e-form No. S16-III
電子表格第 S16-III 號

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

2024年 3月 1日

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

This document is received on - 1 MAR 2024
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

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

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

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

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

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

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

General Note and Annotation for the Form
填寫表格的一般指引及註解

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-LYT/825
	Date Received 收到日期	-1 MAR 2024

1. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有)，送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.tpb.gov.hk/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.tpb.gov.hk/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全，委員會可拒絕處理有關申請。

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1. Name of Applicant 申請人姓名/名稱

達利來建築工程有限公司 (Company 公司)

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

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）	新界粉嶺馬料水新村丈量約份第 83 約地段 896 號餘段(部分)
(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 705 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 168 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）	..... 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	龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19
(e) Land use zone(s) involved 涉及的土地用途地帶	住宅(丙類)
(f) Current use(s) 現時用途	空置 (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)
(g) Additional Information (if applicable) 附加資料（如適用）	

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 _____ (日/月/年) 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 01/02/2024 (DD/MM/YYYY)
於 01/02/2024 (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 22/02/2024 (DD/MM/YYYY)
於 22/02/2024 (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

.....

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

6. Type(s) of Application 申請類別

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

(a) Proposed use(s)/development 擬議用途/發展	臨時公眾停車場(貨櫃車除外)及商店及服務行業 (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	537	sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	168	sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	3	
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	168	sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	168	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)

詳情請見附頁。(可參閱：場地設計圖)

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	7
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

商店及服務行業的開放時間為星期一至日（包括公眾假期），上午 9 時至下午 8 時；公眾停車場（貨櫃車除外）的開放時間為星期一至日（包括公眾假期），每天 24 小時。

(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)) 龍馬路
		☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐

(e) Impacts of Development Proposal 擬議發展計劃的影響

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

(i)	Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是 ☐ Please provide details 請提供詳情 ..... No 否 ☑
(ii)	Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是 ☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐ About 約 Depth of filling 填塘深度 ..... m 米 ☐ About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐ About 約 Depth of filling 填土厚度 ..... m 米 ☐ About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 ☐ About 約 Depth of excavation 挖土深度 ..... m 米 ☐ About 約 No 否 ☑
(iii)	Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？	On environment 對環境 Yes 會 ☐ No 不會 ☑ On traffic 對交通 Yes 會 ☐ No 不會 ☑ On water supply 對供水 Yes 會 ☐ No 不會 ☑ On drainage 對排水 Yes 會 ☐ No 不會 ☑ On slopes 對斜坡 Yes 會 ☐ No 不會 ☑ Affected by slopes 受斜坡影響 Yes 會 ☐ No 不會 ☑ Landscape Impact 構成景觀影響 Yes 會 ☐ No 不會 ☑ Tree Felling 砍伐樹木 Yes 會 ☐ No 不會 ☑ Visual Impact 構成視覺影響 Yes 會 ☐ No 不會 ☑ Others (Please Specify) 其他 (請列明) _____ Yes 會 ☐ No 不會 ☐

	Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)

(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	**A/ /**
(b) Date of approval 獲批給許可的日期	..... (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	..... (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途／發展	

(e) Approval conditions 附帶條件	☐ 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）。

可參閱附頁申請理由

8. Declaration 聲明 (Applicant 申請人 #1)

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: Signed with recognised e-signature
Signer: HUI HANG YU

☑ Applicant 申請人 / ☐ Authorised Agent 獲授權代理人

文員

Name 姓名 | Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格

☐ Member 會員 / ☐ Fellow of 資深會員

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

On behalf of 代表: 達利來建築工程有限公司

Remark 備註

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.
委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.
任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

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

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will also 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	新界粉嶺馬料水新村丈量約份第 83 約地段 896 號餘段(部分)
Site area 地盤面積	705 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19
Zoning 地帶	住宅(丙類)
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	臨時公眾停車場(貨櫃車除外)及商店及服務行業

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	☐About 約 ☐Not more than 不多於	☐About 約 ☐Not more than 不多於
	Non-domestic 非住用	☑About 約 168 ☐Not more than 不多於	☑About 約 0.24 ☐Not more than 不多於

(ii)	No. of blocks 幢數	Domestic 住用	
		Non-domestic 非住用	3
(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	4 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	23.83 % ☑ 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	7
		Private Car Parking Spaces 私家車車位	7
		Motorcycle Parking Spaces 電單車車位	
		Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
		Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
		Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
		Others (Please Specify) 其他 (請列明)	
		_____	
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	
		Taxi Spaces 的士車位	
		Coach Spaces 旅遊巴車位	
		Light Goods Vehicle Spaces 輕型貨車車位	
		Medium Goods Vehicle Spaces 中型貨車位	
		Heavy Goods Vehicle Spaces 重型貨車車位	
		Others (Please Specify) 其他 (請列明)	
		_____	

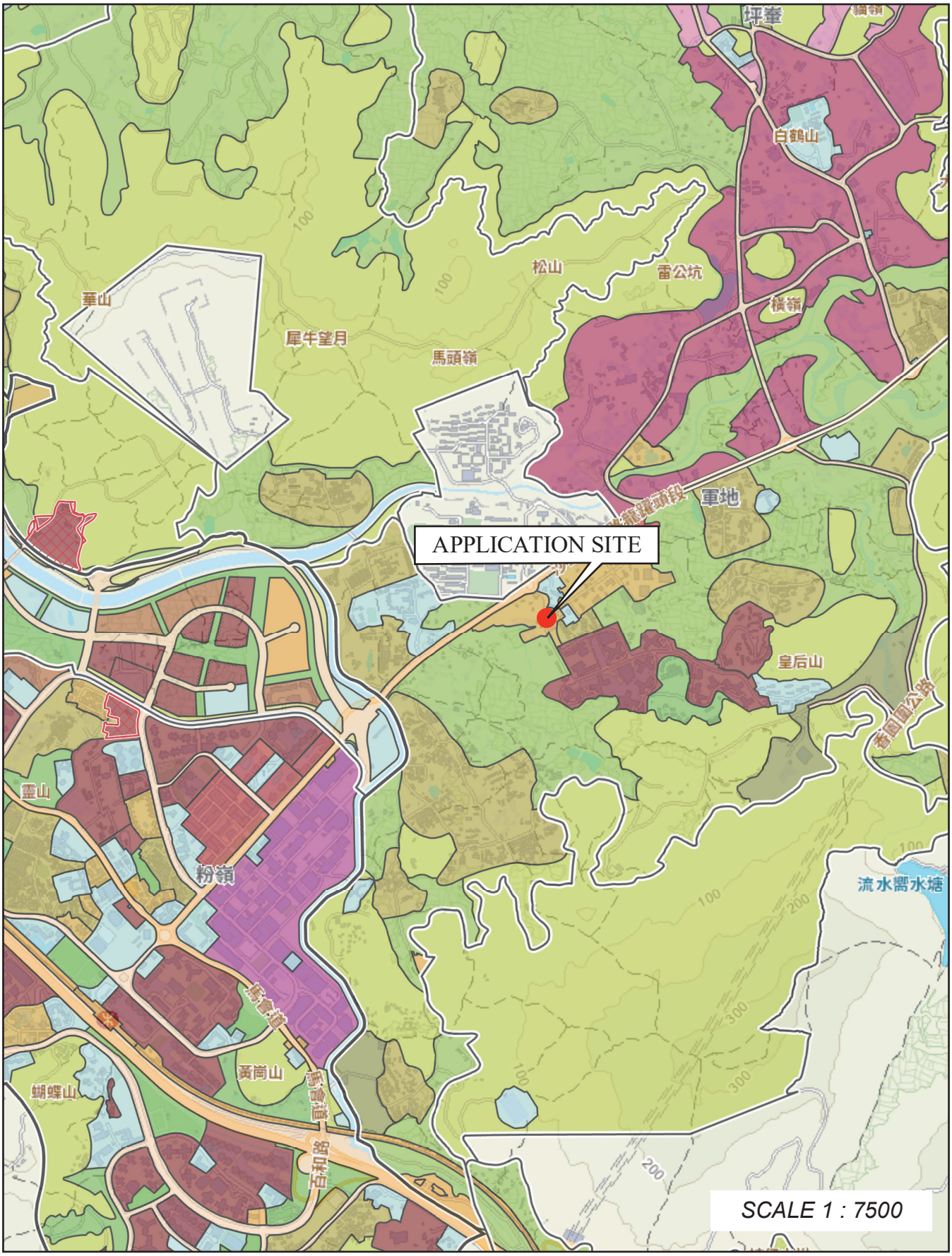
Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☑	☐
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）		
場地大綱圖、場地位置圖	☑	☐
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	☐	☐
Air Ventilation Assessment 空氣流通評估	☐	☐
Management Plan 管理計劃	☐	☐
Social Impact Assessment 社會影響評估	☐	☐
Heritage Impact Assessment	☐	☐
Ecological Impact Assessment 生態影響評估	☐	☐
Conservation Management Plan 保育管理計劃	☐	☐
Others (please specify) 其他（請註明）		
	☐	☐

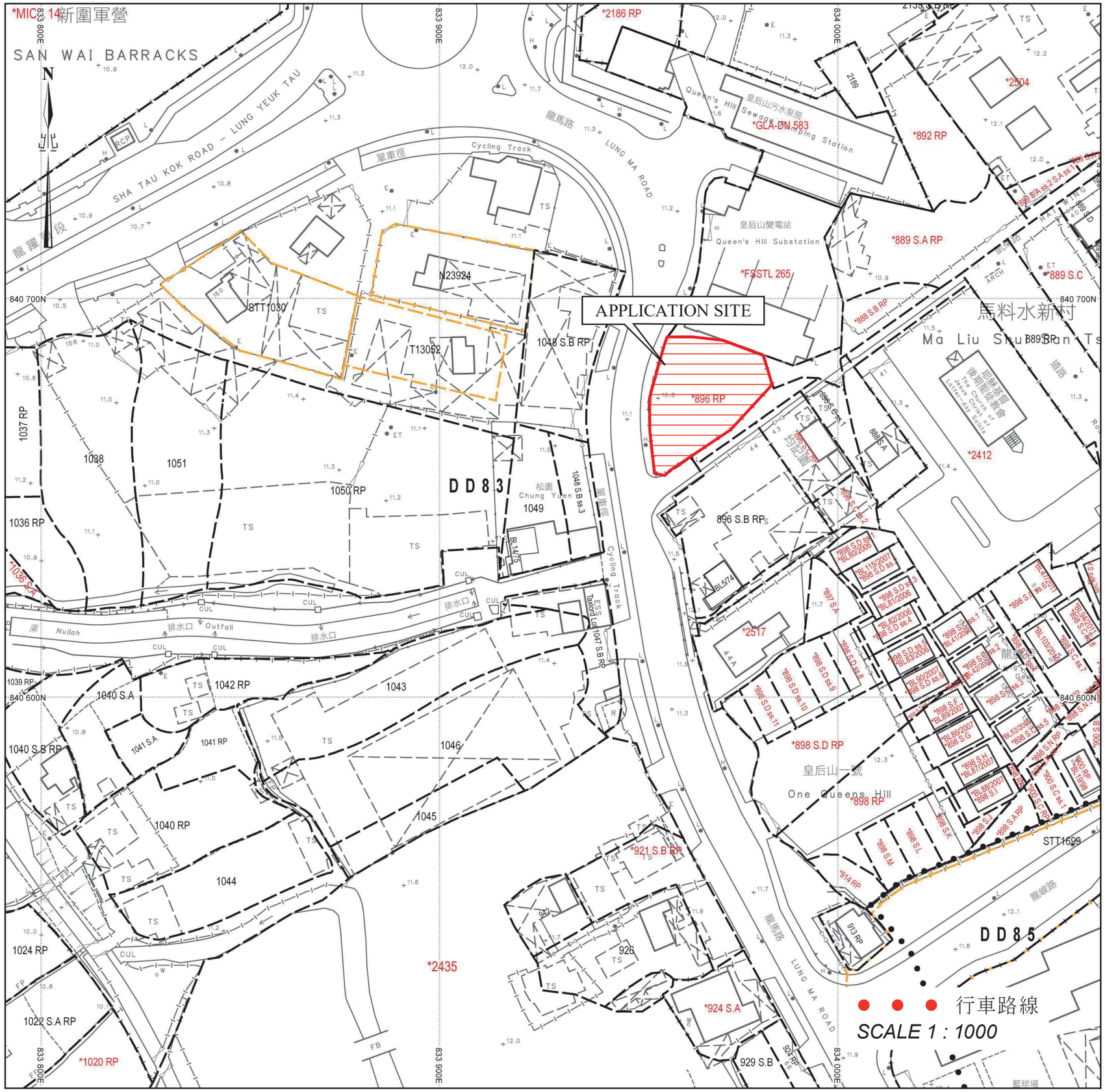
Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In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

