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**Cheryl Tsz Man TSANG/PLAND**

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寄件者: TsangShun Qi <[REDACTED]>  
寄件日期: 2026年01月12日星期一 11:31  
收件者: Cheryl Tsz Man TSANG/PLAND  
主旨: 回复 : Re: Planning Application No. A/NE-MKT/56 Proposed Temporary Warehouse for  
Storage of Car Parts and Associated Filling of Land for a Period of 3 Years  
附件: DD90 Lot664A Run-in out Proposal 11-1-2026.pdf  
類別: Internet Email

Dear Sir/Madam,

Please find the revised documents for TD run in/out proposal in attachment.

Thanks & Regards

Tsang shun ki  
[REDACTED]

## **Submission of a Run-in/out Proposal**

**Proposed Temporary Warehouse for the Storage of Car Parts and Associateed Filling of Land for the period of 3 years at Lots 664S.A. in DD 90 and Adjoining Government Land, Lin Ma Hang, Ta Kwu Ling, New Territories**

**(Application No. A/NE-MKT/56)**

Date: Jan 2026

## 1. Introduction

Planning Application (No. A/NE-MKT/56) for Proposed Temporary Warehouse for the Storage of Car Parts and Associated Filling of Land for the period of 3 years at Lots 664S.A. in DD 90 and Adjoining Government Land, Lin Ma Hang, Ta Kwu Ling, New Territories was received by the Town Planning Board. The purpose of this submission of a run-in/out proposal is to provide a proposal on the vehicular access arrangement for the run-in/out design for the vehicles leaving/entering the proposed use

1.1 The objective of this proposal are as follows:

- To review the existing run-in/out conditions
- To suggest the design of the run-in/out with reference to Highways Standard Drawings
- To demonstrate the procedures of construction in accordance with requirements of relevant Government guidelines/practices

## 2. Location of the Application Site and Existing Conditions of the Run In/Out

2.1 The Application Site is situated on the northern side of Lin Ma Hang Road. (**Appendix 1** shows the location of the Application Site).

2.2 The existing situation of the location of the proposed run-in/out is located at the southern side of the Application Site, about 7metres wide and is currently soil ground. It is approximately 800mm lower than the level of Lin Ma Hang Road (Site Plan and Photos of the existing run-in/out in **Appendices 2 and 3** respectively).

## 3. The Proposal

3.1 The run-in/out will be constructed with concrete (Building Department's Practice Note for Authorized Persons and Registered Structural Engineers No. APP-144 ("the Practice Notes"): "Design and Construction of Run-in and Run-out on Public Road" specified that *"where the adjoining footpath is constructed of concrete, the run-in and run-out should also be constructed with concrete"*). The

design of the run-in/out proposal will be in accordance with the latest version of Highway Standard Drawing No. 1113C and 1114AB (**Appendices 4 and 5**). Care will be taken to ensure that the design and construction are appropriate in terms of safety and convenience to vehicular and pedestrian traffic.

- 3.2 To avoid damage of the adjoining pavement, saw-cut method will be adopted for the construction of the run-in/out and any damage to pavement by the construction activities outside the construction area will be re-instated and made good. As regards to the procedures for construction of run-in/out, the guidelines of the Practice Notes will be adopted as appropriate.

#### **4. Construction Procedures**

The following construction procedures will be adopted, (photos below are indicative only, not the site condition):



(1) Checking with relevant authorities for the utilities services underneath the proposed run-in/out.



(2) Excavation of the run-in/out after making arrangements for any utilities diversion.



