

Responses-to-Comments

Temporary Public Vehicle Park (Excluding Container Vehicles) for a Period of 5 Years in
'Village Type Development' Zone, Lot 1422 RP (Part) in D.D. 83, Lung Yeuk Tau, Fanling, N. T.

(Application No. A/NE-LYT/824)

(i) A RtoC Table:

Departmental Comments		Applicant's Responses																						
1. Comments of the Commission for Transport (C for T) (Contact Person: Mr. Jeffrey LAM; Tel.: 2399 2549)																								
(a)	Please substantiate the trip generation and attraction of the proposed development stated in the planning statement;	<p>The proposed development intends to provide 55 private car parking spaces and 17 light goods vehicle (LGV) parking spaces.</p> <p>For the subject site, there's a precedentially approved application No. A/NE-LYT/755 with 43 private car parking spaces provided. Therefore, the <u>private car trips</u> were collected on the application site (the Site) under a traffic survey conducted on 24 June 2024 (Tuesday) over the time period of 08:30 -16:30, the peak hour trips are listed as the following:</p> <p style="text-align: center;">Observed and Estimated Peak Hour Private Car Trips</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Weekday AM Peak Hour Trips</th> <th colspan="2">Weekday PM Peak Hour Trips</th> </tr> <tr> <th>PV In</th> <th>PV Out</th> <th>PV In</th> <th>PV Out</th> </tr> </thead> <tbody> <tr> <td colspan="5">Existing A/NE-LYT/755 scheme: 43 Private Car</td> </tr> <tr> <td>Observed Peak Hour Trips (Veh./hr)</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> </tbody> </table>					Weekday AM Peak Hour Trips		Weekday PM Peak Hour Trips		PV In	PV Out	PV In	PV Out	Existing A/NE-LYT/755 scheme: 43 Private Car					Observed Peak Hour Trips (Veh./hr)	1	1	1	1
	Weekday AM Peak Hour Trips		Weekday PM Peak Hour Trips																					
	PV In	PV Out	PV In	PV Out																				
Existing A/NE-LYT/755 scheme: 43 Private Car																								
Observed Peak Hour Trips (Veh./hr)	1	1	1	1																				

<p>Observed Peak Hour Trip Rates (Veh./hr/parking space)</p>	0.023	0.023	0.023	0.023
	Under Application A/NE-LYT/824 scheme: 55 Private Car			
	2	2	2	2
	Net Increase			
	+1	+1	+1	+1

The LGV trip rates were adopted by referencing to a public car park in the vicinity with 20 LGV parking spaces provided. The observed trips and peak hour trip rates are shown in the following Table.

Observed and Estimated Peak Hour Light Goods Vehicle Trips

	Weekday AM Peak Hour Trips		Weekday PM Peak Hour Trips	
	LGV In	LGV Out	LGV In	LGV Out
Existing approved A/NE-LYT/747 scheme: 20 LGV Spaces				
Observed Peak Hour Trips (Veh./hr)	1	4	1	1
Observed Peak Hour Trip Rates (Veh./hr/parking space)	0.050	0.200	0.050	0.050
Under Application A/NE-LYT/824 scheme: 17 LGV Spaces				
Estimated Peak Hour Trips (Veh./hr)	1	4	1	1

		<p>To summarize, the estimated trip generation and attraction of the Site are shown in the following table.</p> <p style="text-align: center;">Estimated Trip Generation and Attraction</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Weekday AM</th> <th colspan="2">Weekday PM</th> </tr> <tr> <th>In</th> <th>Out</th> <th>In</th> <th>Out</th> </tr> </thead> <tbody> <tr> <td>Net Increase of Peak Hour Private Car Trips (Veh./hr)</td> <td style="text-align: center;">+1</td> <td style="text-align: center;">+1</td> <td style="text-align: center;">+1</td> <td style="text-align: center;">+1</td> </tr> <tr> <td>Peak Hour LGV Trips (Veh./hr)</td> <td style="text-align: center;">1</td> <td style="text-align: center;">4</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Total additional Peak Hour Trips (One-Way) (Veh./hr)</td> <td style="text-align: center;">2</td> <td style="text-align: center;">5</td> <td style="text-align: center;">2</td> <td style="text-align: center;">2</td> </tr> </tbody> </table>		Weekday AM		Weekday PM		In	Out	In	Out	Net Increase of Peak Hour Private Car Trips (Veh./hr)	+1	+1	+1	+1	Peak Hour LGV Trips (Veh./hr)	1	4	1	1	Total additional Peak Hour Trips (One-Way) (Veh./hr)	2	5	2	2
	Weekday AM			Weekday PM																						
	In	Out	In	Out																						
Net Increase of Peak Hour Private Car Trips (Veh./hr)	+1	+1	+1	+1																						
Peak Hour LGV Trips (Veh./hr)	1	4	1	1																						
Total additional Peak Hour Trips (One-Way) (Veh./hr)	2	5	2	2																						
(b)	<p>Please justify whether the village road between the site entrance and Sha Tau Kok Road has sufficient capacity to accommodate the additional vehicular flow from the operation of the proposed temporary public vehicle park;</p>	<p>Based on the traffic survey, the hourly traffic flows of the village road are less than 90 vehicles per hour. With the additional vehicular flows of maximum of 7 (=2+5) vehicles per hour from the Site, the hourly traffic flows of the village road are less than 100 vehicles. Thus, based on TPDM, Volume 2 Chapter 3.11, the village road between the site entrance and Sha Tau Kok Road are capable to cope with the additional vehicular flow from the proposed temporary public vehicle park.</p>																								
(c)	<p>The applicant should advise the width of the vehicular access leading to the site;</p>	<p>The ingress / egress width is about 6m in width while the vehicular access leading to the Site is about 7m in width. The measurements are shown in Figure 1.</p> <p>As shown in Figure 1, the LGV can access to / leave from the Site smoothly.</p>																								
(d)	<p>The applicant shall demonstrate the satisfactory maneuvering of vehicles entering to and exiting from</p>	<p>The swept path assessments are prepared and can be found in Annex A.</p>																								

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	the subject site (including the maneuvering from and to Sha Tau Kok Road - Lung Yeuk Tau), preferably using the swept path analysis;	The swept path indicates that the LGV can entering to and exiting from the subject site smoothly, and enough spaces are provided within the Site. Furthermore, the swept path indicates that the LGV could manage to drive through the village road to and from Sha Tau Kok Road.
(e)	Please clarify whether there will be a gate installed at the entry. If so, please ensure such arrangement will not cause queuing of vehicles outside the subject site;	There's no drop bar at the Site, and the gate will always be kept open to ensure no blockage onto the public road, and there are sufficient spaces for vehicles to maneuver within side, so it would not cause any blockage nor queue outside the Site.
(f)	The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety;	Adequate lights would be provided within site by adding lights for pedestrian's safety concerns. There's a kiosk at the entrance, the staff will assist to ensure pedestrian safety.
(g)	The vehicular access between the site and Sha Tau Kok Road is not managed by TD. The applicant should seek comment from the responsible party; and	Noted, comments from responsible party will be sought.
(h)	The applicant shall seek advice from the Fire Services Department or other relevant authorities if any emergency vehicular access is affected.	Noted. The swept path of fire tender is shown in Figure 2 , the fire tender can manage to access and leave the Site. The RtoC will be circulated to the relevant authorities for comments if emergency vehicular access will be affected.
(i)	Please clarify whether there would be any measures to remind pedestrians about the ingress and egress of vehicles to/from the site.	Flashing light and alarm systems will be set at the entrance. Whenever vehicles are to be accessed to / exit from the Site, the flashing light and alarm will work immediately to alarm the pedestrians about the ingress and egress of vehicles to/from the Site.

