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## Adrian Tsz Hin TAM/PLAND

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寄件者: TsangShun Qi <[REDACTED]>  
寄件日期: 2026年04月08日星期三 15:30  
收件者: Adrian Tsz Hin TAM/PLAND  
主旨: 回复 : Planning Application No. A/NE-TKLN/125 --- Temporary Warehouse for Storage of Electric Cable with Ancillary Open Storage of Construction Materials for a Period of 3 Years  
附件: TD proposal 1.pdf; response to TD comment.pdf  
類別: Internet Email

Dear Sir/Madam,

Regarding to the comment from TD, we note and responded to the comments. Plesase find in attachment.

Thanks & Regards

Carter Tsang  
[REDACTED]

## A/NE-TKLN-125, Response to comments

### Transport Department (TD)

<b>Comment 1</b>
the applicant should advise and substantiate the traffic generation from and attraction to the subject site and the traffic impact to the nearby road links and junctions;
<b>Response</b>
<p>The proposed use of the subject site is for temporary open storage of metal scaffolding with an ancillary office, which is not expected to generate significant traffic. Only two medium goods vehicle (MGV) loading and unloading parking spaces will be provided, which are sufficient to meet the daily operational needs.</p> <p>A traffic impact proposal is provided to estimated traffic generation.</p>

<b>Comment 2</b>
the applicant should advise the width of the ingress and egress points and its adequate for access arrangement;
<b>Response</b>
<p>The ingress and egress point is 8 m wide, which is sufficient to accommodate the entry and exit of medium goods vehicles (MGVs).</p> <p>The number of ingress and egress points is adequate for proposed access arrangement, as the applicant will ensure that MGVs enter and exit the site on an individual, staggered basis to avoid congestion.</p>

<b>Comment 3</b>
the applicant shall confirm the internal space of the subject site is free from obstruction and the area can be utilised for the parking and maneuvering of vehicles;
<b>Response</b>
The applicant is confirm that the internal space of the subject site is free from obstruction.  The swept path plan is provided and demonstrates the sufficient space for the parking and maneuvering of vehicles.

<b>Comment 4</b>
the applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;
<b>Response</b>
The applicant will conduct Transportation Management Plan.  <ol style="list-style-type: none"><li>1. Vehicles requiring loading or unloading at the site must make an appointment with the site management at least one day in advance. To avoid queuing for parking space.</li><li>2. The site management will arrange for a staff member to be stationed at the vehicle gate to assist with the entry and exit of vehicles.</li><li>3. The site management will prepare a schedule to ensure that vehicles enter and exit the site at intervals of at least 15 minutes. This arrangement aims to prevent multiple vehicles from entering or exiting simultaneously, thereby avoiding any adverse traffic impact on the surrounding roads.</li><li>4. The site entrance gate will remain open during the operating hours. To avoid the waiting time.</li></ol>

<b>Comment 5</b>
the applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;
<b>Response</b>
<ol style="list-style-type: none"> <li>1. The applicant will erect road signs and banners at the site entrance to alert pedestrians and driver, including notices such as “Caution: Pedestrians” and “Beware of Vehicles Entering/Exiting”.</li> <li>2. Outdoor convex mirrors will be installed at the gate and site entrance to assist pedestrians in detecting approaching vehicle movements.</li> <li>3. A staff member will be stationed at the vehicle gate to warn and guide pedestrians regarding the entry and exit of vehicles.</li> </ol>

<b>Comment 6</b>
the applicant shall advise the measures for preventing illegal parking of visitors’ vehicles outside the subject site
<b>Response</b>
<p>The applicant will implement the following measures to prevent illegal parking of visitors’ vehicles outside the subject site:</p> <ol style="list-style-type: none"> <li>1. Clear signage will be erected at the site entrance and along the adjacent roads, stating “No Parking”</li> <li>2. Visitors will be informed in advance that parking outside the subject site is strictly prohibited. They will be advised to use public transport, specifically the Green Mini Bus (GMB), to reach the site.</li> </ol>

**Comment 7**

the applicant should seek comments from the Lands Department (LandsD) for the proposed access route linking the subject site passing through Government land, and should have obtained no objection from LandsD on the land matters validate the feasibility for the use as access road.

