

**Table A: Responses-to-Comments (31.7.2023)**

| Departmental Comments                                 |  | Applicant's Responses  |
|---|--|--|
| <b>A. Transport Department (received on 5.7.2023)</b> |  |  |
| a.  | Section 3.2.2 : Please clarify the date of survey. Please review if the traffic condition was underestimated due to pandemic;                                    | Please be clarified that the date of survey is 8 December 2022. According to the HKSAR government's announcement regarding adjustments of social distancing measures on 21 March 2022 and 14 April 2022, all catering and scheduled premises have been allowed to re-open based on the first and second stages of relaxation in social distancing measures since 21 April 2022 and 19 May 2022. Social and economic activities have resumed in an orderly manner, and the daily lives of citizens have largely returned to normalcy. Therefore, it is considered that the traffic survey on 8 December 2022 could reflect the normal traffic condition and was not underestimated due to pandemic. |
| b.  | Table 3.3 : Please clarify how the link capacity is adopted from TPDM Vol. 2 Ch 2.4 in view of usage of heavy vehicles along Kam Pok Road and Kam Pok Road East; | Please be clarified that the link capacity is adopted with respect to its road type according to TPDM Vol. 2 Ch 2.4 Table 2.4.1.1. In view of usage of heavy vehicles exceeding 15%, reduction in link capacity has been considered in accordance with TPDM Vol. 2 Ch 2.4 Table 2.4.1.2. Since the surveyed proportion of heavy vehicles along Castle Peak Road – Tam Mi (L1), Kam Pok Road East (L2) and Kam Pok Road (L3) exceeded 15%, 10% reduction in link capacity has been adopted for L1, L2 and L3 in the road link assessment under the conservative approach. Please refer to <b>Table 3.3</b> of the updated TIA report for details.   |
| c.  | The applicant should also make reference to the Territorial Population and Employment Data Matrix (TPEDM);   | Please be advised that for the traffic growth of strategic road (i.e. San Tin Highway), reference has been made to the latest 2019-based Territorial Population and Employment Data Matrix (TPEDM) planning data as presented in <b>Section 6.2</b> of the submitted TIA report.   |
| d.  | Section 4.2.2 : Including Lok Ma Chau Road which is far away from the subject site maybe inappropriately underestimate the growth rate, please review;           | Noted. Lok Ma Chau Road (station no. 5861) has been excluded for estimating the growth rate. <b>Section 4.2.3</b> and <b>Table 4.1</b> have been updated in the revised TIA report accordingly. As shown in <b>Section 4.2.3</b> , the average annual traffic growth pattern shows a negative trend with rate of -0.77% per annum from years 2016-2021.  |
| e.  | Table 4.3 : Please include the adopted trip generation / attraction for commented/approved developments which are adopted in Section 4.3.4;                      | Noted. <b>Table 4.3</b> has been updated in the revised TIA report to include the adopted trip generation / attraction for commented/approved developments.  |
| f.  | Table 4.4 : Please review if the upper limit should be adopted instead of mean value in view of limited public transport;  | Please be advised that in order to determine the adopted trip rate of the Proposed Development, reference has been made to a vehicular trip generation survey of similar type of developments (i.e. private housing  |

| Departmental Comments                   |   | Applicant’s Responses  |     |         |     |                                   |        |         |        |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
|---|---|--|-----|---------|-----|-----------------------------------|--------|---------|--------|---------------|-------------|---|--|--|--|-----------------------------------|--|--|--|---------|--|---------|--|---------|--|---------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----------------------|----|----|---|---|----|--------|--------|--------|--------|-----------------------------------|-----|----|----|----|----|--------|--------|--------|--------|---|
