

Appendix A

Response-to-Comment Table

Comments from Related Departments

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COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	Highways Department, New Territories Region, New Territories East District and Maintenance Division, NE New Territories District Section, dated 17 July 2026 No comment from highways maintenance point of view. Nevertheless, the applicants should take note of the following: If any future public roads will be handed over to the Transport Department for management and Highways Department (HyD) for maintenance, it should be designed and constructed in accordance with relevant highway standard drawings, guidelines, guidance notes, road notes, etc. and sufficient recurrent consequence to HyD will be required unless prior approvals have been obtained from his office.	Noted. Noted.
2.	Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, North Section, dated 18 June 2026 Please find below our first batch of comments from the Traffic Engineering (NTE) Division: 1. It is noting that the existing traffic condition at Junction J9, where traffic congestion occurs occasionally during peak hours. As the proposed development is expected to generate and attract traffic primarily through this junction, the applicant should critically review whether any adverse impact would be induced at Junction J9 and propose the mitigation measures if necessary;	Noted, the existing traffic condition nearby Junction J9 has been observed. Existing traffic arrangement at the local area has been reviewed and junction improvement scheme at its signalised junction downstream (Junction of Man Kam To Road / Access Road to Open Storage Site No.7, JA hereinafter) has been explored. Please kindly refer to Section 4.7.11 to 4.7.12, Table 4.7.2 and Figure 4.16 of the revised TIA report for detailed description, junction capacity assessment and junction layout of the proposed junction improvement scheme of JA respectively. Please refer to Appendix B of this Further Information for the revised Traffic Impact Assessment (TIA).

No.	Comments	Responses
	2. Section 4.2.7: The applicants should provide the further justification for the adoption of Design Year 2031; 3. Section 4.2.7: Please clarify whether the Northern Link will be considered in Design Year 2036; 4. Section 4.2.14 and 4.9.11: Please provide justification that the assumed Hong Kong average annual growth rate (+0.52% p.a.) is appropriate for period year 2031-2035 in North district. As Northern Metropolis is the major development in Hong Kong, the population and employment growth rate in this district should not necessarily be the same as Hong Kong average growth rate given that the full population intake under Kwu Tung North and Fanling North New Development Areas projects beyond year 2030;	Please be advised that the Year 2035 traffic forecast of this TIA study is based on the two-tier transport model developed by validated Year 2031 BDTM, with annual growth factor adopted to further project the traffic from Year 2031 to 2035, which is considered appropriate to reflect the traffic condition at Year 2035. Please be clarified that Northern Link has been incorporated in Year 2036 BDTM only but not Year 2031 BDTM. Please be advised that numerous key elements under Northern Metropolis have been included already in Year 2031 BDTM, including Hung Shui Kiu / Ha Tsuen NDA, Yuen Long South NDA, San Tin Technopole, Kwu Tung North / Fanling North NDA and Hong Kong-Shenzhen Innovation and Technology Park in Lok Ma Chau Loop. Apart from the above, there are also numerous developments at North District outside Northern Metropolis incorporated in Year 2031 BDTM already as summarised in Table 4.3.1 of the TIA report. Furthermore, numerous developments with tentative completion year before 2035 but not included in the Year 2031 BDTM as summarised in Table 4.3.2 of the TIA report have also been incorporated into the traffic forecast for this TIA study. As such, the traffic forecast has significantly covered the additional traffic flow related to those new developments within Northern Metropolis and North District with completion year before 2035. It is hence considered that +0.52% p.a. is appropriate to reflect the additional traffic flow from the natural population growth at North District from Year 2031 to Year 2035. On the other hand, for Public Transport Assessment and Railway Assessment, as the patronage forecast was derived based on Year 2025 / 2026 existing data, and with the consideration that KTN / FLN NDA would be under full population intake in Year 2032 based on the latest status, growth rate of +3.95% p.a. derived from TPEDM would be adopted for Year 2025 / 2026 to 2032 instead of 2031, to take into account the population and employment increase from North District, especially KTN / FLN NDA. Nevertheless,

