2020年 10月 30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
日期。

This application is received on 30 OCT 2020.
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

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE-TKLN/37
	Date Received 收到日期	30 OCT 2020

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

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

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

---

1. Name of Applicant 申請人姓名/名稱

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

MAN CHI CONSULTANTS AND CONSTRUCTION LTD. (敏志顧問及建築工程有限公司)

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)

AIKON DEVELOPMENT CONSULTANCY LIMITED (毅勤發展顧問有限公司)

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 388 S.A, 388 S.B, 388 RP(Part) and 390 RP(Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, 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 3,776 sq.m 平方米☑About 約 ☐Gross floor area 總樓面面積 ..... sq.m 平方米☐About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	47 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 Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Village Type Development" (V") and "Recreation" ("REC")
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

(a) According to the record(s) of the Land Registry as at .....18.9.2020..... (DD/MM/YYYY), this application involves a total of .....4..... "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 .....2..... "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)
2	Lots 388RP and 390RP in D.D.78	22.9.2020

(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 ..... 2 ..... "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)
1	Lot 388S.A in D.D.78	22.9.2020
1	Lot 388S.B in D.D.78	22.9.2020

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

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

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

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

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

☐ published notices in local newspapers on _____ (DD/MM/YYYY)&
於_____ (日/月/年)在指定報章就申請刊登一次通知&

☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)&
於_____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&

☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於_____ (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會&

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

(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) (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 ..... Three ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積	3,715.19 sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積	60.81 sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目	5
Proposed domestic floor area 擬議住用樓面面積	0 sq.m ☐About 約
Proposed non-domestic floor area 擬議非住用樓面面積	60.81 sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積	60.81 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)

4 converted containers for security control room, site office, electricity supply room and store room respectively (Each container with dimension: 6.1m(L) x 2.4m(W) x 2.44m(H); 1-storey); and
1 structure for security guard post (With dimension: 1.5m(L) x 1.5m(W)x 2.44m(H); 1 storey)

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	78
Motorcycle Parking Spaces 電單車車位	N.A.
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	N.A.
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	N.A.
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	N.A.
Others (Please Specify) 其他 (請列明)	N.A.

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

Taxi Spaces 的士車位	N.A.
Coach Spaces 旅遊巴車位	N.A.
Light Goods Vehicle Spaces 輕型貨車車位	N.A.
Medium Goods Vehicle Spaces 中型貨車車位	N.A.
Heavy Goods Vehicle Spaces 重型貨車車位	N.A.
Others (Please Specify) 其他 (請列明)	N.A.

Proposed operating hours 擬議營運時間
24 hours, from Monday to Sunday (including public holidays)

(d) Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ 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)) An access road leading to Lin Ma Hang Road in the west ☐ 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，請另頁表示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) N.A.

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

7. Justifications 理由

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

Please refer to the Planning Statement attached.

8. Declaration 聲明

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

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board 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 pp Winnie ☐ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人

THOMAS LUK
Name in Block Letters 姓名（請以正楷填寫）

Managing Director
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
Others 其他 RTPI, RPP

on behalf of 代表 Aikon Development Consultancy Limited

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

Date 日期 24.9.2020 (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
   (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
   處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
   (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
   方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited 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存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄) A/NE-TKLN/37
Location/address 位置／地址	Lots 388 S.A, 388 S.B, 388 RP(Part) and 390 RP(Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories 新界打鼓嶺北松園下丈量約份第78約地段第388號A分段、第388號B分段、第388號餘段(部分)及第390號餘段(部分)和毗連政府土地
Site area 地盤面積	3,776 sq. m 平方米 ☑About 約 (includes Government land of 包括政府土地 47 sq. m 平方米 ☑About 約)
Plan 圖則	Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2 打鼓嶺北分區計劃大綱核准圖編號S/NE-TKLN/2
Zoning 地帶	"Village Type Development" and "Recreation" 「鄉村式發展」及「康樂」
Type of Application 申請類別	☑ Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years 擬議臨時公眾停車場（貨櫃車除外）（為期3年）

(i)	Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
		Domestic 住用	N.A. ☐ About 約 ☐ Not more than 不多於	N.A. ☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	60.81 ☑ About 約 ☐ Not more than 不多於	0.016 ☑About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	N.A.	
		Non-domestic 非住用	5	
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	N.A. m 米 ☐ (Not more than 不多於)	
			N.A. Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	About 2.44 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		1.61 % ☑ 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) _____ _____	78 N.A. N.A. N.A. N.A. N.A.
		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) _____ _____	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; Lot Index Plan; Extract of OZP; Approved Landscape Proposal and Approved Drainage Proposal under Previous Application No. A/NE-TKLN/8		
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。

Appendix Ib

毅勤發展顧問有限公司
Tel 電話：(852) 3180 7811
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 4 December 2020
Our Ref. : ADCL/PLG-10208/L003

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

By Email and Fax

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/37)

We refer to the comments from the Transport Department (TD) dated 3.12.2020 regarding the subject application.

We would like to request for a 2-month temporary deferment of the decision on the planning application by Town Planning Board such that sufficient time can be given to the Applicant to prepare Further Information in addressing the aforesaid comments by the Government Department.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned on 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

pp Winne

Thomas Luk *MTCP, MHKIREA, MRTPI, RPP*
Managing Director

c.c. DPO/ Sha Tin, Tai Po and North, Planning Department (Attn.: Ms. Wendy LEE) – By Email
Client – By Email

Address 地址：
香港葵涌興芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

AikoN

毅勤發展顧問有限公司
Tel 電話：(852) 3180 7811
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

RECEIVED
2021 FEB -8 A 11:34
TOWN PLANNING BOARD

Date : February 2021
Our Ref. : ADCL/PLG-10208/L004

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

By Hand and Email

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/37)

We refer to the comments from the Transport Department (TD) dated 3.12.2020 regarding the subject application.

We would like to submit herewith Further Information in response to the comments from TD and the public comments received, as well as to clarify the types and number of car parking spaces proposed to be provided in the application site and the arrangement regarding potential small house developments within the application site for consideration by relevant Government departments and the Board.

In terms of the types and number of car parking spaces proposed to be provided in the application site, we would like to clarify that of a total of 78 car parking spaces proposed to be provided in the application site, 40 of them will be reserved for private cars and the remaining 38 of them will be reserved for van-type light goods vehicles. In terms of the arrangement regarding potential small house developments within the application site, kindly note that current land owner(s) of all the captioned lots of the application site has/have confirmed that construction of small house(s) will not commence at any of the captioned lots during the approval period of the subject application.

In this regard, we would like to enclose herewith the signed original letters from the current land owner(s) of all the captioned lots of the application site confirming that construction of small house(s) will not commence at any of the captioned lots during the approval period of the subject application, and 70 hard copies of the following documents for consideration by relevant Government departments and the Board:-

I. Response-to-comment table and revised traffic impact assessment (TIA) report in response to the comments from TD;
II. Response-to-comment table in response to the public comments received; and
III. Replacement pages for the Planning Statement and supporting Figure with regard to the abovementioned amendments on types and number of car parking spaces to be provided and the potential arrangement for small house developments on the application site.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned at 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

pp Wmne

Thomas Luk *MTCP, MHKIREA, MRTPI, RPP*
Managing Director

Encl.
c.c. Client
DPO/STN, PlanD (Attn.: Ms Wendy Lee)

Date: 2.2.2021

Town Planning Board,
15/F., North Point Government Offices,
333 Java Road, North Point, Hong Kong

(To Whom It May Concern)

Dear Sir/Madam,

Re: Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories
(Planning Application No. A/NE-TKLN/37)

I, HO CHI HOI 何志海 H.K.I.D. No.: , being the registered owner of Lot 388 S.A in D.D. 78 ("the Lot"), hereby confirm that construction of the New Territories Exempted House at the Lot will not commence during the approval period of the captioned application if it is approved by the Town Planning Board.

Thank you for your kind attention.

Yours faithfully,

HO CHI HOI 何志海

Date: 2-2-2021

Town Planning Board,
15/F., North Point Government Offices,
333 Java Road, North Point, Hong Kong

(To Whom It May Concern)

Dear Sir/Madam,

Re: Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories
(Planning Application No. A/NE-TKLN/37)

I, HO CHI YIP 何志業 (H.K.I.D. NO.: _____ , being the registered owner of Lot 388 S.B in D.D. 78 ("the Lot"), hereby confirm that construction of the New Territories Exempted House at the Lot will not commence during the approval period of the captioned application if it is approved by the Town Planning Board.

Thank you for your kind attention.

Yours faithfully,

HO CHI YIP 何志業

Date: 2.2.2021

Town Planning Board,
15/F., North Point Government Offices,
333 Java Road, North Point, Hong Kong

(To Whom It May Concern)

Dear Sir/Madam,

Re: Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 RP (Part), 388 S.A, 388 S.B, 390 RP (Part) in D.D. 78 and adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories
(Planning Application No. A/NE-TKLN/37)

We, MAN SUN KWAI 萬新貴）（H.K.I.D. No.:) and MAN SUN CHOI 萬新財）（H.K.I.D. No.: , being the registered owners of Lots 388 RP and 390 RP in D.D. 78 ("the Lots"), hereby jointly confirm that construction of the New Territories Exempted Houses at the Lots will not commence during the approval period of the captioned application if it is approved by the Town Planning Board.

Thank you for your kind attention.

Yours faithfully,

MAN SUN KWAI（萬新貴）

MAN SUN CHOI 萬新財）

Appendix | I

Response-to-comment table and revised traffic impact assessment (TIA) report in response to the comments from TD

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years in "Village Type Development" and "Recreation" Zones, Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/37)
Responses to TD Comments

<table>
<tr><th>Departmental Comments
Dated 3rd December 2020 (via Transport Department)</th><th>Responses</th></tr>
<tr><td>(i) The applicant shall assess the traffic impact for the design year as 5 years from the date of this submission;</td><td>Noted. The design year is revised to Year 2025.</td></tr>
<tr><td>(ii) The applicant should substantiate the traffic generation and attraction from and to the site with reference to the trip rates of similar developments;</td><td>Noted. The surveyed data of three existing public vehicle parks are referenced to estimate the traffic generation and attraction of the proposed development. Section 4.2 is updated for your review and approval.</td></tr>
<tr><td>(iii) The applicant shall assess the volume to capacity ratio of the village access of Tsung Yuen Ha Tsuen;</td><td>Noted. Sections 3.4 and 4.6 are updated to include the volume to capacity ratio of the village access of Tsung Yuen Ha Tsuen.</td></tr>
<tr><td>(iv) The village access of Tsung Yuen Ha Tsuen is only of single traffic lane. Please assess the queue length (of both the village access and Ling Ma Hang Road) at its junction with Lin Ma Hang Road (i.e. J2);</td><td>Noted. The effective length for turning from/to the unnamed access road at the priority junction is 7m/bound. The local peak of the unnamed single track road is observed to be and 5-6 pm.

Assumed that the driving speed is 5km/hr along the single traffic lane. As the distance between the proposed development and the priority junction is 31m, it takes 22s for a vehicle to access between the proposed development and the priority junction.

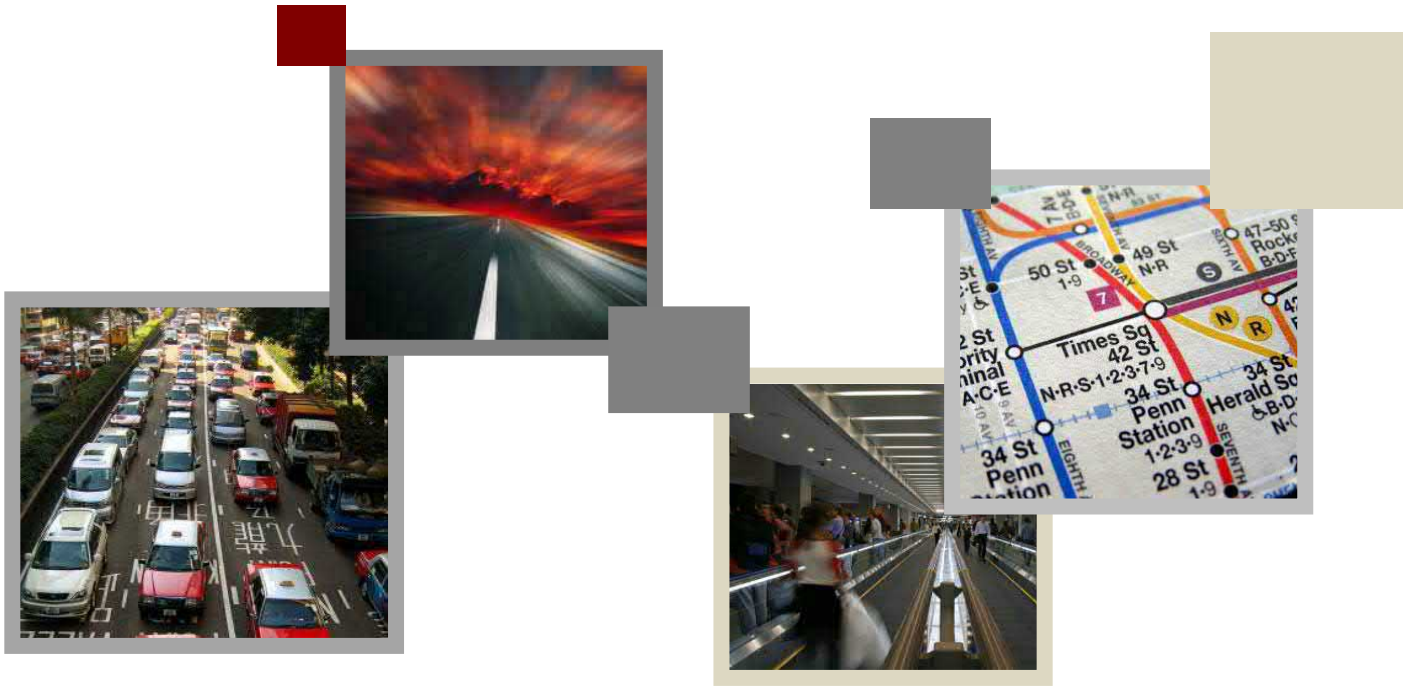
Assumed that the queuing space required is 6m/pcu, such that the estimated queue length equals to the design flow multiplied by 6m/pcu. The anticipated traffic flows and queue lengths in 2025 are as follows:

<table>
<tr><th></th><th>Design flow (veh/min)</th><th>Design flow (pcu/min)</th><th>Queue Length (m/min)</th><th>Frequency of the road link (min/pcu)</th></tr>
<tr><td>Unnamed road (EB)</td><td>0.46</td><td>0.55</td><td>3.3</td><td>1.8</td></tr>
<tr><td>Unnamed road (WB)</td><td>0.57</td><td>0.64</td><td>3.8</td><td>1.6</td></tr>
</table>
In view of the low traffic flow and the sufficiency of effective length for turning from/to the unnamed access road, the anticipated queue is always less than 7m. No queue back along Lin Ma Hang Road is expected.</td></tr>
</table>

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years in “Village Type Development” and “Recreation” Zones, Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/37)
Responses to TD Comments

(v) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;	Noted. Traffic controller will be deployed to control vehicles entering or leaving the site to avoid conflict with the road traffic.
(vi) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety; and	Noted. Traffic controller will be deployed to direct the movement of vehicles and pedestrians. The site is also designed for vehicle movements in single direction, which can enhance pedestrian safety.
(vii) The village access of Tsung Yuen Ha Tsuen is not managed by TD. The applicant should seek comment from the responsible party.	Noted. The comments from relevant departments will be sought.

Traffic Impact Assessment for S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories



TRAFFIC IMPACT ASSESSMENT REPORT

Reference: 30699-1-R01-02
Date: February 2021

AXON
CONSULTANCY

Table of Contents

1 Introduction 3

1.1 Background 3

1.2 Objectives 3

2 The Proposed Development 4

2.1 The Site 4

2.2 The Temporary Public Vehicle Park 4

2.3 Car Park Layout 4

3 Existing Traffic Situation 5

3.1 Existing Road Network 5

3.2 Public Transport 5

3.3 Traffic Count Surveys 5

3.4 Existing Link Capacity Assessment 6

3.5 Existing Junction Capacity Assessment 6

4 Future Traffic Situation 8

4.1 2025 Design Year Road Network 8

4.2 Development Traffic Generation & Attraction 8

4.3 Traffic Generation from Adjacent Development 8

4.4 Annual Traffic Growth 9

4.5 Reference and Design Flows 9

4.6 Link Capacity Assessment 10

4.7 Junction Capacity Assessment 10

5 Internal Transport Facilities 11

5.1 Parking Provisions 11

5.2 Access Arrangement and Swept Path Analyses 11

5.3 Safety Measures 11

6 Summary and Conclusion 12

6.1 Summary 12

6.2 Conclusion 12

Figures

Appendix A Junction Analysis

Appendix B Planning Data from Planning Department

1 Introduction

1.1 Background

The Applicant proposes to convert the existing open space at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha into temporary car parking use and ancillary facilities to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”. The uses for temporary public vehicle parking (excluding container vehicle) and ancillary facilities require planning permission from the Town Planning Board.

For supporting the planning application, a Traffic Impact Assessment (TIA) report is required to assess the traffic impact of the proposed development.

AXON Consultancy is therefore commissioned to prepare the TIA report to support the subject Planning Application.

1.2 Objectives

The objectives of the traffic impact study are as follows:

- to estimate the potential traffic generation due to the development;
- to assess the future traffic situation in the surrounding network;
- to appraise the potential traffic impact of the development; and
- to consider road improvement proposals, if feasible.

2 The Proposed Development

2.1 The Site

The site is located at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, as shown in **Figure 2.1**. The site area is around 3,776m^2.

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”.

2.2 The Temporary Public Vehicle Park

The existing temporary open car park for adjacent construction site at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land are proposed to be converted into temporary public vehicle parking (excluding container vehicle) near Liantang/Heung Yuen Wai Boundary Control Point (BCP).

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

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

Considering the operation of BCP, it is expected the demand for parking spaces in the surrounding areas will also increase. To avoid excessive illegal parking in the Tsung Yuen Ha area, the Applicant wish to provide sufficient proper parking spaces in view of the increase in parking space demand. It is also noted by the Applicant that some villagers will seek for cross-border working opportunities in view of the commencement of operation of BCP, which creates demand for parking spaces by the villagers.

In view of the enormous domestic and external demands, 78 no. of private cars and van-type LGVs parking spaces will be provided. Monthly and hourly rental options are available for local villagers and visitors. The arrangement is shown in **Figure 2.2**.

2.3 Car Park Layout

As shown in **Figure 2.2**, the proposed car park layout contains 78 no. of private cars. The internal circulation within the proposed car park with dimensions of the internal roads are shown in **Figure 2.3**.

3 Existing Traffic Situation

3.1 Existing Road Network

The Site can be reached via Lin Ma Hang Road.

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

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

3.2 Public Transport

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

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

Table 3.1 Existing Public Transport Services

Route No.	Destination
Kowloon Motor Bus (KMB)	
79K	Sheung Shui Bus Terminus – Ta Kwu Ling (Tsung Yuen Ha)
Green Minibus (GMB)	
59K	Sheung Shui Station – Lin Ma Hang

3.3 Traffic Count Surveys

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key links and junctions of the study area, as presented in **Figure 3.2**, on 18 November 2020 from 7:30am to 10:30am and 4:00pm to 8:00pm.

The traffic counts were recorded in a 15-minutes interval; and to be converted into passenger car unit (pcu) values. The highest consecutive 15-minutes hourly traffic volume is adopted as the peak hour traffic flow.

The morning and afternoon peak hours of the road network have been identified as 8:15am to 9:15am and 5:00pm to 6:00pm respectively. The observed traffic flows in the study area are presented in **Figure 3.3**.

3.4 Existing Link Capacity Assessment

The road link capacity assessment is summarised in **Table 3.2**. The Volume to Capacity (V/C) ratio indicates the proportion of the road capacity being used by the peak hour traffic flow. Higher V/C ratio of a road indicates heavier usage of the road link concerns. A V/C ratio equal or less than 0.85 indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays.

Table 3.2 Existing Link Performance

No.	Road Link (Direction)	Link Capacity (veh/hr)	Observed Flow		V/C Ratio	
			AM	PM	AM	PM
L1	Slip road of Heung Yuen Wai Highway (from Fanling Highway Northbound to Lin Ma Hang Road Interchange)	1500(1)	89	42	0.06	0.03
L2	Slip road of Heung Yuen Wai Highway (from Lin Ma Hang Road Interchange to Fanling Highway Southbound)	1500(1)	65	92	0.04	0.06
L3	Unnamed Access Road of Tsung Yuen Ha Tsuen	100(2)	27	34	0.27	0.34

(1) Assumed that the link capacity of a slip road is equivalent to half of the capacity of a dual-2 lane expressway
(2) TPDM Volume 2 Chapter 3

It can be seen from **Table 3.2** that all key links perform satisfactorily during proposed operation hours.

3.5 Existing Junction Capacity Assessment

Based on the observed traffic flows, the junction performance analysis of the key junctions in the vicinity of the subject site during the morning and evening peak hours were assessed in accordance with the Transport Planning Design Manual Volume 2 Chapter 4.

The performance of a priority junction is indicated by its design flow to capacity (DFC). Less than positive 1 indicates that the junction is operating with spare capacity. When DFC equal to positive 1 indicates that the junction is overloaded; resulting in traffic queues and longer delay time.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.3** and the detailed calculation sheets are attached in **Appendix A**.

Table 3.3 Existing Junction Performance

Junction	Location	Type / Capacity Index	Observed	
			AM	PM
J1	Lin Ma Hang Road Southbound / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.05
J2	Lin Ma Hang Road Northbound / Access Road of Tsung Yuen Ha Tsuen	Priority Junction / DFC	0.04	0.03
J3	Lin Ma Hang Road Northbound / Lin Ma Hang Road connecting to Heung Yuen Wai Highway	Priority Junction / DFC	0.15	0.08
J4	Slip Road from Heung Yuen Wai Highway / Lin Ma Hang Road	Roundabout / DFC	0.09	0.10

Notes: DFC = design flow to capacity

It can be seen from **Table 3.3** that all key junctions perform satisfactorily during the operation hours.

4 Future Traffic Situation

4.1 2025 Design Year Road Network

The design year is either 3 years after the completion year or 5 years after the application year, whichever longer. Therefore, year 2025 is therefore used as the design year of the traffic impact assessment.

4.2 Development Traffic Generation & Attraction

With reference to the surveyed public vehicle parks in similar scale, the traffic generation and traffic attraction rates are shown in **Table 4.1**. Meanwhile, the pcu factor of a van-type LGV is assumed to be 1.5 pcu/hr.

Table 4.1 Peak Hours Traffic Generation & Attraction

Development	Generation		Attraction	
	AM	PM	AM	PM
Trip rate[1] (pcu/hr/parking space)				
Public Vehicle Park (Tsuen Wan District)[1]	0.0794	0.1915	0.0841	0.1869
Public Vehicle Park (Wong Tai Sin District)[1]	0.1475	0.0246	0.0820	0.1967
Public Vehicle Park (North District)[1]	0.1357	0.1929	0.1143	0.0643
Adjusted Trip Rate	**0.1209**	**0.1363**	**0.0935**	**0.1493**
Trips (pcu/hr)				
Proposed Parking Facilities	10	11	8	12

1. *Data referenced from the existing public vehicle parks.*

4.3 Traffic Generation from Adjacent Development

It is discovered that a proposed temporary car park for private car and van-type LGV (under approved planning application no. A/NE-TKLN/33) is under planning/construction within the design year of 2025 in vicinity of the site. Its traffic generation and attraction, which is summarised in **Table 4.2**, will be incorporated in this report.

Table 4.2 Traffic Generation and Attraction from adjacent development

Development	Generation		Attraction	
	AM	PM	AM	PM
Trip in pcu/hr				
A/NE-TKLN/33	57	57	57	57

Source: Traffic impact assessment report under planning application no. A/NE-TKLN/33

4.4 Annual Traffic Growth

For the estimation of traffic flows in the design year of 2025, it is proposed to adjust the existing traffic flows by considering the natural traffic growth which is related to the increase in car usage.

The traffic forecasts were developed based on the existing traffic flows in 2020 from the traffic surveys and applying an appropriate annual traffic growth factor to derive the background traffic in 2025.

According to the report "Projections of Population Distribution 2019-2028" issued by Planning Department to the public in July 2019, the population growth from base year 2018 to 2025 in North District is shown in **Table 4.3** and **Appendix B.**

Table 4.3 Projected Population Distribution

District Council District	Year 2018#	Year 2025	Growth Rate p.a. (%)
North	318,400	369,900	2.2%

 # Base Year Estimates

The planning data indicate a slight increase in population at a rate of +2.2% per annum. This factor is used to forecast the future traffic volume for this study.

4.5 Reference and Design Flows

The growth factor will be applied to the 2020 observed traffic flows to estimate the 2025 reference flows.

The reference and design flows for the year 2025 are calculated from the following formulae:

2025 Reference Flows **(Figure 4.2)** = 2020 Observed Flows **(Figure 3.3)** x $(1 + 2.2\%)^5$

2025 Design Flows **(Figure 4.3)** = 2025 Reference Flows (**Figure 4.2**) + Total Development Flows **(Figure 4.1)**

Based on the observed traffic flows and pattern of existing road network, the 2025 peak hour Reference and Design traffic flows at the critical links and junctions are distributed and assigned in **Figures 4.2** and **4.3** respectively.

4.6 Link Capacity Assessment

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

Table 4.4 Link Capacity Assessment

No.	Road Link (Direction)	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
			AM	PM	AM	PM	AM	PM	AM	PM
L1	Slip road of Heung Yuen Wai Highway (from Fanling Highway Northbound to Lin Ma Hang Road Interchange)	1500	141	89	0.09	0.06	147	101	0.10	0.07
L2	Slip road of Heung Yuen Wai Highway (from Lin Ma Hang Road Interchange to Fanling Highway Southbound)	1500	114	145	0.08	0.10	120	157	0.08	0.10
L3	Unnamed Access Road of Tsung Yuen Ha Tsuen	100	30	38	0.3	0.38	46	57	0.46	0.57

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

4.7 Junction Capacity Assessment

The Junction capacity assessment results with reference to the net development traffic are summarised in **Table 4.5**, with detailed calculation sheets attached in **Appendix A**.

Table 4.5 2025 Junction Capacity Assessments

Junction	Location	Type / Capacity Index	2025			
			Reference		Design	
			AM	PM	AM	PM
J1	Lin Ma Hang Road Southbound / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.18	0.15	0.18	0.15
J2	Lin Ma Hang Road Northbound / Access Road of Tsung Yuen Ha Tsuen	Priority Junction / DFC	0.05	0.04	0.07	0.06
J3	Lin Ma Hang Road Northbound / Lin Ma Hang Road connecting to Heung Yuen Wai Highway	Priority Junction / DFC	0.18	0.12	0.18	0.13
J4	Slip Road from Heung Yuen Wai Highway / Lin Ma Hang Road	Roundabout / DFC	0.15	0.15	0.15	0.16

Notes: DFC = design flow to capacity

It can be seen from **Table 4.5** that, the capacity of all the key junctions would be performing within their capacity during the peak hours for the Reference and Design Scenarios.

5 Internal Transport Facilities

5.1 Parking Provisions

The proposed car park layout showing the internal transport facilities is illustrated in **Figure 2.2**. 40 no. and approximate 38 no. of provisions for private cars and van-type LGVs are proposed respectively. The proposed van-type LGV parking zone is 5.5m width. As indicated in **Table 5.1**, the dimensions of proposed provisions are in accordance with Hong Kong Planning Standards & Guidelines.

Table 5.1 Parking Space Dimensions

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

5.2 Access Arrangement and Swept Path Analyses

An 8m wide existing vehicular access at Lin Ma Hang Road and an access gate connecting the adjacent lots will be maintained as shown in **Figure 2.2**. The swept path analysis (for private car) at the proposed site are shown in **Figure 2.2.1-SP1** to **2.2.2-SP5**.

With reference to the low pedestrian flows around the site, management measures, namely assigning traffic controllers at the site access, will be adopted to ensure road safety.

5.3 Safety Measures

To enhance the safety of the site access, safety measures have been proposed as shown in **Figure 2.2**. Traffic controllers will be deployed to control vehicles entering or leaving the site to avoid conflict with the road traffic. Clear guidelines and appropriate trainings would be provided to the patrol staff. Flashing warning sign will be installed at the site entrance, to alert drivers at both sides of Lin Man Hang Road.

When vehicles are expected to enter or leave the site, at least 1 traffic controller will station at each entrance to direct the movement of vehicles and pedestrians into and out of the site to avoid clash or congestion problem.

The pedestrians will walk along the verge opposite to the site, connecting the existing footpath along Lin Ma Hang Road.

6 Summary and Conclusion

6.1 Summary

The applicant proposed to convert the existing open car park at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land into car parking purpose to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key junctions of the study area on 18 November 2020 from 7:30am to 10:30am and 4:00pm to 8:00pm. The morning and evening peak hours of the road network have been identified as 8:15am to 9:15am and 5:00pm to 6:00pm, respectively.

As the design year is either 3 years after the completion year or 5 years after the application year, whichever longer, so that the design year of the traffic impact assessment is year 2025. Based on the planning data from Planning Department, an annual growth factor of 2.2% was adopted for this study. The growth factor is applied to the observed traffic flows in 2020 to forecast the future traffic volume in 2025.

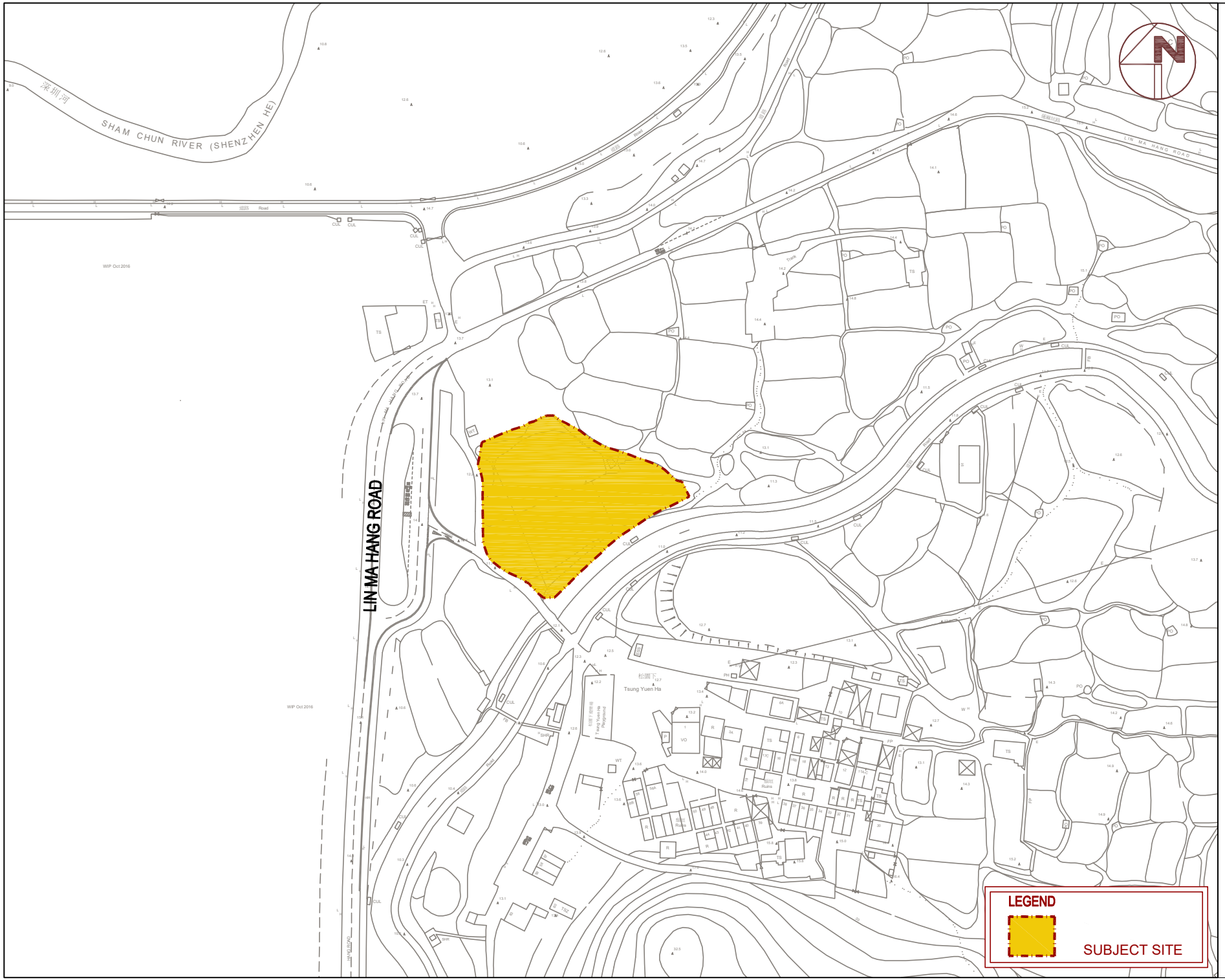
The capacity of all key links and key junctions would be performing within their capacities during the peak hours for both Reference and Design Scenarios.

Therefore, it can be concluded that the proposed development would not generate any additional adverse traffic impact to the road network.

6.2 Conclusion

The findings of the traffic impact assessment indicate that the road network in the vicinity of the Site would be able to cope with the traffic generated by the proposed development and would not cause any adverse impact from traffic perspective.

Figures



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SITE LOCATION

FIGURE 2.1

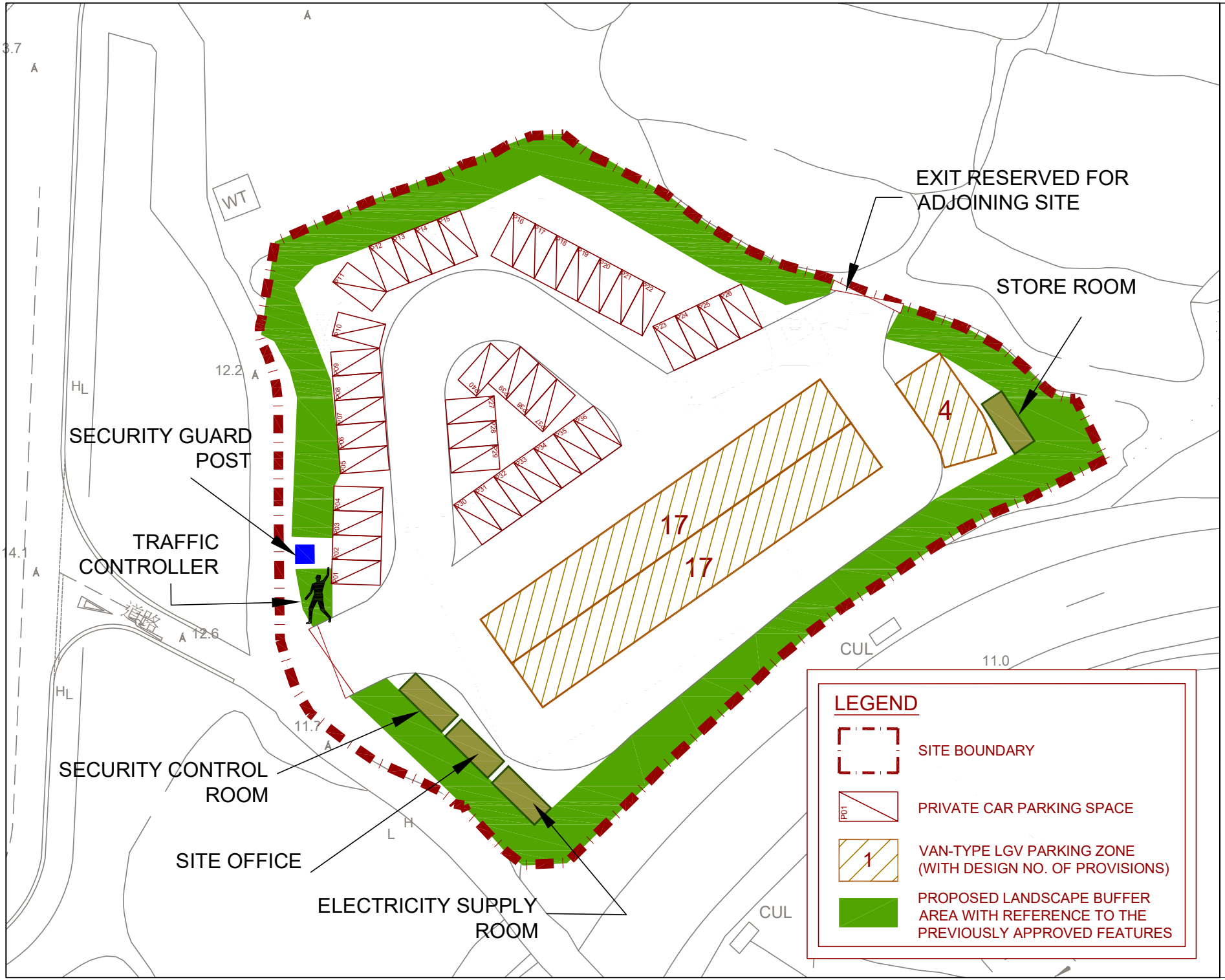
Scale : 1 : 2000

Date : SEP 2020

Rev. :

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30899 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.1_RESERVED LAND FOR WITH PC PARKING ONLY.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SITE LAYOUT

FIGURE 2.2

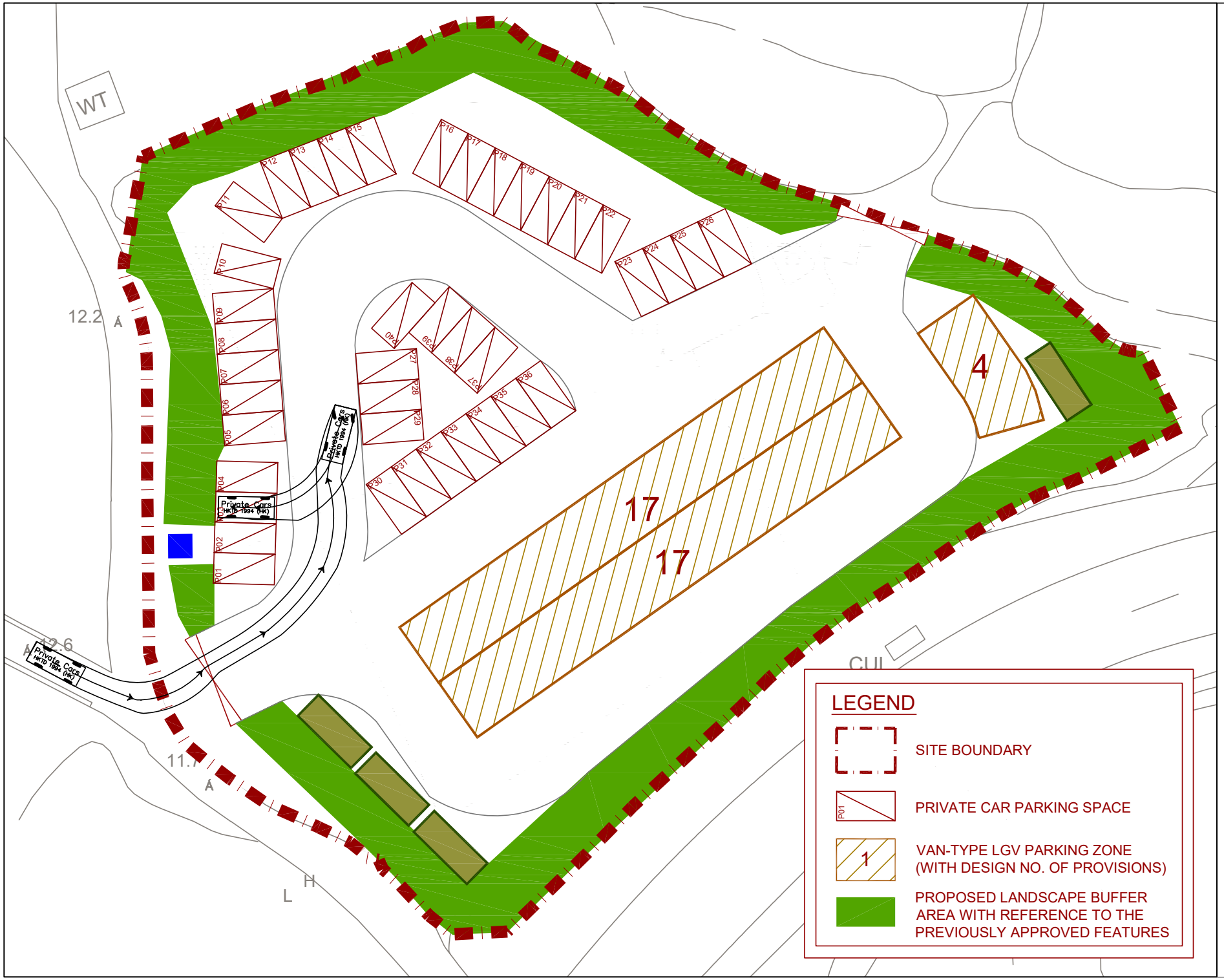
Scale : 1 : 500

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP1

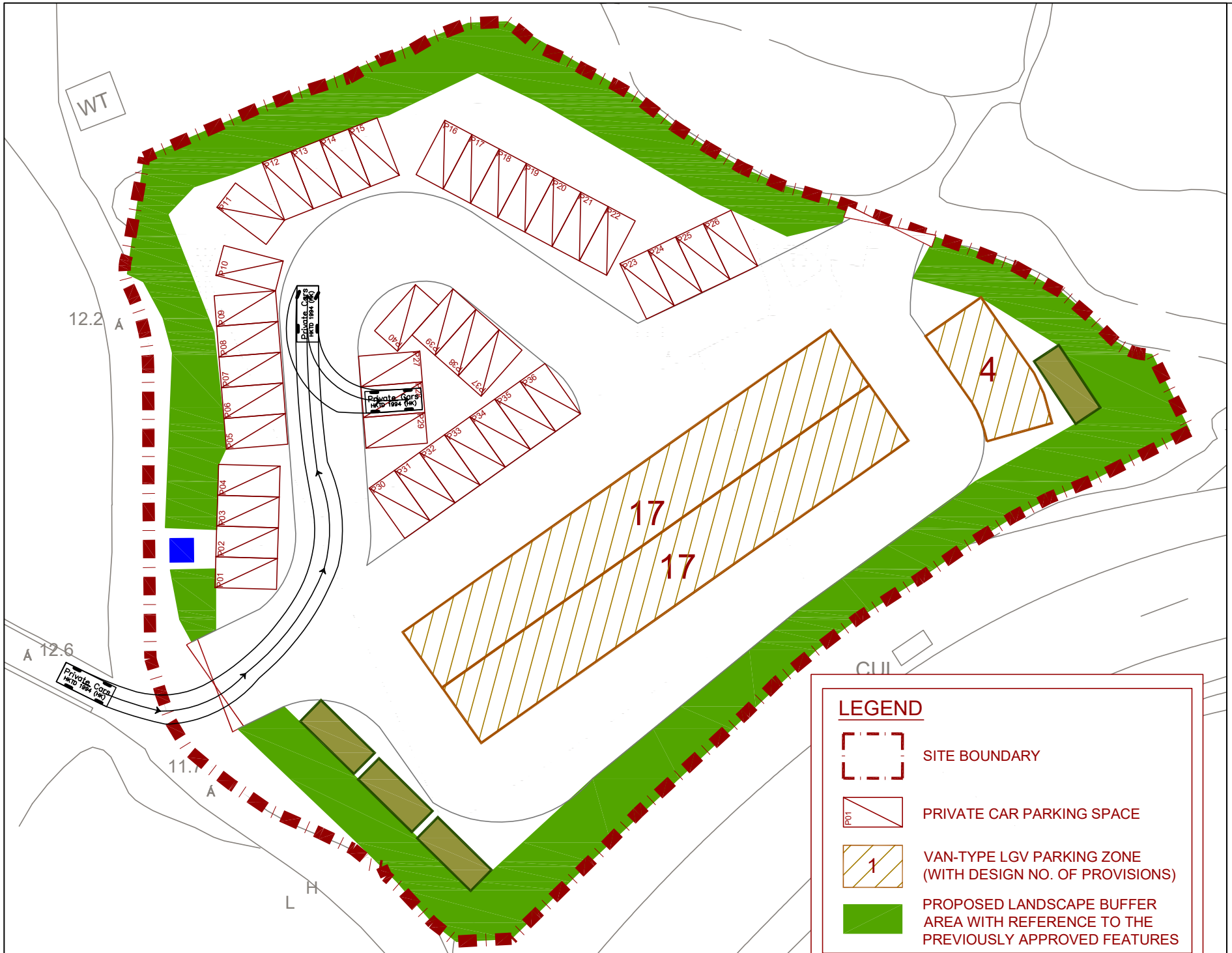
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP2

