

APPENDIX I

<u>Request</u>	<u>Response</u>
<p>(a) <i>Information on further elaboration and clarification of the landscape and visual mitigation measures including the building layout / design, the massing / heights of the buildings and treatment to the façade / podium;</i></p>	<p>The proposed conceptual development scheme (Annex A, 9 pages) has incorporated a list of planning and design considerations including building disposition, height profile (stepped podium), permeability (breezeways and airpaths), greening and façade treatment to minimise negative impacts to the surrounding landscape. In formulating the proposed conceptual development scheme for the EIA, due considerations have also been given to address relevant Study Brief requirements and other guidelines e.g. EIAO Technical Memorandum, Sustainable Building Design Guidelines and Urban Design Guidelines, etc. These included baseline study under the context of the landscape and visual impact assessment, which had considered Physical Aspects (e.g. geology, topography, soils, vegetation, hydrological and climate features including microclimate (such as landscaped garden)), Human Aspects (e.g. coastal waters, artificial shoreline, plantation, urbanized development and roads & urban infrastructure) and Aesthetic Aspects (e.g. the landscape setting within the visual envelope including the views available, visual amenity and visual character) of the Project. The potential outcomes are illustrated in the artist impressions on the conceptual greening framework at the civic square and the landscaped terrace (Annex B, 2 pages). About 30% of greenery would be provided within the Project and would transform SHD into a sustainable green urban node. Please refer to S11.4-11.6 and S11.8 of the EIA Report for information.</p> <p>The scheme design will be further enhanced at the detailed design stage to allow further permeability and variations in building height. As the development will be implemented under many development packages and over a long period of time, the buildings will naturally form a township of different designs, colours, textures and materials which will reduce the visual massing and eliminate monotonous appearance. Further articulation of the podium deck at detailed design and the adoption of soft landscaping including green walls will allow the development to harmonise with the landscape character of the surrounding area.</p>

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<p><i>(b) Information on further elaboration and clarification of the alternative designs to minimise the provision of fixed windows for sensitive façade at the southernmost row of residential buildings;</i></p>	<p>The current design has located all the openable windows of living rooms and bedrooms facing to the north for the buildings of self-protecting building design along the southern site boundary fronting North Lantau Highway (i.e. the southernmost row of buildings) to minimise the impacts of road traffic noise and rail noise. Openable windows will be provided at non-noise sensitive rooms to facilitate cross ventilation. Fixed glazing will be provided at the habitable rooms at the southern façade to provide extra daylight and views in addition to the openable windows at the north (Annex C, 1 page).</p> <p>Further investigation will also be made at detailed design stage to maximise cross-ventilation. With the advancement in noise mitigation technology in the future, further use of acoustic window/balcony as noise mitigation measures will be reviewed in the implementation stage.</p> <p>Please refer to S2.4.2.15, S2.4.3.11 and S2.4.3.12 of the EIA for information.</p>
<p><i>(c) Information on further elaboration and clarification of the considerations given to choose the Western Station option instead of the Central Station option.</i></p>	<p>The key station design considerations and site constraints have been taken into account which included minimizing the disturbance to depot operations, train services and possible risks at the construction of new station, limiting the potential impacts to North Lantau Highway (NLH), Lantau North (Extension) Country Park and Tai Ho Priority Site, construction waste caused by station site formation works, and the transport planning considerations of the future public transport interchange (PTI) and Tai Ho Interchange. Please refer to Annex D (2 pages) for details.</p> <p>With respect to the western station location, provisions have been made within the topside development for a range of options for residents and visitors to reach the railway station: a retail spine is proposed in the middle of the topside development with direct connection to the station to extend the reach of the station to the East, making the journey to the station enjoyable and provide daily convenience to the residents. Extensive covered walkway system at the podium level connecting the residential towers to the station will be provided. In order to encourage the use of bicycle in support of a sustainable environment, bicycle tracks at the podium level and bicycle park near the station will also be provided.</p>



Proposed Conceptual Design Scheme, subject to changes at the detailed design stage.