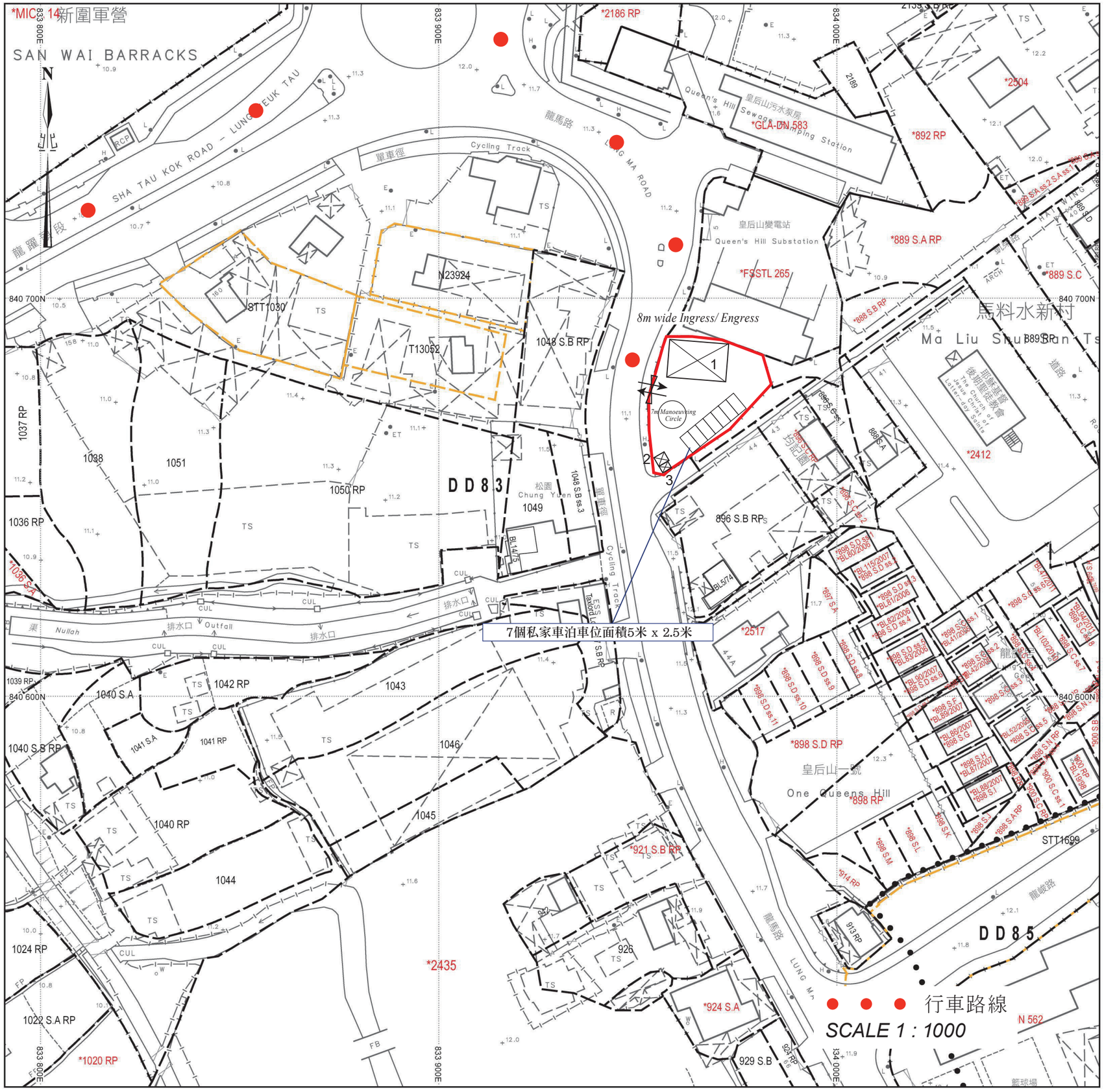
註： 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

場地大綱圖


APPLICATION SITE
SCALE 1 : 7500
坪輋
白鶴山
松山
雷公坑
橫嶺
華山
犀牛望月
馬頭嶺
軍地
皇后山
流水嚮水塘
粉嶺
蝴蝶山
黃嶺山
100
200
300

場地位置圖


APPLICATION SITE
*MIC 14 新圍軍營
SAN WAI BARRACKS
SHA TAU KOK ROAD – LUNG YEUK TAU
龍躍頭段
LUNG MA ROAD
龍馬路
Cycling Track
單車徑
Queen's Hill Sewage Pumping Station
皇后山污水泵房
*GLA-DN 583
Queen's Hill Substation
皇后山變電站
*2186 RP
*2504
*892 RP
*889 S.A RP
*889 S.C
*FSSTL 265
*896 RP
*888 S.B RP
馬料水新村
Ma Liu Shui San Tsuen
*2412
後期聖徒教會
The Church of Jesus Christ of Latter-day Saints
*2517
*898 S.D RP
皇后山一號
One Queens Hill
*898 RP
*914 RP
*921 S.B RP
*924 S.A
*2435
*1020 RP
*1035 S.A
N23924
8TT1030
T13052
1048 S.B RP
1048 S.B ss.3
1047 S.B RP
1049
1051
1050 RP
1038
1037 RP
1036 RP
1039 RP
1040 S.A
1041 S.A
1041 RP
1042 RP
1043
1044
1045
1046
1040 RP
1040 S.B RP
1024 RP
1022 S.A RP
926
913 RP
929 S.B
924 RP
896 S.B RP
STT1699
DD 83
DD 85
840 700N
840 600N
833 800E
833 900E
834 000E
行車路線
SCALE 1 : 1000



場地設計圖

構築物(1)
用途：商店及服務行業
建築物料：以金屬搭建
高度：約4米
層數：1層
面積：約150平方米
總樓面面積：約150平方米

構築物(2)
用途：洗手間
建築物料：以金屬搭建
高度：約3米
層數：1層
面積：約9平方米
總樓面面積：約9平方米

構築物(3)
用途：電錶房
建築物料：以金屬搭建
高度：約3米
層數：1層
面積：約9平方米
總樓面面積：約9平方米

申 請 理 由

申請地點位於新界粉嶺馬料水新村丈量約份第83約地段第896號餘段(部分)，面積約705 平方米，共涉及 1 幅私人土地，不涉及政府土地。由達利來建築工程有限公司提出申請作為期三年的臨時公眾停車場（貨櫃車除外）及商店及服務行業。

申請地點位於龍躍頭及軍地南分區計劃大綱核准圖編號S/NE-LYT/19 的「住宅（丙類）」地帶，屬地帶內第二欄准許用途，須按條例 16 向城規會提交申請，城規會視乎情況考慮，在有條件或無條件的情況下，發出最多為期三年的規劃許可。

營運方面，有關商店及服務行業，是作單車用品專門店，以售賣單車用品。商店由附近原居民經營，屬小規模經營並非大集團的加盟連鎖商店，申請地點設計力求簡單。有關公眾停車場（貨櫃車除外），申請場地設有泊車位供客人及附近凱榮路的住戶使用，以方便出入。居民只需步行約 5 分鐘路程便可到達，是理想而難得的合適地點。

申請場地共設有 3 個構築物，所有構築物皆由金屬搭建，詳情如下：

構築物序號	上蓋面積 (平方米)	樓面面積 (平方米)	高度 (米)	層數	建築物料	用途
TS1	150	150	4	1	金屬搭建	商店及服務行業
TS2	9	9	3	1	金屬搭建	洗手間
TS3	9	9	3	1	金屬搭建	電錶房

此申請獲通過後，申請人會依足規定，就申請地點上搭建構築物，進行上蓋牌照申請。申請發展屬臨時性質，從事工作整齊，設施簡單容易還完，不會有任何損害環境設施。擬議發展地點基本設施齊備（水電供應），無須進行任何斬樹、填池、鑽土及隔斷水源等損害環境的開闢工作。申請地點不會有員工留宿、不會安裝霓虹燈光管招牌、不會有晚間照明裝置、不會產生光害滋擾。發展項目不含有害廢料或污染物，對生態及環境不會帶來任何影響。

按規劃署記錄，在申請地點所在的同一「住宅（丙類）」地帶內，申請地點四周有不少類似案件獲通過。

1. 檔案編號：A/NE-LYT/820，臨時公眾停車場（貨櫃車除外）（為期 3 年），於26/01/2024在有條件下批給臨時性質的許可；
2. 檔案編號：A/NE-LYT/806，臨時公眾停車場 (貨櫃車除外) (為期3年)及相關填土工程，於27/10/2023在有條件下批給臨時性質的許可；
3. 檔案編號：A/NE-LYT/775，臨時公眾停車場 (貨櫃車除外) (為期5年)，於31/03/2023在有條件下批給臨時性質的許可；

開放時間方面，商店及服務行業的開放時間為星期一至日（包括公眾假期），上午9時至下午8時，公眾停車場（貨櫃車除外）的部分則是，星期一至日（包括公眾假期），每天 24 小時，夜間並不會產生噪音。申請地點設有 7 個私家車泊車位（每個面積5米x2.5米），申請地點內設有迴旋空間，供車輛調頭及停泊。除了上述用途，申請地點並無其他運輸工作。出現的汽車流量都在預計之內。車次流量低，對附近交通不會構成壓力。所有運輸工作，只會在申請地點開放時間內進行。

總括而言，車輛流量極為穩定。除標題發展所涉及的交通活動外，不會有其他運輸工作。由於進出申請地點的車輛數目極為穩定，故此車輛流量都可在預計之內。以下是申請地點的交通流量預算，詳細如下：

申請地點的車輛流量預算			
	星期一至日		
	私家車		
	入	出	每小時車輛出入次數
00:00 - 01:00	0	0	0
01:00 - 02:00	0	0	0
02:00 - 03:00	0	0	0
03:00 - 04:00	0	0	0
04:00 - 05:00	0	0	0
05:00 - 06:00	0	0	0