|   |   | <p>developments) in the vicinity of the Application Site. The surveyed vehicular trip generations and trip generation rates of the identified private housing developments are summarised in <b>Table 1</b> below.</p> <p><b>Table 1 – Observed Vehicular Trip Rates of Residential Developments in the Vicinity</b></p> <table border="1"> <thead> <tr> <th rowspan="3">Surveyed Site</th> <th rowspan="3">No. of Flat</th> <th colspan="4">Surveyed Vehicular Trip Generation (pcu/hr)</th> <th colspan="4">Vehicular Trip Rate (pcu/hr/flat)</th> </tr> <tr> <th colspan="2">AM Peak</th> <th colspan="2">PM Peak</th> <th colspan="2">AM Peak</th> <th colspan="2">PM Peak</th> </tr> <tr> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> </tr> </thead> <tbody> <tr> <td>Casa Paradizo (夏威夷豪園)</td> <td>58</td> <td>16</td> <td>4</td> <td>9</td> <td>13</td> <td>0.2759</td> <td>0.0690</td> <td>0.1552</td> <td>0.2241</td> </tr> <tr> <td>The Vineyard<sup>(1)</sup> (葡萄園)</td> <td rowspan="2">188</td> <td rowspan="2">42</td> <td rowspan="2">20</td> <td rowspan="2">30</td> <td rowspan="2">38</td> <td rowspan="2">0.2234</td> <td rowspan="2">0.1064</td> <td rowspan="2">0.1596</td> <td rowspan="2">0.2021</td> </tr> <tr> <td>La Grende Vineyard<sup>(1)</sup> (葡萄薈)</td> </tr> </tbody> </table> <p>Note: (1) The Vineyard and La Grende Vineyard shared the same vehicular access at Ngau Tam Mei Road.</p> <p>Based on the results of vehicular trip generation survey for nearby residential developments in <b>Table 1</b>, the maximum trip rate among the surveyed site are less than the mean value trip rate for private housing as tabulated in the TPDM and <b>Table 4.4</b> of the submitted TIA report. Therefore, mean value trip rate for private housing as tabulated in the TPDM have been adopted for estimating the trip generation of the Proposed Development.</p> |     |         |     |                                   |        |         |        | Surveyed Site | No. of Flat | Surveyed Vehicular Trip Generation (pcu/hr) |  |  |  | Vehicular Trip Rate (pcu/hr/flat) |  |  |  | AM Peak |  | PM Peak |  | AM Peak |  | PM Peak |  | Gen | Att | Gen | Att | Gen | Att | Gen | Att | Casa Paradizo (夏威夷豪園) | 58 | 16 | 4 | 9 | 13 | 0.2759 | 0.0690 | 0.1552 | 0.2241 | The Vineyard <sup>(1)</sup> (葡萄園) | 188 | 42 | 20 | 30 | 38 | 0.2234 | 0.1064 | 0.1596 | 0.2021 | La Grende Vineyard <sup>(1)</sup> (葡萄薈) |
| Surveyed Site                           | No. of Flat   | Surveyed Vehicular Trip Generation (pcu/hr)  |     |         |     | Vehicular Trip Rate (pcu/hr/flat) |        |         |        |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
|   |   | AM Peak  |     | PM Peak |     | AM Peak                           |        | PM Peak |        |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
|   |   | Gen  | Att | Gen     | Att | Gen                               | Att    | Gen     | Att    |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
| Casa Paradizo (夏威夷豪園)                   | 58  | 16   | 4   | 9       | 13  | 0.2759                            | 0.0690 | 0.1552  | 0.2241 |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
| The Vineyard <sup>(1)</sup> (葡萄園)       | 188   | 42   | 20  | 30      | 38  | 0.2234                            | 0.1064 | 0.1596  | 0.2021 |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
| La Grende Vineyard <sup>(1)</sup> (葡萄薈) |   |  |     |         |     |                                   |        |         |        |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |
| g.                                      | Please include the traffic impact assessment during construction stage; | <p>Noted. As advised by the project team regarding the construction works for the Proposed Development, it is estimated that there are only a few construction vehicles (around 8 vehicles per hour) entering or leaving the site during construction stage. In order to undertake the traffic impact during construction stage, around 20 pcu per hour (around 8 vehicles per hour) has been adopted for the construction traffic impact assessment.</p> <p>Refer to <b>Table 2</b> below, the estimated construction traffic flows is less than the estimated trip generation and attraction of the Proposed Development</p>   |     |         |     |                                   |        |         |        |               |             |   |  |  |  |                                   |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |    |   |   |    |        |        |        |        |                                   |     |    |    |    |    |        |        |        |        |   |

| Departmental Comments                                   |  | Applicant’s Responses  |         |     |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
|---|--|--|---------|-----|--|--|----------------------------------|--|--|--|---------|--|---------|--|-----|-----|-----|-----|---|----|----|----|----|--|----|----|----|----|