No.	Comments	Responses
	5. Table 4.4.1: The description of Junction J8 is outdated. The applicants should liaise with the relevant project office on the latest status and update the traffic impact assessment accordingly; 6. Section 4.5: The Blueprint was published in December 2023, the applicants should check with the relevant project offices on the latest status of the projects; 7. Section 4.9.17: Please advise whether any provision for ride-hailing service and fleet taxi will be provided; 8. Figure 4.10: The applicants should provide the swept path analysis for vehicles manoeuvring from Ping Che Road (right-turn) to Lin Ma Hang Road; and	with similar reason for the traffic forecast, it is considered that +0.52% p.a. is appropriate to reflect the additional traffic flow from the natural population growth at North District from Year 2031 to Year 2035. Please kindly refer to Section 4.9 to 4.10 of the revised TIA report for the updated PT and Railway Assessments. Noted. Advice from CEDD has been sought, corresponding email record has been attached in Attachment A of this RtoC. Junction J8 has been reassessed with respect to the scheme provided by CEDD accordingly for both Year 2035 Reference and Design Scenario, as referred to Section 4.7 of the revised TIA report. Please be advised that according to the project website of Northern Metropolis (https://www.nm.gov.hk/en), up to July 2026, the indicative alignment of Northern Link Eastern Extension (NOLE) and Northeast New Territories Line (NENTL) is still the same as the Blueprint, while there is still no project timeline available for NOLE and NENTL, it is hence considered that the description and assumption stated in Section 4.5 of the TIA report is still valid. Please be advised that the proposed transport interchange is designed in accordance with TPDM requirement, while ride-hailing service and fleet taxi are not being considered at current stage. Nevertheless, the open space between exit lane of the proposed transport interchange and R&D 3 has been reserved for a pick-up / drop-off layby with approx. 32m long for the fleet taxi and riding-hailing vehicles, as referred to Figure 4.20 of the revised TIA report, subject to the actual demand after population intake of the Indicative Scheme. Please kindly refer to Figure 4.12 of the revised TIA report.

No.	Comments	Responses
	9. The road/junction improvement works located on public roads and the transport facilities to be provided within private lands, as proposed by the applicants, would be detailed designed and constructed by the applicants' own cost.	The Applicants noted that the Application Site is located in the NTN New Town, which will be developed as a New Development Area (NDA) with supporting infrastructures. Notwithstanding the above, in response to the Department's comments, the Applicants will implement the proposed road/ junction improvement works as specified in the TIA report and internal transport facilities at their own cost to facilitate the timely implementation of the Proposed Development.
3.	Transport Department, NT Regional Office, Transport Operations (NT) Division, Sai Kung & North Section, dated 16 July 2026 For ownership of the transport interchange, at this stage, provided there is guaranteed, unrestricted use by the Transport Department (TD) and public transport operators, her preference is for the facility to be funded, designed, constructed, provided, managed, and maintained by the private developer. She notes the applicants' openness and flexibility regarding future management, maintenance, and ownership arrangements. While private ownership is our preferred approach, should unrestricted use by TD and transport operators is not feasible under a private model, her office is open to further discussion regarding the conditions and mechanisms for handing the facility over to the Government upon completion. Her office has no further comments on other part.	Noted. Noted. Noted.
4.	Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, North Section, dated 16 July 2026 1. Figure 4.7 – The applicant is required to justify the necessity of replacing the existing "Stop" Priority Junction with "Give Way" Junction;	Please be advised that the concerned replacement aims to enhance the smoothness of traffic movement from minor arm Lin Ma Hang Road and hence optimise the junction operation, given that the anticipated traffic flow from Lin Ma Hang Road would be much more significant with the intake of the Indicative Scheme.

