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Cheryl Tsz Man TSANG/PLAND

寄件者: December Huang <[REDACTED]>
寄件日期: 2025年09月23日星期二 12:14
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: Re: A/NE-MKT/52 — Proposed Temporary Open Storage of Construction Materials with Ancillary Office (3 Years)
附件: QMP-01_Queue_Parking_Management_Plan.docx; GEO-MS-01
_Remedial_Reinstatement_Method_Statement.docx; PSP-01
_Pedestrian_Safety_Management_Plan (1).docx; TSA-01_Tree_Survey_and_AMS.docx; IMG_7705.pdf
類別: Internet Email

Response to Departmental Comments

We refer to the departmental comments circulated for the above application. Please find our point-by-point responses below, together with a list of enclosed submission items. Due to contractual reasons, this letter constitutes our company's final response regarding the captioned application. We apologise for any inconvenience caused.

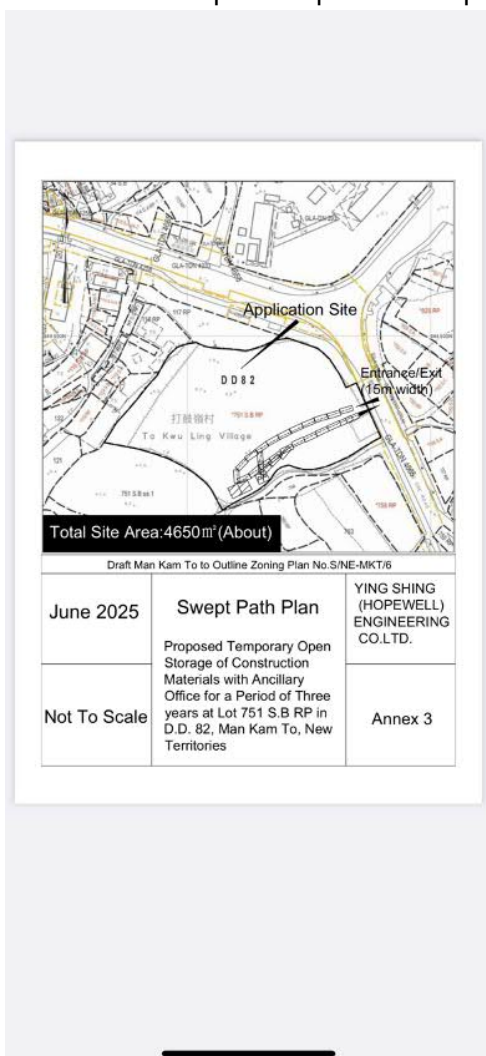
1) Geotechnical Engineering Office, CEDD

Comment: Suspected unauthorised works (USW) involving a 1.5–2.0 m high filling platform with concrete pavement. Application not supported until necessary remedial/reinstatement actions are completed to the satisfaction of relevant departments.

Applicant's response & commitments

- **Immediate risk control:** We have cordoned off the affected platform area and ceased any loading or operational use there. Temporary safety hoardings and warning signage have been erected.
- **Appointment of RGE & submissions:** We prepared

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- a **Remedial/Reinstatement Method Statement (GEO-MS-01)** and **Risk Assessment** for GEO's vetting.
- **Remedial strategy (in principle):** Remove the unauthorised raised platform and **reinstate the formation level**. Where ground levelling is required for safe operations, we will **limit any make-up/TBM to a nominal layer not exceeding ~0.2 m** with suitable granular sub-base and permeable finish, consistent with reinstatement approaches commonly adopted in similar rural temporary uses.
- **Programme & liaison:** Upon GEO's in-principle agreement to the method statement, works will be implemented by a Registered Specialist Contractor under the RGE's supervision, with completion report and as-built survey submitted to GEO/PlanD/LandsD for clearance.

We respectfully invite GEO to review GEO-MS-01 (enclosed) and we will carry out the agreed remedial/reinstatement actions to the satisfaction of the relevant departments.

2) Transport Department (TD)

(i) Layout plan to specify storage area, amenity/supporting facilities and parking

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- **Action:** A **Layout Plan** is enclosed, delineating:
 - Open storage zones
 - Ancillary office and welfare area;

(ii) Justify adequacy/need of proposed 15 m ingress/egress width

- **Design refinement:** We **designed** the ingress/egress to a **single 15.0 m wide left-in/left-out gate** with 10 m splays, which is sufficient for safe entry/exit of the design rigid truck on a single two-lane carriageway, while minimising kerblane impact. Similar 12 m run-in/out designs have been adopted for rural industrial/warehouse uses along Lin Ma Hang Road.

(iii) Vehicular access arrangement including run-in/out design

- **Action:** The left-in/left-out crossing, kerb returns, dropped kerbs and tactile paving to current HyD standards, with internal **speed hump** and **STOP/GIVE WAY** signs immediately behind the gate. A **convex mirror** is provided at the exit to improve sightlines.