06:00 - 07:00	0	0	0
07:00 - 08:00	0	2	2
08:00-09:00	0	2	2
09:00 - 10:00	0	1	1
10:00 - 11:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 14:00	1	0	1
14:00 - 15:00	1	1	2
15:00 - 16:00	0	1	1
16:00 - 17:00	0	0	0
17:00 - 18:00	1	0	1
18:00 - 19:00	2	0	2
19:00 - 20:00	1	0	1
20:00 - 21:00	1	0	1
21:00 - 22:00	0	0	0
22:00 - 23:00	0	0	0
23:00 - 24:00	0	0	0
以上數字為預算車輛進出場地記錄， 假設當天附近地區沒有交通事故，進出場地車輛數量正常。			

申請地點位於龍馬路沿線，龍馬路屬標準道路，闊度約 7 米，車道平坦沒有彎位，可供駕駛者安全使用。申請地點出入口設於場地西邊，位置寬敞明確，闊度約 8 米，可供如消防車之類的緊急車輛進入。 (可參閱：場地大網圖及場地設計圖)

申請地點內有直徑 7 米的車輛迴旋圈，有足夠空間供車輛轉動，在良好的管理下，任何時間均不會有車輛在公共道路排隊等候，或以倒車方式進出公共道路，不會對週邊地區的交通構成不良影響。為了加強此申請的安全性，申請人會在進入申請地點的路口豎立限制車速路牌，以提高道路使用者的警覺。

龍馬路實況照片	

申請地點會委託專業管理公司負責管理，按時派員工收集和清理垃圾，噴灑防蚊藥水，確保環境衛生及美觀。相信申請地點發展後，亦能繼續與社區保持和諧。在完善管理下，亦可避免土地荒廢或被人胡亂傾倒泥頭或廢物，減少細菌及蚊蟲滋生的可能。對規劃及地方環境均帶有好處及產生正面作用。

申請地點內不會存放易燃物品、不存在任何永久建築、不許標題以外的車輛使用、不會設立工場，不會進行傾銷、維修、噴油、清洗、拆卸及汽車清潔等可能造成污染的工作。發展項目不含有害廢料或污染物，不會發出氣味，對生態及環境不會帶來任何負面影響。

此申請能有意義及靈活地善用地點資源，於提交申請前，申請人已廣泛向地區人士徵詢意見，區內人士對擬議發展並無反對意見。申請人承諾會以友善的態度，積極與各政府部門溝通，遵從各方面守則並努力進行多樣紓緩環境影響工程，務求令場地獲得發展後仍不會對周圍環境帶來顯著影響。此乃屬過渡性質，發展項目簡單，容易還原，不存在任何永久建築，與未來規劃方向沒有抵觸，不會影響土地永久用途。倘若政府有意發展申請地點，申請人願意配合，只希望在發展計劃動工前作其他發展。倘若政府工程展開，此申請亦會告一段落。敬希城規會能接受這份合乎情理的申請，並予以批准。

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

Carman Chui Ying CHEUNG/PLAND

From: tpbpd/PLAND <tpbpd@pland.gov.hk>
Sent: Friday, April 5, 2024 9:10 AM
To: stndp/PLAND <stndpo@pland.gov.hk>
Cc:

From: 陳灝然
Sent: Wednesday, April 3, 2024 6:24 PM
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: Katie Yuet Yee LEUNG/PLAND <kyyleung@pland.gov.hk>
Subject: 有關 A/NE-LYT/825 進一步資料

敬啟者

就上述檔案，現回應運輸署意見。

首先，場地只有7個私家車泊車位，每個面積5米 x 2.5米，地點內亦有充足的的車輛迴旋圈，場內露天土地更有約537平方米，可供車輛調頭、轉動及停靠。任何時間均不會有車輛在公共道路排隊等候，或以倒車方式進出公共道路，不會對週邊地區的交通構成不良影響。此外，地點出入口位置寬敞明確，闊度約 8 米，可供消防車之類的緊急車輛進出。

其次，申請人會於申請場地(凱榮路及龍馬路位置)的圍欄上豎立有關道路的大型指示牌，以方便車輛及行人過路，確保行人安全。

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

Carman Chui Ying CHEUNG/PLAND

寄件者: 陳灝然
寄件日期: 2024年04月22日星期一 16:06
收件者: tpbpd/PLAND
副本: Carman Chui Ying CHEUNG/PLAND
主旨: 有關 A/NE-LYT/825 進一步資料

類別: Internet Email

敬啟者

就上述檔案，現回應運輸署意見。

首先，申請地點對附近交通產生的影響力低，場地只有 7 個私家車泊車位，主要供客人及附近凱榮路的住戶使用，他們一般都有特定的進出時間，例如：上班 / 下班 / 上學 / 放學時段。按實際情況估計，有架次的時段每小時實際會有 1-2 駕次私家車汽車流量，主要集中於 07:00-10:00、13:00-16:00、17:00-21:00，車輛流量極為穩定，絕對不會出現同一時段有 7 輛車進出的情況。因此申請地點對附近交通產生的影響力非常低，絕不會影響龍馬路及進出口的交通狀況。以下是申請地點的交通流量預算，詳細如下：

申請地點的車輛流量預算			
	星期一至日		
	私家車		
	入	出	每小時車輛出入次數
00:00 - 01:00	0	0	0
01:00 - 02:00	0	0	0
02:00 - 03:00	0	0	0
03:00 - 04:00	0	0	0

04:00 - 05:00	0	0	0
05:00 - 06:00	0	0	0
06:00 - 07:00	0	0	0
07:00 - 08:00	0	2	**2**
08:00 - 09:00	0	2	**2**
09:00 - 10:00	0	1	**1**
10:00 - 11:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 14:00	1	0	**1**
14:00 - 15:00	1	1	**2**
15:00 - 16:00	0	1	**1**
16:00 - 17:00	0	0	0
17:00 - 18:00	1	0	**1**
18:00 - 19:00	2	0	**2**
19:00 - 20:00	1	0	**1**
20:00 - 21:00	1	0	**1**
21:00 - 22:00	0	0	0
22:00 - 23:00	0	0	0
23:00 - 24:00	0	0	0
以上數字為預算車輛進出場地記錄， 假設當天附近地區沒有交通事故，進出場地車輛數量正常。			

第二，場地只有 7 個私家車泊車位，有架次的時段每小時實際只有 1-2 駕次私家車汽車流量，故不會有車輛在公共道路排隊等候。此外，地點內亦有充足的的車輛迴旋圈，場內露天土地更有約 537 平方米，可供車輛調頭、轉動及停靠。任何時間均不會有車輛在公共道路

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy ☐Confidential
排隊等候，或以倒車方式進出公共道路，不會對週邊地區的交通構成不良影響。加上，場內有職員會提供協助，以指揮場內交通或車輛排隊管理，確保車輛絕不會在公共道路排隊等候。

最後，申請人會於申請場地(凱榮路及龍馬路位置)的圍欄上豎立有關道路的大型指示牌，以方便車輛及行人過路，確保行人安全。

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

Carman Chui Ying CHEUNG/PLAND

寄件者: 陳灝然
寄件日期: 2024年05月07日星期二 16:02
收件者: tpbpd/PLAND
副本: Carman Chui Ying CHEUNG/PLAND
主旨: 有關 A/NE-LYT/825 進一步資料
附件: A_NE-LYT_825 交通統計.pdf

類別: Internet Email

敬啟者

就上述檔案，現回應運輸署意見。

規劃申請編號：A/NE-LYT/825

敬啟者

申請人就運輸署意見已進行交通統計，申請人挑選了上午及下午各一小時的繁忙時間作統計，分別是上午八至九時及下午六時至七時。統計地點則是申請場地對出的龍馬路及凱榮路出入口位置。(圖則打交叉位置)

	車輛流量			
時段	龍馬路 (往軍營方向)	龍馬路 (往沙頭角公路 方向)	凱榮路 (出：往龍馬 路)	凱榮路 (入：往凱榮 路)
08:00 - 09:00	235	246	11	23
總數：	481		34	
18:00 - 19:00	246	250	15	26
總數：	496		41	

<u>龍馬路</u>
總括而言，於繁忙時間往來龍馬路每小時的車輛達481 - 496駕次。

<u>凱榮路</u>
總括而言，於繁忙時間出入凱榮路每小時的車輛達34 - 41駕次。

申請範圍車輛流量

申請地點的車輛流量預算			
	星期一至日		
	私家車		
	入	出	每小時車輛出入次數
00:00 - 01:00	0	0	0
01:00 - 02:00	0	0	0
02:00 - 03:00	0	0	0
03:00 - 04:00	0	0	0
04:00 - 05:00	0	0	0
05:00 - 06:00	0	0	0
06:00 - 07:00	0	0	0
07:00 - 08:00	**0**	**2**	**2**
08:00 - 09:00	**0**	**2**	**2**
09:00 - 10:00	**0**	**1**	**1**
10:00 - 11:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 14:00	**1**	**0**	**1**
14:00 - 15:00	**1**	**1**	**2**
15:00 - 16:00	**0**	**1**	**1**
16:00 - 17:00	0	0	0
17:00 - 18:00	**1**	**0**	**1**

18:00 - 19:00	**2**	**0**	**2**
19:00 - 20:00	**1**	**0**	**1**
20:00 - 21:00	**1**	**0**	**1**
21:00 - 22:00	0	0	0
22:00 - 23:00	0	0	0
23:00 - 24:00	0	0	0
以上數字為預算車輛進出場地記錄， 假設當天附近地區沒有交通事故，進出場地車輛數量正常。			

申請地點設有 7 個私家車泊車位，主要供客人及附近凱榮路的住戶使用，他們一般都有特定的進出時間，例如：上班 / 下班 / 上學 / 放學時段。按實際情況估計，有駕次的時段每小時實際會有 1-2 駕次私家車汽車流量，主要集中於 07:00-10:00、13:00-16:00、17:00-21:00，車輛流量極為穩定，絕對不會出現同一時段有 7 輛車進出的情況。

車輛流量比較

交通統計：未有規劃申請前的狀況

	車輛流量			
時段	龍馬路 (往軍營方向)	龍馬路 (往沙頭角公路方向)	凱榮路 (出：往龍馬路)	凱榮路 (入：往凱榮路)
08:00 - 09:00	235	246	11	23
總數：	481		34	
18:00 - 19:00	246	250	15	26
總數：	496		41	

交通統計：規劃申請已接收的狀況

	車輛流量			
時段	龍馬路 (往軍營方向)	龍馬路 (往沙頭角公路方向)	凱榮路 (出：往龍馬路)	凱榮路 (入：往凱榮路)
08:00 - 09:00	236	247	12	24
總數：	483		36	
18:00 - 19:00	247	251	16	27
總數：	498		43	

龍馬路

總括而言，於繁忙時間往來龍馬路，由每小時的車輛達481 - 496駕次，增加至483 - 498駕次。於特定的時間段，每小時增加 1 - 2 駕次。據結果顯示，申請人可確保龍馬路的車輛往來駕次少於500駕次。而且此統計是於繁忙時間進行，相信其他時段的車輛流量會有所減少。

凱榮路

總括而言，於繁忙時間出入凱榮路，由每小時的車輛達34 - 41駕次，增加至36 - 43駕次。於特定的時間段，每小時增加 1 - 2 駕次。據結果顯示，申請人可確保凱榮路的車輛往來駕次少於 45 駕次。而且此統計是於繁忙時間進行，相信其他時段的車輛流量會有所減少。

From: 陳灝然
Sent: Tuesday, July 9, 2024 11:08 AM
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: Carman Chui Ying CHEUNG/PLAND
Subject: 有關 A/NE-LYT/825 進一步資料

