

Responses-to-Comments

**Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) for a Period of 5 Years
in “Village Type Development” Zone, Various Lots in D.D. 76, Hok Tau Wai, New Territories**

(Application No. A/NE-HT/24)

(i) A RtoC Table:

Departmental Comments		Applicant's Responses
1. Comments of the Commissioner for Transport (C for T) (Contact Person: Mr. LAM To Lun, Jeffery; Tel: 2399 2549)		
Comments received on 26.5.2025		
(a)	<p>Since there is a level difference between parking space PC10 and the other parts of the application site (the Site), separate vehicular access should be provided for PC10. The applicant should supplement the following information:</p> <ul style="list-style-type: none"> - The location and the width of the vehicular access for PC10; - The delineation/boundary between the upper and lower grounds of the Site; - The swept path for maneuvering into and out of PC7, PC8 and PC10 from/to the vehicular accesses; and - Whether any structure will be placed above PC10 (if so, it should be taken into account for swept path analysis). 	<p>The proposed scheme has been revised by the applicant, please refer to the revised layout plan for details (Plan 1). Two 6m width vehicular accesses will be provided within the application site (the Site) to facilitate the proposed development.</p> <ul style="list-style-type: none"> - 6m width separate vehicle access is provided for PC 10 (Plan 1). - Please refer to the revised layout plan showing the delineation/boundary between the upper and lower grounds of the Site. - The swept path for maneuvering into and out of PC7, PC8 and PC10 from/to the vehicular accesses is provided (Plan 2). - No structure will be placed above PC10.
Comments received on 28.5.2025		
(a)	The physical boundary between the upper and lower grounds of the site has not been shown on plan, and the vehicles in some of the swept path seem to have travelled from the upper ground to lower ground or from the lower ground to upper	

	ground through this physical boundary, which is not technically feasible.	
(b)	The additional vehicular access is far away from PC10. Reverse gearing for entering/exiting PC10 may cause danger to pedestrians or other vehicles on the local road. The applicant may consider placing PC10 closer to the additional vehicular access and adopt parallel parking method for parking of vehicles into PC10 (the width of the additional vehicular access may be adjusted accordingly).	