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
22/8/2023 (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 22/8/2023 (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Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a
Period of 3 Years and Associated Filling of Land

(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	1,934	sq.m	☒ About 約
Proposed covered land area 擬議有上蓋土地面積	18	sq.m	☒ About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	1		
Proposed domestic floor area 擬議住用樓面面積	/	sq.m	☐ About 約
Proposed non-domestic floor area 擬議非住用樓面面積	18	sq.m	☒ About 約
Proposed gross floor area 擬議總樓面面積	18	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)

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	SITE OFFICE	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		18 m ² (ABOUT)	18 m ² (ABOUT)	

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	64 (PC)
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-hour daily, including public holiday			
(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)) Accessible from Sha Tau Kok Road (Lung Yeuk Tau) via Dao Yang Road and Hai Wing Road ☐ 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 1,047 within "AGR" zone, Area of filling 填土面積 1,952 sq.m 平方米 ☒ About 約 Depth of filling 填土厚度 not more than 0.2 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 ☐	
	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)
--	--

(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展期	
(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 refer to the 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

Michael WONG

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☐ Member 會員 / ☐ Fellow of 資深會員

專業資格

- ☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他

on behalf of
代表

R-Riches Property Consultants Limited



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

Date 日期

22/8/2023

(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 <u>as far as possible</u> . 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 869 S.F, 870 RP (Part), 871 and 2141 RP (Part) in D.D. 83, Lung Yeuk Tau, Fanling, New Territories
Site area 地盤面積	1,952 sq. m 平方米 ☒ About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 ☐ About 約)
Plan 圖則	Approved Lung Yeuk Tau & Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19
Zoning 地帶	"Residential (Group C)" and "Agriculture" Zones
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 <u>3</u> ☐ 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	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and Associated Filling of Land

(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	18 ☒ About 約 ☐ Not more than 不多於	0.009 ☒ About 約 ☐ Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	/	
	Non-domestic 非住用	1	
(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	3 (about) m 米 ☐ (Not more than 不多於)	
		1 Storeys(s) 層 ☐ (Not more than 不多於)	
(iv) Site coverage 上蓋面積	0.9 % ☒ About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____		64 64 (PC)
	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) Container Vehicle _____ _____		N/A

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）	☐	☒
Location plan, Plan showing the zoning of the application site, Plan showing the land status of the application site Plan showing the filling of land area of the application site, Plan showing the traffic direction, Swept path analysis (PC)		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☒
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☐
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☐
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

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

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

Supplementary Statement

1) Background

- 1.1 The applicant seeks planning permission from the Town Planning Board (the Board) to use *Various Lots in D.D. 83, Lung Yeuk Tau, Fanling, New Territories (the Site)* for '**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and Associated Filling of Land**' (proposed development) (Plan 1).
- 1.2 The Site is located in a predominantly residential area, i.e. Ma Liu Shui San Tsuen and Queen's Hill Estate. Despite the fact that public transportation is available at the Queen's Hill Bus Terminal, residents still rely mostly on private car for daily commuting due to the limited destinations and infrequency of public transportation. Illegal on-street parking is also often observed at Hai Wing Road and Lung Ma Road. In view of the growing population in the Queen's Hill Estate and shortage of parking spaces in the area, the applicant would like to operate the applied use to bring convenience to nearby locals.

2) Planning Context

- 2.1 The Site falls within an area zoned as "Residential (Group C)" ("R(C)") and "Agriculture" ("AGR") zones on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan (OZP) No. S/NE-LYT/19 (Plan 2). According to the Notes of the OZP, 'public vehicle park (excluding container vehicle)' is a column two use within the "R(C)" zone; but not a column one nor two use within the "AGR" zone, which requires permission from the Board.
- 2.2 Since the Site is surrounded by residential use, the applied use is considered not incompatible with the surrounding land uses and would benefit nearby residents. Although a large portion of the Site falls within area zoned as "AGR", this portion of the Site is currently vacant with no active agricultural activities within the Site. Therefore, approval of the application on a temporary basis of 3 years would not frustrate the long term planning intention of the "AGR" zone and would better utilize deserted agricultural land.
- 2.3 In addition, the northern portion of the Site is subject of a S.16 planning application (No. A/NE-LYT/775) for the same use, which was approved by the Board in 2023. When compared with the previous application, the current application is in same nature to alleviate shortage of parking spaces in the area. Furthermore, the Site is surrounded by vacant land covered by

vegetation and area occupied by temporary structures for storage use. The proposed structure is comparatively lower than the nearby structures, hence, the proposed development is considered not incompatible with the surrounding area. In view of the above, approval of the current application is in line with the Board's previous decision and would not set an undesirable precedent within the "R(C)" and "AGR" zones.

3) Development Proposal

- 3.1 The Site occupies an area of 1,952 m² (about) (Plan 4). 1 structure is proposed at the Site for site office with total GFA of 18 m² (Plans 4 and 5). The site office is to provide indoor workspace for 1 administrative staff to support the daily operation of the Site. The operation hours of the Site are 24-hour daily, including public holiday. Details of development parameters are shown at Table 1 below:

Table 1 – Major Development Parameters

Application Site Area	1,952 m ² (about)
Covered Area	18 m ² (about)
Uncovered Area	1,934 m ² (about)
Plot Ratio	0.009 (about)
Site Coverage	0.9% (about)
Number of Structure	1
Total GFA	18 m ² (about)
Domestic GFA	Not applicable
Non-Domestic GFA	18 m ² (about)
Building Height	3 m (about)
No. of Storey	1

- 3.2 The Site has already been filled with concrete of not more than 0.2 m in depth for circulation purpose (Plan 6). The land filling area is required to meet the operational need and the extent of filling has been kept to minimal. No further filling of land will be carried out at Site by the applicant after planning approval has been obtained from the Board. The applicant will also reinstate the Site to an amenity area after the planning approval period.
- 3.3 The Site is accessible from Sha Tau Kok Road (Lung Yeuk Tau) via Dao Yang Road and Hai Wing Road (Plan 1). Details of parking spaces are shown at Table 2 below:

Table 2 – Parking Provisions

Type of Space	No. of Space
Private Car Parking Space - 2.5 m (W) x 5 m (L)	64

- 3.4 Sufficient space is provided for vehicle to smoothly manoeuvre within the Site to ensure no vehicle will queue back to or reverse onto/from the Site to the public road (Plans 5 and 7). A notice will be posted at a prominent location of the Site to indicate that no medium or heavy goods vehicles exceeding 5.5 tonnes, including container tractors/trailers, as defined in the *Road Traffic Ordinance*, are allowed to be parked/stored on or enter/exist the Site at all times during the planning approval period.
- 3.5 Closed circuit television camera is proposed to be installed at the ingress/egress by the applicant to monitor traffic condition at Hai Wing Road during the planning approval period. To order to ensure road safety at the Hai Wing Road, 'no left-turn' sign would be erected by the applicant to restrict vehicle from turning left from the Site to Hai Wing Road. If the left-turn restriction is violated by the users of the vehicle park, tenancy contract would be terminated by the applicant.
- 3.6 Furthermore, no vehicles without valid licenses issued under the *Road Traffic (Registration and Licensing of Vehicle) Regulations* are allowed to be parked/stored at the Site at any time during the planning approval period. As trip generation and attraction of the proposed development is insignificant (as shown at Table 3 below), adverse traffic impact to the surrounding road network should not be anticipated.

Table 3 – Estimated Trip Generation and Attraction

Time Period	Trip Generation and Attraction		
	PC		2-Way
	In	Out	Total
Trips at <u>AM peak</u> per hour (07:30 – 08:30)	2	28	30
Trips at <u>PM peak</u> per hour (17:30 – 18:30)	13	18	31
Traffic trip per hour (average)	8	8	16

- 3.7 The applicant will strictly follow the 'Code of Practice on Handling the Environmental Aspects

of *Temporary Uses and Open Storage Sites*' issued by Environmental Protection Department and statutory requirements under relevant pollution control ordinances to minimize adverse environmental impacts and nuisance to the surrounding area. The applicant will strictly follow the *Professional Persons Environmental Consultative Committee Practice Notes* for sewage treatment at the Site.

4) Conclusion

- 4.1 The proposed development will not create significant nuisance to the surrounding areas. Adequate mitigation measures will be provided by the applicant, i.e. submission of fire service installations and drainage proposals to mitigate any adverse impact arising from the proposed development after planning approval have been obtained from the Board.
- 4.2 In view of the above, the Board is hereby respectfully recommended to approve the subject application for 'Proposed Temporary Public Vehicle Park (excluding Container Vehicle) for a Period of 3 Years and Associated Filling of Land'.

R-riches Property Consultants Limited

August 2023

LIST OF PLANS

Plan 1	Location Plan
Plan 2	Plan Showing the Zoning of the Application Site
Plan 3	Plan Showing the Land Status of the Application Site
Plan 4	Layout Plan
Plan 5	Direction of Vehicle within the Application Site
Plan 6	Filling of Land of the Application Site
Plan 7	Swept Path Analysis – Private Car

LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 1,952 m² (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM SHA TAU KOK ROAD (LUNG YEUK TAU) VIA DAO YANG ROAD AND HAI WING ROAD

ACCESSIBLE FROM SHA TAU KOK ROAD (LUNG YEUK TAU) VIA DAO YANG ROAD AND HAI WING ROAD

APPLICATION SITE

LEGEND

APPLICATION SITE

PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND

ADDRESS

VARIOUS LOTS IN D.D. 83, LUNG YEUK TAU, FANLING, NEW TERRITORIES

SCALE

1:3000 @ A4

DRAWN BY

MN

DATE

18.8.2023

REVISED BY

DATE

TITLE

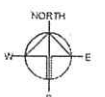
LOCATION PLAN

DWG NO.

PLAN 1

VER.

001

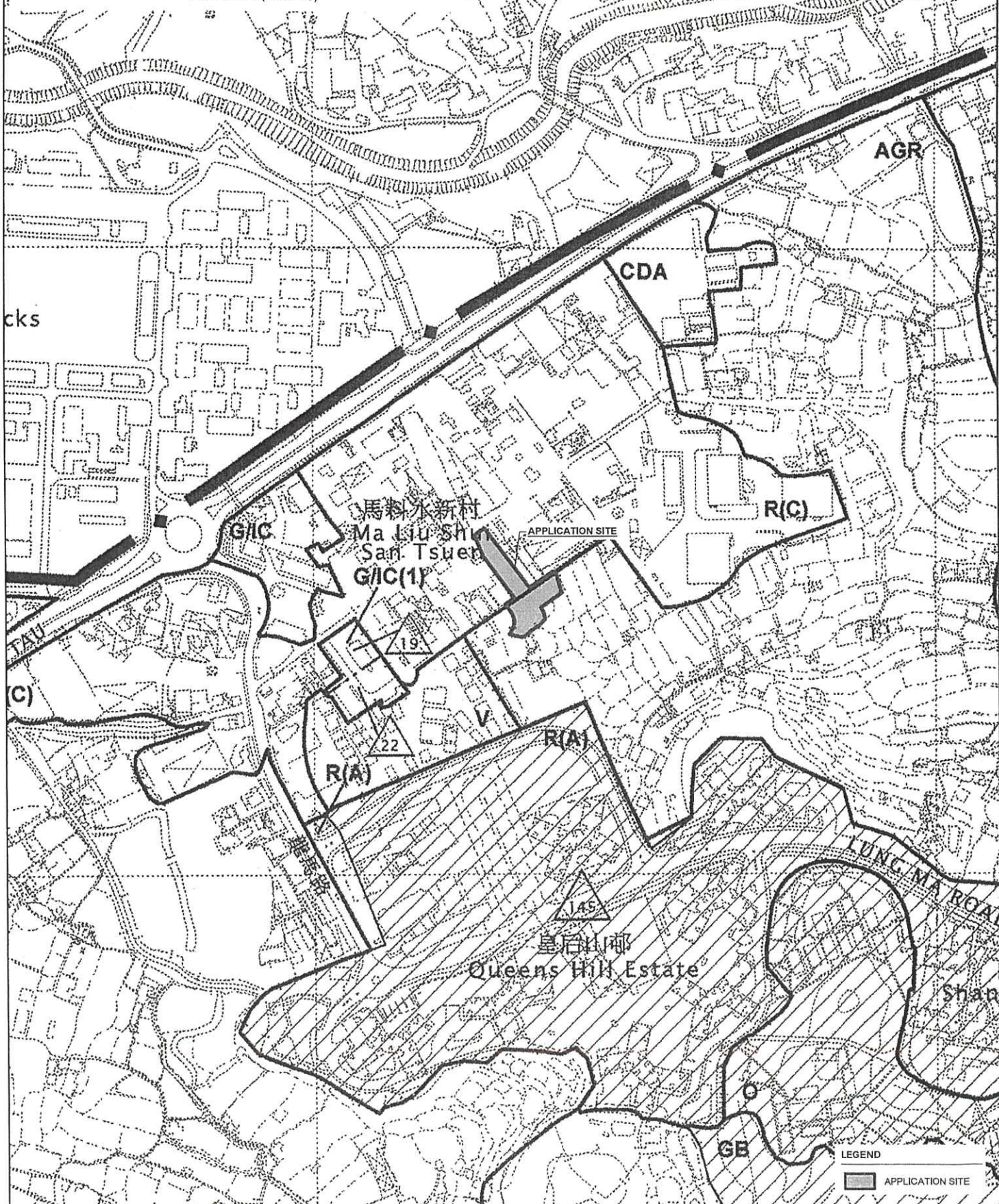


ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 1,952 m² (ABOUT)

