Appendix A

Response-to-Comment table

Comments from Related Departments — Page No.

COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	**Transport Department, Bus & Railway Branch, dated 15 Nov 2024** **Bus & Railway Branch - Rail Team** Please provide an assessment on the impact on the connecting railway line, i.e., East Rail Line (EAL), including the increase in occupancy rate of EAL at critical link induced by the proposed development, and the distribution of passengers induced by the proposed development travelling to both bounds of EAL. **Bus & Railway Branch – Bus Planning Division** <u>Comment to Consultant's Responses</u> Item 1. General Comment - Point 3: • The public transport plan should be incorporated in the TTIA in this stage. Item 3. Para 3.2.1 - Point 1: • Noted. Please mention in the TTIA. Item 5. Table 4.8.4 and Para 4.8.7- Point 2: • Please advise the rationale of introducing two feeder services and three long haul bus routes. Please elaborate on the passenger demand arising from the development with estimated breakdown of their destinations and then propose the public transport plan with details of the origin-destination, proposed frequency, fleet size and the projected occupancy rate. [Please make reference to the development of Queen's Hill with a population of about 35,000. There are 1 whole-day feeder service, 1 peak-only feeder service, 4 whole-day long haul service, 6 peak-only long-haul service. However, the projected population of the subject site is only one-fifth of Queen's Hill.] Item 5. Table 4.8.4 and Para 4.8.7- Point 3: • Please consider and assess whether	Please kindly refer to **Section 4.10** of the revised TIA report. Please kindly refer to **Section 4.9** and **Section 4.10** of the revised TIA report. Noted and updated accordingly in **Section 3.2** of the revised TIA report. Please be advised that proposed introduction of new feeder and long-haul bus routes has been replaced by proposed service extension and enhancement of existing franchised bus routes KMB 73K and KMB 79K incorporating the comments from Transport Operations (NT) Division, as referred to **Section 4.9** of the revised TIA report. Please kindly refer to **Section 4.9** and **Section 4.10** of the revised TIA report.

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	there is the spare capacity of relevant PT facilities at the proposed terminating points, i.e., Sheung Shui Station and Fanling Station. Also, please indicate whether there is spare capacity of the relevant rail lines.	
	Item 6. Para 4.8.8 - Point 2: • The proposed charging-enabling facilities in accordance with requirement from EPD and other required built-in ancillary facilities in accordance with TPDM should be incorporated in the TTIA in this stage.	Noted and incorporated accordingly, as referred to **Figure 4.17** of the revised TIA report.
	Item 6. Para 4.8.8 - Point 3: • Ditto.	Ditto.
	Item 6. Para 4.8.8 - Point 5: • Noted. Please also show the pedestrian crossing to bus bays in Fig 4.14.	Ditto.
	Item 6. Para 4.8.8 - Point 6: • Please conduct the swept path of 12.8m buses from the bus stacking bays to the bus bays 1-5 at the proposed PTI in addition to the ones currently shown in figure 4.18 to ensure the smooth operation.	Please kindly refer to **Figure 4.23** and **Figure 4.24** of the revised TIA report.
	Item 6. Para 4.8.8 - Point 7: • The proposed charging-enabling facilities in accordance with requirement from EPD and other required built-in ancillary facilities in accordance with TPDM should be incorporated in the TTIA in this stage.	Noted and incorporated accordingly, as referred to **Figure 4.17** of the revised TIA report.
	Item 6. Para 4.8.8 - Point 8: • Noted that the PTI is on the ground floor while the required built-in ancillary facilities in accordance with TPDM should be incorporated in the TTIA in this stage.	Ditto.
	Item 6. Para 4.8.8 - Point 10: • The required built-in ancillary facilities in accordance with TPDM should be incorporated in the TTIA in this stage.	Ditto.

No.	Comments	Responses
2.	**Transport Department, Transport Operations (NT) Division, dated 15 Nov 2024** <u>Team 1</u> Re. Section 4.8.8 of the TTIA Report for the captioned planning application, it is noted that the applicant proposes introducing a feeder service to Fanling Station via San Wan Road and Fanling Station Road as shown in the routeing in Drawing No. 287082-02. The transport facilities in the vicinity of Fanling Station, including San Wan Road and Fanling Station Road, are fully utilised by existing and potential services arising from FLN NDA and residential development projects in North District. Should the project proponent wishes to introduce new franchised bus/ GMB service to / from Fanling Station, they should include the propose modification works / improvement measures for the provision of adequate transport facilities, such as lay-by, public transport terminus to meet the transport needs, at their own cost to accommodate any additional service for TD's consideration. <u>Team 2</u> Re Section 4.8.2 • GMB route no. 59S (Sheung Shui Station – Heung Yuen Wai Boundary Control Point) provides feeder services for the Heung Yuen Wai Boundary Control Point cross border passengers to travel to/from Sheung Shui Station. We do not agree with the applicant's TIA revised contents that this route serves all the private residential developments in the vicinity, which is factually not accurate. Please revise. Re Section 4.8.5 • Same as our comment on Section 4.8.2, GMB route no. 59S (Sheung Shui Station – Heung Yuen Wai Boundary Control Point) provides feeder services for the Heung Yuen Wai Boundary Control Point cross border passengers to travel to/from Sheung Shui Station. We do not agree with the applicant's	Please be advised that proposed introduction of new feeder and long-haul bus routes has been replaced by proposed service extension and enhancement of existing franchised bus routes KMB 73K and KMB 79K incorporating the comments from Transport Operations (NT) Division, as referred to **Section 4.9** of the revised TIA report. Noted and revised accordingly. Nevertheless, please be advised that the relevant paragraphs have been rearranged, as referred to **Section 2.5.1** and **Section 4.9.4** of the revised TIA report. Ditto.

