

1st Further Information

Proposed Temporary Public Vehicle Park (Excluding Container Vehicle) and Associated Filling of Land for a Period of 3 Years in “Agriculture” and “Residential (Group C)” Zones, Lot 2435 (Part) in D.D. 83, Lung Ma Road, Queen's Hill, Fanling, New Territories

(Application No. A/NE-LYT/851)

- (i) The applicant decided to reduce the application site (the Site) area by 32% (i.e. from 21,233 m² to 14,446 m²) so that nearby environment would be less disturbed and impacted from the proposed development. A comparison table is enclosed at **Appendix II** detailing the differences in major development parameters of the Site. Replacement pages of application form, supplementary statement and associated plans are enclosed for the consideration of government bureaux/departments (**Appendices III to XII**); and
- (ii) The applicant would like to submit a response-to-comments table for the consideration of government bureaux/departments:

		<p>Based on the latest traffic survey conducted, as well the estimated trip generation, the V/C Ratio Assessment is updated. With the accumulation of estimated peak hour traffic generation and attractions by the proposed development and the existing peak hour flows, the V/C Ratio Assessment of Lung Ma Road is enclosed below:</p> <table><tr><th rowspan="3">Direction</th><th rowspan="3">Design Capacity (Veh/hr)</th><th colspan="4">With Proposed Development</th></tr><tr><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr><tr><th>Traffic Flow (Veh/hr)</th><th>V/C Ratio</th><th>Traffic Flow (Veh/hr)</th><th>V/C Ratio</th></tr><tr><td rowspan="2">2-Ways</td><td>1,400</td><td>1,137</td><td>0.81</td><td>1,161</td><td>0.82</td></tr><tr><td>1,400</td><td>1,151</td><td>0.82</td><td>1,103</td><td>0.78</td></tr></table> <p>The V/C assessment results in table above had indicated that Lung Ma Road would be operating with adequate road link capacity during the peak hours inclusive of the proposed development. The assessment results revealed that no significant traffic impacts would be induced due to the estimated traffic generation of the proposed development.</p> <p>It is concluded that the development would not induce any traffic impacts to Lung Ma Road.</p>	Direction	Design Capacity (Veh/hr)	With Proposed Development				AM Peak		PM Peak		Traffic Flow (Veh/hr)	V/C Ratio	Traffic Flow (Veh/hr)	V/C Ratio	2-Ways	1,400	1,137	0.81	1,161	0.82	1,400	1,151	0.82	1,103	0.78
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(3)	The applicant should advise the dimensions of the driveway in the Site.	<p>Noted. Driveway of at least 5m (about) width will be provided within the site alongside with the 6m (about) ingress/ingress. The dimensions are also labelled at the layout plan as shown at Appendix VIII.</p> <p>The direction of traffic for all vehicles within the Site are enclosed at Appendix IX.</p>																									
(4)	The applicant should demonstrate that the vehicular entrance to the Site should be adequate for vehicle access.	The vehicular entrance is adequate for vehicular access to/from the Site; vehicles could also be satisfactorily manoeuvred within the Site and into/out of the parking spaces for available vehicle types within the Site (including private cars, light goods vehicles and minibuses). Swept path analysis for all types of vehicles are enclosed for your consideration please (Appendices XI to XIII).																									
(5)	The applicant shall use swept path analysis to demonstrate the satisfactory maneuvering of vehicles (including private cars, light goods vehicles and																										

	minibuses) entering to and exiting from the Site, maneuvering within the Site and into/out of the parking spaces.	The applicant would also submit a detailed traffic review to demonstrate that there would be no adverse impact from the proposed development is anticipated towards the existing road links and junctions; as well as implementing necessary road improvement works after the planning permission is approved by the Town Planning Board (the Board).
(6)	Please clarify whether there will be a gate installed at the entry. If so, please ensure such arrangement will not cause queuing of vehicles outside the Site.	No gate would be installed at the ingress/egress of the Site so that there will be no queuing of vehicles to/from the Site.
(7)	The applicant shall advise the provision and management of pedestrian facilities to ensure pedestrian safety.	In order to ensure road safety at Lung Ma Road, CCTV system will be installed within the Site and at the vehicular access to ensure vehicles access/leaving and manoeuvring within the Site would not impose danger to pedestrians walking within the Site and passing by the Site entrance. 'Slow Pedestrians' sign (TS515) will also be erected by the applicant within the Site to remind drivers to slow down. Moreover, as no gates and barriers will be installed at the ingress/egress of the Site, no queuing of vehicles will be anticipated for vehicles entering/leaving the Site which might cause inconveniences to passing pedestrians.
Comments of the District Lands Officer (North), Lands Department (DLO/N, LandsD) (Contact Person: Mr. LAU Chi Kin, Jacky; Tel: 2675 1757)		
(1)	The Site comprises Lots 948 RP (Part), 949, 950, 951 (Part), 952 (Part) and 2435 (Part) all in D. D. 83. Lot No. 2435 in D. D. 83 is held under Conditions of Exchange dated 27.4.2022 and restricted to private residential use. The proposed public vehicle park is in breach of the user restriction under 50(7) and the alienation restriction under SC (17) of the Conditions of Exchange. The other lots are Old Schedule Agricultural Lots in D.D 83 held under Block Government Lease which contains the restriction that no	Noted. The applicant will submit Short Term Waiver (STW) application to rectify the applied use erected on the concern lot after planning permission has been granted from the Board. No structure is proposed for domestic use.