OUTLINE ZONING PLAN : APPROVED LUNG YEUK TAU & KWAN TEI SOUTH OZP
OZP PLAN NO. : S/NE-LYT/19

ZONING OF THE SITE : "AGRICULTURE" AND
"RESIDENTIAL (GROUP C)"



PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY PUBLIC VEHICLE
PARK (EXCLUDING CONTAINER VEHICLE) FOR
A PERIOD OF 3 YEARS AND ASSOCIATED
FILLING OF LAND

ADDRESS

VARIOUS LOTS IN D.D. 83, LUNG YEUK TAU,
FANLING, NEW TERRITORIES

SCALE

1: 4000 @ A4

DRAWN BY

MN

DATE

18.8.2023

REVISED BY

DATE

TITLE

LAND STATUS

DWG NO.

PLAN 2

VER.

001

NORTH



APPLICATION SITE AREA	: 1,952 m ² (ABOUT)
AREA OF PRIVATE LAND	: 1,952 m ² (ABOUT)
AREA OF GOVERNMENT LAND	: NOT APPLICABLE



R-Riches
Property Consultants Ltd.

PROJECT
PROPOSED TEMPORARY PUBLIC VEHICLE
PARK (EXCLUDING CONTAINER VEHICLE) FOR
A PERIOD OF 3 YEARS AND ASSOCIATED
FILLING OF LAND

ADDRESS
VARIOUS LOTS IN D.D. 83, LUNG YEUK TAU,
FANLING, NEW TERRITORIES

SCALE
1 : 500 @ A4

DRAWN BY
MN

REVISÉ BY

DATE
18.8.2023

DATE _____

TITLE	LAND STATUS

DWG NO.	
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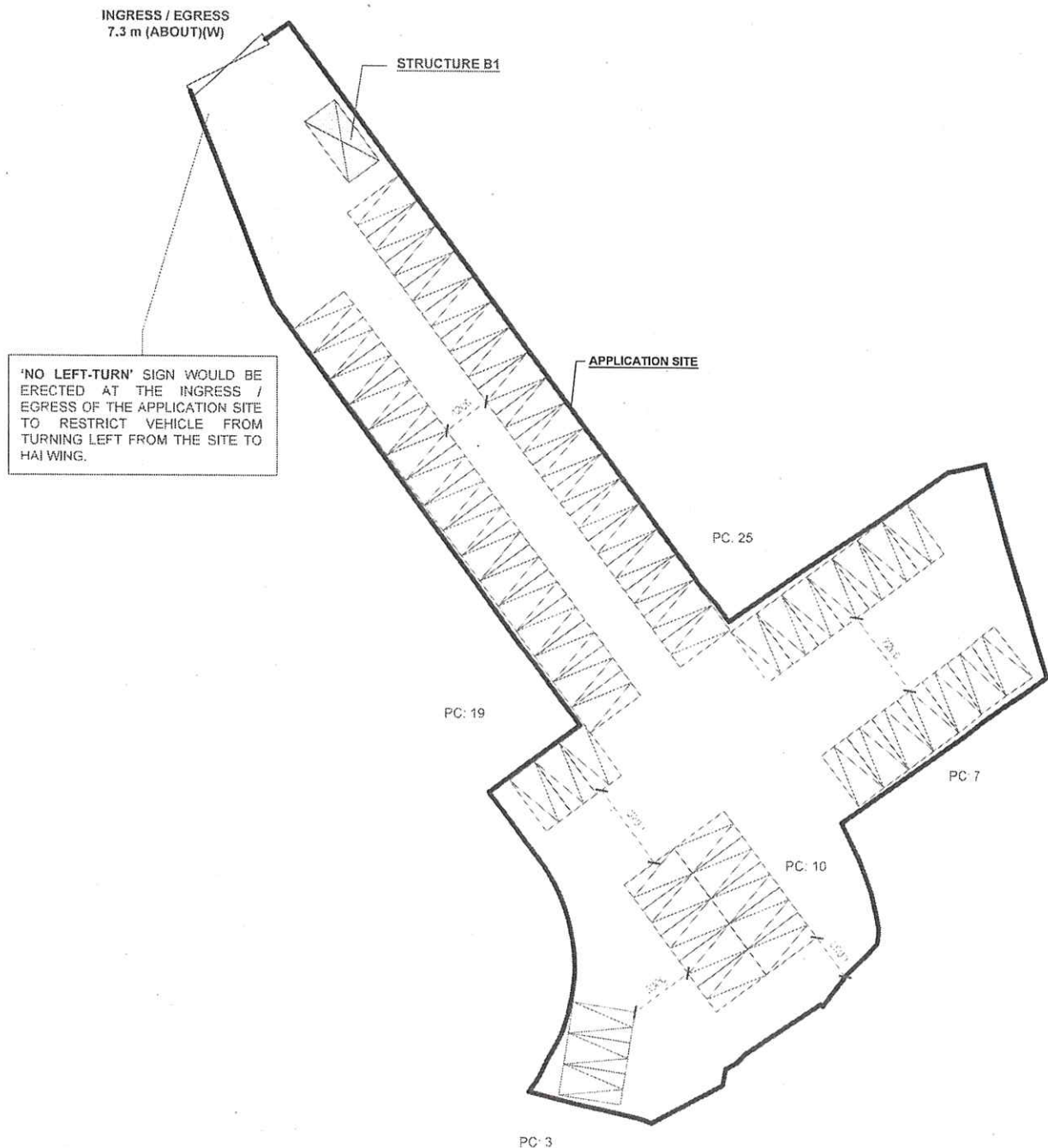
VER.	
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DEVELOPMENT PARAMETERS

APPLICATION SITE AREA	: 1,952 m ²	(ABOUT)
COVERED AREA	: 18 m ²	(ABOUT)
UNCOVERED AREA	: 1,934 m ²	(ABOUT)
PLOT RATIO	: 0.009	(ABOUT)
SITE COVERAGE	: 0.9 %	(ABOUT)
NO. OF STRUCTURE	: 1	
DOMESTIC GFA	: NOT APPLICABLE	
NON-DOMESTIC GFA	: 18 m ²	(ABOUT)
TOTAL GFA	: 18 m ²	(ABOUT)
BUILDING HEIGHT	: 3 m	(ABOUT)
NO. OF STOREY	: 1	

STRUCTURE	USE	COVERED AREA	GFA	BUILDING HEIGHT
B1	SITE OFFICE	18 m ² (ABOUT)	18 m ² (ABOUT)	3 m (ABOUT)(1-STOREY)
TOTAL		18 m ² (ABOUT)	18 m ² (ABOUT)	



LEGEND

	APPLICATION SITE
	STRUCTURE
	PARKING SPACE (PC)
	INGRESS / EGRESS

PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE	: 64
DIMENSION OF PARKING SPACE	: 5 m (L) X 2.5 m (W)

PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND

ADDRESS

VARIOUS LOTS IN D.D. 83, LUNG YEUK TAU, FANLING, NEW TERRITORIES

SCALE
1 : 500 @ A4

DRAWN BY
MN

DATE
18.8.2023

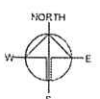
REVISED BY

DATE

TITLE
LAYOUT PLAN

DWG NO.
PLAN 4

VER.
001



PARKING PROVISIONS

NO. OF PRIVATE CAR PARKING SPACE : 64
 DIMENSION OF PARKING SPACE : 5 m (L) X 2.5 m (W)

INGRESS / EGRESS
 7.3 m (ABOUT)(W)

STRUCTURE B1

APPLICATION SITE

LEGEND

-  APPLICATION SITE
-  STRUCTURE
-  PARKING SPACE (PC)
-  INGRESS / EGRESS
-  ROUTING OF VEHICLE

PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY PUBLIC VEHICLE
 PARK (EXCLUDING CONTAINER VEHICLE) FOR
 A PERIOD OF 3 YEARS AND ASSOCIATED
 FILLING OF LAND

ADDRESS

VARIOUS LOTS IN D.D. 83, LUNG YEUK TAU,
 FANLING, NEW TERRITORIES

SCALE

1 : 500 @ A4

DRAWN BY

MN

DATE

21.8.2023

REVISED BY

DATE

TITLE

LAYOUT PLAN

(VEHICULAR FLOW
 DIRECTION)

DWG NO.

PLAN 5

VER.

001

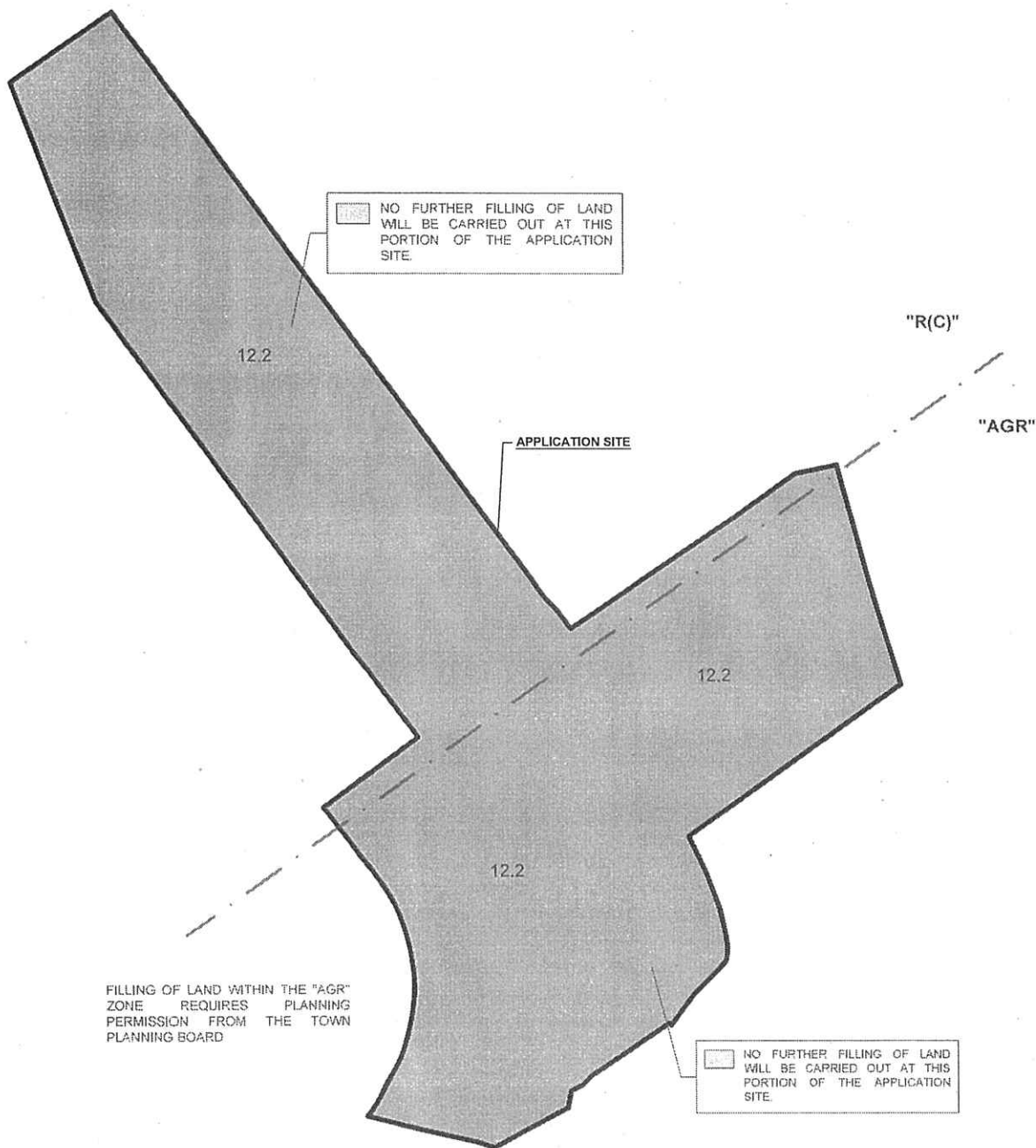


FILLING OF LAND AREA OF THE APPLICATION SITE

APPLICATION SITE AREA : 1,952 m² (ABOUT)
 EXISTING HARD-PAVED AREA : 1,952 m² (ABOUT)
 EXISTING SITE LEVEL : +12.2 mPD (ABOUT)

