

## Appendix A

### Response-to-Comment table

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**COMMENTS FROM RELATED DEPARTMENTS**

No.	Comments	Responses
1.	<p><b>Water Supplies Department, New Works Branch, Construction Division, System Planning Section, dated 14 October 2024</b></p> <ol style="list-style-type: none"> <li>1. Table 3.1 and Appendix C in the WSIA – There are discrepancies on the fresh demand unit and flushing demand unit between Table 3.1 and Appendix C in the WSIA. E.g. Fresh water demand of 190 l/h/d for R1 and flushing water demand of 70 l/h/d for R1 using in Appendix C are not correct. Please revise.</li> <li>2. Para. 3.5.2 – DN350 water main is not a standard size water main. Please revise.</li> <li>3. Figure 3.2 – The connection arrangement is not clear and please show the connection points clearly. The existing DN800 FW main is a FW trunk main which is not suitable for connection. Please consider connecting to the existing DN700 FW distribution main at Man Kam To Road.</li> <li>4. Figure 3.2 – Please propose a reclaimed water main connecting from existing Table Hill Reclaimed Water Service Reservoir to your site for flushing use.</li> <li>5. Appendix C in the WSIA – Service Trade of 40 l/h/d with respect to the residential development is missing. Please revise and add in a separate row in the table for Service Trade.</li> <li>6. Appendix C in the WSIA – Referring to Comment no.5 above, please review whether the ‘Commercial’ type water demand in the Table is already covered by Service Trade. If yes, please remove ‘Commercial’ type in the table.</li> </ol>	<p>Appendix C of the Water Supply Impact Assessment is updated. Please refer to <b>Appendix B</b> of this Further Information for the revised Water Supply Impact Assessment (WSIA).</p> <p>Noted. It has been revised to DN300 in para. 3.5.2.</p> <p>The proposed connection has been revised to connect to the existing DN400 FW main near the junction of Man Kam To Road and Sha Ling Road for FW from TBH FWSR. Para. 3.5.2 and Figure 3.2 have been revised accordingly.</p> <p>Please refer to Para. 3.5.3 and Figure 3.3 for the proposed Indicative Reclaimed Water Supply Connection to the Application Site.</p> <p>Noted. A separate row for Service Trade has been added to Appendix C of the revised WSIA.</p> <p>As the ‘Commercial’ type has been covered by Service Trade, hence it has been removed from the updated Appendix C.</p>

No.	Comments	Responses
	<p>7. Appendix C in the WSIA – The cooling water demand estimated by no. of employee is not acceptable. Please provide reference to build up the cooling water demand for data center.</p> <p>8. Appendix D in the WSIA – The design flow for scenario (a) and (b) are not correct. Please review.</p>	<p>The cooling water demand of Data Centre has been reviewed. Please refer to the updates in the Appendix C of the WSIA.</p> <p>Appendix D of the WSIA has been revised accordingly.</p>
2.	<p><b>Drainage Services Department, Operations &amp; Maintenance Branch, Mainland North Division, North Section, dated 9 October 2024</b></p> <p>1. It is noted that only very brief and generic hydraulic calculation was presented. In particular, for the calculation of the four catchments in Appendix E, only 3 downstream stormwater manholes was presented. It is not clear how the calculation could be interpreted as a model of the actual hydraulic situation on site. Please show clearly the proposed drainage network would be feasible on the layout plan with support of relevant calculation checks.</p> <p>2. The concept of the proposed storage tank was mentioned Section 5.4, however, the feasibility of the scheme cannot be demonstrated without any design details (e.g. storage volume and dimension) and calculation check. Please elaborate.</p> <p>3. It is understood from the response to comment that with the proposed storage tank, the impacts of the increase in the surface water runoff can be contained. No adverse impacts on Ping Yuen was therefore foreseen.</p>	<p>Please refer to Sections 5.3 and 5.4 of the revised Drainage Impact Assessment (DIA) in <b>Appendix C</b> of this Further Information.</p> <p>The Development Site is combined to one catchment (i.e. Catchment A5) and the area around the Development Site (i.e Catchment A1-A4) is revised according to the catchment of the proposed U-channels (i.e. UC01-UC04) as shown in Figure 5.1. The hydraulic assessment is updated accordingly in Appendix E of the revised DIA.</p> <p>Please refer to Section 5.4 for the details of the proposed storage tank, including the volume, and dimension.</p> <p>The Indicative Scheme has been reviewed holistically to ensure the technical feasibility of a storage tank at the Application Site. The basement plan in <b>Appendix D</b> of this Further Information illustrates that sufficient space has been reserved for the proposed storage tank (indicative location only, subject to change at the detailed design stage).</p> <p>Having reviewed the water level of Ping Yuen River due to tidal effects, it is proposed adopting a polder scheme through the construction of the storage tank and a flood wall along the riverbank of Ping Yuen River to shield the Development Site from river flooding. The stormwater accumulated within the Development Site and</p>

