Comments received:		*Responses:*
	From: Ms. Becky Lam, EPO **Ref : Nil, by email** **Date: 29 January 2016**	
	Subsequent to EIASC meeting on 22 January, the project proponent is required to provide additional information for members' consideration. A list of the supplementary information required is appended below for your follow-up action, please :	
	I should be grateful if the written response can be provided **by close of play on Monday, 1 February**. Sorry for the rush as we need to provide a summary of the discussion, including your response/ clarification in the paper for consideration by the Advisory Council on the Environment (ACE) at its meeting on 15 February. Thank you for your consideration.	
1)	to assess and present the peak hour traffic flow with regard to North Lantau Highway, Tuen Mun Chek Lap Kok Link and internal roads beyond 2023 with a view to presenting the "worst case scenarios" for the air quality in the new town extension to the fully developed situation;	Following the requirements stated in Appendix B, Clause 5 (iv) of the EIA Study Brief, the air pollution impacts of future road traffic have been assessed based on the highest road emission strength within the next 15 years upon commencement of operation of the proposed road taking into account emission factors and traffic flow. The peak traffic flows with regard to North Lantau Highway, Tuen Mun - Chek Lap Kok Link, Road P1 and major internal roads (distributor roads) from Year 2023 (first commissioning) to Year 2038 (15 years after first commissioning), which cover the anticipated full population intake year in 2030 are presented in **Attachment 1** for information. NO_2 is considered to be the most critical air pollutant for this Project. To determine the highest emission scenario and the worst assessment year, vehicular tailpipe emissions from open roads were calculated by the latest EMFAC-HK model for Year 2023, 2024, 2025, 2027, 2029, 2030 and 2038 based on the tentative implementation programme for population intake. Results indicated that the highest NOx emission scenario would occur in Year 2023. Hence Year 2023 was taken as the worst assessment year for the purpose of the operational air quality assessment. It can be seen from **Table 3.25** that despite the continuous increase in the Vehicle-Km Travelled, a progress decrease in NOx emission from vehicle tailpipe is observed, which is anticipated as a result of the implementation of emission reduction measures over motor vehicles by the Hong Kong Government, e.g. introductions of Euro V vehicle emission standards in 2012, Euro VI vehicles being available in 2016, phasing

