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Esther Hiu Laam LI/PLAND

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Dear Esther,

Thank you for your email and for conveying the departmental comments. Please find below our responses for your further consideration.

Response to Director of Northern Metropolis Co-ordination Office Comments

Further to our previous response, the affected vehicle-related business operations were carried out on the relevant affected lots, including Lot Nos. 421, 420 RP, 423 RP, 431, 432, 430, 529 S.A RP, 397 RP, 399, 379, 380, 381 RP, 377 S.A RP, 377 S.B RP, 378, 359, 360, 444, 356, 1454, 375 RP and 365 RP.

The above affected lots are related to the existing vehicle-related business operation affected by the Government development / land resumption arrangements. The current application is intended to facilitate the orderly relocation and continuation of the affected business operation within a properly managed site.

For proper site management and boundary control, the whole application site will be enclosed with fencing. The fencing will help clearly define the application site boundary, control vehicular access, and avoid unauthorised parking or activities outside the application site.

Response to Commissioner for Transport Comments

1. Traffic generation and attraction

Although the number of parking spaces under the current application is higher than the previous application, the increase in parking spaces is mainly intended to provide sufficient internal parking, circulation and manoeuvring space within the application site, and to avoid vehicle queuing, temporary parking or unnecessary circulation on nearby public roads.

In particular, part of the additional parking spaces are intended for the parking of truck sale and rental stock. These vehicles are not expected to generate frequent daily movements, as they will generally remain parked within the site until sale, rental, maintenance, inspection or delivery is required. They are therefore different from high-turnover customer parking spaces.

The proposed operation remains similar in nature to the existing / previously approved vehicle-related

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operation. The traffic generation is governed by the actual mode of operation, appointment arrangements, workshop handling capacity, operating hours and customer / delivery demand, rather than the total number of parking spaces. The parking spaces are not intended to operate as a high-turnover public car park.

The additional parking provision is therefore mainly for better internal site management, accommodation of sale / rental stock and parking of vehicles within the site. It is not expected to result in a proportional increase in traffic generation and attraction.

2. Swept path of articulated container vehicle at ingress / egress

Noted. The swept path analysis has been revised. The revised swept path shows that the articulated container vehicle can enter the application site without encroaching beyond the ingress / egress point. Please refer to the enclosed revised swept path analysis.

3. Stall dimension of ARV parking space

Noted. The ARV parking space has been revised to 16m x 3.5m. Please refer to the enclosed revised layout plan / swept path analysis.

4. Manoeuvring of ARV within the application site

The revised swept path analysis demonstrates the satisfactory manoeuvring of the articulated container vehicle within the application site, including entering the site, manoeuvring into the ARV parking space, and exiting the site. Please refer to the enclosed revised swept path analysis for details.

5. Clarify whether another 10m ingress/egress point is still required

The 10m ingress/egress point is proposed to be retained as a secondary access for contingency, emergency and maintenance purposes only. It is not intended to be used as the main access for daily vehicular operation. In particular, articulated vehicles (ARV) will not be allowed to use this 10m ingress/egress point. The normal operation of ARV will be arranged via the main access, and appropriate signage will be erected on site to clearly indicate that ARV is not permitted to use the 10m ingress/egress point.

6. Swept path of articulated container vehicle leaving the application site without encroaching onto the opposite lane remains outstanding

Noted. The swept path analysis has been revised to address the above comment. For ARV leaving the application site, the applicant will advise the relevant customer / driver to turn right when entering the main road, so as to avoid the manoeuvring issue identified. Appropriate directional signage will be erected on site to remind ARV drivers of the required exit direction. The service assistant on site will also advise and remind the relevant customer / driver of the required arrangement before the ARV leaves the Site.

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The current application is generally similar in nature and operation to the previously approved application No. A/NE-FTA/267. The main purpose of the current application is to provide an internal road connection within the Site, so that vehicles can circulate between different operational areas internally without the need to leave the Site, travel on the public road, and re-enter another part of the Site.

The proposed internal road arrangement is intended to improve internal circulation and site management, and to reduce unnecessary vehicle movements on the nearby public road. It would allow vehicles to move between the relevant parking, loading and operational areas within the Site in a more direct and orderly manner, thereby minimising potential traffic impact on the surrounding road network.

Please refer to the enclosed revised swept path analysis and revised layout plan for details.

Yours faithfully,

For and on behalf of
Tung Heng Vehicles Limited