

**Table 1: Responses to Comments from Government Department on Planning Application No. A/NE-LYT/816 (29 February, 2024)**

COMMENTS	RESPONSES
<b>1. Transport Department</b>	
(a) The applicant should clearly indicate the vehicular access of the proposed development in the drawing for our ease of reference and further review; and	(a) Please refer to the blow-up plan (see <b>Figure 4B</b> in <b>Annex 1</b> ) showing the vehicular access of the proposed development. The proposed vehicular access is 8m wide and all vehicles from the run in/out will be restricted to “Left Turn” only.
(b) Based on the documents and drawing available at the moment, it seems that the vehicular access of the proposed development is close to the existing crossing with islands and the bus stop (southbound) on Sha Tau Kok Road - Ma Mei Ha. The applicant should further demonstrate how the pedestrian, traffic and transport operation would not be affected for our further consideration.	(b) According to the swept path analysis for heavy goods vehicle attached (see <b>Figure 4C</b> in <b>Annex 1</b> ), the getting in/out of vehicles will not affect the existing crossing with islands and the bus stop (southbound) on Sha Tau Kok Road – Ma Mei Ha. A pedestrian path for staff and visitors of 1.5m will be provided at the southwest side of the vehicular access. Another pedestrian access/path will also be reserved along the southwestern boundary within the Application Site for local villagers from Sha Tau Kok Road – Ma Mei Ha to the village settlements in Ng Uk Tsuen. As such, the Applicant will provide separate vehicular and pedestrian access to ensure pedestrian safety.
(c) Referring to response-to-comment table Item 4(b), please advise and illustrate on plan what measures would be adopted to restrict the vehicles leaving the site to left turning only;	(c) A left-turn road sign will be marked on the entrance of the ground and a “No right-turn” sign will be posted at a prominent location of the entrance to restrict the vehicles leaving the site to left turning only (see <b>Figure 4B</b> in <b>Annex 1</b> ).
(d) Referring to the Layout Plan in Annex 1, please state the clear width of the proposed pedestrian path for local villagers and justify whether the clear width is sufficient for local villagers.	(d) The Applicant will reserve a pedestrian path of not less than 1m for local villagers and the warehouse will be set back to allow sufficient space for local villagers. The width of this pedestrian path is similar to the width of existing footpath outside the Application Site leading to Ng Uk Tsuen.

COMMENTS	RESPONSES
(e) Referring to the plan for the Landscape and Tree Preservation Proposal in Annex 2, please clarify whether the existing trees at the western side of the land lot will clash with the proposed pedestrian path.	(e) The Applicant will reserve a pedestrian path of not less than 1m for local villagers. As such, the pedestrian path for local villagers will not clash with the existing trees (see Section in <b>Figure 4D</b> attached).
(f) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety;	(f) The pedestrian facilities will be provided, managed and maintained by the Applicant at their own cost.
<b>2. Urban Design &amp; Landscape Section, Planning Department</b>	
(a) Having reviewed the submitted information and RtC, 59 trees (i.e. <i>Ficus microcarpa</i> ) within the site as shown in Figure 5 are proposed to be preserved. All structures are proposed to be set back 2m from the site boundary for tree preservation and provision of drainage facilities.	(a) Noted.
(b) The applicant is advised to indicate the viewpoint location and angle of the provided tree photos in Annex 2.	(b) The viewpoint location and angle of the tree photos are provided in <b>Annex 2</b> attached.
(c) The applicant is advised to provide a minimum set back from the trunk of existing trees instead of from the site boundary for the proposed structures/ car parks to avoided damage to the 59 nos. of existing trees along site boundary within the site.	(c) Noted. Sufficient spacing will be reserved for the existing trees to avoid damage to the 59 nos. of existing trees. The spacing to be reserved will be provided at detailed design stage.