(3) Laying of Spare PVC Duck



(4) Concrete paving



(5) Concrete paving



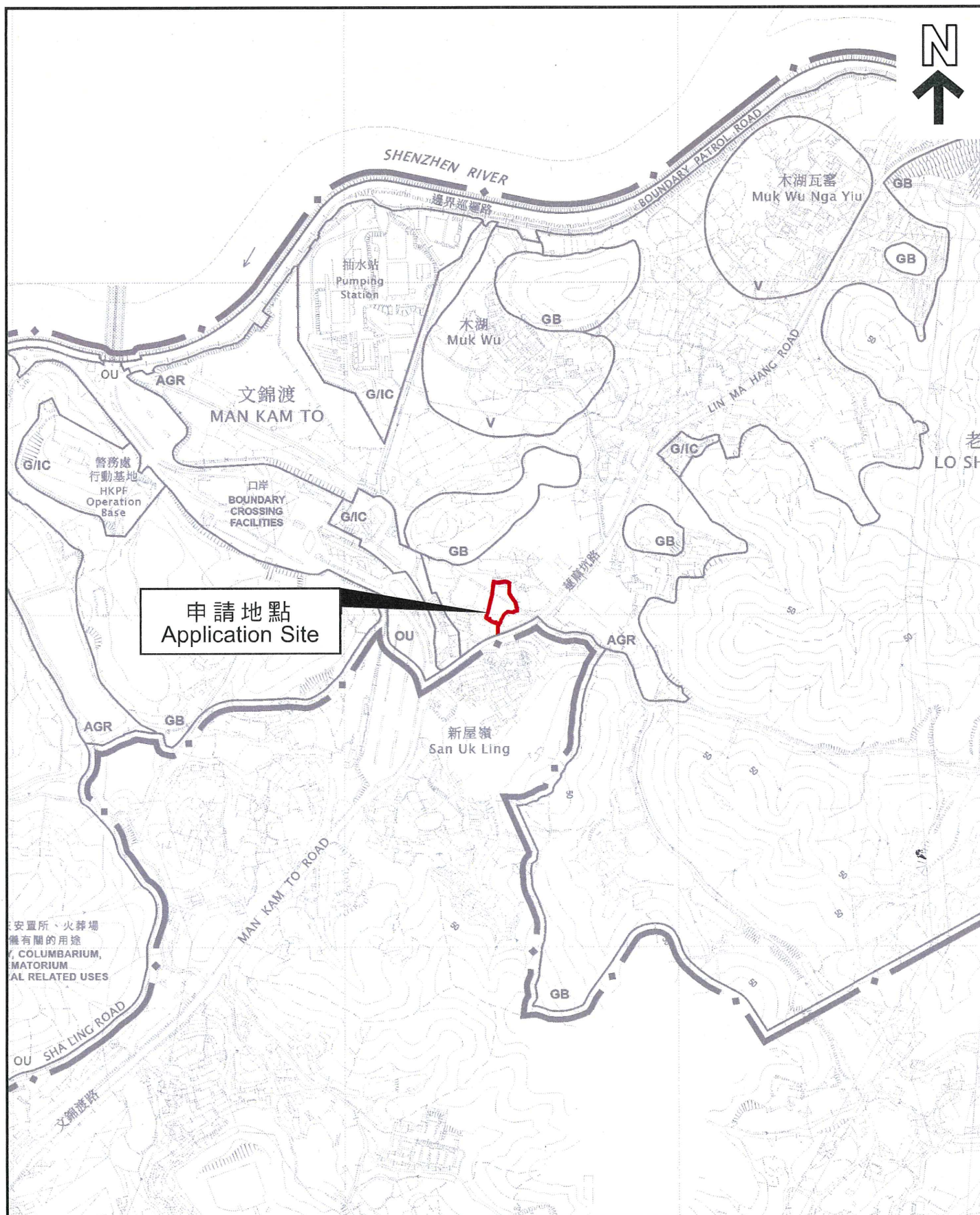
(6) Spare PVC ducts marked on the footway thus C↑D

## 5. Conclusion

For the Planning Application (No. A/NE-MKT/56), the Applicant respectfully submits this run-in/out proposal and will commit to construct the run-in/out at the ingress/egress of the Application Site and ensure the design and construction process are appropriate in terms of safety. The Applicant will provide his best effort from hindering vehicular and pedestrian traffic adjoining the Application Site when carrying out maintenance work.