	structures are allowed to be erected without the prior approval of the Government.	
(2)	When the required planning permission is given by Town Planning Board. The applicant is required to submit a Short Term Wavier ("STW") application to this office for processing. There is no guarantee that the STW application will eventually be approved by this office. If the STW application is approved, it will be subject to such terms and conditions as may be imposed by this office and payments of waiver fee and administrative fee.	
(3)	As part of the Site is being used as a fee-paying public carpark, this office reserves the right to take appropriate enforcement action against any breaches of lease conditions, including the breach(es) already in existence or to be detected at any point of time in future.	Noted. The applicant will develop the Site according to the approved development proposal. The unauthorised structure(s) within the concerned lot will be demolished by the applicant after planning permission has been granted from the Town Planning Board (the Board).
(4)	A fee-collecting booth is found existing on Lot 2435 in D.D. 83 at the vehicular entrance. The applicant shall clarify if any caretaker's office or fee-collecting booth or other structure(s) in connection with the proposed public vehicle park will be erected on the Site since it has not indicated in the planning application that there is/are any proposed structure(s).	
(5)	The applicant shall comply with all requirements imposed by relevant departments when carrying out filling of land. No Government land shall be disturbed unless with prior approval.	Noted.
Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) (Contact Person: Mr. WANG Xing; Tel: 2300 1135)		

(1)	The application site (the Site) is in large scale in terms of site area, the application involves land filling works and there are existing drainage facilities within the application site. With consideration of the above-mentioned, the Site is considered as a complicated site and the applicant should submit a Drainage Impact Assessment (DIA) referring to DSD Advice Note No.1.	Noted. The applicant will submit the DIA after the application is approved by the Town Planning Board (TPB). After the DIA is approved by CE/MN, DSD, the applicant will implement the drainage system within the application site according to the approved DIA; photographic record of the completed drainage facilities within the Site will also be submitted to CE/MN, DSD for compliance. Thus, adverse impact will not be anticipated.
(2)	The DIA shall demonstrate that there would be adequate measures provided at the resources of the applicant to ensure capacity of streamcourse/ drainage facilities and flooding susceptibility of the adjoining areas would not be adversely affected by the proposed development and to avoid the site from being eroded and flooded. The applicant is required to assess whether the downstream for drainage connection would have sufficient capacity to receive the stormwater runoff. Flood mitigation measures proposed in the DIA and any other stormwater drainage facilities should be provided and maintained by the applicant to the satisfaction of this Division.	
(3)	According to our record, there are existing DSD's facilities including drainage channel and box culvert within the Site (see attachment). Should the application be approved, the applicant shall be required to place all the proposed works at least 3m away from the top of the banks of the drainage channel and outermost surfaces of box culvert to ensure DSD's free and unrestricted access at all times for construction, repairs and maintenance works to the drainage facilities. All the	Noted. The applicant has amended the land filling area within the Site as shown in Appendix X . All proposed works will be placed at least 3m away from the top of the banks of the drainage channel and outermost surfaces of box culvert (Appendix XIV). This is to make sure the proposed development would not affect the nearby environment; whilst the applicant's operation within the Site could be fully operational. No structure will be built by the applicant over the drainage reserve area and the existing drainage channel. No land filling works will be carried out

	proposed works should not disturb, interfere with or cause damage to existing drainage facilities, and all the proposed works in the vicinity of existing drainage facilities should not create any adverse drainage impacts, both during and after construction.	by the applicant within the drainage reserve area and the existing drainage channel. The applicant will also provide free and unrestricted access to the DSD for construction, repairs and maintenance works to the drainage facilities within the Site.
(4)	No land filling on the Site shall be allowed until the flood mitigation measures have been implemented to the satisfaction of DSD.	Noted.
(5)	The Environmental Protection Department should be consulted regarding the sewage treatment/disposal facilities for the proposed development. The Site is within an area where connection to existing public sewerage network is available in the vicinity. Should the applicant choose to connect his proposed sewerage systems to DSD's networks, they shall furnish me with their connection proposal for agreement. After obtaining my agreement, the applicant shall submit a duly completed Form HBP1 with a cross cheque covering the technical audit fee and a plan showing the details of the proposed connection Works to this Division for formal application for the required connection. Upon my acceptance of the connection application, the applicant shall carry out the proposed connection works in accordance with DSD Standard Drawings at the resources of the applicant.	Noted.
Comments of the Landscape Unit, Urban Design & Landscape Section, Planning Department (Contact Person: Ms. KWOK Siu Man, Mandy; Tel: 3565 3953)		
(1)	With reference to paragraph 3.2, Plan 5 and Part 6(A)(e)(ii) of Application Form	Noted. The applicant has reduced the Site area by 32% (about) (i.e. from 21,233 m ² (about) to

