

Table 1: Responses to Comments from Transport Department on Planning Application No. A/NE-LYT/868 (19 March, 2026)

COMMENTS		RESPONSES
1.	Transport Department (Contact Person: Mr. POON Chi Hang; Tel: 2399 2549)	
(1)	Please find our further comments on the application from traffic engineering perspective: The applicants should evaluate and advise whether the trips for transporting the storage materials to/from the application site (the Site) made by the goods vehicles will not be more than 3 round trips daily at non-peak as stated in the planning statement can realistically reflect the operation of the Site.	The Application Site will be used for the temporary storage of construction materials imported from mainland China. The proposed development will provide a centralized warehouse for the temporary storage of these materials, catering for the demand of local contractors. Goods imported from mainland China will be unloaded at the site for temporary storage before being delivered to different contractors in Hong Kong. According to the Applicant, 3-4 trips per week will be conducted for goods imported from mainland China. Other trips generated by picking up of construction materials from contractors will be 1-3 round trips per day. The Applicant would like to reiterate that the storage space within the warehouse structures is limited, as spaces have been reserved for loading/unloading, vehicle manoeuvring and supporting facilities such as an ancillary site office, washroom, etc. The Applicant confirms that all vehicle trips to and from the Application Site are subject to prior appointment scheduling. This arrangement ensures orderly operations and effective traffic management. Accordingly, the number of trips made by goods vehicles to transport storage materials will not exceed three round trips daily during non-peak hours, as stated in the planning statement. The proposed parking arrangement and number of vehicular trips is the same as that approved for the last application (No. A/NE-LYT/816). C for T had no adverse comments on the previous application.

COMMENTS		RESPONSES
(2)	The applicants should propose management measures to ensure no queuing of vehicles and parking of vehicles on the footpath/lay-by area outside the Site.	All loading and unloading activities must be conducted within the covered warehouse structure of the Application Site, where two loading/unloading bays have been reserved. This arrangement ensures that vehicles will not queue or park on the footpath or lay-by area outside the site. All goods vehicles accessing the site must make a prior appointment to ensure orderly scheduling and avoid congestion. Dedicated staff will be stationed on site during operating hours to oversee vehicle movements and manage traffic flow. Adequate manoeuvring space has been reserved within the covered warehouse to allow vehicles to circulate without relying on external areas.
(3)	The applicants should submit details of operation plan to show how their on-site staff guide vehicles entering / leaving the Site so as to enhance safety.	The operation plan is attached (see Appendix 1).

Appendix 1: Operation Plan for Vehicle Entry/Exit and Traffic Management

1. Staffing and Supervision

- Staff members will be stationed on site during operating hours to manage the traffic flow.
- Staff will oversee the booking schedule and vehicle movements, manage traffic flow and ensure compliance with the traffic management plan.
- A safety guard will be specifically assigned to the entrance of the site to guide vehicles entering and leaving.

2. Appointment System

- All goods vehicles must book an appointment before accessing the Site.
- The appointment schedule regulates arrivals and departures, ensuring that no more than three round trips daily are made during non-peak hours (10:00–16:00).
- This arrangement prevents queuing outside the Site and congestion.

3. Gate Operation

- The entrance gate will remain open during operating hours to facilitate smooth entry and exit.
- Vehicles will be directed immediately to the loading/unloading bays upon arrival to avoid waiting on the footpath or in the lay-by area.

4. Internal Circulation

- Adequate manoeuvring space is provided within the Site, as shown in the swept path drawings. Staff will ensure that the manoeuvring spaces are not blocked during operating hours.
- Vehicles will circulate internally under staff supervision to ensure safe and efficient movement without reliance on external areas.

5. Safety and Monitoring Measures

- Clear signage will be installed to direct vehicles to the designated loading/unloading spaces.
- Drivers will be briefed on the traffic management plan and instructed to comply with the appointment system.
- On-site staff will conduct regular monitoring to ensure safe operation and adherence to the plan.