FILLING OF LAND AREA WITHIN "AGR" ZONE : 1,047 m² (ABOUT)
 FILLING OF LAND AREA WITHIN "R(C)" ZONE : 905 m² (ABOUT)

THE APPLICATION SITE HAS BEEN FILLED WITH CONCRETE OF NOT MORE THAN 0.2M IN DEPTH FOR CIRCULATION PURPOSE. NO FURTHER FILLING OF LAND WILL BE CARRIED OUT AT THE SITE DURING THE PLANNING APPROVAL PERIOD.



PROPOSED SITE LEVELS OF THE APPLICATION SITE
 (INDICATIVE ONLY)

LEGEND

- APPLICATION SITE
- FILLING OF LAND AREA
- 12.0 SITE LEVEL

PLANNING CONSULTANT



PROJECT

PROPOSED TEMPORARY PUBLIC VEHICLE PARK (EXCLUDING CONTAINER VEHICLE) FOR A PERIOD OF 3 YEARS AND ASSOCIATED FILLING OF LAND

ADDRESS

VARIOUS LOTS IN D.D. 83, LUNG YUEK TAU, FANLING, NEW TERRITORIES

SCALE

1 : 500 @ A4

DRAWN BY

MN

DATE

18.8.2023

REVISED BY

DATE

TITLE

FILLING OF LAND

DWG NO.

PLAN 6

VER.

001

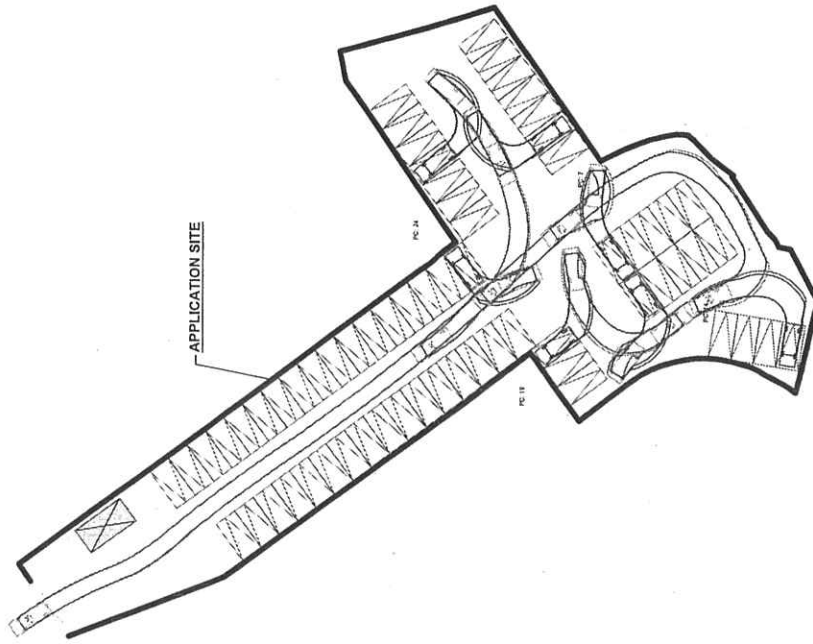
NORTH



SWEPT PATH ANALYSIS

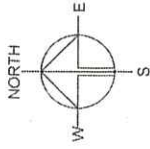
TYPE OF VEHICLE : PRIVATE CAR
DIMENSION OF VEHICLE : 1.7 m (W) X 4.6 m (L)

SWEPT PATHS GENERATED BY AUTODESK VEHICLE TRACKING



FROM THE LOCAL ACCESS TO
THE APPLICATION SITE

ALL SITE LEVELS ARE FOR ILLUSTRATION PURPOSE ONLY.



PLANNING CONSULTANT



PROJECT
PROPOSED TEMPORARY
PUBLIC VEHICLE PARK
(EXCLUDING CONTAINER
VEHICLE) FOR A PERIOD OF 3
YEARS AND ASSOCIATED
FILLING OF LAND

SITE LOCATION
VARIOUS LOTS IN D.D. 83, LUNG
YEUK TAU FANLING, NEW
TERRITORIES

SCALE
1 : 800 @ A4

DATE
DRAWN BY
MN
21.8.2023
CHECKED BY
DATE
APPROVED BY
DATE

DWG. TITLE
SWEPT PATH ANALYSIS (PC)

DWG. NO.
PLAN 7
VEH.
001

LEGEND

APPLICATION SITE
STRUCTURE
PARKING SPACE (PC)
INGRESS / EGRESS

PRIVATE CAR
SWEPT PATH OF VEHICLE



盈卓物業
顧問有限公司

Our Ref.: DD83 Lot 867 RP & VL
Your Ref.: TPB/A/NE-LYT/806

The Secretary
Town Planning Board
15/F, North Point Government office
333 Java Road
North Point, Hong Kong

By Email

5 October 2023

Dear Sir,

1st Further Information

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and
Associated Filling of Land in “Residential (Group C)” and “Agriculture” Zones,
Various Lots in D.D. 83, Lung Yeuk Tau, Fanling, New Territories**

(S.16 Planning Application No. A/NE-LYT/806)

We are writing to submit further information to address departmental comments of the subject application (**Appendix I**).

Should you require more information regarding the application, please contact our Mr. Orpheus LEE at (852) 2339 0884 / orpheuslee@r-riches.com.hk or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Property Consultants Limited

A handwritten signature in black ink is written over a blue circular stamp. The stamp contains the text 'R-RICHES PROPERTY CONSULTANTS LIMITED' around the perimeter and '盈卓物業顧問有限公司' in the center.

Louis TSE
Town Planner

Responses-to-Comments

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and
Associated Filling of Land in “Residential (Group C)” and “Agriculture” Zones,
Various Lots in D.D. 83, Lung Yeuk Tau, Fanling, New Territories**

(Application No. A/NE-LYT/806)

(i) A RtoC Table:

Departmental Comments	Applicant's Responses
1. Comments of Commissioner for Transport (Contact Person: Mr. Elton LAU; Tel: 2399 2228)	
(a) The application should substantiate the traffic generation and attraction from and to their public car park and the traffic impact on the adjacent roads and junctions (i.e. Lung Ma Road, Hai Wing Road, Dao Yang Road and Sha Tau Kok Road). Particular attention should be paid to Hai Wing Road and Dao Yang Road which are single track 2-way access roads.	Vehicular traffic count surveys were conducted on 27/9/2023 and the result shows that the AM and PM peak hour of nearby road network are 07:30 - 08:30 and 17:30 - 18:30 respectively. The result of the Volume to Capacity (V/C) Ratio Assessment show that no significant traffic impact would be induced due to the proposed development, hence, no adverse traffic impact will be generated to the surrounding road network (Annex I).
(b) Please clarify ingress and egress routes to and from the subject site, and update the supplementary planning statement. Please advise further the management/control measures to be implemented to ensure the tenants will use the ingress and egress routes as per defined.	Tenants of the proposed development is required to access the application site (the Site) from Sha Tau Kok Road – Lung Yeuk Tau via Dao Yang Road and Hai Wing Road. Closed circuit television camera and ‘no left-turn’ sign would be installed at the ingress/egress by the applicant to restrict vehicles from turning left from the Site to Hai Wing Road. If the left-turn restriction is violated by the tenants of the vehicle park, tenancy contract would be terminated by the applicant.
(c) Given the Hai Wing Road and Dao Yang Road are not equipped with proper footpath to segregate vehicles and pedestrians, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near the subject car park.	Closed circuit television camera and ‘no left-turn’ sign would be installed at the ingress/egress by the applicant to monitor traffic condition at Hai Wing Road during the planning approval period. Furthermore, staff will also be deployed at the ingress/egress of the Site to direct vehicle entering/exiting the Site to enhance pedestrian safety.

(d)	Please note that Hai Wing Road and Dao Yang Road are managed by TD. The applicant should also seek comments from the responsible parties.	Noted.
2. Comments of Executive Secretary (A&M), Antiquities and Monuments (Contact Person: Ms. Amy CHENG; Tel: 2780 8944)		
(a)	The application site partially falls within Queen's Hill Site of Archaeological Interest. The applicant is, therefore required to assess the impact on cultural heritage arising from the proposed development and suggest mitigation measure, if necessary, for the comment and agreement by AMO."	Please note that excavation work is not required for erection of structures at the Site. Regarding the construction method of structures, details are provided at Annex II . As the proposed development is only on a temporary basis and involves no excavation work, adverse impact to Queen's Hill site of Archaeological Interest should not be anticipated.

Annex I – Existing Traffic Condition or Nearby Road Network

- (i) In order to acquire the existing traffic condition of the nearby road network, i.e. Hai Wing Road and Dao Yang Road, vehicular traffic count surveys were conducted on 27/9/2023 (Wednesday) between 07:00 to 10:00 and 16:30 to 19:30. All vehicle flows recorded during the surveys have been converted to passenger car unit (PCU)¹. By applying the PCU factors, the survey result shows that AM and PM peak hour are 07:30 – 08:30 and 17:30 – 18:30 respectively.
- (ii) The Site is the subject of a previously approved S.16 planning application (No. A/NE-LYT/775) for the same use, which was also submitted by the applicant. The current application involves of additional parking spaces with the intention to relocate the existing illegal on-street parking along Hai Wing Road and Dao Yang Road to the Site, as well as to alleviate the pressing demand for legal parking spaces in the neighbourhood. Therefore, despite the proposed development, the existing traffic condition is already reflected in the survey results.
- (iii) Traffic Flows and Volume to Capacity (V/C) Ratio Assessment of nearby road network are shown at the table below:

Road Link		Capacity (veh/hr) (C)	Year 2023			
			AM Peak		PM Peak	
			Traffic Flow (veh/hr) (V)	V/C Ratio	Traffic Flow (veh/hr) (V)	V/C Ratio
(a)	Dao Yang Road N	100	49	0.49	62	0.62
(b)	Dao Yang Road S	100	18	0.18	30	0.30
(c)	Hai Wing Road E	100	20	0.20	21	0.21
(d)	Hai Wing Road W	100	46	0.46	49	0.49

* Capacity based on T.P.D.M. Volume 2 Chapter 3.11: the allowable 2-way peak hour flow is 100 veh/hr.

- (iv) The above table of the V/C assessment result show that no significant traffic impact would be induced due to the proposed development. It is concluded that no adverse traffic impact will be generated to the surrounding road network.

