

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

This document is received on - 9 SEP 2024  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

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 Regulated Areas,  
or Renewal of Permission for such Temporary Use or Development\***

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

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

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

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

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

**General Note and Annotation for the Form**

**填寫表格的一般指引及註解**

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

2402029 19/9 By hand.

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/NE - TKLN/90
	Date Received 收到日期	- 9 SEP 2024

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.tpb.gov.hk/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.tpb.gov.hk/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

## 1. Name of Applicant 申請人姓名/名稱

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

Ho Nam Kai Tso

(Manager: HO Lai Fai, HO Cheong Yau, HO Yuet Ming)

## 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 )

Man Chi Consultants and Construction Limited

## 3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot 356 in D.D. 78, 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	<input checked="" type="checkbox"/> Site area 地盤面積 ..... 3,053 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 ..... 200 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	..... N/A ..... sq.m 平方米 <input type="checkbox"/> 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 (OZP) No. S/NE-TKLN/2
(e) Land use zone(s) involved 涉及的土地用途地帶	Village Type Development
(f) Current use(s) 現時用途	Eating Place, Local Provision Store, Ancillary Office, Store Room  (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”<sup>#&</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#&</sup> (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”<sup>#&</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#&</sup> (請夾附業權證明文件)。
- ☐ is not a “current land owner”<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。

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

#### 5. Statement on Owner's Consent/Notification

##### 就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at ..... (DD/MM/YYYY), this application involves a total of ..... “current land owner(s)”<sup>#</sup>.  
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」<sup>#</sup>。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of ..... “current land owner(s)”<sup>#</sup>.  
已取得 ..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of “current land owner(s)”<sup>#</sup> obtained 取得「現行土地擁有人」<sup>#</sup>同意的詳情

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

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

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

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

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

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

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

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

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

- ☐ published notices in local newspapers on \_\_\_\_\_ (DD/MM/YYYY)&  
於 \_\_\_\_\_ (日/月/年)在指定報章就申請刊登一次通知&
- ☐ posted notice in a prominent position on or near application site/premises on \_\_\_\_\_ (DD/MM/YYYY)&  
於 \_\_\_\_\_ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on \_\_\_\_\_ (DD/MM/YYYY)&  
於 \_\_\_\_\_ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)  
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料



**6. Type(s) of Application 申請類別****(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas**

位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展

(For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B))

(如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)

(a) Proposed use(s)/development  
擬議用途/發展

Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years

(Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)

(b) Effective period of permission applied for  
申請的許可有效期☒ year(s) 年 ..... 3 .....☐ month(s) 個月 .....**(c) Development Schedule 發展細節表**Proposed uncovered land area 擬議露天土地面積 ..... 2,853 .....sq.m ☒About 約Proposed covered land area 擬議有上蓋土地面積 ..... 200 .....sq.m ☒About 約

Proposed number of buildings/structures 擬議建築物/構築物數目 ..... 1 .....

Proposed domestic floor area 擬議住用樓面面積 ..... 0 .....sq.m ☐About 約Proposed non-domestic floor area 擬議非住用樓面面積 ..... 200 .....sq.m ☒About 約Proposed gross floor area 擬議總樓面面積 ..... 200 .....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)

3.5m for the existing single-storey building .....

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 ..... 60 .....

Motorcycle Parking Spaces 電單車車位 .....

Light Goods Vehicle Parking Spaces 輕型貨車泊車位 .....

Medium Goods Vehicle Parking Spaces 中型貨車泊車位 .....

Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 .....

Others (Please Specify) 其他 (請列明) .....

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

Taxi Spaces 的士車位 .....

Coach Spaces 旅遊巴車位 .....

Light Goods Vehicle Spaces 輕型貨車車位 ..... 1 .....

Medium Goods Vehicle Spaces 中型貨車車位 .....

Heavy Goods Vehicle Spaces 重型貨車車位 .....

Others (Please Specify) 其他 (請列明) .....

Proposed operating hours 擬議營運時間 Public Vehicle Park: 24 hours daily, Monday to Sunday (including public holidays) Eating Place, Local Provision Store, Ancillary Office, Store Room : From 9:00 a.m. to 9:00 p.m. (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	<input checked="" type="checkbox"/> 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))  A local track connecting Lin Ma Hang Road <hr/> <input type="checkbox"/> 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	<input type="checkbox"/>	
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。)			
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動？	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情    	
	No 否	<input checked="" type="checkbox"/>	
(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	<input type="checkbox"/> (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)  <input type="checkbox"/> Diversion of stream 河道改道  <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約  <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約  <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 ..... m 米 <input type="checkbox"/> About 約	
	No 否	<input checked="" type="checkbox"/>	
(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 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/>   		

	<p>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)</p> <p>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)</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
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**(B) Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas**  
**位於鄉郊地區或受規管地區臨時用途/發展的許可續期**

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

**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 attached Planning Statement.



<b>Gist of Application 申請摘要</b> (Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)	
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories
Site area 地盤面積	3,053 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 N/A sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
Zoning 地帶	"Village Type Development"
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區的臨時用途/發展為期 <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____  <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas or Regulated Areas for a Period of 位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years



(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	200 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.06 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	N/A	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A	<input type="checkbox"/> m 米 (Not more than 不多於)
		N/A	<input type="checkbox"/> Storeys(s) 層 (Not more than 不多於)
	Non-domestic 非住用	3.5	<input checked="" type="checkbox"/> m 米 (Not more than 不多於)
		1	<input checked="" type="checkbox"/> Storeys(s) 層 (Not more than 不多於)
(iv) Site coverage 上蓋面積	6.5 % <input checked="" type="checkbox"/> 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		60
	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) _____ _____		60
(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 loading/unloading bays/lay-bys 上落客貨車位／停車處總數		1
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		1(LGV)

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Location plan, Lot Index Plan extract, Outline Zoning Plan extract, Indicative Layout Plan</u>		
<u>Internal Vehicular Access, Parking Arrangement and Swept Path Analysis, Proposed Drainage Plan</u>		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input type="checkbox"/>
<hr/> <hr/>		
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。



## **Section 16 Planning Application**

Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years

Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

### *Planning Statement*

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Prepared by  
**Man Chi Consultants and Construction  
Limited**

August 2024

## EXECUTIVE SUMMARY

*(In case of discrepancy between English and Chinese versions, English shall prevail)*

This Planning Statement is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (hereinafter referred to as “the application site”). The application site has a total area of about 3,053m<sup>2</sup>. The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.

Part of the application site is subject to a previously application No. A/NE-TKLN/35 (hereinafter referred to as “the last approved application”) approved by the Board on 8.1.2021 for proposed temporary eating place, shop and services with ancillary office/store room and car park for a period of three years. The current application seeks to maintain the existing temporary eating place, shop and services with ancillary office and store room whilst introducing a public vehicle park in response to the growth of the Heung Yuen Wai area since the commissioning of passenger clearance of Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) in January 2023, and the increasing daily needs of the local villages. The proposed use aims to optimise land use resources by not only maintaining the existing eating place and relevant ancillary facilities, but also introducing parking provision to alleviate the substantial parking demand in the area.

The application site falls within an area zoned “Village Type Development” (“V”) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13.05.2016 (hereinafter referred to as “the Current OZP”). As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that: -

- (a) The proposed use can continue supporting the daily needs of the villagers and in support of the development of Tsung Yuen Ha village;*
- (b) The proposed use can help cater to the parking and retail demands brought by the opening of the LT/HYW BCP, as well as the Tsung Yuen Ha and the surrounding areas;*
- (c) The proposed use can optimise land resources by maintaining the existing eating place and relevant ancillary facilities whilst introducing parking provision at existing vacant flat land to alleviate the substantial parking demand in the area;*
- (d) The application site is subject to previous planning approvals for same/similar use;*
- (e) No substantial changes in planning circumstances except the additional public vehicle park and full compliance of approval planning conditions of the last approved application;*
- (f) Temporary nature would not jeopardize the planning intention of “V” zone;*
- (g) The proposed use at the application site is not incompatible with the surrounding area in terms of land uses;*

- (h) There will be no adverse effect on the landscape character of the area, as the surrounding landscape is expected to remain unchanged. The proposed use will utilize existing vacant land for parking without altering the overall setting;*
- (i) No adverse environmental impact as the current application involves changes of use for additional public vehicle park only;*
- (j) No adverse drainage impact as the on-site drainage facilities will be maintained and the Applicant will implement appropriate mitigation and management measures if necessary; and*
- (k) No setting of undesirable precedent as there are similar applications approved previously.*

In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give favourable consideration to approve the current application for the proposed use for a temporary period of three years.

## 行政摘要

此規劃報告書在支持一宗遞交予城市規劃委員會（以下簡稱「城規會」）的規劃申請（以下簡稱「是次申請」），作擬議臨時食肆、商店及服務行業連附屬辦公室、貯物室及公眾停車場（貨櫃車除外）（為期 3 年）以下簡稱「擬議用途」。該申請所涉及地點位於新界北區打鼓嶺松園下丈量約份第 78 約地段第 356 號（以下簡稱「申請地點」）。申請地點的面積約為 3,053 平方米。此規劃報告書提供該申請的背景資料及規劃理據以支持擬議用途供城規會考慮。

申請地點的部分土地先前於 2021 年 1 月 8 日獲城規會批給規劃申請許可（申請編號 A/NE-TKLN/35）（以下簡稱「先前規劃許可」）用作臨時食肆、商店及服務行業連附屬辦公室及貯物室，為期三年。是次申請旨在維持現有臨時食肆、商店及服務行業連附屬辦公室/貯物室、停車場，同時因應蓮塘 / 香園圍口岸於 2023 年 1 月通關後香園圍區的發展，以及當地鄉村日益增加的日常需要，增設公眾停車場。擬議用途旨在善用土地資源，除保留現時的食肆及相關配套設施外，亦會引入停車場設施，以紓緩該區龐大的泊車需求。

申請地點於 2016 年 5 月 13 日刊憲公佈的打鼓嶺北分區計劃大綱核准圖（編號：S/NE-TKLN/2）內被劃為「鄉村式發展」用途地帶。此規劃報告書內詳細闡述擬建用途的規劃理據，當中包括：-

- （一） 擬議用途可繼續滿足村民的生活需求，並支持松園下村發展；
- （二） 擬議用途將有效地滿足開放香園圍口岸以及松園下村民和鄰近地區居民所帶來的龐大泊車和零售需求；
- （三） 擬議用途既可保留現有食肆及相關配套設施，亦可於現有空地提供車位，紓緩區內龐大的泊車需求，從而善用土地資源；
- （四） 申請地點與先前規劃許可屬於相同或類似用途；
- （五） 與先前規劃許可相比，除增加公眾停車場用途外，擬議用途的規劃細節沒有重大改變。申請人亦已完全履行先前規劃許可的附加條件；
- （六） 擬議用途的臨時性質不會妨礙落實大綱核准圖中「鄉村式發展」地帶的長遠規劃意向；
- （七） 申請地點的擬議用途與鄰近的鄉郊環境特質及附近土地用途並非不協調；
- （八） 不會對當地的景觀特徵造成不利影響，因為擬議用途將利用現有的空地進行停車，而不會改變整體環境；
- （九） 不會對環境造成不良影響，因為現時的申請只涉及更改用途以增設公眾停車場；
- （十） 不會對排水系統造成不良影響，因為原址的排水設施會予以維修，而申請人亦會在有需要時採取適當的緩解及管理措施；及
- （十一）由於過往亦有類似的申請獲得批准，因此不會造成不良先例。

鑑於以上及此規劃報告書所提供的詳細規劃理據，懇請城規會各委員批准該申請作為期三年擬議用途。



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# 1 INTRODUCTION

## 1.1 Purpose

- 1.1.1 Pursuant to section 16 of the Town Planning Ordinance (TPO) (Cap. 131), this *Planning Statement* is submitted to the Town Planning Board (hereinafter referred to as “the Board”) in support of a planning application (hereinafter referred to as “the current application”) for **Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling, North, New Territories (hereinafter referred to “the application site”). The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.
- 1.1.2 The application site with a site area of about 3,053m<sup>2</sup> falls within an area zoned “Village Type Development” (“V”) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2 gazetted on 13.05.2016 (hereinafter referred to as “the Current OZP”). As stipulated in (11)(b) of the covering 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 Applicants wish to seek planning permission from the Board for the proposed use on a temporary basis of three years.
- 1.1.3 Prepared on behalf of Ho Nam Kai Tso, who is also the sole registered owner of the application site, and the manager who act as the responsible personal of the current application (hereafter collectively referred to as “the Applicant”), Man Chi Consultants and Construction Limited has been commissioned to prepare and submit the current application.

## 1.2 Background

- 1.2.1 The application site, situated near the Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) and the existing village area of Tsung Yuen Ha. Part of the application site is subject to a previously approved application No. A/NE-TKLN/35 (hereinafter referred to as “the last approved application”) approved by the Board on 8.1.2021 for proposed temporary eating place, shop and services with ancillary office/store room for a period of 3 years. All approval conditions for the last approved application have been duly complied with.
- 1.2.2 As the first “direct access to people and vehicles” BCP in Hong Kong, the LT/HYW BCP has gained a significant increase in popularity among travellers due to its convenience, resulting in a surge in parking demand in the surrounding areas. While a public car

park with 415 parking spaces is being provided at the LT/HYW BCP, it is observed that nearby car parks are fully utilised during weekends and public holidays, playing a crucial role in alleviating the substantial parking demand resulting from the continuous growth of the LT/HYW BCP and the Heung Yuen Wai area. In light of this, the Applicant has put forth a proposal to optimise available land use resources. The current application seeks to maintain the existing eating place and relevant ancillary facilities, whilst introducing parking provision at vacant flat land to alleviate the substantial parking demand in the area.

### 1.3 Objectives

1.3.1 The current application strives to achieve the following objectives:

- (a) To continue allowing the Applicant to provide local amenities to the existing village and supporting the development of Tsung Yuen Ha village;*
- (b) To give an opportunity to the Applicant to utilise the application site for the proposed use under the circumstances that it would help meet the parking and retail demands arisen from the LT/HYW BCP as well as the local residents of Tsung Yuen Ha and the surrounding areas;*
- (c) To create a convenient one-stop location that offers parking provision and catering facilities to both visitors of the public vehicle park and local residents;*
- (d) To assist the neighbourhood in capturing on the opportunities arising from the development in the surrounding areas and support the growth of the Heung Yuen Wai area;*
- (e) To maximise land utilisation in an area with great locational advantage in terms of the proximity to the LT/HYW BCP and local villages; and*
- (f) To induce no adverse traffic, environmental, drainage nor infrastructural impacts on its surroundings.*

### 1.4 Structure of the Planning Statement

1.4.1 This Planning Statement is divided into 6 chapters. **Chapter 1** is the above introduction outlining the purpose and background of the current application. **Chapter 2** gives background details of the application site in terms of the current land-use characteristics and neighbouring developments. Planning context of the application site is reviewed in **Chapter 3** whilst **Chapter 4** provides details of the proposed use as well as its design. A full list of planning justifications is given in **Chapter 5** whilst **Chapter 6** summarizes the concluding remarks for the proposed use.

## 2 SITE PROFILE

### 2.1 Location and Current Condition of the Application Site

- 2.1.1 The application site has an area of about 3,053m<sup>2</sup>. The location of the application site is shown in **Figure 1** whilst **Figure 2** indicates the relevant private lots which the application site involves.
- 2.1.2 As shown in **Figure 1**, the application site is located to the north of the major village cluster of Tsung Yuen Ha in Ta Kwu Ling North, and adjacent to the LT/HYW BCP. This area, including the application site and Tsung Yuen Ha, has been released from the Frontier Closed Area (FCA) since 2016 but still in a rather remote location. Currently, the application site is accessible via franchised bus (Route No. 79K) and Green Minibus (Route No. 59K).
- 2.1.3 The application site is abutting a local track connecting Lin Ma Hang Road. It joins Ping Che Road in the south and Man Kam To Road in the west. Lin Ma Hang Road also links with Heung Yuen Wai Highway (HYWH) which commenced operation on 26.05.2019.
- 2.1.4 The application site is currently flat, with a single-storey temporary structure of about 3.5m in height, with a total floor area of about 200m<sup>2</sup>. A temporary eating place, local provision store, ancillary office, store room is situated at the western portion of the application site, which is subject to planning approval under planning application No. A/NE-TKLN/35. **Illustration 1** indicates the current conditions of the application site.

### 2.2 Surrounding Land-use Characteristics

- 2.2.1 The application site is predominantly semi-rural in character. The application site is located to the north of the major village cluster of Tsung Yuen Ha and is just 150 meters away from the LT/HYW BCP, making it an ideal location to provide parking spaces, eating place, and shop and services that can effectively meet the growing parking and retail demands arising from the Heung Yuen Wai area.
- 2.2.2 To the immediate north and west of the application site is a nullah, known as the Heung Yuen Wai Stream (Kong You Stream). To the further north of the site are flat land operating as public vehicle park with valid planning permission under approved planning application No. A/NE-TKLN/75. A cluster of flat land are observed for the use as public vehicle park and shop and services, with valid planning permissions (i.e. A/NE-TKLN/53, A/NE-TKLN/57, A/NE-TKLN/58, A/NE-TKLN/67, A/NE-TKLN/70, A/NE-TKLN/75).
- 2.2.3 To the west of the site sees another flat land operating as public vehicle park with valid planning permission under approved planning application No. A/NE-TKLN/80, and the LT/HYW BCP is situated to the further west across Lin Ma Hang Road. To the immediate south of the site is a residential cluster of the village, i.e. Tsung Yuen Ha

Tsuen. **Illustration 2** indicates the surrounding areas of the application site.

## **2.3 Heung Yuen Wai Boundary Control Point**

- 2.3.1 LT/HYW BCP is a key boundary control infrastructure between Hong Kong and Mainland China, providing direct access for both cargo and passenger. The LT/HYW BCP is designed to strengthen the cross-boundary transport connectivity by handling a daily capacity of 30,000 passengers and 17,850 vehicles to and from the Liangtang Port of Shenzhen. Furthermore, following the resumption of normal traveller clearance between Hong Kong and Mainland, the HYW BCP was fully commissioned to include passenger traffic in January 2023.
- 2.3.2 As the first "direct access to people and vehicles" BCP in Hong Kong, the LT/HYW BCP is complemented by a range of new alternative access options within the area, including the implementation of new public transport routes, the utilisation of the Heung Yuen Wai Highway by motorists, and the opening of a pedestrian subway connecting the LT/HYW BCP and Lin Ma Hang Road. The rising popularity of the LT/HYW BCP, along with the enhancements in access arrangements and traffic management measures, have created new opportunities to the surrounding areas and is expected to further catalyse the growth of the Heung Yuen Wai area.



### 3 PLANNING CONTEXT

#### 3.1 The Current OZP

- 3.1.1 The application site currently falls within an area zoned “V” on the Current OZP (**Figure 3** refers).
- 3.1.2 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. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a New Territories Exempted House. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board”*.
- 3.1.3 According to the Current OZP, ‘Public Vehicle Park (excluding container vehicle)’, ‘Eating Place’ and ‘Shop and Services’ are Column 2 uses within “V” zone, where planning permission from the Board is required. In this connection, the current application is herewith made to the Board for consideration of the proposed use on a temporary basis for a period of three years.

#### 3.2 Development Strategy on Developing the New Territories North

- 3.2.1 A clear aspiration of developing New Territories North (NTN) was demonstrated under the Preliminary Feasibility Study on Developing the NTN in 2017. Further in 2021, it is proposed under the Northern Metropolis Development Strategy that the Heung Yuen Wai area will be part of the NTN New Town and a railway station along the Northern Link Eastward Extension is envisaged near the LT/HYW BCP to further enhance the transport connection with other development nodes in NTN. The Northern Metropolis Development Strategy has also proposed to study the feasibility of relocating the fresh food boundary-crossing and inspection facilities at the Man Kam To Control Point and the Sheung Shui Slaughterhouse to land adjacent to LT/HYW BCP. In view of all these upcoming proposals, the character of the Heung Yuen Wai area is anticipated to change significantly in the future.

#### 3.3 Previous Planning Applications

- 3.3.1 Part of the application site is currently subject to a valid planning approval under planning application No. A/NE-TKLN/35 for proposed temporary eating place, local provision store, ancillary office/store room for a period of three years, approved by the Board on 8.1.2021. According to the approved scheme, there is a single-storey temporary structure (about 3.5 m in height) with a total floor area of about 200 m<sup>2</sup>

would be used for eating place (about 136 m<sup>2</sup>), shop and services (i.e. a local convenience store) (about 20 m<sup>2</sup>) and an ancillary office/store room (about 44 m<sup>2</sup> at the site.

- 3.3.2 All approval conditions of the last approved application have been duly complied with. **Table 1** concludes the compliance with planning conditions under the last approved application. **Appendix I** attaches the relevant discharge letters for the approval conditions.

*Table 1: Compliance with Planning Approval Conditions under the Last Approved Application*

Planning Approval Conditions		Discharged Date
(b)	the submission of a drainage proposal	23.12.2021
(c)	the provision of drainage facilities	28.6.2023
(d)	the submission of the design of septic tank and soakaway system and/or other wastewater treatment facilities	20.5.2022
(e)	the provision of septic tank and soakaway system and/or other wastewater treatment facilities	1.6.2023
(f)	the submission of proposals for water supplies for fire-fighting and fire service installations	8.6.2021
(g)	the implementation of the provision of water supplies for fire-fighting and fire service installations	28.6.2023

- 3.3.3 As compared with the last approved scheme under application No. A/NE-TKLN/35, the current scheme would involve changes of use by introducing additional public vehicle park. The proposed public vehicle park provides an additional 55 carparking spaces for private cars. To maintain the existing temporary eating place, local provision store, ancillary office, store room, the number of structures, the total floor area and the maximum building height would remain unchanged. The overall physical setting surrounding the application site are the same/similar as the last approved scheme.

### 3.4 Similar Planning Applications

- 3.4.1 There is an increasing parking demand surrounding the LT/HYW BCP. The Board in recent years has approved similar use on the Current OZP (**Table 2** refers).

*Table 2: Similar Approved s.16 Applications on the Current OZP*

Planning Application No.	Proposed Use	Decision Date
A/NE-TKLN/6	Temporary Retail Shop, Canteen and Ancillary Office for a Period of Three Years	13/04/2018
A/NE-TKLN/33	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	24/04/2020
A/NE-TKLN/35	Temporary Eating Place and Shop and Services with Ancillary Office/Store Room for a Period of Three Years	08/01/2021

Planning Application No.	Proposed Use	Decision Date
A/NE-TKLN/23	Temporary Place of Recreation, Sports or Culture (Parent-Child Play Area), Eating Place, Shop and Services with Ancillary Car Park for a Period of Five Years	05/02/2021
A/NE-TKLN/37	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of Three Years	28/05/2021
A/NE-TKLN/39	Temporary Retail Shop, Canteen and Ancillary Office for a Period of Three Years	28/05/2021
A/NE-TKLN/40	Temporary Shop and Services (Convenience Store) with Ancillary Site Office for a Period of Three Years	25/06/2021
A/NE-TKLN/53	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of Three Years	23/06/2023
A/NE-TKLN/50	Temporary Shop and Services (Convenience Store) for a Period of Three Years	14/07/2023
A/NE-TKLN/53	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	26/03/2023
A/NE-TKLN/57	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22/09/2023
A/NE-TKLN/58	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22/09/2023
A/NE-TKLN/67	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	27/10/2023
A/NE-TKLN/68	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of Five Years	05/04/2024
A/NE-TKLN/70	Proposed Temporary Public Vehicle Park (Private Cars Only) for a Period of 3 Years	27/10/2023
A/NE-TKLN/75	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 3 Years	15/03/2024
A/NE-TKLN/80	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	15/03/2024

## 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 eating place, local provision store, ancillary office, store room and public vehicle park (excluding container vehicle) for a temporary period of 3 years). The application site has an area of about 3,053m<sup>2</sup> (**Figure 2** refers).
- 4.1.2 In response to the growth of the Heung Yuen Wai area, there is an acute demand for carparking space, eating place and retails facilities. The proposed use would provide carparking spaces to meet the substantial demand, and at the same time, providing a seamless one-stop destination where essential goods and services are conveniently available alongside parking facilities. As a result, visitors to the proposed public vehicle park and local residents can fulfil their needs without the necessity of traveling to separate locations. This arrangement enhances accessibility and convenience for daily necessities, thereby assist the neighbourhood in capturing on the opportunities arising from the development of Tsung Yuen Ha Tsuen and support the growth of the Heung Yuen Wai area.
- 4.1.3 Following the previously approved application No. A/NE-TKLN/35, the existing single-storey building would be maintained for the use of eating place, local provision store, ancillary office, store room. The remaining portion of the application site would remain as flat land and a total of 60 parking spaces for private cars and 1 L/UL Bay for van-type LGVs are proposed at the application site. Out of the 60 parking space, 5 are reserved for staff. The Indicative Layout Plan is shown in **Figure 4** whilst the key development parameters for the proposed use are detailed in **Table 3**.
- 4.1.4 The operation hours of the proposed public vehicle park are proposed to be 24 hours daily, from Monday to Sunday (including public holidays). A longer operation hour could provide greater flexibility to the cross-boundary travellers, thus help relieving the pressure from the existing Heung Yuen Wai Car Park. While the opening hours of the eating place and relevant ancillary facilities would be the same as that in the last approved application, from 9:00 a.m. to 9:00 p.m. daily, from Monday to Sunday (including public holidays). **Table 4** encapsulates a comparison of their major development parameters/items.
- 4.1.5 Given that all the approval conditions of the last approved application have been duly complied with and the existing drainage facilities and fire services installations approved under the previous application are being properly maintained on site; and considering the similar nature/operation of the proposed use and the overall physical setting surrounding the application site as in the last approved application, it is proposed to continue maintaining the fire services installations and drainage facilities at the application site during the approval period of the current application.

*Table 3: Proposed Key Development Parameters*

Items	Design Parameter(s) (About)
<b>Total Site Area</b>	About 3,053m <sup>2</sup>
<b>Covered Area</b>	About 200m <sup>2</sup> (About 6.5%)
<b>Uncovered Area</b>	About 2,853m <sup>2</sup> (About 93.5%)
<b>Proposed Use(s)</b>	Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years
<b>Structure No(s).</b> <i>Eating Place, Local Provision Store, Ancillary Office, Store Room</i>	1 (1 storey)
<b>Total Floor Area</b>	About 200m <sup>2</sup>
<b>No. of Parking Spaces</b>	60 (Private Car)
<b>No. of L/UL Bay</b>	1 (LGV)
<b>Operation Hours of the Public Vehicle Park</b>	24 hours (Monday to Sunday, including public holidays)
<b>Opening Hours of the Eating Place, Local Provision Store, Ancillary Office, Store Room</b>	From 9:00 a.m. to 9:00 p.m. (Monday to Sunday, including public holidays)
<b>Ingress/Egress</b>	About 7m wide

Table 4: Comparison of Major Parameters/Items of the Current Application and the Last Approved Application

Major Parameters/Items	Last Approved Application (No. A/NE-TKLN/35)	Current Application	Difference
Site Area	About 1,116.05m <sup>2</sup>	About 3,053m <sup>2</sup>	+1,936.95 m <sup>2</sup>
Covered Area Uncovered Area	About 200m <sup>2</sup> (About 11.9%) About 916.05m <sup>2</sup> (About 82.1%)	About 200m <sup>2</sup> (About 6.5%) About 2,853m <sup>2</sup> (About 93.5%)	No Change +1,936.95m <sup>2</sup>
Proposed uses(s)	Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room for a Temporary Period of 3 Years	Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years	Additional Public Vehicle Park (Excluding Container Vehicle)
No. of Structures	1	1	No Change
Total Floor Area	About 200m <sup>2</sup>	About 200m <sup>2</sup>	No Change
Car Parking Space	5 (Including 5 private car parking spaces)	60 (Including 55 private car parking spaces for visitor and 5 private car parking spaces for staff)	+55
L/UL Bay	1 (L/UL Bay for van-type LGV)	1 (L/UL Bay for van-type LGV)	No Change
Width of Ingress/Egress	6m	7m	+1m
Operation Hours of the Public Vehicle Park	N/A	24 hours (Monday to Sunday, including public holidays)	N/A
Opening Hours of the Eating Place, Local Provision Store, Ancillary Office, Store Room	From 9:00 a.m. to 9:00 p.m. daily	From 9:00 a.m. to 9:00 p.m. daily	No Change

## 4.2 Vehicular Access, Parking Arrangement and Traffic Management Measures

### Vehicular Access

- 4.2.1 The ingress/egress of the application site is abutting a local road connecting to Lin Ma Hang Road. The width of the ingress/egress of the application site is about 7m wide.

### Parking Arrangement

- 4.2.2 The proposed use will provide 60 parking spaces for private cars (including 5 nos. for staff and 55 nos. for visitors) and 1 loading/unloading bay serving the existing temporary eating place and local provision store, ancillary office and store room. The proposed public vehicle park is designed exclusively for private car use only with 55 parking spaces, which should be considered as a small size public vehicle park. The



application site is in close proximity to the LT/HYW BCP which allows a short walking distance for the cross-border travellers to reach to port after parking their vehicles.

- 4.2.3 **Figure 5** presents the swept path analysis and demonstrates 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 and the local track and 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.
- 4.2.4 Given that the temporary eating place, local provision store, ancillary office, store room have been existed, the current application intends to maintain the existing uses. Considering that public transport services are conveniently accessible nearby, it is anticipated that the average trips for private cars and van-type LGVs for the existing uses in the current application will remain consistent with those observed in the last approved application.
- 4.2.5 A public vehicle park is proposed to serve visitors which are mostly cross border travellers. Most of the private cars would arrive the application site in early morning and leave at late night, impact on surrounding road network is anticipated to be low. The estimated average and peak trip rates generated from and attracted to the application site is shown in **Table 5**. If the current application is approved, only private cars and van-type LGVs will be permitted to parked/stored on or enter/exit the application site at any given time.

Table 5: Estimated Average and Peak Trip Rates Generated from and Attracted to the Application Site

	Average Traffic Generation Rate (pcu/hr)	Average Traffic Attraction Rate (pcu/hr)	Average Traffic Generation Rate at Peak Hours (pcu/hr)	Average Traffic Attraction Rate at Peak Hours (pcu/hr)
Private Car	2.33	2.33	16	20

Note 1: The opening hour of the proposed development is 24 hours

Note2: Morning peak is defined as 7:00a.m. to 9:00a.m. whereas afternoon peak is defined as 5:00p.m. to 7:00p.m.

### Traffic Management Measures

- 4.2.6 Appropriate management and control measures would be implemented to ensure there is no queuing of vehicles outside the application site. A gate will be provided at the ingress/egress at the application site so that only vehicles with prior appointment will be allowed to use the parking spaces at the application site.
- 4.2.7 To ensure the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, traffic management measures are proposed at the application site, should the application be approved, including:

- (a) Deployment of traffic controllers to regulate vehicle entry and exit from the

- application site, minimising any conflicts with road traffic;
- (b) When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at each entrance to facilitate the smooth movement of vehicles and pedestrians and prevent any clashes or congestion issues;
- (c) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management; and
- (d) Installation of a pair of amber revolving lanterns at the site entrance, positioned at a height of approximately 2 meters from the ground level. These lanterns will remain operational throughout the site's operation hours.

#### **4.3 Provision of Drainage Facilities**

- 4.3.1 The drainage proposal of the previously approved application no. A/NE-TKLN/35 has been accepted by the Drainage Services Department (DSD) (**Appendix I** and **Appendix II** refers). The 225mm U-channel and catchpits (with trap and cover) provide adequate drainage facilities on the site. There has been no adverse drainage impact arising from the eating place, local provision store, ancillary office, storeroom. Considering the existing uses would be maintained, it is anticipated that there will be no adverse drainage impact, and the existing drainage would be well-maintained by the applicant during the approval period.
- 4.3.2 The application site area has been increased by 1,936.35m<sup>2</sup> to encompass the entire Lot 356 in D.D. 78. The remaining portion of Lot 356 is a vacant flat land (**Illustration 1** refers), and rainfall has drained naturally to the existing nullah at the northern boundary of the site, and no flooding issues have been reported. To accommodate the proposed use, additional peripheral channels will be constructed along the site boundary (Refer to **Figure 6**). The Applicant will submit a drainage proposal to DSD by way of approval condition, should the application be approved.

#### **4.4 Environmental Considerations**

- 4.4.1 The use for eating place, local provision store, ancillary office, store room have been approved by the board under planning application no. A/NE-TKL/35. There has been no environmental impacts or nuisance generated from the use and the applicant would continue to maintain good management and operations to ensure no adverse environmental impacts.
- 4.4.2 The proposed public vehicle park at the application site involves no parking of heavy goods vehicle or container truck, and the application is temporary in nature.
- 4.4.3 The Applicant commits to closely monitoring the proposed public vehicle park and implement management measures that no vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on the application site at any time; and no car washing, vehicle repairing, inspection, dismantling, paint spraying or other workshop activities will be allowed on the application site. A notice will be prominently displayed at the site to inform visitors of the operational arrangements for the proposed public vehicle park.

- 4.4.4 The Applicant will strictly follow Environmental Protection Department (EPD)'s latest "Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

## 5 PLANNING JUSTIFICATIONS

### 5.1 Continue Supporting the Daily Needs of the Villagers and In Support of the Development of Tsung Yuen Ha Village

5.1.1 The application site is located in Tsung Yuen Ha, Ta Kwu Ling North, near the border with Shenzhen. Being a restricted area before being released from the Frontier Closed Area, the Village and its surrounding areas have been a remote area with **a lack of catering facilities** to serve the dining needs and providing daily necessities to meet the demand of the local community. The eating place will continue to offer a dining alternative in the area to serve not only the villagers of Tsung Yuen Ha, but also villagers of other villages in the Heung Yuen Wai area.

5.1.2 The current application would continue to **meet villagers' requirement of the provision of a local provision store**. Considering the Village is located in a remote area, the villagers, in particular those elderly, having a local provision store operated by the Tso at the Village will be more convenient and time saving, so villagers can purchase certain range of basic goods without travelling far to Shan Shui or Fanling Town Centre. The current use can continue supporting the daily needs of the villagers and in support of the development of Tsung Yuen Ha village.

### 5.2 Catering the Parking and Retail Demands Arisen from the LT/HYW BCP, Tsung Yuen Ha and the Surrounding Areas

5.2.1 As the first "direct access to people and vehicles" BCP in Hong Kong, the LT/HYW BCP has gained a significant increase in popularity among travellers due to its convenience, resulting in a surge in parking demand in the surrounding areas. It is observed that nearby car parks are fully utilised during weekends and public holidays, playing a crucial role in alleviating the substantial parking demand resulting from the continuous growth of the LT/HYW BCP and the Heung Yuen Wai area. The development of the LT/HYW BCP, along with the enhancements in access arrangements and traffic management measures, has brought new opportunities to the surrounding areas and is expected to further catalyse the growth of the Heung Yuen Wai area.