敬啟者

就上述檔案，現回應運輸署意見。

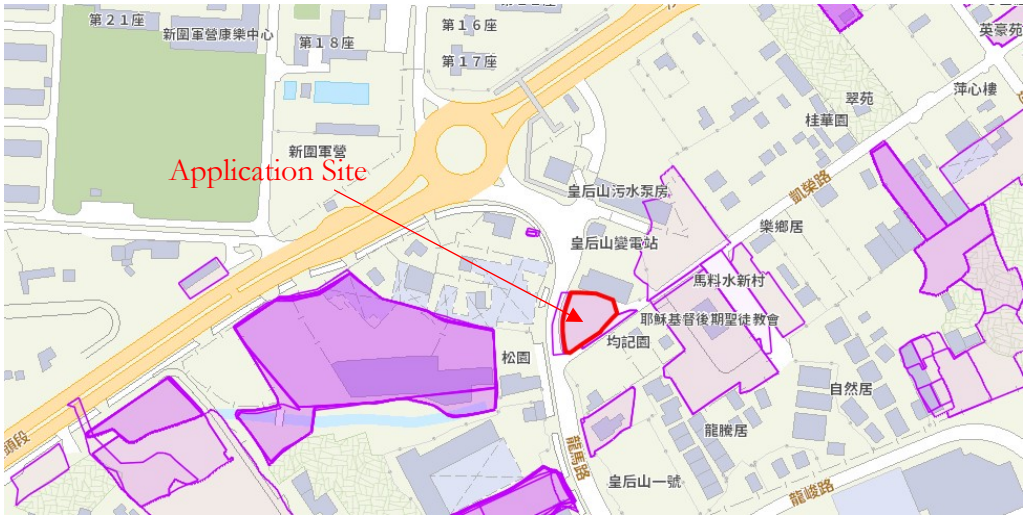
Technical Note

Project	Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsuen, Fanling	**Date**	09/07/2024
Note	Traffic Review		

1 Introduction

1.1 The Applicant proposes a temporary public vehicle park cum shop and services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsuen, Fanling, with location presented in **Figure 1**.

Figure 1 Site Location



1.2 To support the planning application (A/NE-LYT/825) while to address TD's comment, a traffic review covering junction capacity analysis at J/O Sha Tau Kok Road / Lung Ma Road (J1) and Lung Ma Road / Hai Wing Road (J2), as well as link capacity at Lung Ma Road (L1) is conducted, with findings summarized in this Technical Note.

2 Estimated Development Traffic Flows

2.1 Based on the latest information, the peak hour development traffic for the application site is summarized in **Table 2.1**.

Table 2.1 Peak Hour Development Traffic

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Trip Generation (pcu/hr)	0	2	2	0

3 Existing Traffic Condition

Existing Traffic Flows

3.1 To evaluate the existing traffic condition, surveys at J/O Sha Tau Kok Road / Lung Ma Road (J1), Lung Ma Road / Hai Wing Road (J2) and Lung Ma Road (L1) were conducted on 3 July 2024 (with survey period of 07:00-09:00 and 16:30-18:30), with the AM and PM peak hours identified to occur at 07:00-08:00 and 17:30-18:30 respectively. Assessment results are indicated in **Table 3.1** and **Table 3.2** respectively. Detailed junction calculation sheets are also presented in **Appendix B**.

Table 3.1 2024 Peak Hour Junction Capacity Assessment

J/O	Location	Type	DFC(1) for AM Peak	DFC(1) for PM Peak
J1	Sha Tau Kok Road / Lung Ma Road	Roundabout	0.47	0.56
J2	Lung Ma Road / Hai Wing Road	Priority	0.05	0.04

Notes: (1) DFC = Design Flow to Capacity for roundabout and priority junction.

Table 3.2 2024 Peak Hour Road Link Capacity Assessment

No.	Location	Dir	Design Capacity(1) (veh/hr)	AM Peak		PM Peak	
				Flows (veh/hr)	P/Df(2)	Flows (veh/hr)	P/Df(2)
L1	Lung Ma Road	NB	850	583	0.69	354	0.42
		SB	850	400	0.47	482	0.57

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

3.2 The results reveal that the assessed junction and road link are currently operating satisfactorily during the peak hours.

4 Future Year Forecast

4.1 With the anticipated operation year of the Application Site is 2024 for operation of 3 years, the “Design Year” for this Traffic Review becomes 2027, i.e. the last operation year for the Application Site.

4.2 In forecasting the future traffic flows on the road network in the Study Area, due considerations are given to the following information and factors:

- Historical traffic data from Annual Traffic Census (ATC) published by Transport Department;

- The forecast population and employment from the 2019-based Territorial Population and Employment Data Matrices (TPEDM) planning data published by Planning Department;
- Committed and planned developments in the Study Area.

4.3 The following steps are undertaken to derive the 2027 Peak Hour Reference Flows (i.e. without the Application Site) and Design Flows (i.e. with the Application Site):

- 2027 Background Flows = 2024 Flows x annual growth factors
- 2027 Reference Flows = 2027 Background Flows + additional traffic by planned and committed developments
- 2027 Design Flows = 2027 Reference Flows + Development traffic

4.4 The traffic impact to be induced by the Application Site is assessed by comparing the Peak Hour Reference Traffic Flows against the Design Traffic Flows for both Design Years.

Background Traffic Growth

4.5 To gain an understanding of the historical trends of traffic growth on the nearby road network, relevant traffic data over the 5-year period of 2017 to 2022 are extracted from the Annual Traffic Census (ATC) Reports for the ATC stations in the Study Area. **Table 4-1** describes the locations of the ATC stations and provides the corresponding traffic data.

Table 4.1 Average Annual Daily Traffic from Annual Traffic Census

Station	Road	Between		2017	2018	2019	2020	2021	2022	Average Growth Rate p.a.
5660	Sha Tau Kok Rd	On Kui St	Wu Shek Kok nr STK Sec School	33050	33870	33630	23740	22980	22280	-7.58%
				-	2.48%	-0.71%	-29.41%	-3.20%	-3.05%	
6653	Ping Che Rd	Sha Tau Kok Rd	Lin Ma Hang Rd	11360	11430	11820	11030	11870	11510	0.26%
				-	0.62%	3.41%	-6.68%	7.62%	-3.03%	
Total				**44410**	**45300**	**45450**	**34770**	**34850**	**33790**	**-5.32%**
				-	**2.00%**	**0.33%**	**-23.50%**	**0.23%**	**-3.04%**	

Source: 2017-2022 Annual Traffic Census (ATC) Reports published by Transport Department

4.6 **Table 4.2** also presents the population and employment data in NENT (Others) population and Employment Data Matrices (TPEDM) planning data provided by Planning Department.

Table 4.2 2019-Based TPEDM for NENT (Others)

Category	2019	2024(1)	2026	2027(1)	2031	2021-2031
						Average Growth (% p.a.)
Population	1,316,700	1,399,021	1,431,950	1,524,510	1,547,650	2.90%
Employment	421,000	414,214	411,500	432,700	438,000	1.47%
Total	1,737,700	1,813,236	1,843,450	1.957.210	1,985,650	2.58%

Source: 2019-based TPEDM published by Planned Department
Note: (1)2024 and 2027 population and employment places are calculated by interpolation

4.7 For conservative, an annual growth 2.58% (adopt TPEDM growth) is adopted for this Traffic Review.

Planned and Committed Developments

4.8 Based on the information obtained from TPB website, planned and committed developments with direct traffic impact to the vicinity of the Application Site are not identified in the close vicinity of the site.

5 Future Year Traffic Assessment

5.1 Based on the Reference Flows (i.e. without Application Site) and Design Flows (i.e. with Application Site) for the Design Years, junction and link capacity assessment are undertaken and the results shown in **Table 5.1** and **Table 5.2** with detailed calculation sheets provided in **Appendix B**.

Table 5.1 2027 Peak Hour Junction Capacity Assessment

J/O	Location	Type	DFC(1) for 2027 Reference Case		DFC(1) for 2027 Design Case	
			AM	PM	AM	PM
J1	Sha Tau Kok Road / Lung Ma Road	Roundabout	0.51	0.60	0.51	0.60
J2	Lung Ma Road / Hai Wing Road	Priority	0.06	0.05	0.06	0.05

Notes: (1) DFC = Design Flow to Capacity for roundabout and priority junction.

Table 5.2 2027 Peak Hour Road Link Capacity Assessment

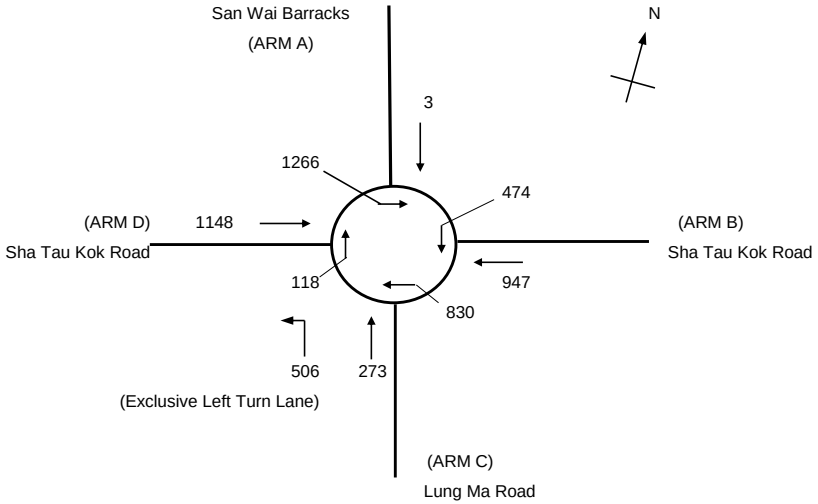
No.	Location	Dir	Design Capacity[1] (veh/hr)	2027 AM Peak		2027 PM Peak	
				Flows (veh/hr)	P/Df[2]	Flows (veh/hr)	P/Df[2]
Reference Scenario							
L1	Lung Ma Road	NB	850	630	0.74	382	0.45
		SB	850	432	0.51	520	0.61
Design Scenario							
L1	Lung Ma Road	NB	850	632	0.74	382	0.45
		SB	850	432	0.51	522	0.61

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

5.2 The results indicate a trivial development traffic impact onto the assessed junction and road link, while assessed junctions and road link will operating satisfactorily during the peak hours even with the Application Site in place.

