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To:
Cc:
Bcc:
Subject: Fw: Planning Application No. A/YL-KTS/852 - Transport Department (TD)'s comments
From: Ivy Ching Yan CHEUNG/PLAND/HKSARG - Thursday 16/07/2020 15:54

----- Forwarded by Ivy Ching Yan CHEUNG/PLAND/HKSARG on 16/07/2020 15:54 -----

From: angus lui <...>
To: <icycheung@pland.gov.hk>
Date: 07/07/2020 11:49
Subject: Re: Planning Application No. A/YL-KTS/852 - Transport Department (TD)'s comments

Dear Ivy Cheung

Please note my reply as attached.

Please feel free to call me to discuss if you have any question. Regards

Lui Kwok Leung

Tel: 23622771



Planning Application No. A_YL-KTS_852 - Respond to TD's comments.docx



The width of the site ingress & egress.pdf Run-in of Kam Po Road to the development site.docx



The smooth manoeuvring of vehicle to & from Kam Po Road and within the site.docx



Local demand for the proposed 10 private car parking spaces.docx

Planning Application No. A/YL-KTS/852 - Respond to TD's comments as below:

- a. The applicant should demonstrate there is a local demand for the proposed 10 private car parking spaces.

Please refer to the attached photos

- b. The applicant should provide the trip generation and attraction due to the proposed development. The trip generation and attraction due to proposed development is 5 in the morning and evening respectively.

- c. The applicant should justify for two site ingress / egress for the development. With possible through traffic, the applicant should clarify if there is any alternative route connecting public road and the local access on the eastern site ingress/ egress.

This development is planned to provide parking space to local villagers only. No extra traffic will be generated by this development. The vehicular access shown in the layout plan is the existing vehicular access of the villagers living in the east of the site. There is no other route connecting to other public road.

- d. The applicant should indicate the clear width of the site ingress/ egress and the aisle on the layout plan.

Refer to the attached layout plan. The width of the site ingress / egress is 4.5m.

- e. The applicant should clarify if a run-in / out would be constructed at Kam Po Road for the development. In addition, the applicant should clarify if vehicular traffic would use the footpath connecting the nearby footbridge and the footpath at Kam Po Road.

No run-in/ out would be constructed at Kam Po Road for the development as the run-in / out has already constructed by HyD during the construction of Kam Po Road. Please refer to the attached photos for detail.

- f. The applicant should demonstrate the smooth manoeuvring of vehicle to / from Kam Po Road and within the site.

