

2024年 3月 1 日
此文件在 收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 19 MAR 2024
The 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

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

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made

「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

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

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

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

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

240701 14/3 By hand

Form No. S16-III 表格第 S16-III 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/YC-NSW/324
	Date Received 收到日期	19 MAR 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	
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)	
HKSM Yuen Long Driving School Limited	
2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)	
(<input type="checkbox"/> Mr. 先生 / <input type="checkbox"/> Mrs. 夫人 / <input type="checkbox"/> Miss 小姐 / <input type="checkbox"/> Ms. 女士 <input checked="" type="checkbox"/> Company 公司 / <input type="checkbox"/> Organisation 機構)	
KTA Planning Limited	
3. Application Site 申請地點	
(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lot No. 1347RP in DD115 near Nam Sang Wai, Yuen Long
(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 17,320 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 1,485 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	NIL sq.m 平方米 <input type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
(e) Land use zone(s) involved 涉及的土地用途地帶	"Other Specified Use" annotated "Comprehensive Development to include Wetland Restoration Area"
(f) Current use(s) 現時用途	HKSM Yuen Long Driving School (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

(a) According to the record(s) of the Land Registry as at (DD/MM/YYYY), this application involves a total of "current land owner(s)" [#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」 [#]。

(b) The applicant 申請人 –

☐ has obtained consent(s) of "current land owner(s)" [#].
已取得 名「現行土地擁有人」 [#] 的同意。

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

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

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

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

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

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

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

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

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

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

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

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

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas or Regulated Areas 位於鄉郊地區或受規管地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas or Regulated Areas, please proceed to Part (B)) (如屬位於鄉郊地區或受規管地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	(Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input type="checkbox"/> year(s) 年 <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表 Proposed uncovered land area 擬議露天土地面積sq.m <input type="checkbox"/> About 約 Proposed covered land area 擬議有上蓋土地面積sq.m <input type="checkbox"/> About 約 Proposed number of buildings/structures 擬議建築物/構築物數目 Proposed domestic floor area 擬議住用樓面面積sq.m <input type="checkbox"/> About 約 Proposed non-domestic floor area 擬議非住用樓面面積sq.m <input type="checkbox"/> About 約 Proposed gross floor area 擬議總樓面面積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) 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 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	

Proposed operating hours 擬議營運時間			
.....			
.....			
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	Yes 是	<input 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))	
	No 否	<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)	
(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 type="checkbox"/>	
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	<input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍)	
		<input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約	
	No 否	<input type="checkbox"/>	
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	On environment 對環境		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	On traffic 對交通		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	On water supply 對供水		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	On drainage 對排水		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	On slopes 對斜坡		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	Affected by slopes 受斜坡影響		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	Landscape Impact 構成景觀影響		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	Tree Felling 砍伐樹木		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	Visual Impact 構成視覺影響		Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/>
	Others (Please Specify) 其他 (請列明)		Yes 會 <input type="checkbox"/> No 不會 <input 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/ <u>YL-NSW</u> / <u>287</u>
(b) Date of approval 獲批給許可的日期	<u>23/7/2021</u> (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期	<u>5/9/2025</u> (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	Temporary Driving School and Ancillary Uses
(e) Approval conditions 附帶條件	<p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input checked="" type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>.....</p> <p>.....</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<p><input checked="" type="checkbox"/> year(s) 年 <u>3</u></p> <p><input type="checkbox"/> month(s) 個月</p>

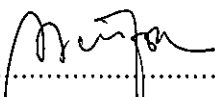
8. Declaration 聲明

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


.....
DAVID FOK

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

Director
.....

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

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

專業資格

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

on behalf of
代表

KTA Planning Limited

☒ Company 公司 / ☐ Organisation 機構名稱及蓋章（如適用）

Date 日期

14/03/2024

..... (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	Lot No. 1347RP in DD115 near Nam Sang Wai, Yuen Long
Site area 地盤面積	17,320 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 NIL sq. m 平方米 <input type="checkbox"/> About 約)
Plan 圖則	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
Zoning 地帶	"Other Specified Use" annotated "Comprehensive Development to include Wetland Restoration Area"
Type of Application 申請類別	<input 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 type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____ <input checked="" 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 checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____
Applied use/ development 申請用途/發展	Temporary Driving School and Ancillary Uses

(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	1,485 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.086 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	3	
(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	About 5.6 <input type="checkbox"/> (Not more than 不多於) m 米	
		1 <input type="checkbox"/> (Not more than 不多於) Storeys(s) 層	
(iv) Site coverage 上蓋面積	8.6 % <input checked="" type="checkbox"/> About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____		N/A
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		N/A

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

S16 PLANNING APPLICATION
APPROVED NAM SANG WAI OZP NO. S/YL-NSW/8

**Renewal of Planning Approval
for HKSM Yuen Long Driving School
at Lot 1347RP in DD115, Yuen Long**

SUPPORTING PLANNING STATEMENT

March 2024

Applicant:

HKSM Yuen Long Driving School Limited

Submitting Agent:

KTA Planning Limited.



S3093_PS_V04



PLANNING LIMITED

規 劃 顧 問 有 限 公 司

Executive Summary

This S.16 application is submitted on behalf of HKSM Yuen Long Driving School Limited, the owner of Lot 1347RP in DD115, Yuen Long (the “Application Site”), to seek renewal of planning approval for the existing HKSM Yuen Long Driving School (“YLDS”) for a period of further three years till September 2028.

YLDS has encountered great difficulties in identifying a suitable replacement site for the YLDS. The renewal of the planning permission for YLDS is considered to be an acceptable interim solution before a suitable replacement site for YLDS is available. YLDS is the only Designated Driving School offering full range of driver training (i.e. private car, light goods vehicle, medium goods vehicle, bus, articulated vehicle, motorcycle) in North West New Territories. The Driving Test Centre in YLDS is the only driving test centre of Transport Department in North West New territories, and the waiting time for a driving test in YLDS is about 11 months. Its continuous operation is crucial to avoid causing disruption to the driving test arrangement for the public in the sub-region and to continue to provide the much needed driver training in North West New territories as an interim solution. YLDS is also the major and the only driving training school in North West New Territories supporting Government’s policy on Labour Importation Scheme for Transport Sector.

Despite its temporary land use basis, YLDS has been operating on the Application Site for about 30 years and has become a tolerated use on the local environment. There has been no changes in the physical layout of the driving school and its operation. YLDS has complied with all planning approval conditions as attached in the previous applications. YLDS provides a safe and controlled environment for learner drivers and job opportunities for about 110 driving instructors and ancillary staff.

YLDS falls within the northern end of the “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” (“OU(CDWRA)”) zone at the confluence of Kam Tin River and Shan Pui River on the Approved Nam Sang Wai OZP No. S/YL-NSW/8. There is no approved comprehensive residential development with wetland restoration proposal in the subject “OU(CDWRA)” zone. The overriding obstacle to future residential development within the zone is the low development intensity and the great difficulty for landowners to comply with the planning intention for residential development to incorporate wetland conservation within their sites. Hence the extension of a further three-year period for Driving School use till September 2028 would not jeopardise the planning intention for permanent land use within the zone.

Furthermore, although the residential developments in the “R(E)1” zone at the periphery of Tung Tau Industrial Area have already been occupied since 2017, there is no relevant complaints from the residents on the operation of YLDS. It is proven that the prevailing operation restrictions to YLDS, including no training vehicles are allowed on public roads during peak hours from 7:30am to 9:30am in the morning of Mondays to Saturdays, and 4:30pm to 7:30pm in the afternoon on weekdays, only private car and light goods vehicle (i.e. no heavy vehicles and articulated vehicles) are allowed to be trained in the Tung Tau training zone, only one articulated vehicle and one bus having on-street training from 7:30pm to 9:30pm and no training of drivers on heavy vehicles and articulated vehicles outside the Application Site after 9:30pm, are effective to address the potential interface problem between residents, including those in the planned residential developments, and YLDS. Hence it is considered that the planning approval for the driving school for a period of further three years from September 2025 to September 2028 is tolerable.

Under this very special circumstance and the above justifications, YLDS sincerely requests the Town Planning Board to grant planning approval for a period of further three years to avoid disruption of the driving courses and driving test appointments and to continue to provide the much needed driver training in North West New territories as an interim solution.

申請摘要

（內文如有差異，應以英文版本為準）

是項規劃申請由香港駕駛學院元朗分校有限公司 "HKSM Yuen Long Driving School Limited" (申請人) 提出，建議城規會准許香港駕駛學院元朗分校可在原址延續多營運三年直至 2028 年 9 月。香港駕駛學院元朗分校位於丈量約份第 115 段地段 1347 號餘段，該地段業權由申請人持有。

香港駕駛學院元朗分校有限公司（下稱 "元朗駕駛學院" (YLDS)）在尋找合適地皮作搬遷元朗駕駛學院時遇上極大困難。在還未找到合適地皮之前，容許元朗駕駛學院在原址延續多營運三年為一個可接受的過渡性方案。元朗駕駛學院是新界西北地區唯一提供全車種（包括私家車、輕型貨車、中型貨車、巴士、掛接車、電單車）駕駛訓練的政府指定駕駛學校。香港駕駛學院元朗分校內的駕駛考試中心，是運輸署在新界西北地區唯一的駕駛考試中心。現時元朗駕駛學院排期等待駕駛考試的時間約為 11 個月，學院的繼續營運可避免對排期等待駕駛考試的市民造成影響，以及作為繼續為新界西北地區提供極需要的駕駛訓練的暫時性安排。元朗駕駛學院亦是在新界西北地區主要及唯一支持運輸業輸入勞工計劃的駕駛訓練學校。

申請人於上址以臨時用途形式營運元朗駕駛學院逾三十年，已成為當區被認受的機構和用途。駕駛學院內的佈局和營運方式一直沒有任何更改。申請人亦完全履行所有規劃許可的附帶條件。元朗駕駛學院為學車人士提供一個安全的學習環境，避免在道路造成滋擾。此外，駕駛學院亦提供了約壹百壹拾個駕駛導師和支援員工職位。

元朗駕駛學院位於錦田河和山貝河的交匯處，根據元朗南生圍分區計劃大綱核准圖編號 S/YL-NSW/8，該地段已劃作「其他指定用途」註明「綜合發展及濕地改善區」用途，不過至今未有任何已獲批的綜合住宅及改善濕地發展計劃。主要原因是發展密度低，要達致這個土地用途的規劃意向亦十分困難，業主除了要提交住宅發展佈局外，還要提交一套完善的濕地改善計劃和長遠運作模式，令業主卻步。因此，如城規會容許元朗駕駛學院在原址多營運三年至 2028 年 9 月，不會對長遠落實該地段的規劃意向造成影響。

另方面，位於東頭工業區西北面的「住宅(戊類)1」的部份住宅項目雖然已於 2017 年落成及入伙，不過元朗駕駛學院並沒有收到居民對駕駛學院營運的投訴。這印證了現時各種對元朗駕駛學院的營運限制，包括訓練車輛不能在繁忙時間（即星期一至六早上七點半至九點半，平日下午四點半至七點半）在路面行駛，只准許私家車及輕型貨車在東頭駕駛訓練區於指定時間行駛，以及晚上九時半後掛接車及巴士不能在駕駛學院外練習，而晚上七點半至九點半期間只能同時有一輛掛接車及一輛巴士在路面學習，能有效減低對居民，包括已規劃的住宅發展的潛在影響。因此如城規會容許元朗駕駛學院在原址多營運三年，由 2025 年 9 月開始計算至 2028 年 9 月，應可被容忍和接受。

鑑於這項特殊情況和其他上述規劃理據，申請人懇請城規會批准元朗駕駛學院可於原址繼續營運多三年，避免對排期等待駕駛考試的市民造成影響，以及作為繼續為新界西北地區提供極需要的駕駛訓練的暫時性安排。

English Executive Summary
Chinese Executive Summary

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**S.16 Planning Application
Renewal of Planning Approval
for HKSM Yuen Long Driving School
at Lot 1347RP in DD115, Yuen Long**

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

- 1.1.1 A planning permission for temporary driving school for a period of 3 years till 5.9.2025 was granted to HKSM Yuen Long Driving School Limited at Lot 1347RP in DD115 (the “Application Site”) on 23.7.2021 under planning application No. A/YL-NSW/287. HKSM Yuen Long Driving School (“YLDS”) has spent tremendous efforts on identifying potential replacement site to relocate the temporary driving school in the Yuen Long area over the past years. In fact, YLDS has previously submitted S16 Planning Application No. A/YL-PS/519 in relocating the temporary driving school to a “Green Belt” site near Wing Ning Tsuen. The S16 Application and the associated S17 Review were unfortunately rejected by the Rural and New Town Planning Committee (“RNTP”) of Town Planning Board (“TPB”) on 23 June 2017 and 3 November 2017 respectively. Subsequently, YLDS has submitted a S12A Application no. Y/YL-NSW/5 in aiming to enable a driving school cum wetland restoration proposal at the subject site, which was also disagreed by the TPB on 26 March 2021.
- 1.1.2 Despite that, genuine efforts have been made to continue to identify potential replacement sites to address the Board’s concern over the long-term use of the Site as a driving school. However, identifying potential replacement sites for the temporary driving school would involve many considerations such as technical assessments (i.e. Traffic Impact Assessment) to assess its suitability to serve as a driving school and driving test centre. Given that there is no concrete plan for the replacement site for accommodating YLDS at this stage, it is crucial to ensure the continuous provision of driving test services at the HKSM Yuen Long Driving School Test Centre, which is currently the only Government Driving Test Centre in Yuen Long and Tuen Mun District. Hence, a further renewal of the planning approval is considered to be to an acceptable interim solution before a suitable site is identified for relocation.

1.1.3 Normally applications for renewal of a planning approval should be submitted to the TPB two to four months before such planning approvals are due to expire, in accordance with the Town Planning Board Guidelines on Renewal of Planning Approval and Extension of Time for Compliance with Planning Conditions for Temporary Use or Development (TPB PG-No. 34D). However, due to the nature and unique operational requirements of the driving school serving a public need in that the waiting time for a driving test in YLDS is about 11 months, early decision on whether renewal of planning approval would be granted is essential for the Government and YLDS to make arrangements for the driving test appointments. This early application is supported by the Transport Department to avoid causing any disruption to the driving test services. Hence this early application should be accepted by the Board due to the exceptional circumstances.

1.2 Structure of Report

1.2.1 Following this introductory section, the background of HKSM Yuen Long Driving School and its planning context will be discussed in Section 2. The operation of the existing driving school and the search for a replacement site will be discussed in Section 3, followed by justifications for this planning application in Section 4. Section 5 concludes and summarizes the Supporting Planning Statement.

2. PLANNING CONSIDERATIONS

2.1 Background of HKSM Yuen Long Driving School

2.1.1 HKSM Yuen Long Driving School (“YLDS”) has been operating on the Application Site with temporary planning approval for about 30 years. 14 previous applications had been submitted to the Board for permission to allow a driving school on the Application Site. The first approval was granted on 11.9.1992 under a Development Permission Area Plan (i.e. TPB Ref: A/DPA/YL-NSW/7) and as a result, YLDS was opened in March 1994. The Application Site is currently zoned “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” (“OU(CDWRA)”) on the Approved Nam Sang Wai Outline Zoning Plan (the “Approved OZP”) No. S/YL-NSW/8.

Last Planning Approval No. A/YL-NSW/287

2.1.2 The last application (i.e. TPB Ref: A/YL-NSW/287) was approved by the Rural and New Town Planning Committee (“RNTPC”) on 23.7.2021 for renewal of planning approval for temporary driving school and ancillary uses for a period of three years till 5.9.2025. The planning considerations for approving the application no. A/YL-NSW/287 are briefly summarised/extracted as follows:

- There was no known programme for any development in the part of the “OU(CDWRA)” zone where the Application Site is located and the approval of the application on temporary basis for 3 years would not frustrate the long term planning intention of the “OU(CDWRA) zone;
- The identification of a suitable site for relocation was still in progress. Transport Department strongly supported the renewal application so as to allow continuous use of the Site for a Designated Driving School cum Driving Test Centre until a replacement site could be secured, which is essential to avoid disruption to the test appointment service and conduct of driving tests to the general public in Yuen Long and Tuen Mun districts;
- YLDS had made considerable efforts and actively worked towards the relocation of driving school and the development of a permanent driving school;
- The Site had been hard paved, fenced off with trees planted on the peripheries to avoid/minimize adverse environmental impacts on the adjacent village. The use was considered not entirely incompatible with the surrounding uses.
- Traffic impact assessment had demonstrated that the extension of planning approval for the driving school up to 2025 will not induce additional traffic impact on the adjacent road network;

- Transport Department and Environmental Protection Department had not received any complaints on noise nuisance arising from the operation of the YLDS in the past 5 years;
- The application complied with TPB PG-No. 34B for 'Renewal of Planning Approval and Extension of Time for Compliance with Planning Conditions for Temporary Uses or Development';

2.1.3 Considering the need for provision of essential services which was still unable to be relocated elsewhere and all of the above, sympathetic consideration had been given to tolerate the continuous operation of the driving school at the Site.

2.1.4 YLDS has complied with all planning approval conditions attached to the last application No. A/YL-NSW/287, including but not limited to no training of drivers of heavy vehicles or articulated vehicles is allowed outside the application site after 9:30pm; and only one articulated vehicle and one bus are allowed for training of drivers outside the application site from 7:30pm to 9:30pm; etc.

2.1.5 There has been no complaint from the public about the operation of the driving school since the planning approval of the previous planning application no. A/YL-NSW/287 in 2021.

2.2 Planning Context

"OU(CDWRA)"

2.2.1 The Application Site is located at the north-western end of a large parcel of land zoned "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" ("OU(CDWRA)") on the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/8 (see **Figure 2.1**). According to the Notes of the OZP, "Driving School" is neither a Column 1 nor Column 2 use within the "OU(CDWRA)" zone. In accordance with the covering Notes of the OZP, notwithstanding that the use or development is not provided for in terms of the OZP, the Board may grant permission, with or without conditions, for a maximum period of three years.

2.2.2 On the other hand, "OU(CDWRA)" zone is a very stringent zoning intended to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include wetland restoration area. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Applications submitted to the Board shall be in the form of a comprehensive development scheme to include a wetland restoration proposal, a long-term maintenance and management plan. The maximum plot ratio (PR) within this zoning is 0.4 and the maximum building height (BH) is 6 storeys including carpark.

- 2.2.3 As at January 2024, there is no approved comprehensive residential development plan or application submitted for residential development to the Board within the “OU(CDWRA)” zone covering the Application Site. Nevertheless, the TPB has approved planning application no. A/YL-NSW/281 and no. A/YL-NSW/321 for a temporary transitional housing project named United Court, Tung Tau, Yuen Long (元朗東頭過渡性房屋項目 - 同心村) on Chung Yip Road at the central portion of the “OU(CDWRA)” zone until 23 October 2026.

S12A Application No. Y/YL-NSW/5

- 2.2.4 In view of the fact that a suitable relocation site for YLDS could not be made available shortly, YLDS had tried to explore possible ways to enhance the compatibility of YLDS to the surrounding context until a suitable relocation site could be identified. YLDS therefore proposed restoring 20% of the site area as wetland and introducing “Driving School” as a Column 2 use in a subzone of the prevailing “OU(CDWRA)” so that a longer period of planning permission could be granted by the TPB for the temporary “driving school” to facilitate the enrolment of learner drivers and arrangement for driving tests. Despite the TPB acknowledged the need for a driving school in New Territories West and a longer approval period, say three years, could be considered, the Board did not support the application as some residential developments had been completed in the vicinity of the Site in recent years and the long-term planning intention of the Site for residential development should be retained. Members of the TPB also expressed that the relevant Government Policy Bureau could consider giving policy support for Planning Department to conduct a site research to identify a suitable relocation site for the driving school. It is to our understanding that the site search by the Government is still in progress and there is no further update as in March 2024.

Other Recent Developments in/near Tung Tau Industrial Area

- 2.2.5 Immediate south-west of YLDS is a “R(D)1” zone with some village houses and low-rise housing. On 18.12.2020, TPB approved an application for minor relaxation of plot ratio and building height restrictions for a land sales site in “R(D)1” zone and the approved development is under construction. Further south-west is Tung Tau Industrial Area (TTIA) zoned “OU(Business)” and some residential developments including Wang Fu Court, After the Rain, The Spectra and the Twin Regency in “R(E)1” and “R(A)5” zones at the periphery of TTIA developed recently after 2017.

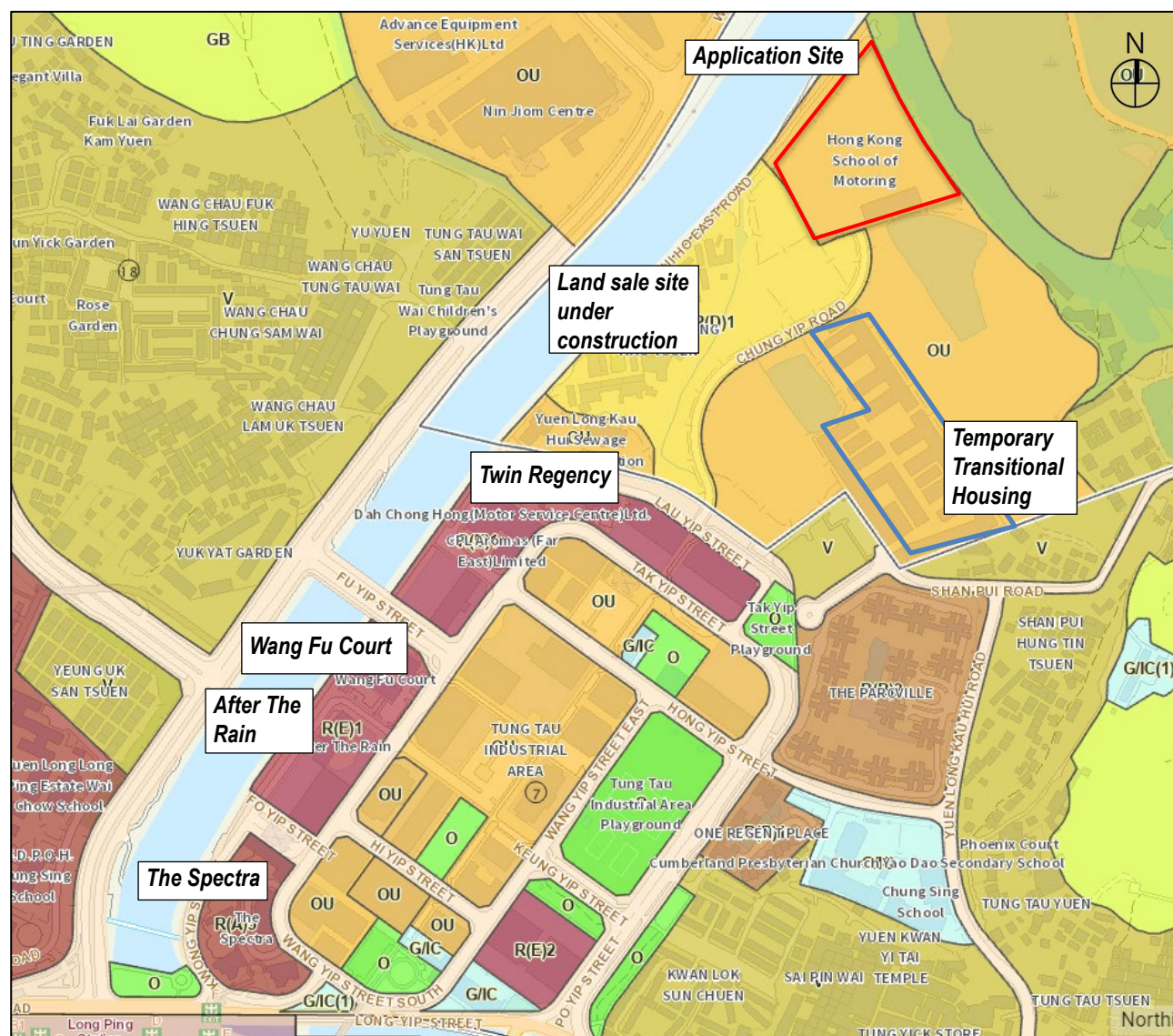


Figure 2.1: The Application Site and its planning context

2.3 Site Context

2.3.1 The Application Site is located northeast of Shan Pui Chung Hau Tsuen, which is zoned “R(D)1” on the OZP, at the confluence of Kam Tin River and Shan Pui River in a Wetland Buffer Area (WBA) (refer to **Figure 2.1**). Currently being used as a temporary Driving School with ancillary facilities, the Application Site is flat and paved. To the south and southwest, the Application Site adjoins temporary open car parks, fish ponds and unused/vacant land in the “OU(CDWRA)” zone. The Application Site is accessible via Chung Yip Road leading to Tung Tau Industrial Area about 450m away to its further southwest. Chung Yip Road was constructed and, since its construction, has been managed by YLDS. A strip of land along the nullah at the western and northern edges of Tung Tau Industrial Area was rezoned “R(E)1” in 2011.