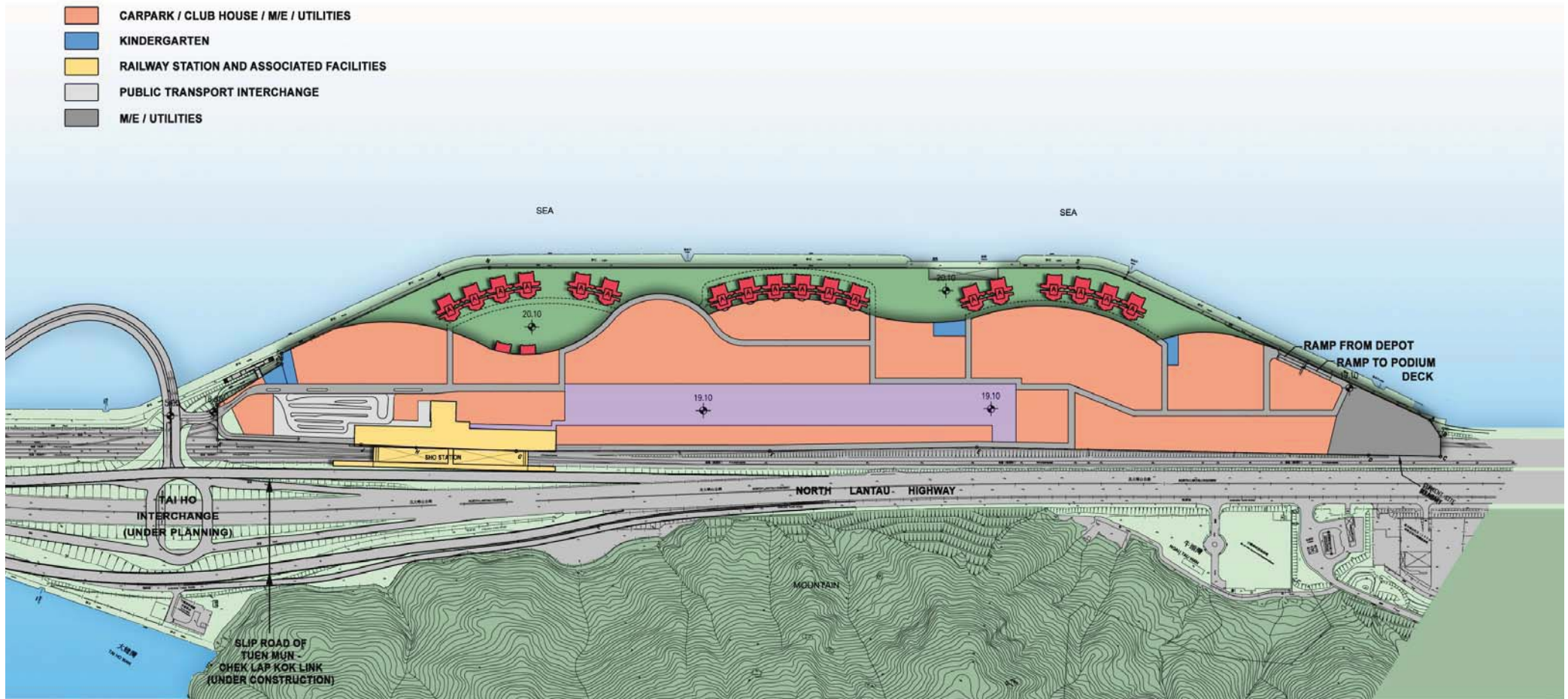


Development Scheme

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot

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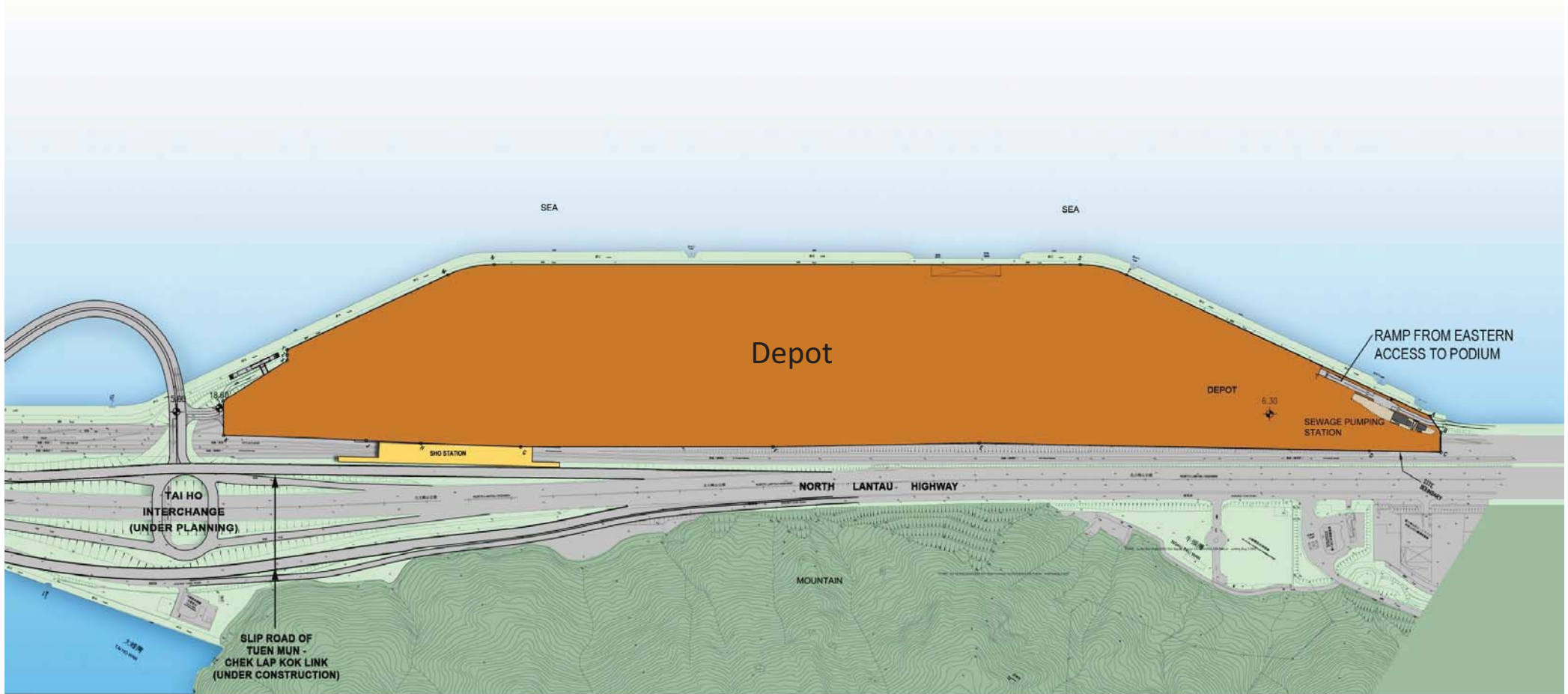
-  RESIDENTIAL TOWER TYPE A
-  COMMERCIAL / RETAIL
-  CARPARK / CLUB HOUSE / M/E / UTILITIES
