

Table 1: Responses to Comments from the Transport Department on Planning Application No. A/NE-LYT/845 (7 March, 2025)

| COMMENTS | RESPONSES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|----------|----------|----------|-------------|---|---|-----------------------|----|----|-------------|----|---|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|-------------|----|----|-----------------------|----|----|-------------|----|----|-------------|----|---|-------------|---|---|-------------|---|---|-------------|---|---|-------------|---|---|
| 1. Transport Department | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (i) The applicant should substantiate the traffic generation and attraction from and to the application site (the Site). | (i) The breakdown of trip generations for private vehicles is shown below: <table border="1" style="margin-left: 20px; margin-top: 10px;"> <thead> <tr> <th style="text-align: center;">Time</th> <th style="text-align: center;">Weekdays</th> <th style="text-align: center;">Weekends</th> </tr> </thead> <tbody> <tr><td>07:00-08:00</td><td style="text-align: center;">8</td><td style="text-align: center;">6</td></tr> <tr><td>08:00-09:00 (AM Peak)</td><td style="text-align: center;">15</td><td style="text-align: center;">10</td></tr> <tr><td>09:00-10:00</td><td style="text-align: center;">12</td><td style="text-align: center;">8</td></tr> <tr><td>10:00-11:00</td><td style="text-align: center;">8</td><td style="text-align: center;">8</td></tr> <tr><td>11:00-12:00</td><td style="text-align: center;">6</td><td style="text-align: center;">6</td></tr> <tr><td>12:00-13:00</td><td style="text-align: center;">4</td><td style="text-align: center;">4</td></tr> <tr><td>13:00-14:00</td><td style="text-align: center;">4</td><td style="text-align: center;">4</td></tr> <tr><td>14:00-15:00</td><td style="text-align: center;">6</td><td style="text-align: center;">6</td></tr> <tr><td>15:00-16:00</td><td style="text-align: center;">8</td><td style="text-align: center;">8</td></tr> <tr><td>16:00-17:00</td><td style="text-align: center;">12</td><td style="text-align: center;">10</td></tr> <tr><td>17:00-18:00 (PM Peak)</td><td style="text-align: center;">15</td><td style="text-align: center;">12</td></tr> <tr><td>18:00-19:00</td><td style="text-align: center;">12</td><td style="text-align: center;">10</td></tr> <tr><td>19:00-20:00</td><td style="text-align: center;">10</td><td style="text-align: center;">8</td></tr> <tr><td>20:00-21:00</td><td style="text-align: center;">6</td><td style="text-align: center;">6</td></tr> <tr><td>21:00-22:00</td><td style="text-align: center;">4</td><td style="text-align: center;">4</td></tr> <tr><td>22:00-23:00</td><td style="text-align: center;">4</td><td style="text-align: center;">4</td></tr> <tr><td>23:00-07:00</td><td style="text-align: center;">4</td><td style="text-align: center;">4</td></tr> </tbody> </table> <p style="margin-left: 20px; margin-top: 10px;">As all the parking spaces will be rented out on monthly basis, there will not be more than 15 trips generated from the Application Site during peak hours, which could be absorbed by the existing road.</p> | Time | Weekdays | Weekends | 07:00-08:00 | 8 | 6 | 08:00-09:00 (AM Peak) | 15 | 10 | 09:00-10:00 | 12 | 8 | 10:00-11:00 | 8 | 8 | 11:00-12:00 | 6 | 6 | 12:00-13:00 | 4 | 4 | 13:00-14:00 | 4 | 4 | 14:00-15:00 | 6 | 6 | 15:00-16:00 | 8 | 8 | 16:00-17:00 | 12 | 10 | 17:00-18:00 (PM Peak) | 15 | 12 | 18:00-19:00 | 12 | 10 | 19:00-20:00 | 10 | 8 | 20:00-21:00 | 6 | 6 | 21:00-22:00 | 4 | 4 | 22:00-23:00 | 4 | 4 | 23:00-07:00 | 4 | 4 |
| Time | Weekdays | Weekends | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:00-08:00 | 8 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08:00-09:00 (AM Peak) | 15 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 09:00-10:00 | 12 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10:00-11:00 | 8 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:00-12:00 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12:00-13:00 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13:00-14:00 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14:00-15:00 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15:00-16:00 | 8 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00-17:00 | 12 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17:00-18:00 (PM Peak) | 15 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18:00-19:00 | 12 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19:00-20:00 | 10 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20:00-21:00 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21:00-22:00 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22:00-23:00 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23:00-07:00 | 4 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (ii) The applicant shall use swept path analysis to demonstrate the satisfactory maneuvering of vehicles entering/exiting | (ii) The swept path analysis to demonstrate the manoeuvring of vehicles entering/exiting from the Site from/to Sha Tau Kok, manoeuvring within the Site and into/out of the parking spaces are provided in Figures 6A-6C . | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| COMMENTS | RESPONSES |
|--|--|
| <p>from the Site from/to Sha Tau Kok Road, maneuvering within the Site and into/out of the parking spaces.</p> | <p>There are sufficient spaces for manoeuvring of vehicles within the Application Site.</p> |
| <p>(iii) Please clarify whether there will be a gate installed at the entry. If so, please ensure such arrangement will not cause queuing of vehicles outside the Site.</p> | <p>(iii) The Applicant will only provide monthly rental parking services to nearby villagers/residents and no gate will be installed at the entrance of the Application Site. Queuing back of vehicles at the local access road is not anticipated in view of the low traffic volume and adequate spaces within the Application Site.</p> |
| <p>(iv) The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety.</p> | <p>(iv) The visibility from the Application Site to the local track is good. The Application Site will not be fenced off so as to maintain the good visibility. The Applicant will maintain the existing pedestrian route to ensure pedestrian safety. Road sign 'Be aware of Pedestrians' and speed limit sign are proposed near the entrance of the Application Site to alert drivers and pedestrians to proceed cautiously.</p> |
| <p>(v) The vehicular access between the Site and Sha Tau Kok Road is not managed by the Transport Department (TD). The applicant should seek comment from the responsible party.</p> | <p>(v) Noted.</p> |
| <p>(vi) Upon receipt of the above information, TD may offer further comments on the application.</p> | <p>(vi) Noted.</p> |