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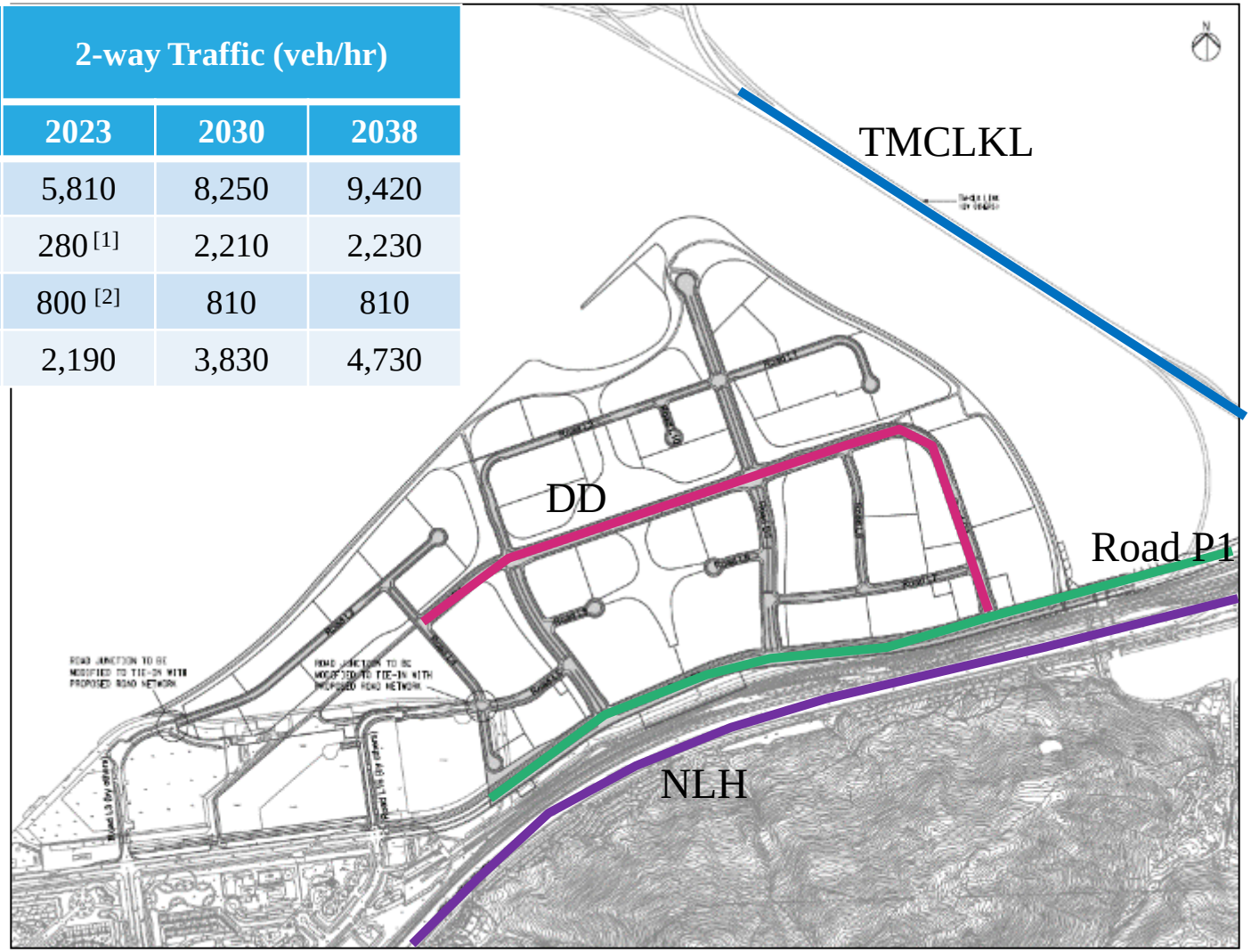
		out pre-Euro IV diesel commercial vehicles by end 2019, etc. These measures on controlling vehicular emission would progressively reduce air pollution (refer to in **Sections 3.5.4.6-3.5.4.9**). Furthermore, though Road P1 and some of the internal roads have not been put into operation in Year 2023, their respective emissions at the commissioning year have also been included in the air quality impact assessment for Year 2023 to arrive at the most conservative scenario (refer to **Section 3.5.4.11**).
2)	to provide the Air Ventilation Assessment report;	The Air Ventilation Assessment Report will be separately submitted.
3)	to prepare visual photomontages on the Tung Chung new town extension with views from the following three sites (i) Waterfront (ii) Airport (iii) Boundary Crossing Facilities (BCF)	The visual photomontages requested are presented in **Attachment 2**.
4)	to assess the feasibility of avoiding the encroachment into the existing Fung Shui Woods when widening Shek Mun Kap Road.	Strong requests from local villagers for a proper road to improve accessibility of their villages and the public transport services in the area were received during all the three stages of public engagement conducted under the Study. In this regard, Shek Mun Kap Road is proposed to be widened from the existing sub-standard single lane rural road to a standard single 2-lane carriageway (i.e. one lane per traffic direction) forming part of the road network to cater for the traffic need of the future new town extension in Tung Chung West. According to the design standards and guidelines stipulated in the Transport Planning and Design Manual (TPDM) and those in the Hong Kong Planning Standards and Guidelines (HKPSG), Shek Mun Kap Road shall be widened to a 7.3m carriageway with 2m footpath alongside. Space is however very limited for the road upgrading works. To the south, Shek Mun Kap Road is bounded by the physical constraint of the existing village houses. It is therefore inevitable to widen Shek Mun Kap Road to the north with encroachment on the existing Fung Shui Woods. Following the principle of avoidance, the area of encroachment has been minimized to 0.04ha. Drawings showing the topographical conditions are provided in **Attachment 3** for reference. Having said the above, to further minimize the loss, the feasibility of local reduction on the width of 2m footpath and fine adjustment of the road alignment will be explored during detailed design stage based on more detailed topographical survey and tree survey.

