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Cheryl Tsz Man TSANG/PLAND

寄件者: AI TSANG <[REDACTED]>
寄件日期: 2026年04月15日星期三 12:35
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: Re: Planning Application No. A/NE-MKT/60 Temporary Open Storage of Metal Scaffolding with Ancillary Office for a Period of 3 Years
附件: response to TD comment.pdf; Traffic impact proposal.pdf; run in _out design proposal.pdf; swept path plan 1.pdf

類別: Internet Email

Dear Madam,

We refer to the comments from the Transport Department (TD).

We have noted the comments and hereby provide our response. To further strengthen our justification, we submit the Traffic Impact Proposal for supplementary document. In addition, the applicant will provide training and guidance to all drivers and site management personnel to ensure that emergency service vehicles (such as ambulances, fire engines, and police vehicles) are given absolute priority on the roads at all times. For example, before any vehicle inside the site is permitted to exit, site management personnel must first confirm that no emergency service vehicles are approaching or using the nearby roads. Permission to exit will only be granted after the emergency vehicles have safely passed and the road is clear.

Please find the attached Response to Comment, Vehicular Run in/out design proposal, Traffic impact proposal and Swept path plans.

Thanks and regards

Carter Tsang
[REDACTED]

Commissioner for Transport

(Contact Person: Mr. Ray LAM, Tel: 2399 2405)

Comment 1
The applicant should justify the adequacy of the proposed 6m width of the ingress and egress for vehicular access;
Response
The applicant confirms that the proposed 6 m wide ingress and egress provides sufficient width for vehicles to enter and exit the site with comfortable and smooth maneuvering angles. In addition, the applicant confirms that the number of ingress and egress points is sufficient to meet the requirements of daily operations, given the very low frequency of vehicle movements Please refer to swept path plans.

Comment 2
The applicant shall provide a proposal on the vehicular access arrangement including the run-in/out design for the vehicles leaving/entering the applied use;
Response
Noted. Please refer to run-in/out design proposal.

Comment 3
The applicant shall demonstrate the satisfactory manoeuvring of goods vehicles entering and exiting the application site (the Site), manoeuvring within the Site and into/out of the parking spaces, preferably using the swept path analysis;
Response
Noted. Please refer to Swept path plans.

Comment 4
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 5

The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the Site;

Response

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.
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.
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.
4. The site entrance gate will remain open during the operating hours. To avoid the waiting time.

Comment 6

The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the Site.

Response

The applicant will implement the following measures to prevent illegal parking of visitors' vehicles outside the subject site:

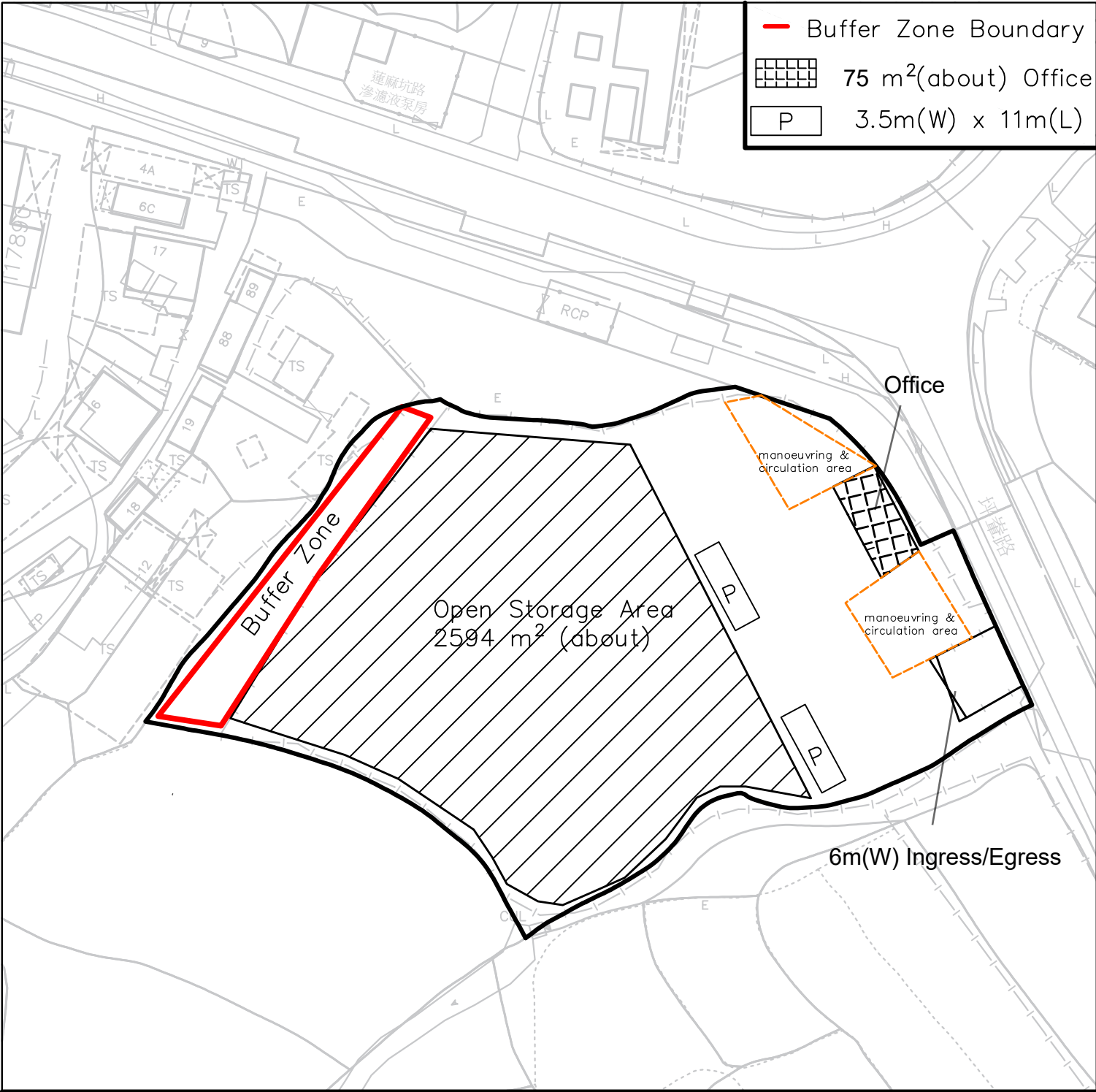
1. Clear signage will be erected at the site entrance and along the adjacent roads, stating "No Parking"
2. Visitors will be informed in advance that parking outside the subject site is strictly prohibited. They will be advised to use public transport, specifically the Green Mini Bus (GMB) and Franchised 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 for enforcement