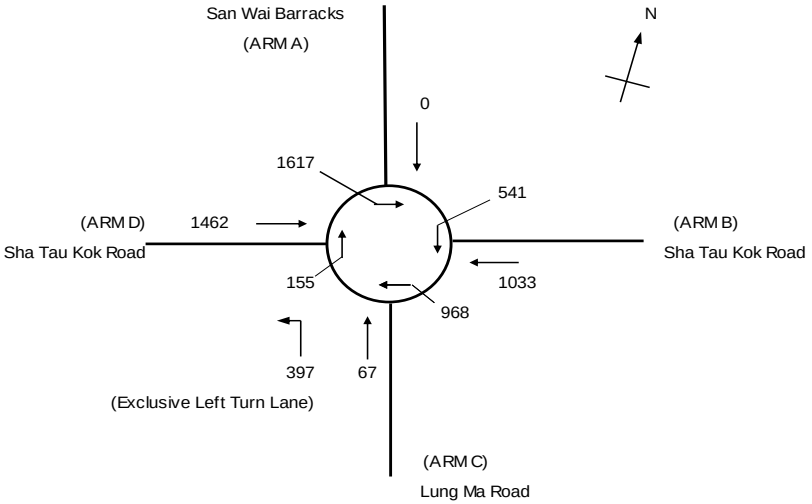
Appendix A

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui S		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J1: Sha Tau Kok Road / Lung Ma Road	**2024_AM**	FILENAME :	CHECKED BY:	DP	Jul-24
2024 Observed AM Peak Hour Traffic Flows		Sha Tau Kok Road_Lung Ma Road_R.xls	REVIEWED BY:	SC	Jul-24



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	3.0	7.5	3.5	7.5			
E	=	Entry width (m)	5.5	8.0	5.5	9.0			
L	=	Effective length of flare (m)	25	30	15	25			
R	=	Entry radius (m)	50	20	60	35			
D	=	Inscribed circle diameter (m)	50	50	50	50			
A	=	Entry angle (degree)	25	35	20	25			
Q	=	Entry flow (pcu/h)	3	947	273	1148			
Qc	=	Circulating flow across entry (pcu/h)	1266	474	830	118			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.03	0.21	0.10			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	0.98	1.07	1.04			
X2	=	V + ((E-V)/(1+2S))	4.89	7.97	4.90	8.76			
M	=	EXP((D-60)/10)	0	0	0	0			
F	=	303*X2	1483	2416	1485	2654			
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37			
Fc	=	0.21*Td(1+0.2*X2)	0.57	0.74	0.57	0.79			
Qe	=	K(F-Fc*Qc)	800	2028	1082	2659	Total In Sum =	2368	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.47	0.25	0.43	DFC of Critical Approach =	0.47	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui S		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J1: Sha Tau Kok Road / Lung Ma Road	**2024_PM**	FILENAME :	CHECKED BY:	DP	Jul-24
2024 Observed PM Peak Hour Traffic Flows		Sha Tau Kok Road_Lung Ma Road_R.xls	REVIEWED BY:	SC	Jul-24

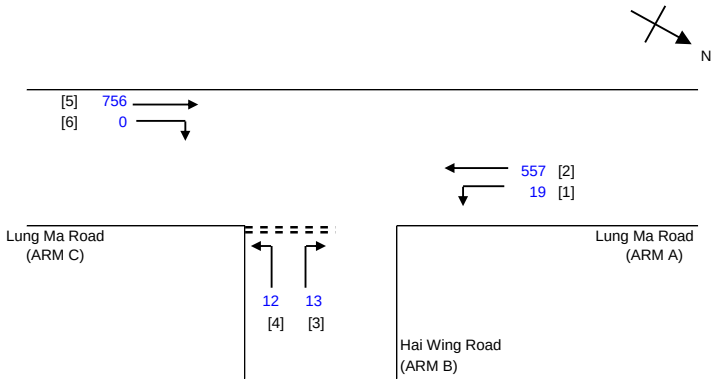


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	3.0	7.5	3.5	7.5
E	=	Entry width (m)	5.5	8.0	5.5	9.0
L	=	Effective length of flare (m)	25	30	15	25
R	=	Entry radius (m)	50	20	60	35
D	=	Inscribed circle diameter (m)	50	50	50	50
A	=	Entry angle (degree)	25	35	20	25
Q	=	Entry flow (pcu/h)	0	1033	67	1462
Qc	=	Circulating flow across entry (pcu/h)	1617	541	968	155
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.03	0.21	0.10
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	0.98	1.07	1.04
X2	=	V + ((E-V)/(1+2S))	4.89	7.97	4.90	8.76
M	=	EXP((D-60)/10)	0	0	0	0
F	=	303*X2	1483	2416	1485	2654
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.57	0.74	0.57	0.79
Qe	=	K(F-Fc*Qc)	592	1979	999	2628
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.52	0.07	0.56

Total In Sum = 2562 PCU

DFC of Critical Approach = 0.56

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsu		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J2: Lung Ma Road / Hai Wing Road	**2024_AM**	FILENAME :	CHECKED BY:	DP	Jul-24
2024 Observed AM Peak Hour Traffic Flow		J2_Lung Ma Road_Hai Wing Road_P.xls	REVIEWED BY:	SC	Jul-24



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	=	7.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	19	(pcu/hr)
q a-c	=	557	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	756	(pcu/hr)
q c-b	=	0	(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	=	13	(pcu/hr)
q b-c	=	12	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6956314
E	=	0.732552
F	=	0.9460327
Y	=	0.750565
F for (Qb-ac)	=	0.48

THE CAPACITY OF MOVEMENT :

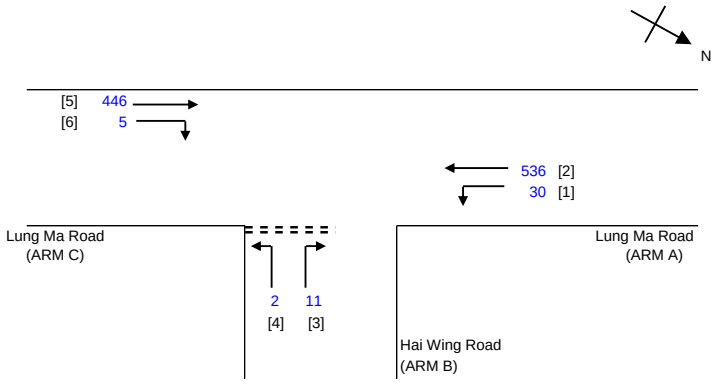
Q b-a	=	238		
Q b-c	=	433	Q b-c (O) =	427.1
Q c-b	=	556		
Q b-ac	=	303.6		
Q c-a	=	1800		
TOTAL FLOW	=	1357	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0546
DFC b-c	=	0.0277
DFC c-b	=	0.0000
DFC b-ac	=	0.0395

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsu		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J2: Lung Ma Road / Hai Wing Road	**2024_PM**	FILENAME :	CHECKED BY:	DP	Jul-24
2024 Observed PM Peak Hour Traffic Flow		J2_Lung Ma Road_Hai Wing Road_P.xls	REVIEWED BY:	SC	Jul-24



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	=	7.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	536	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	446	(pcu/hr)
q c-b	=	5	(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	=	11	(pcu/hr)
q b-c	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6956314
E	=	0.732552
F	=	0.9460327
Y	=	0.750565
F for (Qb-ac)	=	0.1538462

THE CAPACITY OF MOVEMENT :

Q b-a	=	277		
Q b-c	=	436	Q b-c (O) =	431.7
Q c-b	=	559		
Q b-ac	=	293.5		
Q c-a	=	1784		
TOTAL FLOW	=	1030	(PCU/HR)	

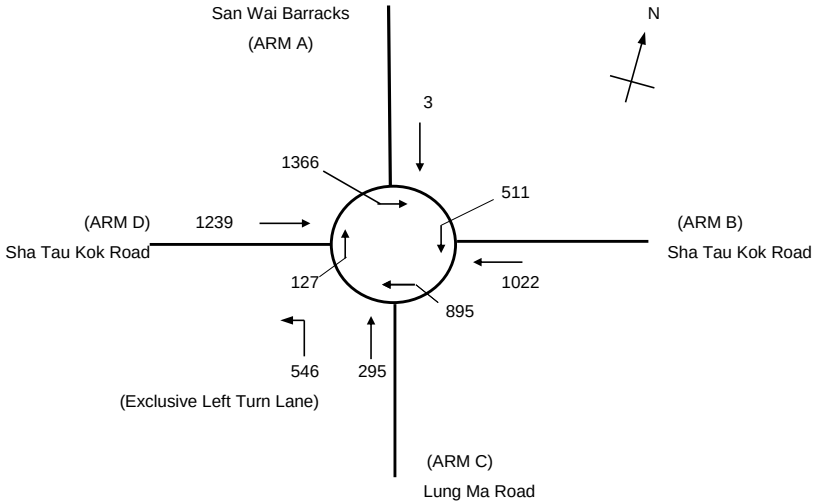
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0397
DFC b-c	=	0.0046
DFC c-b	=	0.0089
DFC b-ac	=	0.0068

CRITICAL DFC = 0.04

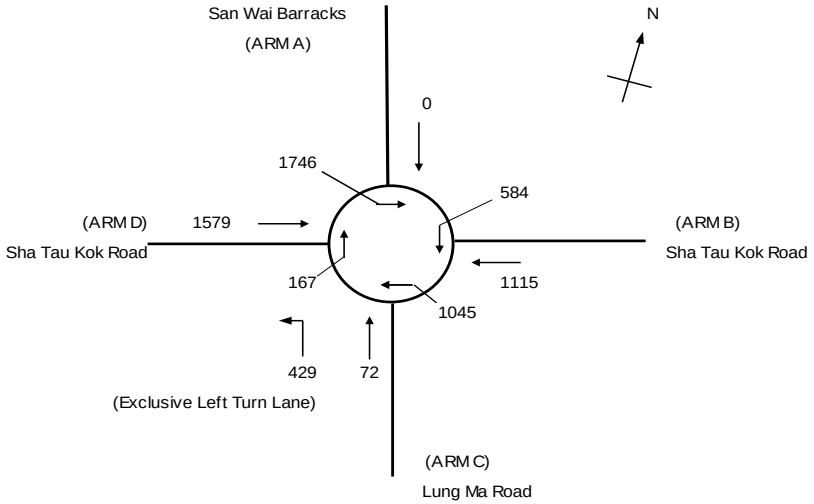
Appendix B

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui S		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J1: Sha Tau Kok Road / Lung Ma Road	**2027Ref_AM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Reference AM Peak Hour Traffic Flows		Sha Tau Kok Road_Lung Ma Road_R.xls	REVIEWED BY:	SC	Jul-24



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	3.0	7.5	3.5	7.5			
E	=	Entry width (m)	5.5	8.0	5.5	9.0			
L	=	Effective length of flare (m)	25	30	15	25			
R	=	Entry radius (m)	50	20	60	35			
D	=	Inscribed circle diameter (m)	50	50	50	50			
A	=	Entry angle (degree)	25	35	20	25			
Q	=	Entry flow (pcu/h)	3	1022	295	1239			
Qc	=	Circulating flow across entry (pcu/h)	1366	511	895	127			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.03	0.21	0.10			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	0.98	1.07	1.04			
X2	=	V + ((E-V)/(1+2S))	4.89	7.97	4.90	8.76			
M	=	EXP((D-60)/10)	0	0	0	0			
F	=	303*X2	1483	2416	1485	2654			
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37			
Fc	=	0.21*Td(1+0.2*X2)	0.57	0.74	0.57	0.79			
Qe	=	K(F-Fc*Qc)	741	2001	1043	2651	Total In Sum =	2556	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.51	0.28	0.47	DFC of Critical Approach =	0.51	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui S		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J1: Sha Tau Kok Road / Lung Ma Road	**2027Ref_PM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Reference PM Peak Hour Traffic Flows		Sha Tau Kok Road_Lung Ma Road_R.xls	REVIEWED BY:	SC	Jul-24