Peak Hour Traffic Flow in 2023, 2030 and 2038

Road	2-way Traffic (veh/hr)		
	2023	2030	2038
North Lantau Highway	5,810	8,250	9,420
Road P1	280 [1]	2,210	2,230
District Distributor in TCE	800 [2]	810	810
TMCLKL	2,190	3,830	4,730

[1] Traffic flow at 2024 (commissioning year) adopted for assessment
[2] Traffic flow at 2029 (commissioning year) adopted for assessment



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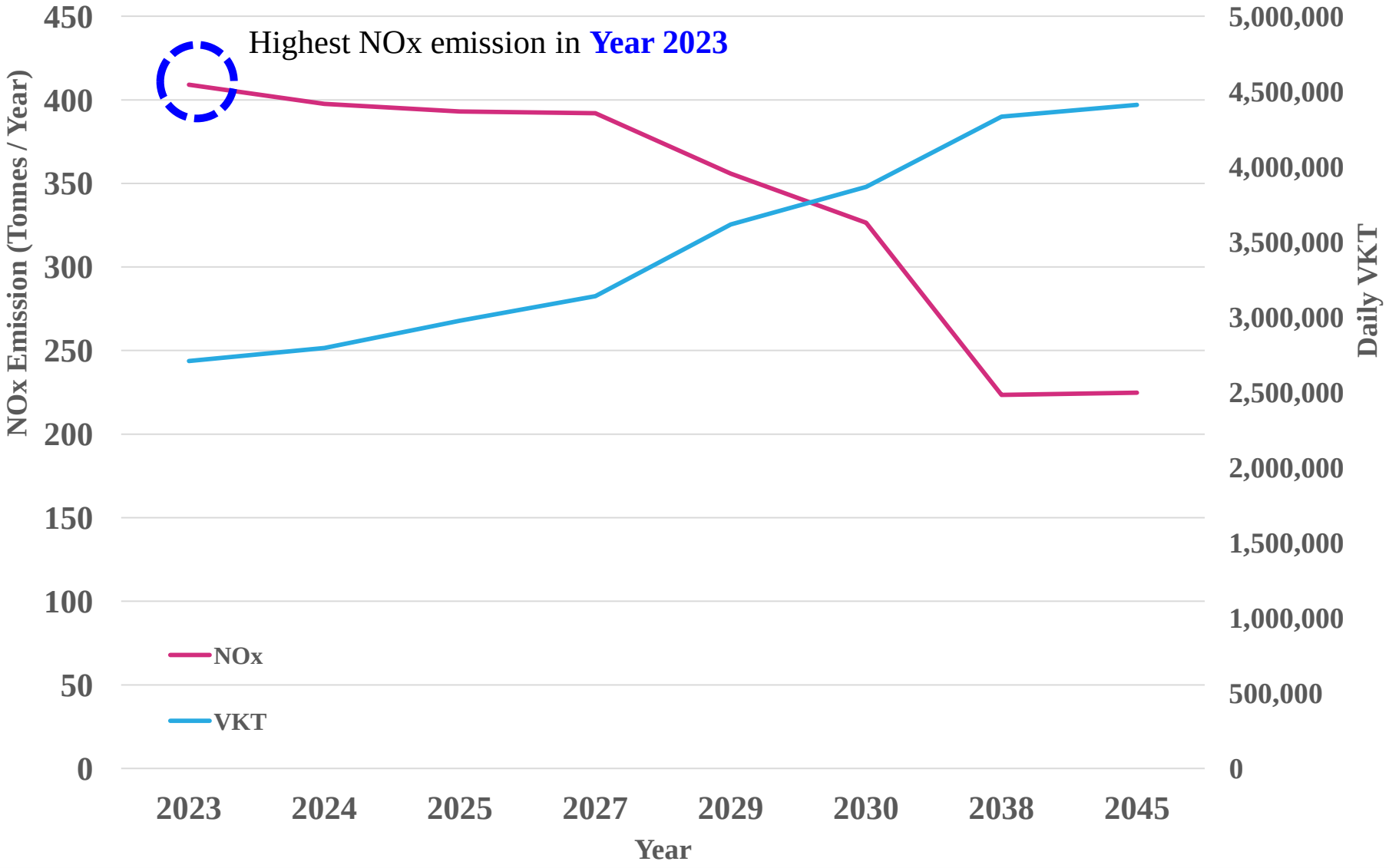
Assessment Year