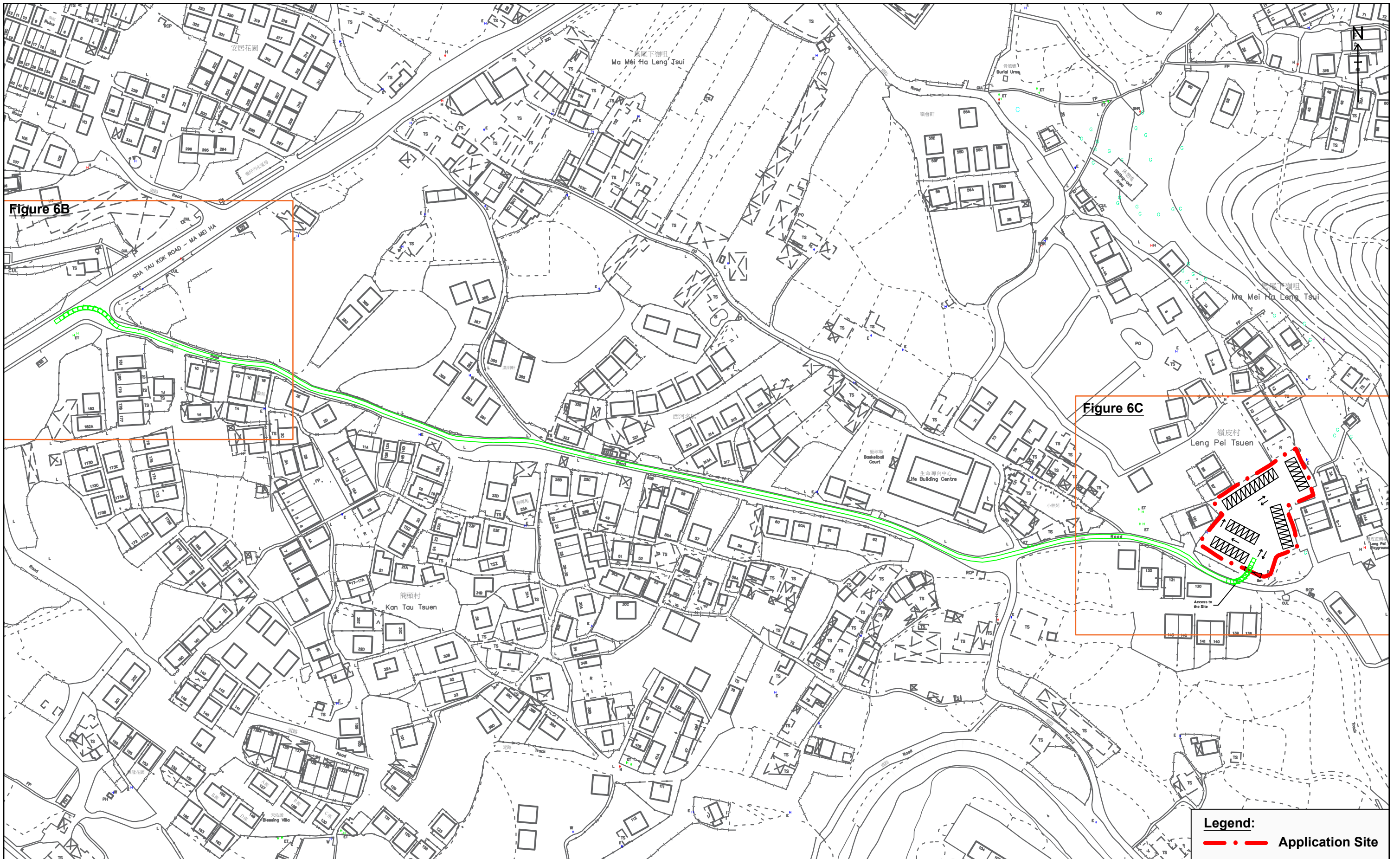


Figure 6B

Figure 6C

Legend:
 Application Site