**Response**

Note. The applicant will seek comments from the Lands Department (LandsD) and satisfy any requirements from relevant department.

# Traffic Impact Proposal

## 1. Proposed Development/擬議發展

1.1 The project site proposes a temporary warehouse for storage of electric cables with ancillary open storage of construction materials for a period of 3 years.

1.1 項目地點擬議臨時貨倉存放電纜及附屬露天存放建築材料為期 3 年。

1.2 According to the planning statement, the total site area is approximately 6224 square meters, including about 720 square meters of government land. The project proposes to develop a warehouse with a total gross floor area of approximately 2600 square meters and set up an ancillary open storage area of about 750 square meters. The project includes two medium goods vehicles loading/unloading parking spaces.

1.2 根據規劃綱領，項目用地總面積約 6224 平方米，包括約 720 平方米的政府土地。項目擬議發展一個總樓面面積約 2600 平方米的貨倉和設置一個面積約 750 平方米的附屬露天存放區。項目中設置兩個中型貨車上落貨停車位。

## Main Development Parameters/主要發展參數

Proposed Use	Temporary warehouse for storage of electric cables with ancillary open storage of construction materials for a period of 3 years
Total Area	6224 m <sup>2</sup>
Total Gross Floor Area	2600 m <sup>2</sup>
Medium Goods Vehicle Loading/Unloading Parking Spaces	2
Operating Hours	Mondays to Fridays from 9:00 a.m. to 5:00 p.m.; No operation on Saturdays, Sundays, and public holidays.

1.3 The application site has 1 vehicular access point, with a width of 8 meters connecting to Lin Ma Hang Road.

1.3 申請用地設有 1 個車輛進出點，進出點的寬度為 8 米連接蓮麻坑路。

1.4 Swept Path Analysis has been conducted for the access points and passages. The site access points and parking arrangements are sufficient for safe maneuvering and operation.

1.4 已就進出點及通道進行掃描路徑分析（Swept Path Analysis）。用地進出點及泊車位安排足以安全迴旋及操作。

1.5 The internal traffic facilities provided within the project site are summarized in Table 1.1. Since the proposed use is only for storage purposes, the ancillary traffic facilities are provided according to the applicant's requirements to meet operational needs.

1.5 項目用地內提供的內部交通設施總結於表 1.1。由於擬議用途僅為儲存用途，附屬交通設施是根據申請人的要求提供，以滿足營運需要。

Table 1.1 On-site Traffic Facilities/ 場內交通設施

Related Vehicle Facilities	Dimensions	Quantity
Medium Goods Vehicle Loading/Unloading Parking Spaces	11 m(L) x 3.5 m(W)	2

1.6 Lin Ma Hang Road has green minibus services along the route for boarding and alighting. The site is about 50 meters from the nearest green minibus stop, and on-site staff and visitors can take the minibus and then walk to the site.

1.6 蓮麻坑路有綠色公共小巴沿途上落客，場地距離最近的綠色公共小巴上落客點約 50 米，場內員工及訪客可乘搭小巴再步行前往場地

## **2. Traffic Flow Generated by the Proposed Development/ 擬議發展引起的交通流量**

2.1 In this application, only 1 temporary warehouse for storage of electric cables with ancillary open storage of construction materials is set up, but stocking or retrieving goods will not be frequent, so the proposed 2 medium loading/unloading vehicles are sufficient for daily operations.

2.1 在本次申請中只設置了 1 個臨時貨倉存放電纜及附屬露天存放建築材料，但不會經常存貨或取貨，所以擬議 2 個中型上落貨車是足夠日常運作。

2.2 The applicant will first implement a transportation arrangement plan to limit the traffic flow generated within the site to reduce the impact on nearby roads and disperse the generated traffic flow. The 2 parking spaces will not be used simultaneously to avoid increasing the traffic flow on nearby roads in a short time and the impact on other road users. At the same time, since daily transportation operations are not urgent, the applicant will try to arrange vehicle access during non-peak hours on nearby roads. The estimated traffic flow related to the proposed loading/unloading parking spaces is as follows:

2.2 申請人會先實行運輸安排計劃來限制場地內的引起的交通流量以減低對附近道路的影響，分散產生的交通流量。2 個停車位不會同時使用以避免在短時間內增加附近道路的交通流量和對其他道路使用者的影響。同時因為日常的運輸作業并非迫切，所以申請人會盡量安排在附近道路的非繁忙時間安排車輛出入。擬議的上落貨停車位相關的交通流量預計表格如下：

**2.3 Estimated traffic flow generated by the Proposed two MGV loading and unloading parking space**

預估擬議的兩個MGV 上落貨位產生的交通流量。

Table 2.3. Estimated Trips Generation / Attraction

Time Period	Estimated Trips Generation / Attraction	
	MGV	
	IN	OUT
0900-1000	1	0
1000-1100	0	1
1100-1200	0	0
1200-1300	0	0
1300-1400	1	0
1400-1500	0	1
1500-1600	1	0
1600-1700	0	1
Total	3	3
Overall average per hour	0.375	0.375

**Table 2.4 Current traffic flow in Lin Ma Hang Road (Survey point show in Figure 1.1)**

**09-01-2026 Friday**

Time (Friday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	6	2	2	1	0
1000-1100	2	2	1	2	1
1100-1200	2	2	1	2	0
1200-1300	4	2	2	2	0
1300-1400	3	2	1	2	2
1400-1500	5	2	2	1	1
1500-1600	5	2	0	2	1
1600-1700	3	2	1	1	0
Total	36	16	10	13	5
Overall	74				
Overall average hour	9.25				

**10-01-2026 Saturday**

Time (Saturday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	3	2	1	1	1
1000-1100	2	2	1	2	0
1100-1200	3	3	1	1	0
1200-1300	2	3	0	0	1
1300-1400	2	3	1	2	0
1400-1500	4	2	2	1	2
1500-1600	3	2	1	2	1
1600-1700	5	2	1	1	0
Total	24	19	8	10	5
Overall	64				
Overall average hour	8				

### **2.3 Current average traffic flow/目前平均交通流量**

Friday: Total vehicles: 74 (8 hours), average 10 vehicles/hour.

Saturday: Total vehicles: 64 (8 hours), average 8 vehicles/hour. Comparison: Traffic flow on Saturday and Friday (approximately 15%). This is likely due to increased commuter traffic on weekdays.

The additional traffic increase from Dubai development is only about 1 vehicle/hour. No significant traffic congestion, nighttime congestion, or service level decline is expected in the near future. The current situation is unfavorable and will not have any significant adverse impact on the additional traffic volume or service level on Lin Ma Hang Road

