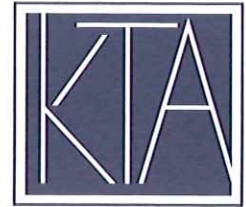


By Email and Hand

Our Ref: S3136/8CPRL/24/006Lg

7 February 2025

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point



PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室

Dear Sir/Madam,

**Proposed Minor Relaxation of Building Height Restriction
for the Permitted Educational Institution (New Science Building)
in "Government, Institution or Community" Zone
at No. 8 Castle Peak Road - Lingnan, Tuen Mun
(Planning Application No. A/TM/595)
-Further Information No.2-**

Reference is made to the captioned Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") on 28 February 2025, Further Information ("FI") No.1 submitted to the TPB on 10 January 2025, and the comments from various Government Departments received via emails from Tuen Mun and Yeun Long West District Planning Office during period from 28 January 2025 to 5 February 2025.

To address comments from the relevant Government Departments and public, FI No.2 has been prepared. This FI submission consists of:

Responses-to-Comments Table

Annex A – Replacement Pages of Supporting Planning Statement

Annex B – Replacement Pages of Traffic Impact Assessment

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned at [REDACTED] or Mr Otto Kan at [REDACTED]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED


Kitty Wong

Encl. Responses-to-Comments table with Annexes A to B (4 hardcopies)

cc. DPO/TM&YL – Ms CHEUNG Ling Chi / Mr Chris LEUNG (by email)
the Applicant & Team

KW/OK/vy



FS 579819

**S.16 Planning Application
Proposed Minor Relaxation of Building Height Restriction
for the Permitted Educational Institution (New Science Building)
in “Government, Institution or Community” Zone
at Lingnan University, No. 8 Castle Peak Road – Lingnan, Tuen Mun
(Planning Application No. A/TM/595)**

Comments	Responses
Comments from Urban Design & Landscape Section, Planning Department (received on 28 January 2025) (Contact Person: Mr. Jeff LEUNG, Tel: 3565 3936)	
2. Annex C Replacement Pages of Supporting Planning Statement: (a) Para. 3.6.7 (VP3) – With reference to the photomontage (Figure 3.11 refers), the proposed development would also cause slight visual obstruction to mountain backdrop/ridgeline at VP3.	Noted. Para. 3.6.7 has been updated accordingly (Annex A refers).
(b) Section 4.8 – According to the visual appraisal in Section 3.6, the proposed development would cause “slightly adverse” visual impacts at three out of five selected viewing points (VPs) and “negligible” at the remaining two VPs. The statement in Section 4.8 that “the visual impact arising from the Proposed Development is considered generally negligible” may not be fully tenable.	Noted. Section 4.8 has been updated accordingly (Annex A refers).
3. Despite the above observations, the summary of the visual appraisal in Para. 3 above remains generally applicable.	Noted.
4.	
Comments from Tuen Mun & Yuen Long West District Planning Office, Planning Department (received on 28 January 2025) (Contact Person: Mr. Chris LEUNG, Tel: 2158 6293)	
1. Please further substantiate the floor space requirements and demands to justify need for the proposed development of GFA of 11,000m ² .	In order to relieve the already congested teaching and learning environment owing to floor space deficit, the University is currently formulating the campus planning to meet the short-, medium-, and long-term development needs. The actual floor space demands are still under review. This subject application proposes for an approximately 4,000 sqm of NOFA, which includes 1,400 sqm (about) of office space, 1,200 sqm (about) of laboratory space and 1,400 sqm (about) of lecture and multi-purpose space. Together with other supporting facilities such as

Comments	Responses
	<p>pantries, washrooms, plant rooms, circulation areas, as well as reprovisioned pavilion and covered walkway (about 1,500 sqm), an approximately 11,000 sqm of GFA are proposed as a short-term response to relieve the crowd campus environment. The academic and amenity spaces are also responding to the students’ pledge for a campus environment with reasonable density and usable amenity space.</p> <p>The proposed minor relaxation of building height restriction from 4 to 7 storeys to enable the New Building is a quick solution to meet the imminent demand. With a building height compatible with the adjacent buildings, the Proposed Development is fully in-line with Government’s policy to optimize the use of scarce land resources.</p>
<p>2. Para 2.6.2 - It is noted that LU has found the decanting the occupied facilities within the LU campus for redevelopment is infeasible. Please supplement if LU attempted to look for sites outside of the LU campus for the proposed development.</p>	<p>To provide additional floorspace and improve teaching facilities of LU, various development options have been explored, including but not limited to redevelopment of existing academic buildings within campus and site search for the Proposed Development outside LU campus.</p> <p>Site search exercise for suitable sites outside the LU campus has been carried out. However, development at unoccupied land would involve rezoning application under S12A of the Town Planning Ordinance in which the process is expected to be lengthy and would involve a lot of uncertainties. Hence, the current proposal to utilize the existing open space at Yu Kan Hing Memorial Garden and Pavilion, together with the available space encircled by existing academic buildings and Wing On Plaza by way of applying for minor relaxation of building height restriction through S16 Planning Application is considered the most optimal option for increasing academic floor space within a short timeframe to meet the need of LU.</p>
<p>3. Table 3.1 - Please supplement if the re-provided pavilion and covered walkway are GFA accountable.</p>	<p>The re-provided pavilion and covered walkway are GFA accountable and form part of the 11,000sqm GFA.</p>
<p>4. Para 4.5(e), para.2 – please clarify whether the separation between the adjoining buildings should be understood as a “void”, and please provide the dimension of the separation at LG/F and G/F with the adjoining buildings.</p>	<p>Please be clarified that the separation between the adjoining buildings should be understood as a “void”. The dimension of the separation at LG/F and G/F with the adjoining buildings is around 5.5 metres.</p>

Comments	Responses
<p>5. Please provide further details on the proposed museum at 5/F.</p>	<p>The proposed exhibition area/museum at 5/F is intended to provide space for showcasing the collaborative exhibition works and collections such as photographs, artefacts, multimedia resources relating to the history, educational achievements and significant milestone events of LU. The exhibition materials will allow all staff and students (not only those from the New Science Building) to gain a deeper understanding of the historical and academic significance of the University.</p>
<p>6. Any historic information regarding the pavilion and garden affected by the development plan.</p>	<p>Please note that the pavilion was newly built in classical Chinese style as part of the landscape element of the Yu Kan Hing Memorial Garden. There is no historical significance associated with the pavilion and garden.</p>

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
<p>1. With reference to our memo dated 7/10/2024 regarding the pre-submission, comments on item (ii), (iii) and (iv) have not been addressed yet. Please provide R-to-C table for easy reference.</p>	<p>(The updated TIA is included at Annex B of this FI submission) Responses for Item (ii), (iii) and (iv) are as follows:</p> <p>(ii) Design capacities for the road links are derived in accordance to TPDM Volume 2 Chapter 2.4 – Table 2.4.1.1, with design capacity for each link is as follows:</p> <p>L1: Castle Peak Road-Lam Tei Section connects to the Rural Trunk Road in the north (Castle Peak Road-Hung Shui Kiu) and District Distributor in the south (Castle Peak Road-Lingnan). And this section is a dual 2-lane carriageway with road width in about 7.3m – 7.5m for each direction, thus, the design capacity for Dual 2 lane in width of 7.3m with no frontage crossings, no standing vehicles, negligible cross traffic for 7.3m is adopted, i.e., 2800 vehicles /hour.</p> <p>L2: Yuen Long Highway is an Expressway with 3 lanes at eastbound and 4 lanes at westbound (2 lanes for main road and 2 lanes for slip road to Castle Peak Road – Lingnan). Thus, design capacity of expressway of 3 lanes is 4700 vehicles /hour is adopted for eastbound. Given the width of westbound main road and slip road are both in 7.3m respectively, the design capacity is adopted as 3000 vehicles /hour for each road sections.</p> <p>L3 and L4 at Castle Peak Road – Lingnan is classified as district distributor. Reference of design capacity is made to the district distributor in 7.3m 2-lane carriageway, i.e., 1700 veh/hr for two lanes.</p> <p>L5: Fu Tei Road is a local distributor with undivided 2-lane carriageway of 7.6m in width. As noted in Table 2.4.1.1 of Volume 2 in TPDM, the design flow of 800 vehicles /hour is adopted for conservative.</p>	<p>R-to-C item (ii) refers. Please include the justification into the report such that the report is self-contained.</p> <p>R-to-C item (iii) refers. The written confirmation from Lingnan University is not found. Please review.</p>	<p>(Annex B refers)</p> <p>Justifications have been added in Table 3-5 of the updated TIA report.</p> <p>Relevant record has been included as Annex B in the updated TIA report.</p>