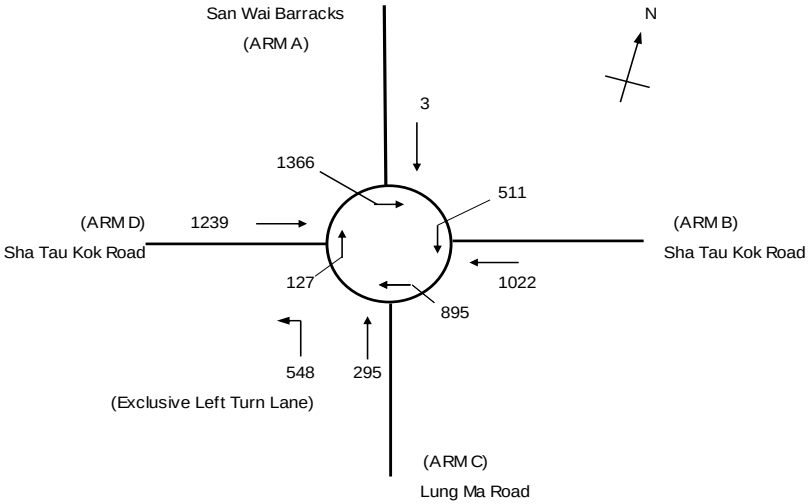


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	3.0	7.5	3.5	7.5
E	=	Entry width (m)	5.5	8.0	5.5	9.0
L	=	Effective length of flare (m)	25	30	15	25
R	=	Entry radius (m)	50	20	60	35
D	=	Inscribed circle diameter (m)	50	50	50	50
A	=	Entry angle (degree)	25	35	20	25
Q	=	Entry flow (pcu/h)	0	1115	72	1579
Qc	=	Circulating flow across entry (pcu/h)	1746	584	1045	167
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.03	0.21	0.10
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	0.98	1.07	1.04
X2	=	V + ((E-V)/(1+2S))	4.89	7.97	4.90	8.76
M	=	EXP((D-60)/10)	0	0	0	0
F	=	303*X2	1483	2416	1485	2654
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.57	0.74	0.57	0.79
Qe	=	K(F-Fc*Qc)	515	1947	952	2619
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.57	0.08	0.60

Total In Sum = 2766 PCU

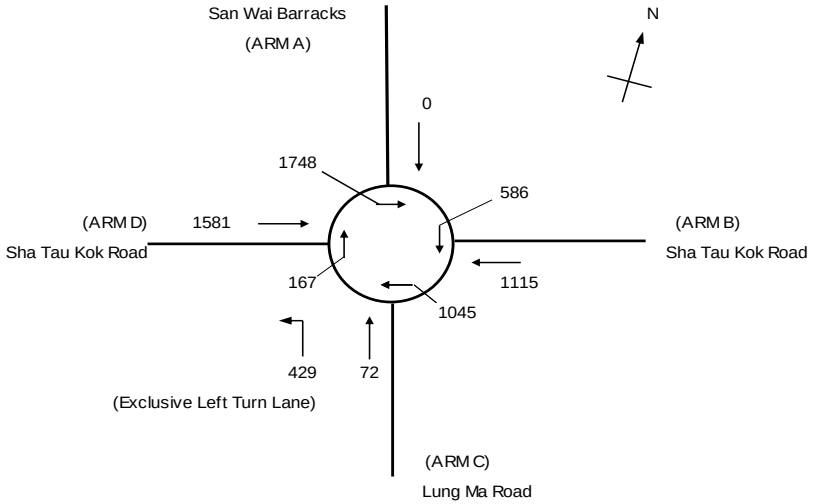
DFC of Critical Approach = 0.60

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui S		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J1: Sha Tau Kok Road / Lung Ma Road	**2027Des_AM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Design AM Peak Hour Traffic Flows		Sha Tau Kok Road_Lung Ma Road_R.xls	REVIEWED BY:	SC	Jul-24



ARM			A	B	C	D			
INPUT PARAMETERS:									
V	=	Approach half width (m)	3.0	7.5	3.5	7.5			
E	=	Entry width (m)	5.5	8.0	5.5	9.0			
L	=	Effective length of flare (m)	25	30	15	25			
R	=	Entry radius (m)	50	20	60	35			
D	=	Inscribed circle diameter (m)	50	50	50	50			
A	=	Entry angle (degree)	25	35	20	25			
Q	=	Entry flow (pcu/h)	3	1022	295	1239			
Qc	=	Circulating flow across entry (pcu/h)	1366	511	895	127			
OUTPUT PARAMETERS:									
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.03	0.21	0.10			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	0.98	1.07	1.04			
X2	=	V + ((E-V)/(1+2S))	4.89	7.97	4.90	8.76			
M	=	EXP((D-60)/10)	0	0	0	0			
F	=	303*X2	1483	2416	1485	2654			
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37			
Fc	=	0.21*Td(1+0.2*X2)	0.57	0.74	0.57	0.79			
Qe	=	K(F-Fc*Qc)	741	2001	1043	2651	Total In Sum =	2556	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.51	0.28	0.47	DFC of Critical Approach =	0.51	

OZZO TECHNOLOGY (HK) LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui S		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J1: Sha Tau Kok Road / Lung Ma Road	**2027Des_PM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Design PM Peak Hour Traffic Flows		Sha Tau Kok Road_Lung Ma Road_R.xls	REVIEWED BY:	SC	Jul-24

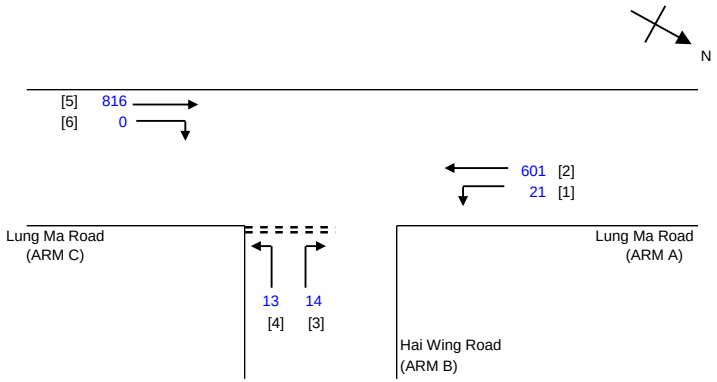


ARM			A	B	C	D
INPUT PARAMETERS:						
V	=	Approach half width (m)	3.0	7.5	3.5	7.5
E	=	Entry width (m)	5.5	8.0	5.5	9.0
L	=	Effective length of flare (m)	25	30	15	25
R	=	Entry radius (m)	50	20	60	35
D	=	Inscribed circle diameter (m)	50	50	50	50
A	=	Entry angle (degree)	25	35	20	25
Q	=	Entry flow (pcu/h)	0	1115	72	1581
Qc	=	Circulating flow across entry (pcu/h)	1748	586	1045	167
OUTPUT PARAMETERS:						
S	=	Sharpness of flare = 1.6(E-V)/L	0.16	0.03	0.21	0.10
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.05	0.98	1.07	1.04
X2	=	V + ((E-V)/(1+2S))	4.89	7.97	4.90	8.76
M	=	EXP((D-60)/10)	0	0	0	0
F	=	303*X2	1483	2416	1485	2654
Td	=	1+(0.5/(1+M))	1.37	1.37	1.37	1.37
Fc	=	0.21*Td(1+0.2*X2)	0.57	0.74	0.57	0.79
Qe	=	K(F-Fc*Qc)	514	1946	952	2619
DFC	=	Design flow/Capacity = Q/Qe	0.00	0.57	0.08	0.60

Total In Sum = 2768 PCU

DFC of Critical Approach = 0.60

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsu		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J2: Lung Ma Road / Hai Wing Road	**2027Ref_AM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Reference AM Peak Hour Traffic Flow		J2_Lung Ma Road_Hai Wing Road_P.xls	REVIEWED BY:	SC	Jul-24



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	=	7.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	21	(pcu/hr)
q a-c	=	601	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	816	(pcu/hr)
q c-b	=	0	(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	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6956314
E	=	0.732552
F	=	0.9460327
Y	=	0.750565
F for (Qb-ac)	=	0.4814815

THE CAPACITY OF MOVEMENT :

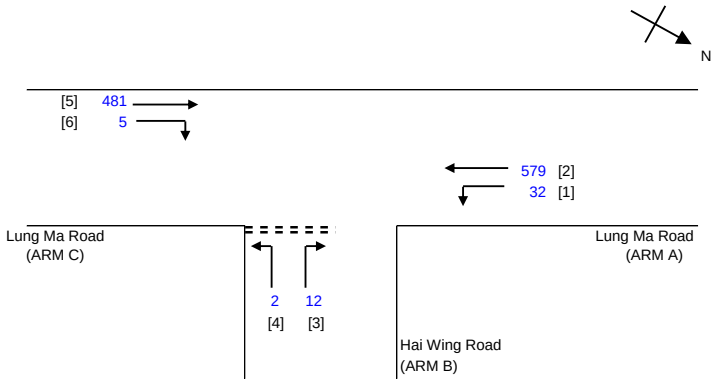
Q b-a	=	223		
Q b-c	=	424	Q b-c (O) =	417.3
Q c-b	=	544		
Q b-ac	=	289		
Q c-a	=	1800		
TOTAL FLOW	=	1465	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0628
DFC b-c	=	0.0307
DFC c-b	=	0.0000
DFC b-ac	=	0.0450

CRITICAL DFC = 0.06

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsu		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J2: Lung Ma Road / Hai Wing Road	**2027Ref_PM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Reference PM Peak Hour Traffic Flow		J2_Lung Ma Road_Hai Wing Road_P.xls	REVIEWED BY:	SC	Jul-24



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	=	7.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	32	(pcu/hr)
q a-c	=	579	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	481	(pcu/hr)
q c-b	=	5	(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	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6956314
E	=	0.732552
F	=	0.9460327
Y	=	0.750565
F for (Qb-ac)	=	0.1428571

THE CAPACITY OF MOVEMENT :

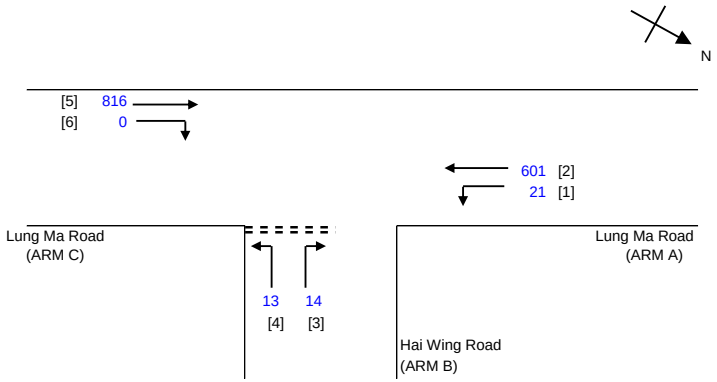
Q b-a	=	265		
Q b-c	=	427	Q b-c (O) =	422.2
Q c-b	=	547		
Q b-ac	=	280.2		
Q c-a	=	1784		
TOTAL FLOW	=	1111	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0453
DFC b-c	=	0.0047
DFC c-b	=	0.0091
DFC b-ac	=	0.0071

CRITICAL DFC = 0.05

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsu		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J2: Lung Ma Road / Hai Wing Road	**2027Des_AM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Design AM Peak Hour Traffic Flow		J2_Lung Ma Road_Hai Wing Road_P.xls	REVIEWED BY:	SC	Jul-24



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	=	7.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	21	(pcu/hr)
q a-c	=	601	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	816	(pcu/hr)
q c-b	=	0	(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	=	13	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6956314
E	=	0.732552
F	=	0.9460327
Y	=	0.750565
F for (Qb-ac)	=	0.4814815

THE CAPACITY OF MOVEMENT :