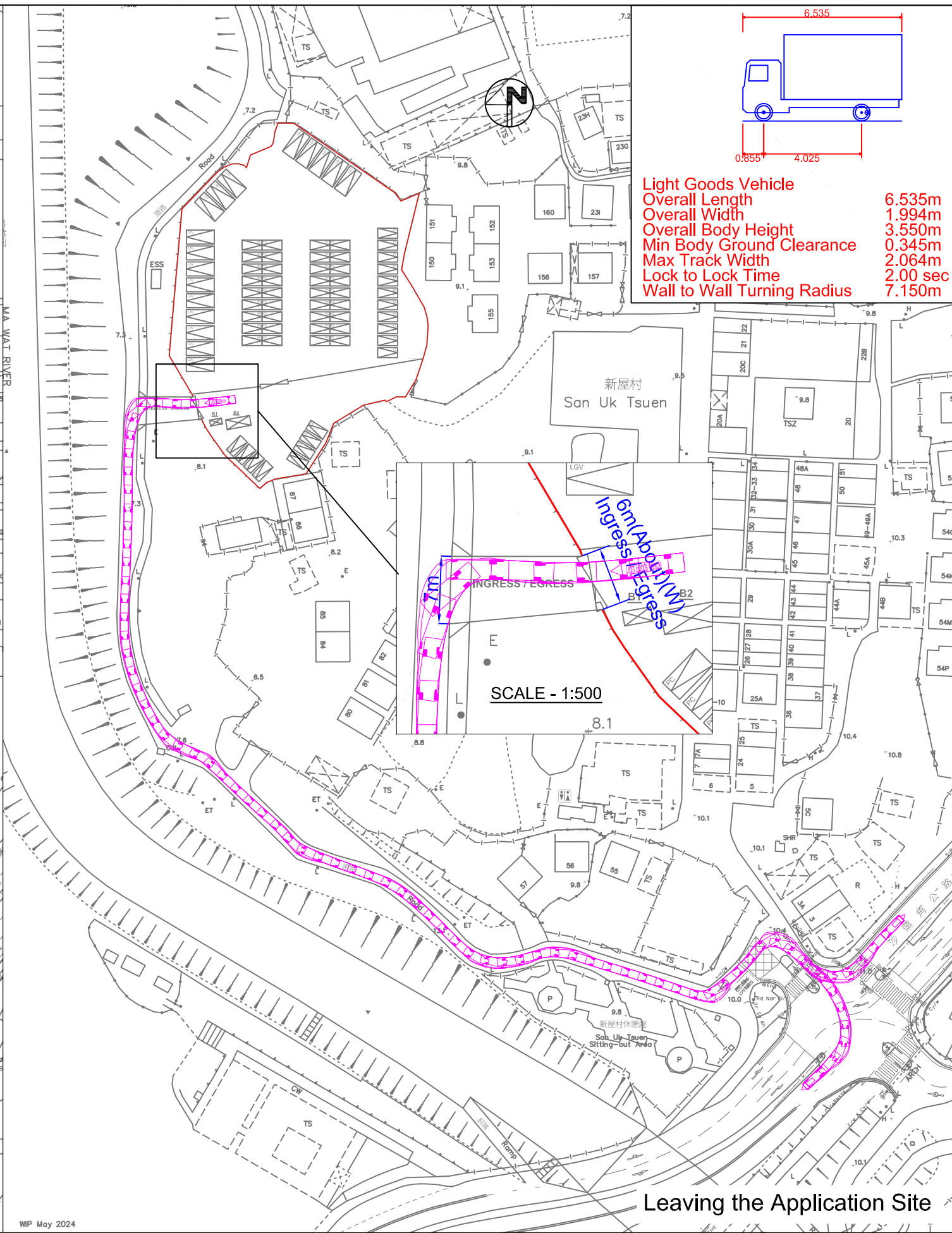
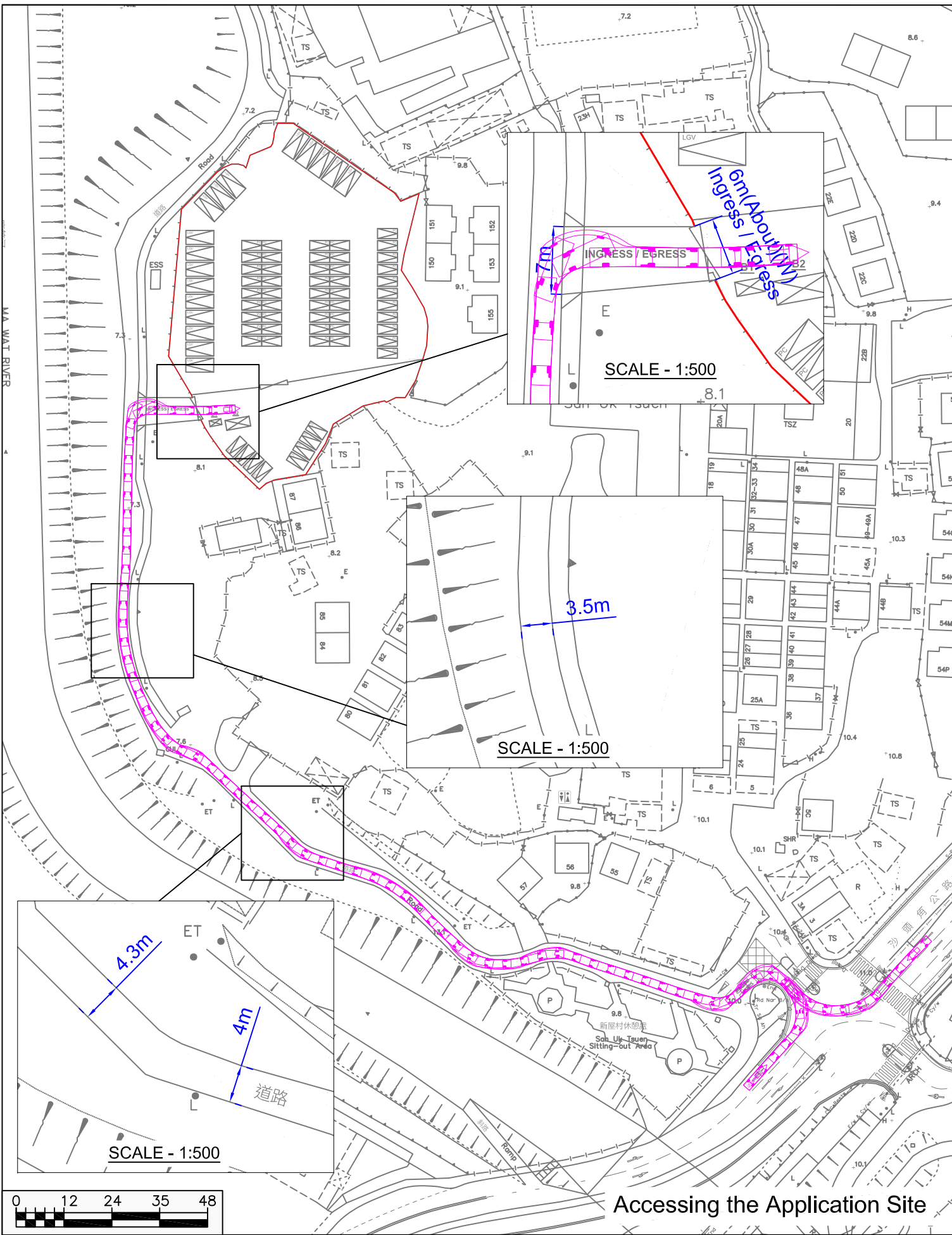
		<p>Furthermore, a staff at the entrance will be deployed by the applicant to direct vehicle entering/exiting the Site. The staff will help to alert the pedestrians in advance, if there are any.</p> <p>Furthermore, a staff at the entrance will be deployed by the applicant to direct vehicle entering/exiting the Site. The staff will help to alert the pedestrians in advance, if there are any.</p>
<p>2. Comments of the District Lands Officer/North, Lands Department (DLO/N, LandsD) (Contact Person: Mr. K. L. HO; Tel.: 2675 1777)</p>		
(a)	<p>The application site comprises Old Schedule Agriculture Lots held under the Block Government Lease which contains the restrictions that no structures are allowed to be erected without the prior approval of the Government. No right of access via Government land (GL) is granted to the application site.</p>	<p>Noted. The applicant will submit Short Term Waiver (STW) application to rectify the applied use erected on the concerned lot after planning approval has been obtained from the Town Planning Board. The unauthorised structures erected on the concerned lot will be demolished by the applicant after planning approval has been obtained from the Board to facilitate the proposed scheme.</p>
(b)	<p>The application site is already being used for the uses under the application.</p>	
(c)	<p>I must point out that the following irregularity has been detected by this office:</p> <p><u>Unauthorised structures extended to the adjoining private lots not covered by the planning application</u></p> <p>LandsD has reservation on the planning application since there are unauthorized structures on the</p>	

	<p>private lot which are already subject to lease enforcement actions according to case priority. The lot owner should rectify the lease breaches as demanded by LandsD.</p> <p><u>Unauthorised structures within the said private lot not covered by the planning application</u></p> <p>There are unauthorised structures within and also extended from the said private lots not covered by the subject planning application. The lot owner should immediately rectify the lease breaches and this office reserves the rights to take necessary lease enforcement action against the breaches without further notice.</p>	
(d)	<p>The lot owners/applicant shall either (i) remove the unauthorised structures not covered by the subject planning application immediately; or (ii) include the unauthorised structures in the subject planning application for the further consideration by the relevant departments and, subject to the approval of the Town Planning Board to the planning application which shall have reflected the rectification or amendment as aforesaid required, apply to this office for Short Term Waiver to permit the structures erected/to be erected. The application for STW will be considered by the Government in its capacity as a landlord and there is no guarantee that they will be</p>	

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	<p>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 to be imposed by LandsD. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered. In addition, LandsD reserves the right to take enforcement action against the lot owner for ant breach of the lease conditions, including the breaches already in existence or to be detected at any point of time in future.</p>	
(e)	<p>Unless and until the unauthorized structures not covered by the subject planning application are duly rectified by the lot owner, please take it as this office’s objection to the application which must be nought to the attention of the Town Planning Board when they consider the application.</p>	
(f)	<p>Please notify the applicant of our comments/requirements as stated above.</p>	<p>Noted.</p>

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Light Goods Vehicle	
Overall Length	6.535m
Overall Width	1.994m
Overall Body Height	3.550m
Min Body Ground Clearance	0.345m
Max Track Width	2.064m
Lock to Lock Time	2.00 sec
Wall to Wall Turning Radius	7.150m



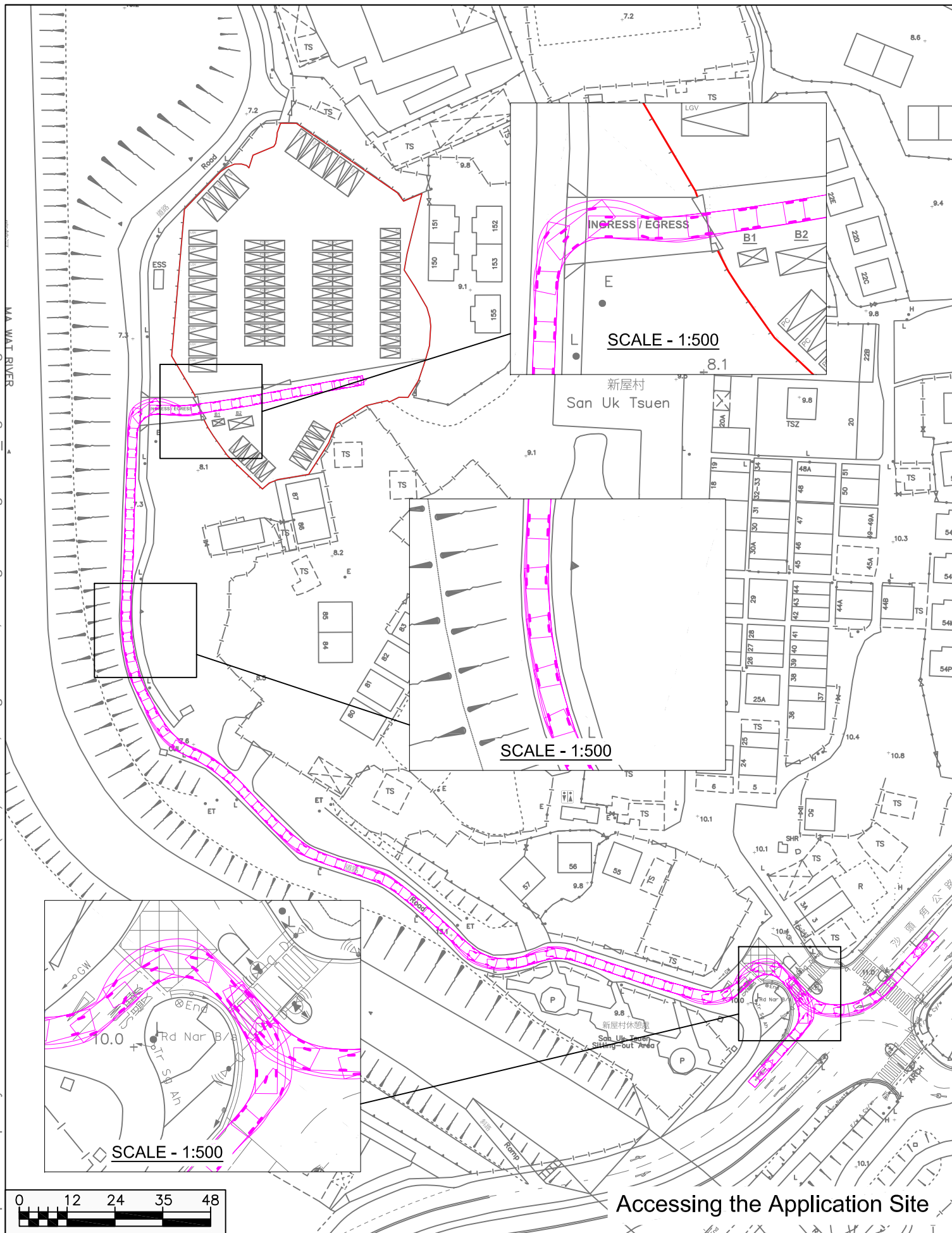
Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