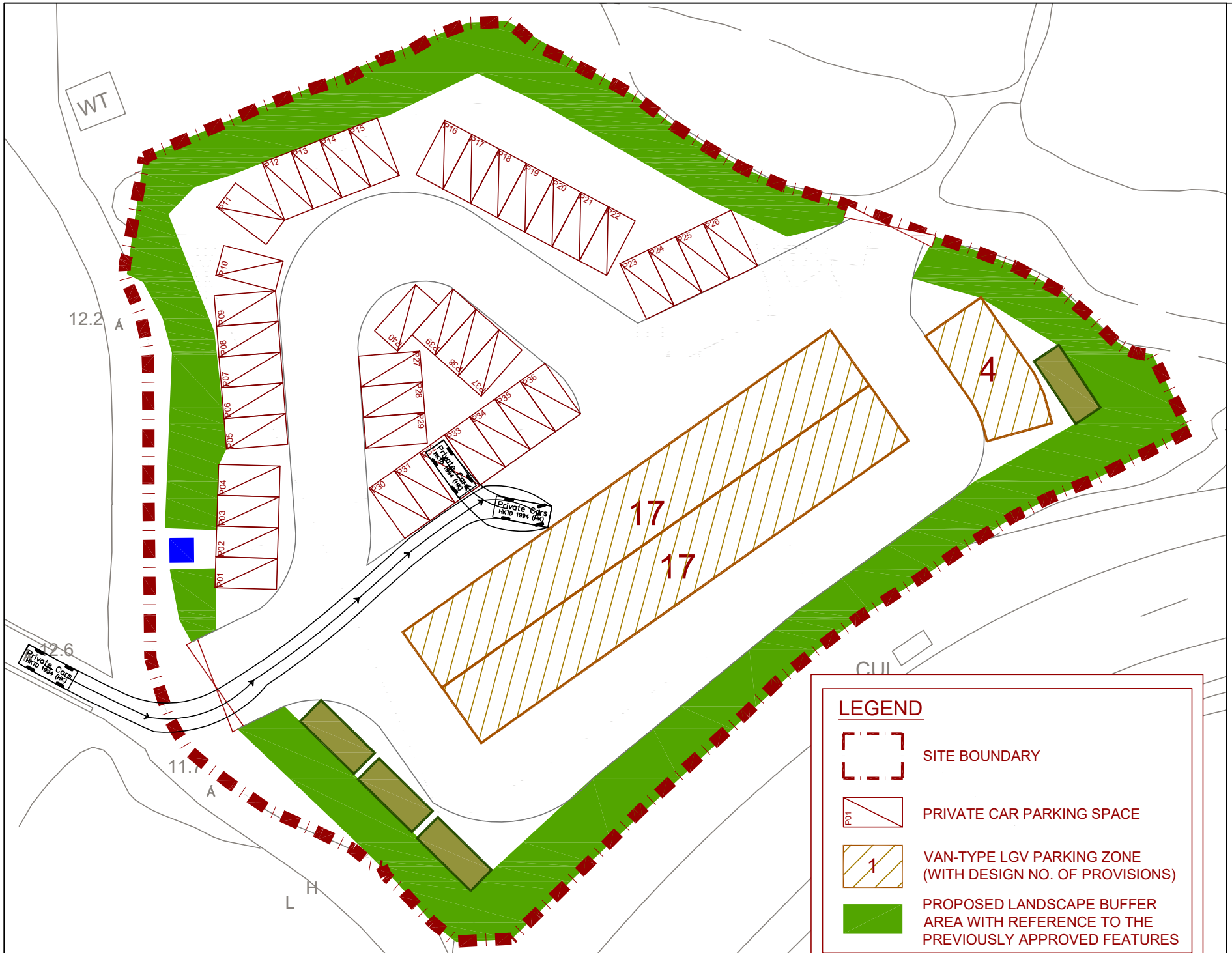
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP3

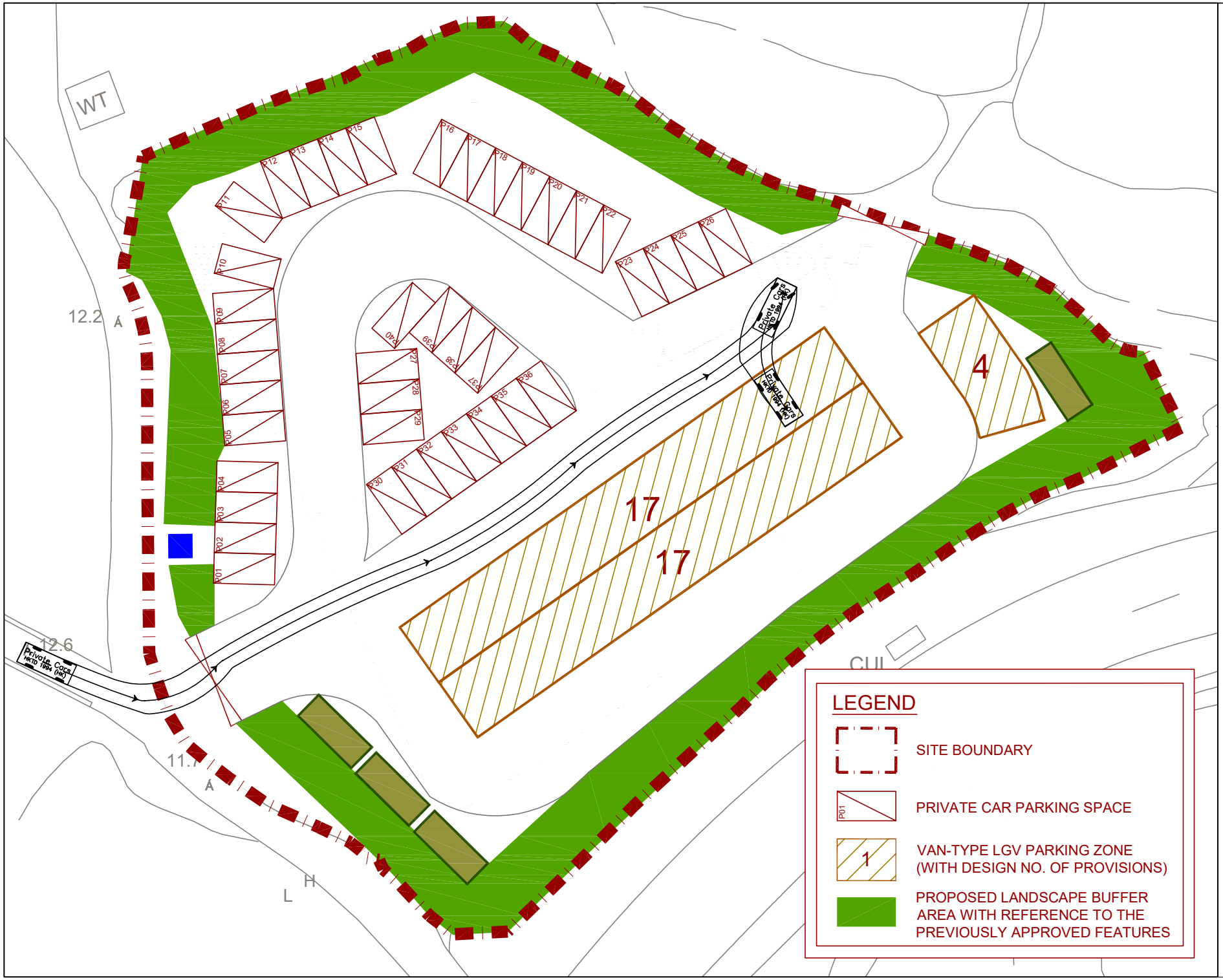
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP4

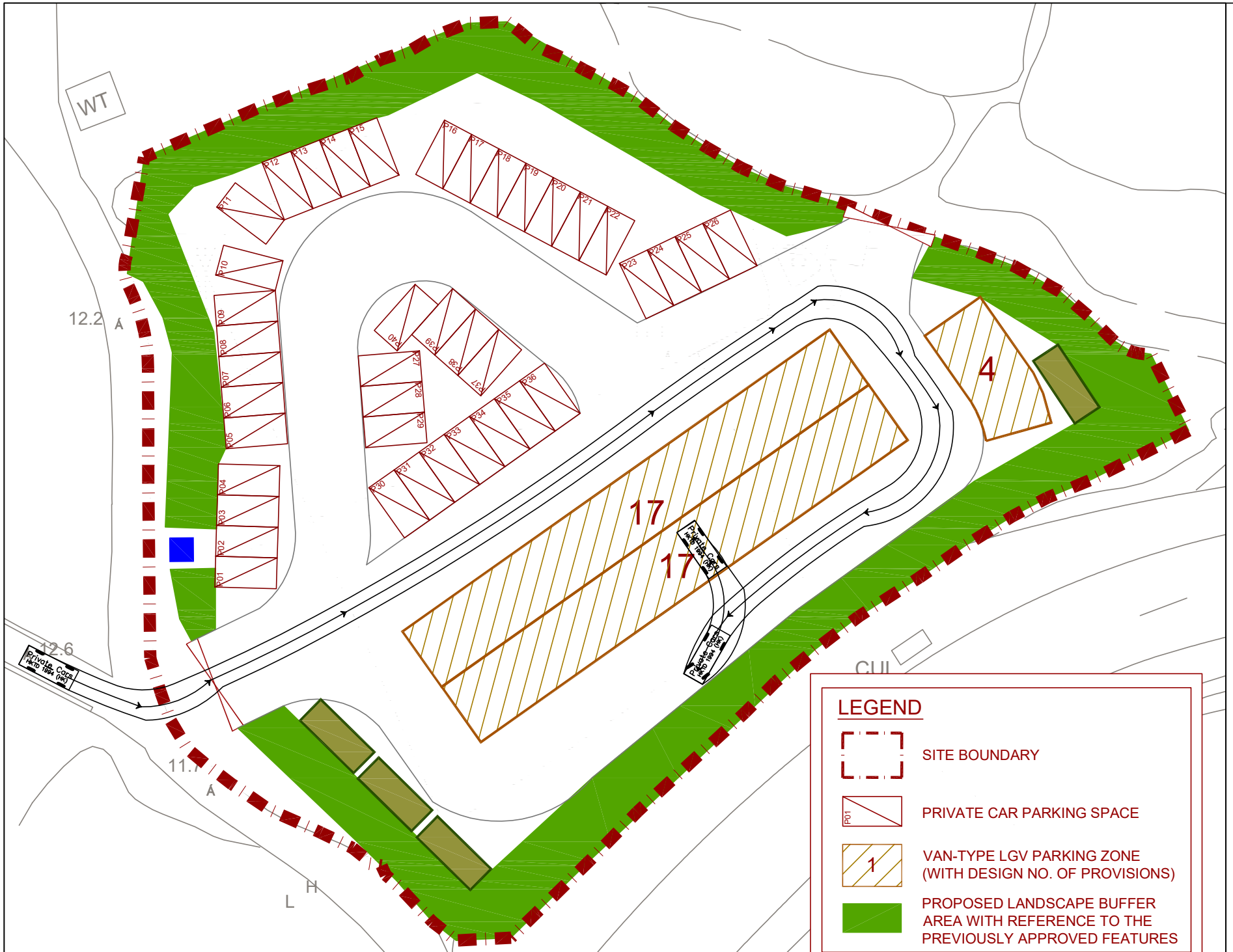
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP5

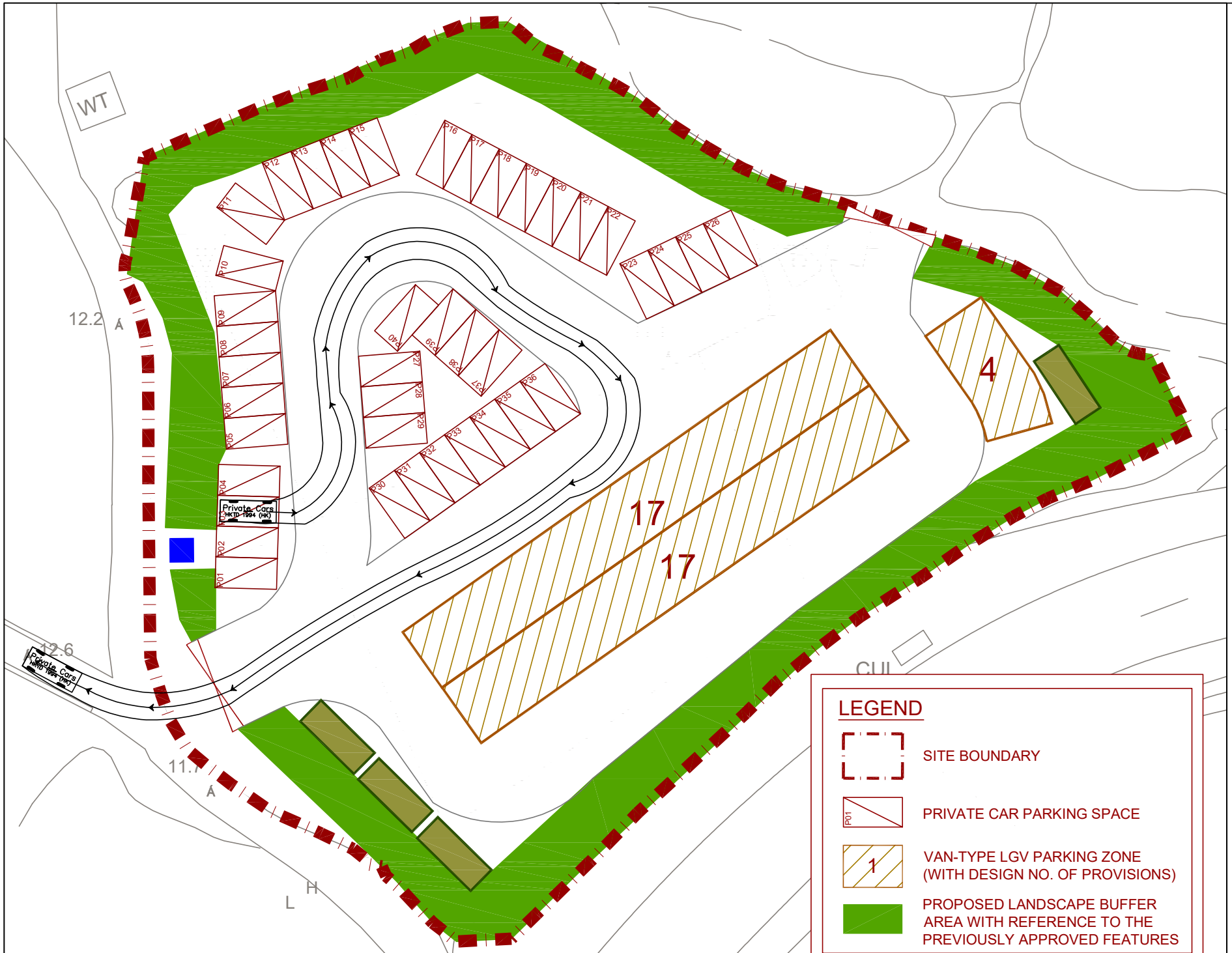
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP1

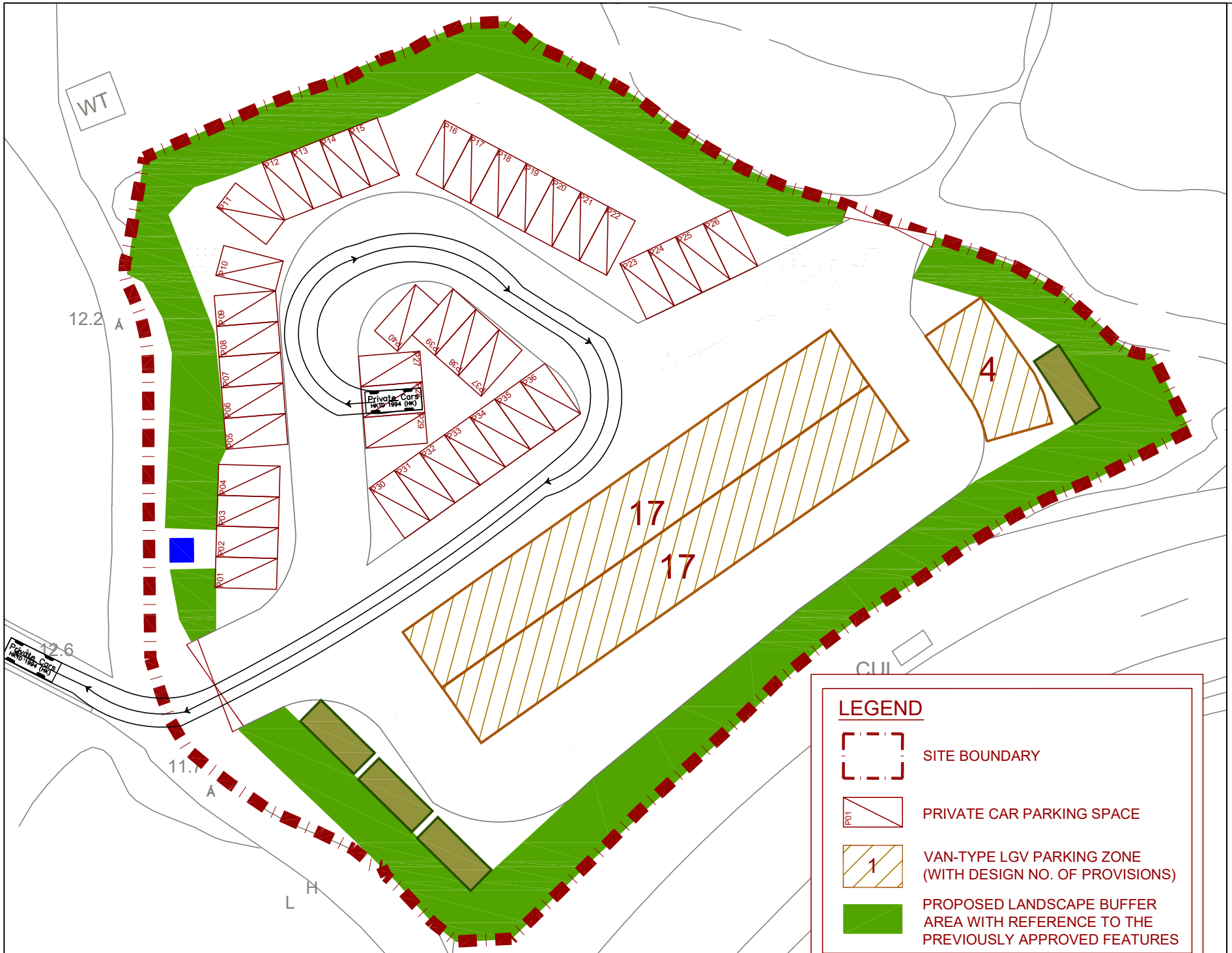
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP2

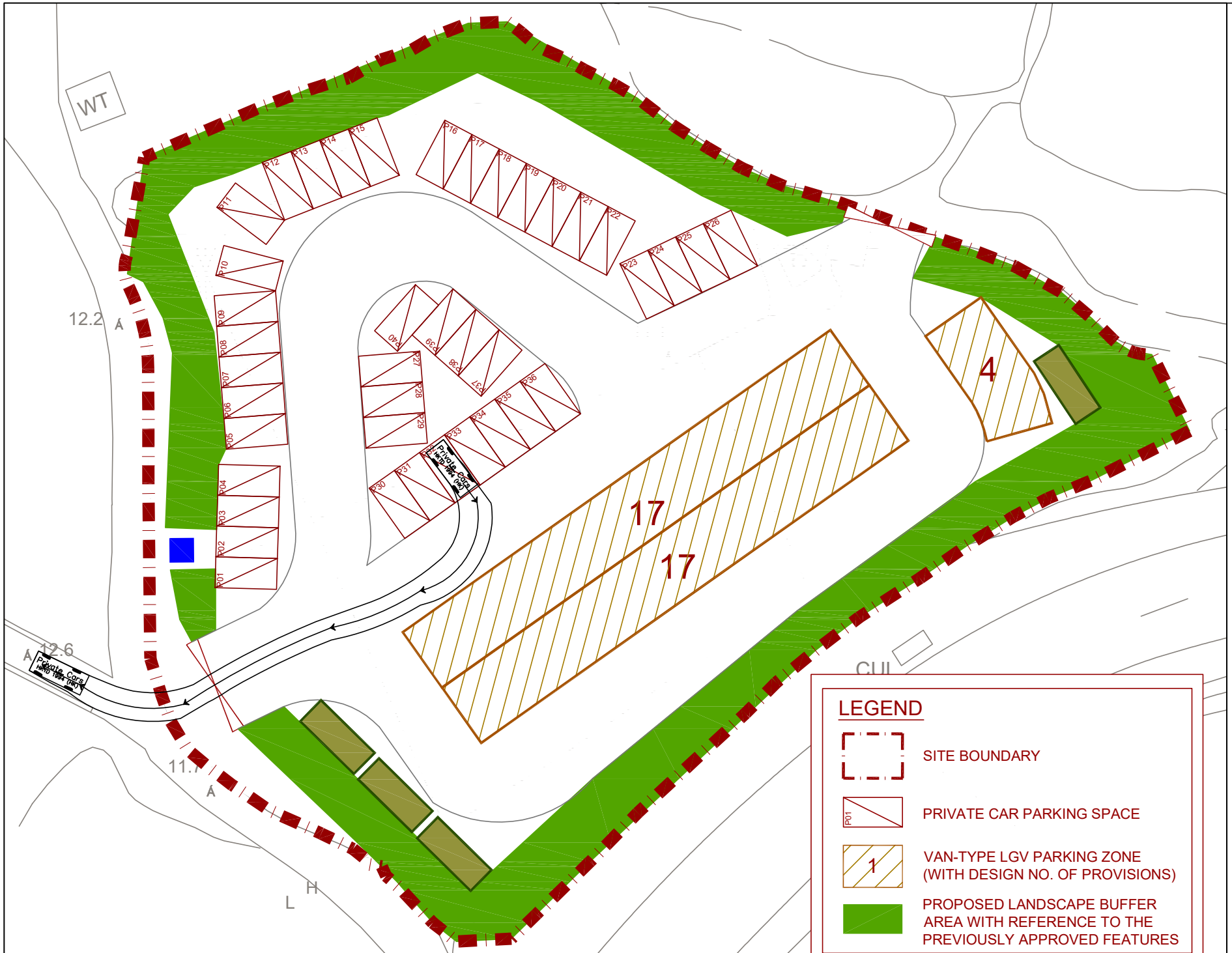
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP3

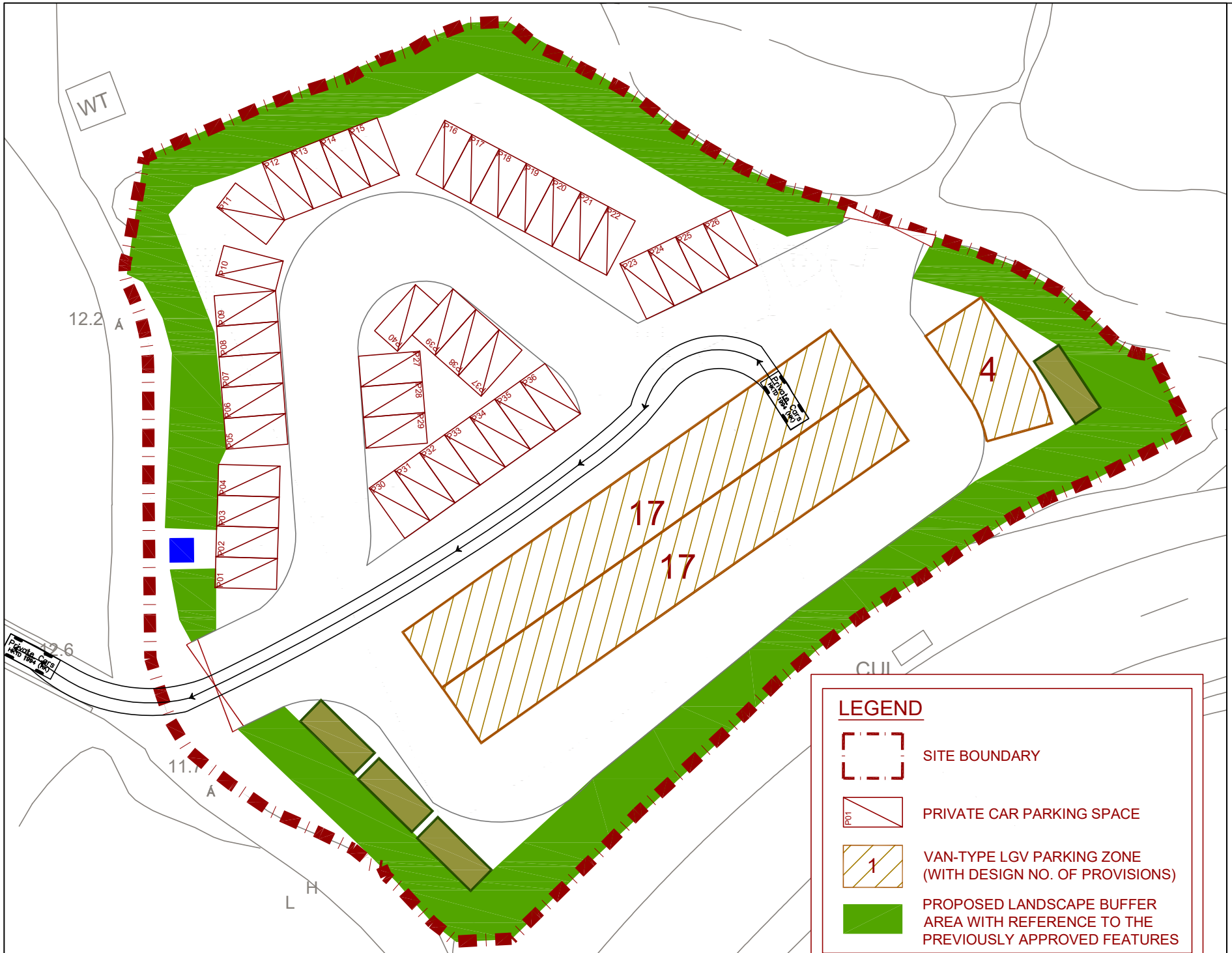
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP4

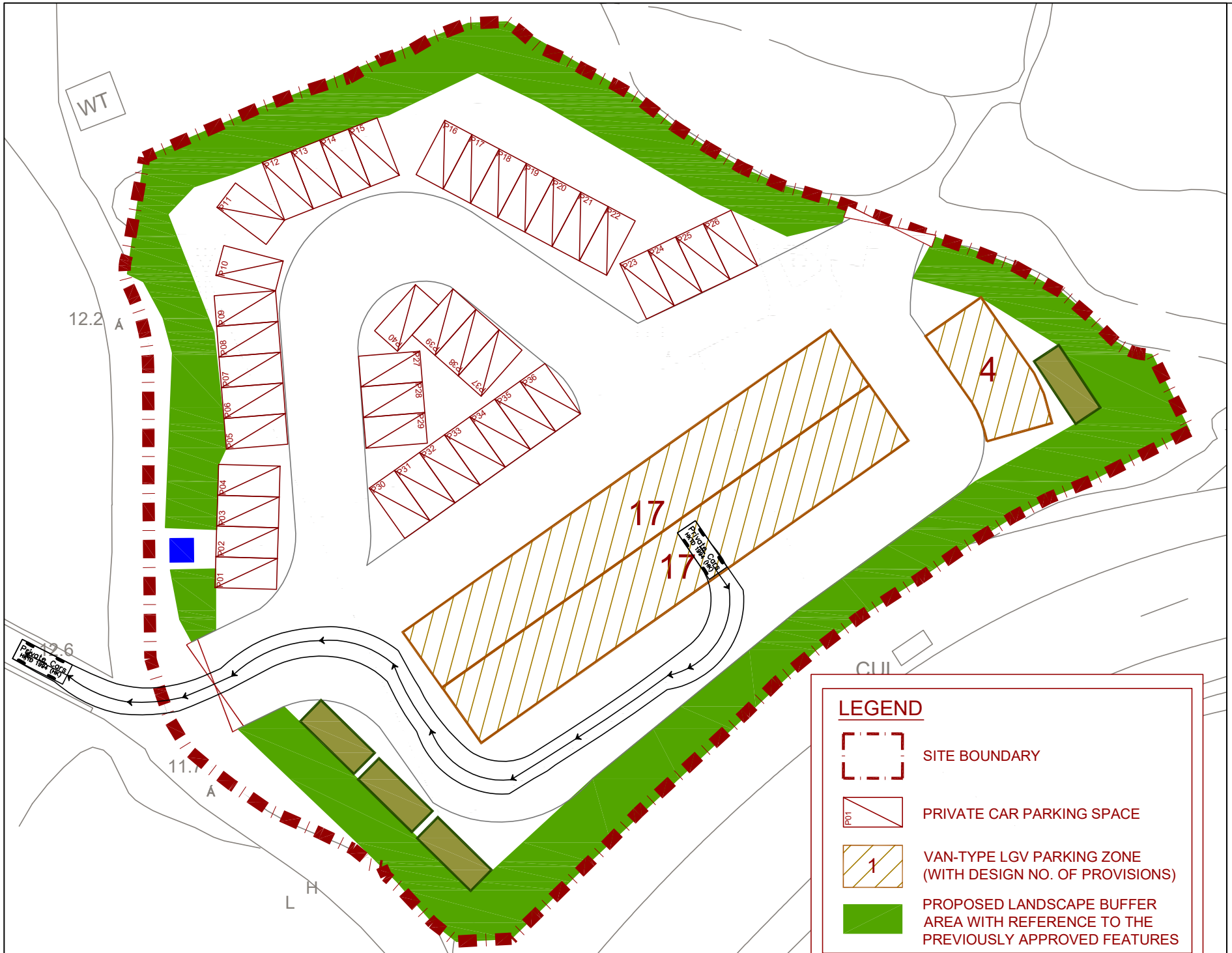
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP5

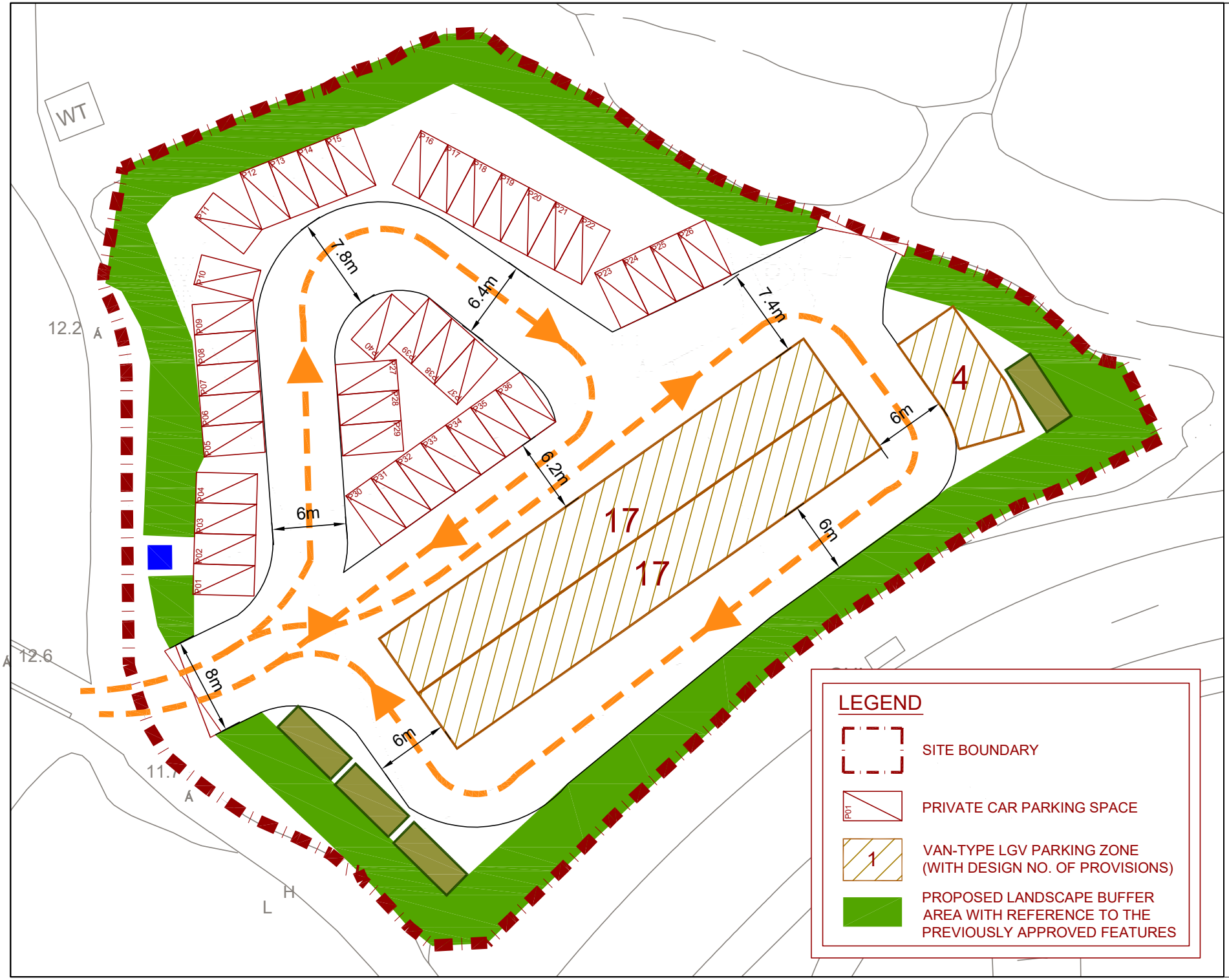
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

INTERNAL CIRCULATION AND DIMENSIONS

FIGURE 2.3

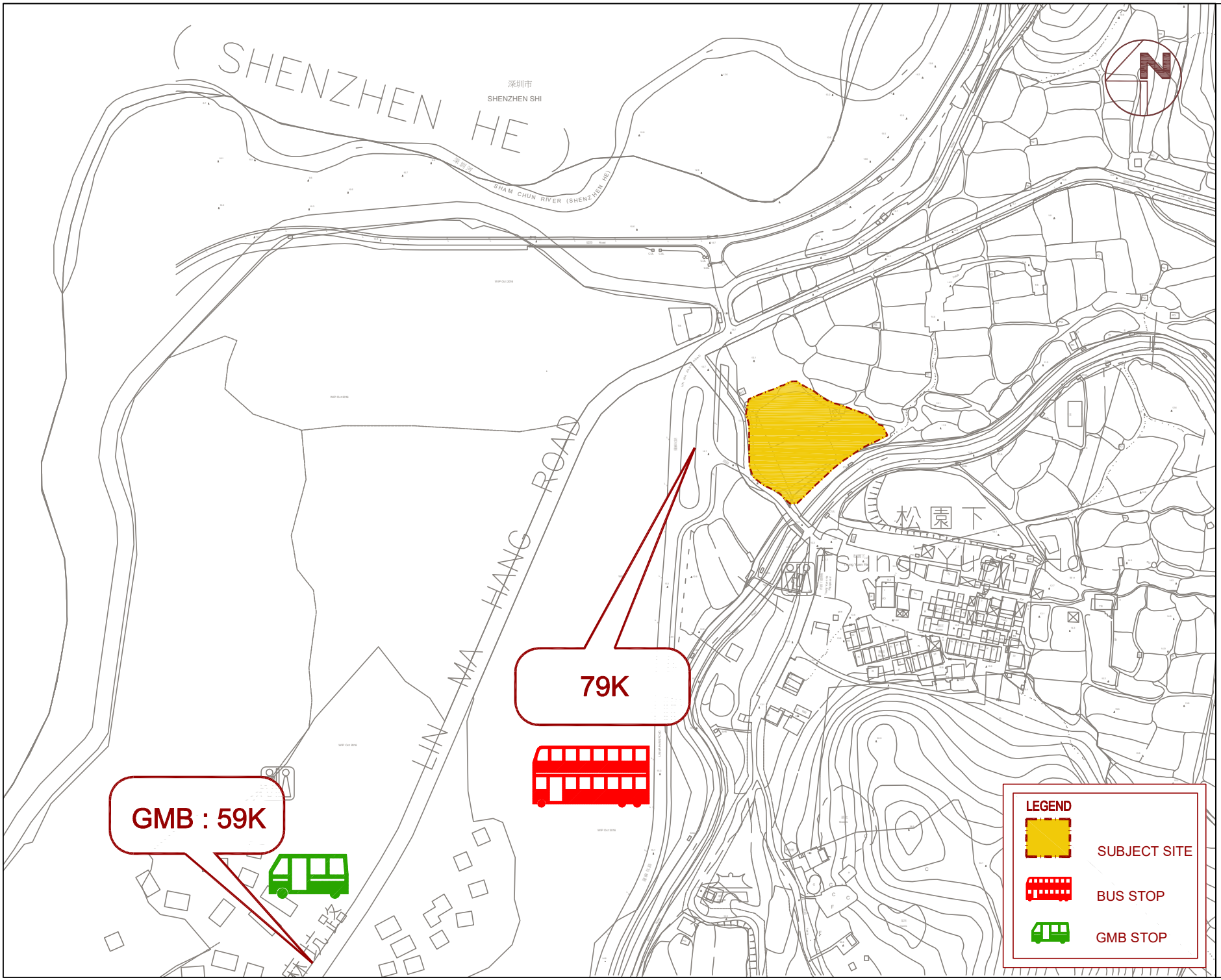
Scale : 1 : 400

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.3A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

PUBLIC TRANSPORT FACILITIES

FIGURE 3.1

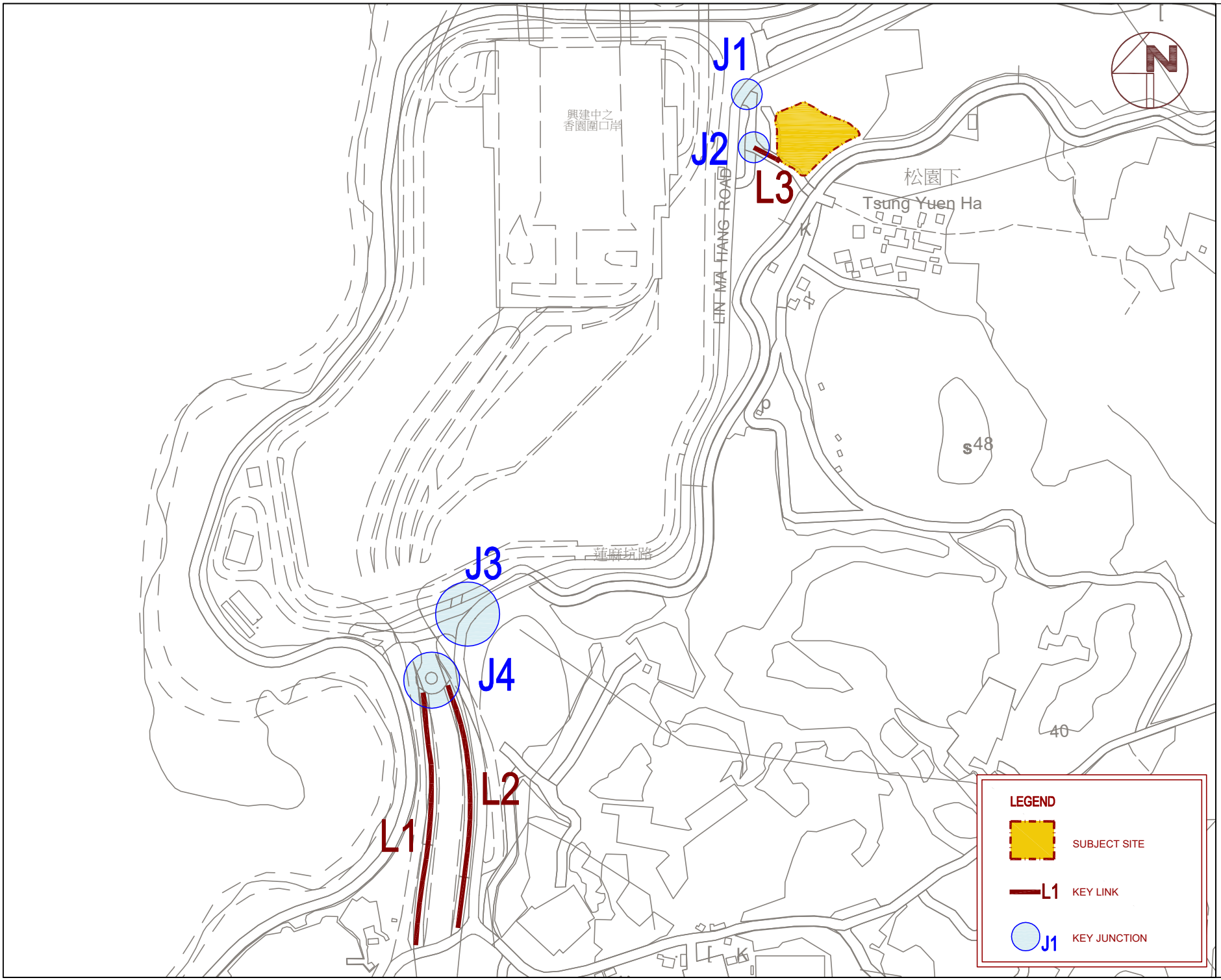
Scale : 1 : 3000

Date : SEP 2020

Rev. :

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 3.1.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

KEY LINKS AND KEY JUNCTIONS

FIGURE 3.2

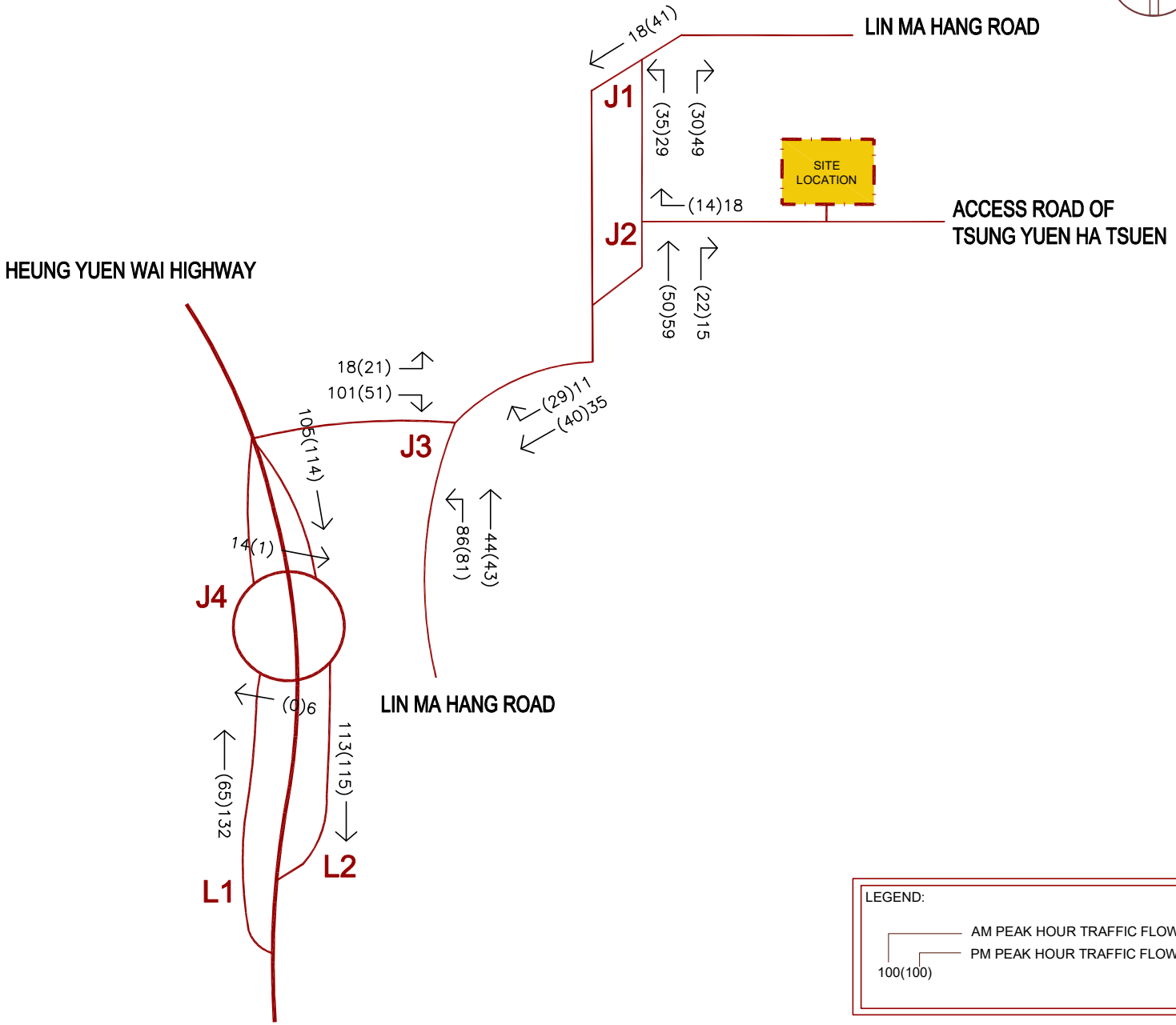
Scale : 1 : 5000

Date : FEB 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 3.2A.DWG



LEGEND:

AM PEAK HOUR TRAFFIC FLOW

PM PEAK HOUR TRAFFIC FLOW

100(100)

S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

2020 OBSERVED PEAK HOUR TRAFFIC FLOWS

FIGURE 3.3

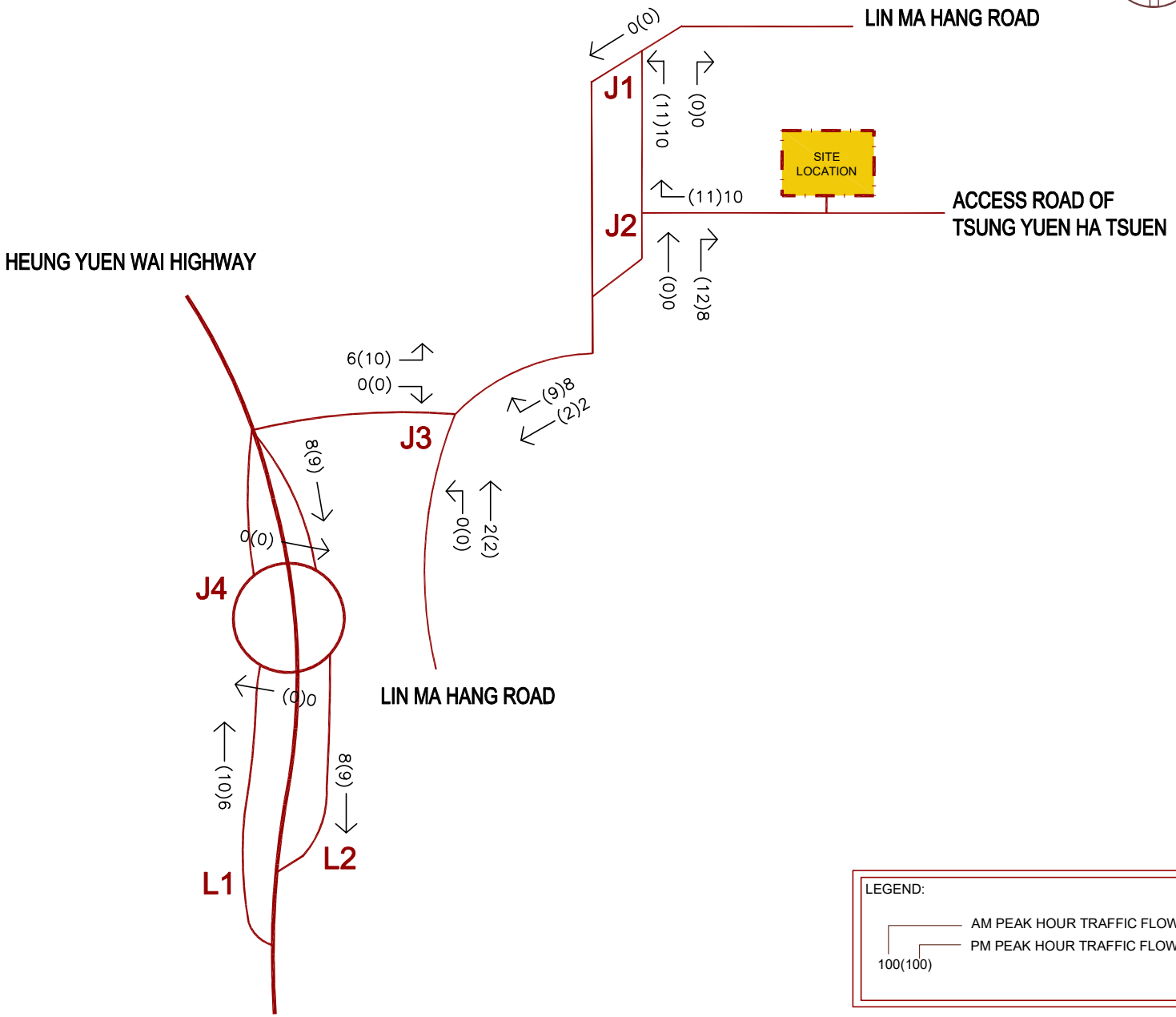
Scale : N.T.S.