¹ Based on the PCU factors in Table 2.3.1.1 of Volume 2 of Transport Planning and Design Manual (TPDM)

Annex II – Construction Method of Proposed Structures

- (i) Majority of structures are container-converted structures, while the remaining are steel-frame structures with no foundation (i.e. excavation work is not required), details are as follows:

Structure	Proposed Use	Construction Method
B1	Site Office	Steel-frame structure with no foundation, will be assembled at the Site



盈卓物業
顧問有限公司

Our Ref.: DD83 Lot 867 RP & VL
Your Ref.: TPB/A/NE-LYT/806

The Secretary
Town Planning Board
15/F, North Point Government office
333 Java Road
North Point, Hong Kong

By Email

19 October 2023

Dear Sir,

2nd Further Information

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and
Associated Filling of Land in “Residential (Group C)” and “Agriculture” Zones,
Various Lots in D.D. 83, Lung Yeuk Tau, Fanling, New Territories**

(S.16 Planning Application No. A/NE-LYT/806)

We are writing to submit further information to address departmental comments of the subject application (**Appendix I**).

Should you require more information regarding the application, please contact our Mr. Orpheus LEE at _____ or the undersigned at your convenience. Thank you for your kind attention.

Yours faithfully,

For and on behalf of
R-riches Property Consultants Limited

Louis TSE
Town Planner

cc DPO/STN, PlanD

(Attn.: Mr. Tim FUNG
(Attn.: Ms. Carman CHEUNG
(Attn.: Mr. Markie AU

email: ttyfung@pland.gov.hk)
email: ccyccheung@pland.gov.hk)
email: mwlau@pland.gov.hk)

Responses-to-Comments

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years
and Associated Filling of Land in “Residential (Group C)” and “Agriculture” Zones,
Various Lots in D.D. 83, Lung Yeuk Tau, Fanling, New Territories**

(Application No. A/NE-LYT/806)

- (i) The applicant would like to provide clarifications to address public comments for the subject application, details are as follow:

Approval of the current application would not frustrate the long-term planning intention of the “Agriculture” (“AGR”) zone

- Although portion of the application site (the Site) falls within an area zone as “AGR” on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19, this portion of the Site is currently vacant with no active agricultural activities within the Site. Approval of the application on a temporary basis of 3 years would therefore better utilize precious land resources and would not frustrate the long-term planning intention of the “AGR”. Furthermore, the applicant will reinstate the Site to an amenity area after planning approval period.
- Since the Site is surrounded by residential use, the applied use is considered not incompatible with the surrounding land uses and would benefit nearby residents. In addition, the Site is the subject of a previously approved S.16 planning application (No. A/NE-LYT/775) for the same use, which was also submitted by the applicant. The current application involves of additional parking spaces with the intention to relocate the existing illegal on-street parking along Hai Wing Road and Dao Yang Road to the Site, as well as to alleviate the pressing demand for legal parking spaces in the neighbourhood. Therefore, approval of the current application is in line with the Board’s previous decision and would not set an undesirable precedent within the “Residential (Group C)” (“R(C)”) and “AGR” zones.

No adverse impact traffic impact to nearby road links and junctions

- Closed circuit television camera is proposed to be installed at the ingress/egress by the applicant to monitor traffic conditions at Hai Wing Road during the planning approval period. In order to ensure road safety at Hai Wing Road, ‘no left-turn’ sign would be erected by the applicant to restrict vehicles from turning left from the Site to Hai Wing Road. If the left-turn restriction is violated by the users of the vehicle park, the tenancy contract would be terminated by the applicant.

- The applicant will liaise with the respective land owners regularly in order to minimise adverse traffic impact to the nearby road network after planning approval is granted by the Town Planning Board. Furthermore, the applicant will consult with all major stakeholders as well as the local community in the surrounding area regarding the management and maintenance parties of Hai Wing Road after planning permission has been obtained by the applicant, in order to reduce the amount of nuisance caused to the surrounding area.

(ii) A RtoC Table:

Departmental Comments		Applicant's Responses
1. Comments of Commissioner for Transport (Contact Person: Mr. Eric TAM; Tel: 2399 2405)		
(a)	Please provide the data results of the traffic count surveys conducted on 27/09/2023.	A new traffic count survey was conducted on 17 October 2023 (Tuesday) over the AM and PM peak periods between 07:00 to 10:00 and 16:00 to 19:00 respectively. The AM and PM peak hour is identified to occur at 07:30 - 08:30 and 16:00 - 17:00 respectively. Figure 1 presents the data results in PCU of observed existing weekday AM and PM peak hour traffic flows on the road network in the vicinity of the project development.

(b)	Please include a volume capacity analysis in the assessment on the existing performance of the road network.	Volume capacity analysis of the existing performance is assessed and is shown in the following table. Locations of assessed junctions and links location can refer to Figure 1. Existing Peak Hour Junction Capacity Assessment <table><tr><th rowspan="2">Jn. ID.</th><th rowspan="2">Location</th><th rowspan="2">Type</th><th rowspan="2">Capacity Index</th><th colspan="2">Without Proposed Development</th></tr><tr><th>AM Peak</th><th>PM Peak</th></tr><tr><td>J1</td><td>Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road</td><td>Priority</td><td>DFC</td><td>0.06</td><td>0.05</td></tr><tr><td>J2</td><td>Hai Wing Road / Dao Yang Road</td><td>Priority</td><td>DFC</td><td>0.02</td><td>0.02</td></tr><tr><td>J3</td><td>Hai Wing Road / Access to Proposed Development</td><td>Priority</td><td>DFC</td><td>0.01</td><td>0.01</td></tr><tr><td>J4</td><td>Lung Ma Road / Hai Wing Road</td><td>Priority</td><td>DFC</td><td>0.05</td><td>0.05</td></tr></table> Detailed junction calculation sheets can refer in Annex II.	Jn. ID.	Location	Type	Capacity Index	Without Proposed Development		AM Peak	PM Peak	J1	Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	Priority	DFC	0.06	0.05	J2	Hai Wing Road / Dao Yang Road	Priority	DFC	0.02	0.02	J3	Hai Wing Road / Access to Proposed Development	Priority	DFC	0.01	0.01	J4	Lung Ma Road / Hai Wing Road	Priority	DFC	0.05	0.05
Jn. ID.	Location	Type					Capacity Index	Without Proposed Development																										
			AM Peak	PM Peak																														
J1	Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	Priority	DFC	0.06	0.05																													
J2	Hai Wing Road / Dao Yang Road	Priority	DFC	0.02	0.02																													
J3	Hai Wing Road / Access to Proposed Development	Priority	DFC	0.01	0.01																													
J4	Lung Ma Road / Hai Wing Road	Priority	DFC	0.05	0.05																													

		Existing Peak Hour Link Capacity Assessment <table> <tr> <th rowspan="3">No</th><th rowspan="3">Location</th><th rowspan="3">Direction</th><th rowspan="3">Design Capacity (veh/hr)</th><th colspan="4">Without Proposed Development</th></tr> <tr> <th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr> <tr> <th>Flows (veh/hr)</th><th>P/Df⁽³⁾</th><th>Flows (veh/hr)</th><th>P/Df⁽³⁾</th></tr> <tr> <td>L1</td><td>Dao Yang Road Section between Sha Tau Kok Road and Hai Wing Road</td><td>2-way</td><td>100</td><td>31</td><td>0.31</td><td>41</td><td>0.41</td></tr> <tr> <td>L2</td><td>Hai Wing Road Section between Dao Yang Road and the Proposed Development</td><td>2-way</td><td>100</td><td>19</td><td>0.19</td><td>22</td><td>0.22</td></tr> <tr> <td>L3</td><td>Hai Wing Road Section between the Proposed Development and Lung Ma Road</td><td>2-way</td><td>100</td><td>42</td><td>0.42</td><td>53</td><td>0.53</td></tr> </table> The results in the tables indicate that all the key junctions and link flows in the vicinity of the proposed development would be operating within capacity during the AM and PM peak hour.						No	Location	Direction	Design Capacity (veh/hr)	Without Proposed Development				AM Peak		PM Peak		Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾	L1	Dao Yang Road Section between Sha Tau Kok Road and Hai Wing Road	2-way	100	31	0.31	41	0.41	L2	Hai Wing Road Section between Dao Yang Road and the Proposed Development	2-way	100	19	0.19	22	0.22	L3	Hai Wing Road Section between the Proposed Development and Lung Ma Road	2-way	100	42	0.42	53	0.53
No	Location	Direction	Design Capacity (veh/hr)	Without Proposed Development																																											
				AM Peak		PM Peak																																									
				Flows (veh/hr)	P/Df ⁽³⁾	Flows (veh/hr)	P/Df ⁽³⁾																																								
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L3	Hai Wing Road Section between the Proposed Development and Lung Ma Road	2-way	100	42	0.42	53	0.53																																								

(c)

Please substantiate the traffic generation and attraction rates from and to the proposed car park used with reference to a representable source.

The Site is the subject of a previous approved application No. A/NE-LYT/775. Based on the approved scheme of A/NE-LYT/775, a total of 24 parking spaces are provided, the existing peak hour trips to be generated / attracted are 1 and 11 (AM peak); and 5 and 7 (PM peak) respectively. For the current application No. A/NE-LYT/806, with 64 spaces are provided, the estimated trips are is projected to be 33 trips in the AM peak (in 3, out 30) and 33 trips in the PM peak (in 14, out 19) respectively. The development flow trips are shown in **Figure 2**.

Time Period	Existing Trip Generation and Attraction of the Approved S.16 Planning Application No. A/NE-LYT/775			Estimated Trip Generation and Attraction of the Current Application No. A/NE-LYT/806		
	No. of Parking Space: 24			No. of Parking Space: 64		
	PC		2-Way Total	PC		2-Way Total
	In	Out		In	Out	
Trips at <u>AM peak</u> per hour (07:30 – 08:30)	1	11	12	3	30	33
Trips at <u>PM peak</u> per hour (17:30 – 18:30)	5	7	12	14	19	33

(d)

Please clarify if the table presented in Annex I of 1st FI has included the cumulative assessment on existing condition and the estimated traffic generation and attraction rates by the proposed development.

Based on the latest traffic count survey conducted on 17 October 2023 (Tuesday), the existing peak hour link capacity assessment of is updated as in response to TD’s comment (b). With the accumulation of estimated peak hour traffic generation and attractions by the proposed development and the existing peak hour flows, the peak hour traffic flows with the Proposed Development are shown in **Figure 3**. The link capacity assessment is updated, and is shown in the following table.

Peak Hour Link Capacity Assessment with Proposed Development

No	Location	Direction	Design Capacity (veh/hr)	With Proposed Development			
				AM Peak		PM Peak	
				Flows (veh/hr)	P/Df	Flows (veh/hr)	P/Df
L1	Dao Yang Road Section between Sha Tau Kok Road And Hai Wing Road	2-way	100	64	0.64	74	0.74
L2	Hai Wing Road Section between Dao Yang Road And the Proposed Development	2-way	100	52	0.52	55	0.55
L3	Hai Wing Road Section between the Proposed Development and Lung Ma Road	2-way	100	42	0.42	53	0.53

