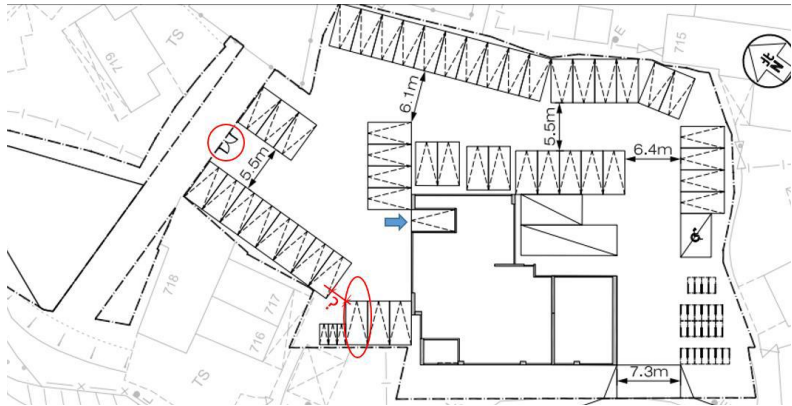


Item Reference	Comment	Response
1	Comments from TD : Ms. FOK Sze-man via DPO email 8.5.2023	
a.	The applicant shall provide the expected pedestrian routes and the pedestrian traffic assessment;	<p>The pedestrian routes are indicated in Figure 2.9 of the revised TIA attached.</p> <p>Chapter 6 of the revised TIA presents the pedestrian impact assessment. Table 6.1 shows that compared with the Permitted Scheme, the pedestrian generations associated with the Proposed Development is expected to generate additional 8 persons (7 generated and 1 attracted) during the peak 15 minutes.</p> <p>The pedestrian assessment result shows that the additional pedestrian generation has negligible impact to the vicinity.</p>
b.	The applicant shall provide transport impact assessment for our review;	<p>Chapter 5 of the revised TIA presents the public transport services impact assessment.</p> <p>Table 5.3 of the revised TIA shows that compared with the Permitted Scheme, the public transport demand associated with the Proposed Development only generate additional 28 persons of public transport demand (with 25 generated and 3 attracted) during both AM and PM peak hours.</p> <p>The public transport services impact assessment result shows that the additional public transport demand has negligible impact to public transport services in the vicinity.</p>
c.	Para. 2.3: The applicant shall specify the exact duration of the traffic survey;	The traffic survey was conducted between 0700 – 0900 and 1715 – 1915 on Wednesday, 19 th October 2022.
d.	Table 2.1: The junction performance of J2 – SPH Road/ Fung Ki Road junction J3-SPH Road/ Tai Kei Leng Road junction and J4-SPHI were far better than the site situation, at where long traffic queues and traffic congestion are observed presently. The applicant shall review their assessment;	The assessment and the junction performances are revised. Please refer to Table 2.1 in revised TIA.
e.	Table 3.2 - Parking Provision: (i) Parking shall be provided for retails according HKPSG, regardless whether the development was for small road-side retail shops. As such, parking space shall be provided for retail use according to HKPSG;	Noted. Based on 220m ² retail uses, 2 car parking spaces and 1 motorcycle parking space are provided, which is in accordance with HKPSG maximum recommendation.
	(ii) Disabled parking provision shall be specified;	Based on the total provision of 51 car parking spaces, 2 nos. of car parking spaces are proposed at visitor parking spaces.