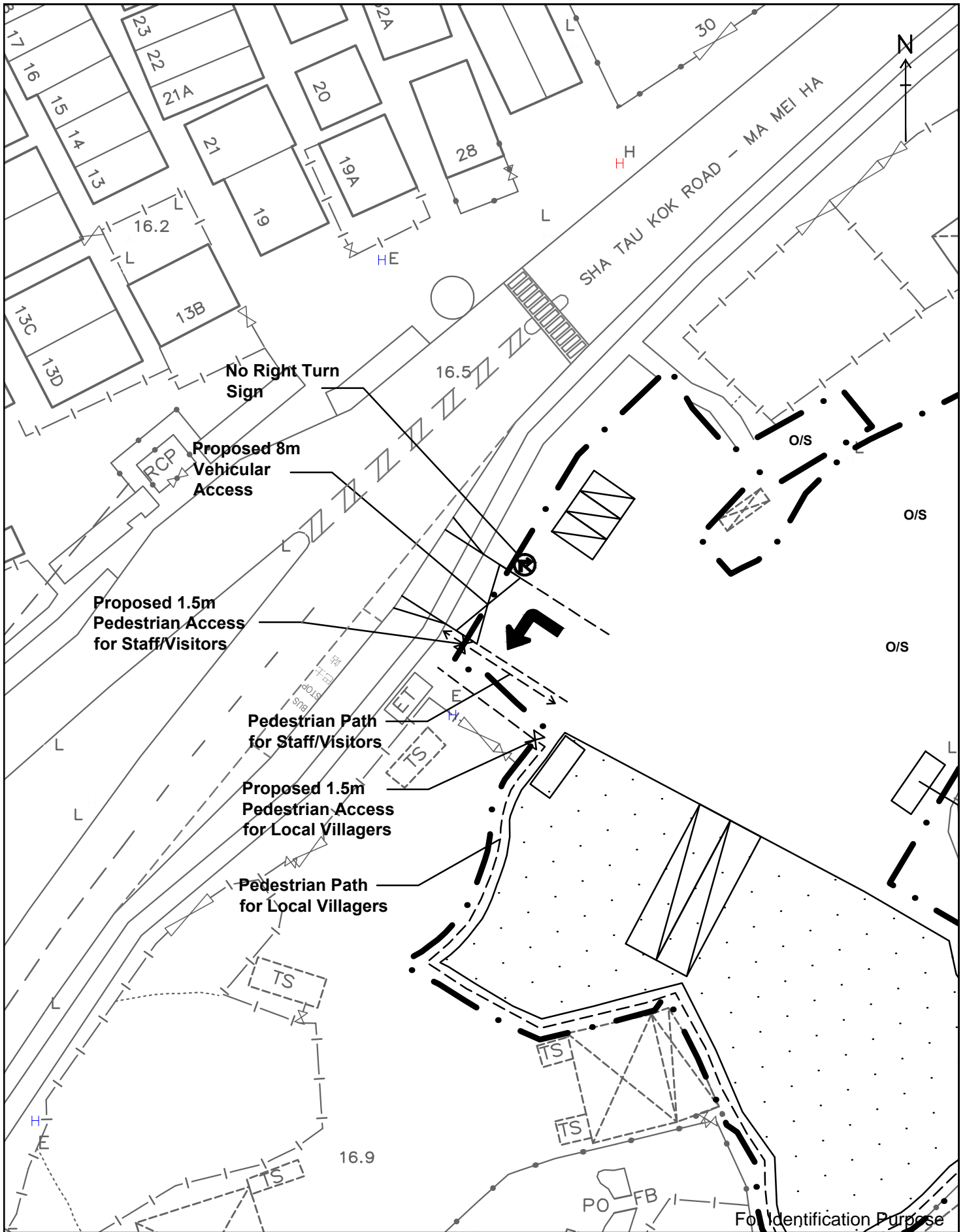
# Annex 1

---

Figure 4B Vehicular and Pedestrian Access

Figure 4C Swept Path Analysis – Heavy Goods Vehicle

Figure 4D Section



**Vehicular and Pedestrian Access**

Figure 4B