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)																										
Comments	Responses	Comments	Responses																									
	<p>iii) Written confirmation from Lingnan University is attached as Attachment A of this RtoC for your consideration.</p> <p>iv) The vehicular trip distribution is generally consistent with the existing traffic distribution of the campus. The vehicular trips distribution onto the road network of the vicinity is based on the population proportions of districts from 2019-based TPEDM published by PlanD.</p> <p>For the <u>approaching route</u>, 77% of the trips would use Tuen Mun Road to approach, while the other 23% would approach via Yuen Long highway.</p> <p>For the <u>departure route</u>, 76% of the trips would use Castle Peak Road – San Hui to leave, while 10% would use Castle Peak Road – Lam Tei and 14% would leave via Yeun Long Highway.</p>																											
<p>2. Para 4.6.2 refer - Please justify the traffic generation survey 2006 data are still valid or provide an update traffic generation survey for assessment.</p>	<p>According to the recent survey at Lingnan University, the trip generation rate for Lingnan University is as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>AM Gen</th> <th>AM Att</th> <th>PM Gen</th> <th>PM Att</th> </tr> </thead> <tbody> <tr> <td>Observed Peak Hour Trips Unit: Pcu/hr</td> <td>10</td> <td>42</td> <td>58</td> <td>17</td> </tr> <tr> <td>Observed Peak Hour Trip Rates (total staff number 972) Unit: Pcu/hr/staff</td> <td>0.010</td> <td>0.043</td> <td>0.060</td> <td>0.017</td> </tr> <tr> <td>Estimated Peak Hour Trip Rates (staff capacity: 173) Unit: Pcu/hr</td> <td>7</td> <td>2</td> <td>3</td> <td>10</td> </tr> <tr> <td>Estimated Peak Hour Trip Rates 2-way</td> <td colspan="2">9</td> <td colspan="2">13</td> </tr> </tbody> </table>		AM Gen	AM Att	PM Gen	PM Att	Observed Peak Hour Trips Unit: Pcu/hr	10	42	58	17	Observed Peak Hour Trip Rates (total staff number 972) Unit: Pcu/hr/staff	0.010	0.043	0.060	0.017	Estimated Peak Hour Trip Rates (staff capacity: 173) Unit: Pcu/hr	7	2	3	10	Estimated Peak Hour Trip Rates 2-way	9		13		Noted.	Noted.
	AM Gen	AM Att	PM Gen	PM Att																								
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Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
	When comparing with the two-way trip derived from TGS2006 (9pcu/hr and 17pcu/hr for AM and PM peaks respectively), the traffic generation derived by recent survey is generally lower than the trip generation under TGS 2006. Thus the trip rate for TGS 2006 is adopted.		
3. Para 6.1.5 refer - Since the concerned critical road link L2, will not be improved by Yuen Long Highway Widening Project, the potential improvement is not justified. Instead, the proposed road project such as Route 11 and Tuen Mun Bypass can help to improve by diverting the vehicles. Please update the conclusion.	Noted. Para 5.1.3 and Para 6.1.5 have been updated accordingly.	Noted.	Noted.
4. Annex E refer - Please provide the detail of queue length assessment in 2031.	Queue length for 2031 are derived as follows: By comparing the traffic flows between 2024 and 2031 for each movement arms, the future queue length is projected by adopting the existing queue and the increase in traffic flow percentage of traffic flows for each movement arms.	Please include the methodology into the report such that the report is self-contained.	The content has been incorporated in paragraph 5.1.4 of the updated TIA report.
5. The comments on public transport related items are as follow: a) Para 3.2.1 refers. Please supplement the details of RMB services in Table 3.1.	Details for RMB services has been supplemented in Table 3-1	There is a typo for RMB, "Jordan Road" shall be "Jordan Road"	Typo has been rectified accordingly.

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
b) Figure 3.1 refers: <ul style="list-style-type: none"> The bus stop located at Tuen Kwai Road eastbound is near the junction between Tuen Kwai Road and Castle Peak Road. Please revise the bus stop location. 	Figure 3.1 has been revised accordingly.	Noted.	Noted.
<ul style="list-style-type: none"> Please indicate the location of A-D bus stops of Table 3-9. 	Figure 3.1 and Figure 3.3 has been updated accordingly.	Noted.	Noted.
<ul style="list-style-type: none"> The bus stops located at Castle Peak Road – Lingnan (both bound) outside Fu Tai Estate were not included. Please advise. 	For the purpose of this TIA, spare capacity for PT services in the close vicinity of the academic building was only assessed for conservative. Yet, Figure 3.1 will be updated to include the bus stops for completeness.	Noted.	Noted.
c) Table 3.1 refers. <ul style="list-style-type: none"> The headway of LWB A33X is 15-30 mins instead of 20-25 mins 	Table 3-1 has been updated accordingly.	Please also revise the details of the following routes. <ul style="list-style-type: none"> The headway of KMB 960X is 7-9 minutes. The School Day service of CTB B3A is at 7:15 am. The service of MTR Bus K58 (So Kwun Wat bound) 	Table 3-1 has been updated accordingly.

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
		was revised to 6:45 am, 7:03 am and 7:13am.	
<ul style="list-style-type: none"> Please indicate the name of bus companies of respective routes. 	Name of bus companies has been included in Table 3-1.	Noted.	Noted.
<p>d) Para 3.3.1 refers. Since students and visitors may not have the same peak hours compared with staff, please advise the rationale of conducting the PT survey between 0700 and 1000/ 1600 and 1900 hours. On the other hand, the survey result in table 3-9 only showed the AM peak hour in 0800 - 0900 hours and PM peak hour in 1715 - 1815 hours (table 3-9). Please advise.</p>	<p>Please be advised that the proposed academic building mainly consists of classrooms, laboratory and lecture theatre to serve existing students and staffs, with total population of Lingnan University maintains the same as existing. Please also be advised that the supporting facilities such as lecture theatre (with capacity of around 100 seats only) are for internal use only, and will not result to increase in visitors to/from Lingnan University. Thus, comprehensive PT assessment is considered not necessary for the purpose of this TIA. Paragraph 5.3.2 has been updated to include the above information.</p> <p>For information, please also be advised the museum/exhibition space mentioned in Paragraph 1.1.1 is a small scale exhibition space for HKMU use only. Additional PT demand will not be arised from such facilities.</p> <p>Apart from users to/from University, the assessed bus stops mainly serve for the PT demand for the nearby residential sites. With the additional PT demand due to the proposed academic building is trivial, the PT demand is dominated by the background demand, with the peak demand occurs at AM and PM peaks. Thus survey period covering 0700-1000 and 1600-1900 is considered sufficient for the purpose of this TIA Study. With the overall PT occupancy is the highest in 0800-0900 and 1715-1815 throughout the survey period, the survey result in</p>	Noted.	Noted.

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
	Table 3-9 only showed the PT capacity at AM peak (0800-0900) and PM peak (1715-1815).		
e) Figure 3.3 refers. Please advise the rationale of not conducting survey at the bus stops located at Castle Peak Road - Lingnan (both bound) outside Fu Tai Estate.	For the purpose of this TIA, spare capacity for PT services in the close vicinity of the academic building was only assessed for conservative. Assessment results indicate that the existing PT services are sufficient to cater for the PT demand, even with the academic in place.	Noted.	Noted.
f) Please revise line 3 in para 3.6.1 as "Hence, bus and GMB surveys were undertaken to record the number of bus and GMB trips and occupancy rate at the four nearby bus/GMB stops...	Para 3.6.1 has been updated accordingly.	Noted.	Noted.
g) According to the TD's guidelines on service improvement and reduction, the service adjustment shall be determined on bus routes basis. The survey result shall be provided in accordance to route basis instead of bus stop basis. The details of survey result, including but not limited to the followings, shall be	Details of survey results covering the individual bus routes with bus companies concerned, as well as the existing occupancy rate for individual routes are presented in Table 3-9 and Table 3-10 of the updated TIA report.	Noted.	Noted.

