



Date : 12<sup>th</sup> June, 2026  
Our Ref. : ADCL/PLG-10339/L003

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

By Email

Dear Sir/Madam,

**Re: Section 16 Planning Application for Proposed Temporary Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years at Lot No. 317 in D.D. 87 and adjoining Government Land, Kong Nga Po, Sheung Shui, New Territories  
(Planning Application No. A/NE-FTA/276)**

We refer to our submission and the comments received from the Transport Department regarding the subject application, we would like to provide the following items to facilitate considerations by relevant departments and the Town Planning Board.

- Response to Comment Table and Swept Path Analysis.

It is clarified that the application site is mostly paved, accounting for approximately 1,100m<sup>2</sup>(or about 85% of the total site area). This application seeks to regularize past land filling activities. Furthermore, to provide a flat surface for vehicular maneuvering and the erection of temporary structures, additional land filling comprising concrete/soil with a depth of not more than 0.2m is proposed over the entire site.

Thank you for your kind attention and should you have any queries, please do not hesitate to contact our Mr. Thomas LUK [REDACTED].

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

Thomas LUK

Encl.  
c.c. Client



Proposed Temporary Vehicle Repair Workshop with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years

Department	Date	Comments	Responses to Departmental Comments
Transport Department	3.6.2026	1. The applicant shall demonstrate the satisfactory maneuvering of the goods and container vehicles entering and exiting the application site (the Site), maneuvering within the Site and into/out of the parking and loading/unloading spaces, preferably using the swept path analysis;	Swept path analysis is conducted. <b>Figure SP-01, Figure SP-02, and Figure SP-03</b> demonstrate that the ingress/egress point and parking space/ loading/unloading arrangement are adequate for manoeuvring of 16m container vehicle, 11m heavy goods vehicle and 5m private car.
		2. The applicant shall supplement further the adequacy and the feasibility of the ingress/egress point for vehicular access arrangement, particularly given that there is a level different more than 2m between the access point and the Site;	Please note that filling of land is proposed at the application site to align existing site levels. The site level of the application site will be raised to a range of +29.5 mPD to +30.7 mPD, which will connect to the external access point situated at approximately +28.5 mPD. A smooth gradient ramp will be provided at the ingress/egress point to overcome any level difference, ensuring a safe, adequate, and technically feasible vehicular access arrangement for the proposed development.
		3. The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the Site; and	Vehicle gate will be installed to prevent illegal parking by visitors. Staff will be deployed to manage traffic and on-site parking and pre-booking/pre-arrangement will be required for all staff/visitors entering the application site.
		4. The proposed vehicular access between Kong Nga Po Road and the Site is not managed by TD. The applicant should seek comments/ approvals from the responsible party to validate the feasibility to form the proposed vehicular access road.	Noted.