

Responses to TD's Comments

Annex A

**Review on Feasibility of Run-in/out and Internal
Transport Provision**

**Annex A
Drawing A1
Review on Feasibility of Run-in/out and Internal
Transport Provision**

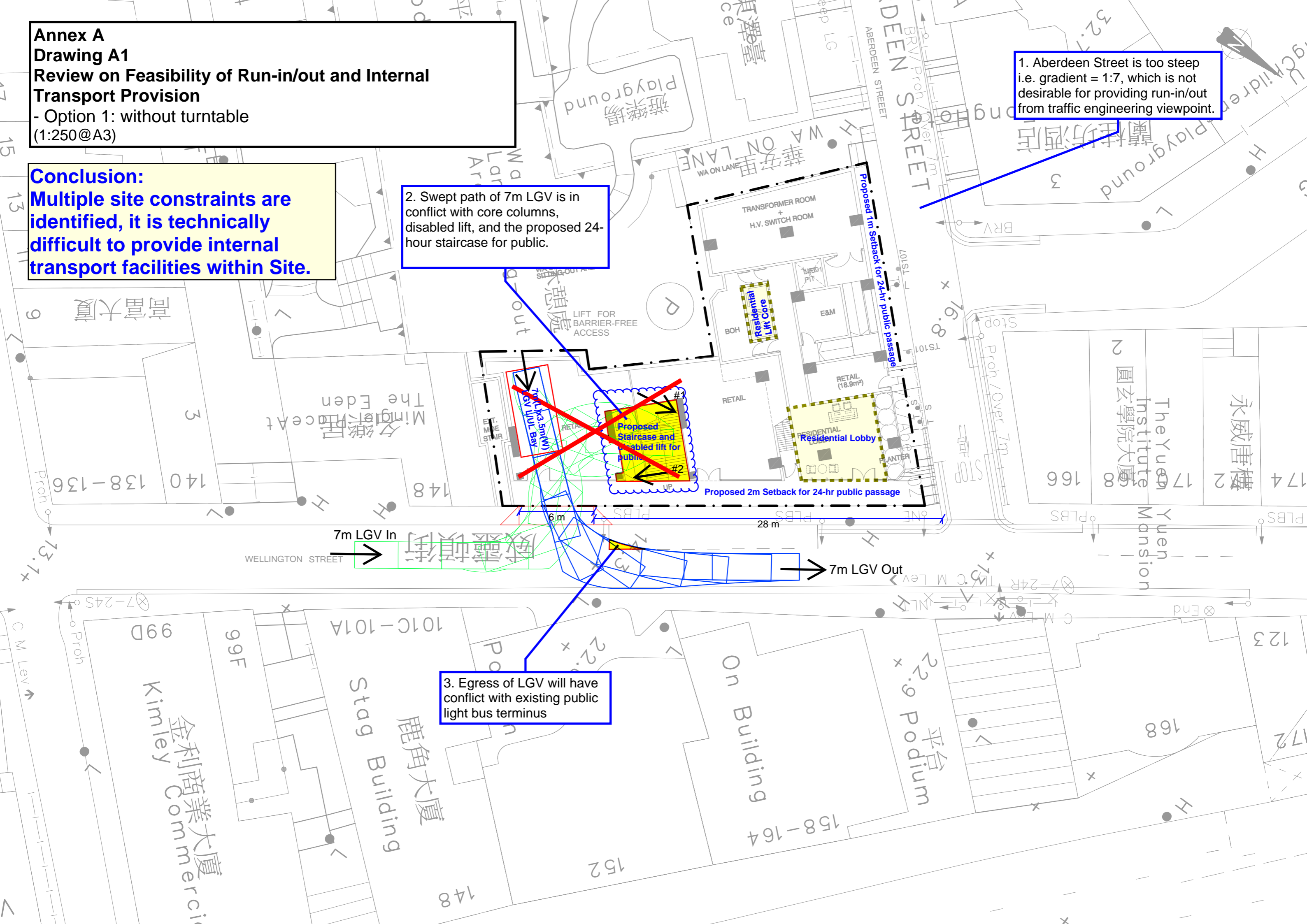
- Option 1: without turntable
(1:250@A3)

Conclusion:
Multiple site constraints are identified, it is technically difficult to provide internal transport facilities within Site.

