

Appendix A

Response-to-Comment table

Comments from Related Departments

Page No.

1. Civil Engineering and Development Department, North Development Office, and Planning Department, Studies and Research 1 Section, dated 21 June 2024	2
2. Highways Department, Railway Development Office, Railway Development Division 1-1, dated 8 July 2024.....	4
3. Transport Department, Railway Monitoring Division of Bus & Railway Branch, dated 21 June 2024.....	5
4. Transport Department, Bus Planning Division of Bus & Railway Branch, dated 21 June 2024.....	6
5. Transport Department, Transport Operations (NT) Division, dated 21 June 2024.....	10
6. Transport Department, Traffic Engineering (NTE) Division, dated 21 June 2024.....	12

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	<p>Civil Engineering and Development Department, North Development Office, and Planning Department, Studies and Research 1 Section, dated 21 June 2024</p> <p>The application site falls within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&E) Study for NTN New Town and Man Kam To commenced on 29 Oct 2021. The P&E Study will guide the detailed planning and implementation of the future developments of the proposed NTN New Town. The public will be consulted on the proposals under the P&E Study in the latter half of 2024.</p> <p>2. Based on the Northern Metropolis (NM) Action Agenda 2023, the Northern Link Eastern Extension (NOLE) and the Northeastern New Territories Line (NENTL) are proposed to promote the development of the eastern part of the NM with the possible railway alignments/stations passing through Lo Shue Ling area where the application site is located. The proposed NOLE and NENTL connecting to NTN New Town (including Lo Wu and Man Kam To) have also been announced in TLB’s “Hong Kong Major Transport Infrastructure – Development Blueprint” released in Dec 2023. From the studies and research perspective, the development potential of Lo Shue Ling area, supporting transport and other infrastructures and community facilities should be holistically reviewed under the P&E Study given the strategic location of the area along a possible railway corridor. Approval of the rezoning application would pose constraints in formulating land use proposals under the P&E Study and might undermine the development potential for the area. Moreover, RDO should be consulted on any possible interfacing issues of the rezoning proposal with the possible railway alignments/stations.</p>	<p>Noted.</p> <p>The proposed NOLE and NENTL under NM Action Agenda and the Hong Kong Major Transport Infrastructure – Development Blueprint have been well-noted.</p> <p>It should also be heeded that the proposed rezoning at the Application Site, which is situated in the Boundary Commerce and Industry Zone under the NM Action Agenda, aligns squarely with the Hong Kong Government’s objective developing Hong Kong into an international innovation and technology centre. The proposed I&T Hub at the Application Site will not only contribute to R&D development and enhance Hong Kong’s I&T ecosystem by providing the necessary floor spaces, but also create synergy with planned I&T parks in northern New Territories and foster cross-boundary co-operation with our counterparts in the Mainland.</p> <p>Pease be advised that the Supporting Planning Statement and technical assessment reports have been circulated to RDO for comment. Relevant bureaux/ departments will be consulted at the detailed design stage, should there be any interfacing issues.</p>