Jan 2026





### 位置圖 LOCATION PLAN

因應於2025年12月19日接獲的進一步資料而修訂的位置圖  
 REVISED LOCATION PLAN  
 IN VIEW OF FURTHER INFORMATION  
 RECEIVED ON 19.12.2025

SCALE 1 : 7 500 比例尺  
 米 METRES 100 0 100 200 300 米 METRES

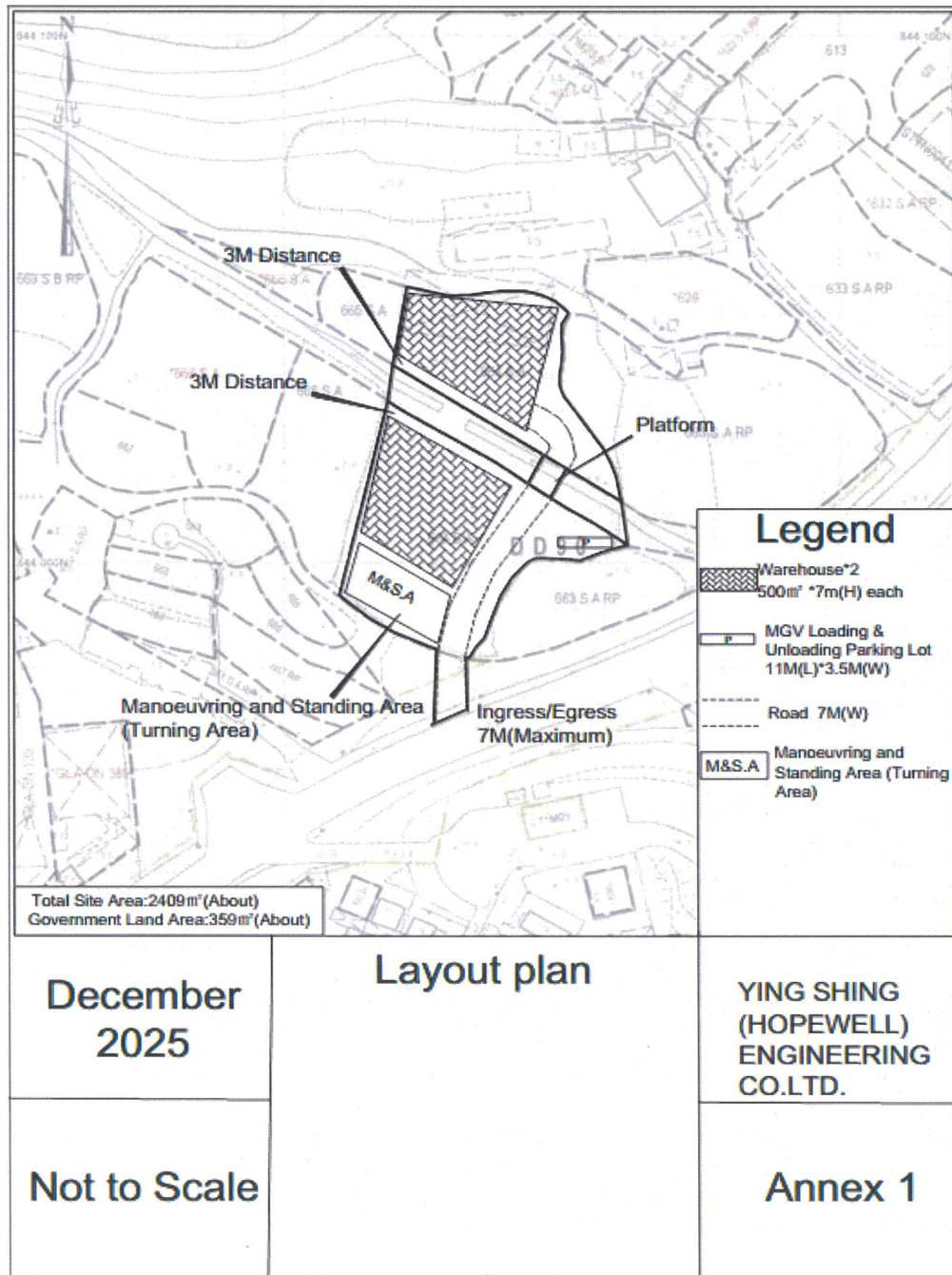
本摘要圖於2025年12月24日擬備，  
 所根據的資料為於2025年10月28日  
 核准的分區計劃大綱圖編號S/NE-MKT/7  
 EXTRACT PLAN PREPARED ON 24.12.2025  
 BASED ON OUTLINE ZONING PLAN No.  
 S/NE-MKT/7 APPROVED ON 28.10.2025