1. Aberdeen Street is too steep i.e. gradient = 1:7, which is not desirable for providing run-in/out from traffic engineering viewpoint.

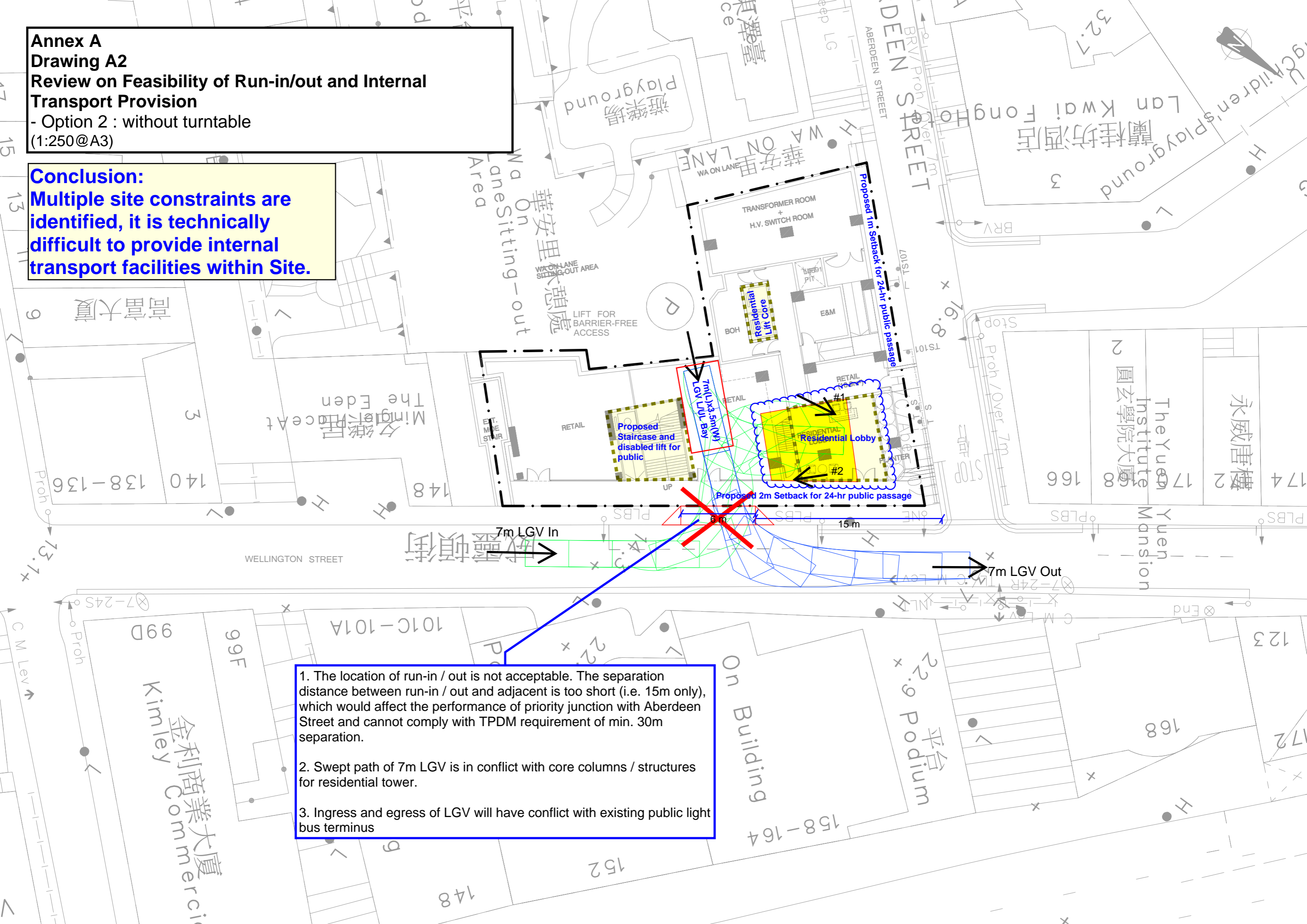
2. Swept path of 7m LGV is in conflict with core columns, disabled lift, and the proposed 24-hour staircase for public.