Swept Path Assessment - Light Goods Vehicle

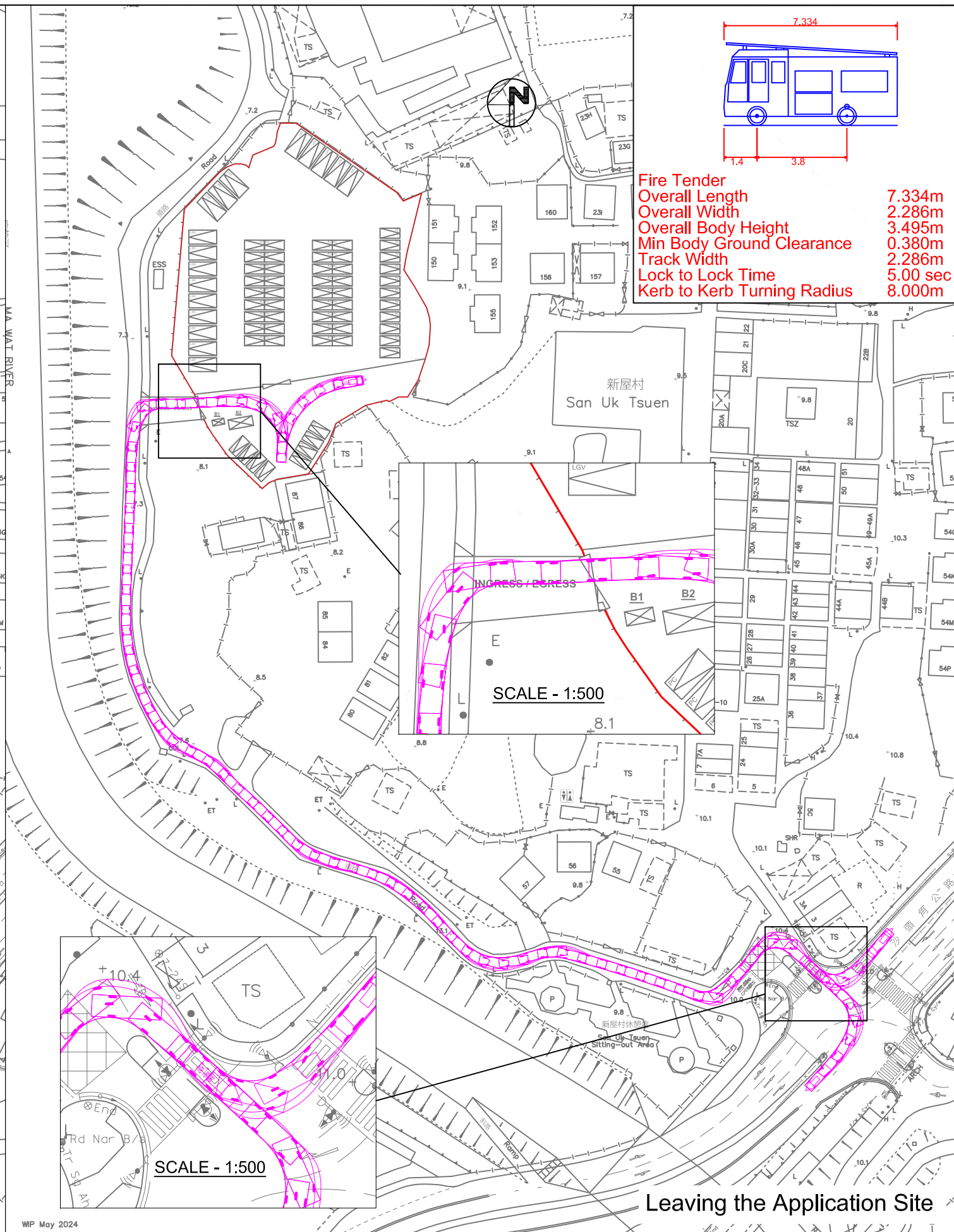
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Project No. 83015	Rev.
Dwg No. Figure 1	-

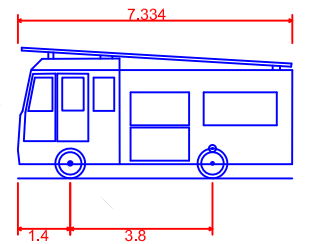
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Accessing the Application Site



Leaving the Application Site



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to Lock Time	5.00 sec
Kerb to Kerb Turning Radius	8.000m

W/P May 2024



Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

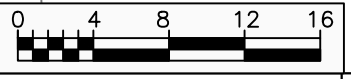
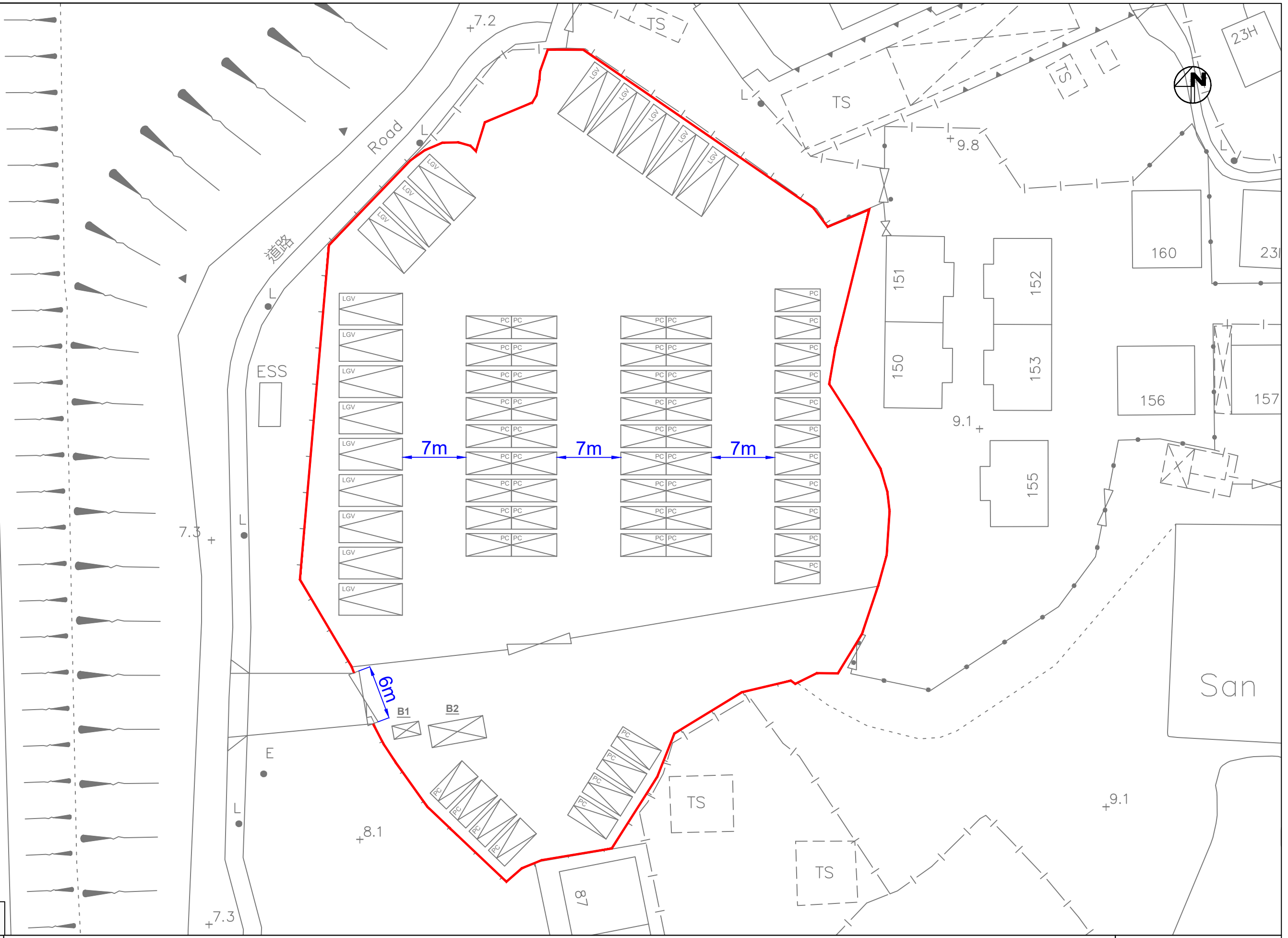
Swept Path Assessment - Fire Tender

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Project No. 83015	Rev.
Dwg No. Figure 2	-