Date : JAN 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 3.3A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

NET DEVELOPMENT PEAK HOUR TRAFFIC FLOWS

FIGURE 4.1

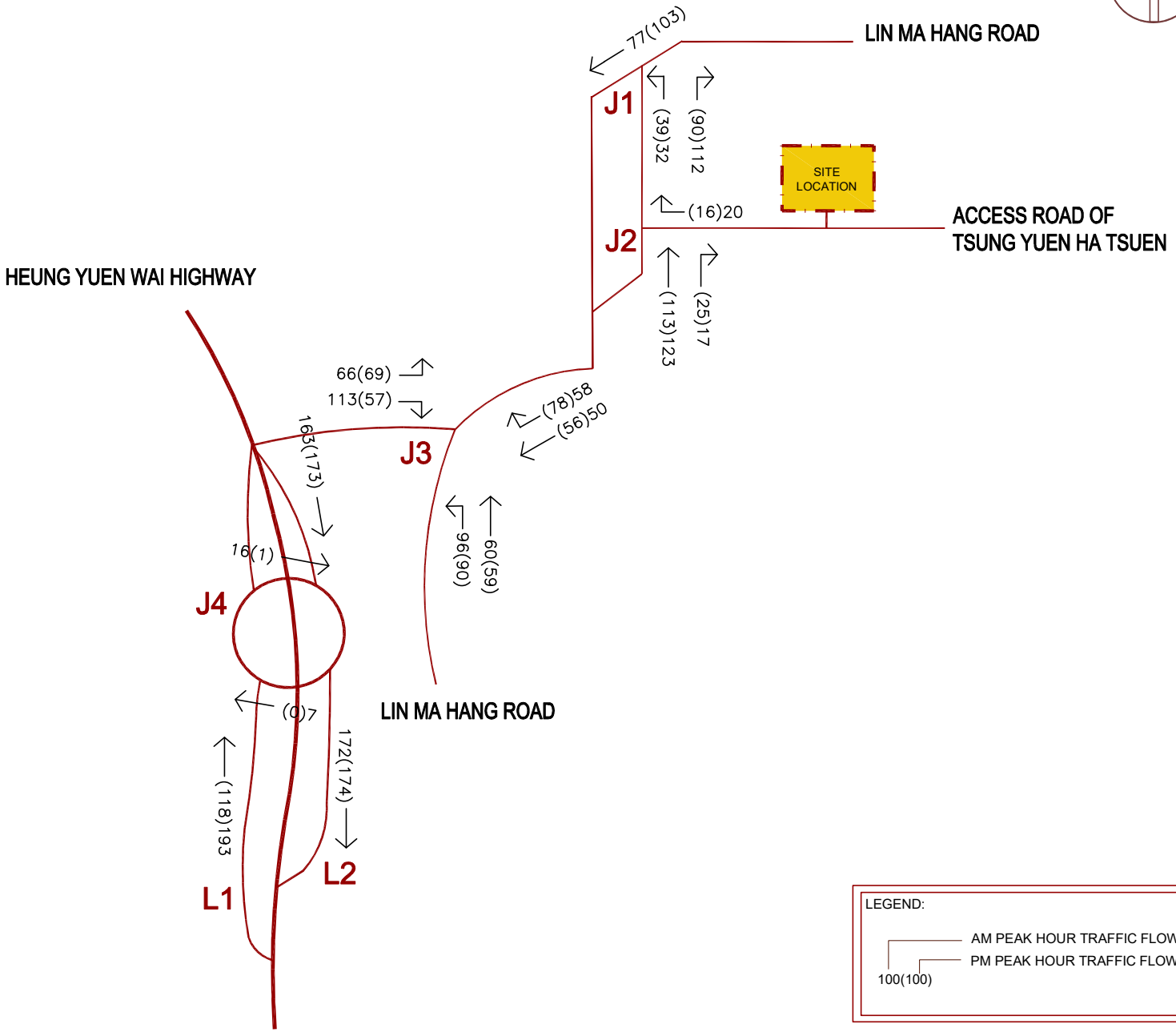
Scale : N.T.S.

Date : JAN 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 4.1A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

2025 REFERENCE PEAK HOUR TRAFFIC FLOWS

FIGURE 4.2

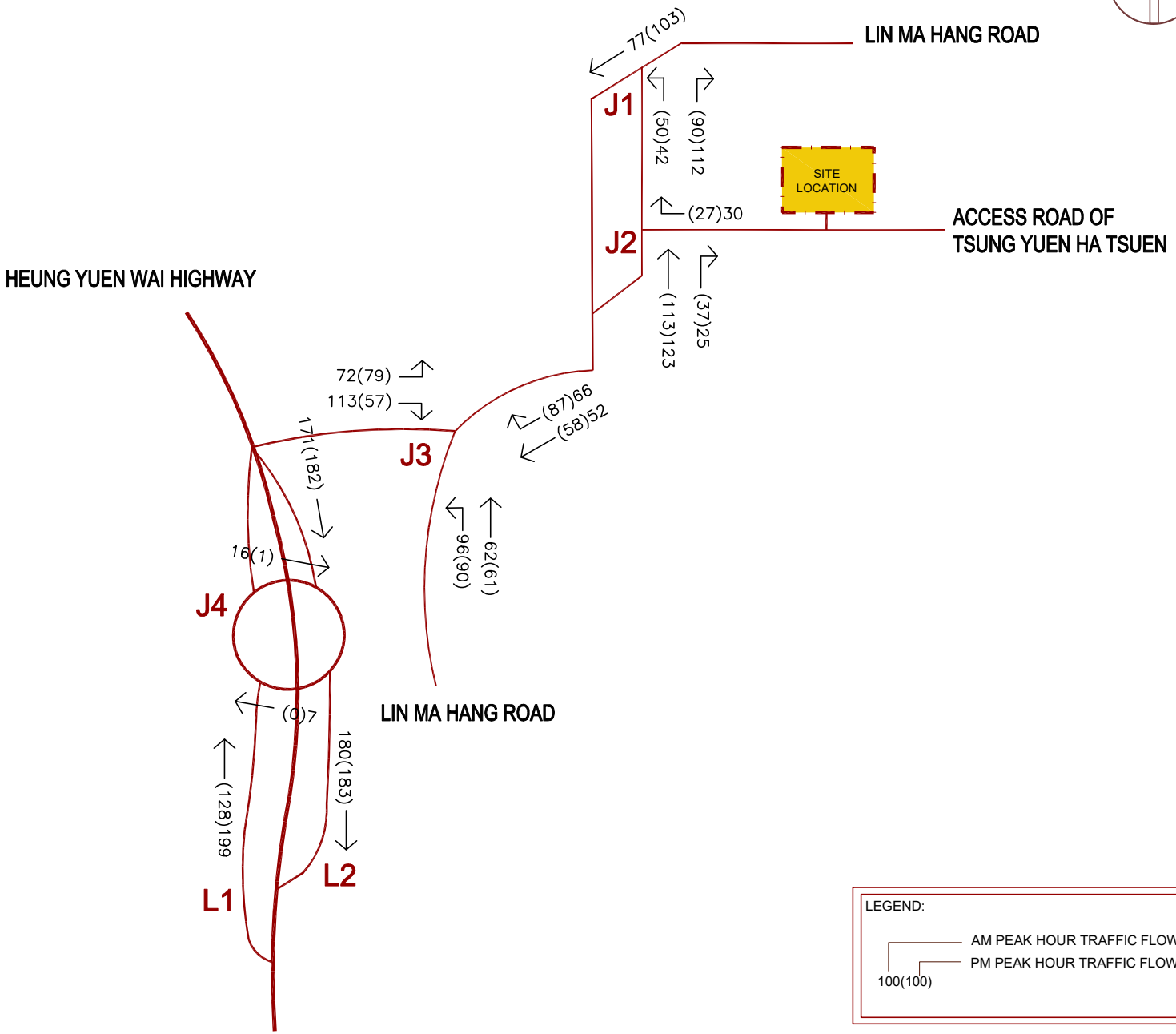
Scale : N.T.S.

Date : JAN 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\39699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 4.2A.DWG



LEGEND:

AM PEAK HOUR TRAFFIC FLOW

PM PEAK HOUR TRAFFIC FLOW

100(100)

S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

2025 DESIGN PEAK HOUR TRAFFIC FLOWS

FIGURE 4.3

Scale : N.T.S.

Date : JAN 2021

Rev. : A

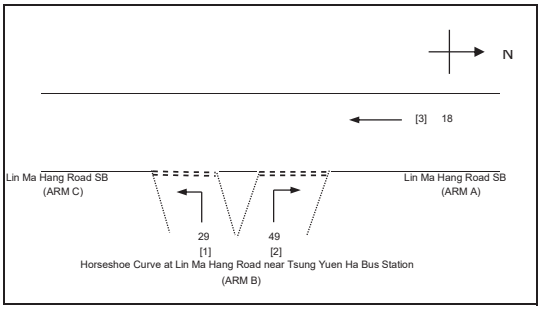
AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 4.3A.DWG

Appendix A

Junction Analysis

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2020 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	18	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	49	(pcu/hr)
q b-c	=	29	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3717949

THE CAPACITY OF MOVEMENT :

Q b-a	=	645		
Q b-c	=	1281	Q b-c (O) =	1257
Q c-b	=	433		
Q b-ac	=	791		

TOTAL FLOW = 29 (PCU/HR)

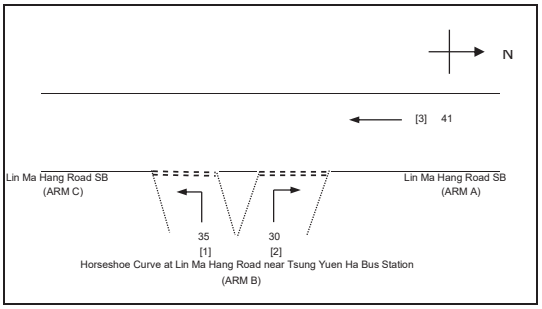
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0760
DFC b-c	=	0.0226
DFC c-b	=	0.0000

CRITICAL DFC = 0.08

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]OBS AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2020 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	41	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	30	(pcu/hr)
q b-c	=	35	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.5384615

THE CAPACITY OF MOVEMENT :

Q b-a	=	637		
Q b-c	=	1268	Q b-c (O) =	1253
Q c-b	=	429		
Q b-ac	=	870.2		

TOTAL FLOW = 35 (PCU/HR)

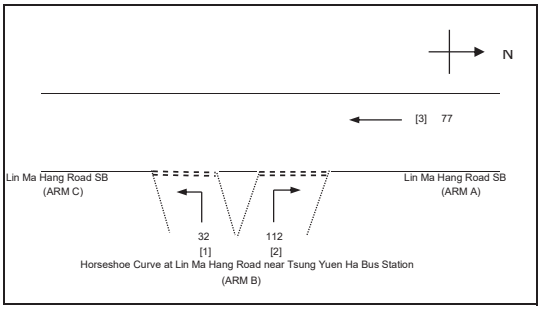
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0471
DFC b-c	=	0.0276
DFC c-b	=	0.0000

CRITICAL DFC = 0.05

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]OBS PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	77	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	112	(pcu/hr)
q b-c	=	32	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.2222222

THE CAPACITY OF MOVEMENT :

Q b-a	=	625		
Q b-c	=	1248	Q b-c (O) =	1192
Q c-b	=	422		
Q b-ac	=	703		
TOTAL FLOW	=	32	(PCU/HR)	

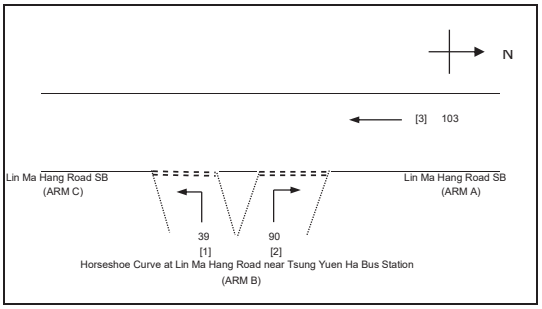
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1792
DFC b-c	=	0.0256
DFC c-b	=	0.0000

CRITICAL DFC = 0.18

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	103	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	90	(pcu/hr)
q b-c	=	39	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3023256

THE CAPACITY OF MOVEMENT :

Q b-a	=	617		
Q b-c	=	1234	Q b-c (O) =	1189
Q c-b	=	417		
Q b-ac	=	726.9		
TOTAL FLOW	=	39	(PCU/HR)	

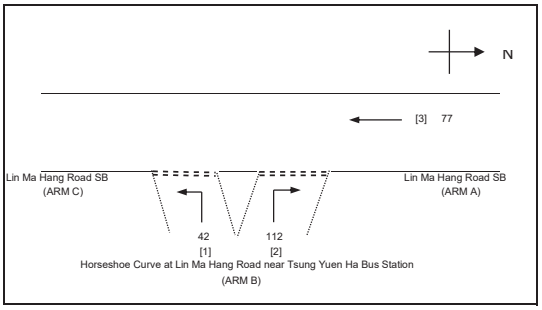
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1459
DFC b-c	=	0.0316
DFC c-b	=	0.0000

CRITICAL DFC = 0.15

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Design Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	77	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	112	(pcu/hr)
q b-c	=	42	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.2727273

THE CAPACITY OF MOVEMENT :

Q b-a	=	625		
Q b-c	=	1248	Q b-c (O) =	1192
Q c-b	=	422		
Q b-ac	=	723.5		

TOTAL FLOW = 42 (PCU/HR)

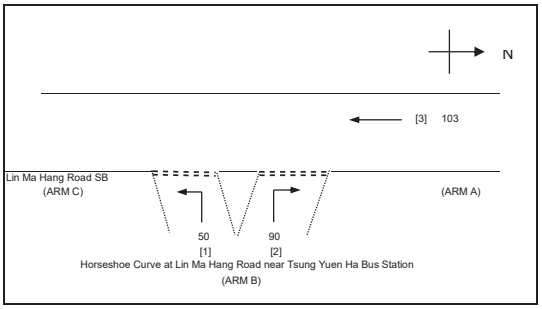
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1792
DFC b-c	=	0.0337
DFC c-b	=	0.0000

CRITICAL DFC = 0.18

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2025 Design Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	103	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	90	(pcu/hr)
q b-c	=	50	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3571429

THE CAPACITY OF MOVEMENT :

Q b-a	=	617		
Q b-c	=	1234	Q b-c (O) =	1189
Q c-b	=	417		
Q b-ac	=	751.1		

TOTAL FLOW = 50 (PCU/HR)

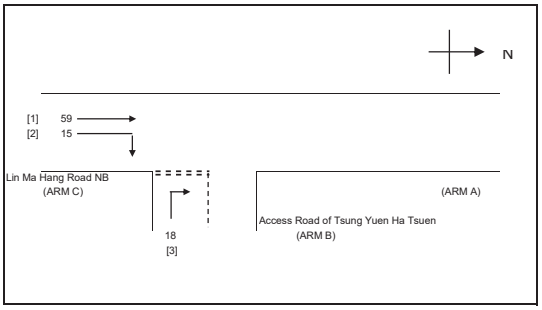
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1459
DFC b-c	=	0.0405
DFC c-b	=	0.0000

CRITICAL DFC = 0.15

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]DES PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2020 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	59	(pcu/hr)
q c-b	=	15	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	18	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	525		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

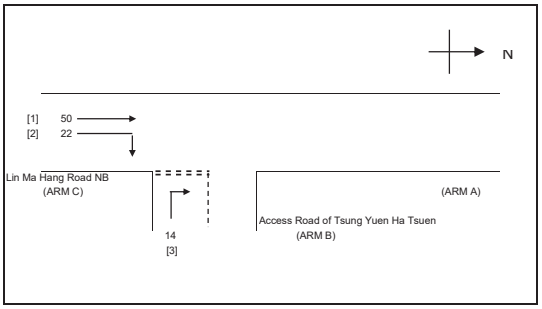
TOTAL FLOW = 92 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0412
DFC c-b	=	0.0218

CRITICAL DFC = 0.04

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2020 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	50	(pcu/hr)
q c-b	=	22	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	14	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	524		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

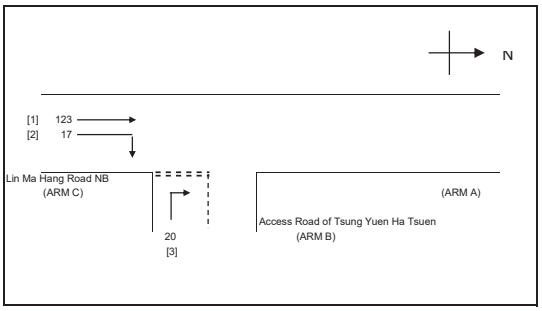
TOTAL FLOW = 86 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0320
DFC c-b	=	0.0320

CRITICAL DFC = 0.03

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2025 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	123	(pcu/hr)
q c-b	=	17	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	514		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 160 (PCU/HR)

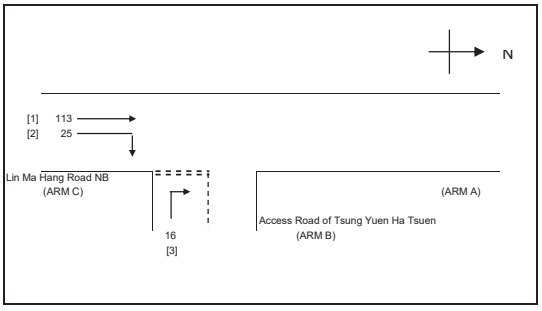
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0458
DFC c-b	=	0.0247

CRITICAL DFC = 0.05

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2025 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	113	(pcu/hr)
q c-b	=	25	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	16	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	513		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 154 (PCU/HR)

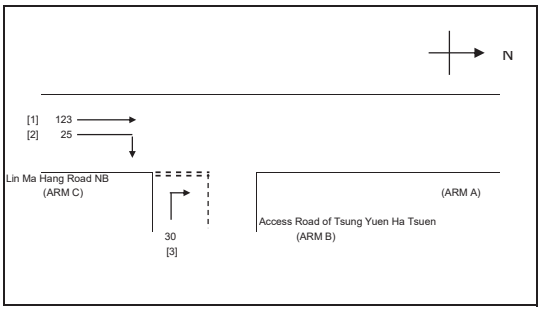
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0366
DFC c-b	=	0.0363

CRITICAL DFC = 0.04

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2025 Design Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	123	(pcu/hr)
q c-b	=	25	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	30	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	512		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 178 (PCU/HR)

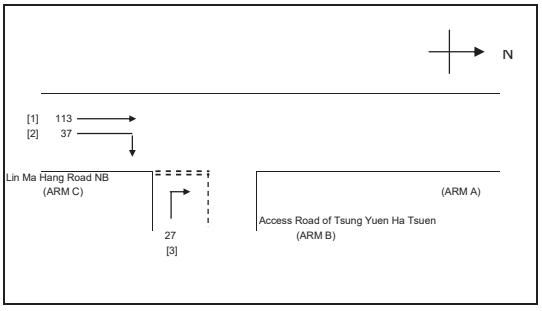
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0686
DFC c-b	=	0.0363

CRITICAL DFC = 0.07

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2025 Design Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	113	(pcu/hr)
q c-b	=	37	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	27	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	509		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 177 (PCU/HR)

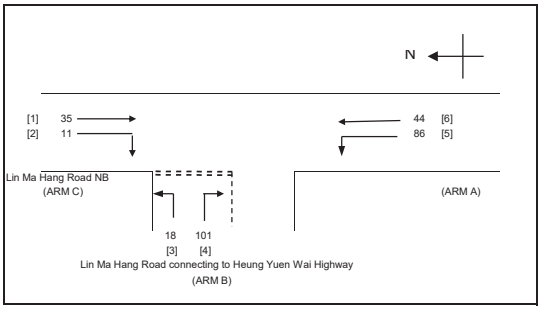
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0618
DFC c-b	=	0.0538

CRITICAL DFC = 0.06

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]DES PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2020 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	86	(pcu/hr)
q a-c	=	44	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	35	(pcu/hr)
q c-b	=	11	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	101	(pcu/hr)
q b-c	=	18	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.1512605

THE CAPACITY OF MOVEMENT :

Q b-a	=	667		
Q b-c	=	787	Q b-c (O) =	757.2
Q c-b	=	673		
Q b-ac	=	682.7		

TOTAL FLOW = 165 (PCU/HR)

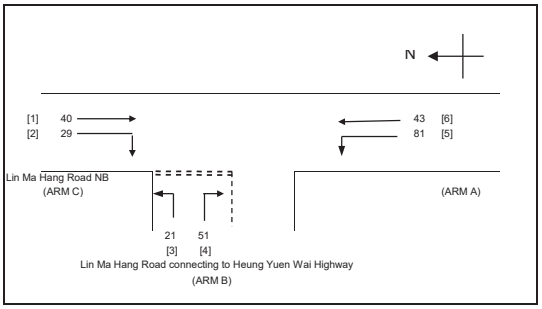
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1514
DFC b-c	=	0.0229
DFC c-b	=	0.0163

CRITICAL DFC = 0.15

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]OBS AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2020 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	81	(pcu/hr)
q a-c	=	43	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	40	(pcu/hr)
q c-b	=	29	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	51	(pcu/hr)
q b-c	=	21	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.2916667

THE CAPACITY OF MOVEMENT :

Q b-a	=	659		
Q b-c	=	788	Q b-c (O) =	772.8
Q c-b	=	675		
Q b-ac	=	692		

TOTAL FLOW = 141 (PCU/HR)

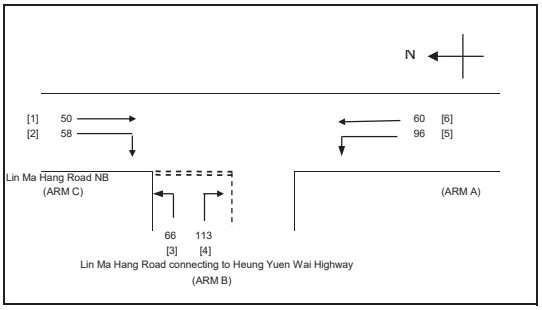
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0774
DFC b-c	=	0.0266
DFC c-b	=	0.0430

CRITICAL DFC = 0.08

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]OBS PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2025 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	96	(pcu/hr)
q a-c	=	60	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	50	(pcu/hr)
q c-b	=	58	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	113	(pcu/hr)
q b-c	=	66	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.3687151

THE CAPACITY OF MOVEMENT :

Q b-a	=	637		
Q b-c	=	781	Q b-c (O) =	746.4
Q c-b	=	667		
Q b-ac	=	683.5		

TOTAL FLOW = 287 (PCU/HR)

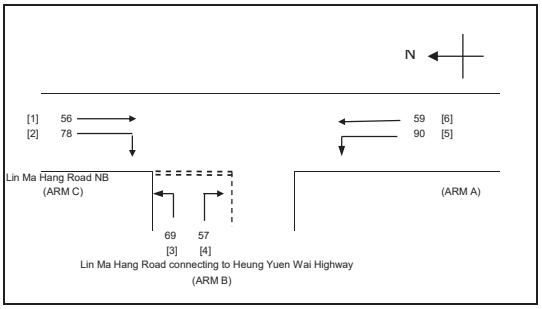
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1774
DFC b-c	=	0.0845
DFC c-b	=	0.0870

CRITICAL DFC = 0.18

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2025 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	90	(pcu/hr)
q a-c	=	59	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	56	(pcu/hr)
q c-b	=	78	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	57	(pcu/hr)
q b-c	=	69	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.547619

THE CAPACITY OF MOVEMENT :

Q b-a	=	628		
Q b-c	=	782	Q b-c (O) =	764.3
Q c-b	=	668		
Q b-ac	=	703.9		

TOTAL FLOW = 260 (PCU/HR)

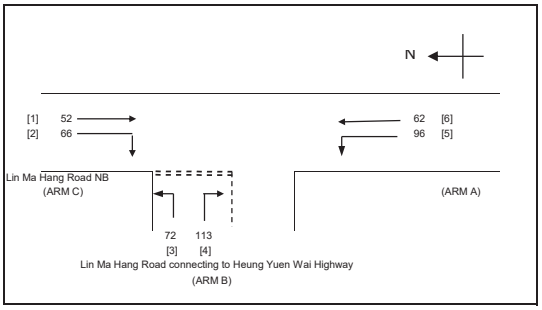
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0908
DFC b-c	=	0.0882
DFC c-b	=	0.1168

CRITICAL DFC = 0.12

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2025 Design Flows AM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	96	(pcu/hr)
q a-c	=	62	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	52	(pcu/hr)
q c-b	=	66	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	113	(pcu/hr)
q b-c	=	72	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.3891892

THE CAPACITY OF MOVEMENT :

Q b-a	=	632		
Q b-c	=	781	Q b-c (O) =	746.1
Q c-b	=	666		
Q b-ac	=	682.7		

TOTAL FLOW = 303 (PCU/HR)

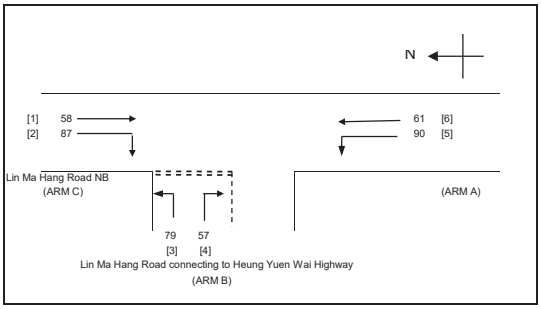
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1788
DFC b-c	=	0.0922
DFC c-b	=	0.0991

CRITICAL DFC = 0.18

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Feb-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2025 Design Flows PM	FILENAME :	CHECKED BY:	SF	Feb-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	90	(pcu/hr)
q a-c	=	61	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	58	(pcu/hr)
q c-b	=	87	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	57	(pcu/hr)
q b-c	=	79	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.5808824

THE CAPACITY OF MOVEMENT :

Q b-a	=	623		
Q b-c	=	782	Q b-c (O) =	764.1
Q c-b	=	668		
Q b-ac	=	706.4		

TOTAL FLOW = 281 (PCU/HR)

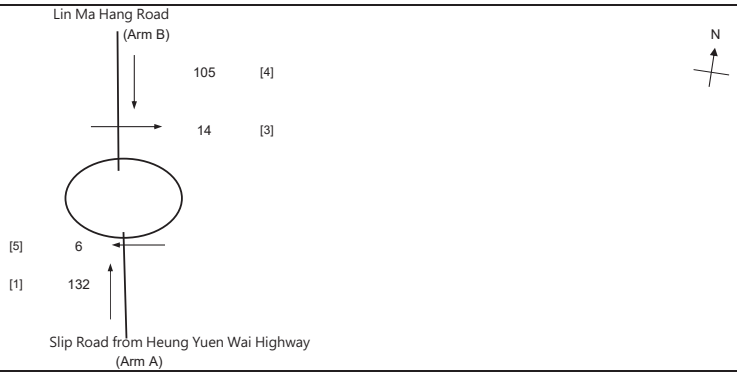
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0915
DFC b-c	=	0.1010
DFC c-b	=	0.1302

CRITICAL DFC = 0.13

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]DES PM

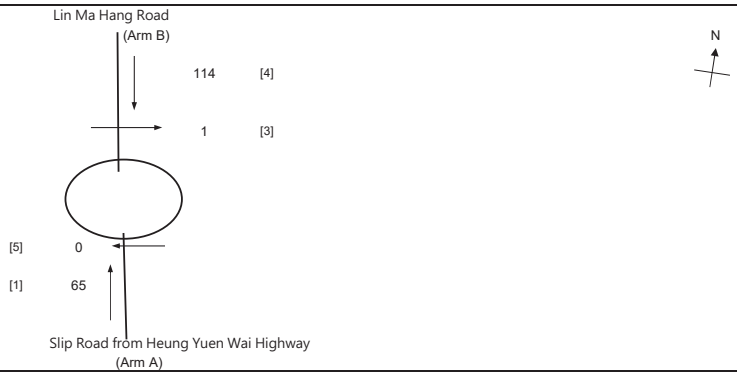
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Feb-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Feb-21
SITUATION:	2020 Observed Flows AM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	132	105			
Qc	=	Circulating flow across entry (pcu/h)	6	14			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1655	1112	Total In Sum =	270	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.08	0.09	**DFC of Critical Approach =**	**0.09**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]OBS AM

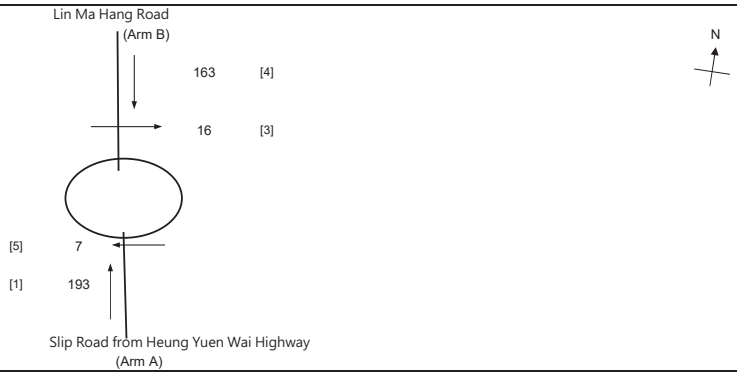
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Feb-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Feb-21
SITUATION:	2020 Observed Flows PM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	65	114			
Qc	=	Circulating flow across entry (pcu/h)	0	1			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1659	1119	Total In Sum =	193	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.04	0.10	**DFC of Critical Approach =**	**0.10**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]OBS PM

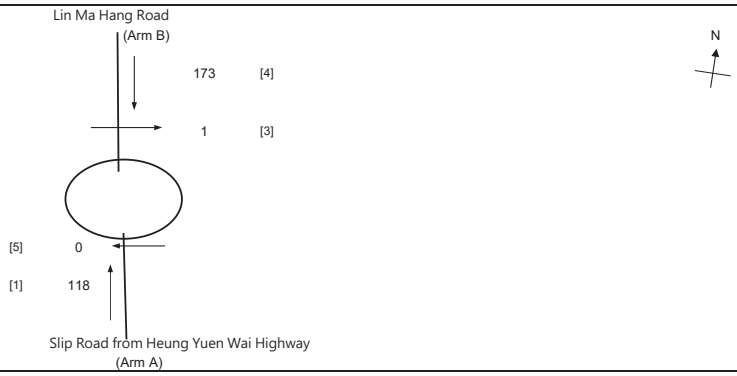
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Feb-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Feb-21
SITUATION:	2025 Reference Flows AM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	193	163			
Qc	=	Circulating flow across entry (pcu/h)	7	16			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1654	1111	Total In Sum =	392	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.12	0.15	**DFC of Critical Approach =**	**0.15**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]REF AM

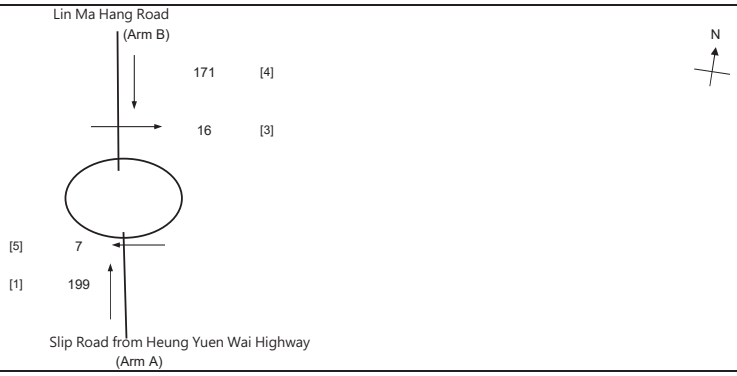
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Feb-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Feb-21
SITUATION:	2025 Reference Flows PM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	118	173			
Qc	=	Circulating flow across entry (pcu/h)	0	1			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1659	1119	Total In Sum =	305	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.07	0.15	**DFC of Critical Approach =**	**0.15**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]REF PM

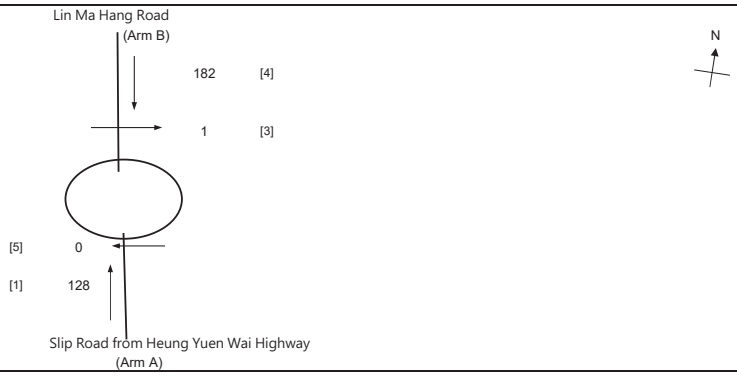
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Feb-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Feb-21
SITUATION:	2025 Design Flows AM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	199	171			
Qc	=	Circulating flow across entry (pcu/h)	7	16			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1654	1111	Total In Sum =	406	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.12	0.15	**DFC of Critical Approach =**	**0.15**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]DES AM

AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Feb-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Feb-21
SITUATION:	2025 Design Flows PM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	128	182			
Qc	=	Circulating flow across entry (pcu/h)	0	1			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1659	1119	Total In Sum =	324	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.08	0.16	**DFC of Critical Approach =**	**0.16**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]DES PM

Appendix B

Planning Data from Planning Department

表 1 : 二零一九年至二零二八年按區議會分區劃分的人口推算數字

Table 1 : Projected Population by District Council District, 2019-2028

(以年中計算 as at mid year)

區議會分區/ *主要區域*	District Council District/ *Broad Area*	2018 #	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
中西區	Central and Western	245 600	242 200	239 500	236 000	231 400	228 700	226 100	223 000	219 600	216 500	212 200
灣仔	Wan Chai	182 000	178 600	175 700	173 400	167 800	166 700	164 400	161 500	156 600	153 700	150 600
東區	Eastern	551 300	548 500	547 800	546 000	536 100	532 200	530 600	524 400	517 700	512 500	503 500
南區	Southern	273 100	270 700	269 500	267 800	266 100	266 500	268 300	268 400	271 000	280 500	290 500
深水埗	Sham Shui Po	403 500	428 800	447 800	458 300	460 400	463 100	470 800	469 500	469 300	466 500	462 300
九龍城	Kowloon City	420 300	424 800	429 400	427 800	427 700	431 200	446 000	452 600	452 400	460 900	457 100
黃大仙	Wong Tai Sin	423 100	420 300	425 300	427 100	426 700	427 600	431 800	430 000	429 500	427 500	429 300
觀塘	Kwun Tong	682 800	695 300	695 600	698 200	700 600	703 900	705 300	718 200	722 400	725 300	730 400
油尖旺	Yau Tsim Mong	335 500	329 700	328 100	324 700	318 400	315 300	313 700	309 300	303 900	300 900	295 500
葵青	Kwai Tsing	514 800	510 800	509 900	508 200	506 000	512 900	518 300	516 600	512 100	508 300	506 800
荃灣	Tsuen Wan	314 700	314 700	316 800	315 700	310 800	307 300	305 500	302 500	297 700	296 800	294 700
屯門	Tuen Mun	502 700	504 600	508 600	513 600	535 800	549 700	559 700	571 700	578 300	578 800	581 700
元朗	Yuen Long	641 000	650 800	650 700	656 600	662 300	664 500	665 000	684 300	710 700	716 500	718 000
北區	North	318 400	317 600	325 100	326 000	360 400	364 400	368 200	369 900	372 600	388 200	421 500
大埔	Tai Po	310 500	308 600	312 200	325 500	332 000	349 100	352 900	352 400	355 600	359 700	357 300
沙田	Sha Tin	685 500	692 500	706 000	717 800	716 400	721 000	717 700	718 300	713 500	711 000	704 700
西貢	Sai Kung	471 900	474 100	481 100	495 400	501 500	505 000	508 800	521 000	523 500	526 700	543 100
離島	Islands	173 200	188 600	188 000	189 200	196 300	195 500	194 300	193 900	217 700	228 600	235 100
香港島	*Hong Kong Island*	*1 252 100*	*1 240 100*	*1 232 500*	*1 223 200*	*1 201 400*	*1 194 100*	*1 189 400*	*1 177 400*	*1 165 000*	*1 163 100*	*1 156 700*
九龍	*Kowloon*	*2 265 100*	*2 299 000*	*2 326 100*	*2 336 000*	*2 333 800*	*2 341 000*	*2 367 500*	*2 379 600*	*2 377 500*	*2 381 000*	*2 374 700*
新界	*New Territories*	*3 932 700*	*3 962 400*	*3 998 400*	*4 048 100*	*4 121 400*	*4 169 300*	*4 190 500*	*4 230 700*	*4 281 800*	*4 314 500*	*4 362 900*
新市鎮	*New Towns*	*3 495 600*	*3 511 500*	*3 546 000*	*3 595 000*	*3 639 800*	*3 684 900*	*3 697 400*	*3 709 700*	*3 725 900*	*3 747 600*	*3 763 300*
其他地區†	*Other Areas* †	*437 000*	*450 900*	*452 400*	*453 100*	*481 600*	*484 400*	*493 100*	*521 000*	*555 800*	*566 900*	*599 600*
陸上總計	**Land Total**	**7 449 800**	**7 501 400**	**7 557 000**	**7 607 300**	**7 656 600**	**7 704 400**	**7 747 400**	**7 787 700**	**7 824 200**	**7 858 600**	**7 894 200**
加 : 水上人口	**Plus : Marine Population**	**1 200**	**1 100**	**1 100**	**1 100**	**1 100**	**1 100**	**1 100**	**1 100**	**1 000**	**1 000**	**1 000**
全港	**Whole Territory**	**7 451 000**	**7 502 600**	**7 558 100**	**7 608 400**	**7 657 700**	**7 705 400**	**7 748 400**	**7 788 700**	**7 825 200**	**7 859 600**	**7 895 200**

\# 基年估計 Base year estimates.

†「其他地區」的數字亦包括新市鎮擴展區及主要新發展區截至有關年份的推算人口。

Figures for "Other Areas" also include the projected population for New Town Extension and major New Development Areas up to relevant years.