3. Egress of LGV will have conflict with existing public light bus terminus



Annex A
Drawing A2
Review on Feasibility of Run-in/out and Internal Transport Provision
 - Option 2 : without turntable
 (1:250@A3)

Conclusion:
 Multiple site constraints are identified, it is technically difficult to provide internal transport facilities within Site.



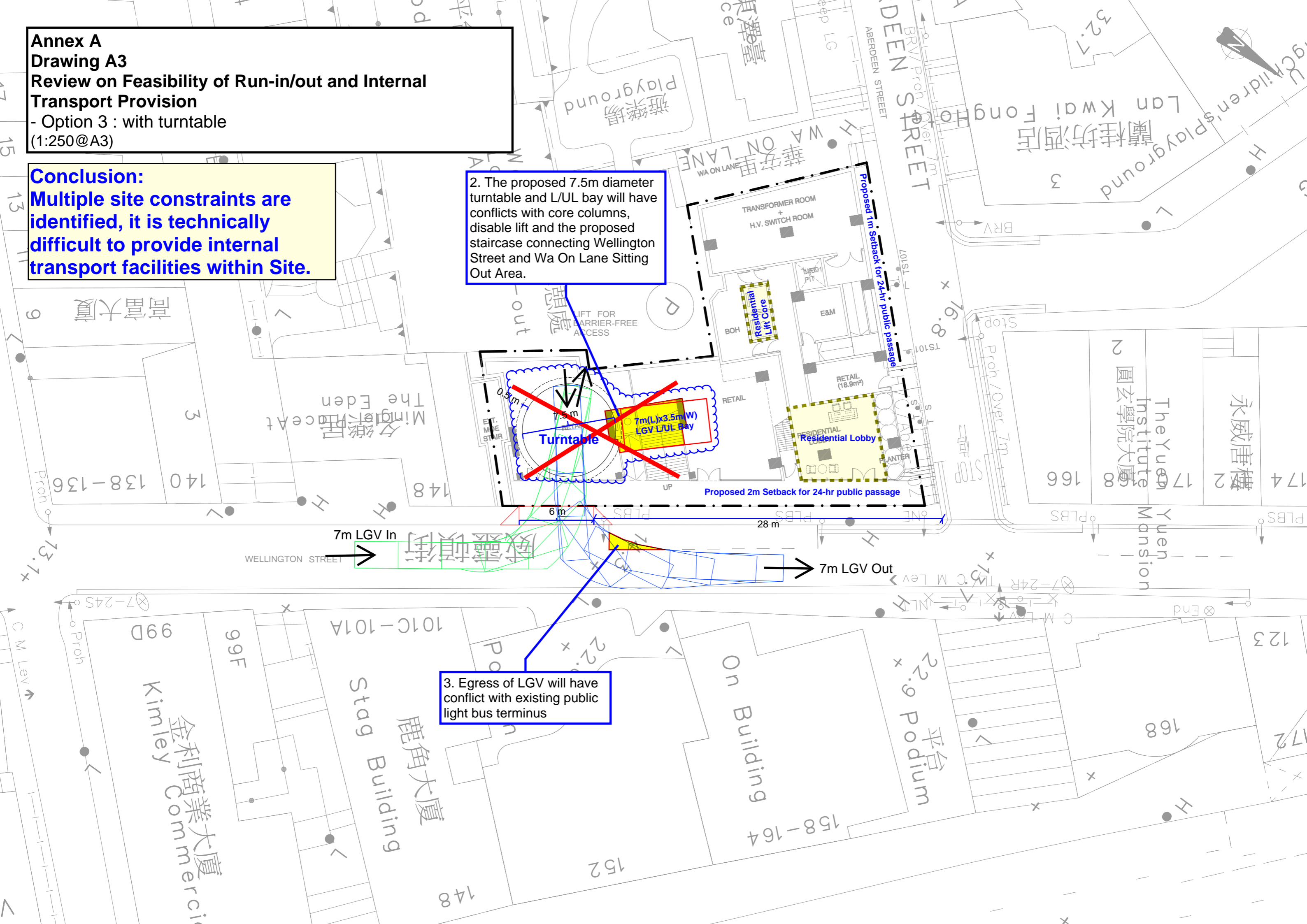
1. The location of run-in / out is not acceptable. The separation distance between run-in / out and adjacent is too short (i.e. 15m only), which would affect the performance of priority junction with Aberdeen Street and cannot comply with TPDM requirement of min. 30m separation.
2. Swept path of 7m LGV is in conflict with core columns / structures for residential tower.
3. Ingress and egress of LGV will have conflict with existing public light bus terminus

Annex A
Drawing A3
Review on Feasibility of Run-in/out and Internal Transport Provision
 - Option 3 : with turntable
 (1:250@A3)

Conclusion:
 Multiple site constraints are identified, it is technically difficult to provide internal transport facilities within Site.