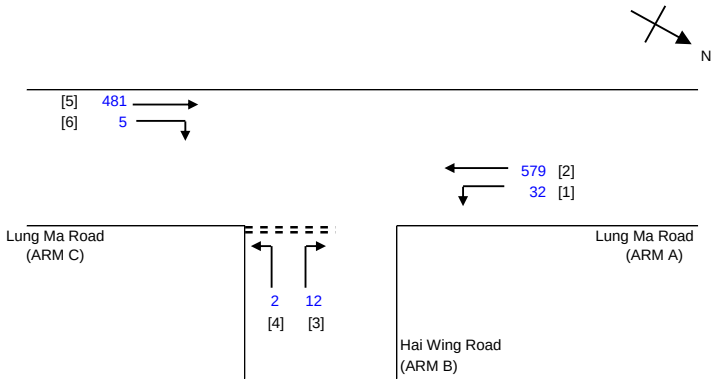
Q b-a	=	223		
Q b-c	=	424	Q b-c (O) =	417.3
Q c-b	=	544		
Q b-ac	=	289		
Q c-a	=	1800		
TOTAL FLOW	=	1465	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0628
DFC b-c	=	0.0307
DFC c-b	=	0.0000
DFC b-ac	=	0.0450

CRITICAL DFC = 0.06

OZZO TECHNOLOGY (HK) LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Proposed Temporary Public Vehicle Park and Shop and Services at Lot 896 RP (Part) in DD 83, Ma Liu Shui San Tsu		PROJECT NO.: 83007	PREPARED BY:	CW	Jul-24
J2: Lung Ma Road / Hai Wing Road	**2027Des_PM**	FILENAME :	CHECKED BY:	DP	Jul-24
2027 Design PM Peak Hour Traffic Flow		J2_Lung Ma Road_Hai Wing Road_P.xls	REVIEWED BY:	SC	Jul-24



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	=	7.2	(metres)
W cr	=	0.0	(metres)
q a-b	=	32	(pcu/hr)
q a-c	=	579	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.6	(metres)
Vr c-b	=	65	(metres)
q c-a	=	481	(pcu/hr)
q c-b	=	5	(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	=	2	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.6956314
E	=	0.732552
F	=	0.9460327
Y	=	0.750565
F for (Qb-ac)	=	0.1428571

THE CAPACITY OF MOVEMENT :

Q b-a	=	265		
Q b-c	=	427	Q b-c (O) =	422.2
Q c-b	=	547		
Q b-ac	=	280.2		
Q c-a	=	1784		
TOTAL FLOW	=	1111	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0453
DFC b-c	=	0.0047
DFC c-b	=	0.0091
DFC b-ac	=	0.0071

CRITICAL DFC = 0.05

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

Peter Pak Lun NGAN/PLAND

寄件者:	陳灝然
寄件日期:	2024年08月19日星期一 17:05
收件者:	tpbpd/PLAND
副本:	Peter Pak Lun NGAN/PLAND
主旨:	A/NE-LYT/825 進一步資料
附件:	意見.docx; 申請理由.pdf; 場地設計圖.pdf
類別:	Internet Email

敬啟者

此電郵取代 8 月 9 日 13:23 、 8 月 12 日 12:18、8 月 13 日 11:42 及 16:56、8 月 19 日 17:02 發出的電郵。

就上述檔案，現回應地政署、運輸署及公眾意見。

另外，此申請理由將取代舊有申請理由的頁一。

地政署意見：現場搭建的構築物與規劃申請不符，設計圖的上蓋面積比現場構築物大。

我們已得悉情況，我們於 8 月 12 日曾到場查看，現場只剩一個構築物，是作電錶房之用(可參閱圖片)。申請人會於日後按設計圖的位置，搬移電錶房及搭建其他上蓋。

公眾意見：申請位置的安全性，認為市民有機會看不到場地車輛出入的情況。
運輸署意見：申請人應提交解決龍馬路及凱榮路交界處視線問題的方案。

我們明白村民及運輸署的憂慮，申請人會把場地中近龍馬路及凱榮路路口位置的圍板改為具穿透性的鐵絲網(可參閱附件場地設計圖)。此外，我們亦會把構築物 2 及構築物 3 向車位方向移動(可參閱附件場地設計圖)，以增加能見度，確保行人安全。

鐵絲網圍欄圖

申 請 理 由

申請地點位於新界粉嶺馬料水新村丈量約份第83約地段第896號餘段(部分)，面積約705 平方米，共涉及 1 幅私人土地，不涉及政府土地。由達利來建築工程有限公司提出申請作為期三年的臨時公眾停車場（貨櫃車除外）及商店及服務行業。

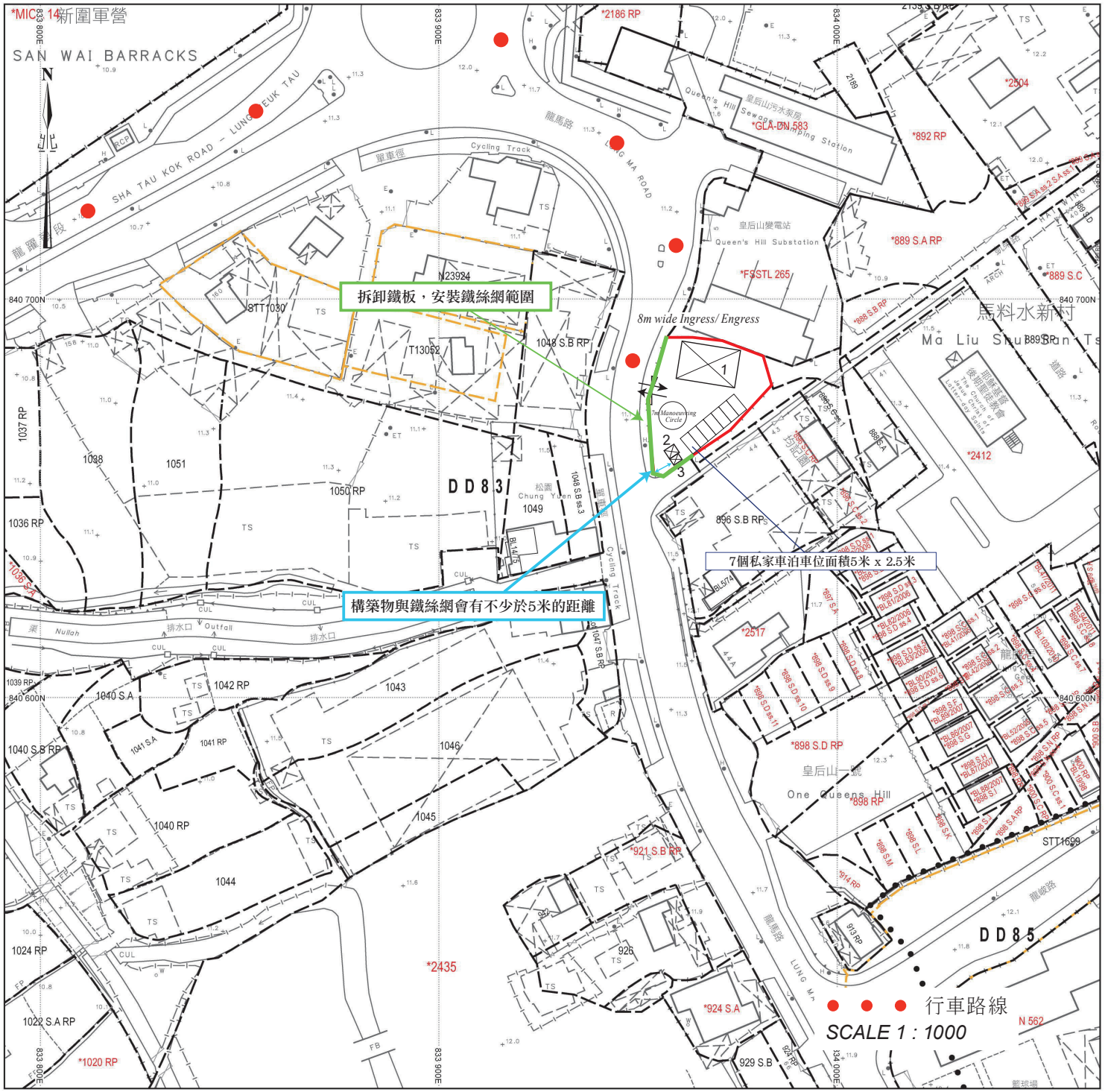
申請地點位於龍躍頭及軍地南分區計劃大綱核准圖編號S/NE-LYT/19 的「住宅（丙類）」地帶，屬地帶內第二欄准許用途，須按條例 16 向城規會提交申請，城規會視乎情況考慮，在有條件或無條件的情況下，發出最多為期三年的規劃許可。

營運方面，有關商店及服務行業，是作單車用品專門店，以售賣單車用品。商店由附近原居民經營，屬小規模經營並非大集團的加盟連鎖商店，申請地點設計力求簡單。有關公眾停車場（貨櫃車除外），申請場地設有泊車位供客人及附近凱榮路的住戶使用，以方便出入。居民只需步行約 5 分鐘路程便可到達，是理想而難得的合適地點。

申請場地共設有 3 個構築物，所有構築物皆由金屬搭建，詳情如下：

構築物序號	上蓋面積 (平方米)	樓面面積 (平方米)	高度 (米)	層數	建築物料	用途
TS1	150	150	4	1	金屬搭建	商店及服務行業
TS2	9	9	3	1	金屬搭建	洗手間
TS3	9	9	3	1	金屬搭建	電錶房

此申請獲通過後，申請人會依足規定，就申請地點上搭建構築物，向地政署遞交短期豁免書的申請。申請發展屬臨時性質，從事工作整齊，設施簡單容易還完，不會有任何損害環境設施。擬議發展地點基本設施齊備（水電供應），無須進行任何斬樹、填池、鑽土及隔斷水源等損害環境的開闢工作。申請地點不會有員工留宿、不會安裝霓虹燈光管招牌、不會有晚間照明裝置、不會產生光害滋擾。發展項目不含有害廢料或污染物，對生態及環境不會帶來任何影響。



場地設計圖

構築物(1)
用途：商店及服務行業
建築物料：以金屬搭建
高度：約4米
層數：1層
面積：約150平方米
總樓面面積：約150平方米

構築物(2)
用途：洗手間
建築物料：以金屬搭建
高度：約3米
層數：1層
面積：約9平方米
總樓面面積：約9平方米

構築物(3)
用途：電錶房
建築物料：以金屬搭建
高度：約3米
層數：1層
面積：約9平方米
總樓面面積：約9平方米

Previous S.16 Applications

Rejected Applications

Application No.	Uses/Developments	Date of Consideration	Rejection Reason(s)
A/NE-LYT/380	Proposed Minor Relaxation of Plot Ratio for Permitted House	15.8.2008	R1 to R3
A/NE-LYT/421	Temporary Computer Dismantling Workshop and Ancillary Storage and Office Uses For a Period of 3 Years	7.5.2010	R4 to R7

Rejection Reason(s)

R1. The proposed relaxation of plot ratio from 0.2 to 0.4 was not minor in nature.

R2. The proposed development intensity was excessive and there was no strong justification in the submission for such relaxation of development restriction.

R3. The approval of the application would set an undesirable precedent for similar applications in the future, resulting in substantial cumulative adverse impacts in the area.

R4. The development was not in line with the planning intention of the "Residential (Group C)"("R(C)") zone which was primarily for low rise, low-density residential developments where commercial uses serving the residential neighbourhood might be permitted. The submission was not justifiable for a departure from such planning intention, even on a temporary basis.

R5. The development was not compatible with the domestic structure in the vicinity and would create adverse environmental impact to the surrounding area.