A/NE-MKT/60

Run in / out Design Proposal

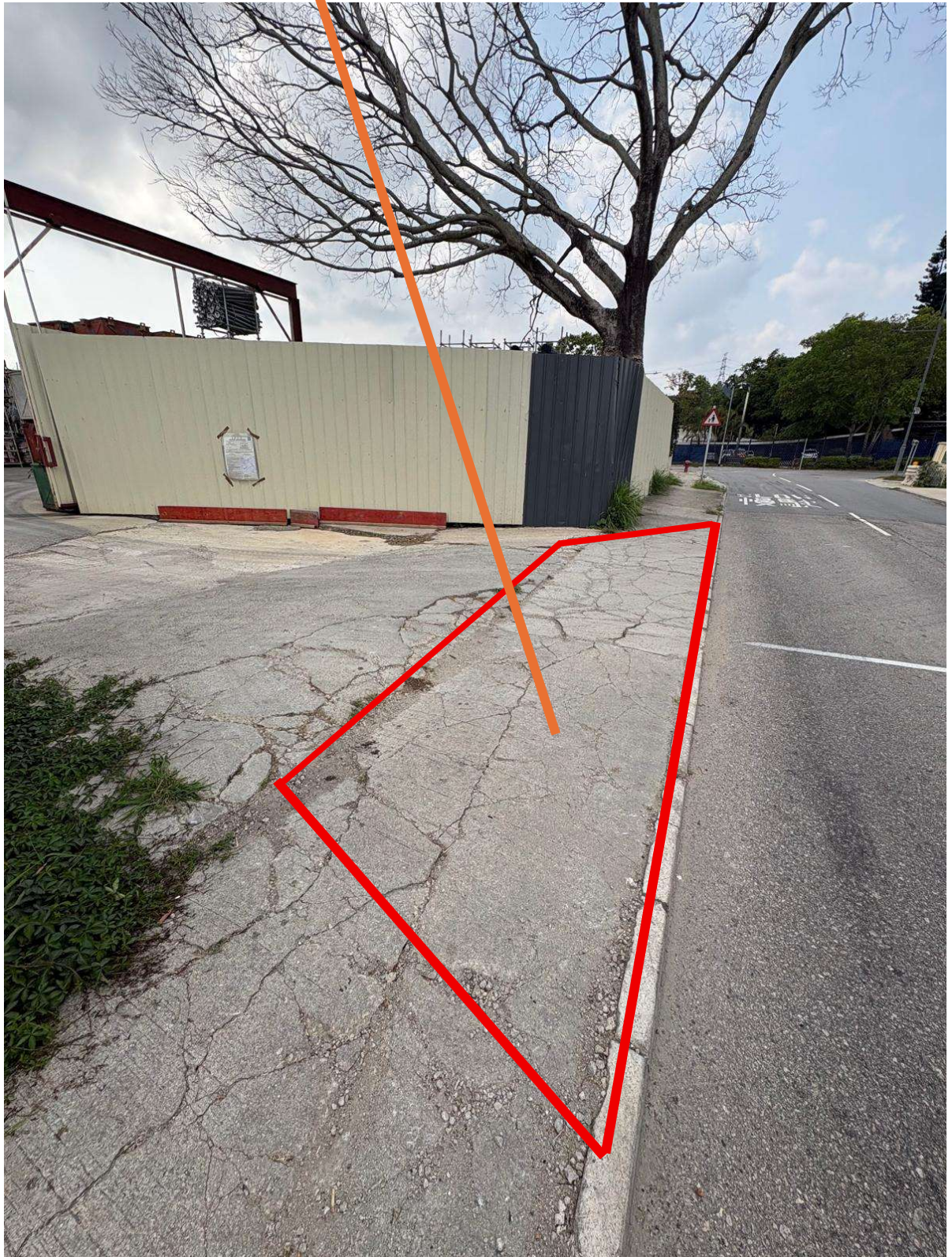
Location: Lots 751 S.B RP in D.D. 82. Ta Kwu Ling, New Territories

Project Name: Proposed Temporary Open Storage of metal scaffolding with Ancillary Office for a period of three years



Layout Plan		
January 2026	Lot,751 S.B RP in D.D.82	YING SHING (HOPEWELL) ENGINEERING CO.LTD.
1:1000		Annex 1

Proposed 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.