|   |  | <p><b>Table 2 - Comparison of Estimated Trip Generation/Attraction and Estimated Construction Flows of the Proposed Development</b></p> <table border="1"> <thead> <tr> <th rowspan="3"></th> <th colspan="4">Estimated Traffic Flows (pcu/hr)</th> </tr> <tr> <th colspan="2">AM Peak</th> <th colspan="2">PM Peak</th> </tr> <tr> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> </tr> </thead> <tbody> <tr> <td>Trip Generation/ Attraction of the Proposed Development</td> <td>33</td> <td>22</td> <td>21</td> <td>31</td> </tr> <tr> <td>Construction Traffic Flows of the Proposed Development</td> <td>20</td> <td>20</td> <td>20</td> <td>20</td> </tr> </tbody> </table> <p>Based on the operational assessment in design year 2028 in <b>Chapter 5</b> of the revised TIA report, the result has indicated that, with the proposed improvement scheme of J2, all the identified junctions and road links will be operated with ample capacity. Since the estimated construction traffic flows is less than the estimated trip generation and attraction of the Proposed Development as shown in <b>Table 2</b>, and the construction stage is earlier than the design year 2028, it is anticipated that the all the identified junctions and road links will be operated with sufficient capacity during construction stage. Thus, the Proposed Development will not cause significant impact during construction stage.</p> |         |     |  |  | Estimated Traffic Flows (pcu/hr) |  |  |  | AM Peak |  | PM Peak |  | Gen | Att | Gen | Att | Trip Generation/ Attraction of the Proposed Development | 33 | 22 | 21 | 31 | Construction Traffic Flows of the Proposed Development | 20 | 20 | 20 | 20 |
|   | Estimated Traffic Flows (pcu/hr)   |  |         |     |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
|   | AM Peak  |  | PM Peak |     |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
|   | Gen  | Att  | Gen     | Att |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
| Trip Generation/ Attraction of the Proposed Development | 33   | 22   | 21      | 31  |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
| Construction Traffic Flows of the Proposed Development  | 20   | 20   | 20      | 20  |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
| h.  | Please indicate the location of pedestrian entrance(s) and specify the width of footpath for the concerned development;  | Noted. Pedestrian entrances with min. 2m wide footpath are indicated in <b>Drawing 2.1</b> in the revised TIA report.  |         |     |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
| i.  | Please indicate the width of the two vehicles accesses to the site. Please be reminded that the accesses should comply with relevant requirements in TPDM and HyD’s standards; | Noted. Based on the updated layout on GF of the Proposed Development, the width of two vehicles accesses to the site are 7.3m, which are indicated in <b>Drawing 2.1</b> of the revised TIA report. The accesses are complying with relevant requirements in TPDM and HyD’s standards.   |         |     |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |
| j.  | Drawing no. 3.1 : Please clarify why San Tin Highway is not considered as the major ingress and egress route;  | Please be clarified that San Tin Highway is considered as the major ingress and egress route of the Proposed Development. As illustrated in <b>Drawing 3.1</b> of the revised TIA report, the traffic routing to/from the Proposed Development will mainly travel via Kam Pok Road East, Fairview Park Boulevard Roundabout and slip road from/to San Tin Highway.   |         |     |  |  |                                  |  |  |  |         |  |         |  |     |     |     |     |   |    |    |    |    |  |    |    |    |    |

| Departmental Comments   |  | Applicant’s Responses  |     |               |             |  |               |               |               |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
|---|--|--|-----|---------------|-------------|--|---------------|---------------|---------------|--|--|--|--|---------|--|---------|--|---------|--|---------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----------------------|----|---|---|---|---|--------|--------|--------|--------|-----------------------------------|-----|---|---|---|---|--------|--------|--------|--------|---|---|--|--|--|--|--|---------------|---------------|---------------|---------------|