Appendix | II

Response-to-comment table in response to the public comments received

Major Concerns of the Public Comments	**Responses to Public Comments**
(a) The reason for approval of the previous planning application (No. A/NE-TKLN/8) was to support the infrastructural development. It is noted that the applicant had confirmed that renewal of the temporary planning approval for the previous application was unlikely after the completion of the Liantang/Heung Yuen Wai Boundary Control Point (hereinafter referred to as "LT/HYW BCP") project. However, the applicant now wants to continue using the site for parking use.	It should be noted that the current application is **not** a renewal application for the previous use, which is temporary staff car park and site office for public works for a period of three years approved under application No. A/NE-TKLN/8. Instead, the nature of the current application aims at meeting the substantial parking demand newly arise from the opening of the LT/HYW BCP, as well as the imminent parking demand from the villagers and local residents living in Tsung Yuen Ha and the surrounding areas. The application site falls almost entirely within an area zoned "Village Type Development" (hereinafter referred to as "V") (about 99.3%), with a minor portion of site falling within an area zoned "Recreation" (hereinafter referred to as "REC") (about 0.3%) on the approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2. The proposed use of the current application can satisfy the demand for parking facilities of the villagers of Tsung Yuen Ha and the surrounding areas. As such, the proposed use does not contravene the planning intention of the "V" zone of supporting village development. Besides, the provision of parking spaces may also facilitate the implementation of planning intention of "REC" zone, as the proposed use provides essential parking service to visitors of the area. Given the proposed use is on a temporary basis only, approval of the current application on a temporary basis would not frustrate the long-term planning intentions of the "V" or "REC" zone.
(b) The LT/HYW BCP should have included all necessary supporting facilities including car parking spaces within its structure.	While a public car park with 415 parking spaces will be provided for public use at the LT/HYW BCP, carparks in the vicinity of the LT/HYW BCP are anticipated to play a vital role in helping to relieve the huge parking demand newly arise from the LT/HYW BCP. The proposed development is situated at an ideal and strategic location. With a distance of only about 100m away from the LT/HYW BCP and Tsung Yuen Ha respectively, the application site can provide parking spaces to meet the huge parking demand newly arise from the LT/HYW BCP as well as the imminent parking demand from villagers of Tsung Yuen Ha and the surrounding areas. In addition, the latest figure provided by the Transport and Housing Bureau also suggests that there has been a severe shortage of parking spaces in the North District. The proposed development would meet the demand of the BCP, the villagers, as well as North District as a whole.

(c) Vegetation clearance was involved prior to the submission of the previous application (No. A/NE-TKLN/8). Piecemeal temporary uses would be incompatible with the future village type development on the application site. It would degrade the landscape character of the "Village Type Development" zone.	It should be clearly noted that no vegetation clearance has been or will be involved in the current application. Having considered that a similar planning application for temporary car park (private cars and light goods vehicles) (No. A/NE-TKLN/33) approved by RNTPC of the Board in Year 2020 for a period of three years is located in the immediate northeast of the application site, and similar uses including the LT/HYW BCP and its associated facilities, site offices, temporary car parks as well as other temporary structures are found in the surrounding areas of the application site; the proposed use is considered compatible with the surrounding land uses and environment. Moreover, the current land owner(s) of all the captioned lots of the application site has/have confirmed that construction of small house(s) will not commence at any of the captioned lots during the approval period of the subject application. Given the proposed use is on a temporary basis only, approval of the current application on a temporary basis would not frustrate the long-term planning intentions of the "V" zone. With regard to the landscape aspect, in view of the LT/HYW BCP and various Government infrastructure projects nearby, including the widening of Lin Ma Hang Road Project, the character of the area has already been changed from a rural area to a built-up area with institutional landscape character. The proposed use is therefore compatible with the landscape character of the surrounding environment. Furthermore, it is proposed to continue adopting the landscape proposal as approved under the previous application No. A/NE-TKLN/8 at the application site during the approval period of the current application for screening purpose and to improve the landscape quality of the area. As such, no adverse landscape impact is anticipated to be caused by the proposed use of the current application.
(d) The site was involved in an enforcement case.	It should be emphasized that the site is currently not subject to any planning enforcement action. At present, the entire application site is under a valid planning permission for temporary staff car park and site office for public works which was approved by RNTPC of the Board under application No. A/NE-TKLN/8 for a period of three years until 4.5.2021.
(e) The site should be restored to reflect the planning intention of the zoning on the application site.	Given the proposed use is on a temporary basis only, approval of the current application on a temporary basis would not frustrate the long-term planning intentions of the "V" or "REC" zone. The applicant is very willing to comply with the approval conditions imposed by the Board and the Government departments as they deem fit for the current application upon approval of

	the application, which might include an approval condition specifying that upon the expiry of the planning permission of the current application, the reinstatement of the site to an amenity area to the satisfaction of Director of Planning or of the Board.
(e) The proposed development would induce possible adverse and intolerable impacts to Lin Ma Hang Road.	Traffic Impact Assessment (**Appendix I** of the current submission refers) has been conducted to examine the key road links and junctions in vicinity of the application site, which include Lin Ma Hang Road. The results of the Traffic Impact Assessment conclude that the road network in the vicinity of the application site would be able to cope with the traffic generated by the proposed use and the proposed use would not cause any adverse impact from the traffic perspective.

Appendix | III

Replacement pages for the Planning Statement and supporting Figure

which links up between Hong Kong and eastern Shenzhen, Huizhou as well as eastern Guangdong. Being regarded as one of the key infrastructures to strengthen the cross-boundary transport connectivity within the Guangdong-Hong Kong-Macao Greater Bay Area, the BCP is designed to handle 17,850 vehicle trips per day.

1.2.3 To facilitate cross-boundary connectivity between Shenzhen and Hong Kong, the LT/HYW BCP will have direct access facilities for both passengers and vehicles. The opening of BCP this year is anticipated to result in a significant increase in traffic flow as well as parking demand in the surrounding areas of the BCP. Whilst a public car park with 415 parking spaces is being provided at the BCP, car parks in the vicinity to the BCP are anticipated to play a vital role in helping to relieve the huge parking demand newly arise from the BCP. The "Planning Study on LT/HYW Cross-boundary Control Point and its Associated Connecting Road in Hong Kong – Feasibility Study" also mentions about the implications of the BCP development, stating that the BCP development may generate land use demand for supporting facilities including car parks and storage yards/warehouses in the area. With a distance of only about 100m away from the BCP, the application site is at an ideal location for providing parking spaces in meeting the huge parking demand newly arise from the BCP.

1.2.4 There is a shortage of parking spaces in Tsung Yuen Ha (hereinafter referred to as "the Village") and North District as a whole in general. According to the Village's representative, there is a lack of proper parking space within the Village and the villagers often have to make use of the vacant land at the fringe of the Village for parking. In addition, the latest figure provided by the Transport and Housing Bureau suggests that, as in August 2019, North District has a total number of parking spaces of 24,401. The District was the district with the second least total number of parking spaces amongst the 18 District. Shortage of parking spaces in the District has led to problems such as illegal parking of vehicles on roadside, which would significantly reduce road capacity and increase the chance of traffic congestion in the district. Temporary public vehicle park is therefore proposed at the application site to provide proper and legal parking spaces to meet the demand of the villagers of the Village as well as for North District as a whole.

1.2.5 Two private lots which fall within the application site (Lots 388 S.A and 388 S.B in D.D. 78) are subject to small house applications. These small house applications were submitted to the Lands Department in late 2015 and are currently under processing. The lot owners of Lots 388 S.A and 388 S.B in D.D. 78 have confirmed that construction of small house(s) will not commence at the concerned lots (Lots 388 S.A and 388 S.B in D.D. 78) during the approval period of the current application.

3 PLANNING CONTEXT

3.1 The Current OZP

3.1.1 The application site currently falls largely within an area zoned "V" (about 99.3%) with a minor portion encroached onto "REC" zone (0.7%) on the Current OZP (please refer to **Figure 3**). The planning intention of "V" zone is to designate both existing recognized villages and areas of land considered suitable for village expansion and reprovisioning of village houses affected by Government projects. Land within this zone is "primarily intended for development of Small Houses by indigenous villagers. It is also intended to concentrate village type development within this zone for a more orderly development pattern, efficient use of land and provision of infrastructures and services."

3.1.2 The planning intention of "REC" zone is primarily for low-density recreational developments for the use of the general public. It encourages the development of active and/or passive recreation and tourism/eco-tourism. Uses in support of the low-density recreational developments may be permitted subject to planning permission.

3.1.3 As stipulated in (11)(b) of the Notes of the Current OZP, "…temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years…". In this connection, the proposed use requires planning permission from the Board.

3.2 Previously Approved Application

3.2.1 The application site is subject to a previous planning application No. A/NE-TKLN/8 for temporary staff car park and site office for public works. The application was approved by the Board on 4.5.2018 for a Period of three Years on the grounds that the staff car park and site office was to serve the staff/workers of the LT/HYW BCP project; the development was not entirely incompatible with the surrounding environment; and renewal of the application was considered unlikely upon completion of the LT/HYW BCP project.

3.3 Similar Applications

3.3.1 There is one similar application No. A/NE-TKLN/33 for Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) to the immediate northeast of the application site. The application site for the application No. A/NE-TKLN/33 falls mostly within an area zoned "V" (about 74%) with a small portion falling within "REC" zone (about 26%) on the Current OZP. The application was approved by the Board on 4.5.2018 for a period of three years mainly on the consideration that approval of the application on a temporary basis would not frustrate the long term planning intentions of "V" and "REC" zones, and no objection or adverse comments from traffic, environmental, drainage, fire safety and nature conservation points of view.

4 THE DEVELOPMENT PROPOSAL

4.1 Site Configuration, Layout and Operation

4.1.1 It is proposed to utilise the application site for the proposed use (i.e. Proposed Temporary Public Vehicle Park (Excluding Container Vehicle)) for a period of 3 years. The application site has an area of about 3,776m^2 in aggregate comprising 47m^2 of Government land. The application site will provide a total of 78 parking spaces, including 40 private car parking spaces and 38 van-type light goods vehicle (hereinafter referred to as "LGV") parking spaces. All parking spaces are situated in an open area. There will be four single-storey converted containers at the southwestern and the eastern corners of the application site as security control room, site office, electricity supply room and store room respectively, and there will be a structure as security guard post at the northwestern corner of the application site. The total floor area will be about 60.81m^2 and the height of the converted containers and the structure will not be more than 2.44m. The Indicative Layout Plan is shown in **Figure 4** whilst the key development parameters for the proposed use are detailed in **Table 1**.

4.1.2 The operation hours of the public vehicle park are proposed to be 24 hours daily, from Monday to Sunday (including public holidays). The ingress/egress point is proposed to be at the southwestern side of the application site connecting to the access road, which further connects to Lin Ma Hang Road in the west.

4.1.3 It is noted that applications for small house developments on the two concerned lots (Lots 388 S.A and 388 S.B in D.D. 78) within the application site are being processed. The lot owners of Lots 388 S.A and 388 S.B in D.D. 78 have confirmed that construction of small house(s) will not commence at the concerned lots (Lots 388 S.A and 388 S.B in D.D. 78) during the approval period of the current application.

4.1.4 The approval conditions of the previous application No. A/NE-TKLN/8 on the submission and implementation of landscape proposal and drainage proposal have been fully complied with. In consideration that the current application is located on the same site as the previous application, the nature of the proposed use of the current application is similar to that of the previous application, and the landscape and drainage proposals approved under the previous application are currently properly adopted and maintained on site; it is proposed to continue adopting and maintaining the existing landscape proposal and drainage proposal approved under the previous application at the application site during the approval period of the current application. The existing conditions on site with regard to the implementation of the approved landscape and drainage proposals under the previous application are shown in **Illustrations 2-II to IId and 2-III to IIIb** respectively.

Table 1: Proposed Key Development Parameters

Items	Design Parameter(s) (About)
Total Site Area **Uncovered Area** **Covered Area**	About 3,776m^2 (including 47m^2 Government Land) About 3,715m^2 (98.4%) About 61m^2 (1.6%)
Proposed Use(s)	Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years
Container No(s). **Proposed Use(s)** **No. of Storeys and Dimension** **Floor Area for Containers (4 Nos.)**	4 (1 storey) Security Control Room, Site Office, Electricity Supply Room and Store Room 1-storey; 6.1m(L) x 2.4m(W) x 2.44m(H) each About 58.56m^2
Structure No(s). **Proposed Use(s)** **No. of Storeys and Dimension** **Floor Area for Structure (1 No.)**	1 (1 storey) Security Guard Post 1-storey; 1.5m(L) x 1.5m(W) x 2.44m(H) About 2.25m^2
Total Floor Area	About 60.81m^2
No. of Parking Spaces **(Types and No. of Parking Spaces)**	78 (Including 40 private car parking spaces and 38 van-type LGV parking spaces)
Operation Hours	24 hours, from Monday to Sunday (including public holidays)
Ingress/Egress	About 8m wide

4.2 Vehicular Access and Parking Arrangement

4.2.1 Vehicles are proposed to make use of the ingress/egress point situated at the south-western side of the application site to enter/exit the application site. The width of the ingress/egress point situated at the south-western side of the application site is about 8m wide. **Figure 4** and **Figures 2.2.1 to 2.3 of Appendix 1** demonstrate that there will be no difficulties in internal traffic circulation sense as sufficient space for manoeuvring of vehicles is allowed throughout the application site. No queuing of vehicles along Lin Ma Hang Road will be resulted under any circumstances. The parking arrangement has complied with the requirements as stipulated in the Hong Kong Planning Standards and Guidelines. Moreover, an exit is proposed to be situated at the north-eastern side of the application site, which will be reserved for the adjoining lots including the landlocked sites located to the northeast of the application site.

4.3 Landscape Treatment

4.3.1 For complying with the approval conditions on the submission and implementation

of landscape proposal under the previous application No. A/NE-TKLN/8, there are currently 30 existing trees of species *Lagerstroemia Speciosa* within the application site with a minimum spacing of 6m between the trees and a clearance distance of 2m between the trees and the surrounding building structures. In view that the current application is located on the same site as the previous application and all the existing trees at the application site are in a good health condition, it is proposed to continue adopting the landscape proposal as approved under the previous application at the application site during the approval period of the current application for screening purpose and to improve the landscape quality of the area.

4.3.2 In addition, peripheral fencing of 2.5m in height is currently erected along the application site. It is proposed that fencings along the current application boundary will be maintained during the approval period of the current application.

4.4 Provision of Drainage Facilities

4.4.1 The current drainage system at the application site was adopted and implemented as for compliance with approval conditions on the submission and implementation of drainage proposal under the previous application. There are currently U-channels with about 225-300mm in diameter running along the site boundary (please refer to **Illustrations 2-III to 2-IIb**). The surface runoff inside the lot area will be naturally diverted to the site boundary, effectively collected/discharged via the existing U-channels and then be drained to the existing nullah at the southeastern boundary of the application site by two outlet points. In view that the current application is located on the same site as the previous application, it is proposed to continue adopting the drainage proposal as approved under the previous application at the application site during the approval period of the current application.

4.5 Arrangement Regarding Potential Small House Developments Within the Application Site

4.5.1 Two private lots within the application site (Lots 388 S.A and 388 S.B in D.D. 78) are subject to small house applications. These small house applications were submitted to the Lands Department in late 2015 and are under processing. The lot owners of Lots 388 S.A and 388 S.B in D.D. 78 have confirmed that construction of small house(s) will not commence at the concerned lots (Lots 388 S.A and 388 S.B in D.D. 78) during the approval period of the current application.

6.3 Temporary Nature Would Not Jeopardize its Planning Intention of "V" and "REC" Zones

6.3.1 The application site falls almost entirely within an area zoned "V" (about 99.3%), with a minor portion of site falling within an area zoned "REC" (about 0.3%) on the Current OZP. Given the proposed use is on a temporary basis only, approval of the application on a temporary basis would not frustrate the long-term planning intentions of the "V" or "REC" zone.

6.3.2 Considering that the proposed use aims to address the need for parking facilities of local villagrs and the surrounding areas, the proposed use does not contravene the planning intention of the "V" zone of supporting village development. The provision of parking spaces may also facilitate the implementation of planning intention of "REC" zone, as the proposed use provides essential parking service to visitors to the area.

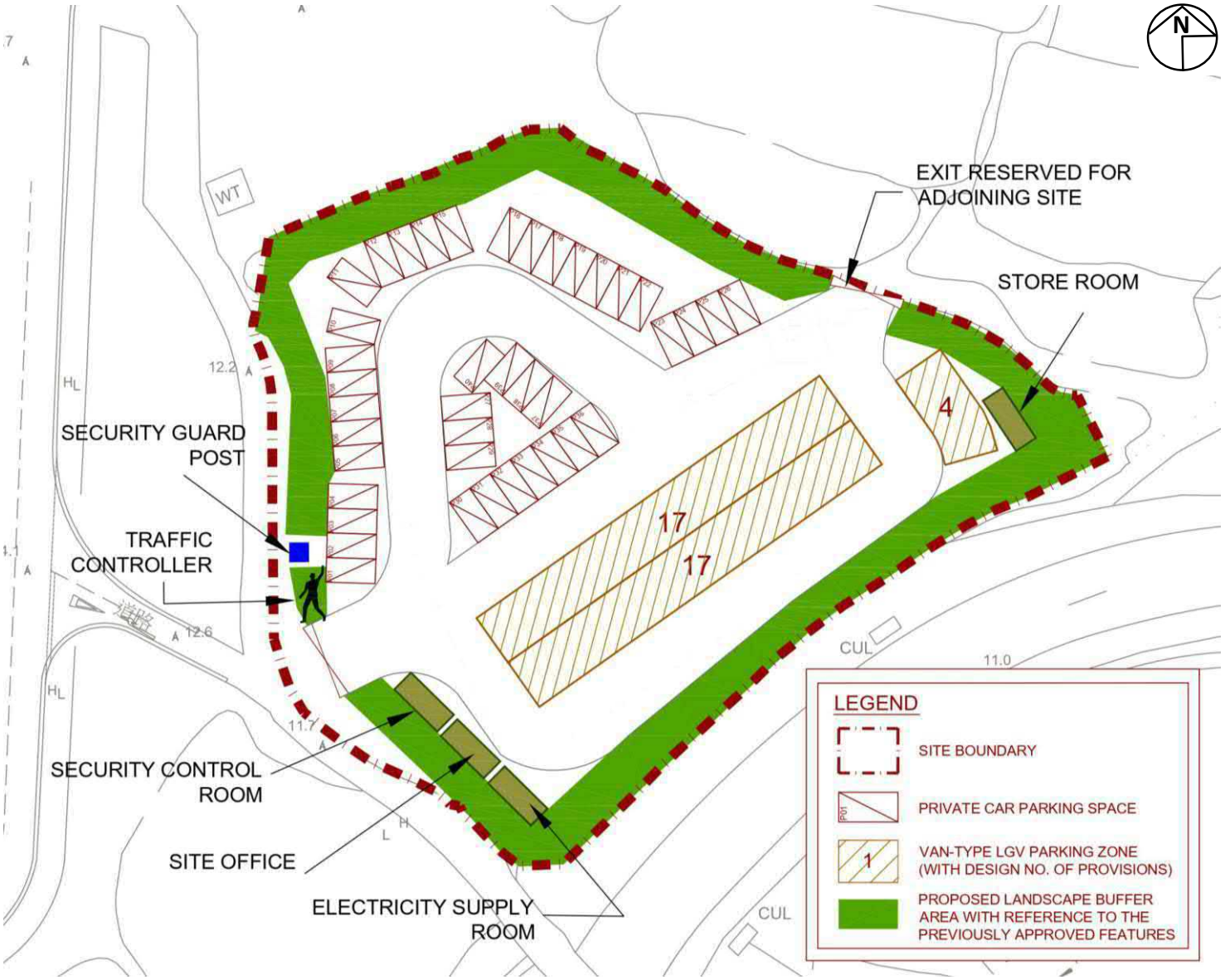
6.4 Not Incompatible with Surrounding Land Uses

6.4.1 Having considered that a similar planning application for temporary car park (private cars and light goods vehicles) (No. A/NE-TKLN/33) which locates in the immediate northeast of the application site has been approved by the Board this year and that similar uses, including the LT/HYW BCP and its associated facilities, site offices, temporary car parks as well as other temporary structures are found in the surrounding areas of the application site, the proposed use is considered not incompatible with the surrounding land uses in terms of its geographical location and land use.

6.5 Not Adversely Affect the Landscape Character of the Area

6.5.1 In view that the LT/HYW BCP and various Government infrastructure projects nearby, including the widening of Lin Ma Hang Road Project, the character of the area has already been changed from a rural area to a built-up area with institutional landscape character. The proposed use is therefore not incompatible with the surrounding environment.

6.5.2 In consideration that the approval conditions of the previous application on the submission and implementation of landscape proposal have been fully complied with; the current application is located on the same site as the previous application; and the nature of the proposed use of the current application is similar to that of the previous application; it is proposed to continue adopting and maintaining the existing landscape proposal approved under the previous application at the application site during the approval period of the current application. No adverse landscape impact caused by the proposed use is anticipated.



Total Site Area **Uncovered Area** **Covered Area**	**About 3,776m² (including 47m² Government Land)** **About 3,715m² (98.4%)** **About 61m² (1.6%)**
Proposed Use(s)	Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years
Container No(s). **Proposed Use(s)** **No. of Storeys and Dimension** **Floor Area for Containers (4 Nos.)**	4 (1 storey) Security Control Room, Site Office, Electricity Supply Room and Store Room 1-storey; 6.1m(L) x 2.4m(W) x 2.44m(H) each About 58.56m²
Structure No(s). **Proposed Use(s)** **No. of Storeys and Dimension** **Floor Area for Structure (1 No.)**	1 Security Guard Post 1-storey; 1.5m(L) x 1.5m(W) x 2.44m(H) About 2.25m²
Total Floor Area	About 60.81m²
No. of Parking Spaces **(Types and No. of Parking Spaces)**	78 (Including 40 private car parking spaces and 38 van-type LGV parking spaces)
Operation Hours	24 hours, from Monday to Sunday (including public holidays)
Width of Ingress/Egress	8m (about)

LEGEND:

The Application Site Boundary

Ingress/Egress

(For Identification Only)

Project:
Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Title:
Indicative Layout Plan

Ref.: ADCL/PLG-10208-R001/F004

Figure:
4

Scale:
Not to Scale

Date:
Feb 2021

AIKON DEVELOPMENT CONSULTANCY LTD.

Appendix Id

毅勤發展顧問有限公司
Tel 電話：(852) 3180 7811
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 12th March 2021
Our Ref. : ADCL/PLG-10208/L005

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

By Email and Fax

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/37)

We refer to the comments from the Transport Department (TD) received by us on 11.3.2021 regarding the subject application.

We would like to request for a 2-month temporary deferment of the decision on the planning application by Town Planning Board such that sufficient time can be given to the Applicant to prepare Further Information in addressing the aforesaid comments by the Government Department.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned on 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

pp Winne

Thomas Luk *MTCP, MHKIREA, MRTPI, RPP*
Managing Director

c.c. DPO/ Sha Tin, Tai Po and North, Planning Department (Attn.: Ms. Wendy LEE) – By Email
Client – By Email

Address 地址：
香港葵涌興芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

AikoN

毅勤發展顧問有限公司
Tel 電話：(852) 3180 7811
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 8th April 2021
Our Ref. : ADCL/PLG-10208/L006

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

By Email and Hand

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/37)

We refer to the comments from the Transport Department (TD) received by us on 11.3.2021 regarding the subject application.

We would like to submit herewith 70 hard copies of Further Information including Response-to-Comment Table and revised Traffic Impact Assessment (TIA) report with a view to address the aforesaid comments for consideration by TD and the Board. In response to the aforesaid comments from TD, the revised TIA report enclosed involves updates on the survey data, design year, anticipated traffic generation and attraction during peak hours, traffic flows generated from and attracted to the adjacent developments, safety measures and anticipated sight distance of the TIA report.

Please note that an additional hard copy of Further Information is provided to TD direct for their consideration.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned at 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

pp Wong

Thomas Luk *MTCP, MHKIREA, MRTPI, RPP*
Managing Director

RECEIVED
2021 APR -9 P 3:38
TOWN PLANNING BOARD

Encl.
c.c. DPO/STN, PlanD (Attn.: Ms Wendy Lee) (By Email)
C for T (Attn.: Ms Jocelyn C S Tsang) (By Hand - 1 Hard Copy)

Address 地址：
香港葵涌興芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

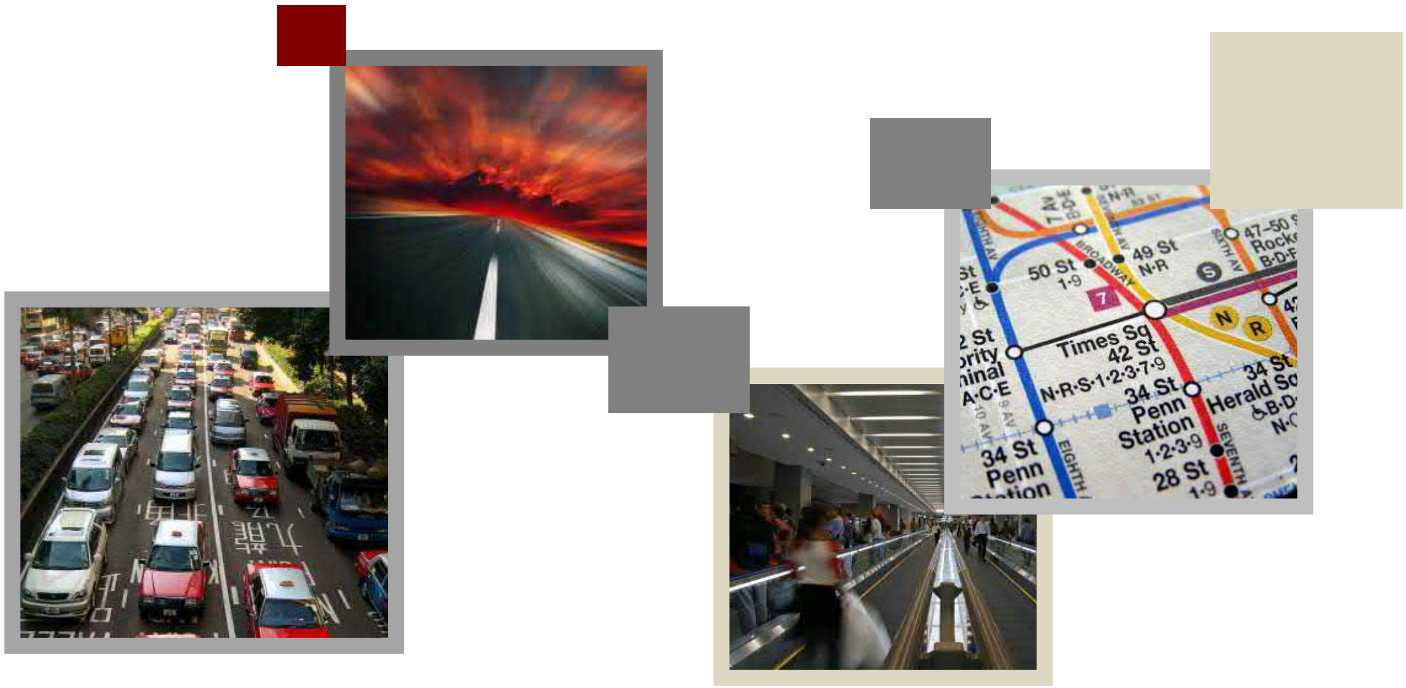
Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years in "Village Type Development" and "Recreation" Zones, Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/37)
Responses to TD Comments

Departmental Comments Dated 11th March 2021 (via Transport Department)	**Responses**
(i) The applicant shall provide details of the reference car parks, such as location and no. of car parking space, as listed in table 4.1;	Noted. Relevant information is added to Table 4.1 for your review and approval.
(ii) The applicant shall explain how to derive the adjusted trip rate and substantiate the use of this adjusted trip rate in table 4.1 in this application;	Noted. The values are derived by the average of the unit rates of the 4 public vehicle parks. The "adjusted trip rate" is rephrased as "average trip rate" to avoid misinterpretation.
(iii) The applicant shall also make reference to car parks next to other cross boundary facilities in deriving the appropriate trip rate for the application;	Noted. Relevant information is added to Table 4.1 for your review and approval.
(iv) The applicant shall also consider the cumulative traffic impact due to adjacent developments such as those due to planning applications no. A/NE-TKLN/23 (parent-child play area) and A/NE-TKLN/35 (temporary eating place);	Noted. The cumulative traffic impacts of the mentioned developments are considered in Table 4.2, 4.4 and 4.5 for your review and approval.
(v) The applicant shall consider the traffic impact / traffic situation after the full commissioning of Liantang/Heung Yuen Wai Boundary Control;	Noted. As goods vehicles and private cars are expected to access the BCP directly through Heung Yuen Wai Highway, the number of goods vehicles and private cars travelled in the study area shall be considered neglectable. Public transports would be dominated. For conservative assessment purpose, the frequency of the 79K (KMB) and 59K (GMB) would be doubled (enhanced from 30 minutes to 15 minutes). The traffic impacts of Liantang/Heung Yuen Wai BCP are assessed in 4.4 and 4.5 for your review and approval.
(vi) The applicant shall also access the impact to the priority junction at Lin Ma Hang Road and the horseshoe curve at the southern end of the horseshoe curve;	Noted. The mentioned junction is assessed as J5 in Table 3.3 and 4.5 for your review and approval.

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years in “Village Type Development” and “Recreation” Zones, Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/37)
Responses to TD Comments

(vii) The applicant shall review the description of the road link L1 and L2 and review if Fanling Highway should be mentioned;	Noted. The mentioned descriptions are revised in Table 3.4 and 4.6.
(viii) The applicant shall review if year 2020 should be used in Table 4.3 as the base year estimate;	Noted. The base year and design year are revised to Year 2021 and 2026 accordingly.
(ix) The applicant shall review if the aisle width of 6.2m is adequate for 2-way traffic in the car park as shown on figure 2.3;	Noted. To improve the circulation of the site, the mentioned aisle is revised to 1-way traffic in Figure 2.3.
(x) The applicant shall advise the dimension of the parking area for van-type LGV;	Noted. The dimensions of the parking area for van-type LGV are added in Figure 2.3.
(xi) The applicant shall demonstrate and ensure that there is adequate sightline at the car park entrance to the vehicular and pedestrian traffic along the village access to Tsung Yuen Ha; and	Noted. As suggested in Section 5.3, a convex mirror is added to improve sightline. The original and improved sightlines at the car park entrance are demonstrated in Figure 5.1.1 and 5.1.2 for your review and approval.
(xii) The applicant shall advise the measure in protecting the pedestrian walking along the village access to Tsung Yuen Ha.	Noted. The revised safety measures are stated in Section 5.3 and Figure 5.1 for your review and approval.

Traffic Impact Assessment for S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories



TRAFFIC IMPACT ASSESSMENT REPORT

Reference: 30699-1-R01-03
Date: April 2021

AXON
CONSULTANCY

Table of Contents

1 Introduction 3

1.1 Background 3

1.2 Objectives 3

2 The Proposed Development 4

2.1 The Site 4

2.2 The Temporary Public Vehicle Park 4

2.3 Car Park Layout 4

3 Existing Traffic Situation 5

3.1 Existing Road Network 5

3.2 Public Transport 5

3.3 Traffic Count Surveys 5

3.4 Existing Link Capacity Assessment 6

3.5 Existing Junction Capacity Assessment 6

4 Future Traffic Situation 8

4.1 2026 Design Year Road Network 8

4.2 Development Traffic Generation & Attraction 8

4.3 Traffic Generation from Adjacent Development 8

4.4 Annual Traffic Growth 9

4.5 Reference and Design Flows 9

4.6 Link Capacity Assessment 10

4.7 Junction Capacity Assessment 10

5 Internal Transport Facilities 12

5.1 Parking Provisions 12

5.2 Access Arrangement and Swept Path Analyses 12

5.3 Safety Measures 12

6 Summary and Conclusion 13

6.1 Summary 13

6.2 Conclusion 13

Figures

Appendix A Junction Analysis

Appendix B Planning Data from Planning Department

1 Introduction

1.1 Background

The Applicant proposes to convert the existing open space at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha into temporary car parking use and ancillary facilities to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”. The uses for temporary public vehicle parking (excluding container vehicle) and ancillary facilities require planning permission from the Town Planning Board.

For supporting the planning application, a Traffic Impact Assessment (TIA) report is required to assess the traffic impact of the proposed development.

AXON Consultancy is therefore commissioned to prepare the TIA report to support the subject Planning Application.

1.2 Objectives

The objectives of the traffic impact study are as follows:

- to estimate the potential traffic generation due to the development;
- to assess the future traffic situation in the surrounding network;
- to appraise the potential traffic impact of the development; and
- to consider road improvement proposals, if feasible.

2 The Proposed Development

2.1 The Site

The site is located at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, as shown in **Figure 2.1**. The site area is around 3,776m^2.

Under the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2, the application site is zoned as “Recreation” and “Village Type Development”.

2.2 The Temporary Public Vehicle Park

The existing temporary open car park for adjacent construction site at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land are proposed to be converted into temporary public vehicle parking (excluding container vehicle) near Liantang/Heung Yuen Wai Boundary Control Point (BCP).

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

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

Considering the operation of BCP, it is expected the demand for parking spaces in the surrounding areas will also increase. To avoid excessive illegal parking in the Tsung Yuen Ha area, the Applicant wish to provide sufficient proper parking spaces in view of the increase in parking space demand. It is also noted by the Applicant that some villagers will seek for cross-border working opportunities in view of the commencement of operation of BCP, which creates demand for parking spaces by the villagers.

In view of the enormous domestic and external demands, 78 no. of private cars and van-type LGVs parking spaces will be provided. Monthly and hourly rental options are available for local villagers and visitors. The arrangement is shown in **Figure 2.2**.

2.3 Car Park Layout

As shown in **Figure 2.2**, the proposed car park layout contains 78 no. of private cars. The internal circulation within the proposed car park with dimensions of the internal roads are shown in **Figure 2.3**.

3 Existing Traffic Situation

3.1 Existing Road Network

The Site can be reached via Lin Ma Hang Road.

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

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

3.2 Public Transport

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

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

Table 3.1 Existing Public Transport Services

Route No.	Destination
Kowloon Motor Bus (KMB)	
79K	Sheung Shui Bus Terminus – Ta Kwu Ling (Tsung Yuen Ha)
Green Minibus (GMB)	
59K	Sheung Shui Station – Lin Ma Hang

3.3 Traffic Count Surveys

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key links and junctions of the study area, as presented in **Figure 3.2**, on 18 March 2021 from 7:30am to 10:30am and 4:00pm to 8:00pm.

The traffic counts were recorded in a 15-minutes interval; and to be converted into passenger car unit (pcu) values. The highest consecutive 15-minutes hourly traffic volume is adopted as the peak hour traffic flow.

The morning and afternoon peak hours of the road network have been identified as 8:15am to 9:15am and 5:00pm to 6:00pm respectively. The observed traffic flows in the study area are presented in **Figure 3.3**.

3.4 Existing Link Capacity Assessment

The road link capacity assessment is summarised in **Table 3.2**. The Volume to Capacity (V/C) ratio indicates the proportion of the road capacity being used by the peak hour traffic flow. Higher V/C ratio of a road indicates heavier usage of the road link concerns. A V/C ratio equal or less than 0.85 indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays.

Table 3.2 Existing Link Performance

No.	Road Link (Direction)	Link Capacity (veh/hr)	Observed Flow		V/C Ratio	
			AM	PM	AM	PM
L1	Slip road from Heung Yuen Wai Highway (Northbound) to Lin Ma Hang Road Interchange	1500(1)	86	24	0.06	0.02
L2	Slip road from Lin Ma Hang Road Interchange to Heung Yuen Wai Highway (Southbound)	1500(1)	67	71	0.04	0.05
L3	Unnamed Access Road of Tsung Yuen Ha Tsuen	100(2)	12	10	0.12	0.10

(1) Assumed that the link capacity of a slip road is equivalent to half of the capacity of a dual-2 lane expressway
(2) TPDM Volume 2 Chapter 3

It can be seen from **Table 3.2** that all key links perform satisfactorily during proposed operation hours.

3.5 Existing Junction Capacity Assessment

Based on the observed traffic flows, the junction performance analysis of the key junctions in the vicinity of the subject site during the morning and evening peak hours were assessed in accordance with the Transport Planning Design Manual Volume 2 Chapter 4.

The performance of a priority junction is indicated by its design flow to capacity (DFC). Less than positive 1 indicates that the junction is operating with spare capacity. When DFC equal to positive 1 indicates that the junction is overloaded; resulting in traffic queues and longer delay time.

Based on the observed traffic flows, the performance of the key junctions in the vicinity of the subject site during the morning and evening peak hours was assessed. The results are summarised and presented in **Table 3.3** and the detailed calculation sheets are attached in **Appendix A**.

Table 3.3 Existing Junction Performance

Junction	Location	Type / Capacity Index	Observed	
			AM	PM
J1	Lin Ma Hang Road Southbound / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.08	0.04
J2	Lin Ma Hang Road Northbound / Access Road of Tsung Yuen Ha Tsuen	Priority Junction / DFC	0.02	0.02
J3	Lin Ma Hang Road Northbound / Lin Ma Hang Road connecting to Heung Yuen Wai Highway	Priority Junction / DFC	0.16	0.05
J4	Slip Road from Heung Yuen Wai Highway / Lin Ma Hang Road	Roundabout / DFC	0.09	0.08
J5	Lin Ma Hang Road Northbound / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.13	0.07

Notes: DFC = design flow to capacity

It can be seen from **Table 3.3** that all key junctions perform satisfactorily during the operation hours.

4 Future Traffic Situation

4.1 2026 Design Year Road Network

The design year is either 3 years after the completion year or 5 years after the application year, whichever longer. Therefore, year 2026 is therefore used as the design year of the traffic impact assessment.

4.2 Development Traffic Generation & Attraction

With reference to the existing/committed public vehicle parks, the traffic generation and traffic attraction rates are shown in **Table 4.1**. Meanwhile, the pcu factor of a van-type LGV is assumed to be 1.5 pcu/hr.

Table 4.1 Peak Hours Traffic Generation & Attraction

Public Vehicle Park		Generation		Attraction	
		AM	PM	AM	PM
	No. of Spaces	Traffic flow[1] (pcu)			
Hoi Shing Road, Tsuen Wan [1]	214	17	41	18	40
Sze Mei Street, San Po Kong [2]	300	44	25	7	59
Wai Hong Road, Fanling [1]	63	9	12	7	4
HZMB, Lantau [1]	163	21	39	42	33
Trip rate[1] (pcu/hr/parking space)					
Hoi Shing Road, Tsuen Wan [1]		0.0794	0.1915	0.0841	0.1869
Sze Mei Street, San Po Kong [2]		0.1475	0.0246	0.0820	0.1967
Wai Hong Road, Fanling [1]		0.1429	0.1905	0.1111	0.0635
HZMB, Lantau [1]		0.1288	0.2393	0.2577	0.2025
Average Trip Rate		**0.1247**	**0.1615**	**0.1337**	**0.1624**
Trips in veh/hr (pcu/hr)					
Proposed Parking Facilities		**10 (13)**	**13 (16)**	**11 (13)**	**13 (16)**

1. *Data referenced from the existing public vehicle parks.*
2. *Anticipated data reference from approved TIA of Planning Application No. A/K11/235.*

4.3 Traffic Generation from Adjacent Development

It is discovered that a few numbers of developments are under planning/construction within the design year of 2026 in vicinity of the site. Its traffic generation and attraction, which is summarised in **Table 4.2**, will be incorporated in this report.

Table 4.2 Traffic Generation and Attraction from adjacent development

Development	Generation		Attraction	
	AM	PM	AM	PM
Trip in veh/hr (pcu/hr)				
A/NE-TKLN/23 [1]	2 (5)	2 (5)	2 (5)	2 (5)
A/NE-TKLN/33 [1]	52 (57)	52 (57)	52 (57)	52 (57)
A/NE-TKLN/35 [1]	1 (1)	1 (1)	1 (1)	1 (1)
Liantang/Heung Yuen Wai BCP [2]	8 (16)	8 (16)	8 (16)	8 (16)
Net	**63 (79)**	**63 (79)**	**63 (79)**	**63 (79)**

1. *Traffic impact assessment reports of the mentioned planning applications.*
2. *Assumed that the frequency of the 79K (KMB) and 59K (GMB) would be doubled after full commissioning of Liantang/Heung Yuen Wai Boundary Control Point.*

4.4 Annual Traffic Growth

For the estimation of traffic flows in the design year of 2026, it is proposed to adjust the existing traffic flows by considering the natural traffic growth which is related to the increase in car usage.

The traffic forecasts were developed based on the existing traffic flows in 2021 from the traffic surveys and applying an appropriate annual traffic growth factor to derive the background traffic in 2026.

According to the report “Projections of Population Distribution 2019-2028” issued by Planning Department to the public in July 2019, the population growth from base year 2018 to 2026 in North District is shown in **Table 4.3** and **Appendix B.**

Table 4.3 Projected Population Distribution

District Council District	Year 2018#	Year 2026	Growth Rate p.a. (%)
North	318,400	372,600	2.0%

 # Base Year Estimates

The planning data indicate a slight increase in population at a rate of +2.0% per annum. This factor is used to forecast the future traffic volume for this study.

4.5 Reference and Design Flows

The growth factor will be applied to the 2021 observed traffic flows to estimate the 2026 reference flows.

The reference and design flows for the year 2026 are calculated from the following formulae:

2026 Reference Flows **(Figure 4.2)** = 2021 Observed Flows **(Figure 3.3)**

$x (1 + 2.0\%)^5$

2026 Design Flows **(Figure 4.3)** = 2026 Reference Flows (**Figure 4.2**) + Total Development Flows **(Figure 4.1)**

Based on the observed traffic flows and pattern of existing road network, the 2026 peak hour Reference and Design traffic flows at the critical links and junctions are distributed and assigned in **Figures 4.2** and **4.3** respectively.

4.6 Link Capacity Assessment

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

Table 4.4 Link Capacity Assessment

No.	Road Link (Direction)	Link Capacity (veh/hr)	Reference Flow (veh/hr)		Reference V/C Ratio		Design Flow (veh/hr)		Design V/C Ratio	
			AM	PM	AM	PM	AM	PM	AM	PM
L1	Slip road from Heung Yuen Wai Highway (Northbound) to Lin Ma Hang Road Interchange	1500	147	78	0.10	0.05	156	88	0.10	0.06
L2	Slip road from Lin Ma Hang Road Interchange to Heung Yuen Wai Highway (Southbound)	1500	126	130	0.08	0.09	134	140	0.09	0.09
L3	Unnamed Access Road of Tsung Yuen Ha Tsuen	100	15	13	0.15	0.13	36	39	0.36	0.39

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

4.7 Junction Capacity Assessment

The Junction capacity assessment results with reference to the net development traffic are summarised in **Table 4.5**, with detailed calculation sheets attached in **Appendix A**.

Table 4.5 2026 Junction Capacity Assessments

Junction	Location	Type / Capacity Index	2026			
			Reference		Design	
			AM	PM	AM	PM
J1	Lin Ma Hang Road Southbound / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.19	0.14	0.19	0.14
J2	Lin Ma Hang Road Northbound / Access Road of Tsung Yuen Ha Tsuen	Priority Junction / DFC	0.03	0.02	0.06	0.06

Junction	Location	Type / Capacity Index	2026			
			Reference		Design	
			AM	PM	AM	PM
J3	Lin Ma Hang Road Northbound / Lin Ma Hang Road connecting to Heung Yuen Wai Highway	Priority Junction / DFC	0.19	0.13	0.19	0.15
J4	Slip Road from Heung Yuen Wai Highway / Lin Ma Hang Road	Roundabout / DFC	0.16	0.14	0.17	0.15
J5	Lin Ma Hang Road Northbound / Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station	Priority Junction / DFC	0.29	0.23	0.32	0.26

Notes: DFC = design flow to capacity

It can be seen from **Table 4.5** that, the capacity of all the key junctions would be performing within their capacity during the peak hours for the Reference and Design Scenarios.

