

Urgent Return receipt Expand Group Restricted Prevent Copy Confidential

Timothy Wai Pui WU/PLAND

寄件者: TsangShun Qi <[REDACTED]>
寄件日期: 2026年06月01日星期一 15:52
收件者: Timothy Wai Pui WU/PLAND
主旨: 回复 : Re: Planning Application No. A/NE-TKLN/129 - Departmental Comments
附件: TKLN 129 Response to TD comment.pdf
類別: Internet Email

Dear Sir,

Please find attached R to C and relevant proposal for TD comments. This email supersedes the previous email .

Thank.

Carter Tsang
[REDACTED]

TKLN/129 . Response to TD comments

Comment 1
(i) The applicant should advise and substantiate the traffic generation from and attraction to the site and the traffic impact to the nearby road links and junctions;
Response
Please refer to traffic impact proposal

Comment 2
(ii) The applicant shall provide a proposal on the vehicular access arrangement including the run-in/ out design for the vehicles leaving/ entering the development;
Response
Please refer to the run-in/ out design proposal

Comment 3
(iii) The applicant shall indicate the formation level in the layout plan showing the vehicles can smoothly maneuver within the subject site;
Response
Please refer to the layout plan for TD

Comment 4
(iv) The applicant should demonstrate the sufficient sightline would be provided when the vehicles existing the subject site;
Response
Please refer to the sightline photo and Swept Path Plan
 The applicant proposes that dedicated site staff will be stationed at the site entrance to assist vehicles entering and exiting the site. In addition, appropriate road signs and banners will be erected near the site entrance to notify and warn road users.

Comment 5

(v) The applicant shall demonstrate the satisfactory maneuvering and sightline of the vehicles entering and exiting the subject site, maneuvering within the subject site and into/ out of the parking and loading/ unloading spaces, preferably using the swept path analysis;

Response

Please refer to sightline photo and Swept path plan

The applicant proposes that dedicated site staff will be stationed at the site entrance to assist vehicles entering and exiting the site. In addition, appropriate road signs and banners will be erected near the site entrance to notify and warn road users.

Comment 6

(vi) The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;

Response

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” .
2. Outdoor convex mirrors will be installed at the gate and site entrance to assist pedestrians in detecting approaching vehicle movements.
3. A staff member will be stationed at the vehicle gate to warn and guide pedestrians when vehicles entry and exist the site.

Comment 7
(vii) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the subject site;
Response
<p>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.</p> <p>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.</p> <p>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.</p> <p>4. The site entrance gate will remain open during the operating hours. To avoid the waiting time.</p>

Comment 8
(viii) The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the subject site; and
Response
<p>The applicant will implement the following measures to prevent illegal parking of visitors' vehicles outside the subject site:</p> <p>1. Clear signage will be erected at the site entrance and along the adjacent roads, stating "No Parking"</p> <p>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</p>

Green Mini Bus (GMB) and Franchised Buses, to reach the site.

3. Regular inspection of the surrounding area by site management or security personnel, with prompt reporting of any illegal parking to the relevant authorities

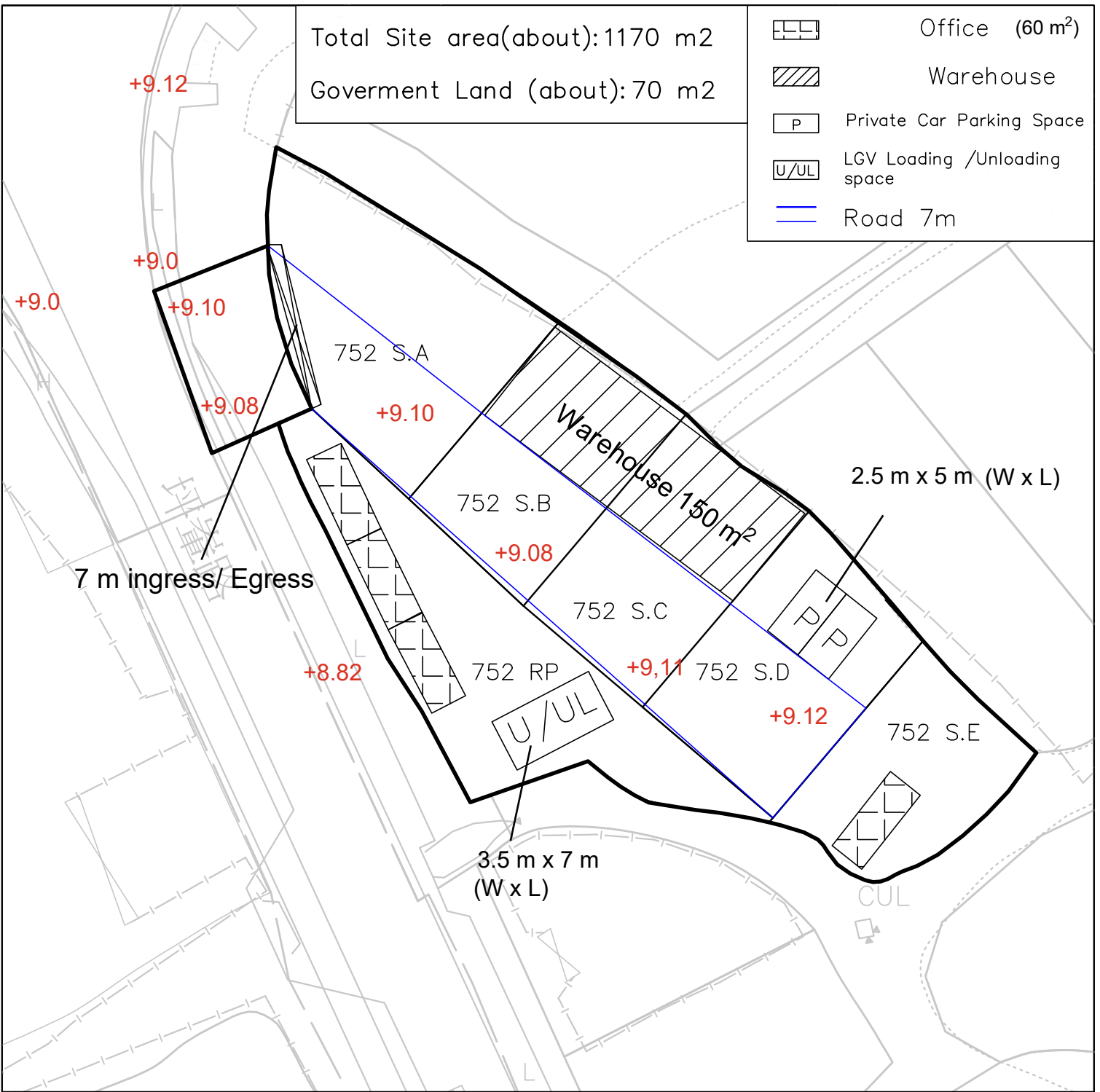
Comment 9

(ix) The applicant should advise its adequacy on the local access leading to the subject site through Government land. The applicant should also seek comments/ approvals from the responsible parties to validate the feasibility for vehicular access at these locations.

Response

The local access is adequate for daily operation.

The applicant will seek comments from the parties responsible to validate the feasibility for vehicular access at these locations.