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
<p>submitted to us for further consideration. Please revise the table 3-9 accordingly.</p> <p>a. The individual bus routes with bus companies concerned.</p> <p>b. The existing occupancy rate of individual routes.</p>			
<p>h) Please demonstrate that the existing PT services in the concerned area could cater for the PT demand generated from the proposed new development and taking into account the planned developments in Table 4-3. If negative, please propose the enhancement of existing PT service to cater for the new PT demand generated, if necessary, from the proposed new development.</p>	<p>According to the results in Table 3-9 and Table 3-10 of the updated TIA report, existing spare capacities for each franchised bus routes are more than 20%. With the future PT demand for the proposed new building is 22people/hr and 10people/hr for AM and PM peaks respectively (which is much smaller than the existing spare capacity), the existing PT services in the concerned area could cater for the PT demand generated from the proposed new building even under a conservative</p> <p>It is also worth to note that in actual operation, no increase in PT demand would be identified, as the total population of the campus will not be increased due to the implementation of the new academic building. In sum, the existing PT services should have sufficient capacity to cater for the PT demand for the proposed academic building.</p>	Noted.	Noted.
<p>i) Please demonstrate if the PT facilities of the six bus stops (including two bus stops located at Castle Peak Road -</p>	<p>Please refer to responses to item h.</p>	Noted.	Noted.

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)													Comments from Transport Department (received on 5 February 2025)			
Comments		Responses											Comments		Responses	
Lingnan (both bound outside Fu Tai Estate) concerned are enough to cater for the new PT demand generated by the new development.																
j) Para 5.3.1 refers. <ul style="list-style-type: none"> Only 35% of visitors would travel via road-based transport, please advise the PT mode of remaining 65%. 		According Census 2021 Table C204, the vehicular split are as follows:											Noted.		Noted.	
Main Mode of Trans.	Road Based Public Transport Services				mode of others								Total			
	Bus	Public light bus	Residential coach service	Company bus/ van	Private car/ Passenger van	On foot only	Mass Transit Railway (Local line)	Mass Transit Railway (Light Rail)	Taxi	Ferry/ Vessel	Others					
	Total	663,558	149,199	22,312	63,018	189,827	278,991	114,9894	45,876	37,855	21,043	37,500				2659,073
	%	33.77%				7.14%	10.49%	43.24%	1.73%	1.42%	0.79%	1.41%				100.00%
k) Para 5.3.3 and table 5-6 refers. <ul style="list-style-type: none"> The annual growth rate of PT patronage is +1.79%. Please advise the calculations of Notes (1) and (2). 		Table 5-6 has been updated accordingly. For Note (1): the 2031 occupancy on arrival is estimated by adopting the existing occupancy data (e.g. 3366 pax/hr for AM Peak and 3016 pax/hr for PM Peak) with the annual growth rate (1.79%) applied. Furthermore, the estimated attractions by the proposed development (i.e., AM Peak attractions 35% x 53 = 19 pax/hr; PM Peak attractions 35% x 8 = 3 pax/hr) are also added: AM Peak 2031 Occupancy on arrival = 3366 x (1+1.79%) ⁷ +19 = 3831 PM Peak 2031 Occupancy on arrival = 3016 x (1+1.79%) ⁷ +3 = 3418											Noted.		Noted.	

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
	<p>For Note (2): for 2031 public demand, it is estimated is applying the annual growth rate (1.79%) on existing alighting and boarding data (e.g., AM Peak alighting of 618pax/hr and boarding of 338pax/hr; PM Peak alighting of 452pax/hr and boarding of 420pax/hr;). Specifically: AM Peak 2031 Public Demand of alighting = $618 \times (1+1.79\%)^7 = 700$ AM Peak 2031 Public Demand of boarding = $338 \times (1+1.79\%)^7 = 383$ PM Peak 2031 Public Demand of alighting = $452 \times (1+1.79\%)^7 = 512$ PM Peak 2031 Public Demand of boarding = $420 \times (1+1.79\%)^7 = 476$</p> <p>Please be advised that the proposed development will not result to increase in visitors to/from Lingnan University, and therefore increase in PT demand is generally not expected. The PT assessment on bus stop is carried out for conservative assessment purpose.</p> <p>Please also be suggested that PT demand for Proposed Building is derived by “visitor numbers presented in Table 4-4” x 35% (with reference to Census 2021Table C204, as mentioned in Paragraph 5.3.1. while the number of PT demand is derived in Section 5.3.2. For Clarity, Note 3 will also be updated as “Refer to Paragraph 5.3.2”.</p>		
<ul style="list-style-type: none"> As mentioned above, the assessment on the frequency enhancement required by PT service shall be conducted on route basis. Please revise table 5-6 accordingly. 	Please refer to responses to item h.	Noted.	Noted.

Comments from Transport Department (received on 3 January 2025) (Contact Person: Mr. Dicky WONG, Tel: 2399 2225)		Comments from Transport Department (received on 5 February 2025)	
Comments	Responses	Comments	Responses
<ul style="list-style-type: none"> Please demonstrate the PT service are sufficient to cater for the future PT demand as stated in para. 6.1.5. 	Please refer to responses to item h.	Noted.	Noted.

Public Comments received during the 3-week Statutory Public Consultation Period

Public Comments	Responses
The Proposed Development will provide additional floorspace and improve the congested campus facilities.	Noted with thanks.
The site selection is justified and the Proposed Development will make good use of the disused pond; the visual axis and design concept of the campus are also respected.	Noted with thanks.
Noise nuisance and adverse air quality impact are anticipated during construction phase.	Relevant mitigation measures stipulated in guidelines and regulations (e.g. ProPECC PN 1/24 and Air Pollution Control (Construction Dust) Regulation) will be followed and implemented. Thus, no adverse noise and air quality nuisance during construction stage are expected.
The Proposed Development will have adverse impact on the height profile of the campus; the proposed minor relaxation of building height restriction sought is not minor at all and will create a wall effect and worsen air flow.	As demonstrated in the Visual Appraisal, the Proposed Development is congruous with the adjoining buildings and compatible with the stepped building height profile of the campus and surrounding area. Permeable design (central staircase) has been incorporated to enhance visual and wind permeability of the proposed development.
The existing Emergency Vehicular Access (EVA) should suffice and new EVA is not needed	New EVA is required to serve the Proposed Development in accordance with the Building Ordinance.
Green features (e.g. rainwater harvesting tank or solar panels) are not proposed.	Green features such as PV Panels and rainwater harvesting have been incorporated.
Felling of 25 nos. of trees will not lead to good quality streetscape.	The Proposed Development aims to provide good quality streetscape within campus. There shall be 17 existing trees preserved within site and 25 new trees planted within the campus lot to enhance the amenity of the campus environment.
The Proposed Development will diminish the already limited provision of open space; disrupt the courtyard design and tranquil ambience of the Campus.	While the existing garden and pavilion at the Site will be affected by the Proposed Development, opportunities for the provision of various leisure/open spaces within the Proposed Development have been maximized including the incorporation of open staircase connecting LG/F to G/F with sitting platforms for students/staff, landscaped covered

Public Comments	Responses
	walkway with the reprovisioned pavilion to provide lookout point towards the terrain, and entrance plaza for the creation of gathering/activity space connecting to Wing On Plaza. Together with the retained trees at the terrain, the landscaping treatment at various parts of the Proposed Development will enhance the aesthetic quality of the campus environment. Thus, the overall character and ambience of the Campus will remain unchanged.
The Proposed Development will lead to adverse ecological impact and disrupt the habitat of various species (e.g. the landscaped slope).	The Site is mainly occupied by a man-made garden which is not of high ecological significance. Moreover, the existing trees on the terrain will be preserved to form a green belt backdrop. No adverse ecological impact is envisaged.
No consultation has been conducted prior to submission of application to the TPB.	<p>In addition to the public consultation period for the current planning application, news/information in relation to the proposed New Science Building had already been made available on the University's website prior to submission of application (i.e. Dec 2024), which is open to public for enquiry or opinions:</p> <p>https://www.ln.edu.hk/ocdm/campus-development/in-progress</p> <p>Nonetheless, the University will remain committed to engage with stakeholders by seeking input/opinions during the detailed design stage. Design workshops will continue to be organised to facilitate exchange of ideas with stakeholders.</p>

Compiled by: KTA
Date: 07 February 2025

Annex A

Replacement Pages of Supporting Planning Statement

3.6.7 As compared with the existing situation, the Proposed Development will be partially shielded by the lush vegetation along Castle Peak Road – Lingnan and the Main Building, and only the upper-most part of the building will be visible, leading to slight visual obstruction to the existing open sky view **and mountain backdrop/ridgeline**. As such, the visual impact from this VP would be slightly adverse.