No.	Comments	Responses
	2. Figure 4.11 – The swept path encroaches into the opposite lane. The applicant should review and revise the swept path accordingly; 3. Junction J15 - Signalized staggered junction is located at the application site. The maintenance and management arrangement, as well as the associated land issues, will be further discussed at later stage; and 4. The applicant should justify the constructability of the proposed road improvement works in particular Junction J15.	The visibility analysis with 70m sight line to demonstrate the technical feasibility of the concerned replacement is presented in Figure 4.9 of the revised TIA report. Noted and revised accordingly. Please kindly refer to Figure 4.12 of the revised TIA report. Noted. A contour plan of the proposed Junction J15 has been prepared to demonstrate the constructability of the proposed road improvement works of Junction J15 with a gradient of 5%, which fulfils the TPDM requirement regarding the gradient on bus routes. Please kindly refer to Attachment B of this RtoC.

(Last updated 16 July 2026)

Attachment A

Corresponding email with Civil Engineering and Development Department (CEDD)

Tony Yip CK

From: Liu Chun Kin, Henry <[REDACTED]>
Sent: Friday, 3 July 2026 6:59 pm
To: Tony Yip CK
Cc: Chen, Tom (Tom); Hon Chiu, Raymond; Keith Cheng; EVAN YICK MAN HO/CEDD; Karen Chan K K; Youn Tsz Chung, Ian
Subject: RE: Junction Improvement Scheme of Sha Tau Kok Road / Sui Wan Road
Attachments: Proposed MOC for Junction of Sui Wan Road and Sha Tau Kok Road.pdf

Dear Tony,

Please note that according to our original scope of works, the junction of Sha Tau Kok Road and Ma Sik Road was scheduled to be modified from a 4-stage to 3-stage MOC to enhance junction performance.

Since the commencement of the contract, we have closely monitored this junction and reviewed the necessity of the proposed MOC modification. As the current performance of RC remains satisfactory even after the opening of the Fanling Bypass on 3 May 2026, we currently plan not to proceed with the MOC modification under this contract.

Nevertheless, I have attached the original proposed MOC modification for your reference.

Regards,
Henry Liu
Resident Engineer
AECOM
CEDD Contract No. ND/2019/04
M: [REDACTED] E: [REDACTED]

From: Tony Yip CK <[REDACTED]>
Sent: Friday, 3 July 2026 5:21 pm
To: Liu Chun Kin, Henry <[REDACTED]>
Cc: Chen, Tom (Tom) <[REDACTED]>; Hon Chiu, Raymond <[REDACTED]>; Keith Cheng <kwkcheng@cedd.gov.hk>; EVAN YICK MAN HO/CEDD <evanymho@cedd.gov.hk>; Karen Chan K K <[REDACTED]>
Subject: RE: Junction Improvement Scheme of Sha Tau Kok Road / Sui Wan Road

Dear Henry,

We refer to the below email from CEDD Mr. Ho.

In view of tight study programme, we shall be grateful if you could reply at your earliest convenience. Should you have any queries, please do not hesitate to contact the undersigned.

Thank you very much.

Best Regards,
Tony Yip
Engineer | Transports Consulting

Arup
[REDACTED]
[REDACTED]

d +852 [REDACTED]
t +852 [REDACTED]
arup.com

f +852 [REDACTED]

From: EVAN YICK MAN HO/CEDD <evanymho@cedd.gov.hk>
Sent: Friday, June 26, 2026 5:56 PM
To: [REDACTED]
Cc: Tony Yip CK <[REDACTED]>; Chen, Tom (Tom) <[REDACTED]>; Raymond <[REDACTED]>; KEITH WAN KIEN CHENG/CEDD <kwkcheng@cedd.gov.hk>
Subject: Fw: Junction Improvement Scheme of Sha Tau Kok Road / Sui Wan Road

Dear Henry,

Would you please advise Arup direct. Thank you.

Regards,

Evan Y M HO
E/23(N), NDO, CEDD
Tel: 3797 5391

From: Tony Yip CK <[REDACTED]>
Sent: Wednesday, June 24, 2026 4:13 PM
To: EVAN YICK MAN HO/CEDD <evanymho@cedd.gov.hk>
Cc: KEITH WAN KIEN CHENG/CEDD <kwkcheng@cedd.gov.hk>
Subject: Junction Improvement Scheme of Sha Tau Kok Road / Sui Wan Road

Dear Mr. Ho,

We are the traffic consultant for the Planning Application No. Y/NE-MKT/2.