No.	Comments	Responses
	<p>3. The applicant should justify the technical feasibility, particularly on sufficient infrastructure capacity, to support the subject proposal, in view of the remoteness of the site and before those infrastructure works under the P&E Study are in place. Relevant departments including EPD, TD, WSD, DSD, UD&L, PlanD etc. should be consulted on the technical assessments submitted by the applicant for the subject development. Other observations on the technical aspect of the application are as follows:</p> <ul style="list-style-type: none"> • Section 6.9.2 of Supporting Planning Statement - In terms of the future road network being examined under the P&E Study, vehicular access providing a north-south connection in the vicinity of Lo Shue Ling would be advantageous to support the future developments in the area from the traffic planning perspective. Based on the para, the applicant indicates that the proposed vehicular access connecting to existing Lin Ma Hang Road would allow flexibility to incorporate an additional vehicular access (for north-south direction) subject to the P&E Study. It is unclear how an additional vehicular access could be incorporated to enable the north-south connection. • Section 2.3.1 of Traffic Impact Assessment – As announced in the 2023 Policy Address, the public columbarium at Sandy Ridge will be changed to I&T and related purpose. As such, the information in section 2.3.1 should be updated. • Section 2.5.2 of Traffic Impact Assessment – Please note the proposed NOLE and NENTL connecting to NTN New Town (including Lo Wu and Man Kam 	<p>With reference to the completed “CE 42/2013(CE) - Preliminary Feasibility Study on Developing the New Territories North” (PF Study), a new ring road in north-south direction connecting existing Lin Ma Hang Road and Ping Che Road has been proposed with initial road alignment at the east the Application Site and at the west of Chow Tin Tsuen (Please refer to Appendix B for the Concept Plan for NTN Strategic Road Network extracted from the Final Report of the PF Study). It is also noted that the concerned P&E Study, which was commenced on the basis the aforementioned PF Study, is ongoing and will launch public consultation in the latter half of 2024.</p> <p>Notwithstanding, having considered the possibility of a new road network in the New Territories North, sufficient area and flexibility have been reserved in the Indicative Scheme for a potential access road and junction connecting the proposed internal driveway of the proposed development and the new ring road (subject to detailed design).</p> <p>Noted and updated accordingly in the revised Traffic Impact Assessment (TIA) report (Appendix C refers).</p> <p>Noted.</p> <p>As a conservation approach, the TIA report is prepared with the assumption that Northern Link Eastern Extension and Northeast New Territories</p>

No.	Comments	Responses
	<p>To) as mentioned in para. 2 above. The applicant should update this paragraph accordingly.</p> <ul style="list-style-type: none"> • Table 4.3.2 of Traffic Impact Assessment – It is noted that “KTN/FLN NDA” (Full intake before 2031) is shown under “Public Housing” only. Please note KTN/FLN NDA also has private housing and other developments, the applicant should review the presentation in this table. • Section 3.5.1 of Water Supply Impact Assessment – The P&E Study is still ongoing, and the implementation phasing and programme of the engineering infrastructures supporting the NTN New Town development are yet to be confirmed. It is anticipated that the new water supply infrastructure serving the NTN New Town will only be available after 2036/37. The applicant should review the necessary water supply arrangement for supporting the proposal as an independent project, rather than relying on the infrastructure proposal under the P&E Study. • Section 6.1.5 of Visual Impact Assessment – Based on this section, it is concluded that all the 9 VPs (including VP1) are identified with “negligible” or “slightly adverse” impacts. This is inconsistent with Section 5.1.9 and Table 5.1, which indicate that the visual impact of the subject development to VP1 is “Moderately Adverse”. Please seek comment from UD&L, PlanD. <p>This is a coordinated reply from PM(N), CEDD and SR1, PlanD.</p>	<p>Line are yet to be available at the time of population intake. Please refer to Appendix C for the revised TIA report for the assessment of the traffic and transport impact.</p> <p>Comments from Planning Department (PlanD) on the planned/ committed developments in North District have been sought. Tables 4.3.1 and 4.3.2 in the revised TIA report have been revised accordingly.</p> <p>Kindly refer to Appendix D of this Further Information submission for the correspondences with PlanD.</p> <p>Noted. A temporary arrangement of water supplies for the proposed development prior to the infrastructure proposal of the P&E Study has been proposed and included in the Water Supplies Impact Assessment (submitted as Appendix J of Further Information on 10 Sept 2024).</p> <p>Noted. Section 6.1.5 has been revised accordingly to be consistent with Section 5.1.9 and Table 5.1. Please refer to the revised Visual Impact Assessment submitted as Appendix F of Further Information on 10 Sept 2024.</p> <p>The revised VIA has also been circulated to UD&L/ PlanD for comments.</p>
2.	<p>Highways Department, Railway Development Office, Railway</p>	