申請地點界線只作識別用  
 APPLICATION SITE BOUNDARY  
 FOR IDENTIFICATION PURPOSE ONLY

參考編號  
 REFERENCE No.

**A/NE-MKT/56**

## Appendix 2

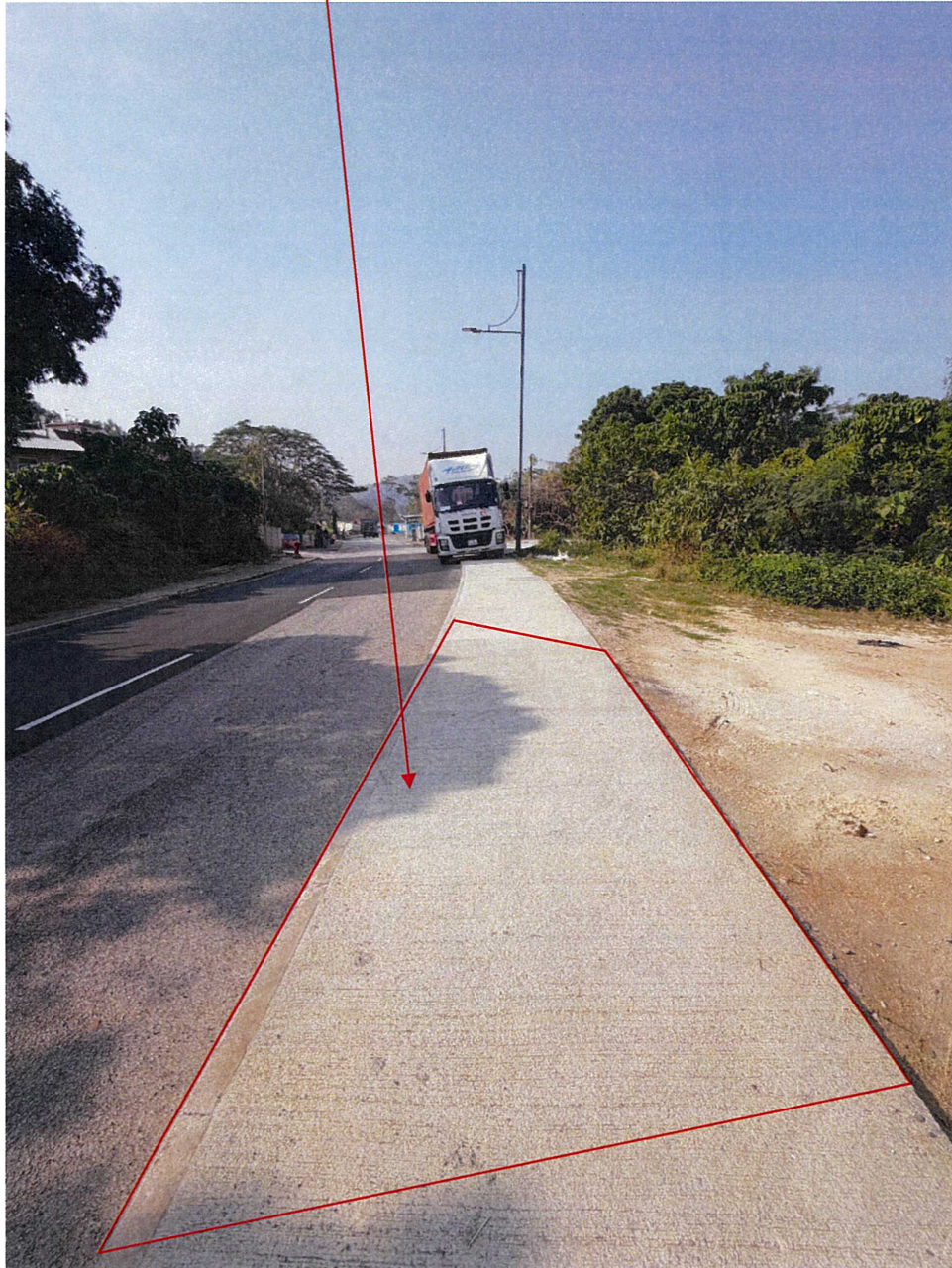


## Site Plan



## Appendix 3

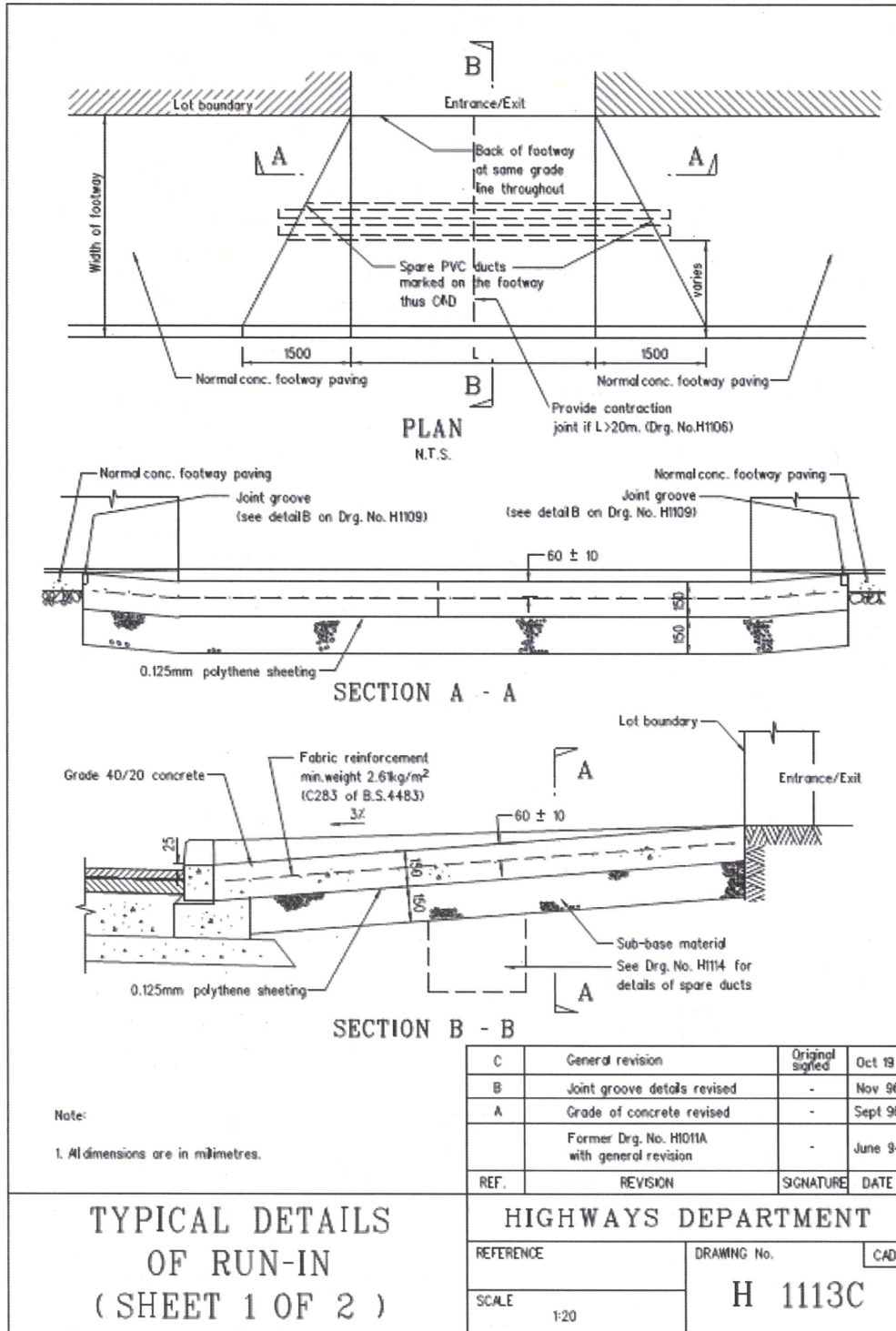
7m width Run in/out



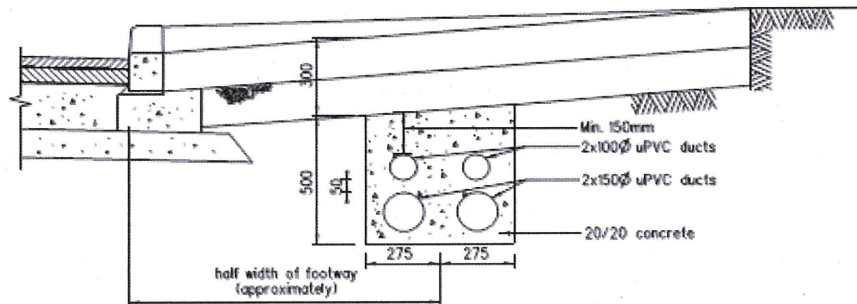
Photos of Existing Run-in/Out