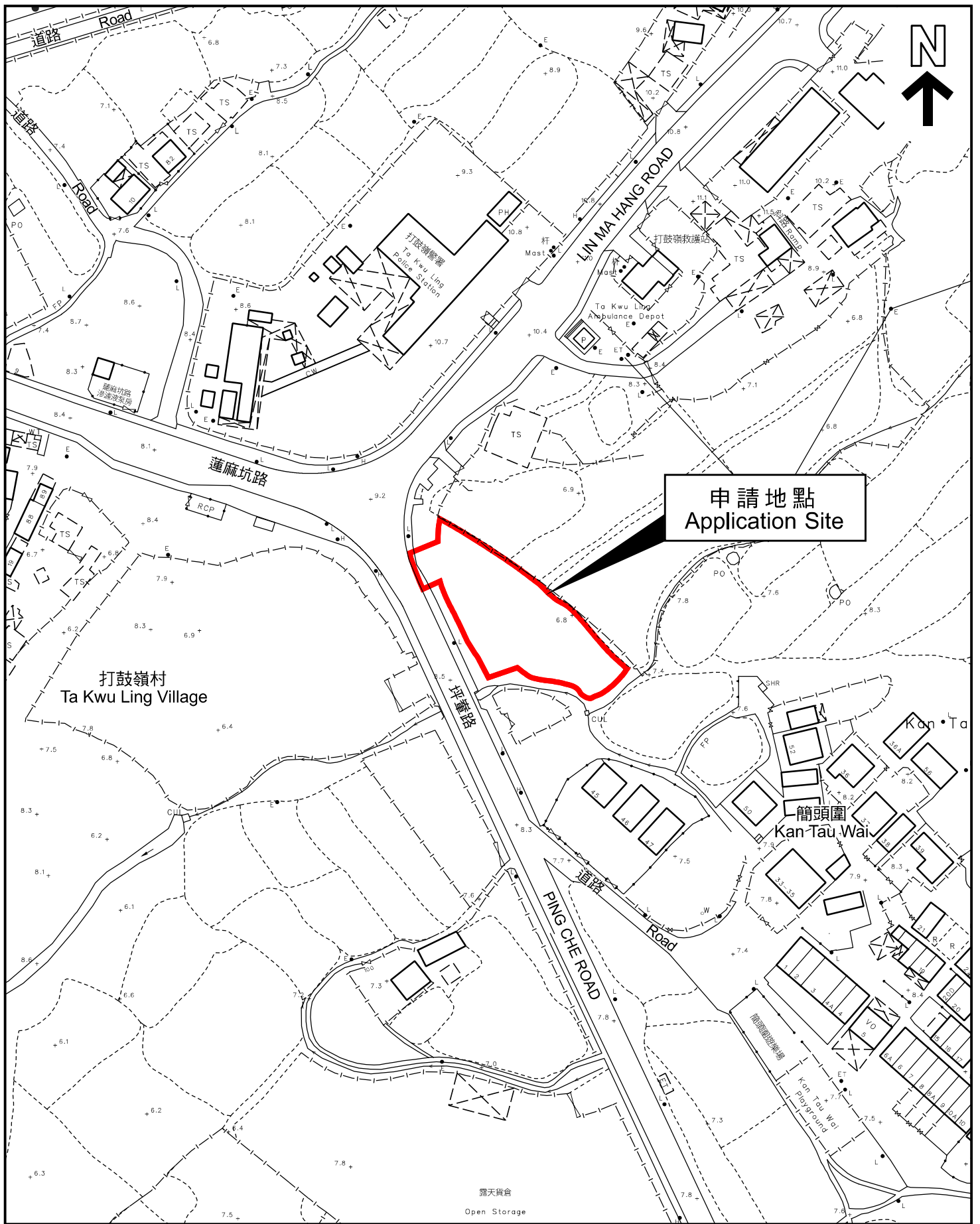
<p>January 2026</p>	<h2 style="text-align: center;">Layout Plan for TD</h2> <p style="text-align: center;">Lots. 752 S.A, 752 S.B, 752 S.C, 752 S.D, 752 S.E, 752 RP In D.D. 82 and adjoining Goverment Land</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p>Annex 1</p>

A/NE-TKLN/129

Run in / out Design Proposal

**Location: Lots 752 S.A,752 S.B,752 S.C,752 S.D,752 S.E,752 RP in
D.D. 82. Ta Kwu Ling, New Territories**

**Project Name: Proposed Temporary Warehouse
(Excluding Dangerous Goods Godown) with Ancillary
Office for a Period of 3 Years**



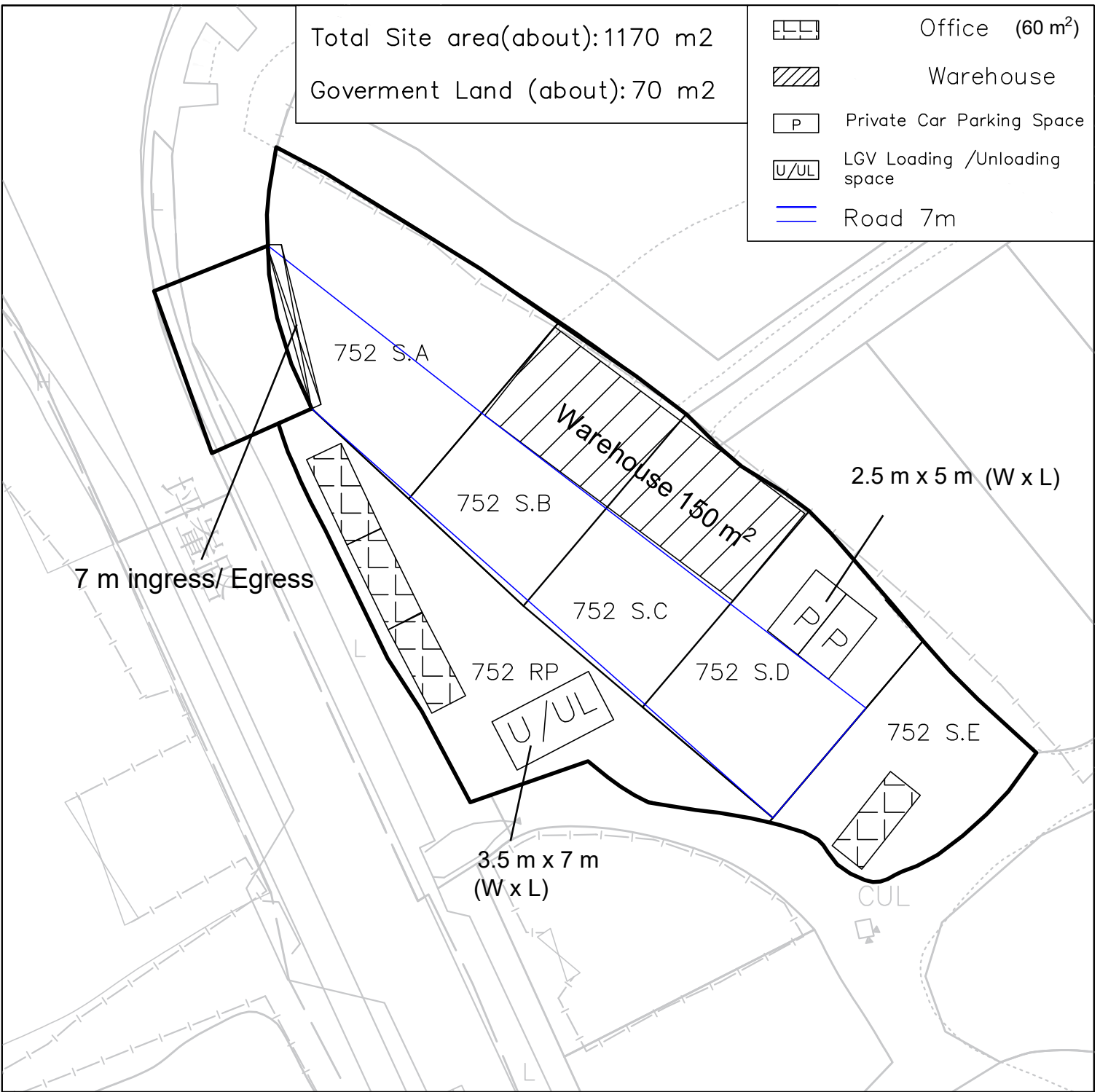
申請地點
Application Site

本摘要圖於2026年4月30日擬備，
所根據的資料為測量圖編號
3-NW-13C及18A
EXTRACT PLAN PREPARED ON 30.4.2026
BASED ON SURVEY SHEETS No.
3-NW-13C & 18A

平面圖 SITE PLAN

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-TKLN/129



<h1>Layout Plan</h1>		
<p>January 2026</p>	<p>Lots. 752 S.A, 752 S.B, 752 S.C, 752 S.D, 752 S.E, 752 RP In D.D. 82 and adjoining Goverment Land</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p>Annex 1</p>



Location of Proposed 7 m Run in /out

1. Proposal Background

1.1 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 objectives 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. Design Considerations

2.1 The Proposal 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.

2.2 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.