No.	Comments	Responses
	<p>Development Division 1-1, dated 8 July 2024</p> <p>We have the following comments from Northern Link Eastern Extension (NOLE) viewpoint.</p> <p>1) The captioned site is located close to and may have interface with the NOLE mentioned in the Hong Kong Major Transport Infrastructure Development Blueprint (The Blueprint) which was promulgated by the Government in December 2023.</p> <p>2) Regarding para. 2.5.2, 2.5.3 and 2.5.4 of the TIA Report, please update the paragraphs taking into account of the Blueprint. For example, the "Northern Link (NOL) Eastward Extension" should be "Northern Link Eastern Extension (NOLE)" as shown in the Blueprint. Moreover, the "MTR Lo Shue Ling Station" is not mentioned in the Blueprint, so please review and update the paragraphs accordingly.</p>	<p>The proposed NOLE under The Blueprint has been well-noted.</p> <p>Nevertheless, please be advised that the traffic and transport impact in the revised TIA report is assessed with the assumption that Northern Link Eastern Extension and Northeast New Territories Line are yet to be available at the time of population intake as a conservative approach. Section 2.5 has been revised accordingly in the revised TIA report (Appendix C refers).</p> <p>Ditto.</p>
<p>3.</p>	<p>Transport Department, Railway Monitoring Division of Bus & Railway Branch, dated 21 June 2024</p> <p>Section Table 4.8.3</p> <p>Please advise the meaning of the three different percentage in "Proportion".</p> <p>Section Table 4.8.3</p>	<p>Please be advised that the three percentages indicate "to place of work", "to place of study", and "total" respectively, as referred to main mode of transport to place of work and study in "Other areas in the New Territories and Marine" from 2021 Population By-census.</p> <p>Nevertheless, the modal split has been revised making reference with Table B203 and C204 under District Council District "North" from 2021 Population Census, with suitable adjustment taking into account the nature of the Subject Site, as summarised in Table 4.8.3 of the revised TIA report (Appendix C refers).</p>

No.	Comments	Responses
	<p>We assume the percentage for MTR in Table 4.8.3 is referring to the East Rail Line" and the travelling direction will be northbound, please confirm.</p>	<p>Please be confirmed that the concerned percentage is referring to the East Rail Line.</p> <p>Besides, the passenger demand is derived from the population of the Proposed Development as discussed in Table 4.8.2 of the TIA report. It is anticipated that the residents will go outside for work or study in the morning such that the travelling direction is southbound, while the residents will return home from work or study in the afternoon such that the travelling direction is northbound.</p> <p>Nevertheless, please be advised that the public transport assessment has been revised (Section 4.8 of the revised TIA report refers).</p>
<p>4.</p>	<p>Transport Department, Bus Planning Division of Bus & Railway Branch, dated 21 June 2024</p> <p>General Comment</p> <ul style="list-style-type: none"> • The consultant is required to indicate clearly that a comprehensive transport plan will be studied and provided, covering but not limited to, the assessment of the existing public transport, the estimated demand on public transport and the modal split of different modes of transport. The plan should be further supplemented with relevant utilization surveys, recommendation on enhancement of existing services and/or proposed new services, etc. • The transport plan should meet the growing demand with concrete service details (e.g. PT mode, frequency, fleet size, origin-destination, etc) and recommendation on the availability of terminating facilities (e.g. provision of charging-enabling facilities, spaces for ancillary facilities, kiosks, toilets, etc according to Transport Planning & Design Manual (TPDM)) and reflect in the TTIA report. • For any service proposal, the consultant should consider spare capacity of relevant PT facilities at the proposed terminating points to cater the new service. If the proposed new service is 	<p>Please kindly refer to Section 4.8 of the revised TIA report for the public transport assessment (Appendix C refers).</p> <p>Noted. Please refer to the discussion in Section 4.8 of the revised TIA report.</p> <p>Noted. Subject to the detailed transport plan at the later stage, railway assessment would be conducted, if necessary.</p>