	<p>No. S16-III, a total area of 20,571m² (out of 21,233m² for total site areas) will be filled with no more than 0.1m in depth. However, it is stated in Part 6(A)(e)(iii) of Application Form No. S16-III that no tree felling will be involved. The applicant should clarify whether the development proposal would cause any adverse impact to the existing trees and advise the proposed tree treatment with associated mitigation measures, if any.</p>	<p>14,446 m² (about)); thus also a reduction of land filling area from 19,817 m² (about) to 13,784 m² (about) so that the surrounding environment and a portion of the Site could be retain it's natural landscape. However, due to the applicant's operational needs, a large part of the Site is proposed to be filled and will be disturbed with felling of trees. This is to provide parking spaces and manoeuvring spaces for vehicles. However, there are no protected and Old and Valuable Trees (OVT) was identified within the Site.</p>
<p>Comments of the Director of Agriculture, Fisheries and Conservation (DAFC) (Contact Person: Ms. NG Chiu Ue, Chole; Tel: 2150 6931)</p>		
(1)	<p><u>Agricultural perspective</u></p> <p>The application site (the Site) falls within the "Agriculture" ("AGR") and "Residential (Group C)" zones and is generally being used for parking of vehicles. The agricultural activities are active in the vicinity, and agricultural infrastructures such as road access and water source are also available. The Site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the Site possesses potential for agricultural rehabilitation, the proposed development is not supported from agricultural perspective.</p>	<p>Noted. Majority of the Site is subject to a previous approved planning application (No. A/NE-LYT/820) in which, the same applicant has been operating with the current use since 2024.</p>
(2)	<p><u>Nature Conservation perspective</u></p> <p>Our recent site inspection revealed that the majority of the Site is an existing car park. A watercourse is located in the middle of the Site. The watercourse is inaccessible during our inspection as it is covered by dense vegetation. Please advise the applicant to clarify if the watercourse will be affected by the proposed use. If so, mitigation</p>	<p>Noted. No structure will be erected on the watercourse; the applicant will also ensure no vehicles will be parked in a way that affecting the existing watercourse by current patrolling of security guards. Thus, the existing watercourse will not be affected by the proposed development.</p>

	measures should be proposed as appropriate.	
Comments of the District Planning Officer, Sha Tin, Tai Po and North District Planning Office of Planning Department (DPO/STN, PlanD) (Contact Person: Mr. Peter NGAN; Tel: 2158 6094)		
(1)	Based on our recent site inspection, a container converted structure (i.e. kiosk) is located near the ingress/egress of the Site. Please clarify if the concerned structure form part of the proposed scheme. If affirmative, please rectify the relevant parts of the submissions (e.g. layout plan and planning statement)	Noted. The said structure will be demolished by the applicant after the planning application has been approved by the Board; and the applicant will develop the Site according to the development proposal.
(2)	Please note that the Town Planning Board has received a number of public comments objecting to or expressing concern(s) on the application. The applicant is advised to take note and response to those public comments as appropriate. The public comments for the captioned application are available at the Planning Enquiry Counters of the Planning Department (i.e. 17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong or 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).	Noted. A response-to-comments table has been prepared by the applicant for further clarification of this planning application at Appendix XIV .

Appendix II – Difference in major development parameters between the original and revised schemes

Table 1 – Difference in Major Development Parameters

Development Parameters	Original Scheme (a)	Revised Scheme (b)	Difference (b)-(a)	
Application Site Area	21,233 m ² (about)	14,446 m ² (about)	-6,787 m ² (about)	-32% (about)
Covered Area	Not applicable		No difference	
Uncovered Area	21,233 m ² (about)	14,446 m ² (about)	-6,787 m ² (about)	-32% (about)
<i>Parking Spaces</i>				
Private Car (PC) Parking Space - 2.5 m (W) x 5 m (L)	132	205	+73	+55% (about)
Light Goods Vehicle (LGV) Parking Space - 3.5 m (W) x 7 m (L)	128	58	-70	-55% (about)
Minibus (MB) Parking Space - 3 m (W) x 8 m (L)	23	12	-11	-48% (about)
Total	283	275	-8	-3% (about)