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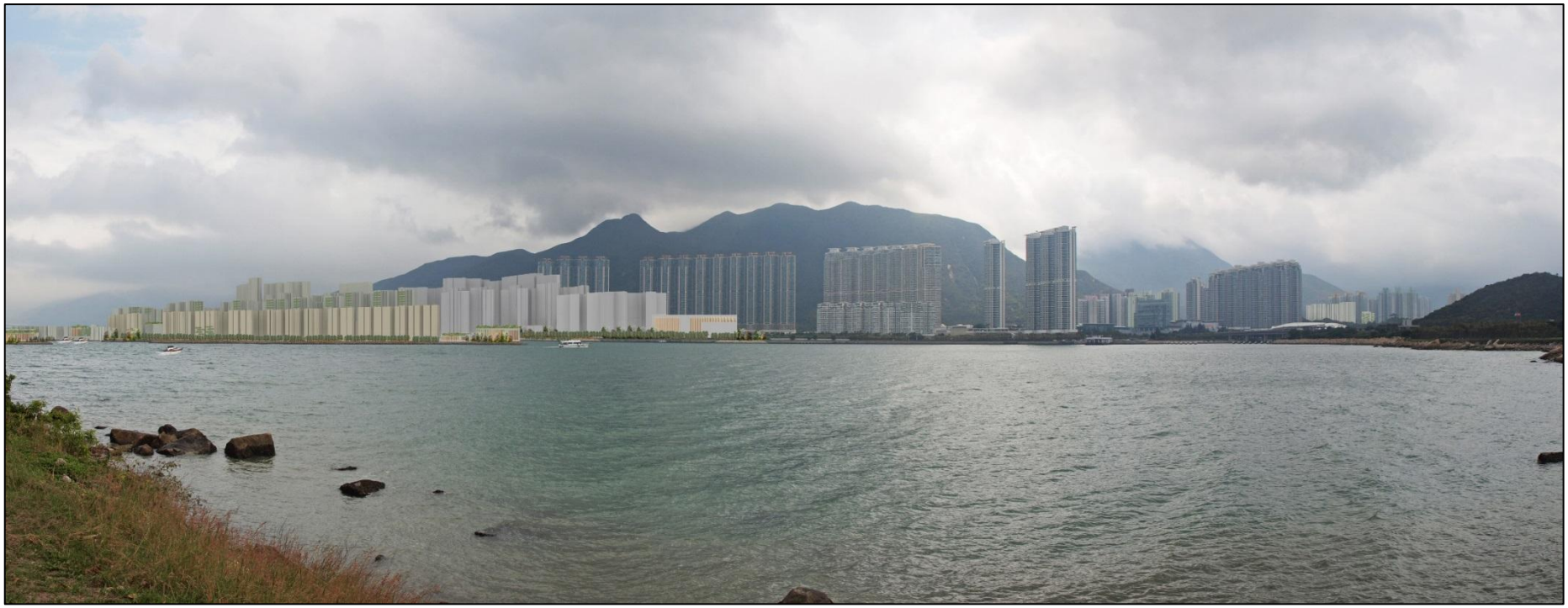
Visual photomontages from Waterfront (Sheet 1 of 2)