No.	Comments	Responses
	<p>to serve as railway feeder, relevant spare capacity of the relevant rail lines should be indicated.</p> <p>Section Para. 2.5.2 and 2.5.3</p> <ul style="list-style-type: none"> • For the "planned MTR Lo Shue Ling Station", please review if this is still the latest plan given there are planned Northern Link Eastern Extension and Northeast New Territories Line under the Northern Metropolis Transport Infrastructure Plan (https://www.nm.gov.hk/en/transport-infrastructure). • Please consider updating section 2.5 heading to "Existing/ Planned Public Transport Services" in view that the planned MTR Lo Shue Ling Station is not an existing PT service nor facility. <p>Section Para. 3.2.1</p> <ul style="list-style-type: none"> • Please advise the walking distance and walking time from the farthest Ancillary Dormitories to the Proposed Office Developments to justify for the self-containment assumption in para. 3 .2.2. <p>Section Table 4.8.3</p> <ul style="list-style-type: none"> • Please advise the reference of the modal split. It is suggested that the modal split should be made reference with Population By-census 2021 (Table B203 and C204) with suitable adjustment for this development site, for example, there should be no LRT in North District. Also, for the note (1), please advise the reason of only counting the passenger demand "Other areas in the New Territories and Marine". 	<p>Please be advised that the traffic and transport impact in the revised TIA report is assessed with the assumption that Northern Link Eastern Extension and Northeast New Territories Line are not available at the time of population intake.</p> <p>Noted and updated accordingly in the revised TIA report.</p> <p>Please be advised that the walking distance and time between AD 1 and R&D 1 is anticipated to be the longest among the Ancillary Dormitories group and Office Developments group, with walking distance of approx. 500m and time of approx. 7 minutes respectively, which is considered a walkable condition and hence appropriate for self-containment assumption.</p> <p>Please be advised that the modal split is made reference to the mode of transport for population in "Other areas in the New Territories and Marine" from Table 7.9 and Table 7.11 of "2021 Population Census – Summary Results" with the consideration that the Subject Site is located in "Other areas in the New Territories and Marine" as delineated by PlanD.</p> <p>Nevertheless, the modal split has been revised making reference with Table B203 and C204 under District Council District "North" from 2021 Population Census with suitable adjustment taking into account the nature of the Subject Site. Please kindly refer to Section 4.8 of the revised TIA report.</p>

No.	Comments	Responses
	<ul style="list-style-type: none"> • Please review whether Ferry/ Vessel/ Private Car/ On Foot account for such high proportion in modal split taking into account the nature of this site. • What is the difference among three columns (e.g. 30% / 18% / 26% under MTR)? <p>Section Table 4.8.4 and Para.4.8.7</p> <ul style="list-style-type: none"> • Please elaborate more on the passenger demand arising from this site with estimated breakdown of their projected destinations (e.g. Tsim Sha Tsui / Central & Western etc.). Then to assess whether the proposed bus routes mentioned under Table 4.8.4 can cater for the new passenger demand. • Please advise the rationale of introducing only three feeder services? How about long-haul services? • The proposed no. of bus routes should be provided with details of the origin-destination with proposed frequency and fleet size. For example, feeder bus service is to cater for the passenger demand under the modal split of MTR and other long-haul bus services are to cater for the passenger demand under the modal split of bus/ PLB/ etc. reviewed as appropriate by the consultant. <p>Para. 4.8.8</p> <p><u>General comments</u></p> <ul style="list-style-type: none"> • The consultant should follow the guidelines on the relevant chapters of Transport Planning & Design Manual 	<p>Noted. Please refer to Section 4.8 of the revised TIA report.</p> <p>Please be advised that the three percentages indicate “to place of work”, “to place of study”, and “total” respectively as referred to main mode of transport to place of work and study in “Other areas in the New Territories and Marine” from 2021 Population By-census.</p> <p>Nevertheless, the modal split has been revised making reference with Table B203 and C204 under District Council District “North” from 2021 Population Census, with suitable adjustment taking into account the nature of the Subject Site, as summarised in Table 4.8.3 of the revised TIA report.</p> <p>Please be advised that the breakdown of public transport proposal with feeder services and long-haul services has been derived based on the revised modal split of MTR and bus respectively.</p> <p>Please kindly refer to Section 4.8 of the revised TIA report.</p> <p>Please kindly refer to Section 4.8 of the revised TIA report.</p> <p>Please kindly refer to Section 4.8 of the revised TIA report.</p> <p>Noted.</p>