2.3.2 With a site area of about 17,320m², YLDS has been operating for about 30 years on the same site. It consists of an area for driver training, the Government's only Driving Test Centre in Yuen Long and Tuen Mun District, an administration building, a small car repairing area and a fuel-filling pit at the northern end of the site. The peripheries of the site are planted with trees, which provide effective screening.

2.4 Land Status and Ownership

2.4.1 The Application Site is known as Lot 1347RP in DD115 in Yuen Long. The site is situated on New Grant Agricultural Lot restricted for fishpond purposes only, upon which no structure is allowed to be erected without approval from the Lands Department. Despite that, Short Term Waiver (STW) No. 1781 was granted in 1993 with an Agreement Supplementary to the same in 1999 to YLDS for coverage of structures (with maximum built-over area of 1,485m² and maximum building height of 4.8m (one-storey)) erected on the lot for the purpose of an administration building, office of the Transport Department's Driving Test Centre and other facilities including a car repairing area (5.6m high) in connection with a driving school.

2.4.2 The Application Site is owned by HKSM Yuen Long Driving School Limited, the applicant of this planning application.

3. DRIVING SCHOOL OPERATIONS AND THE RELOCATION PLAN

3.1 HKSM Yuen Long Driving School Facilities

- 3.1.1 HKSM Yuen Long Driving School (“YLDS”) is the only Government Designated Driving School under section 88(K)1 of the Road Traffic Ordinance (RTO) (Cap 374) serving the North West New Territories and the only Driving Test Centre operated by Transport Department in the sub-region. Despite being on temporary land use basis, the school is now a tolerated use within the local area.
- 3.1.2 The driving school facilities mainly comprise an area for driver training, the only Driving Test Centre operated by Transport Department in Yuen Long and Tuen Mun District, and a single storey administration building (4.8m high), having a total floor area of about 1,485m². The building accommodates lecture rooms, offices, rest rooms, office of the Transport Department’s Driving Test Centre and toilets. A car repairing area (5.6m high) of about 160m² is located at the southern corner and a fuel-filling pit at the northern end of the site. There has been no change in buildings on site from the last planning approval. The layout plan of the existing YLDS is shown in **Figure 3.1**.
- 3.1.3 The access road to the site, Chung Yip Road, was constructed by YLDS in 1994 in fulfilment of a planning condition attached to the 1993 planning approval. It has been managed by YLDS since its construction. There has been no change in drainage characteristics and sewage collection/disposal arrangements for the site since the school commenced its operation. Surface runoff from the Driving School and the access road is collected and diverted by surface channels, and discharged via grease traps to the adjoining rivers. Such drainage arrangements were approved by the Buildings Department in 1994. A culvert was also constructed under Chung Yip Road to allow continuation of the stream course adjacent to Shan Pui Chung Hau Tsuen. Sewage waste is collected by an underground sump pit at the entrance YLDS and pumped into a public manhole in Tung Tau Industrial Area. The boundaries of the Application Site were planted with trees and palms, which today have matured considerably to provide an effective visual and landscape screen to surrounding uses.
- 3.1.4 In order to minimise potential glare impact to the surroundings, the traditional street lights in the training area have been replaced by lightings facing downward and inward in 2023.

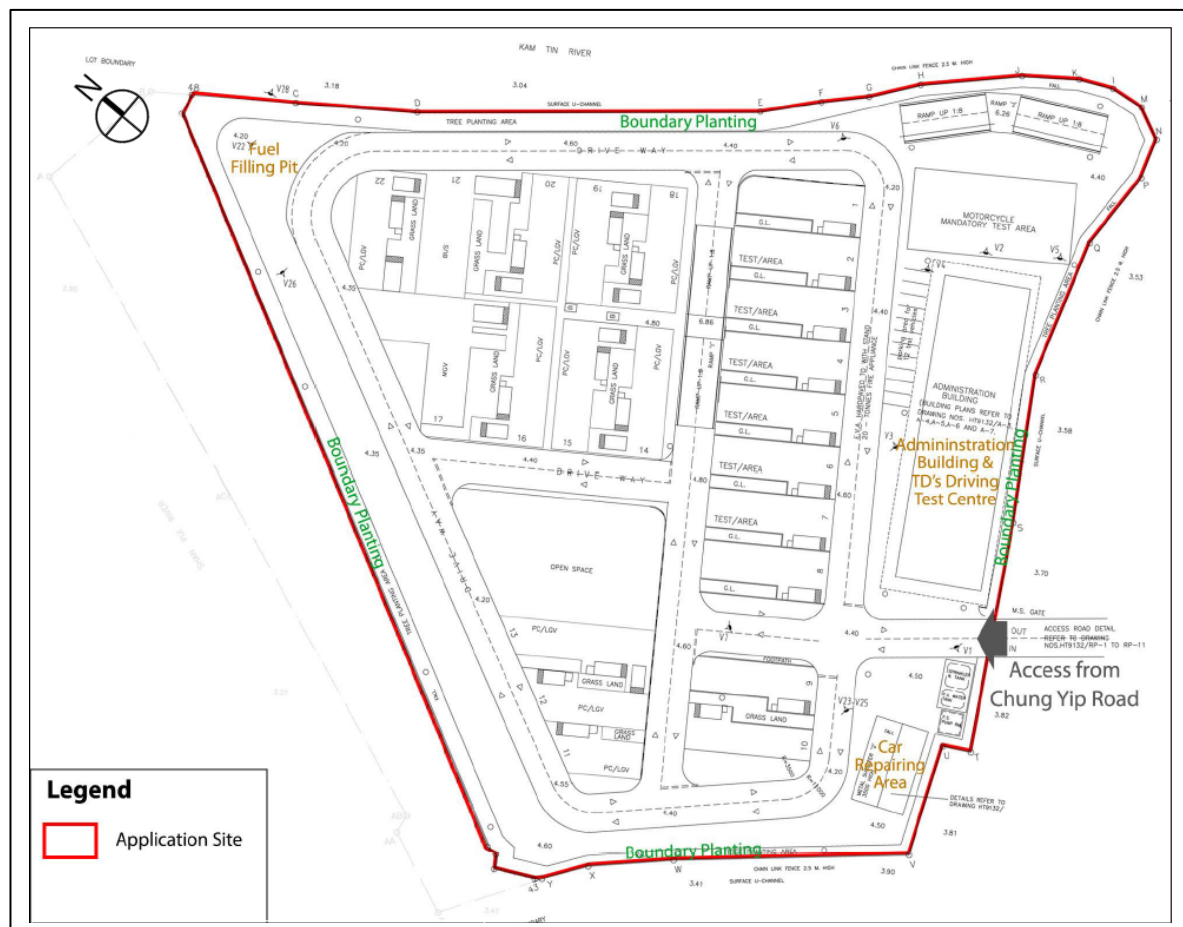


Figure 3.1: Layout of Yuen Long Driving School

3.2 Driver Training Operations

- 3.2.1 The daily operation hours of YLDS (i.e. Monday to Sunday & Public Holidays) are from 8:30am to 11:30pm, so that learner drivers can take driving lessons after work. To minimize disturbance in the area at night time, there is no training of drivers on heavy vehicles and articulated vehicles ("ATV") outside the Application Site after 9:30pm and only one ATV and one bus are allowed to have on-street training from 7:30pm to 9:30pm, in accordance with the planning approval conditions (a) and (b) agreed in previous approved applications. It should also be noted that in accordance with Transport Department's requirements, no training vehicles are allowed on public roads during peak hours from 7:30am to 9:30am in the morning of Mondays to Saturdays, and 4:30pm to 7:30pm in the afternoon on weekdays.
- 3.2.2 There is basically no change to the daily operation of the driving school. The number of training vehicles on the road at any one time is spread out such that the driving training will not overload the road network. During the most popular training hours, there are about 35

training vehicles on the road simultaneously. On average, the number of training vehicles on the road is just about 18 only. This situation is similar to that since 2011.

Training Routes

- 3.2.3 The on-road training of drivers covers private cars, goods vehicles, motorcycles and buses. There has been no material change in operational/training arrangements offered by YLDS since 2011. An early part of driving training is conducted in the training area within the driving school. Training is also given outside YLDS in three training zones, i.e. Yuen Long Industrial Estate, Tung Tau Industrial Area and Tin Shui Wai area. The training zones are reviewed and approved by the Transport Department and Yuen Long District Council and are subject to change upon change of local traffic conditions. Commercial vehicles such as heavy vehicles and articulated vehicles are mainly trained in the Yuen Long Industrial Estate zone. In the Tung Tau Industrial Area zone, only private cars and light goods vehicles are trained there. Commercial vehicles (i.e. heavy vehicles and articulated vehicles) and motorcycles are not allowed to train within this zone.

Student Enrolment

- 3.2.4 The local demand for driving school is strong as reflected from the long waiting time of the driving test. On average, learner drivers of private cars and light goods vehicles will receive 25 training hours in about three months' time to prepare for the driving test. The driving school provides a safe and controlled environment for the training of learner drivers before they practise driving on public roads.

No Complaints

- 3.2.5 YLDS has been operating on the site for about 30 years and there is a general acceptance in the community that it does not cause any nuisance. Indeed no significant complaints has been received by the Transport Department or the driving school in the past years.

3.3 Difficulty in Securing a Replacement Site

- 3.3.1 The identification of a replacement site suitable for the temporary driving school is not easy as it shall meet the following criteria:
- i. The new driving school site must be located in proximity of the existing test routes and training zones in order to make use of the existing established on-street driving training facilities as far as practicable.
 - ii. It shall be conveniently located to serve the North West New Territories as it will be the only Transport Department Driving Test Centre in the sub-region;

- iii. The replacement site has to be largely flat and the size of the school needs to be sufficient to accommodate on-site driving training facilities; and
- iv. The replacement site has to be acceptable (e.g. should not involve ecologically sensitive area, pond filling and extensive tree felling) by the local community.

3.3.2 Despite the previous development proposals have been rejected/disagreed by the TPB, YLDS has continued to spend his maximum effort in examining sites for temporary driving school since the approval of the last Planning Application No. A/YL-NSW/287. YLDS has commenced a comprehensive site search exercise in 2022/2023, covering both private lots and Government Land around the existing training zone, to identify possible sites for relocating the driving school. Though four potential areas in Ping Shan and Tin Shui Wai area (**Figure 3.2** refers), were considered having potential for relocating YLDS, they were currently occupied by other temporary uses and would not be available for relocation of YLDS in the coming years. The application for renewal of planning permission for the current site is considered to be an acceptable interim solution before a suitable site is identified for relocation.

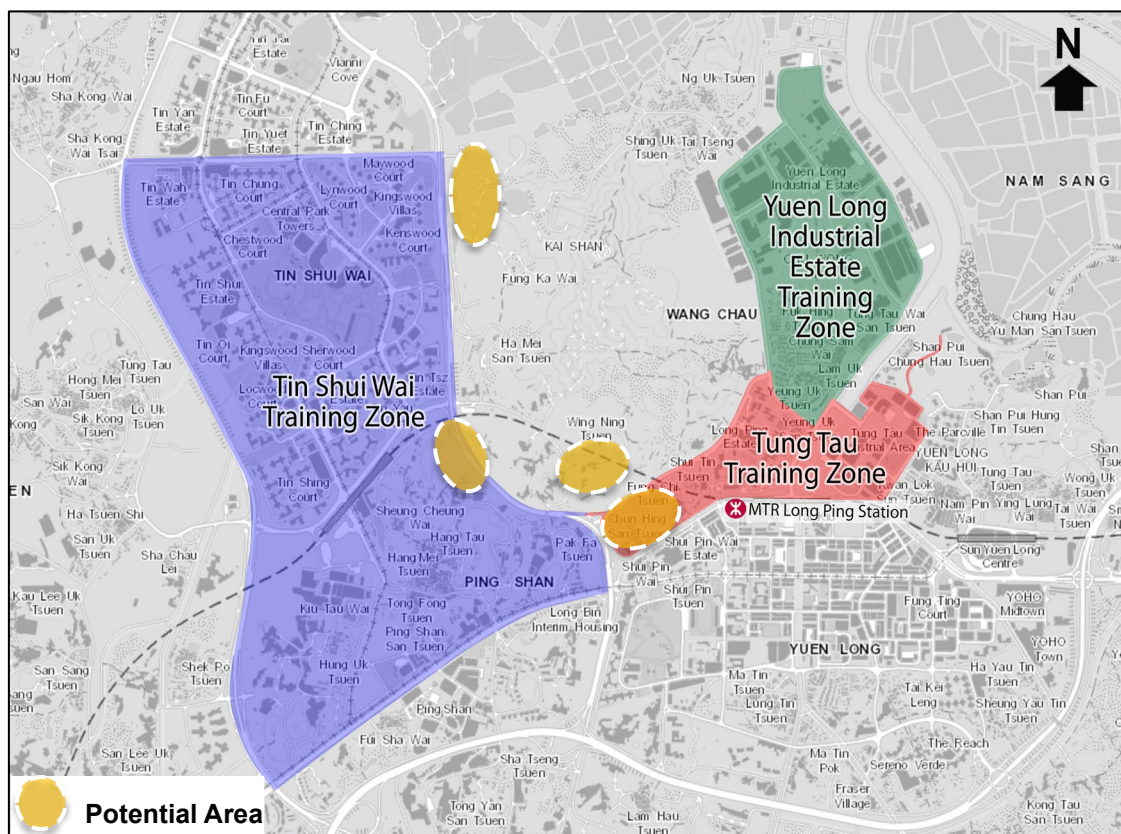


Figure 3.2: Potential Areas Identified under the Site Search Exercise

4. PLANNING JUSTIFICATIONS

4.1 No Readily Available Replacement Site for HKSM Yuen Long Driving School

4.1.1 HKSM Yuen Long Driving School (“YLDS”) has spent tremendous efforts to relocate the driving school, despite the previous S16 planning application no. A/YL-PS/519 in relocating the temporary driving school near Wing Ning Tsuen and the S12A Amendment of Plan application no. Y/YL-NSW/5 in aiming to enable a driving school cum wetland restoration proposal were turned down by the Town Planning Board in June 2017 and March 2021 respectively. Genuine efforts have continued be made by YLDS in searching suitable sites for relocation since the approval of the planning permission for YLDS in 2021. Based on the results from the site searching exercise, 4 potential area were initially identified and would require further negotiation to check the site availability and investigation on the technical feasibility of such use in the area. The relocation of the driving school would also subject to the further agreement and liaison with relevant government department(s). YLDS genuinely wish to address the previous concerns/advice from TPB member and reach an acceptable solution for the driving school.

4.1.2 Before a suitable replacement site or alternative arrangement for YLDS is available, the renewal of the planning permission for YLDS at the current site is considered to be an acceptable interim solution.

4.2 There is Strong Demand for Designated Driving School in the NWNT

4.2.1 YLDS has two important functions to serve the public transport policy, namely it is the only Government Designated Driving School to meet the much needed demands of the residents living and working in the North West New Territories for driver training and it also serves as the only Transport Department Driving Test Centre in the sub-region. The long driving test waiting time demonstrates the facility is no doubt in demand and YLDS continues to serve a public need, which is to train drivers to drive safely on the road. Though the TPB recently approved the planning application no. A/YL-TYST/1237 for a temporary driving school near Shan Ha Road at its meeting on 13 October 2023, that temporary driving school only provides driver training for motorcycle, private car and light goods vehicles and it could only accommodate limited number of training vehicles due to its small scale. The Application Site will continue to be the only Designated Driving School in NWNT providing driver training for all types of vehicles including heavy vehicles and articulated vehicles.

4.2.2 The location of YLDS is a major contributor to satisfying the public demand for driver training. This driving school is the largest privately owned training facility in the NWNT with over 1 million population. Abrupt closure of the school would affect the provision of a much needed

public services. YLDS is also the major and the only driving training school supporting Government's policy on Labour Importation Scheme for Transport Sector.

4.3 HKSM Yuen Long Driving School Provides a Controlled Environment for Learner Drivers

4.3.1 Compared to other unregulated driver training operated by licensed private driving instructors, YLDS offers wider training facilities, in particular the driving simulation training, and an off-street training environment which enables learner drivers to be trained for basic driving skills within the driving school before they are able to drive safely on designated training routes outside the driving school. Such intensive on-site driver training has reduced traffic disruptions due to learner drivers on the designated driving routes, which is part and partial of the regulated driver training under the Government's Designated Driving School policy.

4.3.2 If the YLDS were to shut down before a new driving school site could be operational, learner drivers from NWNT would need to have a driver training unregulated on all public roads in the district, which would give rise to traffic congestion causing nuisance and even safety hazard to other road users and local communities. It is in the interests of road safety that any alternative driving school site be operational before closure of the present facilities, including closure of the only Transport Department's Driving Test Centre in NWNT.

4.4 Transport Department Supports the Continuous Operation of HKSM Yuen Long Driving School

4.4.1 Transport Department ("TD") fully understands the complexity in relocating the existing YLDS and the Government Driving Test Centre as it requires planning approval for the site itself and the community's support for the off-site training routes. Given the long waiting time for a driving test in YLDS, the continuous operation of YLDS could enable the scheduling of test appointments without causing disruption to the driving test arrangement. An early renewal of the application could also allow sufficient buffer time to deal with any unforeseen circumstance.

4.5 No Adverse Traffic Impacts to the Surrounding Area

4.5.1 The operation of the YLDS will remain the same as in past few years since the approval of A/YL-NSW/287 in 2021. A traffic assessment (**Appendix 1** refers) has been conducted to evaluate the traffic situation taken into account the existing and approved developments in recently years, including the temporary transitional housing development, the land sale site on the east of Chung Yip Road, and residential developments in Tung Tau Industrial Area. It is confirmed that the continuous operation of the driving school till 2028 will be acceptable.

4.6 Possible Interface Problems with Residential Developments is Tolerable

- 4.6.1 According to TD's regulations, no training vehicles is allowed on public roads during peak hours from 7:30am to 9:30am in the morning of Mondays to Saturdays, and 4:30pm to 7:30pm in the afternoon on weekdays. Secondly, learner drivers have to complete their training in on-site training area before they can practise off-site driving to ensure they would not cause nuisances or safety concerns on public streets. As committed by YLDS since planning approval no. A/YL-NSW/247, there will only be one ATV and one bus having off-site training from 7:30pm to 9:30pm and there will be no training of heavy vehicles and ATV off-site after 9:30pm as stipulated in the planning approval condition.
- 4.6.2 Furthermore, in the Tung Tau Industrial Area training zone where the "R(E)1" sites are located, only private cars and light goods vehicles are trained there. Commercial vehicles (i.e. heavy vehicles and articulated vehicles) and motorcycles are not allowed to train within this zone. Last but not least, as in other residential areas, there is no apparent conflict between resident and driving training vehicles.
- 4.6.3 Against these circumstances, the impact from the driving school is minimized and tolerable.

4.7 Minimise Potential Glare Impact to the Surroundings

- 4.7.1 YLDS is fully committed to minimise any potential impact to the surroundings wherever possible. Noting that there may be firefly in the wetland in close proximity to the Application Site, YLDS has replaced the existing street lights by lightings facing downward and inward in 2023.

4.8 No Implementation Plan for the "OU(CDWRA)" Zone

- 4.8.1 The "OU(CDWRA)" zone covering the Application Site is a difficult land use zone to provide housing supply because the wetland conservation and management requirements and lengthy planning approval process associated with housing development in such sensitive environments are real obstacles to implementation of the zoning intent. As at January 2024, no S16 planning application had been submitted to the Town Planning Board for proposed housing development with wetland restoration proposal within the OU(CDWRA) zone where the driving school is located. The latest approved planning application no. A/YL-NSW/321 is for a temporary transitional housing for 3 years only.
- 4.8.2 Hence there is no evidence that extension of the present planning approval to YLDS for a further three-year will prejudice the planned housing development in the local area.

4.9 A Hundred Job Loss if HKSM Yuen Long Driving School Closes Down Abruptly

4.9.1 Besides affecting the learner drivers, YLDS currently employs about 110 driving instructors and ancillary staff. Since no suitable replacement site for YLDS could be identified at the moment, if this planning application to extend the life of the present driving school for a further three-years is not agreed, most jobs in the driving school would need to be terminated.

4.10 HKSM Yuen Long Driving School Fulfills All Planning Approval Conditions

4.10.1 The following conditions were attached when the Board approved the last planning application No. A/YL-NSW/287 on the Application Site and all conditions have been fully complied with by YLDS.