-  KINDERGARTEN
-  RAILWAY STATION AND ASSOCIATED FACILITIES
-  PUBLIC TRANSPORT INTERCHANGE
-  M/E / UTILITIES



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Podium Level

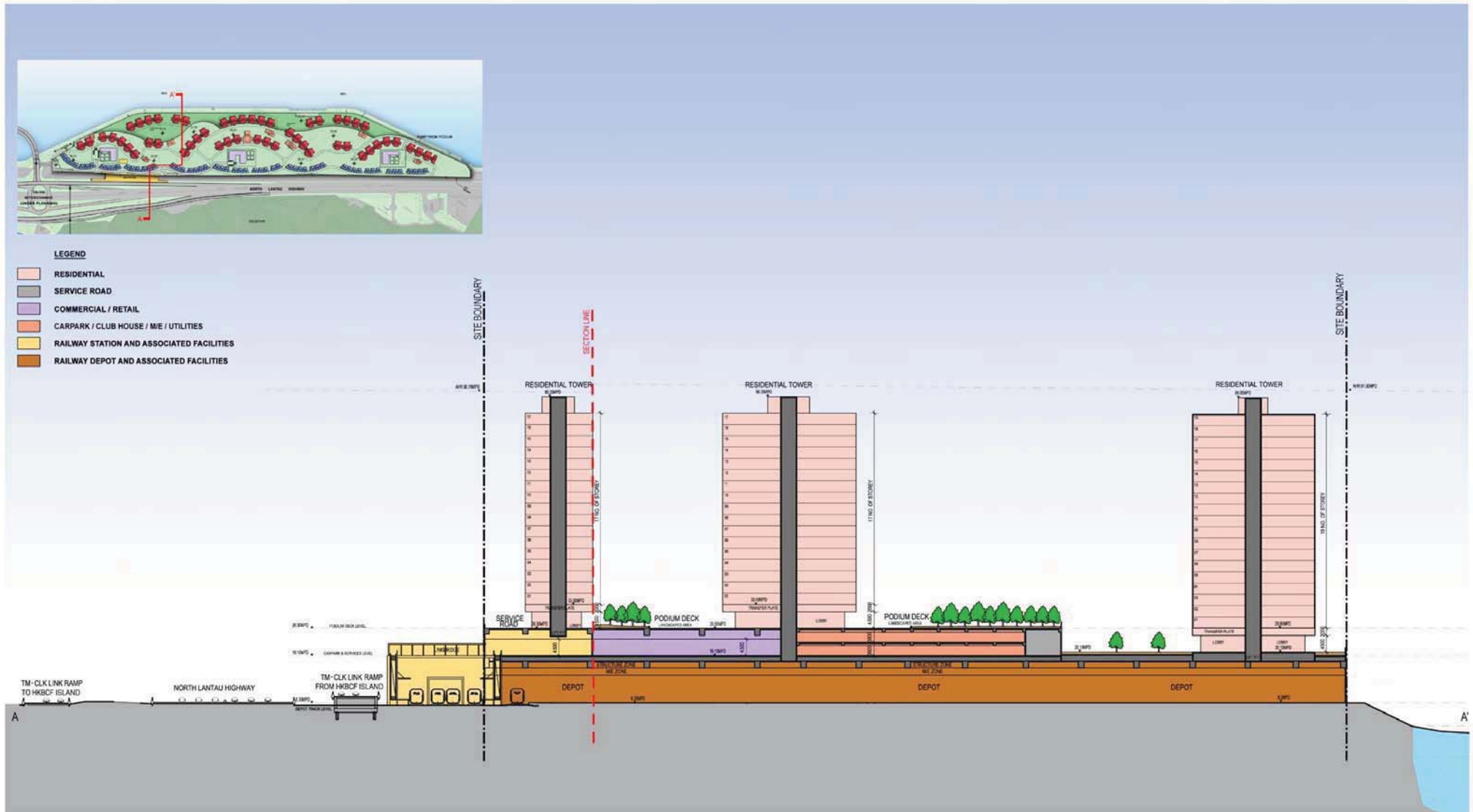
Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot



Proposed Conceptual Design Scheme, subject to changes at the detailed design stage.

Ground Level

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot



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Site Section

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot

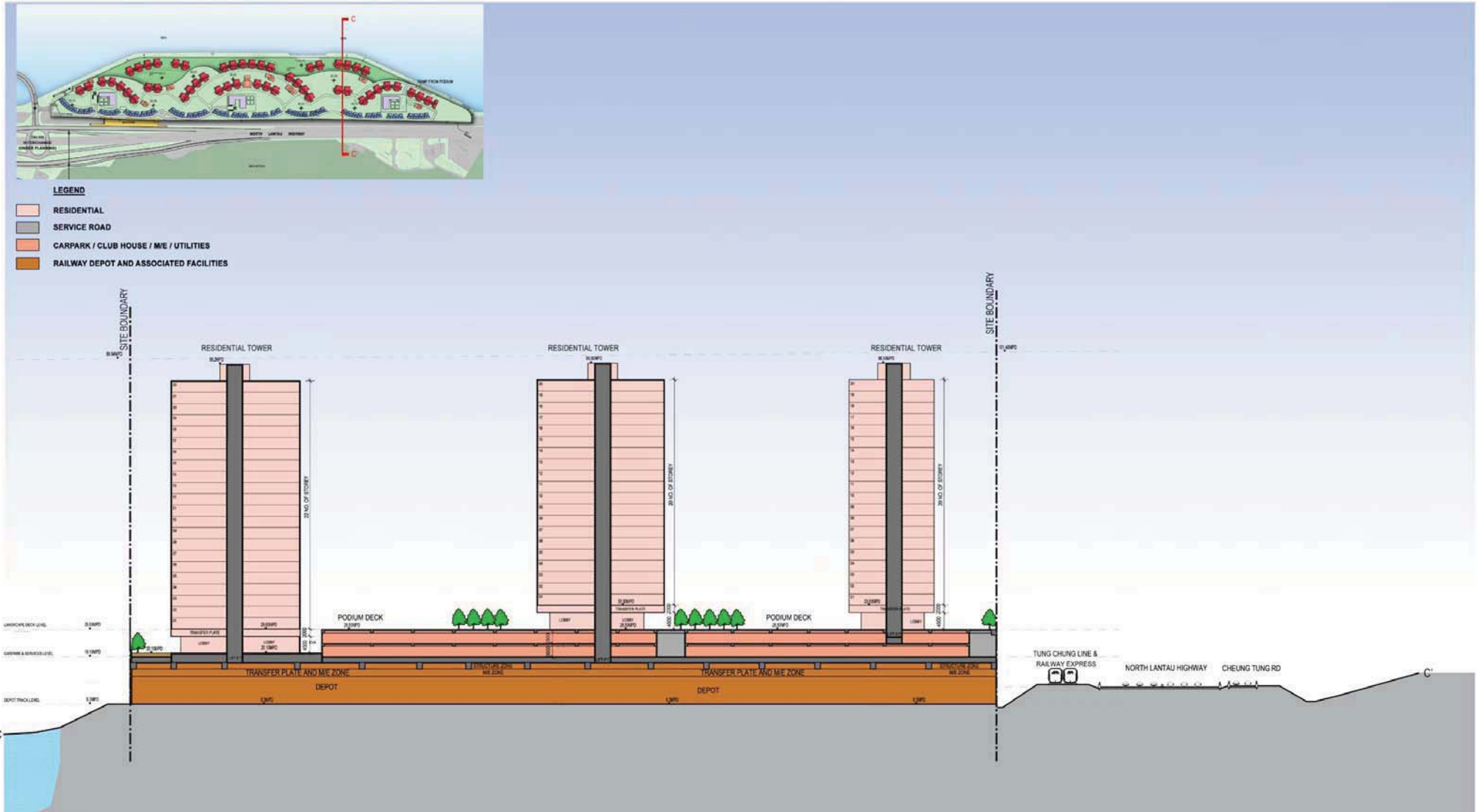


Proposed Conceptual Design Scheme, subject to changes at the detailed design stage.



Site Section

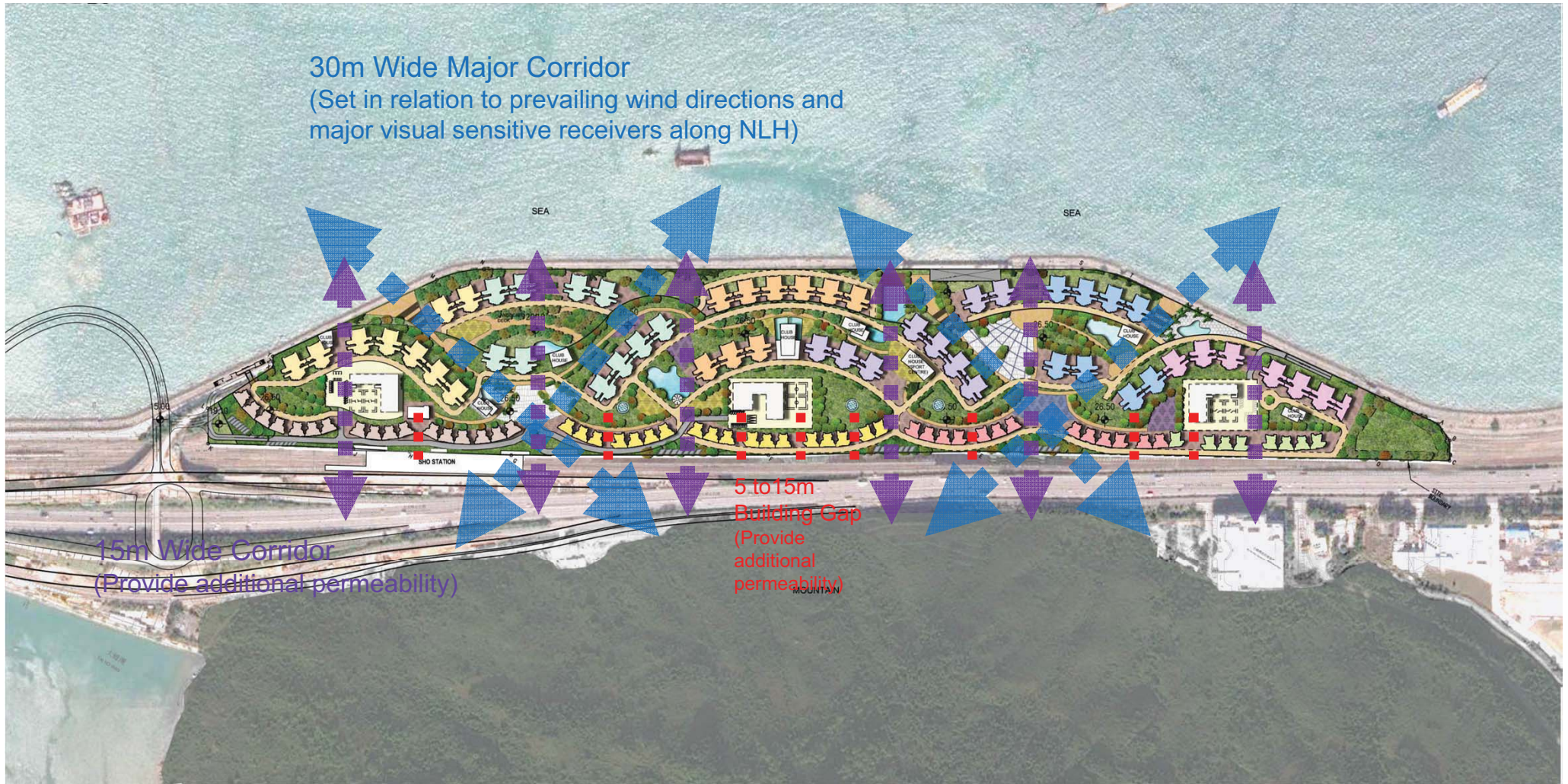
Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot



Proposed Conceptual Design Scheme, subject to changes at the detailed design stage.

Site Section

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot



Proposed Conceptual Design Scheme, subject to changes at the detailed design stage.

Design Idea

Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot



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Design Idea

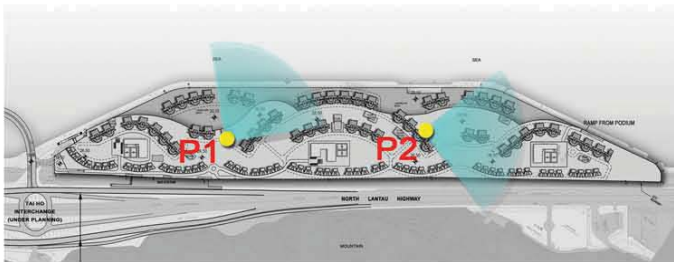
Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot



P1 - View at Civic Square to the sea through the 30m wide landscaped corridor.



P2 - View to landscaped terrace and 30m wide corridor offering vista to a mountain backdrop.



For illustrative purpose only and subject to refinements and changes at the detailed design stage.



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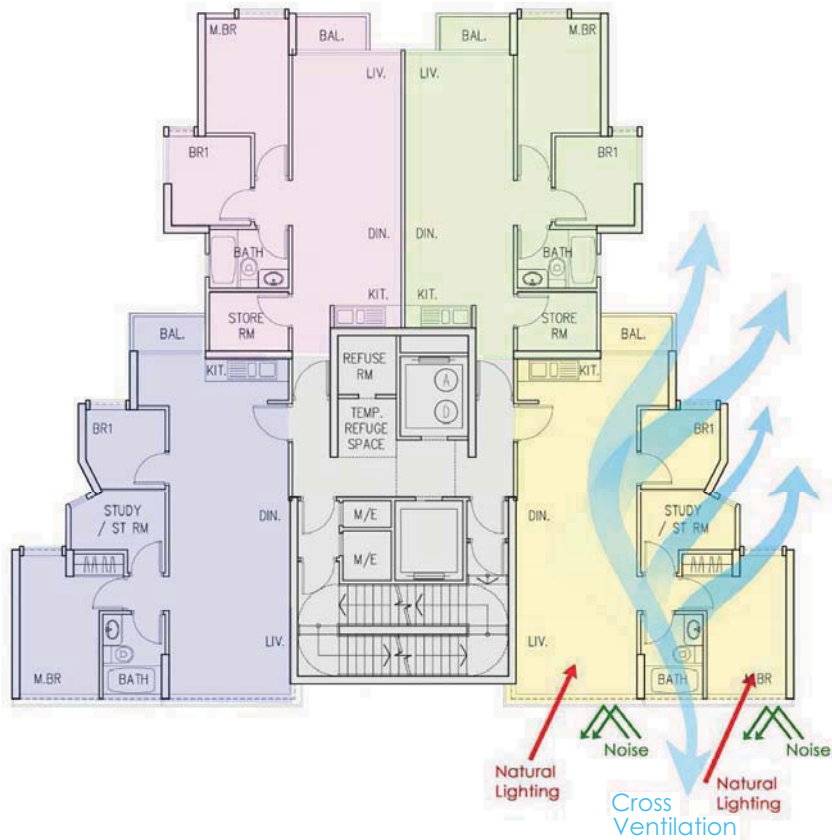


Proposed Comprehensive Residential and Commercial Development atop Siu Ho Wan Depot
Artist Impression of the Proposed Development Scheme