No.	Comments	Responses
	<p>(TPDM) as well as the circulars about the design and planning of bus stops, bus laybys, bus terminal facilities, PTI and related ancillary facilities.</p> <ul style="list-style-type: none"> • The PTI requirements should include the recommendation on (1) charging-enabling facilities required by EPD and (2) other required built-in ancillary facilities (e.g. kiosk, regulator's office, toilets). Reference should be made to respective TPDM and related guidelines. • Please include the scope of the extension of green transport means including but not limited to electric bus in suitable location(s), e.g., PTI. • Transport Department's comments should be sought on the design and layout of the PTI. • For the PTI design, please show the pedestrian flow within the PTI, for example but not limited to bus bay, as it may affect the layout design. • Please ensure the road network can accommodate 12.8m buses operations, including road sections to/from and inside PTIs and provide swept path analysis. • Please indicate the locations of charging area for public transport vehicle and staff ancillary facility for bus operators. <p><u>Specific comments</u></p> <ul style="list-style-type: none"> • Is the terminating facilities underneath the R&D Centre 2 a PTI? Please share the layout of PTI if any. 	<p>Noted. Sufficient area for the ancillary facilities for franchised bus operators and EV charging facilities for franchised buses in accordance with the TPDM requirement has been considered at the proposed terminating facilities, with detailed arrangement to be incorporated with the detailed design of the R&D Centre 2 at later stage.</p> <p>Please be advised that EV charging facilities for franchised buses in accordance with the TPDM requirement has been considered at the proposed terminating facilities.</p> <p>Noted. Please kindly refer to Figure 4.14 of the revised TIA report for the proposed layout of the proposed terminating facilities.</p> <p>Please be advised that min. 5m width between the road kerb and back of footway has been reserved, as referred to Figure 4.14 of the revised TIA report. The pedestrian flow and corresponding level of service would be derived at later stage, subject to the queuing area arrangement, column grid arrangement and detailed transport plan.</p> <p>Please kindly refer to Figures 4.15 – 4.18 of the revised TIA report for the swept path analysis of 12.8m long franchised bus.</p> <p>Please be advised that sufficient area for the ancillary facilities for franchised bus operators and EV charging facilities for franchised buses in accordance with the TPDM requirement has been considered at the proposed terminating facilities, with detailed arrangement to be incorporated with the detailed design of the R&D Centre 2 at later stage.</p> <p>Please kindly note that the nature of the proposed terminating facilities would be further discussed at later stage, with the proposed layout illustrated in Figure 4.14 of the revised TIA report.</p>

No.	Comments	Responses
	<ul style="list-style-type: none"> Please advise the walking distance and walking time from various sites (e.g. residential blocks/ dormitories/ centres etc.) to the nearest laybys/ PTI and assess whether they can sufficiently cater for the passenger demand in terms of capacity during the peakiest hour. 	<p>Please be advised that all Residential Towers, Ancillary Dormitories, Data Centres, R&D Centres and Commercial Centre are covered by 150m coverage area of corresponding nearest proposed bus-laybys or the proposed terminating facilities, which is considered a walkable distance.</p> <p>The capacity of the proposed bus-laybys and the proposed terminating facilities would be assessed at later stage, subject to the queuing area arrangement, column grid arrangement and detailed transport plan.</p>
5.	<p>Transport Department, Transport Operations (NT) Division, dated 21 June 2024</p> <p>Section 2.5.2</p> <ul style="list-style-type: none"> In additional to GMB 59K, GMB 59S (Heung Yuen Wai Boundary Control Point - Sheung Shui Station) also operates via the concerned section of Lin Ma Hang Road outside the proposed development area. Please include it in the report and Table 2.4.1, and provide a drawing illustrating its stopping points at the vicinity of the development site. KMB 79K does not operate via the concerned section of Lin Ma Hang Road. <p>Section 4.3.2</p> <ul style="list-style-type: none"> Please seek the comments of CEDD and HD on Table 4.3.1 on planned/committed developments in North District <p>Section 4.3.3</p> <p>The two existing public transport routes including GMB 59K and GMB 59S serve passengers travelling to Heung Yuen Wai Boundary Control Point (BCP). The no. of cross border passengers using this BCP keeps increasing since its commission. Please advise whether this factor has been</p>	<p>Noted. GMB 59S has been included accordingly in the revised TIA report (Appendix C refers).</p> <p>Noted. KMB 79K has been excluded accordingly in the revised TIA report.</p> <p>Comments from Planning Department (PlanD) on the planned/ committed developments in North District have been sought. Tables 4.3.1 and 4.3.2 in the revised TIA report have been revised accordingly.</p> <p>Kindly refer to Appendix D of this Further Information submission for the correspondences with PlanD.</p> <p>Please be advised that Heung Yuen Wai BCP has been included in 2019-based BDTM. It is considered that the concerned trip growth has been taken into account in the BDTM of validated year 2031.</p>