While we are preparing the traffic impact assessment for the captioned project, it is noted that there will be junction improvement scheme for the Junction of Sha Tau Kok Road / Sui Wan Road. We would like to seek your advice on the detailed modification works, change on the Method-of-Control (MOC) Plan (if any), and the implementation year.

In view of tight study programme, we shall be grateful if you could reply at your earliest convenience. Should you have any queries, please do not hesitate to contact the undersigned.

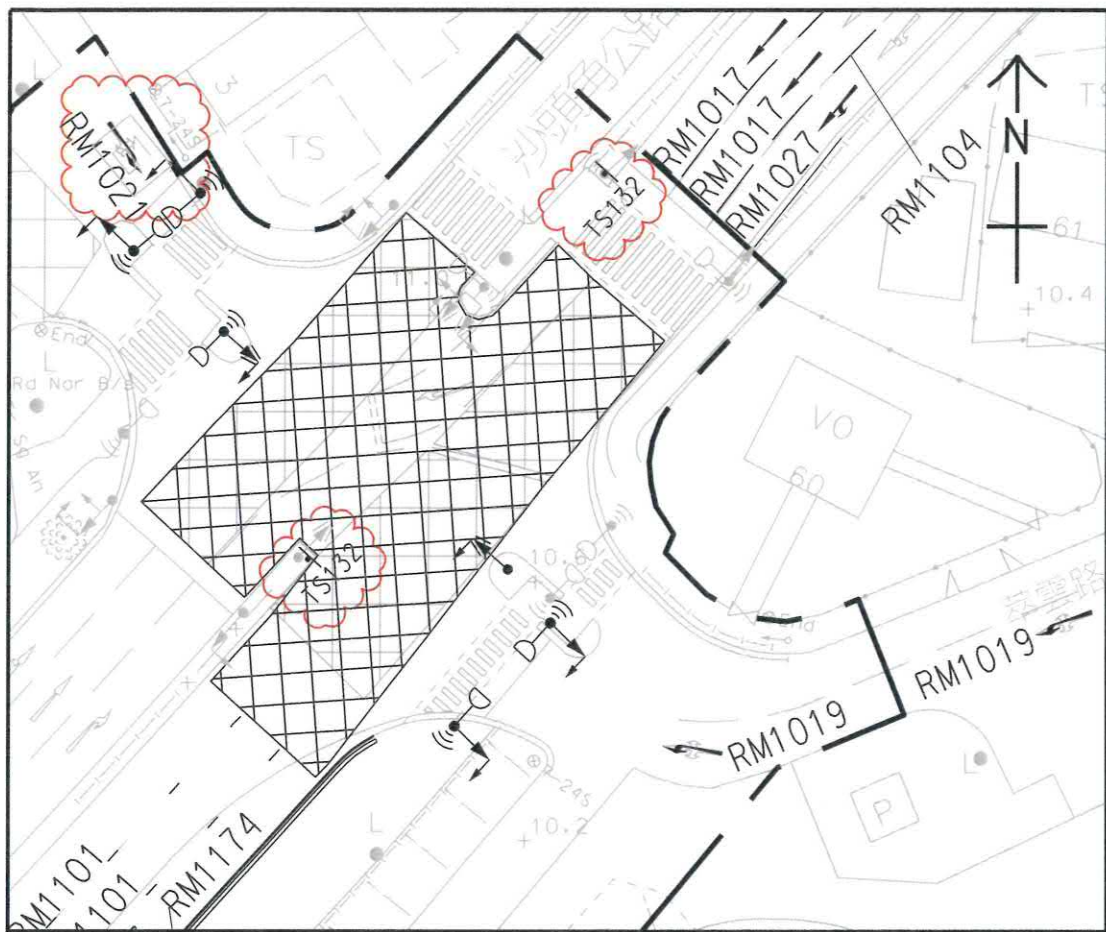
Thank you very much.