Item Reference	Comment	Response
	(iii) 1 motorcycle parking space shall be provided for every 83 flats with a view to provide additional motorcycle parking on top of HKPSG's requirement;	Noted and provided. Please refer to Table 3.2 of revised TIA.
	(iv) The applicant shall clarify the nature of "non-domestic uses";	Non-domestic uses refer to commercial (e.g. retail) uses.
	(v) L/UL provision should be provided for retail;	As shown in Table 3.2, a light goods vehicle loading / unloading bay is provided for retail.
f.	<p>Figure 3.1:</p> <p>(i) The proposed run-in/out would occupy the existing layby which is crucial for the traffic movement of the single track road, therefore the applicant shall relocate the run-in/out;</p>	<p>The technical justification for relocating the existing lay-by is given below:</p> <ol style="list-style-type: none"> 1. Based Paragraph 3.6.2.1, Volume 2 of TPDM, the run-in/out of the Proposed Development should (1) provide as far as possible away from junctions, (2) be located at the least important road if the site abuts with more than one road, and (3) provide run-in on the downstream side for corner lots. Based on above requirements, the proposed run-in/out location is the only possible location for the Proposed Development; 2. Access requirement both under lease and town planning Residential Zone; 3. The run-in/out of Proposed Development should allow heavy goods vehicle (HGV) to enter and leave in forward movements. When HGV enters or leaves the Proposed Development, the lay-by must not be occupied; and 4. There is another 30m-long lay-by some 80m south of the run-in/out of the Proposed Development, which is sufficient to serve the pick-up/drop-off and loading/unloading demand for this section of Tai Shu Ha Road East.
	(ii) The swept path of the parking space circled on sketch 1 requires the driver to carry out backward movement for a unreasonable distance which is unacceptable;	Please note that the car park layout is revised and is shown in Figure 3.1. The corresponding swept path analysis are found in Appendix C of the revised TIA.
	(iii) The applicant shall specify the dimension of the aisle for motorcycle marked as "?" on sketch 1;	The dimension of the aisle for motorcycle is shown in Figure 3.1 in revised TIA.
	(iv) The applicant shall specify the dimension of the proposed parking spaces on the figure;	Noted, please refer to Figure 3.1 in revised TIA.
	(v) Insufficient space was allowed for passengers to leave the car when the car was parked at the proposed parking space embedded in the building (the one with an arrow on sketch 1). The applicant shall revise;	Noted, please refer to Figure 3.1 in revised TIA.

Item Reference	Comment	Response
	(vi) The applicant shall demonstrate that the proposed disabled parking space was already located on horizontal and level ground and closer to accessible entrances according to HKPSG	Figure 3.1 in revised TIA shows that the accessible car parking spaces are located nearest to the lift lobby of the residential tower.
	(vii) Sketch 1 	Noted.
g.	Para. 3.5: The existing layby is for facilitating the traffic movement of the single track road. The applicant's proposal in this paragraph and on figure 3.2 was unacceptable;	<p>The section of Tai Shu Ha Road East is one-way southbound from Tai Tong Road to Tai Kei Leng Road, traffic movement along carriageway of Tai Shu Ha Road East will not be affected upon removing the layby.</p> <p>To avoid tail-back along Tai Shu Ha Road and improve road safety at the run-in/out, the lay-by should be removed. The removal of the existing lay-by will ensure that the vehicles could enter and leave the Proposed Development with ease.</p>
h.	Para. 3.6 and 3.7: The applicant shall delete the first sentence of para. 3.6 and the whole para. 3.7 since it is not the applicant's role to state the government's act;	Noted and revised.

Item Reference	Comment	Response
i.	Para. 4.2: The applicant shall detail how they make reference with BDTM;	<p>The BDTM traffic network and zone in the vicinity of the Proposed Development were reviewed to ensure the traffic model is up-to-date and the modelled flow can be adopted. The modelling methodology includes but not limited to the following:</p> <ol style="list-style-type: none"> 1. The road links and junctions were checked and updated to ensure that any recent change in the existing road network is considered and there are no missing road links or junction. 2. The schedule of public transport services such as franchised bus and green/ red minibus were checked to ensure that the updated routings and headway information are adopted. 3. The zone and centroid connectors were reviewed such that the traffic zones generate/ attract traffic at appropriate locations. 4. The traffic flows produced by BDTM at the surveyed junctions were reviewed with reference to the observed traffic flows 5. Based on the above changes, the BDTM is updated and the model assignment is conducted to produce the peak hour traffic flows.
j.	Table 4.4: PlanD's written advice on the planning assumptions shall be provided;	<p>Please be advised that the major additional planned/ committed developments near the subject site are obtained from various online sources, including Yuen Long District Council, official website of developments and approved planning applications and rezoning applications, etc. The sources are listed in footnotes of Table 4.4 of revised TIA.</p>
k.	<p>Tables 4.5 and 4.6:</p> <p>(i) The development is a R(B) private house development. The adopted trip rate is far below those stipulated in TPDM. The applicant shall revise;</p>	<p>Although the Proposed Development is zoned R(B), the average flat size of the Proposed Development is only 31m² and the car park ratio is around 1:7.8 (Calculation: 1: 345 flats / 44 residential car parking spaces).</p> <p>Therefore, the adopted traffic generation rate, i.e. Private Housing with average flat size of 60m² as stated in Annex C, Volume 1 of TPDM, is found to be more suitable to represent the traffic generation characteristic of the Proposed Development.</p>
	<p>(ii) Hypothetical Improvement Scheme at junction of Tai Kei Leng Road/Tai Shu Ha Road East/Tai Shu Ha Road West: The applicant shall specify in the summary that the traffic impact assessment was carried out on the basis that the population intake could match with the programme of this improvement;</p>	<p>Noted and specified.</p>