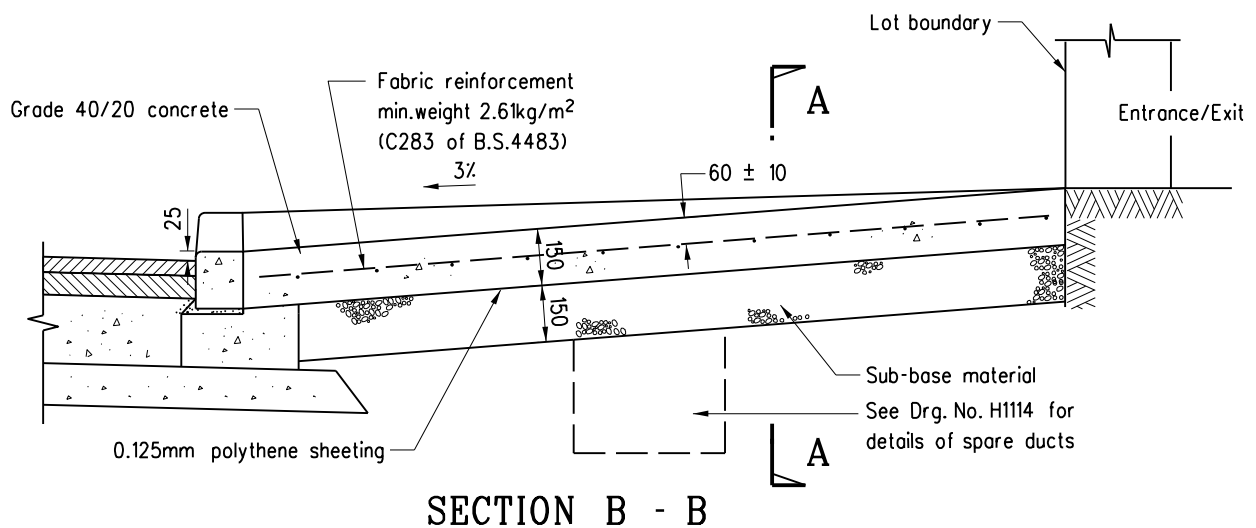
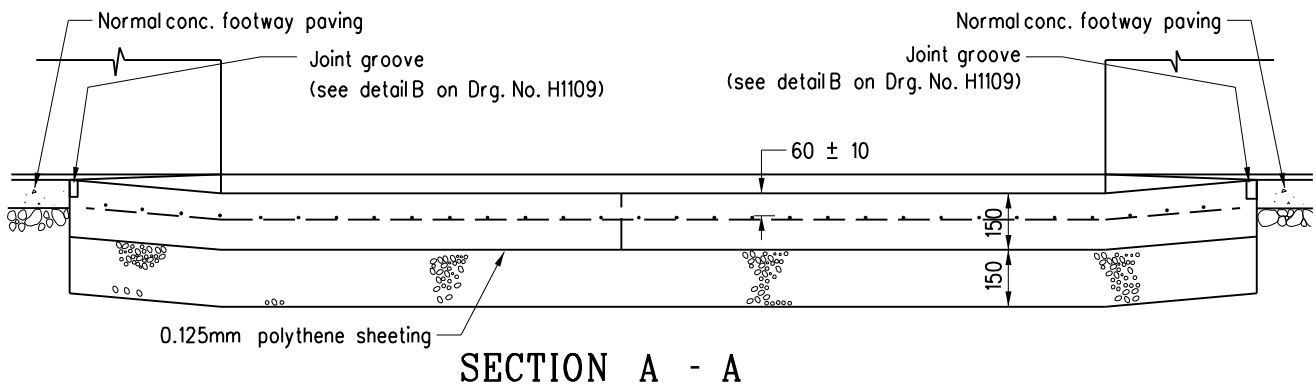
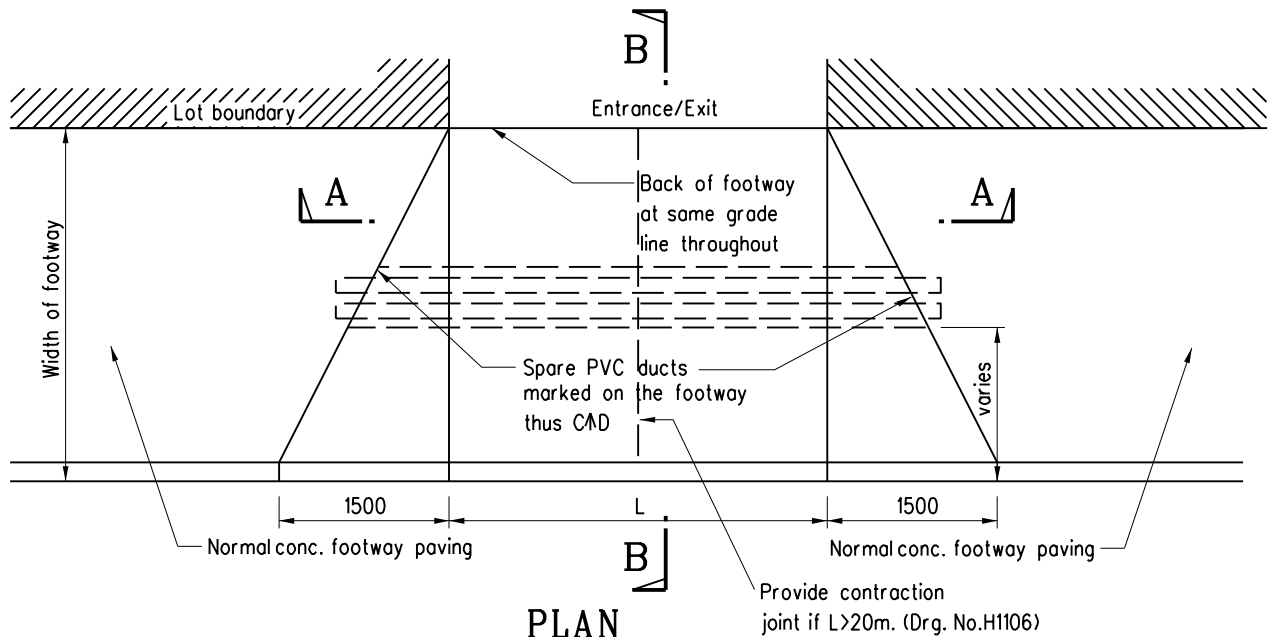
3. Construction Procedures

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-MKT/60), 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.



