

2024年 11月 14日

**Appendix I of RNTPC Paper  
No. A/YL-MP/381**

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。

14 NOV 2024

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

**Form No. S16-III  
表格第 S16-III 號**

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

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

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

2402638 5/11 by hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/9C-MP/381
	Date Received 收到日期	14 NOV 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 )

Quadrangle HK Limited

### 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 )

領嶠物業顧問有限公司 Top Planning Property Consultants 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)	新界元朗米埔丈量約份第 104 約地段第 4822 號 (部分) LOT 4822 (PART) IN D.D.104, MAI PO YUEN LONG, 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 ..... 28,113 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Gross floor area 總樓面面積 ..... N/A ..... sq.m 平方米 <input 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	米埔及錦綉花園分區計劃大綱核准圖編號S/YL-MP/8 APPROVED MAI PO AND FAIRVIEW PARK OUTLINE ZONING PLAN NO. S/YL-MP/8
(e) Land use zone(s) involved 涉及的土地用途地帶	住宅(丁類) Residential (Group D)
(f) Current use(s) 現時用途	空置 Vacant  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 -

- ☐ is the sole "current land owner"<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)"<sup>#</sup>  
已通知 ..... 名「現行土地擁有人」<sup>#</sup>。

Details of the "current land owner(s)" <sup>#</sup> notified 已獲通知「現行土地擁有人」 <sup>#</sup> 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)<sup>#&</sup>  
於 \_\_\_\_\_ (日/月/年)向每一名「現行土地擁有人」<sup>#</sup>遞要求同意書<sup>&</sup>

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 5/11/2024 (DD/MM/YYYY)<sup>&</sup>  
於 5/11/2024 (日/月/年)在指定報章就申請刊登一次通知<sup>&</sup>
- ☐ posted notice in a prominent position on or near application site/premises on \_\_\_\_\_ (DD/MM/YYYY)<sup>&</sup>  
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<sup>&</sup>
- ☒ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on 4/11/2024 (DD/MM/YYYY)<sup>&</sup>  
於 4/11/2024 (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關係的鄉事委員會<sup>&</sup>

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	擬議臨時公眾停車場（貨櫃車除外）（為期3年）和相關的填塘及填土工程 Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and Associated Filling of Pond and Filling of Land  (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
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(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 ..... 3 ..... <input type="checkbox"/> month(s) 個月 .....
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**(c) Development Schedule 發展細節表**

Proposed uncovered land area 擬議露天土地面積	28,113	.....sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	N/A	.....sq.m <input type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	N/A	.....
Proposed domestic floor area 擬議住用樓面面積	N/A	.....sq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	N/A	.....sq.m <input type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	N/A	.....sq.m <input type="checkbox"/> 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)

N/A

**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	12
Motorcycle Parking Spaces 電單車車位	6
Light Goods Vehicle Parking Spaces 輕型貨車泊車位	23
Medium Goods Vehicle Parking Spaces 中型貨車泊車位	166
Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	0
Others (Please Specify) 其他 (請列明)	N/A

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

Taxi Spaces 的士車位	0
Coach Spaces 旅遊巴車位	0
Light Goods Vehicle Spaces 輕型貨車車位	0
Medium Goods Vehicle Spaces 中型貨車車位	0
Heavy Goods Vehicle Spaces 重型貨車車位	0
Others (Please Specify) 其他 (請列明)	N/A

Proposed operating hours 擬議營運時間																																	
營運時間為星期一至星期日上午7時至下午11時，包括公眾假期 ..... .....																																	
(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    No 否	<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)) 可從錦堊路前往 ..... <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)  <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          No 否 <input type="checkbox"/>	<input checked="" 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／範圍)  <input type="checkbox"/> Diversion of stream 河道改道  <input checked="" type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... 3369 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填塘深度 ..... 不多於1.2 m 米 <input type="checkbox"/> About 約  <input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... 28,113 sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of filling 填土厚度 ..... 不多於0.2 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																															
(iii) Would the development proposal cause any adverse impacts?  擬議發展計劃會否造成不良影響？	<table style="width: 100%;"> <tr><td>On environment 對環境</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>On traffic 對交通</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>On water supply 對供水</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>On drainage 對排水</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>On slopes 對斜坡</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>Affected by slopes 受斜坡影響</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>Landscape Impact 構成景觀影響</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>Tree Felling 砍伐樹木</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>Visual Impact 構成視覺影響</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> <tr><td>Others (Please Specify) 其他 (請列明)</td><td>Yes 會 <input type="checkbox"/></td><td>No 不會 <input checked="" type="checkbox"/></td></tr> </table>			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"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																															
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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	<div style="display: flex;"> <div style="flex: 1;"> <input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件           <input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件           <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：         </div> <div style="flex: 2;"> <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> </div> </div>
(f) Renewal period sought 要求的續期期間	<input type="checkbox"/> year(s) 年 ..... <input type="checkbox"/> month(s) 個月 .....

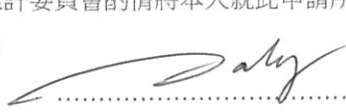


**8. Declaration 聲明**

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

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.  
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署

  
.....  
Jacky Wong

Name in Block Letters  
姓名（請以正楷填寫）

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

Manager

Position (if applicable)  
職位（如適用）

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

專業資格

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

on behalf of  
代表

領嶠物業顧問有限公司 Top Planning Property Consultants Limited

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

Date 日期

4/11/2024

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及  
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。



## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)  
(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	新界元朗米埔丈量約份第 104 約地段第4822號 (部分) LOT 4822 (PART) IN D.D.104, MAI PO YUEN LONG, NEW TERRITORIES
Site area 地盤面積	28,113 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	米埔及錦綉花園分區計劃大綱核准圖編號S/YL-MP/8 APPROVED MAI PO AND FAIRVIEW PARK OUTLINE ZONING PLAN NO. S/YL-MP/8
Zoning 地帶	住宅(丁類) Residential (Group D)
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 3 <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	擬議臨時公眾停車場 (貨櫃車除外) (為期3年) 和相關的填塘及填土工程 Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 3 Years and Associated Filling of Pond and Filling of Land

(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	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	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
(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"/> (Not more than 不多於) m 米
		N/A	<input type="checkbox"/> (Not more than 不多於) Storeys(s) 層
	Non-domestic 非住用	N/A	<input type="checkbox"/> (Not more than 不多於) m 米
		N/A	<input type="checkbox"/> (Not more than 不多於) Storeys(s) 層
(iv) Site coverage 上蓋面積	N/A % <input 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		207
	Private Car Parking Spaces 私家車車位 12 Motorcycle Parking Spaces 電單車車位 6 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 23 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 166 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 0 Others (Please Specify) 其他 (請列明) N/A _____ _____		
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		0
	Taxi Spaces 的士車位 0 Coach Spaces 旅遊巴車位 0 Light Goods Vehicle Spaces 輕型貨車車位 0 Medium Goods Vehicle Spaces 中型貨車車位 0 Heavy Goods Vehicle Spaces 重型貨車車位 0 Others (Please Specify) 其他 (請列明) N/A _____ _____		

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
<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 checked="" type="checkbox"/>	<input type="checkbox"/>
Land status, Site location and access plan, Zoning plan, Paved ratio plan		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
行政摘要, 申請報告書		
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。

## 行政摘要

根據《城市規劃條例》(第 131 章)第 16 條遞交的許可申請擬議在

新界元朗米埔丈量約份第 104 約地段第 4822 號 (部分)

作擬議臨時公眾停車場 (貨櫃車除外) (為期 3 年) 和相關的填塘及填土工程

1. 本擬議申請擬議臨時公眾停車場 (貨櫃車除外) (為期3年) 和相關的填塘及填土工程，座落於米埔及錦綉花園分區計劃大綱核准圖編號S/YL-MP/8上的「住宅(丁類)」地帶。根據該大綱圖的註釋，「公眾停車場 (貨櫃車除外)」需屬於「住宅(丁類)」地帶內的第二欄用途，然而臨時用途或發展須先向城規會提出申請。
2. 本擬議發展的地盤面積為約28,113平方米，當中不涉及政府土地，由於是公眾停車場用途，沒有上蓋面積，涉及填塘及填土工程。申請地點設有6個電單車停車位 (1米 x 2.4米)、12個私家車停車位 (2.5米 x 5米)、23個輕型貨車停車位 (3.5米 x 7米)、166個中型貨車停車位 (3.5米 x 11米) 總共207個停車位，並沒有上落客貨車位。擬議發展的營運時間為星期一至日早上7時至下午11時。
3. 規劃申請理據如下：
  - 3.1 本擬議發展為臨時性質，因此不會影響申請地點作為「住宅(丁類)」用途長遠規劃的發展；
  - 3.2 本擬議發展只作公眾停車場用途，不會停泊沒有有效牌照的車輛；
  - 3.3 本擬議發展不涉及洗車、維修、拆裝、噴油等工場活動；
  - 3.4 本擬議發展有獨立出入口，不會影響附近村民進出；
  - 3.5 本擬議發展附近土地主要是用作露天存放及停車場，因此與周邊用途及性質兼容；
  - 3.6 本擬議發展不會對附近地方構成不良的交通、環境及排水影響；
4. 根據以上各點，申請人懇請城市規劃委員會寬大批准新界元朗米埔丈量約份第 104 約地段第 4822 號 (部分) 作擬議臨時公眾停車場 (貨櫃車除外) (為期 3 年) 和相關的填塘及填土工程。

## 申請報告書

### 1. 背景

- 1.1 本擬議申請地點位於新界元朗米埔丈量約份第 104 約地段第4822號（部分），現根據城市規劃條例第16條在上述地點向城市規劃委員會作出規劃許可申請擬議臨時公眾停車場（貨櫃車除外）（為期3年）和相關的填塘及填土工程。
- 1.2 本擬議臨時公眾停車場（貨櫃車除外）申請主要是提供不同類型的停車位給公眾使用。

### 2. 擬議發展細節

- 2.1 本擬議發展的地盤面積為約 28,113 平方米，不涉及政府土地，由於是公眾停車場用途並沒有上蓋面積，是次申請需要進行填塘及填土工程，填土面積為約 28,113 平方米其中包括約 3,369 平方米填塘，填塘深度不多於 1.2 米（包括 0.2 米填土），填土不多於 0.2 米。擬議發展的營運時間為星期一至日早上 7 時至下午 11 時。
- 2.2 本擬議申請地點可從錦壘路前往，申請場內出入閘口闊度為約 9 米（位於西面），設有 6 個電單車停車位（1 米 x 2.4 米）、12 個私家車停車位（2.5 米 x 5 米）、23 個輕型貨車停車位（3.5 米 x 7 米）、166 個中型貨車停車位（3.5 米 x 11 米）總共 207 個停車位，不會停泊沒有有效牌照的車輛，更不會涉及洗車、維修、拆裝、噴油等工場活動，由於只是作為公眾停車場，因此不會設有上落客貨車車位。

電單車車輛流量預算（星期一至日）			
時間	入	出	每小時車輛入出次數
07:00-08:00	0	1	1
08:00-09:00	0	2	2
09:00-10:00	0	1	1
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0



17:00-18:00	2	0	2
18:00-19:00	2	1	3
19:00-20:00	1	1	2
20:00-21:00	1	0	1
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	6	6	12

私家車車輛流量預算（星期一至日）

時間	入	出	每小時車輛入出次數
07:00-08:00	0	2	2
08:00-09:00	0	2	2
09:00-10:00	4	0	4
10:00-11:00	0	0	0
11:00-12:00	2	0	2
12:00-13:00	2	0	2
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	2	2
18:00-19:00	0	2	2
19:00-20:00	0	2	2
20:00-21:00	2	1	3
21:00-22:00	2	0	2
22:00-23:00	0	1	1
合計	12	12	24

輕型貨車車輛流量預算（星期一至日）

時間	入	出	每小時車輛入出次數
07:00-08:00	0	4	4
08:00-09:00	0	4	4
09:00-10:00	0	4	4
10:00-11:00	0	4	4
11:00-12:00	2	2	4
12:00-13:00	1	2	3
13:00-14:00	2	1	3
14:00-15:00	2	1	3
15:00-16:00	2	0	2

16:00-17:00	4	0	4
17:00-18:00	2	1	3
18:00-19:00	4	0	4
19:00-20:00	4	0	4
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	23	23	46
中型貨車車輛流量預算（星期一至六） 星期日及公眾假期中型貨車不會進出			
時間	入	出	每小時車輛入出次數
07:00-08:00	16	20	36
08:00-09:00	0	40	40
09:00-10:00	0	30	30
10:00-11:00	0	20	20
11:00-12:00	0	10	10
12:00-13:00	0	10	10
13:00-14:00	20	10	30
14:00-15:00	10	10	20
15:00-16:00	10	0	10
16:00-17:00	30	0	30
17:00-18:00	40	0	40
18:00-19:00	20	4	24
19:00-20:00	10	8	18
20:00-21:00	10	4	14
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	166	166	332

### 3. 規劃背景

3.1 本擬議申請座落於米埔及錦綉花園分區計劃大綱核准圖編號S/YL-MP/8上的「住宅(丁類)」。根據該大綱圖的註釋，「公眾停車場(貨櫃車除外)」需屬於「住宅(丁類)」地帶內的第二欄用途，然而臨時用途或發展須先向城規會提出申請。

3.2 參照規劃署記錄，申請地點曾經獲得批准進行填塘及填土工程：

個案編號	申請用途	獲批會議日期
A/YL-MP/242	擬議屋宇發展、略為放寬建築物高度限制由6米改為6.6米、進行填塘/填土及挖土工程	27/02/2015
A/YL-MP/287	擬議屋宇發展、略為放寬建築物高度限制、進行填塘/填土及挖土工程	26/05/2020

### 4. 規劃申請理據

- 4.1 本擬議發展為臨時性質，因此不會影響申請地點作為「住宅(丁類)」用途長遠規劃的發展；
- 4.2 本擬議發展只作公眾停車場用途，不會停泊沒有有效牌照的車輛；
- 4.3 本擬議發展不涉及洗車、維修、拆裝、噴油等工場活動；
- 4.4 本擬議發展有獨立出入口，不會影響附近村民進出；
- 4.5 本擬議發展附近土地主要是用作露天存放及停車場，因此與周邊用途及性質兼容；
- 4.6 本擬議發展不會對附近地方構成不良的交通、環境及排水影響；

### 5. 總結

- 5.1 本擬議發展為臨時性質，申請人主要希望提供不同類型的停車位給公眾使用，而且申請地點與周邊土地用途及環境兼容，不會對生態、環境、空氣及噪音帶來負面影響，若此申請獲得批准後，相關消防裝置、排水設施及一切附帶條件會嚴格遵守及履行。
- 5.2 根據以上各點，申請人懇請城市規劃委員會寬大批准新界元朗米埔丈量約份第 104 約地段第4822號（部分）作擬議臨時公眾停車場（貨櫃車除外）（為期3年）和相關的填塘及填土工程。

LOCATION OF THE APPLICATION SITE

APPLICATION SITE AREA : 28,113m<sup>2</sup> (ABOUT)

VEHICULAR ACCESS

ACCESSIBLE FROM KAM POK ROAD



PROJECT

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

SITE LOCATION

LOT 4822 (PART) IN D.D.104 ,MAI  
PO YUEN LONG, NEW  
TERRITORIES

SCALE

1 : 2000 @ A4

DRAWING TITLE

SITE LOCATION AND ACCESS PLAN

DRAWN BY

J.W

DATE

10.10.2024

REVISED BY

DATE

APPROVED BY

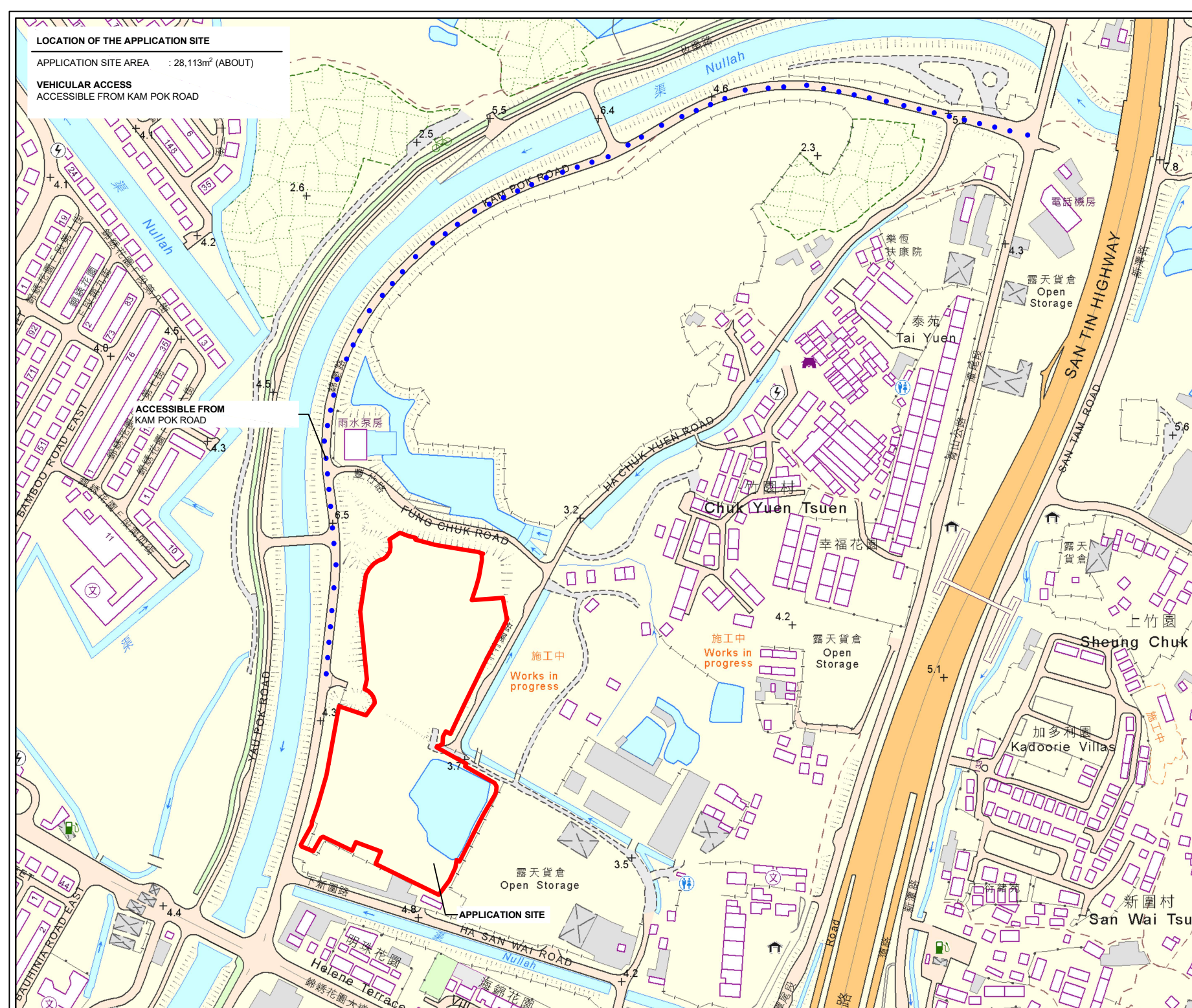
DATE

DWG NO.

PLAN 3

VER.

