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Cheryl Tsz Man TSANG/PLAND

寄件者: AI TSANG <[redacted]>
寄件日期: 2026年11月02日星期一 12:22
收件者: Cheryl Tsz Man TSANG/PLAND
主旨: Re: Planning Application No. A/NE-MKT/72 - Proposed Temporary Warehouse for Storage of Car Parts (Coaches Only) and Associated Filling of Land for a Period of 3 Years
附件: Response to TD comment.pdf; traffic impact proposal.pdf; run in _out design proposal.pdf

類別: Internet Email

Dear Madam,

Please find attached r to c , run in /out design and traffic impact proposal.

Thanks

Carter Tsang
[redacted]

MKT 72. Response to TD comments

Comment 1
The applicant should advise the peak hour traffic flow arising from the proposed use and demonstrate it will not cause substantial traffic impact to the surrounding road network;
Response
Please refer to Traffic impact proposal

Comment 2
The applicant shall demonstrate the satisfactory maneuvering of the vehicles existing the application site (the Site) without the need to encroach onto the opposite lane preferably using the swept path analysis;
Response
Please refer to swept path plan

Comment 3
The applicant shall provide a proposal on the vehicular access arrangement including the run-in/out design for the vehicles leaving/entering the Site;
Response
Please refer to vehicular access arrangement proposal

Comment 4
The applicant shall advise measures to prevent illegal parking of visitors' vehicles outside the Site;
Response
Please refer to vehicular access arrangement proposal

Comment 5
The applicant shall advise the provision and management measures of pedestrian facilities to ensure pedestrian safety; and
Response
Please refer to vehicular access arrangement proposal

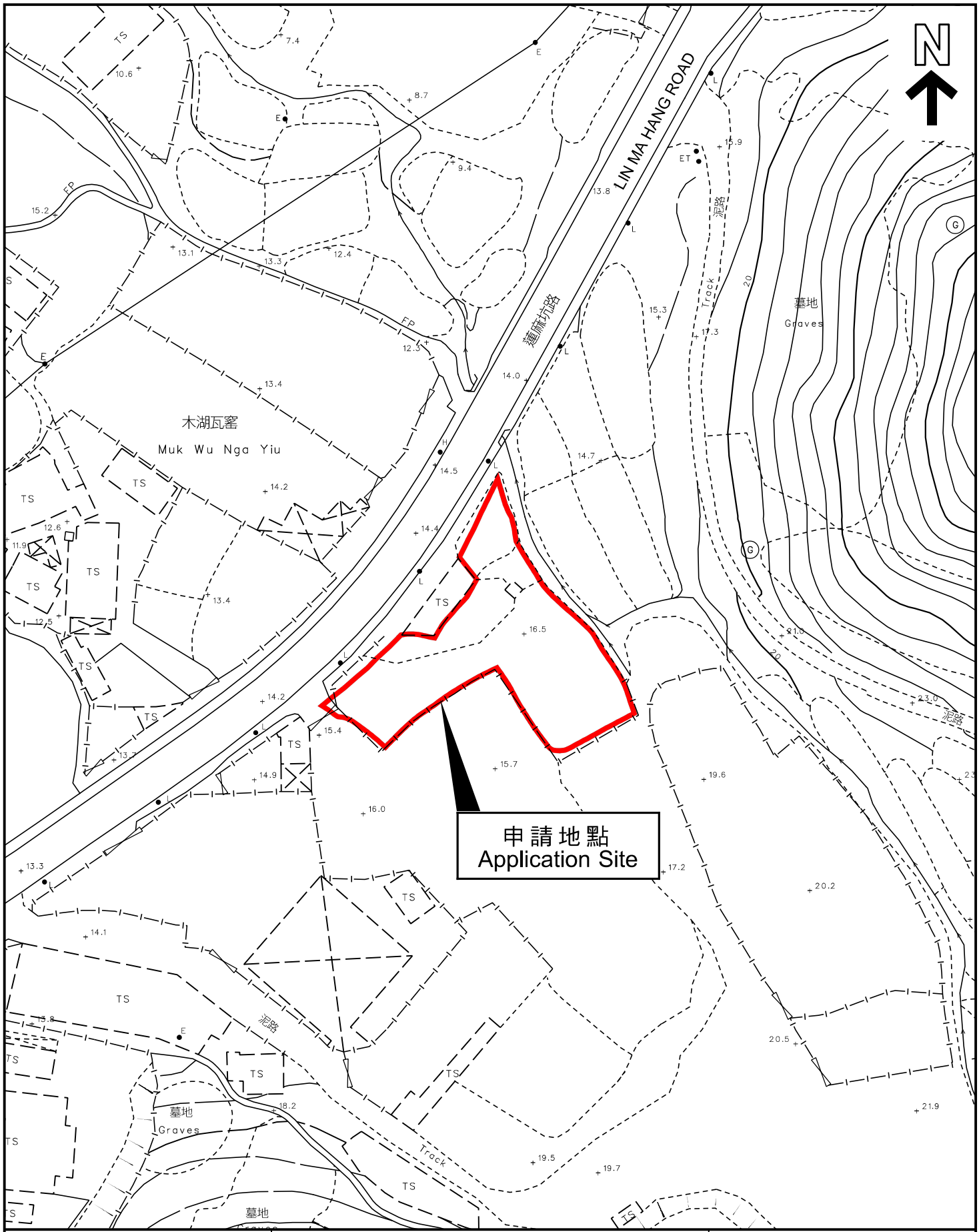
Comment 6
The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the Site.
Response
Please refer to vehicular access arrangement proposal

A/NE-MKT/72

Run in / out Design Proposal

Location: Lots 70 S.A RP and 72 in D.D. 86 and Lot 472 RP in D.D. 90, Man Kam To

Project Name: Proposed Temporary Warehouse for Storage of Car Parts (Coaches Only) and Associated Filling of Land for a Period of 3 Years

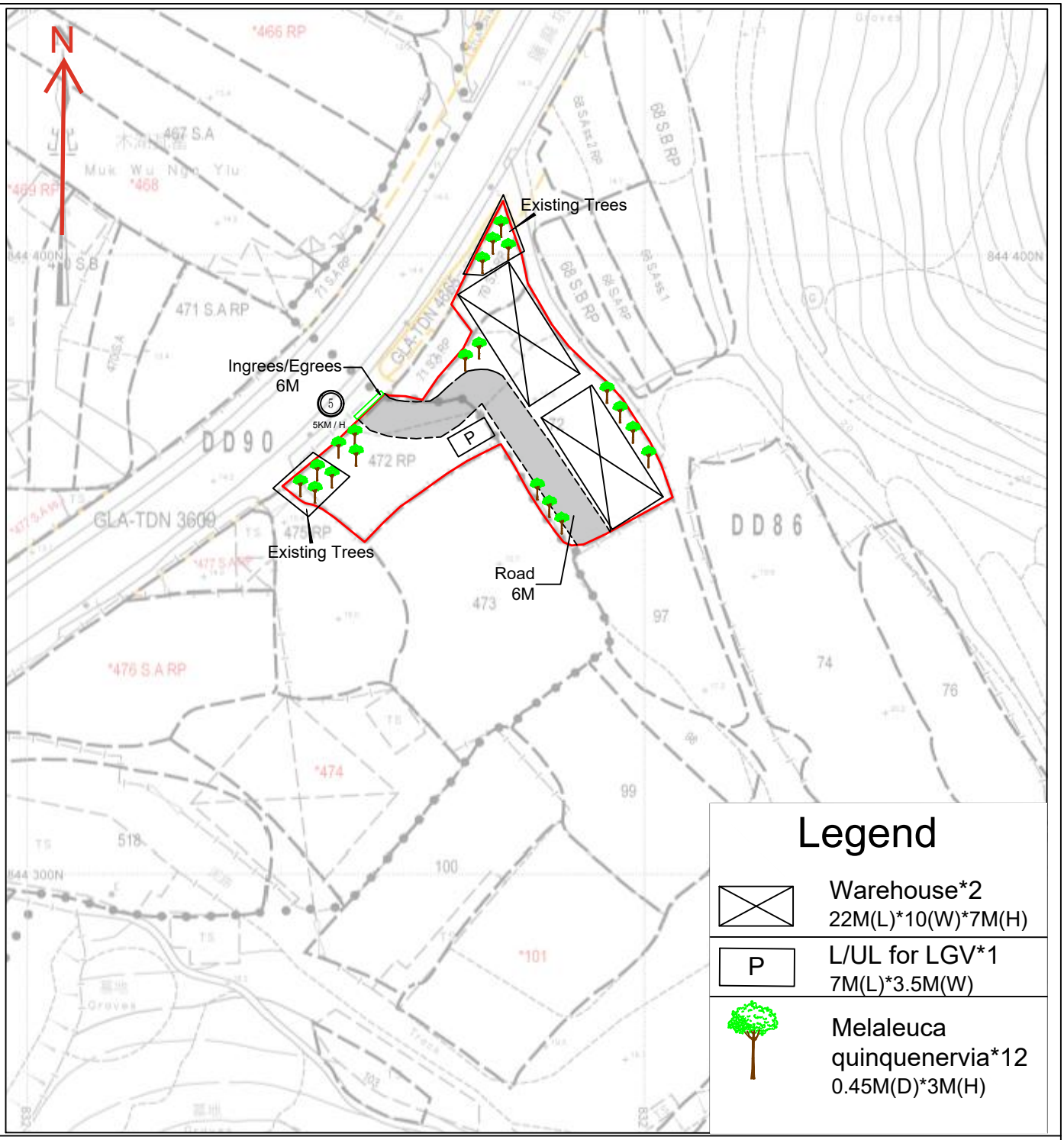


本摘要圖於2026年9月28日擬備，
所根據的資料為測量圖編號
3-NW-12C、12D、17A及17B
EXTRACT PLAN PREPARED ON 28.9.2026
BASED ON SURVEY SHEETS No.
3-NW-12C, 12D, 17A & 17B

平面圖 SITE PLAN

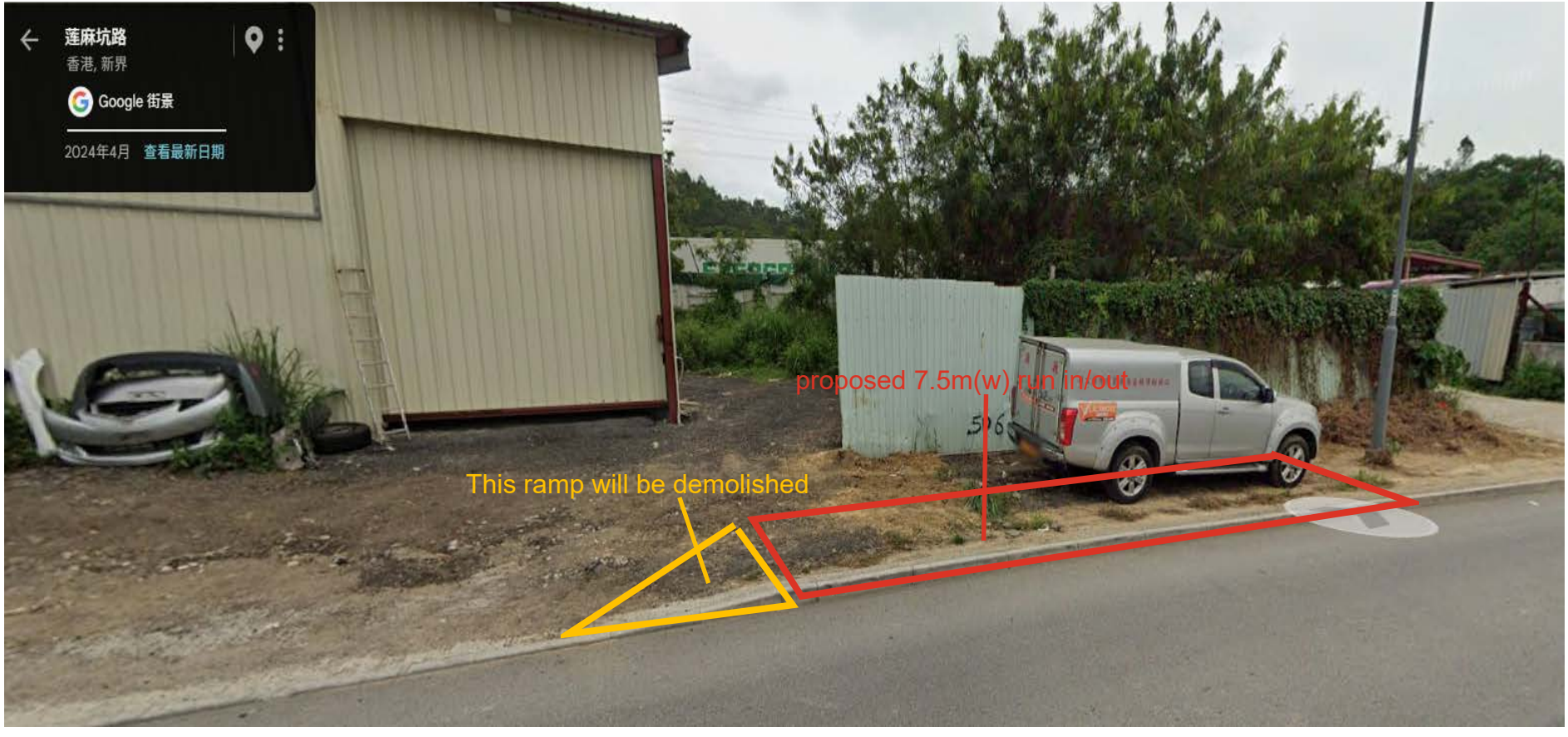
申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/NE-MKT/72



Total Site Area: 1335㎡(About)

YING SHING (HOPEWELL) ENGINEERING CO.LTD.	Layout Plan	Annex 1
	Scale 1:1000 0 10 20 30 40 50 m	October 2026


蓮麻坑路
香港, 新界
Google 街景
2024年4月 查看最新日期
proposed 7.5m(w) run in/out
This ramp will be demolished

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

3.1The 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.

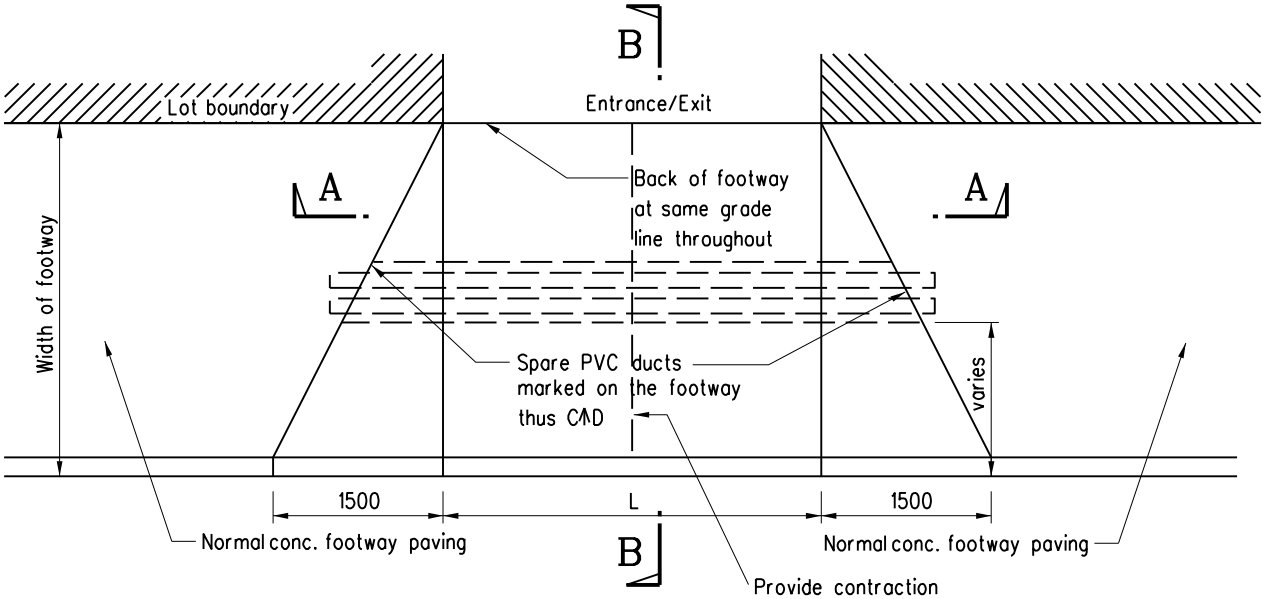
(3) Laying of Spare PVC Duck

(4) Concrete paving

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

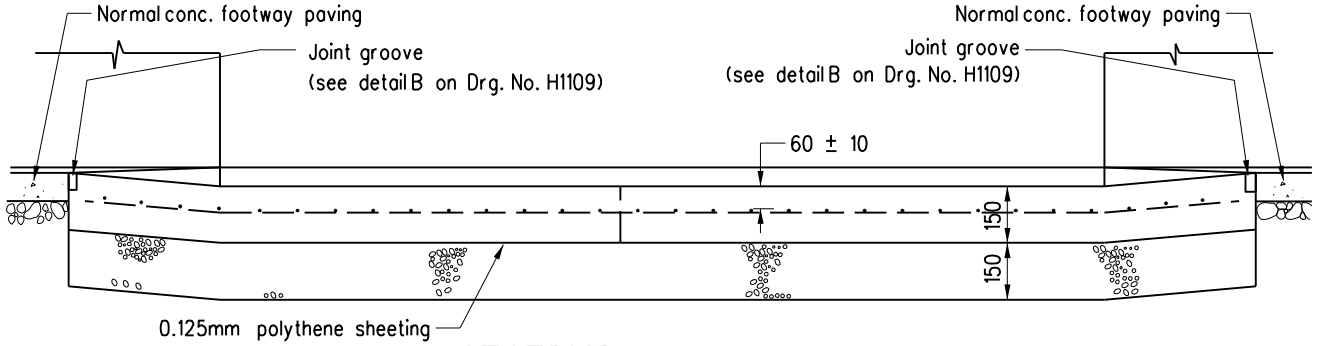
4. Conclusion

4.1 For the Planning Application (No. A/NE-MKT/72), 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.

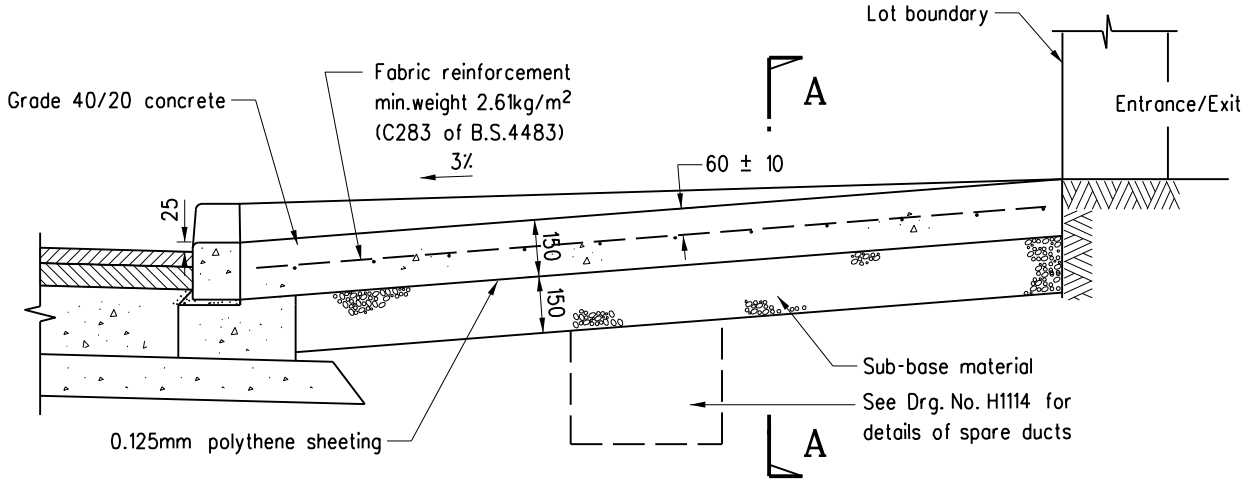


PLAN

N.T.S.



SECTION A - A



SECTION B - B

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

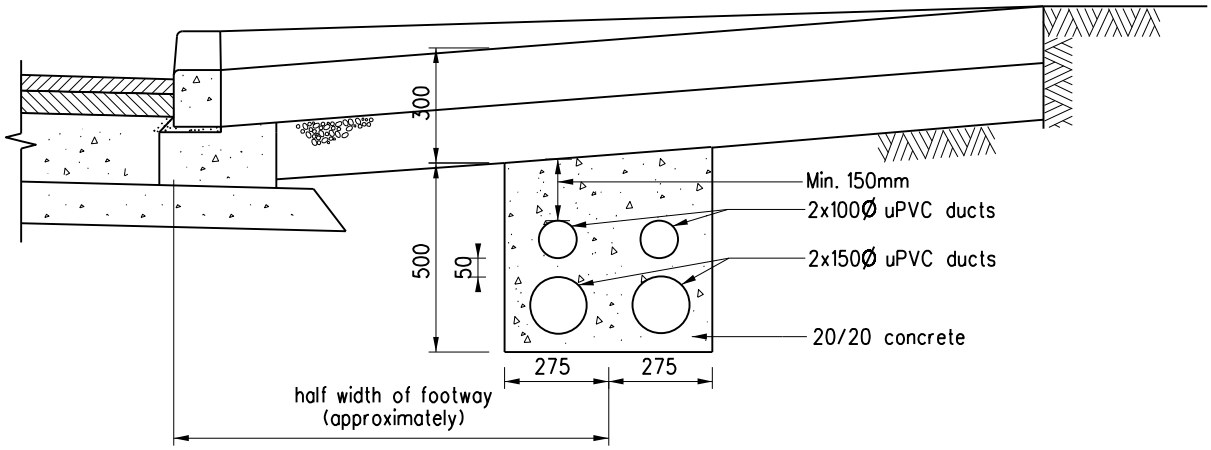
TYPICAL DETAILS OF RUN-IN (SHEET 1 OF 2)

HIGHWAYS DEPARTMENT

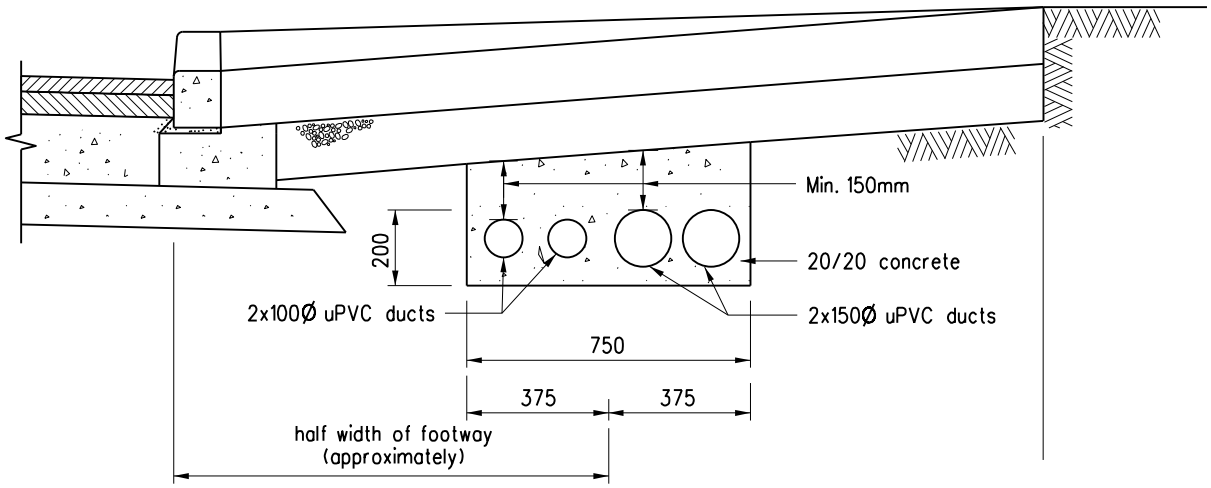
REFERENCE

DRAWING No. H 1113C CAD

SCALE 1:20



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.

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

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

HIGHWAYS DEPARTMENT

REFERENCE

DRAWING No. CAD

H 1114B

SCALE 1:20

Traffic Impact Proposal

交通影響評估建議書

1. The Potential Factor Traffic Generation caused by Proposed Development /擬議發展所導致的潛在車流因素

1.1 This application is made to meet the parts storage needs of the adjacent tourist bus repair workshop. The large vehicle parts required by the workshop are currently mainly delivered from Kwai Chung or more distant areas, with each ad-hoc delivery generally taking half a day or more. In the absence of suitable storage locations in Hong Kong, some parts must even be ordered from the Mainland or other supply sources, which directly prolongs repair times.The approved scheme under A/NE-MKT/49 mainly covers tourist bus repair, open-air parking, and ancillary facilities, and does not provide dedicated warehouses of sufficient capacity for storing large vehicle parts. Accordingly, the applicant proposes to establish two warehouses in the vicinity of the repair workshop for the pre-storage of commonly used and larger parts, so that they can be readily retrieved during repair works.

It can thus be seen that the potential factor giving rise to traffic generation under the application is the adjacent tourist bus repair workshop need to transport large vehicle parts to the application site for pre-storage, so as to enable immediate use during repairs.

1.1 本申請是為配合毗鄰旅遊巴士維修工場的零件儲存需要。該工場所需的大型汽車零件現時主要 由葵涌或更遠地區運來，每次臨時調度一般需時半日或以上。若香港未有合適存放位置，部分零件 更須由內地或其他供應地訂購，直接延長維修時間。A/NE-MKT/49 的核准方案主要涵蓋旅遊巴士 維修、露天停放及附屬設施，沒有設置足以存放大型汽車零件的專用貨倉。因此，申請人擬在維修 工場附近設置兩座貨倉，預先存放常用及較大型零件，以便在維修時迅速調用。

由此可見，該申請所引起車流量的潛在因素是毗鄰旅遊巴士維修工場需要將汽車大型零件運輸至申請地點作預先存放以供即時維修。

2. Estimated Traffic Flow Generated by the Proposed 1 Medium Goods Vehicle Loading/Unloading Bay / 預估擬議的 1 個中型貨車上落貨位產生的交通流量。

2.1 Assumptions: Based on typical medium goods vehicle (MGV) loading/unloading operations with an average dwell time of approximately 60 minutes per vehicle..

2.1 假設：根據中型貨車典型上落貨作業，平均每輛車停留時間約 60 分鐘。

Time Period 時段	**Estimated Trips Generation / Attraction 預估產生/吸引車流**	
	IN	**OUT**
0900-1000	1	1
1000-1100	0	0
1100-1200	0	0
1200-1300	0	0
1300-1400	0	0
1400-1500	0	0
1500-1600	1	1
1600-1700	0	0
Total 總計	2	2
Overall average per hour 每小時平均	0.25	0.25

3. Current Traffic Flow in Lin Ma Hang Road (Two-way) / 現時接駁的蓮麻坑路的交通流量（雙向）。

Friday (星期五) 02/10/2026

Time 時段	Private Car/Taxi 私家車/的士	Minibus & Franchised Bus 小巴及專線巴士	Light Goods Vehicle 輕型貨車	Med/Heavy Goods Vehicle 中/重型貨車	Others 其他
0900-1000	40	4	7	5	3
1000-1100	34	4	7	5	3
1100-1200	62	4	6	5	4
1200-1300	51	4	5	7	2
1300-1400	51	4	10	9	4
1400-1500	49	4	9	9	2
1500-1600	75	4	11	11	3
1600-1700	67	4	8	10	2
Total (per items) 各類總計	429	32	63	61	27
Overall avg per hour 每小時平均	53.6	4	7.87	7.62	3.375
Total amount 總車輛數	612				