Approval Planning Conditions	Fulfillment by Applicant
(a) no training of drivers of heavy vehicles or articulated vehicles is allowed outside the site after 9:30pm, as proposed by the applicant, during the planning approval period;	YES
(b) only one articulated vehicle and one bus are allowed for training of drivers outside the site from 7:30pm to 9:30pm, as proposed by the applicant, during the planning approval period;	YES
(c) the existing fire services installations (FSIs) implemented on the site shall be maintained in efficient working order at all times during the planning approval period;	YES
(d) the existing drainage facilities implemented on the site shall be maintained at all times during the planning approval period;	YES
(e) the submission of condition record of the existing drainage facilities on the site within 3 months from the date of commencement of the renewed planning approval to the satisfaction of the Director of Drainage Services or of the TPB by 6.12.2022;	YES
(f) if any of the above planning conditions (a), (b), (c) and (d) is not complied with during the planning approval period, the approval hereby given shall cease to have effect and shall be revoked immediately without further notice; and	N/A
(g) if any of the above planning conditions (e) is not complied with by the specified date, the approval hereby given shall cease to have effect and shall on the same date be revoked without further notice.	N/A

4.10.2 As there has been no significant change in the physical conditions of YLDS since the last application and all planning conditions have been fulfilled, there is no change in the drainage characteristics of the site or environmental impact on the surrounding areas. The driving school's operation continues to be carefully monitored by YLDS and Transport Department. Hence continuation of YLDS will not cause any environmental and drainage impacts.

4.11 Fulfills TPB Guidelines No. 34D for Renewal of Planning Approval

4.11.1 TPB Guidelines No. 34D sets out the criteria for assessing applications for renewal of planning approval previously granted, which are applied on and generally fulfilled in the

current application as shown below.

(a) Whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land use zoning for the area) or a change in the land uses of the surrounding areas.

4.11.2 There has been no material change in land use in the vicinity of the Application Site area since the last planning approval in 2021. There was no comprehensive residential development and wetland restoration proposal approved by the TPB in the subject “OU(CDWRA)” zone in which the Application Site is located. Though there was an approved application no. A/YL-NSW/321 for the renewal of the temporary transitional housing project named United Court (元朗東頭過渡性房屋項目 - 同心村) on Chung Yip Road at the central portion of the “OU(CDWRA)” zone, it did not alter the land uses in the surrounding area.

(b) Whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development).

4.11.3 There is no adverse planning implications associated with renewal of planning permission for YLDS, as the school has been in operation on the site for about thirty years. The driving school does not affect implementation of the OZP’s planning intention for the “OU(CDWRA)” zone. There is no known programme for any development of the “OU(CDWRA)” zone concerned and YLDS has no intention to redevelop the Site into residential development. Hence there is no adverse implications if the present approval is extended for another temporary period of further three years.

(c) Whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government department within the specified time limits.

4.11.4 All previous planning approval conditions have been fulfilled by YLDS as discussed in Section 4.10 above.

(d) Whether the approval period sought is reasonable.

4.11.5 Renewal of the present planning approval for further three years is justified and reasonable, given all of the above considerations. This could allow more time to YLDS to explore other suitable replacement site or other appropriate alternatives for YLDS.

(e) Any other relevant considerations.

4.11.6 YLDS is a special land use serving a public interest. The long driving test waiting time has fully demonstrated that there is strong demand for the driving courses provided by the driving school. Unlike other temporary car parks in the area which can be more easily relocated, the setting up a new driving school involves many complicated technical issues and a lengthy statutory planning and lands procedures. More time is required for setting up a new driving school.

5 CONCLUSION

- 5.1 This Application is submitted by HKSM Yuen Long Driving School Limited, the owner of the Application Site at Lot 1347RP in DD 115, Yuen Long, to seek planning approval for further three years for the existing driving school and ancillary uses.
- 5.2 HKSM Yuen Long Driving School ("YLDS") comprises an existing driving training area, the only Driving Test Centre operated by the Government in Yuen Long and Tuen Mun District, an administration building including an office of the Transport Department's Driving Test Centre, a car repairing area and a fuel-filling pit. The designated driver training routes are located on local roads outside the Application Site. The site lies in the "OU(CDRWA)" zone on the Approved Nam Sang Wai Outline Zoning Plan ("OZP") No. S/YL-NSW/8.
- 5.3 There are sound justifications for granting further planning approval for the continuous operation of the driving school, as summarised below:-
- YLDS is currently the only Government Designated Driving School with Transport Department's Driving Test Centre offering full range of driver training in the NWNT. It provides a safe and controlled environment for learner drivers to commence their training within the driving school before driving on public roads, thereby minimising traffic congestion and disturbances to other road users if learner drivers can only be trained on public roads. The driving school provides about 110 jobs to driving instructors and ancillary staff.
 - YLDS has encountered great difficulties in identifying a suitable replacement site for the driving school. The renewal of the planning permission for YLDS at the current site is considered to be an acceptable interim solution before a suitable replacement site for YLDS is available.
 - There has been no material change in planning circumstances in the local area. There is no comprehensive residential development with wetland restoration proposal in the "OU(CDWRA)" zone in which the Application Site is located and its location in the top corner of that zone means it has not and will not prejudice the planning intention for permanent land use within the zone. The overriding obstacle to future residential development within the zone is the difficulty for landowners to comply with the planning intention to incorporate wetland conservation into their development proposals. Furthermore, due to the low development intensity of the zone, only about 50 high end housing units will be provided if the Application Site is redeveloped into residential use,

which is not much help to boost the mass residential housing supply. Therefore, renewal approval for another three years will not prejudice the long term planning intention of the zone.

- The operation of YLDS will not bring adverse impacts to the existing, committed and planned residential developments in the vicinity. Furthermore, only private car and light goods vehicle training are allowed in the Tung Tau Industrial Area training zone in restricted hours warrant extension of planning approval tolerable. A traffic assessment (**Appendix 1** refers) has been conducted to evaluate the traffic situation taken into account the existing and approved residential developments in Tung Tau Industrial Area. It is confirmed that the continuous operation of the driving school till 2028 will be acceptable.
- The driving school fulfils all planning approval conditions as attached in the previous applications.
- The Application complies with all the relevant TPB Guidelines.

5.4 Given the above justifications, the Town Planning Board is requested to favourably consider granting further planning approval for the continued operation of YLDS on the Application Site.

Appendix 1

Traffic Technical Note

**S.16 Application for Renewal of Planning Approval for
Hong Kong School of Motoring Yuen Long Driving School
at Lot 1347RP in DD115, Yuen Long**

Traffic Technical Note

1. HKSM Yuen Long Driving School Limited, the owner of Lot 1347RP in DD115, Yuen Long (the “Application Site”) submitted a S.16 application to seek renewal of planning approval for a driving school and ancillary uses for a period of three years till September 2028 on the existing driving school site in Yuen Long (see **Figure 1**). From 2017 onwards, few residential developments in the “R(E)1” zone at the periphery of Tung Tau Industrial Area was completed with population intake and few planning applications was approved. Therefore, a traffic review is considered necessary to assess the potential traffic impact of the driving school for each renewal of planning application.
2. For the driving school operation, only private car and light goods vehicle (i.e. no heavy vehicles and articulated vehicles) are allowed to train in the Tung Tau Industrial Area training zone under restrictive hours. No training vehicles are allowed on public roads during peak hours from 7:30am to 9:30am in the morning of Mondays to Saturdays, and 4:30pm to 7:30pm in the afternoon on weekdays. Only one articulated vehicle and one bus are having on-street training from 7:30pm to 9:30pm and no training of drivers on heavy vehicles and articulated vehicles outside the Application Site after 9:30pm. Therefore, the traffic generated from the driving school will not affect the normal highway peak hour traffic.
3. In order to appraise the existing traffic conditions, vehicle count survey was carried out during the time period from 9:30am to 11:30am and 2:30pm to 4:30pm on 11 January 2024 (Thursday) at the key junctions in the vicinity of the Site. The locations of the surveyed junctions are listed below and presented in **Figure 2**.
 - J/O Chung Yip Road / Local Road
 - J/O Wang Yip Street West / Hong Yip Street
 - J/O Wang Yip Street West / Fu Yip Street;
 - J/O Tak Yip Street / Hong Yip Street;
 - J/O Long Yip Street / Yuen Long On Lok Road / Po Yip Street;
 - J/O Long Yip Street / Yuen Long On Lok Road / Wang Lok Street;
4. The identified peak hours in the surveyed time period are 9:30am to 10:30am and 4:30pm to 5:30pm for the AM and PM periods, respectively and the 2024 observed traffic flows are presented in **Figure 3**.
5. As the application year will be until 2028, a future traffic forecast is carried out for the design year 2028 based on the existing traffic data, the traffic generated from the adjacent planned and approved developments, and the Annual Traffic Census historical data. The adjacent planned and approved developments are summarized in **Table 2** and shown in **Figure 4**.

Table 2 Planned and Approved Development

Site	Location	Development Content
A	Tai Kiu Village Redevelopment	Residential 827 flats
B	Residential Development at 21 Wang Yip Street West	Residential 335 flats 410m ² Retail GFA 23 Public Car Parking Spaces
C	Commercial Development at 16 Hi Yip Street	5,560m ² Office GFA 1,977m ² Retail GFA 317 Public Private Car Parking Spaces 30 Public Motorcycle Parking Spaces 12 Public HGV L/UL Spaces
D	Redevelopment of Lai Sun Yuen Long Centre, 21 – 35 Wang Yip Street East, Yuen Long (Planning Application No. A/YL/304)	Residential 1,019 flats 1,600m ² Retail GFA 1,779.3m ² Retail GFA
E	Residential Development at Chung Yip Road, Nam Sang Wai (Planning Application No. A/YL-NSW/282)	Residential 112 flats

6. Based on the latest information, the traffic generated from the planned and approved developments are summarized in **Table 3**.

Table 3 Traffic Generated by the Planned and Approved Developments

Type		Unit /Development Content	AM Peak Hour		PM Peak Hour	
			Gen.	Att.	Gen.	Att.
Trip Rates ⁽¹⁾						
Office		pcu/hr/100m ² GFA	0.1703	0.2452	0.1573	0.1175
Residential (60m ²)		pcu/hr/flat	0.0718	0.0425	0.0286	0.0370
Residential (70m ²)		pcu/hr/flat	0.0888	0.0515	0.0356	0.0480
Residential (100m ²)		pcu/hr/flat	0.1887	0.0942	0.0862	0.1214
Retail / Shopping Complex		pcu/hr/100m ² GFA	0.2296	0.2434	0.3100	0.3563
Public Carpark ⁽²⁾		pcu/hr/space	0.30	0.15	0.15	0.30
Welfare Facilities		pcu/hr/100m ² GFA	0.2350	0.2350	0.1150	0.1150
Development Traffic						
Site A	Residential Use	827 flats @ 100m ²	157	78	72	101
Site B	Residential Use	335 flats @ 60m ²	25	15	40	10
	Retail Use	410m ² GFA	1	1	2	2
	Carpark Use	23 spaces	7	4	11	4
Site C	Office Use	5,560m ² GFA	10	14	24	9
	Retail Use	1,977m ² GFA	5	5	10	7
	Carpark Use	359 spaces	108	54	162	54
Site D	Residential Use	1,019 flats @ 60m ²	74	44	30	38

Type		Unit /Development Content	AM Peak Hour		PM Peak Hour	
			Gen.	Att.	Gen.	Att.
	Retail Use	1,600m ² GFA	4	4	5	6
	Welfare Facilities	1,779.3m ² GFA	5	5	3	3
Site E	Residential Use	112 flats @ 70m ²	10	6	4	6
Total			406	230	200	299

Notes: Gen. – Generation; Att. - Attraction
(1) Latest mean trip rates are adopted from TPDM, Transport Department
(2) Public carpark trip rates based on in-house data.

ATC Historical Data

7. Reference was made to the 2018 to 2022 Annual Traffic Census Reports. The traffic data recorded at counting stations in the vicinity of the Application Site are shown in **Table 4**. In the past five years, an average annual growth rate of +1.9% is recorded.

Table 4 Annual Traffic Census Data

Stn. No.	Road Section			AADT ⁽¹⁾					Average Growth%
	Road	From	To	2018	2019	2020	2021	2022	
5011	Wang Tat Rd, Ma Wang Rd, Long Yip Rd & Yuen Long On Lok Rd	Wang Lok St	Ma Miu Rd	16,620	17,280 (4%)	19,150 (10.8%)	20,760 (8.4%)	19,840 (-4.4%)	4.5%
6008	Long Yip St & Yuen Long On Lok Rd	Wang Chau Rd	Tai Cheung St	32,160	33,440 (4%)	31,830 (-4.8%)	33,380 (4.9%)	32,480 (-2.7%)	0.2%
6628	Long Yip St & Yuen Long On Lok Rd	Wang Lok St	Tai Kiu Rd	22,050	22,920 (3.9%)	21,820 (-4.8%)	22,890 (4.9%)	24,180 (5.6%)	2.3%
6628	Wang Lok St	Wang Tat Rd	Wang Lee St	15,220	16,720 (9.9%)	15,430 (-7.7%)	16,410 (6.4%)	16,460 (0.3%)	2.0%
Total				86,050	90,360 (5%)	88,230 (-2.4%)	93,440 (5.9%)	92,960 (-0.5%)	+1.9%

Note: (1) Figures in bracket indicated the % increase between two years.

Territorial Population and Employment Data Matrix (TPEDM) Projection Data

8. Reference was also made to the 2019–based TPEDM published by the Planning Department. The population and employment data of year 2026 and 2031 in the Yuen Long District are summarized in **Table 5**.

Table 5 Population and Employment Data in Yuen Long District

Year	Population	Employment	Total
2026	172,350	70,700	243,050
2031	159,850	70,250	230,100
Average Annual Growth Rate			-1.1%

9. As shown in **Table 5**, the projected average annual growth rate of the population and employment total number under the TPEDM in Yuen Long district is -1.1% between the years 2026 to 2031. To be conservative, the larger growth rate of +1.9% is adopted for the subsequent traffic forecast.

10. Taking into the consideration of the above, the design year 2028 traffic flows is projected as follows:

$$\begin{array}{lcl} \text{2028 Design Flows} & = & \text{2024 Existing Flows} \times (1 + 1.9\%)^4 + \text{Additional Traffic Flows} \\ \text{(Figure 5)} & & \text{Generated by the Adjacent Planned and Approved Developments} \end{array}$$

11. The junction capacity analysis was carried out for the Year 2028 and the results are summarized in **Table 6**. The detailed junction calculation sheets are attached in **Appendix A**.

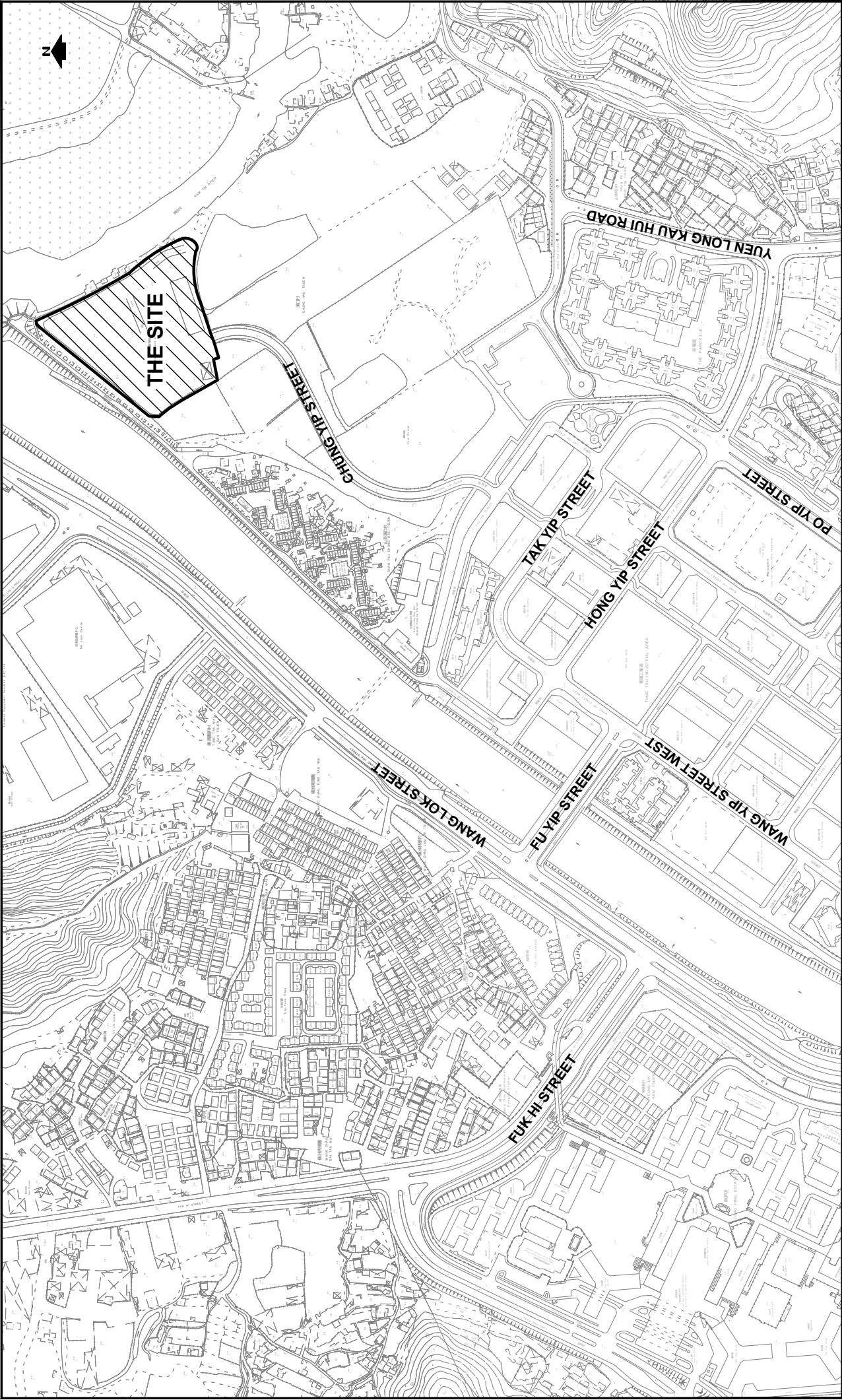
Table 6 Junction Capacity Assessment

Jun. No.	Junction	Type/ Capacity Index ⁽¹⁾	2024 Existing		2028 Design	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Chung Yip Street / Local Road	Priority/DFC	0.08	0.03	0.10	0.04
J2	Wang Yip Street West / Hong Yip Street	Priority/DFC	0.27	0.41	0.38	0.58
J3	Wang Yip Street West / Fu Yip Street	Priority/DFC	0.42	0.42	0.42	0.43
J4	Tak Yip Street / Hong Yip Street	Priority/DFC	0.16	0.37	0.35	0.51
J5	Long Yip Street / Yuen Long On Lok Road / Po Yip Street	Signalized/RC	71%	56%	32%	26%
J6	Long Yip Street / Yuen Long On Lok Road / Wang Lok Street	Signalized/RC	108%	74%	72%	51%

Note: (1) RC = Reserve Capacity for signalized junction. DFC = Design Flow to Capacity ratio for priority junction.

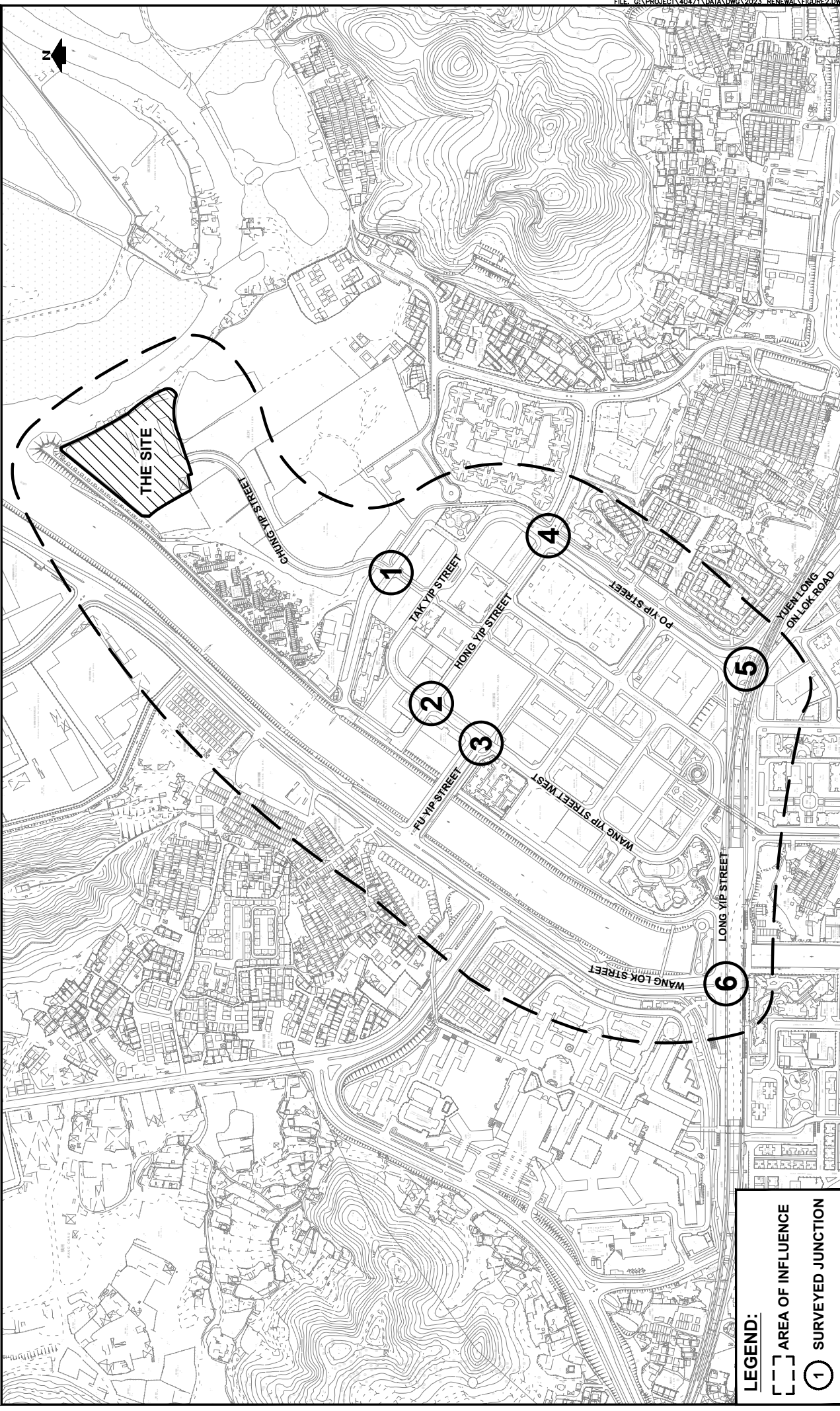
12. The assessment results indicated that most junctions in the vicinity will operate satisfactory in the Year 2028 and the future peak hour traffic conditions is acceptable in Tung Tau area. It is anticipated that the traffic conditions during the non-peak hours, in which the training vehicles are only allowed, will be also acceptable.

13. In view of the above, it can be concluded that the extension of the driving school until 2028 will not induce additional traffic impact onto the adjacent road network and it is acceptable in traffic viewpoint.