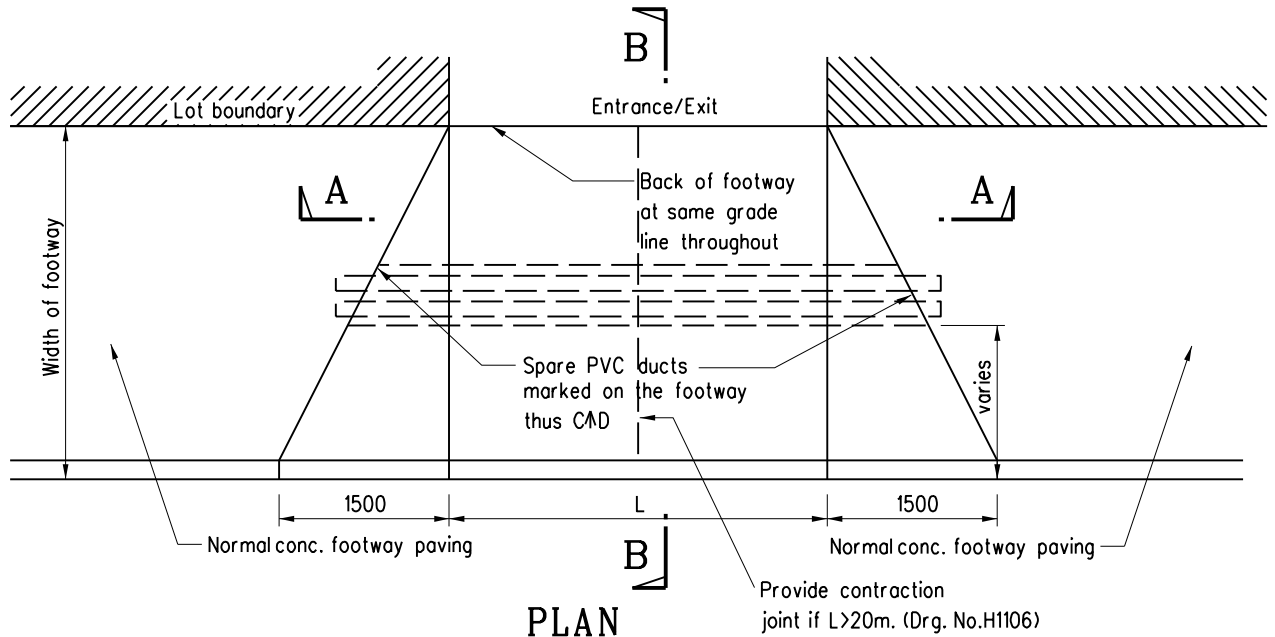
3. Construction Procedures

3.1 The following construction procedures will be adopted

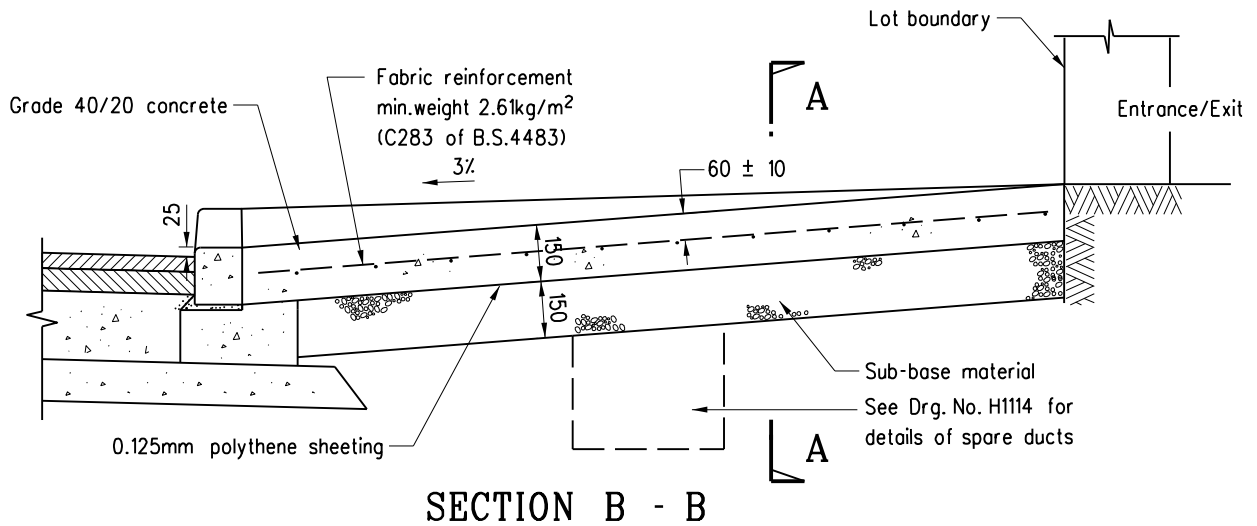
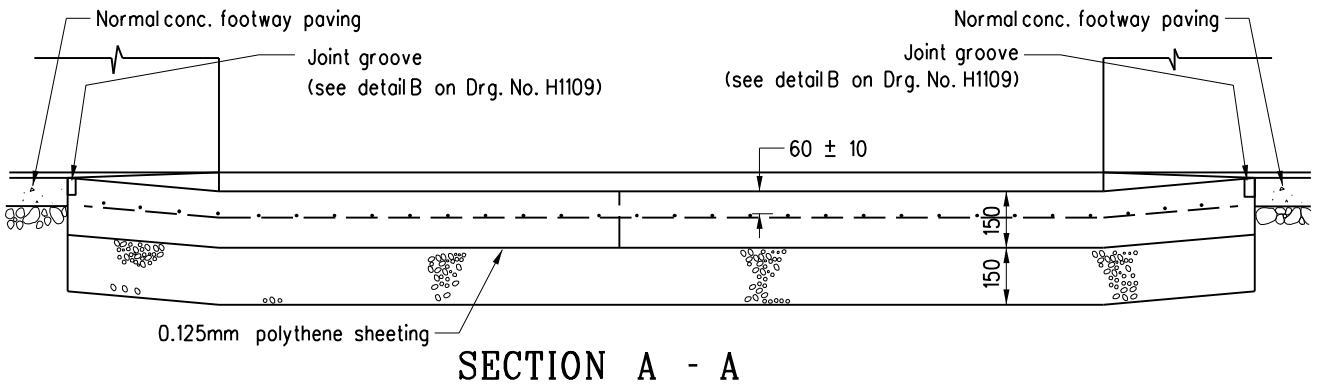
- (1) Checking with relevant authorities for the utilities services underneath the proposed run-in/out.
- (2) Excavation of the run-in/out after making arrangements for any utilities division.
- (3) Laying of Spare PVC Duck
- (4) Concrete paving
- (5) Spare PVC ducts marked on the footway thus C↑D

4. Conclusion

4.1 For the Planning Application (No. A/NE-TKLN/129), 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.



N.T.S.



Note:

1. All dimensions are in millimetres.

REF.	REVISION	SIGNATURE	DATE
C	General revision	Original signed	Oct 19
B	Joint groove details revised	-	Nov 96
A	Grade of concrete revised	-	Sept 96
	Former Drg. No. H1011A with general revision	-	June 94

**TYPICAL DETAILS
OF RUN-IN
(SHEET 1 OF 2)**

HIGHWAYS DEPARTMENT

REFERENCE

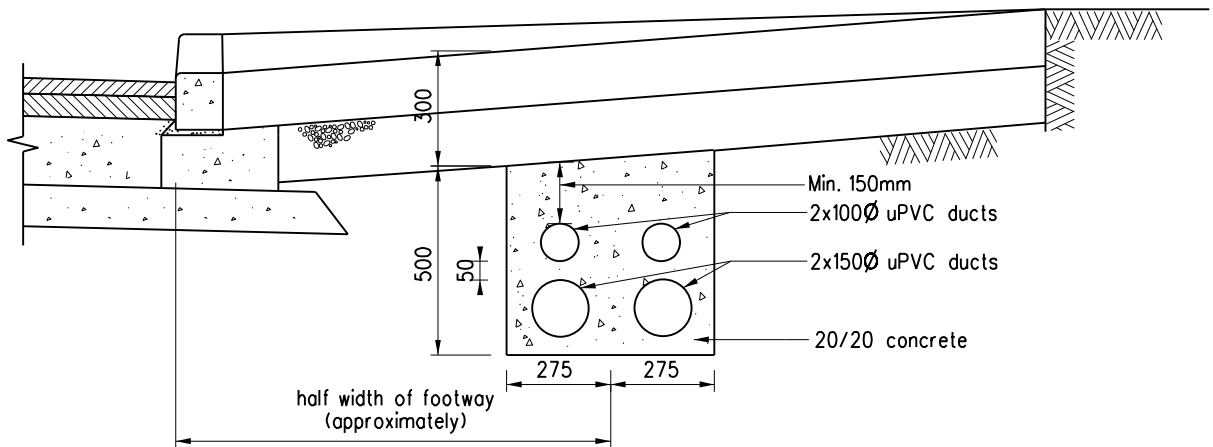
DRAWING No.