5 Internal Transport Facilities

5.1 Parking Provisions

The proposed car park layout showing the internal transport facilities is illustrated in **Figure 2.2**. 40 no. and approximate 38 no. of provisions for private cars and van-type LGVs are proposed respectively. The proposed van-type LGV parking zone is 5.5m width. As indicated in **Table 5.1**, the dimensions of proposed provisions are in accordance with Hong Kong Planning Standards & Guidelines.

Table 5.1 Parking Space Dimensions

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

5.2 Access Arrangement and Swept Path Analyses

An 8m wide existing vehicular access at the unnamed access road connecting Lin Ma Hang Road and an access gate connecting the adjacent lots will be maintained as shown in **Figure 2.2**. The swept path analysis (for private car) at the proposed site are shown in **Figure 2.2.1-SP1** to **2.2.2-SP5**.

5.3 Safety Measures

A few management measures to ensure road safety are demonstrated in **Figure 5.1**:

- Traffic controllers will be deployed to control vehicles entering or exiting the site to avoid conflict with the road traffic.
  - When vehicles are expected to enter or leave the site, at least 1 traffic controller will station at each entrance to direct the movement of vehicles and pedestrians into and out of the site to avoid clash or congestion problem;
  - Clear guidelines and appropriate trainings would be provided to the patrol staff;
- A pair of amber revolving lanterns will be installed at the site entrance at a height about 2m from ground level and would be in use throughout the operation time;
- Pedestrian traffic signals will be installed along the footpath to minimise the conflict between pedestrians and site traffic;
- A convex mirror will be installed at a height about 2m from ground level at the site entrance for improved sightline as presented in **Figure 5.1.2**.

Meanwhile, the existing footpath connecting with Lin Ma Hang Road is about 5m away from the site boundary, pedestrians could then access to the public road safely.

6 Summary and Conclusion

6.1 Summary

The applicant proposed to convert the existing open car park at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land into car parking purpose to meet the parking demands of villagers of Tsung Yuen Ha as well as the demand arising from Liantang/Heung Yuen Wai Boundary Control Point (BCP).

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key junctions of the study area on 18 March 2021 from 7:30am to 10:30am and 4:00pm to 8:00pm. The morning and evening peak hours of the road network have been identified as 8:15am to 9:15am and 5:00pm to 6:00pm, respectively.

As the design year is either 3 years after the completion year or 5 years after the application year, whichever longer, so that the design year of the traffic impact assessment is year 2026. Based on the planning data from Planning Department, an annual growth factor of 2.0% was adopted for this study. The growth factor is applied to the observed traffic flows in 2021 to forecast the future traffic volume in 2026.

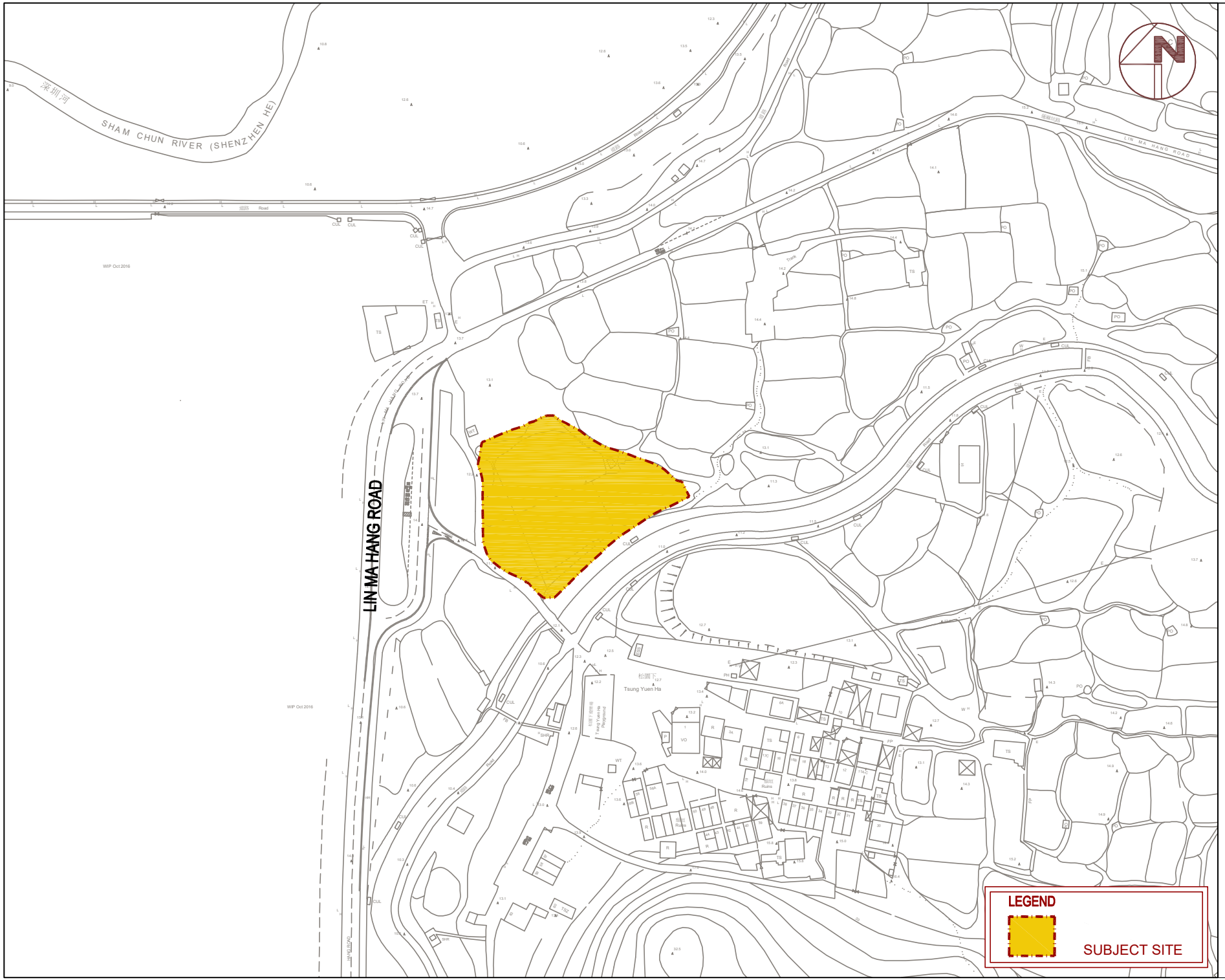
The capacity of all key links and key junctions would be performing within their capacities during the peak hours for both Reference and Design Scenarios.

Therefore, it can be concluded that the proposed development would not generate any additional adverse traffic impact to the road network.

6.2 Conclusion

The findings of the traffic impact assessment indicate that the road network in the vicinity of the Site would be able to cope with the traffic generated by the proposed development and would not cause any adverse impact from traffic perspective.

Figures



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SITE LOCATION

FIGURE 2.1

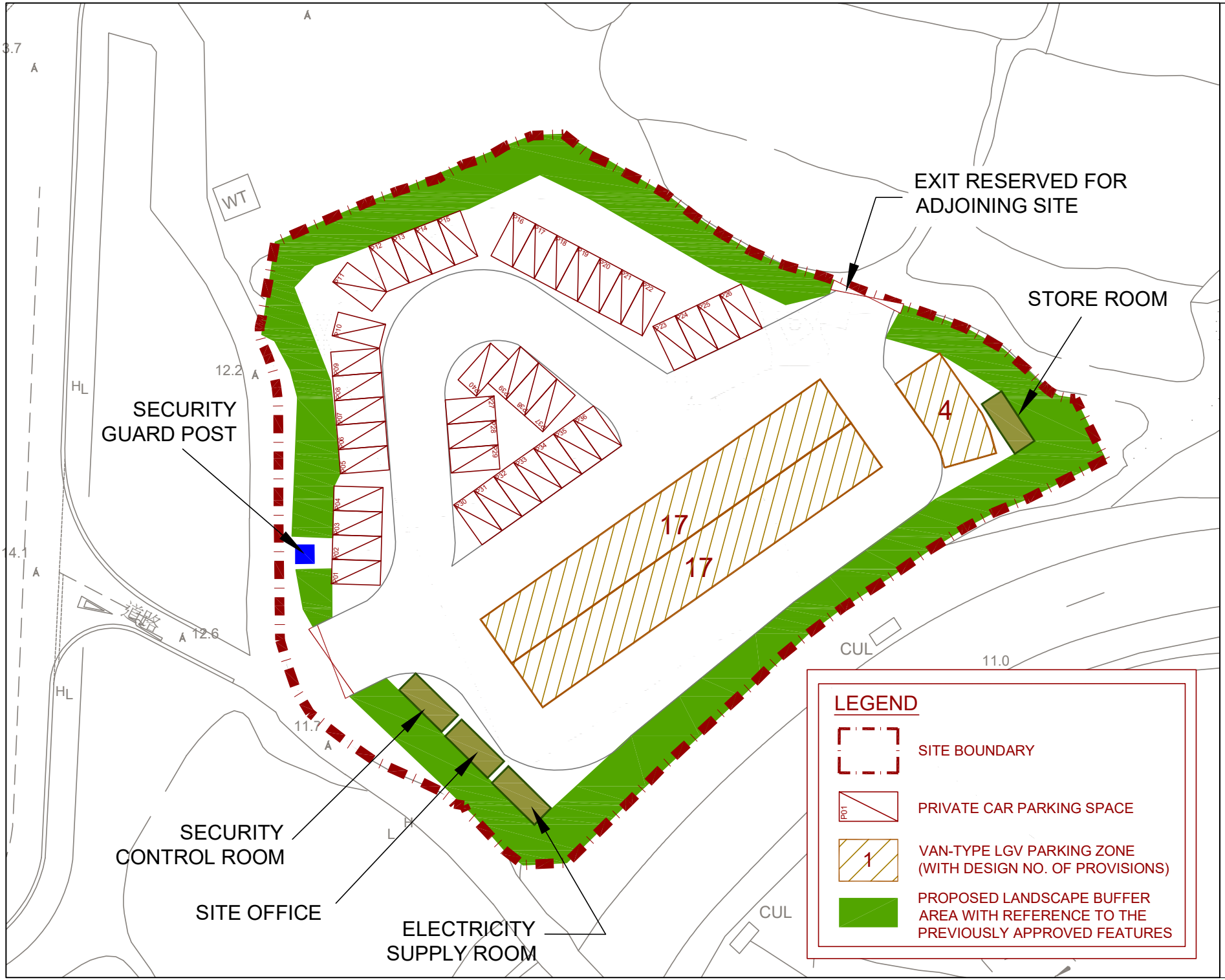
Scale : 1 : 2000

Date : SEP 2020

Rev. :

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.1_RESERVED LAND FOR WITH PC PARKING ONLY.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SITE LAYOUT

FIGURE 2.2

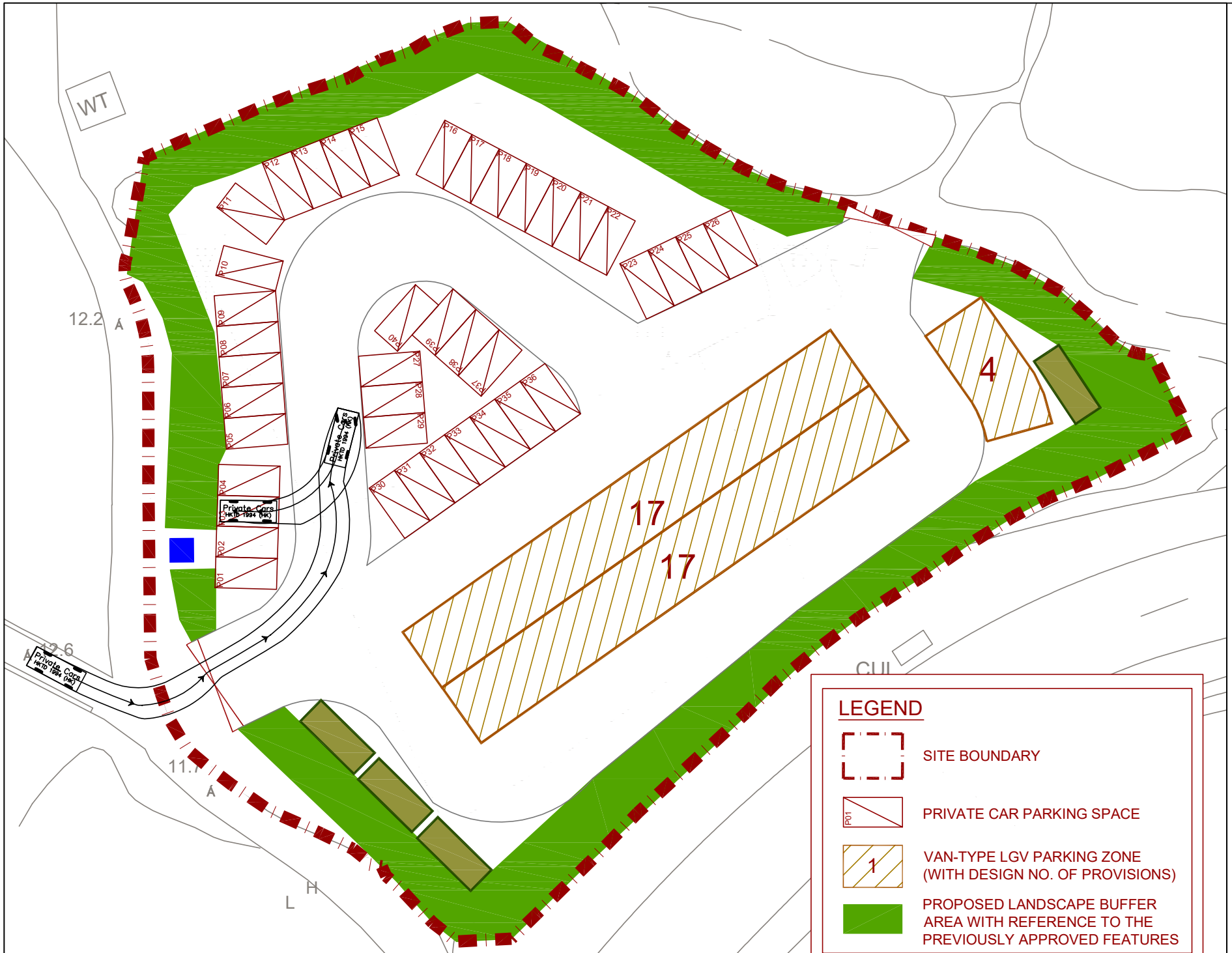
Scale : 1 : 500

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP1

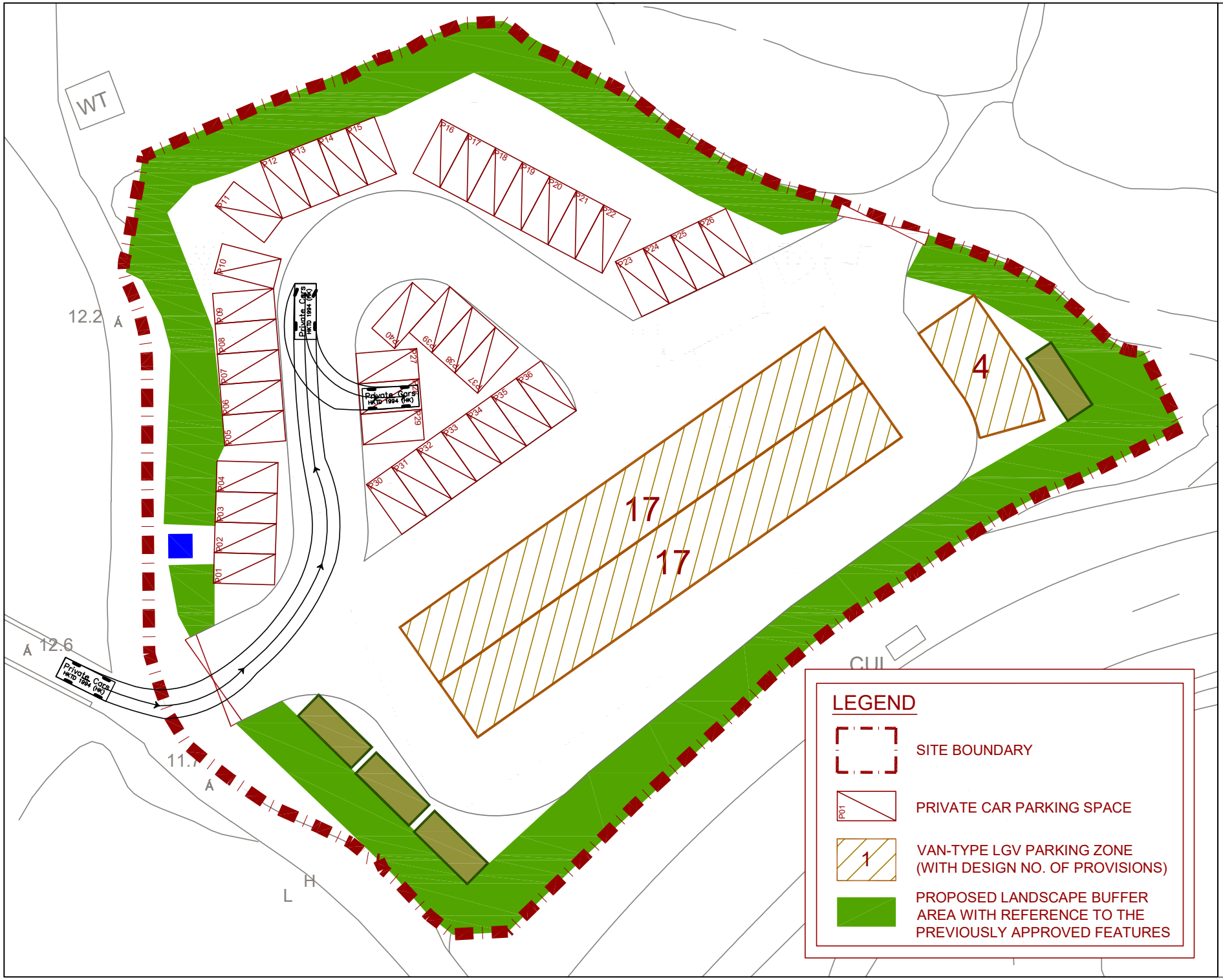
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP2

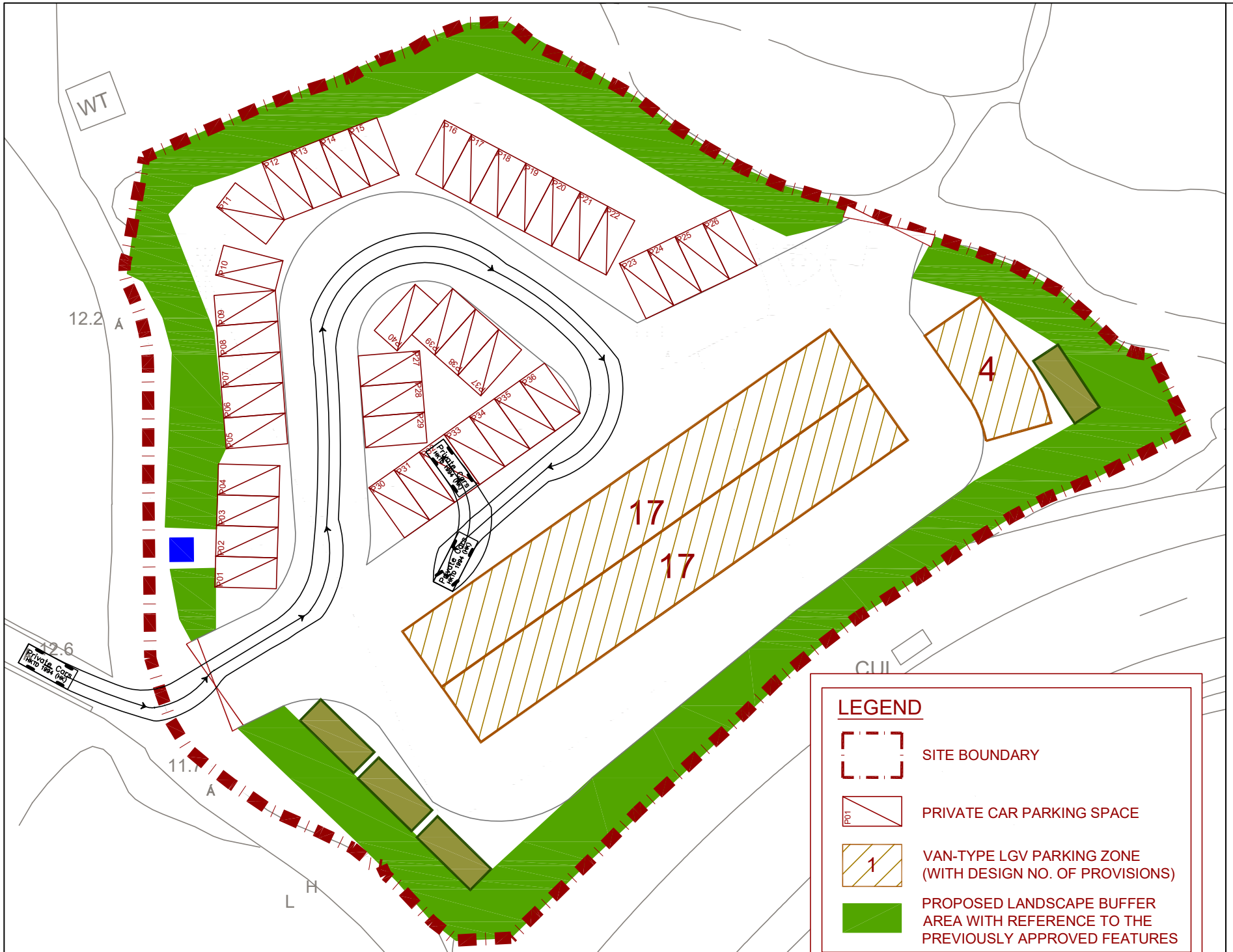
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP3

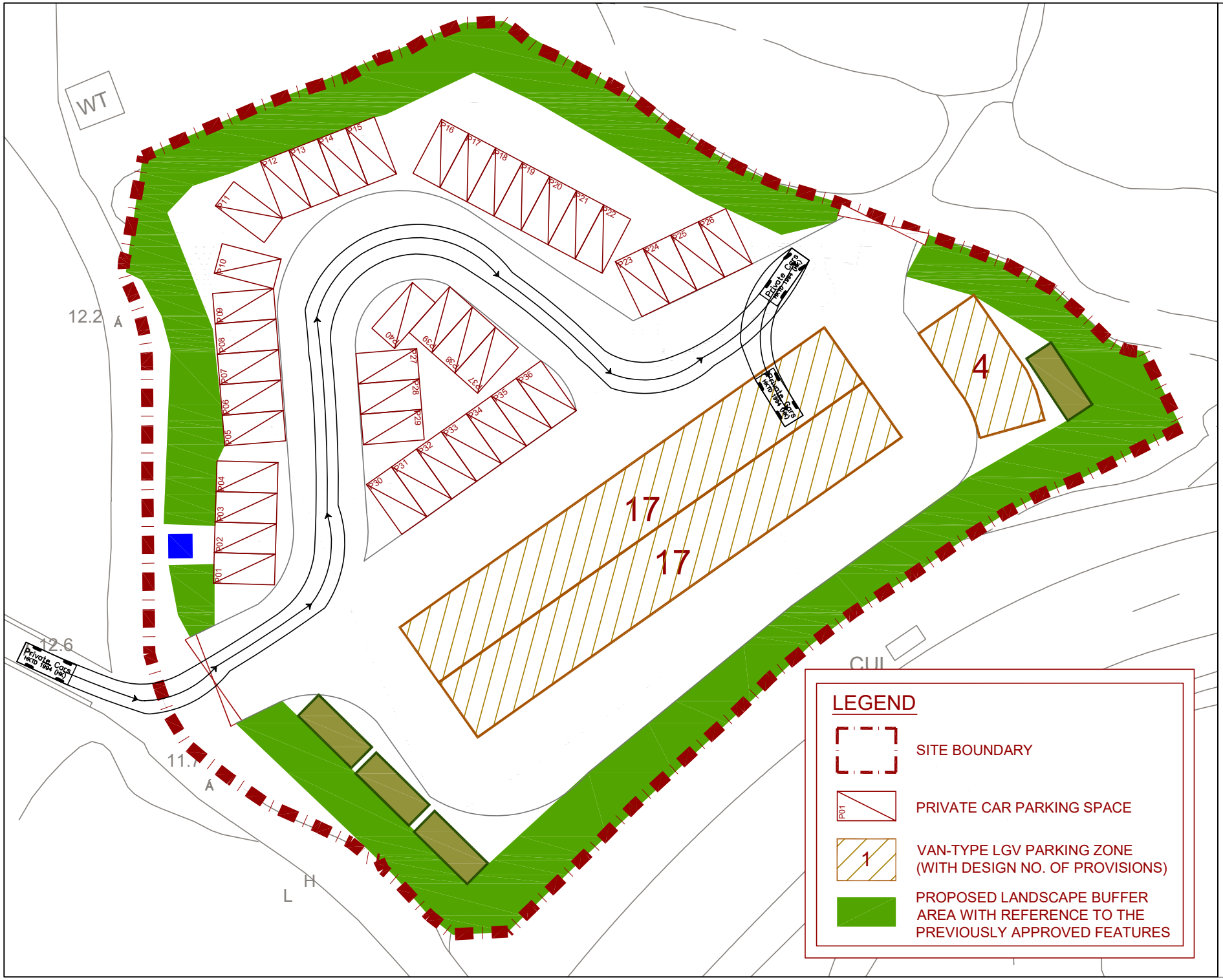
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP4

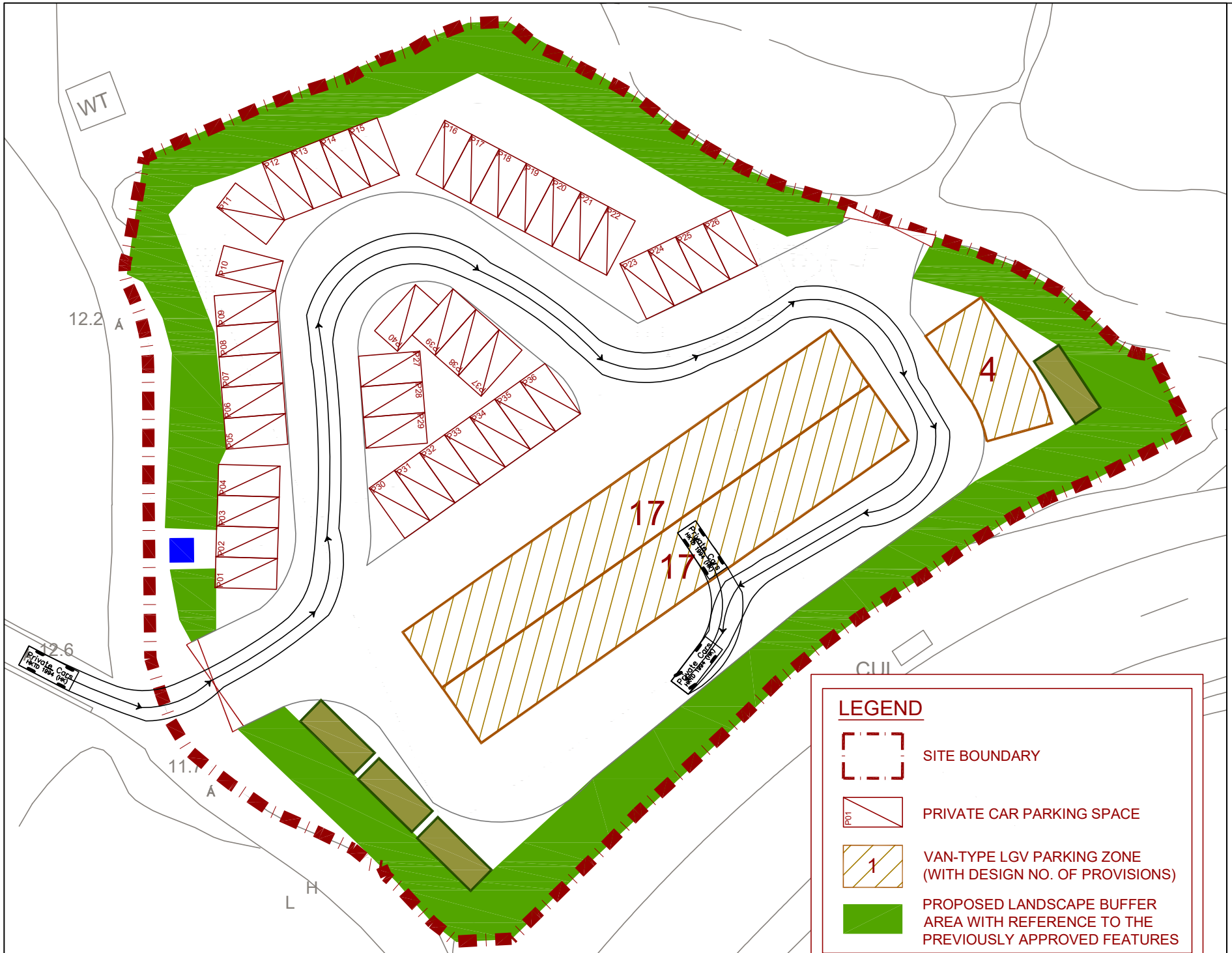
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.1 - SP5

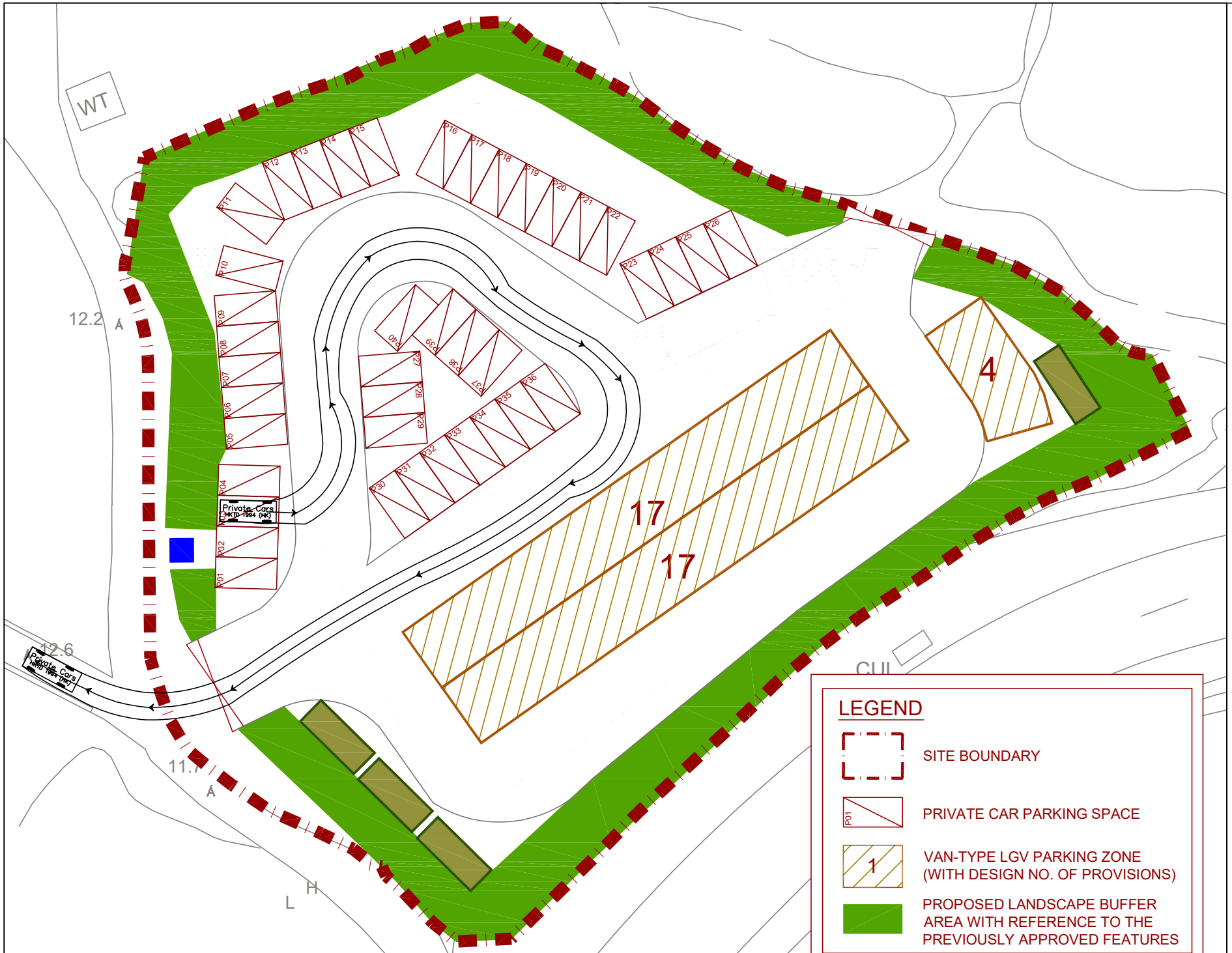
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP1

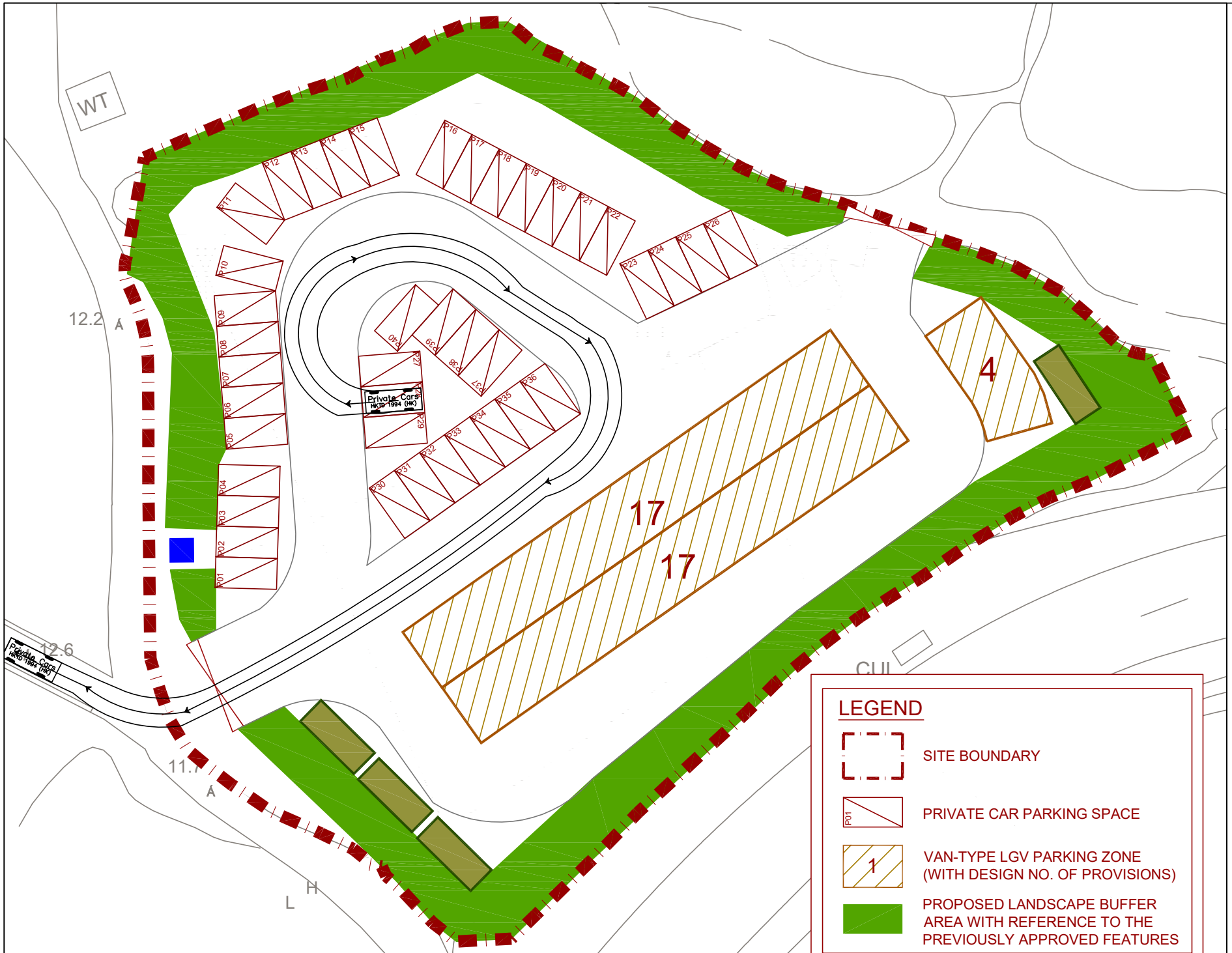
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP2

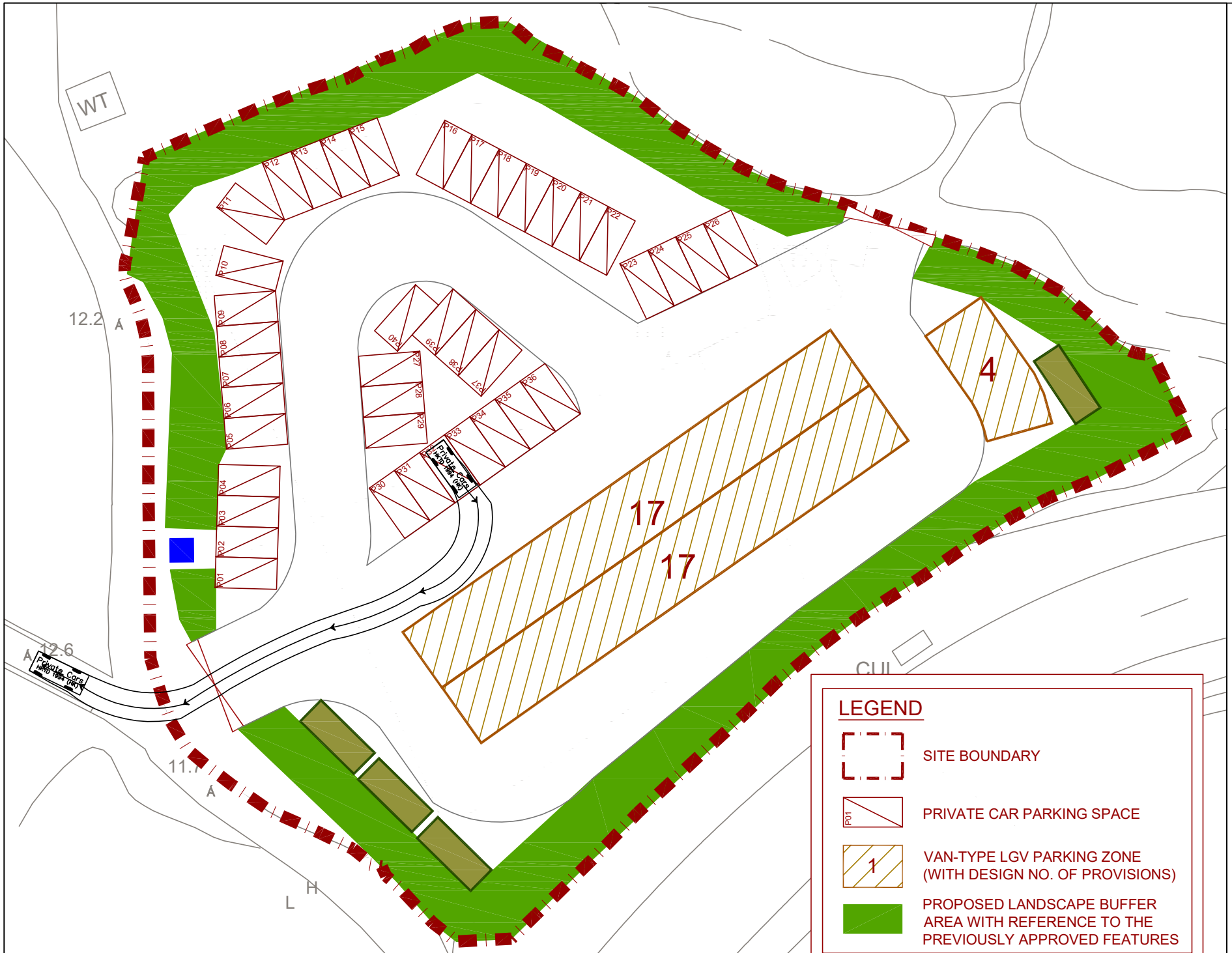
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP3

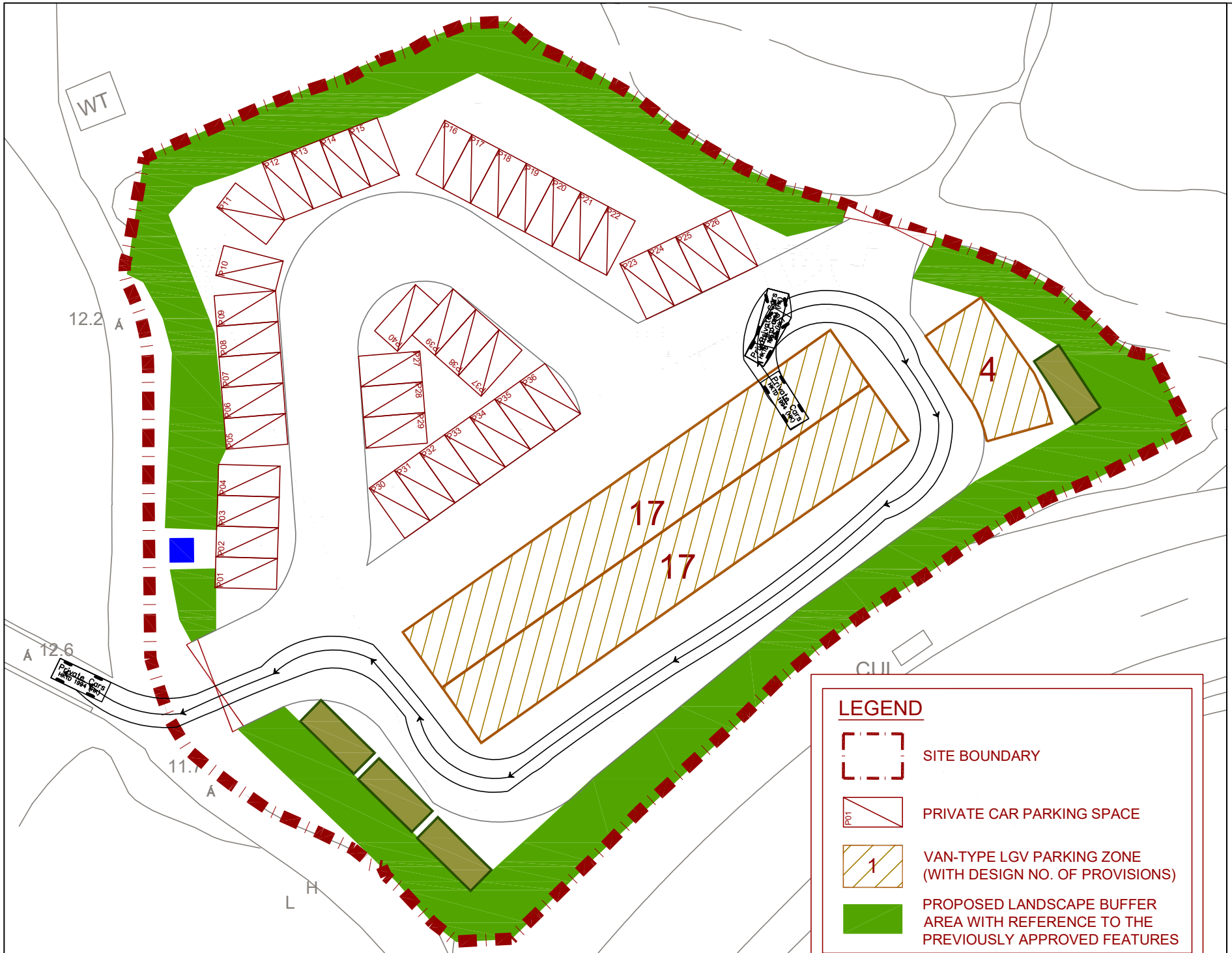
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP4