No.	Comments	Responses
	<p>Nevertheless, the tidal effect of Ping Yuen River may be affecting the proposed site. Please review and elaborate.</p>	<p>stored in the proposed tank will then be removed by pumping to Ping Yuen River after its peak flow.</p> <p>Please refer to the discussion in Section 5.6 of the revised DIA.</p>
<p><b>3.</b></p>	<p><b>Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, North Section, dated 24 January 2025</b></p> <p><u>Traffic Engineering</u></p> <p>1. Section 3.2.3 The applicant should elaborate and substantiate further how the self-containment arrangement is to operate in support the essential for the employees living in Dormitories.</p> <p>2. Section 4.7.2 The applicant should indicate his intention to undertake the proposed traffic improvement measures for their the design, implementation and associated costs.</p> <p>3. Section 3.3 The applicant should advise his intention on the management and maintenance responsibility for the proposed vehicular and pedestrian access arrangement. Illustration on a figure with the M&amp;M responsibility is required.</p> <p>4. Figure 4.7 Please explore if the stop line be replaced by give way line from Lin Ma Hang Road left turn to Man Kam To Road.</p>	<p>Please refer to para. 3.2.3 of the revised Traffic Impact Assessment (TIA) for the elaboration (in <b>Appendix E</b> of this Further Information).</p> <p>Please be advised that the Applicant intends to undertake the proposed traffic improvement measures for their design, implementation and associated costs in support of the proposed I&amp;T Hub, at the detailed design stage.</p> <p>Please be advised that the proposed vehicular and pedestrian access beyond the proposed signalized junction of Lin Ma Hang Road / proposed access road shall be managed and maintained by the Applicant, as illustrated in <b>Appendix F</b> of this Further Information.</p> <p>After further review on the road configuration of the concerned junction, sufficient visibility distance of major road (Man Kam To Road) from the minor road (Lin Ma Hang Road) could be achieved as per the criteria from TPDM Vol.3 Ch. 2 Table 2.3.2.1. It is hence considered feasible to implement “give-way” for the priority junction.</p> <p>The junction improvement scheme has been revised accordingly as illustrated in Figure 4.7 of the revised TIA report.</p>
<p><b>4.</b></p>	<p><b>Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, North Section, dated 28 January 2025</b></p>	

No.	Comments	Responses
	<p>Para 4.2.12 &amp; 5.1.6 - Please clarify and supplement the further validation of the LATM being carried out with details of the latest traffic conditions considered.</p>	<p>Validation mechanism of the LATM has been further supplemented in para. 4.2.12 and para. 5.1.6 of the revised TIA report (in <b>Appendix E</b> of this Further Information).</p>
<p>5.</p>	<p><b>Transport Department, Bus and Railway Branch, Railway Monitoring Division and Transport Operations (NT) Division, dated 3 February 2025</b></p> <p>Rezoning Application – Y/NE-MKT/1 (Further info submission received on 31 Dec 2024)</p> <p>Innovation and Technology Hub on Lin Ma Hang Road West of Ping Che Road (Lo Shue Ling) with ancillary facilities, which include R&amp;D Centre, Data Centre, Commercial Centre, Kindergarten, Ancillary Dormitories with 1,392 Units, Private Residential Blocks with 2,320 Units</p> <p>A. Bus &amp; Railway Branch – Rail Team</p> <p>Para 4.10.5:</p> <p>The carrying capacity of 62,500 of EAL is based on 6 persons (standing) per square metre (ppsm). In actual operation, trains running during the busiest hours on the busiest corridors achieve a passenger density of only around 4 ppsm. According to Replies to initial and supplementary questions raised by Legislative Council Members in examining the Estimates of Expenditure 2023-24 Reply Serial No. TLB168 (<a href="https://www.td.gov.hk/filemanager/en/content_1863/fcq%202023-24%20eng.pdf">https://www.td.gov.hk/filemanager/en/content_1863/fcq%202023-24%20eng.pdf</a>), the carrying capacity under 4 ppsm is 71.2% of that of 6 ppsm, i.e., 44,500. For conservative purpose, please also forecast the usage based on the carrying capacity under 4 ppsm, and assess the impact of the additional patronage generated from the proposed development on EAL.</p> <p>B. Transport Operations (NT) Division</p> <p>Section 2.5 Existing Public Transport</p> <ul style="list-style-type: none"> <li>GMB 59K package includes a main route between Sheung Shui Station and Lin Ma Hang, as well as a supplementary route between Sheung Shui Station and Heung</li> </ul>	<p>Please be advised that the carrying capacity under 4 ppsm should be 72.4% (= 2,061/2,845) of that of 6 ppsm for EAL which is slightly different from that of other heavy rail trains as it has a First Class compartment, as referred to the concerned Reply Serial No. TLB168.</p> <p>Nevertheless, the railway assessment has been updated accordingly as referred to Section 4.10 of the revised TIA report (in <b>Appendix E</b> of this Further Information).</p> <p>Please be advised that, since GMB enhancement would not be proposed in this TIA study, the</p>