| k.  | In view of the availability of existing cycle track in the vicinity and locality of the concerned development, the applicant shall consider to provide more bicycle parking spaces for promoting green transport and more motorcycle parking spaces; | Noted. Please be advised that the number of bicycle parking provision in the submitted TIA report (4 nos.) is based on the latest HKPSG requirement. To fulfil the locality of the concerned development, additional 10 bicycle parking spaces will be provided near the west entrance. Please refer to the revised MLP as shown in <b>Drawing 2.1</b> of the revised TIA report.  |     |               |             |  |               |               |               |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
| l.  | The applicant should specify the type(s) of vehicles allowed for entering the basement of the subject site. Adequate headroom should be allowed for the type(s) of vehicle to access;  | Please be advised that only motorcycle, private car and refuse collection vehicle (RCV) are allowed to enter the basement of the Application Site. RCV will only travel to/from the refuse collection point area near the car ramp during operation. Adequate headroom are provided according to PNAP APP-35 and PNAP APP-111.   |     |               |             |  |               |               |               |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
| m.  | The consultant should briefly assess the impact to the PT service in the vicinity and whether the PT service is adequate. Also, please denotes the walking distance to the bus/GMB stops in drawing no. 3.7;   | <p>Noted. In order to estimate the public transport demand of the Proposed Development, reference has been made to pedestrian trip generation survey of similar type of developments (i.e. private housing developments) in the vicinity of the Application Site. The surveyed pedestrian trip generations and trip generation rates of the identified private housing developments are summarised in <b>Table 3</b> below.</p> <p><b>Table 3 – Observed Pedestrian Trip Rates of Residential Developments in the Vicinity</b></p> <table border="1"> <thead> <tr> <th rowspan="3">Surveyed Site</th> <th rowspan="3">No. of Flat</th> <th colspan="4">Surveyed Pedestrian Trip Generation (ped/15-min)</th> <th colspan="4">Pedestrian Trip Rate (ped/15-min/flat)</th> </tr> <tr> <th colspan="2">AM Peak</th> <th colspan="2">PM Peak</th> <th colspan="2">AM Peak</th> <th colspan="2">PM Peak</th> </tr> <tr> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> </tr> </thead> <tbody> <tr> <td>Casa Paradizo (夏威夷豪園)</td> <td>58</td> <td>4</td> <td>2</td> <td>2</td> <td>3</td> <td>0.0690</td> <td>0.0345</td> <td>0.0345</td> <td>0.0517</td> </tr> <tr> <td>The Vineyard<sup>(1)</sup> (葡萄園)</td> <td rowspan="2">188</td> <td rowspan="2">2</td> <td rowspan="2">6</td> <td rowspan="2">7</td> <td rowspan="2">1</td> <td rowspan="2">0.0106</td> <td rowspan="2">0.0319</td> <td rowspan="2">0.0372</td> <td rowspan="2">0.0053</td> </tr> <tr> <td>La Grende Vineyard<sup>(1)</sup> (葡萄薈)</td> </tr> <tr> <td colspan="6"><b>Adopted Pedestrian Trip Generation Rates (ped/15-min/flat)</b></td> <td><b>0.0690</b></td> <td><b>0.0345</b></td> <td><b>0.0372</b></td> <td><b>0.0517</b></td> </tr> </tbody> </table> <p>Note: (1) The Vineyard and La Grende Vineyard shared the same vehicular access at Ngau Tam Mei Road.</p> |     | Surveyed Site | No. of Flat | Surveyed Pedestrian Trip Generation (ped/15-min) |               |               |               | Pedestrian Trip Rate (ped/15-min/flat) |  |  |  | AM Peak |  | PM Peak |  | AM Peak |  | PM Peak |  | Gen | Att | Gen | Att | Gen | Att | Gen | Att | Casa Paradizo (夏威夷豪園) | 58 | 4 | 2 | 2 | 3 | 0.0690 | 0.0345 | 0.0345 | 0.0517 | The Vineyard <sup>(1)</sup> (葡萄園) | 188 | 2 | 6 | 7 | 1 | 0.0106 | 0.0319 | 0.0372 | 0.0053 | La Grende Vineyard <sup>(1)</sup> (葡萄薈) | <b>Adopted Pedestrian Trip Generation Rates (ped/15-min/flat)</b> |  |  |  |  |  | <b>0.0690</b> | <b>0.0345</b> | <b>0.0372</b> | <b>0.0517</b> |
| Surveyed Site   | No. of Flat  | Surveyed Pedestrian Trip Generation (ped/15-min)   |     |               |             | Pedestrian Trip Rate (ped/15-min/flat)           |               |               |               |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
|   |  | AM Peak  |     |               |             | PM Peak  |               | AM Peak       |               | PM Peak                                |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
|   |  | Gen  | Att | Gen           | Att         | Gen  | Att           | Gen           | Att           |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
| Casa Paradizo (夏威夷豪園)   | 58   | 4  | 2   | 2             | 3           | 0.0690   | 0.0345        | 0.0345        | 0.0517        |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