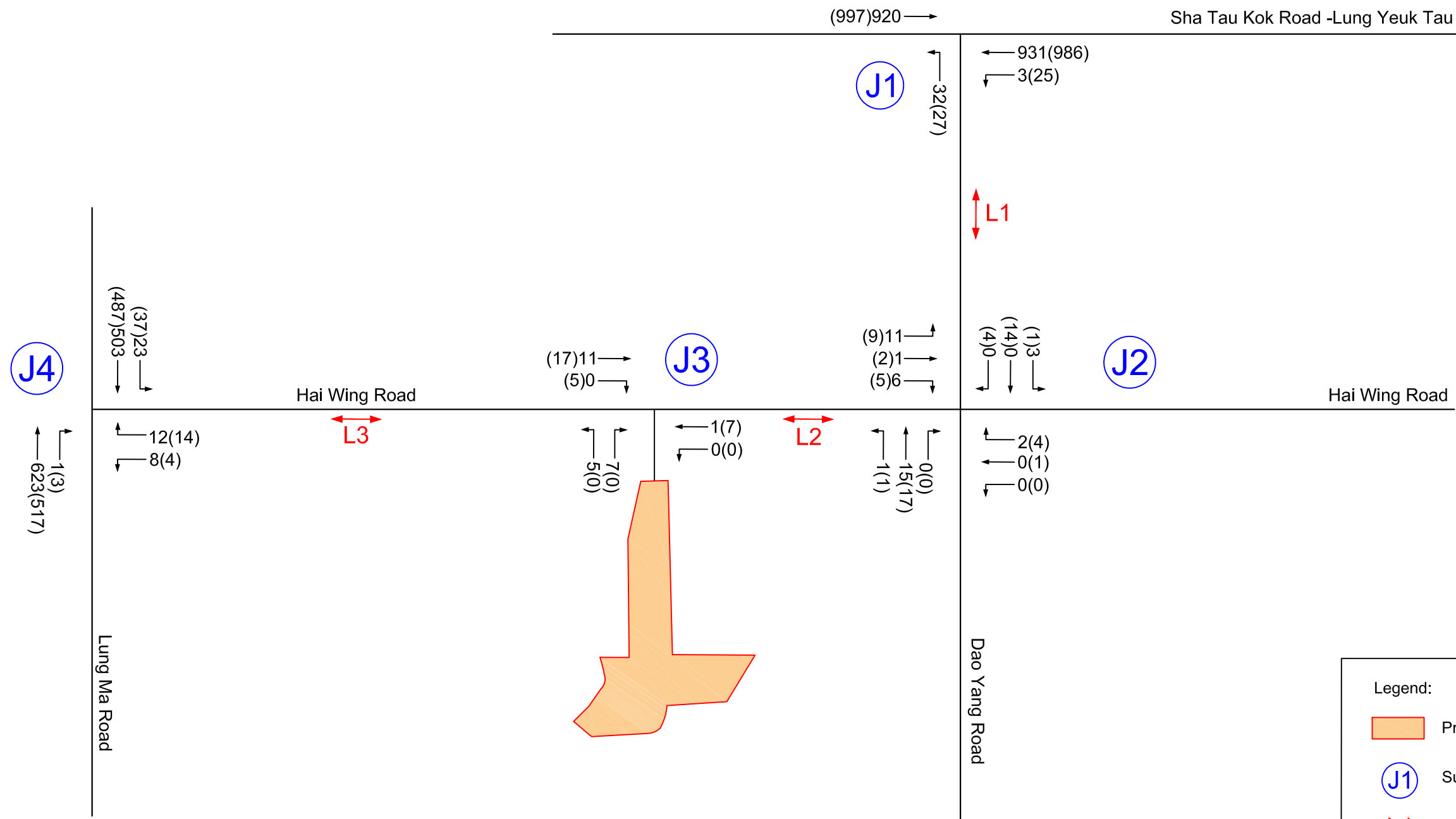
The results in the table indicate that all the link flows in the vicinity of the proposed development would be operating within capacity during the AM and PM peak hour even with the estimated peak hour trips from proposed development.

(e)	The access roads, Dao Yang Road and Hai Wing Road, are "Single Track Access Road", please advise and substantiate the design flows can comply with the relevant sections of TPDM, in particular section 3.11.3 extracted below. Please revise the table presented in Annex I of 1st FI. "Whilst it has been found that a single track road when provided with adequate passing places can accommodate 2-way flows of 100 vehicles per hour, this should not be used as a design figure. This flow would only be acceptable as an isolated peak flow but not a regular daily occurrence. The normal daily 2-way traffic flow should not exceed 500 vehicles per day. The effect of long vehicles using the road should be considered when estimating traffic flows as they tend to reduce the capacity."	The design flows of Dao Yang Road and Hai Wing Road are within the capacity of 100 vehicles / per hour for two-way as single track access road. As shown in the response in TD(d), with the proposed development flows, the peak hour traffic flows are less than 100 vehicles per hour, which complies with TPDM. In addition, based on observations and estimations, the daily total traffic flows would not exceed 500 vehicles, which also complies with TPDM.
(f)	Please include the design flow capacity analysis for the priority junction of Sha Tau Kok Road / Dao Yang Road in the traffic assessment for both existing performance and with the proposed development cases;	Four critical junctions in the vicinity are assessed including Sha Tau Kok Road / Dao Yang Road. The assessment results of existing performance are shown in response to TD's Comment (b). The performance considering the proposed development is shown in the following table. Detailed junction calculation sheets can refer in Annex II.

		<table><tr><th colspan="6">Peak Hour Junction Capacity Assessment with Proposed Development</th></tr><tr><th rowspan="2">Jn. ID.</th><th rowspan="2">Location</th><th rowspan="2">Type</th><th rowspan="2">Capacity Index⁽¹⁾</th><th colspan="2">With Proposed Development</th></tr><tr><th>AM Peak</th><th>PM Peak</th></tr><tr><td>J1</td><td>Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road</td><td>Priority</td><td>DFC</td><td>0.11</td><td>0.09</td></tr><tr><td>J2</td><td>Hai Wing Road / Dao Yang Road</td><td>Priority</td><td>DFC</td><td>0.02</td><td>0.04</td></tr><tr><td>J3</td><td>Hai Wing Road / Access to Proposed Development</td><td>Priority</td><td>DFC</td><td>0.06</td><td>0.04</td></tr><tr><td>J4</td><td>Lung Ma Road / Hai Wing Road</td><td>Priority</td><td>DFC</td><td>0.05</td><td>0.05</td></tr></table> The results in the table indicate that all the key junctions in the vicinity of the proposed development would be operating within capacity during the Weekday AM and PM with the estimated traffic generation and attractions from the proposed development.	Peak Hour Junction Capacity Assessment with Proposed Development						Jn. ID.	Location	Type	Capacity Index ⁽¹⁾	With Proposed Development		AM Peak	PM Peak	J1	Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	Priority	DFC	0.11	0.09	J2	Hai Wing Road / Dao Yang Road	Priority	DFC	0.02	0.04	J3	Hai Wing Road / Access to Proposed Development	Priority	DFC	0.06	0.04	J4	Lung Ma Road / Hai Wing Road	Priority	DFC	0.05	0.05
Peak Hour Junction Capacity Assessment with Proposed Development																																								
Jn. ID.	Location	Type	Capacity Index ⁽¹⁾	With Proposed Development																																				
				AM Peak	PM Peak																																			
J1	Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	Priority	DFC	0.11	0.09																																			
J2	Hai Wing Road / Dao Yang Road	Priority	DFC	0.02	0.04																																			
J3	Hai Wing Road / Access to Proposed Development	Priority	DFC	0.06	0.04																																			
J4	Lung Ma Road / Hai Wing Road	Priority	DFC	0.05	0.05																																			
(g)	Please supplement the both ingress and egress routes with drawings showing the local road network; and	The ingress and egress route of the estimated peak hour proposed development trips are shown in Figure 2 .																																						
(h)	Please advise further the management / control measures to be implemented to ensure the tenants will use the ingress and egress routes as per defined, especially how	Closed circuit television camera is proposed to be installed at the ingress/egress by the applicant to monitor traffic conditions at Hai Wing Road during the planning approval period. In order to ensure road safety at Hai Wing Road, ‘no left-turn’ sign would be erected by the applicant to restrict vehicles from turning left from the Site to Hai Wing Road. A banksman would be deployed																																						

	to avoid both ingress and egress routes via Lung Ma Road.	at the entrance gate to manage and guide the vehicles of the proposed development. Clear regulations regarding the use of designated routes will be stated in the tenancy contract. If the left-turn restriction or the use of ingress/egress routes via Lung Ma Road are violated by the users of the vehicle park, the tenancy contract would be terminated by the applicant.
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X:\Ozzo\82854_Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling\Data\82854-Figure 1.dwg 2023/10/19 16:31:32



Legend:

Project Site

J1

Surveyed Junction

L1

Surveyed Road Link

123(123)

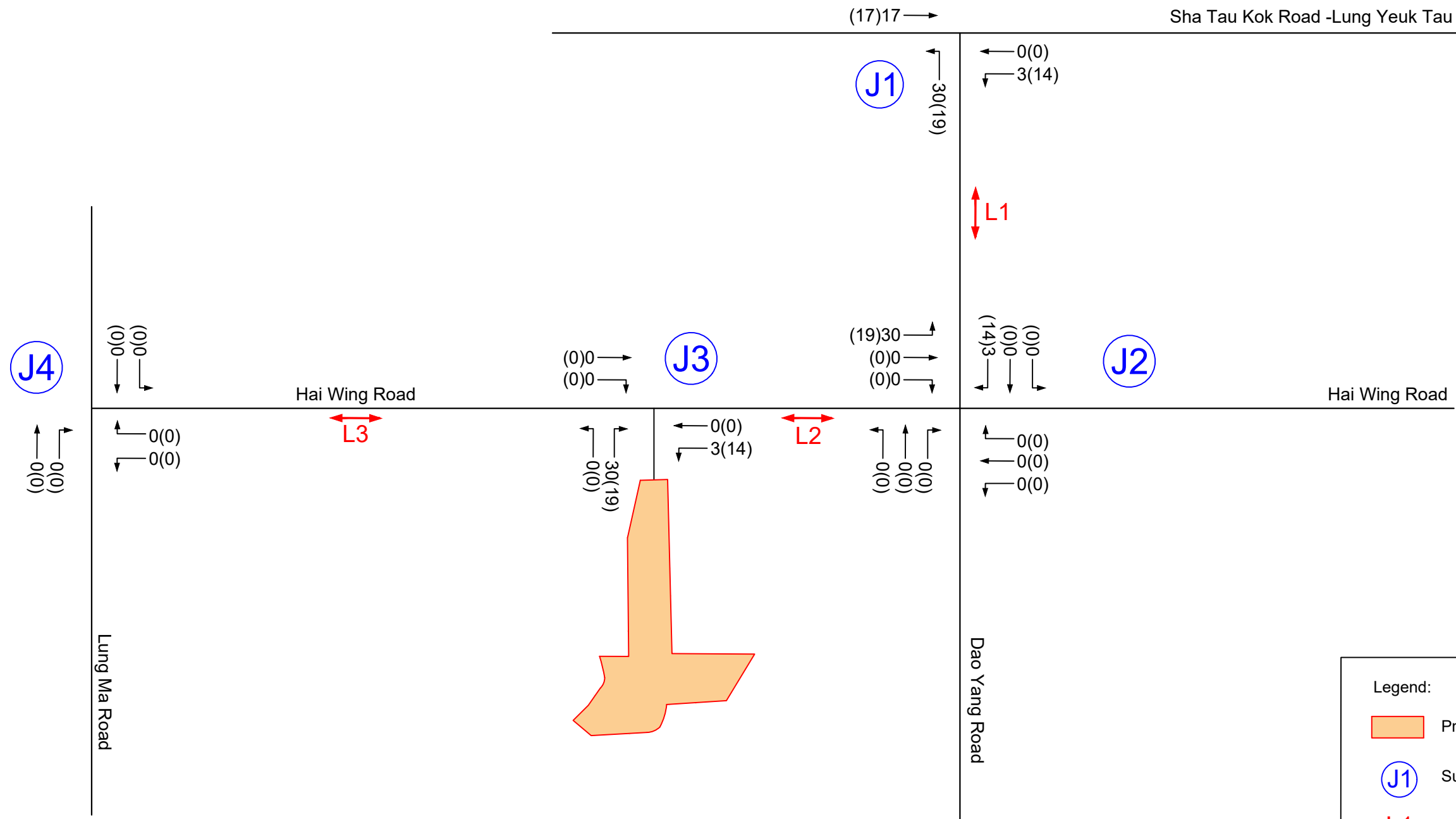
AM Peak Hour Traffic Flows

PM Peak Hour Traffic Flows

Note:Minor Road Link not shown for clarity

Date19/10/2023 ScaleN.T.S		Project Title Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling	OZZO TECHNOLOGY
			Project No. 82854 Dwg No. Figure 1 Rev. -

X:\Ozzo\82854_Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling\Data\Drawings\Fanling\Figure 2.dwg 2023/10/19 16:29:56



Legend:

Project Site

J1

Surveyed Junction

L1

Surveyed Road Link

123(123)

AM Peak Hour Traffic Flows

123(123)