CAD

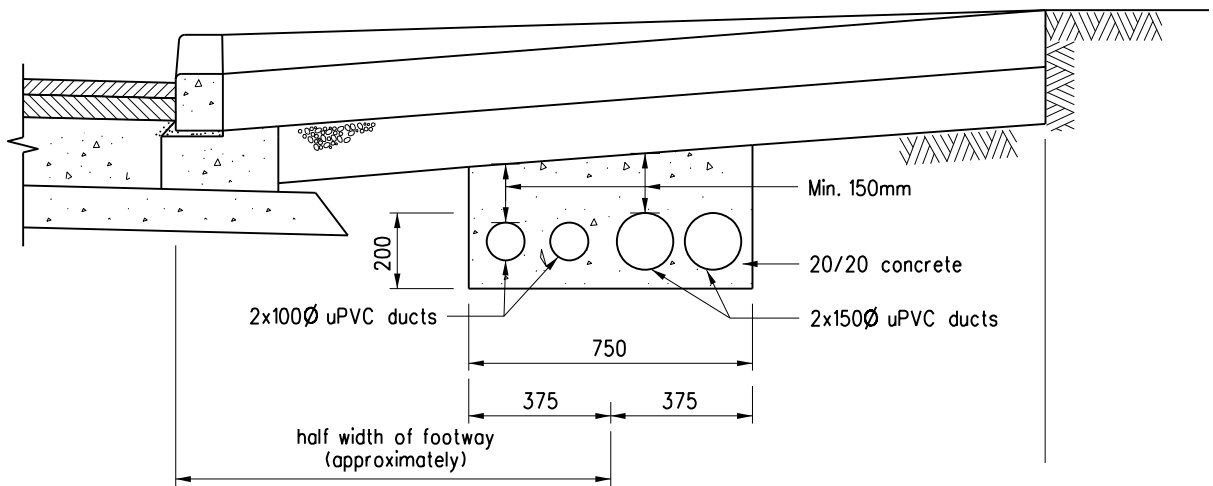
SCALE

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H 1113C



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

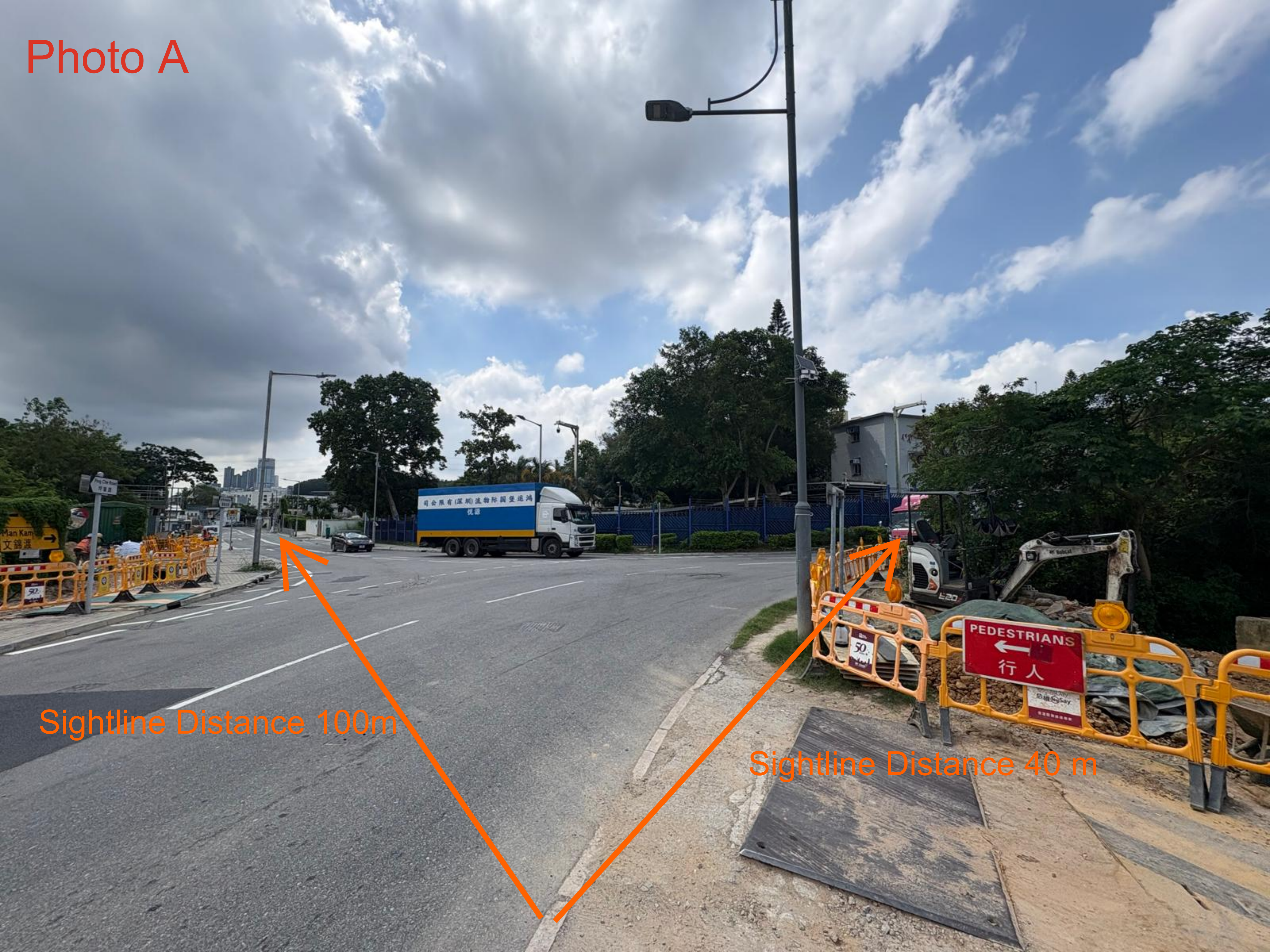
H 1114B

Photo B

Sightline Distance 100m



Photo A



Sightline Distance 100m

Sightline Distance 40 m

Photo C



Sightline 40 m

Traffic Impact proposal

1. Proposed Development/擬議發展

1.1 Proposed Temporary Warehouse (Storage of Construction Materials) with Ancillary Office and Associated Filling of Land for a Period of 3 Years.

1.1 擬議臨時貨倉（危險品除外）及附屬辦公室及相關填土工程（為期 3 年）

1.2 According to the planning guidelines, the total site area of the project is approximately 1,170 square meters, including about 70 square meters of government land. The project proposes to develop a warehouse with a total floor area of approximately 150 square meters and to provide an ancillary office with an area of about 70 square meters. The project will include one loading/unloading parking space for light goods vehicles and two private car parking spaces..

1.2 根據規劃綱領，項目用地總面積約 1170 平方米，包括約 70 平方米的政府土地。項目擬議發展一個總樓面面積約 150 平方米的貨倉和設置一個面積約 70 平方米的附屬辦公室。項目中設置一個輕型貨車上落貨停車位和二個私家車停車位。

Main Development Parameters/主要發展參數

Proposed Use	Proposed Temporary Warehouse (Storage of Construction Materials) with Ancillary Office and Associated Filling of Land for a Period of 3 Years.
Total Area	1170 m ²
Total Gross Floor Area	210 m ²
Light Goods Vehicle Loading/Unloading Parking Spaces	1
Private Car Parking Space	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 is served by one vehicle access point with a width of 7 metres, which connects to Lin Ma Hang Road via a rural road.

1.3 申請用地設有 1 個車輛進出點，進出點的寬度為 7 米，連接坪輦路。

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 Ping Che Road has franchised bus and green public light bus stops. The site is approximately 150 meters from the nearest franchised bus boarding/alighting point and about 80 meters from the nearest green public light bus boarding/alighting point. Staff and visitors at the site can take franchised buses or green minibuses and then walk to the premises.

1.5 坪輦路有專營巴士和綠色公共小巴士站點，場地距離最近的專營巴士上落客點約 150 米，距離最近的綠色公共小巴士上落客點約 80 米，場內員工及訪客可乘搭專營巴士或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 one temporary warehouse is proposed for goods storage. However, the daily frequency of goods storage and retrieval is low. Therefore, the proposed one light goods vehicle loading/unloading parking space is sufficient for daily operations.

2.1 在本次申請中只設置了 1 個臨時貨倉存放貨物，但每日存貨或取貨次數低，所以擬議 1 個輕型上落貨車位是足夠日常運作。

2.2 The applicant will first implement a transport management plan to properly manage vehicle entry and exit, thereby dispersing the generated traffic flow. At the same time, since daily transportation operations are not time-critical, the applicant will endeavour to schedule vehicle movements during non-peak hours on the nearby roads. The anticipated traffic flow table related to the proposed loading/unloading parking space is as follows:

2.2 申請人會先實行運輸安排計劃以妥善管理車輛進出，分散產生的交通流量。同時因為日常的運輸作業并非時間迫切，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 one LGV loading and unloading parking space

預估擬議的一個 LGV 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	1
1000-1100	0	0
1100-1200	0	0
1200-1300	0	0
1300-1400	1	1
1400-1500	0	0
1500-1600	1	1
1600-1700	0	0
Total	3	3
Overall average per hour	0.375	0.375

2.3 Estimated traffic flow generated by the Proposed one Private Car parking space

預估擬議的二個私家車停車位產生的交通流量。

Table 2.4. Estimated Trips Generation / Attraction

Time Period	Estimated Trips Generation / Attraction	
	MGV	
	IN	OUT
0900-1000	2	0
1000-1100	0	0
1100-1200	0	1
1200-1300	0	1
1300-1400	0	0
1400-1500	1	0
1500-1600	1	0
1600-1700	0	2
Total	4	4
Overall average per hour	0.5	0.5

Table 2.4 Current traffic flow in Ping Che Road (Survey point show in Figure 1.1)

06-03-2026 Friday

Time (Firday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	22	4	9	7	6
1000-1100	23	4	7	15	5
1100-1200	26	4	10	15	6
1200-1300	18	3	8	14	4
1300-1400	25	4	12	10	2
1400-1500	30	4	10	16	3
1500-1600	28	4	9	18	2
1600-1700	32	4	9	15	3
Total	204	31	74	110	31
Overall	450				
Overall average hour	56.250				

07-03-2026 Saturday

Time (Firday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	15	4	7	11	5
1000-1100	20	4	10	12	4
1100-1200	23	4	11	12	2
1200-1300	26	3	8	9	3
1300-1400	21	4	10	10	2
1400-1500	20	4	6	10	3
1500-1600	21	4	9	11	3
1600-1700	17	4	9	13	3
Total	163	31	70	88	25
Overall	377				
Overall average hour	47.125				

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

Friday: Total vehicles: 450 vehicles (within 8 hours), with an average of 56.25 vehicles per hour.