5.2.2 In response to the anticipated growth of the Heung Yuen Wai area, there is a need to provide additional car parking spaces to accommodate the rising parking demands. The proposed use provides additional car parking spaces adjacent existing eating place and local provision store, creating a seamless one-stop destination where essential goods and services are conveniently available alongside parking facilities.

5.2.3 As a result, visitors to the public vehicle park and local residents can fulfil their needs without the necessity of traveling to separate locations. This arrangement enhances accessibility and convenience for daily necessities, thereby assist the neighbourhood in capturing on the opportunities arising from the development in the surrounding

areas and support the growth of the Heung Yuen Wai area.

### **5.3 Optimisation of Valuable Land Resources**

5.3.1 Considering the full commissioning of the LT/HYW BCP and the clear aspiration to develop the NTN region, the application site, which falls within the Heung Yuen Wai Potential Development Area identified in the Preliminary Feasibility Study on Developing the NTN, is suitable for addressing the growing car parking demand and fulfilling the needs for shops and services in the area.

5.3.2 The proposed development takes full advantage of the location of the application site, situated north of the primary village cluster of Tsung Yuen Ha and in close proximity to the LT/HYW BCP, making it an ideal location to provide parking spaces, eating place and shop and services that can effectively meet the growing parking and retail demands arising from the Heung Yuen Wai area.

### **5.4 Application Site is Subject to Previous Planning Approvals for Same/Similar Use**

5.4.1 The application site is subject to a previous planning approval for uses of the same/similar nature with the currently proposed use at the application site. The foregoing approved planning applications more or less imply the Board's recognition to allow certain degree of flexibility being given to uses including eating place, local provision store, ancillary office, store room within or surrounding the application site on a temporary basis regardless of the planning intention of "V" zone.

### **5.5 No Substantial Changes in Planning Circumstances Except the Additional Public Vehicle Park and Full Compliance of Approval Planning Conditions of the Last Approved Application**

5.5.1 The nature of the current application in terms of approval period sought and proposed use is similar as that proposed in the last approved application, except the inclusion of additional public vehicle park. More importantly, there have been no substantial changes in the planning circumstances such as land-use zoning and the physical settings surrounding the application site when comparing with the last approved application. As such, no adverse planning implications by allowing the current application is likely to be anticipated. The Applicant has complied with all the planning conditions under last approved application within specified time limits (**Table 1** refers). In view of this, the current application shall be deemed capable of being considered favourably.

### **5.6 Temporary Nature Would Not Jeopardize its Planning Intention of "V" Zone**

5.6.1 Notwithstanding the application site falls within an area zoned "V" on the Current OZP, the temporary nature of the current application will by no means jeopardize the long-term planning intention of "V" zone.

- 5.6.2 Moreover, it is the mere fact that such period of the planning approval could be adjusted by the Board to a period of three years or less. The entire authority is always rested from the Board that whether a new planning application for the continuation of the proposed use is further allowed or not. In this connection, the temporary nature of the proposed use would not in any sense pose any constraint to jeopardize nor pre-empt the long-term planning intention of “V” zone or any planned infrastructural development.

## **5.7 Not Incompatible with Surrounding Land Uses**

- 5.7.1 Given that similar uses, including the temporary public vehicle park (private cars and light goods vehicles) and shop and services uses, are found in the surrounding areas and the proposed use is solely to be used to serve the needs of the visitors of the public vehicle park and local residents, it is considered not incompatible with the surrounding semi-rural environment, in terms of its geographical location and land use.
- 5.7.2 The proposed use for eating place, local provision store, ancillary office, store room has been existed, and is of low density with only one single-storey structure (3.5m) and a total GFA of 200m<sup>2</sup>. Considering there has been no change regarding the bulk of the structure, no visual obstruction will be created to the area. The proposed development should be considered not incompatible with the surrounding area comprising of low rises village houses and temporary structures.

## **5.8 No Adverse Landscape, Traffic nor Environmental Impacts**

- 5.8.1 Considering that the proposed use intends to maintain existing eating place, local provision store, ancillary office, store room as approved in the last approved application, and the proposed public vehicle park would utilize existing vacant flat land for parking without altering the overall setting. There will be no adverse effect on the landscape character of the area, as the surrounding landscape is expected to remain unchanged.
- 5.8.2 The current application proposes to maintain the existing uses of the temporary eating place, local provision store, ancillary office, and store room, which have been existing on the site. These uses continue to serve visitors and local villagers. Considering that public transport services are conveniently accessible nearby, it is anticipated that the average trips for private cars and van-type LGVs for the existing uses in the current application will remain consistent with those observed in the last approved application and no adverse traffic impact is anticipated.
- 5.8.3 The proposed public vehicle park is intended to serve visitors which are mostly cross border travellers. Most of the private cars would arrive the application site in early morning and leave at late night, impact on surrounding road network is anticipated to be low. The swept path analysis demonstrates 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 and the local track and Lin Ma Hang Road will be resulted under any circumstances. If the current application is approved, only private cars and van-type LGVs will be permitted to parked/stored on or enter/exit the application site at any given time. To ensure the proposed use will not induce additional adverse traffic impact on the surrounding road network and affect pedestrian safety, traffic management measures are proposed at the application site, should the application be approved. Therefore, it is not anticipated that the proposed use will result any significant additional and adverse traffic impacts on the area.

5.8.4 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 last approved application. As the current application site partially overlaps with the site boundary of the last approved application, the existing drainage proposal will be adopted and maintained. Additionally, new peripheral U-channels and drainage facilities will be constructed to accommodate the additional drainage needs. Since the application site is already paved and the current application intends to utilize existing vacant flat land for an additional public vehicle park, the overall physical setting remains unchanged. Therefore, no adverse drainage impact is anticipated from the proposed use.

5.8.5 The application site involves no parking of heavy goods vehicle or container truck, and the application is temporary in nature. The Applicant commits to closely monitoring the proposed public vehicle park and implement suitable management measures for better management; as well as to strictly follow EPD's latest "CoP" and comply with all environmental protection/ pollution control ordinances, during construction and operation stages of the proposal, should the application be approved. As such, no adverse environmental impact and misuse of the proposed use is anticipated.

## 5.9 No setting of undesirable precedent

5.9.1 Considering similar applications were approved by the Board in the recent years, approval of the current application is **not** expected to set an undesirable precedent.

## 7 CONCLUSION

- 7.1.1 This Planning Statement is submitted to the Board in support of a planning application for **Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years** (hereinafter referred to as “the proposed use”) at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories. The application site has a total area of about 3,053m<sup>2</sup>. The Planning Statement serves to provide background information and planning justifications in support of the proposed use in order to facilitate the consideration by the Board.
- 7.1.2 Part of the application site is subject to a previously application No. A/NE-TKLN/35 (hereinafter referred to as “the last approved application”) approved by the Board on 8.1.2021 for proposed temporary eating place, shop and services with ancillary office/store room and car park for a period of three years. The current application seeks to maintain the existing temporary eating place, shop and services with ancillary office and store room whilst introducing a public vehicle park in response to the growth of the Heung Yuen Wai area since the commissioning of passenger clearance of Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) in January 2023, and the increasing daily needs of the local villages. The proposed use aims to optimise land use resources by not only maintaining the existing eating place and relevant ancillary facilities, but also introducing parking provision to alleviate the substantial parking demand in the area.
- 7.1.3 The application site falls within an area zoned “Village Type Development” (“V”) on the approved Ta Kwu Ling North Outline Zoning Plan (OZP) No. S/NE-TKLN/2, which was gazetted on 13.05.2016 (hereinafter referred to as “the Current OZP”). As detailed throughout this Planning Statement, the proposed use is well justified on the grounds that: -
- (a) *The proposed use can continue supporting the daily needs of the villagers and in support of the development of Tsung Yuen Ha village;*
  - (b) *The proposed use can help cater to the parking and retail demands brought by the opening of the LT/HYW BCP, as well as the Tsung Yuen Ha and the surrounding areas;*
  - (c) *The proposed use can optimise land resources by maintaining the existing eating place and relevant ancillary facilities whilst introducing parking provision at existing vacant flat land to alleviate the substantial parking demand in the area;*
  - (d) *The application site is subject to previous planning approvals for same/similar use;*
  - (e) *No substantial changes in planning circumstances except the additional public vehicle park and full compliance of approval planning conditions of the last approved application;*
  - (f) *Temporary nature would not jeopardize the planning intention of “V” zone;*
  - (g) *The proposed use at the application site is not incompatible with the surrounding area in terms of land uses;*
  - (h) *There will be no adverse effect on the landscape character of the area, as the*



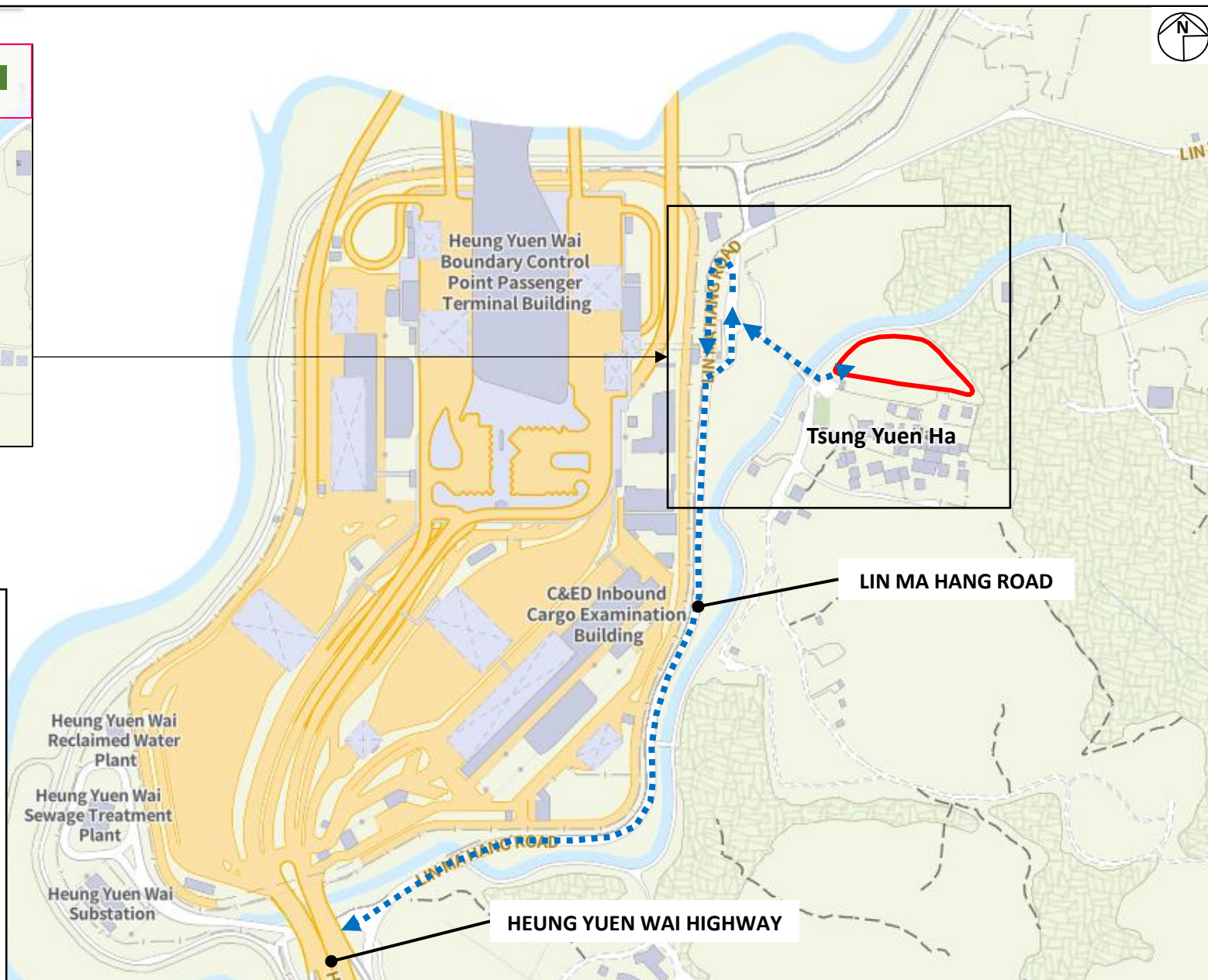
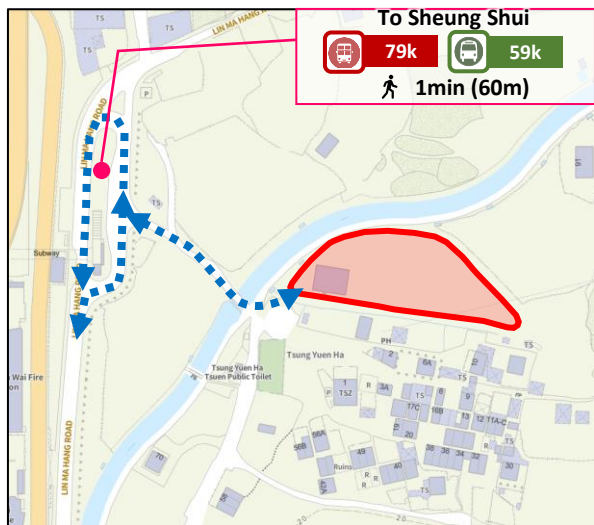
*surrounding landscape is expected to remain unchanged. The proposed use will utilize existing vacant land for parking without altering the overall setting;*

- (i) No adverse environmental impact as the current application involves changes of use for additional public vehicle park only;*
- (j) No adverse drainage impact as the on-site drainage facilities will be maintained and the Applicant will implement appropriate mitigation and management measures if necessary; and*
- (k) No setting of undesirable precedent as there are similar applications approved previously.*






7.1.4 In view of the above and the list of detailed planning justifications in the Planning Statement, it is sincerely hoped that members of the Board will give favourable consideration to approve the current application for the proposed use for a temporary period of three years.

## List of Figures

Figure 1	Location Plan
Figure 2	Extract of Lot Index Plan (No. ags_S00000131408_0001)
Figure 3	Extract of the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2
Figure 4	Indicative Layout Plan
Figure 5	Internal Vehicular Access, Parking Arrangement and Swept Path Analysis
Figure 6	Proposed Drainage Plan



#### LEGEND:

-  The Application Site
  -  Vehicular Access to/from the Application Site
  -  Bus/Minibus Stop
  -  Bus Route
  -  Minibus Route
- (For Indicative Purposes Only)

#### Project:

Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

#### Title:

Location Plan

#### Figure:

1

#### Scale:

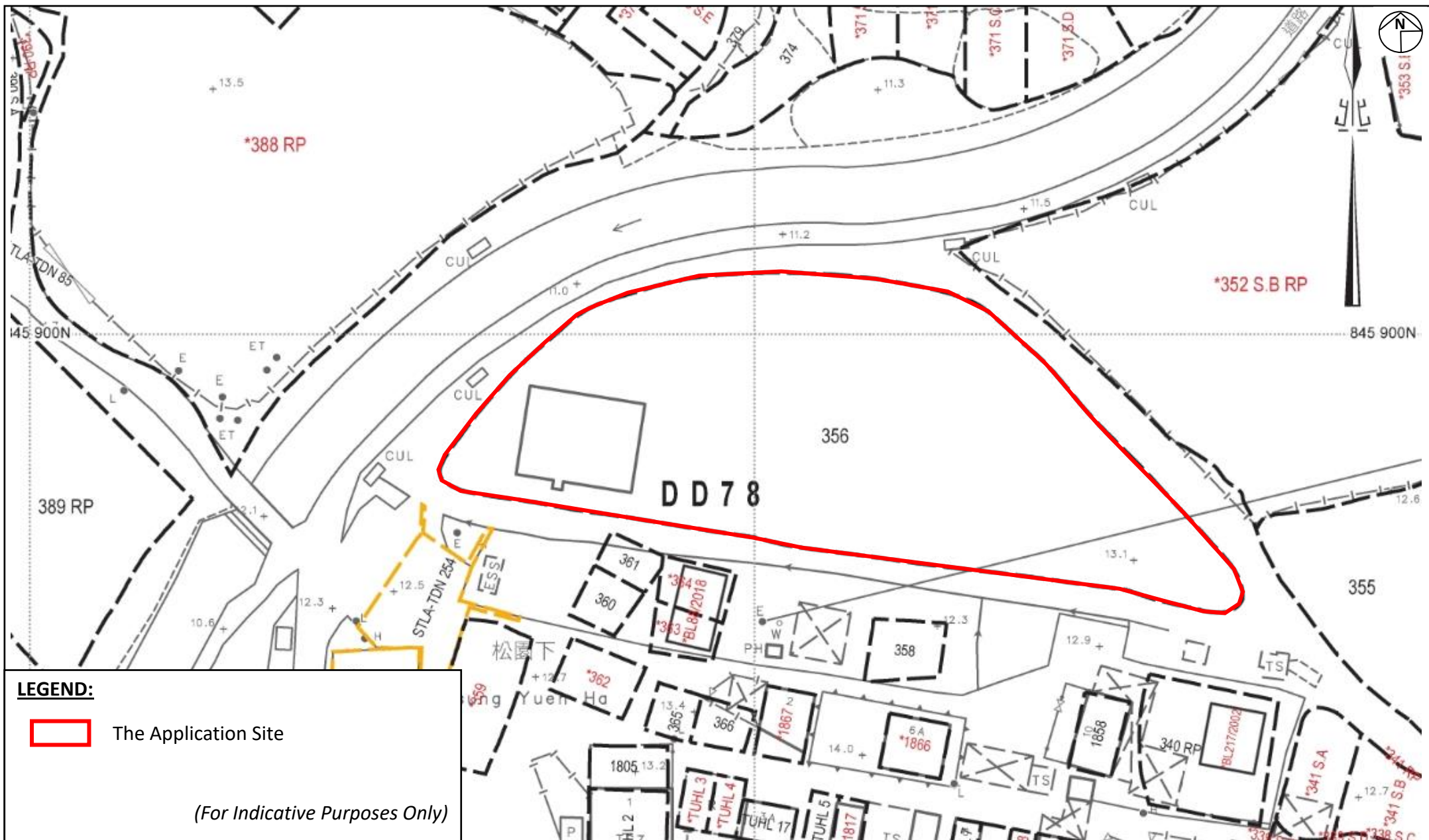
Not to Scale

#### Date:

Aug 2024

 **Man Chi**  
Consultants And Construction Limited

Ref.: ADCL/PLG-10299/R001/F001



**Project:**

Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Title:**

Extract of Lot Index Plan  
(No. ags\_S00000131408\_0001)

**Figure:**

2

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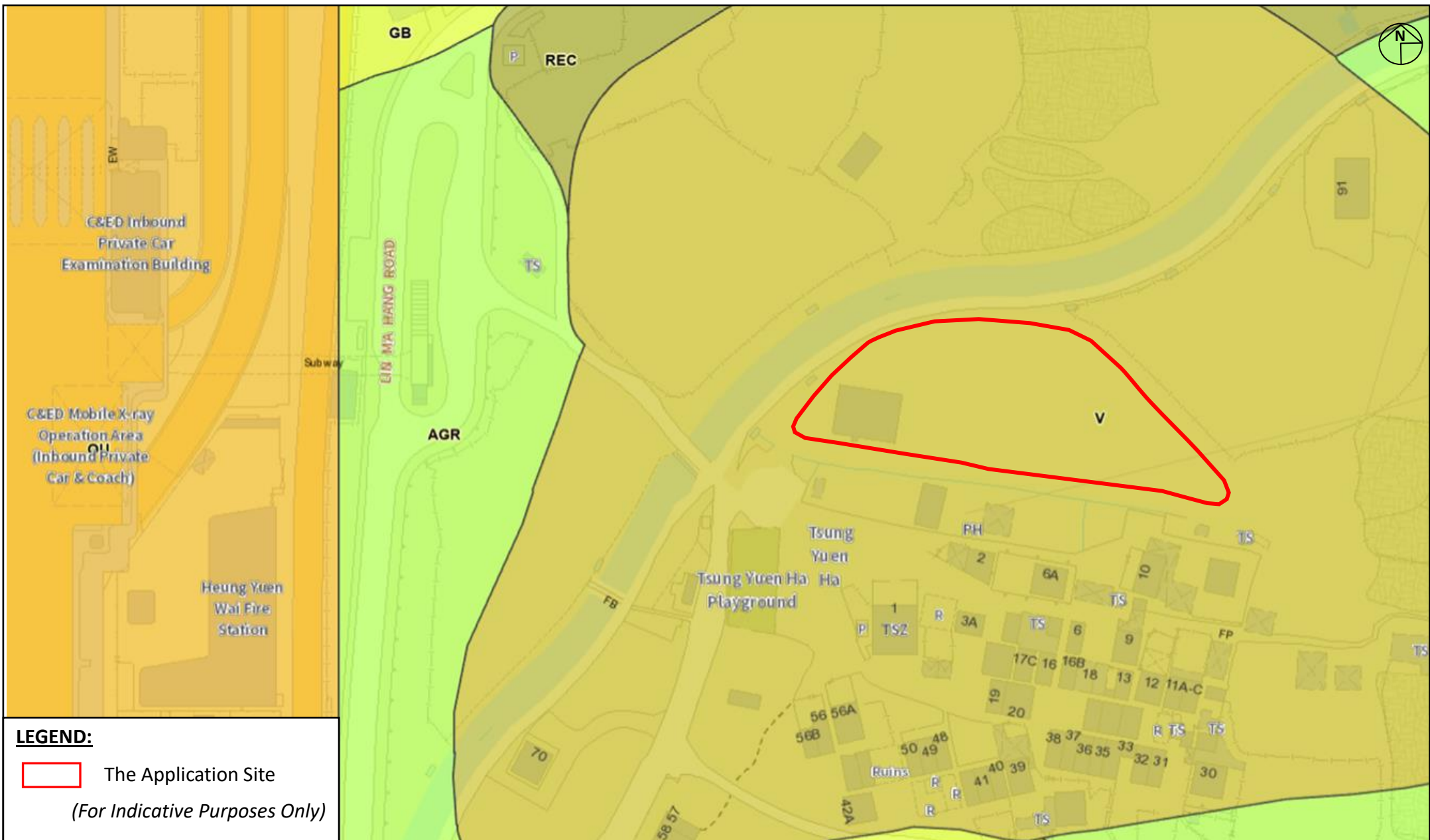
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**Date:**

Aug 2024

**MC Man Chi**  
Consultants And Construction Limited



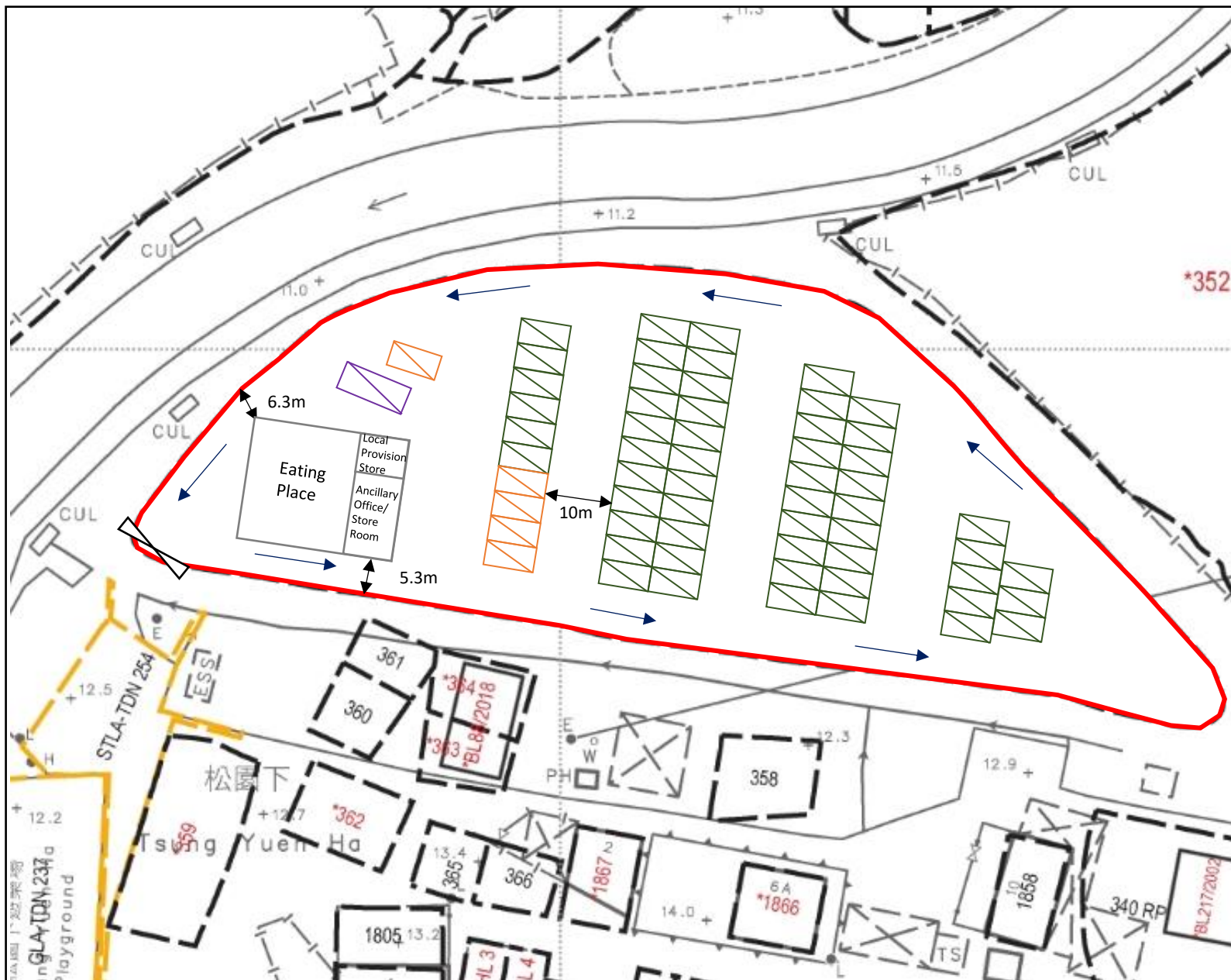


**Project:**  
Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Title:**  
Extract of the Approved Ta Kwu Ling North Outline Zoning Plan No. S/NE-TKLN/2

**Figure:**  
3  
**Scale:**  
Not to Scale  
**Date:**  
Aug 2024

**MC Man Chi**  
Consultants And Construction Limited



# LEGEND:

- The Application Site
- Existing Eating Place, Local Provision Store, Ancillary Office, Store Room (1-storey)
- Private Car Parking Space For Staff (5 no.)
- Private Car Parking Space (55 nos.)
- Loading/Unloading Bay for LGV (1 no.)
- Ingress/Egress (about 7m)
- Internal Vehicular Access

(For Indicative Purposes Only)

## Project:

Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

## Title:

Indicative Layout Plan

## Figure:

4

## Scale:

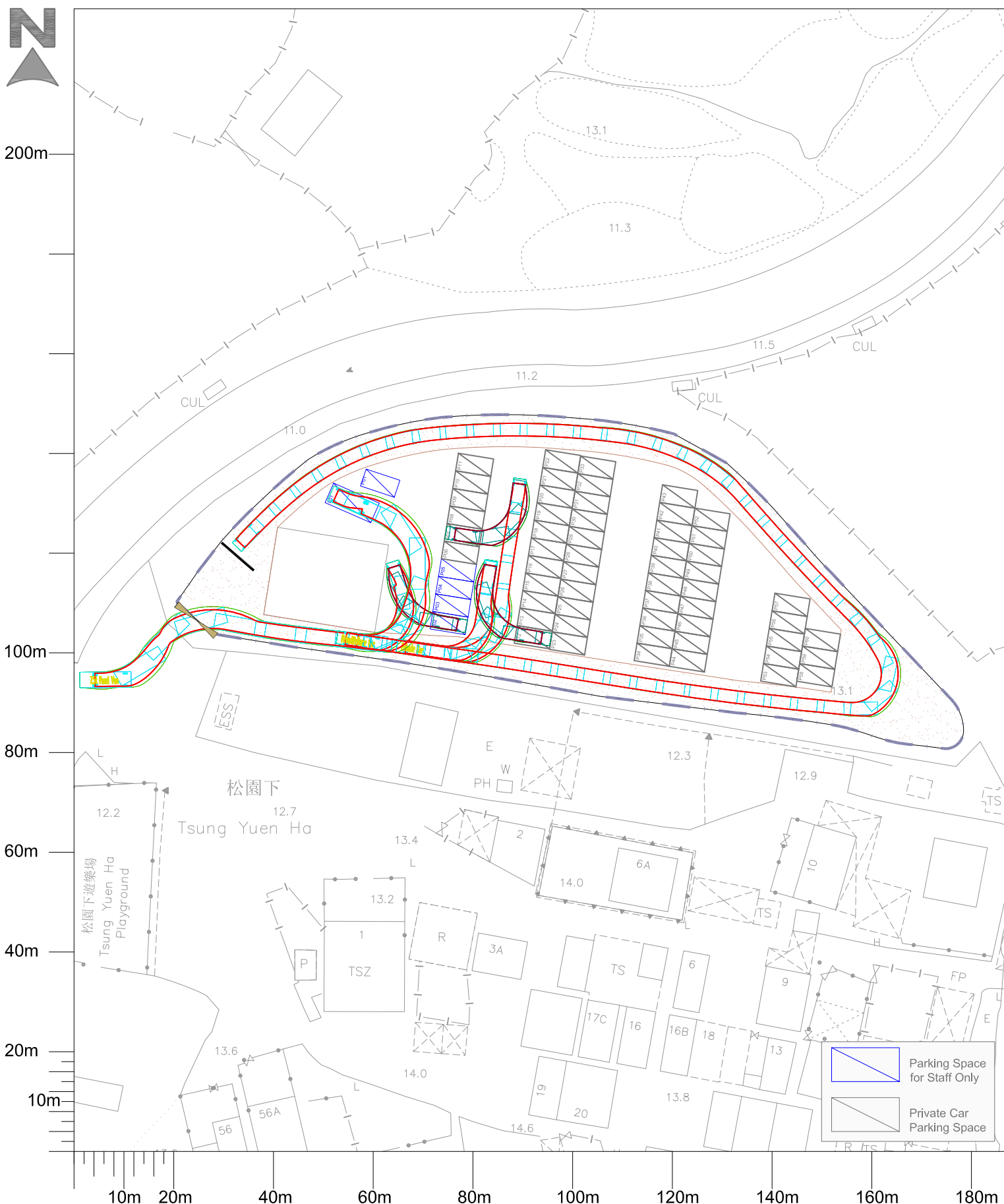
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## Date:

Aug 2024

Ref.: ADCL/PLG-10299/R001/F004

**MC Man Chi**  
Consultants And Construction Limited



PROPOSAL - S.16 Planning Application for Proposed Temporary Eating Place, Shop and Services with Ancillary Office/Store Room & Car Park for a Period of 3 Years at Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

DRAWING TITLE - 松園下游樂場及松園下臨時食肆、商店及服務處（附設辦公室/儲物室及車庫）

Dwg. No. - 08/1/11

Rev. - ---

Scale - 1:700

Date - Jul 2024

08/1/11 08/1/11 08/1/11 08/1/11 08/1/11





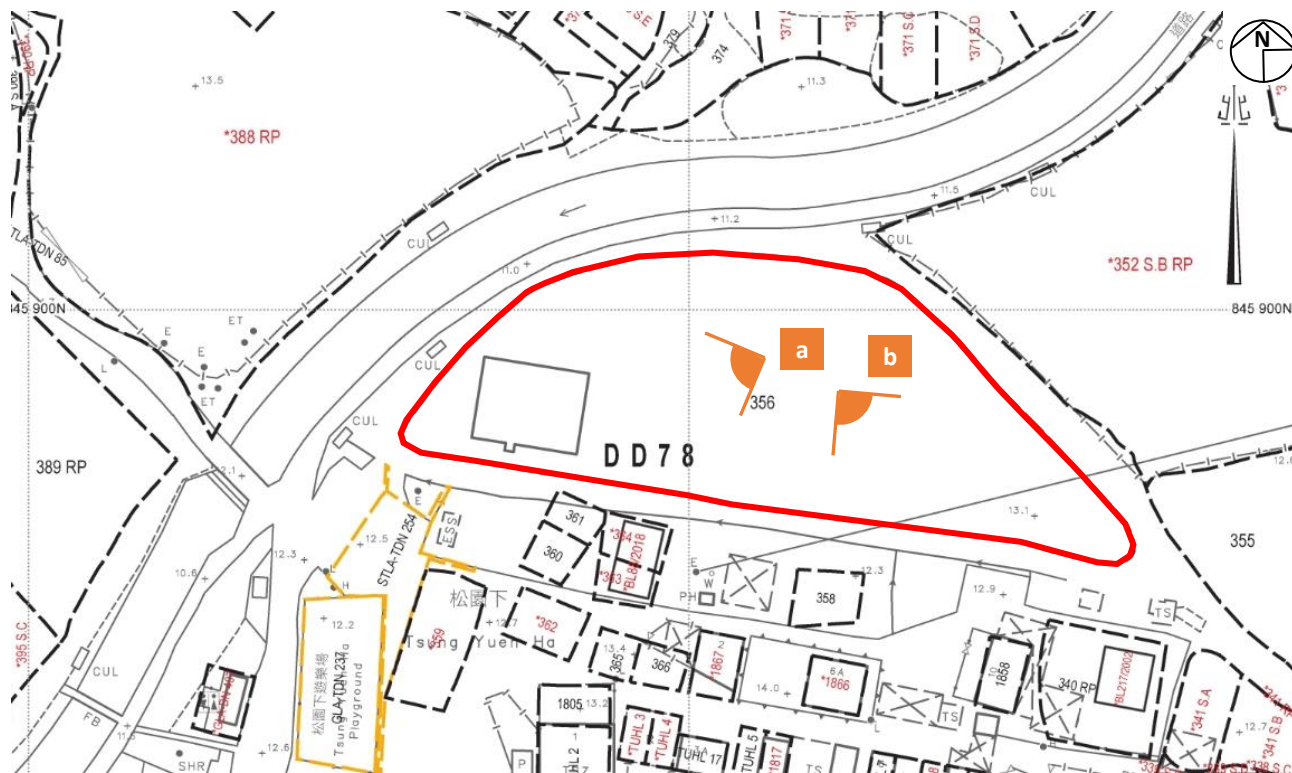




## List of Illustrations

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Illustration 1	Existing Condition of the Application Site
Illustration 2	Surrounding Areas of the Application Site



#### LEGEND:

Site Boundary

↖ Viewpoints

*(For Indicative Purposes Only)*



#### Project:

Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

#### Title:

Existing Condition of the Application Site

#### Illustration:

1

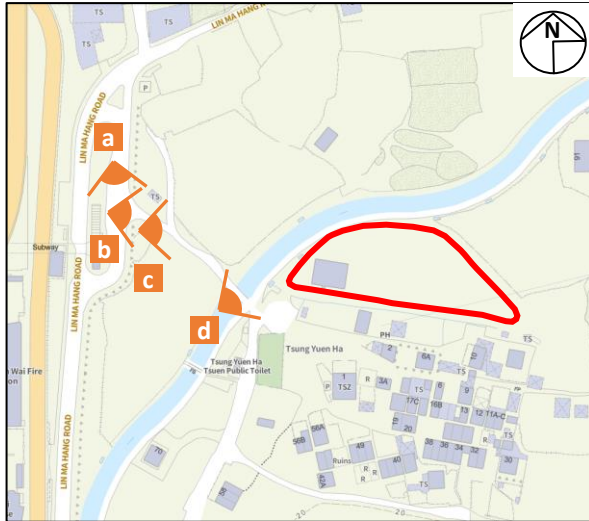
**Scale:**  
Not to Scale

**Date:**  
Aug 2024



**MC Man Chi**  
Consultants And Construction Limited

Ref.: ADCL/PLG-10299/R001/I001





#### LEGEND:

 Site Boundary  Viewpoints

(For Indicative Purposes Only)

#### Project:

Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

#### Title:

Surrounding Areas of the Application Site

#### Illustration:

2

#### Scale:

Not to Scale

#### Date:

Aug 2024

 **Man Chi**  
Consultants And Construction Limited

Ref.: ADCL/PLG-10299/R001/I001

## Appendix I

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Discharge Letters for Approval Conditions (b), (c), (d), (e), (f) and (g) of the Last Approved Application (No. A/NE-TKLN/35)



## 規 劃 署

沙田、大埔及北區規劃處  
新界沙田上禾輦路 1 號  
沙田政府合署 13 樓



## Planning Department

Sha Tin, Tai Po & North  
District Planning Office  
13/F, Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T.