VP4: “South Hillcrest” Bus Stop on Tuen Kwai Road (Figure 3.12)

3.6.8 This VP is taken at the “South Hillcrest” Bus Stop along Tuen Kwai Road to the north of the Site, with a distance of about 240m. This VP primarily captures the view of the Tin Ka Ping Swimming Pool, Main Building, Amenities Building and Dorothy Y.L Wong Building. The public viewers of this VP are mainly pedestrians walking along Tuen Kwai Road and passengers waiting for the public transportation services at the bus station.

3.6.9 As illustrated in the photomontage, while the Proposed Development would be partially screened off by lush vegetation within the Campus, the western portion of the building would be visible from this VP. The open sky view at the background will be slightly obstructed, with or without the minor relaxation of BHR. However, the existing greenery and trees in the foreground will not be affected. Therefore, the visual impact from this VP is slightly adverse.

VP5: Tuen Mun Fresh Water Service Reservoir (Figure 3.13)

3.6.10 VP5 is a distant viewpoint taken at the Tuen Mun Fresh Water Service Reservoir, with a distance of about 470m to the southeast of the Site. With the level of about +98mPD, this VP captures the views of the buildings within LU Campus (including Forward Living, Student Hostels, and Main Building (from left to right)). The public viewers of this VP would be visitors of this public space engaging in passive and active recreational activities.

3.6.11 As compared with the existing situation, only upper part of the Proposed Development will be visible, with majority of the building being concealed behind the Student Hostel and lush vegetation in the foreground. Considering the view is already dominated by existing buildings within the Campus and only a small portion of the Proposed Development would be visible, the visual impact from this VP would be negligible.

4.8 No Adverse Visual Impact

4.8.1 The Visual Appraisal (**Section 3.6** refers) has demonstrated that the Proposed Development will be fully compatible with the existing building height profile of the Campus and the visual impact arising from the Proposed Development is considered negligible **to slightly adverse**. The Proposed Development will not induce significant adverse visual impact to the sensitive receivers.

4.9 Approval of the Planning Application is Consistent with TPB’s Previous Decisions

4.9.1 As discussed in **Section 2.7**, there were several similar planning applications for minor relaxation of BHR for ‘Educational Institution’ use within university campus approved by the TPB in recent years.

4.9.2 The Proposed Development is similar to other development in terms of nature and scale. In view of the similar planning applications approved by the TPB in recent years, the approval of the current Planning Application will be consistent with TPB’s previous decisions.

4.10 Technically Feasible with No Insurmountable Impact

Tree and Landscape (Appendix 2 refers)

4.10.1 A total of 42 nos. of trees are found within the Site. No Old and Valuable Tree (“OVT”) and rare or protected tree species is identified. Amongst the 42 nos. of trees identified, 17 nos. are proposed to be retained, while the remaining 25 nos., which will be inevitably affected by the Proposed Development, are recommended to be felled. A compensation ratio of 1:1 (i.e. not less than 25 nos. of trees) will be achieved. The compensated trees will be repositioned at suitable open areas within the Campus.

4.10.2 With the greening and landscape measures detailed in the Landscape Proposal (i.e. landscaping on LG/F and landscaped covered walkway on G/F), the greenery area of the Proposed Development will be not less than the required 20% under greenery requirement. Greenery area of about 469.992m² (about 20.41%) is provided with a view to maximizing greenery and visual effect of the Campus.

Traffic (Appendix 3 refers)

4.10.3 A Traffic Impact Assessment (“TIA”) has been carried out to assess the potential traffic impact associated with the Proposed Development. According to the results of the TIA, all identified key junctions and road links would perform within capacity during both morning and evening peak hours at the reference and design scenarios in year 2031. The results demonstrated that the Proposed Development will not induce adverse

Annex B

Replacement Pages of Traffic Impact Assessment

- 2.4.2 The proposed new building will serve as a research and academic building within the current campus. With provision of current internal parking and loading / unloading facilities are sufficient to serve the operation of the university site, additional provision of parking facilities are generally not required for both options to meet operational needs. Loading and unloading arrangement (such as shared-use of loading / unloading facilities) will be further reviewed in further detailed design. **Relevant record in relation to parking provision is attached as Annex B.**

3 EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

- 3.1.1 **Figure 2-1** shows the location of the proposed new building and the existing road network in the vicinity of the site.
- 3.1.2 Castle Peak Road – Lingnan, a dual-2 carriageway, is classified as a District Distributor which connects Castle Peak Road – Lam Tei in the north and Castel Peak Road – San Hui in the south. Acting as a part of the Castle Peak Road network, the capacity carriageway is currently serving considerable public transport services, with bus and GMB stops identified for section near Lingnan University.
- 3.1.3 Tuen Kwai Road is a single-2 carriageway connecting Fu Tai Estate in the east and Castle Peak Road – Lingnan in the west. Acting as a local road serving adjacent residential site and Lingnan University, bus and GMB stops are generally identified along the carriageway.
- 3.1.4 Fu Tei Road is a single-2 local carriageway (with a single lane configuration for section east of “Forward Living”) connecting Castle Peak Road – Lingnan in the west. The captioned carriageway is currently connected to the southern vehicular entrance of Lingnan University campus.

3.2 Existing Public Transport Services

- 3.2.1 The area is well served by public transport services including MTR, franchised bus, Green Minibus and Red Minibus services. **Table 3-1** summarized the public transport services serving the area and **Figure 3-1** shows the locations of the bus/GMB stops in the vicinity of the site. MTR Siu Hong Station is located within a distance of about 750 meters (around 11 min walking time) as indicated in **Figure 3-1**.

Table 3-1 Public Transport Services in the Study Area

Route No.	Terminating Points		Remarks
Franchised Bus Services			
KMB 53	YOHO Mall (Yuen Long)	Tsuen Wan (Nina Tower)	Daily services every 25-35 mins
KMB 67A	Tuen Mun (Po Tin Estate)	Kwai Fong (Kwai Tsui Estate)	Daily services every 20-30 mins
KMB 67M	Tuen Mun (Siu Hong Court)	Kwai Fong Station	Daily services every 5-20 mins
KMB 67X	Tuen Mun (Siu Hong Court)	Mong Kok East Station	Daily services every 7-25 mins

Route No.	Terminating Points		Remarks
KMB 258P	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station	Monday to Saturday services from 06:50 to 10:00, every 12-30 mins
KMB 261	Fanling (Cheung Wah)	Tuen Mun (Sam Shing Estate)	Daily services every 15-30 mins
KMB 267X	Tuen Mun (Siu Hong Court)	Lam Tin Station	Weekday services at 07:25, 07:45
KMB 960A	Central	Hung Shui Kiu (Hung Fuk Estate)	Weekday services at 18:30
KMB 960C	Tuen Mun (Fu Tai Estate)	Causeway Bay (Victoria Park)	Weekday services at 07:00, 07:15
KMB 960S	Tuen Mun (Fu Tai Estate)	Causeway Bay (Victoria Park)	Monday to Saturday services from 07:10-08:00, every 10-15 mins
KMB 960X	Quarry Bay (King's Road)	Hung Shui Kiu (Hung Fuk Estate)	Weekday services from 06:45-07:50, every 7-9 mins (From Hung Shui Kiu) and from 17:30-19:30, every 10-15 mins (From Quarry Bay (King's Road))
LWB A33X	Tuen Mun (Fu Tai Estate)	Airport (Ground Transportation Centre)	Daily services every 15-30 mins
LWB A33X*	Tuen Mun (Fu Tai Estate)	Cathay Pacific City	Daily services at 06:45, 07:45
LWB E33P	Siu Hong Station (South)	Airport (Ground Transportation Centre)	Daily services every 12-45 mins
LWB NA33	Tuen Mun (Fu Tai Estate)	Cathay Pacific City	Daily services at 00:17, 00:32, 00:47, 01:07, 01:32, 02:15
CTB B3A	Shenzhen Bay Port	Shan King Estate	Weekday service at 06:50, 07:15 and every 30-60 mins from 07:55-23:35 School Day service at 07:15 Weekend and Public Holiday services every 15-30 mins
MTR Feeder Bus			
K51	Fu Tai	Tai Lam	Daily services every 5-20 mins
K51A	Fu Tai	So Kwun Wat Tsuen	Daily services from 07:00-20:00, every 30 mins
K58	Fu Tai	So Kwun Wat	Weekday services at 06:45, 07:03, 07:13 (From So Kwun Wat) and at 07:00, 07:08, 07:15 (From Fu Tai)
Green Minibus Services			
46	Fu Tai Estate	Tuen Mun Town Centre (Circular)	Daily services every 7-30 mins
46X	Fu Tai Estate	Tuen Mun Town Centre (Circular)	Daily services every 5-30 mins
Red Minibus Services			
--	Yuen Long	Chi Lok Garden	Daily services from 07:00 - 23:00
--	Yuen Long	Jordan Road	24-hour daily service
--	Mong Kok (Reclamation Street)	Yuen Long	Daily services from 12:00 - 06:15 (the next morning)

3.4.5 Based on the 2024 observed peak hour traffic flows, the peak hour performance of the key links in the vicinity of the site are also assessed. The assessment results are indicated in **Table 3-5**.