No.	Comments	Responses
	<p>Yuen Wai Village. Please include the supplementary route in this Section, Table 2.4.1 and Figure 2.8. In addition, please include the operation hours and existing occupancy rate of the existing GMB routes (59K main route, 59K supplementary route and 59S) during peak hours in this Table.</p> <p>Section 4.9.1 Public Transport Assessment</p> <ul style="list-style-type: none"> <li>We note from Table 4.9.1 that the projection of passenger trips is based on 2,716 flats with population of around 7,334 of private residential units and family units in dormitories. However, it is stated in Section 1.1.2 that the proposed development would include private residential blocks of 2,320 units and ancillary dormitories with 1,392 units. That is, the total no. of housing units would be 3,712 units. Please advise why the passenger trip projection is prepared with the assumption of 2,716 units instead of 3,712 units.</li> <li>In additional to the above residential units, we note from Section 1.1.2 that the development would involve R&amp;D Centre, Data Centre, Commercial Centre and Kindergarten etc.. The public transport service assessment would need to include the travelling needs of workers and users for the above centres and kindergarten. In additional to the residents who will live in the private residential units and family units in dormitories, please revise the statistical assessment of Section 4.9 taking into account of the travelling needs of the workers and users for the above centres and kindergarten.</li> </ul>	<p>existing occupancy rate of the concerned GMB routes is considered irrelevant.</p> <p>Other requested items have been included accordingly in the revised TIA report.</p> <p>Please be advised that the 1,392 units of ancillary dormitories consist of 996 one-person units and 396 family units as discussed in para. 3.2.1.</p> <p>With a walkable condition between the Ancillary Dormitories group and Office Developments group as discussed in Para. 3.2.2, it is anticipated that the only household of each one-person unit would walk for work during peak hour, such that one-person units would be excluded in passenger trips projection on public transport, while family units would be included considering that there would still be passenger demand from other family members apart from the workers themselves as they might work or study outside the Application Site.</p> <p>As a result, 2,320 private residential units + 396 family units of ancillary dormitories = 2,716 units in total would be adopted for the public transport assessment.</p> <p>Please be advised that the passenger movement of residents and workers is anticipated having a mutually exclusive characteristic (i.e. during AM peak, the major passenger groups taking public transport to approach the Site would be working population from the proposed R&amp;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). It is hence considered that the major passenger trips between residential population and working population would not overlap with each other in the perspective of travel direction (i.e. would not take the bus towards the same direction).</p> <p>Nevertheless, apart from passenger demand from residents, passenger demand from workers</p>

No.	Comments	Responses
	<p>Section 4.9.3-4.9.5                      Table 4.9.2                      Table 4.9.3</p> <ul style="list-style-type: none"> <li>• We note from Section 4.9.3 that “it is assumed that company bus/van, ferry/vessel are not available for the residents of the indicative scheme, and the associated passenger trips will be evenly distributed into MTR and bus”. However, the above transport modes are included in Section 4.9.4 and Table 4.9.3. Please clarify.</li> <li>• The subjected site is located outside the walking distance of the nearby rail stations including Sheung Shui Station and Fanling Station. The assumption of 24,107 out of 149,286 projected passenger trips (i.e. 15% of total projected passenger trips) travel on foot is unrealistic. Please revise the modal split taking into account of their travelling needs to the above railway stations by franchised buses and the other viable public transport modes.</li> </ul>	<p>has also been considered as referred to Section 4.9 of the revised TIA report. A 1.2 factor has been further applied on the peak hour resident and worker passenger trip, which deems sufficient to consider the unforeseen growth as well as the non-resident / non-worker users of the concerned centres and kindergarten.</p> <p>Two types of passenger groups would be distributed into the bus with opposite direction accordingly (i.e. resident passengers would be distributed into bus towards Sheung Shui / Fanling while worker passengers would be distributed into bus towards the Application Site during AM peak, and vice versa during PM peak period). Please also be advised that the proposed public transport enhancement is a two-way service instead of one-way service, which could cater for both resident population and working population.</p> <p>Please be advised that the <u>1<sup>st</sup> column</u> of Table 4.9.3 where the “company bus/van, ferry/vessel” included is the original passenger trip at North District, it is to demonstrate how the associated passenger trips distributed into the adjusted transport modes for the Indicative Scheme in the <u>header row</u>, which excludes “company bus/van, ferry/vessel”. For example, there are total 3,002 passenger trips in North District for company bus/ van as shown in Table 4.9.2, which would then be evenly distributed (i.e. 1,501) into MTR (Local Line) and Bus as indicated in Table 4.9.3. The associated modal split of the adjusted transport modes for the Indicative Scheme are derived in the <u>last row</u> of Table 4.9.3 and the <u>1<sup>st</sup> column</u> of Table 4.9.4.</p> <p>Please be advised that the concerned 24,107 passenger trips travel on foot is the surveyed passenger trips at <u>whole North District</u> from “2021 Population Census”. The projected passenger trips for the Indicated Scheme are summarised in Table 4.9.4 of the revised TIA report instead, which indicates 309 + 262 = 571 passenger trips travel on foot.</p> <p>As it is anticipated that at least one member for each unit would walk for work during peak hour</p>