Best Regards,
Tony Yip
Engineer | Transports Consulting

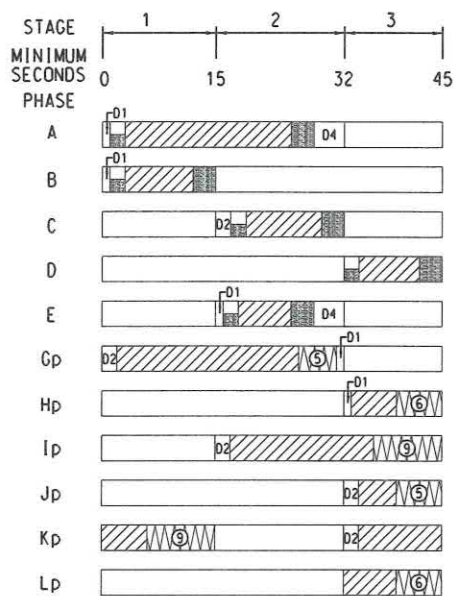
Arup

[REDACTED]
[REDACTED]
d +852 [REDACTED] f +852 [REDACTED]
t +852 [REDACTED]
arup.com

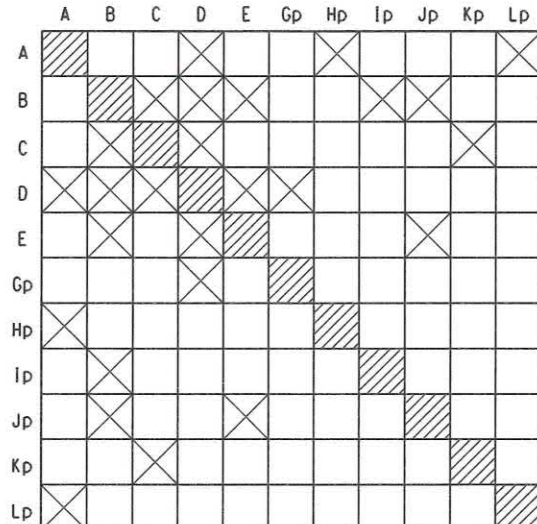
Electronic mail messages entering and leaving Arup business systems are scanned for viruses and acceptability of content.



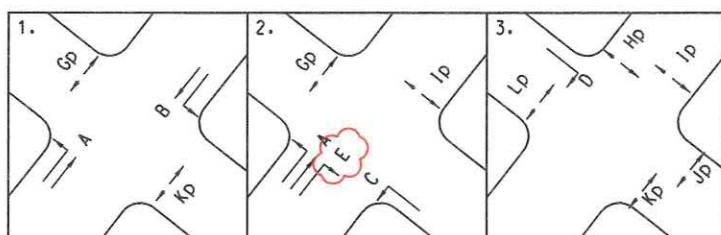
ROAD MARKING AND TRAFFIC SIGNAL LAYOUT



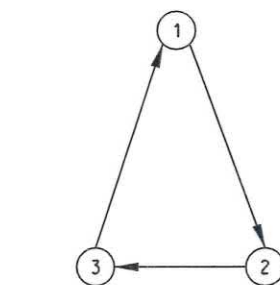
CYCLE DIAGRAM



CONFLICT TABLE



STAGE / PHASE DIAGRAM



PERMITTED STAGE CHANGE

GENERAL NOTES:

- EXACT LOCATIONS OF SIGNAL POLES, DRAWPITS, DUCTING ALIGNMENT, AND CONTROLLER SHALL BE DETERMINED AND AGREED ON SITE.
- THE CONTRACTOR SHALL INFORM TO AT LEAST ONE MONTH IN ADVANCE PRIOR TO ANY MODIFICATION WORK IN THE AREA.
- DRAWPITS AND CABLE DUCTS:-
 - E&M DRAWPIT TO HYD STANDARD DRG. H2168 & H2169.
 - ALL SUBSTANDARD E&M DRAWPITS TO BE CONVERTED TO STANDARD ONE.
 - NO MORE THAN 1 HEAVY DUTY DRAWPIT IS ALLOWED AT EACH APPROACH ON CARRIAGEWAY.
 - MINI-DRAWPIT REFER TO HYD STANDARD DRG. H2146 TO BE ADDED TO EACH SIGNAL POLE FOUNDATION TO INTERCEPT WITH CABLE ENTRY AND INCOMING DUCT.
 - MINIMUM COVER TO PIPES SHALL BE 450mm AND 900mm UNDER FOOTPATH AND CARRIAGEWAY RESPECTIVELY. ALL CABLE DUCTS SHALL BE PROVIDED WITH NYLON DRAW-WIRES OF NO LESS THAN 5mm DIA.
- SIGNAL POLES:-
 - FOUNDATION AND MINI-DRAWPITS FOR TRAFFIC SIGNAL POLE TO HYD STANDARD DRG. H2146.
 - SIGNAL POLES TO BE SUPPLIED BY EMSO AND BE COLLECTED AND INSTALLED BY THE CIVIL WORK CONTRACTOR.
- EARTH PITS:-
 - EARTH PITS TO HYD STANDARD DRG. H2165 & H2166. THE EARTH ROD OR EARTH PLATE SHALL ALSO BE INSTALLED BY THE CONTRACTOR. EXACT LOCATIONS AND NUMBERS OF EARTH PIT, EARTH ROD AND EARTH PLATE DEPEND ON SITE CONDITION AS WELL AS EARTH LOOP IMPEDANCE RESULT TO EMSO SATISFACTION. EARTH PITS TO BE CONSTRUCTED ONLY WHEN EARTH RODS HAD BEEN DRIVEN. TRIAL HOLES SHOULD BE EXCAVATED BEFOREHAND.
 - TRIAL HOLES FOR EARTHING SHALL BE 2.5m DEEP OR 1.5m DEEP WITH A WOODEN ROD OF 20mm DIA. DRIVEN TO THE SOIL SUCH THAT THE TIP OF THE ROD SHALL BE 2.5m BELOW THE EXISTING FOOTPATH LEVEL.
 - THREE NOS OF EARTH PIT ARE REQUIRED INITIALLY WITH ABOUT 3m APART FOR EACH PIT.
- TRAFFIC SIGNAL CONTROLLER TO BE SUPPLIED AND INSTALLED BY TD.
- DETAILS OF PLINTH FOR TRAFFIC CONTROLLER (TYPE DELTA 4) REFER TO HYD STANDARD DRG. H2164.
- TRAFFIC SIGNAL CABLES AND SIGNAL HEADS TO BE SUPPLIED AND INSTALLED BY EMSO.
- TWIN UPVC AND G.I. PIPES (FOR TRAFFIC SIGNAL CABLE DUCT AND E&M TRAFFIC SIGNAL CABLE DUCT) OF 100mm DIAMETER ARE TO BE INSTALLED UNDER FOOTPATH AND CARRIAGEWAY RESPECTIVELY.

EQUIPMENT SCHEDULE

- SPECIFICATION OF TRAFFIC SIGNALS TO BE IN ACCORDANCE WITH TPDV VOLUME 4.
- VISIBILITY AND CLEARANCE OF TRAFFIC SIGNALS TO BE IN ACCORDANCE WITH TPDV VOLUME 4 & 2.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO LIAISE WITH PCCW FOR THE PCCW DUCTING AND DRAWPIT ARRANGEMENT TO THE PROPOSED ATC DRAWPIT.
- THE CONTRACTOR SHALL BE RESPONSIBLE TO LIAISE WITH PCCW FOR THE POWER SUPPLY DUCTING & ISSUES.
- THE CONTRACTOR SHALL TAKE PREVENTATIVE MEASURES TO PROTECT THE EXISTING EQUIPMENT.