A-1





# ZONING OF THE APPLICATION SITE

APPLICATION SITE AREA : 28,113 m<sup>2</sup> (ABOUT)  
OUTLINE ZONING PLAN : APPROVED MAI PO AND FAIRVIEW PARK  
OZP PLAN NO. : OUTLINE ZONING PLAN NO. S/YL-MP/8  
AREA ZONED AS "R(D)" : 28,113 m<sup>2</sup> (ABOUT)



## PROJECT

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

## SITE LOCATION

LOT 4822 (PART) IN D.D.104 ,MAI  
PO YUEN LONG, NEW  
TERRITORIES

## SCALE

1 : 3000 @ A4

## DRAWING TITLE

ZONING PLAN

## DRAWN BY

J.W

## DATE

10.10.2024

## REVISED BY

## DATE

## APPROVED BY

## DATE

## DWG NO.

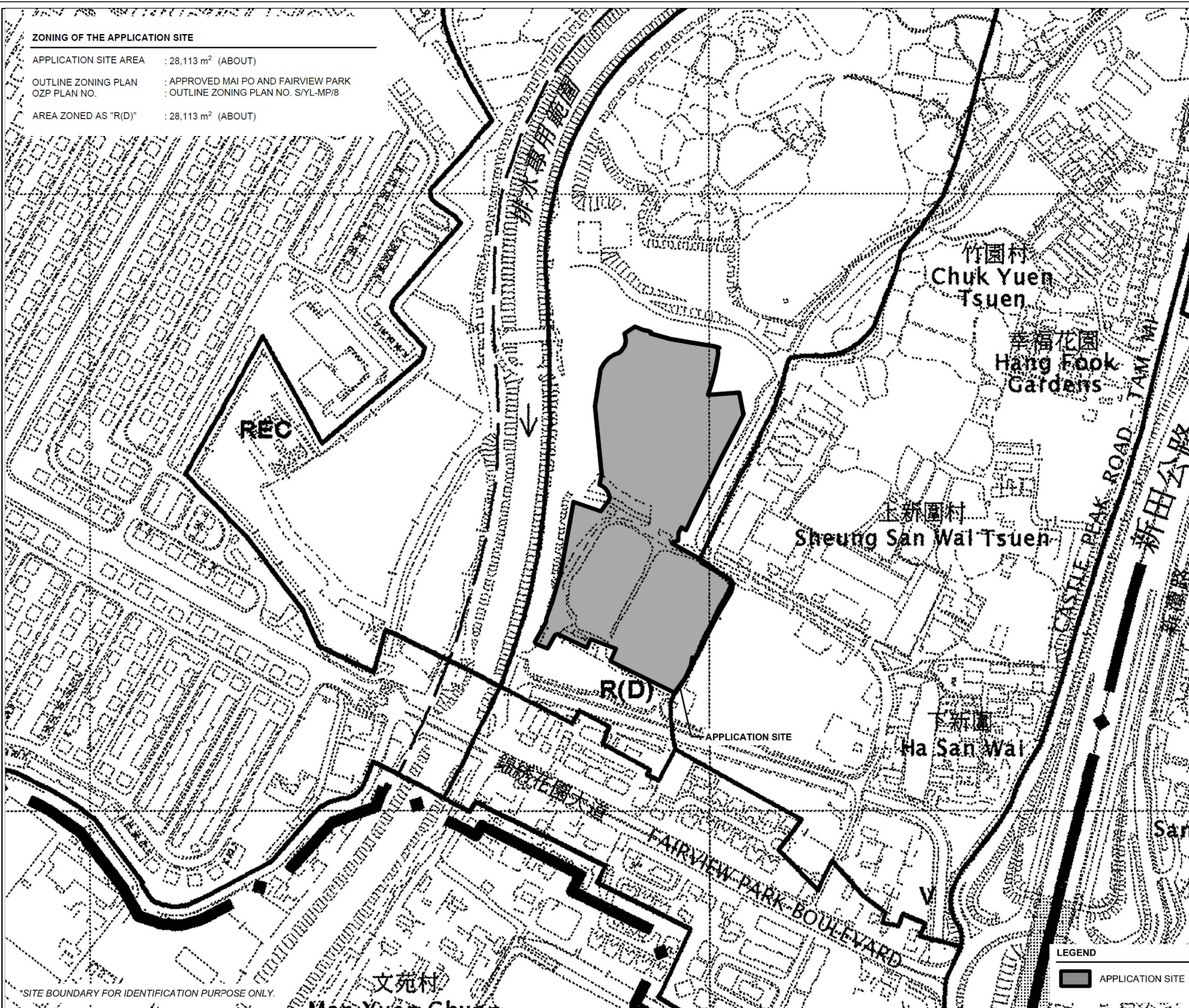
PLAN 4

## VER.

A-1

## LEGEND

APPLICATION SITE



\*SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY.



# LAND STATUS OF THE APPLICATION SITE

APPLICATION SITE AREA : 28,113m<sup>2</sup> (ABOUT)



TOP 領 嶠  
PLANNING



## PROJECT

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

## SITE LOCATION

LOT 4822 (PART) IN D.D.104 ,MAI  
PO YUEN LONG, NEW  
TERRITORIES

## SCALE

1 : 2000 @ A4

## DRAWING TITLE

LAND STATUS

## DRAWN BY

J.W

## DATE

10.10.2024

## REVISED BY

## DATE

## APPROVED BY

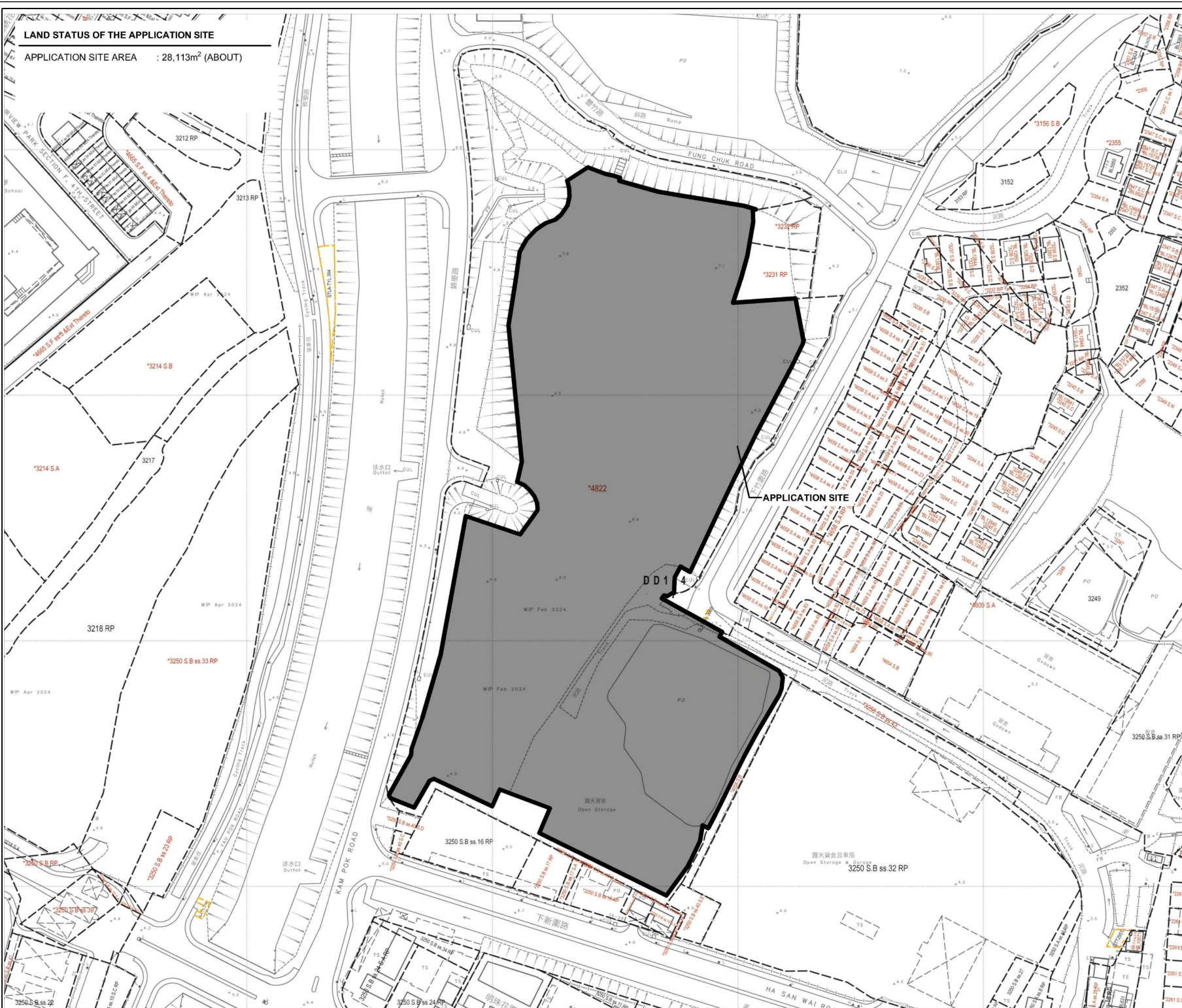
## DATE

## DWG NO.

PLAN 1

## VER.

A-1



## DEVELOPMENT PARAMETERS

APPLICATION SITE AREA : 28,113 m<sup>2</sup> (ABOUT)  
COVERED AREA : 0 m<sup>2</sup> (ABOUT)  
UNCOVERED AREA : 28,113 m<sup>2</sup> (ABOUT)

PLOT RATIO : 0 (ABOUT)  
SITE COVERAGE : 0% (ABOUT)

NO. OF STRUCTURE : 0  
DOMESTIC GFA : NOT APPLICABLE  
NON-DOMESTIC GFA : 0 m<sup>2</sup> (ABOUT)  
TOTAL GFA : 0 m<sup>2</sup> (ABOUT)

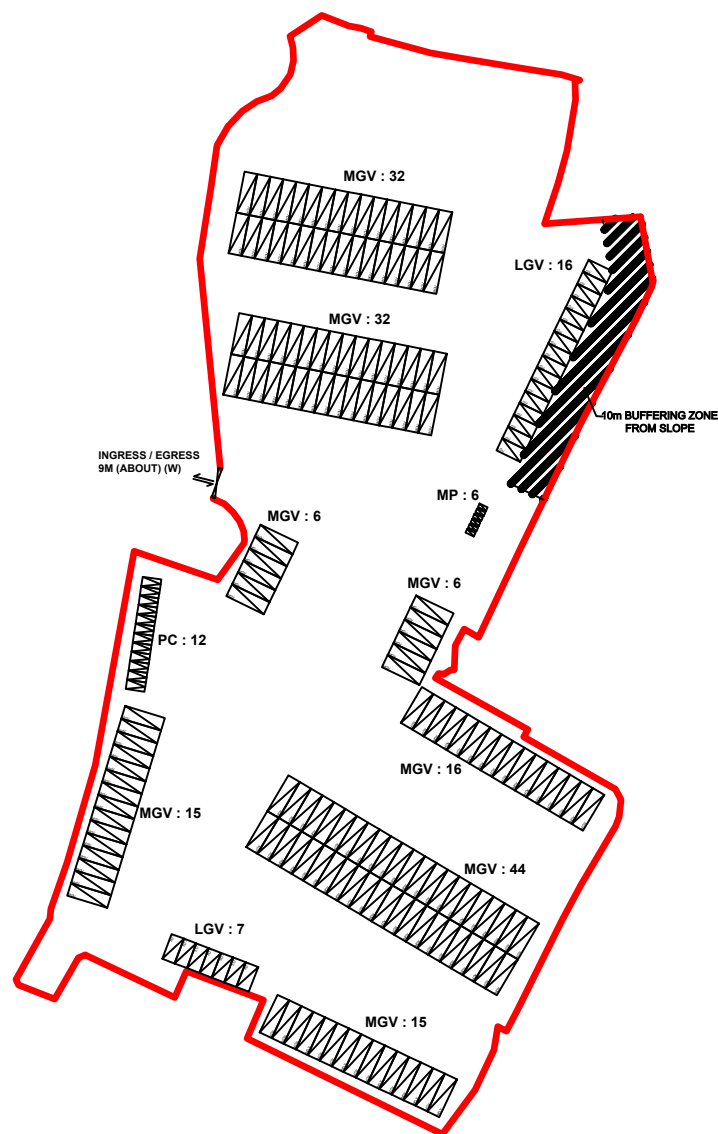
BUILDING HEIGHT : 0 (ABOUT)  
NO. OF STOREY : 0

NO. OF MG V PARKING SPACE : 166  
DIMENSION OF PARKING SPACE : 3.5m x 11m

NO. OF LG V PARKING SPACE : 23  
DIMENSION OF PARKING SPACE : 3.5m x 7m

NO. OF PRIVATE CAR PARKING SPACE : 12  
DIMENSION OF PARKING SPACE : 2.5m x 5m

NO. OF MOTORCYCLE PARKING SPACE : 6  
DIMENSION OF PARKING SPACE : 1m x 2.4m



## LEGEND

- APPLICATION SITE
- PARKING SPACE (MGV)
- PARKING SPACE (LGV)
- PARKING SPACE (PC)
- INGRESS / EGRESS



## PROJECT

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

## SITE LOCATION

LOTS 4822(PART) IN D.D. 104 ,  
YUEN LONG, MAI PO, NEW  
TERRITORIES

## SCALE

1 : 2000 @ A4

## DRAWING TITLE

LAYOUT PLAN

## DRAWN BY

J.W

## DATE

10.10.2024

## REVISED BY

## DATE

## APPROVED BY

## DATE

## DWG NO.

PLAN 2

## VER.

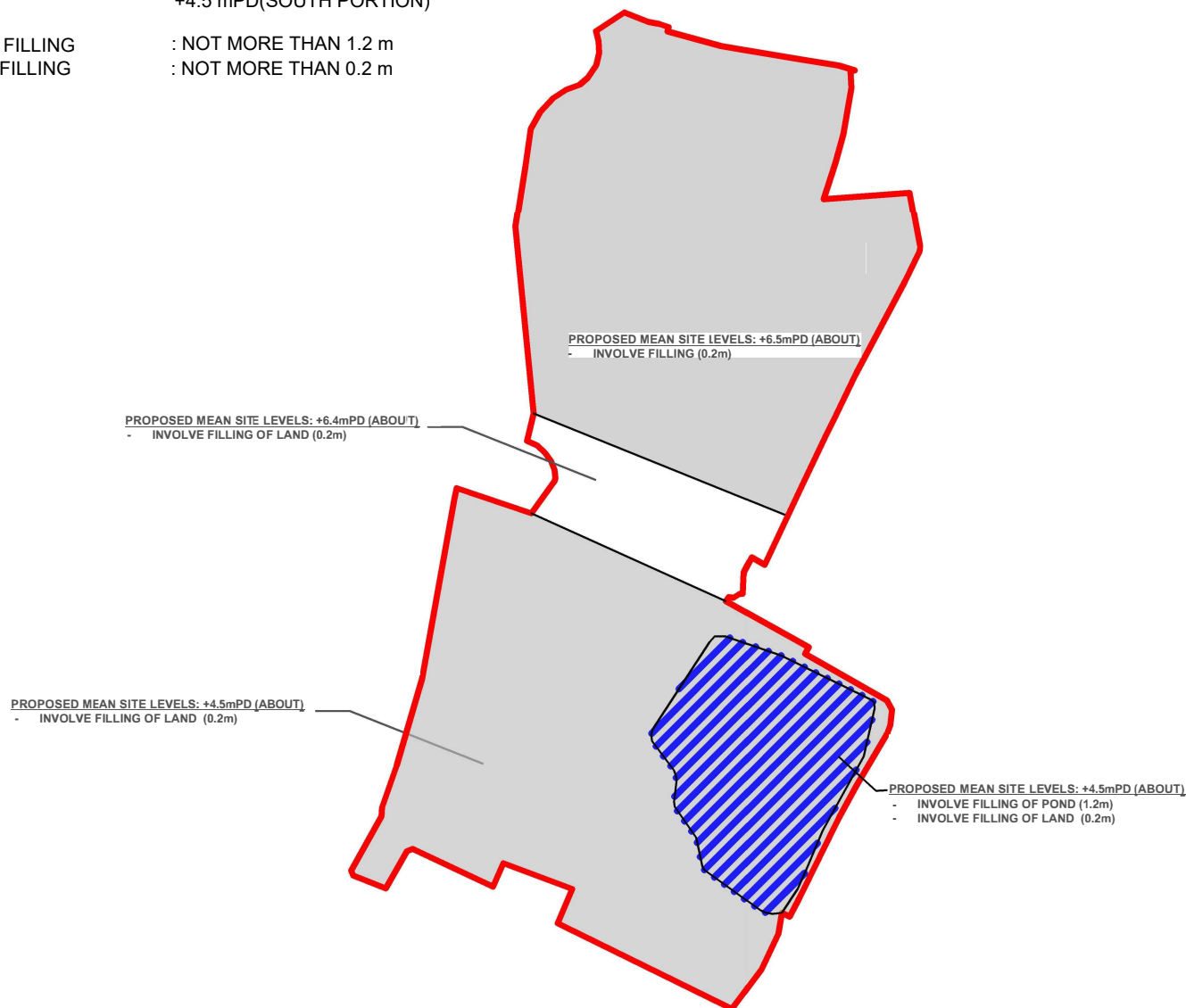
A-1

## PROPOSED SITE LEVEL OF THE APPLICATION SITE

APPLICATION SITE AREA : 28,113 m<sup>2</sup> (ABOUT)  
 HARD PAVED AREA : 28,113 m<sup>2</sup> (ABOUT)

PROPOSED MEAN SITE LEVELS : +6.5 mPD (NORTH PORTION)  
 +6.4 mPD (MIDDLE PORTION)  
 +4.5 mPD (SOUTH PORTION)

DEPTH OF POND FILLING : NOT MORE THAN 1.2 m  
 DEPTH OF LAND FILLING : NOT MORE THAN 0.2 m



**TOP** 領 嶠  
**PLANNING**



### PROJECT

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

### SITE LOCATION

LOTS 4822(PART) IN D.D. 104 ,  
 YUEN LONG, MAI PO, NEW  
 TERRITORIES

### SCALE

1 : 2000 @ A4

### DRAWING TITLE

PAVED RATIO PLAN

### DRAWN BY

J.W

### DATE

10.10.2024

### REVISED BY

### DATE

### APPROVED BY

### DATE

### DWG NO.

PLAN 5

### VER.

A-1

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

**Jane Ching Kei LAU/PLAND**

---

寄件者: [REDACTED]  
寄件日期: 2025年01月09日星期四 12:05  
收件者: tpbpd/PLAND  
副本: Jane Ching Kei LAU/PLAND  
主旨: Re: 有關A/YL-MP/381 運輸署意見及公眾意見回覆  
附件: 31052 R-to-C\_TD\_20250109.pdf; MP381\_Traffic.pdf; MP381擬議發展細節及公眾意見回覆\_20250107.pdf

類別: Internet Email

[REDACTED] 於 2025-01-09 10:40 寫到:

> 敬啟者,  
>  
> 有關 A/YL-MP/381 運輸署意見及公眾意見回覆可見附件，此電郵取代 2025 年 1 月 7 日 18:30 之  
電郵。  
>  
> 黃先生  
> [REDACTED]