星期五：總車輛數 74 輛（8 小時內），平均 10 輛/小時。

星期六：總車輛數 64 輛（8 小時內），平均 8 輛/小時。比較：星期五的交通流量高於星期六（增幅約 15%）。可能是因為工作日導致通勤流量增加。

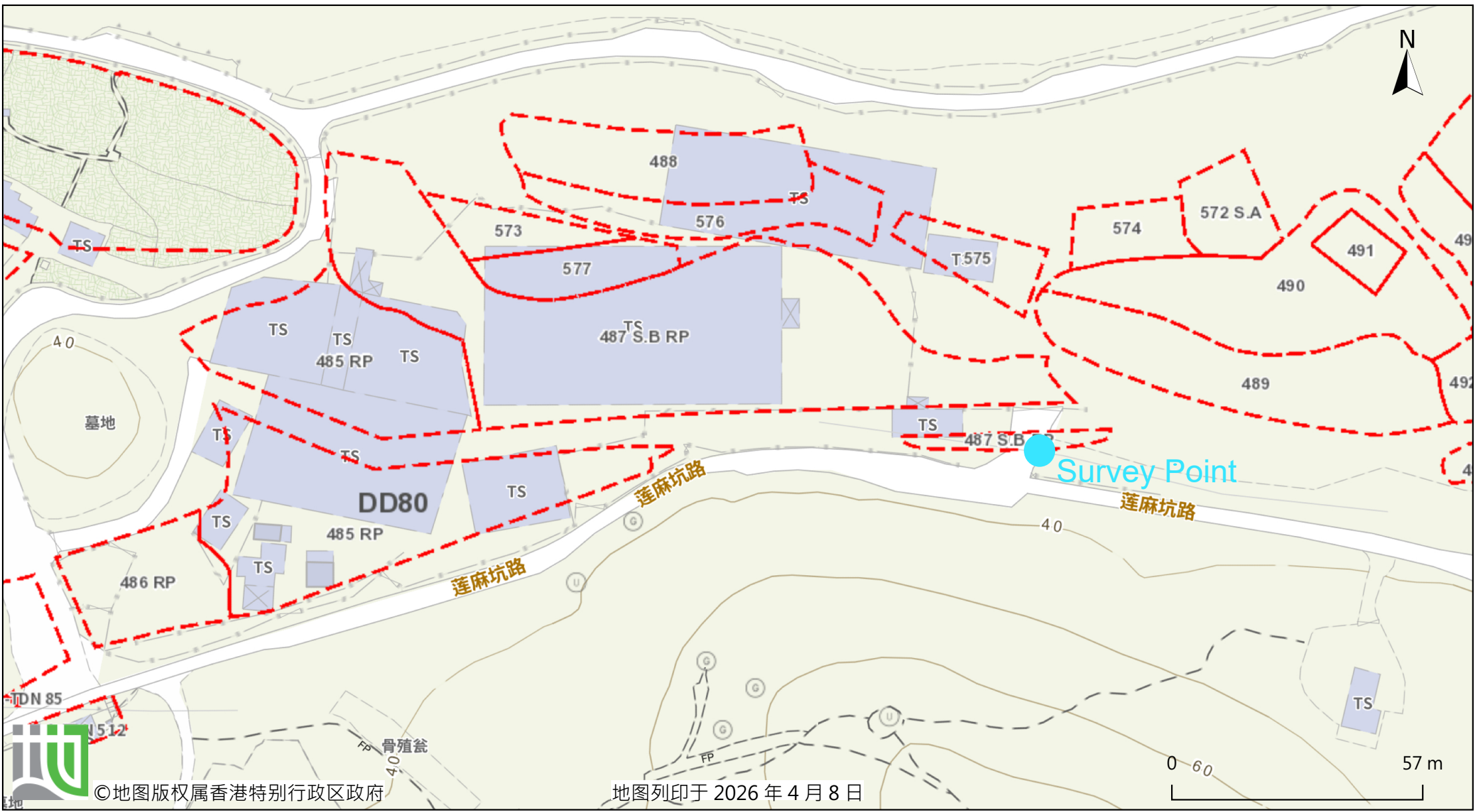
擬議發展帶來的額外交通增量僅約 1 輛/小時，預計不會出現任何明顯交通擁擠、延誤或服務水平下降，相較現況，額外交通量對蓮麻坑路（Lin Ma Hang Road）的容量或服務水平不會造成任何顯著不利影響。

## 擬議運輸安排計劃

1. 車輛到場地上落貨需要提早一天向場地管理方預約時間。
2. 只能在星期一至五的上午九時至下午五時進出場地。
3. 場地管理方會安排一名員工在車閘口協助車輛進出場地。
4. 場地管理方會安排時間表，令車輛最少間隔 15 分鐘出入場地，避免車輛同一時間內進出對附近道路造成影響。
5. 場地大門在營運時間內會保持開放。



前往地图: <https://www.map.gov.hk/gm/geo:22.5587,114.1721?z=1128>



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地图列印于 2026 年 4 月 8 日

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**Timothy Wai Pui WU/PLAND**

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寄件者: TsangShun Qi <[REDACTED]>  
寄件日期: 2026年04月14日星期二 11:56  
收件者: Timothy Wai Pui WU/PLAND  
主旨: A/NE-TKLN/125  
附件: A\_NE\_TKLN\_125\_Layout Plan(1).pdf  
類別: Internet Email

Dear Sir,

Please find the attached revised Layout Plan. For clarification, the applicant would like to confirm the following:

1. The proposed warehouse is intended for the storage of electric cables, which will be supplied to CLP's contractors.
2. The proposed open storage area is for the storage of construction materials such as iron frames, angle iron, aluminium tubes, and wooden cable reels for electric cables.

Thanks

Carter Tsang  
[REDACTED]