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麻笏河
MA WAT RIVER



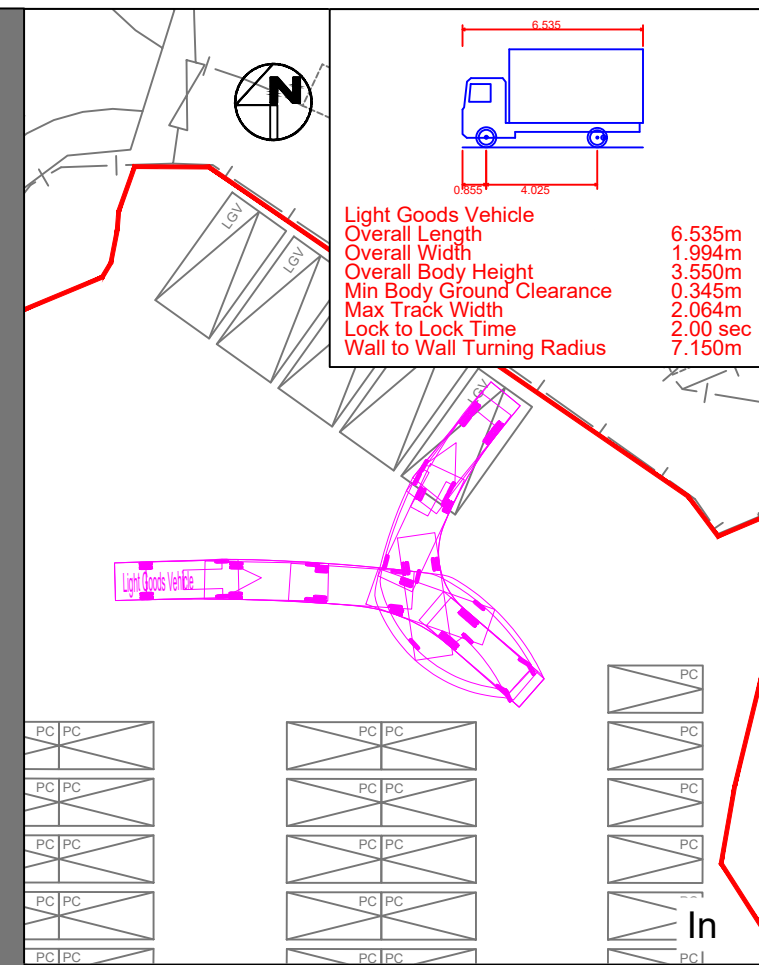
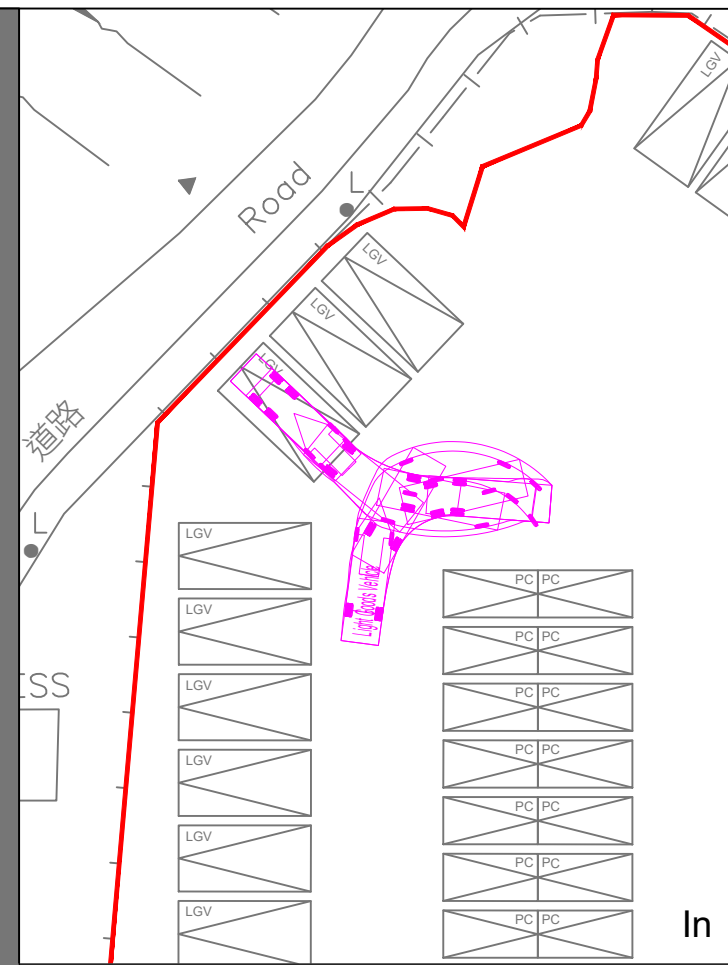
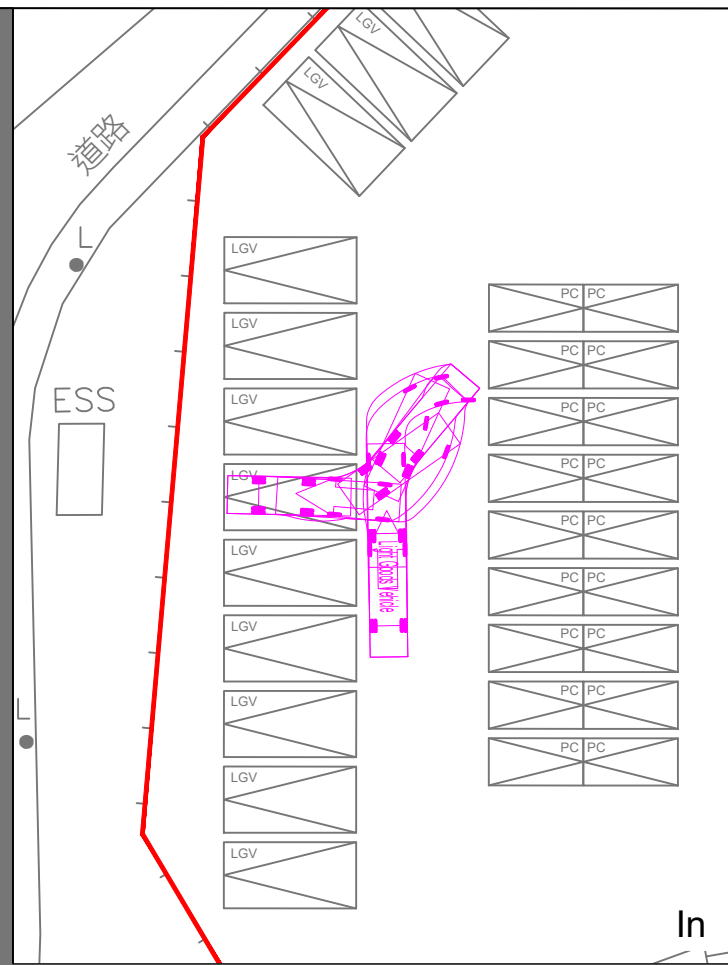
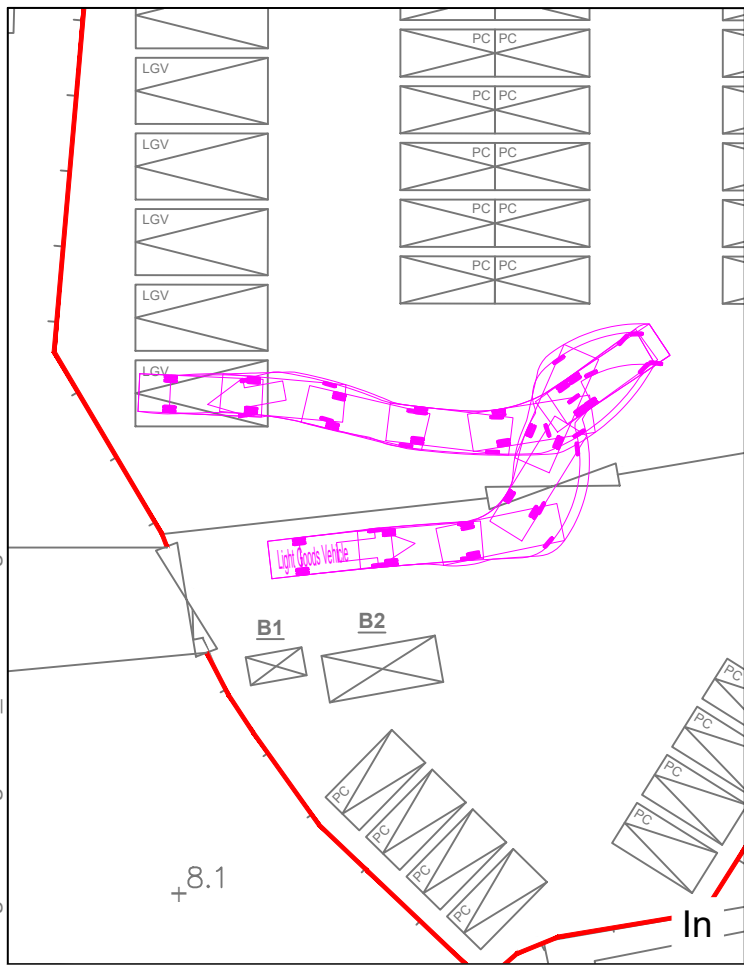
Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

Layout Plan

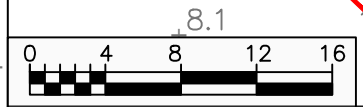
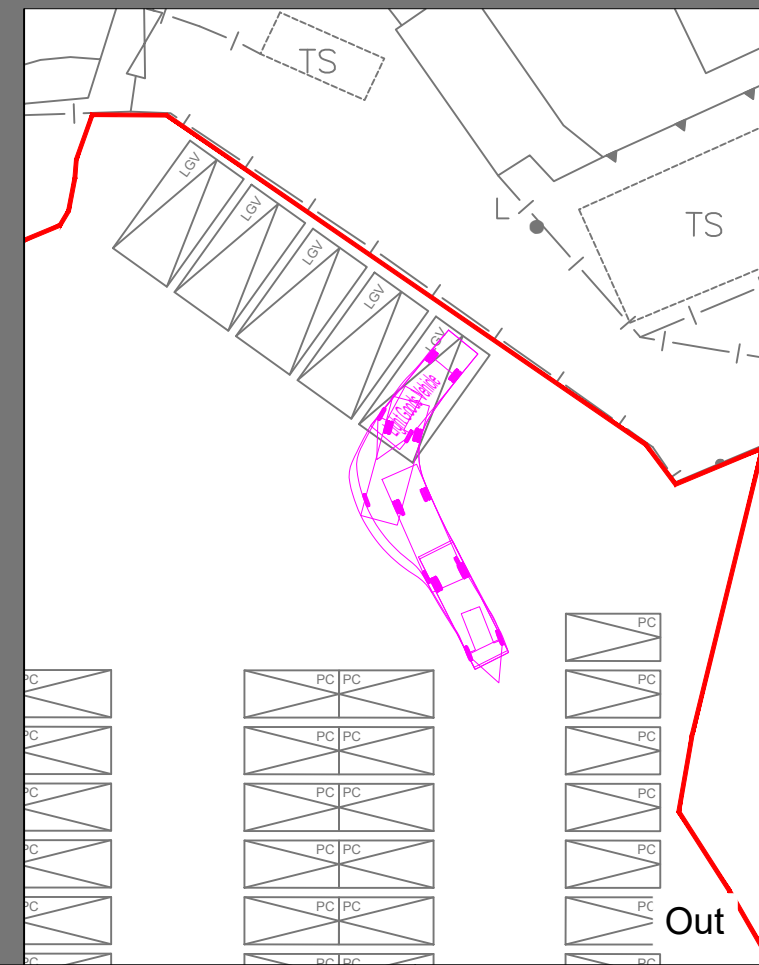
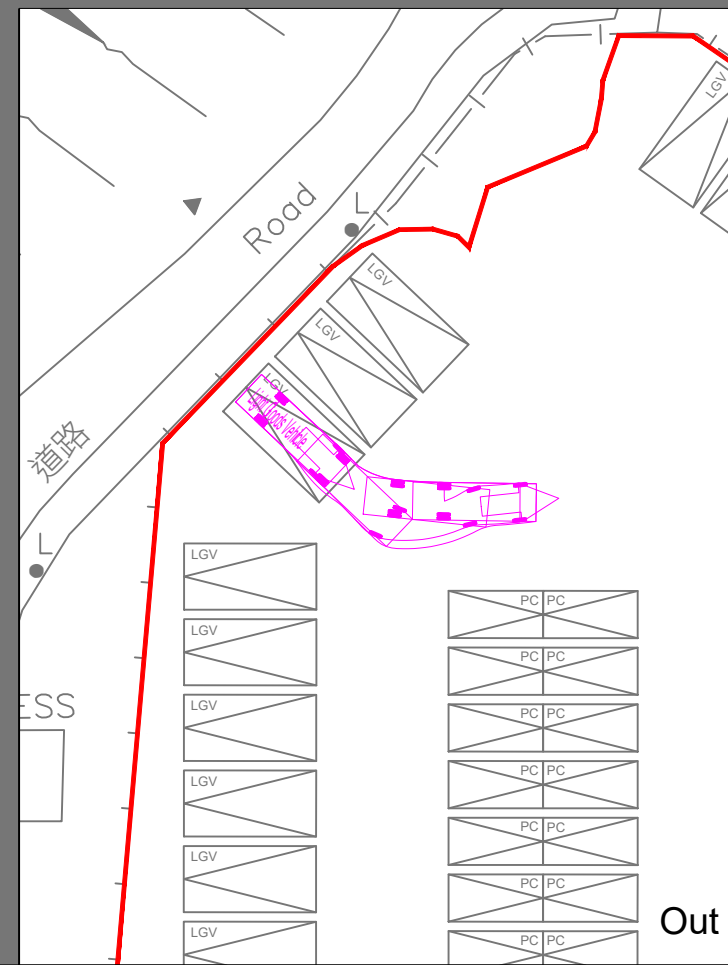
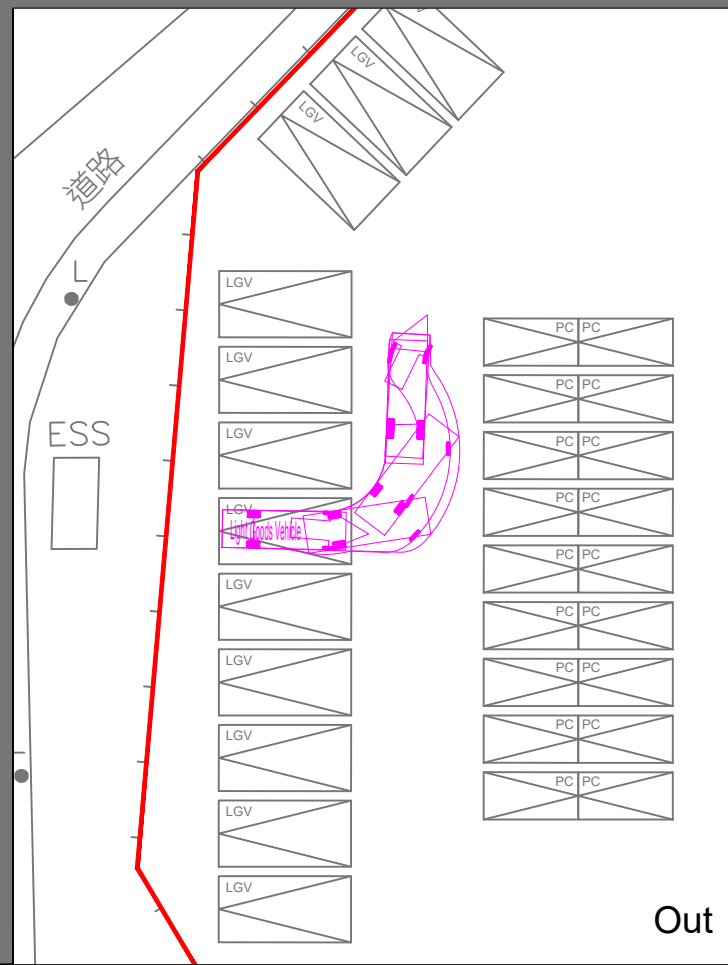
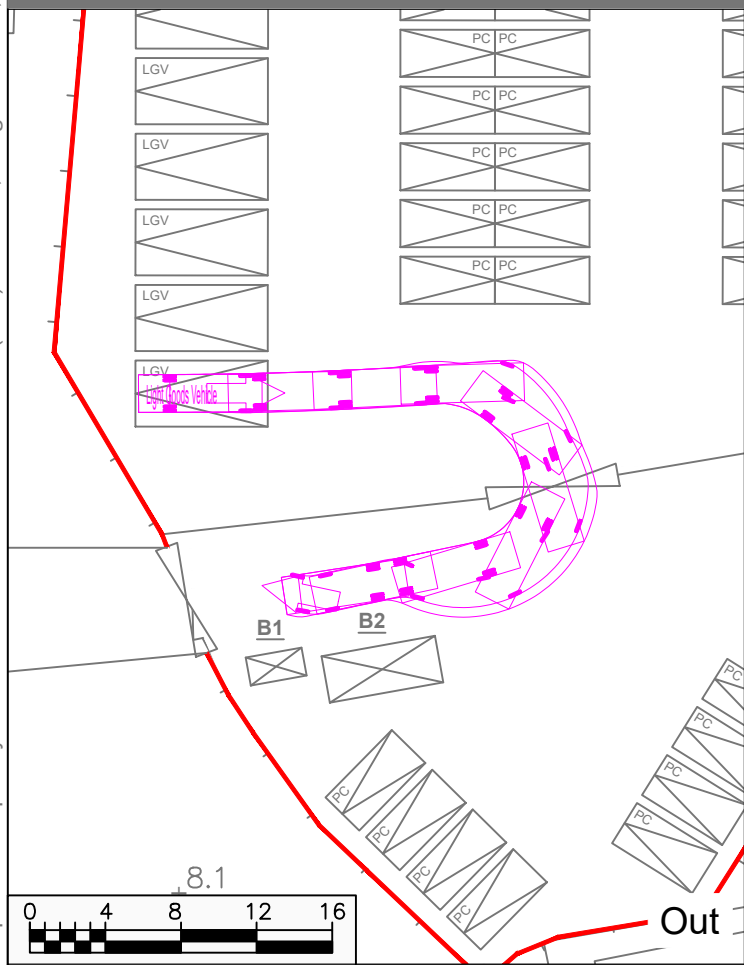
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Annex A	
Project No. 83015	Rev.
Dwg No. 0627-SP-Layout	-