(iv) Review and resubmit Swept Path Plan

- **Action:** **Swept Path Plan** is enclosed for the **11.9 m rigid truck**, demonstrating:
 - Left-in from Lin Ma Hang Road;
 - Internal circulation and turning at the MGV space.
 - Left-out to Lin Ma Hang Road;
 - All movements within site boundary with no encroachment on opposing lane at the exit under marshal control.

(v) Pedestrian facilities & management

- **Measures on PSP-01:**
 - **Flashing beacon and audible alarm** activated on gate opening/vehicular movement;
 - Painted **zebra crossing** inside the gate, and a **fenced 1.5 m pedestrian strip** to the office;
 - “**Beware of Vehicles / 行人止步**” signage and road markings;
 - Marshal control during peak manoeuvres. (Comparable safety features—flashing lights/alarms—have been accepted on similar Lin Ma Hang roadside cases.)

(vi) Management/control to avoid queuing outside the Site

- **Queue Management Plan (QMP-01):**
 - **Appointment-only** operations (no walk-ins);
 - “**No Drop Bar**” inside to prevent stacking at the threshold;
 - **On-call marshal** to meter arrivals; **peak-hour arrivals capped (≤ 2 veh/hr)** with rescheduling protocol;
 - If the holding area is occupied, drivers are contacted in advance to adjust arrival slots.

(vii) Measures to prevent illegal parking of visitors’ vehicles outside the Site

- **Commitments:**
 - **No public/visitor parking**; only operational vehicles may enter;
 - “**Appointment Only / No Public Parking / No Waiting**” signs at the gate and along the fence;

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- Driver T&Cs expressly prohibit roadside waiting; breaches trigger **refusal of future bookings**;
- Marshal instructs arrivals to circulate until the internal holding space is free (no kerbside dwell). Similar “No Parking / Appointment Only” regimes are standard practice in comparable rural temporary uses.

3) Urban Design & Landscape Section, PlanD

Comment: One existing *Celtis sinensis* (朴樹) approx. 11.5 m height, 900 mm DBH along the eastern fence; no tree information or layout; clarify impacts and advise tree treatment and mitigation.

Applicant’s response & commitments

- **Tree Survey & AMS:** We enclose a **Tree Survey & Schedule** and an **Arboricultural Method Statement (TSA-01)** prepared by a Registered/ISA Certified Arborist, including crown spread, health, and protection prescriptions.
- **No felling:** The tree will be **retained**. Any minor pruning (if recommended by the arborist) will follow good arboricultural practice and be carried out by a competent tree contractor.
- **Mitigation/softening:** A light **perimeter planting strip** (low shrubs/groundcover within the fence, outside manoeuvring paths) is proposed to soften views while maintaining operational clearances.

4) Additional Context and Precedent

The control measures we propose (appointment-only intake, “No Parking/No Queuing” signage, marshal control, flashing beacons, left-in/left-out design, and a 12 m run-in/out) are **consistent with approaches used and/or accepted** for comparable rural temporary uses along Lin Ma Hang Road and nearby (e.g. temporary warehouses and repair/industrial operations), and align with how similar applications referenced in our prior planning submissions addressed traffic and safety (see examples describing appointment-only intake, signage and gate control; and a 12 m run-in/out on a single two-lane carriageway).

For completeness, we note TPB’s previous approvals in the corridor for temporary warehouse/open storage uses (e.g. **A/NE-MKT/34, 35, 37**), which were considered on their individual merits; our proposal adopts similarly robust management to avoid adverse traffic/pedestrian effects.