Saturday: Total vehicles: 377 vehicles (within 8 hours), with an average of 47.125 vehicles per hour. Comparison: Traffic volume on Friday is higher than on Saturday (approximately 17% increase).

This may be due to increased commuting traffic on weekdays. The proposed development will only generate an additional traffic increment of approximately 1 vehicle per hour. It is anticipated that there will be no significant traffic congestion, delays, or deterioration in service levels.

Compared with the existing condition, the additional traffic volume is not expected to cause any notable adverse impact on the capacity or service level of Ping Che Road.

星期五：總車輛數 450 輛（8 小時內），平均 56.250 輛/小時。

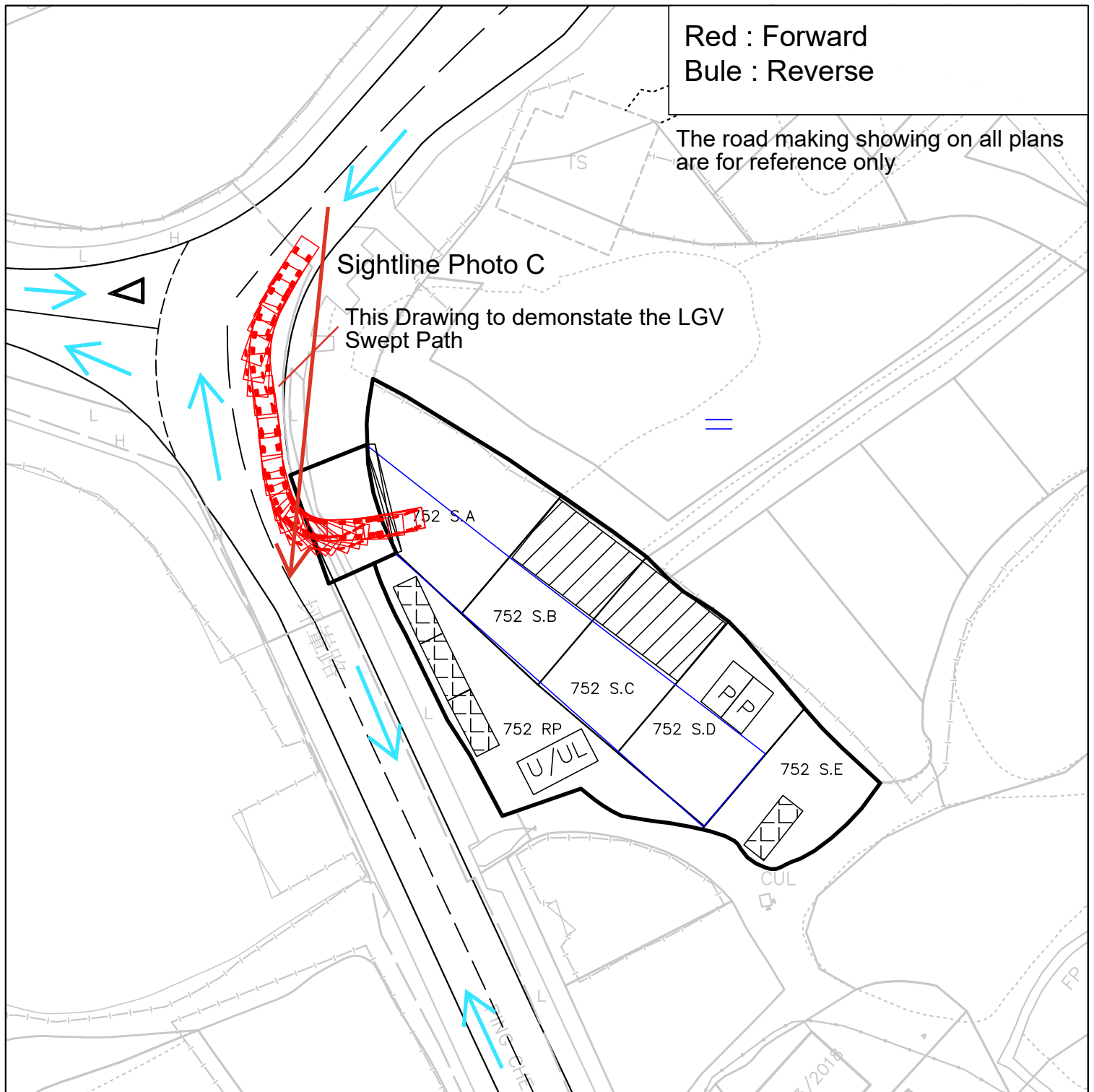
星期六：總車輛數 377 輛（8 小時內），平均 47.125 輛/小時。比較：星期五的交通流量高於星期六（增幅約 17%）。可能是因為工作日導致通勤流量增加。

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，額外交通量對坪輦路（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. All vehicles requiring access to the site for loading or unloading must make a booking with the site management office at least one day in advance.
2. Vehicle access to the site is permitted only from Monday to Friday, between 9:00 a.m. and 5:00 p.m.
3. The site management will arrange a staff member at the vehicle gate to assist with the entry and exit of vehicles.
4. The site main gate will remain open throughout the operating hours.

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. 場地大門在營運時間內會保持開放



January
2026

Swept Path Plan

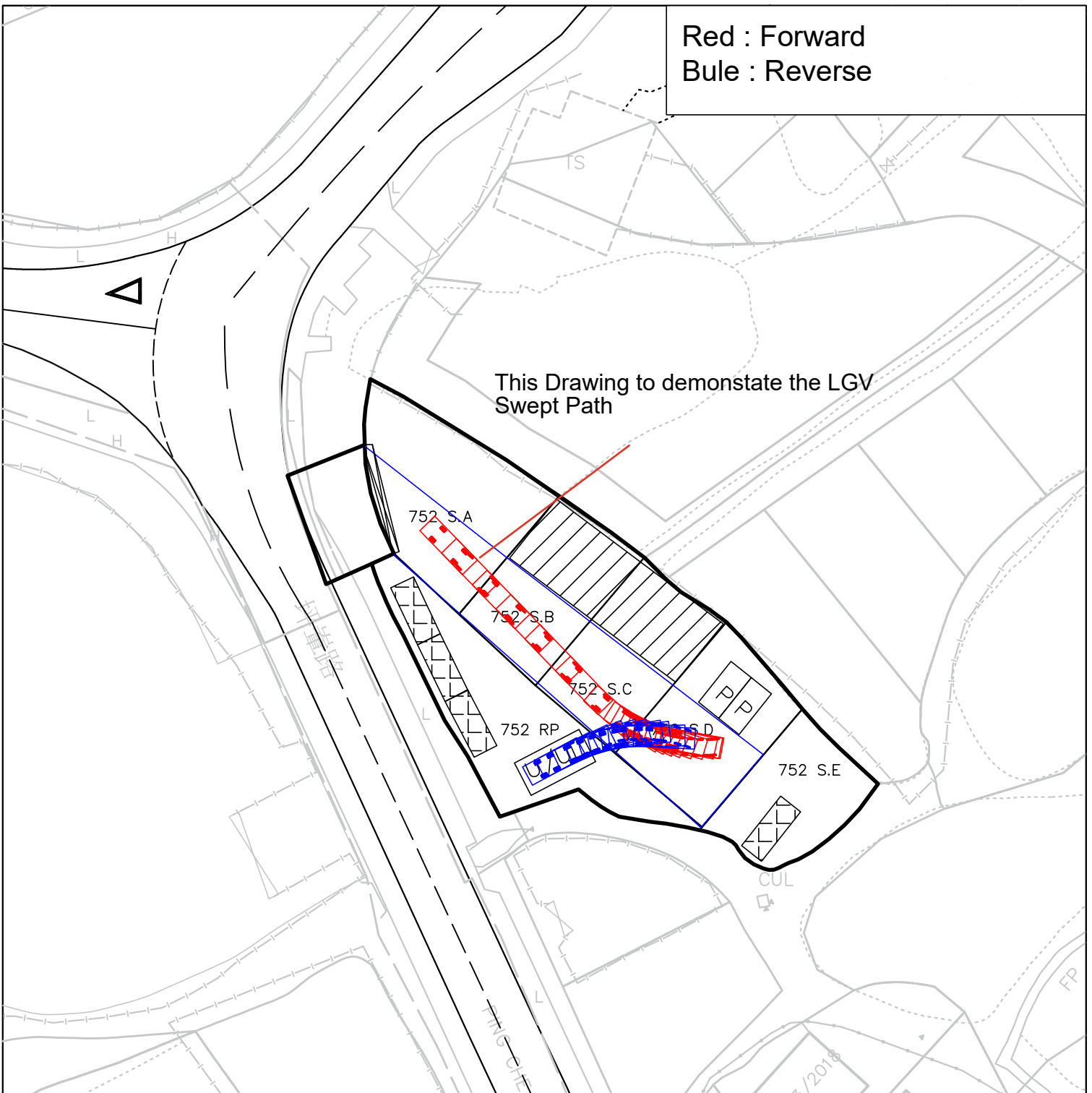
Lots. 752 S.A, 752 S.B, 752 S.C,
752 S.D, 752 S.E, 752 RP In D.D.
82 and adjoining Government Land