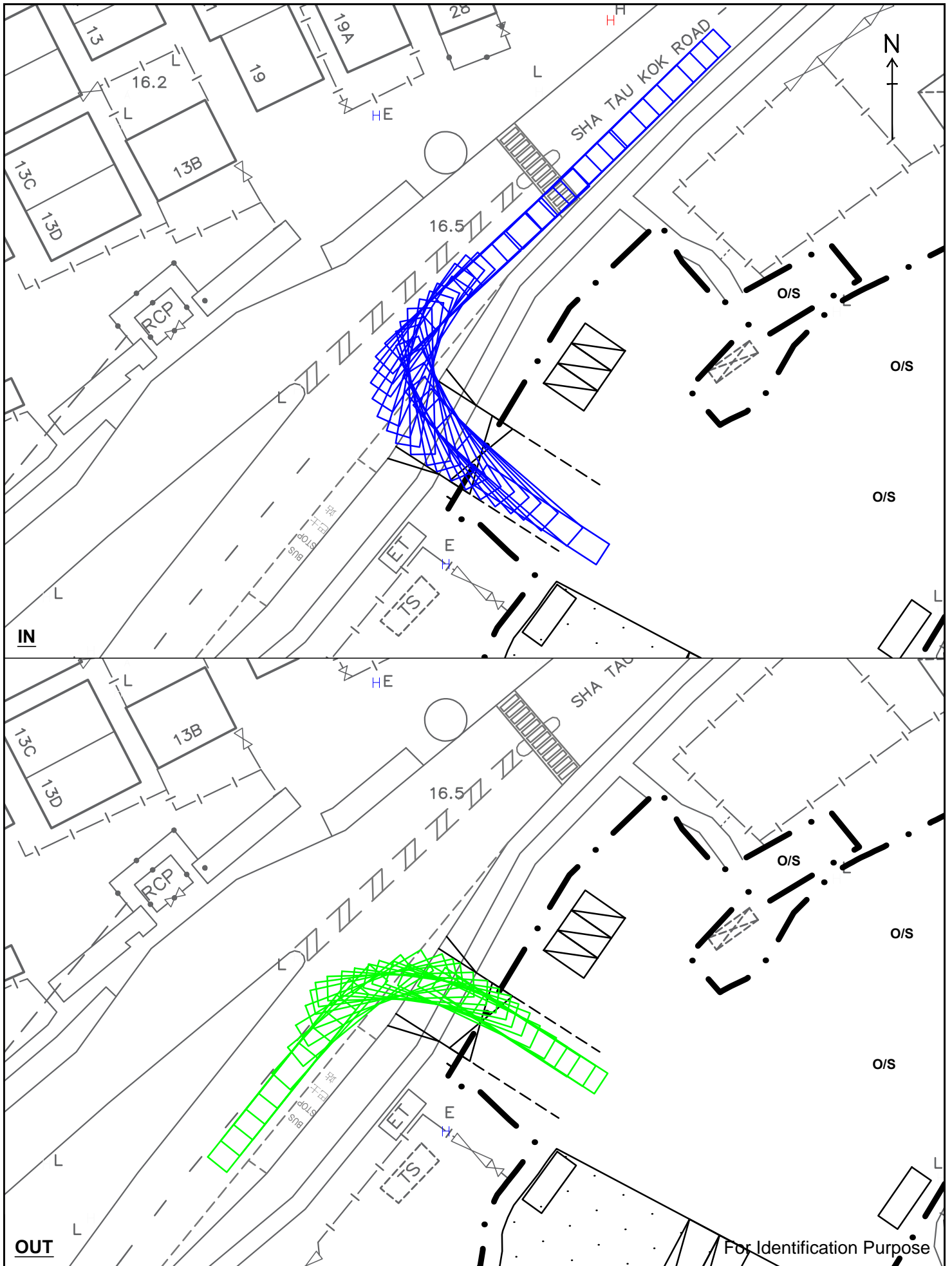
Scale 1 : 500



羅迅測計師行

**Lawson David & Sung**

SURVEYORS LIMITED  
Property Consultants • Planning • Valuers • Auctioneers  
Estate Agency Licence No. C-006328