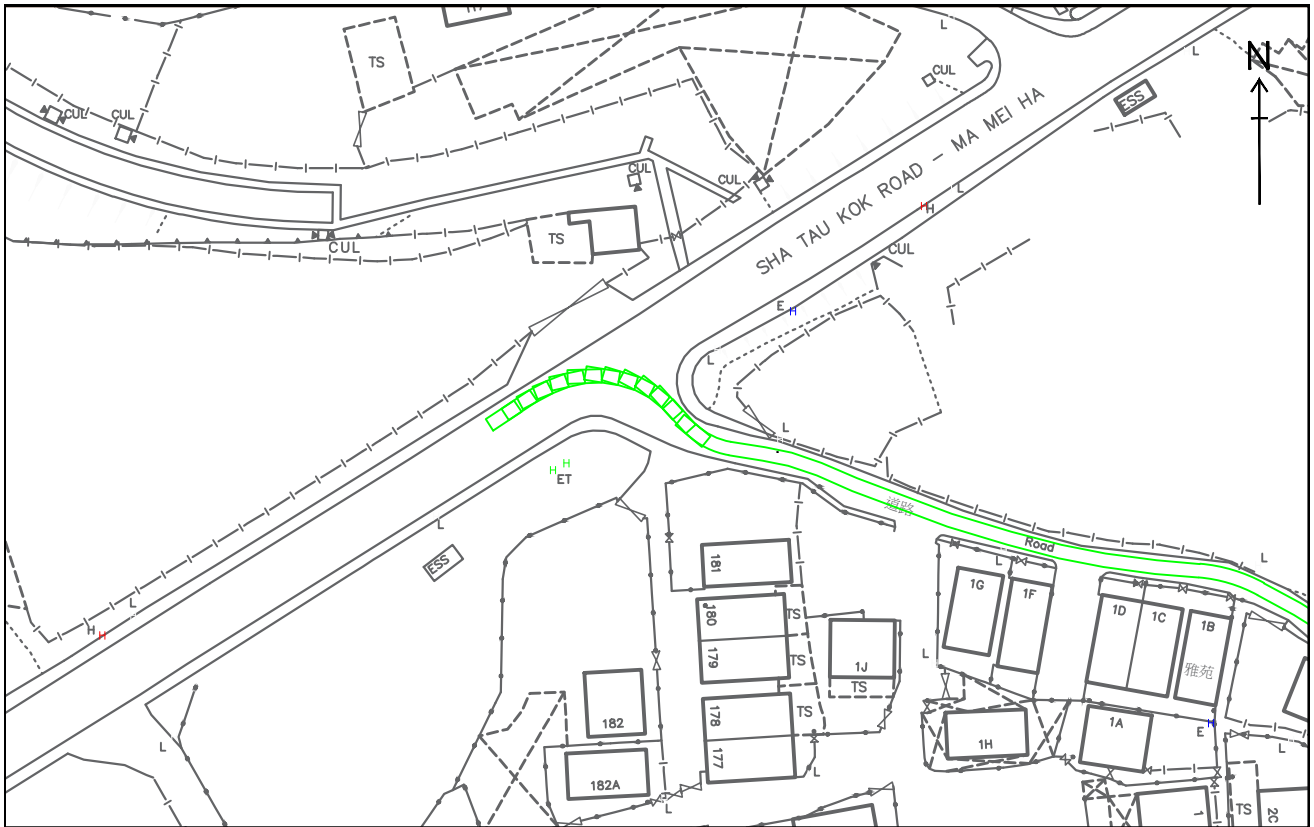
Swept Path Analysis (Private Vehicle)