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Light Goods Vehicle
 Overall Length 6.535m
 Overall Width 1.994m
 Overall Body Height 3.550m
 Min Body Ground Clearance 0.345m
 Max Track Width 2.064m
 Lock to Lock Time 2.00 sec
 Wall to Wall Turning Radius 7.150m



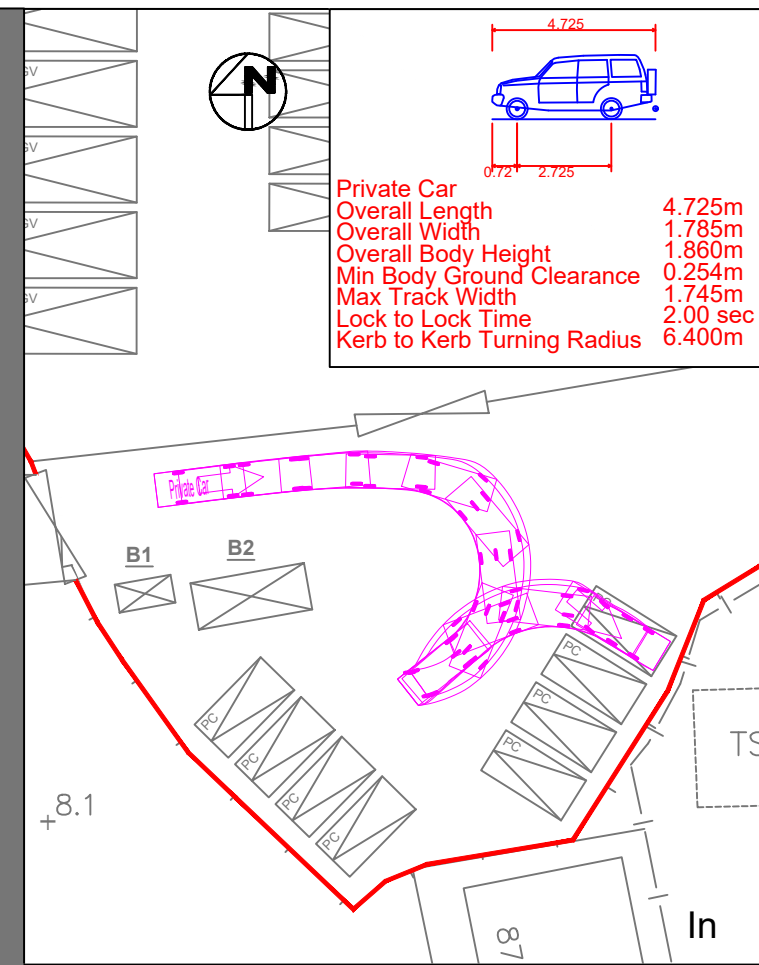
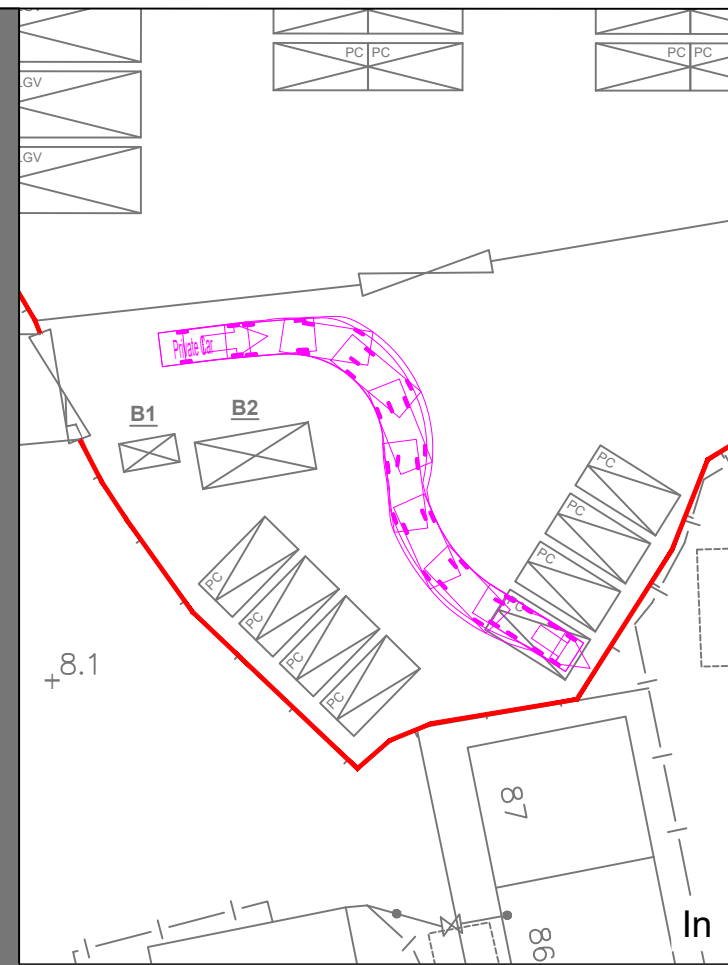
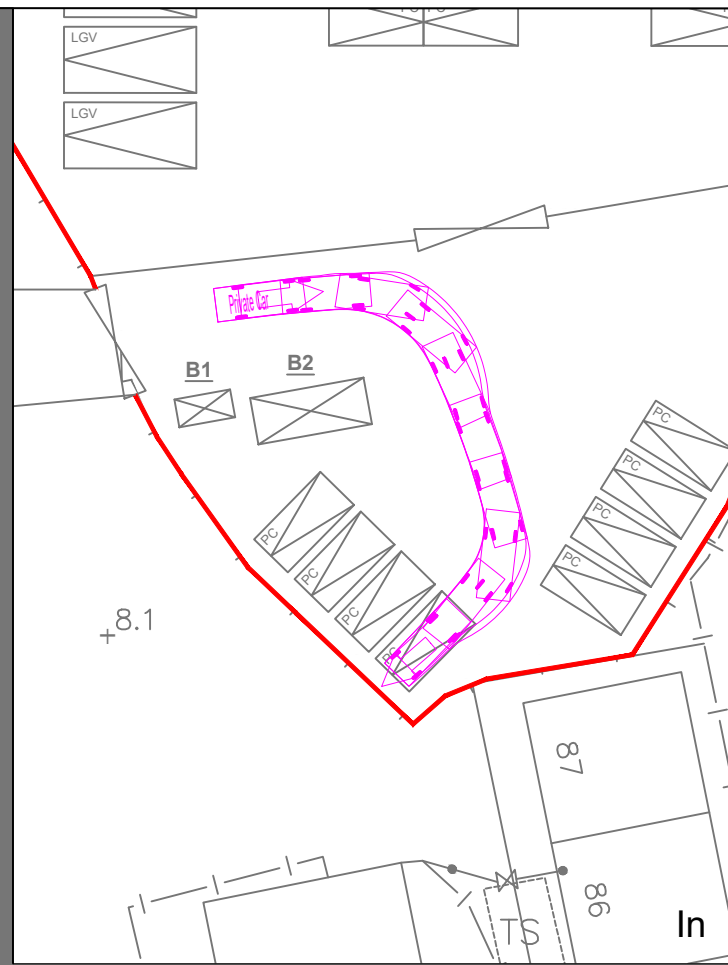
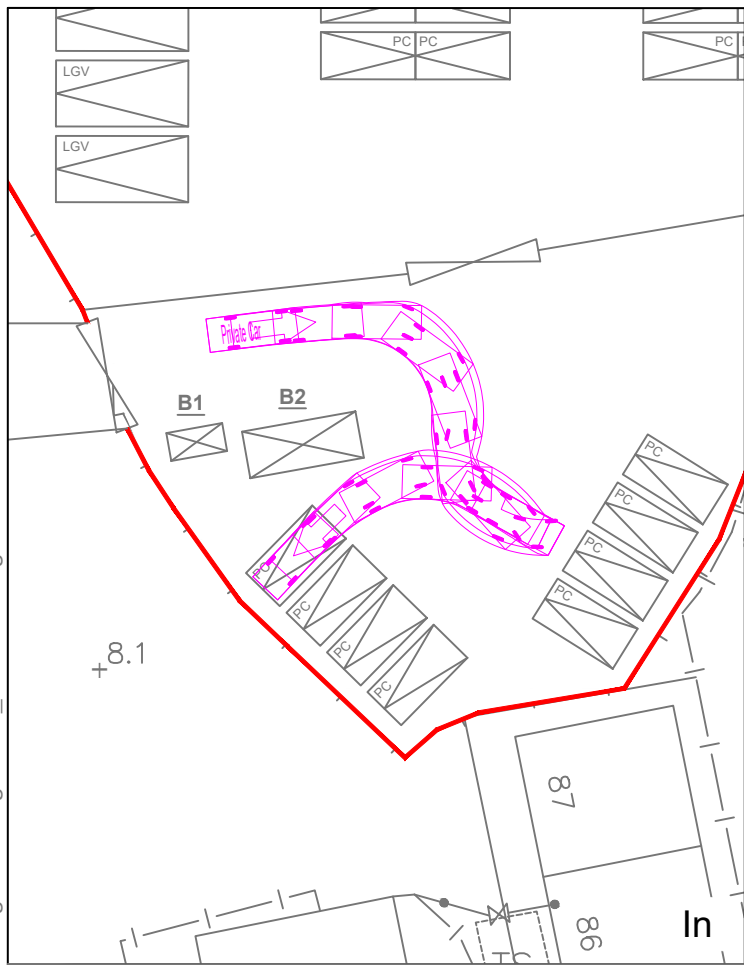
Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

