

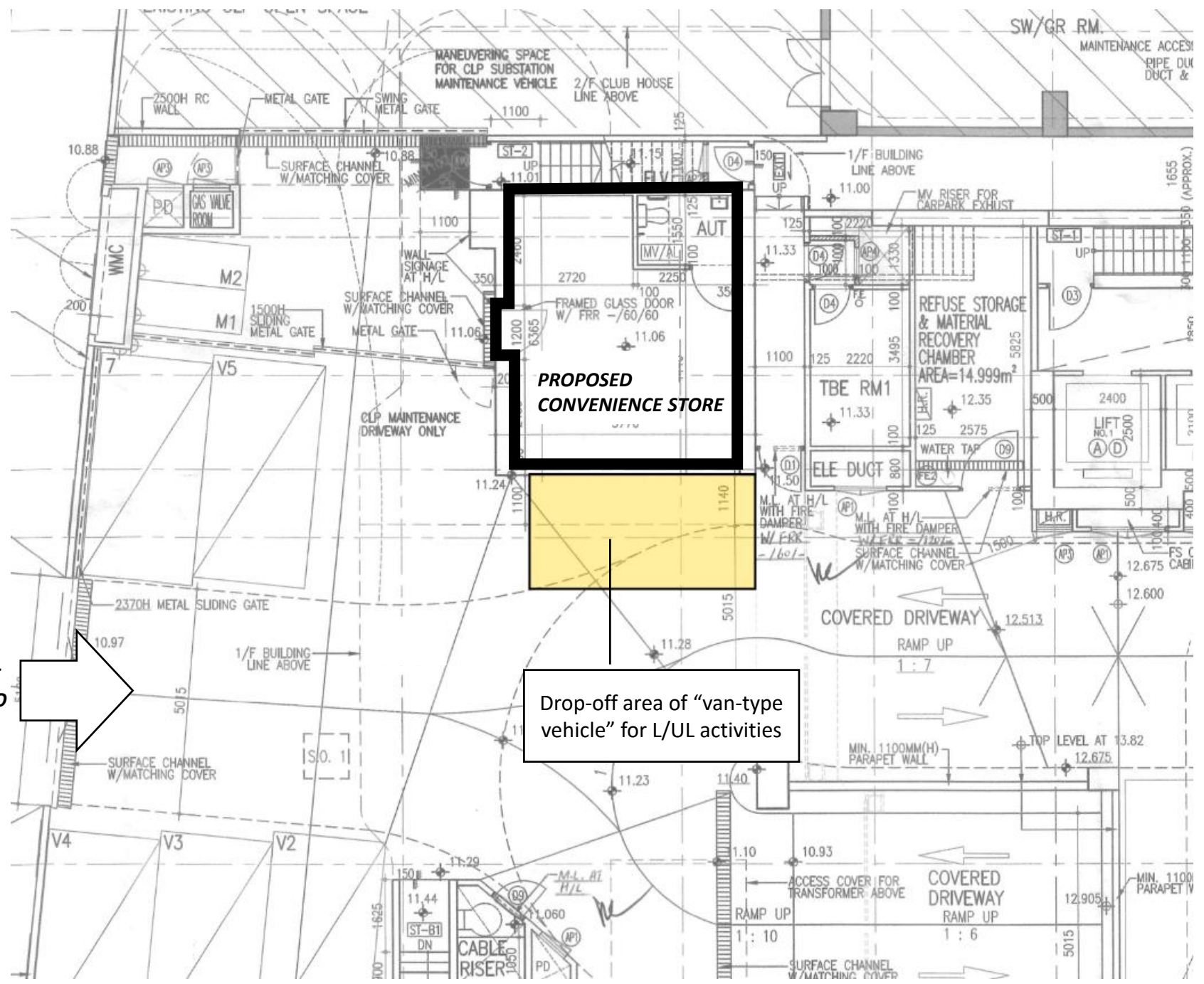
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**Attachment 1**

**Revised Locations of Drop-off Area**

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**RUN-IN / OUT  
AT WATERLOO  
ROAD**



**Section 16 Planning Application for Proposed Shop and Services in “Residential (Group B)” Zone at 128 Waterloo Road, Kowloon (G/F (Part) of a Residential Development) (Planning Application No. A/K7/122)**

