
From: December Huang [REDACTED]
Sent: 2025-09-06 星期六 17:39:38
To: Shirley Ka Kei CHAN/PLAND <skkchan@pland.gov.hk>
Subject: Re: A/NE-HLH/85 - departmental comments

Ref.: A/NE-HLH/85

Date: [06-09-2025]

Commissioner for Transport

(Attn: Mr. TAM Kam-fai)

Transport Department

Re: DD84, Lot 529 S.A — Response to Transport Department Comments on S.16 Application

Dear Mr. Tam,

Further to your comments, please see our consolidated responses below.

(i) Traffic generation/attraction and traffic impact

- **Nature & hours:** Small, staff-only warehouse (no retail / no public walk-ins). 08:00– 17:00, Mon– Fri; closed Weekend/PH.
- **Trip rate (management-capped):** 3– 6 vehicle trips/day (arrivals+departures), ≤2 vehicles in any peak hour. Arrivals are predominantly staff shift changes; any material movement is minor and infrequent.
- **Impact:** Given the very low trip volume and staff-only operation, changes to link/junction V/C are de-minimis. Vehicles enter/exit in forward gear within the site, with swept paths to be demonstrated for private cars and short-wheelbase light vans (<5.5t).

(ii) Width of vehicular ingress/egress

- The vehicular access is set at **6.0 m clear width** (two-way for PCs/light vans) with **≥6.0 m gate set-back** so a vehicle can wait entirely off-street without affecting traffic. Visibility splays at the access will be kept free of obstruction.

(iii) Adequacy of 3 PC spaces with no goods L/UL bay

- **Proposed provision:** 3 on-site private-car parking spaces sized for standard PCs; no dedicated loading/unloading bay is proposed.
- **Operational justification:**
 - **No bulky items:** The warehouse stores small parts only; no large or heavy components are handled.
 - **Delivery mode:** All parts are brought by private cars or short-wheelbase light vans (<5.5t) suitable for staff use. On arrival, on-site staff park in

the **3 PC spaces** and **hand-carry** the parts directly into the warehouse; **no third-party freight or HGVs** will attend.

- **Throughput & timing:** With **3– 6 trips/day** and ≤ 2 veh/h, the 3 PC spaces provide ample capacity for the very light, staggered operations.
- **Management controls:** House rules restrict vehicle types (no MGV/HGV/containers), require staff-only vehicles, and schedule any van arrival **off-peak** to avoid overlap.

On this basis, the **3 PC spaces** are operationally adequate and a separate goods L/UL bay is unnecessary.

(iv) Pedestrian facilities and safety management

- **Internal 1.2 m+ pedestrian path** from gate to office; **5 km/h** internal speed limit and **speed hump** near the gate.
- **Painted crossing** within the site and a **convex mirror** at the gate.
- **Gate-side warning:** flashing amber light + audible alert during entry/exit; “ **Beware of Vehicles / Give Way to Pedestrians**” signage.

(v) Measures to avoid queuing outside the site

- **No barrier/drop-arm** at the gate (free-flow entry).
- **Staggered staff arrivals** (shift-based) to keep peak ≤ 2 veh/h.
- **Internal holding within the 6.0 m set-back** so any short dwell occurs **off-street**.
- **Driver hotline** to coordinate timing and prevent early arrivals.

(vi) Measures to prevent illegal parking outside the site

- **Frontage signage:** “ **No Parking / No Waiting — Staff Vehicles Only**” .
- **House rules/undertakings** with staff prohibiting any kerbside waiting; non-compliance subject to disciplinary measures.
- **Gate notice with contact number** for immediate clearance if needed; **periodic patrols** during start/end of shifts.

(vii) Off-site access not managed by TD

- We note the section of access between **Kong Nga Po Road / Ping Che Road** and the Site is not under TD. We will liaise with the **Highways Department** (run-in matters) and **District Lands Office (North)** (land status/consents/waivers/right-of-way as necessary) and provide their feedback in our Further Information.

Summary of key design/management commitments

1. **3 PC spaces only; no goods L/UL bay.**

2. **Small parts only;** deliveries by **private cars** or **short-wheelbase light vans (<5.5t)** used by **on-site staff**, who hand-carry items to the warehouse.
3. **Very low trip volume:** 3– 6 veh/day, ≤ 2 veh/h at peak; **no HGVs**.
4. **6.0 m-wide access,** ≥ 6.0 m gate set-back, visibility kept clear.
5. **Pedestrian path,** internal crossing, **5 km/h** limit, convex mirror, and gate warning devices.
6. **Queue-free operations:** no barrier, staggered arrivals, internal off-street holding, hotline coordination.
7. **Illegal parking prevention:** signage, house rules, patrols.
8. **Liaison with DLO(N)** on the off-site access.

We trust the above addresses the Department' s concerns. Please let us know if any further clarification is required.

Yours faithfully,

December Wong,

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