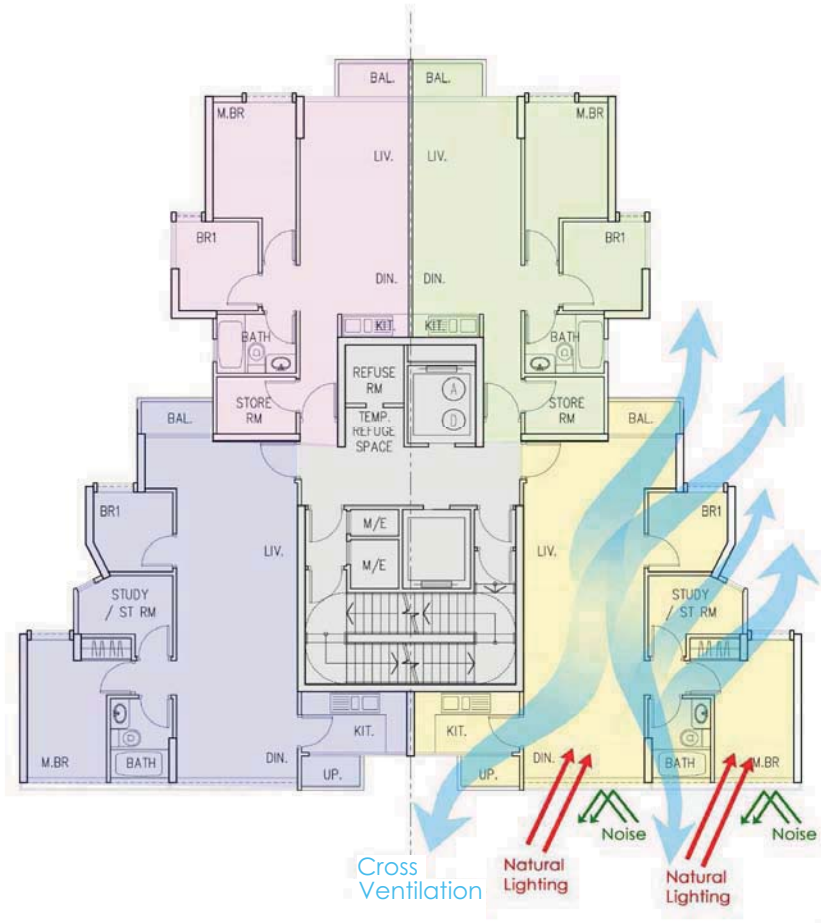


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DATE: DEC 2016	

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Indicative Floor Layout (Option 1)



Indicative Floor Layout (Option 2)

Self Protected Building

Annex D

The existing AEL/TCL lines have shared tracks along most of the southern perimeter of the site, and start bifurcated to four tracks (two outer ones for TCL and two inner for AEL). The western station option has least disruption arising from station works to the operating tracks in the vicinity. The existing AEL/TCL are two key rail lines linking the Lantau and Urban areas and disruption to their services should be avoided.

The central location by realigning the TCL/AEL towards Siu Ho Wan Depot (SHD) was studied. The central station location by realigning TCL/AEL towards SHD would intrude across the test track which would disrupt the function of test track and temporary closure of TCL/AEL for track connection. This option is therefore causing disruption to train services and not considered viable.

The central location by extending the TCL tracks at the side of the shared tracks was studied and it has the following issues:

- The platform of the station under this option will be located at the tracks which are being share-used by TCL/AEL and longer additional TCL tracks modification would be required.
- Considering station platform has to be on flat level, extensive site formation works would need to be conducted in the vicinity of the operating tracks at the central location for Central Station option. The hard rock located at the location of Central Station will induce extra difficulties and great risks to the modification works next to the live tracks with both AEL/TCL running at over 130kph at this location. The extensive site formation works which would result in higher construction waste is also considered to be less environmental friendly.