敬啟者,

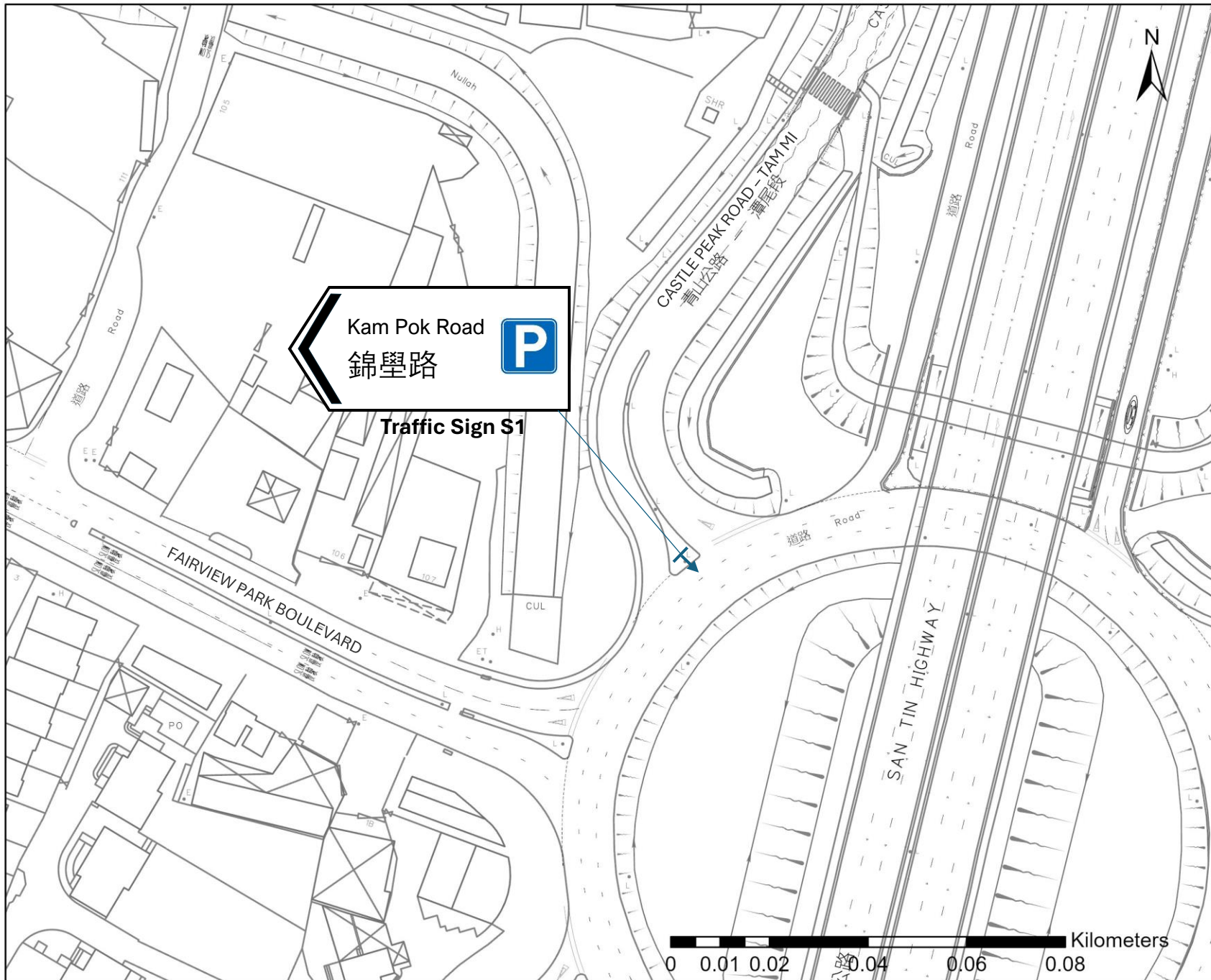
有關 A/YL-MP/381 運輸署意見及公眾意見回覆可見附件，此電郵取代 2025 年 1 月 7 日 18:30 及  
2025 年 1 月 9 日 10:40  
之電郵。

黃先生  
[REDACTED]

Comments from Transport Department (Contact Person: Mr. Donald LEUNG at 2399 2778)	Responses
a. Please note that Fairview Park Boulevard is a private road. The applicant should seek consent from the management party of Fairview Park Boulevard on the right of using it as the vehicular access.	Noted. The management office of Fairview Park Boulevard will be informed, and appropriate management measures will be coordinated if necessary.
b. Please note that a section of Fairview Park Boulevard is designated as a prohibited zone for articulated vehicles from 6.00 pm to 10.00 am on the following day daily.	Noted. Please be aware that the proposed development will not include parking for articulated vehicles, making the prohibited zone irrelevant to this project.
c. Noted a considerable amount of traffic trips would be generated/attracted during AM/PM peak hour due to the proposed development, please carry out traffic assessment to demonstrate there is no adverse impact to the Kam Pok Road and the nearby signalized junctions during the planning approval period.	In response to your comment, a self-explanatory traffic assessment report is attached as <b>Annex A</b> .
d. Please advise the operation mode of the public vehicle park, i.e., monthly rent or hourly rent, for information.	The proposed temporary car park primarily caters to local users, allocating approximately 80% of parking spaces for monthly rentals. The remaining 20% will be designated for hourly parking. However, these percentages may be adjusted based on demand.
e. Noted the applicant assumes vehicles would access the subject site via Castle Peak Road - Tam Mi and Kam Pok Road. Please advise if there are any signs or measures to be provided on-site to guide motorists to follow the above-mentioned routing.	The proposed traffic sign is depicted in the attached Figure R1 and R2.



**Figure**



Proposed  
Traffic Sign

Figure R1

Scale: 1:1,000

Date: Jan 2025

Rev: -

**AXON**  
CONSULTANCY



## **Annex A**

## 1.1 Background

The Applicant proposes to convert the existing site at Lot 4822 (Part) in D.D. 104, Mai Po, Yuen Long, New Territories into a Temporary Public Vehicle Park (Excluding Container Vehicle), hereafter, “the Proposed Development”, for a Period of 3 Years. The site location is depicted in **Figure 1**.

Under the Approved Mai Po & Fairview Park Outline Zoning Plan No. S/YL-MP/8, the application site is zoned as “Residential (Group D)”. The uses for temporary public vehicle parking (excluding container vehicle) require planning permission from the Town Planning Board.

Based on the comments provided by Transport Department regarding the planning application, traffic assessment is required to demonstrate there is no adverse impact to the Kam Pok Road and the nearby signalized junction.

AXON Consultancy is therefore commissioned to prepare this traffic assessment report to support the subject Planning Application.

## 1.2 The Temporary Public Vehicle Park

The Proposed Development has site area of about 28,113m<sup>2</sup>. The vehicular access will be provided at Kam Pok Road. The number of parking spaces are showing in **Table 1**.

**Table 1 Proposed Development Parameters**

Type	No. of Parking Spaces
Private Car	12
Motocycle	6
Light Goods Vehicle	23
Medium Goods Vehicles	166
<b>Total</b>	<b>207</b>

## 1.3 Traffic Count Surveys

In order to appraise the existing traffic conditions, classified traffic count surveys have been carried out at the section of Kam Pok Road (L1) and the nearby signalised junction J1 (J/O Fairview Park Boulevard / Kam Pok Road), as presented in **Figure 2**, on 3 January 2025 from 7:00am to 10:00am and 5:00pm to 8:00pm.

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

The morning and afternoon peak hours of the road network have been identified as 8:15am to 9:15am and 5:00pm to 6:00pm respectively. The observed traffic flows in the traffic survey are presented in **Figure 3**.

## 1.4 Existing Link Capacity Assessment

The road link capacity assessment is summarised in **Table 2**. The Peak Hourly Flows/Design Flow Ratios (P/Df) ratio indicates the proportion of the road capacity being used by the peak hour traffic flow. Higher P/Df ratio of a road indicates heavier usage of the road link concerns. A P/Df ratio equal or less than 0.85 indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays.

**Table 2 Existing Link Performance**

No.	Road Link	Direction	Observed Flow (pcu/hr)		P/Df Ratio	
			AM	PM	AM	PM
L1	Kam Pok Road	NB	26	42	0.03	0.05
		SB	42	61	0.05	0.07

*Note: Assumed 900 pcu/hour for each direction, TPDM Volume 2 Chapter 2*

It can be seen from **Table 2** that road link L1 perform satisfactorily with ample reserved capacity during the AM and PM peak hours.

## 1.5 Existing Junction Capacity Assessment

Based on the observed traffic flows, the junction performance analysis of the adjacent signalised junction J1 of the subject site during the morning and evening peak hours were assessed.

The performance of a traffic signalised junction is indicated by its reserve capacity ("RC"). A RC value of 15% or above is considered within an acceptable level without causing undue delay to motorists passing through the concerned junctions.

The results are summarised and presented in **Table 3** and the detailed calculation sheets are attached in **Appendix A**.



**Table 3 Existing Junction Performance**

Junction	Location	Type / Capacity Index	Observed	
			AM	PM
J1	J/O Fairview Park Boulevard / Kam Pok Road	Signalised / RC	76.7%	70.9%

Notes: RC = reserved capacity

It can be seen from **Table 3** that junction J1 performs satisfactorily during the AM and PM peak hours.

## 1.6 2028 Design Year Road Network

The design year is the end of the planning approval. Therefore, year 2028 is used as the design year of the traffic assessment.

## 1.7 Development Traffic Generation & Attraction

Based on the existing and committed public vehicle parks, the traffic generation and attraction rates are outlined in **Table 4**. To account for the impact of LGV and MGW parking spaces on trip generation, PCU factors of 1.5 for LGVs and 2 for MGWs are assumed. These factors are applied to the proposed number of parking spaces to determine the equivalent number of car parking spaces, resulting in a more conservative assessment of traffic generation and attraction. It is important to note that LGVs and MGWs typically generate traffic during non-peak hours, making this trip generation assumption conservative.

**Table 4 Peak Hours Trip Generation**

Public Vehicle Park		Generation		Attraction	
		AM	PM	AM	PM
	<b>No. of Spaces</b>	<b>Traffic flow<sup>1</sup> (pcu)</b>			
Hoi Shing Road, Tsuen Wan <sup>1</sup>	214	17	41	18	40
Sze Mei Street, San Po Kong <sup>2</sup>	300	44	25	7	59
Wai Hong Road, Fanling <sup>1</sup>	63	9	12	7	4
HZMB, Lantau <sup>1</sup>	163	21	39	42	33
<b>Trip rate<sup>1</sup> (pcu/hr/parking space)</b>					
Hoi Shing Road, Tsuen Wan <sup>1</sup>		0.0794	0.1915	0.0841	0.1869
Sze Mei Street, San Po Kong <sup>2</sup>		0.1475	0.0246	0.0820	0.1967
Wai Hong Road, Fanling <sup>1</sup>		0.1429	0.1905	0.1111	0.0635
HZMB, Lantau <sup>1</sup>		0.1288	0.2393	0.2577	0.2025
<b>Average Trip Rate</b>		<b>0.1247</b>	<b>0.1615</b>	<b>0.1337</b>	<b>0.1624</b>
<b>Trip Generation (pcu/hr)</b>					
<b>Proposed Parking Facilities (385 equivalent car parking spaces)</b>		<b>48</b>	<b>62</b>	<b>51</b>	<b>63</b>

1. Data referenced from the existing public vehicle parks.

2. Anticipated data reference from approved TIA of Planning Application No. A/K11/235.

## 1.8 Development Traffic Routes

Users of the proposed car park will be instructed to avoid using Fairview Park Boulevard for access, ensuring that development traffic flows through Castle Peak Road – Tam Mi and Kam Pok Road instead.

As a control measure, a directional sign will be installed at the exit of Castle Peak Road – Tam Mi to guide vehicles approaching the site from Fairview Park Roundabout. Additionally, vehicles exiting the proposed parking area will be directed by a traffic sign within the site to turn right onto Kam Pok Road.

In this traffic assessment, it is assumed that 20% of users will still utilize Fairview Park Boulevard for exiting the site as a sensitivity test. This assumption is made to ensure that, even with this scenario, the traffic impact remains at an acceptable level.

## 1.9 Adjacent Development

The light public housing project on Yau Pok Road is scheduled for completion in Q1 of 2025. The traffic impact resulting from this development has been evaluated and included in this report. The parameters of the development are shown in **Table 5**.

**Table 5** Traffic Generation and Attraction from adjacent development

Adjacent Development	Parameters
Yau Pok Road LPH Development	No. of Units: About 2100 units  Public Transport: 3 routes (assumed 6 franchised bus services for each route per hour during peak hours)  Public Transport Termini: Two, each in the northern and southern positions of the site.

## 1.10 Annual Traffic Growth

For the estimation of traffic flows in the design year of 2028, it is proposed to adjust the existing traffic flows by considering the natural traffic growth which is related to the increase in car usage.

The traffic forecasts were developed using existing traffic flows from 2025, obtained from traffic surveys, and applying an appropriate annual growth factor to project the background traffic for 2028.

According to the "2019-based Territorial Population and Employment Data Matrix," the population growth in Northwest New Territories (Other Area) from the base year 2019 to 2031 is presented in **Table 6**.

**Table 6 Population Estimation from 2019 Base TPEDM (NWNT Other Area)**

2019		2031		Growth Rates p.a. (%)	
Population	Employment	Population	Employment	31/19	31/19
				Population	Employment
222,800	30,885	353,900	140,150	1.6%	2.5%

The TPEDM data shows that the population is projected to grow at an annual rate of 1.6%, while employment is expected to increase at a rate of 2.5% per year from 2019 to 2031.

After comparing historical data with future planning data, a conservative assessment led to the adoption of an annual growth rate of 2.5%. This growth factor will be applied to the observed traffic flows from 2025.

### 1.11 Reference and Design Flows

The growth factor will be applied to the 2025 observed traffic flows to estimate the 2028 reference flows.

The reference and design flows for the year 2028 are calculated from the following formulae:

$$\text{2028 Reference Flows (Figure 4)} = \text{2025 Observed Flows (Figure 3)} \times (1 + 2.5\%)^3 + \text{Adjacent Development Flows}$$

$$\text{2028 Design Flows (Figure 6)} = \text{2028 Reference Flows (Figure 4)} + \text{Total Development Flows (Figure 5)}$$

Based on the observed traffic flows and the patterns of the existing road network, the 2028 peak hour Reference and Design traffic flows at the concerned road link and junction are shown in **Figures 4** and **6**, respectively.

### 1.12 Link Capacity Assessment

The link capacity assessment results with reference to the development traffic are summaries in **Table 7**.

**Table 7 Link Capacity Assessment**

No.	Road Link	Direction	Reference Flow (pcu/hr)		Reference P/Df Ratio		Design Flow (pcu/hr)		Design P/Df Ratio	
			AM	PM	AM	PM	AM	PM	AM	PM
L1	Kam Pok Road	NB	47	66	0.05	0.07	85	116	0.09	0.13
		SB	66	87	0.07	0.10	117	150	0.13	0.17

Note: Assumed 900 pcu/hour for each direction, TPDM Volume 2 Chapter 2

As shown in **Table 7** the capacity of road link L1 will maintain ample reserved capacity during peak periods for both Reference and Design Scenarios.

### 1.13 Junction Capacity Assessment

The results of the junction capacity assessment concerning the development traffic are summarized in **Table 8**, with detailed calculation sheets provided in **Appendix A**.

**Table 8 2028 Junction Capacity Assessments**

Junction	Location	Type / Capacity Index	2028			
			Reference		Design	
			AM	PM	AM	PM
J1	J/O Fairview Park Boulevard / Kam Pok Road	Signalised / RC	56.2%	51.1%	54.2%	48.9%

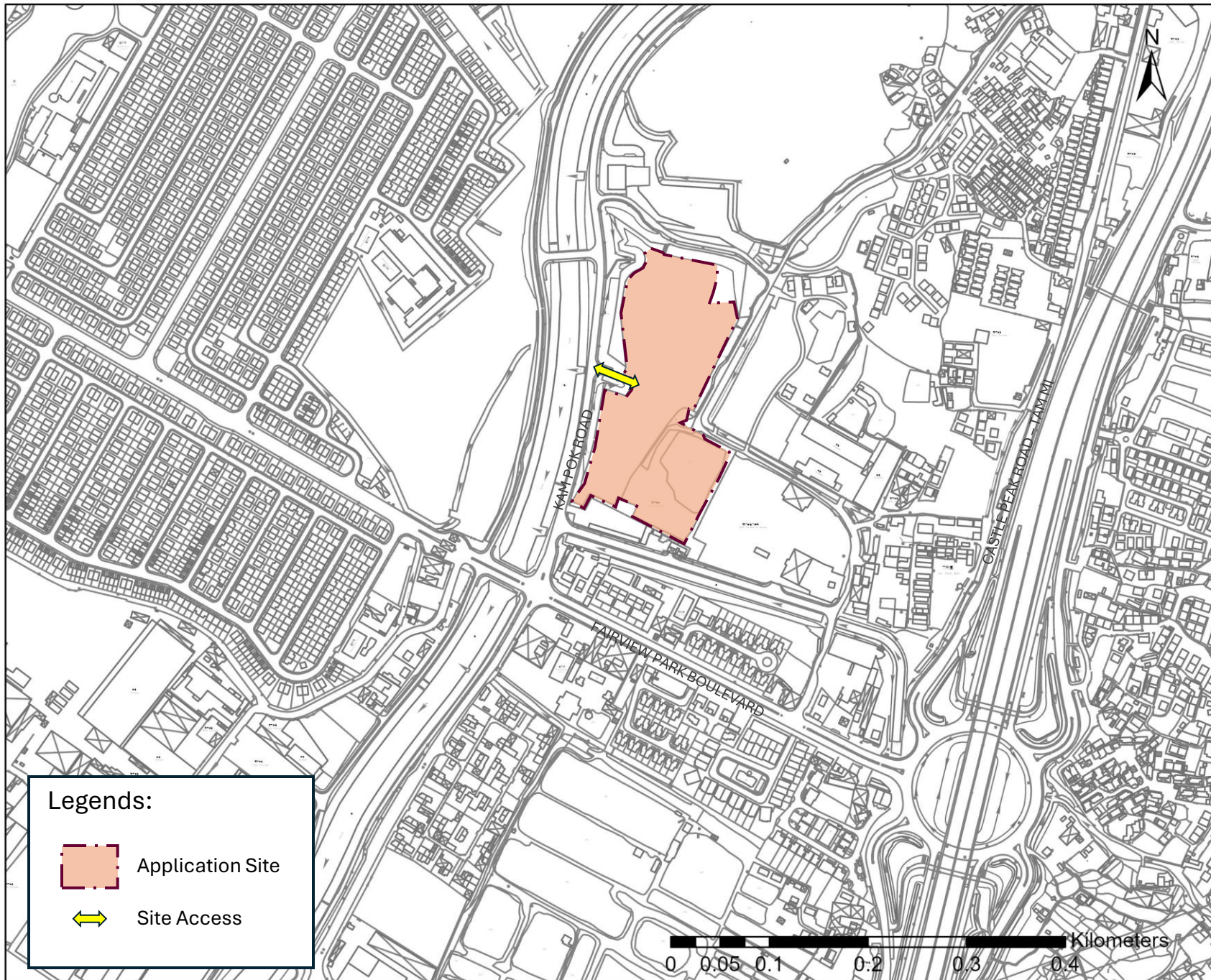
Notes: RC = reserved capacity

**Table 8** indicates that junction J1 will operate within its capacity during peak hours for both the Reference and Design Scenarios.

### 1.14 Conclusion

The traffic assessment findings suggest that the road network surrounding the site can accommodate the traffic generated by the proposed development without causing any adverse impacts from a traffic perspective.