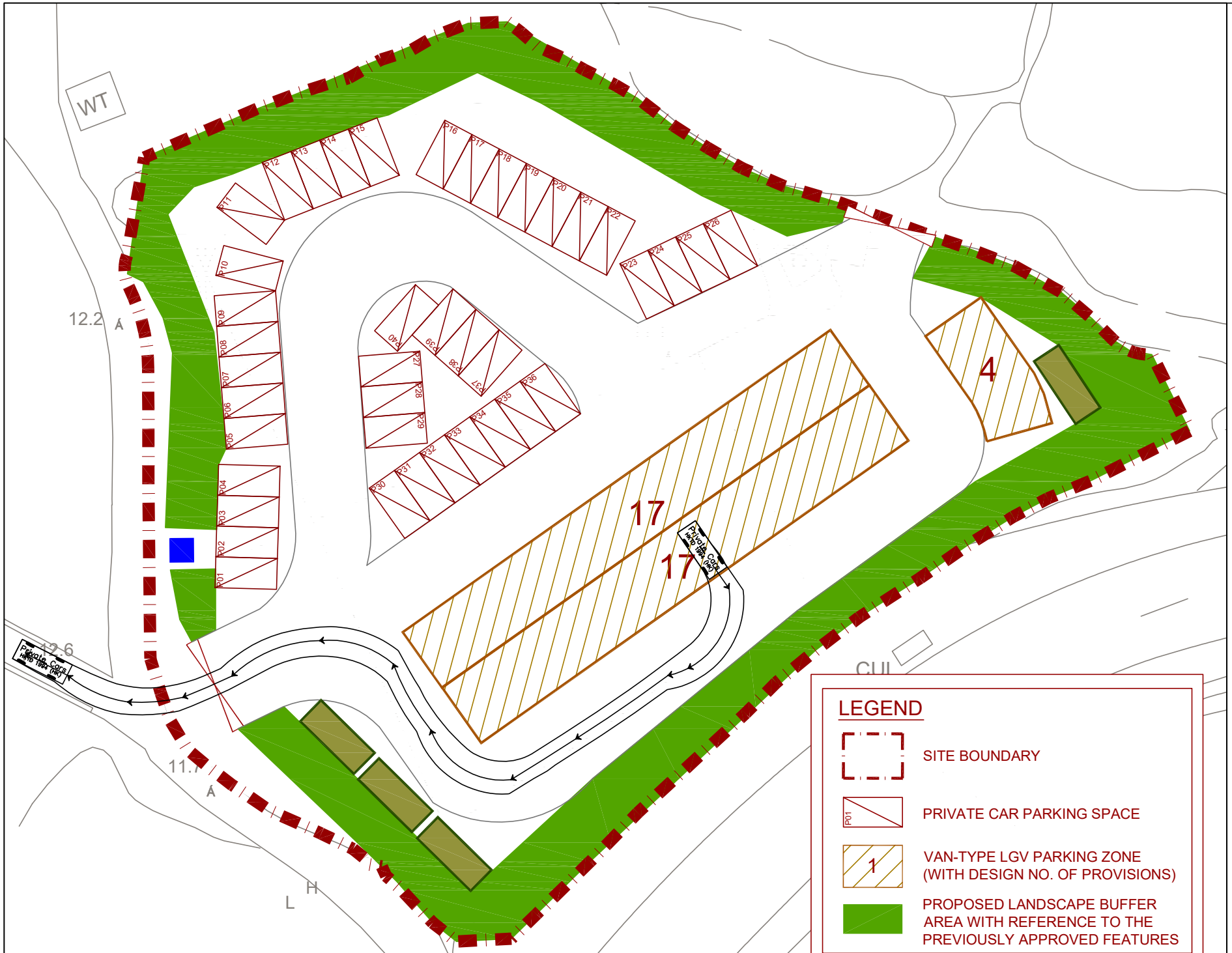
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SWEPT PATH ANALYSIS FOR PRIVATE CAR

FIGURE 2.2.2 - SP5

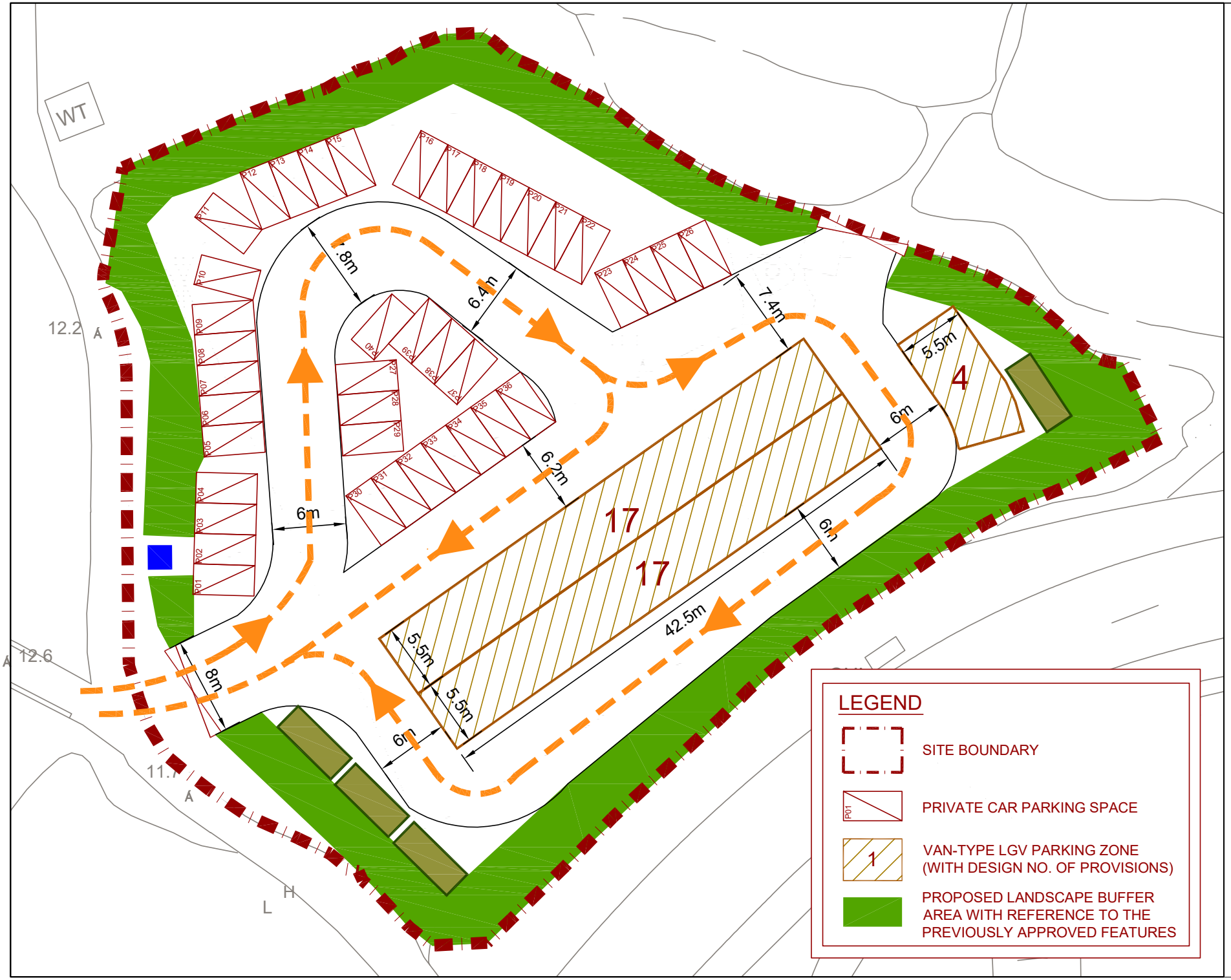
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

INTERNAL CIRCULATION AND DIMENSIONS

FIGURE 2.3

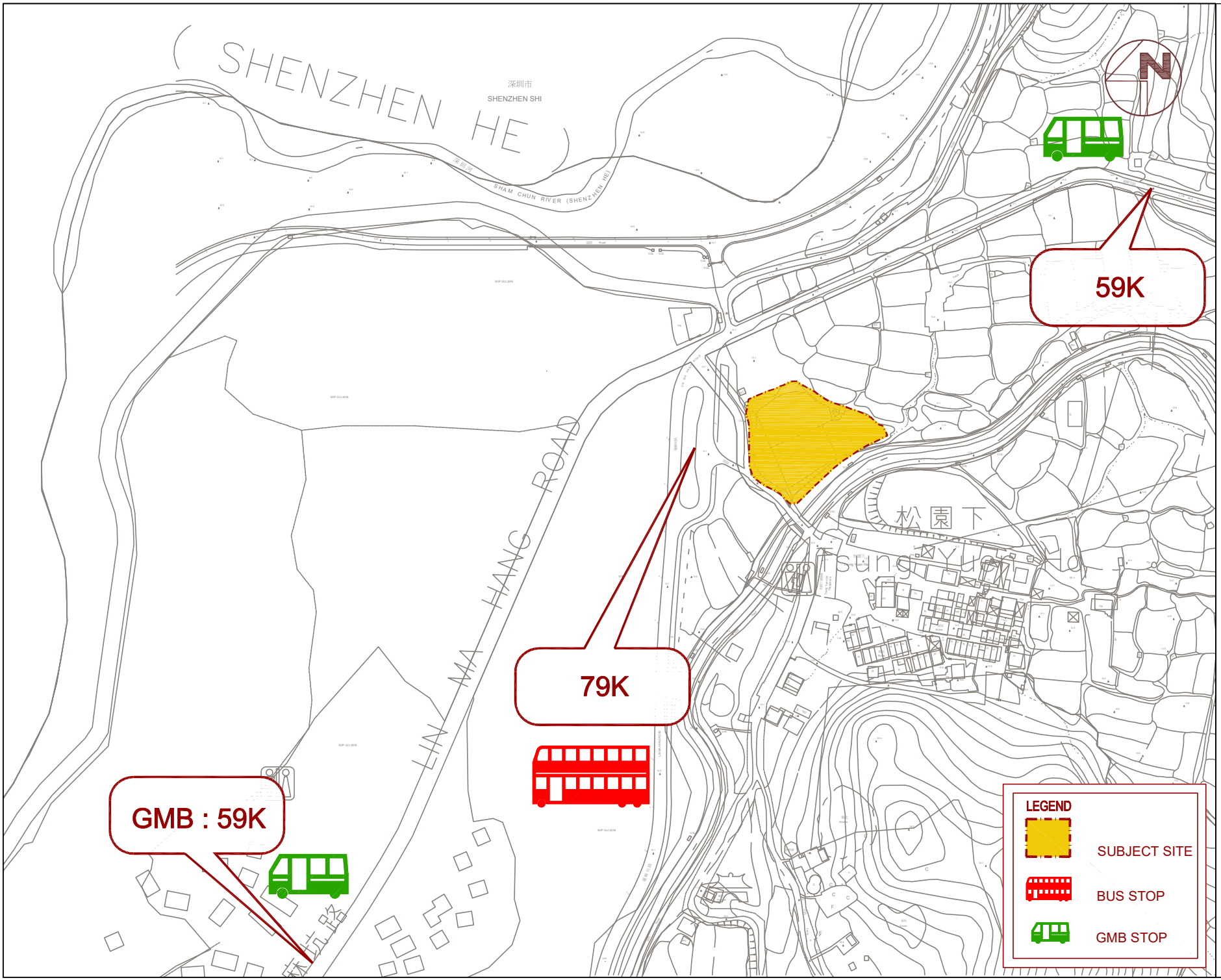
Scale : 1 : 400

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 2.3B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

PUBLIC TRANSPORT FACILITIES

FIGURE 3.1

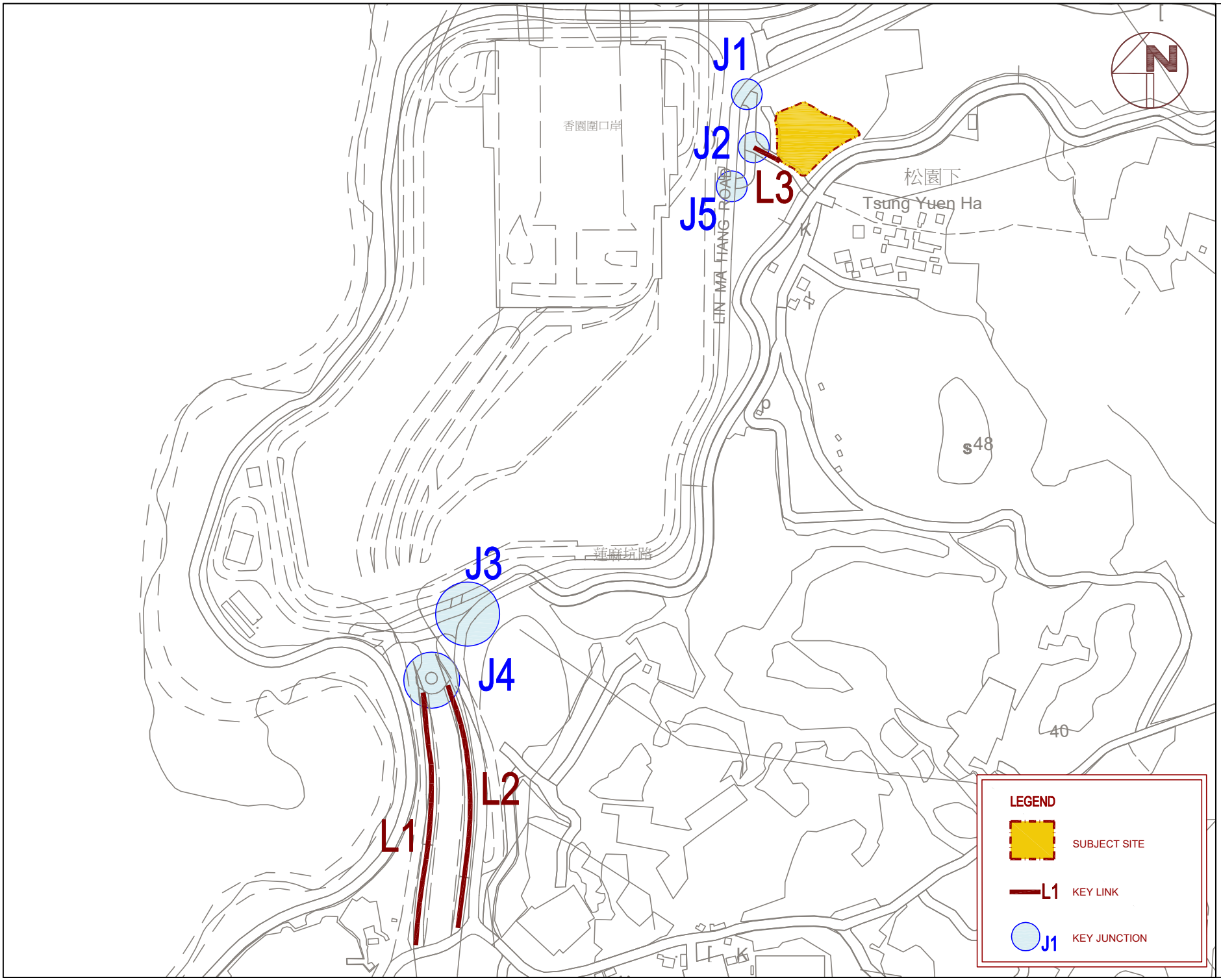
Scale : 1 : 3000

Date : APR 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 3.1A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

KEY LINKS AND KEY JUNCTIONS

FIGURE 3.2

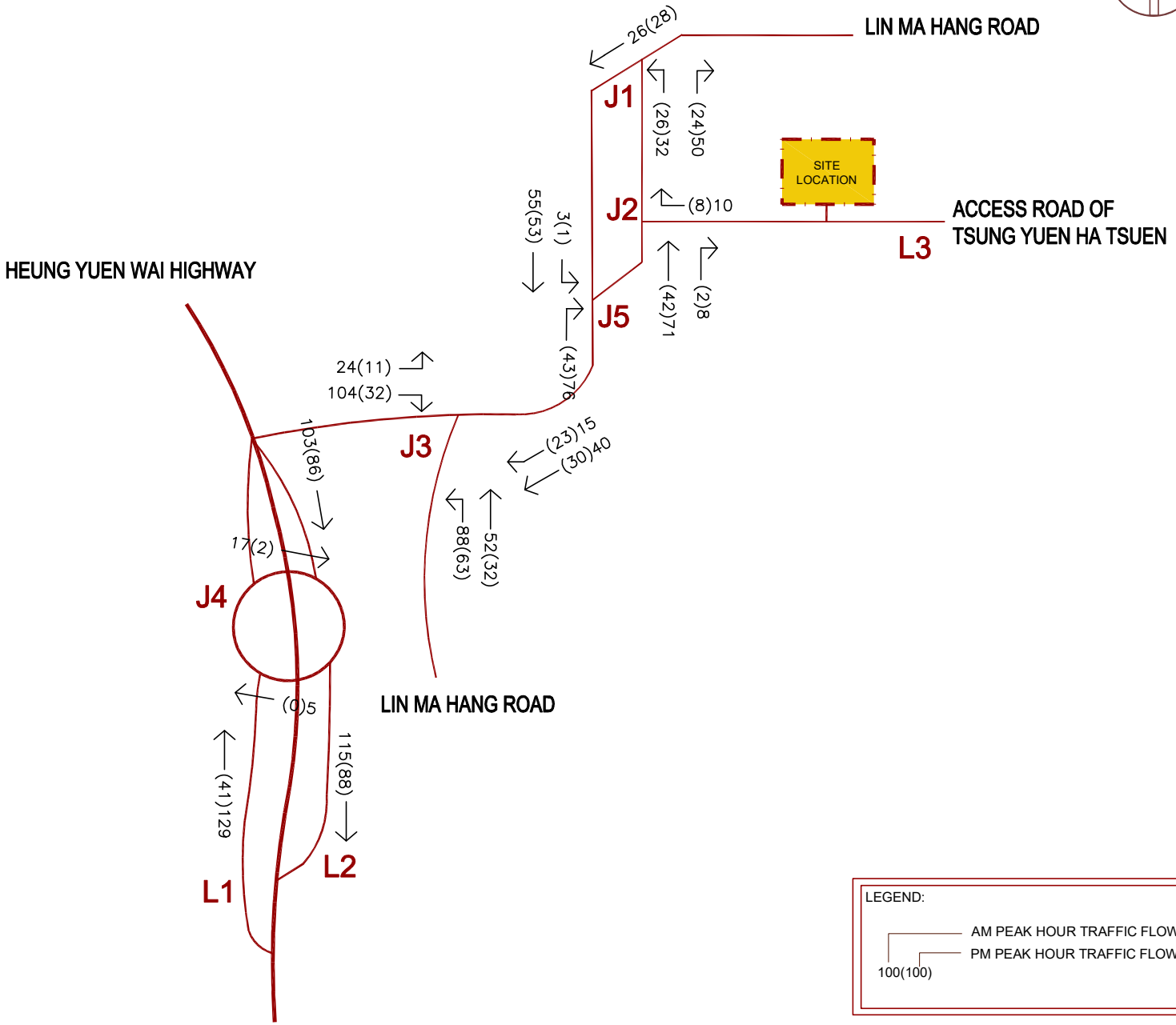
Scale : 1 : 5000

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 3.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

2021 OBSERVED PEAK HOUR TRAFFIC FLOWS

FIGURE 3.3

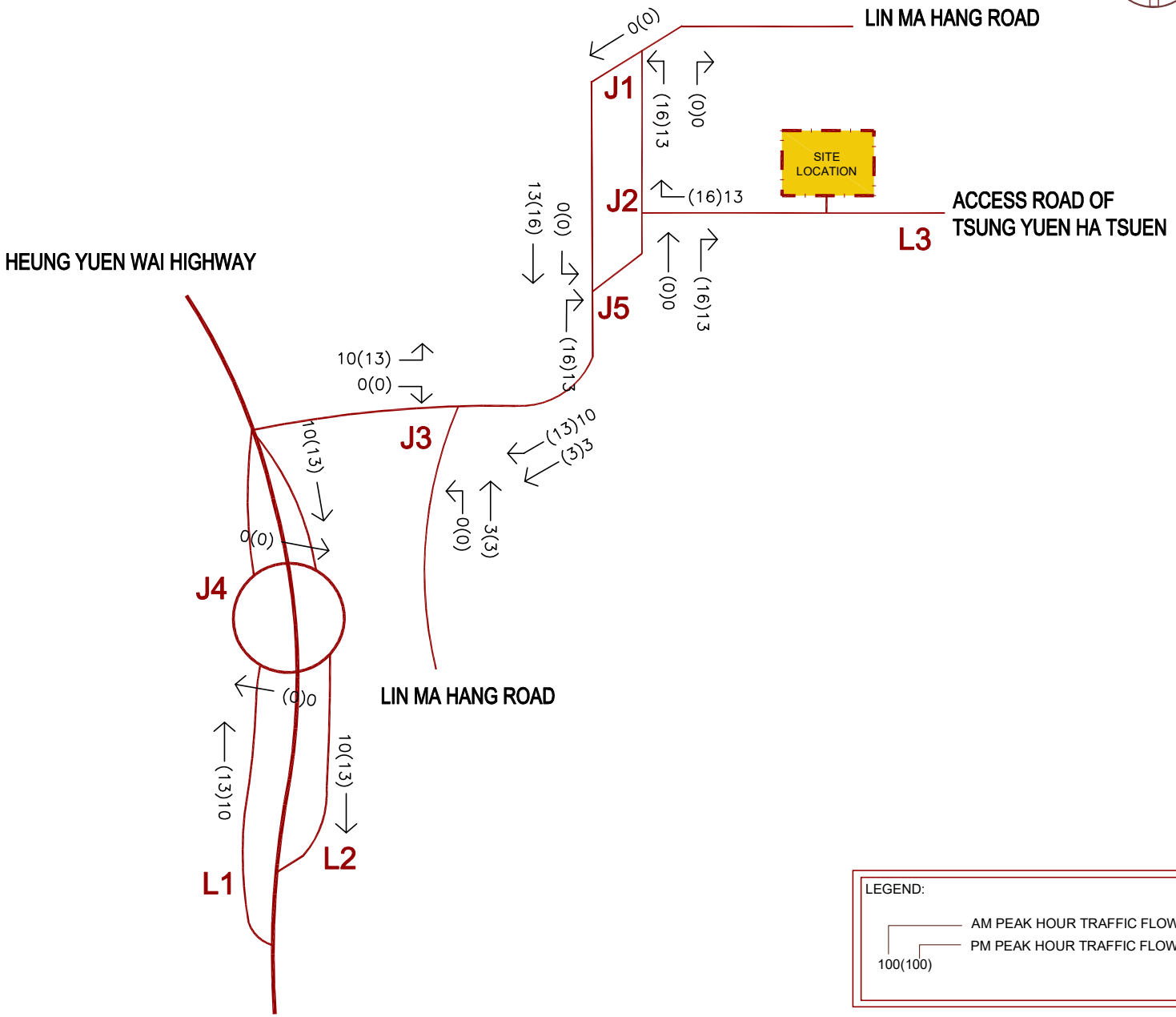
Scale : N.T.S.

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 3.3B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

NET DEVELOPMENT PEAK HOUR TRAFFIC FLOWS

FIGURE 4.1

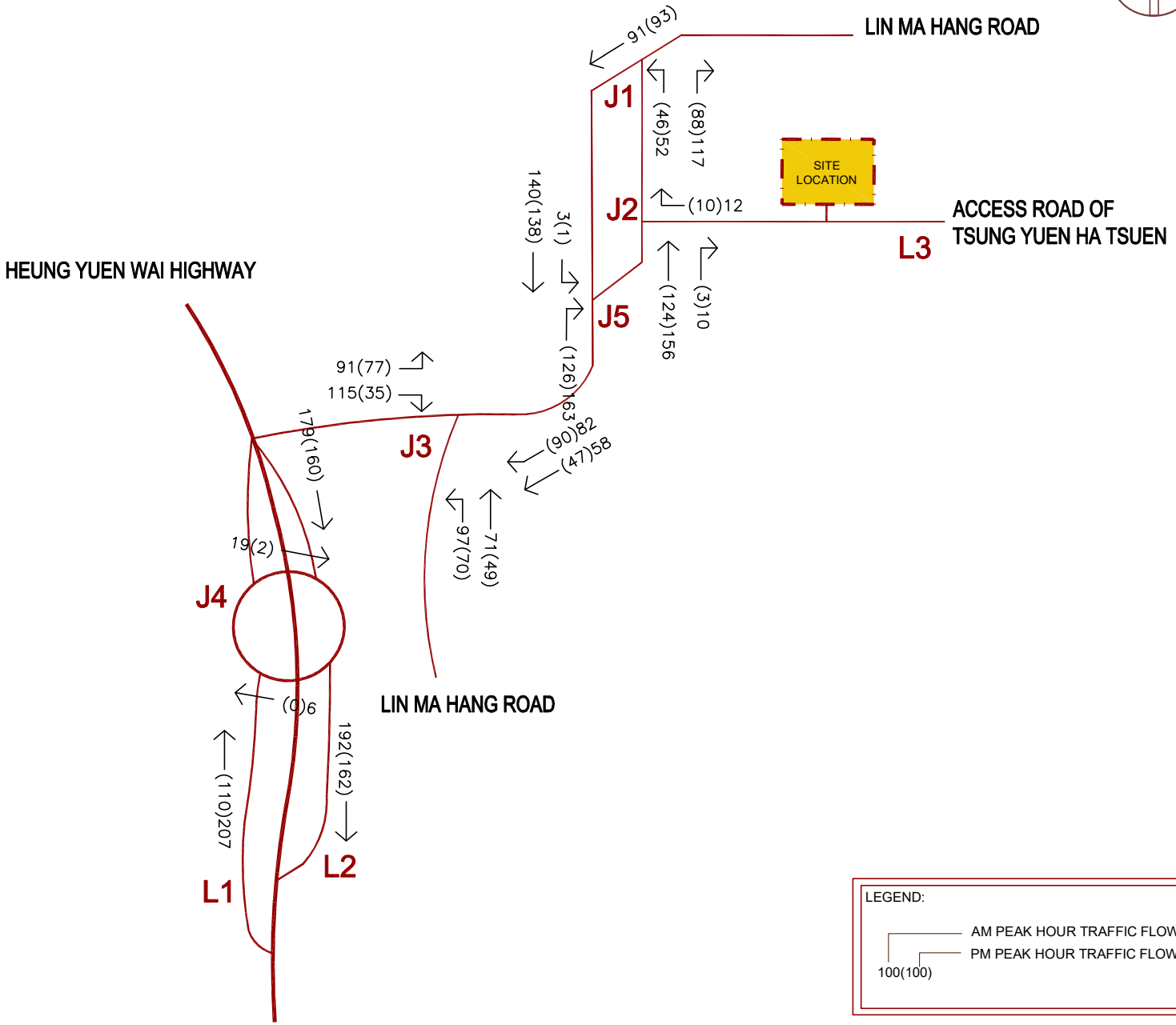
Scale : N.T.S.

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 4.1B.DWG



LEGEND:

AM PEAK HOUR TRAFFIC FLOW

100(100) PM PEAK HOUR TRAFFIC FLOW

S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

2026 REFERENCE PEAK HOUR TRAFFIC FLOWS

FIGURE 4.2

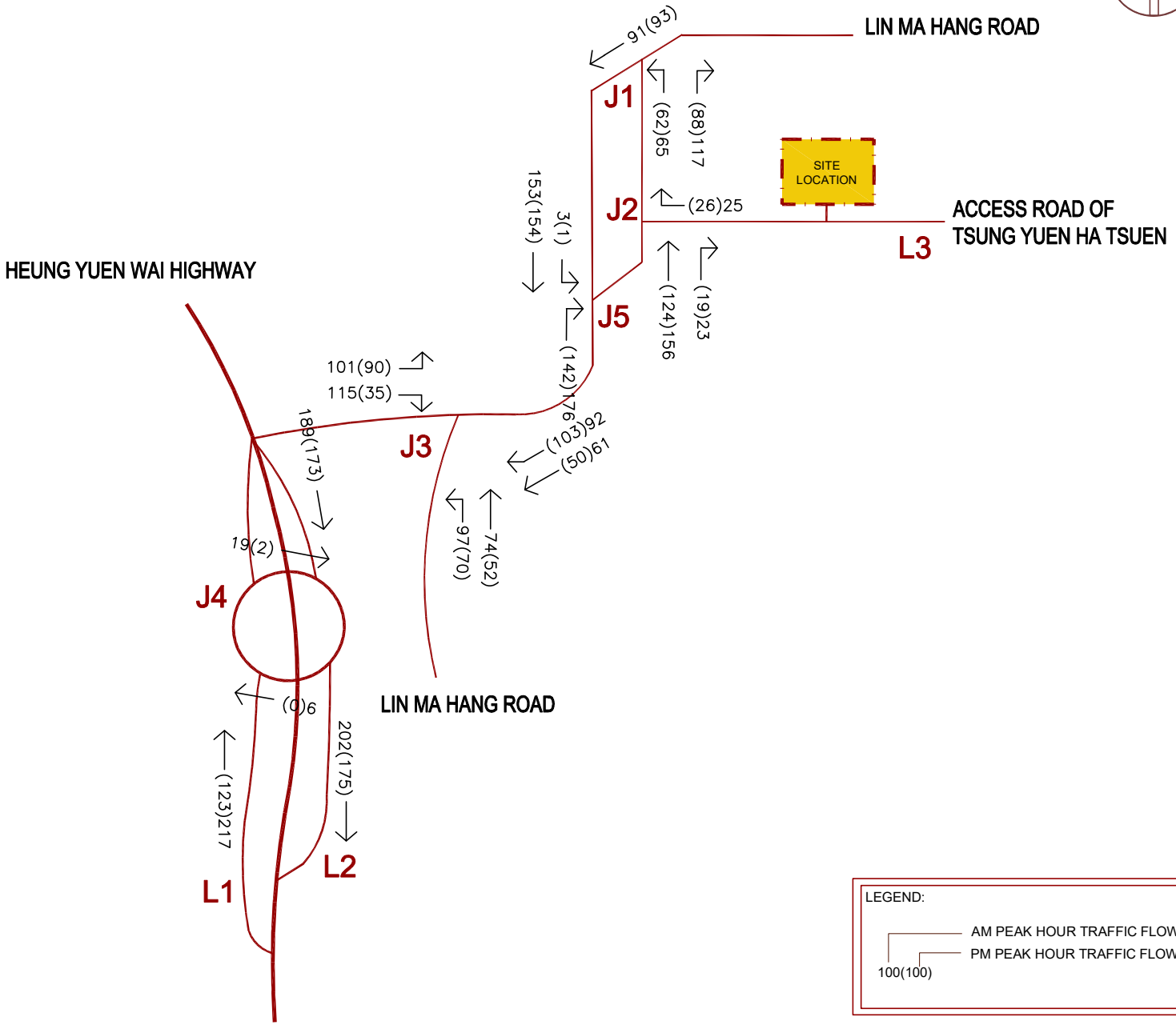
Scale : N.T.S.

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 4.2B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

2026 DESIGN PEAK HOUR TRAFFIC FLOWS

FIGURE 4.3

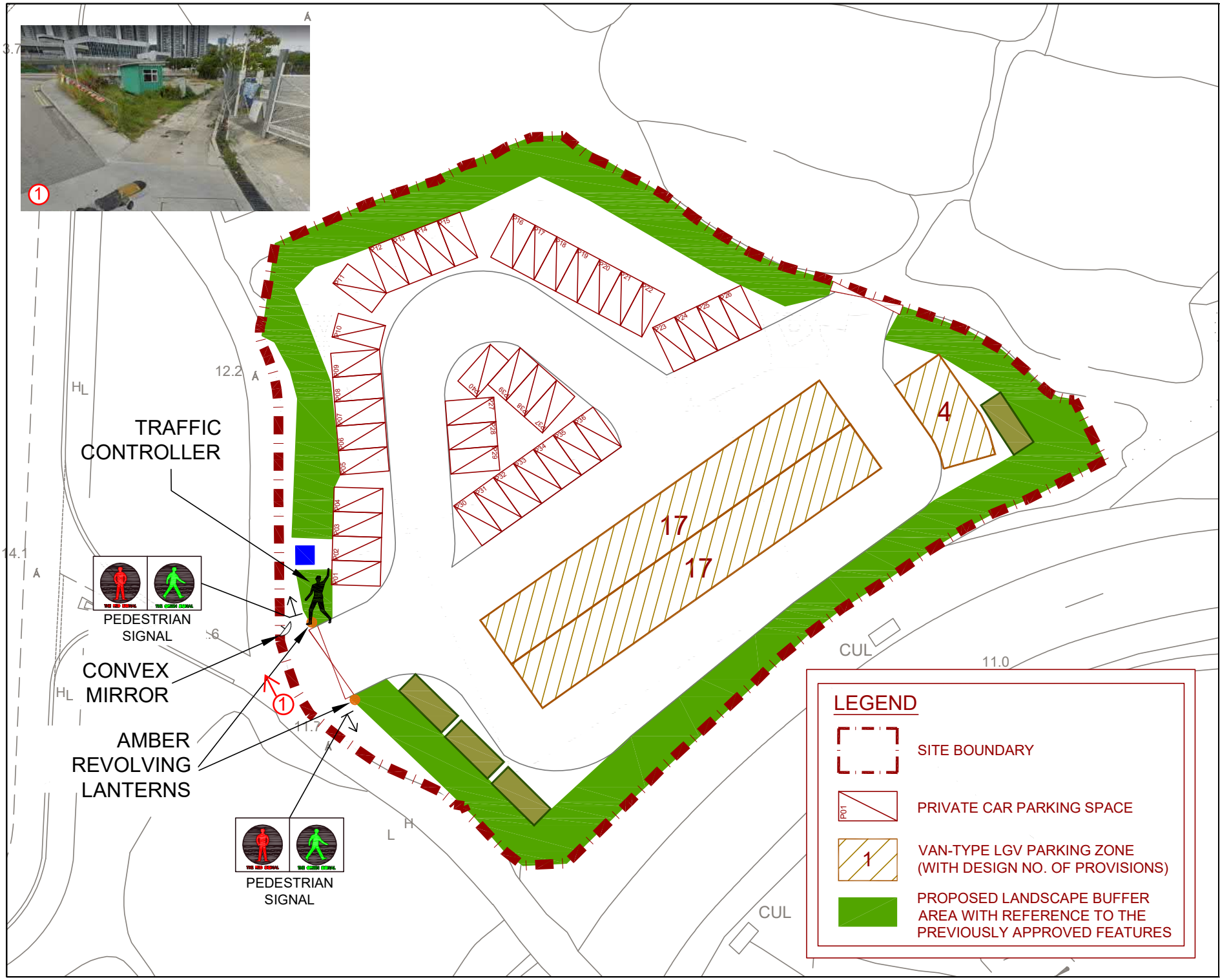
Scale : N.T.S.

Date : APR 2021

Rev. : B

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 4.3B.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

PROPOSED SAFETY MEASURES

FIGURE 5.1

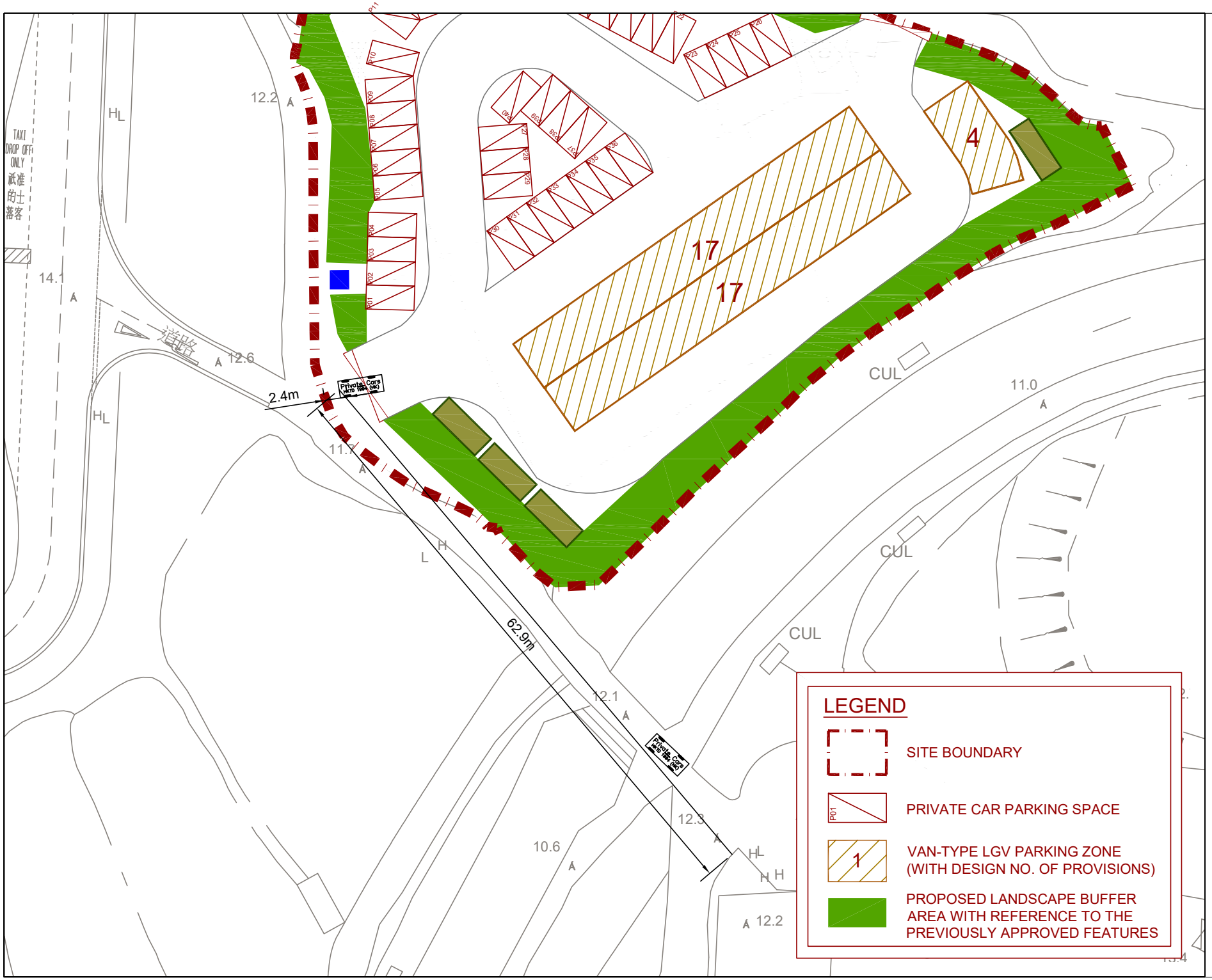
Scale : 1 : 500

Date : APR 2021

Rev. :

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 5.1.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SIGHTLINE AT THE ENTRANCE WITHOUT CONVEX MIRROR

FIGURE 5.1.1

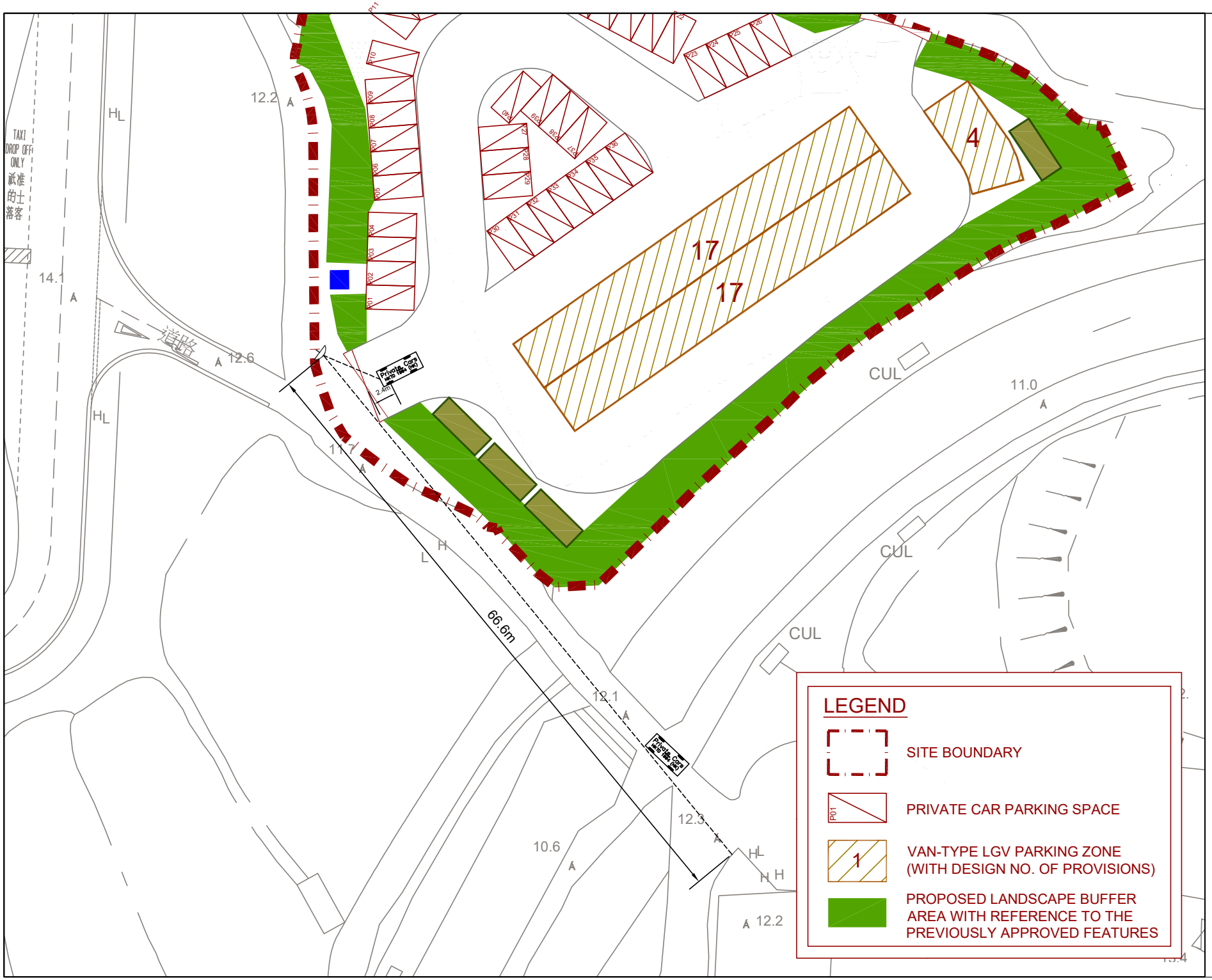
Scale : 1 : 500

Date : APR 2021

Rev. :

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 5.1.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SIGHTLINE AT THE ENTRANCE WITH CONVEX MIRROR

FIGURE 5.1.2

Scale : 1 : 500

Date : APR 2021

Rev. :

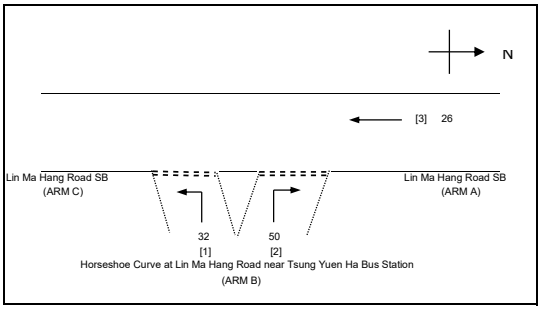
AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING - CARPARK\DATA\DRAWING\FIGURE 5.1.DWG

Appendix A

Junction Analysis

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2021 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	26	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	50	(pcu/hr)
q b-c	=	32	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3902439

THE CAPACITY OF MOVEMENT :

Q b-a	=	642		
Q b-c	=	1277	Q b-c (O) =	1252
Q c-b	=	432		
Q b-ac	=	796.6		

TOTAL FLOW = 32 (PCU/HR)