| The Vineyard <sup>(1)</sup> (葡萄園)                                 | 188  | 2  | 6   | 7             | 1           | 0.0106   | 0.0319        | 0.0372        | 0.0053        |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
| La Grende Vineyard <sup>(1)</sup> (葡萄薈)                           |  |  |     |               |             |  |               |               |               |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |
| <b>Adopted Pedestrian Trip Generation Rates (ped/15-min/flat)</b> |  |  |     |               |             | <b>0.0690</b>                                    | <b>0.0345</b> | <b>0.0372</b> | <b>0.0517</b> |  |  |  |  |         |  |         |  |         |  |         |  |     |     |     |     |     |     |     |     |                       |    |   |   |   |   |        |        |        |        |                                   |     |   |   |   |   |        |        |        |        |   |   |  |  |  |  |  |               |               |               |               |

| Departmental Comments |   | Applicant’s Responses  |     |         |     |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |
|-----------------------|---|--|-----|---------|-----|--|--|------|-------------|---|--|--|--|---------|--|---------|--|-----|-----|-----|-----|------------------|-----|---|---|---|---|
|                       |   | <p>Based on the results of pedestrian trip generation survey for nearby residential developments in <b>Table 3</b>, maximum pedestrian trip rates of every peak 15-min period among the surveyed sites are adopted for estimation of pedestrian trip generation of the Proposed Development. The resultant pedestrian trip generation of the Proposed Development are summarised in <b>Table 4</b> below.</p> <p><b>Table 4 – Estimated Pedestrian Trip Generation of the Proposed Development</b></p> <table border="1"> <thead> <tr> <th rowspan="3">Site</th> <th rowspan="3">No. of Flat</th> <th colspan="4">Estimated Pedestrian Trip Generation (ped/15-min)</th> </tr> <tr> <th colspan="2">AM Peak</th> <th colspan="2">PM Peak</th> </tr> <tr> <th>Gen</th> <th>Att</th> <th>Gen</th> <th>Att</th> </tr> </thead> <tbody> <tr> <td>Application Site</td> <td>114</td> <td>8</td> <td>4</td> <td>5</td> <td>6</td> </tr> </tbody> </table> <p>For conservative approach, it is assumed that all the estimated pedestrian trips of the Proposed Development will take public transport in the vicinity. Since the estimated pedestrian trips of the Proposed Development is relatively small (less than 10 people per 15-min period), it is anticipated that the impact to the public transport service in the vicinity is minimal.</p> <p>Please be advised that the walking distance to the bus/GMB stops are indicated in <b>Drawing 3.7</b> of the revised TIA report.</p> |     |         |     |  |  | Site | No. of Flat | Estimated Pedestrian Trip Generation (ped/15-min) |  |  |  | AM Peak |  | PM Peak |  | Gen | Att | Gen | Att | Application Site | 114 | 8 | 4 | 5 | 6 |
| Site                  | No. of Flat   | Estimated Pedestrian Trip Generation (ped/15-min)  |     |         |     |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |
|                       |   | AM Peak  |     | PM Peak |     |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |
|                       |   | Gen  | Att | Gen     | Att |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |
| Application Site      | 114   | 8  | 4   | 5       | 6   |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |
| n.                    | The applicant shall consider to provide more motorcycle parking spaces as the proposed provision of only two motorcycle parking spaces; | Noted. Please be advised that the number of motorcycle parking provision in the submitted TIA report (2 nos.) is based on the latest HKPSG requirement. To provide more motorcycle parking spaces within the limited spaces of basement carpark, additional 10 motorcycle parking spaces will be provided. Please refer to the revised MLP as shown in <b>Drawing B8</b> of the revised TIA report.  |     |         |     |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |
| o.                    | The applicant shall consider to provide more loading/unloading bay as the proposed provision of only two loading/unloading bay;         | Since there is no specific requirement of loading/unloading bay for house type in the latest HKPSG requirement, it is proposed to increase the provision of loading/unloading bays to 3 nos. within the site. Please refer to the revised MLP as shown in <b>Drawing 2.1</b> of the revised TIA report.  |     |         |     |  |  |      |             |   |  |  |  |         |  |         |  |     |     |     |     |                  |     |   |   |   |   |