Light Goods Vehicle Swept Path Assessments

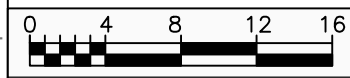
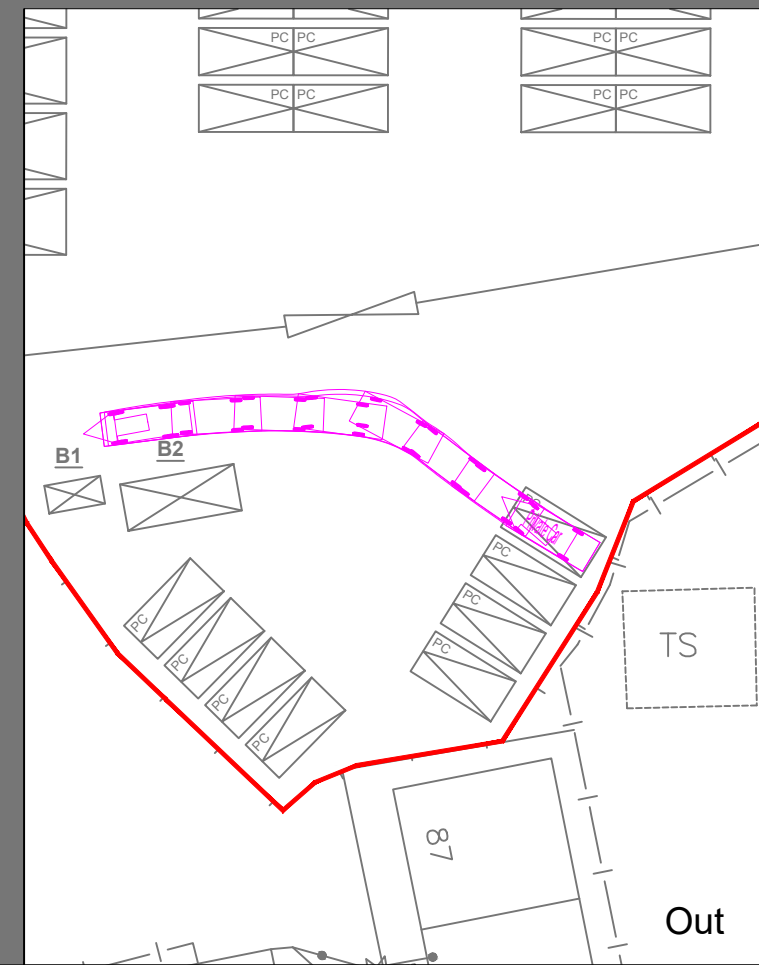
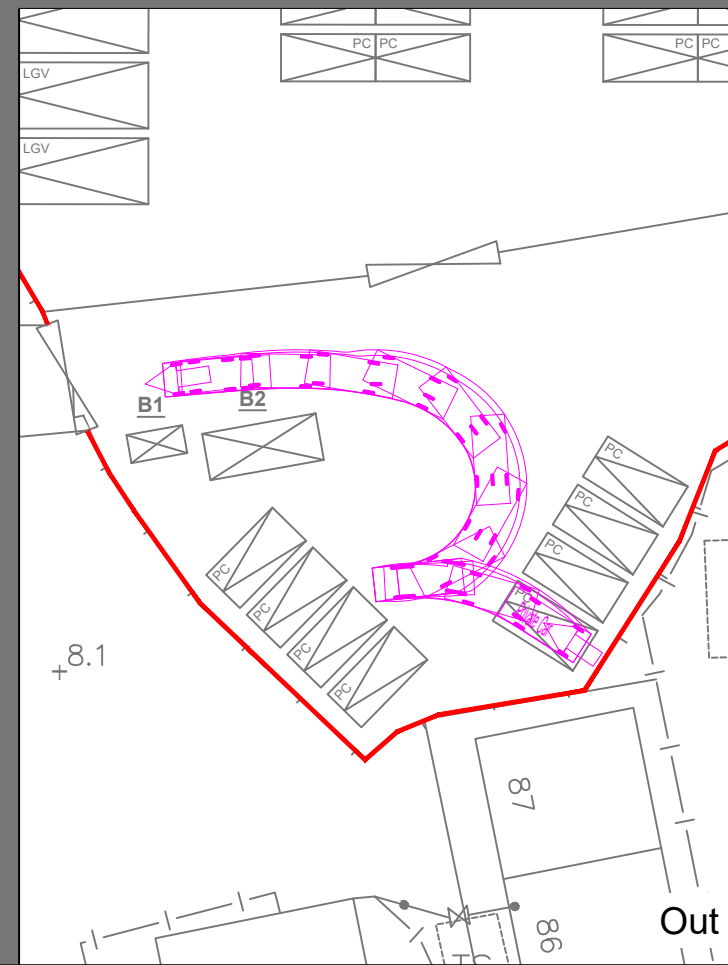
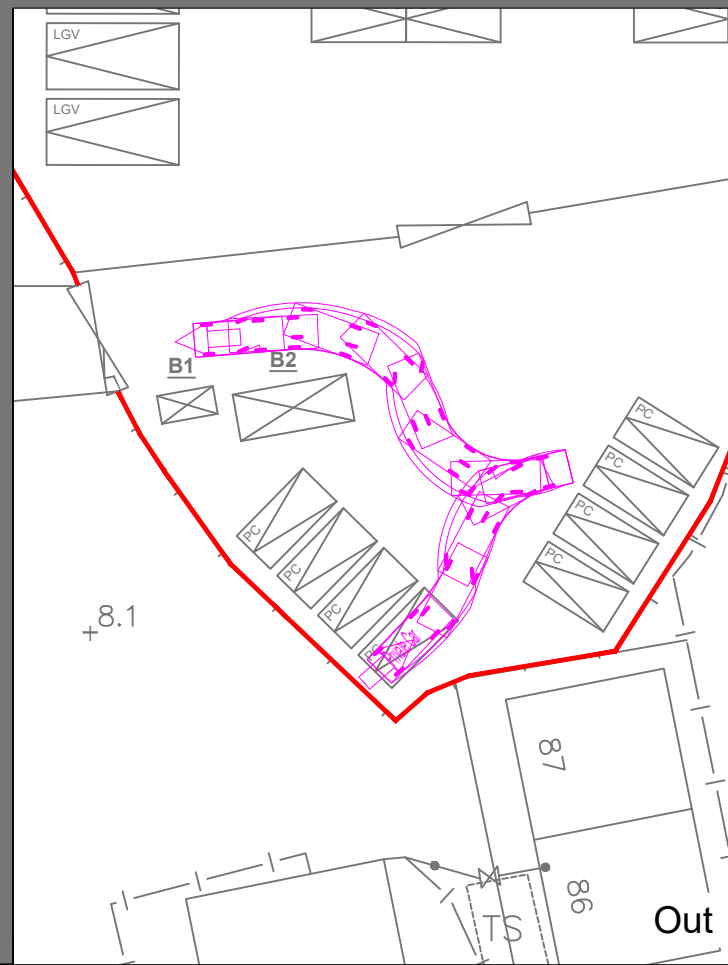
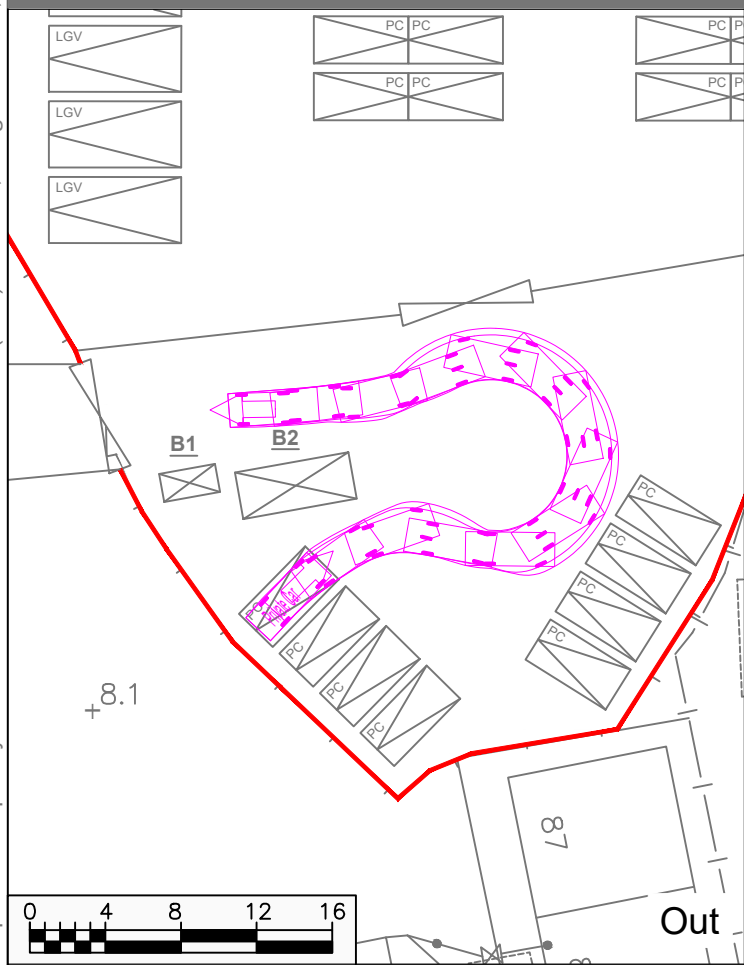
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Project No. 83015	Rev.
Dwg No. 0627-SP1	-