Saturday (星期六) 03/10/2026

Time 時段	Private Car/Taxi 私家車/的士	Minibus & Franchised Bus 小巴及專線巴士	Light Goods Vehicle 輕型貨車	Med/Heavy Goods Vehicle 中/重型貨車	Others 其他
0900-1000	38	4	8	5	2
1000-1100	66	4	5	4	2
1100-1200	73	4	3	5	2
1200-1300	57	4	10	7	4
1300-1400	49	4	9	4	4
1400-1500	72	4	5	5	5
1500-1600	72	4	4	4	3
1600-1700	55	4	11	5	2

Time 時段	Private Car/Taxi 私家車/的士	Minibus & Franchised Bus 小巴及專線巴士	Light Goods Vehicle 輕型貨車	Med/Heavy Goods Vehicle 中/重型貨車	Others 其他
Total (per items) 各類總計	482	32	55	39	26
Overall avg per hour 每小時平均	**60.2**	4	6.875	4.875	3.25
Total amount 總車輛數	634				

Analysis / 分析

Friday: Total number of vehicles: 612 vehicles (within 8 hours), average 76.5 vehicles/hour. Saturday: Total number of vehicles: 634 vehicles (within 8 hours), average 79.25 vehicles/hour. Comparison: Saturday's traffic volume is higher than Friday's, with an increase of approximately 9.5%. Analysis of reasons: On Saturday, there is a large number of road users throughout the day traveling via Lin Ma Hang Road to nearby open-air car parks. In addition, the proximity to the land boundary crossing leads to increased traffic flow. The additional traffic generated by the proposed development (1 medium goods vehicle loading/unloading bay) is only about 1 vehicle/hour. It is expected that there will be no significant traffic congestion, delay, or decline in level of service. Compared with the existing situation, the additional traffic volume will not have any significant adverse impact on the capacity or level of service of Lin Ma Hang Road.

星期五：總車輛數 612 輛 (8 小時內)，平均 76.5 輛/小時。

星期六：總車輛數 634 輛 (8 小時內)，平均 79.25 輛/小時。比較：星期六的交通流量高於星期五。增幅約 9.5%。分析原因是星期六全天有大量道路使用者經蓮麻坑路通往附近的露天停車場，並且因為臨近陸路口岸導致交通流量增加。

擬議發展（1 個中型貨車上落貨位）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。

Traffic improvement advices /交通改善建議

After analysis, the additional traffic volume will not have any significant adverse impact on the capacity or level of service of Lin Ma Hang Road. It is only necessary to recommend that the applicant comply with the proposed vehicle access arrangements and traffic management measures.

經分析後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。只需建議申請人遵守擬議車輛出入安排及交通管理措施。

Vehicle Access arrangements proposal

The applicant will implement the following measures preventing illegal parking of visitors' vehicles outside the application site; and

1. Clear signage will be erected at the site entrance and along the adjacent roads, stating "No Parking"

2. The applicant will inspect the out the applicant site twice one day for preventing illegal parking.

The applicant will provide and implement management of pedestrian facilities to ensure pedestrian safety as follows:

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 Yellow warning lights and pedestrian crossing signs will be installed at vehicle entrances and exits to warn drivers and pedestrians.

The applicant advised the management/control measures to be implemented to ensure no queuing of vehicles outside the application site;

1. All vehicles will be scheduled to enter or exit the site at intervals of at least 15 minutes to minimise the risk of congestion on the internal road.
2. Sufficient waiting and manoeuvring space will be provided within the site
3. Clear signage will be provided at the entrance instructing drivers not to wait on the public road.
4. The gate will be opened during the operation hours.