本函檔號      Your Reference :  
本署檔號      Our Reference :    (    ) in TPB/A/NE-TKLN/35  
電話號碼      Tel. No. :            2158 6372  
傳真機號碼    Fax No. :            2691 2806 / 2696 2377

**By Post and Fax (2411 6565)**

Man Chi Consultants and Construction Limited  
1/F, Front Portion  
134 Cheung Sha Wan Road  
Sham Shui Po, Kowloon  
(Attn.: Mr. LIT Ying-cheung Edward)

23 December 2021

Dear Mr. LIT,

**Proposed Temporary Eating Place, Shop and Services with Ancillary Office/  
Store Room for a Period of 3 Years in "Village Type Development" Zone,  
Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories**

**(Compliance with Approval Condition (b) for Planning Application No. A/NE-TKLN/35)**

I refer to your submission dated 24.8.2021 for compliance with approval condition (b) in relation to the submission of a drainage proposal under the captioned planning application. Interim replies were sent to you on 6.10.2021 and 18.11.2021.

Chief Engineer/Mainland North, Drainage Services Department (Contact person: Mr. Marcus CHENG; Tel. No.: 2300 1407) has been consulted and advised that approval condition (b) is considered complied with. His comments are attached at **Appendix I**.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours sincerely,

( Tony WU )  
for and on behalf of  
Director of Planning



## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-TKLN/35  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Man Chi Consultants and Construction Limited  
1/F, Front Portion  
134 Cheung Sha Wan Road  
Sham Shui Po, Kowloon  
(Attn.: Edward LIT)

**By Post and Fax (2411 6565)**

28 June 2023

Dear Sir/Madam,

**Proposed Temporary Eating Place, Shop and Services with Ancillary Office/  
Store Room and Car Park for a Period of 3 Years  
in "Village Type Development" Zone,  
Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories  
(Compliance with Approval Condition (c) for Planning Application No. A/NE-TKLN/35)**

I refer to your submission received on 6.6.2023 for compliance with approval condition (c) in relation to the provision of drainage facilities under the captioned planning application.

Chief Engineer/Mainland North, Drainage Services Department (Contact person: Mr. LEE Wai Chung; Tel.: 2300 1274) has been consulted and considered that approval condition (c) has been complied with.

Should you have any queries related to planning, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning



## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F.,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號     Your Reference:  
本署檔號     Our Reference: (    ) in TPB/A/NE-TKLN/35  
電話號碼     Tel. No. :        2158 6220  
傳真機號碼   Fax No. :        2691 2806

Man Chi Consultants and Construction Ltd.  
1/F, Front Portion  
134 Cheung Sha Wan Road  
Sham Shui Po, Kowloon  
(Attn.: Lit Ying Cheung, Edward)

**By Post and Fax (2411 6565)**

20 May 2022

Dear Sir/Madam,

**Proposed Temporary Eating Place and Shop and Services with Ancillary Office/  
Store Room for a Period of 3 Years in "Village Type Development" Zone,  
Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North**

**(Compliance with Approval Condition (d) for Planning Application No. A/NE-TKLN/35)**

I refer to your submission dated 29.4.2022 for compliance with approval condition (d) in relation to the submission of the design of septic tank and soakaway system and/or other wastewater treatment facilities under the captioned planning application.

Director of Environmental Protection (Contact person: Ms. Trista LAU; Tel.: 2835 1152) has been consulted and considered that approval condition (d) has been complied with.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning



## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號      Your Reference:  
本署檔號      Our Reference: ( ) in TPB/A/NE-TKLN/35  
電話號碼      Tel. No. :      2158 6220  
傳真機號碼      Fax No. :      2691 2806

Man Chi Consultants and Construction Limited  
1/F, Front Portion  
134 Cheung Sha Wan Road  
Sham Shui Po, Kowloon  
(Attn.: Edward LIT)

**By Post and Fax (2411 6565)**

1 June 2023

Dear Sir/Madam,

**Proposed Temporary Eating Place and Shop and Services with Ancillary Office/  
Store Room for a Period of 3 Years  
in "Village Type Development" Zone,  
Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North**

**(Compliance with Approval Condition (e) for Planning Application No. A/NE-TKLN/35)**

I refer to your submission dated 18.5.2023 for compliance with approval condition (e) in relation to the 'provision of septic tank and soakaway system and/or other wastewater treatment facilities' under the captioned planning application.

Director of Environmental Protection (Contact person: Ms. Trista LAU; Tel.: 2835 1152) has been consulted and considered that approval condition (e) has been complied with.

Should you have any queries, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning



## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F.,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: TPB/A/NE-TKLN/35  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

郵寄及傳真 (2428 5932)

實力消防防盜工程有限公司  
新界葵涌葵豐徑 33-39 號  
華豐工業中心第二期八字樓 L 座  
(經辦人：李小姐)

李小姐：

擬在劃為「鄉村式發展」地帶的新界打鼓嶺北松園下  
丈量約份第 78 約地段第 356 號(部分)  
闢設臨時食肆、商店及服務行業連附屬辦公室/貯物室(為期 3 年)

(履行規劃申請編號：A/NE-TKLN/35 的規劃許可附帶條件 (f) 項)

本署於二零二一年五月十二日收到你有關履行附帶條件 (f) 項所提交的消防裝置和滅火水源建議書。

消防處處長(經辦人：徐廣耀先生；電話：2733 7735)在審閱過你提交的資料後表示沒有意見，並認為規劃許可附帶條件 (f) 項已經履行。另外，他的建議也夾附在附件一(只提供英文版本)。

請你儘快落實已批准的消防裝置和滅火水源建議以履行附帶條件 (g) 項。請你於落實有關建議後通知本署有關落實情況及提交相應的消防裝置及設備證書(FS251)(一式三份)，以便安排視察落實情況。

如有任何疑問，請致電 2158 6241 與本署李韻玲女士聯絡。

規劃署署長

(朱霞芬女士



代行)

二零二一年六月八日



## 規 劃 署

沙田、大埔及北區規劃處  
香港新界沙田上禾輦路一號  
沙田政府合署  
十三樓 1301-1314 室



## Planning Department

Sha Tin, Tai Po & North District Planning Office  
Rooms 1301-1314, 13/F,  
Shatin Government Offices,  
1 Sheung Wo Che Road, Sha Tin,  
N.T., Hong Kong

來函檔號 Your Reference:  
本署檔號 Our Reference: ( ) in TPB/A/NE-TKLN/35  
電話號碼 Tel. No.: 2158 6220  
傳真機號碼 Fax No.: 2691 2806

Man Chi Consultants and Construction Limited  
1/F, Front Portion  
134 Cheung Sha Wan Road  
Sham Shui Po, Kowloon  
(Attn.: Edward LIT)

**By Post and Fax (2411 6565)**

28 June 2023

Dear Sir/Madam,

**Proposed Temporary Eating Place, Shop and Services with Ancillary Office/  
Store Room and Car Park for a Period of 3 Years  
in "Village Type Development" Zone,  
Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories  
(Compliance with Approval Condition (g) for Planning Application No. A/NE-TKLN/35)**

I refer to your submission received on 18.5.2023 for compliance with approval condition (g) in relation to the implementation of the provision of water supplies for fire-fighting and fire service installations under the captioned planning application.

Direct of Fire Services, Fire Services Department (Contact person: Mr. TANG Ning-chi; Tel.: 2733 7735) has been consulted and considered that approval condition (g) has been complied with.

Should you have any queries related to planning, please feel free to contact Ms. Amy Y. T. CHONG of this department at 2158 6241.

Yours faithfully,

( Margaret CHAN )  
for Director of Planning

## Appendix II

---

Accepted Drainage Proposal under A/NE-TKL/35



# LEGENDS:

- LOT BOUNDARY LINE
- 28.14 - EXISTING SPOT LEVEL (mPD)
- APPLICATION SITE
- Ø150 - PROPOSED Ø150 DI PIPE
- 225U - PROPOSED 225 U-CHANNEL WITH CAST IRON COVER (MIN. FALL 1:100)
- PROPOSED CATCHPIT WITH TRAP AND COVER
- EXISTING CATCHPIT
- EX.Ø300P - EXISTING Ø300mm PIPE (UNDER)

## GENERAL NOTES:

- ALL DRAINAGE PIPEWORK INSTALLATION SHALL CONFORM TO ALL THE RELEVANT BRITISH STANDARD, BUILDING ORDINANCE, DSD REGULATIONS AND HONG KONG REGULATIONS.
- ALL MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH CED DETAILS AND B.D. REGULATIONS.
- ALL DRAINAGE PIPEWORK SHALL BE TESTED AND WITH WITNESSED BEFORE BACKFILLING.
- TESTING OF DRAIN WORKS SHOULD COMPLY WITH BUILDING (STANDARDS OF SANITARY FITMENTS, PLUMBING, DRAINAGE WORKS AND LATINES) REGULATIONS (CAP.123 SUB. LEG. 173, 174, & 157)
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
- CONCRETE PIPES AND FITTINGS TO BS 5911 D.I. PIPES AND FITTINGS TO BS 4772:1980.

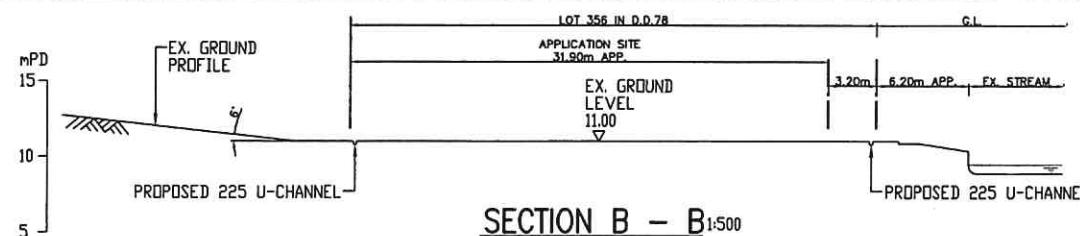
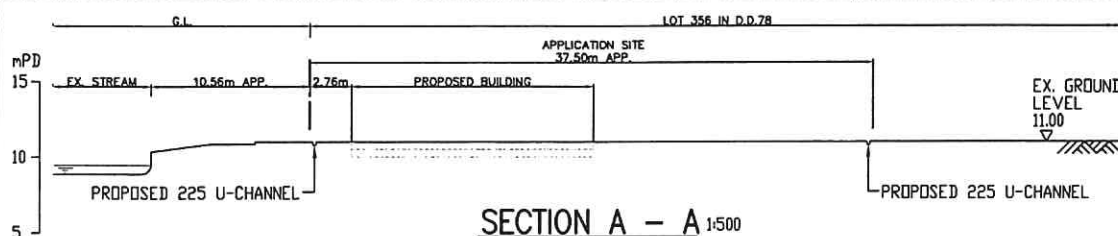
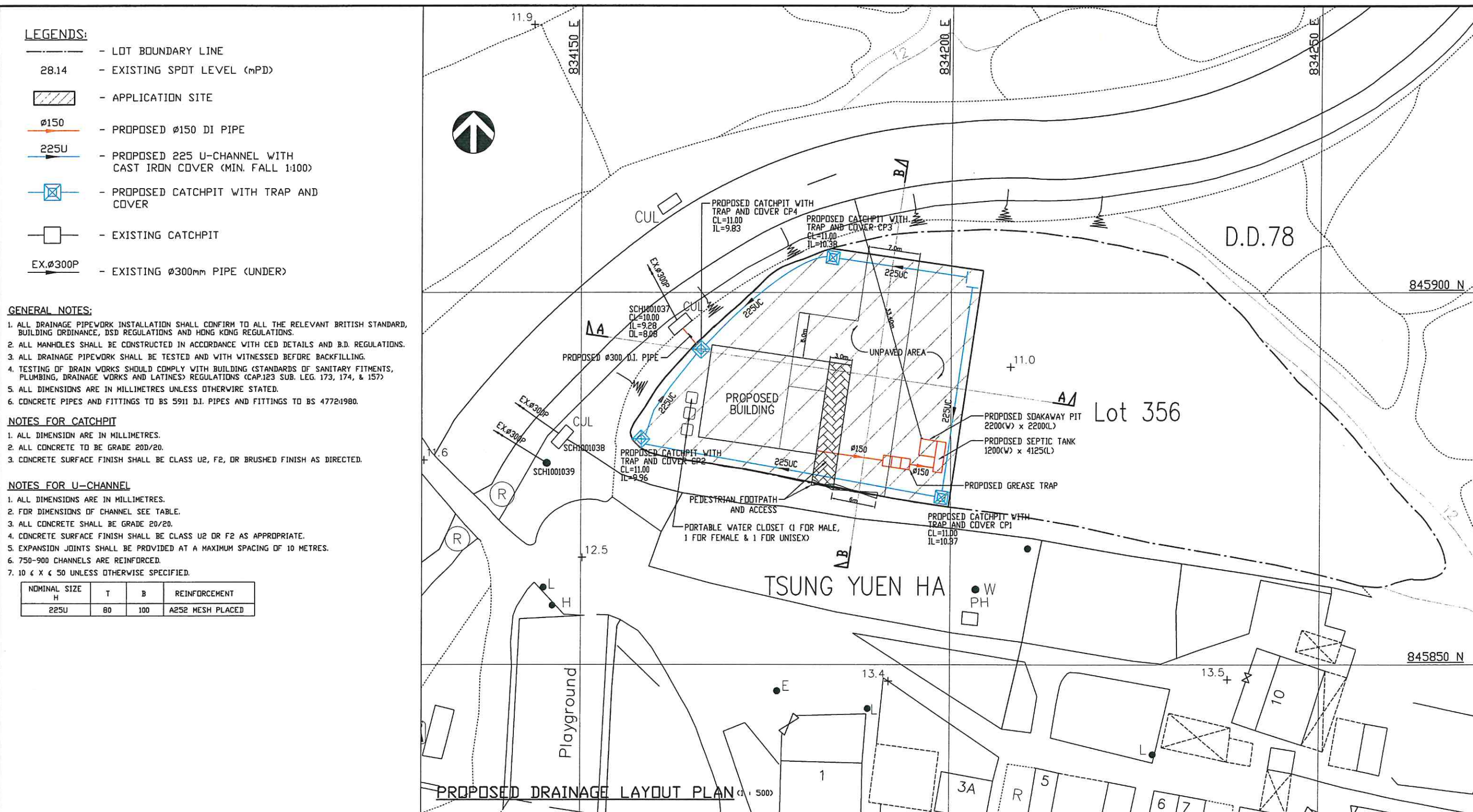
## NOTES FOR CATCHPIT

- ALL DIMENSION ARE IN MILLIMETRES.
- ALL CONCRETE TO BE GRADE 20D/20.
- CONCRETE SURFACE FINISH SHALL BE CLASS U2, F2, OR BRUSHED FINISH AS DIRECTED.

## NOTES FOR U-CHANNEL

- ALL DIMENSIONS ARE IN MILLIMETRES.
- FOR DIMENSIONS OF CHANNEL SEE TABLE.
- ALL CONCRETE SHALL BE GRADE 20/20.
- CONCRETE SURFACE FINISH SHALL BE CLASS U2 OR F2 AS APPROPRIATE.
- EXPANSION JOINTS SHALL BE PROVIDED AT A MAXIMUM SPACING OF 10 METRES.
- 750-900 CHANNELS ARE REINFORCED.
- 10 < X < 50 UNLESS OTHERWISE SPECIFIED.

NOMINAL SIZE H	T	B	REINFORCEMENT
225U	80	100	A252 MESH PLACED



GEOTECHNICAL CONSULTANT :

PROJECT :

Section 16 Planning Application for Proposed Temporary Eating Place, Local Provision Store, Ancillary Office and Store Room for a Period of Three Years at Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, N.T.

DRAWING TITLE :

LAYOUT PLAN, NOTES AND SECTIONS

SCALE : AS SHOWN

DRAWN BY : Ron

DATE : 11/08/2021

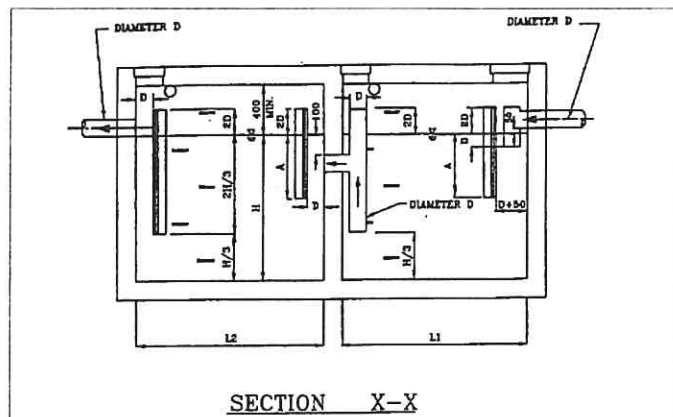
CHECKED BY :

DRAWING NO.

D-01

REV. C





Man Chi Consultants and Construction Limited  
敏志顧問及建築工程有限公司

Date : 13<sup>th</sup> December, 2024  
Our Ref. : ADCL/PLG-10299/L003

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

By Email

Dear Sir/Madam,


**Re: Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories (Planning Application No. A/NE-TKLN/90)**

We refer to the departmental comments received from the Transport Department and Lands Department, we would like to provide clarifications and enclose herewith the Response-to-Comment Table and Further Information to address the abovementioned departmental comments for their consideration.


We would like to clarify that the proposed use involves the retention of the existing single-storey building approved under planning application No. A/NE-TKLN/35. **Figure 4** provides a breakdown of the gross floor area for the existing building, which includes an eating place, local provision store, ancillary office, and store room. All catering or retail activities would continue to be conducted only in the areas counted as gross floor area.

The eating place would accommodate eight to ten medium tables, with a maximum capacity to serve 60 persons, consistent with the approved planning application. It is also confirmed that the septic tanks approved under planning application No. A/NE-TKLN/35 are maintained at all times and will continue to be properly serviced.

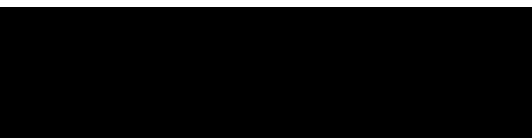
The applicant will ensure no unauthorized structure erected on the private lot and will apply to the LandsD for a Short Term Waiver.

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

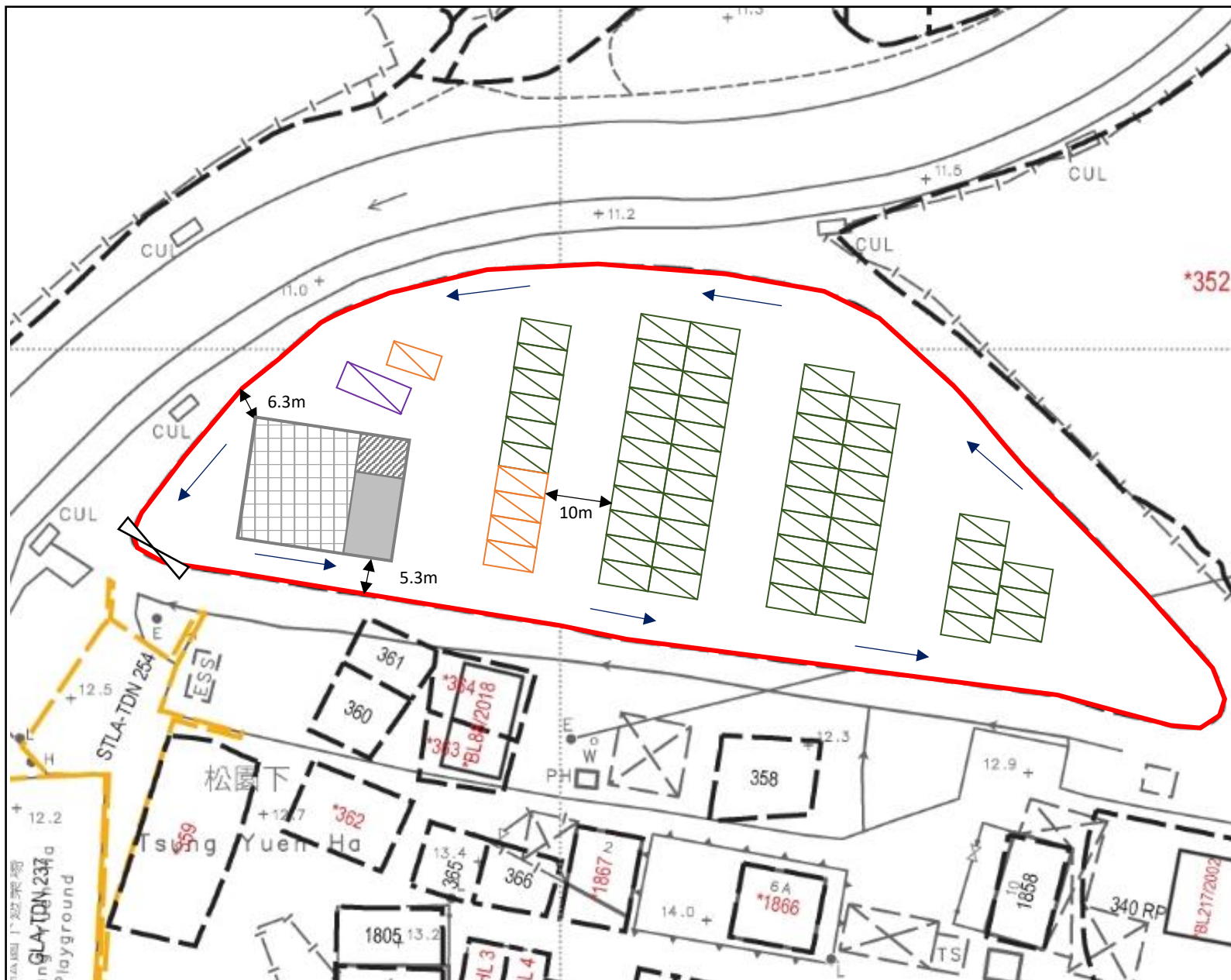
Yours faithfully,  
For and on behalf of  
**Man Chi Consultants And Construction Limited**

  
\_\_\_\_\_  
Thomas Luk  
Planning Consultant

Encl.







# LEGEND:

- The Application Site
- Existing Eating Place, Local Provision Store, Ancillary Office, Store Room (1-storey) (200 sq.m.)
- Eating Place (136 sq.m.)
- Local Provision Store (20 sq.m)
- Ancillary Office, Store Room (44 sq.m.)
- Private Car Parking Space For Staff (5 no.)
- Private Car Parking Space (55 nos.)
- Loading/Unloading Bay for LGV (1 no.)
- X Ingress/Egress (about 7m)
- Internal Vehicular Access

(For Indicative Purposes Only)

## Project:

Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

## Title:

Indicative Layout Plan

## Figure:

4

## Scale:

Not to Scale

## Date:

Dec 2024

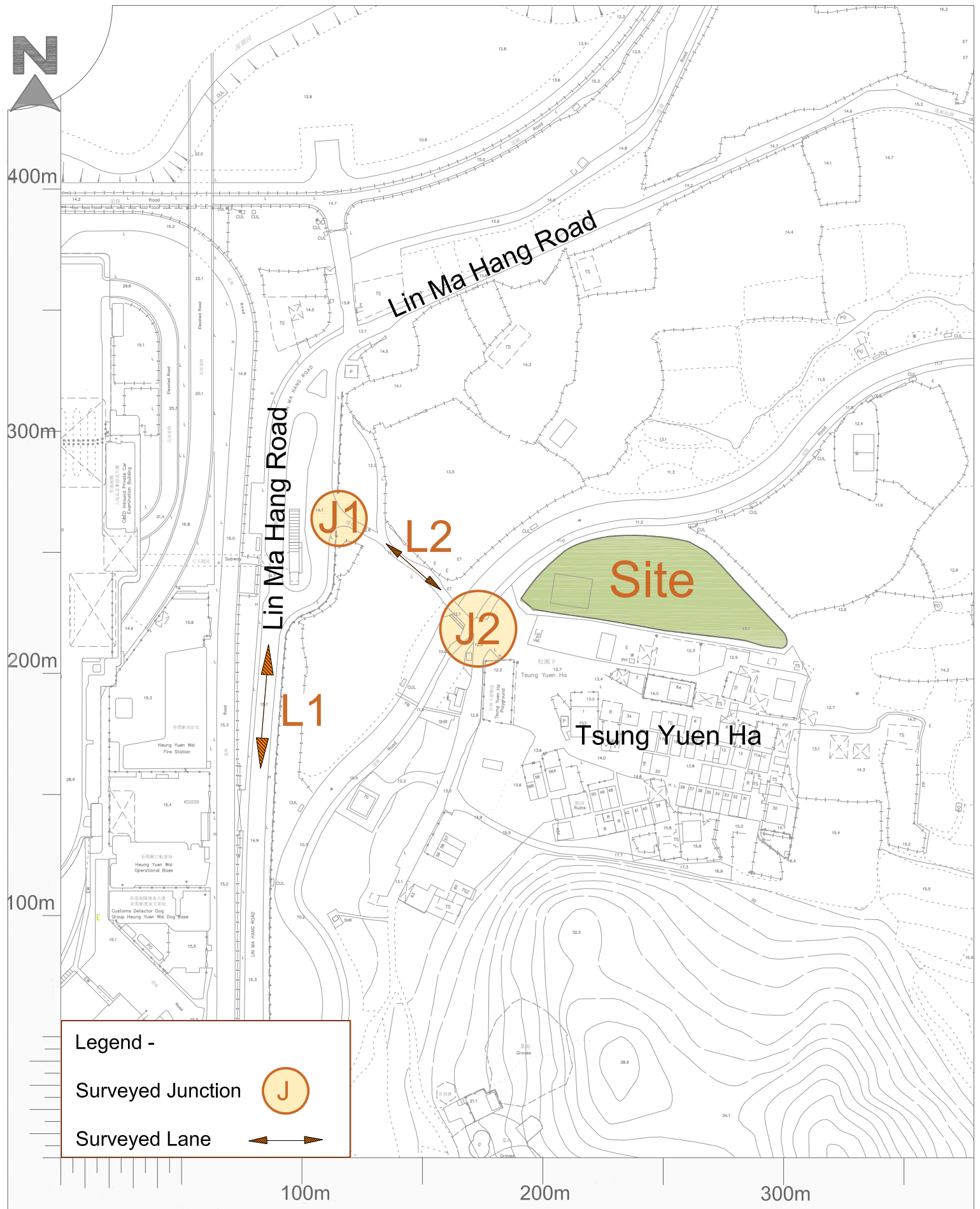
**MC Man Chi**  
Consultants And Construction Limited

Ref.: ADCL/PLG-10299/R001/F004

No.	Comments	Responses
<b>Comments from Transport Department</b>		
1	With the commissioning of passenger clearance in HYWBCP since February 2023, the demand for cross-boundary parking has kept increasing, especially during the weekends and holidays, when existing carparks were fully utilized. Therefore, there is a shortfall in parking spaces in the area, and the proposed public vehicle park which is located in close proximity to the BCP, can alleviate the demand and for parking spaces in the area;	Noted.
2	The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated/attracted by the development (including car park, eating place, shop and services in details) will not cause substantial traffic capacity of the proposed access road, which is a singletrack access with traffic of both directions;	<p>In order to evaluate the existing traffic conditions in the vicinity, the classified traffic surveys were conducted from 08:00 to 20:00 on 1 December 2024 (Sunday). The key junctions and road links of the study area are indicated <b>Figure 1</b>.</p> <p>The traffic flows collected during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Volume 2 of Transport Planning and Design Manual (TPDM).</p> <p>The results of traffic survey identified that the AM and PM peak hours occur during 09:30 to 10:30 in the morning and 17:00 to 18:00 in the evening, respectively. The 2024 observed peak hours traffic flows in the study area are presented in <b>Figure 2</b>.</p>



3	The applicant shall advise the management /control measures to be implemented to ensure no queueing of vehicles outside the subject site;	<p><b>Figure 3</b> refers. The swept path analysis demonstrates that there will be no difficulties in internal traffic circulation, as sufficient space for maneuvering vehicles is provided throughout the application site. Furthermore, the following management and control measures will be implemented by the Applicant to ensure that there is no queueing of vehicles along the local track and Lin Ma Hang Road:</p> <p>(a) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimizing conflicts with road traffic;</p> <p>(b) When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at the access point to facilitate the smooth movement of vehicles and pedestrians, preventing clashes or congestion;</p> <p>(c) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management.</p>
4	In connection to the above single track access which do not have any proper footpath to demarcate the vehicles and pedestrian, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park; and	A road sign (TS460) is proposed at both the site ingress and egress to alert pedestrians and drivers. Additionally, flashing lights will be installed at the site ingress and egress to further alert pedestrians. Light poles will be provided at the application site to ensure adequate lighting for both vehicles and pedestrians.
5	The vehicular access between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted.



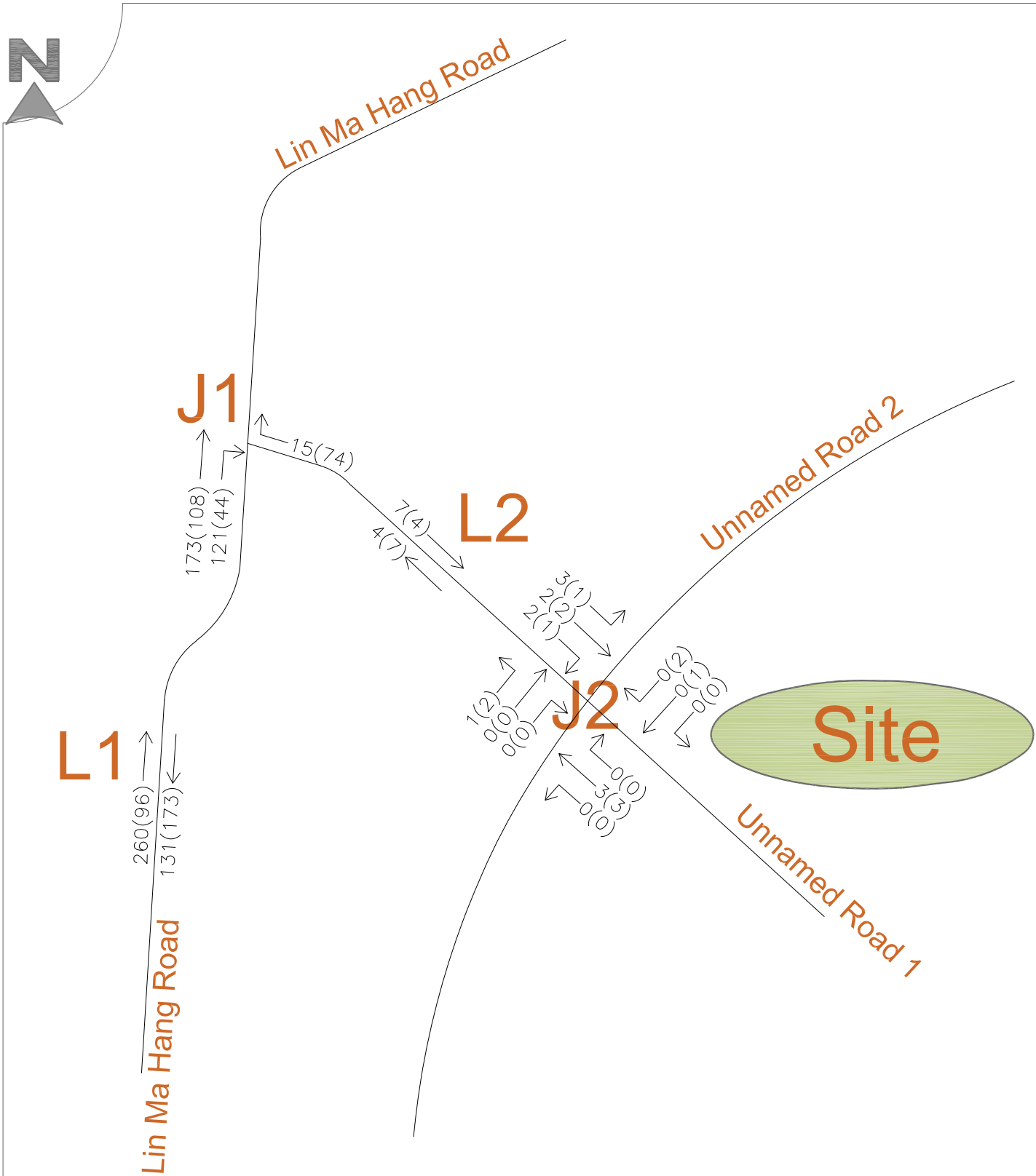
Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title -  
Key Road Link and Junctions

Dwg. No. - Figure 1  
Scale - 1:2000@A4

Rev. - ---  
Date - Dec 2024





#### Legend -

- Traffic Flows at AM Peak Hr (PCU/HR)
- Traffic Flows at PM Peak Hr (PCU/HR)

100(100)

**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title -  
Observed Flows  
During AM & PM Peak Hours

Dwg. No. - Figure 2

Scale - ---

Rev. - ---

Date - Dec 2024

Drawing Title -  
Internal Vehicular Access, Parking  
Arrangement & Swept Path Analysis

Scale - 1:700@A4

Date - Dec 2024



Man Chi Consultants and Construction Limited  
敏志顧問及建築工程有限公司



Date : 7<sup>th</sup> January, 2025  
Our Ref. : ADCL/PLG-10299/L004

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

By Email

Dear Sir/Madam,

**Re: Section 16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories  
(Planning Application No. A/NE-TKLN/90)**

We refer to the departmental comments received from the Transport Department, we would like to enclose herewith the Response-to-Comment to address the abovementioned departmental comments for their consideration.