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l.	Figure no. 2.8: The existing peak hour traffic flows are lower than our observation at Shap Pat Heung Interchange. The applicant shall review;	<p>The additional traffic survey was conducted on Thursday, 1st June and Friday, 2nd June 2023. A comparison of October 2022 and June 2023 traffic survey results is summarised in Table 1 below.</p> <p>TABLE 1 COMPARISON OF TRAFFIC SURVEY RESULTS</p> <table border="1" data-bbox="1218 395 2087 707"> <thead> <tr> <th rowspan="2">Road</th> <th rowspan="2">Direction</th> <th rowspan="2">Peak</th> <th colspan="2">Traffic Flow (pcu)</th> <th colspan="2">Comparison</th> </tr> <tr> <th>June 2023 [a]</th> <th>Oct 2022 [b]</th> <th>Difference [c] = [a] – [b]</th> <th>% Change [d] = [c] / [b]</th> </tr> </thead> <tbody> <tr> <td rowspan="4">Shap Pat Heung Road</td> <td rowspan="2">Eastbound</td> <td>AM</td> <td>1043</td> <td>984</td> <td>+59</td> <td>+6%</td> </tr> <tr> <td>PM</td> <td>991</td> <td>1101</td> <td>-110</td> <td>-10%</td> </tr> <tr> <td rowspan="2">Westbound</td> <td>AM</td> <td>779</td> <td>609</td> <td>+170</td> <td>+28%</td> </tr> <tr> <td>PM</td> <td>940</td> <td>922</td> <td>+18</td> <td>+2%</td> </tr> <tr> <td rowspan="4">Tai Kei Leng Road</td> <td rowspan="2">Eastbound</td> <td>AM</td> <td>575</td> <td>604</td> <td>-29</td> <td>-5%</td> </tr> <tr> <td>PM</td> <td>579</td> <td>625</td> <td>-46</td> <td>-7%</td> </tr> <tr> <td rowspan="2">Westbound</td> <td>AM</td> <td>468</td> <td>447</td> <td>+21</td> <td>+5%</td> </tr> <tr> <td>PM</td> <td>615</td> <td>688</td> <td>-73</td> <td>-11%</td> </tr> </tbody> </table> <p>As shown in Table 1, the traffic flow of Shap Pat Heung Road and Tai Kei Leng Road during AM Peak in June 2023 is higher than that in October 2022. Whilst, the traffic flow of Shap Pat Heung Road and Tai Kei Leng Road during PM Peak in June 2023 is marginally lower than in October 2022.</p> <p>Therefore, the 2023 June AM traffic survey results and the PM traffic survey result in October 2022 are adopted in revised TIA. Existing traffic flow is updated in Figure 2.8 of revised TIA.</p>	Road	Direction	Peak	Traffic Flow (pcu)		Comparison		June 2023 [a]	Oct 2022 [b]	Difference [c] = [a] – [b]	% Change [d] = [c] / [b]	Shap Pat Heung Road	Eastbound	AM	1043	984	+59	+6%	PM	991	1101	-110	-10%	Westbound	AM	779	609	+170	+28%	PM	940	922	+18	+2%	Tai Kei Leng Road	Eastbound	AM	575	604	-29	-5%	PM	579	625	-46	-7%	Westbound	AM	468	447	+21	+5%	PM	615	688	-73	-11%
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m.	A full layout of Tai Shu Ha Road E/Tai Shu Ha Road W/Tai Kei Leng Road junction shall be provided;	Please refer to Figure 4.4 in revised TIA.																																																									
n.	J6 - The applicant shall clarify why 3 full lanes for Tai Kei Leng Road WB are assumed in the year 2031 – with improvement scheme junction assessment with the actual flare length being specified.	Please be clarified that Tai Kei Leng Road WB is locally widened to provide 2 straight ahead traffic lanes and one additional 60m-long left turn lane.																																																									