# Figures



**Legends:**



Application Site



Site Access

Site Location

Figure 1

Scale: 1:5,000

Date: Jan 2025

Rev: -

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Survey  
Location

Figure 2

Scale: 1:3,500  
Date: Jan 2025  
Rev: -

**AXON**  
CONSULTANCY



FAIRVIEW PARK BOULEVARD

KAM POK RD

8(48)  
61(21)  
49(172)

78(12)  
780(352)

361(598)  
152(18)

98(57)  
12(19)  
28(69)

26(42)  
0(0)

42(61)  
0(0)  
0(0)  
0(0)

Legends:

← 100(200)

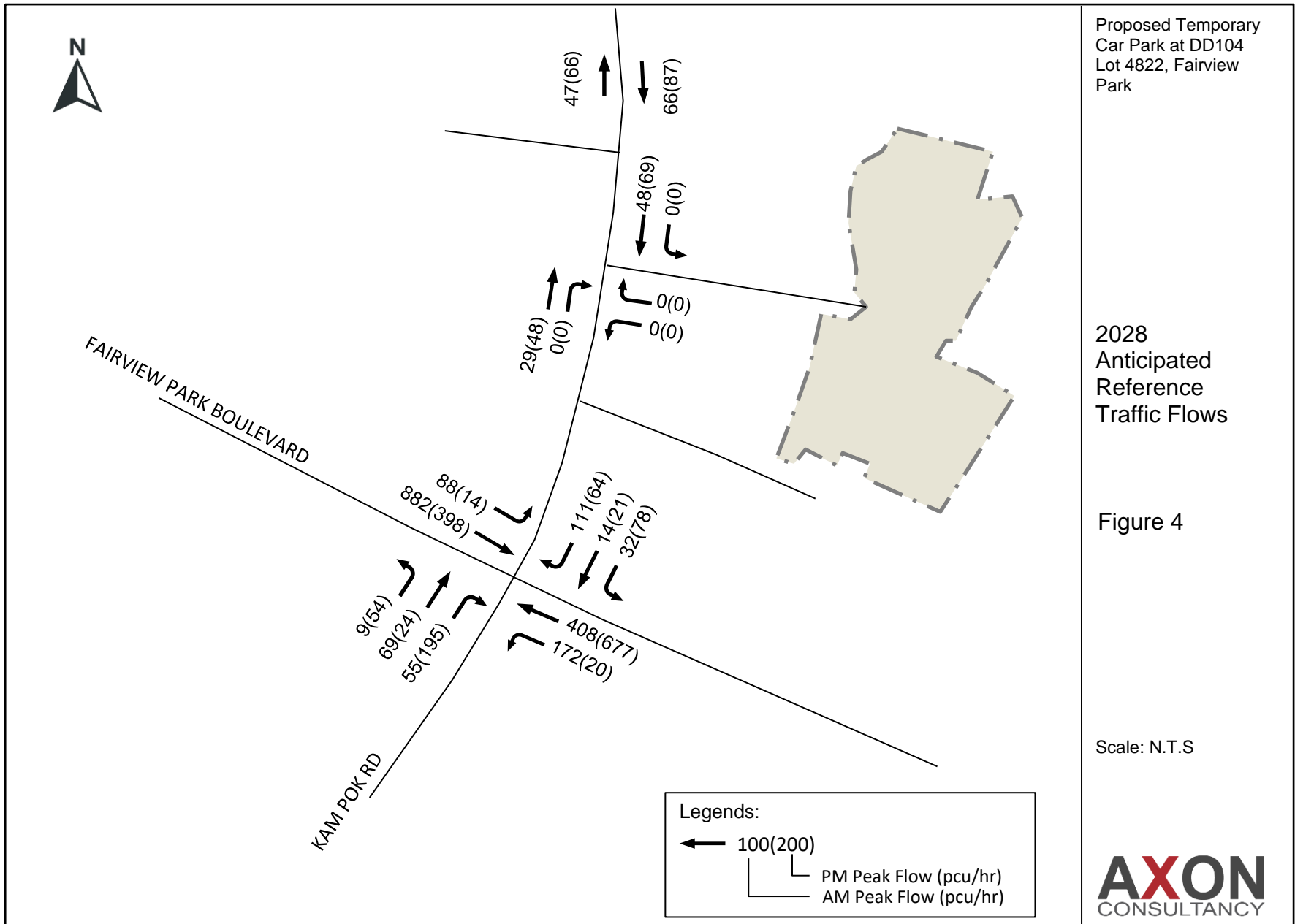
PM Peak Flow (pcu/hr)  
AM Peak Flow (pcu/hr)

Proposed Temporary  
Car Park at DD104  
Lot 4822, Fairview  
Park

2025 Observed  
Traffic Flows

Figure 3

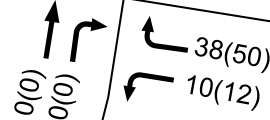
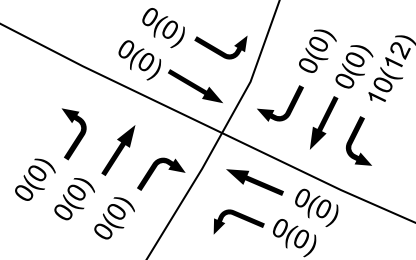
Scale: N.T.S





FAIRVIEW PARK BOULEVARD

KAM POK RD



38(50)  
51(63)



38(50)  
10(12)

Legends:

← 100(200)

PM Peak Flow (pcu/hr)  
AM Peak Flow (pcu/hr)

Proposed Temporary  
Car Park at DD104  
Lot 4822, Fairview  
Park

Total  
Development  
Flows

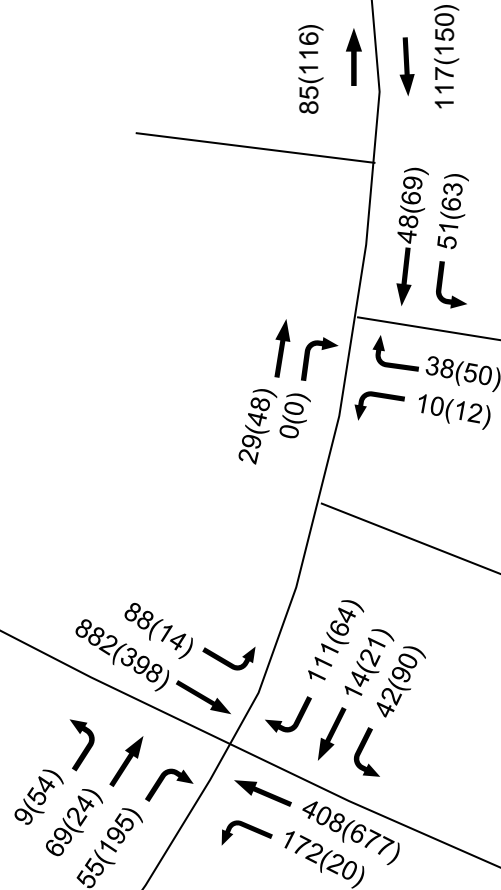
Figure 5

Scale: N.T.S



FAIRVIEW PARK BOULEVARD

KAM POK RD



Legends:

← 100(200)

PM Peak Flow (pcu/hr)  
AM Peak Flow (pcu/hr)

Proposed Temporary  
Car Park at DD104  
Lot 4822, Fairview  
Park

2028  
Anticipated  
Design Traffic  
Flows

Figure 6

Scale: N.T.S



# Appendix A

## Junction Analysis

AXON CONSULTANCY LIMITED										TRAFFIC SIGNAL CALCULATION										INITIALS			DATE						
Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park															Project No.: 31052					Prepared By:			Jan-25						
J/O Fairview Park Boulevard / Kam Pok Road (J1)										2025 Observed AM										Checked By:			Jan-25						
																				Reviewed By:			Jan-25						
<div><p>Kam Pok Road</p><p>[1] 78 [2] 780</p><p>[10] 98 [9] 12 [8] 28</p><p>8 [3] 61 [4] 49 [5]</p><p>361 [7] 152 [6]</p><p>Fairview Park Boulevard</p><p>Fairview Park Boulevard</p><p>Kam Pok Road</p></div>															<div><p>No. of stages per cycle N = 4</p><p>Intergreen Period Stage 1 - 2 I = 7 sec</p><p>Stage 2 - 3 I = 7 sec</p><p>Stage 3 - 4 I = 11 sec</p><p>Stage 4 - 1 I = 2 sec</p><p>Cycle time C = 140 sec</p><p>Sum(y) Y = 0.346</p><p>Loss time L = 45 sec</p><p>Total Flow = 1627 pcu</p><p>Co = (1.5*L+5)/(1-Y) = 110.8 sec</p><p>Cm = L/(1-Y) = 68.8 sec</p><p>Yult = 0.563</p><p>R.C.ult = (Yult-Y)/Y*100% = 62.7 %</p><p>Cp = 0.9*L/(0.9-Y) = 73.1 sec</p><p>Ymax = 1-L/C = 0.679</p><p>R.C.(C) = (0.9*Ymax-Y)/Y*100% = 76.7 %</p></div>														
																Pedestrian Phase		Width (m)		Stage		Green Time Required SG FG		Green Time Provided (s) SG FG		Check			
P1				P2				P3				P4				P1		13.2		4		7 11		10 11		OK			
P2				P3				P4				P1		13.2		4		7 11		10 11		10 11		OK					
P3				P4				P1		13.2		4		7 11		10 11		10 11		10 11		10 11		OK					
P4				P1				13.2		4		7 11		10 11		10 11		10 11		10 11		10 11		OK					
Stage 1				Stage 2				Stage 3				Stage 4																	
Move-ment		Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h Straight pcu/h Right pcu/h			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)			
1,2		1	3.40		1	10		N	1955	78	331		409	0.19	1901			1901	0.215	0.215	24	59	59	0.509	46	31			
2		1	3.30		1					2085		449		449	0.00			2085	2085	0.215			59	59	0.509	50	31		
3,4,5		2	3.70		1	15		N	1985	8	61	49	118	0.48	1894			1894	0.062	0.062		17	17	0.509	20	60			
6,7		1	3.30		1	19		N	1945	152	90		242	0.63	1853			1853	0.131			36	36	0.509	35	46			
7		1	3.20		1					2075		271		271	0.00			2075	2075	0.131			36	36	0.509	39	46		
8,9,10		3	5.50	Ped	1	20		N	2165	28	12	98	138	0.91	2026			2026	0.068	0.068		19	19	0.509	23	58			
		4																							21	21	21		
X:\Project\31052 Temp Car Park at DD104 Lot 4822, Fairview Park\Data\Calculation\J1FairviewParkBoulevard_KamBokRd.xlsm]OBS AM																													

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park

Project No.: 31052

Prepared By:

Jan-25

J/O Fairview Park Boulevard / Kam Pok Road (J1)

2025 Observed PM

Checked By:

Jan-25

Reviewed By:

Jan-25

Kam Pok Road

[1] 12  
[2] 352

[10] 57  
[9] 19  
[8] 69

Fairview Park Boulevard

48 [3]  
21 [4]  
172 [5]

598 [7]  
18 [6]

Kam Pok Road

N

No. of stages per cycleN = 4

Intergreen PeriodStage 1 - 2I = 7 sec

Stage 2 - 3I = 7 sec

Stage 3 - 4I = 11 sec

Stage 4 - 1I = 2 sec

Cycle timeC = 140 sec

Sum(y)Y = 0.357

Loss timeL = 45 sec

Total Flow= 1366 pcu

Co = (1.5\*L+5)/(1-Y) = 112.8 sec

Cm = L/(1-Y) = 70.0 sec

Yult = 0.563

R.C.ult = (Yult-Y)/Y\*100% = 57.4 %

Cp = 0.9\*L/(0.9-Y) = 74.6 sec

Ymax = 1-L/C = 0.679

R.C.(C) = (0.9\*Ymax-Y)/Y\*100% = 70.9 %

Stage 1

Stage 2

Stage 3

Stage 4

Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
			SG	FG	SG	FG	
P1	13.2	4	7	11	10	11	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
									Left pcu/h	Straigh pcu/h	Right pcu/h														
1,2 2	1	3.40		1	10		N	1955	12	163		175	0.07	1935			1935	0.091	0.154	24	24	41	0.311	24	40
	2	3.30		1	2085			189		189	0.00	2085	2085	0.091			24	41	0.311		26	40			
3,4,5	2	3.70		1	15		N	1985	48	21	172	241	0.91	1819			1819	0.132	0.132		35	35	0.527	35	47
6,7 7	1	3.30		1	19		N	1945	18	279		297	0.06	1936			1936	0.154			41	41	0.527	41	43
	1	3.20		1	2075			319		319	0.00	2075	2075	0.154			41	41	0.527		44	43			
8,9,10	3	5.50	Ped	1	20		N	2165	69	19	57	145	0.87	2033			2033	0.071	0.071	21	21	21	0.527	24	58
	4																								

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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park

Project No.: 31052

Prepared By:

Jan-25

J/O Fairview Park Boulevard / Kam Pok Road (J1)

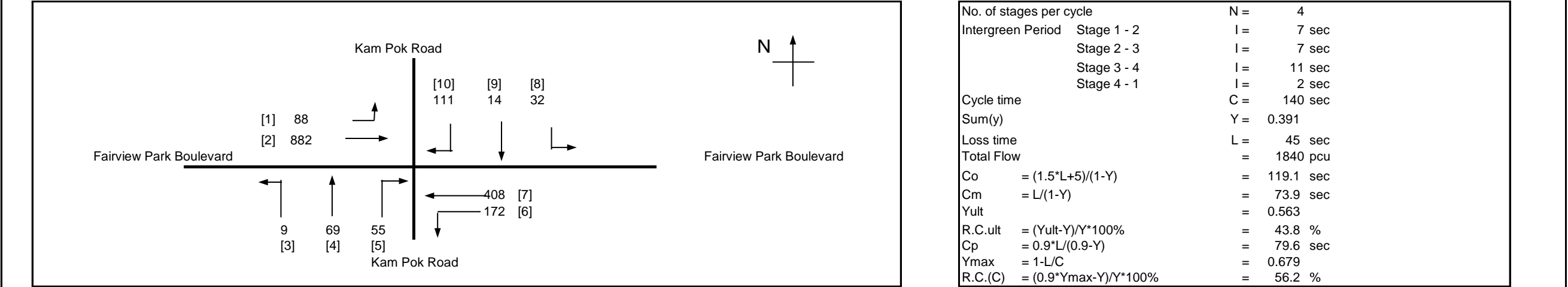
2028 Reference AM

Checked By:



Jan-25

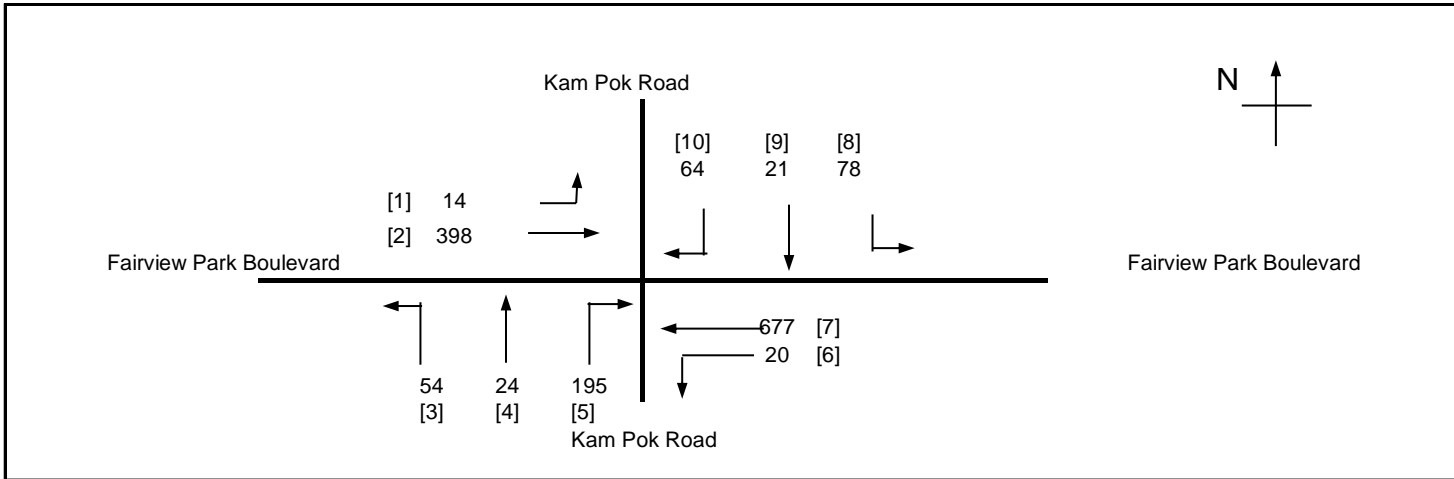
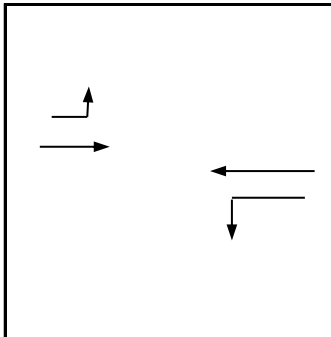
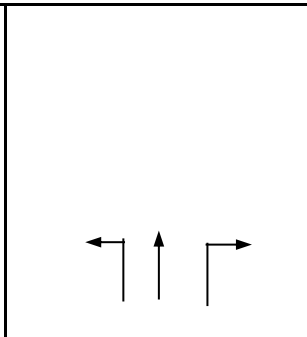
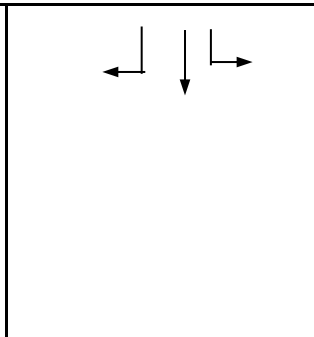
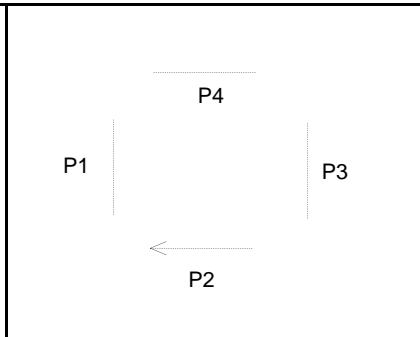
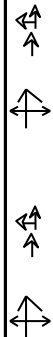
Reviewed By:

Jan-25



Stage 1	Stage 2	Stage 3	Stage 4

	Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
										Left pcu/h	Straigh pcu/h	Right pcu/h														
	1,2	1	3.40	Ped	1	10		N	1955	88	375		463	0.19	1901			1901	0.243	0.243	24	59	59	0.576	52	33
	2	1	3.30		1				2085		507		507	0.00	2085			2085	0.243			59	59	0.576	57	32
	3,4,5	2	3.70		1	15		N	1985	9	69	55	133	0.48	1894			1894	0.070	0.070		17	17	0.576	23	61
	6,7	1	3.30		1	19		N	1945	172	102		274	0.63	1853			1853	0.148			36	36	0.576	40	48
	7	1	3.20		1				2075		306		306	0.00	2075			2075	0.148			36	36	0.576	44	47
	8,9,10	3	5.50		1	20		N	2165	32	14	111	157	0.91	2027			2027	0.077	0.077		19	19	0.576	26	60
		4																		21	21	21				