No.	Comments	Responses
	<ul style="list-style-type: none"> <li>• Passengers would not be able to solely travel by MTR for their daily trips. The estimation of 58,271 nos. passengers’ travel by MTR daily would mainly rely on feeder bus route for their daily journeys. Same as the above bullet, please revise the modal split taking into account of their travelling needs to the railway stations by franchised buses.</li>   <li>• Please clarify what does the mode “passenger van” refer to and why it falls within the same category with “private car”.</li>   <li>• With the provision of the proposed franchised bus services and availability of GMB services on Lin Ma Hang Road, there should be no “resident coach service” proposed in Table 4.9.3 and Table 4.9.4. Please revise the modal split and the subsequent sections on public transport service proposals.</li>   <p>Section 4.9.7</p> <li>• With the provision of the proposed franchised bus services and availability of GMB services on Lin Ma Hang Road, there should be no “resident coach service” proposed in Table 4.9.3 and Table 4.9.4. Please revise the modal split and the subsequent sections on public transport</li> </ul>	<p>based on the self-containment arrangement as discussed in Section 3.2, given that there are 1,392 units of ancillary dormitories, 571 passenger trips travel on foot is considered conservative already.</p> <p>Please be advised that the concerned 58,271 passenger trips travel by MTR is the surveyed passenger trips at <i>whole North District</i> from “2021 Population Census”. The projected passenger trips for the Indicated Scheme are summarised in Table 4.9.4 of the revised TIA report instead, which indicates <math>778 + 683 = 1,461</math> passenger trips travel by MTR. Together with the projected <math>585 + 520 = 1,105</math> passenger trips travel by franchised bus, 2,566 passengers have been adopted to derive the enhancement proposal of existing franchised bus services of KMB 73K and KMB 79K, which are considered as the feeder services for the passengers from the Indicative Scheme between the Application Site and the Railway Station/ Bus Terminal in Sheung Shui/ Fanling.</p> <p>Please be clarified that the transport mode categories are making reference to Table C204 – Working Population with Fixed Place of Work in Hong Kong by District Council District, Place of Work, Year and Main Mode of Transport to Place of Work from “2021 Population Census” as response to the comments dated 21<sup>st</sup> June 2024 from Bus Planning Division of Bus &amp; Railway Branch on our formal submission received by TPB dated 24<sup>th</sup> April 2024.</p> <p>Noted and revised accordingly in the revised TIA report.</p> <p>Please be advised that the existing one-way travel distance of KMB 73K is approx. 5 km, the corresponding journey time is 19 mins with the observed average speed of 16 km/h. On the other hand, the existing one-way travel distance of KMB 79K is approx. 14 km, the corresponding</p>

No.	Comments	Responses
	<p>service proposals.</p> <ul style="list-style-type: none"> <li>Based on the latest operation status, KMB 79K (Ta Kwu Ling Tsung Yuen Ha – Sheung Shui) was fully utilized by Ping Che residents and cross border passengers travel to/from Heung Yuen Wai BCP via the pedestrian subway connected this BCP with its Ta Kwu Ling Tsung Yuen Ha Bus Terminus. Its occupancy rate reached 100% during peak hours on weekends and festive periods. In addition, its existing actual journey time is above 1 hour. As for KMB 73K, it is the sole existing bus route operating between Sheung Shui Station and Man Kam To via Lin Ma Hang Road and Man Kam To Road serving the Fung Kai school areas (Man Kam To Road north of Jockey Club Road) and rural area with local villages. Its existing occupancy rate was high during before and after school hours with high student passenger demand. Further extension of the routeing of the above two bus routes to the proposed Innovation and Technology Hub via Lin Ma Hang Road with private residential units and dormitories would substantially lengthen the journey time and impose substantial adverse impact on the journeys of the existing passengers (including students for KMB 73K) as well as the headway and operation efficiency of both of the above routes.</li> </ul>	<p>journey time is 62 mins with the observed average speed of 13.5 km/h.</p> <p>For the proposed increase of frequency, please kindly refer to Table 4.9.12 of the revised TIA report. For the projected one-way travel distance, projected journey time and proposed fleet size, please kindly refer to Table 4.9.13 of the revised TIA report.</p> <p>Please be advised that the concerned existing service enhancement study of KMB 73K and 79K is to respond for the comments received dated 15<sup>th</sup> Nov 2024 on previous TIA report submission dated 4<sup>th</sup> Oct 2024.</p> <p>Based on the current road network, the major ingress and egress vehicular routes of the Application Site connecting MTR stations and major Bus-Bus Interchange (BBI) in Sheung Shui and Fanling would be Man Kam To Road and Ping Che Road, which is under the same routing of existing KMB 73K and KMB 79K respectively. In order to avoid duplication of public transport services in terms of routings and to better utilise the existing bus resources, it is considered beneficial to extend the services of KMB 73K and KMB 79K to the Application Site instead of introducing new franchised bus routes.</p> <p>Also, please be advised that apart from route extension, it is further proposed to increase the frequency of both KMB 73K and KMB 79K as discussed in Para. 4.9.11 of the revised TIA report, occupancy rate below 75% could be achieved during AM and PM peak period as summarised in Table 4.9.12 of the revised TIA report, which demonstrated no adverse traffic impact on existing passengers would be imposed.</p> <p>Indeed, new feeder bus and long-haul bus services have once been proposed instead of existing service enhancement on the aforementioned TIA report submission dated 4<sup>th</sup> Oct 2024, and the associated assessment also demonstrated no adverse traffic impact on existing passengers would be imposed. It could be hence concluded that the Indicative Scheme would not impose adverse traffic impact on existing passengers under both introduction of</p>