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Annex 1

Red : Forward
Bule : Reverse



January
2026

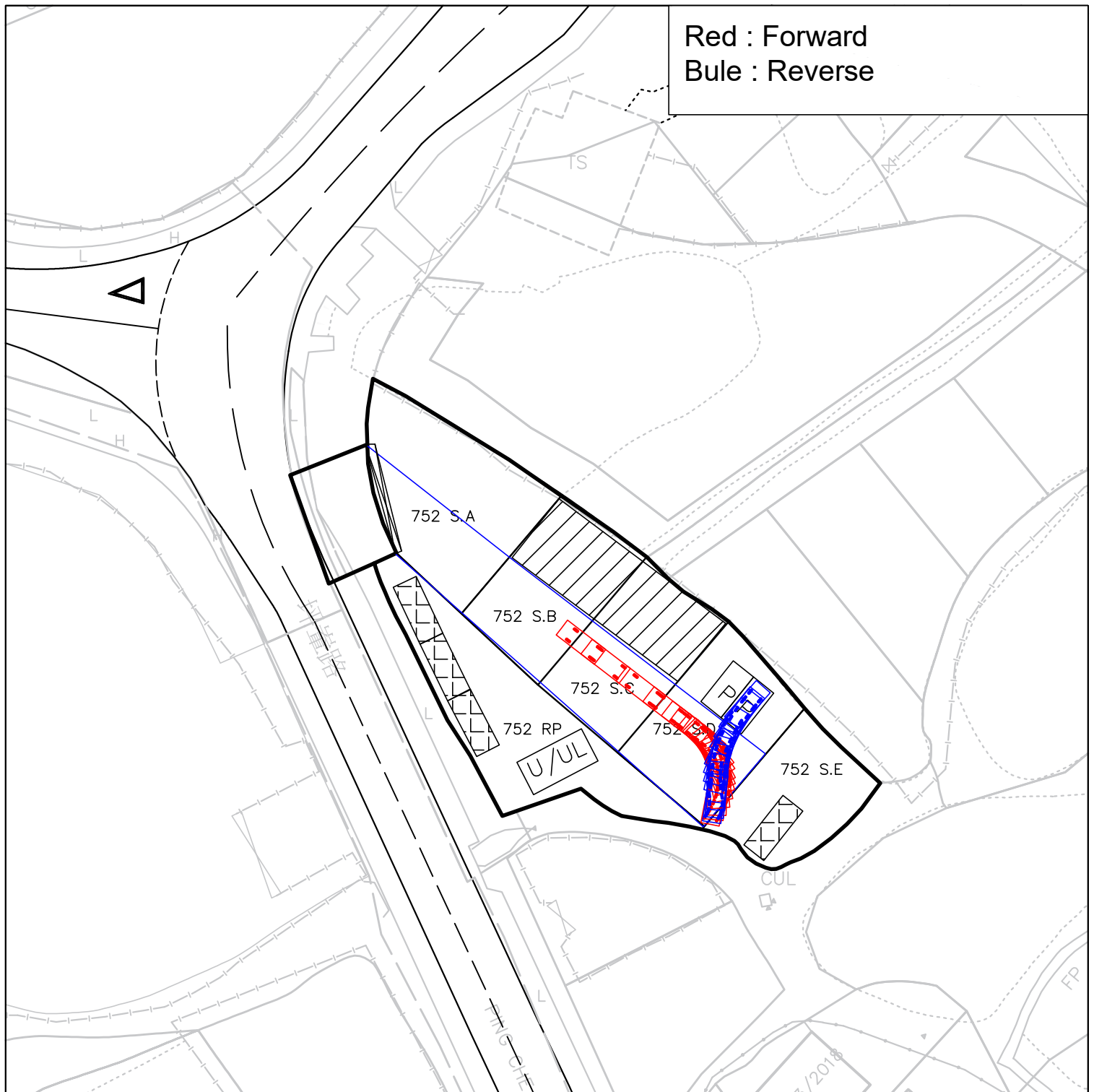
Swept Path Plan

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752 S.D, 752 S.E, 752 RP In D.D.
82 and adjoining Government Land

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Annex 2



January
2026

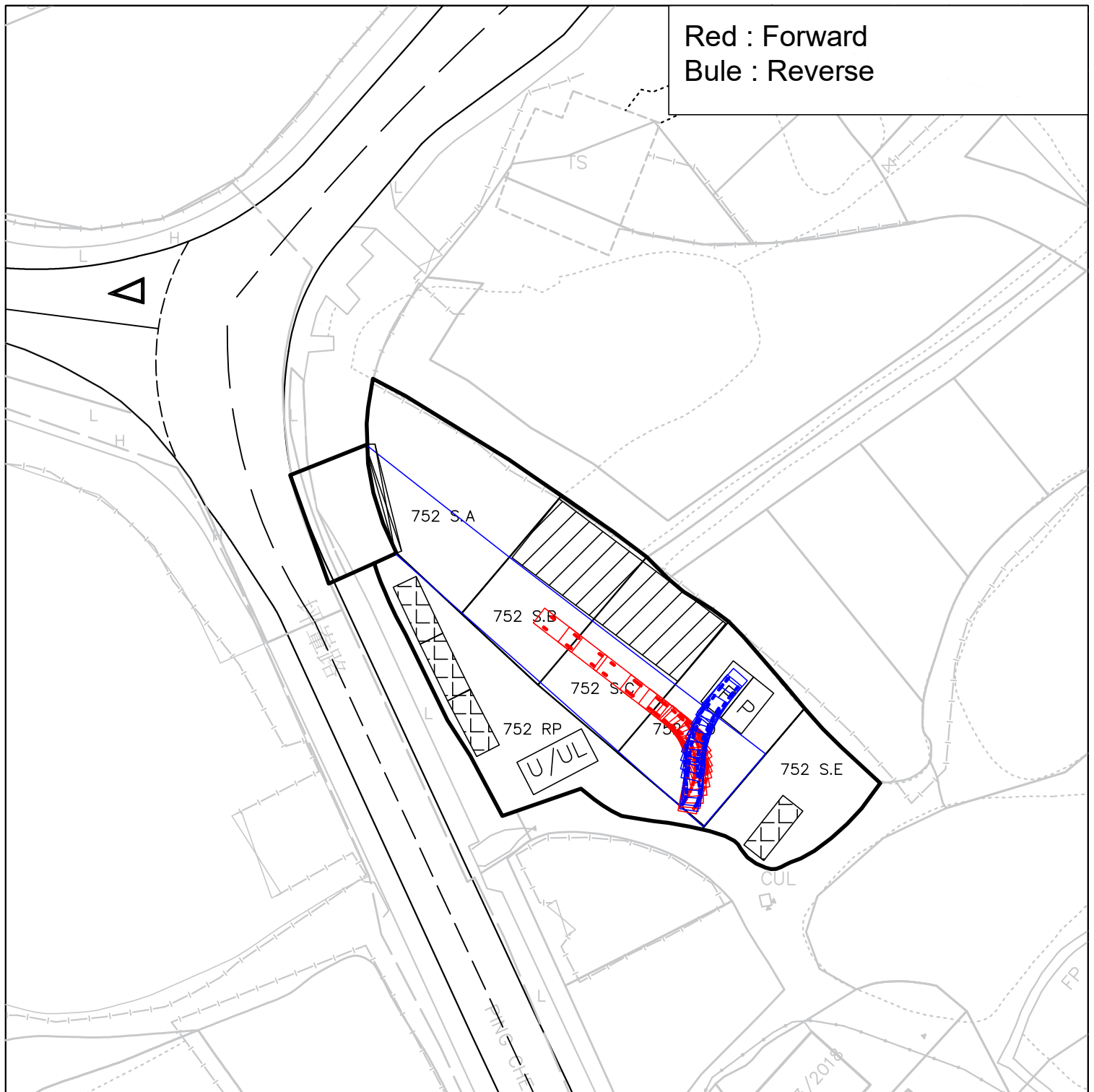
Swept Path Plan

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82 and adjoining Government Land