Figure 6A

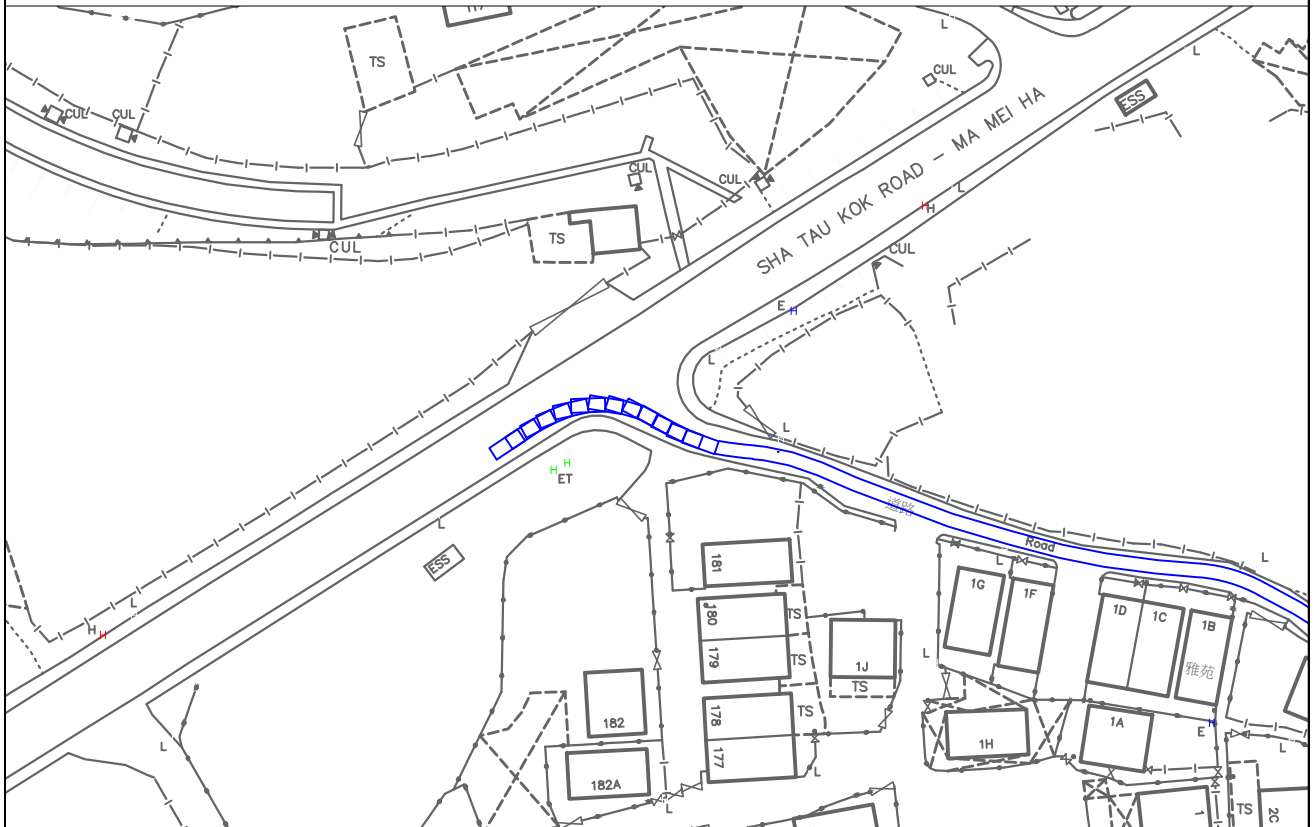
Not to Scale



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IN