No.	Comments	Responses
	<p>• Taking into account of the above factors especially the adverse impact anticipated to be imposed on existing passengers (including students and cross border passengers) and in view of the latest estimation of extremely high no. of daily commuters, please review the existing public transport service network holistically by considering the options of provision of a new feeder bus route for serving the IT Hub as well as introduction of new special departures of existing bus routes instead of solely extend the existing bus routes for catering the new substantial public transport service demand.</p> <p>Section 4.9.8</p> <p>• Please advise how the assumption of 1/3 and 2/3 of the passengers would take KMB 73K and 79K (with proposed extension of routeing and service catchment) respectively is derived.</p> <p>• Please advise the existing and projected journey time for the routeing extension proposals of KMB 73K and KMB 79K, assess the necessity of increase of fleet size and headway of each of these two routes with due consideration on the factors of prolonged journey time and increase of loading/unloading time of passengers. As an alternative, please explore the option of providing special departures of bus routes instead of routeing extension for better serve the IT Hub residents and users and at the same time reducing the adverse impact on existing passengers and bus operation.</p>	<p>new bus services and existing bus services enhancement.</p> <p>The high occupancy rate of KMB 73K and KMB 79K on different specific period is noted. Nevertheless, please be advised that the existing bus services enhancement proposal in this TIA study is targeted for weekday AM and PM peak period only. Detailed arrangement of the bus service, especially for non-peak period and weekend, would be further discussed and confirmed with relevant parties in later stage.</p> <p>Please kindly refer to the response above.</p> <p>It is considered that the bus services for the Application Site should be in two-way operation during the peak period, as the bus would serve not only the residents but also the workers for the Indicative Schemes, at which they are anticipated travel towards opposite direction in general during respective peak period as referred to the responses to comments on Section 4.9.1. Furthermore, to maintain the accessibility of the Application Site during non-peak period, daily bus services are preferred.</p> <p>As a result, a regular two-way bus services instead of special departure, which is usually under one-way operation and only operation during peak period, should be considered.</p> <p>Please kindly refer to para. 4.9.8 of the revised TIA report.</p> <p>Please kindly refer to the above responses to comments on Section 4.9.7 in this RtC table.</p>

No.	Comments	Responses
	<p>Section 4.9.9</p> <ul style="list-style-type: none"> <li>• The peakiest loading point of KMB 73K (Man Kam To bound) during peak hours should be Po Shek Wu Road Sheung Shui Wai bus stop instead of Sheung Shui Bus Terminus. Please provide the survey results for this bus stop and revise Table 4.9.5.</li> <li>• The peakiest loading point of KMB 79K (Sheung Shui bound) during evening peak should be on Sha Tau Kok Road Kwan Tei instead of Luen Wo Hui Bus Terminus. Please provide the survey results for this bus stop and revise Table 4.9.7.</li> </ul>	<p>Noted. Survey results for the concerned bus stop have been extracted and incorporated in Table 4.9.5, and associated assessment has been reconducted as summarised in Para. 4.9.13 – 4.9.14 and Table 4.9.11 – 4.9.13 of the revised TIA report.</p> <p>Please be advised that only bus occupancy during AM peak for KMB 79K (Sheung Shui bound) was extracted for the assessment in the submitted TIA report. It is assumed that the peakiest loading point of KMB 79K (Sheung Shui bound) during AM peak would still be Luen Wo Hui Bus Terminus.</p> <p>Nevertheless, passenger demand from workers has also been considered in the revised TIA report. Survey results of Kwan Tei bus stop for KMB 79K (Sheung Shui bound) during PM peak have been extracted and incorporated in Table 4.9.7, and associated assessment has been reconducted as summarised in Para. 4.9.13 – 4.9.14 and Table 4.9.11 – 4.9.13 of the revised TIA report.</p>
	<p>Section 4.9.10</p> <ul style="list-style-type: none"> <li>• Refer to our above comments on Section 4.9.1 above, the IT Hub includes residential units as well as other development and facilities involving R&amp;D Centre, Data Centre, Commercial Centre and Kindergarten etc.. The public transport service assessment would need to include the travelling needs of workers and users for the above centres and kindergarten. In view of the traveling needs of residents as well as the users of the other development and facilities, the assumption of peak flow passengers during morning peak as Sheung Shui bound and evening peak as Man Kam To / Ta Kwu Ling bound are both focused on the residents only without taking into account the needs of the latter users. Please clarify.</li> </ul>	<p>Please kindly refer to the above responses to comments on Section 4.9.1 in this RtC table.</p>
	<p>Section 4.9.16 to 4.9.18</p> <p>The applicant should be responsible for design, construction, management and</p>	<p>The applicant would be responsible for design and construction of the proposed transport</p>