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

Yours faithfully,  
For and on behalf of  
**Man Chi Consultants And Construction Limited**

\_\_\_\_\_  
Thomas Luk  
Planning Consultant

Encl.

Address 地址 :

香港德輔道中 267-275 號龍記大廈 17 樓 1702 室  
Unit 1702, 17/F, Loon Kee Building,  
Nos. 267-275 Des Voeux Road Central, Hong Kong

No.	Comments	Responses
<b>Comments from Transport Department on 15 Oct. 2024</b>		
1	With the commissioning of passenger clearance in HYWBCP since February 2023, the demand for cross-boundary parking has kept increasing, especially during the weekends and holidays, when existing car parks were fully utilized. Therefore, there is a shortfall in parking spaces in the area, and the proposed public vehicle park which is located in close proximity to the BCP, can alleviate the demand and for parking spaces in the area;	Noted.
2	The applicant should conduct traffic count surveys to the nearby road links and junctions, advise and substantiate the additional traffic flow generated/attracted by the development (including car park, eating place, shop and services in details) will not cause substantial traffic capacity of the proposed access road, which is a single track access with traffic of both directions;	<p>In order to evaluate the existing traffic conditions in the vicinity, the classified traffic surveys were conducted from 08:00 to 20:00 on 1 December 2024 (Sunday). The key junctions and road links of the study area are indicated <b>Figure 3.1</b>.</p> <p>The results of traffic survey identified that the AM and PM peak hours occur during 09:30 to 10:30 in the morning and 17:00 to 18:00 in the evening, respectively. The 2024 observed peak hours traffic flows in the study area are presented in <b>Figure 3.2</b>.</p>
3	The applicant shall advise the management /control measures to be implemented to ensure no queueing of vehicles outside the subject site;	Please refer to our response to comment no. 10 in the table below.
4	In connection to the above single track access which do	A road sign (TS460) is proposed at both the site ingress and egress to alert

	not have any proper footpath to demarcate the vehicles and pedestrian, the applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety near their car park; and	pedestrians and drivers. Additionally, flashing lights will be installed at the site ingress and egress to further alert pedestrians. Light poles will be provided at the application site to ensure adequate lighting for both vehicles and pedestrians.
5	The vehicular access between Lin Ma Hang Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted.
<b>Comments from Transport Department on 2 Jan. 2025</b>		
6	Forecast traffic generated and attracted from the proposed development should be provided and illustrated in a figure as per Figure 2.	The forecast traffic flow can be referred to <b>Figure 5.2</b> in the attachment.
7	Assessments to the road links and junctions, especially J1 and the first part of L2 for both the baseline traffic and forecast traffic situations should be performed.	Please refer to <b>Section 3-5</b> in the attached report for more details.
8	<p>The first part of L2 presented in Figure 2 has a traffic flow of 136(118) pcu/hr (sum of the two-way traffic), while L2 is a "Single Track Access Road", please advise and substantiate how the forecast flow can comply with the relevant sections of TPDM, in particular section 3.11.3 as inserted here:</p> <p>"Whilst it has been found that a single track road when provided with adequate passing places can accommodate 2-way flows of 100 vehicles per hour, this should not be used as a design figure. This flow would only be acceptable as an isolated peak flow but not a</p>	<b>Table 3.1</b> refers. The link capacity of the mentioned road section is insufficient to accommodate the observed two-way flow, the road improvement measure is committed by the Applicant to enhance the road performance.

	regular daily occurrence. The normal daily 2-way traffic flow should not exceed 500 vehicles per day. The effect of long vehicles using the road should be considered when estimating traffic flows as they tend to reduce the capacity."	
9	The roads and junctions with unacceptable capacities should be proposed with improvement measures.	The improvement measure is proposed in <b>Section 3.4</b> in the attached report.
10	Our previous comment on "the applicant shall advise the management / control measures to be implemented to ensure no queueing of vehicles outside the subject site" has not been addressed. There is no available space for queueing of vehicles outside the subject site. The applicant shall further supplement and propose additional measures to prevent queueing of traffic e.g. provision of parking information.	<p>The following management and control measures will be implemented by the Applicant to ensure that there is no queueing of vehicles along the local track and Lin Ma Hang Road:</p> <ul style="list-style-type: none"> <li>a) Provision of parking sign (TS280) to guide motorists to the car park;</li> <li>b) Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimizing conflicts with road traffic;</li> <li>c) When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at the access point to facilitate the smooth movement of vehicles and pedestrians, preventing clashes or congestion;</li> <li>d) Comprehensive guidelines and proper training will be provided to the patrol staff to ensure effective traffic management.</li> </ul>
11	We may offer further comments on the application after receiving the above information.	Noted.



**S.16 Planning Application for Proposed  
Eating Place, Local Provision Store, Ancillary Office,  
Store Room and Public Vehicle Park (Excluding  
Container Vehicle) for a Temporary Period of 3 Years at  
Lot No. 356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling  
North, New Territories**

**TRAFFIC IMPACT ASSESSMENT**

Reference: 80110-R02-01

Date: January 2025

Prepared by: 8FM Consultancy Limited

# 1 INTRODUCTION

## 1.1 Background

The Applicant intends to seek planning permission for the S.16 Planning Application for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No. 356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling North, New Territories ("Project Site").

The location of the Project Site is shown in **Figure 1**.

Comments from Transport Department were received on 15 Oct. 2024 and 2 Jan. 2025 respectively. The Applicant was required to respond to TD comments, and 8FM Consultancy Limited was therefore commissioned as the traffic consultant to carry out a Traffic Review in support of this planning application.

# 2 PROPOSED DEVELOPMENT

## 2.1 The Site Location

The Project Site is located in the north of the village cluster of Tsung Yuen Ha, and it is adjacent to the Heung Yuan Wai Boundary Control Point (HYW BCP). The Project Site can be accessible from Ling Ma Hang Road via a local track road and its location is shown in **Figure 1**.

## 2.2 The Development Schedule

The project site is subject to a previously application No. A/NE-TKLN/35 approved on January 2021, which was purposed as the temporary eating place, shop and services with ancillary office/store room and car park for a period of three years.

The current application seeks to maintain the existing temporary eating place, shop and services with ancillary office and store room whilst introducing a public vehicle park on a temporary basis of 3 years.

The project site has a total area of about 3,053m<sup>2</sup>, including eating place, local provision store, ancillary office, store room and car park. The layout of the project site is shown in **Figure 2.1**. Key development parameters of the proposed use are tabulated in **Table 2.1**.

**Table 2.1 Key Development Parameters**

Proposed Use	Eating Place with Ancillary Facilities	Car Park
Operation Hours	9:00am-9:00pm (Monday – Sunday, Including Public Holidays)	24Hours (Monday – Sunday, Including Public Holidays)
Area	200m <sup>2</sup>	2853m <sup>2</sup>

## 2.3 Vehicle Access Arrangement

At present, there is an existing local access road to the project site. Access to the project site will be provided through an 7m-wide ingress/egress point located at the southwestern boundary, which is connected to a local track leading to Ling Ma Hang Road. The vehicle access arrangement is presented in **Figure 2.1** for reference.

## 2.4 Internal Transport Facilities

The internal transport facilities to be provided in the project site are summarized in **Table 2.2**. The proposed parking and loading/unloading provisions have complied with the requirements in the Hong Kong Planning Standards and Guidelines.

**Table 2.2 Internal Transport Facilities**

Type of Ancillary Transport Facilities	Size	Proposed Provision
Private Car Parking Spaces	5m(L) x 2.5m(W)	60
L/UL Bays	7m(L) x 3.5m(W)	1

The swept path analysis is also conducted in **Figure 2.2**, which demonstrates that the existing site access and parking space arrangement are adequate for maneuvering.

# 3 EXISTING TRAFFIC SITUATION

## 3.1 Existing Road Network

The project site is located at the east of Lin Ma Hang Road, and it can be accessible from Lin Ma Hang Road via a local unnamed road. The existing condition of the connecting carriageways are summarized as follows:

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

- Unnamed Road 1 is a single track access road connecting Lin Ma Road in the west to Tsung Yuen Ha Tsuen in the east. Acting as single carriageway with 1-lane-2 way operation, it serves as the critical access route to the project site, measuring 20 meters in length.

## 3.2 Traffic Survey

In order to evaluate the existing traffic conditions in the vicinity, the classified traffic surveys were conducted from 08:00 to 20:00 on 1 December 2024 (Sunday). The key junctions and road links of the study area are indicated in **Figure 3.1**.

The traffic flows collected during the traffic surveys have been converted to passenger car unit (PCU) based on the PCU factors as indicated in Volume 2 of Transport Planning and Design Manual (TPDM).

The results of traffic survey identified that the AM and PM peak hours occur during 09:30 to 10:30 in the morning and 17:00 to 18:00 in the evening, respectively. The 2024 observed peak hours traffic flows in the study area are presented in **Figure 3.2**.

## 3.3 Existing Traffic Condition

Based on the observed traffic flows, the performance of the key junctions and traffic links in the vicinity of the project site during the AM and PM peak hours was assessed.

### 3.3.1 Existing Road Link Capacity Assessment

The existing links capacity are calculated respectively based on the design capacity suggested in Volume 2 of the TPDM and the results are shown in **Table 3.1**.

**Table 3.1 Existing Road Link Capacity Assessment**

Link No.	Link Location	Peak	Design Capacity (veh/hr)	Traffic Flow (veh/hr)	V/C Ratio <sup>(ii)</sup>
L1	Lin Ma Road (Northbound)	AM	600 <sup>(i)</sup>	235	0.39
		PM	600	112	0.19
	Lin Ma Road (Southbound)	AM	600	72	0.12
		PM	600	153	0.26
L2	Unnamed Road 1 (two-way)	AM	100 <sup>(ii)</sup>	136	1.36
		PM	100	118	1.18

Notes:

(i) According to the Note of Traffic Forecast Review (Western Section) dated March 2019, the design capacity of Lin Ma Hang Road is about 600 veh/hr.

(ii) Design capacity can be referred to TPDM Vol2 chapter 2.4.1.1 and chapter 3.11.3.1.

(iii) V/C Ratio = Volume/ Design Capacity. A peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic. A V/C ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A V/C ratio above 1.2 indicates more serious congestion.

The results reveal that the traffic demand of Unnamed Road 1(L2) exceeds the capacity during peak hours, potentially generating congestion at the concerned road section.

### 3.3.2 Existing Junction Capacity Assessment

The results of junction performance are indicated in **Table 3.2** and detailed junction calculation sheets are given in **Appendix A**.

**Table 3.2 Existing Junction Capacity Assessment**

Jn No.	Junction Location	Type/ Capacity Index	AM Peak	PM Peak
<b>A</b>	Lin Ma Hang Road / Unnamed Rd1	Priority / DFC <sup>(i)</sup>	<0.1	
<b>B</b>	Unnamed Rd 2 / Unnamed Rd 3	Priority / DFC <sup>(i)</sup>	<0.1	

\*Notes:

- (i) DFC - Design Flow / Capacity Ratio. The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.

As shown in Table 3.3, it can be seen that the surveyed junctions perform satisfactorily during peak hours with adequate reserve capacities.

## 3.4 Proposed Road Improvement Measure

Considering that Unnamed Road 1 is a single-track road with a design link capacity insufficient to accommodate the observed two-way flow, it is proposed to improve the road performance by widening the lane width in each direction. Consequently, Unnamed Road 1, classified as a local road, will be modified from a single-track road to a single two-lane carriageway, with the design flow for both directions increased to 800 veh/hr, in accordance with Section 2.4.1.1 of TPDM Vol. 2. The details of the proposed road improvement are illustrated in **Figure 3.3**, and this improvement will be taken into account when assessing future traffic conditions."

# 4 DEVELOPMENT TRAFFIC GENERATION

## 4.1 Estimated Development Flows

As the proposed development will be operated as car park and a build-up eating place with ancillary facilities, the trip generation & attraction arising from the operational needs will be estimated respectively based on the different land use.

#### 4.1.1 Car Park

The trip attraction/generation for car park will make reference with the approved applications of similar use and the applications in operation within the same outline zoning plan (OZP) approved by the TPB in the recent years, which is tabulated in **Table 4.1**.

**Table 4.1 Similar Application within the Same OZP**

Case No.	Site Area (sqm)	No. of Parking Spaces	Traffic Generation (pcu/hr)		Traffic Attraction (pcu/hr)	
			AM	PM	AM	PM
A/NE/TKLN/75	3,776	77	13	16	13	16
A/NE/TKLN/58	2,148	26	4	3	3	3
Trip Rates (pcu/hr/parking space)						
A/NE/TKLN/75			<b>0.1688</b>	<b>0.2078</b>	<b>0.1688</b>	<b>0.2078</b>
A/NE/TKLN/58			0.1538	0.1154	0.1154	0.1154

For conservative estimation, reference is made with the application with higher trip rates, i.e. case no. A/NE/TKLN/75. The calculated traffic generation & attraction arising from the proposed car park during the peak hours are estimated in **Table 4.2**.

**Table 4.2 Estimated Traffic Generation & Attraction Arising from Car Park**

Land Use	No. of Parking Spaces	AM (pcu/hr)		PM (pcu/hr)	
		Generation	Attraction	Generation	Attraction
<b>Car Park</b>	61	11	13	11	13

#### 4.1.2 Eating Place with Ancillary Facilities

The trip generation & attraction of the build-up development is estimated with reference to the trip rate tabulated in the TPDM Vol 1. **Table 4.3** shows the trip rates for retail development. Considering the targeted customers and small scale nature of the retail development, the level of mean limit is adopted for conservative assessment.



**Table 4.3 Traffic Rates for Office Development**

Land Use	Unit	Upper Limit/ Mean/ Lower Limit	AM		PM	
			Generation Rate	Attraction Rate	Generation Rate	Attraction Rate
Retail Building	(pcu/hr/100sq m GFA)	Upper Limit	0.3307	0.3342	0.3839	0.45504
		Mean	<b>0.2296</b>	<b>0.2434</b>	<b>0.3100</b>	<b>0.3563</b>
		Lower Limit	0.1285	0.1525	0.2360	0.2622

The calculated traffic generation & attraction arising from the operation of Eating Place with Ancillary Facilities during the peak hours are estimated in **Table 4.4**.

**Table 4.4 Estimated Traffic Generation & Attraction Arising from Office**

Land Use	Area	AM (pcu/hr)		PM (pcu/hr)	
		Generation	Attraction	Generation	Attraction
Retail Building	200m <sup>2</sup>	1	1	1	1

#### 4.1.3 Estimated Development Flow

With the trip generation & attraction estimated for different land use, the development flow is summarized in **Table 4.5**.

**Table 4.5 Estimated Development Flow**

Land Use	AM (pcu/hr)		PM (pcu/hr)	
	Generation	Attraction	Generation	Attraction
Car Park	11	13	11	13
Retail Building	1	1	1	1
<b>total</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>14</b>

## 5 FUTURE TRAFFIC SITUATION

### 5.1 Design Year

The planning application for the proposed development involves a temporary period of 3 years, it is assumed that the end year for the Project Site would be year 2028. Therefore, year 2028 is adopted as the design year of this study.

## 5.2 Traffic Forecast Methodology

To conduct the traffic forecast on the road networks in the vicinity of the project site, the existing traffic flows will be adjusted with the following factors considered:

- Historical traffic data from Annual Traffic Census (ATC) by Transport Department;
- Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section);
- Committed and planned developments adjacent the project site.

## 5.3 Regional Traffic Growth

### 5.3.1 Annual Traffic Census (ATC)

Reference has been made to the ATC reports from year 2017 to 2022. Based on the historical traffic data of the nearby Annual Traffic Census station 6533 Ping Che Road, between Sha Tau Kok Road and Lin Ma Hang Road, traffic increased from 11,360 in 2017 to 11,510 in 2022, which is an average growth rate of 0.26% per year.

### 5.3.2 Agreement No. CE 51/2013 (HY)

According to the Highways Department Agreement No. CE 51/2013 (HY) Widening of Western Section and Eastern Section of Lin Ma Hang Road – Design and Construction Note of Traffic Forecast Review (Western Section), the steady traffic growth rate of 0.6% p.a. is anticipated.

*Reference: <https://www.legco.gov.hk/yr18-19/chinese/fc/pwsc/papers/pwsc20190213pwsc157-1-c.pdf>*

### 5.3.3 Planned and Committed Development

Based on the published information from Town Planning Board, no planned/committed developments in the site vicinity are identified in design year 2028 in the vicinity of project site.

Based on the findings of the above, a conservative growth rate of 0.6% per annum was adopted to estimate the background traffic growth from 2024 to 2028.

## 5.4 2028 Traffic Flows

The growth factor will be applied to the 2024 observed peak hours traffic flows to estimate the 2028 reference flows.

The reference and design flows of the design year 2028 are calculated from the following formula:

$$\begin{aligned} \text{2028 Reference Flows (Fig. 5.1)} &= \text{2024 Observed Flows (Fig 3.2)} \times (1+0.6\%)^4 \\ \text{2028 Design Flows (Fig. 5.2)} &= \text{2028 Reference Flows (Fig. 5.1)} + \text{Net Change in Development Traffic Flows} \end{aligned}$$

**Figure 5.1** shows the 2028 Reference Peak Hours Flows in the area. By adding the net development traffic, **Figure 5.2** shows the 2028 Design Peak Hours Traffic Flows.

## 5.5 Future Traffic Impact Assessment

The traffic impact assessments for design year 2028 were conducted for the key junctions and road links in the vicinity of project site for both Reference and Design scenarios.

### 5.5.1 Future Year Link Capacity Assessment

Based on the Reference Flows and Design Flows, link capacity assessments for design year 2028 are carried out and the results are presented in **Table 5.1**.

**Table 5.1 Future Year Link Capacity Assessment**

Link No.	Link Location	Design Capacity <sup>(i)</sup> (veh/hr)	V/C Ratio			
			2028 Reference Scenario		2028 Design Scenario	
			AM	PM	AM	PM
L1	Lin Ma Road (Northbound)	600	0.45	0.23	0.47	0.25
	Lin Ma Road (Southbound)	600	0.17	0.30	0.19	0.32
L2	Unnamed Road 1 (Eastbound)	400 <sup>(ii)</sup>	0.31	0.12	0.35	0.15
	Unnamed Road 1 (Westbound)	400	0.04	0.19	0.07	0.22

Notes: V/C Ratio = Volume / Design Capacity

(i) \*A peak hour v/c ratio of 1.0 or less indicates a satisfactory level of traffic. A peak hour v/c ratio greater than 1.0 indicates an unsatisfactory level of traffic with overloaded traffic volume.

(ii) Refer to Section 3.4, with the improvement work proposed, the capacity of Unnamed Road 1 is expected to accommodate the traffic flow of 800 veh/hr (two-way).

**Table 5.1** reveals that the key road links in the vicinity of the project site will operate within capacity during peak hours for both Reference and Design Scenarios.

## 5.5.2 Future Year Junction Capacity Assessment

Based on the Reference Flows and Design Flows, junction capacity assessments for design year 2028 are carried out and the results are presented in **Table 5.2**, with detailed calculation sheets given in **Appendix A**.

**Table 5.2 Future Year Junction Capacity Assessment**

Jun No.	Junction Location	Type/ Capacity Index	2028 Reference Scenario		2028 Design Scenario	
			AM	PM	AM	PM
<b>A</b>	Lin Ma Hang Road / Unnamed Rd1	Priority / DFC	0.03	0.13	0.05	0.15
<b>B</b>	Unnamed Rd 2 / Unnamed Rd 3	Priority / DFC	<0.01	0.01	<0.01	0.01

\*Notes: RC =reserve capacity; DFC = Design Flow / Capacity Ratio

- (i) The performance of a priority junction or roundabout is normally measured by its Design Flow / Capacity (DFC) ratio. A DFC ratio less than 1.0 indicates that the junction is operating within design capacity. A DFC ratio greater than 1.0 indicates that the junction is overloaded, resulting in traffic queues and longer delay time to the minor arm traffic.
- (ii) The performance of a traffic signalised junction is indicated by its reserve capacity (RC). A positive RC (RC>0) indicates that the junction is operating with spare capacity. A negative RC (RC<0) indicates that the junction is overloaded; resulting in traffic queues and longer delay time.

**Table 5.2** reveals that all the junctions will operate satisfactorily with ample junction capacity in both 2028 reference and 2028 design scenarios during peak hours.

## 6 Summary and Conclusion

### 6.1 Summary

The Applicant intends to seek the Town Planning Board permission to utilise the Project Site as the Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) on a temporary basis of 3 years.

In order to appraise the existing traffic conditions, classified turning movement count surveys have been carried out at the key junctions and road links in the vicinity of project site on 1 December 2024 (Sunday) from 08:00 to 20:00. The morning and evening peak hours of the road network have been identified as 09:30am to 0:30 am and 17:00pm to 18:00pm, respectively.

Based on the assessment of existing traffic condition, the link capacity of Unnamed Road 1 is found insufficient to accommodate the observed two-way flow. The road improvement work is proposed by modifying Unnamed Road 1 from a single-track road to a single two-lane carriageway, thereby enhancing its link capacity. The future traffic situation will be assessed based on the improvement work committed by the Applicant.



Year 2028 is used as the design year for the traffic impact assessment. Based on the historical data, an annual growth rate of 0.6% was adopted for this study. This growth factor has been applied to the observed traffic flows in 2024 to determine the anticipated traffic flows in design year 2028.

The assessment results reveal that all the key junctions and road links will operate satisfactorily with sufficient capacity in both 2028 reference and 2028 design scenarios during peak hours.

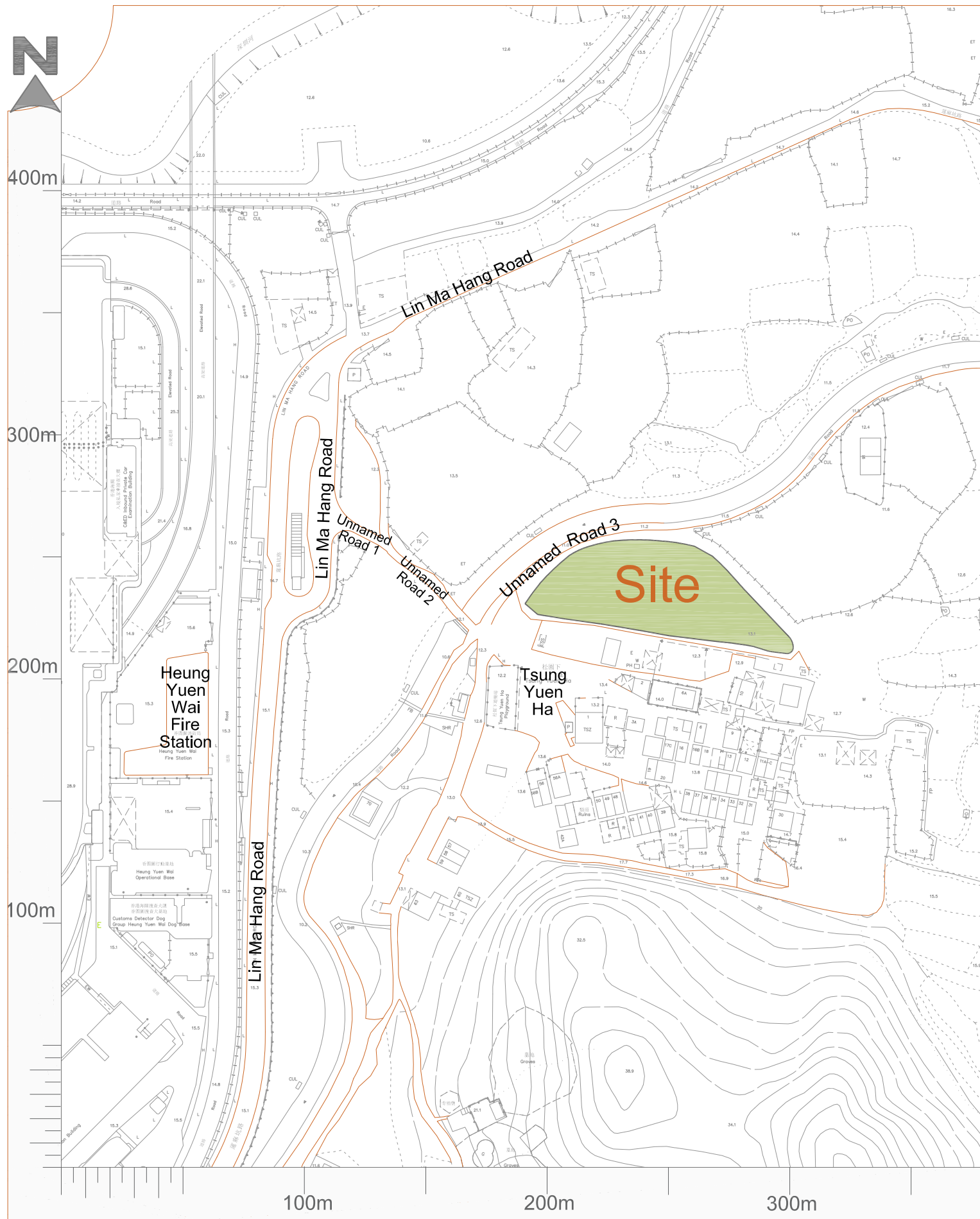
## **6.2 Conclusion**

The findings of this study show that, with the road improvement work proposed, the development traffic will not cause adverse traffic impact onto the local road network. The proposed development is therefore supported from the traffic engineering point of view at this stage.



# Figures





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**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title -

Dwg No. - Figure 1


Rev. - - -

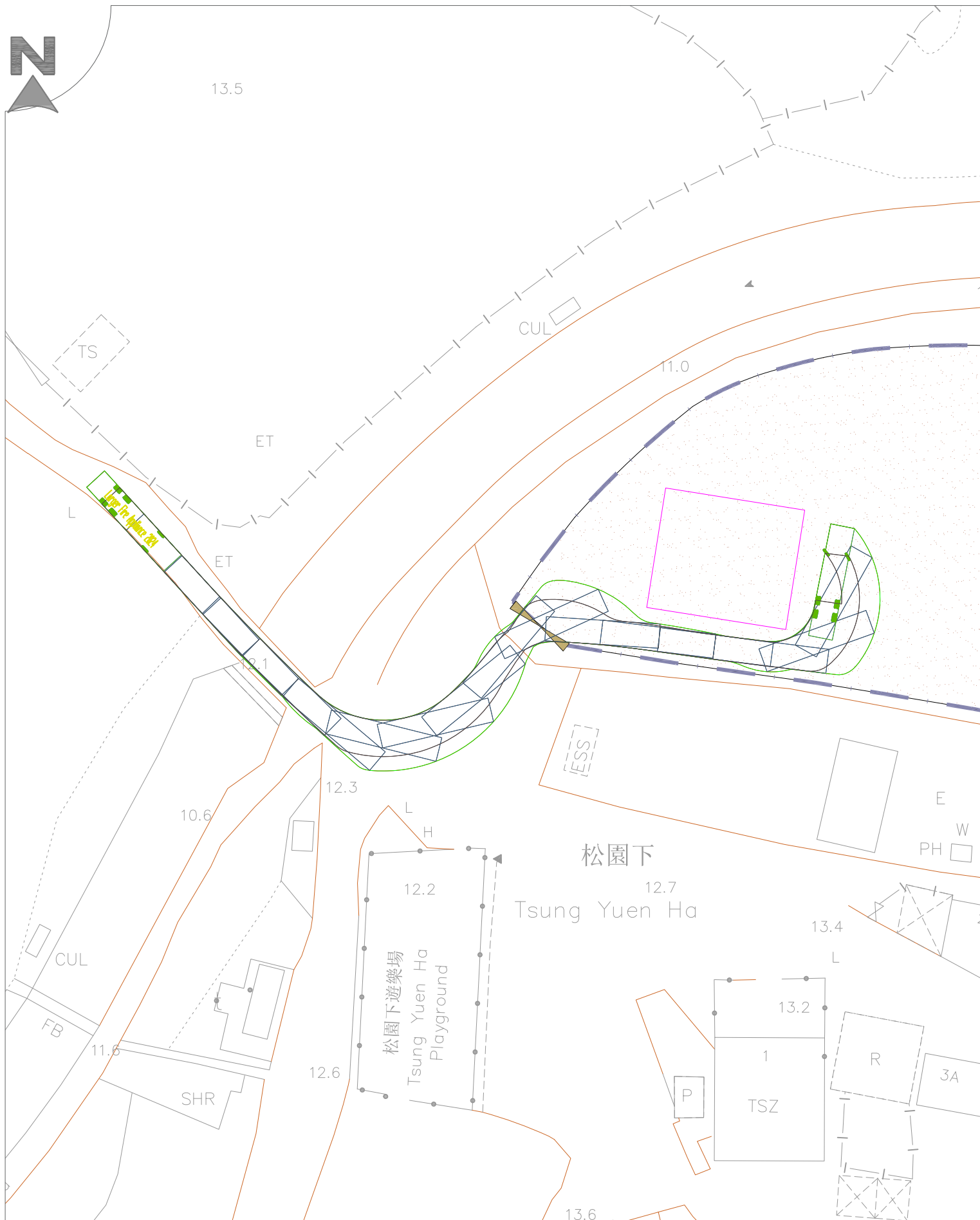
Location of the Project Site

Scale - 1:2000@A4

Date - Jan 2025



<p>Drawing Title -</p> <p>Layout of Project Site</p>	Dwg No. - Figure 2.1	Rev. - ---	 <p>BEM</p> <p>BFM CONSULTANCY LIMITED</p>
	Scale - 1:700@A4	Date - Jan 2025	



**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
Swept Path Analysis for  
12m Large Fire Appliance

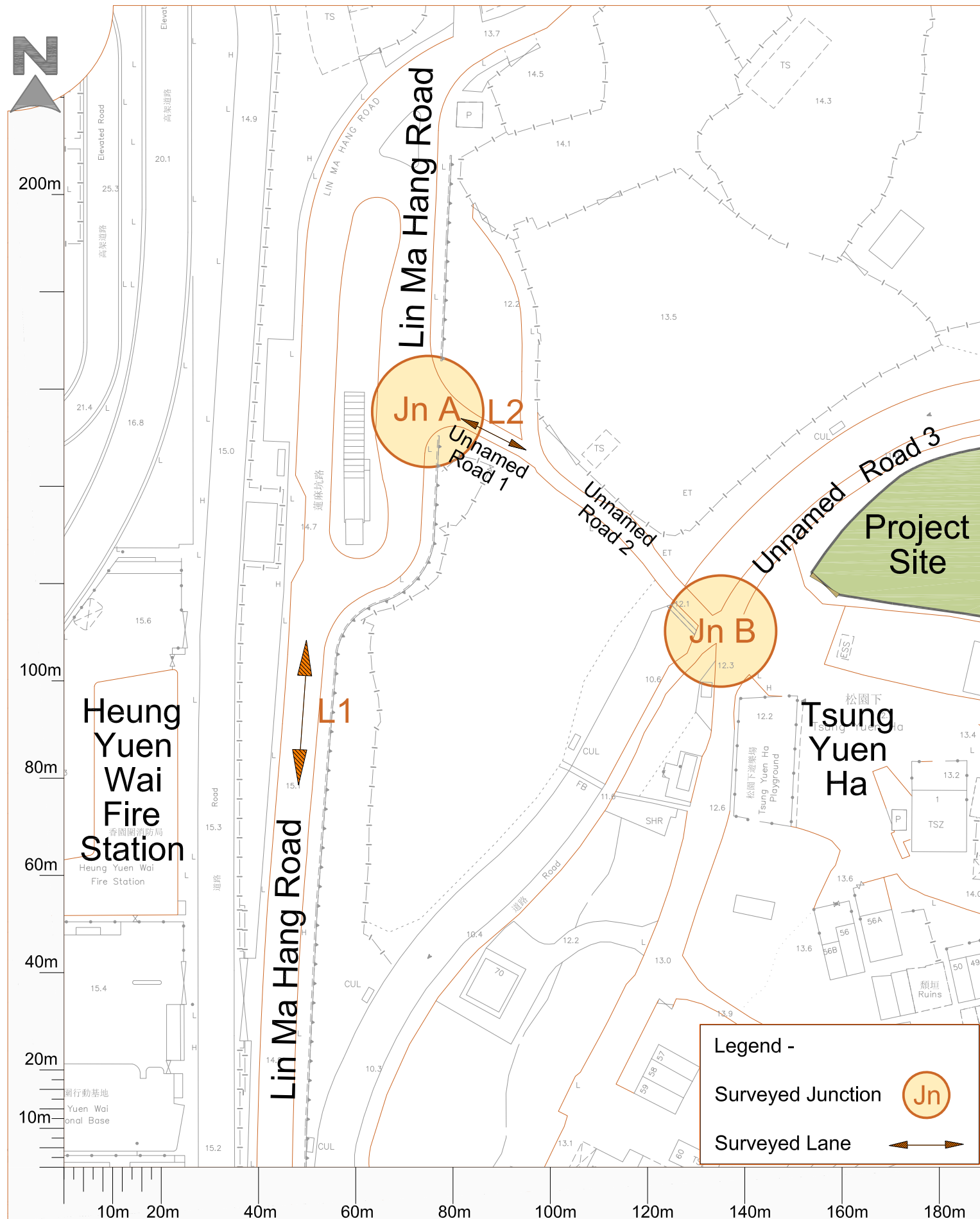
**Dwg No. - Figure 2.2**

**Scale - 1:500@A4**


**Rev. - --**

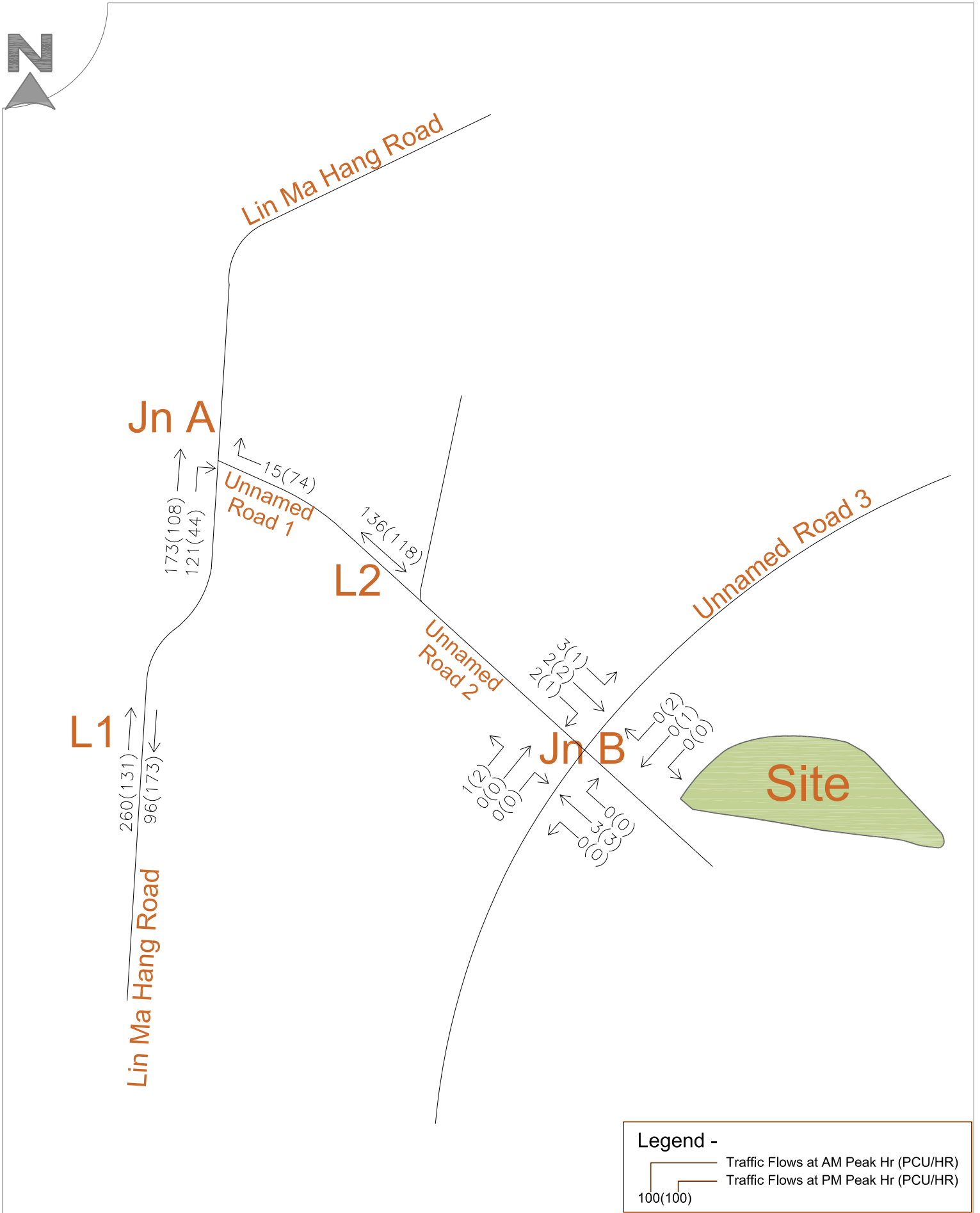
**Date - Jan 2025**





F:\8FM\PROJECT\PS0110 TSUNG YUEN HA - PLANNING APPLICATION NO. ANE-TKL90 - LIN TONG CARPARK\DATA\DRAWING\TIA DRAWING\FIGURE 3.1.DWG

Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories			
Drawing Title -	Dwg No. - Figure 3.1	Rev. - - -	
Key Junctions & Road Links	Scale - 1:1000@A4	Date - Jan 2025	



**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
Observed Flow  
during AM & PM Peak Hours

**Dwg No. - Figure 3.2**

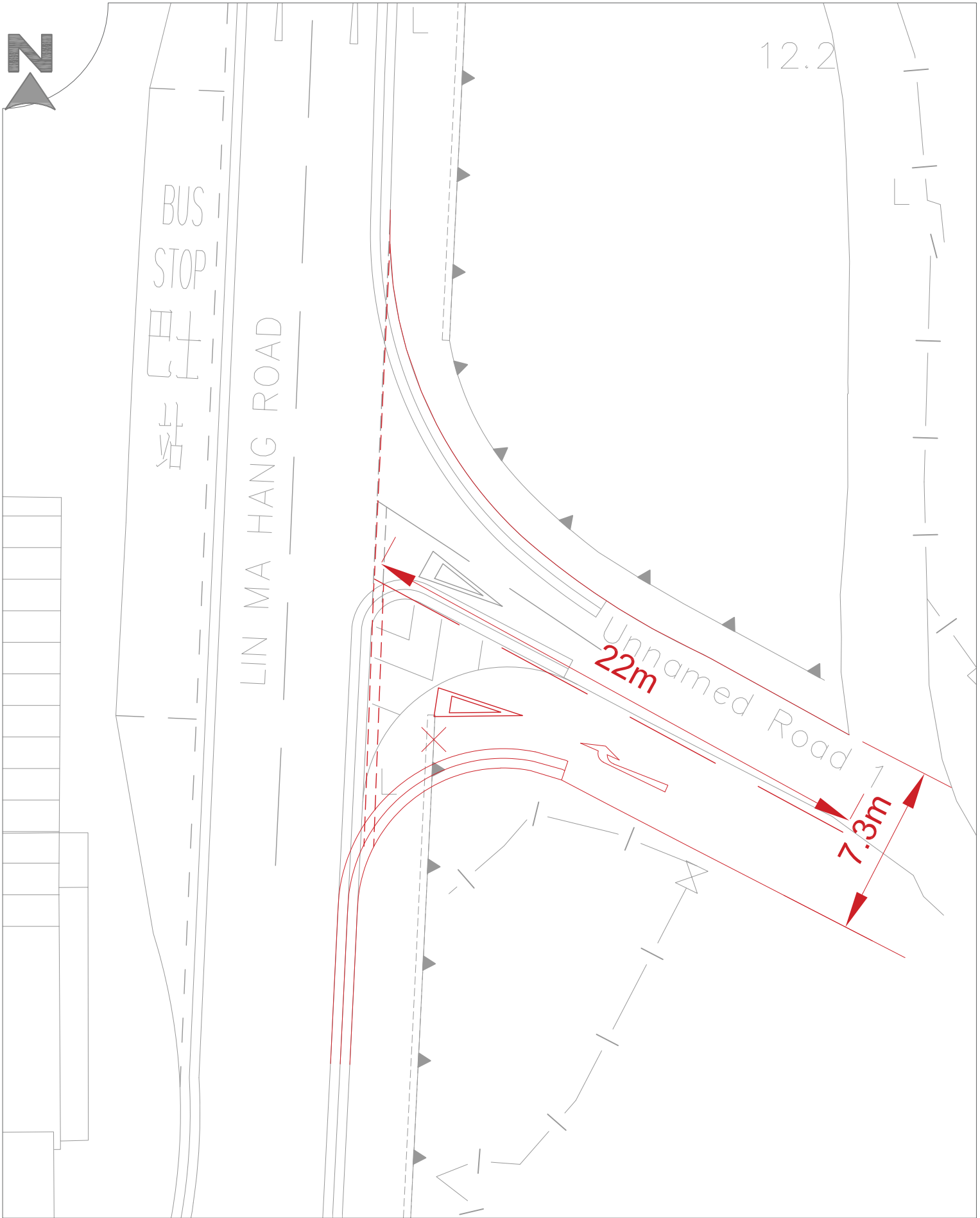
Rev. - ---

**Scale - ---**

**Date - Jan 2025**







**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
Proposed Road Improvement

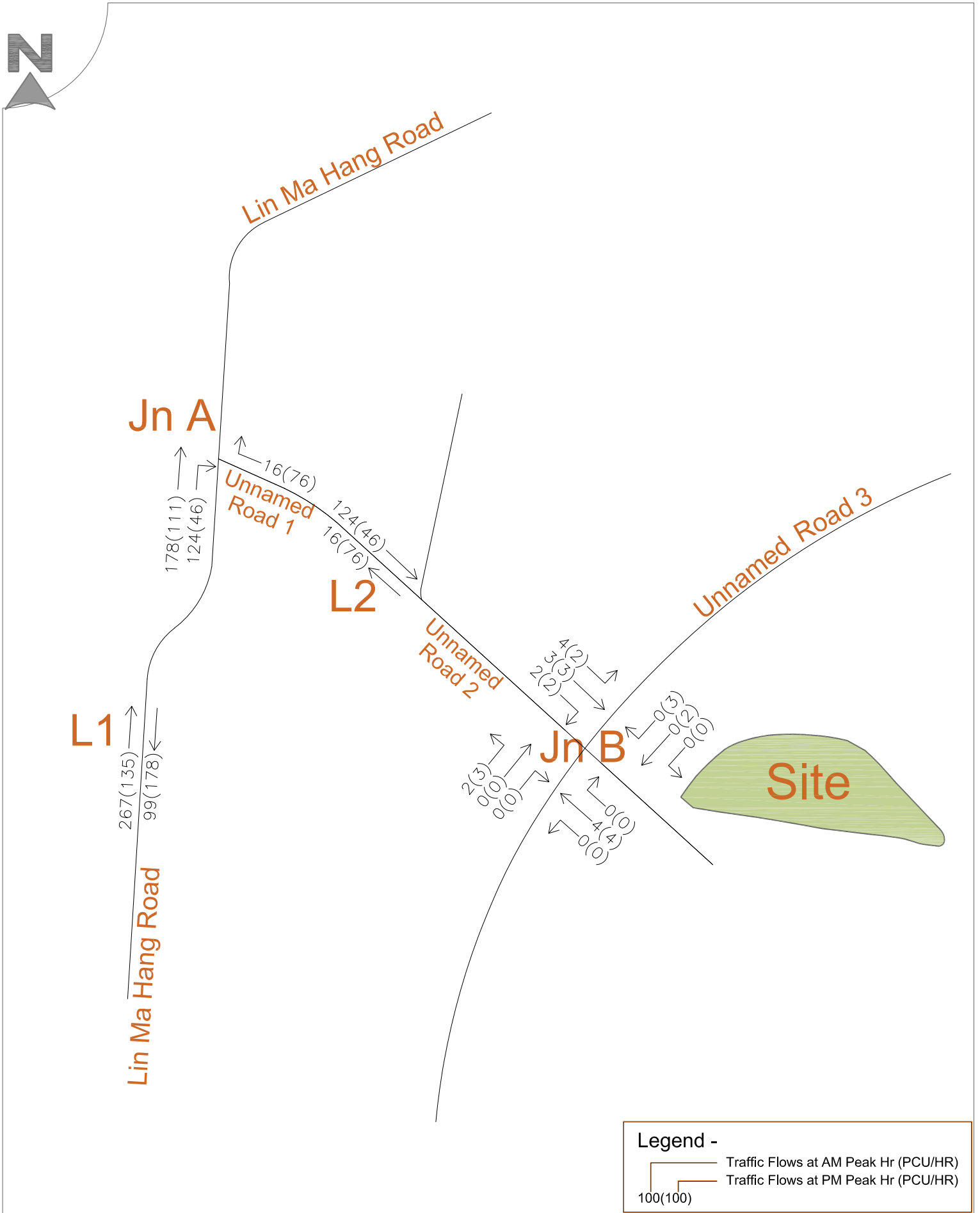
**Dwg No. -** Figure 3.3

**Rev. -** ---

**Scale -** ---

**Date -** Jan 2025





**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
2028 Reference Traffic Flows  
during Peak Hours

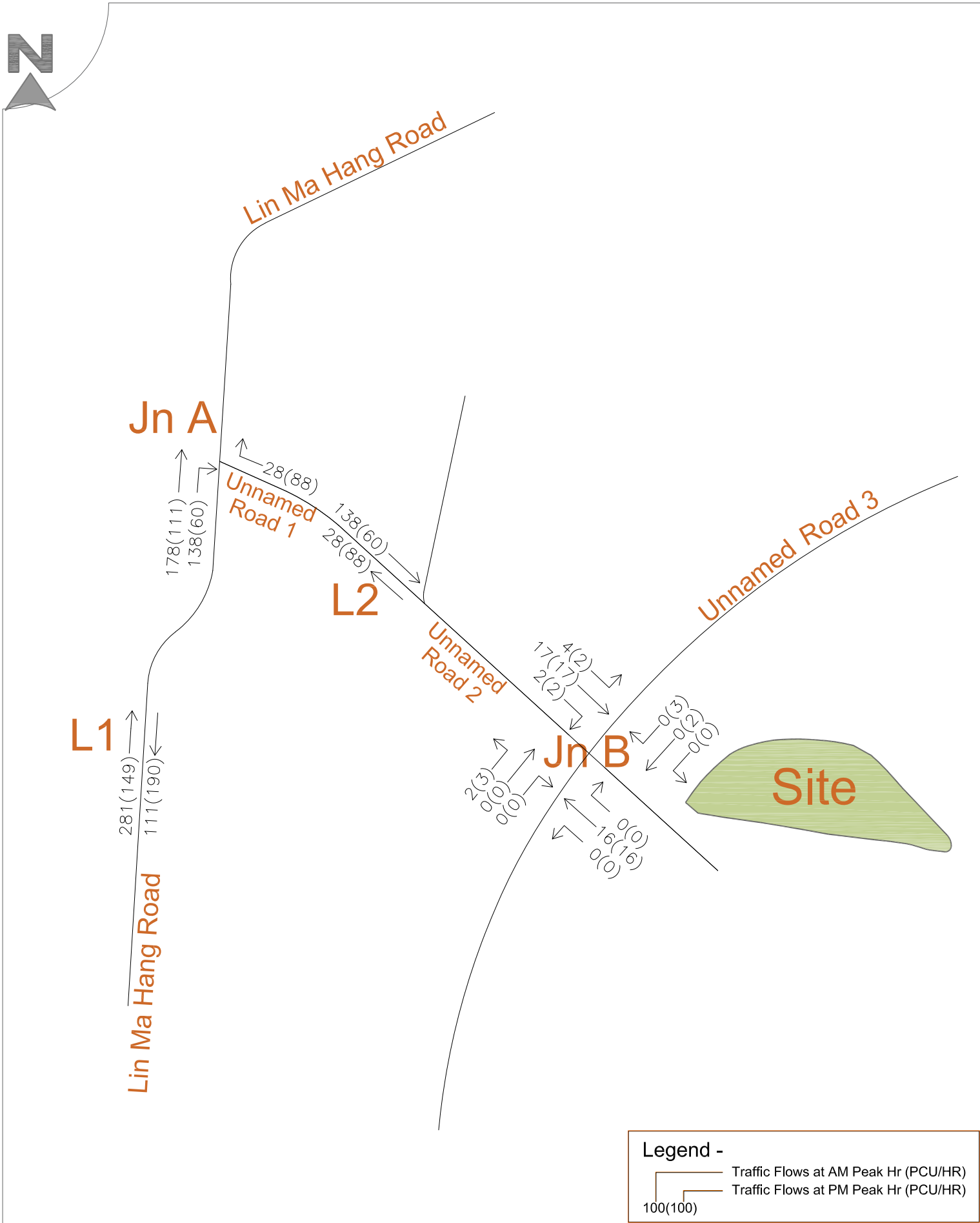
**Dwg No. -** Figure 5.1

**Scale -** ---

**Rev. -** ---

**Date -** Jan 2025





**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
2028 Design Traffic Flows  
during Peak Hours

**Dwg No. -** Figure 5.2

Rev. - ---

**Scale -** ---

**Date -** Jan 2025

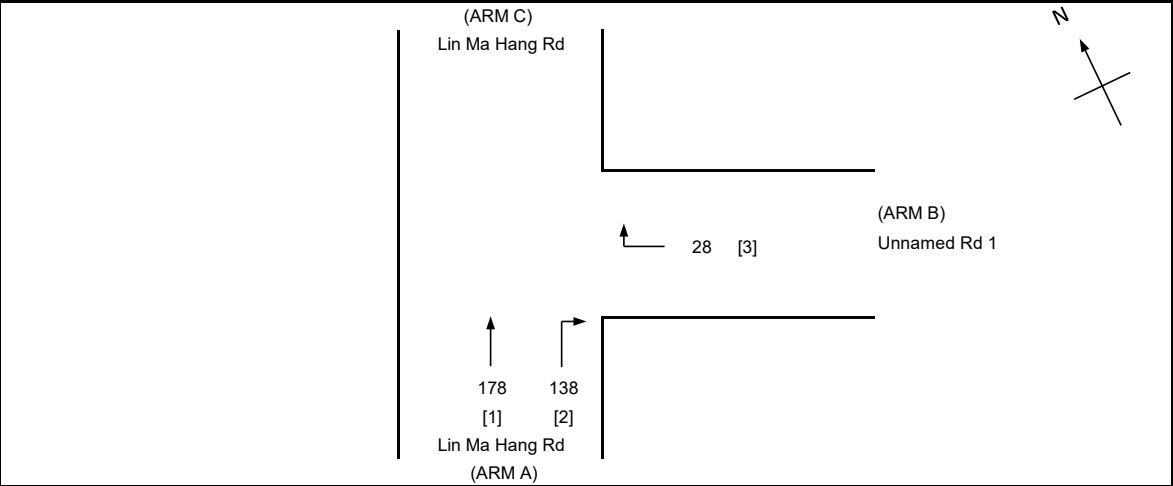




# Appendix A

## Junction Calculation Sheets

8FM CONSULTANCY LIMITED			PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N			Prepared By:	FF	Jan-2025	
Jn A - Lin Ma Hang Road / Unnamed Rd1			2028 Design - AM Peak	Checked By:	MM	Jan-2025
			Project No.: 80110	Reviewed By:	FM	Jan-2025



NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 138 (pcu/hr) q a-c = 178 (pcu/hr)	D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = 421 (pcu/hr) Q b-c = 555 (pcu/hr) Q c-b = 385 (pcu/hr) Q b-ac = 555 (pcu/hr) Q c-a = 1800 (pcu/hr) TOTAL FLOW = 344 (pcu/hr)	DFC b-a = 0.0000 DFC b-c = 0.0505 DFC c-b = 0.0000 DFC b-ac = 0.0505 (Share Lane) DFC c-a = 0.0000
MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr)	F for (Qb-ac) = 1		CRITICAL DFC = 0.05
MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres) Vi b-a = 15 (metres) Vr b-a = 24 (metres) Vr b-c = 24 (metres) q b-a = 0 (pcu/hr) q b-c = 28 (pcu/hr)			



## 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn B - Unnamed Rd 2 / Unnamed Rd 3

2028 Design - AM Peak

Project No.: 80110

Checked By:

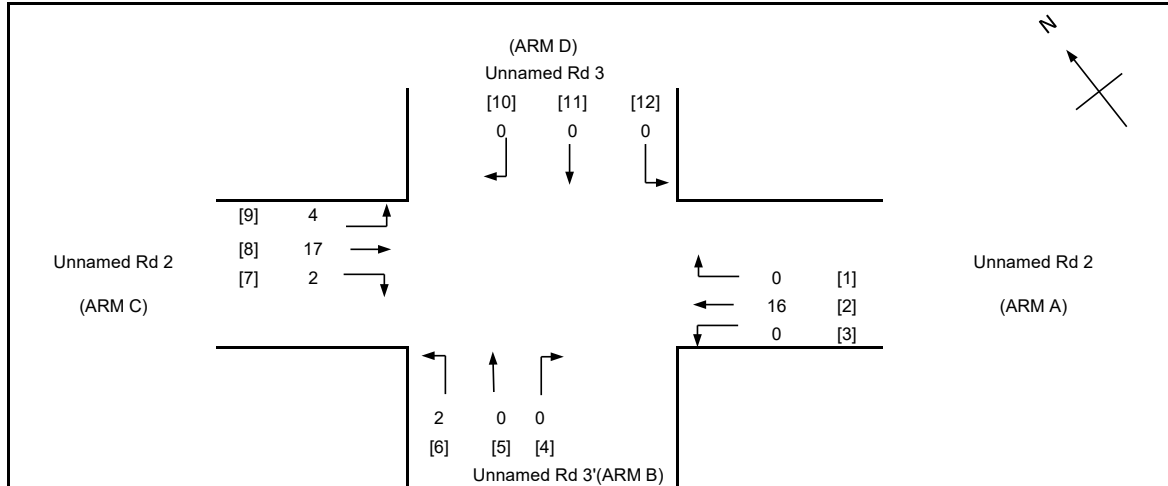
MM

Jan-2025

Reviewed By:

FM

Jan-2025



## 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:

## GENERAL

W = 3.90 (metres)  
W cr = 0 (metres)  
Y = 0.865

## MAJOR ROAD (ARM A)

W a-d = 2.0 (metres)  
Vr a-d = 18 (metres)  
q a-b = 0 (pcu/hr)  
q a-c = 16 (pcu/hr)  
q a-d = 0 (pcu/hr)

## MAJOR ROAD (ARM C)

W c-b = 2.0 (metres)  
Vr c-b = 18 (metres)  
q c-a = 17 (pcu/hr)  
q c-b = 2 (pcu/hr)  
q c-d = 4 (pcu/hr)

## MINOR ROAD (ARM B)

W b-a = 2.0 (metres)  
W b-c = 3.3 (metres)  
Vl b-a = 18 (metres)  
Vr b-a = 18 (metres)  
Vr b-c = 20 (metres)  
q b-a = 0 (pcu/hr)  
q b-c = 2 (pcu/hr)  
q b-d = 0 (pcu/hr)

## MINOR ROAD (ARM D)

W d-c = 2.0 (metres)  
W d-a = 2.0 (metres)  
Vl d-c = 18 (metres)  
Vr d-c = 18 (metres)  
Vr d-a = 20 (metres)  
q d-c = 0 (pcu/hr)  
q d-a = 0 (pcu/hr)  
q d-b = 0 (pcu/hr)

## GEOMETRIC FACTORS :

X b = 0.707  
X c = 0.767  
Z b = 0.876  
M b = 0.806

X a = 0.767  
X d = 0.707  
Z d = 0.769  
M d = 0.708

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a = 0  
ql b-d = 0 (pcu/hr)  
qr b-d = 0 (pcu/hr)

r d-c = 0.000  
ql d-b = 0 (pcu/hr)  
qr d-b = 0 (pcu/hr)

## CAPACITY OF MOVEMENT :

Q b-a = 436 (pcu/hr)  
Q b-c = 648 (pcu/hr)  
Q c-b = 568 (pcu/hr)  
Ql b-d = 497 (pcu/hr)  
Qr b-d = 436 (pcu/hr)

Q d-c = 436 (pcu/hr)  
Q d-a = 568 (pcu/hr)  
Q a-d = 566 (pcu/hr)  
Ql d-b = 437 (pcu/hr)  
Qr d-b = 436 (pcu/hr)

TOTAL FLOW = 41 (PCU/HR)

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.0000  
DFC b-c = 0.0031  
DFC c-b = 0.0035  
DFCI b-d = 0.0000  
DFCr b-d = 0.0000  
DFC d-c = 0.0000  
DFC d-a = 0.0000  
DFC a-d = 0.0000  
DFCI d-b = 0.0000  
DFCr d-b = 0.0000

CRITICAL DFC = 0.00

# 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn A - Lin Ma Hang Road / Unnamed Rd1

2028 Design - PM Peak

Project No.: 80110

Checked By:

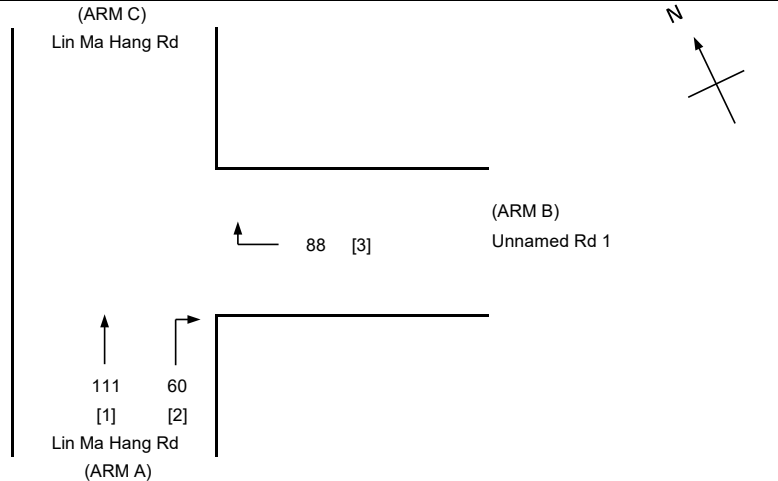
MM

Jan-2025

Reviewed By:

FM

Jan-2025



### 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 = 7.0 (metres)  
W cr = 0 (metres)  
q a-b = 60 (pcu/hr)  
q a-c = 111 (pcu/hr)

#### MAJOR ROAD (ARM C)

W c-b = 0.0 (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 = 2.5 (metres)  
W b-c = 2.5 (metres)  
Vl b-a = 15 (metres)  
Vr b-a = 24 (metres)  
Vr b-c = 24 (metres)  
q b-a = 0 (pcu/hr)  
q b-c = 88 (pcu/hr)

### GEOMETRIC FACTORS :

D = 0.749  
E = 0.815  
F = 0.586  
Y = 0.759

F for (Qb-ac) = 1

### THE CAPACITY OF MOVEMENT :

Q b-a = 442 (pcu/hr)  
Q b-c = 577 (pcu/hr)  
Q c-b = 409 (pcu/hr)  
Q b-ac = 577 (pcu/hr)  
Q c-a = 1800 (pcu/hr)

TOTAL FLOW = 259 (pcu/hr)

### COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0000  
DFC b-c = 0.1525  
DFC c-b = 0.0000  
DFC b-ac = 0.1525  
(Share Lane)  
DFC c-a = 0.0000

CRITICAL DFC = 0.15

## 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn B - Unnamed Rd 2 / Unnamed Rd 3

2028 Design - PM Peak

Project No.: 80110

Checked By:

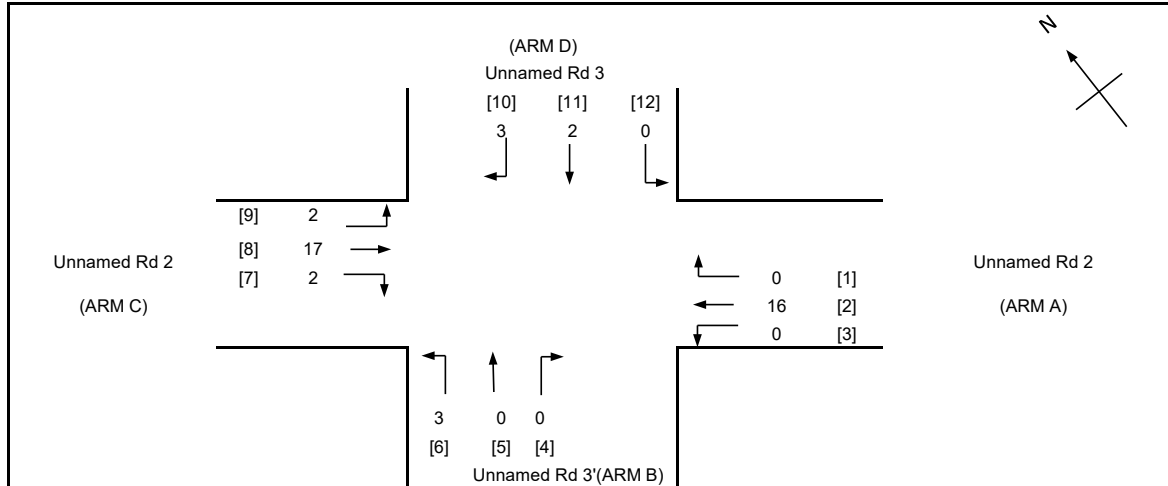
MM

Jan-2025

Reviewed By:

FM

Jan-2025



## NOTES : ( GEOMETRIC INPUT DATA )

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

## GEOMETRIC DETAILS:

## GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)
Y	=	0.865

## MAJOR ROAD (ARM A)

w a-d	=	2.0 (metres)
Vr a-d	=	18 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	16 (pcu/hr)
q a-d	=	0 (pcu/hr)

## MAJOR ROAD (ARM C)

w c-b	=	2.0 (metres)
Vr c-b	=	18 (metres)
q c-a	=	17 (pcu/hr)
q c-b	=	2 (pcu/hr)
q c-d	=	2 (pcu/hr)

## MINOR ROAD (ARM B)

W b-a	=	2.0 (metres)
W b-c	=	3.3 (metres)
VI b-a	=	18 (metres)
Vr b-a	=	18 (metres)
Vr b-c	=	20 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	3 (pcu/hr)
q b-d	=	0 (pcu/hr)

## MINOR ROAD (ARM D)

W d-c	=	2.0 (metres)
W d-a	=	2.0 (metres)
VI d-c	=	18 (metres)
Vr d-c	=	18 (metres)
Vr d-a	=	20 (metres)
q d-c	=	3 (pcu/hr)
q d-a	=	0 (pcu/hr)
q d-b	=	2 (pcu/hr)

## GEOMETRIC FACTORS :

X b	=	0.707
X c	=	0.767
Z b	=	0.876
M b	=	0.806

X a	=	0.767
X d	=	0.707
Z d	=	0.769
M d	=	0.708

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0
ql b-d	=	0 (pcu/hr)
qr b-d	=	0 (pcu/hr)
r d-c	=	0.007
ql d-b	=	1.0068807 (pcu/hr)
qr d-b	=	0.9931193 (pcu/hr)

## CAPACITY OF MOVEMENT :

Q b-a	=	436 (pcu/hr)
Q b-c	=	648 (pcu/hr)
Q c-b	=	568 (pcu/hr)
Ql b-d	=	498 (pcu/hr)
Qr b-d	=	436 (pcu/hr)
Q d-c	=	436 (pcu/hr)
Q d-a	=	568 (pcu/hr)
Q a-d	=	566 (pcu/hr)
Ql d-b	=	437 (pcu/hr)
Qr d-b	=	436 (pcu/hr)

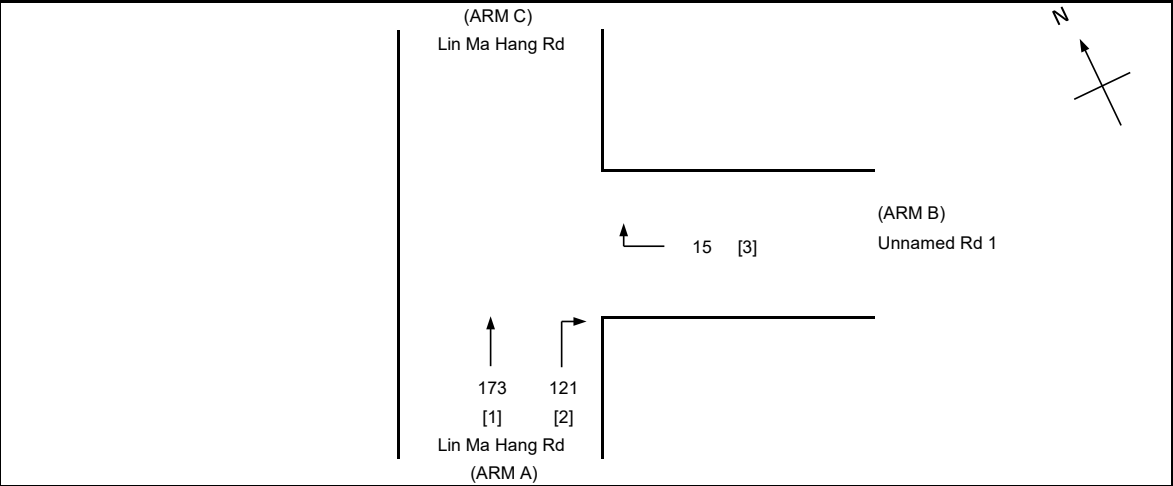
TOTAL FLOW = 45 (PCU/HR)

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.0000
DFC b-c	=	0.0046
DFC c-b	=	0.0035
DFCI b-d	=	0.0000
DFCr b-d	=	0.0000
DFC d-c	=	0.0069
DFC d-a	=	0.0000
DFC a-d	=	0.0000
DFCI d-b	=	0.0023
DFCr d-b	=	0.0023

CRITICAL DFC = 0.01

8FM CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE	
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N					Prepared By:	FF	Jan-2025
Jn A - Lin Ma Hang Road / Unnamed Rd1		2024 Observed - AM Peak		Project No.: 80110	Checked By:	MM	Jan-2025
					Reviewed By:	FM	Jan-2025



NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A)			
W = 7.0 (metres)	D = 0.749	Q b-a = 424 (pcu/hr)	DFC b-a = 0.0000
W cr = 0 (metres)	E = 0.815	Q b-c = 557 (pcu/hr)	DFC b-c = 0.0269
q a-b = 121 (pcu/hr)	F = 0.586	Q c-b = 389 (pcu/hr)	DFC c-b = 0.0000
q a-c = 173 (pcu/hr)	Y = 0.759	Q b-ac = 557 (pcu/hr)	DFC b-ac = 0.0269
		Q c-a = 1800 (pcu/hr)	(Share Lane)
MAJOR ROAD (ARM C)	F for (Qb-ac) = 1	TOTAL FLOW = 309 (pcu/hr)	DFC c-a = 0.0000
W c-b = 0.0 (metres)			
Vr c-b = 0 (metres)			
q c-a = 0 (pcu/hr)			
q c-b = 0 (pcu/hr)			
MINOR ROAD (ARM B)			CRITICAL DFC = 0.03
W b-a = 2.5 (metres)			
W b-c = 2.5 (metres)			
Vi b-a = 15 (metres)			
Vr b-a = 24 (metres)			
Vr b-c = 24 (metres)			
q b-a = 0 (pcu/hr)			
q b-c = 15 (pcu/hr)			

## 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn B - Unnamed Rd 2 / Unnamed Rd 3

2024 Observed - AM Peak

Project No.: 80110

Checked By:

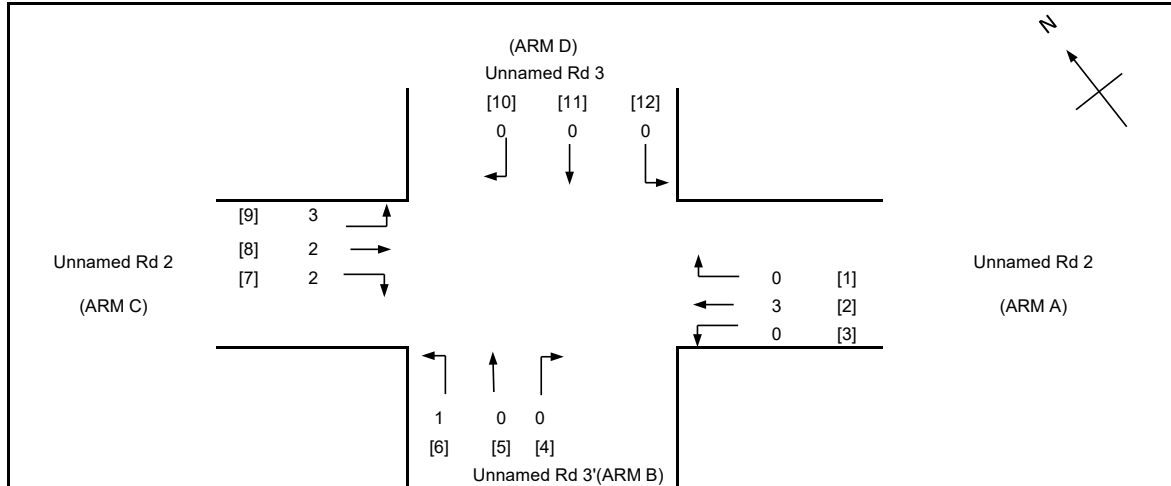
MM

Jan-2025

Reviewed By:

FM

Jan-2025



## 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:

## GENERAL

W = 3.90 (metres)  
W cr = 0 (metres)  
Y = 0.865

## MAJOR ROAD (ARM A)

W a-d = 2.0 (metres)  
Vr a-d = 18 (metres)  
q a-b = 0 (pcu/hr)  
q a-c = 3 (pcu/hr)  
q a-d = 0 (pcu/hr)

## MINOR ROAD (ARM B)

W b-a = 2.0 (metres)  
W b-c = 3.3 (metres)  
Vl b-a = 18 (metres)  
Vr b-a = 18 (metres)  
Vr b-c = 20 (metres)  
q b-a = 0 (pcu/hr)  
q b-c = 1 (pcu/hr)  
q b-d = 0 (pcu/hr)

## MAJOR ROAD (ARM C)

W c-b = 2.0 (metres)  
Vr c-b = 18 (metres)  
q c-a = 2 (pcu/hr)  
q c-b = 2 (pcu/hr)  
q c-d = 3 (pcu/hr)

## MINOR ROAD (ARM D)

W d-c = 2.0 (metres)  
W d-a = 2.0 (metres)  
Vl d-c = 18 (metres)  
Vr d-c = 18 (metres)  
Vr d-a = 20 (metres)  
q d-c = 0 (pcu/hr)  
q d-a = 0 (pcu/hr)  
q d-b = 0 (pcu/hr)

## GEOMETRIC FACTORS :

X b = 0.707  
X c = 0.767  
Z b = 0.876  
M b = 0.806

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a = 0  
ql b-d = 0 (pcu/hr)  
qr b-d = 0 (pcu/hr)

## CAPACITY OF MOVEMENT :

Q b-a = 442 (pcu/hr)  
Q b-c = 652 (pcu/hr)  
Q c-b = 571 (pcu/hr)  
Ql b-d = 504 (pcu/hr)  
Qr b-d = 441 (pcu/hr)

X a = 0.767  
X d = 0.707  
Z d = 0.769  
M d = 0.708

r d-c = 0.000  
ql d-b = 0 (pcu/hr)  
qr d-b = 0 (pcu/hr)

Q d-c = 441 (pcu/hr)  
Q d-a = 572 (pcu/hr)  
Q a-d = 570 (pcu/hr)  
Ql d-b = 442 (pcu/hr)  
Qr d-b = 442 (pcu/hr)

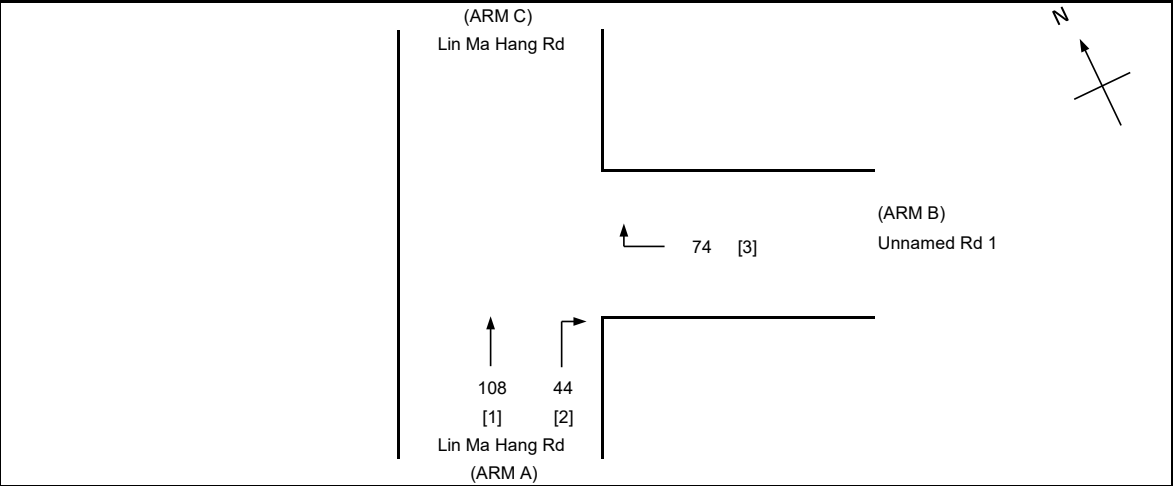
## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.0000  
DFC b-c = 0.0015  
DFC c-b = 0.0026  
DFCI b-d = 0.0000  
DFCr b-d = 0.0000  
DFC d-c = 0.0000  
DFC d-a = 0.0000  
DFC a-d = 0.0000  
DFCI d-b = 0.0000  
DFCr d-b = 0.0000

CRITICAL DFC = 0.00

TOTAL FLOW = 11 (PCU/HR)

8FM CONSULTANCY LIMITED			PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N			Prepared By:	FF	Jan-2025	
Jn A - Lin Ma Hang Road / Unnamed Rd1		2024 Observed - PM Peak	Project No.: 80110	Checked By:	MM	Jan-2025
				Reviewed By:	FM	Jan-2025



NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

VI b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A)			
W = 7.0 (metres)	D = 0.749	Q b-a = 444 (pcu/hr)	DFC b-a = 0.0000
W cr = 0 (metres)	E = 0.815	Q b-c = 579 (pcu/hr)	DFC b-c = 0.1275
q a-b = 44 (pcu/hr)	F = 0.586	Q c-b = 412 (pcu/hr)	DFC c-b = 0.0000
q a-c = 108 (pcu/hr)	Y = 0.759	Q b-ac = 579 (pcu/hr)	DFC b-ac = 0.1275
		Q c-a = 1800 (pcu/hr)	(Share Lane)
MAJOR ROAD (ARM C)	F for (Qb-ac) = 1	TOTAL FLOW = 226 (pcu/hr)	DFC c-a = 0.0000
W c-b = 0.0 (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 = 2.5 (metres)			
W b-c = 2.5 (metres)			
VI b-a = 15 (metres)			
Vr b-a = 24 (metres)			
Vr b-c = 24 (metres)			
q b-a = 0 (pcu/hr)			
q b-c = 74 (pcu/hr)			
			CRITICAL DFC = 0.13



## 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn B - Unnamed Rd 2 / Unnamed Rd 3

2024 Observed - PM Peak

Project No.: 80110

Checked By:

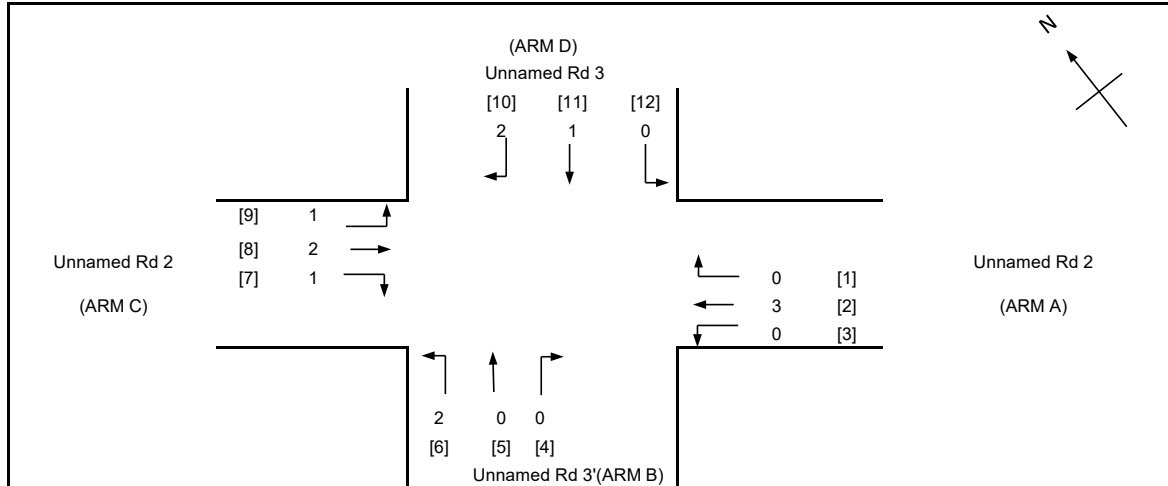
MM

Jan-2025

Reviewed By:

FM

Jan-2025



## 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:

## GENERAL

W = 3.90 (metres)  
W cr = 0 (metres)  
Y = 0.865

## MAJOR ROAD (ARM A)

W a-d = 2.0 (metres)  
Vr a-d = 18 (metres)  
q a-b = 0 (pcu/hr)  
q a-c = 3 (pcu/hr)  
q a-d = 0 (pcu/hr)

## MINOR ROAD (ARM B)

W b-a = 2.0 (metres)  
W b-c = 3.3 (metres)  
Vl b-a = 18 (metres)  
Vr b-a = 18 (metres)  
Vr b-c = 20 (metres)  
q b-a = 0 (pcu/hr)  
q b-c = 2 (pcu/hr)  
q b-d = 0 (pcu/hr)

## MAJOR ROAD (ARM C)

W c-b = 2.0 (metres)  
Vr c-b = 18 (metres)  
q c-a = 2 (pcu/hr)  
q c-b = 1 (pcu/hr)  
q c-d = 1 (pcu/hr)

## MINOR ROAD (ARM D)

W d-c = 2.0 (metres)  
W d-a = 2.0 (metres)  
Vl d-c = 18 (metres)  
Vr d-c = 18 (metres)  
Vr d-a = 20 (metres)  
q d-c = 2 (pcu/hr)  
q d-a = 0 (pcu/hr)  
q d-b = 1 (pcu/hr)

## GEOMETRIC FACTORS :

X b = 0.707  
X c = 0.767  
Z b = 0.876  
M b = 0.806

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a = 0  
ql b-d = 0 (pcu/hr)  
qr b-d = 0 (pcu/hr)

## CAPACITY OF MOVEMENT :

Q b-a = 441 (pcu/hr)  
Q b-c = 652 (pcu/hr)  
Q c-b = 571 (pcu/hr)  
Ql b-d = 504 (pcu/hr)  
Qr b-d = 442 (pcu/hr)

X a = 0.767  
X d = 0.707  
Z d = 0.769  
M d = 0.708

r d-c = 0.005  
ql d-b = 0.5022676 (pcu/hr)  
qr d-b = 0.4977324 (pcu/hr)

Q d-c = 441 (pcu/hr)  
Q d-a = 572 (pcu/hr)  
Q a-d = 571 (pcu/hr)  
Ql d-b = 443 (pcu/hr)  
Qr d-b = 442 (pcu/hr)

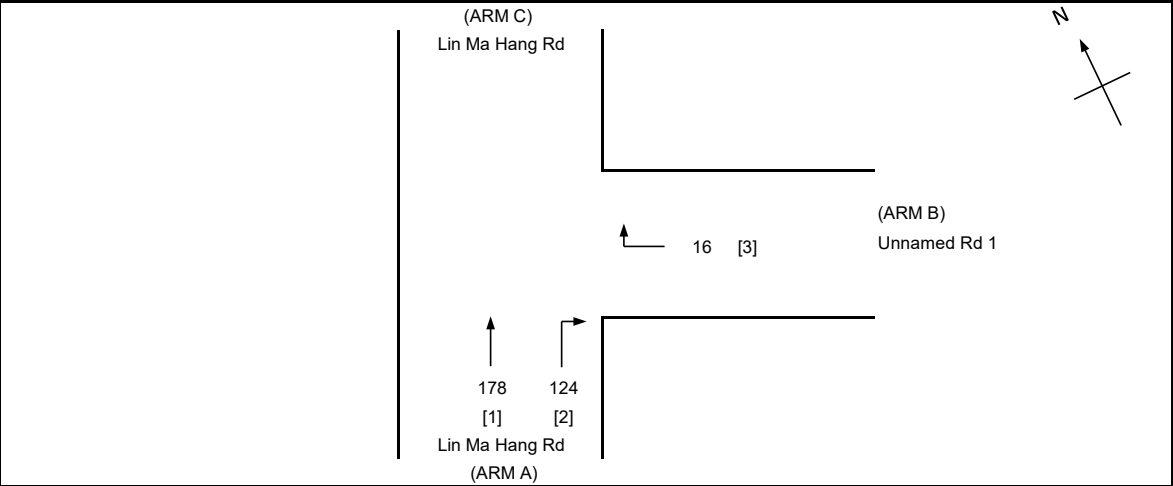
## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.0000  
DFC b-c = 0.0031  
DFC c-b = 0.0018  
DFCI b-d = 0.0000  
DFCr b-d = 0.0000  
DFC d-c = 0.0045  
DFC d-a = 0.0000  
DFC a-d = 0.0000  
DFCI d-b = 0.0011  
DFCr d-b = 0.0011

CRITICAL DFC = 0.00

TOTAL FLOW = 12 (PCU/HR)

8FM CONSULTANCY LIMITED			PRIORITY JUNCTION CALCULATION		INITIALS	DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N			Prepared By:	FF	Jan-2025	
Jn A - Lin Ma Hang Road / Unnamed Rd1			2028 Reference - AM Peak	Checked By:	MM	Jan-2025
			Project No.: 80110	Reviewed By:	FM	Jan-2025



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

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A)			
W = 7.0 (metres)	D = 0.749	Q b-a = 423 (pcu/hr)	DFC b-a = 0.0000
W cr = 0 (metres)	E = 0.815	Q b-c = 556 (pcu/hr)	DFC b-c = 0.0288
q a-b = 124 (pcu/hr)	F = 0.586	Q c-b = 388 (pcu/hr)	DFC c-b = 0.0000
q a-c = 178 (pcu/hr)	Y = 0.759	Q b-ac = 556 (pcu/hr)	DFC b-ac = 0.0288
		Q c-a = 1800 (pcu/hr)	(Share Lane)
MAJOR ROAD (ARM C)	F for (Qb-ac) = 1	TOTAL FLOW = 318 (pcu/hr)	DFC c-a = 0.0000
W c-b = 0.0 (metres)			
Vr c-b = 0 (metres)			
q c-a = 0 (pcu/hr)			
q c-b = 0 (pcu/hr)			
MINOR ROAD (ARM B)			CRITICAL DFC = 0.03
W b-a = 2.5 (metres)			
W b-c = 2.5 (metres)			
Vi b-a = 15 (metres)			
Vr b-a = 24 (metres)			
Vr b-c = 24 (metres)			
q b-a = 0 (pcu/hr)			
q b-c = 16 (pcu/hr)			

## 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn B - Unnamed Rd 2 / Unnamed Rd 3

2028 Reference - AM Peak

Project No.: 80110

Checked By:

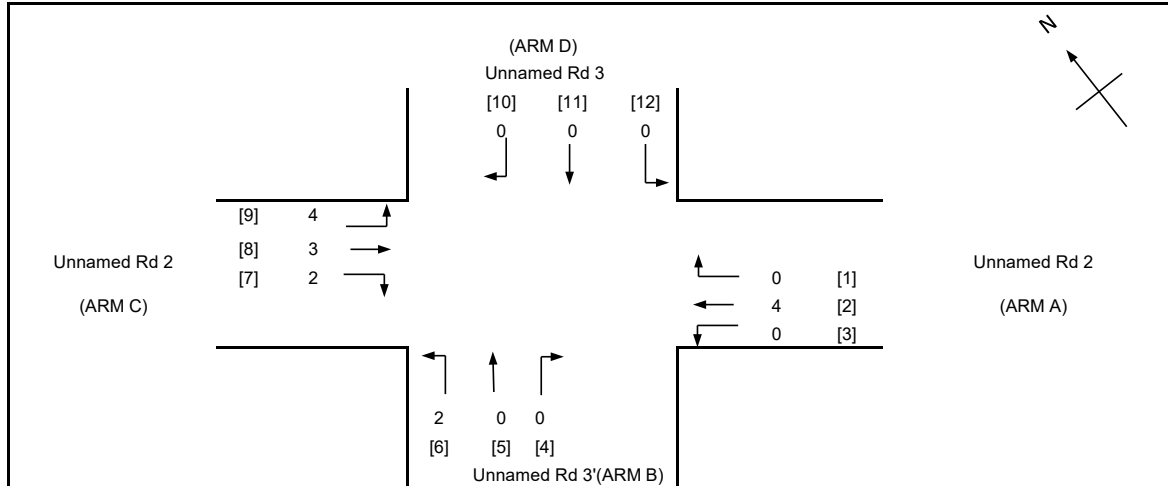
MM

Jan-2025

Reviewed By:

FM

Jan-2025



## NOTES : ( GEOMETRIC INPUT DATA )

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

## GEOMETRIC DETAILS:

## GENERAL

W	=	3.90 (metres)
W cr	=	0 (metres)
Y	=	0.865

## MAJOR ROAD (ARM A)

w a-d	=	2.0 (metres)
Vr a-d	=	18 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	4 (pcu/hr)
q a-d	=	0 (pcu/hr)

## MINOR ROAD (ARM B)

W b-a	=	2.0 (metres)
W b-c	=	3.3 (metres)
VI b-a	=	18 (metres)
Vr b-a	=	18 (metres)
Vr b-c	=	20 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	2 (pcu/hr)
q b-d	=	0 (pcu/hr)

## MAJOR ROAD (ARM C)

w c-b	=	2.0 (metres)
Vr c-b	=	18 (metres)
q c-a	=	3 (pcu/hr)
q c-b	=	2 (pcu/hr)
q c-d	=	4 (pcu/hr)

## MINOR ROAD (ARM D)

W d-c	=	2.0 (metres)
W d-a	=	2.0 (metres)
VI d-c	=	18 (metres)
Vr d-c	=	18 (metres)
Vr d-a	=	20 (metres)
q d-c	=	0 (pcu/hr)
q d-a	=	0 (pcu/hr)
q d-b	=	0 (pcu/hr)

## GEOMETRIC FACTORS :

X b	=	0.707
X c	=	0.767
Z b	=	0.876
M b	=	0.806

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a	=	0
ql b-d	=	0 (pcu/hr)
qr b-d	=	0 (pcu/hr)

## CAPACITY OF MOVEMENT :

Q b-a	=	441 (pcu/hr)
Q b-c	=	651 (pcu/hr)
Q c-b	=	571 (pcu/hr)
Ql b-d	=	503 (pcu/hr)
Qr b-d	=	441 (pcu/hr)

X a	=	0.767
X d	=	0.707
Z d	=	0.769
M d	=	0.708

r d-c	=	0.000
ql d-b	=	0 (pcu/hr)
qr d-b	=	0 (pcu/hr)

Q d-c	=	441 (pcu/hr)
Q d-a	=	572 (pcu/hr)
Q a-d	=	569 (pcu/hr)
Ql d-b	=	442 (pcu/hr)
Qr d-b	=	441 (pcu/hr)

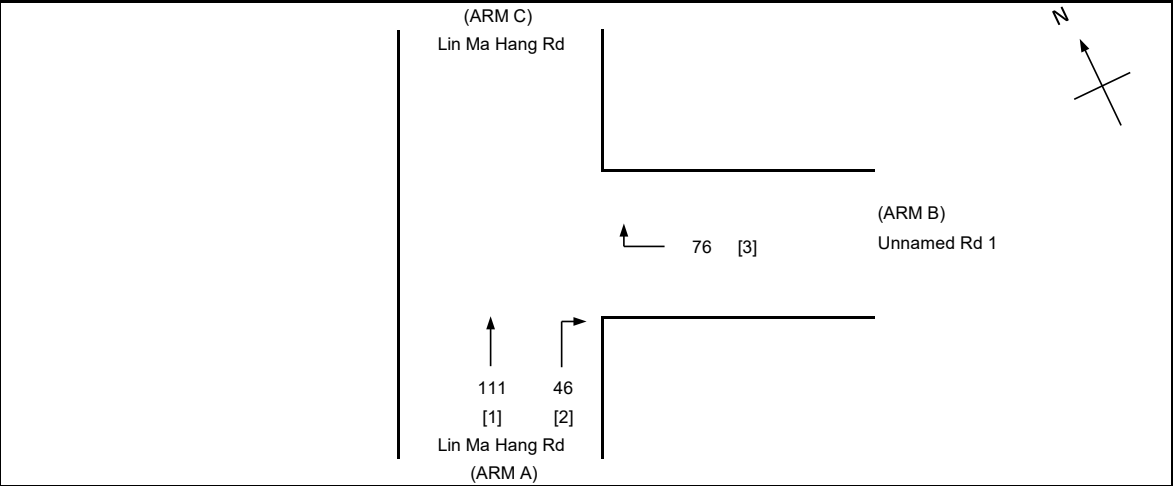
COMPARISON OF DESIGN FLOW  
TO CAPACITY :

DFC b-a	=	0.0000
DFC b-c	=	0.0031
DFC c-b	=	0.0035
DFCI b-d	=	0.0000
DFCr b-d	=	0.0000
DFC d-c	=	0.0000
DFC d-a	=	0.0000
DFC a-d	=	0.0000
DFCI d-b	=	0.0000
DFCr d-b	=	0.0000

CRITICAL DFC = 0.00

TOTAL FLOW = 15 (PCU/HR)

8FM CONSULTANCY LIMITED			PRIORITY JUNCTION CALCULATION	INITIALS	DATE
Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N			Prepared By:	FF	Jan-2025
Jn A - Lin Ma Hang Road / Unnamed Rd1		2028 Reference - PM Peak	Project No.: 80110	Checked By: MM	Jan-2025
			Reviewed By:	FM	Jan-2025



NOTES : ( GEOMETRIC INPUT DATA )

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a

W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c

W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b

Vi b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a

Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a

Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c

Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:	GEOMETRIC FACTORS :	THE CAPACITY OF MOVEMENT :	COMPARISION OF DESIGN FLOW TO CAPACITY:
MAJOR ROAD (ARM A) W = 7.0 (metres) W cr = 0 (metres) q a-b = 46 (pcu/hr) q a-c = 111 (pcu/hr)	D = 0.749 E = 0.815 F = 0.586 Y = 0.759	Q b-a = 443 (pcu/hr) Q b-c = 578 (pcu/hr) Q c-b = 411 (pcu/hr) Q b-ac = 578 (pcu/hr) Q c-a = 1800 (pcu/hr) TOTAL FLOW = 233 (pcu/hr)	DFC b-a = 0.0000 DFC b-c = 0.1315 DFC c-b = 0.0000 DFC b-ac = 0.1315 (Share Lane) DFC c-a = 0.0000
MAJOR ROAD (ARM C) W c-b = 0.0 (metres) Vr c-b = 0 (metres) q c-a = 0 (pcu/hr) q c-b = 0 (pcu/hr)	F for (Qb-ac) = 1		CRITICAL DFC = 0.13
MINOR ROAD (ARM B) W b-a = 2.5 (metres) W b-c = 2.5 (metres) Vi b-a = 15 (metres) Vr b-a = 24 (metres) Vr b-c = 24 (metres) q b-a = 0 (pcu/hr) q b-c = 76 (pcu/hr)			

## 8FM CONSULTANCY LIMITED

## PRIORITY JUNCTION CALCULATION

INITIALS

DATE

Traffic Impact Assessment for Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years at Lot No.356 in D.D.78, Tsung Yuen Ha, Tak Kwu Ling N

Prepared By:

FF

Jan-2025

Jn B - Unnamed Rd 2 / Unnamed Rd 3

2028 Reference - PM Peak

Project No.: 80110

Checked By:

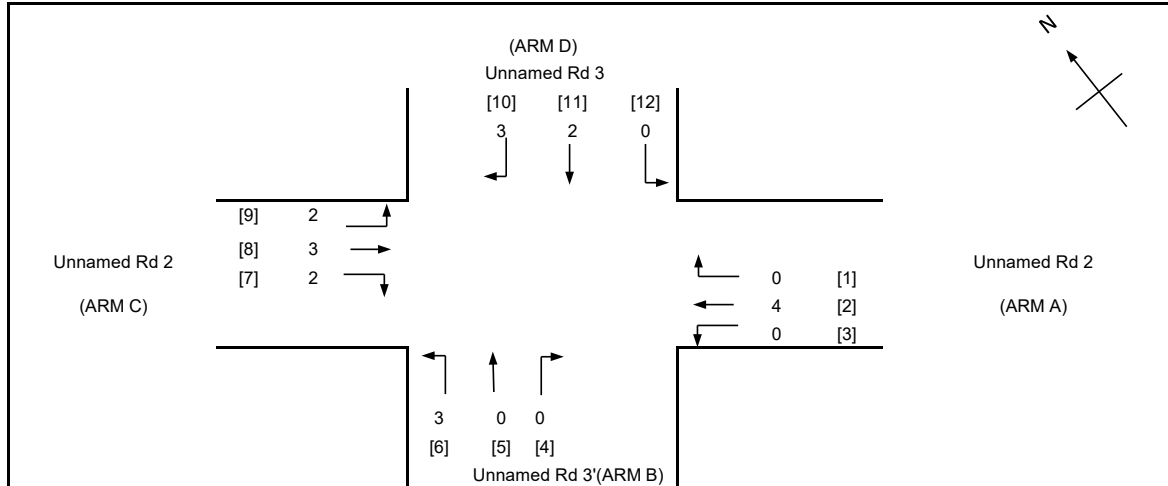
MM

Jan-2025

Reviewed By:

FM

Jan-2025



## 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:

## GENERAL

W = 3.90 (metres)  
W cr = 0 (metres)  
Y = 0.865

## MAJOR ROAD (ARM A)

W a-d = 2.0 (metres)  
Vr a-d = 18 (metres)  
q a-b = 0 (pcu/hr)  
q a-c = 4 (pcu/hr)  
q a-d = 0 (pcu/hr)

## MINOR ROAD (ARM B)

W b-a = 2.0 (metres)  
W b-c = 3.3 (metres)  
Vl b-a = 18 (metres)  
Vr b-a = 18 (metres)  
Vr b-c = 20 (metres)  
q b-a = 0 (pcu/hr)  
q b-c = 3 (pcu/hr)  
q b-d = 0 (pcu/hr)

## MAJOR ROAD (ARM C)

W c-b = 2.0 (metres)  
Vr c-b = 18 (metres)  
q c-a = 3 (pcu/hr)  
q c-b = 2 (pcu/hr)  
q c-d = 2 (pcu/hr)

## MINOR ROAD (ARM D)

W d-c = 2.0 (metres)  
W d-a = 2.0 (metres)  
Vl d-c = 18 (metres)  
Vr d-c = 18 (metres)  
Vr d-a = 20 (metres)  
q d-c = 3 (pcu/hr)  
q d-a = 0 (pcu/hr)  
q d-b = 2 (pcu/hr)

## GEOMETRIC FACTORS :

X b = 0.707  
X c = 0.767  
Z b = 0.876  
M b = 0.806

X a = 0.767  
X d = 0.707  
Z d = 0.769  
M d = 0.708

## PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :

r b-a = 0  
ql b-d = 0 (pcu/hr)  
qr b-d = 0 (pcu/hr)

r d-c = 0.007  
ql d-b = 1.0068182 (pcu/hr)  
qr d-b = 0.9931818 (pcu/hr)

## CAPACITY OF MOVEMENT :

Q b-a = 440 (pcu/hr)  
Q b-c = 651 (pcu/hr)  
Q c-b = 571 (pcu/hr)  
Ql b-d = 503 (pcu/hr)  
Qr b-d = 441 (pcu/hr)

Q d-c = 440 (pcu/hr)  
Q d-a = 571 (pcu/hr)  
Q a-d = 570 (pcu/hr)  
Ql d-b = 442 (pcu/hr)  
Qr d-b = 441 (pcu/hr)

TOTAL FLOW = 19 (PCU/HR)

## COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a = 0.0000  
DFC b-c = 0.0046  
DFC c-b = 0.0035  
DFCI b-d = 0.0000  
DFCr b-d = 0.0000  
DFC d-c = 0.0068  
DFC d-a = 0.0000  
DFC a-d = 0.0000  
DFCI d-b = 0.0023  
DFCr d-b = 0.0023

CRITICAL DFC = 0.01

**Relevant Extracts of Town Planning Board Guidelines on  
Application for Eating Place within “Village Type Development” Zone in Rural Areas  
(TPB PG-No. 15A)**

1. In June 2003, the Town Planning Board Guidelines for Application for Eating Place within “Village Type Development” Zone in Rural Area under Section 16 of the Town Planning Ordinance (TPB PG-No.15A) were promulgated. Extracts of the scope and application of the guidelines are set out as follows:
  - (a) the general planning intention of the “Village Type Development” (“V”) zone in the rural New Territories is to demarcate both existing recognised villages and areas of land considered suitable for village expansion. It is the planning intention to concentrate village and related development within the “V” zone for a more orderly development pattern, economic and efficient use of land and provision of infrastructure and services. A selective range of uses including commercial, community and recreational uses may be permitted within this zone on application to the Town Planning Board (the Board) on the basis that these uses would serve the needs of villagers and would not adversely affect the character of villages;
  - (b) in view of the above planning intention, eating place use (such as restaurant and alfresco dining facility) in the “V” zone should be compatible with the surrounding land-uses and would not create any nuisance or cause inconvenience to the local residents. The development should not have adverse impacts on traffic, drainage, sewage disposal and fire safety aspects. In addition, it should not reduce the land area available for village type development. For sites located adjacent to recreational uses or tourist attraction spots, favourable consideration may be given if the above considerations are not compromised; and
  - (c) even if a proposal is considered acceptable in land-use planning terms and other planning criteria are met, under normal circumstances only a temporary approval for a maximum of three years should be considered so as to retain planning control on the development at the site and to cater for changing circumstances in future.
2. In accessing the applications, the main planning criteria are also summarised as follows:
  - (a) the eating place use should not create any environmental nuisance or cause inconvenience to the residents nearby. Such use should preferably be located at the fringe of a village area, e.g. area abutting the main road. For any eating place use that is situated amidst the existing village houses, sympathetic consideration may only be given if there are no objections from local residents;



- (b) the eating place use should not have any adverse traffic impact on its surrounding areas nor should it affect any pedestrian circulation in the area;
- (c) sympathetic consideration may also be given to any application which would not have adverse impacts on drainage, sewage disposal facilities or fire safety aspects;
- (d) for any application on open ground as an extension to ground floor eating place in a NTEH or as a free-standing development, the eating place use should not adversely affect the land availability for village type development. Application sites with configurations/dimensions which are not suitable to be delineated separately for village type development or which are considered not suitable for village type development (e.g. within 20 m of public roads constructed/maintained by the Highways Department or 15 m of other local public roads), sympathetic consideration may be given by the Board on individual merits;
- (e) for a village located adjacent to recreational uses or tourist attraction spots, favourable consideration may be given to eating place use which will provide catering facilities to serve the visitors and tourists. In such circumstances, adequate car-parking spaces should be provided to serve the eating place use as required by the Transport Department. If it is impossible to provide car-parking spaces at the application site, the applicant should demonstrate that there are adequate car-parking facilities conveniently located in the vicinity to serve the eating place use; and
- (f) all other statutory or non-statutory requirements of relevant Government departments should be met.

**Previous S.16 Application**

**Approved Application**

	<b>Application No.</b>	<b>Uses/Developments</b>	<b>Date of Consideration</b>
1.	A/NE-TKLN/35	Proposed Temporary Eating Place and Shop and Services with Ancillary Office/Store Room for a Period of 3 Years	8.1.2021

**Similar S.16 Applications for Temporary Public Vehicle Park,  
Eating Place and Shop and Services in the vicinity of  
the application site wholly/partly within “Village Type Development” Zone  
in the Past Five Years**

**Approved Applications**

	<b>Application No.</b>	<b>Uses/Developments</b>	<b>Date of Consideration</b>
1.	A/NE-TKLN/33 <sup>#</sup>	Proposed Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	24.4.2020
2.	A/NE-TKLN/37 <sup>&amp;</sup>	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years	28.5.2021
3.	A/NE-TKLN/40 <sup>\$</sup>	Proposed Temporary Shop and Services (Convenience Store) with Ancillary Site Office for a Period of 3 Years	25.6.2021
4.	A/NE-TKLN/53 <sup>#</sup>	Temporary Car Park (Private Cars and Light Goods Vehicles) for a Period of 3 Years	23.6.2023
5.	A/NE-TKLN/57 <sup>\$</sup>	Proposed Temporary Public Vehicle Park (Private Cars Only) and Shop and Services (Convenience Store) for a Period of 3 Years	22.9.2023
6.	A/NE-TKLN/75 <sup>&amp;</sup>	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Shop and Services for a Period of 3 Years	15.3.2024
7.	A/NE-TKLN/80 <sup>%</sup>	Proposed Temporary Public Vehicle Park (Private Car Only) for a Period of Three Years	15.3.2024

**Remarks**

- <sup>#</sup> : Application Nos. A/NE-TKLN/33 and A/NE-TKLN/53 involve the same site.
- <sup>&</sup> : Application Nos. A/NE-TKLN/37 and A/NE-TKLN/75 involve the same site.
- <sup>\$</sup> : Application No. A/NE-TKLN/40 is within portion of A/NE-TKLN/57.
- <sup>%</sup> : Application Nos. A/NE-TKLN/80 and A/NE-TKLN/45 (rejected application) involve the same site.

### **Rejected Application**

<b><u>Application No.</u></b>	<b><u>Uses/ Development</u></b>	<b><u>Date of Consideration</u></b>	<b><u>Rejection Reasons</u></b>
A/NE-TKLN/45%	Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years	29.7.2022	R1-R2

### **Remarks**

% : Application Nos. A/NE-TKLN/45 and A/NE-TKLN/80 (approved application) involve the same site.