For Identification Purpose

**Swept Path Analysis - HGV**

Scale 1 : 500

Figure 4C

Fencing

Warehouse

U-channel

300mm

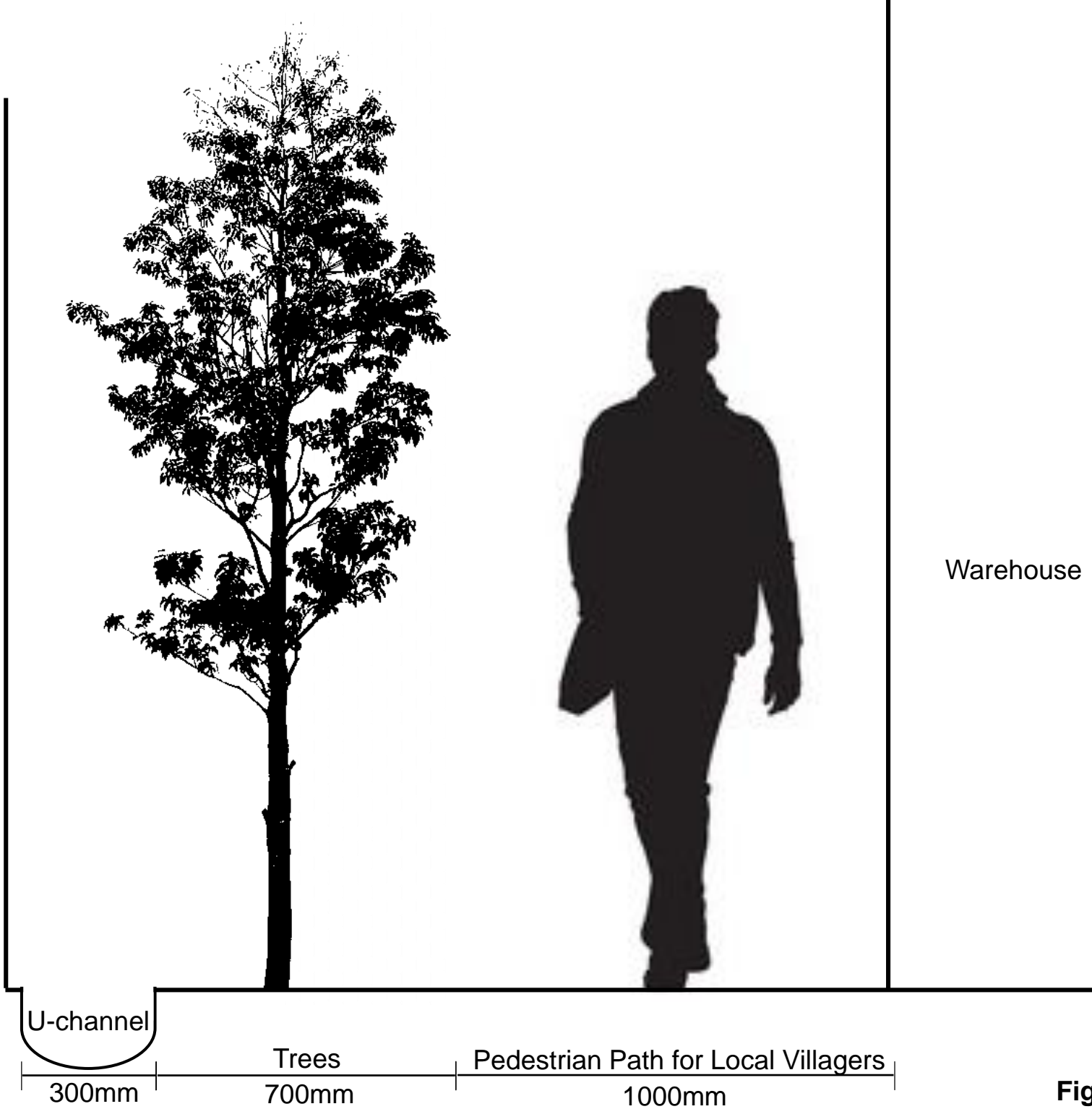
Trees

700mm

Pedestrian Path for Local Villagers

1000mm

**Figure 4D Section**

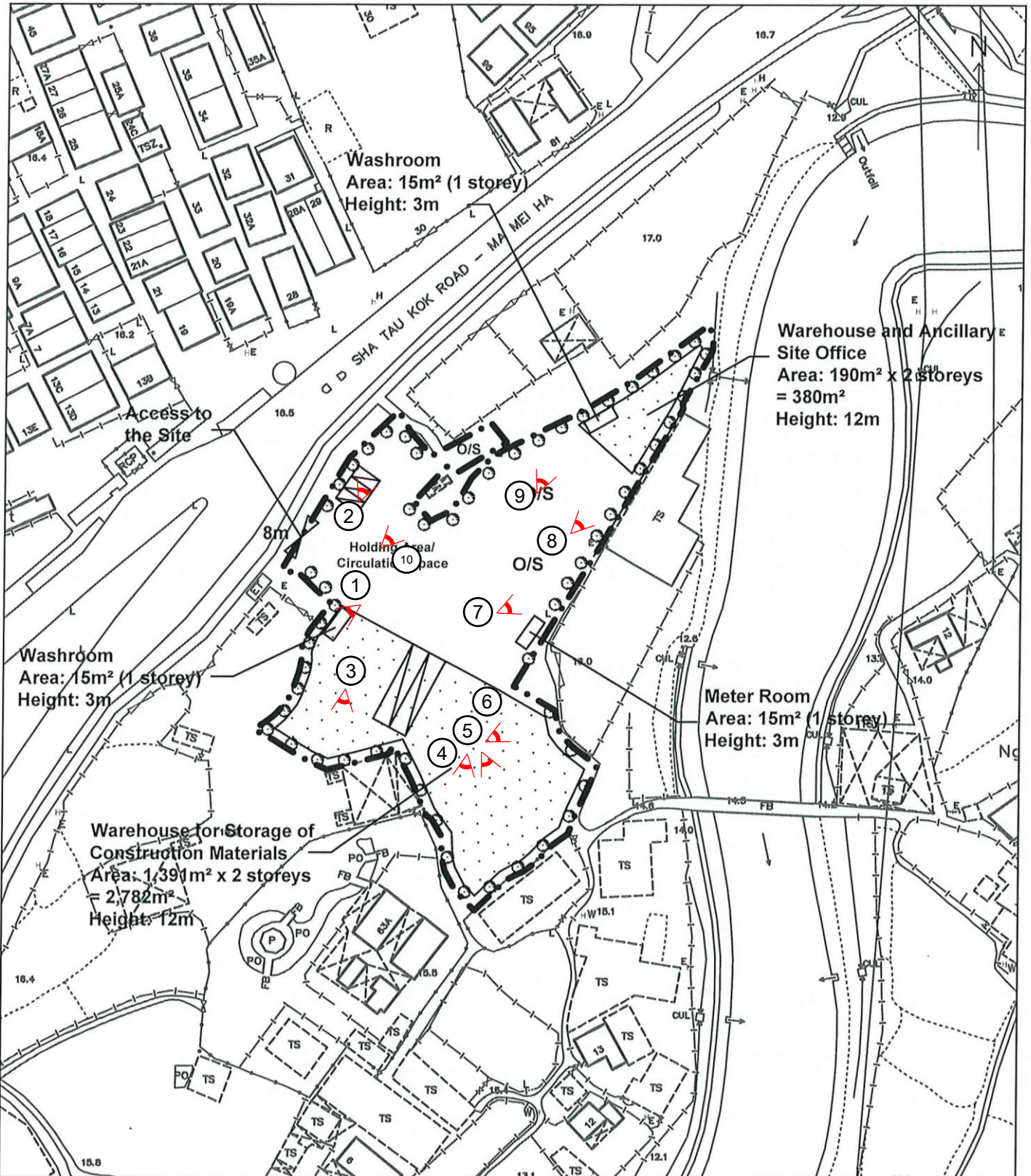


## Annex 2


---

Viewing Points of Tree Photos and  
Photos of Existing Trees

# Viewing Points of Tree Photos



◀ Viewing Points of Tree Photos

Existing Trees to be Preserved:	Spacing	Size (Height)	Quantity
*Ficus Microcarpa (細葉榕) 	4m	3 - 6.5m	59

\* Landscaping already implemented since previous planning approval (No. A/NE-LYT/586)

For Identification Purpose





**Existing Condition of Trees within the Application Site**



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10