No.	Comments	Responses
	<p>maintenance of the proposed new public transport interchange, taxi stand, en-route bus stops, charging facilities for bus bays and taxi stand and bus ancillary facilities (bus regulator offices with toilets in compliance with TPDM Vol. 9 Ch.2 Section 2.7.11) within the private lot of the IT Hub at their own costs. Besides, the applicant would need to conduct 12.8m bus trial run with the bus operator(s), TD and Police (RMO) to the satisfaction of all the stakeholders well before the commission of the IT Hub and population intake of the residential development.</p> <p>4.9.19-20 TENT input included</p> <ul style="list-style-type: none"> <li>• No in-principle objection on the swept path analysis presented in the report. The layout design including the swept path analysis is subjected to further review in the detailed design stage if this re-zoning application is approved.</li> <li>• The applicant would need to conduct and complete all the associated road improvement and modification works at their own costs to enable the safe and smooth operation of 12.8m buses for all the bus services proposed in this TIA report.</li> </ul>	<p>interchange, taxi stand, en-route bus stops, charging facilities for bus bays and taxi stand and bus ancillary facilities at their own costs, while the responsibility of management and maintenance would be further confirmed in later stage.</p> <p>On the other hand, it is noted that trial run would be conducted accordingly before the commission of the IT Hub and population intake of the residential development.</p> <p>Noted.</p> <p>Noted.</p>
6.	<p><b>Transport Department, Bus and Railway Branch, Bus Planning Division, dated 4 February 2025</b></p> <p>Table 4.8.4 and Para. 4.8.7</p> <ul style="list-style-type: none"> <li>• Noted. However, the extension of the two existing routes will lengthen their journey time and affect the existing passengers. In view of the distinct location of the Development and the sizable population, please review the public transport plan and consider the provision of new bus services to cater the passenger demand.</li> </ul>	<p>Please be advised that the concerned existing service enhancement study of KMB 73K and 79K is to respond for the comments received dated 15<sup>th</sup> Nov 2024 on previous TIA report submission dated 4<sup>th</sup> Oct 2024.</p> <p>Based on the current road network, the major ingress and egress vehicular routes of the Application Site connecting MTR stations and major Bus-Bus Interchange (BBI) in Sheung Shui and Fanling would be Man Kam To Road and Ping Che Road, which is under the same routing of existing KMB 73K and KMB 79K respectively. In order to avoid duplication of public transport services in terms of routings and to better utilise the existing bus resources, it is considered beneficial to extend the services of</p>

No.	Comments	Responses
	<ul style="list-style-type: none"> <li>• The proposed public transport facilities should echo to the estimated passenger demand of the Development with different public transport modes (including but not limited to bus, GMB, taxi, etc.) terminating at or passing through the Development. In particular, the number of bus bays should echo the number of proposed bus routes with 1 boarding/ alighting space and 2 stacking spaces for each bus route. Please revisit the proposed public transport facilities in connection with the latest public transport plan.</li> <li>• For any new service proposal, please be reminded to consider and assess whether there is spare capacity of relevant PT facilities at the proposed terminating points, and indicate whether there is spare capacity of the relevant rail lines.</li> </ul>	<p>KMB 73K and KMB 79K to the Application Site, instead of introducing new franchised bus routes.</p> <p>Also, please be advised that apart from route extension, it is further proposed to increase the frequency of both KMB 73K and KMB 79K as discussed in Para. 4.9.11 of the revised TIA report. An occupancy rate below 75% could be achieved during AM and PM peak period as summarised in Table 4.9.12 of the revised TIA report, which demonstrated no adverse traffic impact on existing passengers would be imposed.</p> <p>Please be advised that the proposed transport facilities have been designed in accordance with TPDM requirement.</p> <p>Nevertheless, 5 boarding/ alighting spaces, instead of 2, as per the existing bus service enhancement proposal of two bus routes in this TIA study is proposed to allow flexibility on the public transport plan in the future, given that the Application Site falls within the proposed NTN New Town.</p> <p>Noted. Please kindly refer to Section 4.10 of the revised TIA report for the railway assessment of East Rail Line.</p>
7.	<p><b>Civil Engineering and Development Department, North Development Office and Planning Department, Studies and Research 1 Section, dated 27 January 2025</b></p> <p>1. The application site falls within the proposed New Territories North (NTN) New Town under the Planning and Engineering (P&amp;E) Study for NTN New Town and Man Kam To commenced in October 2021. The P&amp;E Study will guide the detailed planning and implementation of the future developments of the proposed NTN New Town. The preliminary development proposal of NTN New Town, with a Broad Land Use Concept, was announced in</p>	<p>Noted. While the detailed planning and future implementation of the proposed NTN New Town is subject to further refinement, it should be heeded that the proposed rezoning at the Application Site ties in closely with the recently announced overall development positioning of the NTN New Town as a Boundary Control Point (BCP) Business District for new gateway economy and a base for emerging industries,</p>