Note:

1. All dimensions are in millimetres.

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
REF.	REVISION	SIGNATURE	DATE

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

HIGHWAYS DEPARTMENT

REFERENCE

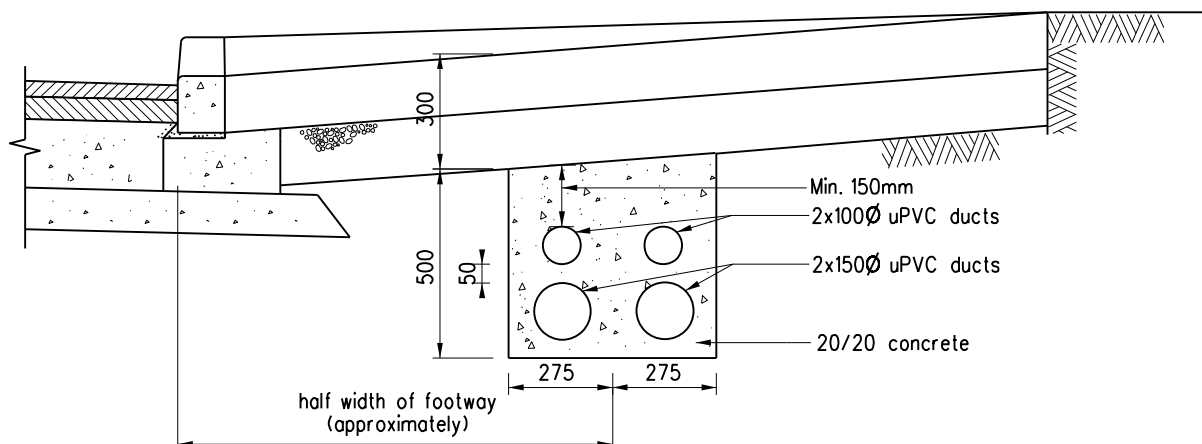
DRAWING No.

CAD

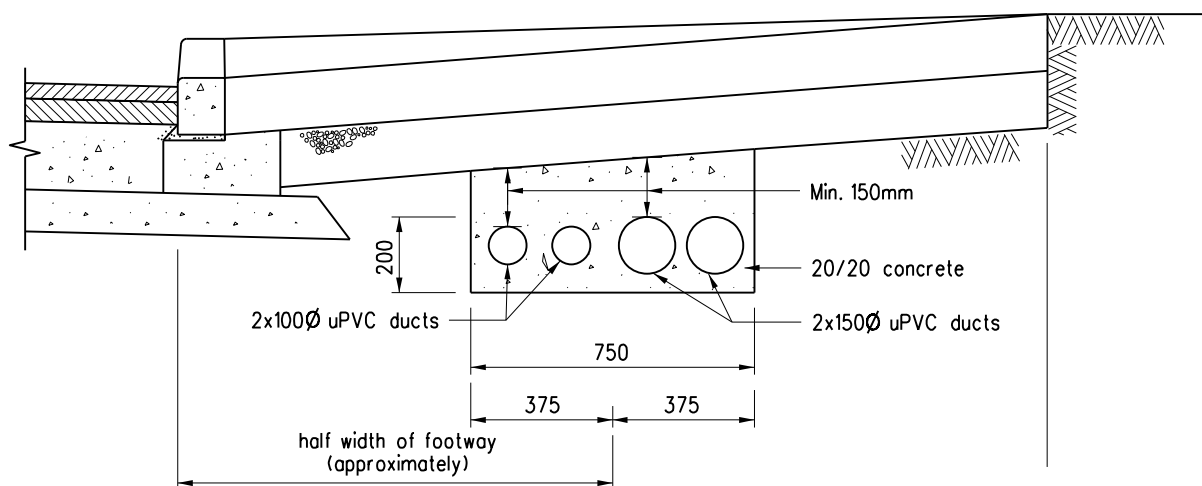
SCALE

1:20

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

Traffic Impact Proposal

1.PROPOSED DEVELOPMENT

1.1 The proposed site will be temporarily used as an open-air storage area for a period of 3 years.

According to the planning outline, the operating hours for the proposed use will be from 9:00 a.m. to 5:00 p.m., Monday to Friday, and will not be operational on weekends and public holidays.

1.1擬議項目地點將臨時用作露天存放區，為期3年。根據規劃綱領，擬議用途的營運時間為星期一至星期五上午9:00至下午5:00，週末及公眾假期不營運。

1.2According to the planning outline, the project site covers a total area of approximately 4,682 square meters. The site includes one open-air plaza and two office areas, with a total floor area of approximately 75 square meters. The applicant intends to provide two parking spaces per day for medium-sized trucks for loading and unloading; there are no other parking spaces for private cars.

1.2根據規劃綱領，項目用地總面積約4682平方米。用地內包括1個露天存放區及 2 個辦公室，總樓面面積約75平方米。申請人擬每日提供2個中型貨車裝卸泊車位，沒有其他私家車泊車位。

Key Development Parameters

Proposed Use	Proposed Temporary Open Storage of metal scaffolding with Ancillary Office for a period of three years
Total Site Area	4682 m ² (about)
Total Gross floor area	75m ² (about)
Loading & Unloading Parking Space	2
Operation Hours	9:00 a.m. to 5:00 p.m. from Mondays to Fridays, and there will be no operation on weekends and public holidays.

1.3 Vehicle Access Arrangement

There are one ingress/Egress points for accessing the application site. The ingress/Egress points will be 6 m wide, which is connected to Ping Che Road.