### **Rejection Reasons**

- R1. The proposed use was not in line with the planning intentions of the "Agriculture" and "Village Type Development" zones, which were primarily intended to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes and to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes, and designate both existing recognized villages and areas of land considered suitable for village expansion. Land within this zone was primarily intended for development of Small Houses by indigenous villagers respectively. There was no strong planning justification in the submission for a departure from such planning intentions, even on a temporary basis; and
- R2. The applicant failed to provide sufficient information in the submission to demonstrate that the proposed development would not cause adverse traffic impact on the surrounding areas.

**Government Departments' General Comments**

**1. Land Administration**

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

- no objection to the application;
- there is no Small House application in the application site (the Site);
- the Site comprises Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government Land (GL) is granted to the Site;
- the following irregularity covered by the planning application has been detected by her office:

unauthorised structure within the private lot covered by the planning application

there is unauthorised structure already erected on the private lot. The lot owner should immediately rectify the lease breaches and her office reserves the rights to take necessary lease enforcement action against the breaches without further notice; and

- her advisory comments are at **Appendix VI**.

**2. Fire Safety**

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

- no objection in principle to the proposal subject to fire service installations and water supplies for firefighting being provided to his satisfaction; and
- his advisory comments are at **Appendix VI**.

**3. Environment**

Comments of the Director of Environmental Protection (DEP):

- no adverse comment on the application from the environmental planning perspective;
- it is noted that approval conditions on provision of septic tank and soakaway pit system for treatment of waste water produced from the eating place and shop and services under the previously approved application No. A/NE-TKLN/35 have been complied with. The applicant is reminded to continue to properly maintain the septic tank and soakaway pit system to ensure the proposed uses would not have adverse water quality impact on the surrounding environment. The applicant is also reminded to follow the requirements of the "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites"; and

- no environmental complaint against the Site was received in the past three years; and
- his advisory comments are at **Appendix VI**.

#### 4. **Drainage**

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

- no objection to the application from the public drainage viewpoint;
- should the application be approved, approval conditions should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure that it will not cause adverse drainage impact on the adjacent areas. The drainage facilities should be properly maintained at all times during the planning approval period and rectified if they are found inadequate/ineffective during operation;
- the Site is in an area where public sewerage connection is not available; and
- his advisory comments are at **Appendix VI**.

#### 5. **Nature Conservation**

Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- no comment on the application from the nature conservation perspective;
- the Site is paved and a channelised watercourse is noted to the northwest and south of the Site; and
- his advisory comments are at **Appendix VI**.

#### 6. **Building Matters**

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

- no objection to the application;
- it is noted that one existing structure is involved in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority should be obtained, otherwise they are unauthorised building works under the Buildings Ordinance (BO). An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO; and
- his advisory comments are at **Appendix VI**.



## **7. Geotechnical Matters**

Comments of the Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (GEO, CEDD):

- no geotechnical comment on the application; and
- his advisory comments are at **Appendix VI**.

## **8. Project Interface**

Comments of the Project Manager (North), CEDD (PM(N), CEDD):

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

## **9. Other Departments**

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

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Director of Food and Environmental Hygiene (DFEH);
- (c) Commissioner of Police (C of P); and
- (d) District Officer (North), Home Affairs Department (DO(N), HAD).

**Recommended Advisory Clauses**

- (a) to note the comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) that:
- (i) the application site (the Site) comprises Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government Land (GL) is granted to the Site;
  - (ii) the following irregularity covered by the planning application has been detected by her office:  
  

unauthorised structure within the private lot covered by the planning application

there is unauthorised structure already erected on the private lot. The lot owner should immediately rectify the lease breaches and her office reserves the rights to take necessary lease enforcement action against the breaches without further notice; and
  - (iii) the lot owner shall apply to her office for a Short Term Waiver (STW) to permit the structure erected/to be erected within the said private lot. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that it will be approved. The STW, if approved, will be considered on whole lot basis and subject to such terms and conditions including the payment of back-dated waiver fee from the first date the unauthorised structure was erected and administrative fee as considered appropriate by LandsD. Besides, given the proposed uses are temporary in nature, only erection of temporary structures will be considered;
- (b) to note the comments of the Commissioner for Transport (C for T) that:
- (i) the applicant should be advised that provision of parking information including the availability of parking spaces at the Site should be included as one of the traffic management measures. The applicant should make reference to the “Guidelines for Provision of Parking Information” issued by the Transport Department (TD) when providing parking information; and
  - (ii) the vehicular access between Lin Ma Hang Road and the Site is not managed by the Transport Department (TD). The applicant should seek comments from the responsible party;
- (c) to note the comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD) that:
- (i) the proposed access arrangement of the Site should be commented and approved by TD;
  - (ii) adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains;
  - (iii) the access road connecting to the Site with the nearby public road is not and will not be maintained by his office. His office should not be responsible for maintaining any access connecting to the Site;

- (iv) the road improvement scheme should be designed and constructed in accordance with Transport Planning and Design Manual, relevant highway standard drawings, guidance notes, road notes, etc. to the satisfaction of TD and HyD; and
  - (v) the modification works to the said slope form part of the proposed road improvement scheme. In fulfilling the approval conditions, the modification works to the said slope should be taken into account;
- (d) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that:
- (i) the drainage facilities should be rectified if they are found inadequate/ineffective during operation;
  - (ii) the applicant should construct and maintain the proposed drainage facilities whether within or outside the subject lots at their own expense; and
  - (iii) the Site is in an area where public sewerage connection is not available. The Environmental Protection Department (EPD) should be consulted regarding the sewage impact assessment and sewage treatment/disposal facilities for the proposed uses;
- (e) to note the comments of the Director of Environmental Protection (DEP) that the applicant is reminded to continue to properly maintain the septic tank and soakaway pit system to ensure the proposed uses would not have adverse water quality impact on the surrounding environment. The applicant is also reminded to follow the requirements of the “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” (COP);
- (f) to note the comments of the Director of Agriculture, Fisheries and Nature Conservation (DAFC) that a channelised watercourse is noted to the northwest and south of the Site. The applicant is reminded to perform good site practice so as not to pollute the watercourse nearby;
- (g) to note the comments of the Director of Fire Services (D of FS) that:
- (i) in consideration of the design/nature of the proposal, fire service installations (FSIs) are anticipated to be required. The applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. In addition, the applicant should also be advised on the following points:
    - the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy;
    - the location of where the proposed FSI to be installed should be clearly marked on the layout plans;
  - (ii) the applicant is reminded that if the proposed structures are required to comply with the Buildings Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans. If there is electric vehicle charging station involved, the applicant is reminded to make reference to the Requirements for the Fireman’s Emergency Switch (**Attachment**);
- (h) to note the comments of the Project Manager (North), Civil Engineering and Development Department (PM(N), CEDD) that the Site is located within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To. The P&E Study already commenced on 29.10.2021. The land

uses/developments and associated infrastructure and community facilities in the area will be holistically reviewed under the P&E Study. The public will be consulted on the proposals of NTN New Town under the study in due course;

- (i) to note the comments of the Head of the Geotechnical Engineering Office, CEDD ((H) GEO, CEDD) that:
  - (i) the applicant shall consult HyD to sort out the maintenance responsibility issue of the affected portion of slope feature No. 3NW-B/R1 throughout the lease term; and
  - (ii) the proposed road improvement scheme involves modification works to slope feature No. 3NW-B/R1. The applicant shall submit necessary geotechnical design report to the GEO through relevant government department for checking;
- (j) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
  - (i) it is noted that one existing structure is involved in the application. Before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are unauthorised building works (UBW) under the Buildings Ordinance (BO). An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
  - (ii) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations (B(P)R) respectively;
  - (iii) the Site does not abut on a specified street of not less than 4.5 m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at building plan submission stage;
  - (iv) for UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;
  - (v) if the proposed use under application is subject to issue of a license, the applicant should be reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;
  - (vi) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of the B(P)R;
  - (vii) in general, there is no requirement under the BO in respect of provision of car parking spaces for a proposed development. However, the applicant's attention is drawn to the provision of accessible car parking spaces designated for the use of persons with a disability as per the requirements under regulation 72 of the B(P)R and Division 3 of Design Manual: Barrier Free Access 2008;
  - (viii) the applicant's attention is drawn to the provision under Regulations 5, 40 and 41 of the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines)

Regulation in respect of sanitary fitment provision in workplace, disposal of foul water and surface water respectively; and

- (ix) detailed checking under the BO will be carried out at building plan submission stage; and
- (k) to note the comments of the Director of Food and Environmental Hygiene (DFEH) that:
  - (i) no Food and Environmental Hygiene Department (FEHD)'s facilities will be affected;
  - (ii) proper licence/permit issued by his department is required if there is any food business/catering service/activities regulated by the DFEH under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. Under the Food Business Regulation, Cap. 132X, a food business license is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from the FEHD in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments, such as the BD, Fire Services Department and Planning Department for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements;
  - (iii) depending on the mode of operation, generally there are several types of food business licence/permits that the operator of a store may apply for under the Food Business Regulation:
    - if food is sold to customers for consumption on the premises, a restaurant licence should be obtained;
    - if food is only prepared for sale for consumption off the premises, a food factory licence should be obtained;
    - if fresh, chilled or frozen meat is sold, a fresh provision shop licence should be obtained;
    - if milk, frozen confections, non-bottled drinks, cut fruit, etc. are to be sold, relevant restricted food permits should be obtained;
  - (iv) proper licence issued by his department is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public Entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from the FEHD whatever the general public is admitted with or without payment; and
  - (v) there should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated

from such activities/operation, the applicant should arrange disposal properly at their own expenses.



**Appendix**

**Requirements for the Fireman's Emergency Switch**

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

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

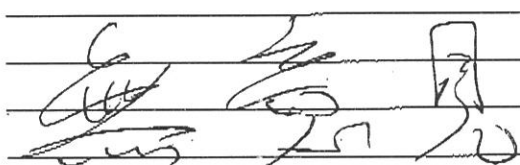
By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates  
A/NE-TKLN/90

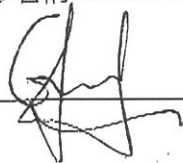
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)



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

簽署 Signature



日期 Date 2024.9.23

From:

Sent:

2024-09-19 星期四 03:06:21

To:

tpbpd/PLAND <tpbpd@pland.gov.hk>

Subject:

申請編號：A/NE-TKLN/90

敬啟者：

本人謹代表新界打鼓嶺松園下村居民致函，我們強烈反對通過在新界打鼓嶺北松園下丈量約第 78 約地段第 356 號興建公共臨時停車場、食肆及商店及服務設施的規劃申請。由於通往該地段的唯一道路沿線已有兩個停車場，如接受該申請，將造成嚴重的交通擠塞，影響村莊的生活。

因此，我懇請您在決定是否接受擬議的申請時，考慮村民的福祉和安全。

感謝

松園下村民謹啟

二零二四年九月十九日

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**From:**  
**Sent:** 2024-10-08 星期二 03:21:41  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** A/NE-TKLN/90 DD 78 Tsung Yuen Ha

A/NE-TKLN/90

Lot 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North

Site area: About 3,053sq.m

Zoning: "VTD"

Applied use: 61 Public Vehicle Park / Eating Place and Shop and Services

Dear TPB Members,

Application 24 approved 8 Jan 2021 Eight Extensions of time but not revoked.

THIS IS ALARMING AS FAILURE TO FULFILL FIRE AND DRAINAGE CONDITIONS CAN POSE SERIOUS DANGERS TO LOCAL RESIDENTS RE POTENTIAL IMPACT OF BOTH FIRE AND FLOODING.

According to the Planning Statement, the operator indicates that it has now fulfilled these conditions.

Members have a duty to require proof and to question the impact of filling in a large additional area of the village for parking.

Mary Mulvihill

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**From:**  
**To:** tpbpd <tpbpd@pland.gov.hk>  
**Date:** Friday, 18 September 2020 2:13 AM HKT  
**Subject:** Fwd: A/NE-TKLN/35 DD 78 Tsung Yuen Ha

Dear TPB Members,

Plan shows Lawn and Trees!!!! But the site is concreted over so this is clearly just Green Wash.

Members should ask PlanD for an update image of the site.

Mary Mulvihill

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**From:**

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

**Sent:** Friday, June 19, 2020 3:31:39 AM

**Subject:** A/NE-TKLN/35 DD 78 Tsung Yuen Ha

A/NE-TKLN/35

Lot 356 (Part) in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North

Site area : About 1,116.05sq.m

Zoning : "VTD"

Applied use : Eating Place / 12 Vehicle Parking

Dear TPB Members,

The site has already been concreted over. Such a large restaurant space for a small village?

Restaurant use is Commercial.

More than likely the real intention is Open Storage in line with the site across the road.

This is near Lin Ma Hang Road with numerous applications for brownfield use.

It is TPB's responsibility to ensure that this area does not become another endless stretch of polluting and poorly managed brownfields.

Mary Mulvihill

FL 2

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致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

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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/90 Received on 07/01/2025

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 侯志強議員

簽署 Signature



日期 Date

2025.1.22

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

參考編號

**Reference Number:**

250131-232752-48665

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

31/01/2025 23:27:52

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

小姐 Miss Ng Hoi Yung Yo Yo

意見詳情

**Details of the Comment :**

提出反對! 這個路口已經經常有不少人不遵守交通規則，逆線行車，左線但向右轉! 在假日已經大塞車，停車場已經非常多，做成大混亂!!



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

參考編號

**Reference Number:**

250131-233403-50369

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

31/01/2025 23:34:03

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

小姐 Miss Li Dan Yu

意見詳情

**Details of the Comment :**

影響本村村民，現時已經有很多停車場並開着很多大燈，長時間不會關燈，而且車輛出出入入的時候，噪音極多，影響睡眠質素！

中午時分塞車的部分更是嚴重擠塞，阻塞出入口，車輛過多行人步行時很危險。

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

參考編號

**Reference Number:**

250131-233742-36878

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

31/01/2025 23:37:42

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. 葉凱華

意見詳情

**Details of the Comment :**

我是蓮麻坑村居民葉先生，  
今天看見規劃處的網頁，會在這該路段增設停車場及其他設施  
本人反對，反對增設這些停車場及設施  
我們村民出入已經是千辛萬苦，因為外來車輛太多非法停車場佔據行人路  
阻礙本村小巴出入，我們回家都受阻，  
所以我們反對增設再多的停車場。  
反對，改變規劃

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

參考編號

**Reference Number:**

250131-234124-16333

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

31/01/2025 23:41:24

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

小姐 Miss 歐陽詠詩

意見詳情

**Details of the Comment :**

本人經常到香園圍停車到國內工作，但看到很多車輛不會開車，單程路段，經常逆線行車，這路段原本已經非常擠塞，再增加停車場只會令蓮麻坑路更不能負荷!

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

參考編號  
**Reference Number:** 250131-234225-01760

提交限期  
**Deadline for submission:** 07/02/2025

提交日期及時間  
**Date and time of submission:** 31/01/2025 23:42:25

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TKLN/90

「提意見人」姓名/名稱  
**Name of person making this comment:** 先生 Mr. 葉子生

意見詳情  
**Details of the Comment :**

我是蓮麻坑村副村長。  
我反對增設停車場食肆及其他設施  
希望看見這段文字的官員能體諒我們  
因為蓮麻坑路該路段已經經常交通擠塞  
每天我們村民出入受盡阻塞小巴不能進來  
而且我們已經差不多一星期報警三次  
該路段根本不能負荷再多的停車場及設施  
我和其他村民都一致，反對再添加  
希望謹慎處理接受我哋嘅請求  
反對增加停車場及其他設施。謝謝。  
蓮麻坑村副村長請求。

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

參考編號

**Reference Number:**

250131-234531-78207

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

31/01/2025 23:45:31

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

世外桃源

意見詳情

**Details of the Comment :**

我哋係世外桃源露營地的  
我們地址是該路段的對面蓮麻坑路  
我們反對再增設停車場及設施  
嚴重影響我們客人出入阻塞交通  
已經太多車再增設停車場的話，我們沒法做生意  
強烈反對  
希望接納我們的意見

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

參考編號

**Reference Number:**

250131-234841-34623

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

31/01/2025 23:48:41

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

先生 Mr. 郭正

意見詳情

**Details of the Comment :**

大大反對在松園下村再增設停車場，已經有多個停車場，令本村已經在假日時，大塞車，現時已經在假日時非法營運停車場，都能夠看得到那個擠塞的道路，阻礙本村村民出入，車輛過多令步行到村口的居民危險性增加，車輛出入速度過快，而且小橋並不能負荷那麼多的車輛行駛。

不明白為什麼還要增設停車場？



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

參考編號

**Reference Number:**

250201-085342-17256

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

01/02/2025 08:53:42

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

小姐 Miss 何進賢

意見詳情

**Details of the Comment :**

蓮麻坑路及松園下範圍已經有很多停車場，不論假日或平日已經有大量車輛進入，導致馬路極度擠塞，再增設停車場的話，我們居民便不能方便出入，而且那一條小小的橋，根本不能夠負荷大量車輛進出。

加上本村的村民，很多小朋友會到松園下游樂場玩耍，車輛的進出速度很快容易發生意外，本人極度反對增設停車場。

現在近巴士站位置的馬路，已經經常性有車輛逆線行車，原本規劃上已經有問題，現在又再增加問題，到底城規會有沒有好好規劃，還是有官商勾結，所以不停允許停車場增設？



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

參考編號  
**Reference Number:** 250201-085640-03024

提交限期  
**Deadline for submission:** 07/02/2025

提交日期及時間  
**Date and time of submission:** 01/02/2025 08:56:40

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TKLN/90

「提意見人」姓名/名稱  
**Name of person making this comment:** 先生 Mr. 何紹昌

意見詳情  
**Details of the Comment :**

我反對興建庭停車場及食肆  
嚴重影響居民出入  
外來車輛，經常亦是行車阻塞交通  
如果強行規劃贊同他們興建停車場及極食肆  
我會聯合各方便嘅傳媒村民委會作出投訴  
我們會聯合拉橫額抗議，希望香港政府對待這件事  
我和村民集體反對。掙錢這些庭車場及食肆。  
影響本村及其他人和大自然破壞

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

參考編號  
**Reference Number:** 250201-090250-89925

提交限期  
**Deadline for submission:** 07/02/2025

提交日期及時間  
**Date and time of submission:** 01/02/2025 09:02:50

有關的規劃申請編號  
**The application no. to which the comment relates:** A/NE-TKLN/90

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

意見詳情  
**Details of the Comment :**

反對，反對，反對!

反對增設停車場，反對城規在毫無規劃性之下有計劃地將此地段成為停車場，現時已經經常性擠塞，不停響號，發出嘈音，騷擾本村民休息，雖然晚上9:00後才是噪音污染，但是試問有誰希望自己舒服在家由早上到晚上9:00都是嘈吵聲音，然後到晚上9:00後才安靜，嚴重影響身心健康。

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

參考編號

**Reference Number:**

250201-235853-82856

提交限期

**Deadline for submission:**

07/02/2025

提交日期及時間

**Date and time of submission:**

01/02/2025 23:58:53

有關的規劃申請編號

**The application no. to which the comment relates:**

A/NE-TKLN/90

「提意見人」姓名/名稱

**Name of person making this comment:**

小姐 Miss Diana Ng

意見詳情

**Details of the Comment :**

反對在松園下村興建停車場的意見

作為松園下村的居民，我認為政府應該重新考慮這個停車場計劃。從目前的情況來看，這個計劃並不能有效解決交通問題，反而會帶來更多不良影響。以下是我的主要擔憂：

1. 停車需求與供應不匹配 —— 目前蓮麻坑路沿線已有大量停車場，但許多停車位仍然未被充分使用，特別是在週末。我們應該優先提升現有停車場的使用率，而非一味擴建新的設施。
2. 道路條件無法負荷更多車輛 —— 村內道路本就狹窄，只能容納有限的車輛流量。如果停車場啟用，進出車輛勢必增加，影響居民日常出行。
3. 道路擴闊建議不可行 —— 根據報告 Figure 3.3，計劃擴闊部分路口，但事實上，他們並沒有路權進行這些改善措施。而且無名道路有多處屬於私人土地，根本無法拓展，導致計劃最終流於形式，無法真正紓緩擁堵。
4. 水浸問題嚴重 —— 蓮麻坑路長期受排水系統不足影響，每逢大雨就容易水浸。如果增加車輛流量，只會進一步惡化問題，令行車和行人安全受影響。
5. 過去經驗顯示停車場只為盈利，村民利益未被考慮 —— 過去許多停車場在建設時都承諾會改善交通環境，但最終只淪為純粹的收費設施，並未解決任何問題。我們不能再讓相同的情況發生。

在沒有完善規劃、沒有確保道路可負荷額外車流的前提下，貿然興建新的停車場，只會加重交通擠塞，影響居民生活。政府應該先解決現有的問題，而不是強行推行不必要的基建計劃。



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

參考編號

250202-000214-03130

**Reference Number:**

提交限期

07/02/2025

**Deadline for submission:**

提交日期及時間

02/02/2025 00:02:14

**Date and time of submission:**

有關的規劃申請編號

A/NE-TKLN/90

**The application no. to which the comment relates:**

「提意見人」姓名/名稱

小姐 Miss T chong

**Name of person making this comment:**

意見詳情

**Details of the Comment :**

## Strong Opposition to the Construction of a Car Park in Tsung Yuen Ha Village

As a resident of Tsung Yuen Ha Village, I strongly oppose the government's plan to build a car park in our area. This proposal, far from solving the traffic problems, will only worsen the situation and create new challenges for the community. Below are my key concerns:

### 1. Mismatch Between Parking Demand and Supply:

There is no genuine need for additional parking spaces in our area. Lin Ma Hang Road already has plenty of parking facilities, many of which remain underutilized, particularly on weekends. Rather than expanding to build new car parks, we should focus on improving the usage of existing spaces. The new car park will only be an unnecessary waste of resources.

### 2. Inadequate Road Capacity to Support Increased Traffic:

The roads within our village are narrow and already at full capacity. Adding a new car park will undoubtedly increase traffic, worsening congestion and making it even harder for residents to travel. The local infrastructure simply cannot handle the influx of additional vehicles.

### 3. Unfeasible Road Widening Plans:

The government proposes to widen certain road junctions to accommodate more traffic, but this plan is unrealistic. The unnamed roads are on private land, and the government lacks the legal rights to implement these changes. As such, the so-called road improvements are nothing more than empty promises that will fail to alleviate traffic congestion.

### 4. Serious Flooding Risk:

Lin Ma Hang Road already suffers from chronic drainage issues, leading to frequent flooding during heavy rain. Introducing more cars into the area will only exacerbate the problem, compromising the safety of both pedestrians and drivers. It is irresponsible to push forward with this plan without addressing the urgent drainage issues first.

### 5. Past Failures of Similar Projects:

History has shown that previous car parks built in the area were only designed to generate profit, with no consideration given to the impact on local traffic or the residents. These car parks were marketed as solutions to our traffic problems but ended up being nothing more than money-making ventures. We cannot allow this to happen again.

**Conclusion:**

This proposed car park is an ill-conceived plan that will do nothing to solve the problems it aims to address. Instead of pushing ahead with this unnecessary infrastructure project, the government must first address the underlying issues—such as the underutilization of existing car parks, the overburdened road system, and the inadequate drainage system. This plan must be stopped before it causes irreversible damage to the village's quality of life.

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

參考編號

250203-115247-06389

**Reference Number:**

提交限期

07/02/2025

**Deadline for submission:**

提交日期及時間

03/02/2025 11:52:47

**Date and time of submission:**

有關的規劃申請編號

A/NE-TKLN/90

**The application no. to which the comment relates:**

「提意見人」姓名/名稱

先生 Mr. NG SIU CHAU

**Name of person making this comment:**

意見詳情

**Details of the Comment :**

我是松園下村的居民，對於政府計劃在我們村內建設新的停車場，我感到非常憤怒！這種決定根本沒有考慮我們的日常生活，只是為了賺錢，完全無視我們村民的困境！

我們的村莊不需要更多停車場！目前已有許多停車場，但真正被使用的車位卻少之又少。為什麼還要浪費土地來興建一個根本沒必要的設施？

我們的道路已經不勝負荷！村內道路本來就很窄，週末的時候蓮麻坑路已經塞得動彈不得。再加上一個停車場，車輛進出只會讓情況更糟，影響我們的日常出行。

政府說要擴闊道路？這根本行不通！他們沒有路權，無名道路上還有很多屬於私人土地的部分，根本無法拓寬！這些承諾只是為了讓這個計劃看起來更合理，但實際上根本不會發生。

環境惡化，我們的生活質量下降！停車場意味著更多車輛，更多污染，更多噪音。村莊應該是我們安居樂業的地方，不是停車場！

我們的訴求被忽視！過去太多例子顯示，停車場建成後政府根本不會再理會村民的需求，只管收錢。我們不能再被愚弄！

結論

松園下村不是政府的搖錢樹！我們不需要更多停車場，只希望有一個安穩的生活環境。這個計劃沒有考慮村民的需要，只會破壞我們的生活，我們絕對不能接受！



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

參考編號

Reference Number:

250203-121140-57769

提交限期

Deadline for submission:

07/02/2025

提交日期及時間

Date and time of submission:

03/02/2025 12:11:40

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-TKLN/90

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 譚慧思

意見詳情

Details of the Comment :

作為松園下村的居民，我認為政府應該重新考慮這個停車場計劃。從目前的情況來看，這個計劃並不能有效解決交通問題，反而會帶來更多不良影響。以下是我的主要擔憂：

停車需求與供應不匹配 —— 目前蓮麻坑路沿線已有大量停車場，但許多停車位仍然未被充分使用，特別是在週末。我們應該優先提升現有停車場的使用率，而非一味擴建新的設施。

道路條件無法負荷更多車輛 —— 村內道路本就狹窄，只能容納有限的車輛流量。如果停車場啟用，進出車輛勢必增加，影響居民日常出行。

道路擴闊建議不可行 —— 根據報告 Figure 3.3，政府計劃擴闊部分路口，但事實上，他們並沒有路權進行這些改善措施。而且無名道路有多處屬於私人土地，根本無法拓展，導致計劃最終流於形式，無法真正紓緩擁堵。

水浸問題嚴重 —— 蓮麻坑路長期受排水系統不足影響，每逢大雨就容易水浸。如果增加車輛流量，只會進一步惡化問題，令行車和行人安全受影響。

過去經驗顯示停車場只為盈利，村民利益未被考慮 —— 過去許多停車場在建設時都承諾會改善交通環境，但最終只淪為純粹的收費設施，並未解決任何問題。我們不能再讓相同的情況發生。

結論

在沒有完善規劃、沒有確保道路可負荷額外車流的前提下，貿然興建新的停車場，只會加重交通擠塞，影響居民生活。政府應該先解決現有的問題，而不是強行推行不必要的基建計劃。



## 本人反對 A/NE-TKLN 90 的申請

身為松園下村的居民，我對於政府計劃興建新停車場的決定感到疑問。我並不反對改善村內的交通狀況，但我認為目前的方案並不可行，並可能適得其反。我希望政府可以考慮更合理的解決方案，而不是貿然增加一個未經深思熟慮的設施。

### 問題分析

停車場數量已足夠，但管理不善 —— 現有的停車場已經足夠，但因為位置分佈不均，導致部分停車場過度擁擠，而另一些則長期空置。這說明問題的根源在於管理，而不是數量不足。

交通壓力主要來自無序停車，而非停車場不足 —— 許多車主只願意停在最接近行人入口的地方，導致擁堵，而不是因為車位不夠。如果可以改善停車管理，例如引導車輛停放於較遠但仍可接受的區域，問題自然能夠緩解。

擴闊道路的計劃並不可行 —— 報告 (Figure 3.3) 建議擴闊路口，但因為涉及私人土地，政府根本沒有執行這項計劃的能力。若僅擴闊路口而無法擴建整條道路，問題依舊無法解決。**(理應先開闊到道路才給予發牌照)**

環境與社區影響應優先考慮 —— 增加停車場只會吸引更多車輛進入村內，帶來污染、噪音與額外的交通壓力，這與改善居民生活的目標背道而馳。

### 建議替代方案

優先提升現有停車場的使用率，例如提供更清晰的指引、增設標誌或調整收費機制，讓車輛更均衡地分佈。

加強交通管理，例如設置更多指示牌、優化停車場入口設計，以減少車輛進入村內的影響。

改善公共交通選項，鼓勵更多人使用公共運輸，減少對停車場的依賴。

結論

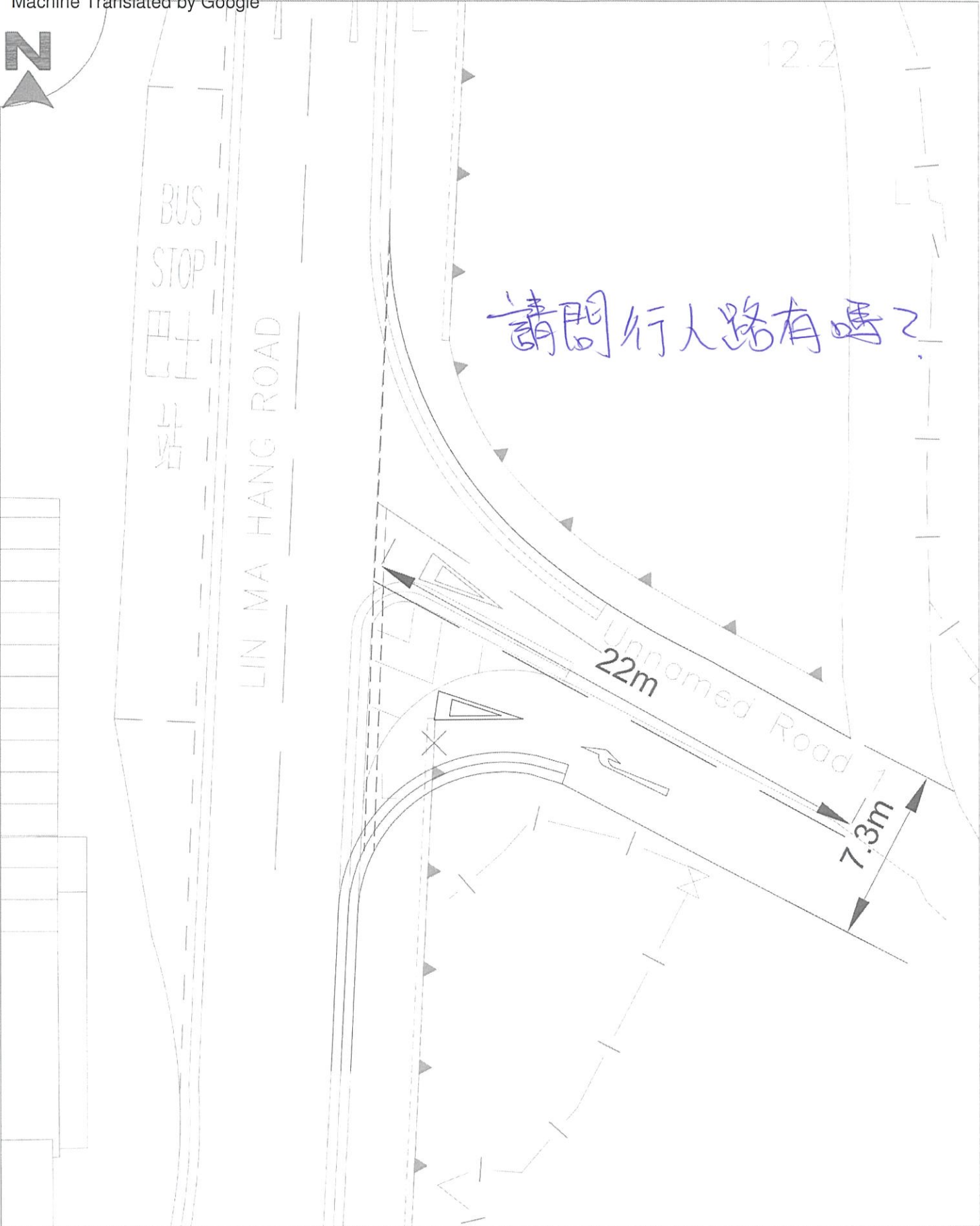
與其倉促增加一個新停車場，政府應該專注於提升現有設施的使用效率，並尋找更可行的交通管理方案，以真正解決問題，而不是製造更多問題。

反對人：譚慧思

電話：


地址：



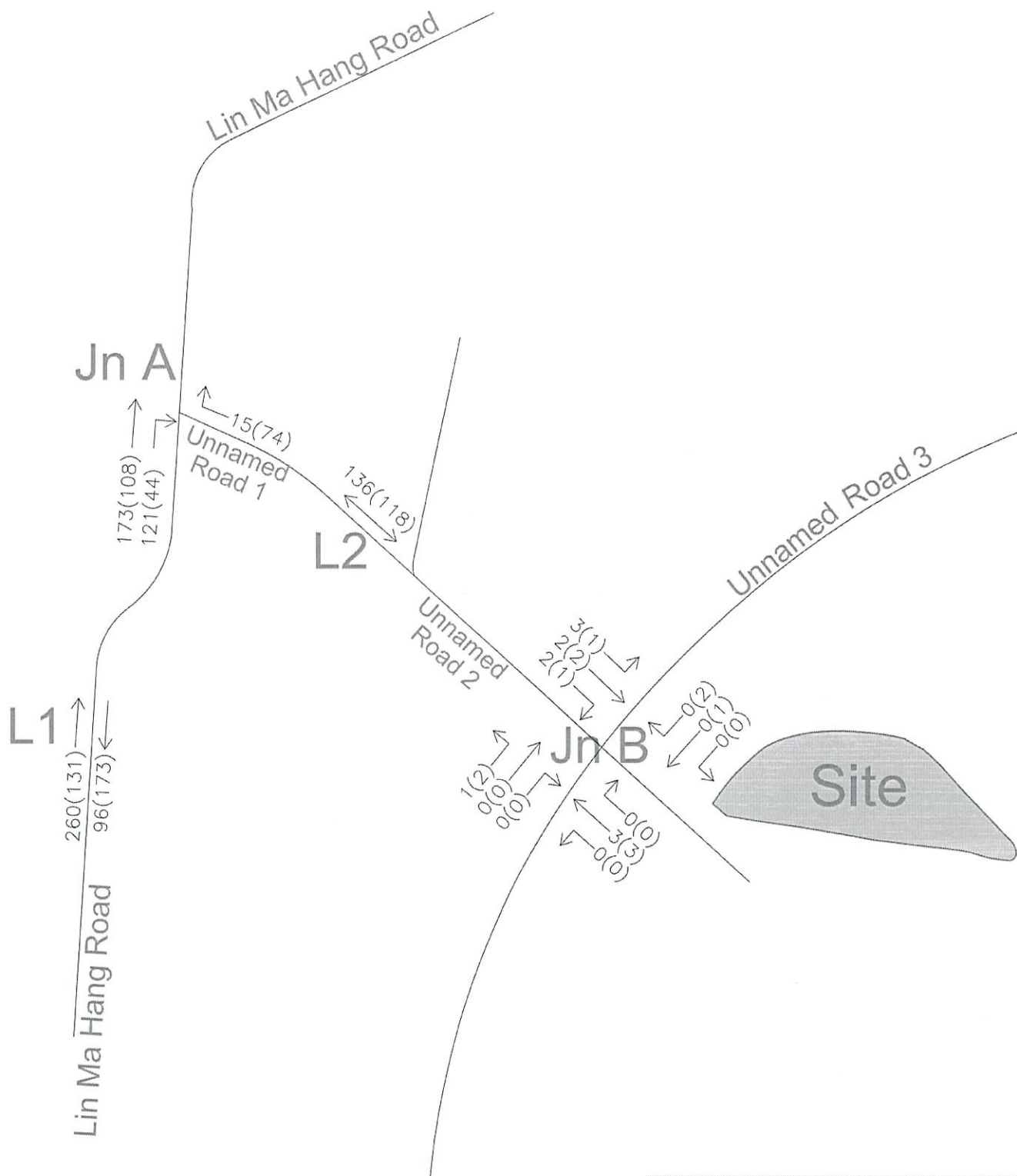


F:\8FM\8FM PROJECT\80110 TSUNG YUEN HA - PLANNING APPLICATION NO. ANE-TKLN90 - LIN TONG CARPARK\DATA\DRAWING\TA DRAWING\FIGURE 3.3.DWG

Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public  
Proposal - Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title - Proposed Road Improvement	Dwg No. - Figure 3.3	Rev. --	
	Scale - ---	Date - Jan 2025	



**Legend -**

- Traffic Flows at AM Peak Hr (PCU/HR)
  - Traffic Flows at PM Peak Hr (PCU/HR)
- 100(100)

**Proposal -** Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
 Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
 Observed Flow  
 during AM & PM Peak Hours

**Dwg No. -** Figure 3.2

**Scale -** ---

**Rev. -** —

**Date -** Jan 2025



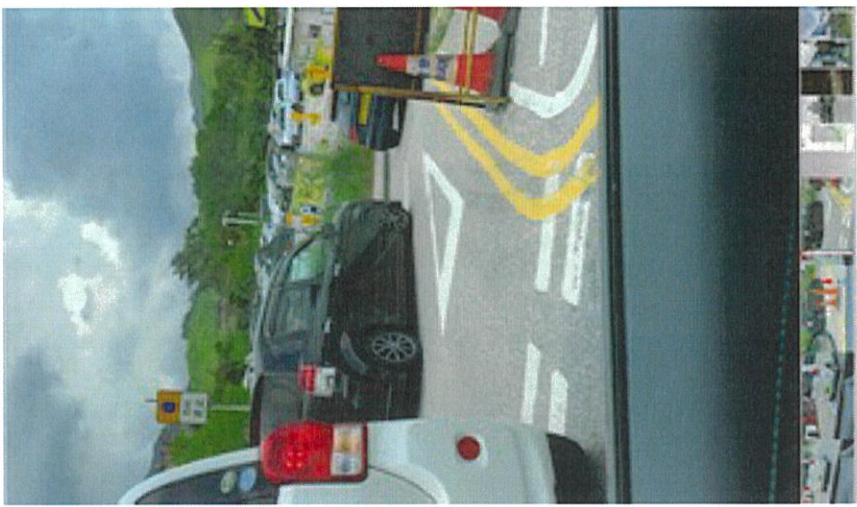
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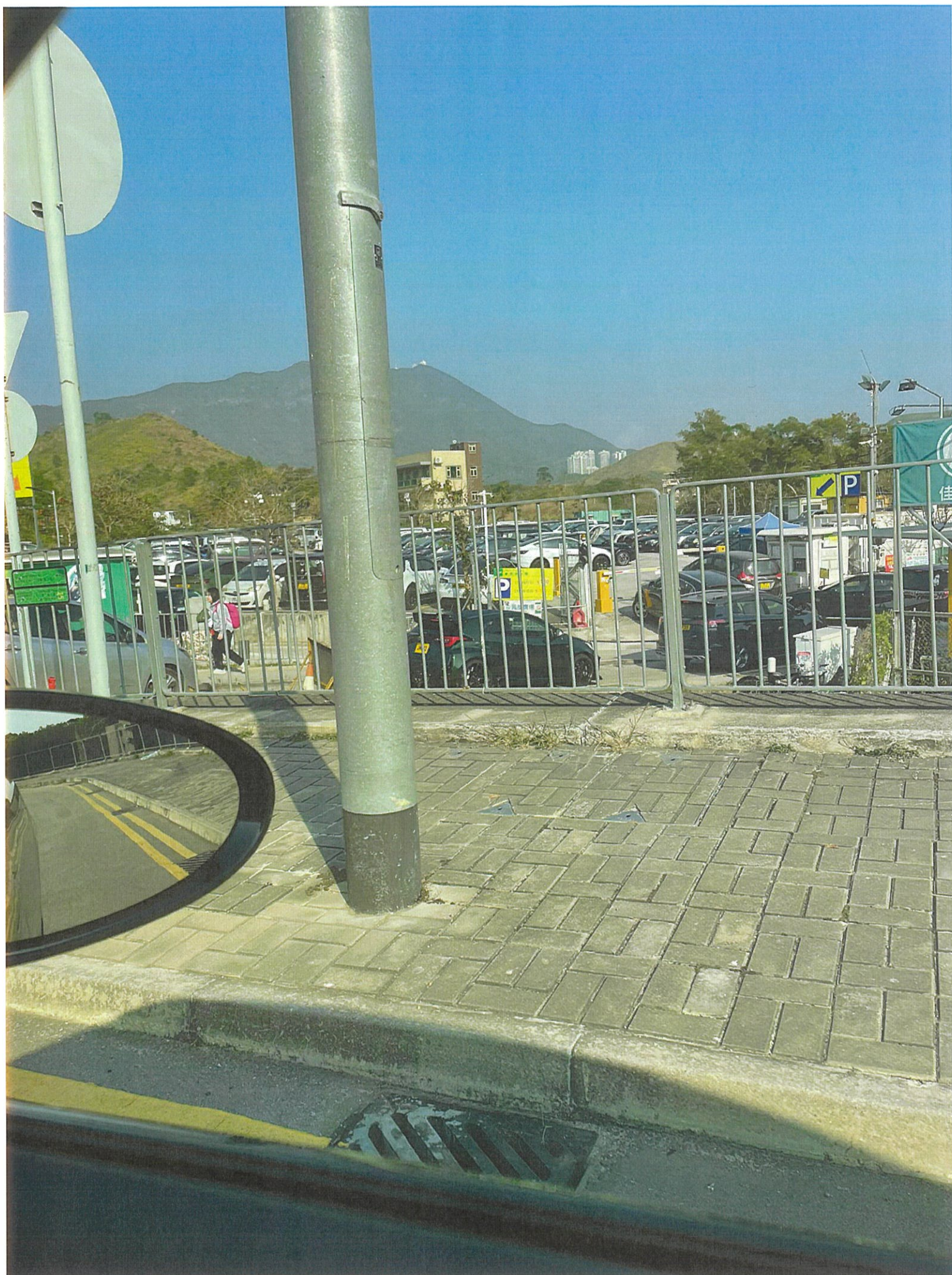
24-常規賽







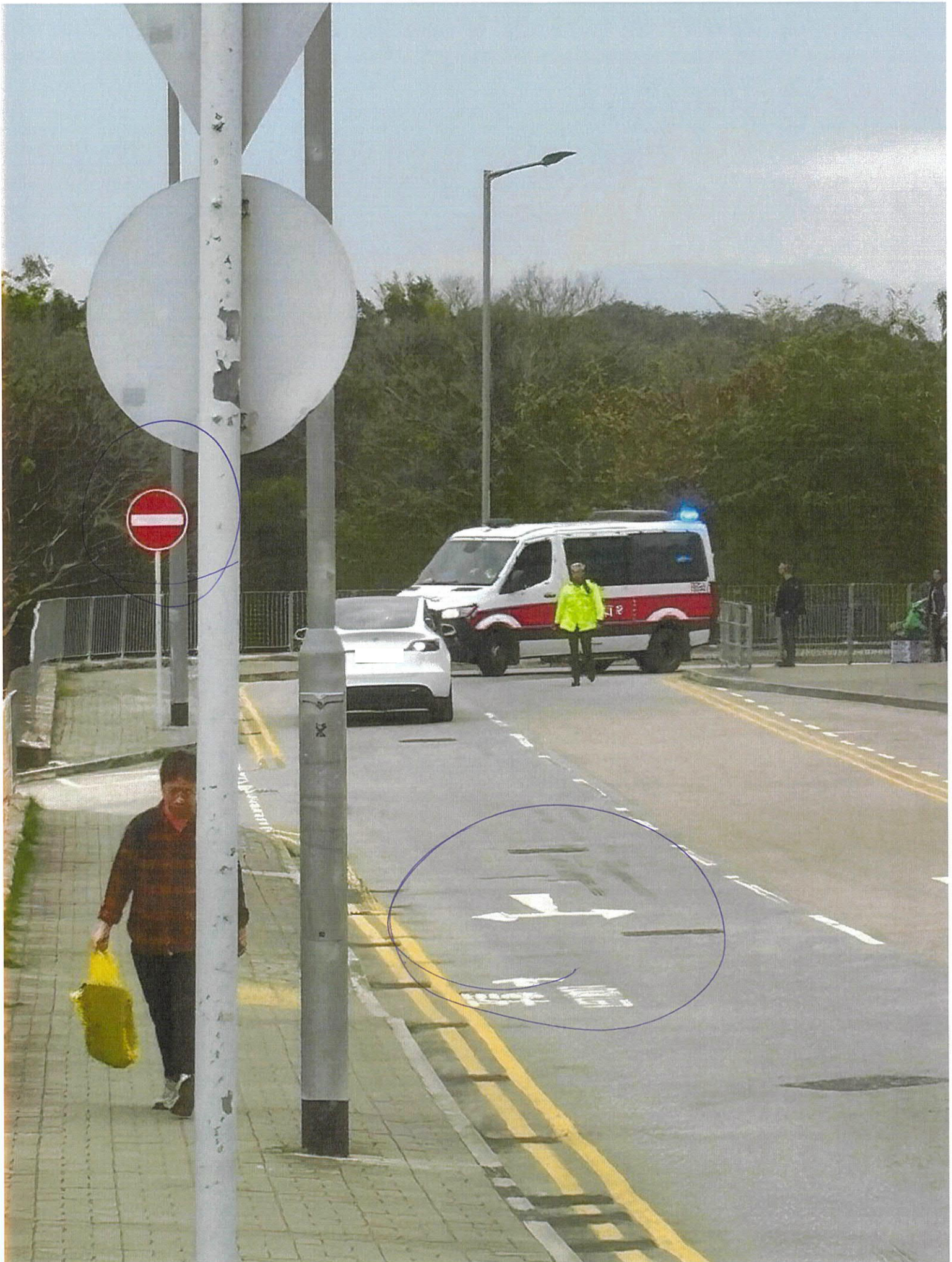














19

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

參考編號

250205-105312-45713

Reference Number:

提交限期

07/02/2025

Deadline for submission:

提交日期及時間

05/02/2025 10:53:12

Date and time of submission:

有關的規劃申請編號

A/NE-TKLN/90

The application no. to which the comment relates:

「提意見人」姓名/名稱

女士 Ms. CHAU WING CHUN

Name of person making this comment:

意見詳情

Details of the Comment :

本人反對這項申請

這個申請經常大量車量在村口出入，阻塞交通，還記得有一次村內火燭，消防車入不到村內救援，好在的是小火大煙，如果真是大火請問如何救火，我相信消防車出車是會有記錄的，你們可向消防署取記錄，查一下這方面的事。

根本這條村路實在太狹窄，跟本就不能容下這麼多的停車場，應首要條件係擴闊好道路。

在松園下村口的停車場當時申請時都有附帶好多條件，要做渠務、有做消防、要做好交通、要加設廁所等全部都無做，重要一拖再拖都完成不到，你們只看文件無實際去了解過情況，所做出黎的數據並不正確的

其實現在都應該要擴闊道路先，實左太塞車了。



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**From:**  
**Sent:** 2025-02-03 星期一 12:10:01  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** 反對 A/NE-TKLIN/90 申請  
**Attachment:** 20250203121045350.pdf

作為松園下村的居民，我認為政府應該重新考慮這個停車場計劃。從目前的情況來看，這個計劃並不能有效解決交通問題，反而會帶來更多不良影響。以下是我的主要擔憂：

停車需求與供應不匹配——目前蓮麻坑路沿線已有大量停車場，但許多停車位仍然未被充分使用，特別是在週末。我們應該優先提升現有停車場的使用率，而非一味擴建新的設施。

道路條件無法負荷更多車輛——村內道路本就狹窄，只能容納有限的車輛流量。如果停車場啟用，進出車輛勢必增加，影響居民日常出行。

道路擴闊建議不可行——根據報告 Figure 3.3，政府計劃擴闊部分路口，但事實上，他們並沒有路權進行這些改善措施。而且無名道路有多處屬於私人土地，根本無法拓展，導致計劃最終流於形式，無法真正紓緩擁堵。

**(應先改善好措施才可給予發牌，另外還要加上行人路)**

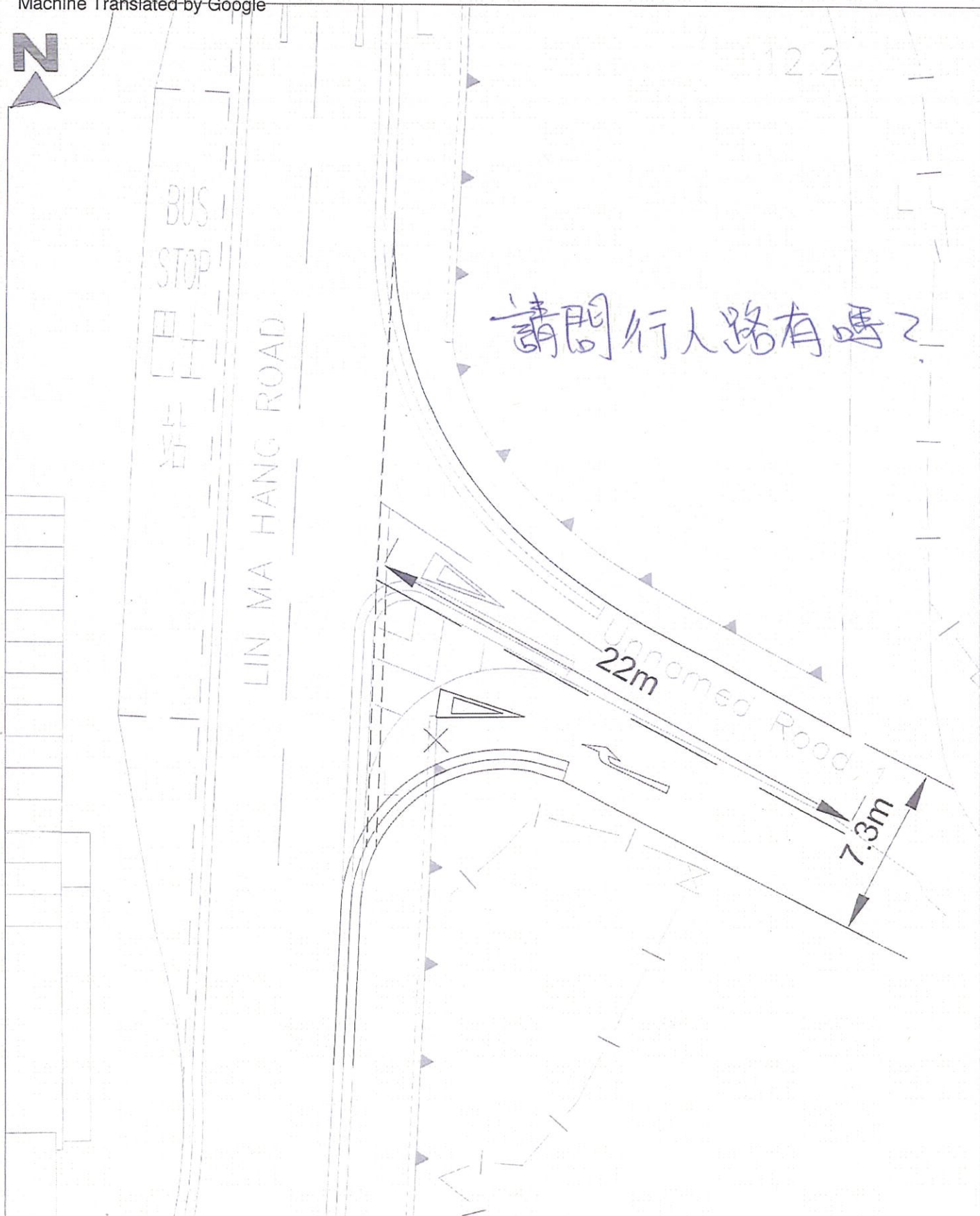
水浸問題嚴重——蓮麻坑路長期受排水系統不足影響，每逢大雨就容易水浸。如果增加車輛流量，只會進一步惡化問題，令行車和行人安全受影響。

過去經驗顯示停車場只為盈利，村民利益未被考慮——過去許多停車場在建設時都承諾會改善交通環境，但最終只淪為純粹的收費設施，並未解決任何問題。我們不能再讓相同的情況發生。

**結論**

在沒有完善規劃、沒有確保道路可負荷額外車流的前提下，貿然興建新的停車場，只會加重交通擠塞，影響居民生活。政府應該先解決現有的問題，而不是強行推行不必要的基建計劃。

**Mrs Ng /Grace Tam Tel:**



Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public  
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 Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

Drawing Title -  
 Proposed Road Improvement

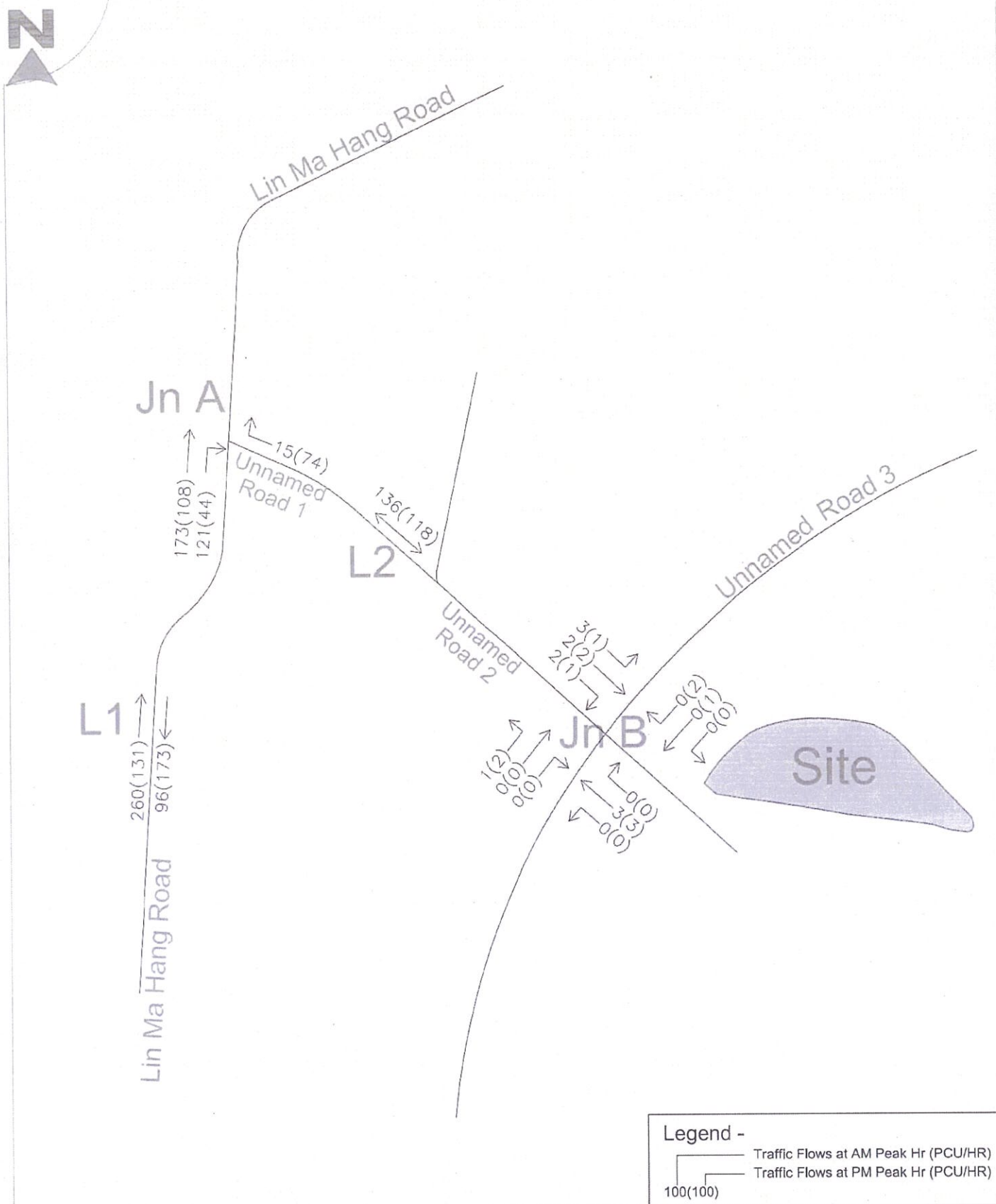
Dwg No. - Figure 3.3

Rev. - -

Scale - -

Date - Jan 2025





Proposed Eating Place, Local Provision Store, Ancillary Office, Store Room, and Public  
**Proposal -** Vehicle Park (Excluding Container Vehicle) for a Temporary Period of 3 Years  
 Lot No. 356 in D.D. 78, Tsung Yuen Ha, Ta Kwu Ling North, New Territories

**Drawing Title -**  
 Observed Flow  
 during AM & PM Peak Hours

**Dwg No. -** Figure 3.2

**Rev. -** ---

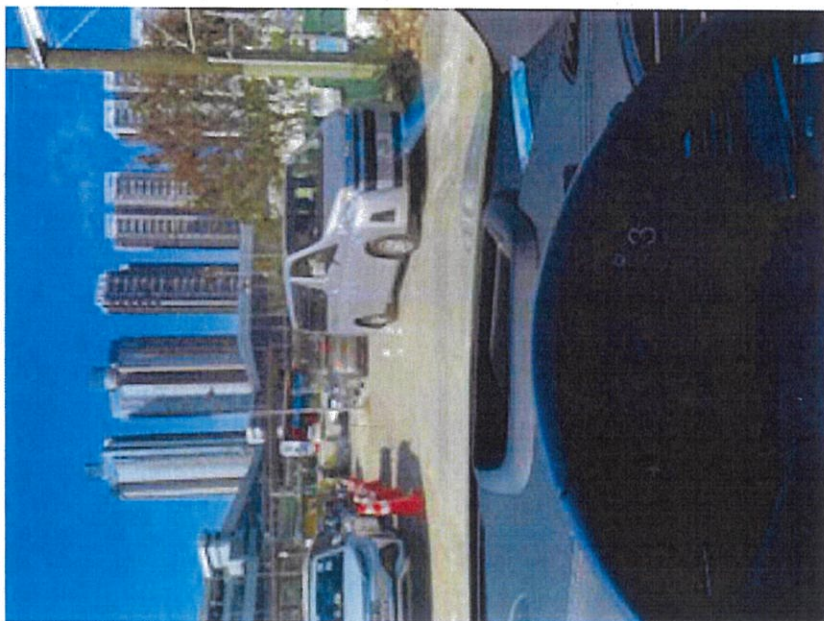
**Scale -** ---

**Date -** Jan 2025





经常阻塞



王明宇





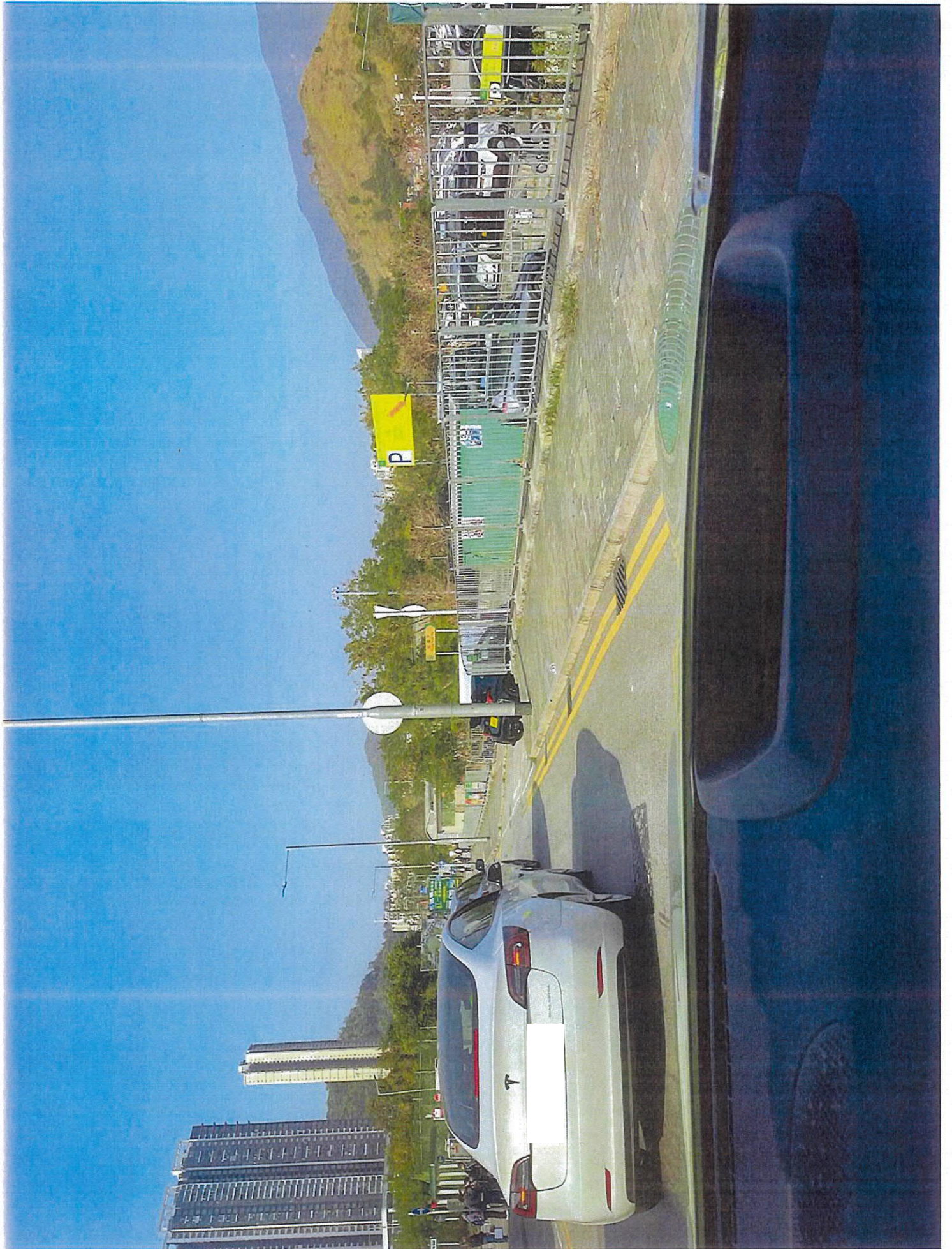
经常阻塞



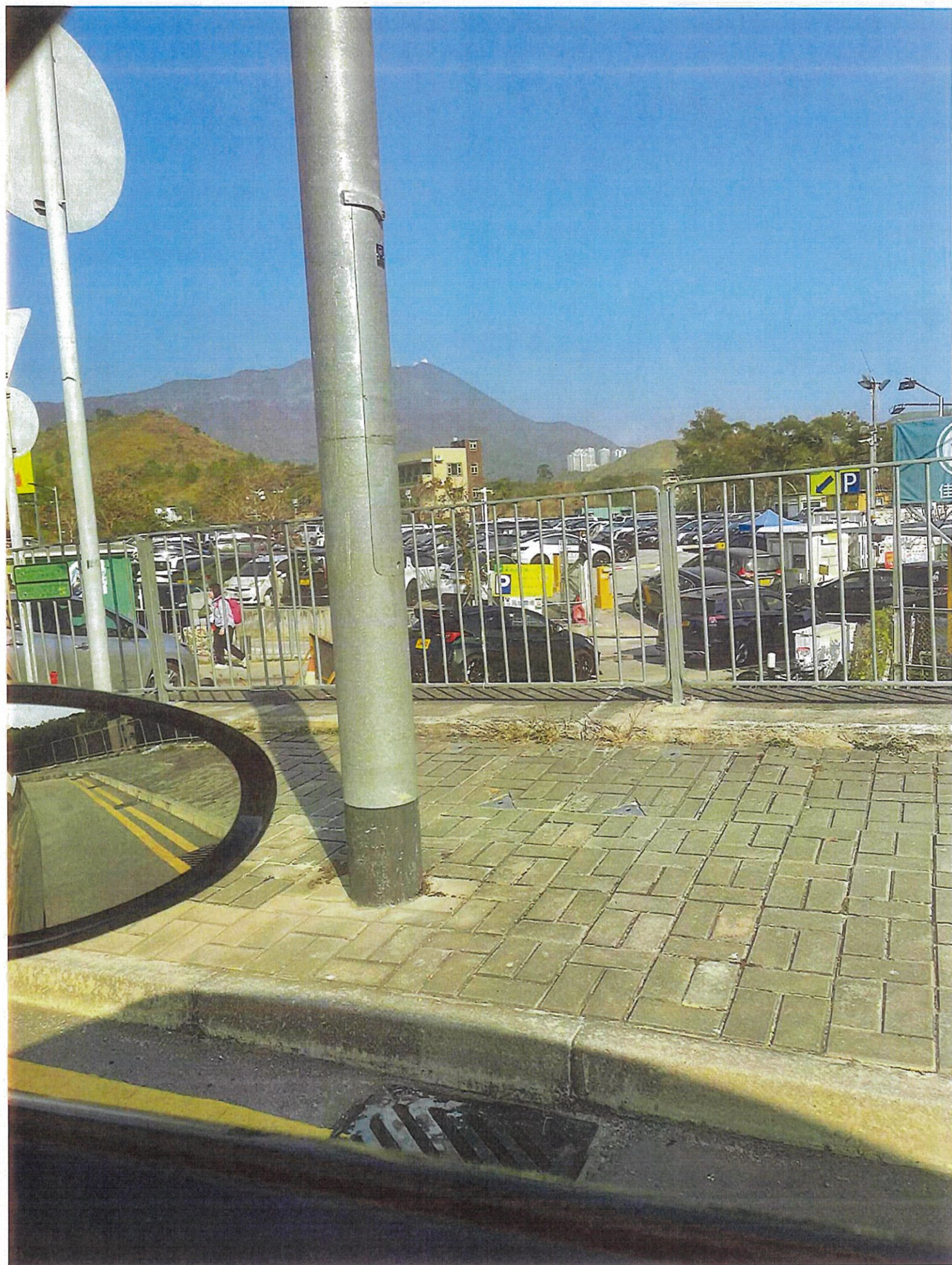
强子阻塞





















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**From:**  
**Sent:** 2025-02-06 星期四 01:46:08  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** A/NE-TKLN/90 申請反對  
**Attachment:** 附件一：單程道路.pdf

致城市規劃委員會：

A/NE-TKLN/90 申請經營的停車場只能通過一條單程行人及車輛兩用通道進出，申請人過往在申請地段違規經營的「松園餐廳停車場」常常導致該單程通道嚴重擠塞，尤其在週末時段，嚴重影響村民出入，此道路亦是村民離開的唯一出入口（見附件一）。

本人多次目睹行人在該通道步行時幾乎被車輛撞到，過多的車輛行駛進村內亦對村民造成極大安全隱患。

同時，申請地段旁邊是公共遊樂場，老人及兒童經常在該處玩樂休息。因此在申請地經營停車場與鄰近的公共遊樂場用途並不協調。本人曾多次目睹松園餐廳停車場出入的車輛與在旁邊公共遊樂場散步的老人及玩樂的兒童擦身而過。我實在不希望因為通過了該地點的申請，而造成任何難以挽回的悲劇。如有任何傷亡，又該由誰人負責？

香園圍口岸鄰近已有四個有牌停車場，提供的車位數量足夠應付假日的車流，並不需要第五個停車場。

本人懇請委員會就松園下村村民的安全及福祉拒絕批准 A/NE-TKLN/90 的申請。

謝謝。



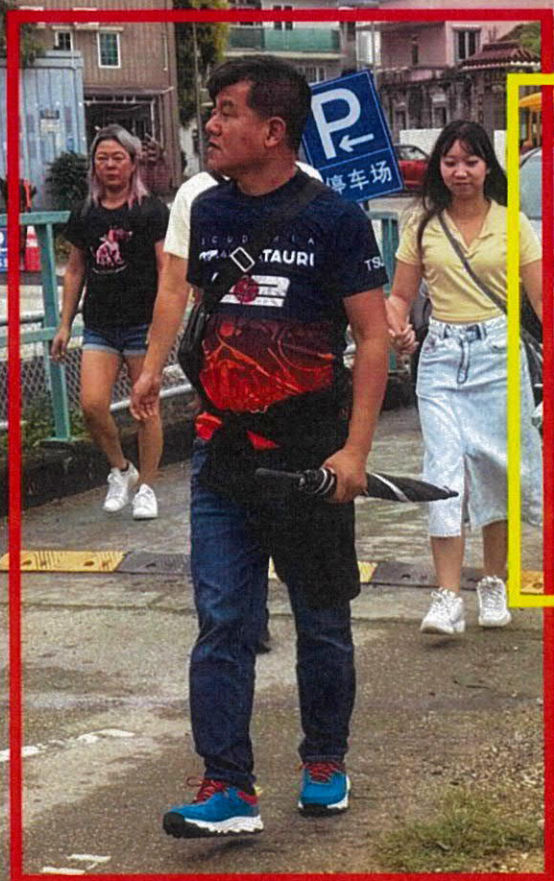
# 村內公共遊樂場

申請地段位置  
(位於村內)

唯一單程行人及車輛兩用進出口







**告示**

除本村居民及車輛外  
如非進入本村公幹或  
未經許可者請勿進入  
違者後果自負

松園下村委會告示

**行人及車輛共用一條通道**





單程道路無法容納  
過多車輛，造成擠塞