No.	Comments	Responses
	<p>December 2024 and a 2-month public engagement exercise was launched on 17.1.2025. Taking into account the public views received and other relevant factors, the land use proposal will be refined and a Recommended Outline Development Plan will be formulated to guide the developments in the area. Based on the recommendations of the study, comprehensive developments of the area would be proposed and implemented.</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 December 2023. From the studies and research perspective, the development potential of Lo Shue Ling area, should be holistically reviewed with regard to these factors.</p>	<p>achieving complementary developments with the Luohu District in Shenzhen.</p> <p>Echoing with the objective to development Northern Metropolis (NM) into the second economic engine of Hong Kong and the overall planning framework of NTN New Town, the proposed I&amp;T Hub in Man Kam To in close distance to BCPs will aptly provide the necessary facilities and spaces for fostering emerging industries and attracting high-calibre talents.</p> <p>The proposed I&amp;T Hub will provide R&amp;D Centres and top-tier Data Centres for both Hong Kong and cross-boundary I&amp;T enterprises involving in all sectors of the I&amp;T ecosystem, in particular commercialisation and application of R&amp;D outcomes to capitalise from the cross-boundary flow of visitors and capital, boosting the gateway economy.</p> <p>In addition, the Proposed I&amp;T Hub will promote the vision of creating synergy with the development in Luohu District as announced in the P&amp;E Study, given that technological cooperation, R&amp;D services and new information technology etc are identified as the focus of all of the three BCPs Area in the Shenzhen Luohu District Territorials Spatial Zoning Plan and reiterated in the Northern Metropolis Action Agenda.</p> <p>The proposed NOLE and the NENTL have been well-noted. As indicated in the Blueprint, the Application Site does not encroach onto the proposed alignments and stations passing through Lo Shue Ling area.</p> <p>Tapping into the enhanced connectivity across the NDAs in NM and to the BCP in proximity with the proposed railways, the proposed I&amp;T Hub in this strategic location will support NM to take forward it positioning as an international innovation and technology centre, by formulating a continuous West-to-East I&amp;T Development Belt in NM alongside Lau Fau Shan Digi Bay in the west, and San Tin Technopole in the centre.</p> <p>As a private initiative with high responsiveness and flexibility in decision making, the proposed I&amp;T Hub can better cater to the market trend in a timely manner, optimising the development</p>

No.	Comments	Responses
	<p>3. From land utilization point of view, it is noted that the application site is irregular in shape. The subject application is not entirely in line with the Broad Land Use Concept under the P&amp;E Study. Given that public views on the preliminary development proposal are being solicited and the detailed land use proposals would be formulated in the later stage of the study, approving the rezoning application at this juncture would pre-empt the comprehensive planning of NTN New Town, pose constraints in formulating land use proposals under the P&amp;E Study and might undermine the development potential of the area.</p>	<p>potential of the Lo Shue Lung area without exerting pressure on government resources.</p> <p>Under the Broad Land Use Concept of the P&amp;E Study, the Application Site is partly reserved for emerging industries and partly reserved for Boundary Mixed Use Areas for gateway economy. The planning intention of the proposed “OU(I&amp;T Hub)” at the Application Site is in line with the “industries” land use recommended in the P&amp;E Study covering categories such as advanced manufacturing, which stands a key role in the I&amp;T ecosystem in Hong Kong. As demonstrated in this s12A Application, the Indicative Scheme equipped with both quality working space to support cross-boundary technological cooperation and job opportunities, different accommodation options for workers at the industry and new population, as well as complementary commercial uses, well-designed and adequate open spaces, aligns with the overall planning context of the areas. As such, this Application will not pre-empt the comprehensive planning of NTN New Town, but will only act as an advancement of the rezoning exercise. The proposed I&amp;T Hub will also bring in positive collaboration opportunities to the nearby Priority Development Areas (PDA), e.g. the University Town, through leveraging on the resources and engagement of enterprises and our strategic partners to facilitate “research, academic and industry” collaboration. In the unlikely event that the Applicants are unable to take on the implementation (with the anticipated completion in 2028), there is still sufficient time and flexibility to accommodate any amendment for future development as the PDA will only commence in 2028/29, while the remaining areas including the Application Site have no implementation programme.</p> <p>The Applicants are confident in bringing in I&amp;T uses to the Application Site. Under the P&amp;E Study, while the Application Site does not fall within any of the PDA, with construction works commencing in 2028/29. It is noted that the NTN New Town will be implemented by phases without specific timeline for the remaining area outside PDA, including the Application Site. Therefore, rezoning of the Application Site for the proposed I&amp;T Hub will not affect the implementation programme of the PDA of NTN</p>