Table 3-5 2024 Peak Hour Performances of Key Road Links

Link ID.	Section ⁽¹⁾	Direction	Design Capacity (veh/hr)	Flows (veh/hr)	2024	
					AM Peak	PM Peak
L1	Castle Peak Road – Lam Tei	NB	2800	Flows	806	993
				P/Df ⁽²⁾	0.29	0.35
		SB	2800	Flows	1535	1090
				P/Df ⁽²⁾	0.55	0.39
L2-1	Yuen Long Highway (Main Road)	EB	4700	Flows	3860	4280
				P/Df ⁽²⁾	0.82	0.91
L2-2	Yuen Long Highway (Main Road)	WB	3000	Flows	2043	3069
				P/Df ⁽²⁾	0.68	1.02
L2-3	Yuen Long Highway (Slip Road to Castle Peak Road – Lingnan)	WB	3000	Flows	1293	1013
				P/Df ⁽²⁾	0.43	0.34
L3	Castle Peak Road – Lingnan (Section north of Fu Hang Road)	NB	1700	Flows	1249	973
				P/Df ⁽²⁾	0.73	0.57
		SB	1700	Flows	358	309
				P/Df ⁽²⁾	0.21	0.18
L4	Castle Peak Road – Lingnan (Section south of Fu Tei Road)	EB	1700	Flows	145	218
				P/Df ⁽²⁾	0.09	0.13
		WB	1700	Flows	647	414
				P/Df ⁽²⁾	0.38	0.24
L5	Fu Tei Road	EB	400	Flows	38	33
				P/Df ⁽²⁾	0.10	0.08
		WB	400	Flows	22	48
				P/Df ⁽²⁾	0.06	0.12

Notes: (1) Refer to Figure 3-2 for locations of the key links

(2) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links, with link capacities determined as follows:

L1: Castle Peak Road-Lam Tei Section connects to the Rural Trunk Road in the north (Castle Peak Road-Hung Shui Kiu) and District Distributor in the south (Castle Peak Road-Lingnan). And this section is a dual 2-lane carriageway with road width in about 7.3m – 7.5m for each direction, thus, the design capacity for Dual 2 lane in width of 7.3m with no frontage crossings, no standing vehicles, negligible cross traffic for 7.3m is adopted, i.e., 2800 vehicles /hour.

L2: Yuen Long Highway is an Expressway with 3 lanes at eastbound and 4 lanes at westbound (2 lanes for main road and 2 lanes for slip road to Castle Peak Road – Lingnan). Thus, design capacity of expressway of 3 lanes in 4700 vehicles /hour is adopted for eastbound. Given the width of westbound main road and slip road are both in 7.3m respectively, the design capacity is adopted as 3000 vehicles /hour for each road sections.

L3 and L4 at Castle Peak Road – Lingnan is classified as district distributor. Reference of design capacity is made to the district distributor in 7.3m 2-lane carriageway, i.e., 1700 veh/hr for two lanes.

L5: Fu Tei Road is a local distributor with undivided 2-lane carriageway of 7.6m in width. As noted in Table 2.4.1.1 of Volume 2 in TPDM, the design flow of 800 vehicles /hour is adopted for conservative.

3.4.6 The results show that the key road links in the vicinity of the site operate within capacity during peak hours in 2024, except Yuen Long Highway (L2-1, L2-2) during PM peak time.

3.5 Existing Pedestrian Flows

3.5.1 **Figure 3-5** shows the observed peak hour pedestrian flows along the main pedestrian routes on a normal weekday (07:00-10:00 and 16:00-19:00) for the AM and PM peak hour respectively).

3.5.2 The levels of services of the above key pedestrian links are assessed based on the highest 5-min pedestrian flows being observed during the survey period, with the results are presented in **Table 3-6** to **Table 3-8**.

Table 3-6 Existing Level of Services (LOS) of Pedestrian Footways

Location ⁽¹⁾	Effective Footway Width ⁽²⁾	2024 Weekday		
		Peak 5-Min Flow	Peak Min Flows/Metre	Level of Service ⁽³⁾
P1	2.5m	59	4.7	A
P2	1.5m	69	9.2	A
P4	2.5m	71	5.7	A
P5	2.65m	18	1.4	A
P7	2.12m	70	6.7	A

Notes:

(1) Refer to Figure 3-5 for locations of key pedestrian links

(2) Effective width = Actual width minus 0.5m shy zone

(3) LOS of footpath refers to Highway Capacity Manual 2000 Exhibit 18-3.

Table 3-7 Capacity Assessment on Cautionary Crossing

Location ⁽¹⁾	Crossing Width	Maximum Capacity ⁽²⁾ (ped/hr)	Demand (ped/hr)	Demand/ Capacity Ratio
P6 (2024AM)	4m	4800	336	0.070
P6 (2024PM)	4m	4800	684	0.143

Notes:

(1) Refer to Figure 3-5 for location of cautionary crossing.

(2) Capacity of pedestrian crossing in accordance with Table 3.7.2.1, Chapter 3.7, Volume 2, TPDM.

Table 3-8 Capacity Assessment on Signalized Crossing

Location ⁽¹⁾	W Crossing Width	PG (sec)	CT (sec)	GTP	PC ⁽²⁾ (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
P3 (2024AM)	3.6m	25	118	0.212	1449	441	0.304
P3 (2024PM)	3.6m	25	118	0.212	1449	385	0.266

Notes:

(1) Refer to Figure 3-5 for location of cautionary crossing.

(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM

where PG = Pedestrian Green + Flashing Green

CT = Cycle Time

GTP = Green time proportion (i.e. PG/CT)

PC = Pedestrian crossing capacity = $K (1900) \times GTP \times W$

3.5.3 Assessment results show that LOS A are achieved at all the key pedestrian links in the vicinity of the site, while the crossings are operating within capacity.

3.6 Public Transport Surveys

3.6.1 It is noted that visitors access the site are mainly by the bus services at the four nearby bus-stops along Castle Peak Road – Lingnan and Tuen Kwai Road. Hence, bus and GMB surveys were undertaken to record the number of bus and GMB trips and occupancy rate at the four nearby bus/GMB stops (with location shown in Figure 3-3). The peak hour bus trips and patronage results are shown in Table 3-9 and Table 3-10.

Table 3-9 2024 Weekday AM Peak Hour Public Transport Trips and Occupancies

Location ⁽¹⁾	Bus / GMB	Route No.	Nos. of Trips	Passenger per hour							
				Total Carrying Capacity	On Arrivals	Alighting at stop	Boarding at stop	On Departures	Spare Capacity	Spare Capacity %	
Weekday AM Peak Hour (08:00 – 09:00)											
A	Castle Peak Road, Lingnan University	Bus	258P	0	0	0	0	0	0	0	-
			960S	0	0	0	0	0	0	0	-
			A33X	2	238	22	4	0	18	220	92%
			K51	5	624	160	22	4	142	482	77%
			K51A	2	249	50	9	0	41	208	84%
			K58	3	339	110	11	2	101	238	70%
			261	2	284	80	1	10	89	195	69%
			267X	0	0	0	0	0	0	0	-