R6. The applicant failed to demonstrate that the development under application would not have adverse traffic impact on the surrounding area.

R7. Approval of the application would set an undesirable precedent for other similar applications in the "R(C)" zone. The cumulative effect of approving such similar applications would result in adverse environmental impact in 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
in the Lung Yeuk Tau and Kwan Tei South Area

Approved Applications

Application No.	Uses/ Development	Date of Consideration
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/775	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years	31.3.2023 (revoked on 31.3.2024)
A/NE-LYT/806	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and associated Filling of Land	27.10.2023
A/NE-LYT/820	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and associated Filling of Land	26.1.2024

Remarks
*Application No. A/NE-LYT/775 is part of the application site of Application No. A/NE-LYT/806.

Government Departments' General Comments

1. Land Administration

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

- no objection to the application;
- the application site (the Site) comprises Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land is granted to the Site;
- site inspection conducted by staff of her office revealed that one of the unauthorized structures had been removed and an existing structure for electric meter room use remains on the private lot. The lot owner should immediately rectify the lease breaches and this office reserves the rights to take necessary enforcement action against the breaches without further notice; and
- if the planning application is approved, the lot owner shall apply to her office for a Short Term Waiver (STW) to permit the structures erected/to be erected on Lot 896 RP in D.D. 83 (not portion of the lot). The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered.

2. Traffic

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

- having reviewed the submitted traffic review and further information, she has no comment on the application from traffic engineering perspective; and
- no comment on the proposed traffic management measures.

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

- no comment on the application; and
- the access road adjacent to the Site is not maintained by HyD.

Environment

Comments of the Director of Environmental Protection (DEP):

- no comment on the application from environmental perspective; and
- there is no complaint case related to the Site received in the past three years.

3. Drainage

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

- no objection to the application from public drainage perspective; and
- should the application be approved, conditions 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, and the implemented drainage facilities on the Site shall be maintained at all times during the planning approval period.

4. Fire Safety

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

- no objection in-principle to the application subject to fire service installations (FSIs) and water supplies for firefighting being provided to his satisfaction.

5. Landscape

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

- the Site falls within "Residential (Group C)" zone which is a non-landscape sensitive zoning and no significant landscape impact arising from the proposed uses is anticipated.

6. Building Matters

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

- no objection to the application;
- as there is no record of approval granted by the Building Authority (the BA) for the existing structures at the Site, he is not in a position to offer comments on their suitability for the use proposed in the application;
- it is noted that three structures are proposed under the current application, before any new building works (including containers/open sheds as temporary buildings, demolition and land filling etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are unauthorized building works under the Buildings Ordinance (the BO). An Authorized Person should be appointed as the coordinator for the proposed building works in accordance with the BO; and
- the applicant is advised to note his advisory comments under the BO appended at **Appendix V**.

7. Project Interface

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

- the Site is located within the proposed New Territories North New Town (NTN New Town) under the Planning and Engineering Study for NTN New Town and Man Kam To (the P&E Study) commenced on 29.10.2021. The land uses/developments and associated infrastructure and community facilities in the area will be holistically reviewed under the P&E Study. The public will be consulted on the proposals of NTN New Town and Man Kam To under the P&E Study in due course.

Comments of the Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department (CE/RD1-1, RDO, HyD):

- no comment from railway development perspective; and

- the Site may have interface with the Northeast New Territories Line mentioned in the Hong Kong Major Transport Infrastructure Development Blueprint promulgated by the Transport and Logistics Bureau in December 2023.

8. Other Departments

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

- Commissioner of Police (C of P);
- Chief Engineer/Construction, Water Supplies Department (CE/C, WSD); and
- Director of Electrical and Mechanical Services (DEMS).

Recommended Advisory Clauses

(a) to resolve any land issue(s) relating to the proposed uses with the concerned owner(s) of the application site (the Site);

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

(i) the Site comprises Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land is granted to the Site;

(ii) there is an unauthorized structure on the private lot. The lot owner should immediately rectify the lease breaches and her office reserves the rights to take necessary lease enforcement action against the breaches without further notice; and

(iii) the lot owner shall apply to her office for a Short Term Waiver (STW) to permit the structures erected/to be erected on Lot 896 RP in D.D. 83 (not portion of the lot). The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structure(s) will be considered;

(c) to note the comments of the Director of Environmental Protection (DEP) that the applicant should comply with all environmental protection/pollution ordinances, and 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;

(d) to note the comments of the Commissioner of Police that the applicant should ensure smooth traffic and no serious obstruction caused to the public in the vicinity during the construction;

(e) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

(i) the Site is within an area where connection to existing public sewerage network is available in the vicinity. Should the applicant choose to connect his proposed sewerage systems to DSD's networks, he shall furnish DSD with his connection proposal for agreement. After obtaining such agreement, the applicant shall submit a duly completed Form HBP1 with a cross cheque covering the technical audit fee and a plan showing the details of the proposed connection works to Mainland North Division of DSD for formal application for the required connection. Upon DSD's acceptance of the connection application, the applicant shall carry out proposed connection works in accordance with DSD's Standard Drawings at the resources of the applicant. Environmental Protection Department should be consulted regarding the sewage treatment/disposal facilities for the proposed use; and

(ii) the applicant should note the following general requirements in the drainage proposal:

- surface channel with grating covers should be provided along the site boundary;
- a drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections etc.) of the

proposed drain/ surface channel, catchpits and the discharge structure shall be provided;

- the cover levels of proposed channels should be flushed with the existing adjoining ground level;

- a catchpit with covers should be provided where there is a change of direction of the channel/drain. The details of the catchpit with covers shall be provided;

- catchpits with sand trap shall be provided at the outlets of the proposed drainage system. The details of the catchpit with sand trap should be provided;

- the applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the Site. The applicant should also ensure that the flow from the Site will not overload the existing drainage system;

- the applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary;

- the applicant is reminded that all existing flow paths as well as the run-off falling onto and passing through the Site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the Site any time during or after the works;

- the proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectified if it is found to be inadequate or ineffective during operation at his/her own expense;

- for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from DLO/N, LandsD and/or relevant private lot owners;

- the applicant should make good all the adjacent affected areas upon the completion of the drainage works;

- the applicant should allow all time free access for the Government and its agent to conduct site inspection on his completed drainage works;

- the applicant and the successive lot owners should allow connections from the adjacent lots to the completed drainage works on Government Land when so required;

- photos should be submitted clearly showing the current conditions of the area around the Site, the existing drainage/flowpaths around the Site, the proposed drainage from the Site to the downstream existing watercourse and the existing watercourse at about 20m intervals. The locations of the camera and the direction of each photo should also be indicated on a plan;

(f) to note the comments of the Director of Fire Services (D of FS) that:

(i) in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. Therefore, the applicant should submit relevant layout plans incorporated with the proposed FSIs to the Fire Services Department for approval. The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy; and the location of where the proposed FSIs to be installed should be clearly marked on the layout plans;

(ii) the applicant is reminded that if the proposed structures are required to comply with the Buildings Ordinance (Cap. 123) (the BO), detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and

(iii) if there is electric vehicle charging station involved, the requirement of Fireman's Emergency Switch is attached for your reference (**Appendix Va**); and

(g) to note the comments of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that the Site is located within the proposed New Territories North New Town (NTN New Town) under the Planning and Engineering Study for NTN New Town and Man Kam To (the P&E Study). The land uses/developments and associated infrastructure and community facilities in the area will be holistically reviewed under the P&E Study. The public will be consulted on the proposals of NTN New Town and Man Kam To under the P&E Study in due course; and

(h) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

(i) if the existing structures (not being New Territories Exempted Houses) are erected on leased land without the approval of the Building Authority (the BA), they are unauthorized building works (UBWs) under the BO and should not be designed for any proposed use under the application;

(ii) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the Site under the BO;

(iii) 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) Regulation; and

(iv) 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/825

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

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

簽署 Signature _____ 日期 Date 2024.3.14

2 to 4

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
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P-1-4

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請參閱附頁反對理由

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

簽署 Signature _____ 日期 Date 22-3-2024

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粉嶺區鄉事會
FDRC

香港新界粉嶺區鄉事委員會 P-2-4

Hong Kong Fanling District Rural Committee

敬啟者：

貴處檔號 ： TPB/A/NE-LYT-825

新界粉嶺馬料水新村丈量約份第 83 約地段第 896 號餘段(部份)

申請用途：擬議臨時公眾停車場(貨櫃車除外)及商店及服務行業(為期 3 年)

(申請編號: A/NE-LYT/825)

本會接獲周邊村民強烈反對聲音、反對位置不適宜批准停車場，其原因是：

1) 車場前近迴旋處轉，彎太急，急扭以轉向車場方向，非常危險。

2) 當轉入車場方向後，又再接左邊另一個彎位轉入馬料水新村及題述之停車場入口盲點，很容易發生意外危及村民。

懇請 貴處理解周邊村民之憂慮，慎重處理上述申請。

此致

規劃署沙田、大埔

及北區規劃專員

粉嶺區鄉事委員會主席

李國鳳

(李國鳳)

敬上

2024 年 3 月 日

3

P3-4

粉嶺區鄉事會
FDRC

香港新界粉嶺區鄉事委員會
Hong Kong Fanling District Rural Committee

敬啟者:

貴處檔號 : TPB/A/NE-LYT-825
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粉嶺區鄉事委員會首副主席

劉永安 敬上
(劉永安)

2024 年 3 月 日

4

香港新界粉嶺區鄉事委員會 P-4-4
Hong Kong Fanling District Rural Committee

敬啟者：

貴處檔號 ： TPB/A/NE-LYT-825

新界粉嶺馬料水新村丈量約份第 83 約地段第 896 號餘段(部份)

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粉嶺區鄉事委員會副主席

鄧志佳 敬上

(鄧志佳)

2024 年 3 月 日

5

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

A/NE-LYT/825 DD 83 Lung Ma Road, Ma Liu Shiu
25/03/2024 02:20

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

A/NE-LYT/825

Lot 896 RP (Part) in D.D. 83, Ma Liu Shui San Tsuen, Fanling

Site area: About 705sq.m

Zoning: "Res (Group C)"

Applied use: Vehicle Park / 7 Vehicle Parking

Dear TPB Members,

While there is no history of previous approval for parking, the site is paved and has clearly been used as a parking facility for some time.

100sq.ft per vehicle? Members should question what is the actual intended use, a site of similar size across the street on Hai Wing Road, 823, would accommodate 18 vehicles.

In addition there are other parking facilities alongside the church. Question the need for further parking facilities.

Mary Mulvihill

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates
A/NE-LYT/825 Received on 09/07/2024

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

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

簽署 Signature _____ 日期 Date 2024.7.18

7 to 9

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請參閱反對書

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

簽署 Signature _____ 日期 Date 1-8-2024

粉嶺區鄉事會
FDRC

香港新界粉嶺區鄉事委員會
Hong Kong Fanling District Rural Committee

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2/4

擬啟者：

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本會再接獲周邊村民強烈反對，理由是對道路安全存有疑點，易生意外，危及村民，位置不適宜批准停車場。

此致
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粉嶺區鄉事委員會主席

敬上
(李國鳳)

2024 年 8 月 1 日

粉嶺區鄉事會
FDRC

香港新界粉嶺區鄉事委員會
Hong Kong Fanling District Rural Committee

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敬啟者:

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劉永安 敬上
(劉永安)

2024 年 8 月 1 日

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4/4

粉嶺區鄉事會
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鄧志佳 敬上

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