No.	Comments	Responses
	<p>4. Regarding the applicant's response to our comment no. 4, the junction as circled in orange in Appendix C is the one connecting to the existing Ling Ying Public School and Chow Tin Village. It is supposed that the proposed roundabout to the south of the orange circle should be the one for connection to the north-south road proposed under NTN New Town. Please check.</p> <p>5. Our previous comment nos. 3 and 5 are still valid.</p>	<p>New Town, but will even expedite the I&amp;T development in Hong Kong by bringing in I&amp;T uses in NM. In fact, the Applicants have already secured support and established a close collaborative working relationship with a number of strategic partners and top-tier enterprises, such as China Mobile International, assuring the implementation of the I&amp;T Hub. It is also in line with the intention of large-scale land disposal which is being considered in various locations of NM to expedite the development pace and quantum.</p> <p>In terms of land ownership, the Applicants have been proactively in land acquisition with good progress, and have secured with more private land lots within the Development Site since the submission of the planning application, and have entered into sales agreement with majority of the private landowners. It is anticipated to acquire all the private land lots in the Development Site within 2025.</p> <p>Please be advised that the orientation of the figure has been rotated 90° clockwise, the area circled in orange in Appendix C (of the previous Further Information dated 16 Dec 2024) is along the eastern edge of the Application Site which would be parallel to the concerned north-south road proposed under NTN New Town, with preliminary alignment passing through the east of the Application Site, and hence has the potential to be connected with each other.</p> <p>On the other hand, the existing access road connecting existing Ling Ying Public School and Chow Tin Village has been well noted. Nevertheless, integration of the new access road for the Application Site with the existing access road could be considered if necessary to minimise the vehicular conflict points within the local area circled in orange, subject to the detailed design of the concerned north-south road.</p> <p>With the remote location of the Application Site, it is anticipated the internal driveway would be near the northern end of the proposed road network under NTN New Town road network, such that major traffic flow driving along the internal driveway would be development-related traffic only, while non-development-related by-passing traffic is not significant. It is hence</p>

No.	Comments	Responses
		<p>considered that 7.9m-wide single two-lane carriageway for the whole section of the concerned Driveway/EVA has sufficient capacity already to cater for the traffic flow induced by the Indicative Scheme.</p>
8.	<p><b>Planning Department, Urban Design and Landscape Section, Urban Design Unit, dated 3 February 2025</b></p> <p>2. Having reviewed the submissions, please be advised that our previous comments in paras. 4 and 5(c) via email dated 2.1.2025 (which are reiterated with minor updates below) are still valid.</p> <p>Para. 4 - As an advisory comment, further design measures could be explored with more respect to the riverfront setting, e.g. to lower developments on the riverfront to avoid dominating the river and increase permeability to the waterbody, etc. as appropriate.</p> <p>Para. 5(c) - VP6 (Paras. 5.1.35 to 5.1.39) – With reference to the photomontage, the high-rise tower would appear as a perceivable visual element from this VP and obstruct a small portion of open sky view. As such and in a view of the grading of “Effect on Public Viewers” as “slightly adverse”, it would be more tenable and consistent to grade the visual impact to VP6 as “slightly adverse” rather than “negligible”.</p> <p>3. The information on the proposed land use for the application site and its surrounding area in accordance with the New Territories North New Town Broad Land Use Concept Plan in the Administration's Paper on Development Proposals of New Territories North New Town and Ma Tso Lung submitted to the Panel on Development of the Legislative Council in December 2024, as supplemented in the R-to-C table and paras. 5.1.11, 5.1.17, 5.1.36, 5.1.50 and 5.1.57 of the replacement pages of the VIA, is for</p>	<p>Noted. The Applicant is keen to explore further design measures in the detail design stage, in addition to the proposed stepped building height profile descending towards the river, ground floor setback and building separations fronting the river, and the river promenade with greenery and landscaping features.</p> <p>While public viewers might notice the uppermost part of AD3 protruding from the vegetation in the middle ground from this VP, the extent of open sky view remains largely the same from a long distant. Meanwhile, visual access to other existing key visual resources, in particular the Grade 3 Historic Building will be maintained. The Indicative Scheme considered not incompatible with the proposed built-up environment and shall not be perceived as a new visual element altering the local context from VP6. shall. Considering that the public viewers from this VP are generally transient passengers waiting for bus under the shelter or driving through this road junction, overall visual impact to VP6 shall remain as “negligible”.</p> <p>Noted.</p>

No.	Comments	Responses
	<p>reference purpose only. As per the tele-conversation with the Consultant on 22.1.2025, the Consultant confirmed that the VIA examines the visual impacts of the indicative scheme in comparison with the existing condition which is indicated in para. 1.1.7 of the VIA. In this connection, we have no comment on the relevant supplementary information included in the replacement pages of the VIA.</p>	
<p><b>9.</b></p>	<p><b>Environmental Protection Department, Environmental Assessment Division, Territory North Group, Sheung Shui, Fanling, Tai Po, dated 5 February 2025</b></p> <p>(a) Paragraph 7.2.1.7 – Please discuss which “two pollutants” are referred in this paragraph as we notice that only SO<sub>2</sub> is discussed in this paragraph.</p> <p>(b) Table 7.5 – Please delete footnote [3] and [4] which are no longer valid.</p> <p>(c) Table 7.6 – Please provide the uses of the ASRs.</p>	<p>Noted and revised to “both parameters”. Please refer to <b>Appendix G</b> for the replacement pages of the Environmental Assessment Study.</p> <p>Noted and deleted.</p> <p>Noted and supplemented.</p>

*(Last update on 6 Feb 2025)*