1.3 申請用地設有 1 個車輛進出點，進出點的寬度均為 6 米，連接坪峯路。

1.4 Swept path analysis is also conducted for the access point access road. Demonstrates that the site access and parking space arrangements is adequate for maneuvering

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 transport facilities to be provided in the project site are summarized in Table 2.3. As the proposed planning use is only for storage, ancillary transport facilities are provided based on 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 Internal Transport Facilities

Type of Ancillary Transport Facilities	Size	Numbers
L/UL Parking Space for MGW	11 m(L) x 3.5 m(W)	2

1.6 The site is approximately 100 meters from the nearest franchised bus stop. Employees and visitors can take the 79K franchised bus at that stop and walk about 2 minutes to reach the site.

1.6 場地距離最近的專營巴士站約 100 米，場內員工及訪客可乘搭該站的 79K專營巴士再步行約 2 分鐘到達場地。

2. DEVELOPMENT TRAFFIC GENERATION

2.1 In this application, only one open-air storage area has been designated for storing metal scaffolding materials. However, as there will be no frequent storage or retrieval of goods, the proposed two medium-sized goods vehicles (for loading and unloading) are sufficient for daily operations.

2.1 在本次申請中只設置了 1 個露天存放區存放金屬棚架物料，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 Within 500 meters of the application site, there are the Ta Kwu Ling Police Station and the Ta Kwu Ling Ambulance Depot. The applicant will first implement a transportation arrangement plan to restrict the traffic flow generated within the site, thereby reducing the impact on nearby roads and dispersing the generated traffic flow. The two parking spaces will not be used simultaneously to avoid increasing traffic flow on nearby roads in a short period and to minimize the impact on other road users. At the same time, since the daily transportation operations are not urgent, the applicant will endeavor to schedule vehicle entry and exit during non-peak hours on the nearby roads. The anticipated traffic flow related to the proposed loading/unloading parking spaces is shown in the table below:

2.2 在申請地點 500 米內有打鼓嶺警署和打鼓嶺救護站。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	1
1000-1100	0	0
1100-1200	1	1
1200-1300	0	0
1300-1400	0	0
1400-1500	0	0
1500-1600	1	1
1600-1700	0	0
Total	2	2
Overall average per hour	0.375	0.375

Table 2.4 Current traffic flow in Ping Che Road (Survey point show in Figure 1.1)**09-01-2026 Friday**

Time (Firday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	12	5	2	3	3
1000-1100	11	5	3	2	2
1100-1200	17	5	2	4	2
1200-1300	10	5	2	2	1
1300-1400	13	5	3	2	0
1400-1500	15	6	4	4	1
1500-1600	15	6	2	2	2
1600-1700	18	6	3	2	2
Total	111	43	21	21	13
Overall	209				
Overall average hour	26.125				

10-01-2026 Saturday

Time (Saturday)	Type of Vehicle				
	Private Car/Taxi	Minibus & Franchised Bus	Light Goods	Med/Heavy Goods Vehicle	Others
0900-1000	10	5	2	2	1
1000-1100	9	5	3	2	2
1100-1200	13	5	2	2	2
1200-1300	15	5	4	3	1
1300-1400	13	5	2	2	2
1400-1500	14	6	3	2	1
1500-1600	15	6	2	3	2
1600-1700	13	6	2	1	1
Total	102	43	20	17	12
Overall	194				
Overall average hour	24.25				

2.5 Current Average Traffic Flow

Friday: Total vehicles 209 (over 8 hours), average 26.125 vehicles/hour.

Saturday: Total vehicles 194 (over 8 hours), average 24.25 vehicles/hour. Comparison: Friday traffic flow is slightly higher than Saturday (increase of approximately 7.7%), primarily due to increased commuting demand from private cars/taxis and some public transport needs on weekdays. Saturday shows a more even distribution, reflecting a more leisure-oriented usage pattern.

Vehicle Composition Analysis:

The vehicle composition is highly consistent across both days, with private cars/taxis accounting for about 53% (111 vehicles on Friday, 102 on Saturday), and minibuses/franchised buses stably occupying about 21–22% (43 vehicles on both days), totaling approximately 70–75% passenger vehicles. This indicates that Ping Che Road primarily serves local commuting, school bus/public transport, and limited weekend travel needs. Goods vehicles (light + medium/heavy) remain low in proportion (42 vehicles on Friday, 37 on Saturday, totaling about 20%), with limited freight activity, consistent with the road's role as a secondary/rural road in northern New Territories (near the border but not a major logistics route).

Assessment of Proposed Development Traffic Impact:

The additional traffic increment generated by the proposed development is only about 0.75 vehicles/hour (bidirectional total, conservatively rounded to 1 vehicle/hour). Against the existing low-to-moderate flow background (26.125 vehicles/hour on Friday, 24.25 vehicles/hour on Saturday), the total flow after adding the increment would remain at a low level (approximately 25–27 vehicles/hour), with no anticipated noticeable traffic congestion, delays, or decline in service levels. Compared to the current situation, the additional traffic volume is extremely negligible (increase of less than 3–4%), and it will have no significant adverse impact on the capacity or service level of Ping Che Road itself or the nearby Lin Ma Hang Road (the connecting road at the northern end of Ping Che Road). The road is a single-lane two-way rural road with capacity far exceeding current usage; even during peak hours, the volume-to-capacity (v/c) ratio remains well below congestion thresholds.