AXON CONSULTANCY LIMITED										TRAFFIC SIGNAL CALCULATION										INITIALS				DATE																																																					
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J/O Fairview Park Boulevard / Kam Pok Road (J1)										2028 Reference PM										Checked By:				Jan-25																																																					
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<div></div>															<div><table><tr><td>No. of stages per cycle</td><td>N =</td><td>4</td></tr><tr><td>Intergreen Period</td><td>Stage 1 - 2</td><td>I = 7 sec</td></tr><tr><td></td><td>Stage 2 - 3</td><td>I = 7 sec</td></tr><tr><td></td><td>Stage 3 - 4</td><td>I = 11 sec</td></tr><tr><td></td><td>Stage 4 - 1</td><td>I = 2 sec</td></tr><tr><td>Cycle time</td><td>C =</td><td>140 sec</td></tr><tr><td>Sum(y)</td><td>Y =</td><td>0.404</td></tr><tr><td>Loss time</td><td>L =</td><td>45 sec</td></tr><tr><td>Total Flow</td><td>=</td><td>1545 pcu</td></tr><tr><td>Co</td><td>= (1.5*L+5)/(1-Y)</td><td>= 121.7 sec</td></tr><tr><td>Cm</td><td>= L/(1-Y)</td><td>= 75.5 sec</td></tr><tr><td>Yult</td><td>=</td><td>0.563</td></tr><tr><td>R.C.ult</td><td>= (Yult-Y)/Y*100%</td><td>= 39.2 %</td></tr><tr><td>Cp</td><td>= 0.9*L/(0.9-Y)</td><td>= 81.7 sec</td></tr><tr><td>Ymax</td><td>= 1-L/C</td><td>= 0.679</td></tr><tr><td>R.C.(C)</td><td>= (0.9*Ymax-Y)/Y*100%</td><td>= 51.1 %</td></tr></table></div>															No. of stages per cycle	N =	4	Intergreen Period	Stage 1 - 2	I = 7 sec		Stage 2 - 3	I = 7 sec		Stage 3 - 4	I = 11 sec		Stage 4 - 1	I = 2 sec	Cycle time	C =	140 sec	Sum(y)	Y =	0.404	Loss time	L =	45 sec	Total Flow	=	1545 pcu	Co	= (1.5*L+5)/(1-Y)	= 121.7 sec	Cm	= L/(1-Y)	= 75.5 sec	Yult	=	0.563	R.C.ult	= (Yult-Y)/Y*100%	= 39.2 %	Cp	= 0.9*L/(0.9-Y)	= 81.7 sec	Ymax	= 1-L/C	= 0.679	R.C.(C)	= (0.9*Ymax-Y)/Y*100%	= 51.1 %
No. of stages per cycle	N =	4																																																																											
Intergreen Period	Stage 1 - 2	I = 7 sec																																																																											
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Sum(y)	Y =	0.404																																																																											
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Co	= (1.5*L+5)/(1-Y)	= 121.7 sec																																																																											
Cm	= L/(1-Y)	= 75.5 sec																																																																											
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Cp	= 0.9*L/(0.9-Y)	= 81.7 sec																																																																											
Ymax	= 1-L/C	= 0.679																																																																											
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	= 51.1 %																																																																											
<div></div>				<div></div>				<div></div>				<div></div>				Pedestrian		Width (m)		Stage		Green Time Required		Green Time Provided (s)		Check																																																			
Phase																																																																													
P1		13.2		4		7		11		10		11		OK																																																															
P2		13.2		4		7		11		10		11		OK																																																															
P3		13.2		4		7		11		10		11		OK																																																															
P4		13.2		4		7		11		10		11		OK																																																															
Stage 1				Stage 2				Stage 3				Stage 4																																																																	
<div></div>	Movement	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)																																																			
	1,2	1	3.40		1	10		N	1955	14	184		198	0.07	1935			1935	0.103	0.174	24	24	41	0.351	27	40																																																			
	2	1	3.30		1				2085		214		214	0.00	2085			2085	0.103			24	41	0.351	29	40																																																			
	3,4,5	2	3.70		1	15		N	1985	54	24	195	273	0.91	1819			1819	0.150	0.150		35	35	0.595	40	48																																																			
	6,7	1	3.30		1	19		N	1945	20	316		336	0.06	1936			1936	0.174			41	41	0.595	46	44																																																			
	7	1	3.20		1				2075		361		361	0.00	2075			2075	0.174			41	41	0.595	50	44																																																			
	8,9,10	3	5.50		1	20		N	2165	78	21	64	163	0.87	2032			2032	0.080	0.080		19	19	0.595	27	60																																																			
		4		Ped																	21	21	21																																																						
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AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park

Project No.: 31052

Prepared By:

Jan-25

J/O Fairview Park Boulevard / Kam Pok Road (J1)

2028 Design AM

Checked By:

Jan-25

Reviewed By:

Jan-25

Kam Pok Road

[1] 88  
[2] 882

[10] 111 [9] 14 [8] 42

Fairview Park Boulevard

9 [3] 69 [4] 55 [5]

408 [7] 172 [6]

Kam Pok Road

N

No. of stages per cycleN = 4

Intergreen PeriodStage 1 - 2I = 7 sec

Stage 2 - 3I = 7 sec

Stage 3 - 4I = 11 sec

Stage 4 - 1I = 2 sec

Cycle timeC = 140 sec

Sum(y)Y = 0.396

Loss timeL = 45 sec

Total Flow= 1850 pcu

Co = (1.5\*L+5)/(1-Y) = 120.0 sec

Cm = L/(1-Y) = 74.5 sec

Yult = 0.563

R.C.ult = (Yult-Y)/Y\*100% = 42.0 %

Cp = 0.9\*L/(0.9-Y) = 80.4 sec

Ymax = 1-L/C = 0.679

R.C.(C) = (0.9\*Ymax-Y)/Y\*100% = 54.2 %

Stage 1

Stage 2

Stage 3

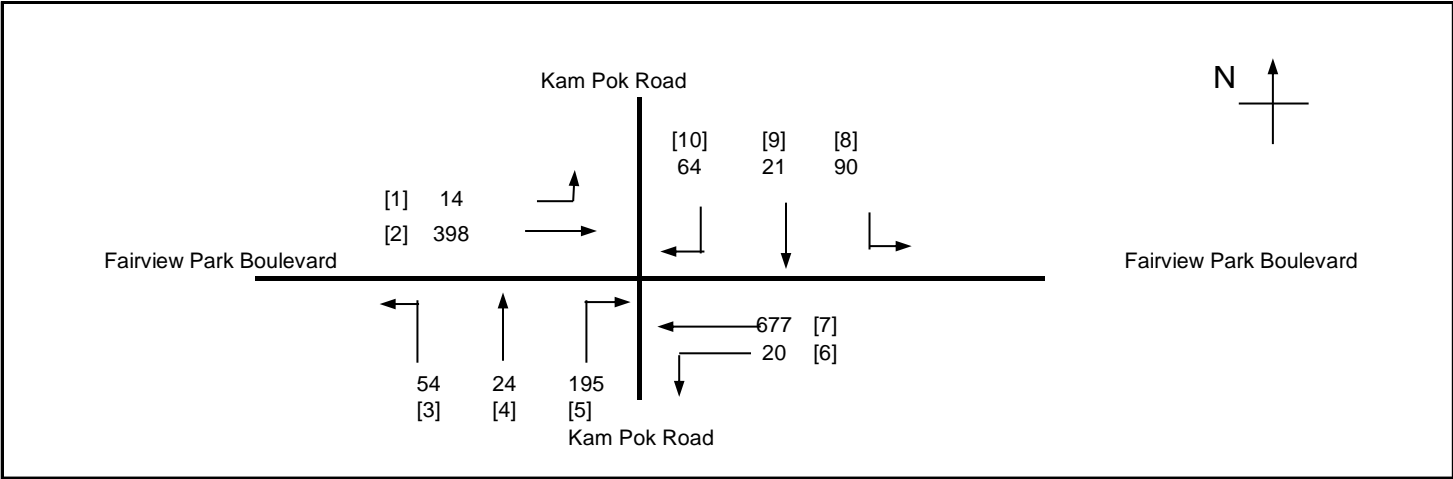
Stage 4

Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
			SG	FG	SG	FG	
P1	13.2	4	7	11	10	11	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

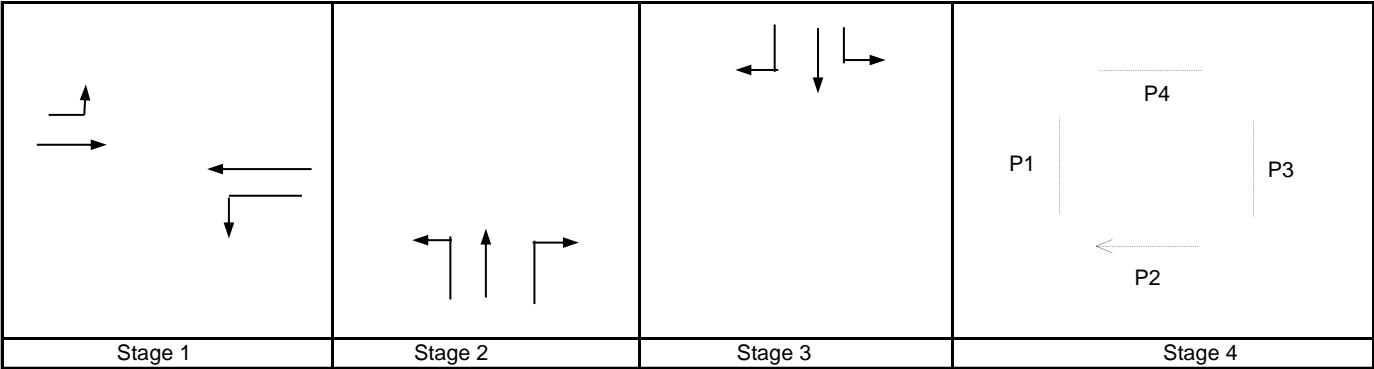
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
									Left pcu/h	Straigh pcu/h	Right pcu/h														
 1,2	1	3.40		1	10		N	1955	88	375		0.19	1901			1901	0.243	0.243	24	58	58	0.584	52	33	
	2	3.30		1	2085		507	507	0.00	2085		2085	0.243			58	58	0.584		58	33				
3,4,5	2	3.70		1	15		N	1985	9	69	55	133	0.48	1894			1894	0.070	0.070		17	17	0.584	23	62
 6,7	1	3.30		1	19		N	1945	172	102	274	0.63	1853	1853			0.148		35		35	0.584	40	48	
	7	3.20	1	2075	306	306	0.00	2075	2075	0.148	35	35	0.584	45	48										
 8,9,10	3	5.50	Ped	1	20		N	2165	42	14	111	167	0.92	2026			2026	0.082	0.082		20	20	0.584	28	59
	4																	21	21		21				

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AXON CONSULTANCY LIMITED						TRAFFIC SIGNAL CALCULATION						INITIALS		DATE
Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park						Project No.: 31052		Prepared By:			Jan-25			
J/O Fairview Park Boulevard / Kam Pok Road (J1)						2028 Design PM		Checked By:			Jan-25			
								Reviewed By:			Jan-25			



No. of stages per cycle	N =	4
Intergreen Period	Stage 1 - 2	I = 7 sec
	Stage 2 - 3	I = 7 sec
	Stage 3 - 4	I = 11 sec
	Stage 4 - 1	I = 2 sec
Cycle time	C =	140 sec
Sum(y)	Y =	0.410
Loss time	L =	45 sec
Total Flow		= 1557 pcu
Co	= (1.5*L+5)/(1-Y)	= 122.9 sec
Cm	= L/(1-Y)	= 76.3 sec
Yult		= 0.563
R.C.ult	= (Yult-Y)/Y*100%	= 37.2 %
Cp	= 0.9*L/(0.9-Y)	= 82.7 sec
Ymax	= 1-L/C	= 0.679
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	= 48.9 %



Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
			SG	FG	SG	FG	
P1	13.2	4	7	11	10	11	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

	Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
										Left pcu/h	Straigh pcu/h	Right pcu/h														
↕	1,2	1	3.40	Ped	1	10		N	1955	14	184		198	0.07	1935			1935	0.103	0.174	24	24	40	0.356	27	41
	2	1	3.30		1			2085		214		214	0.00	2085			2085	0.103		24		40	0.356	30	41	
↔	3,4,5	2	3.70		1	15		N	1985	54	24	195	273	0.91	1819			1819	0.150	0.150		35	35	0.604	40	49
↕	6,7	1	3.30		1	19		N	1945	20	316		336	0.06	1936			1936	0.174			40	40	0.604	47	45
	7	1	3.20		1				2075		361		361	0.00	2075			2075	0.174			40	40	0.604	50	45
↔	8,9,10	3	5.50		1	20		N	2165	90	21	64	175	0.88	2031			2031	0.086	0.086		21	20	20	0.604	29
		4																			21		21	21		

電單車車輛流量預算（星期一至日）

時間	入	出	每小時車輛入出次數
07:00-08:00	1	1	2
08:00-09:00	1	1	2
09:00-10:00	1	1	2
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	0	0	0
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	1	1	2
18:00-19:00	1	1	2
19:00-20:00	1	1	2
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	6	6	12

私家車車輛流量預算（星期一至日）

時間	入	出	每小時車輛入出次數
07:00-08:00	1	1	2
08:00-09:00	1	2	3
09:00-10:00	1	1	2
10:00-11:00	1	1	2
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	0	0	0
14:00-15:00	1	1	2
15:00-16:00	1	1	2
16:00-17:00	1	1	2
17:00-18:00	1	1	2
18:00-19:00	2	1	3
19:00-20:00	1	1	2
20:00-21:00	1	1	2
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	12	12	24

輕型貨車車輛流量預算（星期一至日）

時間	入	出	每小時車輛入出次數
07:00-08:00	2	2	4
08:00-09:00	2	2	4
09:00-10:00	2	2	4
10:00-11:00	2	2	4
11:00-12:00	2	2	4
12:00-13:00	2	2	4
13:00-14:00	1	2	3
14:00-15:00	2	2	4
15:00-16:00	2	2	4
16:00-17:00	2	2	4
17:00-18:00	2	1	3
18:00-19:00	1	1	2
19:00-20:00	1	1	2
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	23	23	46

中型貨車車輛流量預算（星期一至六）

星期日及公眾假期中型貨車不會進出

時間	入	出	每小時車輛入出次數
07:00-08:00	0	0	0
08:00-09:00	20	21	41
09:00-10:00	20	20	40
10:00-11:00	20	20	40
11:00-12:00	12	10	22
12:00-13:00	10	0	10
13:00-14:00	10	10	20
14:00-15:00	10	11	21
15:00-16:00	10	20	30
16:00-17:00	20	20	40
17:00-18:00	29	29	58
18:00-19:00	5	5	10
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
合計	166	166	332

擬議發展細節及公眾意見回覆

擬議發展細節

1. 本擬議發展的地盤面積為約 28,113 平方米，需要進行填塘及填土工程，填土面積為 28,113 平方米包括約 3,369 平方米填塘面積，填土物料為混凝土。上述申請地點在 2020 年 5 月 26 日的規劃許可個案編號 A/YL-MP/287 時已獲批准進行填塘/填土及挖土工程，由於填塘位置是會停泊車輛，會有車輛駛過及需要足夠空間倒車到附近的地方，因此需要平整土地滿足營運需求及安全需求，現時申請填塘及填土的範圍已是營運所需最小範圍。
2. 本擬議發展會嚴格遵守處理臨時用途及露天貯存用地的環境問題作業指引，申請地點不涉及任何洗車、維修、拆裝、噴油等工場活動，更不會停泊沒有有效牌照的車輛。
3. 本擬議發展為臨時性質，主要是提供不同類型的停車位給公眾使用，因此不會影響申請地點作為「住宅(丁類)」用途長遠規劃的發展，只是充分利用現有土地資源，並不是長期作為停車場之用，日後申請人及使用者會把申請地點交回土地擁有人作住宅發展之用。
4. 本擬議申請地點可從錦塋路前往，申請場內出入閘口闊度為約 9 米（位於西面），設有 6 個電單車停車位（1 米 x 2.4 米）、12 個私家車停車位（2.5 米 x 5 米）、23 個輕型貨車停車位（3.5 米 x 7 米）、166 個中型貨車停車位（3.5 米 x 11 米）總共 207 個停車位。在申請獲批後，會要求場內停車位租客並提供指引只使用錦塋路進出，因此不會影響錦綉大道的車輛流量及增加負擔。而且有數據顯示，即使場內有部分車輛會經過錦綉大道亦不會造成負面影響，縱使如此，申請人也不會讓場內車輛使用錦綉大道。



## 公眾意見

1. 有關交通方面，如上述擬議發展細節第 4 段所說明，行車路線只會從錦塋路進出，不會影響錦綉大道。而且有數據顯示，現時申請地點的公眾停車場車輛流量不足以對區域整體車流量帶來負面影響。
2. 有關環境方面，申請部分範圍涉及先前獲批的 A/YL-MP/287 作擬議屋宇發展、略為放寬建築物高度限制、進行填塘/填土及挖土工程，而本次申請範圍只是涉及獲批後作出平整的土地，並不包括大部分未砍伐的樹木，保留了大部分樹木，根據上次獲批的 A/YL-MP/287 同樣包括了填塘工程。本次擬議發展的土地為住宅(丁類)，長遠發展應作為住宅，現有申請只時臨時性質，充分利用土地資源，並不是長期作為停車場及露天存放場地之用。

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

**Jane Ching Kei LAU/PLAND**

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寄件者: [REDACTED]  
寄件日期: 2025年01月14日星期二 19:48  
收件者: tpbpd/PLAND  
副本: Jane Ching Kei LAU/PLAND  
主旨: 有關A/YL-MP/381 部門意見回覆  
附件: 31052 R-to-C\_TD\_20250114.pdf  
  
類別: Internet Email

敬啟者,

有關 A/YL-MP/381 運輸署意見回覆可見附件，有關交通報告與之前所提交之報告只有輕微改變，例如路牌的變更及一些時租月租車位數據的變更。

如有任何查詢，可隨時與本人聯絡。

黃先生  
[REDACTED]

Comments from Transport Department (Contact Person: Mr. Donald LEUNG at 2399 2778)	Responses
a. Please incorporate the reply of RtC, such as the operation mode of proposed car park, in the Report.	Noted. The revised report is attached in Annex A.
b. From the RtC, noted only 20% (~40 nos.) of the parking space in the captioned planning application are opened to public for hourly rent, it is not preferably to erect car park symbol directional sign in Fairview Park Interchange and Castle Peak Road - Tam Mi to guide the motorist to the subject site. Please rewrite para. 1.8 and update the figures in the Report.	Noted. The car park symbol directional sign will not be proposed and the para. 1.8 has been rewritten.
c. As per para. 1.8, car park users will be instructed to avoid using Fairview Park Boulevard for access, hence, the applicant should propose necessary signs or measures within the site to guide the car park users to follow the above-mentioned routing.	<p>The parking ingress will be routed via Castle Peak Road – Tam Mi and Kam Pok Road, as Fairview Park Boulevard prohibits right turns onto Kam Pok Road. For egress, traffic signs will be installed near the site access within the boundary to direct vehicles to turn right when leaving. The proposed sign face is illustrated below:</p> <div data-bbox="987 901 1709 1166">  </div>

## **Annex A**

## 1.1 Background

The Applicant proposes to convert the existing site at Lot 4822 (Part) in D.D. 104, Mai Po, Yuen Long, New Territories into a Temporary Public Vehicle Park (Excluding Container Vehicle), hereafter, “the Proposed Development”, for a Period of 3 Years. The site location is depicted in **Figure 1**.

Under the Approved Mai Po & Fairview Park Outline Zoning Plan No. S/YL-MP/8, the application site is zoned as “Residential (Group D)”. The uses for temporary public vehicle parking (excluding container vehicle) require planning permission from the Town Planning Board.

Based on the comments provided by Transport Department regarding the planning application, traffic assessment is required to demonstrate there is no adverse impact to the Kam Pok Road and the nearby signalized junction.

AXON Consultancy is therefore commissioned to prepare this traffic assessment report to support the subject Planning Application.

## 1.2 The Temporary Public Vehicle Park

The Proposed Development has site area of about 28,113m<sup>2</sup>. The vehicular access will be provided at Kam Pok Road. The number of parking spaces are showing in **Table 1**.

