

HLH/93 Response to TD & LD comment

Lands'D comments

Comment 1

The application site comprises Government Land and Old Schedule Agricultural Lots held under the Block Government Leases. No structures may be erected without the prior approval of the Government. The proposed ingress/egress is required to pass through Government Land, but no right of access through Government Land is granted.

Response

The comment is noted. Before erecting any proposed structure, the relevant lot owner(s) will submit the necessary application(s) to the Lands Department, including Short Term Waiver application(s), and no structure will be erected before the required approval has been obtained.

Comment 2

No consent is given for the inclusion of about 140m² of Government Land in the application site.

Response

The comment is noted.

The Applicant confirms that including approximately 140m² of Government Land in the planning application does not imply that land consent or any right of occupation has been granted.

No part of the Government Land will be occupied, paved, filled, used for storage, parking, loading/unloading or incorporated into the operation of the proposed development unless and until the relevant approval or land instrument has been granted by the Lands Department.

The Applicant will separately liaise with the Lands Department regarding the appropriate land application for the Government Land and the proposed access

arrangement.

Comment 3

There are unauthorised structures within Lot No. 169 in D.D. 86.

Response

The item identified within Lot No. 169 in D.D. 86 is a movable container which was placed on the lot without the lot owner's prior knowledge or consent. The container is not shown on the submitted layout plan and does not form part of the proposed development under the current application.

Upon being informed that the movable container is unrelated to the current application, the lot owner promptly contacted the party responsible for the container and requested its removal. The parties are currently coordinating the clearance arrangements to remove the container as soon as practicable and, if possible, on or before 30 August 2026.

Photographic evidence will be provided after the container has been removed.

Comment 4

Government Land adjoining Lot Nos. 169 and 170 in D.D. 86, which is outside the planning application site, has been unlawfully occupied with concrete paving.

Response

Following a site inspection by the lot owner, it has been confirmed that the concrete paving referred to by the Lands Department is outside the application site and does not form part of the proposed development shown on the submitted layout plan.

The lot owner has also confirmed that the concrete paving was not laid by the lot owner.

Nevertheless, upon approval of the subject planning application, the Applicant undertakes to remove or rectify any portion of the concrete paving which is not consistent with the approved proposal.

Where any removal or rectification works involve Government Land or otherwise require the approval of the Lands Department, no such works will commence until formal approval has first been obtained from the Lands Department.

Comment 5

Subject to planning approval and rectification of the irregularities, the lot owners shall apply for Short Term Waivers for the proposed structures.

Response

The requirements are noted. Following planning approval, the relevant lot owner(s) will apply to the Lands Department for the necessary Short Term Waiver(s) to permit the proposed structures and will comply with the applicable terms and conditions imposed by the Lands Department.

Comment 6

Unless and until the unauthorised structures and unlawful occupation of Government Land are rectified, the Lands Department objects to the application.

Response

The Applicant will take the necessary actions to address the matters identified by the Lands Department. However, coordinating with the relevant lot owners and parties, as well as implementing the necessary rectification works, will require a reasonable period of time.

The Applicant is a displaced business operator affected by Government land resumption and has already been required to cease its previous operation for a considerable period. The proposed development is urgently required to enable the Applicant to resume its business operation at a suitable relocation site.

In view of the Applicant's urgent relocation circumstances, the Lands Department is respectfully requested to support and give favourable consideration to the planning application, while allowing the Applicant a reasonable period to complete the necessary rectification and land administration procedures.

TD Comment :

Comment 1

The Applicant should advise and substantiate the traffic generation and attraction of the application site and the traffic impact on nearby road links and junctions.

Response

The proposed development is a low-intensity warehouse for storage of hardware and construction materials only. We will not be accepting retail sales, customer collection points, public patronage, or walk-in customers.

Only private cars for staff and light goods vehicles for scheduled delivery and collection will be permitted. No medium goods vehicle, heavy goods vehicle, container vehicle, coach or public vehicle operation is proposed.