2.3目前平均交通流量

星期五：總車輛數 209 輛（8 小時內），平均 26.125 輛/小時。

星期六：總車輛數 194 輛（8 小時內），平均 24.25 輛/小時。 比較：星期五的交通流量略高於星期六（增幅約 7.7%）。

車輛組成分析：

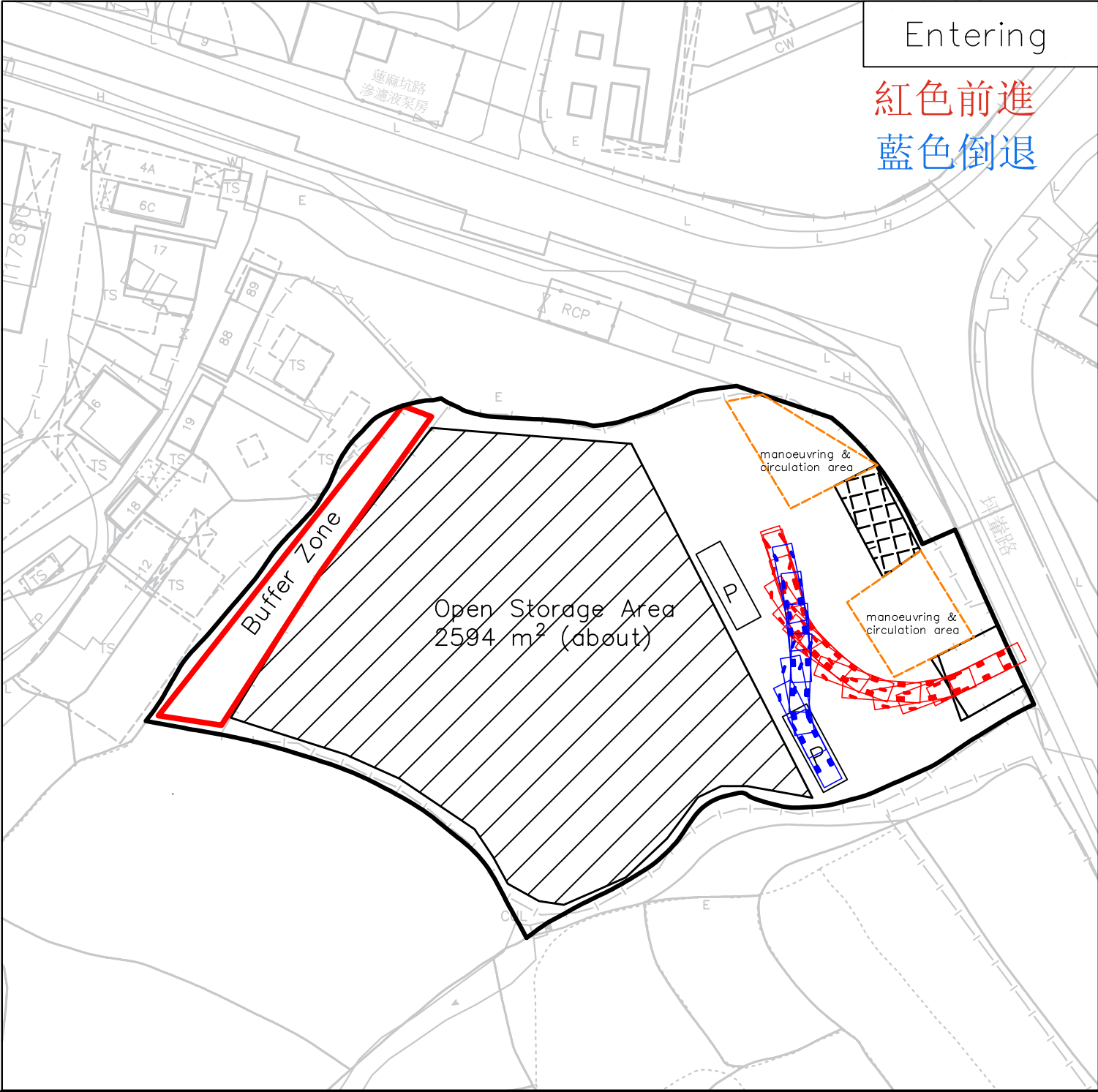
兩天車輛組成高度一致，其中私家車／的士佔約 53%（星期五 111 輛、星期六 102 輛），小巴及專營巴士穩定佔約 21–22%（兩天均 43 輛），合共約 70–75%為客運車輛。這顯示 Ping Che Road 主要服務本地通勤、公共交通及少量週末出行需求。貨車（輕型 + 中／重型貨車）比例偏低（星期五 42 輛、星期六 37 輛，合共約 20%）。

擬議發展帶來的額外交通增量僅約 0.75 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，額外交通量極其微不足道（增幅不足 3–4%），對 Ping Che Road 本身及附近蓮麻坑路（Lin Ma Hang Road）的容量或服務水平不會造成任何顯著不利影響。