**Table 1 Proposed Development Parameters**

Type	No. of Parking Spaces
Private Car	12
Motocycle	6
Light Goods Vehicle	23
Medium Goods Vehicles	166
<b>Total</b>	<b>207</b>

## 1.3 Traffic Count Surveys

In order to appraise the existing traffic conditions, classified traffic count surveys have been carried out at the section of Kam Pok Road (L1) and the nearby signalised junction J1 (J/O Fairview Park Boulevard / Kam Pok Road), as presented in **Figure 2**, on 3 January 2025 from 7:00am to 10:00am and 5:00pm to 8:00pm.



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

The morning and afternoon peak hours of the road network have been identified as 8:15am to 9:15am and 5:00pm to 6:00pm respectively. The observed traffic flows in the traffic survey are presented in **Figure 3**.

## 1.4 Existing Link Capacity Assessment

The road link capacity assessment is summarised in **Table 2**. The Peak Hourly Flows/Design Flow Ratios (P/Df) ratio indicates the proportion of the road capacity being used by the peak hour traffic flow. Higher P/Df ratio of a road indicates heavier usage of the road link concerns. A P/Df ratio equal or less than 0.85 indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays.

**Table 2 Existing Link Performance**

No.	Road Link	Direction	Observed Flow (pcu/hr)		P/Df Ratio	
			AM	PM	AM	PM
L1	Kam Pok Road	NB	26	42	0.03	0.05
		SB	42	61	0.05	0.07

*Note: Assumed 900 pcu/hour for each direction, TPDM Volume 2 Chapter 2*

It can be seen from **Table 2** that road link L1 perform satisfactorily with ample reserved capacity during the AM and PM peak hours.

## 1.5 Existing Junction Capacity Assessment

Based on the observed traffic flows, the junction performance analysis of the adjacent signalised junction J1 of the subject site during the morning and evening peak hours were assessed.

The performance of a traffic signalised junction is indicated by its reserve capacity ("RC"). A RC value of 15% or above is considered within an acceptable level without causing undue delay to motorists passing through the concerned junctions.

The results are summarised and presented in **Table 3** and the detailed calculation sheets are attached in **Appendix A**.

**Table 3 Existing Junction Performance**

Junction	Location	Type / Capacity Index	Observed	
			AM	PM
J1	J/O Fairview Park Boulevard / Kam Pok Road	Signalised / RC	76.7%	70.9%

Notes: RC = reserved capacity

It can be seen from **Table 3** that junction J1 performs satisfactorily during the AM and PM peak hours.

## 1.6 2028 Design Year Road Network

The design year is the end of the planning approval. Therefore, year 2028 is used as the design year of the traffic assessment.

## 1.7 Development Traffic Generation & Attraction

Based on the existing and committed public vehicle parks, the traffic generation and attraction rates are outlined in **Table 4**. To account for the impact of LGV and MGW parking spaces on trip generation, PCU factors of 1.5 for LGVs and 2 for MGWs are assumed. These factors are applied to the proposed number of parking spaces to determine the equivalent number of car parking spaces, resulting in a more conservative assessment of traffic generation and attraction. It is important to note that LGVs and MGWs typically generate traffic during non-peak hours, making this trip generation assumption conservative.

**Table 4 Peak Hours Trip Generation**

Public Vehicle Park		Generation		Attraction	
		AM	PM	AM	PM
	<b>No. of Spaces</b>	<b>Traffic flow<sup>1</sup> (pcu)</b>			
Hoi Shing Road, Tsuen Wan <sup>1</sup>	214	17	41	18	40
Sze Mei Street, San Po Kong <sup>2</sup>	300	44	25	7	59
Wai Hong Road, Fanling <sup>1</sup>	63	9	12	7	4
HZMB, Lantau <sup>1</sup>	163	21	39	42	33
<b>Trip rate<sup>1</sup> (pcu/hr/parking space)</b>					
Hoi Shing Road, Tsuen Wan <sup>1</sup>		0.0794	0.1915	0.0841	0.1869
Sze Mei Street, San Po Kong <sup>2</sup>		0.1475	0.0246	0.0820	0.1967
Wai Hong Road, Fanling <sup>1</sup>		0.1429	0.1905	0.1111	0.0635
HZMB, Lantau <sup>1</sup>		0.1288	0.2393	0.2577	0.2025
<b>Average Trip Rate</b>		<b>0.1247</b>	<b>0.1615</b>	<b>0.1337</b>	<b>0.1624</b>
<b>Trip Generation (pcu/hr)</b>					
<b>Proposed Parking Facilities (385 equivalent car parking spaces)</b>		<b>48</b>	<b>62</b>	<b>51</b>	<b>63</b>

1. Data referenced from the existing public vehicle parks.

2. Anticipated data reference from approved TIA of Planning Application No. A/K11/235.

On the other hand, it is estimated that over 80% of the parking spaces are designated for monthly parking. This high proportion of long-term parking indicates that the majority of vehicles are parked for extended periods, reducing the frequency of daily trips in and out of the parking facility. As a result, this arrangement minimizes the overall volume of traffic generated on a daily basis, as fewer vehicles enter and exit the area compared to facilities primarily serving short-term or hourly parking.

## 1.8 Development Traffic Routes

Users of the proposed car park will be instructed to avoid using Fairview Park Boulevard for access, ensuring that development traffic flows through Castle Peak Road – Tam Mi and Kam Pok Road instead.

In this traffic assessment, it is assumed that 20% of users will still utilize Fairview Park Boulevard for exiting the site as a sensitivity test. This assumption is made to ensure that, even with this scenario, the traffic impact remains at an acceptable level.

## 1.9 Adjacent Development

The light public housing project on Yau Pok Road is scheduled for completion in Q1 of 2025. The traffic impact resulting from this development has been evaluated and included in this report. The parameters of the development are shown in **Table 5**.

**Table 5** Traffic Generation and Attraction from adjacent development

Adjacent Development	Parameters
Yau Pok Road LPH Development	No. of Units: About 2100 units  Public Transport: 3 routes (assumed 6 franchised bus services for each route per hour during peak hours)  Public Transport Termini: Two, each in the northern and southern positions of the site.

## 1.10 Annual Traffic Growth

For the estimation of traffic flows in the design year of 2028, it is proposed to adjust the existing traffic flows by considering the natural traffic growth which is related to the increase in car usage.

The traffic forecasts were developed using existing traffic flows from 2025, obtained from traffic surveys, and applying an appropriate annual growth factor to project the background traffic for 2028.

According to the "2019-based Territorial Population and Employment Data Matrix," the population growth in Northwest New Territories (Other Area) from the base year 2019 to 2031 is presented in **Table 6**.

**Table 6 Population Estimation from 2019 Base TPEDM (NWNT Other Area)**

2019		2031		Growth Rates p.a. (%)	
Population	Employment	Population	Employment	31/19	31/19
				Population	Employment
222,800	30,885	353,900	140,150	1.6%	2.5%

The TPEDM data shows that the population is projected to grow at an annual rate of 1.6%, while employment is expected to increase at a rate of 2.5% per year from 2019 to 2031.

After comparing historical data with future planning data, a conservative assessment led to the adoption of an annual growth rate of 2.5%. This growth factor will be applied to the observed traffic flows from 2025.

### 1.11 Reference and Design Flows

The growth factor will be applied to the 2025 observed traffic flows to estimate the 2028 reference flows.

The reference and design flows for the year 2028 are calculated from the following formulae:

$$\text{2028 Reference Flows (Figure 4)} = \text{2025 Observed Flows (Figure 3)} \times (1 + 2.5\%)^3 + \text{Adjacent Development Flows}$$

$$\text{2028 Design Flows (Figure 6)} = \text{2028 Reference Flows (Figure 4)} + \text{Total Development Flows (Figure 5)}$$

Based on the observed traffic flows and the patterns of the existing road network, the 2028 peak hour Reference and Design traffic flows at the concerned road link and junction are shown in **Figures 4** and **6**, respectively.

### 1.12 Link Capacity Assessment

The link capacity assessment results with reference to the development traffic are summaries in **Table 7**.

**Table 7 Link Capacity Assessment**

No.	Road Link	Direction	Reference Flow (pcu/hr)		Reference P/Df Ratio		Design Flow (pcu/hr)		Design P/Df Ratio	
			AM	PM	AM	PM	AM	PM	AM	PM
L1	Kam Pok Road	NB	47	66	0.05	0.07	85	116	0.09	0.13
		SB	66	87	0.07	0.10	117	150	0.13	0.17

Note: Assumed 900 pcu/hour for each direction, TPDM Volume 2 Chapter 2

As shown in **Table 7** the capacity of road link L1 will maintain ample reserved capacity during peak periods for both Reference and Design Scenarios.

### 1.13 Junction Capacity Assessment

The results of the junction capacity assessment concerning the development traffic are summarized in **Table 8**, with detailed calculation sheets provided in **Appendix A**.

**Table 8 2028 Junction Capacity Assessments**

Junction	Location	Type / Capacity Index	2028			
			Reference		Design	
			AM	PM	AM	PM
J1	J/O Fairview Park Boulevard / Kam Pok Road	Signalised / RC	56.2%	51.1%	54.2%	48.9%

Notes: RC = reserved capacity

**Table 8** indicates that junction J1 will operate within its capacity during peak hours for both the Reference and Design Scenarios.

### 1.14 Traffic Management Plan

The parking ingress will be routed via Castle Peak Road – Tam Mi and Kam Pok Road, as Fairview Park Boulevard prohibits right turns onto Kam Pok Road. For egress, traffic signs will be installed within the site boundary to direct vehicles to turn right when exiting. The proposed sign face is illustrated below:

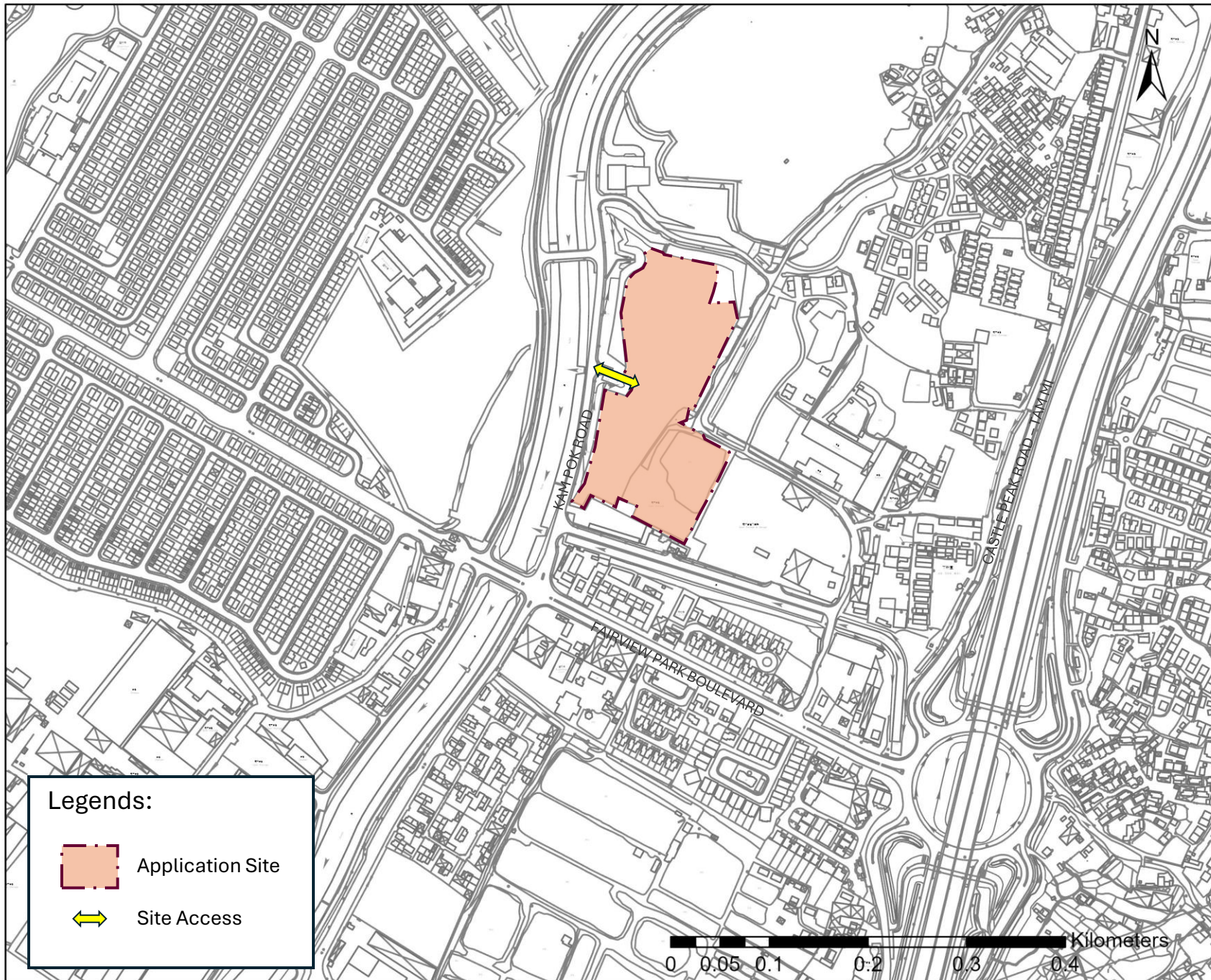


## **1.15 Conclusion**

The traffic assessment findings suggest that the road network surrounding the site can accommodate the traffic generated by the proposed development without causing any adverse impacts from a traffic perspective.



# Figures



**Legends:**



Application Site



Site Access

Site Location

Figure 1

Scale: 1:5,000

Date: Jan 2025

Rev: -

**AXON**  
CONSULTANCY





Legends:

- L1**  
Surveyed Road Link
- J1**  
Surveyed Junction

Survey  
Location

Figure 2

Scale: 1:3,500

Date: Jan 2025

Rev: -

**AXON**  
CONSULTANCY



FAIRVIEW PARK BOULEVARD

KAM POK RD

8(48)  
61(21)  
49(172)

78(12)  
780(352)

361(598)  
152(18)

98(57)  
12(19)  
28(69)

26(42)  
0(0)

26(42)  
42(61)  
0(0)  
0(0)

Legends:

← 100(200)

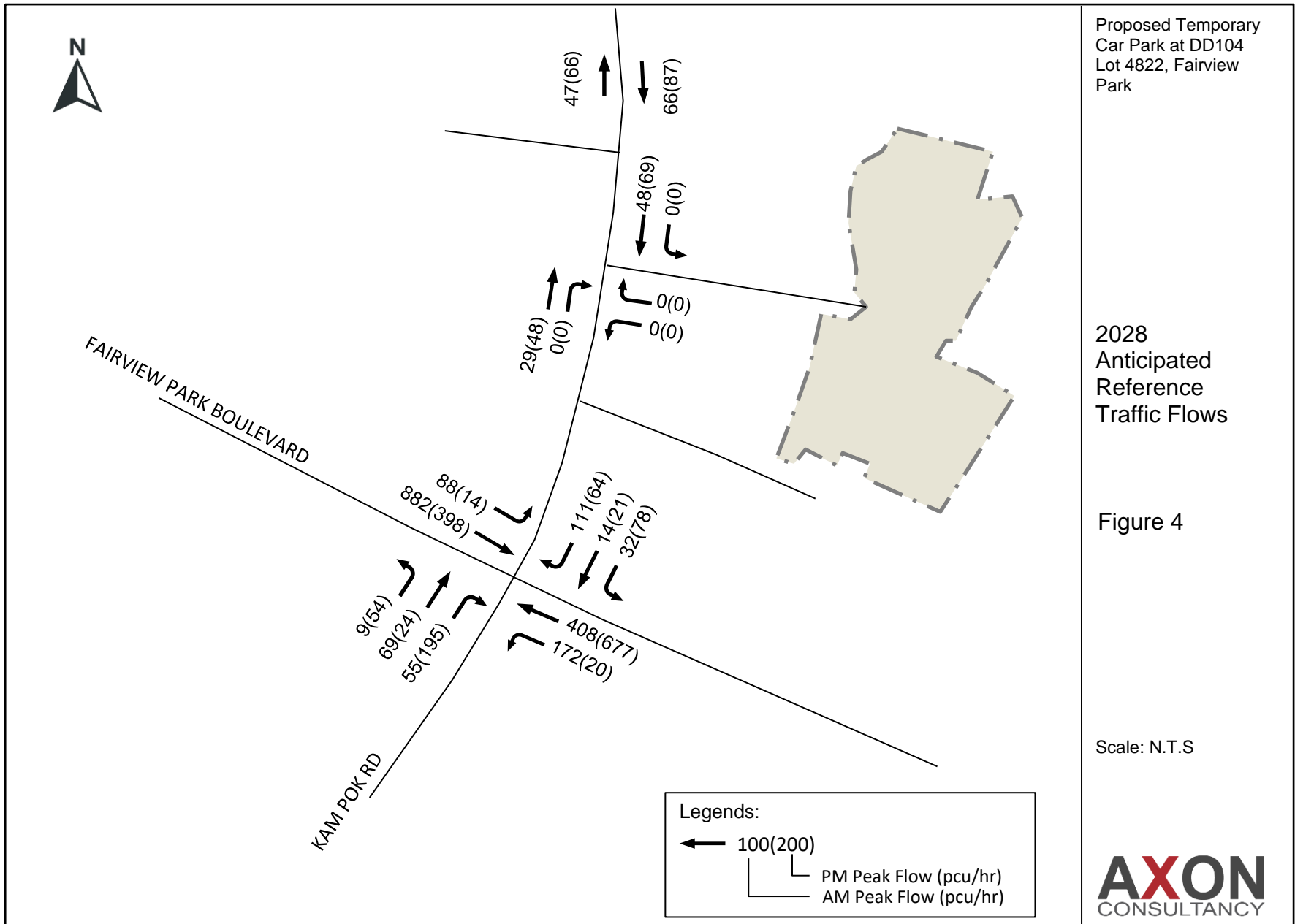
PM Peak Flow (pcu/hr)  
AM Peak Flow (pcu/hr)

Proposed Temporary  
Car Park at DD104  
Lot 4822, Fairview  
Park

2025 Observed  
Traffic Flows

Figure 3

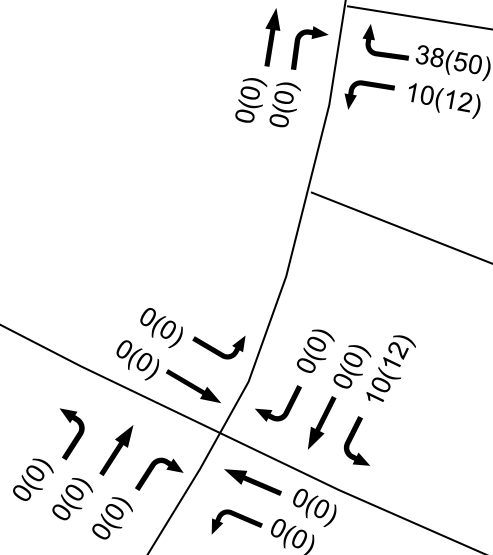
Scale: N.T.S





FAIRVIEW PARK BOULEVARD

KAM POK RD



Legends:

← 100(200)

PM Peak Flow (pcu/hr)  
AM Peak Flow (pcu/hr)