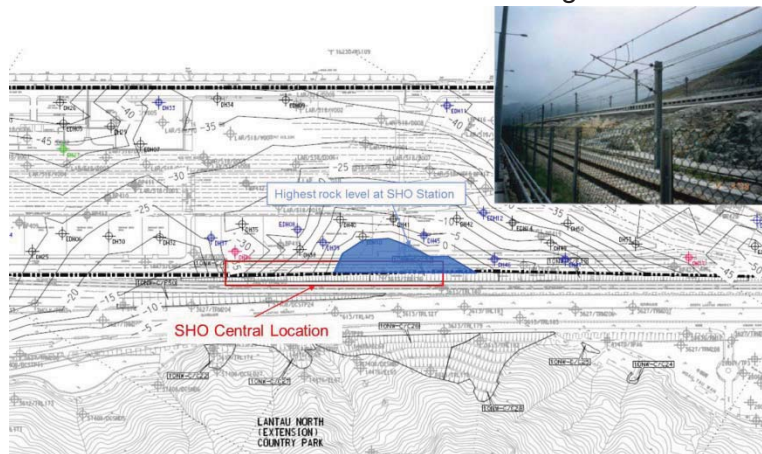


Figure 1 – Rock Level at SHO Central Location

- Because of the existing track configuration, the southern side platform of the central station option will encroach into existing North Lantau Highway (NLH). As indicated in **Figure 2 & 3**, permanent NLH road realignment, extending to the ramp of Tuen Mun Chek Lap Kok Link Road, will be required. Key issue arising from this realignment is that it will need to cut into the existing slope adjoining to the southern side of NLH. Slope works required for the realigned NLH would create a Natural Terrain Hazard to a large extent of the hillslope at the

Annex D

vicinity and may extend beyond the Country Park boundary (i.e. Lantau North (Extension) Country Park). Moreover, the realignment works at affected area and the potential natural terrain improvement works will also encroach into Tai Ho Priority Site (indicative works area is approximate 1ha) and may impact directly on both existing vegetation and natural habitats.

- Furthermore, relatively higher construction dust, noise, waste and water quality impacts is anticipated from the construction works involved which would also result in higher indirect impact to the Tai Ho Priority Site. In view of this, this station option is not preferred from environmental point of view.

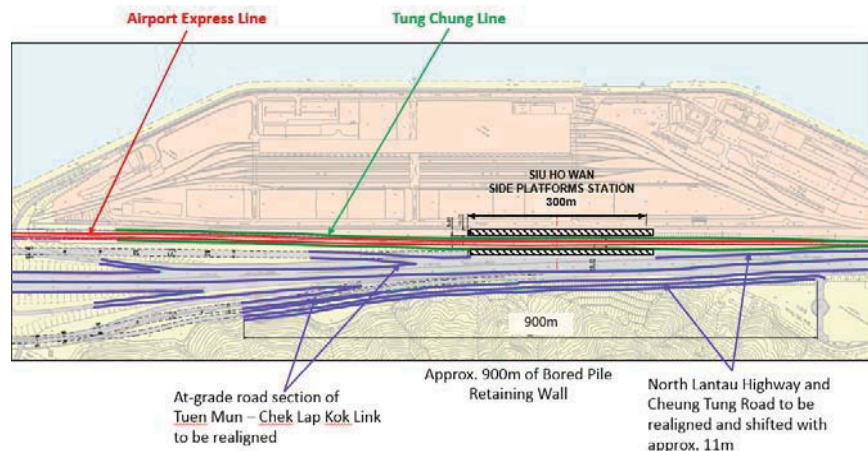


Figure 2 – NLH Road Realignment for Station at Central Location

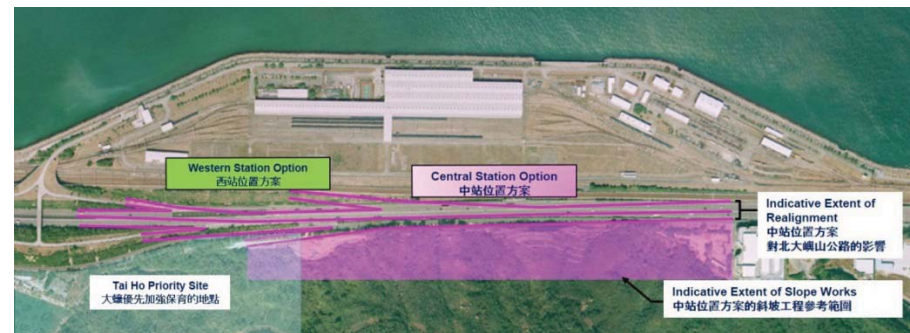


Figure 3 - Potential Construction Works within Tai Ho Priority Site

In addition the planned public transport interchange (PTI) will need to be located at the side of the station to facilitate road/rail interchange. The proposed public road connecting to the SHD site is the planned Tai Ho Interchange, which is located to the west of the site. Minimising the travelling distance between the PTI and Tai Ho Interchange would be favorable from planning perspective. For the Central Station option, the road leading to the PTI from Tai Ho Interchange will have to route through a longer length within the proposed SHD Topside Development than for the Western Station option, as such Central Station option is less desirable from planning perspective.

Based on the above factors considered, Western Station is recommended.

The location of the station option have been reviewed and presented in Section 2.3.7-2.3.10 and Appendix 2.2B of the EIA Report. The station option evaluation is presented above with further supplementary information for better illustration.



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Possible Landscape and Visual Treatment at Southern Façade / Podium

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