寄件者: 陳灝然 [redacted]
寄件日期: 2026年11月04日星期三 11:21
收件者: [redacted]
主旨: A/YL-NSW/368進一步資料
附件: A-YL-NSM-368 Run-in out Proposal .pdf

類別: Internet Email

敬啟者：

就上述檔案，現回應運輸署意見如下：

1. 車輛出入口及圖則標示： 關於圖則要求，我們已將車輛出入口的確切位置清晰標示於車輛轉彎半徑圖中，以符合相關審核標準。此外，就地盤車輛通道之坐標，申請人會與元朗地政處進行積極溝通，並將按地政處之要求落實最終位置。我們亦承諾未來車輛將嚴格限制於指定的 XYZ 點進出地盤，絕不允許從其他位置進出。
2. 行人安全與現場管理措施： 為確保公眾及行人安全，並避免行人難以辨識車輛出入口或行人路，我們將落實以下現場管理與交通指揮措施：
    - 於車輛進出時分派兩名專責職員在場協助，分別派駐於場內大門及對出馬路位置。
    - 現場職員將配備對講機以加強緊密配合、指揮車輛出入，全面協助停車場的日常營運及交通安全。

隨函附上更新後的圖則及相關資料，供閣下審閱。

Submission of a Run-in/out Proposal

Proposed Temporary Shop and Services (Vehicle Parts) and Public Vehicle Park (Private Car) with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Lot 1510 and Extension RP (Part) in D.D. 115 and Adjoining Government Land, Nam Sang Wai, Yuen Long, New Territories
(Application No. A/YL-NSW/368)

Date: Oct 2026

1. Introduction

Planning Application (No. A/YL-NSW/368) for Proposed Temporary Shop and Services (Vehicle Parts) and Public Vehicle Park (Private Car) with Ancillary Electric Vehicle Charging Facilities for a Period of 3 Years at Lot 1510 and Extension RP (Part) in D.D. 115 and Adjoining Government Land, Nam Sang Wai, Yuen Long, 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 western side of Siu Sheung 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 northeastern side of the Application Site, about 4.75mx8.25m in size and is currently concrete paved. It is approximately 150mm higher than the level of Siu Sheung 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.

3.3 Drawing number R-01 (**Appendix 6**) shows the configuration of the proposed run in/out. The proposed run in/out does not affect the existing fence, cover walkway and beam barrier. It also shows the smooth manoeuvring of vehicles to/from Siu Sheung Road. Drawing number R-02 (**Appendix 7**) shows the smooth manoeuvring of vehicles entering/leaving the site.

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 division.



(3) Laying of Spare PVC Duck



(4) Concrete paving



(5) Concrete paving



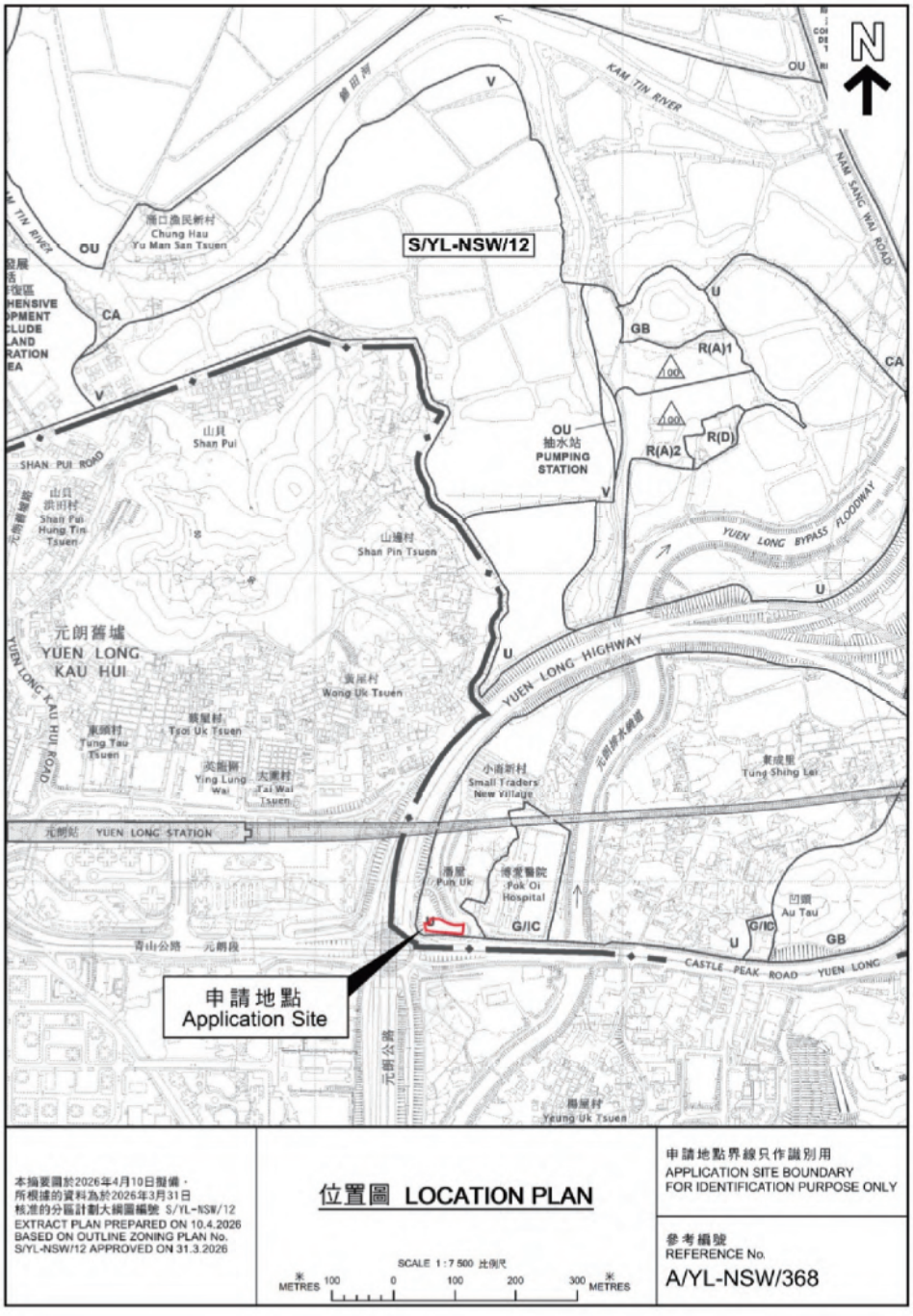
(6) Spare PVC ducts marked on the footway thus C↑D

5. Conclusion

For the Planning Application (No. A/YL-NSW/368), 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, smooth manoeuvring of vehicle and no street furniture are affected. The Applicant will provide his best effort from hindering vehicular and pedestrian traffic adjoining the Application Site when carrying out maintenance work.

Oct 2026

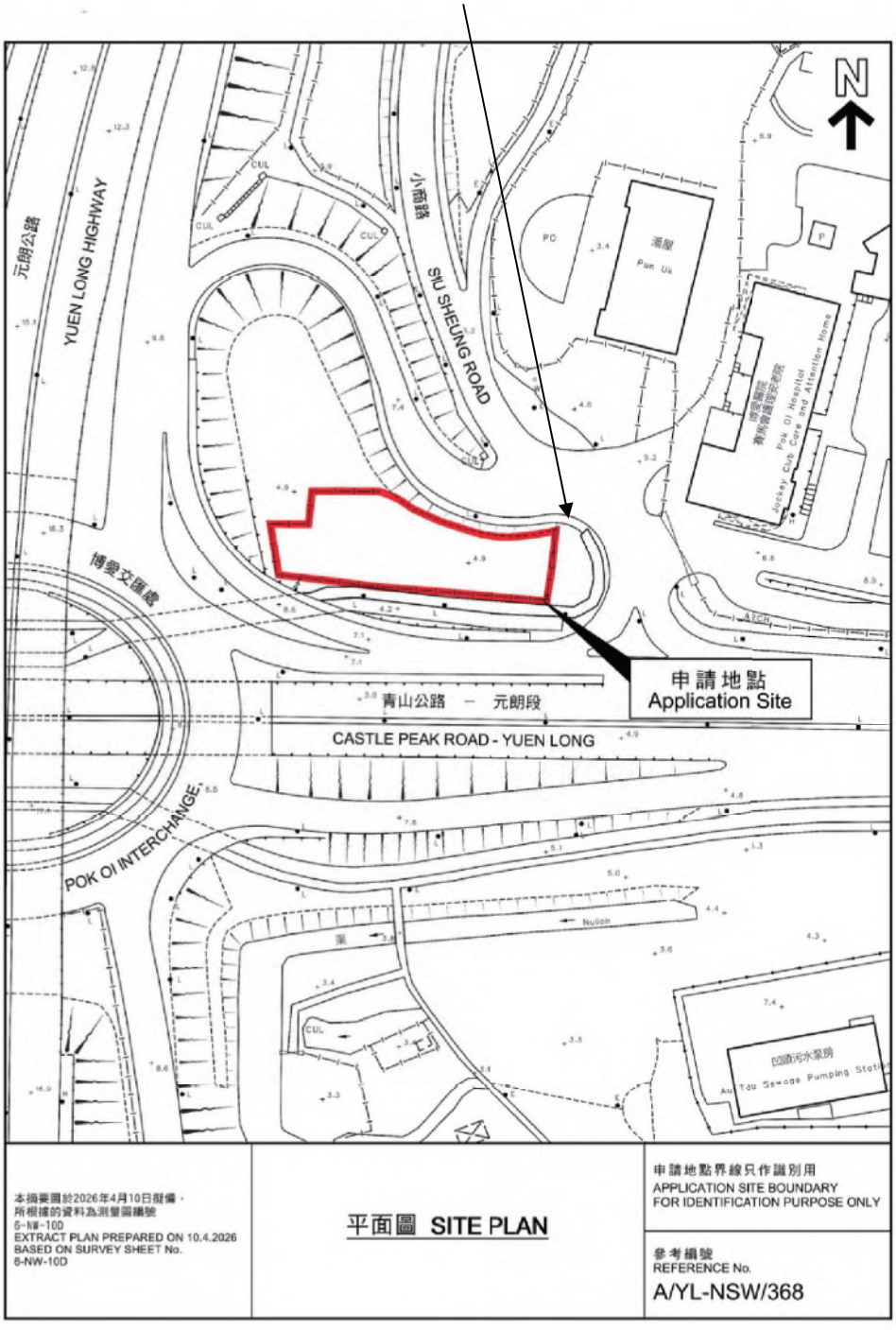
Appendix 1



Location Plan

Appendix 2

Location of Proposed Run in/out



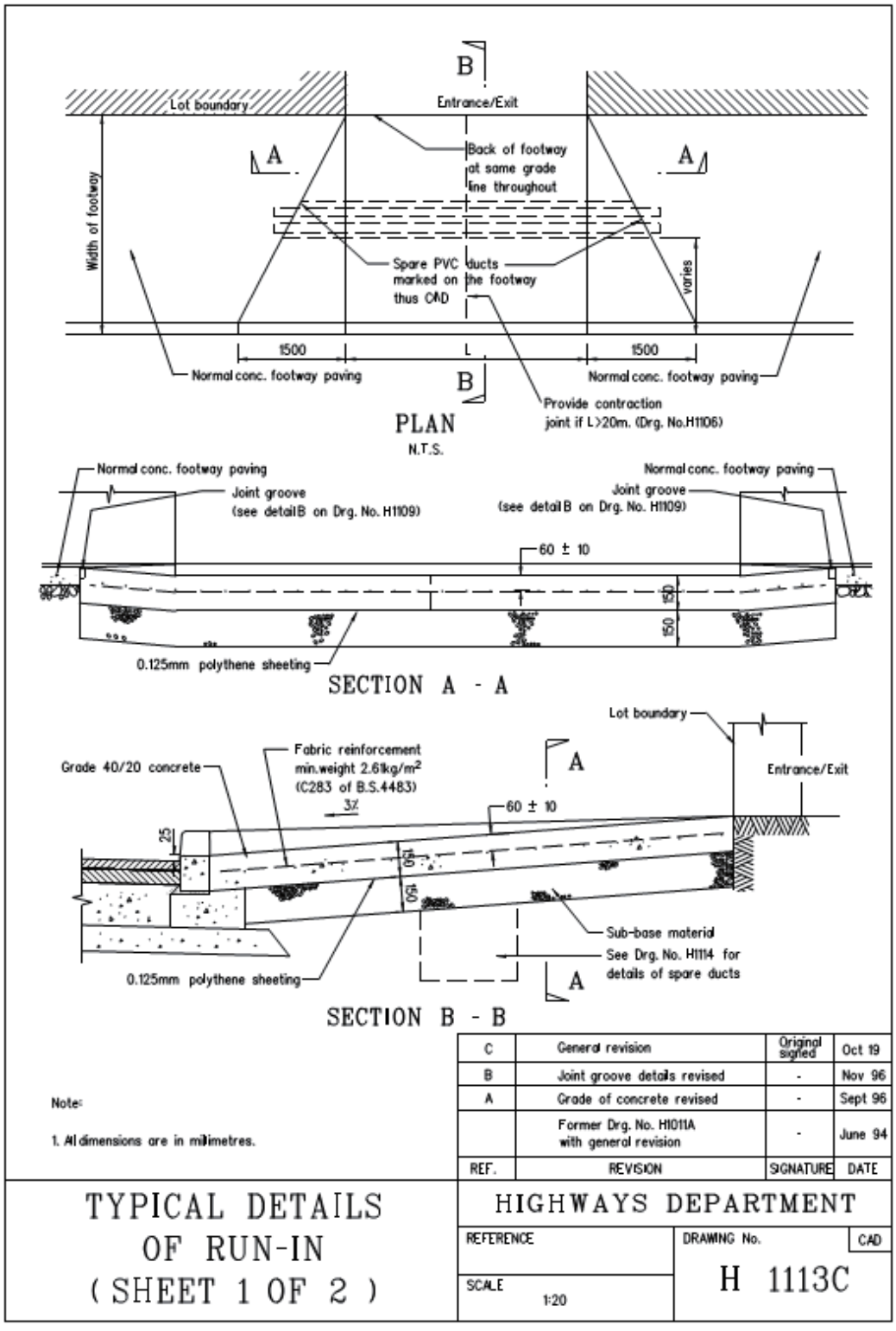
Site Plan

Appendix 3



Photos of Existing Condition of Proposed Run in/out

Appendix 4



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

Note:

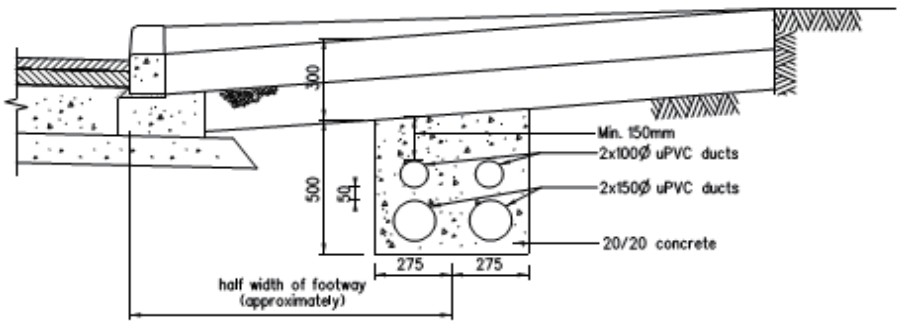
1. All dimensions are in millimetres.

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

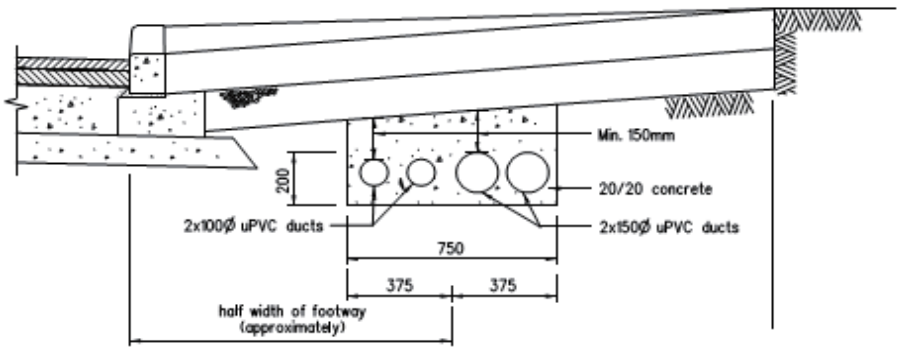
HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
SCALE 1:20	H 1113C	

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.

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

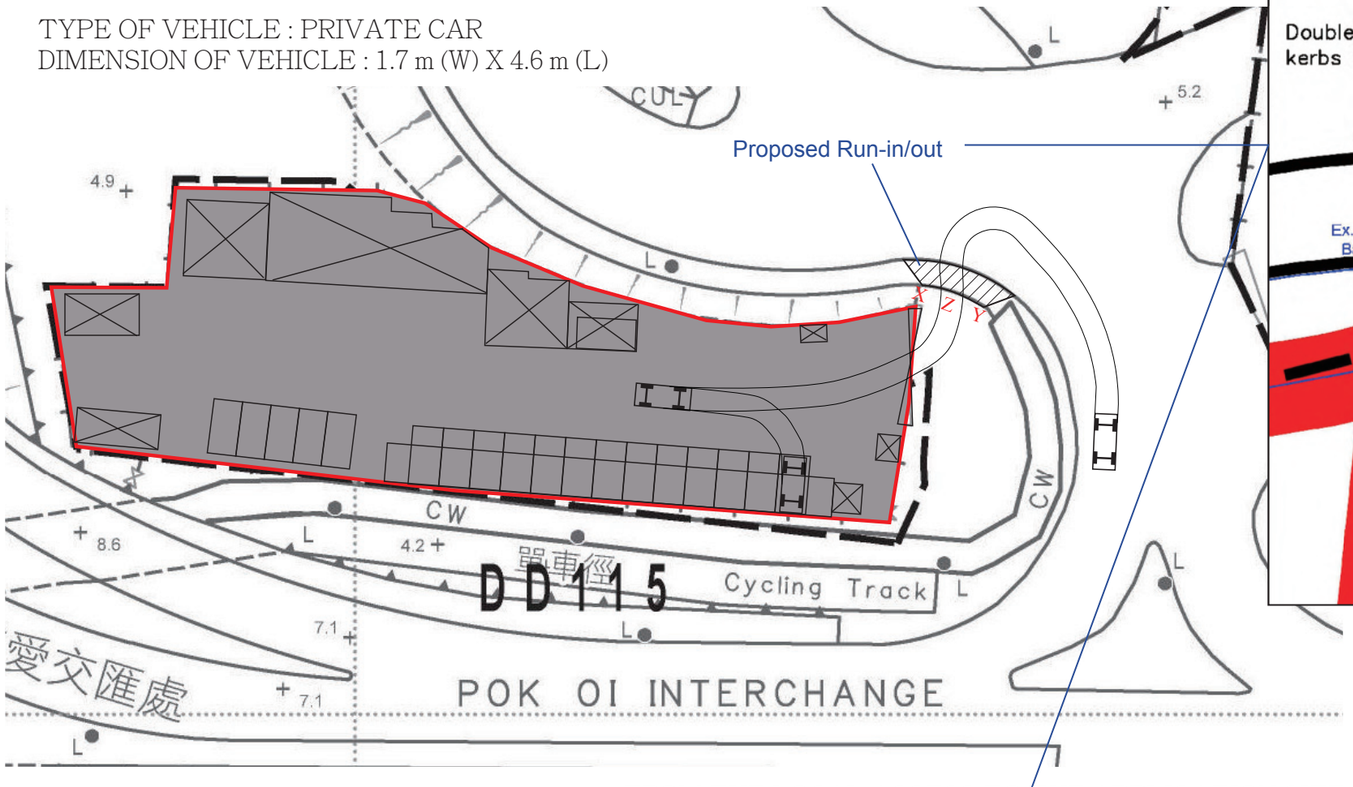
TYPICAL DETAILS OF RUN-IN (SHEET 2 OF 2)

HIGHWAYS DEPARTMENT

REFERENCE	DRAWING No.	CAD
SCALE 1:20	H 1114B	

SWEPT PATH ANALYSIS

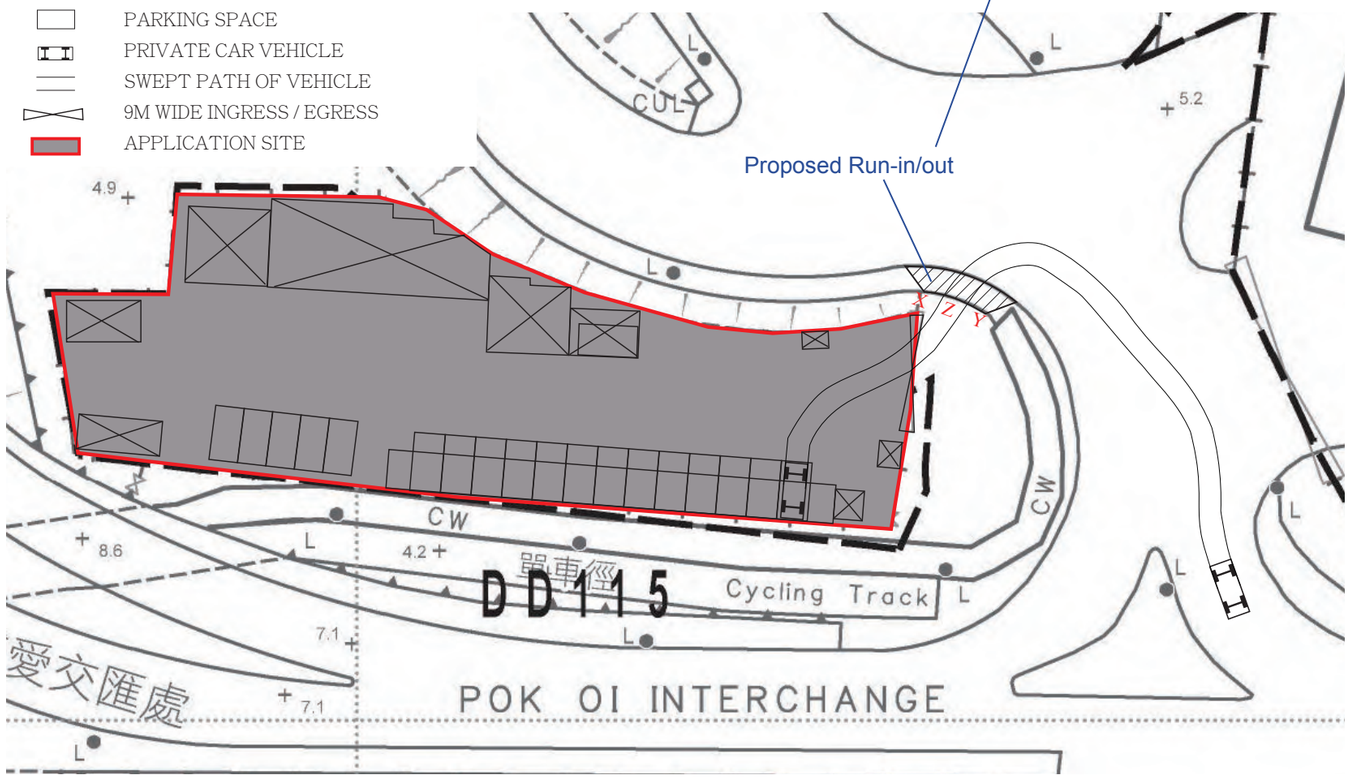
TYPE OF VEHICLE : PRIVATE CAR
DIMENSION OF VEHICLE : 1.7 m (W) X 4.6 m (L)



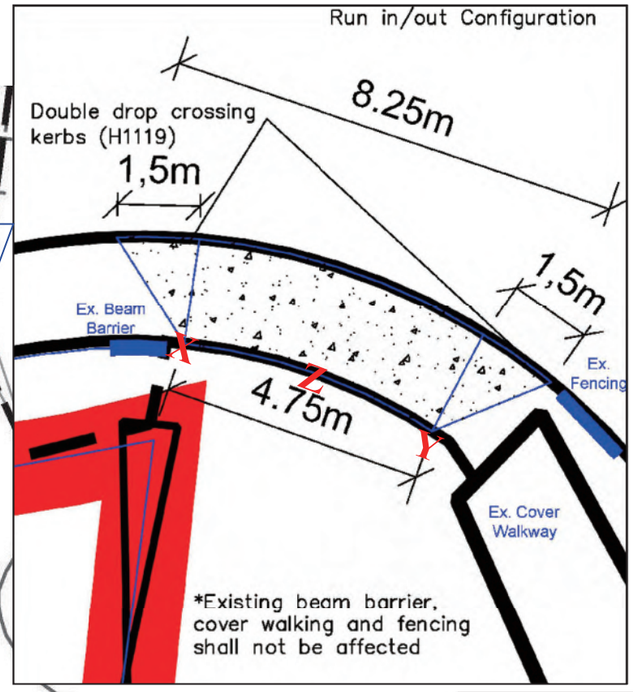
FROM THE LOCAL ACCESS TO THE APPLICATION SITE

LEGEND

- PARKING SPACE
- PRIVATE CAR VEHICLE
- SWEPT PATH OF VEHICLE
- 9M WIDE INGRESS / EGRESS
- APPLICATION SITE



FROM THE APPLICATION SITE TO THE LOCAL ACCESS



Appendix 6 & 7
Proposed Run-in/out Layout Plan