	Departmental Comments	Responses to Comments
<b>1.</b>	<b>Comments from Transport Department</b>	
1.1	<p>According to the latest proposal under FI (4) from the applicant, the applicant decided not to provide any loading/unloading (L/UL) bay for goods vehicle within the subject residential development (128 Waterloo Road) and suggested that goods will be delivered on foot via the access at Waterloo Road without indication of any potential location for L/UL activities. First, the practicality of delivery of goods for the proposed convenience store solely on foot is questionable. While the lot owner and/or the property management company may have certain extent of control over the management matters within the lot, they have no management authority over public road outside the lot. Given that the at-grade road section of Waterloo Road adjoining the subject site is a single-lane one-way street, any loading / unloading activities there will block the traffic. As law enforcement actions by the Police against any suspected traffic offenses shall only be treated as a last resort, we maintain our view that loading/unloading activities shall be carried out at suitable loading/unloading space within the subject site, if available and permissible under lease and/or easement, to minimize the traffic impact.</p> <p>Notwithstanding the above, the applicant has initially proposed under FI (1) a L/UL space for van-type vehicle only within the premise. However, the proposed location of the proposed L/UL space will affect the ingress / egress of motorcycles to and from the motorcycles parking space, namely M1 and M2 and fall within the Right-of-Way demarcated on the sub-DMC of the subject development leading to a CLP Substation. Hence, the applicant was requested to seek agreement from the relevant stakeholder(s) (e.g. the concerned MC parking space owners / users, CLP, residents, etc.). Furthermore, given that obstruction to the Right-of-Way by the proposed L/UL space concerns land administration issue. The applicant was also advised to seek comment from relevant authorities. Since then, the applicant had not produced adequate evidence / supporting documents indicating agreement from the relevant stakeholders and authorities in support of his proposed L/UL space within the premise.</p>	<p>After consideration of the departmental comments from previous rounds of FIs, the Applicant would like to further propose to have a loading/ unloading area for “Van-type Vehicle” to the south of the proposed convenience store (see <b>Attachment 1</b>). The proposed loading/ unloading area will be used by van-type vehicle only and by prior appointment with management office during off-peak hours. The current designated drop-off area will satisfy relevant requirements under the Record Plan and DMC plan of the subject residential development, as it would induce any obstruction to the usage of other parking spaces nor right-of-way to the adjacent CLP substation.</p> <p>As mentioned in the Cover Letter, the usage of the loading/ unloading area can be stipulated under the conditions of the tenancy agreement of the proposed convenience store. The property management company will review the terms and conditions of the tenancy agreement with the tenants on a regular basis. As the agreement is a legal binding document, all signed parties should have self-consciousness to abide by laws based on mutual respect. Should there be any violation of terms, actions can be taken forward by the property management company such as termination of tenancy agreement.</p> <p>The proposed loading / unloading area will not obstruct the usage of any parking spaces nor Right-of-Way within the subject residential development, the loading / unloading arrangement within the subject residential development also will not induce any adverse impact to the surrounding traffic flow nor causes any traffic offenses that requires law enforcement action by the Hong Kong Police Force.</p> <p>Besides, during the 3 public inspection period of the subject S16 planning application, there were no objections received in relation to the loading / unloading activities within the subject residential site. The above shows that the proposed loading / unloading arrangement is the most optimal solution for the proposed convenience store.</p>

1.1 (Con't)	In view of the above, TD is unable to favourably consider the subject application at this stage from traffic engineering perspective.	Last but not least, the Applicant honestly believes that the subject S16 planning application for converting the Subject Premises into the proposed convenience store is in fact more favourable in traffic terms than operating the subject premises as the approved tutorial school (S16 Approval No. A/K7/119). Considering the scale and nature of the proposed convenience store for mainly serving the residents of the subject residential development as less than 40m <sup>2</sup> , the frequency and scale of loading / unloading activities will definitely generate less concerns and disturbances to the locals by the drop-off / pick-up activities of the approved tutorial school (i.e. with operation from 10am to 7pm from Mondays to Saturdays with no provision of parking and loading / unloading facility).
<b>2.</b>	<b>Comments from Hong Kong Police Force</b>	
2.1	My office, from the traffic policing point of view, in principle, has no adverse comment on the proposed application. If road works or road closure for construction (e.g. hoarding erection on public footpath) is subsequently required, the office could furnish HKPF (Attn.: Officer-incharge Road Management Office Kowloon West) a set of temporary traffic arrangement (TTA) plans in order to facilitate our further assessment.	Noted.
2.2	I have reservation on the applicant not providing any loading/unloading bay for goods vehicle. The surrounding public roads e.g. Boundary Street, Earl Street and Prince Edward Road West are not desirable for loading/unloading activities as there are quite a number of schools nearby. The traffic flow is remarkably heavy for picking up students. As such, the extra loading/unloading activities would definitely be a burden to those busy roads. The future convenience store location would be opened at No. 128 Waterloo Road. Obviously, the main purpose of the store is to serve the residents of the subject residential development. Therefore, the applicant should bear the responsibilities of planning for a reasonable number of loading/unloading spaces for the future convenience store rather than transfer their responsibilities to government and the public. All in all, I strongly recommend the loading/unloading activities shall be carried out within the subject residential site so as to minimize the traffic impact to the surrounding public roads.	Noted. Please refer to our responses-to-comments of Item 1 above for review and consideration.  It is never the Applicant's intention to shift away the responsibility and rely on law enforcement actions by the Police. Under the latest proposed arrangement, the loading/ unloading activities will be carried out within the subject residential development, which is under control of the property management office. The loading/ unloading area will be used by van-type vehicle only and by prior appointment with management office during off-peak hours. Such arrangement will not cause any traffic offense within the public road that requires law enforcement action by the Hong Kong Police Force.