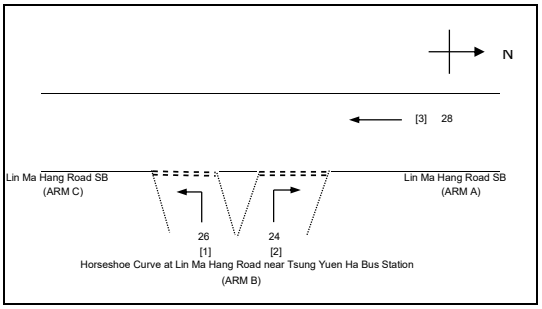
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0779
DFC b-c	=	0.0251
DFC c-b	=	0.0000

CRITICAL DFC = 0.08

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]OBS AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2021 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	28	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	24	(pcu/hr)
q b-c	=	26	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.52

THE CAPACITY OF MOVEMENT :

Q b-a	=	642		
Q b-c	=	1275	Q b-c (O) =	1263
Q c-b	=	431		
Q b-ac	=	865.4		

TOTAL FLOW = 26 (PCU/HR)

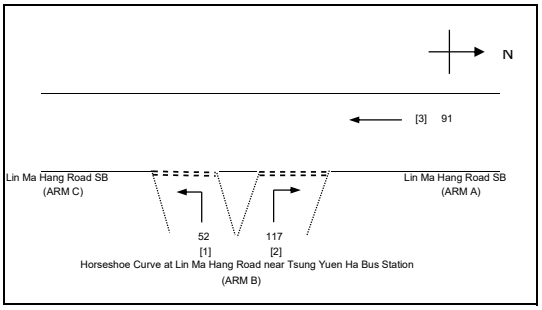
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0374
DFC b-c	=	0.0204
DFC c-b	=	0.0000

CRITICAL DFC = 0.04

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]OBS PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	91	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	117	(pcu/hr)
q b-c	=	52	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3076923

THE CAPACITY OF MOVEMENT :

Q b-a	=	621		
Q b-c	=	1241	Q b-c (O) =	1183
Q c-b	=	420		
Q b-ac	=	733.8		

TOTAL FLOW = 52 (PCU/HR)

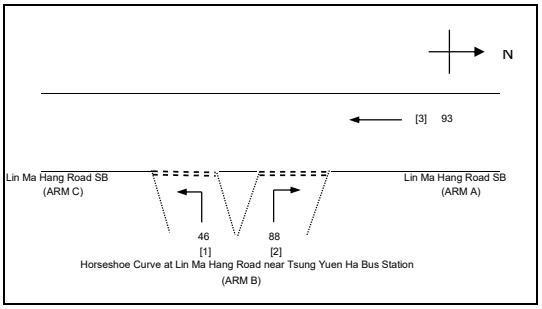
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1884
DFC b-c	=	0.0419
DFC c-b	=	0.0000

CRITICAL DFC = 0.19

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	93	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	88	(pcu/hr)
q b-c	=	46	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3432836

THE CAPACITY OF MOVEMENT :

Q b-a	=	620		
Q b-c	=	1240	Q b-c (O) =	1196
Q c-b	=	419		
Q b-ac	=	748.5		

TOTAL FLOW = 46 (PCU/HR)

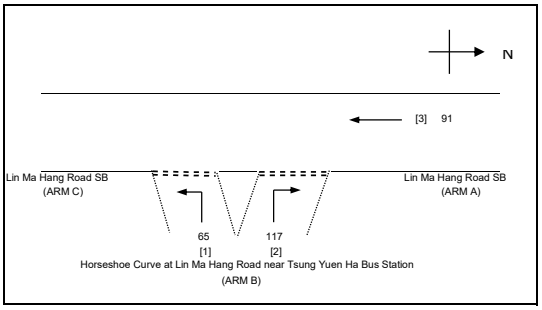
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1419
DFC b-c	=	0.0371
DFC c-b	=	0.0000

CRITICAL DFC = 0.14

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Design Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	91	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	117	(pcu/hr)
q b-c	=	65	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.3571429

THE CAPACITY OF MOVEMENT :

Q b-a	=	621		
Q b-c	=	1241	Q b-c (O) =	1183
Q c-b	=	420		
Q b-ac	=	755.9		

TOTAL FLOW = 65 (PCU/HR)

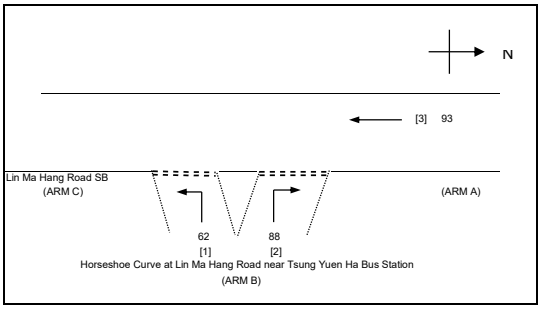
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1884
DFC b-c	=	0.0524
DFC c-b	=	0.0000

CRITICAL DFC = 0.19

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Design Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	3.66	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	93	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0.00	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.90	(metres)
W b-c	=	10.50	(metres)
Vl b-a	=	60	(metres)
Vr b-a	=	200	(metres)
Vr b-c	=	180	(metres)
q b-a	=	88	(pcu/hr)
q b-c	=	62	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.0379436
E	=	1.7326706
F	=	0.5859548
Y	=	0.87373
F for (Qb-ac)	=	0.4133333

THE CAPACITY OF MOVEMENT :

Q b-a	=	620		
Q b-c	=	1240	Q b-c (O) =	1196
Q c-b	=	419		
Q b-ac	=	781.5		

TOTAL FLOW = 62 (PCU/HR)

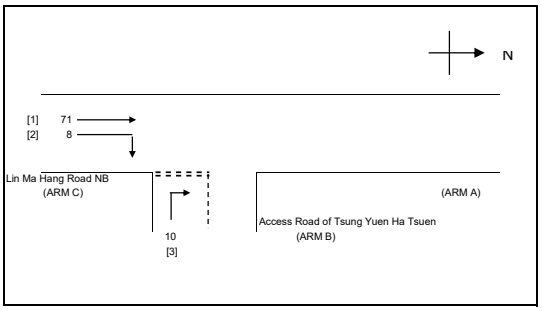
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1419
DFC b-c	=	0.0500
DFC c-b	=	0.0000

CRITICAL DFC = 0.14

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J1_Lin Ma Hang Road SB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]DES PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2021 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	71	(pcu/hr)
q c-b	=	8	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	525		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

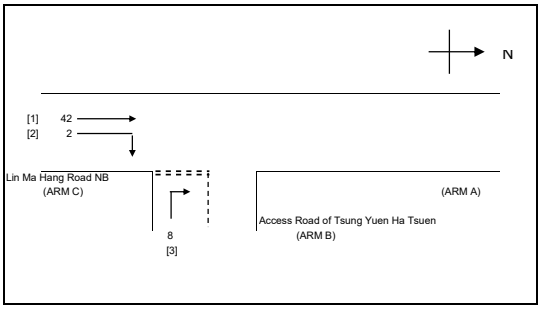
TOTAL FLOW = 89 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0229
DFC c-b	=	0.0116

CRITICAL DFC = 0.02

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2021 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	42	(pcu/hr)
q c-b	=	2	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	8	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	532		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

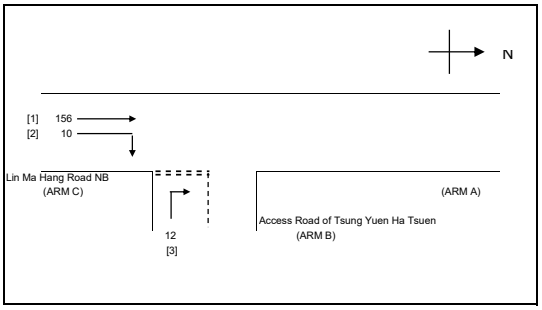
TOTAL FLOW = 52 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0183
DFC c-b	=	0.0029

CRITICAL DFC = 0.02

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2026 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	156	(pcu/hr)
q c-b	=	10	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	12	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	512		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 178 (PCU/HR)

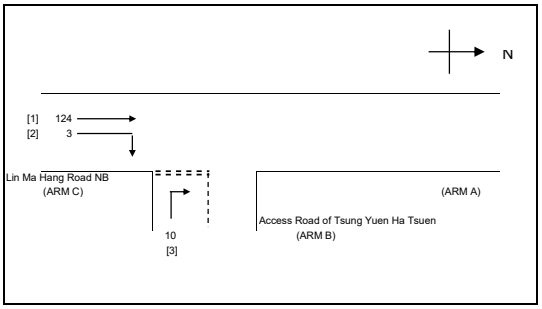
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0275
DFC c-b	=	0.0145

CRITICAL DFC = 0.03

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2026 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	124	(pcu/hr)
q c-b	=	3	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	519		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 137 (PCU/HR)

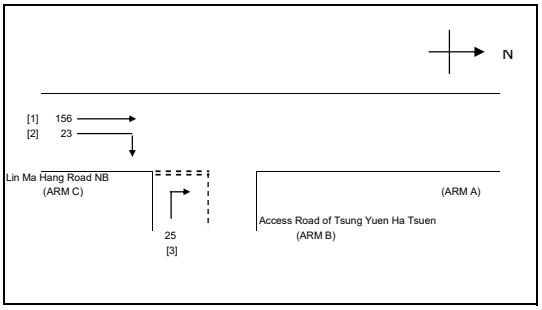
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0229
DFC c-b	=	0.0044

CRITICAL DFC = 0.02

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2026 Design Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	156	(pcu/hr)
q c-b	=	23	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	25	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	508		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 204 (PCU/HR)

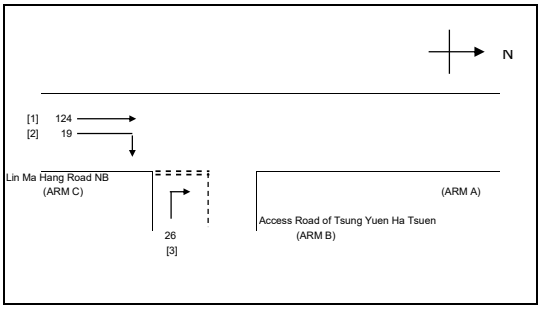
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0572
DFC c-b	=	0.0334

CRITICAL DFC = 0.06

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Access Road of Tsung Yuen Ha Tsuen	2026 Design Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.00	(metres)
W cr	=	0	(metres)
q a-b	=	0	(pcu/hr)
q a-c	=	0	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.50	(metres)
Vr c-b	=	50	(metres)
q c-a	=	124	(pcu/hr)
q c-b	=	19	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	80	(metres)
Vr b-a	=	70	(metres)
Vr b-c	=	0	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	26	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.8589902
E	=	0.5859548
F	=	0.9237883
Y	=	0.7585
F for (Qb-ac)	=	1

THE CAPACITY OF MOVEMENT :

Q b-a	=	514		
Q b-c	=	437	Q b-c (O) =	437
Q c-b	=	688		
Q b-ac	=	437		

TOTAL FLOW = 169 (PCU/HR)

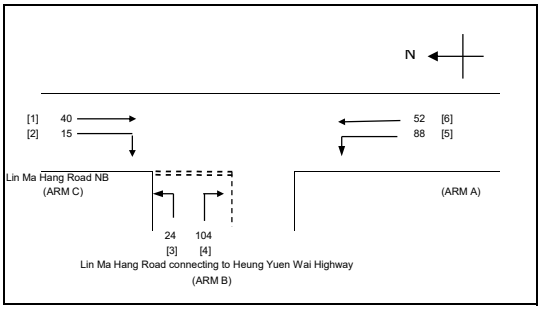
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0595
DFC c-b	=	0.0276

CRITICAL DFC = 0.06

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J2_Lin Ma Hang Road NB _Access Road of Tsung Yuen Ha Tsuen.xlsx]DES PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2021 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	88	(pcu/hr)
q a-c	=	52	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	40	(pcu/hr)
q c-b	=	15	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	104	(pcu/hr)
q b-c	=	24	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.1875

THE CAPACITY OF MOVEMENT :

Q b-a	=	661		
Q b-c	=	785	Q b-c (O) =	754.1
Q c-b	=	671		
Q b-ac	=	681.2		

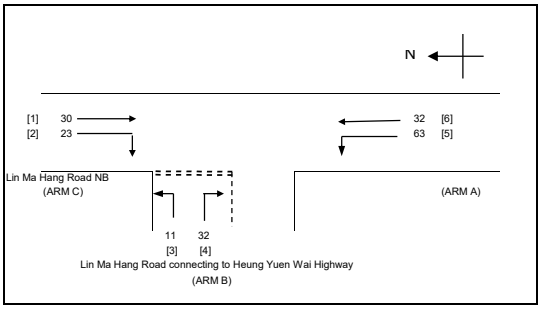
TOTAL FLOW = 183 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1573
DFC b-c	=	0.0306
DFC c-b	=	0.0224

CRITICAL DFC = 0.16

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2021 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	63	(pcu/hr)
q a-c	=	32	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	30	(pcu/hr)
q c-b	=	23	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	32	(pcu/hr)
q b-c	=	11	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.255814

THE CAPACITY OF MOVEMENT :

Q b-a	=	669		
Q b-c	=	794	Q b-c (O) =	784.5
Q c-b	=	683		
Q b-ac	=	697.1		

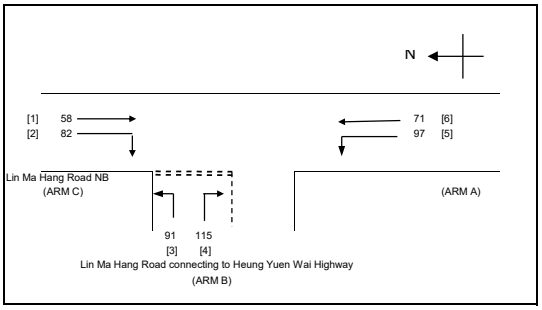
TOTAL FLOW = 96 (PCU/HR)

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0478
DFC b-c	=	0.0139
DFC c-b	=	0.0337

CRITICAL DFC = 0.05

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2026 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	97	(pcu/hr)
q a-c	=	71	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	58	(pcu/hr)
q c-b	=	82	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	115	(pcu/hr)
q b-c	=	91	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.4417476

THE CAPACITY OF MOVEMENT :

Q b-a	=	621		
Q b-c	=	778	Q b-c (O) =	742
Q c-b	=	663		
Q b-ac	=	681.8		

TOTAL FLOW = 346 (PCU/HR)

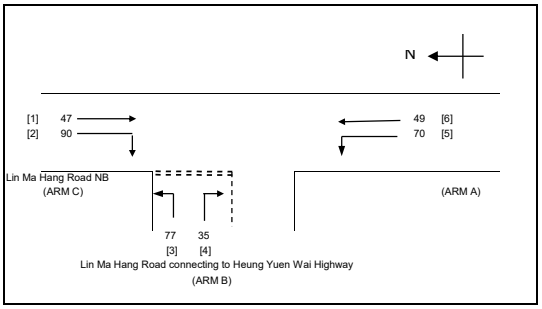
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1852
DFC b-c	=	0.1170
DFC c-b	=	0.1237

CRITICAL DFC = 0.19

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2026 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	70	(pcu/hr)
q a-c	=	49	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	47	(pcu/hr)
q c-b	=	90	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	35	(pcu/hr)
q b-c	=	77	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.6875

THE CAPACITY OF MOVEMENT :

Q b-a	=	630		
Q b-c	=	788	Q b-c (O) =	777.1
Q c-b	=	676		
Q b-ac	=	730.7		

TOTAL FLOW = 249 (PCU/HR)

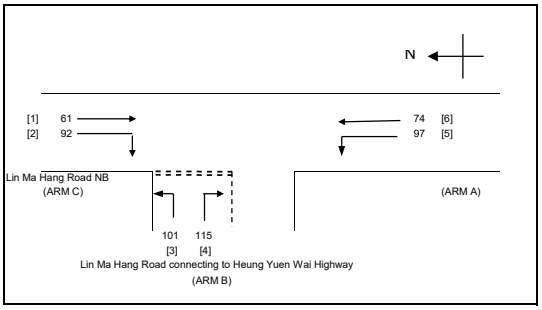
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0556
DFC b-c	=	0.0977
DFC c-b	=	0.1331

CRITICAL DFC = 0.13

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2026 Design Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	97	(pcu/hr)
q a-c	=	74	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	61	(pcu/hr)
q c-b	=	92	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	115	(pcu/hr)
q b-c	=	101	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.4675926

THE CAPACITY OF MOVEMENT :

Q b-a	=	615		
Q b-c	=	777	Q b-c (O) =	740.7
Q c-b	=	663		
Q b-ac	=	681.4		

TOTAL FLOW = 369 (PCU/HR)

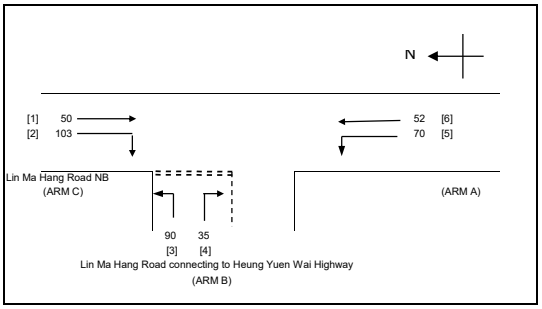
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.1870
DFC b-c	=	0.1300
DFC c-b	=	0.1388

CRITICAL DFC = 0.19

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road NB/ Lin Ma Hang Road connecting to Heung Yuen Wai Highway	2026 Design Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	6.80	(metres)
W cr	=	0	(metres)
q a-b	=	70	(pcu/hr)
q a-c	=	52	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.40	(metres)
Vr c-b	=	90	(metres)
q c-a	=	50	(pcu/hr)
q c-b	=	103	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4.00	(metres)
W b-c	=	4.00	(metres)
Vl b-a	=	200	(metres)
Vr b-a	=	180	(metres)
Vr b-c	=	180	(metres)
q b-a	=	35	(pcu/hr)
q b-c	=	90	(pcu/hr)

GEOMETRIC FACTORS :

D	=	1.1213369
E	=	1.0886766
F	=	0.9501345
Y	=	0.7654
F for (Qb-ac)	=	0.72

THE CAPACITY OF MOVEMENT :

Q b-a	=	622		
Q b-c	=	787	Q b-c (O) =	775.9
Q c-b	=	676		
Q b-ac	=	732.6		

TOTAL FLOW = 278 (PCU/HR)

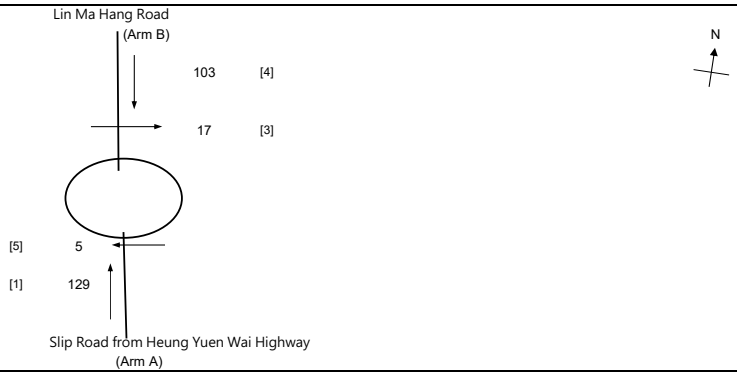
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0563
DFC b-c	=	0.1144
DFC c-b	=	0.1524

CRITICAL DFC = 0.15

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J3_Lin Ma Hang Road NB_Lin Ma Hang Road connecting to Heung Yuen Wai Highway.xlsx]DES PM

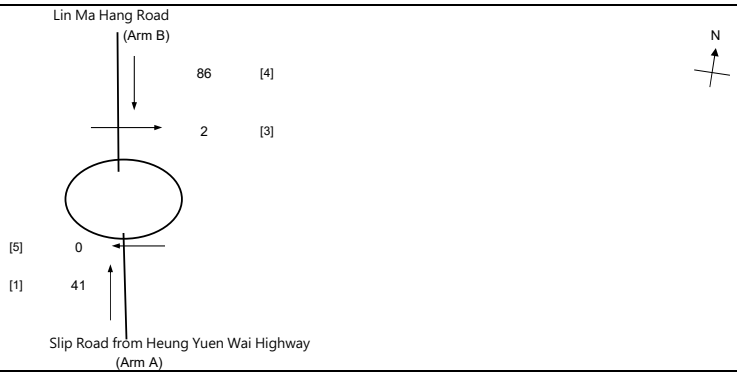
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Apr-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Apr-21
SITUATION:	2021 Observed Flows AM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	129	103			
Qc	=	Circulating flow across entry (pcu/h)	5	17			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1655	1110	Total In Sum =	267	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.08	0.09	**DFC of Critical Approach =**	**0.09**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]OBS AM

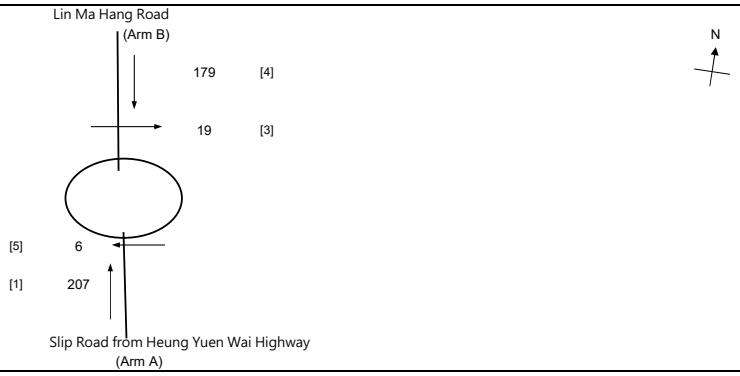
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Apr-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Apr-21
SITUATION:	2021 Observed Flows PM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	41	86			
Qc	=	Circulating flow across entry (pcu/h)	0	2			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1659	1118	Total In Sum =	142	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.02	0.08	**DFC of Critical Approach =**	**0.08**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]OBS PM

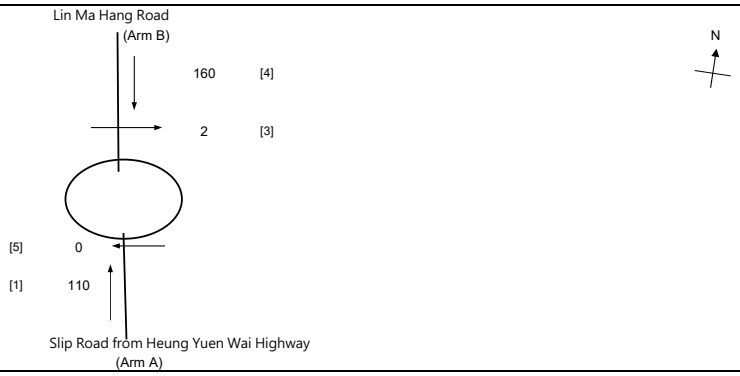
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Apr-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Apr-21
SITUATION:	2026 Reference Flows AM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	207	179			
Qc	=	Circulating flow across entry (pcu/h)	6	19			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1655	1109	Total In Sum =	424	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.13	0.16	**DFC of Critical Approach =**	**0.16**	

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]REF AM

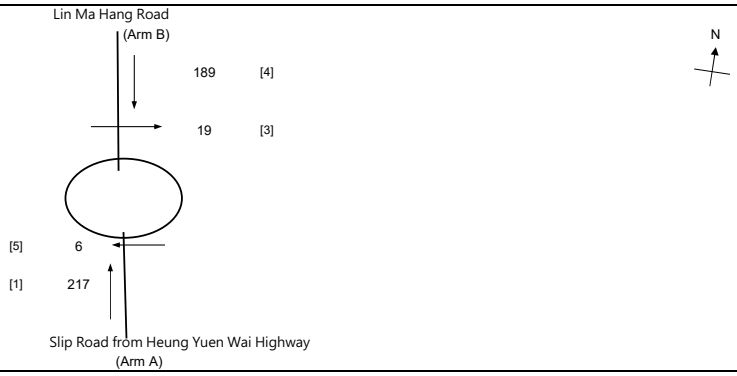
AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Apr-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Apr-21
SITUATION:	2026 Reference Flows PM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	110	160			
Qc	=	Circulating flow across entry (pcu/h)	0	2			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1659	1118	Total In Sum =	285	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.07	0.14	**DFC of Critical Approach =**	**0.14**	

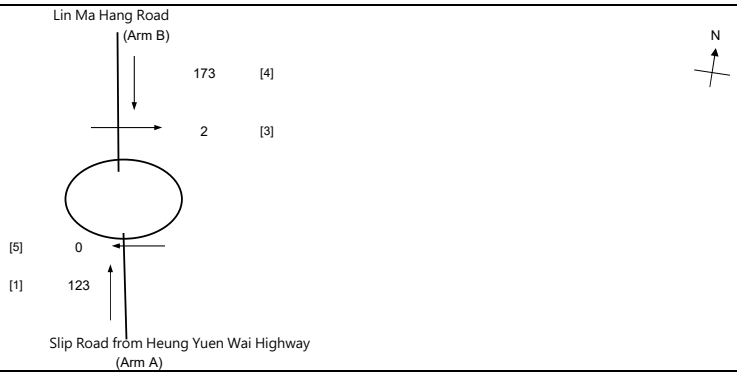
X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J4_Heung Yuen Wai Highway_Lin Ma Hang Road.xlsx]REF PM

AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Apr-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Apr-21
SITUATION:	2026 Design Flows AM	REFERENCE NO.:	REVIEWED BY:		



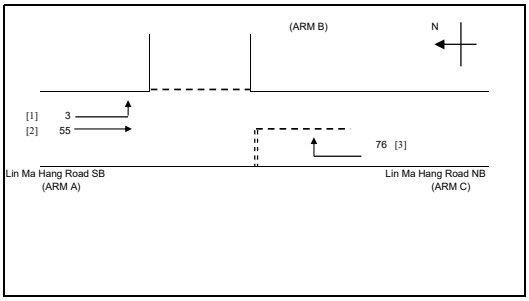
ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	217	189			
Qc	=	Circulating flow across entry (pcu/h)	6	19			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1655	1109	Total In Sum =	444	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.13	0.17	**DFC of Critical Approach =**	**0.17**	

AXON CONSULTANCY LIMITED	ROUNDABOUT JUNCTION ANALYSIS			INITIALS	DATE
JOB TITLE:	Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78	PROJECT NO 30699-1	PREPARED BY:	JP	Apr-21
JUNCTION NAME:	Slip Road from Heung Yuen Wai Highway_Lin Ma Hang Road	FILENAME :	CHECKED BY:	SF	Apr-21
SITUATION:	2026 Design Flows PM	REFERENCE NO.:	REVIEWED BY:		



ARM			A	B			
INPUT PARAMETERS:							
V	=	Approach half width (m)	5.00	3.50			
E	=	Entry width (m)	5.50	4.00			
L	=	Effective length of flare (m)	7.50	3.00			
R	=	Entry radius (m)	22.00	20.00			
D	=	Inscribed circle diameter (m)	32.00	32.00			
A	=	Entry angle (degree)	28.00	40.00			
Q	=	Entry flow (pcu/h)	123	173			
Qc	=	Circulating flow across entry (pcu/h)	0	2			
OUTPUT PARAMETERS:							
S	=	Sharpness of flare = 1.6(E-V)/L	0.11	0.27			
K	=	1-0.00347(A-30)-0.978(1/R-0.05)	1.01	0.97			
X2	=	V + ((E-V)/(1+2S))	5.41	3.83			
M	=	EXP((D-60)/10)	0.06	0.06			
F	=	303*X2	1640	1159			
Td	=	1+(0.5/(1+M))	1.47	1.47			
Fc	=	0.21*Td(1+0.2*X2)	0.64	0.55			
Qe	=	K(F-Fc*Qc)	1659	1118	Total In Sum =	311	PCU
DFC	=	Design flow/Capacity = Q/Qe	0.07	0.15	**DFC of Critical Approach =**	**0.15**	

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2021 Observed Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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 =	7.05	(metres)
W cr =	0	(metres)
q a-b =	3	(pcu/hr)
q a-c =	55	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	2.10	(metres)
Vr c-b =	38	(metres)
q c-a =	0	(pcu/hr)
q c-b =	76	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	0.00	(metres)
W b-c =	0.00	(metres)
Vl b-a =	17	(metres)
Vr b-a =	17	(metres)
Vr b-c =	45	(metres)
q b-a =	0	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.5484441	
E =	0.6125593	
F =	0.7912527	
Y =	0.756775	
F for (Qb-ac) =	#DIV/0!	

THE CAPACITY OF MOVEMENT :

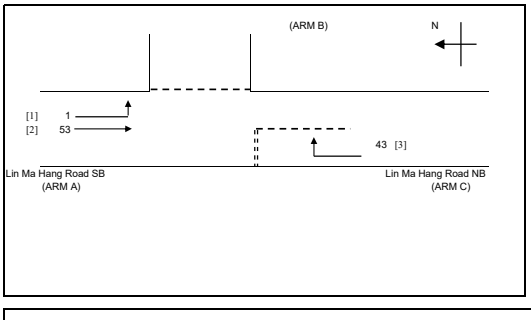
Q b-a =	319		
Q b-c =	447	Q b-c (O) =	447
Q c-b =	577		
Q b-ac =	#####		
TOTAL FLOW =	134	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.1317

CRITICAL DFC = 0.13

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2021 Observed Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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 =	7.05	(metres)
W cr =	0	(metres)
q a-b =	1	(pcu/hr)
q a-c =	53	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	2.10	(metres)
Vr c-b =	38	(metres)
q c-a =	0	(pcu/hr)
q c-b =	43	(pcu/hr)

MINOR ROAD (ARM B)

W b-a =	0.00	(metres)
W b-c =	0.00	(metres)
Vl b-a =	17	(metres)
Vr b-a =	17	(metres)
Vr b-c =	45	(metres)
q b-a =	0	(pcu/hr)
q b-c =	0	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.5484441	
E =	0.6125593	
F =	0.7912527	
Y =	0.756775	
F for (Qb-ac) =	#DIV/0!	

THE CAPACITY OF MOVEMENT :

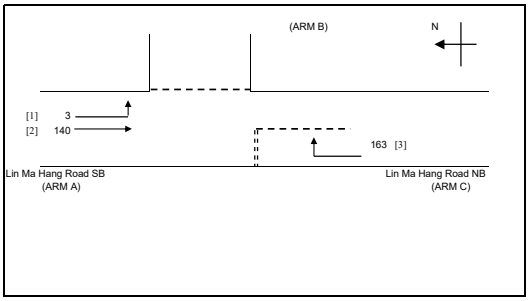
Q b-a =	327		
Q b-c =	447	Q b-c (O) =	447
Q c-b =	578		
Q b-ac =	#####		
TOTAL FLOW =	97	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.0744

CRITICAL DFC = 0.07

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Reference Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.05	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	140	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.10	(metres)
Vr c-b	=	38	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	163	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	17	(metres)
Vr b-c	=	45	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5484441
E	=	0.6125593
F	=	0.7912527
Y	=	0.756775
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

Q b-a	=	287		
Q b-c	=	433	Q b-c (O) =	433
Q c-b	=	558		
Q b-ac	=	#####		
TOTAL FLOW	=	306	(PCU/HR)	

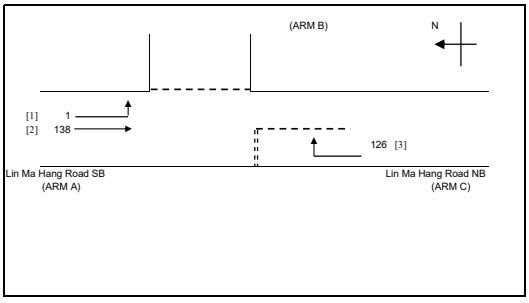
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2921

CRITICAL DFC = 0.29

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J5_Lin Ma Hang Road NB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]REF AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Reference Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.05	(metres)
W cr	=	0	(metres)
q a-b	=	1	(pcu/hr)
q a-c	=	138	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.10	(metres)
Vr c-b	=	38	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	126	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	17	(metres)
Vr b-c	=	45	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5484441
E	=	0.6125593
F	=	0.7912527
Y	=	0.756775
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

Q b-a	=	296		
Q b-c	=	433	Q b-c (O) =	433
Q c-b	=	559		
Q b-ac	=	#####		
TOTAL FLOW	=	265	(PCU/HR)	

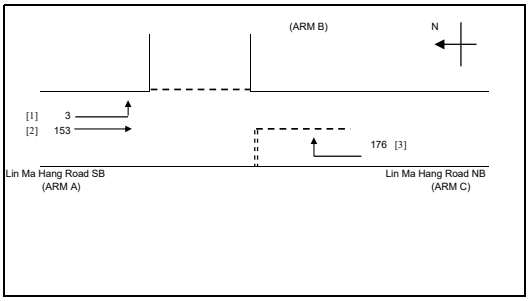
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2254

CRITICAL DFC = 0.23

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J5_Lin Ma Hang Road NB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]REF PM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Design Flows AM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.05	(metres)
W cr	=	0	(metres)
q a-b	=	3	(pcu/hr)
q a-c	=	153	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.10	(metres)
Vr c-b	=	38	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	176	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	17	(metres)
Vr b-c	=	45	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5484441
E	=	0.6125593
F	=	0.7912527
Y	=	0.756775
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

Q b-a	=	283		
Q b-c	=	430	Q b-c (O) =	430
Q c-b	=	555		
Q b-ac	=	#####		
TOTAL FLOW	=	332	(PCU/HR)	

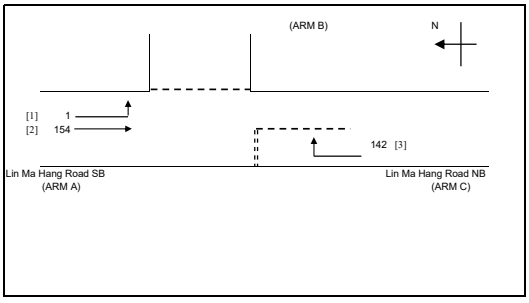
COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.3171

CRITICAL DFC = 0.32

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J5_Lin Ma Hang Road NB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]DES AM

AXON CONSULTANCY LIMITED	PRIORITY JUNCTION CALCULATION			INITIALS	DATE
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78		PROJECT NO.: 30699-1	PREPARED BY:	JP	Apr-21
Lin Ma Hang Road SB/ Horseshoe Curve at Lin Ma Hang Road	2026 Design Flows PM	FILENAME :	CHECKED BY:	SF	Apr-21
		REFERENCE NO.:	REVIEWED BY:		



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	=	7.05	(metres)
W cr	=	0	(metres)
q a-b	=	1	(pcu/hr)
q a-c	=	154	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.10	(metres)
Vr c-b	=	38	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	142	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0.00	(metres)
W b-c	=	0.00	(metres)
Vl b-a	=	17	(metres)
Vr b-a	=	17	(metres)
Vr b-c	=	45	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.5484441
E	=	0.6125593
F	=	0.7912527
Y	=	0.756775
F for (Qb-ac)	=	#DIV/0!

THE CAPACITY OF MOVEMENT :

Q b-a	=	290		
Q b-c	=	430	Q b-c (O) =	430
Q c-b	=	556		
Q b-ac	=	#####		
TOTAL FLOW	=	297	(PCU/HR)	

COMPARISION OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0000
DFC b-c	=	0.0000
DFC c-b	=	0.2554

CRITICAL DFC = 0.26

X:\Project\30699 Various Lots in DD78, Ta Kwu Ling - Carpark\Data\Calculation\[J5_Lin Ma Hang Road NB_Horseshoe curve at Lin Ma Hang Road near Tsung Yuen Ha Bus Station.xlsx]DES PM

Appendix B

Planning Data from Planning Department

表 1 : 二零一九年至二零二八年按區議會分區劃分的人口推算數字

Table 1 : Projected Population by District Council District, 2019-2028

(以年中計算 as at mid year)

區議會分區/ *主要區域*	District Council District/ *Broad Area*	2018 #	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
中西區	Central and Western	245 600	242 200	239 500	236 000	231 400	228 700	226 100	223 000	219 600	216 500	212 200
灣仔	Wan Chai	182 000	178 600	175 700	173 400	167 800	166 700	164 400	161 500	156 600	153 700	150 600
東區	Eastern	551 300	548 500	547 800	546 000	536 100	532 200	530 600	524 400	517 700	512 500	503 500
南區	Southern	273 100	270 700	269 500	267 800	266 100	266 500	268 300	268 400	271 000	280 500	290 500
深水埗	Sham Shui Po	403 500	428 800	447 800	458 300	460 400	463 100	470 800	469 500	469 300	466 500	462 300
九龍城	Kowloon City	420 300	424 800	429 400	427 800	427 700	431 200	446 000	452 600	452 400	460 900	457 100
黃大仙	Wong Tai Sin	423 100	420 300	425 300	427 100	426 700	427 600	431 800	430 000	429 500	427 500	429 300
觀塘	Kwun Tong	682 800	695 300	695 600	698 200	700 600	703 900	705 300	718 200	722 400	725 300	730 400
油尖旺	Yau Tsim Mong	335 500	329 700	328 100	324 700	318 400	315 300	313 700	309 300	303 900	300 900	295 500
葵青	Kwai Tsing	514 800	510 800	509 900	508 200	506 000	512 900	518 300	516 600	512 100	508 300	506 800
荃灣	Tsuen Wan	314 700	314 700	316 800	315 700	310 800	307 300	305 500	302 500	297 700	296 800	294 700
屯門	Tuen Mun	502 700	504 600	508 600	513 600	535 800	549 700	559 700	571 700	578 300	578 800	581 700
元朗	Yuen Long	641 000	650 800	650 700	656 600	662 300	664 500	665 000	684 300	710 700	716 500	718 000
北區	North	318 400	317 600	325 100	326 000	360 400	364 400	368 200	369 900	372 600	388 200	421 500
大埔	Tai Po	310 500	308 600	312 200	325 500	332 000	349 100	352 900	352 400	355 600	359 700	357 300
沙田	Sha Tin	685 500	692 500	706 000	717 800	716 400	721 000	717 700	718 300	713 500	711 000	704 700
西貢	Sai Kung	471 900	474 100	481 100	495 400	501 500	505 000	508 800	521 000	523 500	526 700	543 100
離島	Islands	173 200	188 600	188 000	189 200	196 300	195 500	194 300	193 900	217 700	228 600	235 100
香港島	*Hong Kong Island*	*1 252 100*	*1 240 100*	*1 232 500*	*1 223 200*	*1 201 400*	*1 194 100*	*1 189 400*	*1 177 400*	*1 165 000*	*1 163 100*	*1 156 700*
九龍	*Kowloon*	*2 265 100*	*2 299 000*	*2 326 100*	*2 336 000*	*2 333 800*	*2 341 000*	*2 367 500*	*2 379 600*	*2 377 500*	*2 381 000*	*2 374 700*
新界	*New Territories*	*3 932 700*	*3 962 400*	*3 998 400*	*4 048 100*	*4 121 400*	*4 169 300*	*4 190 500*	*4 230 700*	*4 281 800*	*4 314 500*	*4 362 900*
新市鎮	*New Towns*	*3 495 600*	*3 511 500*	*3 546 000*	*3 595 000*	*3 639 800*	*3 684 900*	*3 697 400*	*3 709 700*	*3 725 900*	*3 747 600*	*3 763 300*
其他地區†	*Other Areas* †	*437 000*	*450 900*	*452 400*	*453 100*	*481 600*	*484 400*	*493 100*	*521 000*	*555 800*	*566 900*	*599 600*
陸上總計	**Land Total**	**7 449 800**	**7 501 400**	**7 557 000**	**7 607 300**	**7 656 600**	**7 704 400**	**7 747 400**	**7 787 700**	**7 824 200**	**7 858 600**	**7 894 200**
加 : 水上人口	**Plus : Marine Population**	**1 200**	**1 100**	**1 100**	**1 100**	**1 100**	**1 100**	**1 100**	**1 100**	**1 000**	**1 000**	**1 000**
全港	**Whole Territory**	**7 451 000**	**7 502 600**	**7 558 100**	**7 608 400**	**7 657 700**	**7 705 400**	**7 748 400**	**7 788 700**	**7 825 200**	**7 859 600**	**7 895 200**

\# 基年估計 Base year estimates.

†「其他地區」的數字亦包括新市鎮擴展區及主要新發展區截至有關年份的推算人口。

Figures for "Other Areas" also include the projected population for New Town Extension and major New Development Areas up to relevant years.

毅勤發展顧問有限公司
Tel 電話：(852) 3180 7811
Fax 傳真：(852) 3180 7611
Email 電郵：info@aikon.hk
Web 網址：www.aikon.hk

Date : 18th May 2021
Our Ref. : ADCL/PLG-10208/L007

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

By Email and Fax

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/37)

We refer to the comments from the Transport Department (TD) received by us on 10.5.2021 regarding the subject application.

We would like to enclose herewith the Response-to-Comment Tables and Replacement Pages for the Revised Traffic Impact Assessment with a view to address i) the aforesaid comments from TD and ii) the additional concerns raised by the public comments for Further Information received by the Board on 8.2.2021 and 9.4.2021 respectively for consideration by relevant Government departments and the Board.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact the undersigned at 3180 7811.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

pp Wmne

Thomas Luk *MTCP, MHKIREA, MRTPI, RPP*
Managing Director

Encl.
c.c. DPO/STN, PlanD (Attn.: Ms Wendy Lee) (By Email)

Address 地址：
香港葵涌興芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years in "Village Type Development" and "Recreation" Zones, Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Application No. A/NE-TKLN/37)

Responses to TD Comments

Departmental Comments **Dated 10th May 2021 (via Transport Department)**	**Responses**
(i) Convex mirror should not be used as a traffic improvement measure.	Noted. The revised Section 5.3, Figure 5.1 and Figure 5.1.1 are enclosed herewith for your review and approval.
(ii) Employment of traffic signal as a traffic measure is not supported.	Noted. The revised Section 5.3, Figure 5.1 and Figure 5.1.1 are enclosed herewith for your review and approval.

5 Internal Transport Facilities

5.1 Parking Provisions

The proposed car park layout showing the internal transport facilities is illustrated in **Figure 2.2**. 40 no. and approximate 38 no. of provisions for private cars and van-type LGVs are proposed respectively. The proposed van-type LGV parking zone is 5.5m width. As indicated in **Table 5.1**, the dimensions of proposed provisions are in accordance with Hong Kong Planning Standards & Guidelines.