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Annex 3



January
2026

Swept Path Plan

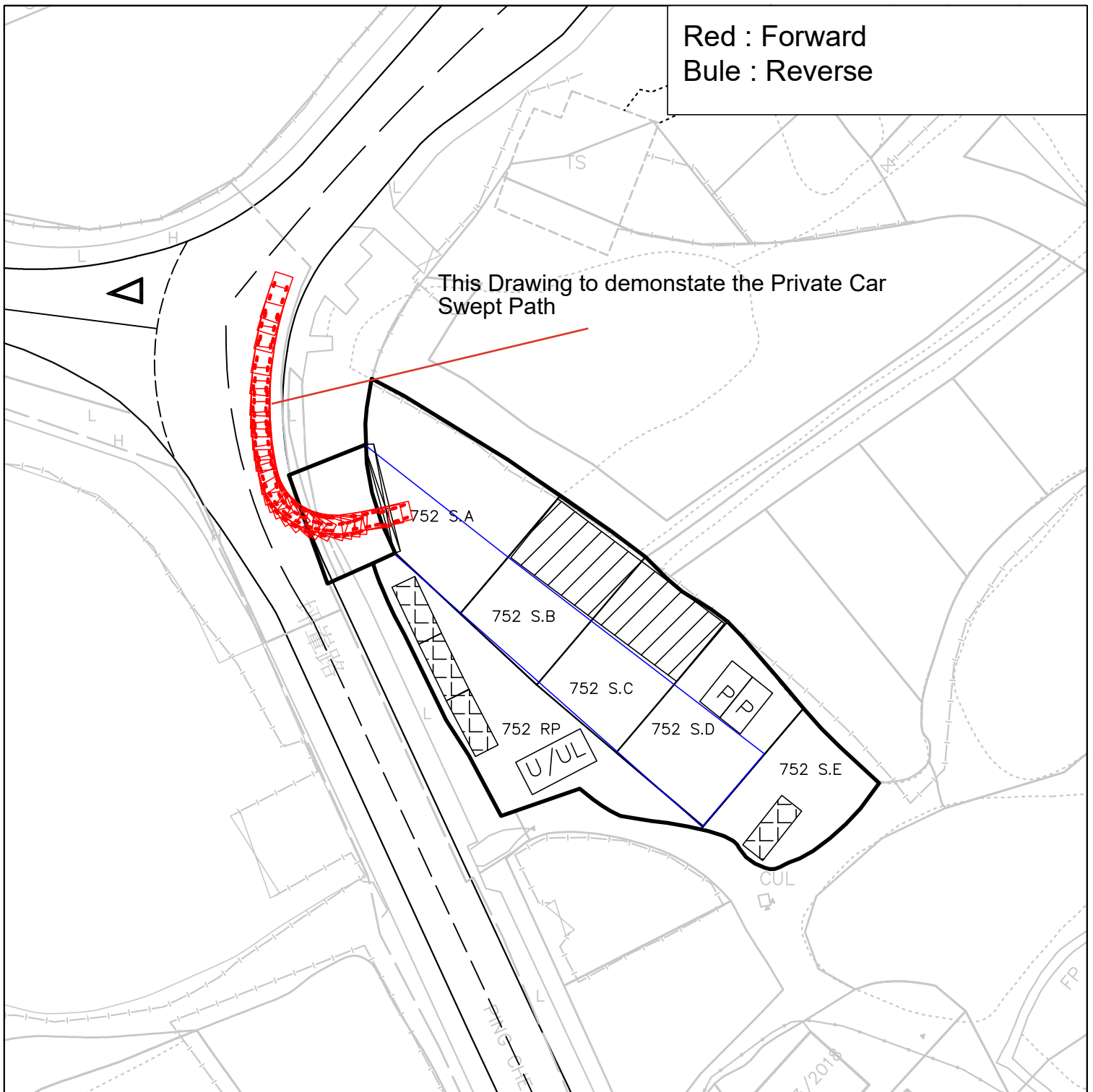
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(HOPEWELL)
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Annex 4

Red : Forward
Bule : Reverse



January
2026

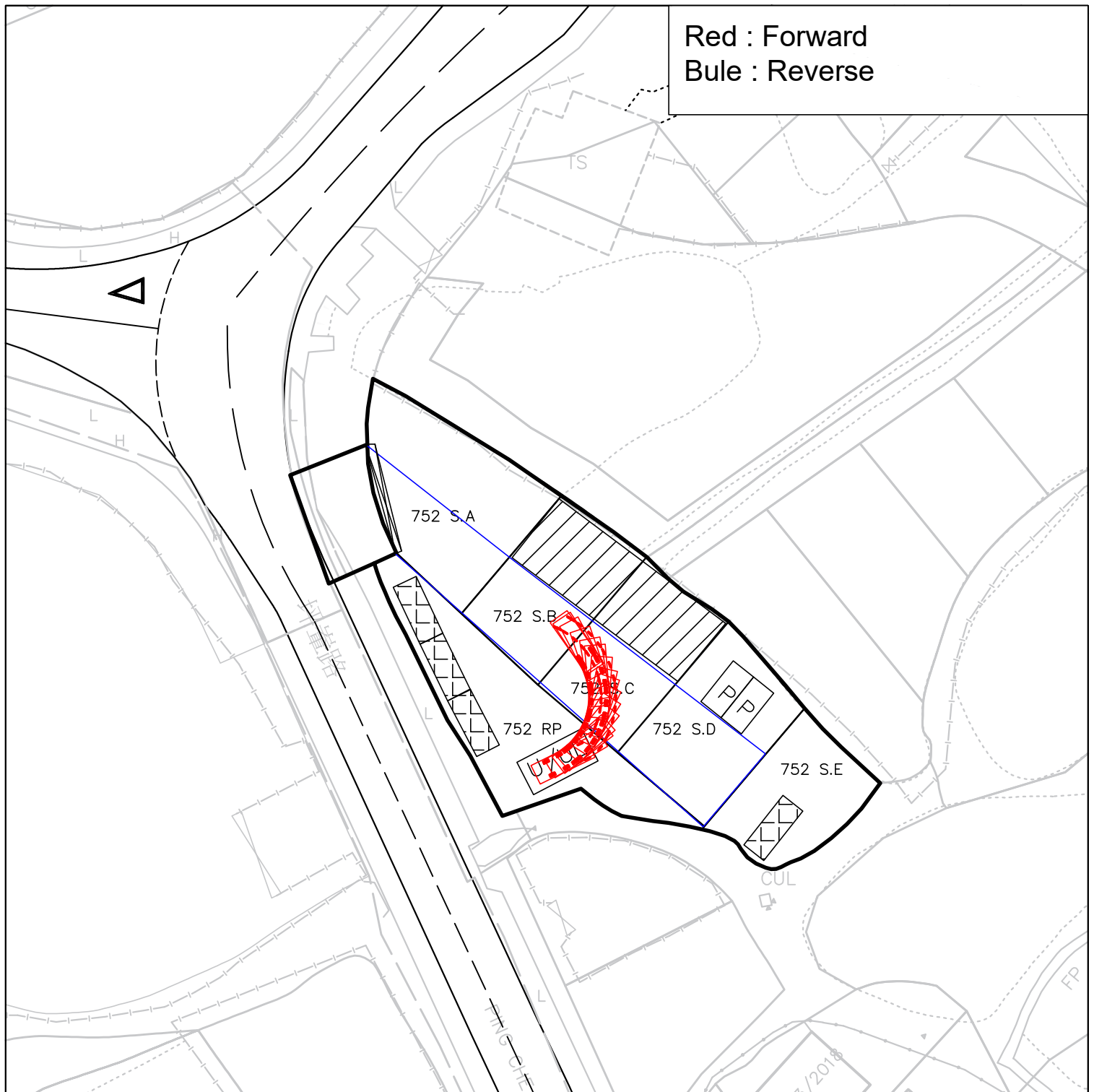
Swept Path Plan

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752 S.D, 752 S.E, 752 RP In D.D.
82 and adjoining Government Land

