

**S16 Planning Application for Proposed Flat with Shop and Services/Eating Place in “Commercial” zone
at 42-44 Yiu Wa Street and 28-29 Canal Road East, Hong Kong
Application No. A/H5/423 – Further Information (5)**

Departmental Comments		Responses
26 June 2026 refers: Transport Department (TD)		
1	In general, TD’s previous comment relayed on 7 May 2026 remains valid. The objective and approach of the TIA shall focus primarily on the assessment of the traffic impact induced by the Proposed Development to the surrounding road network, rather than comparing it with the traffic impact induced by the Approved GBP. Therefore, those paragraphs showing comparison between the Approval Scheme and Proposed Scheme may not be relevant.	Noted. Please refer to the updated Chapter 4 in the revised Traffic Impact Assessment Report (the “Revised TIA Report”).
2	Section 1.2 – As per previous comment, TD’s comments expressing concerns about the internal transport facilities were included in Appendix I of the Building Department (BD)’s approval letter dated 20 Oct 2023 issued to AP. For completeness, please include TD’s comment in your Appendix I instead of merely attaching the BD’s approval letter.	Noted. Appendix 1 is updated with responses and is found in the Revised TIA Report.
3	Section 4.2 – It is noted that Base District Traffic Model was made reference with the Traffic Forecast for Environmental Assessment Studies to justify the adoption of growth rate developed by Hong Kong Population Projections (i.e. +0.57% per annum). Please update the growth rate analysis in this TIA for consistency.	Noted. Please refer to the updated Chapter 4 in the Revised TIA Report.
4	Section 4.13 – Traffic survey on the existing queue length during peak hours shall be conducted and included in the TIA and the queue length analysis shall also be demonstrated on the layout plan for clarity.	Noted. Please refer to Paragraph 2.9, Figures 2.6 and 2.7 for the queue length analysis for the existing condition in the Revised TIA Report.
5	Table 4.8 – The queue length analysis for J2 & J3 seems messed up. Please review.	Noted. Please refer to the revised Table 4.8 in the Revised TIA Report.
6	The reasons for not providing internal transport facilities are not well justified. Based on the analysis in TIA, the proposed development will generate additional on-street pick-up/drop-off demand if no internal transport facilities are provided. Given the extremely busy traffic in	In view of the size of the Subject Site, a turntable with 6m-diameter clearance is provided and could accommodate a loading / unloading bay for goods van. Ground Floor layout plan is shown in Figure 3.1 in the Revised TIA Report.

	Causeway Bay, in particular along Canal Road East and Yiu Wa Street, TD considers it more appropriate to provide appropriate internal transport facilities to address the pick-up/drop-off and loading/unloading (L/UL) demand, which stem solely from the development. This would help minimize potential disturbance to the public road network, especially considering the existing traffic situation at Yiu Wa Street.	
Response-to-comment (RtC)		
1	Item 1 – i) Table R1 – The observed parking and L/UL demands for residential developments with around 180 flats appear to be very low. Please provide justification, methodology and details of the reference developments adopted to derive the demand rates for the proposed development. ii) Table R3 – The vacancy of nearby development may not be a sound justification to cater for the parking demand generated by the Proposed Development since they are not directly connected and of different development nature. Please review section 3.9 of the TIA accordingly. iii) Table R4 – For the utilisation analysis of the loading/unloading bay at Yiu Wa Street, please review whether utilization rate has been under-estimated as the gap between vehicles have been counted as capacity which indeed are insufficient to accommodate a vehicle. In addition the relevant utilization rates during peak hours at weekends shall also be included in the TIA report. iv) The analysis in this RtC shall be incorporated into the relevant sections of the TIA.	Detail of the survey conducted at 3 residential buildings are found in Paragraphs 3.11 – 3.15 of the Revised TIA Report. The surplus public car parking spaces (i.e., 439 nos. surpluses during AM peak period and 379 nos. surplus during PM peak period) found at Times Square and Leighton Centre, could cater the potential parking demand of the <i>Proposed Development</i>. To be conservative, 0.5m front clearance and 0.5m rear clearance of vehicles have been considered in the utilisation survey. Please refer to Paragraphs 3.16 – 3.19 with the recent conduct of utilisation survey on Saturday, in the Revised TIA report. Noted.
2	Item 2 – The ATC core station 1004 at Aberdeen Tunnel may not be suitable to be taken as a reference station as most traffic near the site (Yiu Wa Street/Canal Road Flyover) are heading to Causeway Bay. For ATC core station 1020 at Lockhart Road, which is also close to the site, it is noted that Saturday traffic is the heaviest of the week. Thus, please review and cover the associated peak period in the TIA report.	Noted. Please refer to Paragraph 2.5 with the recent conduct of traffic survey on Saturday, in the Revised TIA report.
3	Item 4 – Please refer to TD's comment on item 1, Table R1 above.	Noted.