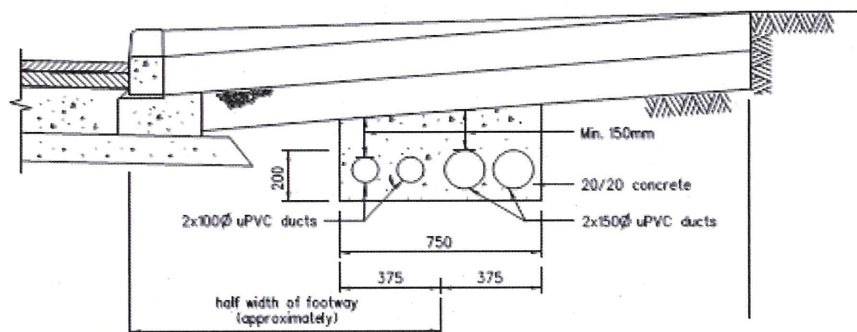
## Appendix 4



## Appendix 5



OPTION A



OPTION B

Notes:

1. 100 diameter ducts are provided for cables of ATC or CCTV.  
150 diameter ducts are provided for power cables.
2. The choice of option depends on the site situations (e.g. width of footway, existing underground utilities).
3. Position of both ends of the duct bank to be marked on footway thus CAD.

B	General revision	Original signed	Oct 19
A	Concrete cover revised		Sep 96
	Former Drg. No. H1011A with general revision		Jun 94
REF.	REVISION	SIGNATURE	DATE

TYPICAL DETAILS  
OF RUN-IN  
( SHEET 2 OF 2 )

HIGHWAYS DEPARTMENT

REFERENCE

DRAWING No.

CAD

SCALE

1:20

H 1114B