OUT

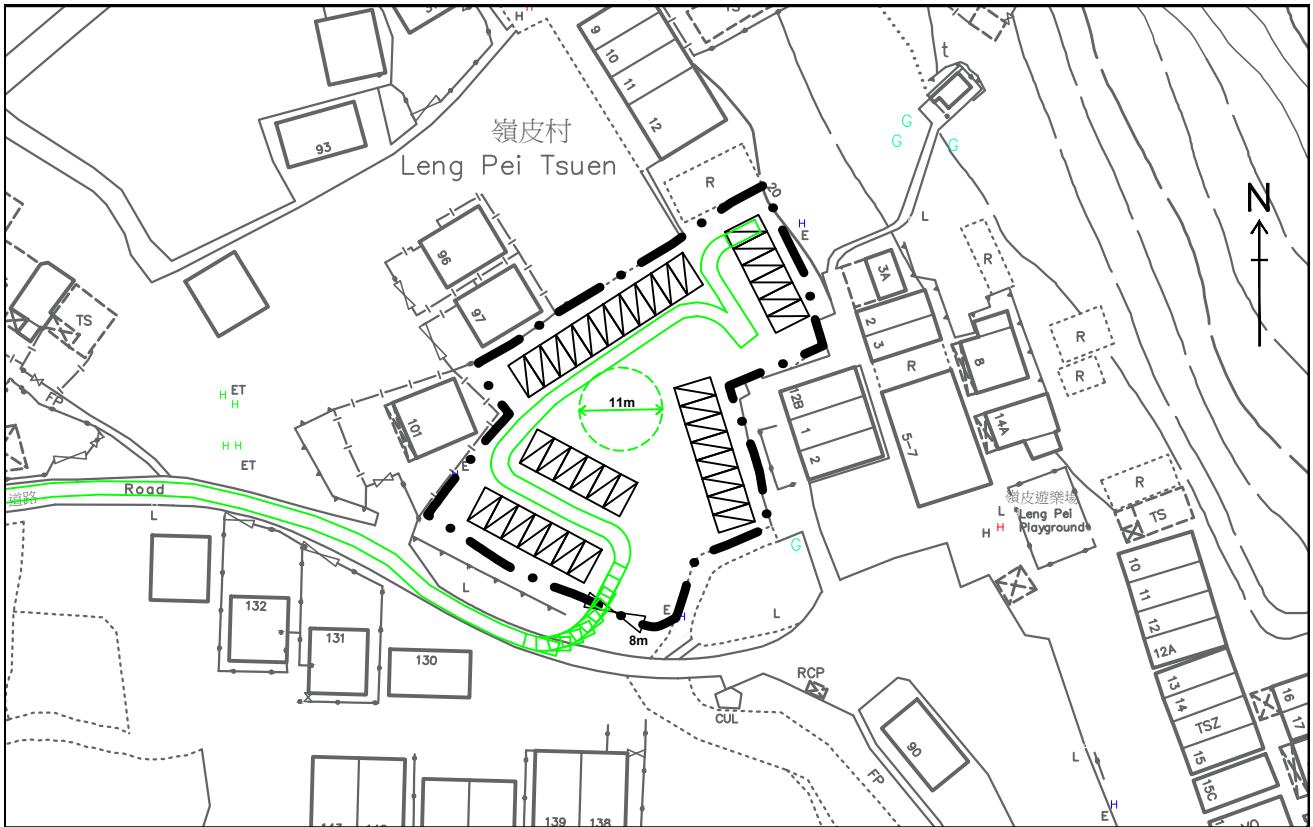
**Swept Path Analysis
(To/From Sha Tau Kok Road)**