PROJECT NO. 40471-2		DATE DEC 2023		PROJECT TITLE S.16 APPLICATION FOR RENEWAL OF PLANNING APPROVAL FOR HONG KONG SCHOOL OF MOTORING YUEN LONG DRIVING SCHOOL AT LOT 1347RP IN DD115, YUEN LONG		DRAWING NO. FIGURE 1		REV. .	
DESIGNED SKL		SCALE 1:5000		LOCATION PLAN					
DRAWN CLL									
CHECKED SLN									
				LLA 顧問有限公司 Consultancy Limited					

FILE: G:\PROJECT\40471\DRAWING\2023_RENEWAL\FIGURE.DWG PLOT SCALE: 1:5000



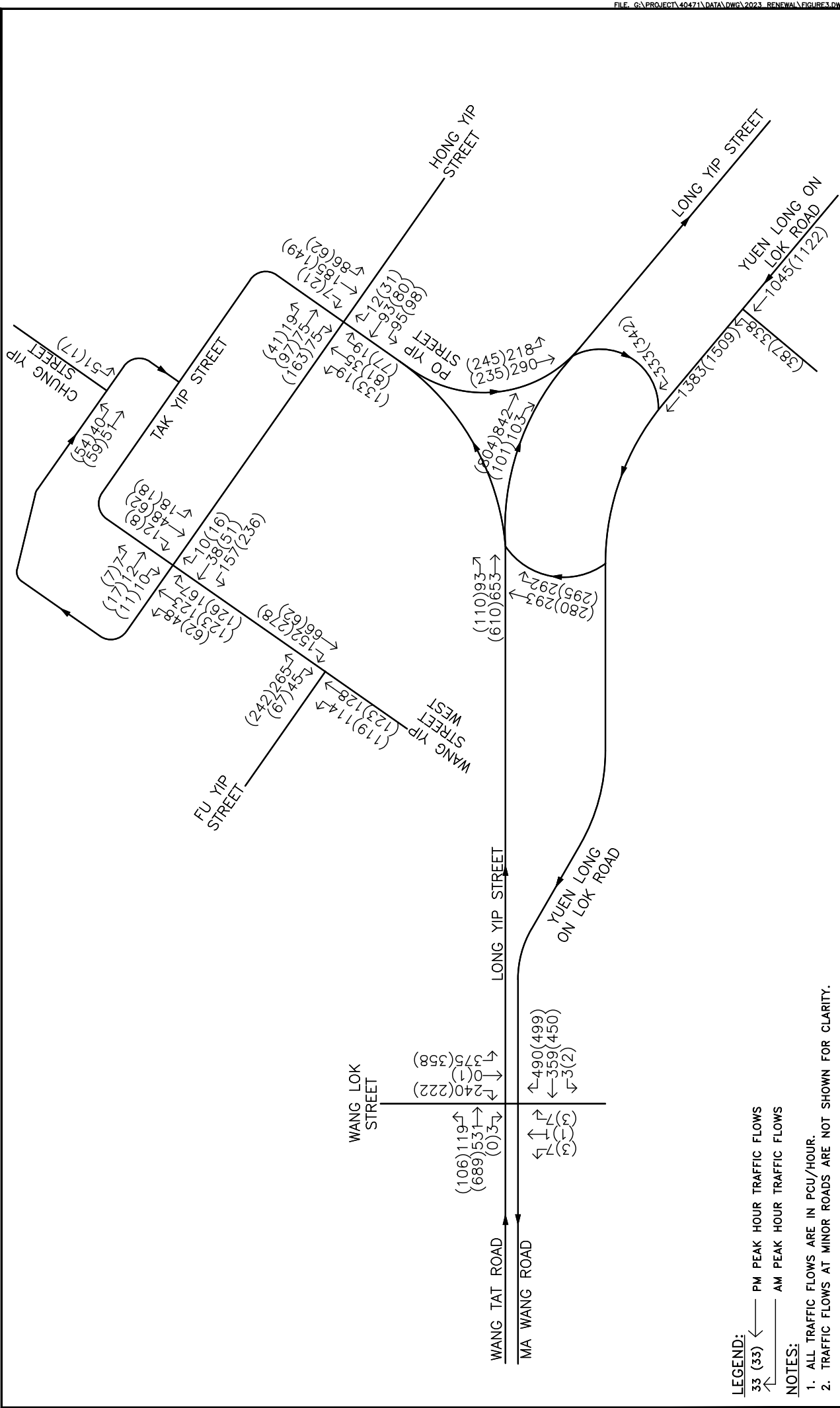
LEGEND:

AREA OF INFLUENCE

1

SURVEYED JUNCTION

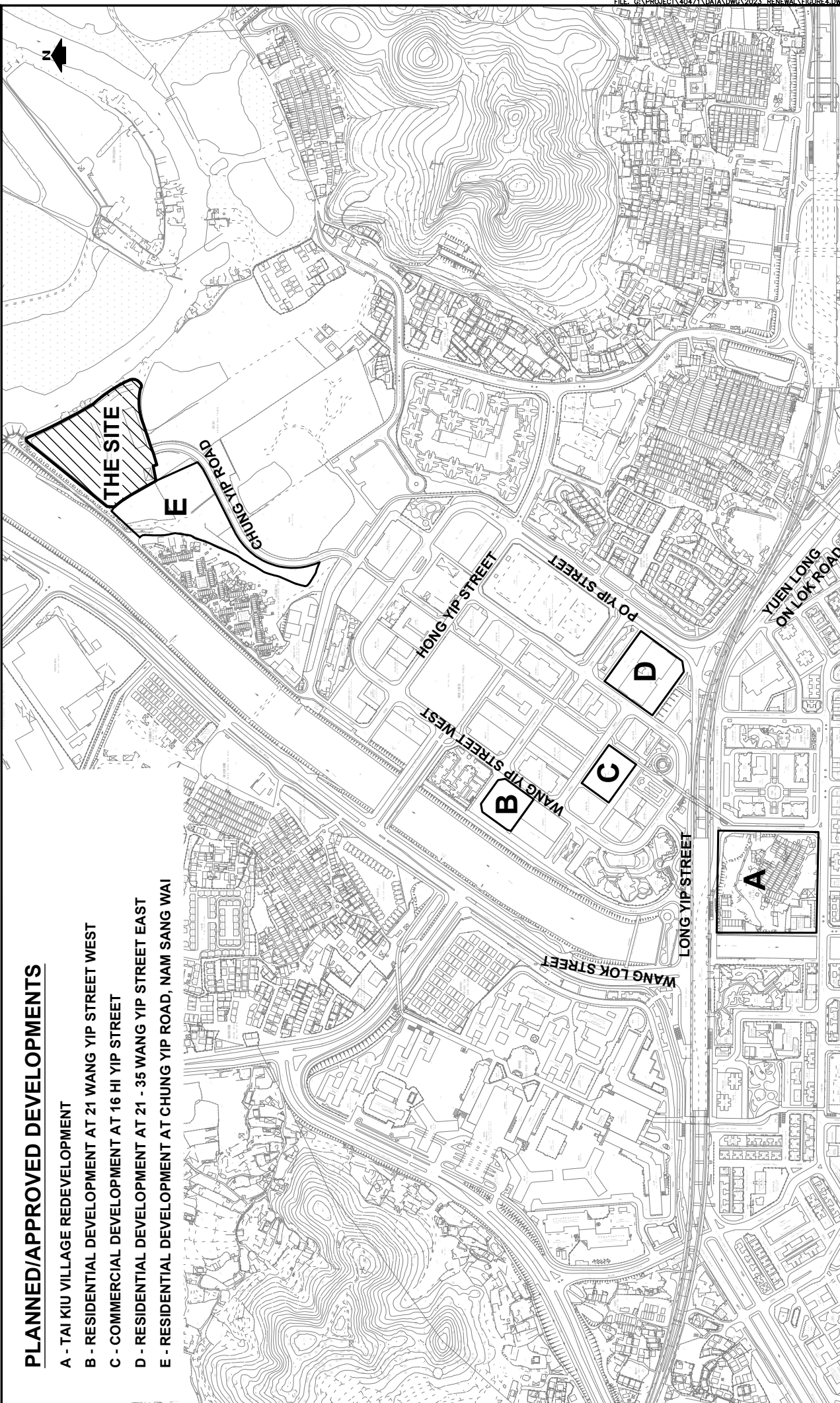
PROJECT NO. 40471-3		PROJECT TITLE S.16 APPLICATION FOR RENEWAL OF PLANNING APPROVAL FOR HONG KONG SCHOOL OF MOTORING YUEN LONG DRIVING SCHOOL AT LOT 1347RP IN DD115, YUEN LONG		DRAWING NO. FIGURE 2		REV. .
DESIGNED SLN		DATE DEC 2023		DRAWING TITLE AREA OF INFLUENCE AND SURVEYED JUNCTIONS		
DRAWN CLL		SCALE 1:7000				
CHECKED SLN						
				LLA 顧問有限公司 Consultancy Limited		



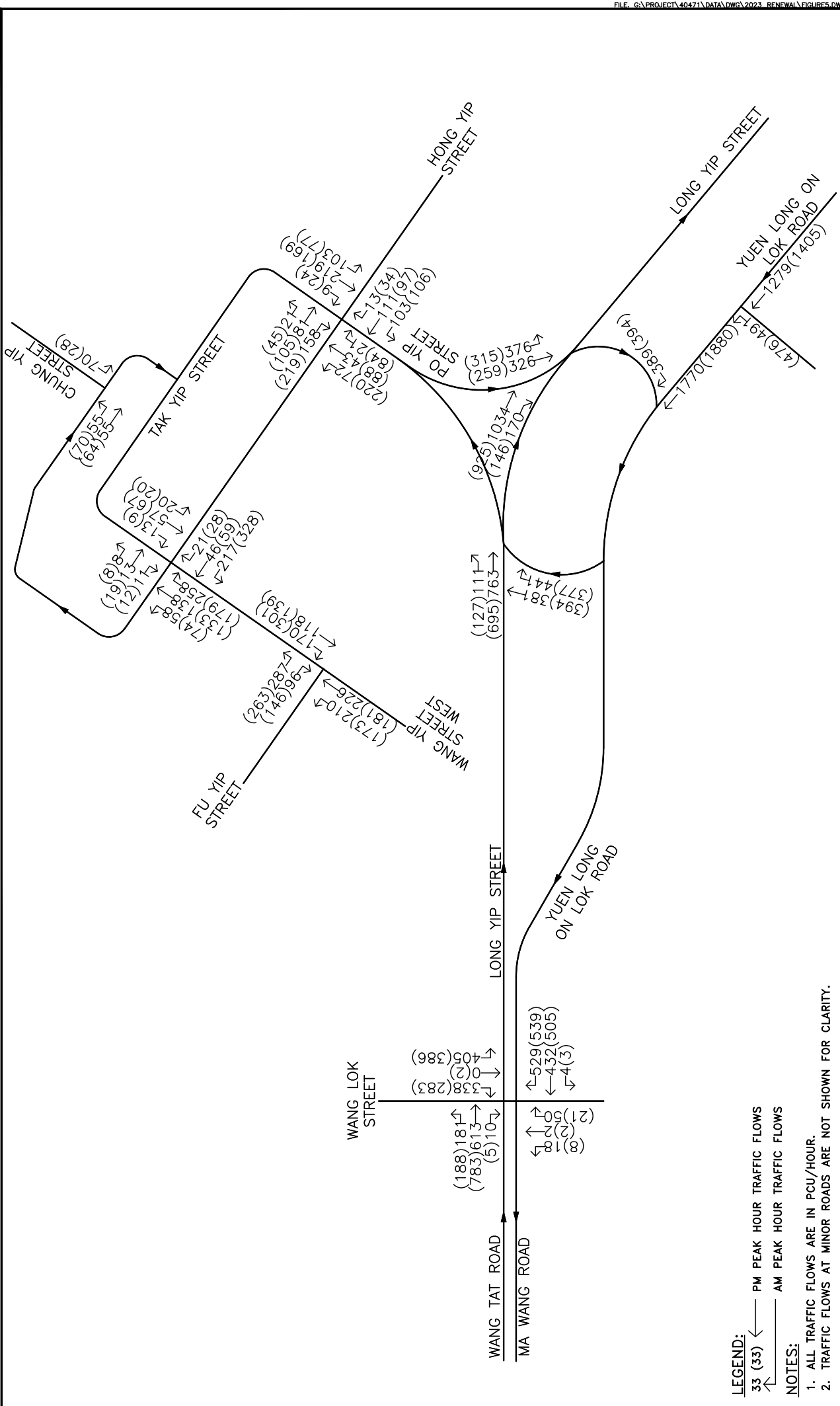
PROJECT NO. 40471-3		PROJECT TITLE S.16 APPLICATION FOR RENEWAL OF PLANNING APPROVAL FOR HONG KONG SCHOOL OF MOTORING YUEN LONG DRIVING SCHOOL AT LOT 1347RP IN DD115, YUEN LONG		DRAWING NO. FIGURE 3	REV.
DESIGNED SLN	DATE JAN 2024	DRAWING TITLE			
DRAWN CLL	SCALE	N.T.S.			
CHECKED SLN		2024 OBSERVED TRAFFIC FLOWS			
LLA 顧問有限公司 Consultancy Limited					PLOT SCALE: 1" = 1'

PLANNED/APPROVED DEVELOPMENTS

- A - TAI KIU VILLAGE REDEVELOPMENT
- B - RESIDENTIAL DEVELOPMENT AT 21 WANG YIP STREET WEST
- C - COMMERCIAL DEVELOPMENT AT 16 HI YIP STREET
- D - RESIDENTIAL DEVELOPMENT AT 21 - 35 WANG YIP STREET EAST
- E - RESIDENTIAL DEVELOPMENT AT CHUNG YIP ROAD, NAM SANG WAI



PROJECT NO. 40471-3		DRAWING NO. FIGURE 4		REV. .
DESIGNED SLN		PROJECT TITLE S.16 APPLICATION FOR RENEWAL OF PLANNING APPROVAL FOR HONG KONG SCHOOL OF MOTORING YUEN LONG DRIVING SCHOOL AT LOT 1347RP IN DD115, YUEN LONG		
DRAWN CLL		DRAWING TITLE		
CHECKED SLN		PLANNED/APPROVED DEVELOPMENTS IN THE VICINITY		
DATE DEC 2023		SCALE 1:7000		
LLA 顧問有限公司 Consultancy Limited				



LEGEND:
33 (33) ← PM PEAK HOUR TRAFFIC FLOWS
← AM PEAK HOUR TRAFFIC FLOWS

NOTES:

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. TRAFFIC FLOWS AT MINOR ROADS ARE NOT SHOWN FOR CLARITY.

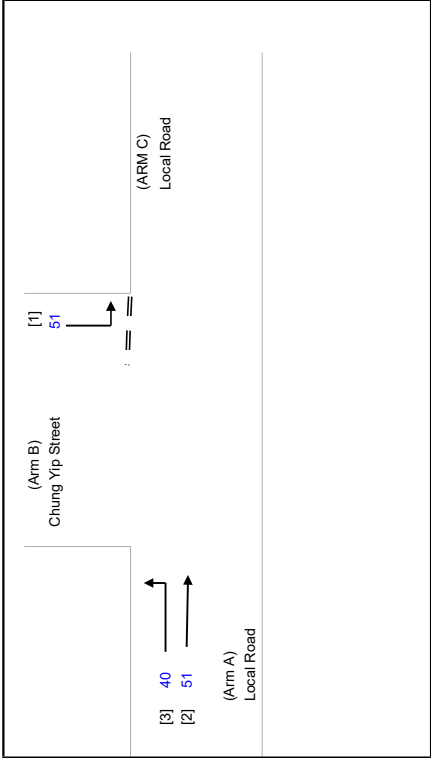
PROJECT NO. 40471-3		PROJECT TITLE S.16 APPLICATION FOR RENEWAL OF PLANNING APPROVAL FOR HONG KONG SCHOOL OF MOTORING YUEN LONG DRIVING SCHOOL AT LOT 1347RP IN DD115, YUEN LONG		DRAWING NO. FIGURE 5	REV. -
DATE JAN 2024		2028 DESIGN TRAFFIC FLOWS			
SCALE					
N.T.S.					
DESIGNED SLN					
DRAWN CLL					
CHECKED SLN					
		LLA 顧問有限公司 Consultancy Limited			
		PLOT SCALE: 1" = 1'			

2028 DESIGN TRAFFIC FLOWS

Appendix A

Junction Capacity Assessments

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2024 Existing AM		PROJECT NO.: 40471-3	PREPARED BY:	Jan-24
				FILENAME: J1_CYS_LR_X	CHECKED BY:	Jan-24
				REFERENCE NO.:	REVIEWED BY:	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

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

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

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

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

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

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

D = STREAM-SPECIFIC B-A

E = STREAM-SPECIFIC B-C

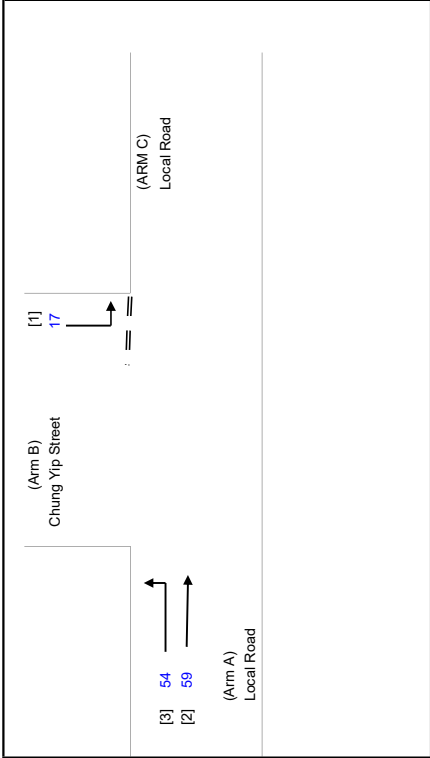
F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:	
MAJOR ROAD (ARM A)							
W	= 9.50 (metres)	D	= 0.58787	Q b-a	= 359	DFC b-a	= 0.0000
W cr	= 0 (metres)	E	= 0.93266	Q b-c	= 680	DFC b-c	= 0.0750
q a-b	= 40 (pcu/hr)	F	= 0.58595	Q c-b	= 423	DFC c-b	= 0.0000
q a-c	= 51 (pcu/hr)	Y	= 0.67225	Q b-ac	= 680	DFC b-c (share lane)	= 0.0750
		F for (Qb-ac) = 1		TOTAL FLOW = 142 (PCU/HR)			

CRITICAL DFC = 0.08

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
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				FILENAME: J1_CYS_LR.X	CHECKED BY:	Jan-24
				REFERENCE NO.:	REVIEWED BY:	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

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

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

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

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

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

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

D = STREAM-SPECIFIC B-A

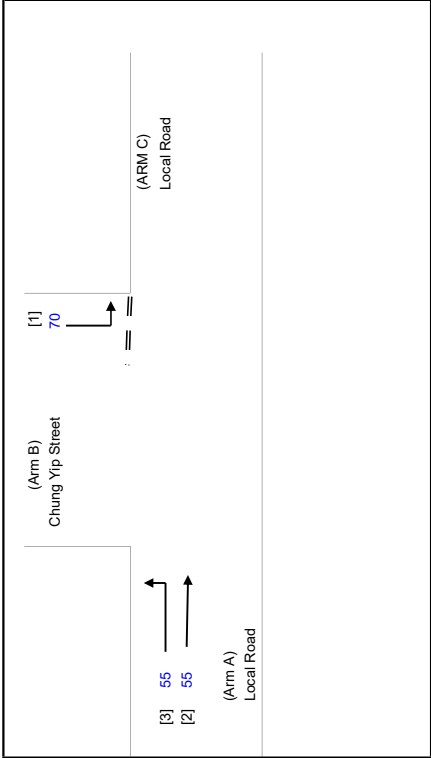
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:	
MAJOR ROAD (ARM A)							
W	= 9.50 (metres)	D	= 0.58787	Q b-a	= 357	DFC b-a	= 0.0000
W cr	= 0 (metres)	E	= 0.93266	Q b-c	= 676	DFC b-c	= 0.0251
q a-b	= 54 (pcu/hr)	F	= 0.58595	Q c-b	= 420	DFC c-b	= 0.0000
q a-c	= 59 (pcu/hr)	Y	= 0.67225	Q b-ac	= 676	DFC b-c (share lane)	= 0.0251
		F for (Qb-ac) = 1		TOTAL FLOW = 130 (PCU/HR)			
MINOR ROAD (ARM B)						CRITICAL DFC = 0.03	
W b-a	= 0.00 (metres)						
W b-c	= 3.50 (metres)						
Vl b-a	= 60 (metres)						
Vr b-a	= 60 (metres)						
Vr b-c	= 60 (metres)						
q b-c	= 17 (pcu/hr)						

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2028 Design AM		PROJECT NO.: 40471-3	PREPARED BY: SKL
				FILENAME: J1_CYS_LR_X	CHECKED BY: SLN
				REFERENCE NO.:	REVIEWED BY: SLN
J1	Chung Yip Street / Local Road				



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

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

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

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

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

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

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

D = STREAM-SPECIFIC B-A

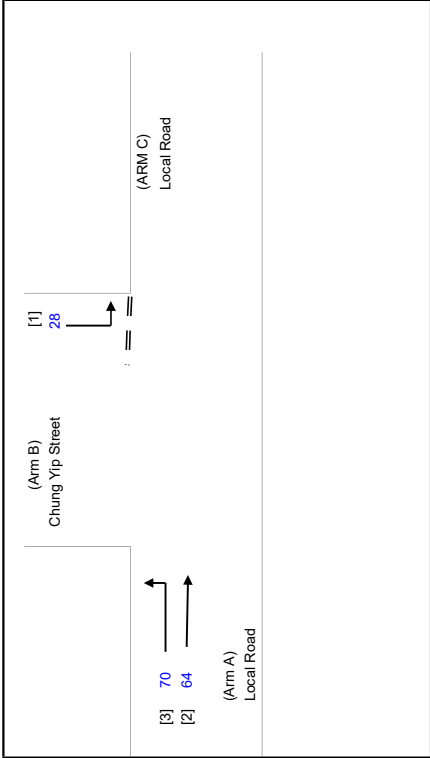
E = STREAM-SPECIFIC B-C

F = STREAM-SPECIFIC C-B

Y = (1-0.0345W)

GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:	
MAJOR ROAD (ARM A)							
W	= 9.50 (metres)	D	= 0.58787	Q b-a	= 358	DFC b-a	= 0.0000
W cr	= 0 (metres)	E	= 0.93266	Q b-c	= 677	DFC b-c	= 0.1034
q a-b	= 55 (pcu/hr)	F	= 0.58595	Q c-b	= 421	DFC c-b	= 0.0000
q a-c	= 55 (pcu/hr)	Y	= 0.67225	Q b-ac	= 677	DFC b-c (share lane)	= 0.1034
		F for (Qb-ac) = 1		TOTAL FLOW = 180 (PCU/HR)			
MINOR ROAD (ARM B)						CRITICAL DFC = 0.10	
W b-a	= 0.00 (metres)						
W b-c	= 3.50 (metres)						
Vl b-a	= 60 (metres)						
Vr b-a	= 60 (metres)						
Vr b-c	= 60 (metres)						
q b-c	= 70 (pcu/hr)						