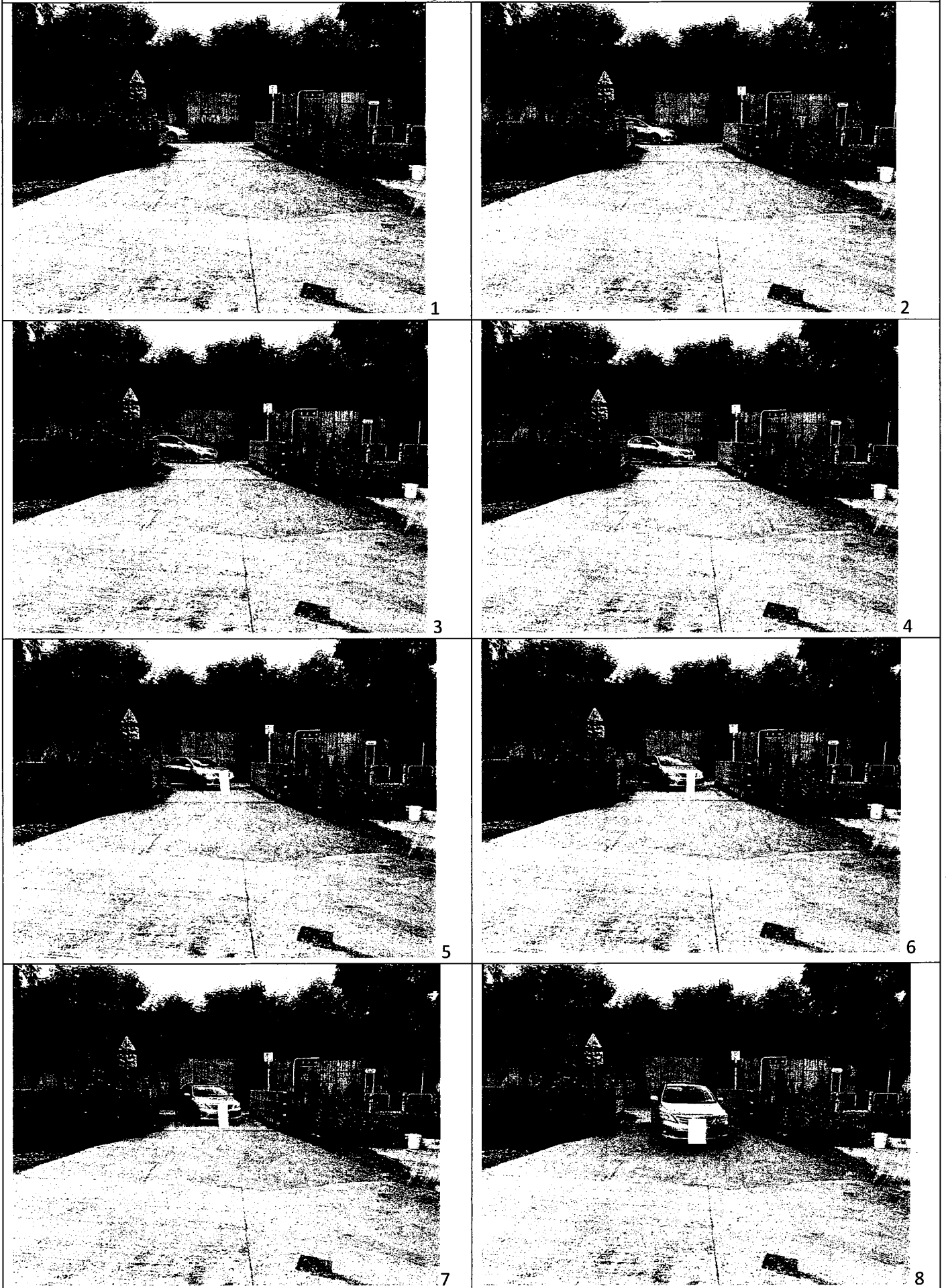
Please refer to the attached photos

- g. The applicant should note the portion of land between the back of footpath at Kam Po Road and the site is not managed by this Department.

Noted

The smooth manoeuvring of vehicle to / from Kam Po Road and within the site

Smooth manoeuvring of vehicle from Kam Po Road



Smooth manoeuvring of vehicle to Kam Po Road



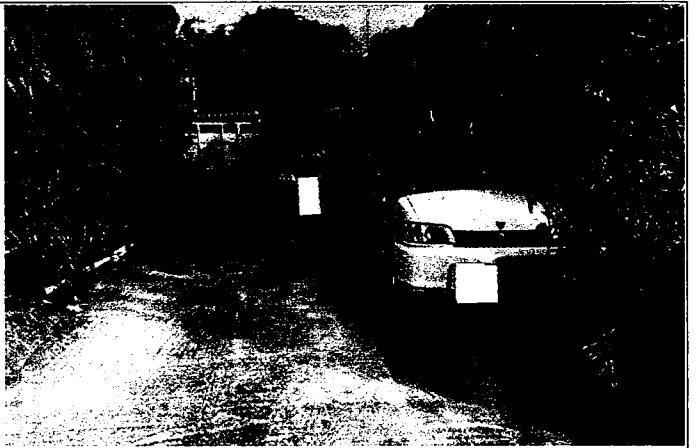
Run-in / out of Kam Po Road to the development site.







Local demand for the proposed 10 private car parking spaces



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To:
Cc:
Bcc:
Subject: Fw: Planning Application No. A/YL-KTS/852 - Land filling info
From: Ivy Ching Yan CHEUNG/PLAND/HKSARG - Friday 04/09/2020 17:47

From: angus lui <
To: icycheung <icycheung@pland.gov.hk>
Cc: "fcptai@pland.gov.hk" <fcptai@pland.gov.hk>
Date: 27/07/2020 13:01
Subject: Re: Planning Application No. A/YL-KTS/852 - Land filling info

Dear Miss Cheung

We shall replace the existing surface material (about 100mm depth) by soil (泥土) and then mixed up the filled soil with the existing material. So that the applied areas will be looked like a greenfield(when the grass grew up) and also hard enough for parking. The level of land filling will be raised from 9.0mPD to 9.1mPD after the land filling.

Regards

Lui Kwok Leung

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Advisory clauses

- (a) note DLO/YL, LandsD's comments that the Site comprises an Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the Government. The Site may affect/block one existing access/track/path to the adjoining area;
- (b) note C for T's comments that the Site is connected to the public road network via a section of a local access road which is not managed by TD. The land status of the local access road should be checked with LandsD. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly;
- (c) note CHE/NTW, HyD's comments that HyD shall not be responsible for the maintenance of any access connecting the Site and Kam Sheung Road/ Kam Po Road, including the bridge 'FB' near lamp post No. AD4703. Adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;
- (d) note CE/RD2-2, RDO, HyD's comments that the Site falls within the protection boundary of the West Rail Line and area of influence (AOI) for the proposed Northern Link (NOL). The NOL is a recommended railway scheme under the Railway Development Strategy 2014 (RDS-2014). Although the programme and the alignment of the proposed NOL are still under review, those areas within the AOI may be required to be vacated at the time for the construction of the NOL and subject to nuisance, such as noise and vibration of the proposed NOL. The applicant should be satisfied with the surrounding condition of nuisance taking into account the future construction, operation and maintenance of the NOL;
- (e) follow the relevant mitigation measures and requirements in the latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites" issued by DEP to minimize any potential environmental nuisance;
- (f) note D of FS's comments that in consideration of the design/nature of the proposal, FSIs are anticipated to be required. Therefore, the applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his department for approval. The layout plan should be drawn to scale and depicted with dimensions and nature of occupancy. The location of where the proposed FSI to be installed should be clearly marked on the layout plans. The applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (Cap.123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans; and
- (g) note CBS/NTW, BD's comments that before any new building works (including land filling) are to be carried out on the Site, prior approval and

consent of the Building Authority (BA) should be obtained, otherwise they are Unauthorized Building Works (UBW). An Authorized Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with the BO. For UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO. The Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the Building (Planning) Regulations B(P)R respectively. The Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage.