

No.	Comments	Responses
Comments from Transport Department on 20 Aug 2025		
(i)	The applicant should advise and further substantiate the traffic generation and attraction rates used in the TIA can reflect the particular traffic characteristics of the proposed developments;	<p>For the proposed development, the following considerations have been made:</p> <ul style="list-style-type: none"> Warehouses and open storage areas: The trip rates for <i>industrial buildings</i> have been adopted. This reflects the nature of activities within warehouses and open storage areas, where vehicle trips are primarily associated with the loading/unloading and movement of goods, which is consistent with the operational characteristics of industrial buildings. Ancillary site/general storage uses: The trip rates for <i>office use</i> have been applied. This reflects the operational function of these facilities, which are mainly administrative in nature and are expected to generate staff-related traffic patterns similar to general office use. <p>To ensure that the adopted trip rates adequately reflect the particular traffic characteristics of the proposed developments, the mean rates in the TPDM have been applied in the assessment. This approach provides a balanced and representative estimate of traffic demand.</p> <p>In addition, reference has also been made to previous planning applications (e.g. A/YL-LFS/555) for developments of a similar nature.</p>
(ii)	The applicant shall update the layout plan to indicate the open storage areas and demonstrate the areas would not cause any obstruction to the maneuvering of vehicles;	The layout plan has been updated with the indication of the open storage areas and maneuvering space, as shown in Figure 2.1A . Swept path analyses for 11m HGV, 7m LGV, and 5m private car have been conducted, as shown in Figures 2.2A, 2.3A, and 2.4A . The results demonstrate that the ingress/egress points and parking space arrangements are adequate to accommodate the maneuvering of the above vehicle types without obstruction.
(iii)	The applicant should review and revise the floor area used in Table 4.2 of the TIA, which should include the sum of areas for Structure A,	Table 4.2 has been revised and updated to include the total floor areas of Structure A, Structure C, and the open storage areas. Consequently, Table 4.5 - Estimated Development Flow has also been updated. The 2028 Design Scenario in Table 5.4 - Future Year Junction Capacity Assessment has been revised accordingly, together with Figure 5.3A and the

	Structure C and the open storage areas;	associated junction capacity calculation sheets.
(iv)	The applicant shall update the layout plan to indicate the width of the ingress / egress point;	Figure 2.1 has been updated (Revision A) to indicate the width of the ingress/egress point, which measures 11.57m.
(v)	The applicant should advise its adequacy on the ingress / egress point for vehicular access arrangement;	Figures 2.2A, 2.3A and 2.4A refer. The swept path analyses demonstrate that there will be no difficulties in the maneuvers of 11m HGVs, 7m LGVs, and 5m private cars on the ingress / egress point.
(vi)	The applicant shall demonstrate the satisfactory maneuvering of the goods vehicles entering and exiting the subject site, maneuvering within the subject site and into / out of the parking and loading/unloading spaces, preferably using the swept path analysis;	Swept path analyses for 11m HGVs, 7m LGVs have been conducted and are presented in Figures 2.2A and 2.3A . The results demonstrate that goods vehicles can satisfactorily maneuver when entering and exiting the site, circulating within the site, and accessing the parking and loading/unloading spaces.
(vii)	The planned and committed developments listed in Table 5.3 of the TIA should be confirmed with PlanD;	Confirmation has been sought from the PlanD regarding the planned and committed developments listed in Table 5.3 of the TIA. Please refer to bullet point (ii) of reply from PlanD.
(viii)	The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;	A road sign (TS460) will be installed at the site's ingress/egress point to alert both pedestrians and drivers of vehicular movements. Flashing lights will also be provided at the ingress and egress points to further enhance visibility and awareness. Light poles will be provided at the application site to ensure adequate lighting for both vehicles and pedestrians.
(ix)	The applicant shall advise the management/control measures to be	Figures 2.2A, 2.3A and 2.4A refer. The swept path analyses demonstrate that there will be no difficulties in internal traffic circulation, as sufficient space for maneuvering vehicles is

	implemented to ensure no queuing of vehicles outside the subject site;	<p>provided throughout the application site. Furthermore, the following management and control measures will be implemented by the Applicant to ensure that there is no queuing of vehicles outside the subject site:</p> <ol style="list-style-type: none"> 1. Deployment of traffic controllers to regulate vehicle entry and exit from the application site, minimizing conflicts with road traffic; 2. When vehicles are anticipated to enter or leave the site, at least one traffic controller will be stationed at the access point, ensuring vehicles can pass through the site unobstructed.
(x)	The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the subject site; and	<p>To prevent illegal parking of visitors' vehicles outside the subject site, the following measures will be implemented:</p> <ol style="list-style-type: none"> 1. A permit system for visitors will be introduced, allowing only vehicles with prior registration to enter the site. This measure will ensure that sufficient parking space is available on-site and will help prevent illegal parking of visitors' vehicles outside. 2. A trained traffic controller will be deployed to monitor vehicle movements and direct visitors to the designated on-site parking areas.
(xi)	The proposed vehicular access between Kong Nga Po Road and the application site is not managed by TD. The applicant should seek comments from the responsible party.	Noted.

No.	Comments	Responses
Comments from Planning Department on 29 Aug 2025		
(i)	As the Area of Influence (AOI) is not indicated in the TIA, the planned and committed developments could not be ascertained. Please indicate the AOI on plan for our further consideration.	Section 3.1 – Study Area has been added to the TIA to describe the extent of the Area of Influence (AOI). In addition, Figure 3.4 has been included to illustrate the AOI on the plan for reference. The AOI has been defined to cover all relevant junctions along the major access routes of the Proposed Development.
(ii)	Table 5.3 – According to the Explanatory Statement of the approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/18, the police facilities to be accommodated at the Kong Nga Po site will have a total floor area of about 35,000m ² . As such, I have no comment on the GFA as shown in Table 5.3.	Noted.
(iii)	It is noted that the proposed use, number of storey of the temporary structures, use of Structure F in Section 2.2, Table 2.1 and Table 2.2 of the TIA do not tally with those in Tables 3 and 4 of the Planning Statement. Please review and amend accordingly.	The proposed use, number of storeys of the temporary structures, and the use of Structure F in Section 2.2 , Table 2.1 and Table 2.2 of the TIA have been revised and updated to align with the Planning Statement.
(iv)	Section 2.2 and Table 2.1 – Apart	Information regarding the uncovered area in Section 2.2 and Table 2.1 has been amended

	from circulation/maneuvering space and parking space, the uncovered area should also include area for open storage. Please review and amend accordingly.	to include the area for open storage, in addition to circulation/maneuvering space and parking space.
(v)	According to Section 5.4, the locations of the planned developments are illustrated in Figure <u>5</u> .1. However, the drawing no. of “Location of Planned Developments” is Figure <u>4</u> .1. Please review and amend accordingly.	The drawing number of “Location of Planned Developments” has been revised to Figure 5.1 accordingly.