YING SHING
(HOPEWELL)
ENGINEERING
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Annex 5



Red : Forward
 Blue : Reverse

January
 2026

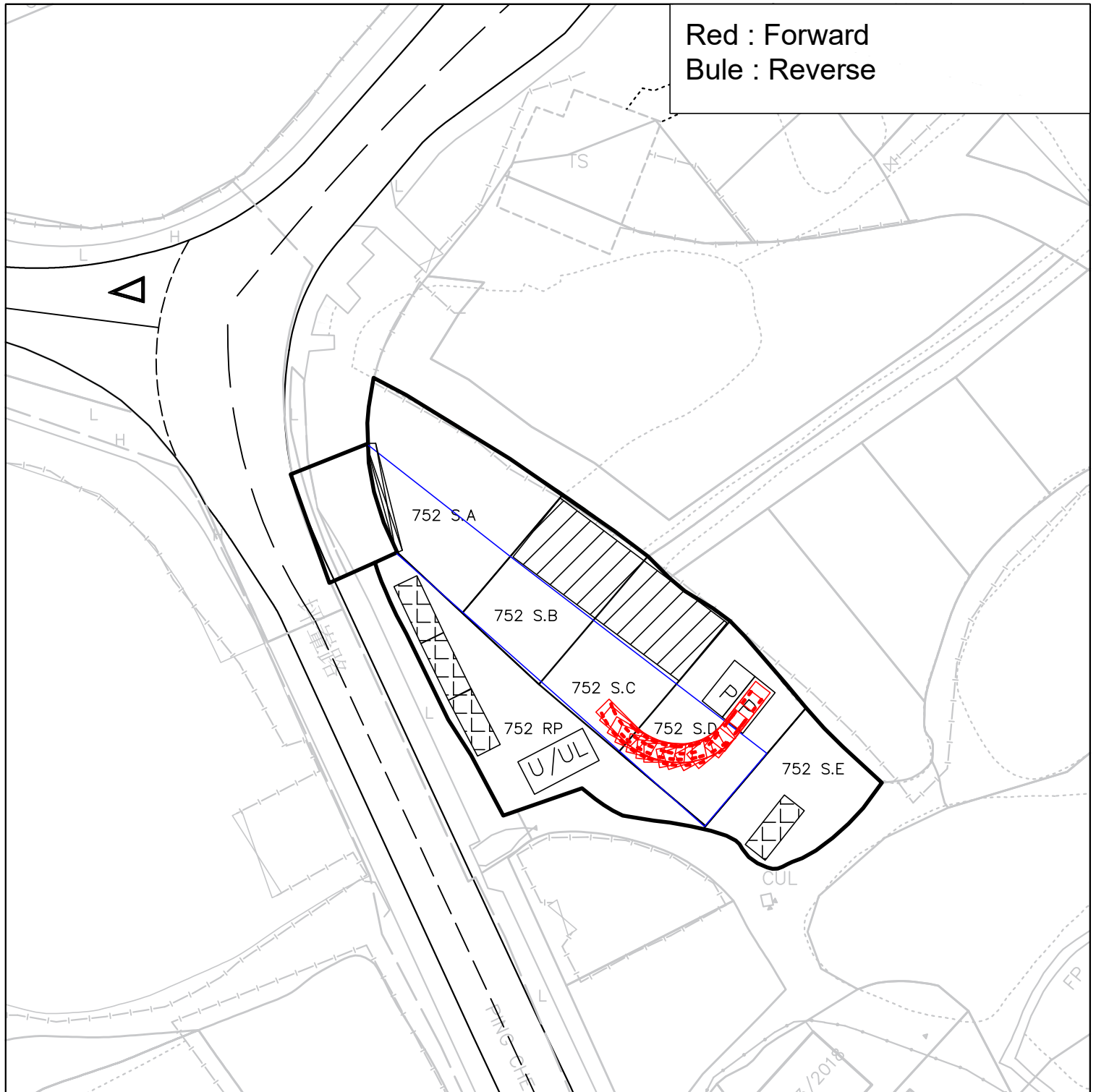
Swept Path Plan

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 752 S.D, 752 S.E, 752 RP In D.D.
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Annex 6



January
2026

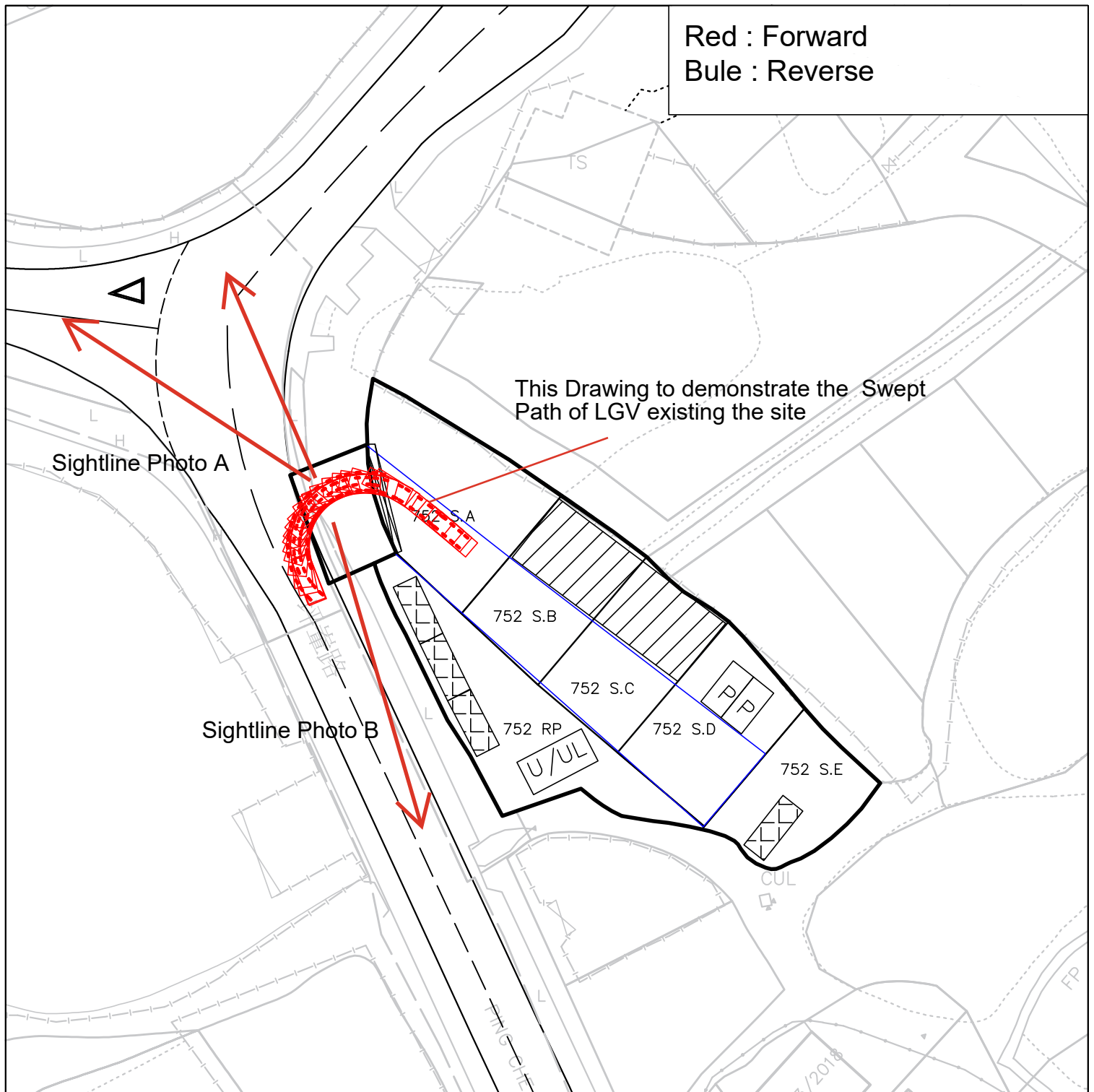
Swept Path Plan

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752 S.D, 752 S.E, 752 RP In D.D.
82 and adjoining Government Land

YING SHING
(HOPEWELL)
ENGINEERING
CO.LTD.

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Annex 7



<p>January 2026</p>	<p>Swept Path Plan</p> <p>Lots. 752 S.A, 752 S.B, 752 S.C, 752 S.D, 752 S.E, 752 RP In D.D. 82 and adjoining Government Land</p>	<p>YING SHING (HOPEWELL) ENGINEERING CO.LTD.</p>
<p>1:1000</p>		<p>Annex 10</p>