No.	Comments	Responses
	<p>taken into account for your traffic forecast in Table 4.3.2.</p> <p>Section 4.8</p> <p>Please include GMB 59S in the whole Section 4.8 "Public Transport Assessment".</p> <p>Section 4.8.2, 4.8.6</p> <p>Please advise the type of "public transport feeder services" and the proposed service details (e.g. routing, destinations, stopping points, headway, operation hours, vehicle allocation etc.) and provide drawings for the feeder route. Would these feeder services serve the private residential development only or the proposed R&D Centre, Data Centre, Commercial Centre, Kindergarten and Ancillary Dormitories?</p> <p>Section 4.8.3 to 4.8.8</p> <p>In additional to the anticipated population intake of the private housing development, the consultant is required to take into account of the travelling needs of the workers and users of the proposed R&D Centre, Data Centre, Commercial Centre, Kindergarten and Ancillary Dormitories development in Section 1.1.2 for conducting the public transport impact assessment.</p>	<p>Noted and included accordingly in the revised TIA report.</p> <p>Please be advised that the proposed public transport services will serve the whole development through the proposed terminating facilities underneath R&D 2, and 4 nos. en-route bus stops, 2 nos. feeder services and 3 nos. long-haul services by double-decked buses under designated headway have been proposed as referred to Section 4.8 of the revised TIA report, with other details such as destinations and operation hours to be discussed and confirmed in later stage, subjected to the detailed transport plan.</p> <p>On the other hand, the proposed bus routings for technical assessment purpose have been illustrated in Figure 4.13 of the revised TIA report, with exact routing to be discussed and confirmed at later stage, subjected to the detailed transport plan.</p> <p>Please be advised that the passenger movement is considered having a tidal characteristic (i.e. during AM peak period, the major passenger groups taking public transport to approach the Site would be working population from the proposed R&D Centre, Data Centre, Commercial Centre and Kindergarten living outside, while the major passenger groups taking public transport to leave the Site would be residential population from private housing development and the family members from ancillary dormitories, and vice versa during PM peak period). As the anticipated no. of working population is 6,207, it is considered that the anticipated 7,334 population of private residential units as well as family flats from ancillary dormitories would be more critical for the estimation of Passenger Trips Generated by the Site.</p> <p>Please also be advised that a 1.2 factor has been further applied on the peak hour passenger trip</p>

No.	Comments	Responses
	<p>Section 4.8.8</p> <p>1. Please advise the followings:</p> <ul style="list-style-type: none"> • the land ownership of the (a) terminating facilities [bus bays & taxi stand] and (b) the two sets of en-route bus stops (private land lot?) • the party responsible for the design, construction, daily operation, management and maintenance as well as the capital cost and recurrent cost of the proposed terminating facilities for the above proposed feeder services and the operation hours of these facilities. <p>2. Please provide a drawing illustrating the proposed terminating facilities and enroute stops.</p> <p>Section 5.1.13</p> <p>Please revise Section 4.8 and this Section's contents in accordance with the above comments.</p>	<p>generation, which deems sufficient to consider the unforeseen growth.</p> <p>Please kindly refer to Section 4.8 of the revised TIA report.</p> <p>The terminating facilities and en-route bus stops are proposed to be owned by the Applicant.</p> <p>The terminating facilities are proposed to be built, operated, and managed by the Applicant.</p> <p>Please refer to Figure 3.1 and Figure 4.14 of the revised TIA report.</p> <p>Noted and revised accordingly in the revised TIA report.</p>
6.	<p>Transport Department, Traffic Engineering (NTE) Division, dated 21 June 2024</p> <p>Section 2</p> <p>The Area of Influence (AOI) due to the proposed development should have been assessed, discussed, justified and figured before the discussion of the existing traffic condition within the AOI.</p> <p>Please also present all the key junctions and road links in a separate figure for an overview.</p> <p>The key junctions and road links connecting the strategic/truck road for cross-district movement (i.e. via Man Kam To road and via Heung Yuen Wai Highway to route 9)</p>	<p>Additional junctions have been further identified with respect to the proposed routings of the proposed feeder services to Sheung Shui Station and Fanling Station. Junction analysis has been revised accordingly as referred to the revised TIA report (Appendix C refers).</p> <p>Please kindly refer to Figure 2.1 of the revised TIA report.</p> <p>The critical junctions and road links connecting Man Kam To Road and Heung Yuen Wai Highway have been covered as referred to the revised TIA report.</p>