For traffic management purposes, the Applicant proposes to adopt the following maximum operational limits. A "vehicle visit" means one arrival and one departure, equivalent to two one-way vehicle movements.

Vehicle type	Maximum vehicle visits per day	Maximum one-way movements per day	Maximum one-way movements in any one hour	Arrangement
Private	2	4	2	Staff arrival during

Vehicle type	Maximum vehicle visits per day	Maximum one-way movements per day	Maximum one-way movements in any one hour	Arrangement
cars for staff				9:00–10:00 am and departure during 4:00–5:00 pm
Light goods vehicles	4	8	2	Maximum one scheduled LGV visit per hour between 10:00 am–12:00 noon and 2:00–4:00 pm
Total	6	12	2	LGV appointments will not overlap with the staff arrival and departure periods

The proposed development will therefore generate a maximum of 12 one-way vehicle movements on a normal operating day and not more than two one-way movements in any one hour.

There will be no operation on Saturdays, Sundays or public holidays.

All site-generated vehicles will travel between the application site and Kong Nga Po Road by the existing local access track.

Given the above low traffic generation, restricted vehicle types, weekday-only operation, and appointment-based delivery arrangement, the proposed development is not expected to materially affect the operation of the nearby road links or junctions.

Comment 2

The Applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety.

Response

The proposed warehouse will not generate public pedestrian traffic because no retail activity, customer collection or walk-in service is proposed.

The following pedestrian safety measures will be implemented:

1. A maximum internal vehicle speed limit of 5 km/h;
2. Bilingual “Slow” or “Beware of Vehicles” signs;
3. Stop markings and mirrors at locations with restricted visibility;
4. All staff and essential visitors will receive site safety instructions before entering the operational areas.

No pedestrian waiting or congregation will be permitted outside the site entrance.

Comment 3

The Applicant shall advise the management and control measures to ensure that no vehicle queues outside the application site.

Response

All LGV deliveries and collections will be arranged by prior appointment. A maximum of one LGV visit will be booked in any one-hour time slot.

The following management measures will be implemented:

1. The driver must contact the site manager at least 15 minutes before arrival;
2. No vehicle will be dispatched to the site until the site manager has confirmed that an internal loading/unloading space is available;
3. The entrance gate will be opened before the scheduled vehicle arrives to allow immediate entry;
4. Early or unscheduled vehicles will not be permitted to wait on the local access track or Kong Nga Po Road;
5. No more than one LGV will approach the site at any one time;

6. The two internal LGV loading/unloading spaces will be kept clear for operational use;
7. All parking, waiting, loading, unloading and turning will take place within the site.

If an unscheduled vehicle arrives, please leave immediately and return only after a new appointment has been confirmed. No roadside or access-track waiting will be permitted.

Comment 4

The Applicant shall advise on measures to prevent illegal parking of visitors' vehicles outside the application site.

Response

The proposed warehouse will not be open to the general public and will have no customer collection point or walk-in visitors. Accordingly, regular visitor vehicle demand is not anticipated.

The following measures will be implemented:

1. All essential visits will be arranged by prior appointment;
2. Any essential visitor arriving by vehicle will only be admitted when an on-site parking space has been reserved;
3. Where no internal space is available, the visit will be rescheduled, and the visitor will not be permitted to park or wait outside the site;
4. "No Parking or Waiting Outside the Site" signs will be displayed at the entrance;
5. The prohibition on roadside parking and waiting will be stated in all appointment confirmations and delivery instructions;
6. Staff vehicles will be restricted to the two designated internal parking spaces; and
7. The site manager will immediately require any vehicle found waiting or parking outside the site to leave.

No visitor, staff or delivery vehicle will be permitted to park on the local access track or Kong Nga Po Road.

Comment 5

The proposed access road between Kong Nga Po Road and the application site is not managed by the Transport Department. The Applicant should seek comments from the responsible party.

Response

The Applicant acknowledges that planning permission would not itself confer any right to use, alter, or maintain the local access track between Kong Nga Po Road and the application site.