PM Peak Hour Traffic Flows

Note: Minor Road Link not shown for clarity

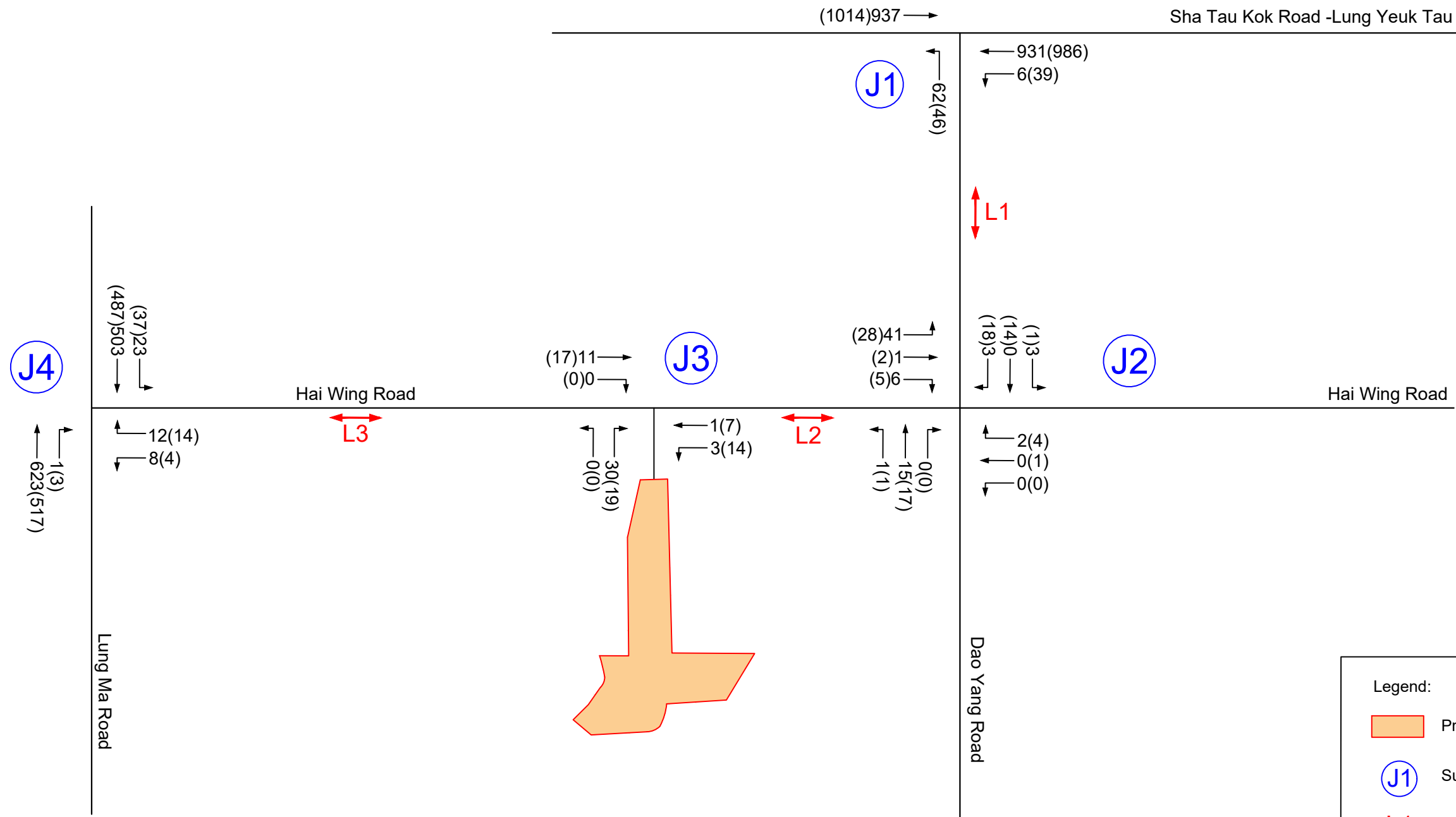
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling

Peak Hour Traffic Flows of Proposed Development



Project No. 82854	Rev.
Dwg No. Figure 2	-

X:\Ozzo\82854_Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling\Data\Drawings\Fanling\82854-Figure 3.dwg 2023/10/19 16:30:33



Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling

Peak Hour Traffic Flows with Proposed Development



Project No. 82854

Dwg No. Figure 3

Rev.

-

Date
19/10/2023

Scale
N.T.S

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling		PROJECT NO.:	82854	PREPARED BY:	CSY
J1 : Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road		FILENAME :		CHECKED BY:	LL
2023 AM Peak Hour Traffic Flows (without Proposed Development)		2023 Without Dev AM	Sha Tau Kok Road(Lung Yeuk Tau)_Dao Yang Road_P.xls	REVIEWED BY:	SC

Dao Yang Road
(ARM B)

Sha Tau Kok Road (Lung Yeuk Tau)
(ARM A) Sha Tau Kok Road (Lung Yeuk Tau)
(ARM C)

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

VI 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 = 14.60 (metres) W cr = 2.5 (metres) q a-b = 3 (pcu/hr) q a-c = 931 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.65 (metres) Vr c-b = 20 (metres) q c-a = 920 (pcu/hr) q c-b = (pcu/hr) MINOR ROAD (ARM B) W b-a = (metres) W b-c = 3.46 (metres) VI b-a = 76 (metres) Vr b-a = 78 (metres) Vr b-c = 78 (metres) q b-a = (pcu/hr) q b-c = 32 (pcu/hr)	GEOMETRIC FACTORS : D = 0.6040053 E = 0.9448342 F = 0.91 Y = 0.4963	THE CAPACITY OF MOVEMENT : Q b-a = 235 Q b-c = 545 Q b-c (O) = 545 Q c-b = 524 TOTAL FLOW = 966 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0587 DFC c-b = 0.0000 CRITICAL DFC = 0.06
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling		PROJECT NO.:	82854	PREPARED BY:	CSY Oct-23
J1 : Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	2023 Without Dev PM	FILENAME :		CHECKED BY:	LL Oct-23
2023 PM Peak Hour Traffic Flows (without Proposed Development)		Sha Tau Kok Road(Lung Yeuk Tau)_Dao Yang Road_P.xls	REVIEWED BY:	SC Oct-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

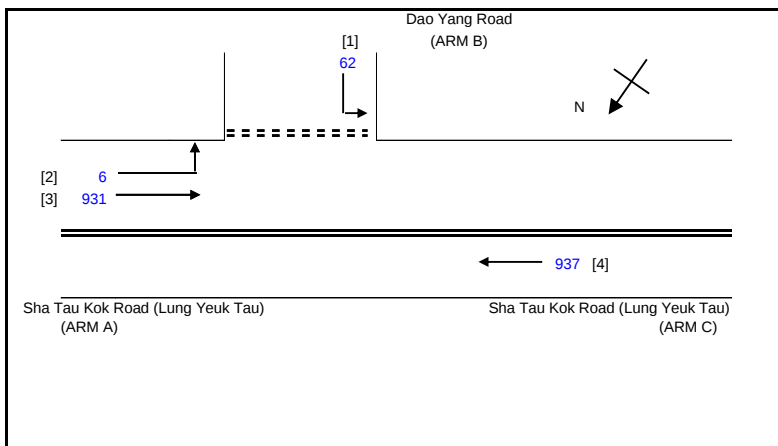
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS: MAJOR ROAD (ARM A) W = 14.60 (metres) W cr = 2.5 (metres) q a-b = 25 (pcu/hr) q a-c = 986 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.65 (metres) Vr c-b = 20 (metres) q c-a = 997 (pcu/hr) q c-b = (pcu/hr) MINOR ROAD (ARM B) W b-a = (metres) W b-c = 3.46 (metres) Vl b-a = 76 (metres) Vr b-a = 78 (metres) Vr b-c = 78 (metres) q b-a = (pcu/hr) q b-c = 27 (pcu/hr)	GEOMETRIC FACTORS : D = 0.6040053 E = 0.9448342 F = 0.91 Y = 0.4963	THE CAPACITY OF MOVEMENT : Q b-a = 223 Q b-c = 534 Q c-b = 512 Q b-c (O) = 534 TOTAL FLOW = 1038 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0506 DFC c-b = 0.0000 CRITICAL DFC = 0.05
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OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling		PROJECT NO.:	82854	PREPARED BY:	CSY
J1 : Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	2023 With Dev AM	FILENAME :		CHECKED BY:	LL
2023 AM Peak Hour Traffic Flows (with Proposed Development)		Sha Tau Kok Road(Lung Yeuk Tau)_Dao Yang Road_P.xls		REVIEWED BY:	SC



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
VI 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	=	14.60	(metres)
W cr	=	2.5	(metres)
q a-b	=	6	(pcu/hr)
q a-c	=	931	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.65	(metres)
Vr c-b	=	20	(metres)
q c-a	=	936.5	(pcu/hr)
q c-b	=		(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=		(metres)
W b-c	=	3.46	(metres)
VI b-a	=	76	(metres)
Vr b-a	=	78	(metres)
Vr b-c	=	78	(metres)
q b-a	=		(pcu/hr)
q b-c	=	62	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6040053
E	=	0.9448342
F	=	0.91
Y	=	0.4963

THE CAPACITY OF MOVEMENT :

Q b-a	=	234	
Q b-c	=	545	Q b-c (O) = 545
Q c-b	=	524	

TOTAL FLOW = 999 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.1138
DFC c-b	=	0.0000