No.	Comments	Responses
	<p>should have covered. The key junctions and road links should be further reviewed.</p> <p>The key junctions and road links should have covered all junctions along the route to rail stations (i.e. Fanling and Sheung Shui), and major PTIs. The key junctions and road links should be further reviewed.</p> <p>Section 3.2.1 and 3.2.2</p> <p>Ancillary Dormitories are for employees only which are not convincing. How about family members such as spouse of the employee staying at the ancillary dormitories? The family member of the employees would still need to commute. Please review Sections 3.2.1 and 3.2.2.</p> <p>Section 3.3.6</p> <p>The major ingress and egress routes for vehicular traffic approaching and leaving Application Site should be elaborated and detail discussed.</p> <p>Section 3.4.2</p> <p>Internal transport provision for the ancillary dormitories is required. Please review and revise Section 3.4 including the tables.</p> <p>Section 4</p> <p>Since the estimated traffic flows generated from / attracted to the proposed development is greater 100 pcu (one-way) during peak hour, it is considered that 2-tier modelling approach shall be adopted in</p>	<p>The critical junctions and road links along the route to Fanling Station and Sheung Shui Station have been covered in the revised TIA report.</p> <p>Self-containment assumption has been revised as referred to Section 3.2 of the revised TIA report.</p> <p>Based on the locality of the Application Site and the surrounding road network, it is anticipated that major cross-district movements would be via San Tin Highway and Tolo Highway, with routings as below.</p> <ul style="list-style-type: none"> • San Tin Highway – via Lin Ma Hang Road, Man Kam To Road, Jockey Club Road, Po Shek Wu Road, Fanling Highway • Tolo Highway – via (1) Lin Ma Hang Road, Heung Yuen Wai Highway, Fanling Highway and (2) Lin Ma Hang Road, Ping Che Road, San Tau Kok Road, Fanling Bypass, Fanling Highway <p>Please kindly refer to Figure 3.10 and Figure 3.11 of the revised TIA report for the major ingress and egress vehicular routes of the Application Site.</p> <p>Noted and revised accordingly in the revised TIA report.</p> <p>Please be advised that a Local Area Traffic Model (LATM) had already been developed based on 2031 BDTM for the traffic forecast. Taking into account for planning assumptions in 2031 BDTM is 2019-based, latest available planning data of planned and committed developments and infrastructures in the vicinity as discussed in</p>

No.	Comments	Responses
	<p>order to provide realistic traffic forecast results.</p> <p>Section 4.1</p> <p>Traffic generation and attraction for the ancillary dormitories should also be taken account.</p> <p>Section Table 4.3.2</p> <p>The planned and committed developments should be confirmed with PlanD.</p> <p>Section Table 4.6.2</p> <p>Please explore alternative junction improvement scheme for J13, and avoid using staggered crossing.</p>	<p>Section 4.3 and Section 4.4 of the revised TIA report have also been incorporated into the 2031 traffic forecast. It is considered that the adopted traffic model could be able to provide realistic traffic forecast results in Year 2031.</p> <p>Traffic generation and attraction for the ancillary dormitories have been taken into account with self-containment assumption. Please refer to Section 3.2 and Section 4.1 of the revised TIA report.</p> <p>Comments from Planning Department (PlanD) on the planned/ committed developments in North District have been sought. Tables 4.3.1 and 4.3.2 in the revised TIA report have been revised accordingly.</p> <p>Kindly refer to Appendix D of this Further Information submission for the correspondences with PlanD.</p> <p>Please be advised that the concerned staggered crossing scheme has been replaced by local widening scheme, as referred to Para. 4.6.9 to Para. 4.6.11 and Figure 4.10 of the revised TIA report.</p>

(Last update on 3 Oct 2024)