

Annex 1

Responses to Comments

Responses to Departmental Comments

Item	Departmental Comments	Applicant's Responses
1. Comments from The Commissioner for Transport received on 29.8.2025 (Contact Officer: Mr Sammy WONG; Tel.: 2829 5262)		
<u>General Comments</u>		
1.	<p>We consider that base on the history of the land document, the lot owner should already know the limitation and uncertainty of the vehicular access and/or right-of-way to be allowed by adjacent lot in the planning of redevelopment, and there should be no obligation by Government to provide separate vehicular access to the lot owner. From traffic engineering perspective, the lot owner should consider the appropriate traffic and transport arrangements to support the construction and operation of the proposed redevelopment under the given land conditions and constraints mentioned above.</p>	<p>We would like to emphasise our responses, which have already been provided in FI (1) in May 2025, that the proposed access road is considered the best alternative as compared to the right-of-way (ROW) of 60 Tai Hang Road. From a legal perspective, the capacity to grant the ROW to the Applicant is held by the developer of 60 Tai Hang Road, which has since been dissolved. This has made it impossible to obtain the necessary consents for dismantling the staircase to build vehicular access for 58 Tai Hang Road.</p> <p>In terms of operational needs, the proposed access road serves as a necessary Emergency Vehicular Access (EVA) for the residential development of 58 Tai Hang Road, in order to ensure full compliance with fire safety requirements. Additionally, it is considered the most viable and cost-effective solution for various loading/unloading activities for 58 Tai Hang Road. It eliminates the repeated need to construct / demolish a temporary cantilever platform over the existing slope adjacent to 60 Tai Hang Road every time construction works, maintenance works, and large bulk delivery is required, and would require repeated consent from the relevant departments, and could create repeated nuisance for residents at 60 Tai Hang Road.</p> <p>The traffic and transport assessment studies, designed to support the construction and operation of the proposed redevelopment, will be submitted to the relevant departments for review after obtaining planning application approval, considering the prevailing land conditions and constraints.</p>
<u>Views on the proposed pedestrian walkway</u>		
2.	<p>We note that at present the residents of 58 Tai Hang Road can access the development through the adjoining 60 Tai Hang Road (The Elegance). Additionally, the pedestrian could make use of the existing footpath along Fuk Kwan Avenue and Tai Hang Road for connection between upper Tai Hang Road and lower Tai Hang Road. We consider that the proposed pedestrian walkway proposed by the Applicant, by means of a stairway, cannot bring significant improvement on walkability and accessibility to the area from the traffic engineering point of view.</p>	<p>The primary purpose of the proposed pedestrian walkway is to utilise the existing dilapidated staircase, which may have originally been intended to connect the upper and lower sections of Tai Hang Road. Compared to the current route along Fuk Kwan Avenue and Tai Hang Road, which is approximately 640m from upper to lower sections, this new staircase, along with the existing section adjacent to Harmony Court at lower Tai Hang Road, is only about 140m. This new staircase will provide a more direct and efficient route for the residents and public to access the upper and lower sections of Tai Hang Road.</p>

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		Referring to the letters from the commenters enclosed in our FI (4), some local residents have expressed that the proposed pedestrian walkway will benefit the community. While it is not a barrier-free walkway, it offers pedestrians the option to take a shortcut via the proposed walkway or the longer route along Fuk Kwan Avenue. The Applicant will cover the cost of upgrading the proposed pedestrian walkway. We believe that providing a choice is better than offering no option at all.
<u>Views on the proposed turntable with 12m diameter</u>		
3.	While we maintain the view that from traffic engineering perspective, the lot owner should consider the appropriate traffic and transport arrangements to support the construction and operation of the proposed redevelopment under the given land conditions and constraints, to provide a turntable with 12m diameter at the proposed new access road should be well justified, given that the provision of internal transport facilities within the 58 Tai Hang Road site are not indicated and the maneuvering of vehicles within the 58 Tai Hang Road site are not demonstrated.	<p>The applicant acknowledges that all traffic and transport arrangements should adhere to the land conditions and restrictions as stipulated in the lease. To enhance the safety of residents within the site, the applicant proposes the provision of an Emergency Vehicular Access (EVA) to accommodate the ingress and egress of fire appliances. Upon approval of the planning application, the applicant will submit detailed construction design plans and associated technical assessments to the relevant authorities for review. Furthermore, the swept path analysis for Light Goods Vehicles (LGVs) entering/ leaving the access road is acceptable. The drawings (J03003-001-001-SP3 & SP4) are attached at Annex 2 for your review and approval.</p> <p>Regarding the future residential development of the adjoining 58 Tai Hang Road site, which is zoned "R(B)" under the OZP and is a permitted as-of-right use, the site is not within the boundary of the Application Site. Therefore, the design and layout, including internal transport facilities for the future residential development at 58 Tai Hang Road, do not need to be included in this application. The Applicant will ensure that the level of the proposed access road and the vehicle landing at 58 Tai Hang Road are consistent during the detailed design stage. Any internal transport facilities within 58 Tai Hang Road will be designed and implemented to the satisfaction of the Transport Department and will comply with relevant HKPSG requirements, codes of practice, and regulations.</p>