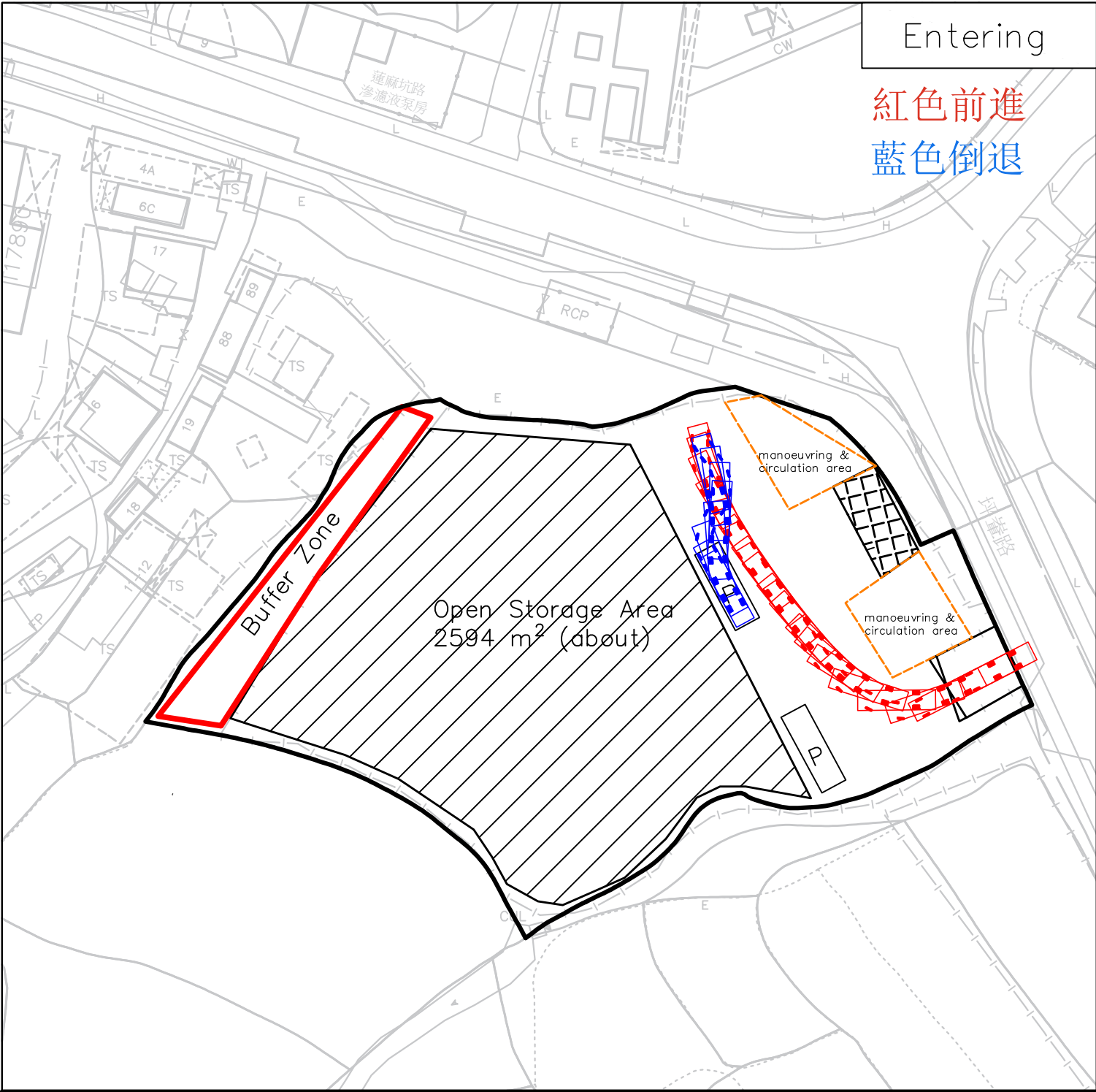
擬議運輸安排計劃

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，例如車輛離開時，該員工只會在來回雙向道路都沒有車輛行駛的情況下，再指揮場地車輛離開。
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。