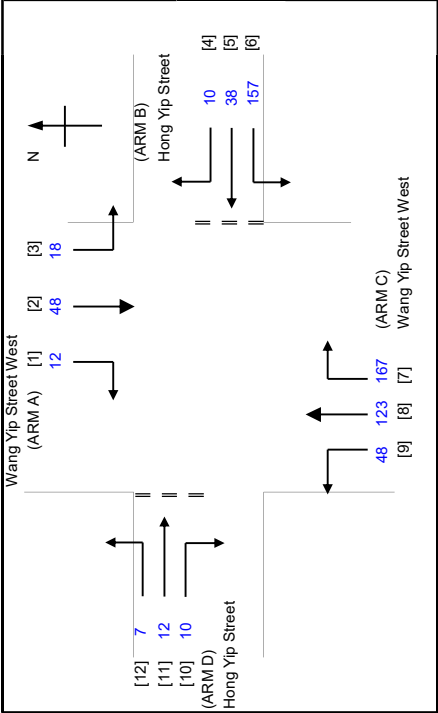
LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION			INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2028 Design PM		PROJECT NO.: 40471-3	PREPARED BY:	Jan-24
				FILENAME: J1_CYS_LR_X	CHECKED BY:	Jan-24
				REFERENCE NO.:	REVIEWED BY:	Jan-24



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

GEOMETRIC DETAILS:		GEOMETRIC FACTORS :		THE CAPACITY OF MOVEMENT :		COMPARISON OF DESIGN FLOW TO CAPACITY:	
MAJOR ROAD (ARM A)							
W	= 9.50 (metres)	D		Q b-a		DFC b-a	
W cr	= 0 (metres)	E		Q b-c		DFC b-c	
q a-b	= 70 (pcu/hr)	F		Q c-b		DFC c-b	
q a-c	= 64 (pcu/hr)	Y		Q b-ac		DFC b-c (share lane)	
		F for (Qb-ac)		TOTAL FLOW			
				= 1		= 162 (PCU/HR)	
MINOR ROAD (ARM B)							
W b-a	= 0.00 (metres)						
W b-c	= 3.50 (metres)						
Vl b-a	= 60 (metres)						
Vr b-a	= 60 (metres)						
Vr b-c	= 60 (metres)						
q b-c	= 28 (pcu/hr)						
						CRITICAL DFC	
						= 0.04	

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE	
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2024 Existing AM		PROJECT NO.:	40471-3	PREPARED BY:	SKL	Jan-24
				FILENAME :	J2_WYSW_HYS.xlsx	CHECKED BY:	SLN	Jan-24
				REFERENCE NO.:		REVIEWED BY:	SLN	Jan-24
J2	Wang Yip Street West / Hong Yip Street							



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-b = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-b
V b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V r-b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V r-b-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-b
X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y = (1-0.0345W)
r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL					
W	=	10.3	(metres)		
W cr	=	0	(metres)	Y	= 0.645
MAJOR ROAD (ARM A)					
W a-d	=	5.00	(metres)	W c-b	= 5.00 (metres)
V r a-d	=	60	(metres)	V r c-b	= 60 (metres)
q a-b	=	18	(pcu/hr)	q c-a	= 123 (pcu/hr)
q a-c	=	48	(pcu/hr)	q c-b	= 167 (pcu/hr)
q a-d	=	12	(pcu/hr)	q c-d	= 48 (pcu/hr)
MINOR ROAD (ARM B)					
W b-a	=	2.00	(metres)	W d-c	= 2.00 (metres)
W b-c	=	2.00	(metres)	W d-a	= 2.00 (metres)
V l b-a	=	40	(metres)	V l d-c	= 40 (metres)
V r b-a	=	50	(metres)	V r d-c	= 50 (metres)
V r b-c	=	50	(metres)	V r d-a	= 50 (metres)
q b-a	=	10	(pcu/hr)	q d-c	= 10 (pcu/hr)
q b-c	=	157	(pcu/hr)	q d-a	= 7 (pcu/hr)
q b-d	=	38	(pcu/hr)	q d-b	= 12 (pcu/hr)

GEOMETRIC FACTORS :

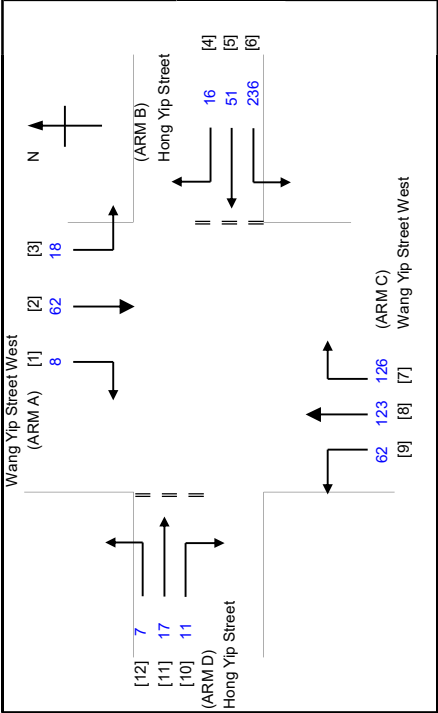
X b	=	0.739	X a	=	1.066
X c	=	1.066	X d	=	0.739
Z b	=	0.792	Z d	=	0.792
M b	=	0.739	M d	=	0.739
PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :					
r b-a	=	0.0272	r d-c	=	0.027
q l b-d	=	19.518	q l d-b	=	6.16349 (pcu/hr)
q r b-d	=	18.482	q r d-b	=	5.83651 (pcu/hr)
CAPACITY OF MOVEMENT :					
Q b-a	=	393	Q d-c	=	367 (pcu/hr)
Q b-c	=	576	Q d-a	=	560 (pcu/hr)
Q c-b	=	773	Q a-d	=	692 (pcu/hr)
Q l b-d	=	392	Q l d-b	=	400 (pcu/hr)
Q r b-d	=	392	Q r d-b	=	400 (pcu/hr)
TOTAL FLOW =				650 (PCU/HR)	

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0254
DFC b-c	=	0.2726
DFC c-b	=	0.2160
DFCI b-d	=	0.0498
DFCr b-d	=	0.0471
DFC d-c	=	0.0272
DFC d-a	=	0.0125
DFC a-d	=	0.0173
DFCI d-b	=	0.0154
DFCr d-b	=	0.0146

CRITICAL DFC = 0.27

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long J2 Wang Yip Street West / Hong Yip Street		2024 Existing PM		PROJECT NO.:	40471-3	PREPARED BY:	SKL
				FILENAME :	J2_WYSW_HYS.xlsx	CHECKED BY:	SLN
				REFERENCE NO.:		REVIEWED BY:	SLN
							Jan-24



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

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

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

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

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

Vl b-c = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-c

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

X a = STREAM-SPECIFIC (RIGHT TURN FROM A)

X b = STREAM-SPECIFIC (RIGHT TURN FROM B)

Z b = STREAM-SPECIFIC (LEFT TURN FROM B)

M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

Y = (1-0.0345W)

r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL					
W	=	10.3	(metres)		
W cr	=	0	(metres)	Y	= 0.645
MAJOR ROAD (ARM A)					
W a-d	=	5.00	(metres)	W c-b	= 5.00 (metres)
Vr a-d	=	60	(metres)	Vr c-b	= 60 (metres)
q a-b	=	18	(pcu/hr)	q c-a	= 123 (pcu/hr)
q a-c	=	62	(pcu/hr)	q c-b	= 126 (pcu/hr)
q a-d	=	8	(pcu/hr)	q c-d	= 62 (pcu/hr)
MINOR ROAD (ARM B)					
W b-a	=	2.00	(metres)	W d-c	= 2.00 (metres)
W b-c	=	2.00	(metres)	W d-a	= 2.00 (metres)
Vi b-a	=	40	(metres)	Vi d-c	= 40 (metres)
Vr b-a	=	50	(metres)	Vr d-c	= 50 (metres)
Vr b-c	=	50	(metres)	Vr d-a	= 50 (metres)
q b-a	=	16	(pcu/hr)	q d-c	= 11 (pcu/hr)
q b-c	=	236	(pcu/hr)	q d-a	= 7 (pcu/hr)
q b-d	=	51	(pcu/hr)	q d-b	= 17 (pcu/hr)

GEOMETRIC FACTORS :

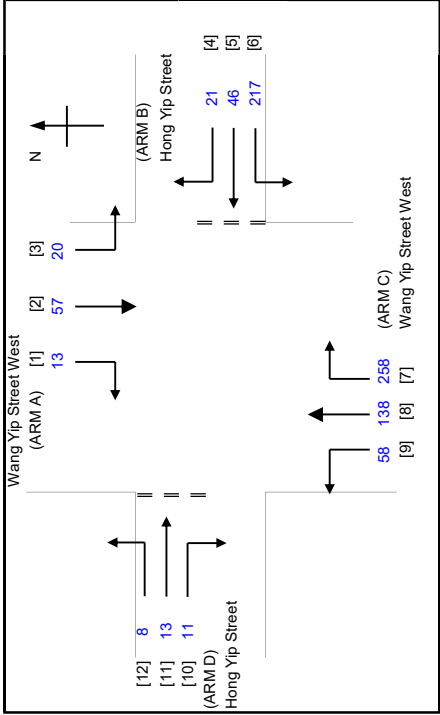
X b	=	0.739	X a	=	1.066
X c	=	1.066	X d	=	0.739
Z b	=	0.792	Z d	=	0.792
M b	=	0.739	M d	=	0.739
PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :					
r b-a	=	0.0449	r d-c	=	0.031
ql b-d	=	26.646	ql d-b	=	8.76264 (pcu/hr)
qr b-d	=	24.354	qr d-b	=	8.23736 (pcu/hr)
CAPACITY OF MOVEMENT :					
Q b-a	=	400	Q d-c	=	356 (pcu/hr)
Q b-c	=	570	Q d-a	=	558 (pcu/hr)
Q c-b	=	771	Q a-d	=	703 (pcu/hr)
Ql b-d	=	399	Ql d-b	=	405 (pcu/hr)
Qr b-d	=	399	Qr d-b	=	405 (pcu/hr)
TOTAL FLOW =				737 (PCU/HR)	

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0400
DFC b-c	=	0.4140
DFC c-b	=	0.1634
DFCI b-d	=	0.0668
DFCr b-d	=	0.0610
DFC d-c	=	0.0309
DFC d-a	=	0.0125
DFC a-d	=	0.0114
DFCI d-b	=	0.0216
DFCr d-b	=	0.0203

CRITICAL DFC = 0.41

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2028 Design AM		PROJECT NO.:	40471-3	PREPARED BY:	Jan-24
				FILENAME :	J2_WYSW_HYS.xlsx	CHECKED BY:	Jan-24
				REFERENCE NO.:		REVIEWED BY:	Jan-24
J2	Wang Yip Street West / Hong Yip Street						



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH

W cr = CENTRAL RESERVE WIDTH

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

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

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

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

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

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

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

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

X a = STREAM-SPECIFIC (RIGHT TURN FROM A)

X b = STREAM-SPECIFIC (RIGHT TURN FROM B)

Z b = STREAM-SPECIFIC (LEFT TURN FROM B)

M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)

Y = (1-0.0345W)

r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL					
W	=	10.3	(metres)		
W cr	=	0	(metres)	Y	= 0.645
MAJOR ROAD (ARM A)					
W a-d	=	5.00	(metres)	W c-b	= 5.00 (metres)
V r a-d	=	60	(metres)	V r c-b	= 60 (metres)
q a-b	=	20	(pcu/hr)	q c-a	= 138 (pcu/hr)
q a-c	=	57	(pcu/hr)	q c-b	= 258 (pcu/hr)
q a-d	=	13	(pcu/hr)	q c-d	= 58 (pcu/hr)
MINOR ROAD (ARM B)					
W b-a	=	2.00	(metres)	W d-c	= 2.00 (metres)
W b-c	=	2.00	(metres)	W d-a	= 2.00 (metres)
V l b-a	=	40	(metres)	V l d-c	= 40 (metres)
V r b-a	=	50	(metres)	V r d-c	= 50 (metres)
V r b-c	=	50	(metres)	V r d-a	= 50 (metres)
q b-a	=	21	(pcu/hr)	q d-c	= 11 (pcu/hr)
q b-c	=	217	(pcu/hr)	q d-a	= 8 (pcu/hr)
q b-d	=	46	(pcu/hr)	q d-b	= 13 (pcu/hr)

GEOMETRIC FACTORS :

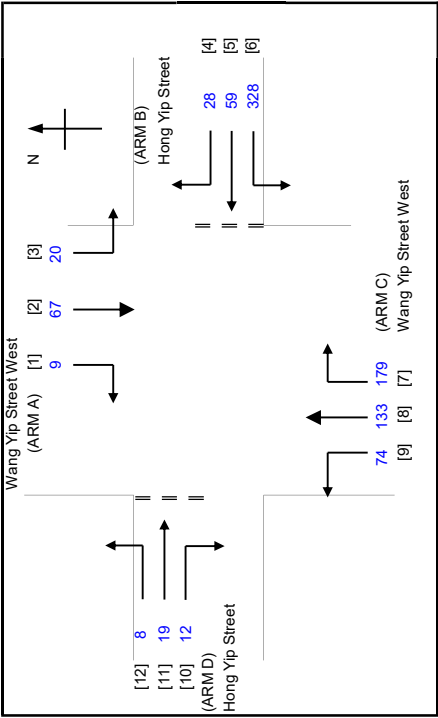
X b	=	0.739	X a	=	1.066
X c	=	1.066	X d	=	0.739
Z b	=	0.792	Z d	=	0.792
M b	=	0.739	M d	=	0.739
PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :					
r b-a	=	0.0629	r d-c	=	0.033
q l b-d	=	24.446	q l d-b	=	6.71407 (pcu/hr)
q r b-d	=	21.554	q r d-b	=	6.28593 (pcu/hr)
CAPACITY OF MOVEMENT :					
Q b-a	=	366	Q d-c	=	334 (pcu/hr)
Q b-c	=	569	Q d-a	=	555 (pcu/hr)
Q c-b	=	770	Q a-d	=	653 (pcu/hr)
Q l b-d	=	365	Q l d-b	=	379 (pcu/hr)
Q r b-d	=	365	Q r d-b	=	379 (pcu/hr)
TOTAL FLOW =				860 (PCU/HR)	

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0574
DFC b-c	=	0.3814
DFC c-b	=	0.3351
DFCI b-d	=	0.0670
DFCr b-d	=	0.0591
DFC d-c	=	0.0329
DFC d-a	=	0.0144
DFC a-d	=	0.0199
DFCI d-b	=	0.0177
DFCr d-b	=	0.0166

CRITICAL DFC = 0.38

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE	
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2028 Design PM		PROJECT NO.:	40471-3	PREPARED BY:	SKL	Jan-24
				FILENAME :	J2_WYSW_HYS.xlsx	CHECKED BY:	SLN	Jan-24
				REFERENCE NO.:		REVIEWED BY:	SLN	Jan-24
J2	Wang Yip Street West / Hong Yip Street							



NOTES : (GEOMETRIC INPUT DATA)	
W	= MAJOR ROAD WIDTH
W cr	= CENTRAL RESERVE WIDTH
W b-a	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vi b-a	= VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vi b-c	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vi c-b	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
X a	= STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	= STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	= STREAM-SPECIFIC (LEFT TURN FROM B)
M b	= STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	= (1-0.0345W)
r b-a	= RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:				GEOMETRIC FACTORS :				COMPARISON OF DESIGN FLOW TO CAPACITY:							
GENERAL															
W	=	10.3	(metres)	X b	=	0.739	X a	=	1.066	DFC b-a	=	0.0729			
W cr	=	0	(metres)	X c	=	1.066	X d	=	0.739	DFC b-c	=	0.5826			
				Y	=	0.645	Z b	=	0.792	DFC c-b	=	0.2328			
							M b	=	0.739	DFCI b-d	=	0.0839			
MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)				PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :							
W a-d	=	5.00	(metres)	W c-b	=	5.00	(metres)	r b-a	=	0.0862	r d-c	=	0.037		
Vr a-d	=	60	(metres)	Vr c-b	=	60	(metres)	ql b-d	=	32.042	(pcu/hr)	ql d-b	=	9.85077	(pcu/hr)
q a-b	=	20	(pcu/hr)	q c-a	=	133	(pcu/hr)	qr b-d	=	26.958	(pcu/hr)	qr d-b	=	9.14923	(pcu/hr)
q a-c	=	67	(pcu/hr)	q c-b	=	179	(pcu/hr)	CAPACITY OF MOVEMENT :							
q a-d	=	9	(pcu/hr)	q c-d	=	74	(pcu/hr)	W b-a	=	2.00	(metres)	W b-c	=	2.00	(metres)
MINOR ROAD (ARM B)				MINOR ROAD (ARM D)				W d-c	=	2.00	(metres)	W d-a	=	2.00	(metres)
W b-a	=	2.00	(metres)	W d-c	=	2.00	(metres)	Vi b-a	=	40	(metres)	Vr b-a	=	50	(metres)
W b-c	=	2.00	(metres)	W d-a	=	40	(metres)	Vr d-c	=	50	(metres)	Vr d-a	=	50	(metres)
Vi b-a	=	40	(metres)	Vi d-c	=	40	(metres)	q d-c	=	12	(pcu/hr)	q d-a	=	8	(pcu/hr)
Vr b-a	=	50	(metres)	Vr d-c	=	50	(metres)	q d-b	=	19	(pcu/hr)	q b-d	=	59	(pcu/hr)
Vr b-c	=	50	(metres)	Vr d-a	=	50	(metres)	TOTAL FLOW =						936	(PCU/HR)
q b-a	=	28	(pcu/hr)	q d-c	=	12	(pcu/hr)	CRITICAL DFC						=	0.58
q b-c	=	328	(pcu/hr)	q d-a	=	8	(pcu/hr)								
q b-d	=	59	(pcu/hr)	q d-b	=	19	(pcu/hr)								

LLA CONSULTANCY LIMITED

S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long

J3 Wang Yip Street West / Fu Yip Street

PRIORITY JUNCTION CALCULATION

2024 Existing PM

PROJECT NO.: 40471-3 PREPARED BY:

FILENAME: J3 WYSW F CHECKED BY:

REFERENCE NO.:	REVIEWED BY:
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INITIALS

DATE _____

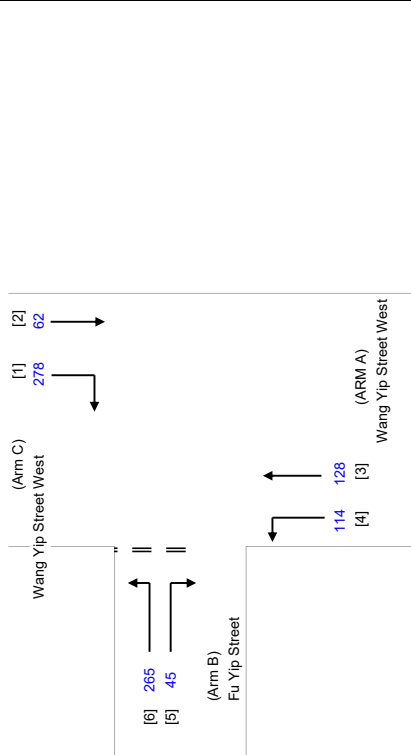
Jan-24

Jan-24

Jan-24

NOTES: (GEOMETRIC INPUT DATA)

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



GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.00	(metres)
W cr	=	0	(metres)
q a-b	=	114	(pcu/hr)
q a-c	=	128	(pcu/hr)

MAJOR ROAD (ARM C)			
W c-b	=	5.10	(metres)
V c-b	=	80	(metres)
q c-a	=	62	(pcu/hr)
q c-b	=	278	(pcu/hr)

MINOR ROAD (ARM B)

W	b-a =	3.70	(metres)
W	b-c =	3.70	(metres)
V	b-a =	70	(metres)
V	r b-a =	70	(metres)
V	r b-c =	70	(metres)
q	b-a =	45	(pcu/hr)
q	b-c =	265	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.91343
E	=	0.95949
F	=	1.09539
Y	=	0.65500
F for (Qb-ac)	=	0.85483871

THE CAPACITY OF MOVEMENT :

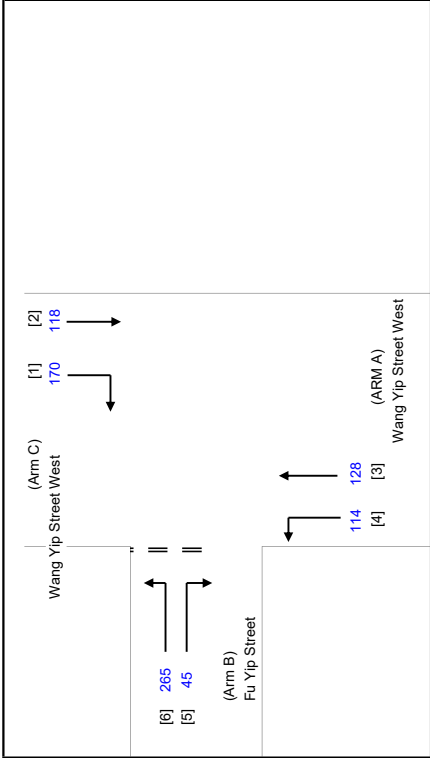
Q b-a =	440	Q b-c (O) =	657.7
Q b-c =	675		
Q c-b =	753		
Q b-ac =	626		
TOTAL FLOW	=	892	(PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1023
DFC b-c	=	0.3926
DFC c-b	=	0.3692
DFC b-c (share lane)	=	0.4230

CRITICAL DFC
= 0.42

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION		INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2028 Design AM		PREPARED BY:	SKL
				FILENAME: J3_WYSW_F	SLN
				REFERENCE NO.:	SLN
J3	Wang Yip Street West / Fu Yip Street			REVIEWED BY:	Jan-24



NOTES : (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W = 10.00 (metres)
W cr = 0 (metres)
q a-b = 114 (pcu/hr)
q a-c = 128 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b = 5.10 (metres)
Vr c-b = 80 (metres)
q c-a = 118 (pcu/hr)
q c-b = 170 (pcu/hr)

MINOR ROAD (ARM B)

W b-a = 3.70 (metres)
W b-c = 3.70 (metres)
V b-a = 70 (metres)
Vr b-a = 70 (metres)
Vr b-c = 70 (metres)
q b-a = 45 (pcu/hr)
q b-c = 265 (pcu/hr)