Figure 6B

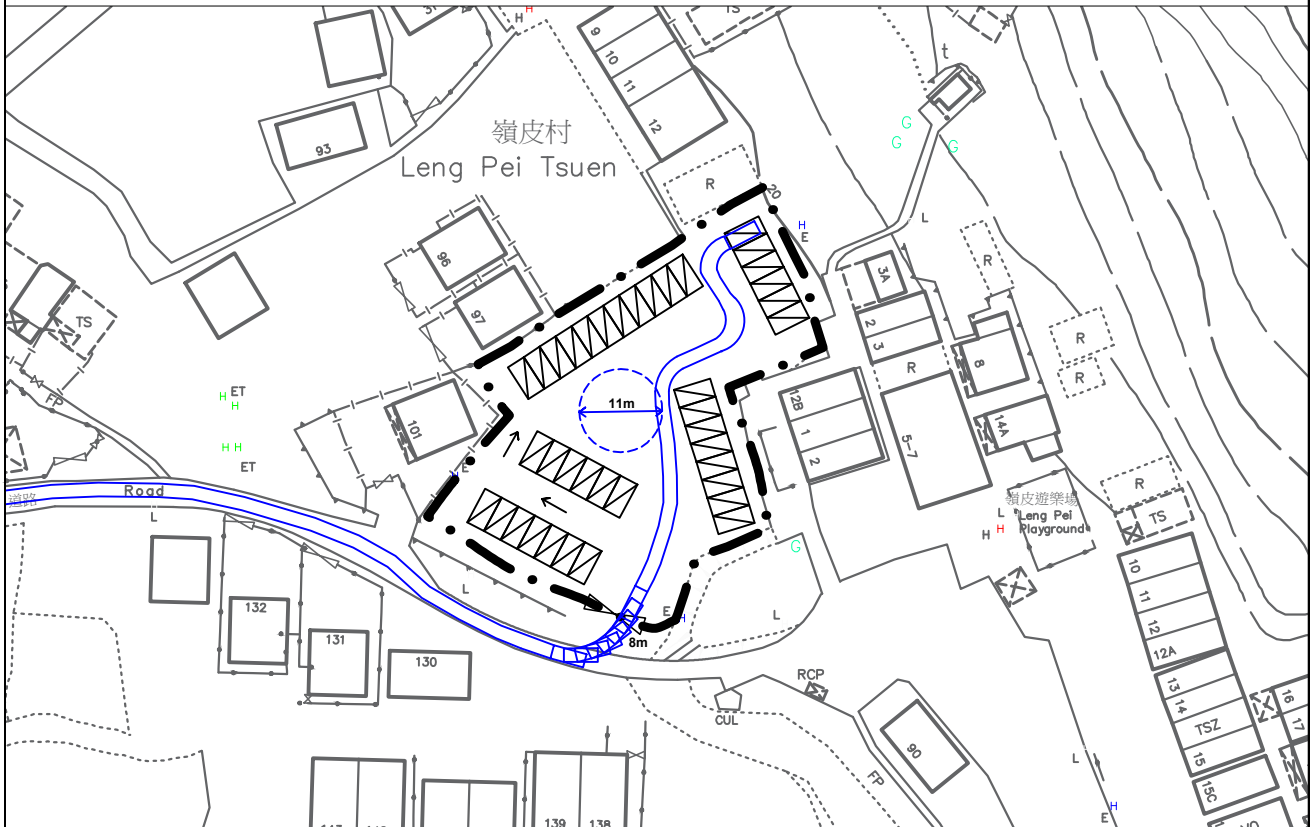
Scale 1:1000



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IN



OUT

**Swept Path Analysis
(To/From the Application Site and
Manoeuvring within the Application Site)**

Figure 6C

Scale 1:1000



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