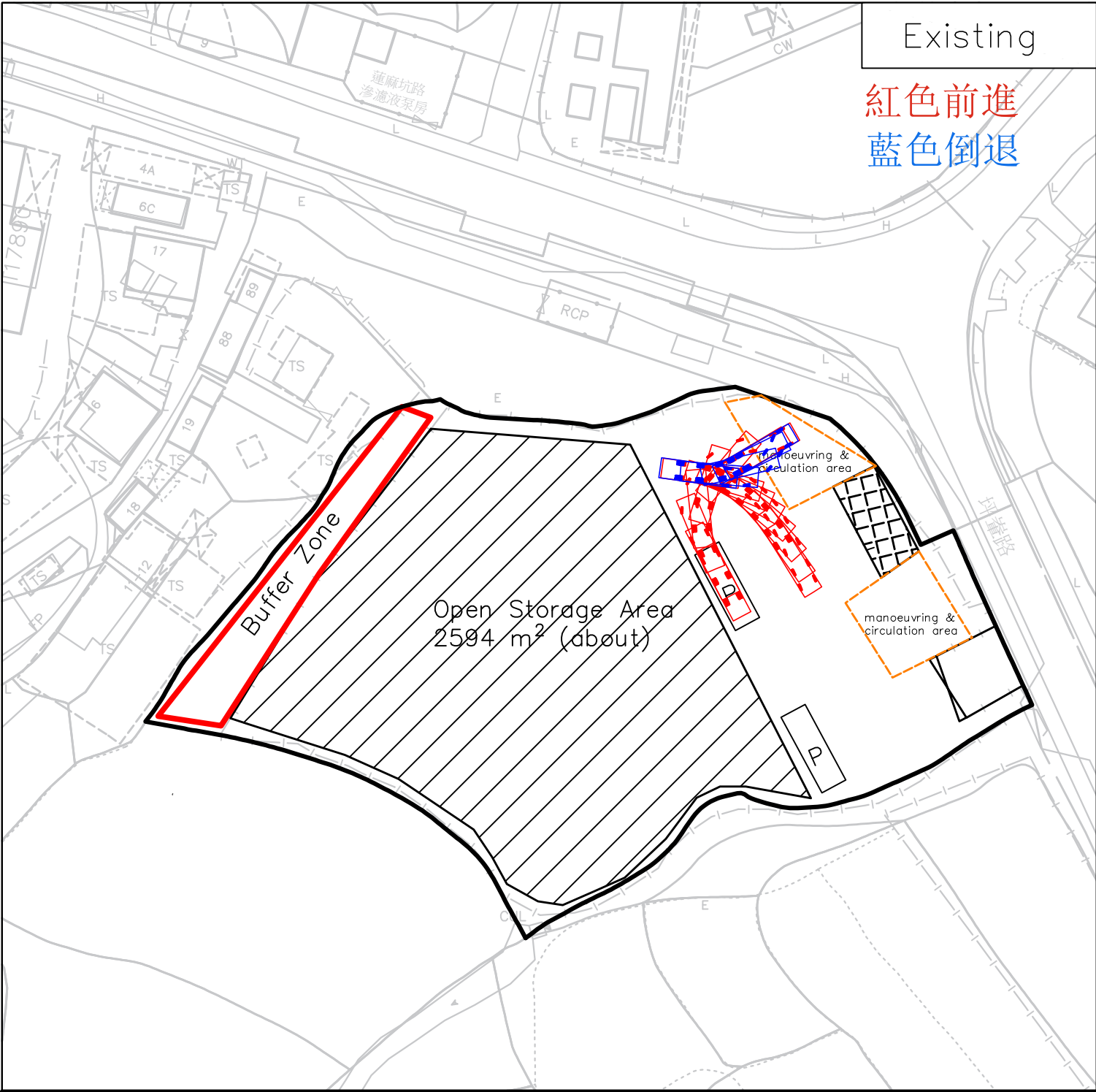




January 2026	Swept path Plan Lot,751 S.B RP in D.D.82	YING SHING (HOPEWELL) ENGINEERING CO.LTD.
1:1000		Annex 2



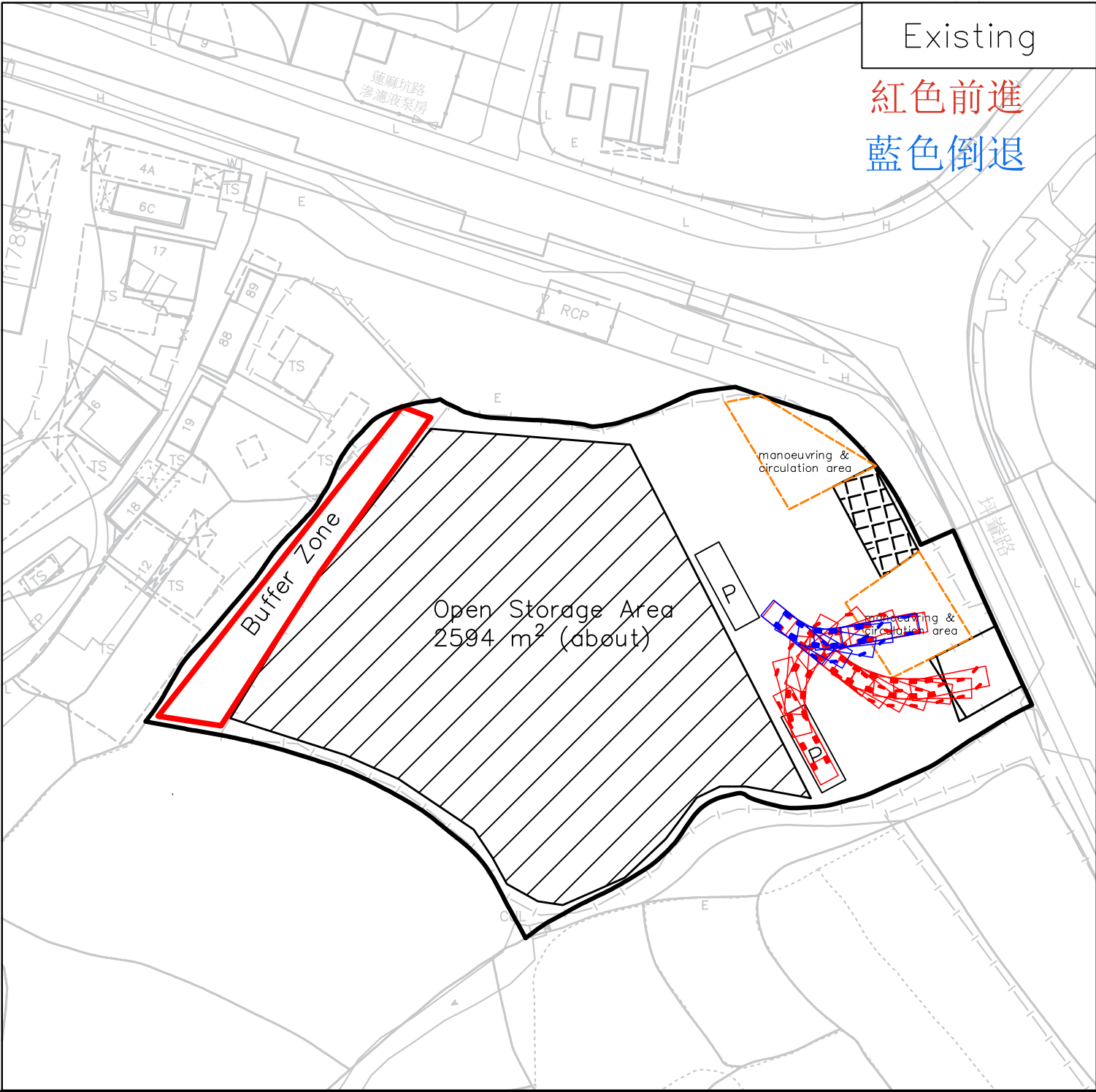
Swept path Plan		
January 2026	Lot,751 S.B RP in D.D.82	YING SHING (HOPEWELL) ENGINEERING CO.LTD.
1:1000		Annex 3



Existing

紅色前進
藍色倒退

Swept path Plan		
January 2026	Lot,751 S.B RP in D.D.82	YING SHING (HOPEWELL) ENGINEERING CO.LTD.
1:1000		Annex 4



Swept path Plan		
January 2026	Lot,751 S.B RP in D.D.82	YING SHING (HOPEWELL) ENGINEERING CO.LTD.
1:1000		Annex 5