GEOMETRIC FACTORS :

D = 0.91343
E = 0.95949
F = 1.09539
Y = 0.65500

F for (Qb-ac) = 0.85483871

THE CAPACITY OF MOVEMENT :

Q b-a = 466
Q b-c = 675
Q c-b = 753
Q b-ac = 634

TOTAL FLOW = 840 (PCU/HR)

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a = 0.0966
DFC b-c = 0.3926
DFC c-b = 0.2258
DFC b-c (share lane) = 0.4182

CRITICAL DFC = 0.42

LLA CONSULTANCY LIMITED

S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long

J3 Wang Yip Street West / Fu Yip Street

PRIORITY JUNCTION CALCULATION

2028 Design PM

PROJECT NO.: 40471-3

FILENAME: J3 WYSW F CHECKED BY:

REFERENCE NO.: _____

REVIEWED BY: _____

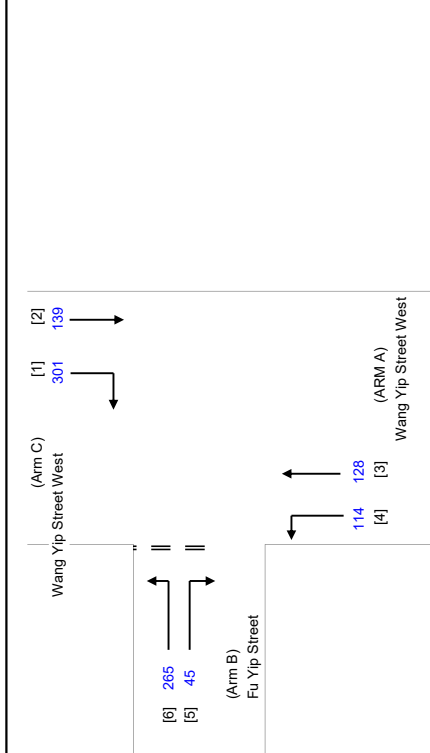
INITIALS

DATE _____

Jan-24

Jan-24

Jan-24



NOTES: (GEOMETRIC INPUT DATA)

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

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	10.00	(metres)
$W\ c$	=	0	(metres)
$q\ a-b$	=	114	(pcu/hr)
$q\ a-c$	=	128	(pcu/hr)

MAJOR ROAD (ARM C)			
$W\ c-b$	=	5.10	(metres)
$V\ r\ c-a$	=	80	(metres)
$q\ c-a$	=	139	(pcu/hr)
$q\ c-b$	=	301	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.91343
E	=	0.95949
F	=	1.09539
Y	=	0.65500
F for (Qb-ac)	=	0.85483871

THE CAPACITY OF MOVEMENT :

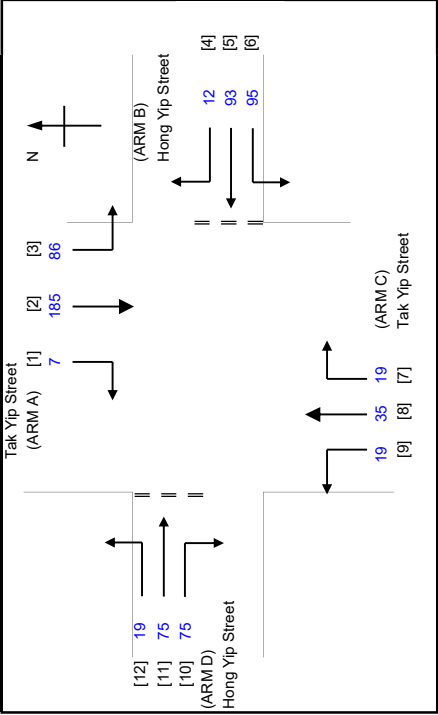
Q b-a =	422		
Q b-c =	675	Q b-c (O) =	657
Q c-b =	753		
Q b-ac =	621		
TOTAL FLOW	=	992	(PCU/HR)

**COMPARISON OF DESIGN FLOW
TO CAPACITY:**

DFC b-a	=	0.1066
DFC b-c	=	0.3926
DFC c-b	=	0.3997
DFC b-c (share lane)	=	0.4268

CRITICAL DFC
= 0.43

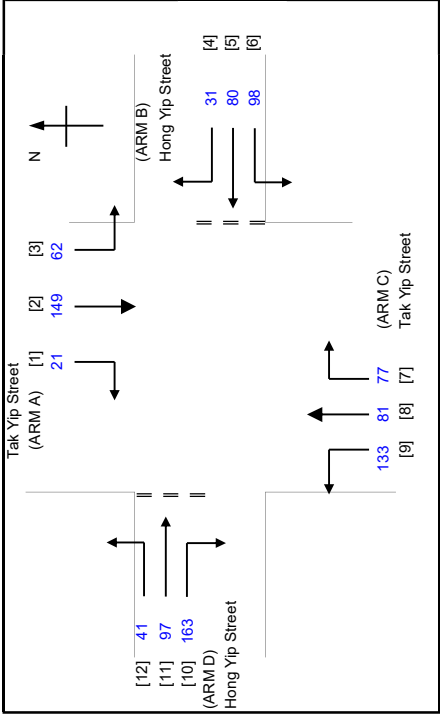
LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2024 Existing AM		PROJECT NO.:	40471-3	PREPARED BY:	SKL
				FILENAME :	J4_TYS_HYS.xlsx	CHECKED BY:	SLN
				REFERENCE NO.:		REVIEWED BY:	SLN
J4 Tak Yip Street / Hong Yip Street							Jan-24



NOTES : (GEOMETRIC INPUT DATA)	
W	= MAJOR ROAD WIDTH
W cr	= CENTRAL RESERVE WIDTH
W b-a	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vr b-a	= VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	= STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	= STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	= STREAM-SPECIFIC (LEFT TURN FROM B)
M b	= STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	= (1-0.0345W)
r b-a	= RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:			GEOMETRIC FACTORS :			COMPARISON OF DESIGN FLOW TO CAPACITY:		
GENERAL								
W	=	16.4 (metres)	X b	=	0.794	X a	=	1.182
W cr	=	1.5 (metres)	X c	=	0.977	X d	=	0.786
			Z b	=	0.845	Z d	=	0.836
			M b	=	0.794	M d	=	0.786
MAJOR ROAD (ARM A)			PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :					
W a-d	=	6.30 (metres)						
Vr a-d	=	60 (metres)	r b-a	=	0.026	r d-c	=	0.162
q a-b	=	86 (pcu/hr)	q c-a	=	35 (pcu/hr)	q d-b	=	43.5877 (pcu/hr)
q a-c	=	185 (pcu/hr)	q c-b	=	19 (pcu/hr)	q d-b	=	31.4123 (pcu/hr)
q a-d	=	7 (pcu/hr)	q c-d	=	19 (pcu/hr)			
MINOR ROAD (ARM B)			CAPACITY OF MOVEMENT :					
W b-a	=	2.60 (metres)						
W b-c	=	2.60 (metres)	Q b-a	=	463 (pcu/hr)	Q d-c	=	462 (pcu/hr)
Vi b-a	=	50 (metres)	Q b-c	=	596 (pcu/hr)	Q d-a	=	592 (pcu/hr)
Vr b-a	=	50 (metres)	Q c-b	=	685 (pcu/hr)	Q a-d	=	865 (pcu/hr)
Vr b-c	=	50 (metres)	Q d-b	=	478 (pcu/hr)	Q d-b	=	479 (pcu/hr)
q b-a	=	12 (pcu/hr)	Qr b-d	=	478 (pcu/hr)	Qr d-b	=	479 (pcu/hr)
q b-c	=	95 (pcu/hr)						
q b-d	=	93 (pcu/hr)						
			TOTAL FLOW =			720 (PCU/HR)		
						CRITICAL DFC = 0.16		

LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE
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				FILENAME :	J4_TYS_HYS.xlsx	CHECKED BY:	SLN
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J4 Tak Yip Street / Hong Yip Street							



NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a = STREAM-SPECIFIC (RIGHT TURN FROM A)
X b = STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b = STREAM-SPECIFIC (LEFT TURN FROM B)
M b = STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y = (1-0.0345W)
r b-a = RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:

GENERAL		Y =	0.434
W	16.4 (metres)		
W cr	1.5 (metres)		
MAJOR ROAD (ARM A)			
W a-d	6.30 (metres)	W c-b	4.00 (metres)
Vr a-d	60 (metres)	Vr c-b	60 (metres)
q a-b	62 (pcu/hr)	q c-a	81 (pcu/hr)
q a-c	149 (pcu/hr)	q c-b	77 (pcu/hr)
q a-d	21 (pcu/hr)	q c-d	133 (pcu/hr)
MINOR ROAD (ARM B)			
W b-a	2.60 (metres)	W d-c	2.50 (metres)
W b-c	2.60 (metres)	W d-a	2.50 (metres)
Vi b-a	50 (metres)	Vi d-c	50 (metres)
Vr b-a	50 (metres)	Vr d-a	50 (metres)
Vr b-c	50 (metres)	Vr d-b	163 (pcu/hr)
q b-a	31 (pcu/hr)	q d-c	41 (pcu/hr)
q b-c	98 (pcu/hr)	q d-a	97 (pcu/hr)
q b-d	80 (pcu/hr)	q d-b	

GEOMETRIC FACTORS :

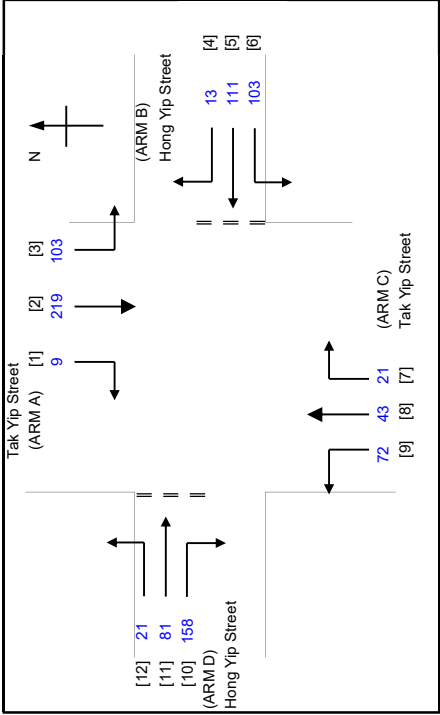
X b	=	0.794	X a	=	1.182
X c	=	0.977	X d	=	0.786
Z b	=	0.845	Z d	=	0.836
M b	=	0.794	M d	=	0.786
PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :					
r b-a	=	0.0698	r d-c	=	0.367
ql b-d	=	42.793 (pcu/hr)	ql d-b	=	66.3052 (pcu/hr)
qr b-d	=	37.207 (pcu/hr)	qr d-b	=	30.6948 (pcu/hr)
CAPACITY OF MOVEMENT :					
Q b-a	=	442 (pcu/hr)	Q d-c	=	444 (pcu/hr)
Q b-c	=	595 (pcu/hr)	Q d-a	=	549 (pcu/hr)
Q c-b	=	691 (pcu/hr)	Q a-d	=	820 (pcu/hr)
Ql b-d	=	459 (pcu/hr)	Ql d-b	=	463 (pcu/hr)
Qr b-d	=	459 (pcu/hr)	Qr d-b	=	463 (pcu/hr)
TOTAL FLOW =				1033 (PCU/HR)	

COMPARISON OF DESIGN FLOW TO CAPACITY:

DFC b-a	=	0.0701
DFC b-c	=	0.1647
DFC c-b	=	0.1114
DFCI b-d	=	0.0932
DFCr b-d	=	0.0811
DFC d-c	=	0.3671
DFC d-a	=	0.0747
DFC a-d	=	0.0256
DFCI d-b	=	0.1432
DFCr d-b	=	0.0663

CRITICAL DFC = 0.37

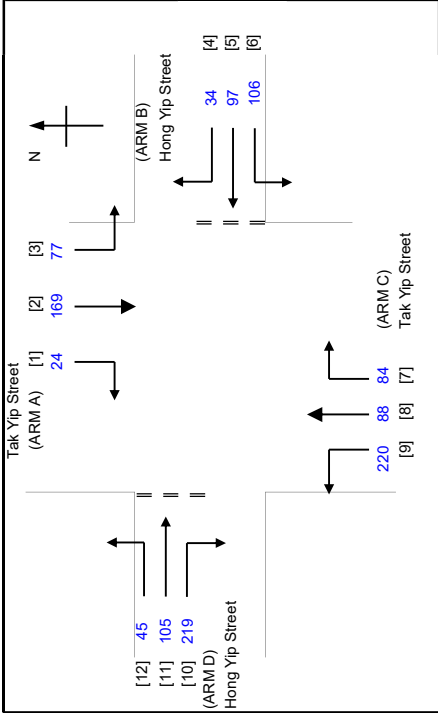
LLA CONSULTANCY LIMITED		PRIORITY JUNCTION CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long		2028 Design AM		PROJECT NO.:	40471-3	PREPARED BY:	SKL
				FILENAME :	J4_TYS_HYS.xlsx	CHECKED BY:	SLN
				REFERENCE NO.:		REVIEWED BY:	SLN
J4 Tak Yip Street / Hong Yip Street							



NOTES : (GEOMETRIC INPUT DATA)	
W	= MAJOR ROAD WIDTH
W cr	= CENTRAL RESERVE WIDTH
W b-a	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vi b-a	= VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	= STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	= STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	= STREAM-SPECIFIC (LEFT TURN FROM B)
M b	= STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	= (1-0.0345W)
r b-a	= RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:	
GENERAL	
W	= 16.4 (metres)
W cr	= 1.5 (metres)
Y = 0.434	
MAJOR ROAD (ARM A)	
W a-d	= 6.30 (metres)
Vr a-d	= 60 (metres)
q a-b	= 103 (pcu/hr)
q a-c	= 219 (pcu/hr)
q a-d	= 9 (pcu/hr)
MINOR ROAD (ARM B)	
W b-a	= 2.60 (metres)
W b-c	= 2.60 (metres)
Vi b-a	= 50 (metres)
Vr b-a	= 50 (metres)
Vr b-c	= 50 (metres)
q b-a	= 13 (pcu/hr)
q b-c	= 103 (pcu/hr)
q b-d	= 111 (pcu/hr)
MAJOR ROAD (ARM C)	
W c-b	= 4.00 (metres)
Vr c-b	= 60 (metres)
q c-a	= 43 (pcu/hr)
q c-b	= 21 (pcu/hr)
q c-d	= 72 (pcu/hr)
MINOR ROAD (ARM D)	
W d-c	= 2.50 (metres)
W d-a	= 2.50 (metres)
Vi d-c	= 50 (metres)
Vr d-c	= 50 (metres)
Vr d-a	= 50 (metres)
q d-c	= 158 (pcu/hr)
q d-a	= 21 (pcu/hr)
q d-b	= 81 (pcu/hr)
COMPARISON OF DESIGN FLOW TO CAPACITY:	
DFC b-a	= 0.0288
DFC b-c	= 0.1746
DFC c-b	= 0.0311
DFCI b-d	= 0.1220
DFCr b-d	= 0.1152
DFC d-c	= 0.3503
DFC d-a	= 0.0376
DFC a-d	= 0.0106
DFCI d-b	= 0.1161
DFCr d-b	= 0.0559
CRITICAL DFC = 0.35	
TOTAL FLOW = 954 (PCU/HR)	

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				FILENAME :	J4_TYS_HYS.xlsx	CHECKED BY:	SLN
				REFERENCE NO.:		REVIEWED BY:	SLN
J4 Tak Yip Street / Hong Yip Street							



NOTES : (GEOMETRIC INPUT DATA)	
W	= MAJOR ROAD WIDTH
W cr	= CENTRAL RESERVE WIDTH
W b-a	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b	= LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
V b-a	= VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
V b-a	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
V b-c	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
V r b-c	= VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b
X a	= STREAM-SPECIFIC (RIGHT TURN FROM A)
X b	= STREAM-SPECIFIC (RIGHT TURN FROM B)
Z b	= STREAM-SPECIFIC (LEFT TURN FROM B)
M b	= STREAM-SPECIFIC (STRAIGHT AHEAD FROM B - LEFT LANE)
Y	= (1-0.0345W)
r b-a	= RATIO OF FLOW TO CAPACITY IN STREAM b-a

GEOMETRIC DETAILS:				GEOMETRIC FACTORS :				COMPARISON OF DESIGN FLOW TO CAPACITY:						
GENERAL														
W	=	16.4	(metres)	X b	=	0.794	X a	=	1.182	DFC b-a	=	0.0787		
W cr	=	1.5	(metres)	X c	=	0.977	X d	=	0.786	DFC b-c	=	0.1794		
				Y	=	0.434	Z b	=	0.836	DFC c-b	=	0.1226		
							M b	=	0.786	DFCI b-d	=	0.1170		
MAJOR ROAD (ARM A)				MAJOR ROAD (ARM C)				PROPORTION OF MINOR STRAIGHT AHEAD TRAFFIC :						
W a-d	=	6.30	(metres)	W c-b	=	4.00	(metres)	r b-a	=	0.0787	DFCr b-d	=	0.1000	
Vr a-d	=	60	(metres)	Vr c-b	=	60	(metres)	q l b-d	=	52.317	DFC d-c	=	0.5069	
q a-b	=	77	(pcu/hr)	q c-a	=	88	(pcu/hr)	q l b-d	=	52.317	DFC d-a	=	0.0859	
q a-c	=	169	(pcu/hr)	q c-b	=	84	(pcu/hr)	qr b-d	=	44.683	DFC a-d	=	0.0300	
q a-d	=	24	(pcu/hr)	q c-d	=	220	(pcu/hr)				DFCI d-b	=	0.1746	
											DFCr d-b	=	0.0571	
MINOR ROAD (ARM B)				MINOR ROAD (ARM D)				CAPACITY OF MOVEMENT :						
W b-a	=	2.60	(metres)	W d-c	=	2.50	(metres)	Q b-a	=	432	Q d-c	=	432	
W b-c	=	2.60	(metres)	W d-a	=	2.50	(metres)	Q b-c	=	591	Q d-a	=	524	
Vi b-a	=	50	(metres)	Vi d-c	=	50	(metres)	Q c-b	=	685	Q a-d	=	800	
Vr b-a	=	50	(metres)	Vr d-c	=	50	(metres)	Q l b-d	=	447	Q l d-b	=	453	
Vr b-c	=	50	(metres)	Vr d-a	=	50	(metres)	Qr b-d	=	447	Qr d-b	=	453	
q b-a	=	34	(pcu/hr)	q d-c	=	219	(pcu/hr)	TOTAL FLOW =				1268	(PCU/HR)	
q b-c	=	106	(pcu/hr)	q d-a	=	45	(pcu/hr)							
q b-d	=	97	(pcu/hr)	q d-b	=	105	(pcu/hr)							
												CRITICAL DFC	=	0.51

LLA CONSULTANCY LIMITED				TRAFFIC SIGNAL CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long				2024 Existing AM				SKL	Jan-24
J5 Long Yip Street / Yuen Long On Lok Road / Po Yip Street				PROJECT NO.:	40471-3	Prepared By:		SUN	Jan-24
				FILENAME :	J5_LYS_YLOLR_PYR.xlsx	Checked By:		SUN	Jan-24
				REFERENCE NO.:		Reviewed By:		SUN	Jan-24

		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.461	
Loss time	L =	15 sec	
Total Flow		5883 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	51.0 sec	
Cm	= $L / (1 - Y)$	27.8 sec	
Yult	= $(Yult - Y) Y * 100\%$	0.788	
R.C.ult	= $0.9 \cdot L / (0.9 - Y)$	70.9 %	
Cp	= $1 \cdot L / C$	30.7 sec	
Ymax		0.875	
R.C.(C)	= $(0.9 \cdot Ymax - Y) Y * 100\%$	71 %	

Yuen Long Tung Tai Street

Stage 1		Int = 7	Stage 2	Int = 7	Stage 3	Int = 6	Stage 4	Int = 10
(P5) (1)	(2)	(10) (9)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)
(P2) (3)	(4)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)
(P4) (5)	(6)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement		Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect pcu/hr	Revised Sat. Flow pcu/h	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.5		1			N	1965	169	173	169	0.00	1965			1965	0.086	15	20	20	0.527	24	47
2	1	3.5		1	50		N	2105	173	45	173	1.00	2044			2044	0.085		19	20	0.518	24	47
1,2	1	3.5		1	50		N	1965	166	121	166	0.27	1949			1949	0.085		19	20	0.522	24	47
3	1	5.7		2	20		N	4510	333	333	333	1.00	4195			4195	0.079		18	20	0.486	27	43
9,10	2	3.0		1	60		N	1915	93	148	241	0.39	1897			1897	0.127		29	29	0.526	36	40
9	2	3.0		2			N	3970	505	505	505	0.00	3970			3970	0.127		29	29	0.527	36	37
6	2,3,4	3.2		2	18		N	4010	1383	1383	1383	0.00	4010	0.9	-321	3689	0.375		85	85	0.527	39	8
11	2,3	3.5		1	30		N	1965	103	103	103	1.00	1871			1871	0.055		13	85	0.077	0	5
12	2,3	3.0		2			N	3970	842	842	842	0.00	3970			3970	0.212		48	85	0.298	24	6
8	3,4	5.90		1	20		N	2345	293	293	293	0.00	2345			2345	0.125		28	30	0.492	42	37
7,8	3,4	5.90		1	20		N	2345	292	0	292	1.00	2181			2181	0.134		30	30	0.527	42	38
5	1,4	4.50		2	10		N	4270	338	338	338	0.00	4270			4270	0.079		18	30	0.311	24	33
4	2,3	3.20		3			N	6085	1045	1045	1045	0.00	6085			6085	0.172		39	39	0.527	46	31

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN				PEDESTRAIN WALKING SPEED = 1.2m/s				QUEUEING LENGTH = AVERAGE QUEUE * 6m			
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LLA CONSULTANCY LIMITED				TRAFFIC SIGNAL CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long				2024 Existing PM				SKL	Jan-24
J5 Long Yip Street / Yuen Long On Lok Road / Po Yip Street				PROJECT NO.:	40471-3	Prepared By:		SUN	Jan-24
				FILENAME :	J5_LYS_YLOLR_PYR.xlsx	Checked By:		SUN	Jan-24
				REFERENCE NO.:		Reviewed By:		SUN	Jan-24

		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.489	
Loss time	L =	18 sec	
Total Flow		6040 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	62.6 sec	
Cm	= $L / (1 - Y)$	35.2 sec	
Yult	= $(Yult - Y) Y * 100\%$	0.765	
R.C.ult	= $0.9 \cdot L / (0.9 - Y)$	56.5 %	
Cp	= $1 \cdot L / C$	39.4 sec	
Ymax		0.850	
R.C.(C)	= $(0.9 \cdot Ymax - Y) Y * 100\%$	56 %	