CRITICAL DFC = 0.11

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling		PROJECT NO.:	82854	PREPARED BY:	CSY Oct-23
J1 : Sha Tau Kok Road (Lung Yeuk Tau) / Dao Yang Road	2023 With Dev PM	FILENAME :		CHECKED BY:	LL Oct-23
2023 PM Peak Hour Traffic Flows (with Proposed Development)		Sha Tau Kok Road(Lung Yeuk Tau)_Dao Yang Road_P.xls	REVIEWED BY:	SC Oct-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 = 14.60 (metres) W cr = 2.5 (metres) q a-b = 39 (pcu/hr) q a-c = 986 (pcu/hr) MAJOR ROAD (ARM C) W c-b = 3.65 (metres) Vr c-b = 20 (metres) q c-a = 1014 (pcu/hr) q c-b = (pcu/hr) MINOR ROAD (ARM B) W b-a = (metres) W b-c = 3.46 (metres) Vl b-a = 76 (metres) Vr b-a = 78 (metres) Vr b-c = 78 (metres) q b-a = (pcu/hr) q b-c = 46 (pcu/hr)	GEOMETRIC FACTORS : D = 0.6040053 E = 0.9448342 F = 0.91 Y = 0.4963	THE CAPACITY OF MOVEMENT : Q b-a = 221 Q b-c = 533 Q c-b = 509 TOTAL FLOW = 1071 (PCU/HR)	COMPARISON OF DESIGN FLOW TO CAPACITY: DFC b-a = 0.0000 DFC b-c = 0.0863 DFC c-b = 0.0000 CRITICAL DFC = 0.09
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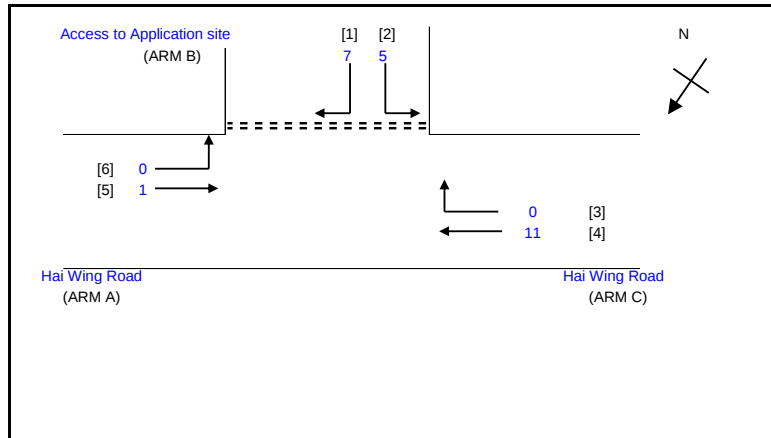
OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE																														
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling		PROJECT NO.:	82854	PREPARED BY:	CSY																														
J2 : Hai Wing Road / Dao Yang Road		FILENAME :		CHECKED BY:	LL																														
2023 AM Peak Hour Traffic Flows (without Proposed Development)		2023 Without Dev AM	J2_Hai Wing Road_Dao Yang Road_P.xlsx	REVIEWED BY:	SC																														
		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 X a = STREAM-SPECIFIC (RIGHT TURN FROM A) X b = STREAM-SPECIFIC (RIGHT TURN FROM B) Z b = STREAM-SPECIFIC (LEFT TURN FROM B) M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE) Y = (1-0.0345W) r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a																																	
<table border="0"> <tr> <td colspan="2">GEOMETRIC DETAILS:</td> <td colspan="2">GEOMETRIC FACTORS :</td> <td colspan="2">COMPARISON OF DESIGN FLOW TO CAPACITY:</td> </tr> <tr> <td colspan="2"> GENERAL W = 5.1 (metres) W cr = 0 (metres) Y = 0.823 </td> <td colspan="2"> D = 0.723 E = 0.892 F = 0.756 M b = 0.723 </td> <td colspan="2"> Zb = 1.154 X d = 0.763 Z d = 0.790 M d = 0.763 </td> </tr> <tr> <td colspan="2"> MAJOR ROAD (ARM A) W a-d = 2.3 (metres) Vl a-d = 55 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) q a-d = 2 (pcu/hr) </td> <td colspan="2"> MAJOR ROAD (ARM C) W c-b = 2.9 (metres) Vr c-b = 80 (metres) q c-a = 1 (pcu/hr) q c-b = 6 (pcu/hr) q c-d = 11 (pcu/hr) </td> <td colspan="2"> PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC : r b-a = 0 ql b-d = 7.5 (pcu/hr) qr b-d = 7.5 (pcu/hr) </td> </tr> <tr> <td colspan="2"> MINOR ROAD (ARM B) W b-a = 1.7 (metres) W b-c = 1.7 (metres) Vl b-a = 78 (metres) Vr b-a = 42 (metres) Vr b-c = 42 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) q b-d = 15 (pcu/hr) </td> <td colspan="2"> MINOR ROAD (ARM D) W d-c = 1.7 (metres) W d-a = 1.7 (metres) Vl d-c = 93 (metres) Vr d-c = 81 (metres) Vr d-a = 81 (metres) q d-c = 0 (pcu/hr) q d-a = 3 (pcu/hr) q d-b = 0 (pcu/hr) </td> <td colspan="2"> CAPACITY OF MOVEMENT : Q b-a = 452 (pcu/hr) Q b-c = 825 (pcu/hr) Q c-b = 563 (pcu/hr) Ql b-d = 450 (pcu/hr) Qr b-d = 450 (pcu/hr) </td> </tr> <tr> <td colspan="2"></td> <td colspan="2"> TOTAL FLOW = 39 (PCU/HR) </td> <td colspan="2"> CRITICAL DFC = 0.02 </td> </tr> </table>						GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		COMPARISON OF DESIGN FLOW TO CAPACITY:		GENERAL W = 5.1 (metres) W cr = 0 (metres) Y = 0.823		D = 0.723 E = 0.892 F = 0.756 M b = 0.723		Zb = 1.154 X d = 0.763 Z d = 0.790 M d = 0.763		MAJOR ROAD (ARM A) W a-d = 2.3 (metres) Vl a-d = 55 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) q a-d = 2 (pcu/hr)		MAJOR ROAD (ARM C) W c-b = 2.9 (metres) Vr c-b = 80 (metres) q c-a = 1 (pcu/hr) q c-b = 6 (pcu/hr) q c-d = 11 (pcu/hr)		PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC : r b-a = 0 ql b-d = 7.5 (pcu/hr) qr b-d = 7.5 (pcu/hr)		MINOR ROAD (ARM B) W b-a = 1.7 (metres) W b-c = 1.7 (metres) Vl b-a = 78 (metres) Vr b-a = 42 (metres) Vr b-c = 42 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) q b-d = 15 (pcu/hr)		MINOR ROAD (ARM D) W d-c = 1.7 (metres) W d-a = 1.7 (metres) Vl d-c = 93 (metres) Vr d-c = 81 (metres) Vr d-a = 81 (metres) q d-c = 0 (pcu/hr) q d-a = 3 (pcu/hr) q d-b = 0 (pcu/hr)		CAPACITY OF MOVEMENT : Q b-a = 452 (pcu/hr) Q b-c = 825 (pcu/hr) Q c-b = 563 (pcu/hr) Ql b-d = 450 (pcu/hr) Qr b-d = 450 (pcu/hr)				TOTAL FLOW = 39 (PCU/HR)		CRITICAL DFC = 0.02	
GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		COMPARISON OF DESIGN FLOW TO CAPACITY:																															
GENERAL W = 5.1 (metres) W cr = 0 (metres) Y = 0.823		D = 0.723 E = 0.892 F = 0.756 M b = 0.723		Zb = 1.154 X d = 0.763 Z d = 0.790 M d = 0.763																															
MAJOR ROAD (ARM A) W a-d = 2.3 (metres) Vl a-d = 55 (metres) q a-b = 0 (pcu/hr) q a-c = 0 (pcu/hr) q a-d = 2 (pcu/hr)		MAJOR ROAD (ARM C) W c-b = 2.9 (metres) Vr c-b = 80 (metres) q c-a = 1 (pcu/hr) q c-b = 6 (pcu/hr) q c-d = 11 (pcu/hr)		PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC : r b-a = 0 ql b-d = 7.5 (pcu/hr) qr b-d = 7.5 (pcu/hr)																															
MINOR ROAD (ARM B) W b-a = 1.7 (metres) W b-c = 1.7 (metres) Vl b-a = 78 (metres) Vr b-a = 42 (metres) Vr b-c = 42 (metres) q b-a = 0 (pcu/hr) q b-c = 1 (pcu/hr) q b-d = 15 (pcu/hr)		MINOR ROAD (ARM D) W d-c = 1.7 (metres) W d-a = 1.7 (metres) Vl d-c = 93 (metres) Vr d-c = 81 (metres) Vr d-a = 81 (metres) q d-c = 0 (pcu/hr) q d-a = 3 (pcu/hr) q d-b = 0 (pcu/hr)		CAPACITY OF MOVEMENT : Q b-a = 452 (pcu/hr) Q b-c = 825 (pcu/hr) Q c-b = 563 (pcu/hr) Ql b-d = 450 (pcu/hr) Qr b-d = 450 (pcu/hr)																															
		TOTAL FLOW = 39 (PCU/HR)		CRITICAL DFC = 0.02																															

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE																														
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanling		PROJECT NO.:	82854	PREPARED BY:	CSY																														
J2 : Hai Wing Road / Dao Yang Road		FILENAME :		CHECKED BY:	LL																														
2023 PM Peak Hour Traffic Flows (without Proposed Development)		2023 Without Dev PM	J2_Hai Wing Road_Dao Yang Road_P.xlsx	REVIEWED BY:	SC																														
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Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.:	82854	PREPARED BY:	CSY
J3: Hai Wing Road / Access to Proposed Development	2023 Without Dev AM	FILENAME :		CHECKED BY:	LL
2023 AM Peak Hour Traffic Flows (without Proposed Development)		i Wing Road_Access to Application site_P.xls		REVIEWED BY:	SC
					Oct-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
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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 = 6.45 (metres)
W cr = 0 (metres)
q a-b = 0 (pcu/hr)
q a-c = 1 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.1 (metres)
Vr c-b = 60 (metres)
q c-a = 11 (pcu/hr)
q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 3.1 (metres)
W b-c = 3.1 (metres)
Vl b-a = 72 (metres)
Vr b-a = 83 (metres)
Vr b-c = 83 (metres)
q b-a = 7 (pcu/hr)
q b-c = 5 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8706142
E = 0.9133594
F = 0.9006488
Y = 0.7776475

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 544
Q b-c = 680
Q c-b = 671
Q b-ac = 544

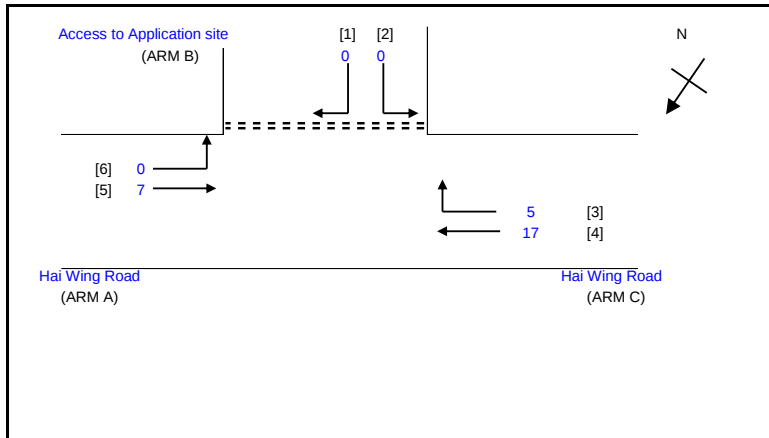
TOTAL FLOW = 24 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0129
DFC b-c = 0.0074
DFC c-b = 0.0000
DFC b-c (share lane) = 0.0221

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.:	82854	PREPARED BY:	CSY
J3: Hai Wing Road / Access to Proposed Development	2023 Without Dev PM	FILENAME :		CHECKED BY:	LL
2023 PM Peak Hour Traffic Flows (without Proposed Development)		i Wing Road_Access to Application site_P.xls		REVIEWED BY:	SC
					Oct-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 = 6.45 (metres)
 W cr = 0 (metres)
 q a-b = 0 (pcu/hr)
 q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.1 (metres)
 Vr c-b = 60 (metres)
 q c-a = 17 (pcu/hr)
 q c-b = 5 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.1 (metres)
 W b-c = 3.1 (metres)
 Vl b-a = 72 (metres)
 Vr b-a = 83 (metres)
 Vr b-c = 83 (metres)
 q b-a = 0 (pcu/hr)
 q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8706142
 E = 0.9133594
 F = 0.9006488
 Y = 0.7776475

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 540
 Q b-c = 679
 Q c-b = 669
 Q b-ac = 540

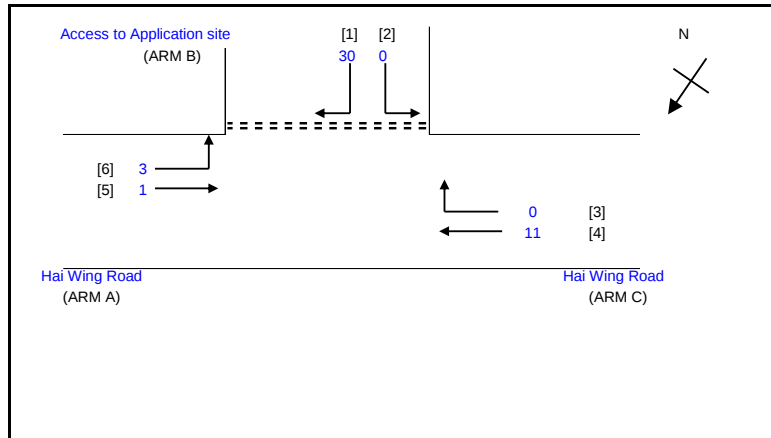
TOTAL FLOW = 29 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000
 DFC b-c = 0.0000
 DFC c-b = 0.0075
 DFC b-c (share lane) = 0.0000

CRITICAL DFC = 0.01

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.: 82854		PREPARED BY:	CSY	Oct-23
J3: Hai Wing Road / Access to Proposed Development	2023 With Dev AM	FILENAME :		CHECKED BY:	LL	Oct-23
2023 AM Peak Hour Traffic Flows (with Proposed Development)		i Wing Road_Access to Application site_P.xls		REVIEWED BY:	SC	Oct-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 = 6.45 (metres)
 W cr = 0 (metres)
 q a-b = 3 (pcu/hr)
 q a-c = 1 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.1 (metres)
 Vr c-b = 60 (metres)
 q c-a = 11 (pcu/hr)
 q c-b = 0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.1 (metres)
 W b-c = 3.1 (metres)
 Vl b-a = 72 (metres)
 Vr b-a = 83 (metres)
 Vr b-c = 83 (metres)
 q b-a = 30 (pcu/hr)
 q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8706142
 E = 0.9133594
 F = 0.9006488
 Y = 0.7776475

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 544
 Q b-c = 680
 Q c-b = 670
 Q b-ac = 544