LEGEND:

- 3 - LIGHT SIGNAL HEAD
- 2 - LIGHT SIGNAL HEAD FOR PEDESTRIAN
- SECONDARY SIGNAL
- AUDIBLE UNIT FOR PEDESTRIAN PHASE
- E&M TRAFFIC SIGNAL CABLE DUCT FOR 2x100mm ID. G.I PIPE UNDER CARRIAGEWAY
- 1x100mm ID. U.P.V.C PIPE UNDER FOOTPATH CYCLETRACK OR AMENITY AREA.
- 1x100mm ID. U.P.V.C PIPE BETWEEN SIGNAL POLE AND DRAWPIT.
- PEDESTRIAN PUSH BOTTON
- NEW E&M DRAWPIT
- NEW E&M (SIGNAL)/ATC MINI DRAWPIT
- NEW ATC DRAWPIT
- NEW EARTH DRAWPIT
- NEW TRAFFIC SIGNAL CONTROLLER
- NEW SIGNAL POLE
- NEW DETECTOR LOOP
- NEW LOOP CABLE
- EXISTING SIGNAL POLE
- GREEN/GREEN MAN WITH MINIMUM DURATION IN SECOND
- FLASHING GREEN MAN WITH MINIMUM DURATION IN SECOND
- RED
- RED/AMBER
- AMBER

SUPPLIED BY		DESCRIPTION		QUANTITY REQUIRED
		TYPE	TO BE SPECIFIED BY TD	
TRANSPORT DEPARTMENT	CONTROLLER	STAGES		3
		PHASES	VEHICULAR	5
			PEDESTRIAN	6
	ASPECTS	VEHICULAR	200mmØ RED, AMBER AND GREEN LENS	6
			200mmØ RED & AMBER LENSES	6
			300mmØ GREEN ARROW LENS	-
			300mmØ GREEN ARROW LENS	-
	PEDESTRIAN		300mmØ RED MAN	12
			300mmØ GREEN MAN LENS	-
	MISCELLANEOUS	INTERNALLY ILLUMINATED TRAFFIC SIGN	(I) NO U-TURN	-
			(II) NO RIGHT TURN	-
			(III) NO LEFT TURN	-
		PEDESTRIAN PUSH BUTTON ASSEMBLY	(I) WITH WAIT INDICATOR AND AUDIBLE UNIT	-
			(II) WITH AUDIBLE UNIT ONLY (NO PUSH BUTTON)	12
ELECTRICAL AND MECHANICAL SERVICES DEPARTMENT	SIGNAL POLE ASSEMBLIES		DETECTOR UNIT	-
			DETECTOR LOOP	1
				2
				1
				1
				3
				1
				1
				2
				2
				1
				1
				1
				1
	MISCELLANEOUS		CABLING	AS REQUIRED
			BACKING BOARD	AS REQUIRED

Attachment in the email:
Proposed MOC for Junction of Sui Wan Road and Sha Tau Kok Road.pdf

REV.	DATE	DESCRIPTION	DRAWN	PRE	APP.
A	04/01/23	GENERAL REVISED	CPL	HLCK	JTWY
-	19/07/22	GENERAL REVISED	CPL	HLCK	JTWY

CLIENT
CEDD 土木工程拓展署
Civil Engineering and Development Department

CONSULTANT
AECOM

PROJECT
DEVELOPMENT OF KWU TUNG NORTH AND FANLING NORTH NEW DEVELOPMENT AREAS, PHASE 1

CONTRACT TITLE
FANLING NORTH NEW DEVELOPMENT AREA, PHASE 1: FANLING BYPASS EASTERN SECTION (SHEK WU SAN TSUEN TO LUNG YUEK TAU)