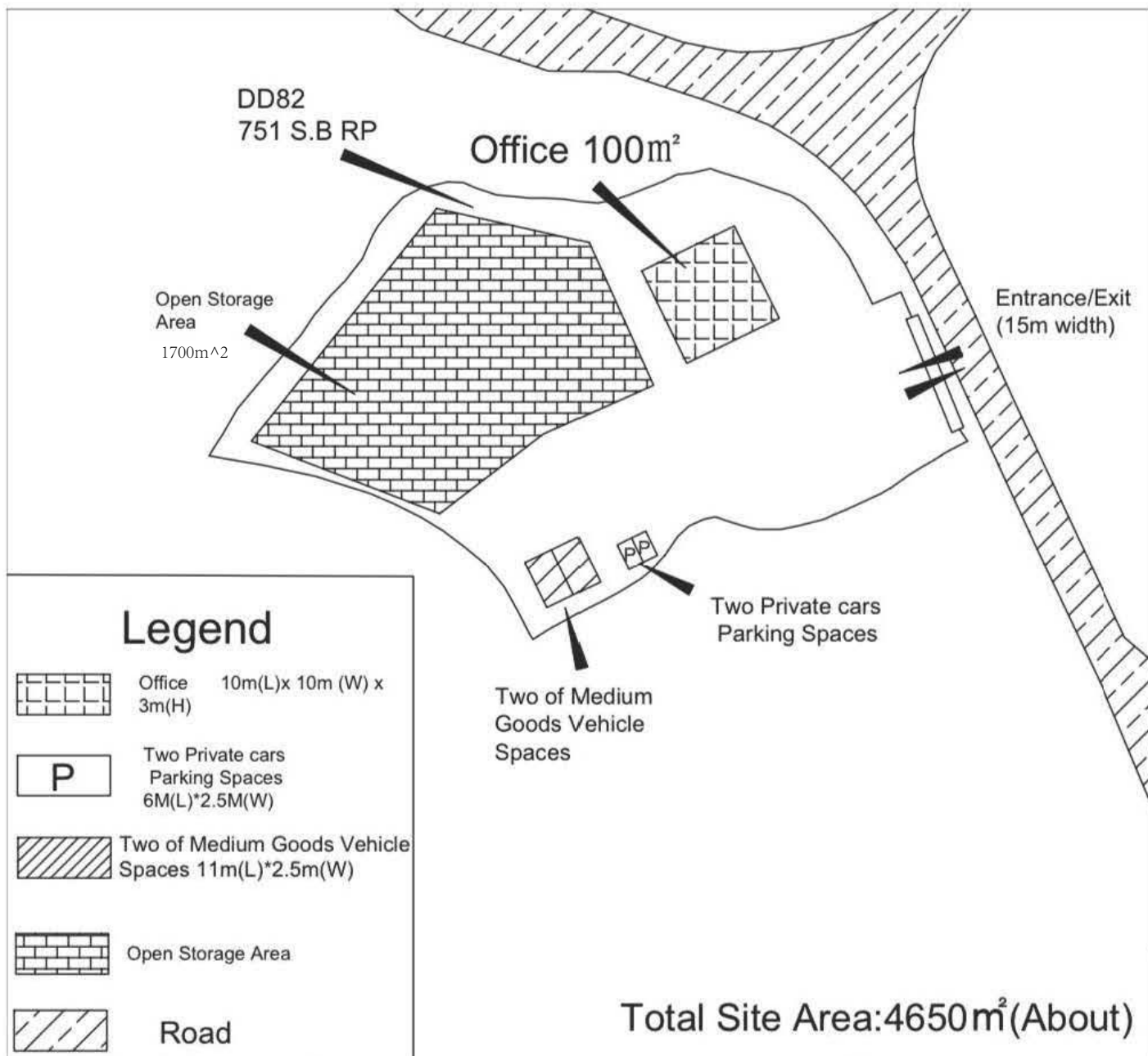
Yours faithfully,

December Wong

YING SHING (HOPEWELL) ENGINEERING CO.LTD.

GEO-MS-01 – Remedial/Reinstatement Method Statement & Risk Assessment (USW) –
Indicative

- Cordon off suspected unauthorised platform area; cease loading.
- Appoint RGE and Registered Specialist Contractor (RSC).
- Stage break-out of concrete; remove unsuitable fill; reinstate formation with granular sub-base (residual levelling ~0.2 m max if essential).
- Provide temporary surface drainage to avoid ponding; dust/noise control measures.
- RGE supervision; hold points; as-built survey and completion report to GEO/PlanD/LandsD.



| | | |
|--------------|--|---|
| June 2025 | <p>Layout Plan</p> <p>Proposed Temporary Open Storage of Construction Materials with Ancillary Office for a Period of Three years at Lot 751 S.B RP in D.D. 82, Man Kam To, New Territories</p> | YING SHING (HOPEWELL) ENGINEERING CO.LTD. |
| Not To Scale | | Annex 1 |

PSP-01 – Pedestrian Facilities & Safety Management Plan

- 1.5 m (min) pedestrian strip from gate to office with rail/fence.
- Zebra crossing just inside the gate; high-visibility markings.
- Flashing beacon and audible alarm linked to gate operation.
- Warning signage: 'Beware of Vehicles / 行人止步'.
- Marshal control during vehicle entry/exit; internal speed limit ≤ 10 km/h; speed hump near exit.
- Safety induction for drivers; maintain a log of incidents.

QMP-01 – Queue & Parking Management Plan

- Appointment-only intake; no walk-ins.
- Peak-hour cap ≤ 2 vehicles/hour with rescheduling protocol.
- Gate setback holds 1 HGV within lot; no roadside queuing.
- Display 'No Public Parking / No Waiting' signage; driver T&Cs prohibit kerbside dwell.
- Marshal meters arrivals; if holding area occupied, drivers circulate off-site.
- Logbook for arrivals; repeat breaches lead to refusal of future bookings.

TSA-01 – Tree Survey, Schedule & Arboricultural Method Statement (Indicative)

| Tree ID | Species | Height (m) | DBH (mm) | Condition | Notes |
|---------|-----------------------------|------------|----------|-----------|--|
| T1 | Celtis sinensis (朴 樹) | ≈11.5 | ≈900 | Fair | Adjacent to fence/gantry; retain and protect. |

- Erect rigid TPZ fencing at dripline; trunk guards; no storage/excavation/washdown within TPZ.
- Any pruning by competent tree contractor to ISA/BS3998.
- Pre-works briefing; supervision during nearby works; post-works maintenance.