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Private Car
 Overall Length 4.725m
 Overall Width 1.785m
 Overall Body Height 1.860m
 Min Body Ground Clearance 0.254m
 Max Track Width 1.745m
 Lock to Lock Time 2.00 sec
 Kerb to Kerb Turning Radius 6.400m



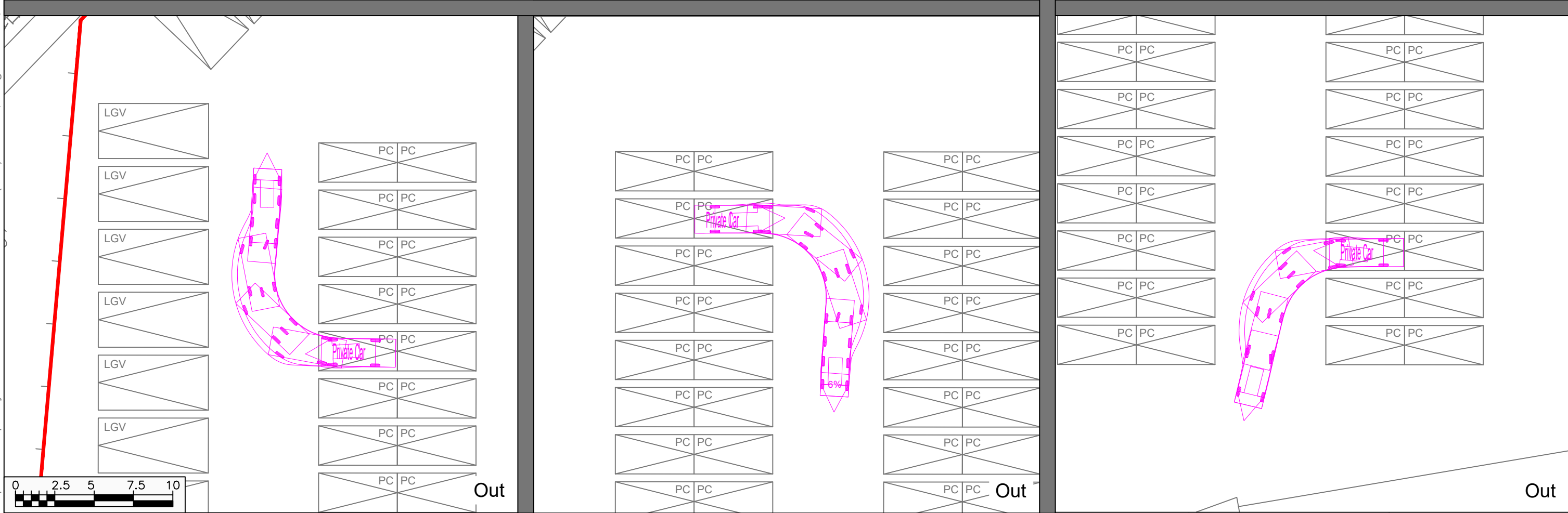
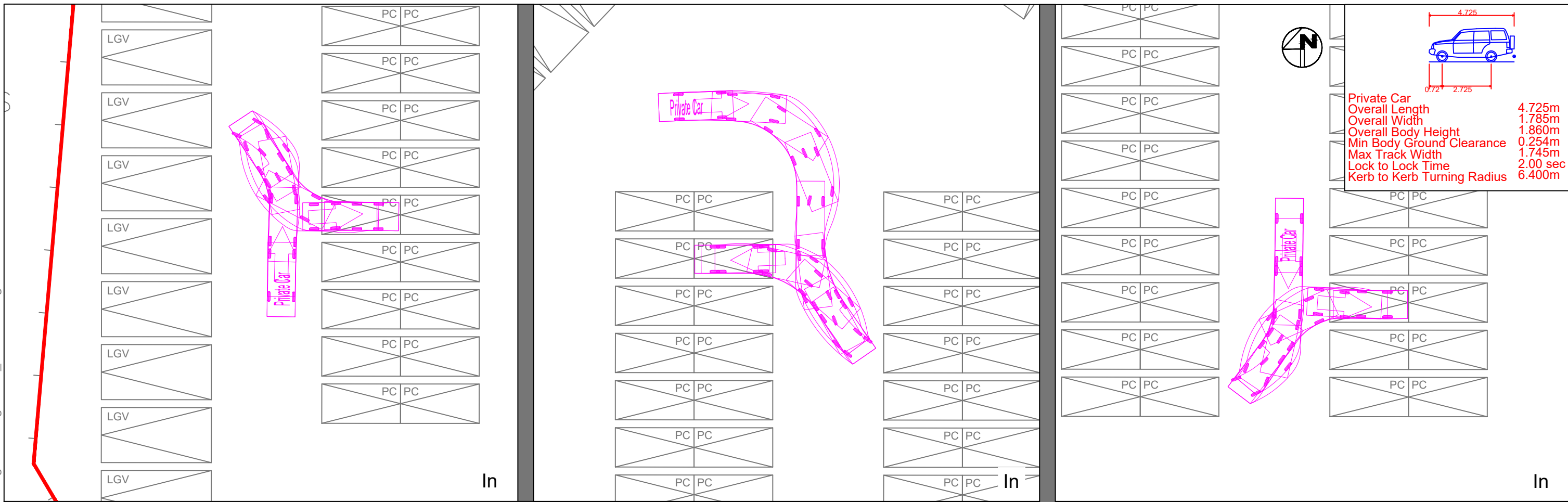
Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

Private Car Swept Path Assessments

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Dwg No. 0627-SP2	

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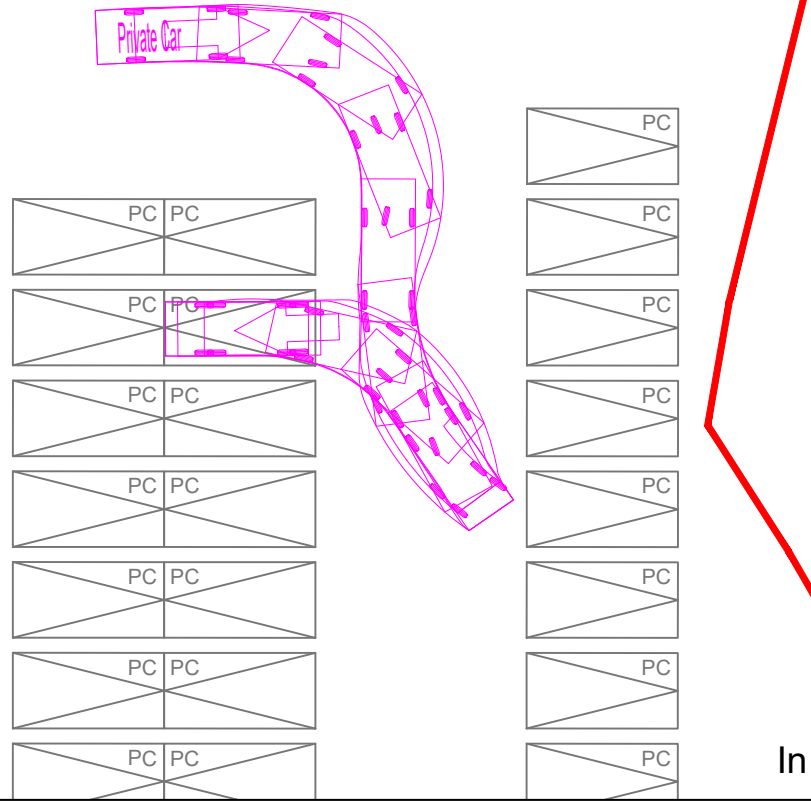
Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

Private Car Swept Path Assessments

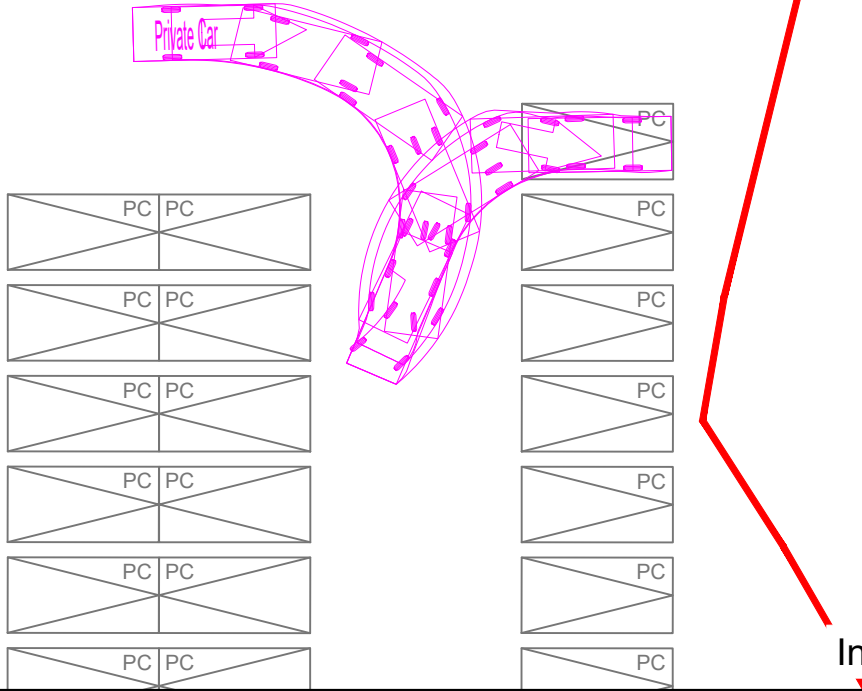
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Project No.	83015	Rev.	-
Dwg No.	0627-SP3		