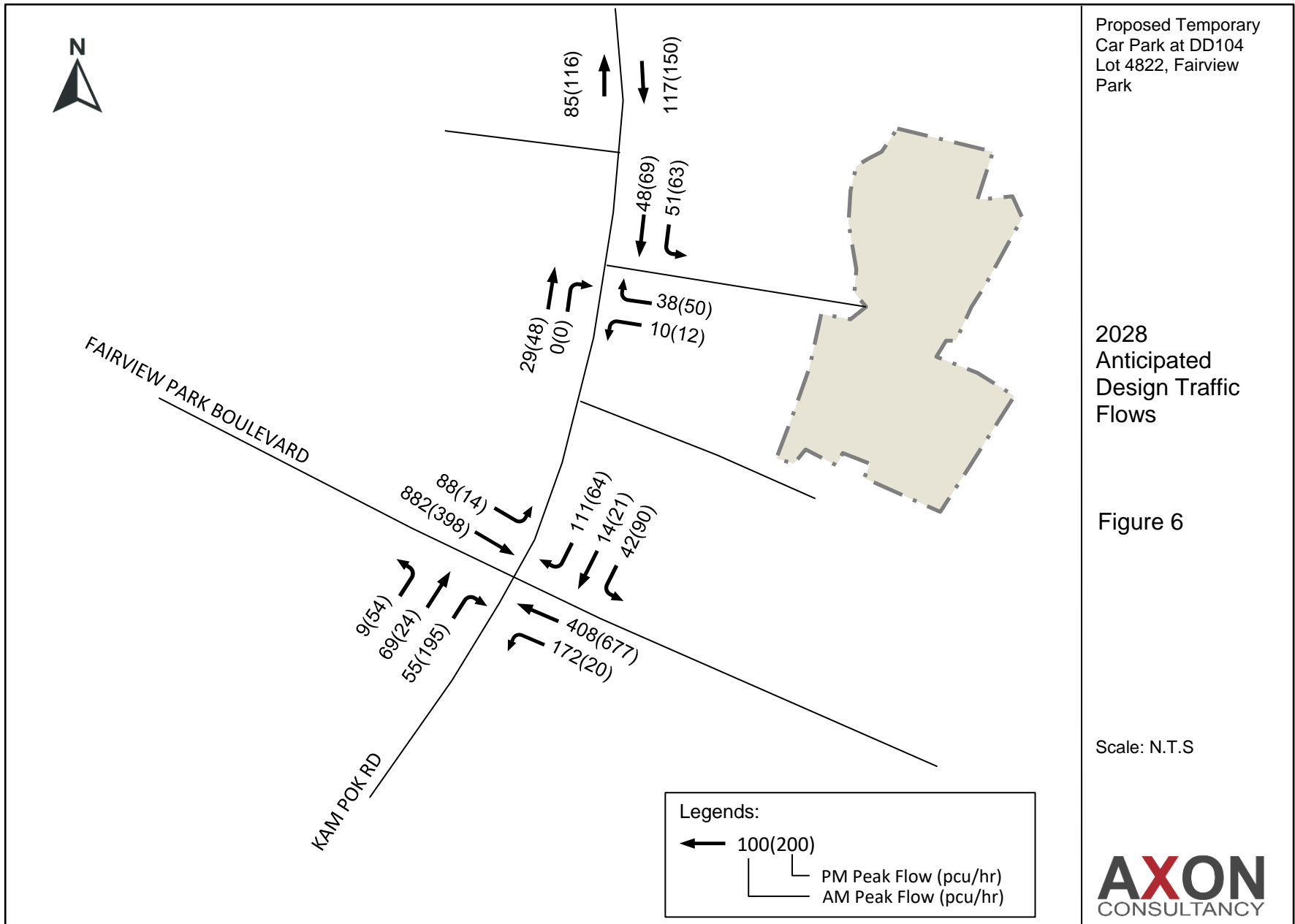
Proposed Temporary  
Car Park at DD104  
Lot 4822, Fairview  
Park

Total  
Development  
Flows

Figure 5

Scale: N.T.S



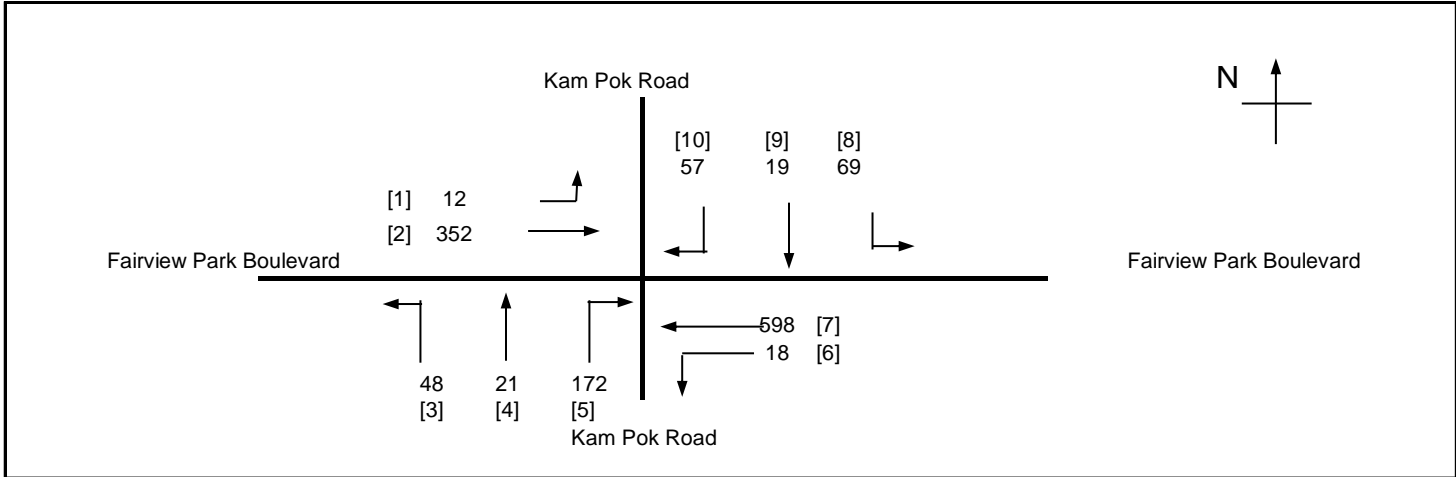
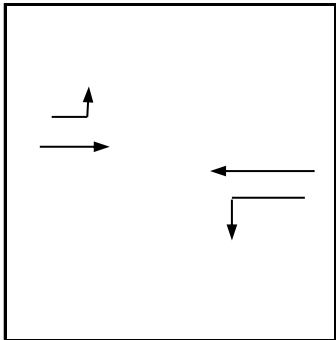
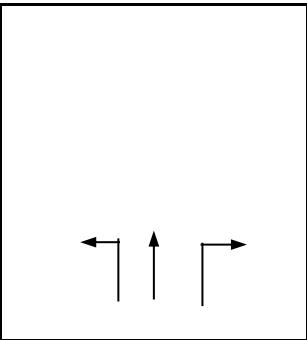
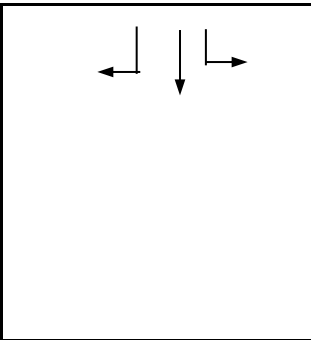
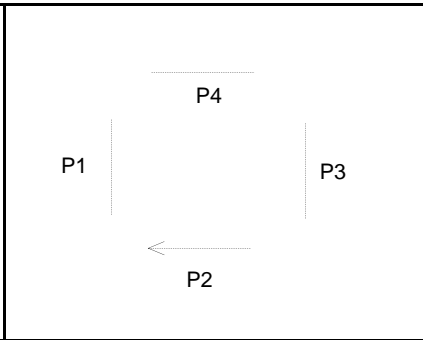


# Appendix A

## Junction Analysis

AXON CONSULTANCY LIMITED										TRAFFIC SIGNAL CALCULATION										INITIALS			DATE																												
Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park															Project No.: 31052					Prepared By:			Jan-25																												
J/O Fairview Park Boulevard / Kam Pok Road (J1)										2025 Observed AM										Checked By:			Jan-25																												
																				Reviewed By:			Jan-25																												
<div><p>Kam Pok Road</p><p>[1] 78 [2] 780</p><p>[10] 98 [9] 12 [8] 28</p><p>8 [3] 61 [4] 49 [5]</p><p>361 [7] 152 [6]</p><p>Fairview Park Boulevard</p><p>Fairview Park Boulevard</p><p>Kam Pok Road</p></div>															<div><p>No. of stages per cycle N = 4</p><p>Intergreen Period Stage 1 - 2 I = 7 sec</p><p>Stage 2 - 3 I = 7 sec</p><p>Stage 3 - 4 I = 11 sec</p><p>Stage 4 - 1 I = 2 sec</p><p>Cycle time C = 140 sec</p><p>Sum(y) Y = 0.346</p><p>Loss time L = 45 sec</p><p>Total Flow = 1627 pcu</p><p>Co = (1.5*L+5)/(1-Y) = 110.8 sec</p><p>Cm = L/(1-Y) = 68.8 sec</p><p>Yult = 0.563</p><p>R.C.ult = (Yult-Y)/Y*100% = 62.7 %</p><p>Cp = 0.9*L/(0.9-Y) = 73.1 sec</p><p>Ymax = 1-L/C = 0.679</p><p>R.C.(C) = (0.9*Ymax-Y)/Y*100% = 76.7 %</p></div>																																				
																Pedestrian Phase		Width (m)		Stage		Green Time Required SG FG		Green Time Provided (s) SG FG		Check																									
P1				P2				P3				P4				P1		P2		P3		P4		OK		OK																									
P1				P2				P3				P4				P1		P2		P3		P4		OK		OK																									
P1				P2				P3				P4				P1		P2		P3		P4		OK		OK																									
P1				P2				P3				P4				P1		P2		P3		P4		OK		OK																									
Stage 1				Stage 2				Stage 3				Stage 4																																							
Movement		Stage		Lane Width m.		Phase		No. of lane		Radius m.		O		N		Straight-Ahead Sat. Flow		m Left pcu/h		Straight pcu/h		Right pcu/h		Total Flow pcu/h		Proportion of Turning Vehicles		Sat. Flow pcu/h		Flare lane Length m.		Flare lane Effect		Revised Sat. Flow pcu/h		y		Greater y		L sec		g (required) sec		g (input) sec		Degree of Saturation X		Queue Length (m/lane)		Average Delay (sec)	
1,2		1		3.40				1		10				N		1955		78		331				409		0.19		1901						1901		0.215		0.215		24		59		59		0.509		46		31	
2		1		3.30				1								2085				449				449		0.00		2085				2085		0.215				59		59		0.509		50		31					
3,4,5		2		3.70				1		15				N		1985		8		61		49		118		0.48		1894				1894		0.062		0.062				17		17		0.509		20		60			
6,7		1		3.30				1		19				N		1945		152		90				242		0.63		1853				1853		0.131						36		36		0.509		35		46			
7		1		3.20				1								2075				271				271		0.00		2075				2075		0.131				36		36		0.509		39		46					
8,9,10		3		5.50				1		20				N		2165		28		12		98		138		0.91		2026				2026		0.068		0.068				19		19		0.509		23		58			
		4				Ped																																21		21		21									

X:\Project\31052 Temp Car Park at DD104 Lot 4822, Fairview Park\Data\Calculation\J1FairviewParkBoulevard\_KamBokRd.xlsm]OBS AM

AXON CONSULTANCY LIMITED										TRAFFIC SIGNAL CALCULATION										INITIALS				DATE																																																																																																																																																																																																														
Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park															Project No.: 31052					Prepared By:					Jan-25																																																																																																																																																																																																													
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P2		13.2		4		7		11		10		11		OK																																																																																																																																																																																																																								
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Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)										Average Delay (sec)																																																																																																																																																																																																				
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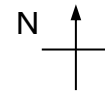
## TRAFFIC SIGNAL CALCULATION

DATE \_\_\_\_\_

Jan-25

Jan-25






Jan-25



No. of stages per cycle	N =	4
Intergreen Period	I =	7 sec
Stage 1 - 2	I =	7 sec
Stage 2 - 3	I =	11 sec
Stage 3 - 4	I =	2 sec
Stage 4 - 1	C =	140 sec
Cycle time	Y =	0.391
Sum(y)	L =	45 sec
Loss time	=	1840 pcu
Total Flow	Co = $(1.5 * L + 5) / (1 - Y)$	= 119.1 sec
Co	Cm = $L / (1 - Y)$	= 73.9 sec
Cm	Yult =	0.563
Yult	R.C.ult = $(Yult - Y) / Y * 100\%$	= 43.8 %
R.C.ult	Cp = $0.9 * L / (0.9 - Y)$	= 79.6 sec
Cp	Ymax = $1 - L / C$	= 0.679
Ymax	R.C.(C) = $(0.9 * Ymax - Y) / Y * 100\%$	= 56.2 %
R.C.(C)		



Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
			SG	FG	SG	FG	
P1	13.2	4	7	11	10	11	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

	Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan/ Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
										Left pcu/h	Straigh pcu/h	Right pcu/h														
 	1,2	1	3.40	Ped	1	10		N	1955	88	375		463	0.19	1901			1901	0.243	0.243	24	59	59	0.576	52	33
	2	1	3.30		1		2085		507		507	0.00	2085		2085	0.243		59	59	0.576		57	32			
3,4,5	2	3.70	1		15		N	1985	9	69	55	133	0.48	1894			1894	0.070	0.070		17	17	0.576	23	61	
 	6,7	1	3.30		1	19		N	1945	172	102		274	0.63	1853			1853	0.148			36	36	0.576	40	48
	7	1	3.20		1		2075		306		306	0.00	2075		2075	0.148		36	36	0.576		44	47			
	8,9,10	3	5.50		1	20		N	2165	32	14	111	157	0.91	2027			2027	0.077	0.077	21	19	19	0.576	26	60
		4																				21	21	21		

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park

Project No.: 31052

Prepared By:

Jan-25

J/O Fairview Park Boulevard / Kam Pok Road (J1)

2028 Reference PM

Checked By:

Jan-25

Reviewed By:

Jan-25

Kam Pok Road

[1] 14  
[2] 398

[10] 64 [9] 21 [8] 78

Fairview Park Boulevard

54 [3] 24 [4] 195 [5]

677 [7] 20 [6]

Kam Pok Road

N

No. of stages per cycleN = 4

Intergreen PeriodStage 1 - 2I = 7 sec

Stage 2 - 3I = 7 sec

Stage 3 - 4I = 11 sec

Stage 4 - 1I = 2 sec

Cycle timeC = 140 sec

Sum(y)Y = 0.404

Loss timeL = 45 sec

Total Flow= 1545 pcu

Co = (1.5\*L+5)/(1-Y) = 121.7 sec

Cm = L/(1-Y) = 75.5 sec

Yult = 0.563

R.C.ult = (Yult-Y)/Y\*100% = 39.2 %

Cp = 0.9\*L/(0.9-Y) = 81.7 sec

Ymax = 1-L/C = 0.679

R.C.(C) = (0.9\*Ymax-Y)/Y\*100% = 51.1 %

Stage 1

Stage 2

Stage 3

Stage 4

Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
			SG	FG	SG	FG	
P1	13.2	4	7	11	10	11	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
									Left pcu/h	Straigh pcu/h	Right pcu/h														
1,2	1	3.40		1	10		N	1955	14	184		198	0.07	1935			1935	0.103	0.174	24	24	41	0.351	27	40
	2	1		3.30	1		2085		214		214	0.00	2085	2085			0.103	24	41		0.351	29	40		
3,4,5	2	3.70		1	15		N	1985	54	24	195	273	0.91	1819			1819	0.150	0.150		35	35	0.595	40	48
6,7	1	3.30		1	19		N	1945	20	316		336	0.06	1936			1936	0.174			41	41	0.595	46	44
	7	1		3.20	1		2075		361		361	0.00	2075	2075			0.174	41			41	0.595	50	44	
8,9,10	3	5.50	Ped	1	20		N	2165	78	21	64	163	0.87	2032			2032	0.080	0.080		19	19	0.595	27	60
	4																							21	21

X:\Project\31052 Temp Car Park at DD104 Lot 4822, Fairview Park\Data\Calculation\[J1FairviewParkBoulevard\_KamBokRd.xlsm]REF PM



AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park

Project No.: 31052

Prepared By:

Jan-25

J/O Fairview Park Boulevard / Kam Pok Road (J1)

2028 Design AM

Checked By:

Jan-25

Reviewed By:

Jan-25

Kam Pok Road

[10] 111 [9] 14 [8] 42

[1] 88 [2] 882

Fairview Park Boulevard

9 [3] 69 [4] 55 [5]

Kam Pok Road

408 [7] 172 [6]

N

No. of stages per cycleN = 4

Intergreen PeriodStage 1 - 2I = 7 sec

Stage 2 - 3I = 7 sec

Stage 3 - 4I = 11 sec

Stage 4 - 1I = 2 sec

Cycle timeC = 140 sec

Sum(y)Y = 0.396

Loss timeL = 45 sec

Total Flow= 1850 pcu

Co = (1.5\*L+5)/(1-Y) = 120.0 sec

Cm = L/(1-Y) = 74.5 sec

Yult = 0.563

R.C.ult = (Yult-Y)/Y\*100% = 42.0 %

Cp = 0.9\*L/(0.9-Y) = 80.4 sec

Ymax = 1-L/C = 0.679

R.C.(C) = (0.9\*Ymax-Y)/Y\*100% = 54.2 %

Stage 1

Stage 2

Stage 3

Stage 4

Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
			SG	FG	SG	FG	
P1	13.2	4	7	11	10	11	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
									Left pcu/h	Straigh pcu/h	Right pcu/h														
 1,2	1	3.40		1	10		N	1955	88	375		0.19	1901			1901	0.243	0.243	24	58	58	0.584	52	33	
	2	3.30		1	2085		507	507	0.00	2085		2085	0.243			58	58	0.584		58	33				
3,4,5	2	3.70		1	15		N	1985	9	69	55	133	0.48	1894			1894	0.070	0.070		17	17	0.584	23	62
 6,7	1	3.30		1	19		N	1945	172	102		0.63	1853			1853	0.148			35	35	0.584	40	48	
	7	3.20		1	2075		306	306	0.00	2075		2075	0.148			35	35	0.584		45	48				
 8,9,10	3	5.50	Ped	1	20		N	2165	42	14	111	167	0.92	2026			2026	0.082	0.082	21	20	20	0.584	28	59
	4																								

X:\Project\31052 Temp Car Park at DD104 Lot 4822, Fairview Park\Data\Calculation\J1FairviewParkBoulevard\_KamBokRd.xlsm]DES AM

AXON CONSULTANCY LIMITED

TRAFFIC SIGNAL CALCULATION

INITIALS

DATE

Proposed Temporary Car Park at DD104 Lot 4822, Fairview Park

Project No.: 31052

Prepared By:

Jan-25

J/O Fairview Park Boulevard / Kam Pok Road (J1)

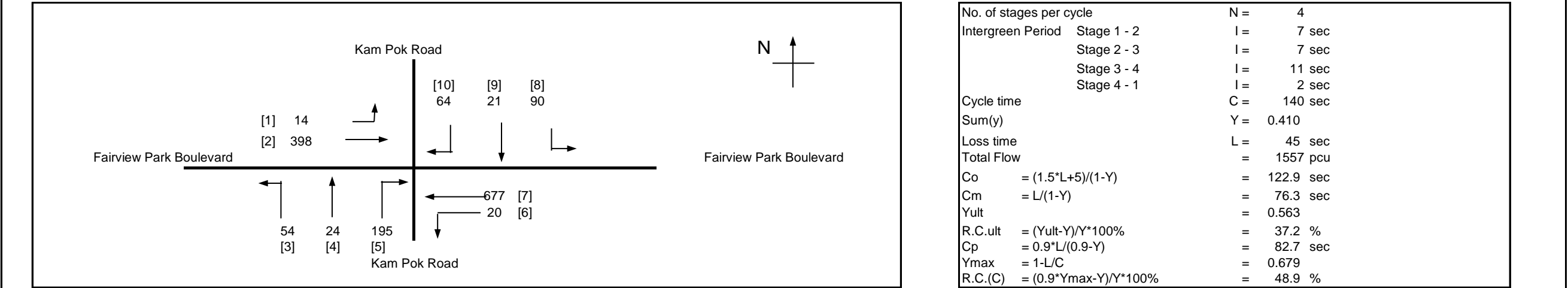
2028 Design PM

Checked By:

Jan-25




Reviewed By:

Jan-25



Stage 1	Stage 2	Stage 3	Stage 4

Pedestrian Phase	Width (m)	Stage	Green Time Required		Green Time Provided (s)		Check
P1	13.2	4	SG	FG	SG	FG	OK
P2	13.2	4	7	11	10	11	OK
P3	13.2	4	7	11	10	11	OK
P4	13.2	4	7	11	10	11	OK

	Move- ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight- Ahead Sat. Flow	m			Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lan Length m.	Flare lane Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m/lane)	Average Delay (sec)
										Left pcu/h	Straight pcu/h	Right pcu/h														
	1,2	1	3.40		1	10		N	1955	14	184		198	0.07	1935			1935	0.103	0.174	24	24	40	0.356	27	41
	2	1	3.30		1				2085		214		214	0.00	2085			2085	0.103	24		40	0.356	30	41	
3,4,5	2	3.70	1		15	N		1985	54	24	195	273	0.91	1819	1819			0.150	0.150	35	35	0.604	40	49		
6,7	1	3.30	1		19	N		1945	20	316		336	0.06	1936	1936			0.174		40	40	0.604	47	45		
	7	1	3.20		1				2075		361		361	0.00	2075			2075	0.174	40	40	0.604	50	45		
	8,9,10	3	5.50		Ped	1		20	N	2165	90	21	64	175	0.88			2031			2031	0.086	0.086	21	20	20
		4																21	21	21						

**Previous s.16 Applications covering the Application Site**

**Approved Applications**

<b>No.</b>	<b>Application No.</b>	<b>Proposed Use(s)/Development(s)</b>	<b>Date of Consideration (RNTPC/TPB)</b>
1.	A/YL-MP/55	Low-density Residential Development with Ancillary Club House and Recreational Facilities	13.8.1999 Approved by RNTPC
2.	A/YL-MP/110	Proposed Low Density Residential Development	17.1.2003 Approved by RNTPC
3.	A/YL-MP/136	Low-Rise, Low-Density Residential Development with Ancillary Club-house and Recreation Facilities	14.1.2005 Approved by RNTPC
4.	A/YL-MP/148	Temporary Open Air Private Car Park for Exhibition of Used Cars for a Period of 3 Years	23.12.2005 Approved by RNTPC [revoked on 23.6.2007]
5.	A/YL-MP/156	Proposed Houses with Ancillary Club House and Recreational Facilities	3.11.2006 Approved by RNTPC
6.	A/YL-MP/170	Proposed House (Low-rise, Low-density Residential) Development, Minor Relaxation of Building Height Restriction and Filling of Ponds	7.5.2010 Approved by RNTPC
7.	A/YL-MP/176	Temporary 'Shop and Services (Sale of Household Plants, Aquarium Fish, Clothes and Agency for Car Repairing Service)' Use for a Period of 3 Years	19.6.2009 Approved by RNTPC [revoked on 19.12.2009]
8.	A/YL-MP/202	Proposed House Development, Minor Relaxation of Building Height Restriction, and Filling of Pond	7.2.2014 Approved by RNTPC
9.	A/YL-MP/242	Proposed House Development with Minor Relaxation of Building Height Restriction from 6m to 6.6m, Filling of Pond/Land, and Excavation of Land	27.2.2015 Approved by RNTPC
10.	A/YL-MP/287	Proposed House Development with Minor Relaxation of Building Height Restriction, Filling of Pond/Land, and Excavation of Land	26.5.2020 Approved by RNTPC

### **Rejected Applications**

<b>No.</b>	<b>Application No.</b>	<b>Proposed Use(s)/Development(s)</b>	<b>Date of Consideration (RNTPC/TPB)</b>
1.	A/YL-MP/90	Proposed Temporary Fun Kart Playground and Barbecue Site for a Period of 2 Years	4.5.2001 Rejected by RNTPC (rejection reasons: (a) to (e))
2	A/YL-MP/104	Low Density Residential Development with Relaxation of Plot Ratio	1.3.2002 Rejected by RNTPC (rejection reasons: (f) to (h), (e))

#### **Rejection Reasons:**

- (a) not in line with the planning intention of the “Residential (Group D)” (“R(D)”) zone. There is no strong justification in the submission for a departure from such planning intention, even on a temporary basis;
- (b) not compatible with surrounding land uses;
- (c) the proposed car parking arrangement for the development is not satisfactory;
- (d) no information in the submission to demonstrate that the development would not have adverse drainage and noise impacts on the surrounding areas;
- (e) would set an undesirable precedent for other similar applications within the “R(D)” zone;
- (f) no strong justification and design merits to merit a relaxation of the plot ratio restriction;
- (g) not comply with the revised Town Planning Board Guidelines for “Applications for Development within Deep Bay Area” to demonstrate that the development would not have negative off-site disturbance impact on the ecological value of the fish ponds and wetlands in the Deep Bay Wetland Conservation Area;
- (h) the proposed vehicular access arrangement is not desirable from road safety point of view.

**Similar s.16 Application in the vicinity of the Site in the Past Five Years**

**Approved Applications**

<b>No.</b>	<b>Application No.</b>	<b>Proposed Use(s)/Development(s)</b>	<b>Date of Consideration (RNTPC/TPB)</b>
1.	A/YL-MP/318	Proposed Temporary Shop and Services and Public Vehicle Park for a Period of 3 Years	26.11.2021 Approved by RNTPC [revoked on 26.8.2023]
2	A/YL-MP/354	Proposed Temporary Shop and Services and Public Vehicle Park for a Period of 3 Years	22.9.2023 Approved by RNTPC

**Government Departments' General Comments**

**1. Traffic**

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

- no in-principle objection to the application from highways maintenance point of view; and
- advisory comments are detailed in **Appendix V**.

**2. Landscape**

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department:

- the application site (the Site) falls within “Residential (Group D)” (“R(D)”) zone, which is a non-landscape sensitive zoning from landscape planning perspective. No significant landscape impact arising from the proposed use is anticipated; and
- advisory comments are detailed in **Appendix V**.

**3. Fire Safety**

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

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

**4. Other Departments**

The following government departments have no objection to/no adverse comment on the application and their advisory comments, if any, are in **Appendix V**:

- Chief Building Surveyor/New Territories West, Buildings Department;
- Chief Engineer/Railway Development 1-1, HyD;
- Head of Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD);
- Project Manager (West), CEDD;
- Chief Engineer/Construction, Water Supplies Department;
- Director of Electrical and Mechanical Services; and
- Commissioner of Police.



**Recommended Advisory Clauses**

- (a) the applicant is reminded to resolve any land issues relating to the proposed use with the concerned owner(s) of the Site;
- (b) to note the comments of the Commissioner for Transport that:
  - the applicant is reminded that Fairview Park Boulevard is a private road and outside Transport Department (TD)'s management purview;
  - should there be any vehicles using Fairview Park Boulevard as the vehicular access under the planning application, the applicant should seek consent from the management party of Fairview Park Boulevard; and
  - no vehicle is allowed to queue back to or reverse onto/from public road at any time during the planning approval period;
- (c) to note the comments of the Director of Fire Services (D of FS) that:
  - the applicant is advised to submit relevant layout plans incorporated with the proposed fire service installations (FSIs) to D of FS for approval;
  - the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy;
  - the location of where the proposed FSIs to be installed should be clearly marked on the layout plans; and
  - if the proposed structure(s) is required to comply with the Building Ordinance (BO) (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;
- (d) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (HyD) that:
  - the access arrangement as well as the proposed ingress/egress to the application site (the Site) should be commented by the TD;
  - HyD is not/shall not be responsible for the maintenance of any access connecting between the Site and Kam Pok Road;
  - the applicant should also submit the details of road modification works, including modification of street furniture and road drainage, at Kam Pok Road for TD and HyD review. No modification works should be implemented unless approval on the modification proposal was obtained from TD and HyD; and
  - adequate drainage measures should be provided at the site access to prevent surface water running from the Site to the nearby public roads or exclusive road drains;
- (e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department that:

- the applicant is advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The applicant is reminded to seek comments and approval for any proposed tree works from the relevant department prior to the commencement of the works;
- (f) to note the comments of the Director of Agriculture, Fisheries and Conservation that:
- the applicant is reminded to implement appropriate mitigation measures to avoid/minimise disturbance impacts on the Ngau Tam Mei Drainage Channel and the associated wildlife use in particular waterbirds should the application be approved by the Town Planning Board;
- (g) to note the comments of the Director of Environmental Protection that:
- the applicant should be reminded to follow relevant environmental measures given in the 'Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites' during construction and operation stages of the proposed use; and
  - on the filling of pond and land, while there are watercourses running in close proximity to the Site, the applicant is advised to strictly observe all relevant pollution control ordinances, particularly on waste management and disposal, and put in place necessary precautionary/pollution control measures to prevent any pollution of the nearby watercourses as a result of the construction activities and operation of the project. Best management practice should be adopted to avoid refuse and other pollution from entering the surface runoff to the watercourses;
- (h) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department that:
- 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 (UBWs) under the BO. An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
  - 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;
  - the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of B(P)R at building plan submission stage;
  - for UBWs erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the Site under the BO;
  - 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; and

- detailed checking under the BO will be carried out at building plan submission stage.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

**To : Secretary, Town Planning Board**

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

By Fax : 2877 0245 or 2522 8426

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

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

A/YL-MP/381

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

因場地涉及數以百計的車輛出入，建議在錦鑾路北進北出，  
且最好在北出入口附近建一回旋處上新田高速公路  
以減輕原出口青4公路的擠塞，亦可減輕錦鑾回旋  
處的压力！

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

錦鑾花園業主聯會

簽署 Signature

何豐昇

日期 Date

4-12-2024



---

**From:** [REDACTED]  
**Sent:** 2024-12-10 星期二 03:05:44  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Subject:** A/YL-MP/381 DD 104 Mai Po

A/YL-MP/381

Lot 4822 (Part) in D.D. 104, Mai Po

Site area: About 28,113sq.m

Zoning: "Res (Group D)"

Applied use: Public Vehicle Park / 35 Light Vehicle / 166 Medium Vehicle / **Filling of Pond and Filling of Land**

Dear TPB Members,

So the Open Storage met with resistance from government depts so 375 withdrawn.

Previous objections relevant and upheld. Where are the trees? Filling in pond unacceptable.

This is brownfield under another name.

Applicaition should be rejected.

Mary Mulvihill

---

**From:** [REDACTED]  
**To:** tpbpd <tpbpd@pland.gov.hk>  
**Date:** Monday, 26 August 2024 3:18 AM HKT  
**Subject:** A/YL-MP/375 DD 104 Mai Po

A/YL-MP/375

Lot 4822 (Part) in D.D. 104, Mai Po

Site area: About 28,113sq.m

Zoning: "Res (Group D)"

Applied use: Open Storage of Construction Machinery and Materials / 44 Mixed Public Vehicle Park / **Filling of Pond and Filling of Land**

---

Dear TPB Members,

Strongest Objections, particularly to the filling in of the pond, about 3,610m<sup>2</sup>

The site is basically A/YL-MP/287 for 65 houses, 37,702m<sup>2</sup> (37,645m<sup>2</sup>) Includes Government Land of about 7,277m<sup>2</sup>

647th RNTPC MEETING ON 26.05.2020 After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The **permission should be valid until 26.5.2024**

When the plan was approved much of the site had already been stripped of vegetation and of the 491 existing trees within the Site 373 of them are proposed to be felled.

According to the developer, Henderson Land, approval of the this application "will represent a positive support **to increase the supply of private housing units to meet the needs of the society and is in line with the Government's policy objectives** to adopt a multi-pronged strategy to increase land supply **to meet the pressing housing demand in Hong Kong**

But fast forward four years and not one house has been built. Instead, we now find that that the virtuous developer is now taking on the role of **BROWNFIELD OPERATOR**,

"In the middle of some development areas, the applicant hopes to provide temporary land to meet the needs of relocation."

"assist operators, so that they can have enough time to find other land for operations, and the government can also better smoothly recover land and accelerate the progress of various new development areas."

Not a peep about the 65 houses and the pressing need for homes.

The application also does not address the issue of the missing 400 trees that should have been compensated by now.

Members cannot approve further degradation of the site and must demand that the pond be left intact and that the 400 trees be planted in order to restore the environmental benefits provided by their fallen predecessors.

Mary Mulvihill

---

**From:** [REDACTED]  
**To:** tpbpd <[tpbpd@pland.gov.hk](mailto:tpbpd@pland.gov.hk)>  
**Date:** Tuesday, 24 March 2020 10:54 PM HKT  
**Subject:** Re: A/YL-MP/287 DD 104 Mai Po

Dear TPB Members,



All the applications for development of Wetlands claim to be providing solutions. Members must take into account the cumulative impact and the devastation their combined impact would have with regard to erecting obstacles to the birds and wildlife, the impact of artificial light on sensitive breeding grounds, etc.

Apart from this application there is:

Y/YL-NSW/6 Various Lots in D.D. 115 and Adjoining Government Land, Nam Sang Wai

A/YL-NSW/274 DD 155 Tung Sing Lei SHK – if both are approved then there would be just a small area of isolated fish ponds left in between the two locations.

A/YL-NSW/270 DD 104 Nam Sang Wai Wetlands and 287 both close to Fairview Park would further strangle the remaining wetlands on the flank.

It is clear that these applications cannot be considered in isolation. PlanD should provide a composite picture of the various applications so that their impact can be evaluated with regard to the cumulative impact.

Previous objections upheld.

Mary Mulvihill

---

**From:** [REDACTED]  
**To:** "tpbpd" <tpbpd@pland.gov.hk>  
**Sent:** Tuesday, November 12, 2019 11:42:38 PM  
**Subject:** A/YL-MP/287 DD 104 Mai Po

A/YL-MP/287

Lots 3207 RP, 3209 RP, 3220 RP, 3221 RP, 3224 RP, 3225 S.A RP, 3225 S.C RP, 3225 RP, 3226 S.A RP, 3226 RP, 3228, 3229, 3230 RP, 3250 S.B ss.21 RP, 3250 S.B ss.33 S.B, 3250 S.B ss.40 S.A RP, 3250 S.B ss.40 RP and 4658 RP in D.D. 104 and Adjoining Government Land, Mai Po, Yuen Long

Site area : About 37,702m<sup>2</sup> (37,645m<sup>2</sup>) Includes Government Land of about 7,277m<sup>2</sup> (6,770m<sup>2</sup>)

Zoning : "Res (Group D)"

Applied Development : 65 (32) Houses / 77 (69) Vehicle Parking / Club House / SC 20% / OS 200m<sup>2</sup> / **Filling of Pond/Land, and Excavation of Land**

Dear TPB Members,

It is quite clear that large developers like Henderson play a significant role in the shortage of housing. Time and again they get approval for residential towers and compounds, as in this case, but do not proceed with the development. Instead they come back to TPB again and again with new plans that invariably are based on squeezing more dollars from the project.

**IT IS ABOUT TIME THAT TIME LIMITS BE IMPOSED ON DEVELOPMENTS ABOVE A CERTAIN SIZE AND THAT ALL APPROVALS LAPSE IF THE DEADLINES ARE NOT MET.**



Like the Vacancy Tax, this measure is long overdue and would certainly focus minds on getting on with providing housing instead of waiting for another Policy Address to justify further tweaking of plans, that never benefit the ultimate end-users..

The number of houses has been increased from 32 to 65 but there is little increase in the parking facilities. Do folk who buys stand alone house rely on one vehicle per unit? Obviously they will look for external parking thereby fuelling the brownfield parking businesses nearby.

62 houses translates into around 300 residents as these home will have domestic helpers and some drivers. The recreational facilities are patently inadequate. There is only the ubiquitous swimming pool that would be closed fro much of the year and a small children's playground. No exercise facilities for the elderly, and no outdoor active area like a basketball court.

There is an increase in the amount of government land to be absorbed into the development, this element should be devoted to ensuring a higher quality of lifestyle.

Not only are flats going 'mini', we are now looking at a new trend in mini houses.

Is this in the best interests of the community?

Some questions please.

Mary Mulvihill



FAIRVIEW PARK PROPERTY MANAGEMENT LTD.  
錦綉花園物業管理有限公司

3

本司檔案編號：FAIV/24/GM/L054

郵寄及傳真 (2877 0245)

敬啟者：

規劃申請編號 A/YL-MP/381

擬議臨時公眾停車場（貨櫃車除外）（為期 3 年）和相關填塘及填土工程

本司，錦綉花園物業管理有限公司，為錦綉花園（「木屋苑」）物業管理人，現就以上編號為 A/YL-MP/381 的規劃申請，提出強烈反對並表達以下意見：

1. 根據申請人所提交的資料，有關地點臨近錦綉大道，該申請獲批會令該路段使用率陡增，而錦綉大道為私家道路，這無疑將會令已十分繁重的道路負荷百上加斤，從而加速路面耗損，變相令私家道路扮演公共交通的角色，但有關維修費用卻須由木屋苑業戶承擔，做成極之不公情況，業戶們對此亦多次表示強烈不滿。
2. 另外，錦綉花園的交匯處是全港最多出入口的迴旋處，現時交通長期處於超負荷狀態；規劃申請編號 A/YL-MP/381 項目無可避免地使用該迴旋處。
3. 該申請項目用途是臨時公眾停車場，換言之前往該處之車輛將會令已經超出負荷的迴旋處承受更大的壓力；更令人擔憂的是這些車輛穿梭於繁忙的迴旋處極容易造成混亂及發生交通意外，而有關的事故，將會阻斷錦綉花園唯一的對外通道，對木屋苑居民及其他錦綉大道使用者造成極大困擾。

另一方面，鑒於錦綉大道周邊越來越多的新發展項目陸續推出，而這些項目無可避免將使用錦綉大道，故我們藉此一併建議政府按新批地書（號碼：2265）內一般條款第 4 條收回該條原屬私家道路，但實際上卻用作公共道路的錦綉大道。事實上政府有責任為新發展項目周邊地區提供完善的公共交通配套，而不是把該等責任，例如管理及維修道路支出，轉嫁於道路擁有人及錦綉花園住戶承擔。

此致

城市規劃委員會秘書  
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錦綉花園物業管理有限公司  
總經理 連子豐 謹啟  
持牌物業管理人(第 1 級)  
(牌照號碼 P1-573294)

2024 年 12 月 11 日

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Fairview Park Management Advisory Committee (The 12th)  
錦綉花園管理諮詢委員會 (第十二屆)

致 城規會

渣華道 333 號  
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對 A/YL-MP/381 的意見

我們不反對臨時停車場的用途，但反對魚塘填平。

雖然我們不反對臨時停車場的用途，但建議發展用地位處后海灣濕地保育緩衝區旁，因此我們反對在沒有適當濕地補償或保育的情況下，將用地中的魚塘填平。

事實上，我們發現現場土地已填平及升高（接近兩米），請有關當局檢視是否有違規建築，特別是在排水及土力方面？。

第十二屆錦綉花園管理諮詢委員會



主席 黃楚銘 謹啓

☎: [REDACTED]

2024 年 12 月 10 日