Visual photomontages from Waterfront (Sheet 2 of 2)

Attachment 2

Visual photomontages from HKIA

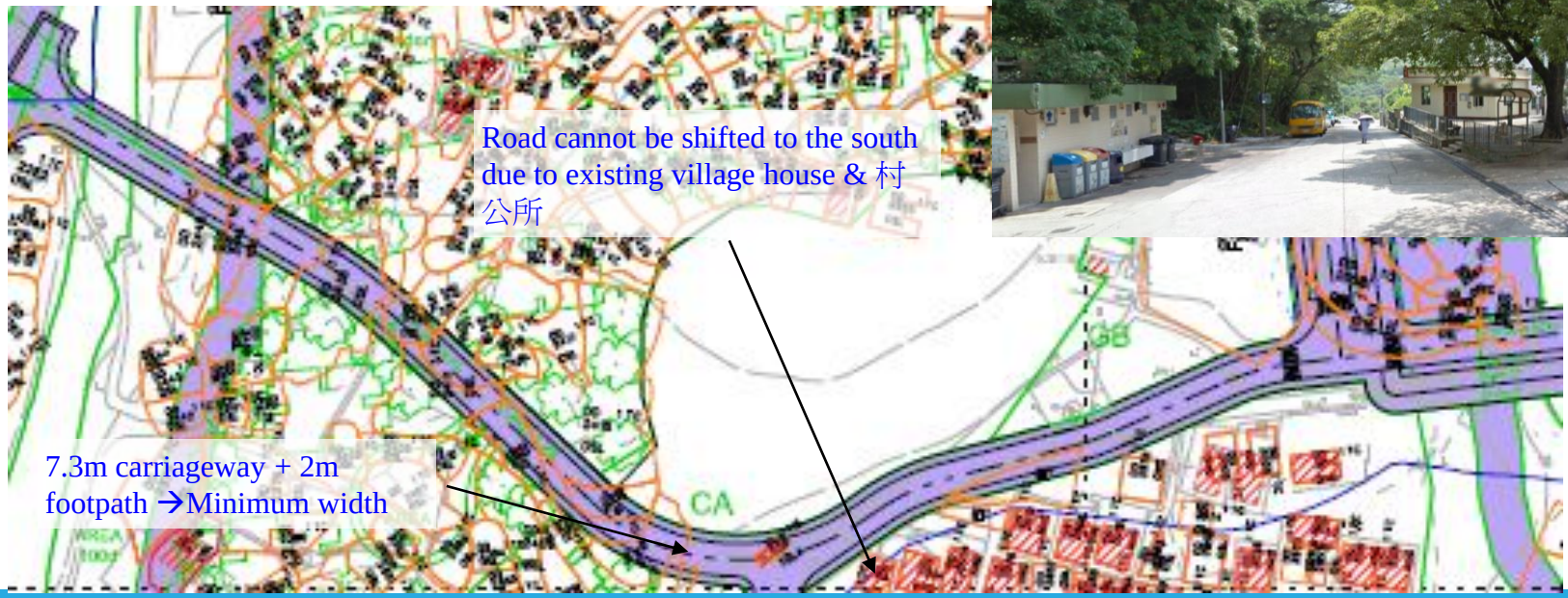
(Extracted from EIA Ch. 11: VSR3 – Near CNAC Tower in Airport Island)



Attachment 2

Visual photomontages from HKBCF
(Extracted from EIA Ch. 11: VSR43 – HKBCF)

Small Loss of FSW (0.04 ha) – Shek Mun Kap Road Widening



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