Location ⁽¹⁾	Bus / GMB	Route No.	Nos. of Trips	Passenger per hour								
				Total Carrying Capacity	On Arrivals	Alighting at stop	Boarding at stop	On Departures	Spare Capacity	Spare Capacity %		
		53	1	62	15	3	0	12	50	81%		
		67M	5	697	127	58	2	71	626	90%		
		67X	3	406	50	27	1	24	382	94%		
		E33P	2	274	2	0	2	4	270	99%		
		Total	25	3,173	616	135	21	502	2,671	84%		
	GMB	46	12	219	113	8	0	105	114	52%		
		46X	0	0	0	0	0	0	0	-		
		Total	12	219	113	8	0	105	114	52%		
	B	Castle Peak Road, Lingnan University (South Bound)	Bus	258P	3	427	60	1	3	62	365	85%
				960S	1	150	20	0	7	27	123	82%
				A33X	3	357	40	0	2	42	315	88%
				K51	5	623	452	1	15	466	157	25%
K51A				2	250	196	0	3	199	51	20%	
K58				3	339	106	0	4	110	229	68%	
261				2	285	50	12	3	41	244	86%	
267X				0	0	0	0	0	0	0	-	
53				1	62	35	2	0	33	29	47%	
67M				7	960	250	0	53	303	657	68%	
67X				4	544	130	1	25	154	390	72%	
E33P				0	0	0	0	0	0	0	-	
Total		31	3997	1339	17	115	1437	2560	64%			
GMB		46	15	270	258	0	2	260	10	4%		
		46X	0	0	0	0	0	0	0	-		
	Total	15	270	258	0	2	260	10	4%			
C	Tuen Kwai Road, Beneville (East Bound)	Bus	960	0	0	0	0	0	0	0	-	
			960S	0	0	0	0	0	0	0	-	
			960X	0	0	0	0	0	0	0	-	
			A33X	4	476	31	5	0	26	450	95%	
			K51	18	2248	429	150	0	279	1969	88%	
			K51A	2	144	15	6	0	9	135	94%	
			K58	3	340	25	8	0	17	323	95%	
			261	0	0	0	0	0	0	0	-	
			267X	0	0	0	0	0	0	0	-	
			67M	0	0	0	0	0	0	0	-	

Location ⁽¹⁾	Bus / GMB	Route No.	Nos. of Trips	Passenger per hour								
				Total Carrying Capacity	On Arrivals	Alighting at stop	Boarding at stop	On Departures	Spare Capacity	Spare Capacity %		
		67X	0	0	0	0	0	0	0	0	-	
		E33P	0	0	0	0	0	0	0	0	0	-
		Total	27	3208	500	169	0	331	2877	90%		
	GMB	46	11	314	58	9	0	49	265	84%		
		46X	0	0	0	0	0	0	0	0	-	
		Total	11	314	58	9	0	49	265	84%		
D	Bus	258P	3	430	80	0	31	111	319	74%		
		960C	0	0	0	0	0	0	0	0	-	
		960S	1	143	0	0	13	13	130	91%		
		A33X	3	357	13	0	12	25	332	93%		
		K51	5	625	110	0	245	355	270	43%		
		K51A	2	249	30	0	76	106	143	57%		
		K58	3	340	40	0	103	143	197	58%		
		Total	17	2144	273	0	480	753	1391	65%		
	GMB	46	13	241	209	0	0	209	32	13%		
		46X	0	0	0	0	0	0	0	0	-	
		Total	13	241	209	0	0	209	32	13%		
		Overall Bus		100	12522	2728	321	616	3023	9499	76%	
Overall GMB		51	1044	638	17	2	623	421	40%			
Overall		151	13566	3366	338	618	3646	9920	73%			

Notes:

(1) Refer to Figure 3-1 for location of surveyed bus/GMB stops.

(2) Total passengers of arriving and departing buses/GMB

Table 3-10 2024 Weekday PM Peak Hour Public Transport Trips and Occupancies

Location ⁽¹⁾	Bus / GMB	Route No.	Nos. of Trips	Passenger per hour								
				Total Carrying Capacity	On Arrivals	Alighting at stop	Boarding at stop	On Departures	Spare Capacity	Spare Capacity %		
Weekday PM Peak Hour (17:15 – 18:15)												
A	Castle Peak Road, Lingnan University	Bus	258P	2	285	45	12	0	33	252	88%	
			960S	0	0	0	0	0	0	0	0	-
			A33X	3	374	60	6	5	59	315	84%	
			K51	4	497	210	11	0	199	298	60%	
			K51A	2	245	80	4	0	76	169	69%	

Location ⁽¹⁾	Bus / GMB	Route No.	Nos. of Trips	Passenger per hour							
				Total Carrying Capacity	On Arrivals	Alighting at stop	Boarding at stop	On Departures	Spare Capacity	Spare Capacity %	
		K58	3	364	160	5	0	155	209	57%	
		261	3	427	55	0	27	82	345	81%	
		267X	0	0	0	0	0	0	0	-	
		53	2	205	50	6	0	44	161	79%	
		67M	6	846	180	38	19	161	685	81%	
		67X	5	604	200	32	14	182	422	70%	
		E33P	2	248	25	3	1	23	225	91%	
		Total	32	4,095	1065	117	66	1014	3,081	75%	
	GMB	46	13	235	221	17	0	204	31	13%	
		46X	1	19	19	1	0	18	1	5%	
		Total	14	254	240	18	0	222	32	13%	
	B	Castle Peak Road, Lingnan University (South Bound)	258P	0	0	0	0	0	0	0	-
			960S	0	0	0	0	0	0	0	-
A33X			2	238	3	0	2	5	233	98%	
K51			4	500	140	0	54	194	306	61%	
K51A			2	249	105	0	37	142	107	43%	
K58			4	377	125	0	24	149	228	60%	
261			3	428	105	7	18	116	312	73%	
267X			0	0	0	0	0	0	0	-	
53			1	62	35	2	6	39	23	37%	
67M			5	700	75	0	91	166	534	76%	
67X			3	409	36	0	56	92	317	78%	
E33P			1	119	0	0	0	0	119	100%	
Total			25	3082	624	9	288	903	2179	71%	
GMB		46	8	146	92	0	3	95	51	35%	
	46X	2	38	25	0	3	28	10	26%		
	Total	10	184	117	0	6	123	61	33%		
C	Tuen Kwai Road, Beneville (East Bound)	960	0	0	0	0	0	0	0	-	
		960S	0	0	0	0	0	0	0	-	
		960X	0	0	0	0	0	0	0	-	
		A33X	3	357	79	24	0	55	302	85%	
		K51	6	750	364	154	0	210	540	72%	
		K51A	2	250	60	37	0	23	227	91%	
		K58	2	250	85	39	0	46	204	82%	

Location ⁽¹⁾	Bus / GMB	Route No.	Nos. of Trips	Passenger per hour								
				Total Carrying Capacity	On Arrivals	Alighting at stop	Boarding at stop	On Departures	Spare Capacity	Spare Capacity %		
		261	0	0	0	0	0	0	0	-		
		267X	0	0	0	0	0	0	0	-		
		67M	0	0	0	0	0	0	0	-		
		67X	0	0	0	0	0	0	0	-		
		E33P	0	0	0	0	0	0	0	-		
		Total	13	1607	588	254	0	334	1273	79%		
	GMB	46	12	216	174	20	0	154	62	29%		
		46X	1	19	12	2	0	10	9	47%		
		Total	13	235	186	22	0	164	71	30%		
	D	Tuen Kwai Road, Beneville (West Bound)	Bus	258P	0	0	0	0	0	0	-	
				960C	0	0	0	0	0	0	-	
				960S	0	0	0	0	0	0	0	-
				A33X	2	243	2	0	1	3	240	99%
K51				4	446	16	0	28	44	402	90%	
K51A				2	249	50	0	30	80	169	68%	
K58				4	316	20	0	31	51	265	84%	
Total				12	1254	88	0	90	178	1076	86%	
GMB		46	7	236	78	0	2	80	156	66%		
		46X	2	144	30	0	0	30	114	79%		
		Total	9	380	108	0	2	110	270	71%		
Overall Bus			82	10038	2365	380	444	2429	7609	76%		
Overall GMB			46	1053	651	40	8	619	434	41%		
Overall			128	11091	3016	420	452	3048	8043	73%		

Notes:

(1) Refer to Figure 3-1 for location of surveyed bus/GMB stops.

(2) Total passengers of arriving and departing buses/GMB

3.6.2 Survey results indicate a spare public transport capacity of around 9,920 passengers and 8,043 passengers for AM and PM peak respectively.