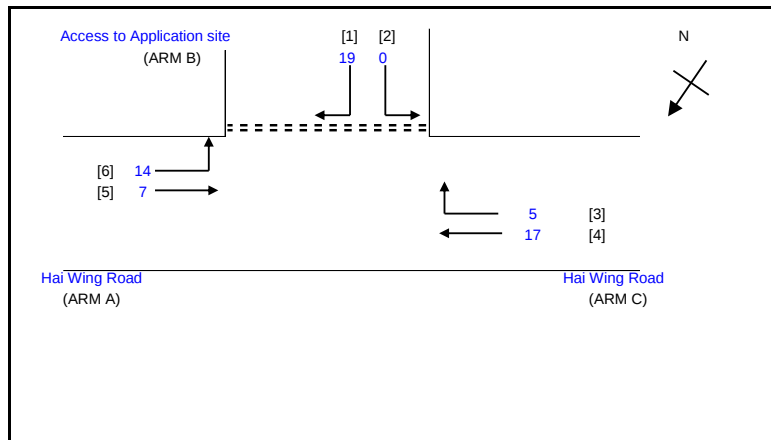
TOTAL FLOW = 45 (PCU/HR)

COMPARISON OF DESIGN FLOW
TO CAPACITY:

DFC b-a = 0.0551
 DFC b-c = 0.0000
 DFC c-b = 0.0000
 DFC b-c (share lane) = 0.0551

CRITICAL DFC = 0.06

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.:	82854	PREPARED BY:	CSY
J3: Hai Wing Road / Access to Proposed Development	2023 With Dev PM	FILENAME :		CHECKED BY:	LL
2023 PM Peak Hour Traffic Flows (with Proposed Development)		i Wing Road_Access to Application site_P.xls		REVIEWED BY:	SC
					Oct-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 = 6.45 (metres)
W cr = 0 (metres)
q a-b = 14 (pcu/hr)
q a-c = 7 (pcu/hr)

MAJOR ROAD (ARM C)
W c-b = 3.1 (metres)
Vr c-b = 60 (metres)
q c-a = 17 (pcu/hr)
q c-b = 5 (pcu/hr)

MINOR ROAD (ARM B)
W b-a = 3.1 (metres)
W b-c = 3.1 (metres)
Vl b-a = 72 (metres)
Vr b-a = 83 (metres)
Vr b-c = 83 (metres)
q b-a = 19 (pcu/hr)
q b-c = 0 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.8706142
E = 0.9133594
F = 0.9006488
Y = 0.7776475

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 538
Q b-c = 677
Q c-b = 666
Q b-ac = 538

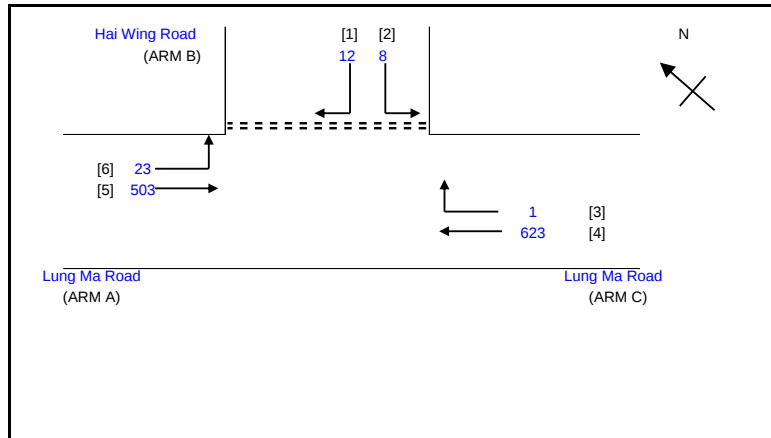
TOTAL FLOW = 62 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0353
DFC b-c = 0.0000
DFC c-b = 0.0075
DFC b-c (share lane) = 0.0353

CRITICAL DFC = 0.04

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.:	82854	PREPARED BY:	CSY
J4: Lung Ma Road / Hai Wing Road	2023 Without Dev AM	FILENAME :	J4_Lung Ma Road_Hai Wing Road_P.xls	CHECKED BY:	LL
2023 AM Peak Hour Traffic Flows (without Proposed Developm				REVIEWED BY:	SC
					Oct-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 = 7.23 (metres)
 W cr = 0 (metres)
 q a-b = 23 (pcu/hr)
 q a-c = 503 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)
 Vr c-b = 65 (metres)
 q c-a = 623 (pcu/hr)
 q c-b = 1 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 1.5 (metres)
 W b-c = 1.5 (metres)
 Vl b-a = 66 (metres)
 Vr b-a = 29 (metres)
 Vr b-c = 29 (metres)
 q b-a = 12 (pcu/hr)
 q b-c = 8 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.6933367
 E = 0.7301356
 F = 0.9424588
 Y = 0.750565

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 263
 Q b-c = 442
 Q c-b = 567
 Q b-ac = 263

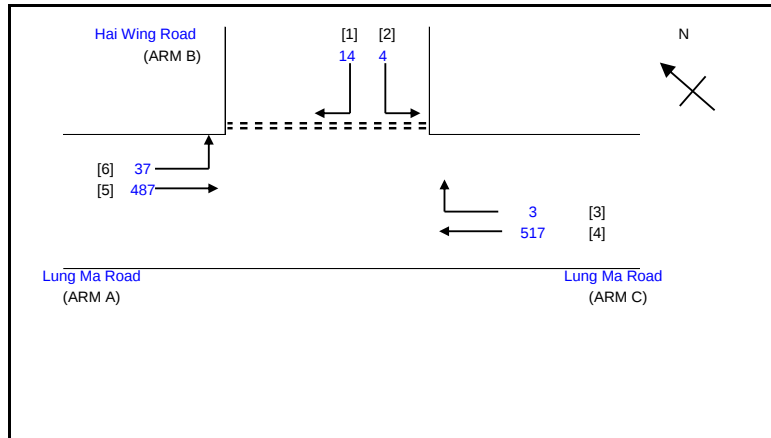
TOTAL FLOW = 1170 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0456
 DFC b-c = 0.0181
 DFC c-b = 0.0018
 DFC b-c (share lane) = 0.0760

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.: 82854	PREPARED BY:	CSY	Oct-23
J4: Lung Ma Road / Hai Wing Road	2023 Without Dev PM	FILENAME : J4_Lung Ma Road_Hai Wing Road_P.xls	CHECKED BY:	LL	Oct-23
2023 PM Peak Hour Traffic Flows (without Proposed Developm			REVIEWED BY:	SC	Oct-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 = 7.23 (metres)
 W cr = 0 (metres)
 q a-b = 37 (pcu/hr)
 q a-c = 487 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 3.6 (metres)
 Vr c-b = 65 (metres)
 q c-a = 517 (pcu/hr)
 q c-b = 3 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 1.5 (metres)
 W b-c = 1.5 (metres)
 Vl b-a = 66 (metres)
 Vr b-a = 29 (metres)
 Vr b-c = 29 (metres)
 q b-a = 14 (pcu/hr)
 q b-c = 4 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.6933367
 E = 0.7301356
 F = 0.9424588
 Y = 0.750565

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a = 277
 Q b-c = 444
 Q c-b = 567
 Q b-ac = 277

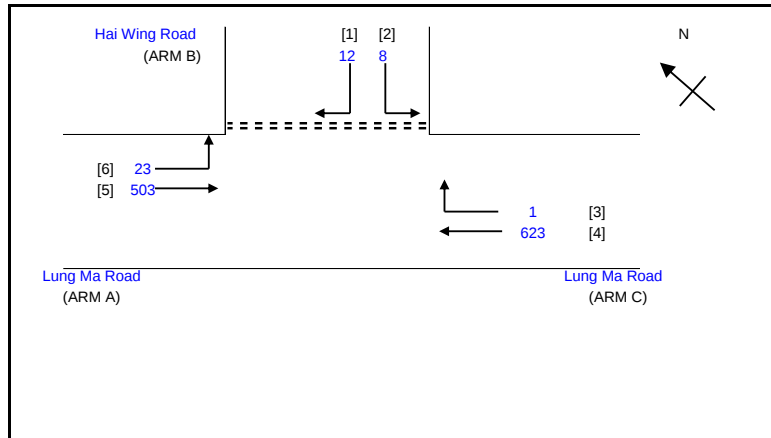
TOTAL FLOW = 1062 (PCU/HR)

COMPARISION OF DESIGN FLOW
TO CAPACITY:

DFC b-a = 0.0505
 DFC b-c = 0.0090
 DFC c-b = 0.0053
 DFC b-c (share lane) = 0.0650

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.: 82854		PREPARED BY:	CSY	Oct-23
J4: Lung Ma Road / Hai Wing Road	2023 With Dev AM	FILENAME :		CHECKED BY:	LL	Oct-23
2023 AM Peak Hour Traffic Flows (with Proposed Development)		J4_Lung Ma Road_Hai Wing Road_P.xls		REVIEWED BY:	SC	Oct-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
VI 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	=	7.23	(metres)
W cr	=	0	(metres)
q a-b	=	23	(pcu/hr)
q a-c	=	503	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	623	(pcu/hr)
q c-b	=	1	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
VI b-a	=	66	(metres)
Vr b-a	=	29	(metres)
Vr b-c	=	29	(metres)
q b-a	=	12	(pcu/hr)
q b-c	=	8	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6933367
E	=	0.7301356
F	=	0.9424588
Y	=	0.750565

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a	=	263
Q b-c	=	442
Q c-b	=	567
Q b-ac	=	263

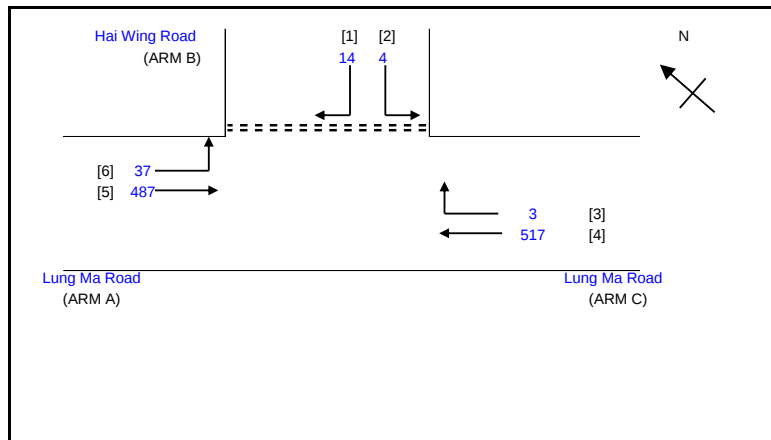
TOTAL FLOW = 1170 (PCU/HR)

COMPARISON OF DESIGN FLOW
TO CAPACITY:

DFC b-a	=	0.0456
DFC b-c	=	0.0181
DFC c-b	=	0.0018
DFC b-c (share lane)	=	0.0760

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park for a Period of 3 Years in DD 83, Ma Liu Shui San Tsuen, Fanlin		PROJECT NO.: 82854		PREPARED BY:	CSY	Oct-23
J4: Lung Ma Road / Hai Wing Road	2023 With Dev PM	FILENAME :		CHECKED BY:	LL	Oct-23
2023 PM Peak Hour Traffic Flows (with Proposed Development)		J4_Lung Ma Road_Hai Wing Road_P.xls		REVIEWED BY:	SC	Oct-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
Vi 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	=	7.23	(metres)
W cr	=	0	(metres)
q a-b	=	37	(pcu/hr)
q a-c	=	487	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	517	(pcu/hr)
q c-b	=	3	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	1.5	(metres)
W b-c	=	1.5	(metres)
Vi b-a	=	66	(metres)
Vr b-a	=	29	(metres)
Vr b-c	=	29	(metres)
q b-a	=	14	(pcu/hr)
q b-c	=	4	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6933367
E	=	0.7301356
F	=	0.9424588
Y	=	0.750565

F for (Qb-ac) = 0

THE CAPACITY OF MOVEMENT :

Q b-a	=	277
Q b-c	=	444
Q c-b	=	567
Q b-ac	=	277

TOTAL FLOW = 1062 (PCU/HR)

COMPARISON OF DESIGN FLOW
TO CAPACITY:

DFC b-a	=	0.0505
DFC b-c	=	0.0090
DFC c-b	=	0.0053
DFC b-c (share lane)	=	0.0650

CRITICAL DFC = 0.05