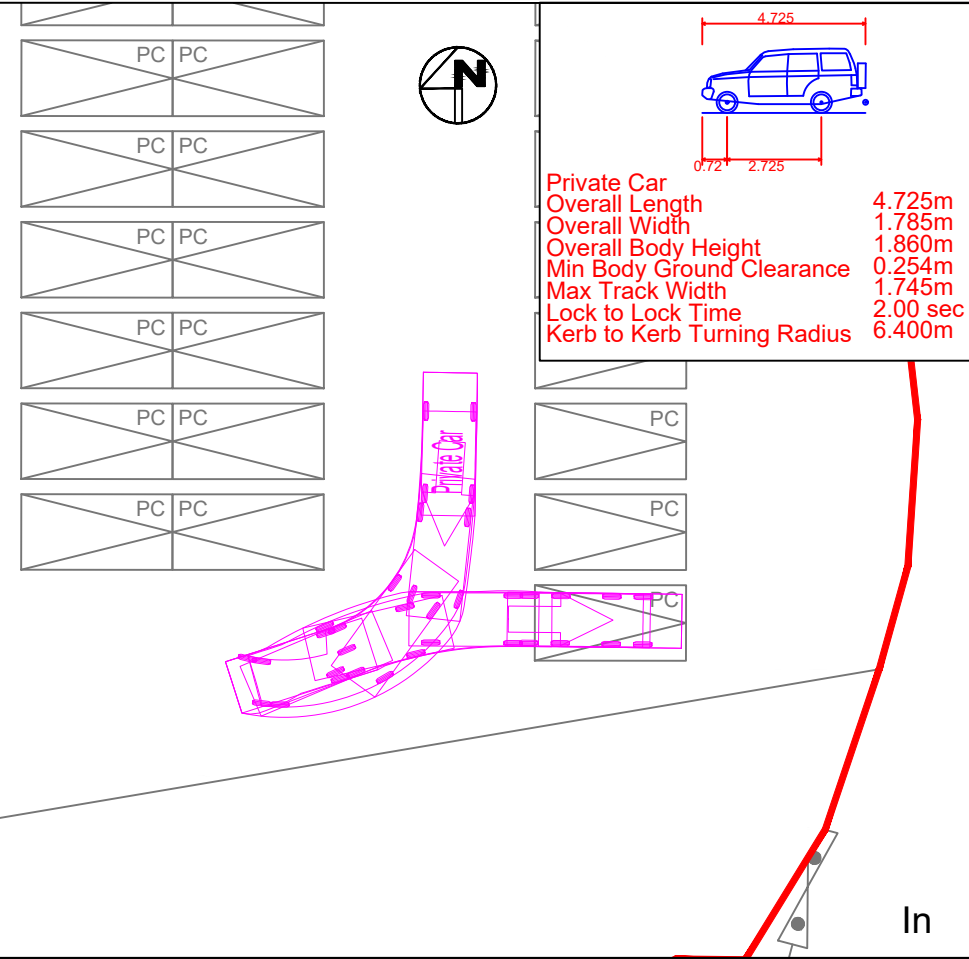
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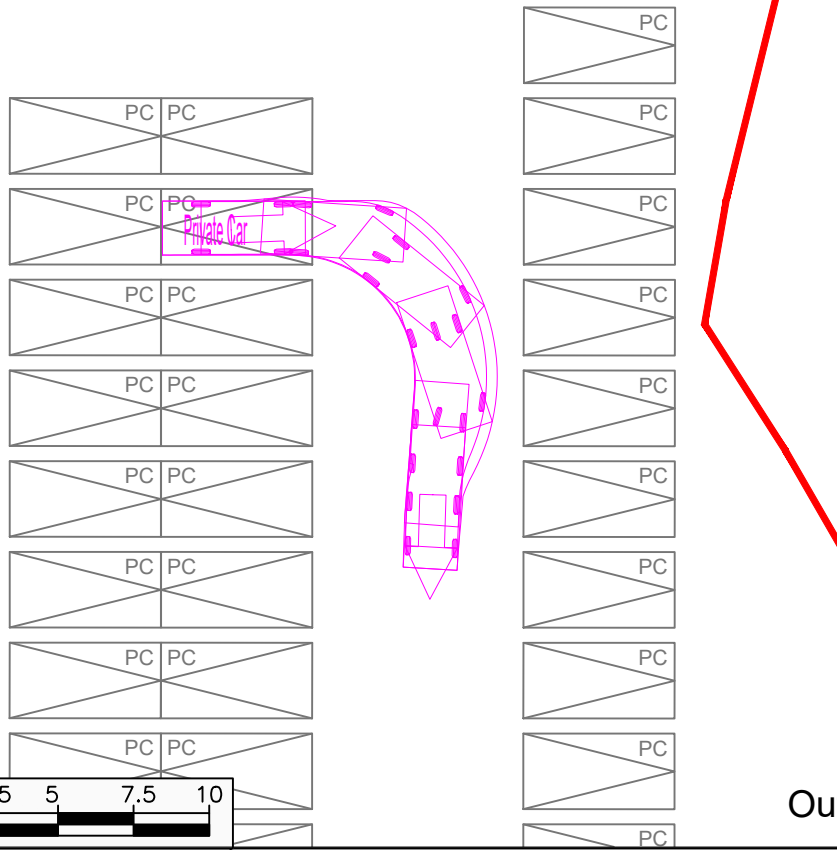
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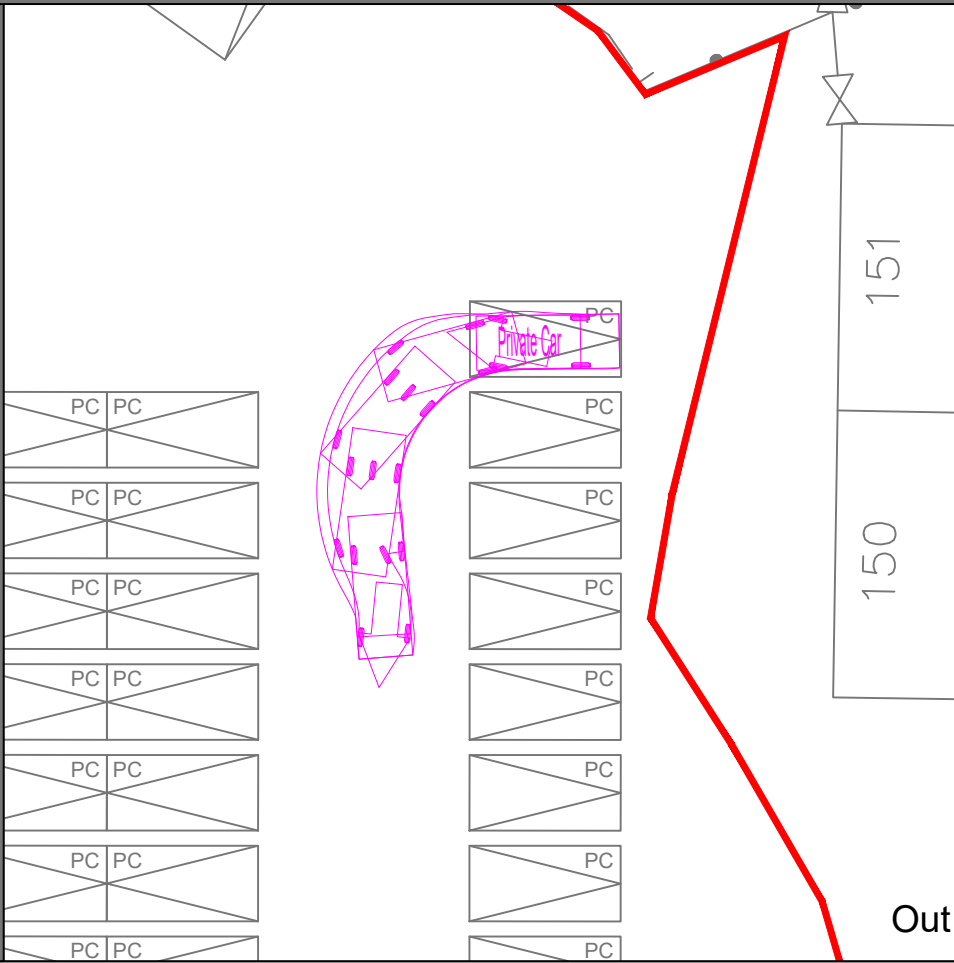
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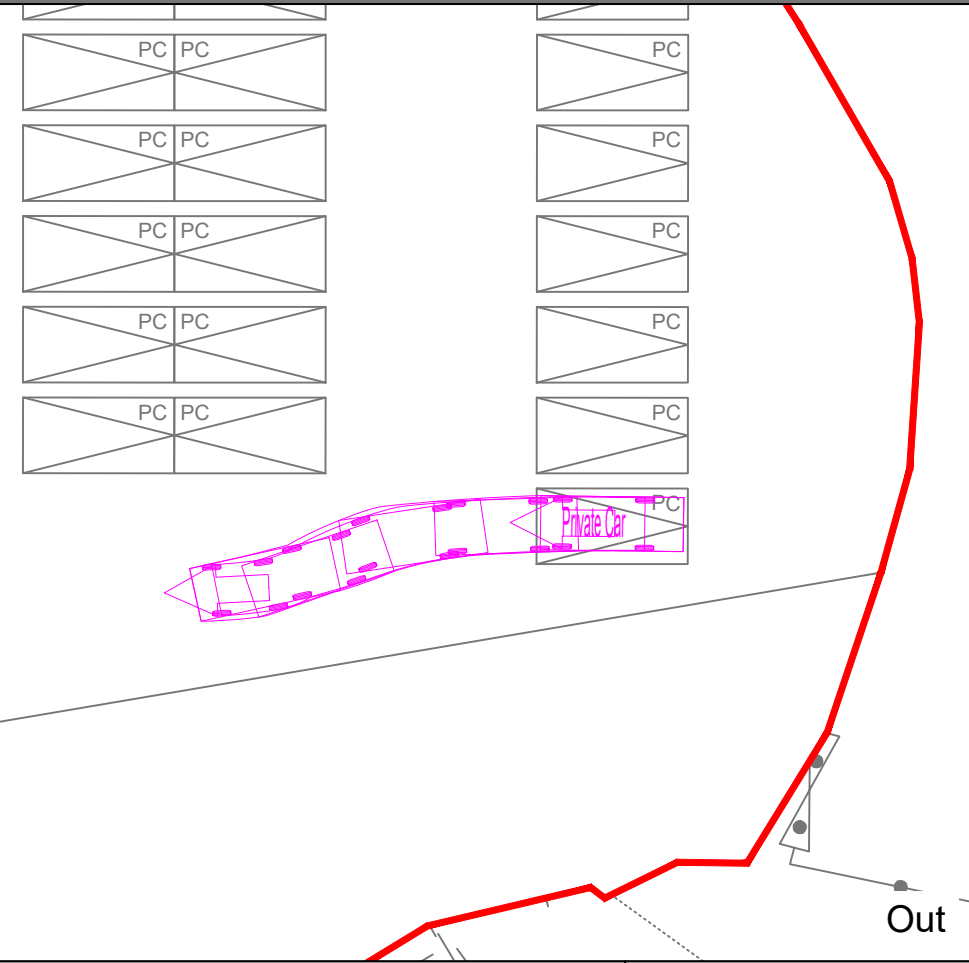
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Kerb to Kerb Turning Radius	



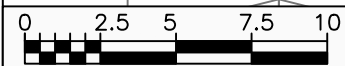
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Out



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Proposed Temporary Public Vehicle Park in Lot 1422 RP (Part) in DD 83, Lung Yeuk Tau, Fanling

Private Car Swept Path Assessments

Date	Scale
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