Link ID.	Section ⁽¹⁾	Direction	Design Capacity (veh/hr)	Flows (veh/hr)	2031 Reference		2031 Design	
					AM Peak	PM Peak	AM Peak	PM Peak
L3	Castle Peak Road – Lingnan (north section of Fu Hang Road)	NB	1700	Flows	1563	1247	1564	1251
				P/Df ⁽²⁾	0.92	0.73	0.92	0.74
		SB	1700	Flows	411	351	413	358
				P/Df ⁽²⁾	0.24	0.21	0.24	0.21
L4	Castle Peak Road – Lingnan (south section of Fu Tei Road)	EB	1700	Flows	181	258	181	258
				P/Df ⁽²⁾	0.11	0.15	0.11	0.15
		WB	1700	Flows	738	470	742	475
				P/Df ⁽²⁾	0.43	0.28	0.44	0.28
L5	Fu Tei Road	EB	400	P/Df ⁽²⁾	44	38	46	42
				Flows	0.11	0.10	0.12	0.11
		WB	400	P/Df ⁽²⁾	25	55	26	58
				Flows	0.06	0.14	0.07	0.15

Notes: (1) Refer to Figure 3-2 for locations of the key links

(2) P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

- 5.1.2 Assessment results for **Table 5-1** and **Table 5-2** indicate that the assessed junctions and links in the vicinity of the site would be operating within capacity during the AM and PM peak hour for both the 2031 Reference (without proposed new building) and Design (with proposed new building) scenarios, except Yuen Long Highway (L2-1, L2-2) with V/C operating between 1.0 and 1.2 during PM peak time.
- 5.1.3 With the development traffic contribution onto the section of Yuen Long Highway is minimal (less than 5 veh/hr), we consider the development traffic impact onto Yuen Long Highway is trivial. In long run, with highway infrastructures including Route 11 and Tuen Mun Bypass in place, traffic condition Yuen Long Highway will be significantly improved.
- 5.1.4 To investigate the future traffic queue at Lam Tei Interchange, queuing assessment for J2 was conducted. **By comparing the traffic flows between 2024 and 2031 for each movement arms, the future queue length is projected by adopting the existing queue and the increase in traffic flow percentage of traffic flows for each movement arms. The findings are presented in Annex F.** Assessment results indicate a sufficient queuing space at J2, even with the development traffic in place (with the development traffic only contribute a trivial queue onto the roundabout).

Table 5-4 2031 Capacity Assessment on Cautionary Crossing

Location ⁽¹⁾	Crossing Width	Maximum Capacity ⁽²⁾ (ped/hr)	Demand (ped/hr)	Demand/ Capacity Ratio
Reference Scenario				
P6 (2031AM)	4	4800	381	0.079
P6 (2031PM)	4	4800	775	0.161
Design Scenario				
P6 (2031AM)	4	4800	397	0.083
P6 (2031PM)	4	4800	784	0.163

Notes:

(1) Refer to Figure 3-5 for location of cautionary crossing.

(2) Capacity of pedestrian crossing in accordance with Table 3.7.2.1, Chapter 3.7, Volume 2, TPDM.

Table 5-5 2031 Capacity Assessment on Signalized Crossing

Location ⁽¹⁾	W Crossing Width	PG (sec)	CT (sec)	GTP	PC ⁽²⁾ (ped/hr)	Demand (ped/hr)	Demand / Capacity Ratio
Reference Scenario							
P3 (2031AM)	3.6	25	118	0.212	1449.153	500	0.345
P3 (2031PM)	3.6	25	118	0.212	1449.153	436	0.301
Design Scenario							
P3 (2031AM)	3.6	25	118	0.212	1449.153	545	0.376
P3 (2031PM)	3.6	25	118	0.212	1449.153	457	0.315

Notes:

(1) Refer to Figure 3-5 for location of cautionary crossing.

(2) Capacity of pedestrian crossing in accordance with Chapter 3.2.5, Volume 4, TPDM

where PG = Pedestrian Green + Flashing Green

CT = Cycle Time

GTP = Green time proportion (i.e. PG/CT)

PC = Pedestrian crossing capacity = $K (1900) \times GTP \times W$

5.3 Public Transport Capacity

5.3.1 With reference to Census 2021 (Table C204), percentage split of visitors using road based public transport services (i.e. bus and minibus) is **33.8%**. For conservative, assume 35% of visitors for the site will travel via road based public transport service.

5.3.2 The proposed academic building mainly consists of classrooms, laboratory and lecture theatre to serve existing students and staffs, with total population of Lingnan University maintains the same as existing. Please also be advised that the supporting facilities such as lecture theatre (with capacity of around 100 seats only) are for internal use only, and will not result to increase in visitors to/from Lingnan University. For conservative assessment purpose, additional visitor flows were assumed making reference to the visitor flows derived from section 4.6.1, the anticipated peak hour public transport demand for the proposed building would be 22 (19 in and 3 out) visitors/hr during the AM Peak and 10 (3 in and 7 out) visitors/hr during the PM Peak.

5.3.3 To assess the sufficiency of existing public transport services, **Table 5-6** compares the anticipated additional public transport demand by the site against the spare capacities of bus services to be available during the peak hours. Similar to vehicular and pedestrian traffic, the 2031 bus occupancies are derived by applying an annual growth rate of +1.79% to the 2024 observed peak hour public transport patronage.

Table 5-6 Peak Hour PT Demand and Spare Capacities

	No. of Bus Trips	Total Capacity (Pax/hr)	Direction	2031 Occupancy (Pax/hr)	Spare Capacity (Pax/hr)	Demand for Public ⁽²⁾	Demand for Proposed Building ⁽³⁾ (Pax/hr)
Weekday AM Peak	139	13,566	Arrivals	3,831 ⁽¹⁾	9,735	Alighting 700	Alighting 19
			Departures	3,112 ⁽⁴⁾	10,454 ⁽⁵⁾	Boarding 383	Boarding 3
Weekday PM Peak	128	11,091	Arrivals	3,418 ⁽¹⁾	7,673	Alighting 512	Alighting 3
			Departures	2,903 ⁽⁴⁾	8,188 ⁽⁵⁾	Boarding 476	Boarding 7

Notes: (1) 2031 Occupancy on arrival = 2024 Occupancy (Table 3-9) x (1+1.79%)⁷ + New Building attraction (Table 4-4)

(2) 2031 Public Demand = 2024 total Alighting / Boarding (Table 3-9) x (1+1.79%)⁷

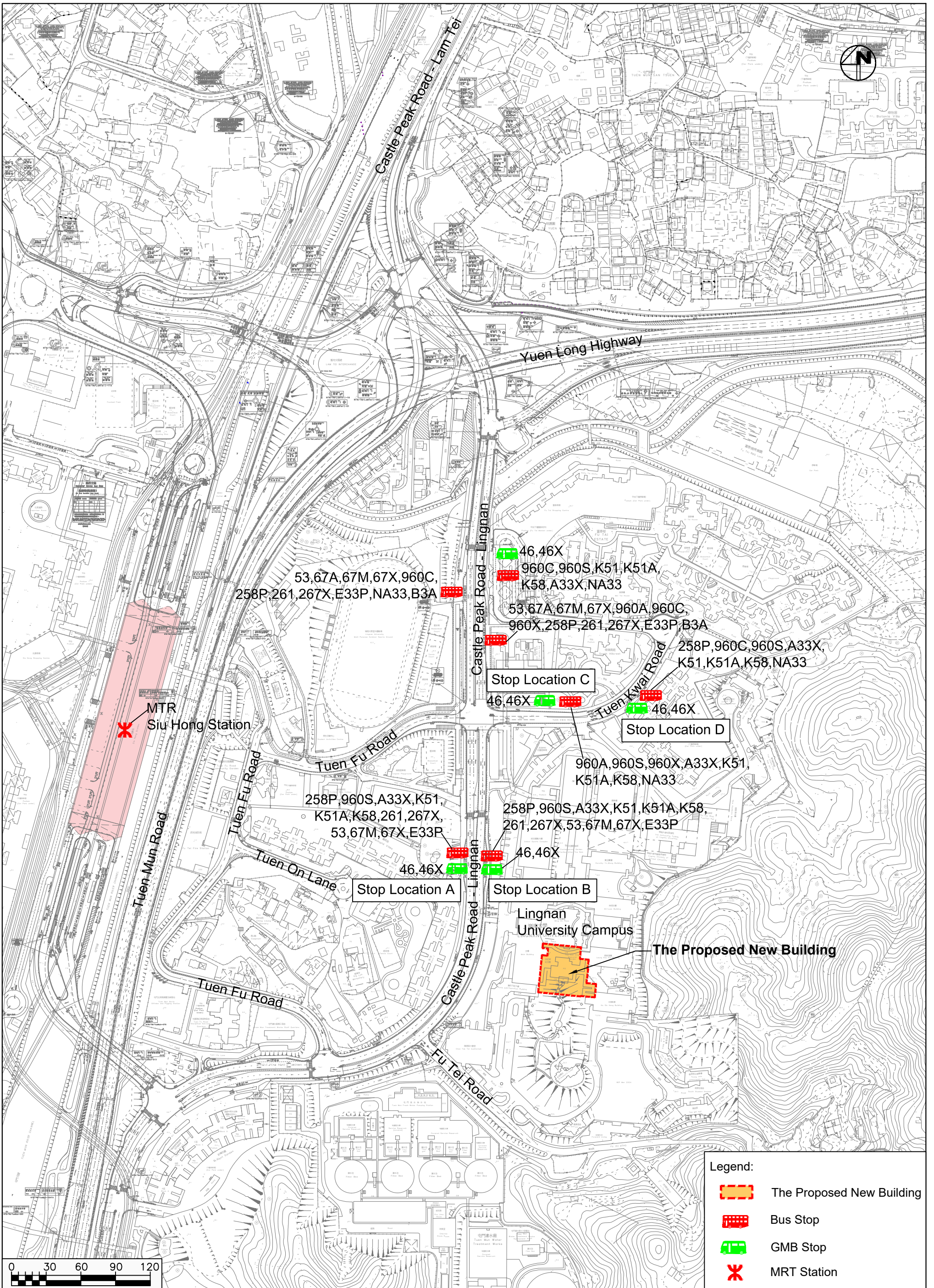
(3) Refer to Paragraph 5.3.2.