Table 5.1 Parking Space Dimensions

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

5.2 Access Arrangement and Swept Path Analyses

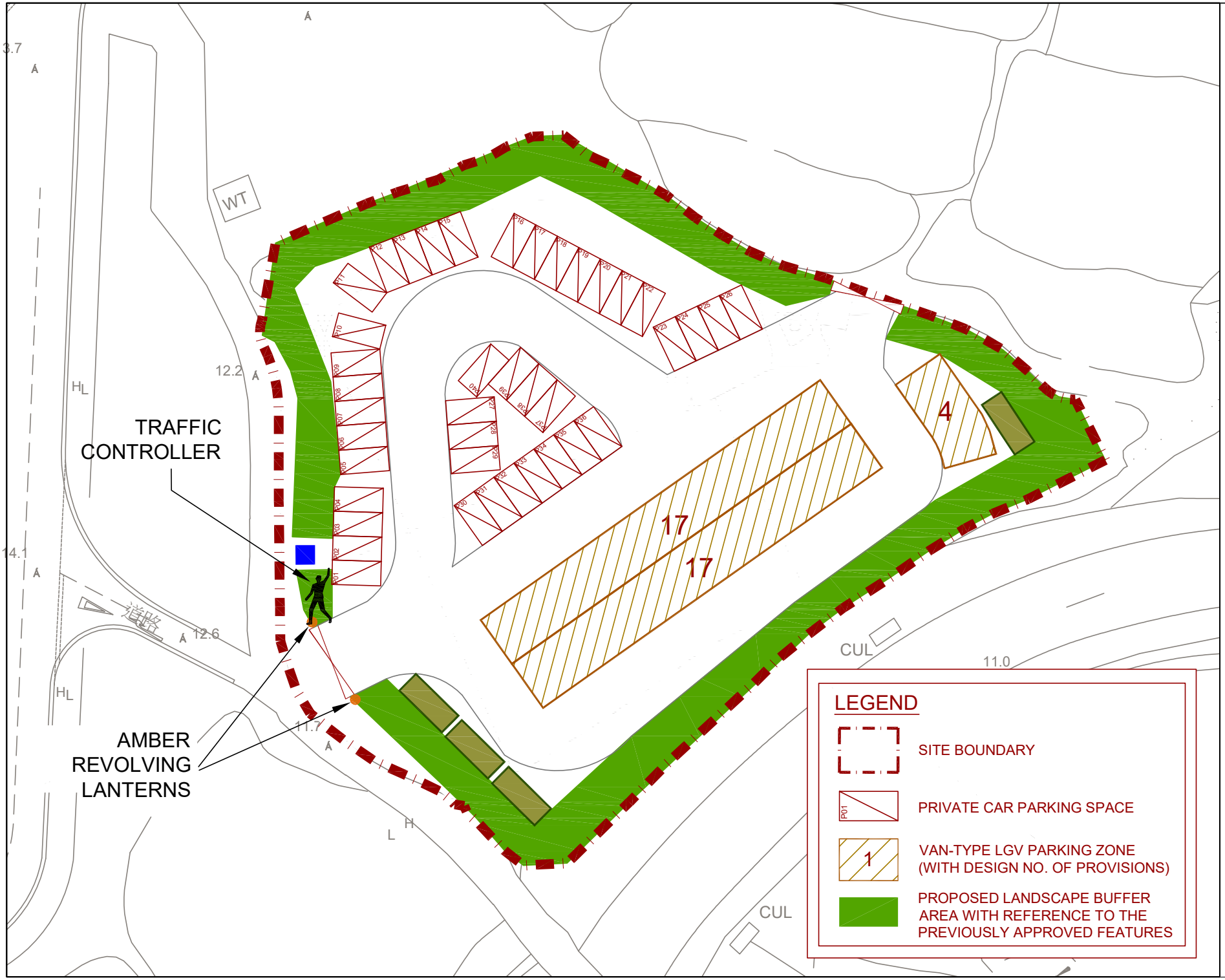
An 8m wide existing vehicular access at the unnamed access road connecting Lin Ma Hang Road and an access gate connecting the adjacent lots will be maintained as shown in **Figure 2.2**. The swept path analysis (for private car) at the proposed site are shown in **Figure 2.2.1-SP1** to **2.2.2-SP5**. Sufficient sightline is provided as presented in **Figure 5.1.1**.

5.3 Safety Measures

A few management measures to ensure road safety are demonstrated in **Figure 5.1**:

- Traffic controllers will be deployed to control vehicles entering or exiting the site to avoid conflict with the road traffic.
  - When vehicles are expected to enter or leave the site, at least 1 traffic controller will station at each entrance to direct the movement of vehicles and pedestrians into and out of the site to avoid clash or congestion problem;
  - Clear guidelines and appropriate trainings would be provided to the patrol staff;
- A pair of amber revolving lanterns will be installed at the site entrance at a height about 2m from ground level and would be in use throughout the operation time;

Meanwhile, the existing footpath connecting with Lin Ma Hang Road is about 5m away from the site boundary, pedestrians could then access to the public road safely.



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

PROPOSED SAFETY MEASURES

FIGURE 5.1

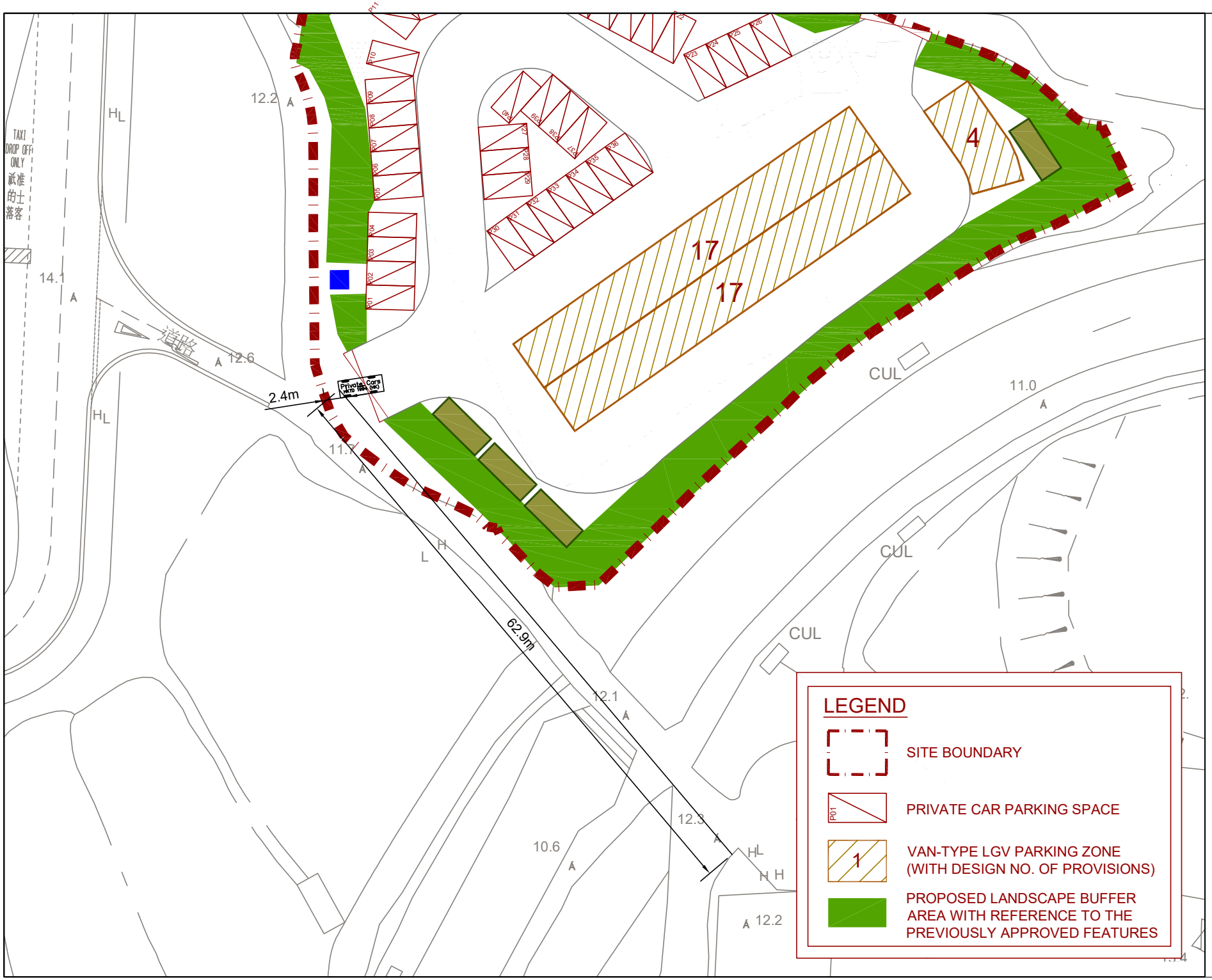
Scale : 1 : 500

Date : MAY 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 5.1A.DWG



S.16 Planning Application for Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years at Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D.78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

SIGHTLINE AT THE ENTRANCE

FIGURE 5.1.1

Scale : 1 : 500

Date : MAY 2021

Rev. : A

AXON CONSULTANCY
http://www.axonhk.com

X:\PROJECT\30699 VARIOUS LOTS IN DD78, TA KWU LING – CARPARK\DATA\DRAWING\FIGURE 5.1A.DWG

Major Additional Concerns of the Public Comments for Further Information Received by the Board on 8.2.2021 and 9.4.2021	**Responses to Public Comments**
(a) The current application would increase traffic flow and lead to potential traffic congestion concern.	The current application has conducted **Traffic Impact Assessment (TIA)** for the proposed use. Results of the **TIA** indicate that the road network in the vicinity of the application site would be able to cope with the traffic generated by the proposed use of the current application. No adverse traffic impact is expected to be generated by the proposed use.
(b) The application site is linked to the village access of Tsung Yuen Ha, which further connects to Lin Ma Hang Road. Since the village access of Tsung Yuen Ha serves as the only pedestrian and vehicle access for Tsung Yuen Ha, the proposed use of the current application would cause danger to the residents of Tsung Yuen Ha, especially to the children and the elderly.	As detailed in **Section 5.3** of the **TIA** conducted for the current application, a number of safety management measures are proposed to be imposed on site to ensure road safety, which include deployment of traffic controllers to direct the movement of vehicles and pedestrians into and out of the site, and installation of a pair of amber revolving lanterns at the site entrance. With the adoption of the abovementioned safety management measures on site, the safety of the residents and other pedestrians walking along the village access to Tsung Yuen Ha could be ensured.
(c) The current application will increase pedestrian flow, cause adverse environmental impacts to the surrounding areas and increase the risk of fire of the area.	Considering that the proposed use is for temporary public vehicle park (excluding container vehicle) only, additional pedestrian flow generated by the proposed use of the current application is expected to be minimal and insignificant. With regard to the potential adverse environmental impacts and potential risk of fire brought by the proposed use of the current application to the surrounding areas, as mentioned in **Section 4** of the **Planning Statement**, the existing on-site drainage facilities and landscape measures approved under the previous application at the application site are proposed to be maintained on site for the current application. In addition, the applicant is willing to comply with all the approval conditions as the Board and the relevant Government departments deem fit for the current application upon approval of the application. As such, no adverse environmental impacts or additional risk of fire is expected to be brought by the proposed use of the current application to the surrounding areas.

(d) The proposed use of the current application is not in line with the planning intentions of "Village Type Development" ("V") and "Recreation" ("REC") zones.	The application site falls almost entirely within an area zoned "V" with a minor portion of site falling within an area zoned "REC" on the approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2. Considering that the proposed use of the current application can satisfy the demand for parking facilities of the villagers of Tsung Yuen Ha and the surrounding areas, the proposed use does not contravene the planning intention of "V" zone for supporting village development. Besides, the provision of parking spaces may also facilitate the implementation of planning intention of "REC" zone, as the proposed use provides essential parking service to visitors of the area. Given the proposed use is on a temporary basis only, approval of the current application on a temporary basis would not frustrate the long-term planning intentions of the "V" or "REC" zone.
(e) Approval of the current application would set an undesirable precedent for similar uses. Cumulative impact of approving applications with similar uses as the current application would result in general degradation of the environment, as well as unsatisfactory town planning and insufficient land use of the area.	It should be noted that a similar planning application for temporary car park (private cars and light goods vehicles) (No. A/NE-TKLN/33), which is located to the immediate northeast of the application site has been approved by the Board on 24.4.2020. In addition, the application site is subject to a previous application No. A/NE-TKLN/8 for temporary staff car park and site office for public works for a period of three years. The previous application has a similar nature of proposed use as that of the current application. Having considered the approval of a similar planning application and a previous planning application by the Board, the current application will not set an undesirable precedent to other similar cases. As mentioned in **Section 4** of the **Planning Statement**, the applicant undertakes to adopt proper on-site treatments and measures to ensure no adverse impacts would be brought by the current application on the surrounding areas. Furthermore, in order to further minimise the potential impact to the surrounding area, the applicant is willing to comply with all the approval conditions imposed by the Board and the relevant Government departments as they deem fit for the current application upon approval of the application, which might include an approval condition specifying that upon the expiry of the planning permission of the current application, the reinstatement of the site to an amenity area to the satisfaction of Director of Planning or of the Board.

Previous S.16 Application

Approved Application

Application No.	Uses/ Development	Date of Consideration	Approval Conditions
A/NE-TKLN/8	Temporary Staff Car Park and Site Office for Public Works for a Period of 3 Years	4.5.2018	A1 - A14

Approval Conditions:

A1 No operation between 6:00 p.m. and 7:30 a.m was allowed

A2 No operation on Sundays and public holidays was allowed

A3 No vehicle without valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations was allowed to be parked/stored on or enter/exit the site

A4 No medium and heavy goods vehicle exceeding 5.5 tonnes, including container tractor/trailer, as defined in the Road Traffic Ordinance was allowed to be parked/stored on or enter/exit the site

A5 A notice should be posted at a prominent location of the site to indicate that no medium or heavy goods vehicles exceeding 5.5 tonnes as defined in the Road Traffic Ordinance or container trailers/tractors were allowed to be parked/stored on or enter/exit the site

A6 No car washing, vehicle repair, dismantling, paint spraying or other workshop activities was allowed on the site

A7 All vehicles entering and exiting the site should be restricted to non-peak hours (i.e. from 10:00 a.m. to 4:00 p.m.)

A8 The implementation of the pedestrian management plan

A9 The maintenance of peripheral fencing

A10 The submission of drainage proposal and provision of drainage facilities

A11 The submission and implementation of proposals for fire service installations and water supplies for fire-fighting

A12 The submission and implementation of landscape proposal

A13 Revocation clause

A14 Reinstatement clause

Similar S.16 Applications for Vehicle Park
within/partly within "Village Type Development" zone in the vicinity of the application site
in the Ta Kwu Ling North Area

Approved Application

Application No.	Uses/Developments	Date of Consideration	Approval Conditions
A/NE-TKLN/33	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	24.4.2020	A1 - A12

Approval Conditions

A1 No vehicle without valid licence issued under the Road Traffic (Registration and Licensing of Vehicles) Regulations was allowed to be parked/stored on the site

A2 Only private car/light goods vehicle as defined in the Road Traffic Ordinance were allowed to be parked/stored on or enter/exit the site

A3 A notice should be posted at a prominent location of the site to indicate that only private car/light goods vehicle as defined in the Road Traffic Ordinance were allowed to be parked/stored on or enter/exit the site

A4 No vehicle dismantling, inspection, maintenance, repairing, cleansing, paint spraying or other workshop activities was allowed

A5 The provision of peripheral boundary fencing

A6 The submission of the design of vehicular run-in/run-out to the site

A7 The provision of vehicular run-in/run-out to the site

A8 The submission of a drainage proposal

A9 The provision of drainage facilities

A10 The submission and implementation of proposals for fire service installations and water supplies for fire-fighting

A11 The implementation of traffic management measures

A12 Revocation clause

5-1

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

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

有關的規劃申請編號 The application no. to which the comment relates
A/NE-TKLN/37

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 徐志強

簽署 Signature _____ 日期 Date 09 NOV 2020

tpbpd@pland.gov.hk

5-2

A/NE-TKLN/3.7

寄件者: [redacted]
寄件日期: 2020年11月26日星期四 4:08
收件者: tpbpd
主旨: Re: A/NE-TKLN/8 DD 78 Tsung Yuen Ha Parking

A/NE-TKLN/8
Lots in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North
Site area : About 3,776 m² Includes Government Land of about 47 m²
Zoning : "VTD" and "Recreation"
Applied Use: 78 Vehicle Parking

Dear TPB Members,

The previous application was approved because the parking was to support the infrastructure development. As advised by ArchSD, the **LT/HYW BCP project was expected to complete in end 2018**. The applicant had also confirmed that renewal of the temporary planning approval was unlikely after completion of the LT/HYW BCP project. As such, should the application be approved, a shorter period of one year approval was recommended to allow flexibility in the construction programme

But now that it has been completed the applicant wants to continue using the site as a parking lot.

This is unacceptable. The Liantang/Heung Yuen Wai Boundary Control Point should have all necessary support services like parking incorporated into its structure. If not then some hard questions should be asked as the generation of more brownfields would indicate flaws in the design of the facility.

In addition :

The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) had reservation on the application as vegetation clearance had taken - 42 - place on site prior to submission of the application. The cumulative effect of approving these piecemeal temporary uses was incompatible with the future village type developments and would degrade the landscape character and living environment within the "Village Type Development"

the Chairman stated that according to the Paper, the site was being used for the applied use and was involved in an enforcement case.

Note that it took three extensions before conditions were complied with.

The site should be restored to reflect its zoning intention. The transformation of Lin Ma Hang Road into a facsimile of Kam Sham Road and other trashed sections of NT cannot be tolerated.

The application must be rejected to curb further trashing of the newly opened district.

Mary Mulvihill

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Thursday, May 25, 2017 1:01:27 AM
Subject: A/NE-TKLN/8 DD 78 Tsung Yuen Ha Parking

A/NE-TKLN/8
Lots in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North
Site area : About 3,776 m² Includes Government Land of about 47 m²

Zoning : "VTD" and "Recreation"
Applied Use: 88 Staff Car Park and Site Office for Public Works

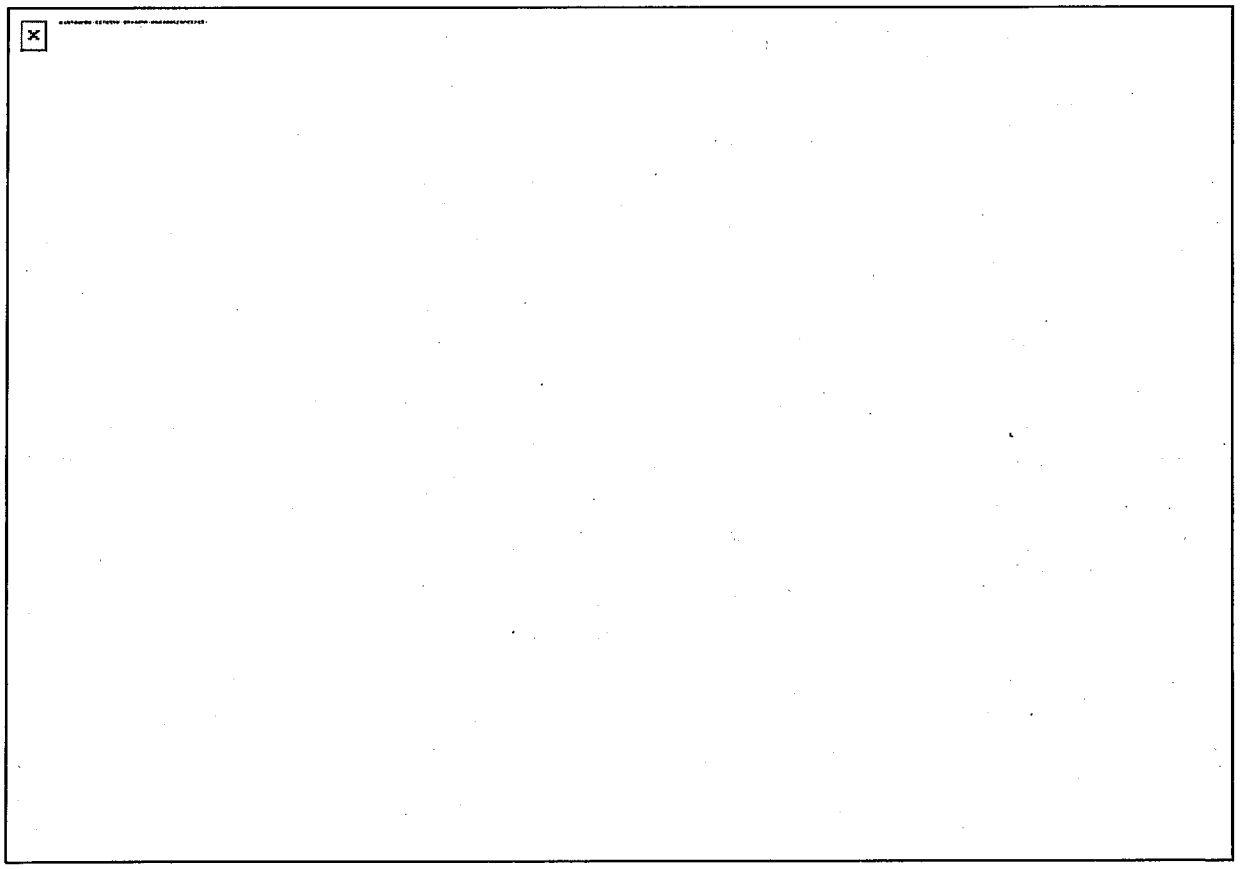
Dear TPB Members,

A large site to be used for parking for a public works project.

It is about time that these government funded works set a good example by using modern equipment to reduce the extent of the land required and the impact that brownfield use has on sites zoned for uses such as Recreation.

I trust that members will question the applicant on this matter.

Mary Mulvihill



5-3

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請 (編號：A/NE-TKLN/37) 之意見表達

本人為香園圍村村民。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村村民：羅桂梅

（羅桂梅）

2020 年 11 月 26 日

5-4

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請 (編號：A/NE-TKLN/37) 之意見表達

本人為香園圍村村民。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村村民：萬秋平

（萬秋平）

2020 年 11 月 26 日

5-5

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請（編號：A/NE-TKLN/37）之意見表達

本人為香園圍村村民。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村村民：朱少芳

（朱少芳）

2020 年 11 月 26 日

5-6

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請 (編號：A/NE-TKLN/37) 之意見表達

本人為香園圍村村民。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村村民：[redacted]

（萬梓峰）

2020 年 11 月 26 日

5-7

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請（編號：A/NE-TKLN/37）之意見表達

本人為香園圍村村民。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村村民：鄧有娣

（鄧有娣）

2020 年 11 月 26 日

5-8

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請 (編號：A/NE-TKLN/37) 之意見表達

本人為香園圍村村民。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村村民：[redacted]

（萬新貴）

2020 年 11 月 26 日

5-9

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請（編號：A/NE-TKLN/37）之意見表達

本人為香園圍村居民代表（萬春明）。以下是本人的想法 —

1. 運塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村居民代表：萬春明

（萬春明）

2020 年 11 月 26 日

5-10

致：北角渣華道 333 號

北角政府合署 15 樓

城市規劃委員會秘書處

有關規劃申請（編號：A/NE-TKLN/37）之意見表達

本人為香園圍村原居民代表（萬新財）。以下是本人的想法 —

1. 蓮塘/香園圍口岸已經建成，隨著口岸開通泊車需求將會大大加重。與其任由車輛亂泊、違泊在附近村路兩旁，會為村民（尤其小朋友）造成危險，倒不如利用現時空置土地。

2. 我們村民及鄰近地區居民都需要泊車，但村內缺乏泊車位置，經常要停泊於村邊緣的空地。此申請所提供的臨時停車場能為我們提供一個妥善的泊車地點。

3. 空置土地有足夠空間，用作臨時停車場不會為附近環境造成太大負擔。批准申請作臨時停車場同時能增加土地使用，為社區增添活力，避免因土地荒廢而造成凌亂之感。

4. 此規劃申請擬作臨時公眾停車場，比起以往申請作為職員停車場及寫字樓，更加能惠及本人及鄰居們。

5. 申請是三年臨時性質，能在現階段好好利用閒置的土地之餘，日後仍可將土地用作鄉村式發展及康樂用途。

綜合以上的想法，本人認為此規劃申請值得支持。本人故此希望城規會能盡快考慮批准此申請，使我們村民及鄰近地區居民能盡早受益使用此停車場。

香園圍村原居民代表：萬新財

（萬新財）

2020 年 11 月 26 日

FL Seq 1 5-11

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

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

有關的規劃申請編號 **The application no. to which the comment relates**
A/NE-TKLN/37 Received on 08/02/2021

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

無意見

「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 24 FEB 2021

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

參考編號 **Reference Number:**	210224-163436-47055
提交限期 **Deadline for submission:**	12/03/2021
提交日期及時間 **Date and time of submission:**	24/02/2021 16:34:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKLN/37
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Hing

意見詳情
Details of the Comment :

反對，鄉郊設臨時公眾停車場將會增加附近車輛出入流量，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全及生活質數。

F.I. Seq 1

5-13

RECEIVED
- 2 MAR 2021
Town Planning Board

敬啟者; 城市規劃委員會收

有關打鼓嶺北松園下村 78 地段 388sa-388sb-388rp-390rp, 申請編號 A/NE-TKLN/37 等地段規劃現申請提出反對, 本人是松園下村原居民, 這地段作為停車場對本村居民帶來了很多危險, 因為村口出車只有車路一條, 從村口行出來又沒有行人路, 如做停車場會有很多頭車輛出入(包括大貨車), 引致在村口出入或有互不讓路的情況, 本村有好多老人家同小孩子都是用同一出入口, 這樣會對本村居民做成危險景象出現, 同時因人流增加, 會對環境做成污染, 因為過去三年同樣都有這些事實出現, 污水流入河流, 垃圾到處都有沒有人清理, 當時也有向使用人反映過但都是一樣沒有改善, 所以今次向城規作出這地段做停車場的計劃作出反對.

此致!

松園下原居民啟：日期：2021 年 3 月 1 日

5 - 14

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

參考編號 **Reference Number:**	210305-155254-34109
提交限期 **Deadline for submission:**	12/03/2021
提交日期及時間 **Date and time of submission:**	05/03/2021 15:52:54
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKLN/37
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. L

意見詳情
Details of the Comment :

反對，鄉郊設停車場將會增加附近車輛出入流量，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全及生活質數。

5 - 15

tpbpd@pland.gov.hk

寄件者: [redacted]
寄件日期: 2021年03月10日星期三 3:47
收件者: tpbpd
主旨: A/NE-TKLN/37 DD 78 Tsung Yuen Ha
附件: Tsung Yuen Ha - Google Maps.pdf

A/NE-TKLN/37
Lots 388 S.A, 388 S.B, 388 RP (Part) and 390 RP (Part) in D.D. 78 and Adjoining Government Land, Tsung Yuen Ha, Ta Kwu Ling North
Site area : About 3,776sq.m Includes Government Land of about 47sq.m
Zoning : "VTD" and "Recreation"
Applied use : 78 Vehicle Parking

Dear TPB Members,

The site is adjacent to Application 30 that was withdrawn. Google Maps show that both sites has been recently stripped and excavated. There have been a number of applications for the area close to the new border crossing. Most were withdrawn.

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

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

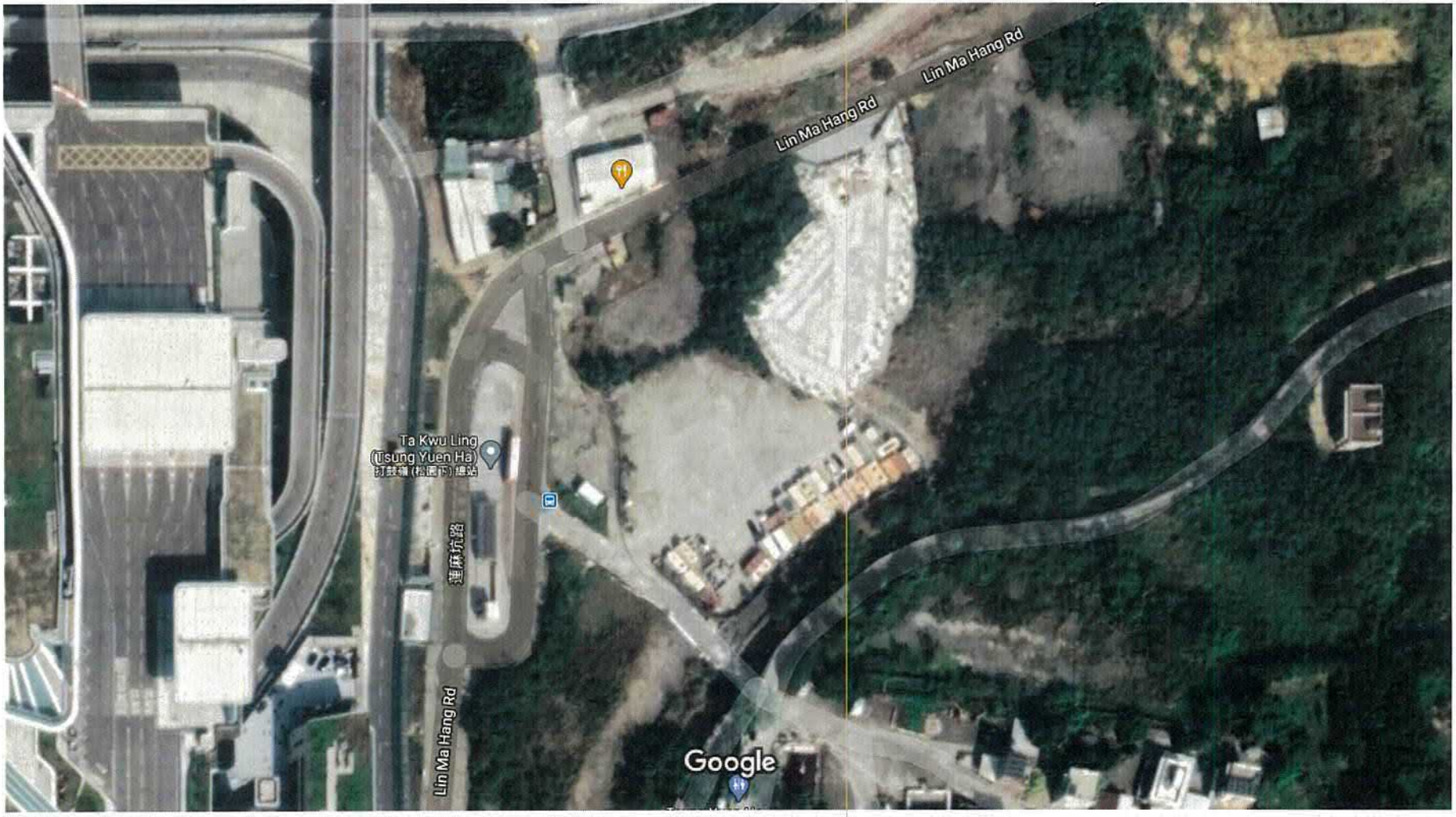
Approval of the application, even on a temporary basis, would set an undesirable precedent for similar uses. The cumulative impact of approving such applications would result in a general degradation of the environment of the area and repeat the bad planning and inefficient land use that has destroyed much of NT.

With the Heung Yuen Wai Border Control there is the opportunity to put in place efficient and co-ordinated support facilities with extensive underground parking. TPB must ensure that this is not squandered by rejecting these piecemeal brownfield plans. The Ta Kwu Ling villages must not be allowed to become sprawling brownfields as was tolerated in other parts of NT.

Members must question if enforcement action has been initiated for both sites.

Mary Mulvihill

Google Maps Tsung Yuen Ha



Imagery ©2021 CNES / Airbus, Maxar Technologies, Map data ©2021 20 m

5-16

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請不會為交通方面造成額外負擔，申請人亦承諾會提升園景價值，值得大力支持。香港土地供應問題嚴重，實在應該好好善用閒置土地。何況土地擁有人也暫時不會興建小型屋宇，此申請理應被接納！

「提意見人」姓名／名稱 Name of person/company making this comment 萬發

簽署 Signature 萬發 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-17

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請不會為交通方面造成額外負擔，申請人亦承諾會提升園景價值，值得大力支持。香港土地供應問題嚴重，實在應該好好善用閒置土地。何況土地擁有人也暫時不會興建小型屋宇，此申請理應被接納！

「提意見人」姓名／名稱 Name of person/company making this comment 萬戊巽

簽署 Signature 萬戊巽 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-18

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

隨著新口岸落成，區內居民以及來往口岸人士對泊車需求日漸增加，甚至會衍生出違泊問題。是次臨時停車場申請正正可以「地盡其用」，善用其地理優勢適切地提供泊車設施。申請亦不會為交通、景觀、環境方面造成任何不便或負擔，因此本人支持申請！

「提意見人」姓名／名稱 Name of person/company making this comment 萬光仁

簽署 Signature 萬光仁 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-19

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

隨著新口岸落成，區內居民以及來往口岸人士對泊車需求日漸增加，甚至會衍生出違泊問題。是次臨時停車場申請正正可以「地盡其用」，善用其地理優勢適切地提供泊車設施。申請亦不會為交通、景觀、環境方面造成任何不便或負擔，因此本人支持申請！

「提意見人」姓名／名稱 Name of person/company making this comment 萬秋平

簽署 Signature 萬秋平 日期 Date 8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5 - 20

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請能夠紓緩區內泊車問題，應付蓮塘／香園圍口岸新開通所衍生的車流。另外，根據申請人遞交的交通影響評估，申請亦不會堵塞申請地點附近的道路。基於申請不會為附近居民帶來任何不良交通影響，本人支持申請。

「提意見人」姓名／名稱 Name of person/company making this comment 萬房帶

簽署 Signature 萬房帶 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-21

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請人進行了交通影響評估，證明申請用途不會造成蓮麻坑路出現車龍，並確保保障道路及行人安全。作為附近居民，本人對此申請並無反對。

「提意見人」姓名／名稱 Name of person/company making this comment 萬順有

簽署 Signature _____ 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-22

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請人進行了交通影響評估，證明申請用途不會造成蓮麻坑路出現車龍，並確保保障道路及行人安全。作為附近居民，本人對此申請並無反對。

「提意見人」姓名／名稱 Name of person/company making this comment 萬友慶

簽署 Signature _____ 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-23

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請不但不會影響區內交通，還有助紓緩區內車位供應問題，實屬好事！
本人期待看到申請獲批！

「提意見人」姓名／名稱 Name of person/company making this comment 萬偉元

簽署 Signature 萬偉元 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-24

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請人表明現時土地擁有人不會在此規劃申請所涉及的時間發展丁屋。在現階段就應好好利用閒置土地資源作短期發展。再者，交通影響評估指出此規劃申請並不會帶來任何交通影響，值得支持！

「提意見人」姓名／名稱 Name of person/company making this comment 萬梓峰

簽署 Signature 萬梓峰 日期 Date 8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-25

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

本區對臨時停車場有實質需要，而申請人進行了交通技術評估，結果顯示申請用途並不會帶來任何不良交通影響。本人及鄰近居民都樂見此申請獲批。

「提意見人」姓名／名稱 Name of person/company making this comment 萬添才

簽署 Signature 萬添才 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-26

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請屬三年臨時性質，能夠在現階段妥善利用閒置的土地，同時紓緩區內車位供應問題。日後如有需要仍可將土地用作「鄉村式發展」及「康樂」用途。此外，申請不會為交通、景觀、環境方面帶來任何負面影響。本人支持申請。

「提意見人」姓名／名稱 Name of person/company making this comment 萬建邦

簽署 Signature 萬建邦 日期 Date 8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-27

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請屬三年臨時性質，能夠在現階段妥善利用閒置的土地，同時紓緩區內車位供應問題。日後如有需要仍可將土地用作「鄉村式發展」及「康樂」用途。此外，申請不會為交通、景觀、環境方面帶來任何負面影響。本人支持申請。

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

簽署 Signature _____ 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Plan... Bo...

5-28

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請不會為交通方面造成額外負擔，申請人亦承諾會提升園景價值，值得大力支持。香港土地供應問題嚴重，實在應該好好善用閒置土地。何況土地擁有人也暫時不會興建小型屋宇，此申請理應被接納！

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

簽署 Signature 劉輝英 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-29

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

本區對臨時停車場有實質需要，而申請人進行了交通技術評估，結果顯示申請用途並不會帶來任何不良交通影響。本人及鄰近居民都樂見此申請獲批。

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

簽署 Signature 李秋紅 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-30

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請人表明現時土地擁有人不會在此規劃申請所涉及的時間發展丁屋。在現階段就應好好利用閒置土地資源作短期發展。再者，交通影響評估指出此規劃申請並不會帶來任何交通影響，值得支持！

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

簽署 Signature 溫潤帶 日期 Date 8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-31

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請不但不會影響區內交通，還有助紓緩區內車位供應問題，實屬好事！
本人期待看到申請獲批！

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

簽署 Signature 羅桂梅 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-32

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

申請能夠紓緩區內泊車問題，應付蓮塘／香園圍口岸新開通所衍生的車流。
另外，根據申請人遞交的交通影響評估，申請亦不會堵塞申請地點附近的道路。
基於申請不會為附近居民帶來任何不良交通影響，本人支持申請。

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

簽署 Signature 鄧有娣 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

5-33

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

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

有關的規劃申請編號 The application no. to which the comment relates A/NE-TKLN/37

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

隨著新口岸落成，區內居民以及來往口岸人士對泊車需求日漸增加，甚至會衍生出違泊問題。是次臨時停車場申請正正可以「地盡其用」，善用其地理優勢適切地提供泊車設施。申請亦不會為交通、景觀、環境方面造成任何不便或負擔，因此本人支持申請！

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

簽署 Signature 朱少芳 日期 Date -8 MAR 2021

RECEIVED
10 MAR 2021
Town Planning Board

F2 Seq 2 5-34

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

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

有關的規劃申請編號 The application no. to which the comment relates
A/NE-TKLN/37 Received on 09/04/2021

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

反對

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

簽署 Signature _____ 日期 Date 21 APR 2021

5-35

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

參考編號 **Reference Number:**	210426-160304-26934
提交限期 **Deadline for submission:**	07/05/2021
提交日期及時間 **Date and time of submission:**	26/04/2021 16:03:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/NE-TKLN/37
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Ka Hing

意見詳情
Details of the Comment :

反對，鄉郊設停車場必會增加附近車輛出入流量，引至附近交通阻塞，環境污染，增加引發火警危機，影響村民安全及生活質數。

Recommended Advisory Clauses

(a) to note the following comments of DLO/N, LandsD:

(i) the Site comprises private lots and adjoining Government land (GL). The private lots are Old Schedule lots held under the Block Government Lease (demised for agricultural use) without any guaranteed right of access. The applicant should make his own arrangement for acquiring access to the Site and there is no guarantee that any adjoining GL would be allowed for vehicular access to the Site for the proposed use. Two Small House applications at Lots 388 S.A and 388 S.B (**Plan A-2**) have been received within the Site and are now under processing;

(ii) the actual occupation area does not tally with the Site. There are unauthorized structures erected on Lot 388 RP without prior approval from his office. The aforesaid structures are not acceptable under the Lease concerned. As such, his office issued a warning letter against the unauthorized structures and registered it in Land Registry in 2017 pending further lease enforcement action. Moreover, it is noted that a portion of the GL within the Site is being illegally occupied. His office also reserves the right to take necessary land control action against the illegal occupation of Government land; and

(iii) should the application be approved, the owners of the lots concerned shall apply to his office for Short Term Waiver (STW) and a Short Term Tenancy (STT) covering all actual occupation area and structures concerned. The applications for STW and STT will be considered by Government in its landlord's capacity and there is no guarantee that they will be approved. If the STW and STT applications are approved, the commencement date would be backdated to the first date of occupation and they will be subject to such terms and conditions to be imposed including payment of waiver fee/ rent and administrative fees as considered appropriate by his office;

(b) to note the comments of C for T that the village access of Tsung Yuen Ha is not managed by TD. The applicant shall seek agreement/ comment from the responsible party;

(c) to note the comments of CE/NTE, HyD that the section of Lin Ma Hang Road adjacent to the Site and the access road leading from Lin Ma Hang Road to the Site (**Plan A-2**) are being constructed under CEDD's Contract No. CV/2013/03 – "Liantang/Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 5" and will be handed over to HyD and HAD respectively for maintenance in the future;

(d) to note the following comments of DEP:

(i) as the application is temporary in nature, the applicant is advised to follow EPD's latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)";

(ii) should the application be approved, the applicant should also be reminded of his obligation to strictly comply with all environmental protection/ pollution control ordinances, in particular Water Pollution Control Ordinance and Waste Disposal Ordinance, and to follow relevant measures given in the EPD's latest CoP, during construction and operation stages of the proposal; and

(iii) the applicant should also be reminded that necessary precautionary/ pollution control measures should be put in place to prevent any pollution of nearby environment during construction and operation stages of the proposed use;

(e) to note the comments of DAFC that the applicant should adopt good site practice to avoid adverse impact on the nullah nearby;

(f) to note the following comments of CTP/UD&L, PlanD:

(i) it is noted that, generally, the trunk of the existing trees is tightly tied with stakes/guys, which girdles the tree bark and affects tree growth. The applicant is reminded that the connections with stakes/guys should be inspected and adjusted regularly to avoid trunk girdling. If the trees have been established, the concerned stakes/guys can be removed;

(ii) the applicant is reminded to maintain proper and regular housekeeping for the planting area. There should be no piling of building materials, objects or debris on the planting area. Weeding of planting areas should be carried out in regular basis for health growth of the plants; and

(iii) the applicant is also reminded of the importance of undertaking proper tree care for existing trees within the Site. Useful information published by the GLTM Section, DEVB on general tree maintenance, tree risk management and proper planting practices is available for reference in the following links:

- *Pictorial Guide for Tree Maintenance* (護養樹木的簡易圖解):
http://www.greening.gov.hk/filemanager/content/pdf/tree_care/Pictorial_Guide_for_Tree_Maintenance.pdf

- *Minimising Tree Risks* (護養樹木 保障安全):
http://www.greening.gov.hk/filemanager/content/pdf/tree_care/Chinese_Leaflet_Big_font_size_v1_2012_03_29.pdf

- *Pictorial Guide for Tree Maintenance to Reduce Tree Risks* (減低樹木風險的樹木護養簡易圖解):
http://www.greening.gov.hk/filemanager/content/pdf/tree_care/PictorialGuideForTreeMaintenanceToReduceTreeRisk(eng).pdf

- *Proper Planting Practices* (正確種植方法):
https://www.greening.gov.hk/tc/tree_care/practices.html

(g) to note the following comments of CE/MN, DSD:

(i) if the existing drainage system is found to be inadequate or ineffective during operation, the applicant is required to rectify the system to the satisfaction of the relevant Government departments at his own cost;

(ii) it is noted that the proposed development is operated 24 hours a day and the car park is open to the public. Apart from "sand and silt", it is likely that the runoff from the car park will be contaminated by petroleum, water from car washing activity etc. The applicant is required to review the existing drainage facilities and advise any measures to avoid the contaminated runoff entering the existing stormwater drainage system; and

(iii) the Site is in an area where no public sewerage connection is available;

(h) to note the following comments of D of FS:

(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 his Department for approval. In addition, the applicant should be also advised that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of where the proposed FSI to be installed should be clearly marked on the layout plans; and

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

(i) to note the following comments of CE/C, WSD:

(i) existing water mains will be affected. The applicant is required to either divert or protect the water mains found on Site. If diversion is required, existing water mains inside the Site are needed to be diverted outside the site boundary of the proposed development to lie in Government land. A strip of land of minimum 1.5m in width should be provided for the diversion of existing water mains. The cost of diversion of existing water mains upon request will have to be borne by the grantee/ applicant; and the applicant shall submit all the relevant proposal to WSD for consideration and agreement before the works commence;

(ii) if diversion is not required, the following conditions shall apply:

- existing water mains are affected and no development which requires resiting of water mains will be allowed;

- details of site formation works shall be submitted to the Director of Water Supplies for approval prior to commencement of works;

- no structures shall be built or materials stored within 1.5 metres from the centre line(s) of water main(s). Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works;

- no trees or shrubs with penetrating roots may be planted within the Water Works Reserve or in the vicinity of the water main(s). No change of existing site condition may be undertaken within the aforesaid area without the prior agreement of the Director of Water Supplies. Rigid root barriers may be required if the clear distance between the proposed tree and the pipe is 2.5m or less, and the barrier must extend below the invert level of the pipe;

- no planting or obstruction of any kind except turfing shall be permitted within the space of 1.5 metres around the cover of any valve or within a distance of 1 m from any hydrant outlet; and

- tree planting may be prohibited in the event that the Director of Water Supplies considers that there is any likelihood of damage being caused to water mains;

(j) to note the following comments of CBS/NTW, BD:

(i) before any new building works are to be carried out on the Site, the prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System. Otherwise they are Unauthorized Buildings Works (UBW). An Authorized Person (AP) should be appointed as the coordinator for the proposed building works in accordance with the Building Ordinance (BO);

(ii) for UBW erected on leased land, enforcement action may be taken by BA to effect their removal in accordance with BD's 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 BO;

(iii) any temporary shelters or converted containers for storage or washroom or workshop or other uses considered as temporary buildings are subject to control under the Building (Planning) Regulations (B(P)Rs) Pt. VII;

(iv) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulation 5 and 41D of the B(P)Rs respectively;

(v) if the Site is not abutting on a specified street having a width not less than 4.5m wide, its development intensity shall be determined by the BA under Regulation 19(3) of the B(P)Rs at the building plan submission stage; and

(vi) formal submission under the BO is required for any proposed new works, including any temporary structures. Detailed comments under BO will be provided at building plan submission stage.