Yuen Long Tung Tai Street

Stage 1		Int = 7	Stage 2	Int = 7	Stage 3	Int = 6	Stage 4	Int = 10
(P5) (1)	(2)	(10) (9)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)
(P2) (3)	(4)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)
(P4) (5)	(6)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement		Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Effect pcu/hr	Revised Sat. Flow pcu/h	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.5		1			N	1965	Left	167	157	0.00	1965			1965	0.080	15	17	19	0.509	24	47
2	1	3.5		1	50		N	2105	Right	78	167	1.00	2105			2105	0.079		17	19	0.506	24	47
1,2	1	3.5		1	50		N	1965	Left	78	156	0.50	1965			1965	0.079		17	19	0.506	24	47
3	1	5.7		2	20		N	4510	Left	342	342	1.00	4510			4510	0.076	3	16	19	0.484	27	44
9,10	2	3.0		1	60		N	1915	Left	110	234	0.47	1915			1915	0.122		25	26	0.574	36	43
9	2	3.0		2			N	3970	Right	124	486	0.00	3970			3970	0.122		26	26	0.575	36	41
6	2,3,4	3.2		2	18		N	4010	Left	1509	1509	0.00	4010	0.9	-321	3689	0.409		85	85	0.575	42	8
11	2,3	3.5		1	30		N	1965	Left	101	101	1.00	1965			1965	0.051		11	85	0.072	0	5
12	2,3	3.0		2			N	3970	Right	804	804	0.00	3970			3970	0.203		42	85	0.285	21	6
8	3,4	5.90		1	20		N	2345	Left	280	280	0.00	2345			2345	0.119		25	26	0.546	42	41
7,8	3,4	5.90		1	20		N	2345	Right	0	295	1.00	2345			2345	0.126		26	26	0.575	42	42
5	1,4	4.50		2	10		N	4270	Left	387	387	0.00	4270			4270	0.091		19	26	0.414	30	37
4	2,3	3.20		3			N	6085	Right	1122	1122	0.00	6085			6085	0.184		38	38	0.575	50	32

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN				PEDESTRAIN WALKING SPEED = 1.2m/s				QUEUING LENGTH = AVERAGE QUEUE * 6m			
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LLA CONSULTANCY LIMITED				TRAFFIC SIGNAL CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long				2028 Design AM				SKL	Jan-24
J5 Long Yip Street / Yuen Long On Lok Road / Po Yip Street				PROJECT NO.:	40471-3	Prepared By:		SUN	Jan-24
				FILENAME :	J5_LYS_YLOLR_PYR.xlsx	Checked By:		SUN	Jan-24
				REFERENCE NO.:		Reviewed By:		SUN	Jan-24

		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.597	
Loss time	L =	15 sec	
Total Flow		7531 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	68.2 sec	
Cm	= $L / (1 - Y)$	37.2 sec	
Yult	=	0.788	
R.C.ult	= $(Yult \cdot Y) / Y^{*100\%}$	32.0 %	
Cp	= $0.9 \cdot L / (0.9 - Y)$	44.5 sec	
Ymax	= $1 - L / C$	0.875	
R.C.(C)	= $(0.9 \cdot Ymax \cdot Y) / Y^{*100\%}$	32 %	

Yuen Long Tung Tai Street

Stage 1		Int = 7	Stage 2	Int = 7	Stage 3	Int = 6	Stage 4	Int = 10
(P5) (1)	(2)	(10) (9)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)
(P2) (3)	(3)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)
(P4) (5)	(6)	(4)	(6)	(6)	(6)	(6)	(6)	(6)

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement		Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect pcu/hr	Revised Sat. Flow pcu/h	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.5		1			N	1965	227	246	227	0.00	1965			1965	0.116	15	20	21	0.674	36	52
2	1	3.5		1	50		N	2105	246	130	246	1.00	2105			2105	0.117		21	21	0.682	36	52
1,2	1	3.5		1	50		N	1965	229	99	229	0.57	1965			1965	0.117		21	21	0.680	36	52
3	1	5.7		2	20		N	4510	389	389	389	1.00	4510			4510	0.086		15	21	0.503	30	43
9,10	2	3.0		1	60		N	1915	111	174	285	0.39	1915			1915	0.149		26	26	0.682	42	47
9	2	3.0		2			N	3970	589	589	589	0.00	3970			3970	0.148		26	26	0.680	45	43
6	2,3,4	3.2		2	18		N	4010	1770	1770	1770	0.00	4010	0.9	-321	3689	0.480		84	84	0.682	51	10
11	2,3	3.5		1	30		N	1965	170	170	170	1.00	1965			1965	0.087		15	15	0.123	6	5
12	2,3	3.0		2			N	3970	1034	1034	1034	0.00	3970			3970	0.260		46	84	0.370	30	7
8	3,4	5.9		1	20		N	2345	381	381	381	0.00	2345			2345	0.162		29	33	0.589	54	37
7,8	3,4	5.9		1	20		N	2345	441	0	441	1.00	2345			2345	0.188		33	33	0.682	60	40
5	1,4	4.5		2	10		N	4270	491	491	491	0.00	4270			4270	0.115		20	33	0.417	33	33
4	2,3	3.2		3			N	6085	1279	1279	1279	0.00	6085			6085	0.210		37	37	0.682	58	35

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN				PEDESTRAIN WALKING SPEED = 1.2m/s				QUEUING LENGTH = AVERAGE QUEUE * 6m			
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LLA CONSULTANCY LIMITED				TRAFFIC SIGNAL CALCULATION				INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long				2028 Design PM				SKL	Jan-24
J5 Long Yip Street / Yuen Long On Lok Road / Po Yip Street				PROJECT NO.:	40471-3	Prepared By:		SUN	Jan-24
				FILENAME :	J5_LYS_YLOLR_PYR.xlsx	Checked By:		SUN	Jan-24
				REFERENCE NO.:		Reviewed By:		SUN	Jan-24

		Existing Cycle Time	
No. of stages per cycle	N =	4	
Cycle time	C =	120 sec	
Sum(y)	Y =	0.605	
Loss time	L =	18 sec	
Total Flow		7393 pcu	
Co	= $(1.5 \cdot L + 5) / (1 - Y)$	81.0 sec	
Cm	= $L / (1 - Y)$	45.5 sec	
Yult	= $(Yult - Y) Y * 100\%$	0.765	
R.C.ult	= $0.9 \cdot L / (0.9 - Y)$	26.5 %	
Cp	= $1 \cdot L / C$	54.9 sec	
Ymax		0.850	
R.C.(C)	= $(0.9 \cdot Ymax \cdot Y) Y * 100\%$	26 %	

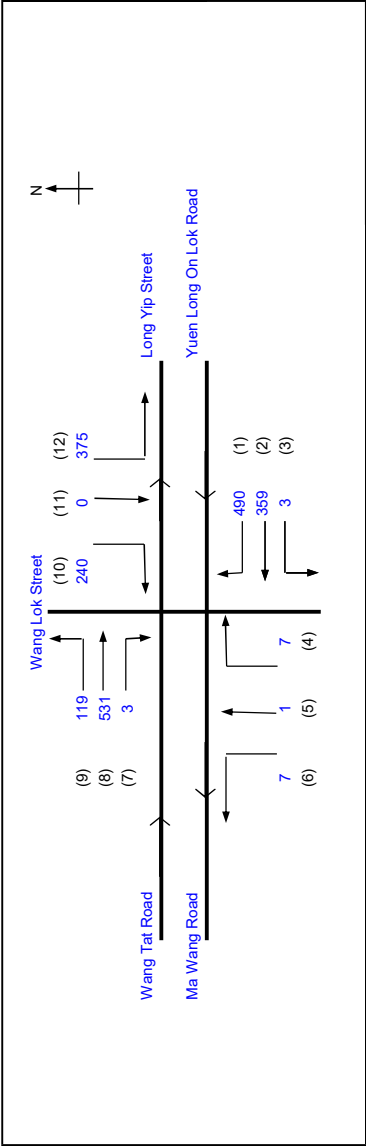
Yuen Long Tung Tai Street

Stage 1		Int = 7	Stage 2	Int = 7	Stage 3	Int = 6	Stage 4	Int = 10
(P5) (1)	(2)	(10) (9)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)	(12) (11)
(P2) (3)	(4)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)	(8) (7)
(P4) (5)	(6)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)	(6) (4)

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement		Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect pcu/hr	Revised Sat. Flow pcu/h	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	Queue Length (m / lane)	Average Delay (seconds)
1	1	3.5		1			N	1965	187	187	187	0.00	1965			1965	0.095	15	16	19	0.599	30	50
2	1	3.5		1	50		N	2105	200	200	200	1.00	2105			2105	0.095	3	16	19	0.598	30	49
1,2	1	3.5		1	50		N	1965	187	187	187	0.61	1965			1965	0.095		16	19	0.599	30	50
3	1	5.7		2	20		N	4510	394	394	394	1.00	4510			4510	0.087		15	19	0.550	33	45
9,10	2	3.0		1	60		N	1915	127	141	268	0.47	1915			1915	0.140		24	24	0.712	42	51
9	2	3.0		2			N	3970	554	554	554	0.00	3970			3970	0.140		24	24	0.709	42	46
6	2,3,4	3.2		2	18		N	4010	1880	1880	1880	0.00	4010	0.9	-321	3689	0.510		86	86	0.712	51	10
11	2,3	3.5		1	30		N	1965	146	146	146	1.00	1965			1965	0.074		13	86	0.104	6	5
12	2,3	3.0		2			N	3970	925	925	925	0.00	3970			3970	0.233		39	86	0.325	24	6
8	3,4	5.90		1	20		N	2345	386	386	386	0.00	2345			2345	0.165		28	28	0.712	54	46
7,8	3,4	5.90		1	20		N	2345	386	377	385	0.98	2345			2345	0.164		28	28	0.710	54	45
5	1,4	4.50		2	10		N	4270	476	476	476	0.00	4270			4270	0.111		19	28	0.483	36	38
4	2,3	3.20		3			N	6085	1405	1405	1405	0.00	6085			6085	0.231		39	39	0.712	62	34

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN				PEDESTRAIN WALKING SPEED = 1.2m/s				QUEUING LENGTH = AVERAGE QUEUE * 6m			
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LLA CONSULTANCY LIMITED			TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long			2024 Existing AM			SKL	Jan-24
J6	Long Yip Street / Yuen Long On Lok Road / Wang Lok Street		PROJECT NO.:	40471-3	Prepared By:	SLN	Jan-24
			FILENAME :	J6_LYS_YLOLR_WLS.xlsx	Checked By:	SLN	Jan-24
			REFERENCE NO.:		Reviewed By:	SLN	Jan-24



No. of stages per cycle		Existing Cycle Time
Cycle time	N =	4
Sum(y)	C =	125 sec
Loss time	Y =	0.332
Total Flow	L =	29 sec
Co	=	2135 pcu
Cm	=	72.6 sec
Yult	=	43.4 sec
R.C.ult	=	0.683
Cp	=	105.7 %
Ymax	=	45.9 sec
R.C.(C)	=	0.768
	=	108 %

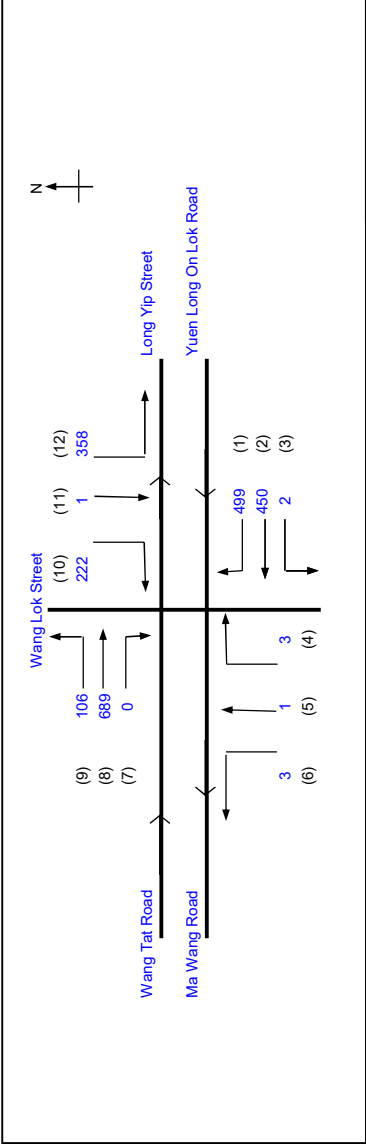
Stage	Green
1	36
2	18
3	24
4	31

Pedestrian Phase	Stage	Width (m)	Green Time Required (s)		Green Time Provided (s)	
			SG	FG	SG	FG
P1	3	12.5	6	12	14	12
P2	1,2,4	16	10	15	94	15
P3	4	12	7	11	24	5
P4	1,2,3	10.5	8	10	91	10
P5	2	7.5	7	7	16	7
P6	1,3,4	6.5	5	6	108	6

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement		Total FFlow	Proportion of Turning Vehicles	Sat. Flow	Flare lane Length m.	Share Effect pcu/hr	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 (seconds)
3	1	3.00		1	6		N	1915	3	359	3	1.00	1532			1532	0.002		29	1	37	0.007	0	28
2	1	3.00		2				4110			359	0.00	4110			4110	0.087			25	37	0.292	24	31
1	1	3.00			18			4110	490	490	490	1.00	3794			3794	0.129	0.129		37	37	0.432	33	33
5,6	2	3.30		1	6		N	1945	1	1	8	0.88	1596			1596	0.005	0.005		1	37	0.017	0	28
4	2	3.30		1	15			2085	7	7	7	1.00	1895			1895	0.004	0.004		1	19	0.024	0	40
9	3	3.30		1	15		N	1945	119	119	119	1.00	1768			1768	0.067			19	25	0.339	18	41
8,9	3	3.30		1	15			2085	0	179	179	0.00	2085			2085	0.086	0.086		25	25	0.432	24	42
8	3	3.30		1	15			2085	178	178	178	0.00	2085			2085	0.085			25	25	0.430	24	42
7,8	3	3.30		1	20			2085	174	174	177	0.02	2082			2082	0.085			25	32	0.329	24	35
12	4	3.50		1	12		N	1965	195	195	195	1.00	1747			1747	0.112			32	32	0.432	30	38
10,11,12	4	3.50		1	12			2105	0	209	209	1.00	1871			1871	0.112	0.112		32	32	0.432	30	37
10	4	3.50		1	14			2105	211	211	211	1.00	1901			1901	0.111			32	32	0.429	30	37

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED			TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long			2024 Existing PM			SKL	Jan-24
J6	Long Yip Street / Yuen Long On Lok Road / Wang Lok Street		PROJECT NO.:	40471-3	Prepared By:	SLN	Jan-24
			FILENAME :	J6_LYS_YLOLR_WLS.xlsx	Checked By:	SLN	Jan-24
			REFERENCE NO.:		Reviewed By:	SLN	Jan-24



No. of stages per cycle		Existing Cycle Time
Cycle time	N =	4
Sum(y)	C =	120 sec
Loss time	Y =	0.350
Total Flow	L =	39 sec
Co	= (1.5*L+5)/(1-Y)	2334 pcu
Cm	= L/(1-Y)	97.6 sec
Yult	=	60.0 sec
R.C.ult	= (Yult-Y)*Y*100%	0.608
Cp	= 0.9*L/(0.9-Y)	73.8 %
Ymax	= 1-L/C	63.8 sec
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	0.675
		74 %

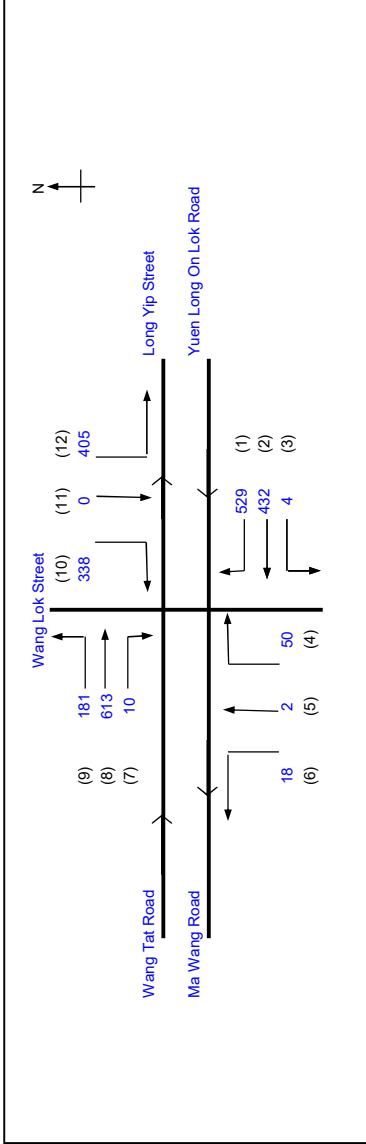
Stage	Green
1	29
2	10
3	25
4	23

Pedestrian Phase	Stage	Width (m)	Green Time Required (s)		Green Time Provided (s)	
			SG	FG	SG	FG
P1	3	12.5	6	12	15	12
P2	1,2,4	16	10	15	70	15
P3	4	12	7	11	16	5
P4	1,2,3	10.5	8	10	76	10
P5	2	7.5	7	7	8	7
P6	1,3,4	6.5	5	6	93	6

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement		Total FFlow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	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 (seconds)
3	1	3.00		1	6		N	1915	2	450	2	1.00	1532			1532	0.001		29	0	30	0.005	0	30
2	1	3.00		2				4110			450	0.00	4110			4110	0.109			25	30	0.431	33	35
1	1	3.00		2	18			4110			499	1.00	3794			3794	0.132	0.132		30	30	0.518	36	36
5,6	2	3.30		1	6		N	1945	3	1	4	0.75	1638			1638	0.002	0.002	10	1	11	0.028	0	45
4	2	3.30		1	15			2085			3	1.00	1895			1895	0.002			0	11	0.018	0	45
9	3	3.30		1	15		N	1945	106		106	1.00	1768			1768	0.060			14	26	0.261	12	37
8,9	3	3.30		1	15			2085	0	230	230	0.00	2085			2085	0.110	0.110		26	26	0.518	36	42
8	3	3.30		1				2085	230		230	0.00	2085			2085	0.110			26	26	0.518	36	42
7,8	3	3.30		1	20			2085	229	0	229	0.00	2085			2085	0.110			25	26	0.516	36	41
12	4	3.50		1	12		N	1965	184		184	1.00	1747			1747	0.105	0.105		24	24	0.518	24	43
10,11,12	4	3.50		1	12			2105	174	1	197	0.99	1872			1872	0.105			24	24	0.517	30	43
10	4	3.50		1	14			2105	200		200	1.00	1901			1901	0.105			24	24	0.517	30	43

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED			TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long			2028 Design AM			SKL	Jan-24
J6	Long Yip Street / Yuen Long On Lok Road / Wang Lok Street		PROJECT NO.:	40471-3	Prepared By:	SLN	Jan-24
			FILENAME :	J6_LYS_YLOLR_WLS.xlsx	Checked By:	SLN	Jan-24
			REFERENCE NO.:		Reviewed By:	SLN	Jan-24



No. of stages per cycle		Existing Cycle Time
Cycle time	N =	4
Sum(y)	C =	125 sec
Loss time	Y =	0.401
Total Flow	L =	29 sec
Co	=	2582 pcu
Cm	=	81.0 sec
Yult	=	48.4 sec
R.C.ult	=	0.683
Cp	=	70.1 %
Ymax	=	52.3 sec
R.C.(C)	=	0.768
	= (0.9*Ymax-Y)/Y*100%	72 %

Pedestrian Phase	Stage	Width (m)	Green Time Required (s)	Green Time Provided (s)
P1	3	12.5	6	12
P2	1,2,4	16	10	15
P3	4	12	7	11
P4	1,2,3	10.5	8	10
P5	2	7.5	7	7
P6	1,3,4	6.5	5	6

Stage	Green
1	32
2	23
3	23
4	31

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	Movement	Left pcu/h	Straight Right pcu/h	Total FLOW pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Flare lane Length m.	Share Effect pcu/hr	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 (seconds)
3	1	3.00					N	1915		4	432	432	1.00	1532			1532	0.003		29	1	33	0.010	0	30
2	1	3.00		2	6			4110				432	0.00	4110			4110	0.105			25	33	0.394	30	35
5,6	2	3.00			18		N	1945		18	2	529	1.00	3794			3794	0.139			33	33	0.522	39	37
4	2	3.30		1	6			2085				20	0.90	1588			1588	0.013			3	33	0.047	0	31
9	3	3.30			15		N	1945		178		50	1.00	1895			1895	0.026			6	24	0.137	6	38
8,9	3	3.30		1	15			2085				178	1.00	1768			1768	0.101			24	24	0.522	24	46
8	3	3.30		1	15			2085		3	206	209	0.01	2082			2082	0.100			24	24	0.521	30	45
7,8	3	3.30			20			2085		209	209	209	0.00	2085			2085	0.100			24	24	0.522	30	45
12	4	3.50		1	12		N	1965		235	198	235	1.00	2078			2078	0.100			32	32	0.389	36	36
10,11,12	4	3.50		1	12			2105		170	0	252	1.00	1871			1871	0.135			32	32	0.522	36	39
10	4	3.50		1	14			2105		256	256	256	1.00	1901			1901	0.135			32	32	0.522	36	39

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

LLA CONSULTANCY LIMITED

S.16 Application for Renewal of Planning Approval for Hong Kong School of Motoring Yuen Long Driving School at Lot 1347RP in DD115, Yuen Long

J6

Long Yip Street / Yuen Long On Lok Road / Wang Lok Street

TRAFFIC SIGNAL CALCULATION

PROJECT NO.: 40471-3

2028 Design PM

Prepared By:

Checked By:

Reviewed By:

INITIALS

DATE

SKL

SLN

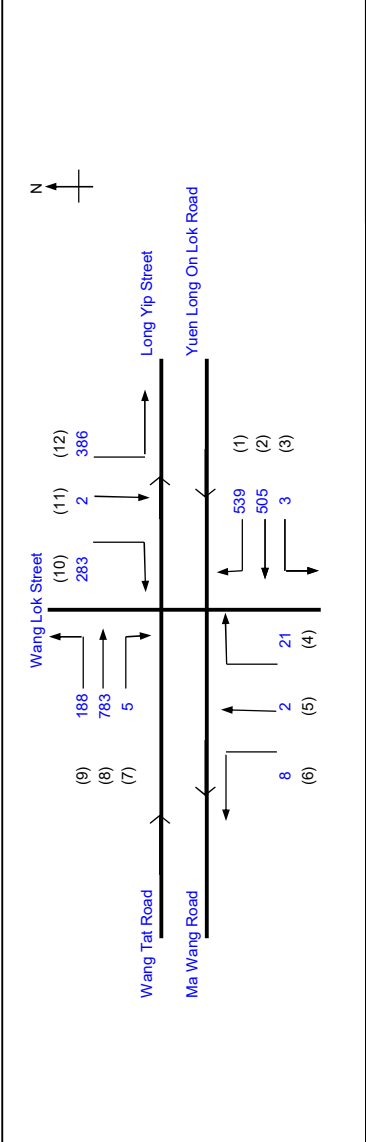
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No. of stages per cycle	N = 4
Cycle time	C = 120 sec
Sum(y)	Y = 0.401
Loss time	L = 39 sec
Total Flow	= 2725 pcu
Co	= 106.1 sec
Cm	= 65.2 sec
Yult	= 0.608
R.C.ult	= 51.3 %
Cp	= 70.4 sec
Ymax	= 1-L/C
R.C.(C)	= (0.9*Ymax-Y)/Y*100% = 51 %

Pedestrian Phase	Stage	Width (m)	Green Time Required (s)			Green Time Provided (s)		
			SG	FG	Delay	SG	FG	Delay
P1	3	12.5	6	12	6	14	12	
P2	1,2,4	16	10	15	2	71	15	
P3	4	12	7	11	5	17	5	
P4	1,2,3	10.5	8	10	2	75	10	
P5	2	7.5	7	7	4	9	7	
P6	1,3,4	6.5	5	6	2	92	6	

Stage 1	Int = 7	Stage 2	Int = 9	Stage 3	Int = 8	Stage 4	Int = 9	Stage 5	Int =
P1	12.5	3	12.5	6	12	12	6	12	12
P2	16	10	16	10	15	15	10	15	15
P3	12	7	12	7	11	11	7	11	11
P4	10.5	8	10.5	8	10	10	8	10	10
P5	7.5	7	7.5	7	7	7	7	7	7
P6	6.5	5	6.5	5	6	6	5	6	6

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s QUEUING LENGTH = AVERAGE QUEUE * 6m

**Relevant Extracts of the Town Planning Board Guidelines for
Application for Developments within Deep Bay Area under Section 16 of the Town
Planning Ordinance
(TPB PG-No. 12C)**

Wetland Buffer Area (WBA)

- (a) The intention of the WBA is to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area (WCA) and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds.
- (b) Within the WBA, for development or redevelopment which requires planning permission, an ecological impact assessment (EcoIA) would need to be submitted. Some local and minor uses (including temporary uses) are exempted from the requirement of EcoIA.
- (c) Applications for new open storage or port back-up uses within the WBA, whether temporary or permanent, would normally not be allowed in view of the adverse disturbances of such activities on birds, in particular for those uses involving filling of contiguous ponds. However, open storage or container back-up uses located close to the Lok Ma Chau crossing and without involving pond filling might be sympathetically considered by the Board in view of the genuine need to facilitate cross-boundary movements of goods in the area.