(4) 2031 Occupancy on departure = 2031 Occupancy on arrival – 2031 public alighting - New Building generation

(5) Spare Capacity = Total Capacity - Occupancy

5.3.4 **Table 5-6** indicates that, as the additional public transport demand is not significant, there would be sufficient public transport spare capacities to cope with the additional public transport demand

X:\Ozzo\82904_Consultancy Services for the New Research and Academic Building of Lingnan University\Data\Dwg\82904_Figure 3-1C.dwg 2025/01/08 09:57:41



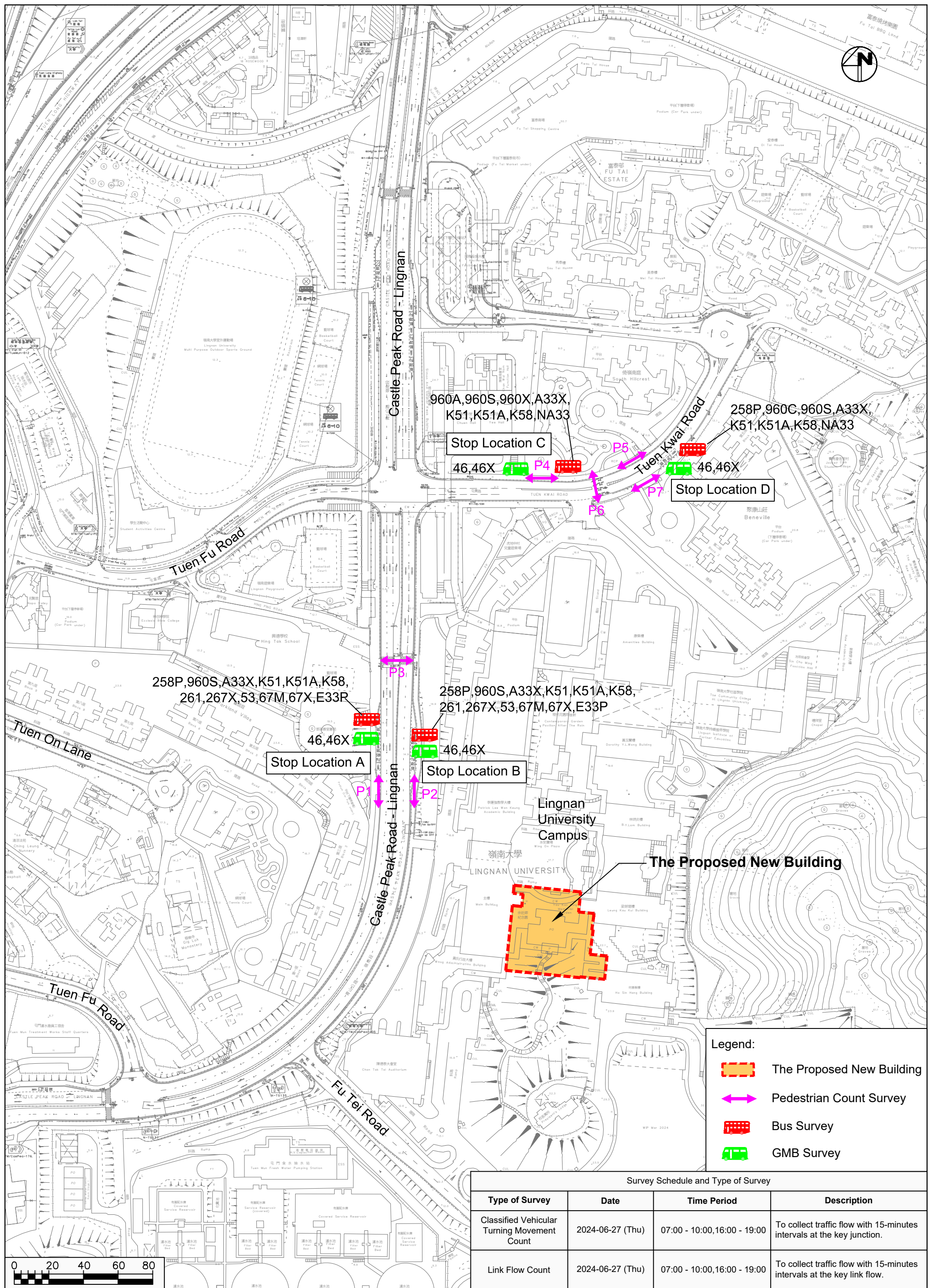
Legend:	
	The Proposed New Building
	Bus Stop
	GMB Stop
	MRT Station

Date	Scale
07/01/2025	1:3000





**Proposed Minor Relaxation of Building Height Restriction for
 the Permitted Educational Institution (New Science Building) in
 "Government, Institution or Community" Zone at Lingnan University,
 No. 8 Castle Peak Road – Lingnan, Tuen Mun**
 Existing Public Transport Inventory

Project No.	82904	Rev.	C
Dwg No.	Figure 3-1		

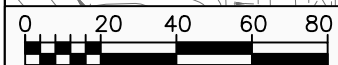
X:\Ozso\82904_Consultancy Services for the New Research and Academic Building of Lingnan University\Data\Dwg\82904_Figure 3-3C.dwg 2025/01/07 18:29:30



Legend:

-  The Proposed New Building
-  Pedestrian Count Survey
-  Bus Survey
-  GMB Survey

Survey Schedule and Type of Survey			
Type of Survey	Date	Time Period	Description
Classified Vehicular Turning Movement Count	2024-06-27 (Thu)	07:00 - 10:00, 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key junction.
Link Flow Count	2024-06-27 (Thu)	07:00 - 10:00, 16:00 - 19:00	To collect traffic flow with 15-minutes intervals at the key link flow.



Proposed Minor Relaxation of Building Height Restriction for the Permitted Educational Institution (New Science Building) in "Government, Institution or Community" Zone at Lingnan University, No. 8 Castle Peak Road - Lingnan, Tuen Mun

Date: 07/01/2025
Scale: 1:2000

Locations of Survey (sheet 2 of 2)

Project No. 82904
Dwg No. Figure 3-3
Rev. C

Annex B

Record for parking provision requirement

[REDACTED]

寄件者: [REDACTED] Karen (OCDM) [REDACTED]@ln.edu.hk>
寄件日期: 2024年10月28日星期一 12:32
收件者:
副本:

主旨: RE: 6094 - Lingnan University- Confirmation of Parking and Loading / Unloading Provision

Dear Dickson,

The proposed new building will serve as a research and academic building within the current Tuen Mun main campus.

Given there are existing internal parkings available in campus, additional car parking is generally not needed in this proposed new building.

Loading and unloading area sharing the use of drop-by is anticipated upon further detailed design.

Thank you.

With regards,

Karen

Office of Campus Development and Management