2. The proposed 7.5m diameter turntable and L/UL bay will have conflicts with core columns, disable lift and the proposed staircase connecting Wellington Street and Wa On Lane Sitting Out Area.

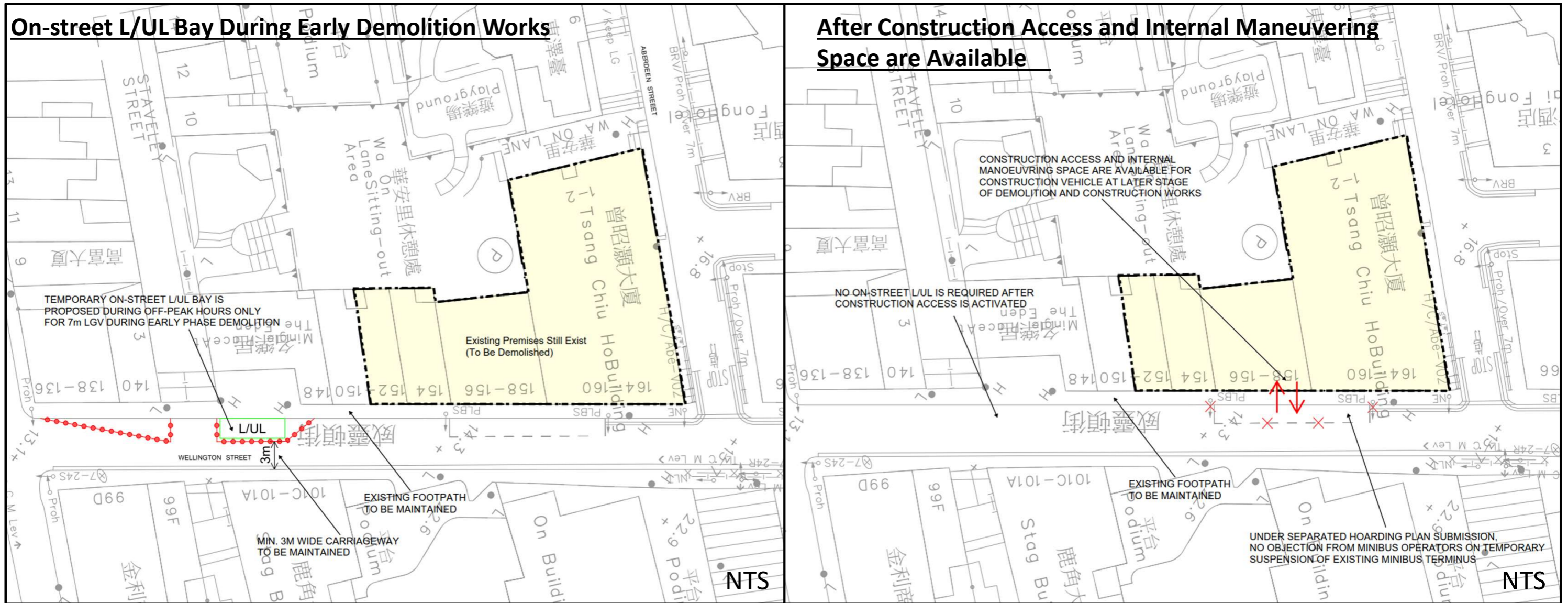
3. Egress of LGV will have conflict with existing public light bus terminus



Responses to TD's Comments
Annex B
Indicative Temporary Traffic Management Scheme
During Construction Stage

Annex B

Indicative Temporary Traffic Management Scheme During Construction Stage



Note:

With the aim to minimize the traffic impact due to construction works of the redevelopment, detail temporary traffic management scheme would be submitted during implementation stage to the satisfaction of relevant Government departments (such as TD, HyD, the Police).