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	TIA revised contents that this route serves all the private residential developments in the vicinity, which is factually not accurate. Please revise. Re Section 4.8.7 – 4.8.8 Figure 4.13 • Please find below our comments on the new franchised bus routes proposed by the applicant:	
	1. Development Site to **Sheung Shui**: The routeing of this bus route would duplicate with the existing GMB 59K (Lin Ma Hang Village / Heung Yuen Wai Village – Sheung Shui Station) and GMB 59S (Heung Yuen Wai Boundary Control Point) as well as KMB 73K (Man Kam To – Sheung Shui Station). Introduction of this new feeder bus route would lead to direct competition with the above existing public transport services. Please conduct analysis on the existing utilization of the above public transport routes and propose service enhancement plan for these routes for consideration.	Noted, proposed introduction of new feeder and long-haul bus routes has been replaced by proposed service extension and enhancement of existing franchised bus routes KMB 73K and KMB 79K, as referred to **Section 4.9** of the revised TIA report. Nevertheless, due to low carrying capacity of minibus, service enhancement of GMB is considered inefficient and would not be included in the public transport assessment of the revised TIA report.
	2. Development Site to Fanling Station via Ping Che Road: The routeing of this bus route would duplicate with KMB route no. 79K (Ta Kwu Ling Tsung Yuen Ha – Sheung Shui Station)(via Fanling Station) and 78K (Sha Tau Kok – Sheung Shui)(via Fanling Station) and GMB routes operating between Sha Tau Kok Road and Fanling Station which led to direct competition. Please review the anticipated passenger demand and study the feasibility of service enhancement of KMB 79K for catering the passenger demand between the development site and Fanling Station.	Ditto.
	3. Development Site to **New Territories West**: To better utilize the bus resources and take into account the heavy traffic flow at Sheung Shui Centre and relatively low passenger demand of this proposed bus route, we do **not** support this proposal.	Ditto.

No.	Comments	Responses
	Passengers can make use of the feeder services to travel to/from Sheung Shui for interchanging with KMB 276 (Tin Tsz – Sheung Shui)(via Yuen Long) /276P (Tin Shui Wai Station – Sheung Shui)(via Yuen Long) , Citybus 56 (Tuen Mun – Sheung Shui) /56A (Tuen Mun – Queen's Hill)(via Sheung Shui Station) or GMB 44 (Tuen Mun Ferry Pier – Sheung Shui Station) /44A (Tuen Mun Station – Sheung Shui Station) to travel to / from Yuen Long, Tin Shui Wai and Tuen Mun.	
	4. Development Site and Kowloon & Hong Kong Island: Same as the above comments for the proposed bus route between the development site and New Territories West, passengers should make use of the feeder services to travel to / from Sheung Shui for interchanging with rail or other bus routes to travel to/from Kowloon and Hong Kong Island.	Ditto.
	Re Section 4.8.9 • Please advise whether quoted area, i.e. "*the area for charging facilities and associated ancillary facilities such as bus regulator office, rest room with toilets as per TPDM requirement has also been reserved*" will be provided and maintained by the applicant within their private land lot or not.	Please be advised that the quoted area would be provided and maintained by the applicant within their private land lot.
	Re Section 4.8.10 • Please clarify whether the "two sets of en-route bus stops would be provided outside the Residential Area and Data Centre" would be located within the applicant's private land lot or not.	Please be clarified that the concerned en-route bus stops would be located within the applicant's private land lot.
	Re Section 5.1.13 • Please revise the contents taking into account of our above comments on Section 4.8 Public Transport Assessment.	Please kindly refer to **Section 4.9** of the revised TIA report.
3.	**Transport Department, NT Regional Office, Traffic Engineering (NTE) Division North Section, dated 27 Nov 2024**	

No.	Comments	Responses
	1. Table 3.4.6 Proposed provision should have included the spaces for visitors. Please revise Tables 3.4.6 and 3.4.7 accordingly.	Noted and revised accordingly in the revised TIA report.
	2. Our previous comment has not been addressed: 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 order to provide realistic traffic forecast results.	Noted, 2-tier modelling approach has been adopted, and the junction / road link performances have been re-assessed accordingly, as referred to the revised TIA report.
	3. The applicant should submit a traffic improvement scheme to eliminate or mitigate for the adverse impacts identified on Junction 1 Lin Ma Hang Road / Man Kam To Road, which has a design flow capacity of 0.94.	Please be advised that based on the updated traffic flow from the adopted 2-tier model, design flow capacity of the concerned junction J1 - Lin Ma Hang Road / Man Kam To Road is in Year 2031 Design Scenario is 0.87, and improvement scheme has been proposed accordingly as referred to **Section 4.7** of the revised TIA report.
	4. The applicant should submit a traffic improvement scheme to eliminate or mitigate for the adverse impacts identified on Fanling Highway, which has a design V/C ratio of 1.08.	Please be advised that based on the updated traffic flow from the adopted 2-tier model, both reference and design V/C ratio of the concerned road link L4 - Fanling Highway (at the south of Lung Shan Tunnel) is below 1.0, traffic improvement scheme is hence considered no longer required.

(Last update on 23 Dec 2024)