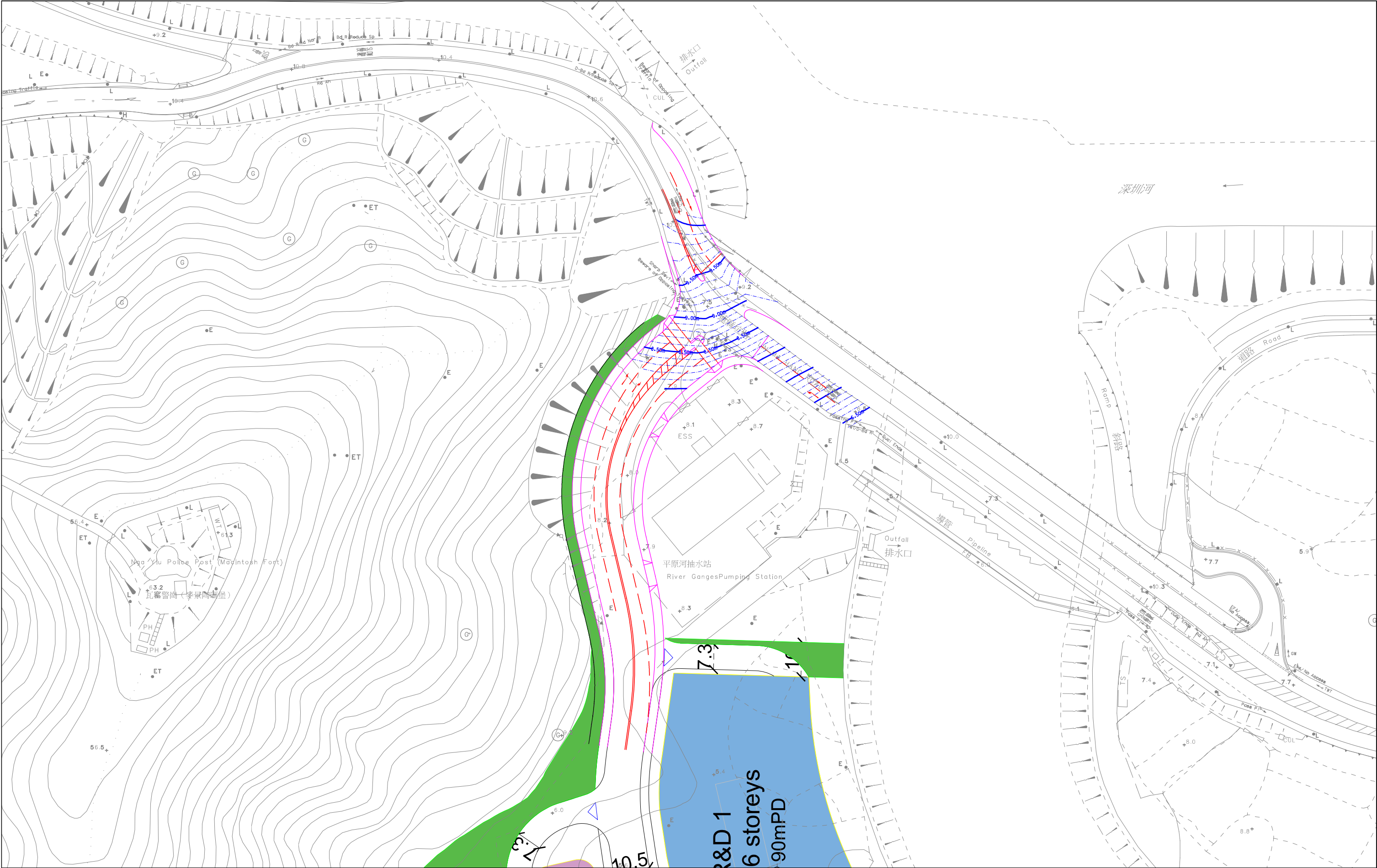
DRAWING REFERENCE TO LATEST VERSION
60335576/C5A/C00/1656

TITLE
TRAFFIC SIGNAL AND DUCTING DETAILS - SUI WAN ROAD AND SHA TAU KOK ROAD

PROJECT NO.	60335576	CONTRACT NO.	ND/2019/04
SCALE	1:250 (A1) 1:500 (A3)	DATE	04-JAN-23
DRAWN	CPL	PREPARED	HLCK
APPROVED	JTWY	REV.	A
SKETCH NO.	ND/2019/04/R10/130/0639		

Attachment B

Contour Plan of the proposed Junction J15



Job Title			APPENDIX B
S12A Man Kam To DD82 & DD87			
Date	Scale	Drawing Title	
16JUL26	1:1000@A3	PROPOSED ROAD LAYOUT AND CONTOUR PLAN AT JUNCTION J15	
Drawn	Job No.		
WSTW	287082-02		