Appendix A

List of Uses Exempted from Ecological Impact Assessment within the Wetland Buffer Area

For planning applications involving uses/development within the Wetland Buffer Area, the following uses/development are exempted from the requirement of ecological impact assessment as part of the submission to the Board :

- Temporary Uses
- Agricultural Use (except in SSSI Zone)
- Ancestral Hall
- Bank#
- Barbecue Spot
- Barber Shop#
- Beauty Parlour#
- Burial Ground
- Clinic/Polyclinic*
- Electricity Substation of single storey
- Government Refuse Collection Point^
- House (Alteration, modification and/or redevelopment to the existing building bulk only)
- New Territories Exempted Houses
- Off-Course Betting centre#
- On-farm Domestic Structure
- Photographic Studio#
- Playground/Playing Field in “V” and “R(D)” zones
- Police Post/Police Reporting Centre
- Post Office*
- Private Club#
- Public Convenience
- Public Library*
- Public Utility Installation (electricity mast, lamp pole, pipeline and telephone booth only)^
- Pumping Station of single storey
- Refreshment Kiosk
- Retail Shop#
- School*
- Showroom excluding Motor-vehicle Showroom#
- Shrine
- Social Welfare Facility*
- Tent Camping Site

Note:

other than free-standing building

* other than free-standing building exceeding 3 storeys

^ not applicable to the “Other Specified Uses” annotated “Eco-lodge” zone on the Ma Tso Lung and Hoo Hok Wai Outline Zoning Plan

**Relevant Extracts of the Town Planning Board Guidelines for
Renewal of Planning Approval and Extension of Time for Compliance with Planning
Conditions for Temporary Use or Development
(TPB PG-No. 34D)**

1. The criteria for assessing applications for renewal of planning approval include:
 - (a) whether there has been any material change in planning circumstances since the previous temporary approval was granted (such as a change in the planning policy/land-use zoning for the area) or a change in the land uses of the surrounding areas;
 - (b) whether there are any adverse planning implications arising from the renewal of the planning approval (such as pre-emption of planned permanent development);
 - (c) whether the planning conditions under previous approval have been complied with to the satisfaction of relevant Government departments within the specified time limits;
 - (d) whether the approval period sought is reasonable; and
 - (e) any other relevant considerations.
2. Under normal circumstances, the approval period for renewal should not be longer than the original validity period of the temporary approval. In general, the Board is unlikely to grant an approval period exceeding three years unless there are strong justifications and the period is allowed for under the relevant statutory plans. Depending on the circumstances of each case, the Board could determine the appropriate approval period, which may be shorter than the time under request.

Previous s.16 Applications covering the Application Site

Approved Applications

	<u>Application No.</u>	<u>Proposed Use(s)/ Development(s)</u>	<u>Zoning under Application</u>	<u>Date of Consideration (RNTPC/TPB)</u>	<u>Approval Condition(s)</u>
1.	A/DPA/YL-NSW/7	Proposed Driving School (Permanent)	Unspecified Use ^(a)	11.9.1992 by TPB (3 Years)	1, 2, 3, 4, 5, 6, 7
2.	A/DPA/YL-NSW/14	Proposed Driving School (Permanent)	Unspecified Use ^(a)	4.6.1993 (3 Years)	1, 2, 3, 4, 5, 6, 7
3.	A/YL-NSW/16	Driving School (Permanent)	R(D) ^(b)	15.11.1996 (3 Years)	-
4.	A/YL-NSW/26	Driving School with Fuel Facilities (Permanent)	R(D) ^(b)	25.7.1997 (up 15.11.1999)	-
5.	A/YL-NSW/67	Temporary Driving School with Ancillary Fuel Filling Pit (3 Years)	R(D) ^(b)	5.11.1999 (3 Years)	8
6.	A/YL-NSW/116	Temporary Driving School with Ancillary Fuel Filling Pit (3 Years)	R(D) ^(b)	13.9.2002 (3 Years)	9
7.	A/YL-NSW/165	Temporary Driving School and Ancillary Uses (3 Years)	CDA(1) at s.16 ^(c) OU(CDWRA) at s.17	9.9.2005 (3 Years) 21.4.2006 by TPB	10a, 11, 12 10b, 11, 12
8.	A/YL-NSW/185	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses (3 Years)	OU(CDWRA)	5.9.2008 (3 Years) (valid up to 5.9.2011)	10b, 11, 13, 14
9.	A/YL-NSW/209	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses (3 Years)	OU(CDWRA)	5.9.2011 (3 Years) (valid up to 5.9.2014)	10b, 11, 13, 14

	<u>Application No.</u>	<u>Proposed Use(s)/ Development(s)</u>	<u>Zoning under Application</u>	<u>Date of Consideration (RNTPC/TPB)</u>	<u>Approval Condition(s)</u>
10	A/YL-NSW/231	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses for a Period of 3 Year	OU(CDWRA)	22.8.2014 by RNTPC (1 year) 19.12.2014 by TPB (2 years)	10b, 11, 13, 15, 16
11	A/YL-NSW/247	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses for a Period of 33 Months	OU(CDWRA)	13.5.2016 by RNTPC (2 year)	10b, 11, 13, 15, 16
12	A/YL-NSW/258	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses for a Period of 2 Years	OU(CDWRA)	25.8.2017 by RNTPC (2 year)	10b, 10c, 11, 13, 15, 16
13	A/YL-NSW/272	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses for a Period of 2 Years	OU(CDWRA)	16.8.2019 by RNTPC (2 year)	10b, 10c, 13, 15, 16
14	A/YL-NSW/287	Renewal of Planning Approval for Temporary Driving School and Ancillary Uses for a Period of 3 Years	OU(CDWRA)	23.7.2021 by RNTPC (3 year)	10b, 10c, 13, 15, 16

- (a) Rezoned from “Unspecified Use” under DPA Plan No. DPA/YL-NSW/1 to “R(D)” on the draft Nam Sang Wai OZP No. S/YL-NSW/1 on 3.6.1994
- (b) Rezoned to “CDA(1)” on the draft Nam Sang Wai OZP No. S/YL-NSW/5 on 16.4.2004
- (c) Rezoned to “OU(CDWRA)” on the draft Nam Sang Wai OZP No. S/YL-NSW/7 on 9.12.2005

Approval Conditions:

1. the provision of drainage impact assessment and drainage works together with necessary drainage mitigation measures and subsequent maintenance
2. the provision of sewage treatment and disposal facilities
3. the design, construction and subsequent maintenance of the right of way of the proposed access road and its junction with the service land in Tung Tau Industrial Estate
4. the provision of necessary improvements to the service land and its junction with Tak Yip Street in Tung Tau Industrial Estate to cater for the increase in traffic

5. the provision of necessary control on the proposed number of learner drivers on the road and the design of the training routes
6. the provision of the details of the environmental and drainage impact assessment of the proposed access road and the implementation of mitigation measures
7. the provision and implementation of a Master Landscape Plan
8. the maintenance of the access road (Chung Yip Road) leading to the application site
9. the provision of fire service installations
- 10a. no training of drivers of heavy vehicles or articulated vehicles is allowed outside the application site after 7:30pm at night
- 10b. no training of drivers of heavy vehicles or articulated vehicles is allowed outside the application site after 9:30pm at night
- 10c. only one articulated vehicle and one bus are allowed for training of drivers outside the application site from 7:30pm to 9:30pm
11. existing landscape planting on site should be maintained in good condition
12. provision of water supply for fire fighting and fire service installations
13. existing drainage facilities implemented should be maintained
14. existing fire service installations should be maintained
15. the submission of records of the existing drainage facilities on site
16. the submission and implementation of fire service installations proposal for the site

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- the Site comprises Lot No. 1347 RP in D.D 115 held under New Grant No. 157 for “Fish Pond (including Fore-shore and Seabed)” purpose and no structure shall be erected on the lot;
- Lot No. 1347 RP in D.D. 115 is covered by Short Term Waiver (STW) No. 1781 for the use of “driving school” and for coverage of structures erected on the lot for the purpose of an administration building and other facilities including workshop and ancillary petrol filling station; and
- advisory comments as detailed in **Appendix V**.

2. Environment

Comments of the Director of Environmental Protection (DEP):

- he has no objection to the application from environmental planning perspective;
- there was no substantiated environmental complaint concerning the Site received by the Environmental Protection Department in the past three years;
- should the application be approved, please impose the following approval condition (which was also imposed in previous application No. A/YL-NSW/287):
(i) no training of drivers of heavy vehicles or articulated vehicles is allowed outside the site after 9:30pm, as proposed by the applicant, during the planning approval period.
- advisory comments as detailed in **Appendix V**.

3. Drainage

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

- he has no objection in principle to the proposed development;
- the applicant would maintain the same drainage facilities as those implemented under the previous Planning Application (No. A/YL-NSW/287);
- based on the findings in Civil Engineering and Development Department's Agreement No. CE 74/2018 (CE) “Study of Coastal Hazards under Climate Change and Extreme Weather and Formulation of Improvement Measures - Feasibility Study” and DSD's Agreement No. CE 93/2017 (DS) “Yuen Long Barrage Scheme - Investigation, Design

and Construction”, the Hong Kong School of Motoring was identified to be with potential coastal water ingress hazard. In this connection, a drainage proposal and suitable measures that are able to withstand tide up to +5.0mPD (such as erecting temporary and removable flood barriers along the edge of the School) preventing coastal water ingress is required to be implemented by the applicant.

- should the Board consider that the application is acceptable from the planning point of view, conditions should be stipulated in the approval letter requiring the applicant of the development (i) the submission of a drainage proposal and (ii) the implementation and maintenance of the drainage proposal for the development to the satisfaction of the Director of Drainage Services or of the Board.

4. Building Matters

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

- He has no in-principle objection under Buildings Ordinance (BO) to the application subject to the satisfactory renewal of the relevant Temporary Building Permits No. NT 8/94 & NT 16/98 and the associated Temporary Occupation Permits No. NT 16/95 (T.O.) and NT 21/98 (T.O.) to cover the extended period, of which the Permits will expire on 5.9.2025.

5. Fire Safety

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

- He has no objection in principle to the renewal application subject to the existing fire services installations implemented on the Site being maintained in efficient working order at all times; and
- advisory comments as detailed in **Appendix V**.

6. Landscape

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

- She has no objection to the application from landscape planning perspective;
- Based on the aerial photo of 2023, the Site is located in a miscellaneous urban fringe landscapes character comprising of river channel, vacant lands, car parking, temporary structures, transitional housing blocks, high-rise residential buildings and scattered tree groups. Comparing the aerial photos of 2023 and 2020, there is no significant change to the landscape character since the last application was approved. Based on site photos taken on 26.3.2024, existing trees of common species are observed along the site

boundary. Compared with the layout of the previous approved application (No. A/YL-NSW/287), there is no significant change in the layout. Significant adverse landscape impact arising from the proposed use is not anticipated; and

- advisory comments as detailed in **Appendix V**.

7. 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**.

- (a) Director of Agriculture, Fisheries and Conservation;
- (b) Chief Highway Engineer/New Territories West, Highways Department;
- (c) Project Manager (West), Civil Engineering and Development Department;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (f) Director of Electrical and Mechanical Services;
- (g) Commissioner of Police; and
- (h) District Officer (Yuen Long), Home Affairs Department.

Recommended Advisory Clauses

- (a) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:
- should the Board approve the planning application, the STW holder(s) will need to apply to his office for modification of the STW conditions where appropriate. The application(s) for STW will be considered by the Government in its capacity as the landlord and there is no guarantee that it will be approved. The STW, if approved, will be subject to such terms and conditions including the payment of waiver fee and administrative fee as considered appropriate by LandsD. Besides, given the applied use is temporary in nature, only erection of temporary structure(s) will be considered.
- (b) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that:
- (i) the proposed access arrangement at Chung Yip Road should be commented and approved by Transport Department;
 - (ii) Chung Yip Road (other than a small section junction with Lau Yip Street) is not maintained by HyD. HyD shall not be responsible for the maintenance of the access road connecting the application site and the junction with Lau Yip Street; and
 - (iii) adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains.
- (c) to note the comments of the Director of Environmental Protection (DEP) that:
- (i) the applicant is advised to follow the environmental mitigation measures and requirements in the latest “Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites” (COP) issued by DEP; and
 - (ii) the applicant is advised to strictly comply with relevant pollution control ordinances, in particular the Waste Disposal Ordinance and the Water Pollution Control Ordinance.
- (d) to note the comments of the Director of Fire Services (D of FS) that if the proposed structures are required to comply with BO (Cap. 123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans.
- (e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L) 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 approval for any proposed tree works from relevant departments prior to commencement of the works.

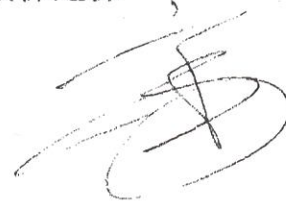
- (f) to note the comments of the Director of Electrical and Mechanical Services (DEMS) that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

強烈反對元朗南生圍丈量約份地段第 1347 號餘段臨時駕駛學院及附屬用途的規劃許可續期(為期 3 年)(申請編號：A/YL-NSW/324)

敬啟者：

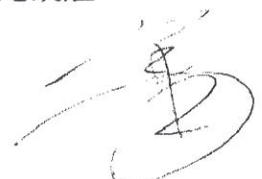
本人林煥富是元朗山貝村村代表，本村位於上述臨時駕駛學院附近，今次再寫信強烈反對駕駛學院的續期申請，理由如下：

(一) 上址屬南生圍分區計劃大綱核圖 S/YL-NSW/8 內，面積約 20 萬呎，雖不在南生圍保育區內，但也位於南生圍濕地緩衝區內。政府設立南生圍濕地緩衝區主要目的是保護保育區的生態環境，因此在濕地緩衝區申請做建築工程項目或其他臨時設施項目，均受嚴格限制及要由貴會批出許可才可進行及營運。而駕駛學院數以百計的車輛排出的廢氣及數以百計的員工排出的污物是直接排入山貝河及錦田河的，絕對會嚴重影響整個南生圍保育區的生態環境，況且上述駕駛學院與保育區只有一河之隔，是濕地緩衝區臨時項目最接近保育區的一個申請，我不明白城規會為何不正視此問題，輕易用各種理由去延續駕駛學院的申請，駕駛學院對保育區的破壞，也不知怎樣去衡量。上述駕駛學院位於錦田河及山貝河交界，已造成該兩條河成為全港污染最高的河流(環保署香港河溪水質摘要指出：錦田河水質指標達標



率 28% 水質指數極劣 - 惡劣 大腸桿菌量 350,000 - 1,500,000，是相當嚴重的問題)，但城規會竟視若無睹，自 1992 年起批准了 32 年的臨時許可。而所有在駕駛學院附近的規劃申請，卻已通通被城規會用保育理由否決，為何駕駛學院卻可延續下去，你們早已在 2011 年規劃許可條件不容許再續期，但又為何你們卻一再批其續期呢？你們是自打咀巴，抑或是官商勾結呢？2011 年提出不可續期又批准至今，已提醒申請人另覓地方，申請人亦已承諾在元朗其他地區覓土地。但臨時又臨時的批准許可營辦，有 32 個年頭的臨時嗎？請問還要延續到何時？至重要的問題是南生圍濕地緩衝區大家都知道根本不適合做駕駛學院，他們污染了整個南生圍的生態環境，你們明白嗎？清醒嗎？要投訴你們嗎？抑或你們認為可以隻手遮天隱瞞大家，讓該處一帶的生態環境繼續惡化下去呢？請問你們 32 年來有否要求他們提交對南生圍影響的生態及環評報告呢？據我所知，你們完全沒有做過甚麼。所以今次我會向特首投訴，請你們自重，好好考慮今次的續期申請。

(二) 本人這麼多年來接獲村民及附近居民投訴上述駕駛學院的車輛阻路或慢駛龜速，已不少於數十次，尤其在包括元朗寶業街燈位，宏樂街燈位，及元朗安樂路燈位，經常由於大批駕駛學院的學車同時出現在燈位慢行，造成交通阻塞及多次轉燈才可通行，元朗居



民已經忍受了 32 個年頭，還要我們忍受下去嗎？而你們卻聲稱毫無投訴，是愚弄大家嗎？還是包庇申請人呢？他們有特權可以續期三年嗎？

最後，本人懇請城規會主席及各成員用你們的智慧否決今次續期申請，真正為南生圍保育發展出一分力，造福元朗居民免受交通阻塞之苦。勞煩之處，敬請原諒！順祝貴會各員工身體健康，工作愉快！

此致

香港城市規劃委員會主席

香港城市規劃委員會各會員

香港特別行政區行政長官

副本給元朗民政事務專員

副本給元朗區議員沈豪傑



山貝村村代表林煥富敬上

地址:

聯絡電話:

日期: 2024 年 4 月 15 日

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強烈反對元朗南生圍丈量約份地段第 1347 號餘段臨時駕駛學院及附屬用途的規劃許可續期(為期 3 年)(申請編號：A/YL-NSW/324)

敬啟者：

本人林興年是元朗山貝村村民，本村位於上述臨時駕駛學院附近，今次再寫信強烈反對駕駛學院的續期申請，理由如下：

(一) 上址屬南生圍分區計劃大綱核圖 S/YL-NSW/8 內，面積約 20 萬呎，雖不在南生圍保育區內，但也位於南生圍濕地緩衝區內。政府設立南生圍濕地緩衝區主要目的是保護保育區的生態環境，因此在濕地緩衝區申請做建築工程項目或其他臨時設施項目，均受嚴格限制及要由貴會批出許可才可進行及營運。而駕駛學院數以百計的車輛排出的廢氣及數以百計的員工排出的污物是直接排入山貝河及錦田河的，絕對會嚴重影響整個南生圍保育區的生態環境，況且上述駕駛學院與保育區只有一河之隔，是濕地緩衝區臨時項目最接近保育區的一個申請，我不明白城規會為何不正視此問題，輕易用各種理由去延續駕駛學院的申請，駕駛學院對保育區的破壞，也不知怎樣去衡量。上述駕駛學院位於錦田河及山貝河交界，已造成該兩條河成為全港污染最高的河流(環保署香港河溪水質摘要指出：錦田河水質指標達標



率 28% 水質指數極劣 - 惡劣 大腸桿菌量 350,000 - 1,500,000，是相當嚴重的問題)，但城規會竟視若無睹，自 1992 年起批准了 32 年的臨時許可。而所有在駕駛學院附近的規劃申請，卻已通通被城規會用保育理由否決，為何駕駛學院卻可延續下去，你們早已在 2011 年規劃許可條件不容許再續期，但又為何你們卻一再批其續期呢？你們是自打咀巴，抑或是官商勾結呢？2011 年提出不可續期又批准至今，已提醒申請人另覓地方，申請人亦已承諾在元朗其他地區覓土地。但臨時又臨時的批准許可營辦，有 32 個年頭的臨時嗎？請問還要延續到何時？至重要的問題是南生圍濕地緩衝區大家都知道根本不適合做駕駛學院，他們污染了整個南生圍的生態環境，你們明白嗎？清醒嗎？要投訴你們嗎？抑或你們認為可以隻手遮天隱瞞大家，讓該處一帶的生態環境繼續惡化下去呢？請問你們 32 年來有否要求他們提交對南生圍影響的生態及環評報告呢？據我所知，你們完全沒有做過甚麼。所以今次我會向特首投訴，請你們自重，好好考慮今次的續期申請。

(二) 本人這麼多年來接獲村民及附近居民投訴上述駕駛學院的車輛阻路或慢駛龜速，已不少於數十次，尤其在包括元朗寶業街燈位，宏樂街燈位，及元朗安樂路燈位，經常由於大批駕駛學院的學車同時出現在燈位慢行，造成交通阻塞及多次轉燈才可通行，元朗居



民已經忍受了 32 個年頭，還要我們忍受下去嗎？而你們卻聲稱毫無投訴，是愚弄大家嗎？還是包庇申請人呢？他們有特權可以續期三年嗎？

最後，本人懇請城規會主席及各成員用你們的智慧否決今次續期申請，真正為南生圍保育發展出一分力，造福元朗居民免受交通阻塞之苦。勞煩之處，敬請原諒！順祝貴會各員工身體健康，工作愉快！

此致

香港城市規劃委員會主席

香港城市規劃委員會各會員

香港特別行政區行政長官

副本給元朗民政事務專員

副本給元朗區議員沈豪傑



山貝村村民林興年敬上

地址:

聯絡電話: !

日期: 2024 年 4 月 14 日