| Departmental Comments |  | Applicant’s Responses  |
|-----------------------|--|--|
| p.                    | <p>Please review the location of the two proposed loading/unloading bays.</p> <p>Drawing No. B5 is referred below as an example. Loading and unloading activities of a vehicle at the bay at the right hand side will block the manoeuvring of vehicles inside the roundabout and may cause the vehicles queue back to public road.</p>                                  | <p>Noted. The loading/ unloading bay has been relocated. Please refer to <b>Drawing 2.1</b> for the revised layout and <b>Drawings B2 to B5 and B19 to B20</b> for the relevant swept path analysis of 11m long heavy goods vehicle. Based on the swept path analysis, there is sufficient manoeuvring space for the 11m long heavy goods vehicle to enter/ leave the proposed loading/unloading bays.</p> |
|                       | <p>Please provide swept path/traffic control measures as appropriate to demonstrate the vehicles at the loading/unloading bay will not obstruct the manoeuvring and sight line of vehicles.</p>  | <p>Please refer to <b>Drawing 2.1</b> for the revised layout and <b>Drawings B2 to B5 and B19 to B20</b> for the relevant swept path analysis of 11m long heavy goods vehicle. Based on the swept path analysis, the vehicles at the loading/unloading bay will not obstruct the manoeuvring and sight line of vehicles.</p>   |
| q.                    | <p>Drawing Nos. B13 and B14 refer. It is noted from the swept path that vehicles are crossing the lane of vehicle from opposite direction, please review;</p>  | <p>Please be advised that traffic management control measure (e.g. staffs with walkie-talkie to assist refuse collection vehicle using the car ramp) will be implemented to ensure that no vehicle will be travelling at the car ramp when Refuse Collection Vehicle entering/leaving basement.</p>  |
| r.                    | <p>Drawing No B15 refers. It is noted that the RCV is driving in opposite direction against the vehicles inside the roundabout. Please review;</p>   | <p>Please refer to <b>Drawing B15</b> of the revised TIA report for the updated swept path analysis of RCV. Based on the swept path analysis, there is sufficient manoeuvring space for the RCV.</p>   |
| s.                    | <p>Please clarify if G/F’s driveway is designated as EVA and the types of vehicle which can travel on G/F. If it is confirmed that G/F is designed as EVA, please clarify if that complies with the requirements stipulated in CoP for Fire Safety in Buildings 2011, including the width, headroom, gradient, crash gate (HyD Std) and traffic sign provision, etc;</p> | <p>EVA is indicated in the revised MLP for clarification. Requirements stipulated in CoP for Fire Safety in Buildings 2011 will be complied.</p>   |

Application No. A/YL-NSW/314 Proposed Residential Development with Wetland Habitat, and associated Filling of Ponds and Excavation of Land in “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” Zone, Various Lots in D.D.104, Pok Wai, Yuen Long

| Departmental Comments |   | Applicant's Responses  |
|-----------------------|---|--|
| t.                    | Please clarify if there is club house or buildings other than 114 nos. residential housing blocks and how their traffic provisions are catered; | Please be clarified that two club houses with about 1,021m <sup>2</sup> GFA will be provided within the Application Site. Please be advised that based on the latest HKPSG requirement, no parking space or loading/unloading bay provision is required for club house. Due to the small scale of proposed club houses, it is considered that no additional parking space or loading/unloading bay to be provided within the Application Site. |
| u.                    | Please substantiate the provision of parking for visitors parking and lay-by for taxis; and   | Noted. Please be advised that based on the latest HKPSG requirement for house type, no provision is required for the provision of parking for visitors parking and lay-by for taxis. To provide more visitor parking spaces within the limited spaces of basement carpark, additional 10 visitors parking spaces will be provided. Please refer to the revised MLP shown in <b>Drawing B8</b> of the revised TIA report.                       |
| v.                    | No vehicle is allowed to queue back to or reverse onto/from public roads at any time during the planning approval period.                       | Noted.   |