



Section 16 Application for A\_NE-MKT\_47

**Response to Departmental Comments Table**

No.	Comments Received	Our Responses
<b>A. Comments from CE/MN, DSD</b> <b>(Contact Person: Mr. Samuel WANG, Tel: 2300 1135)</b>		
1.	The application site (the Site) is in the vicinity of existing streamcourse to the east of the Site. The applicant should identify the streamcourse and advise the clearance between the site boundary and the existing streamcourse. The applicant shall be required to place all the proposed works at least 3m away from the top of the bank of the streamcourse. All the proposed works in the vicinity of the streamcourse should not create any adverse drainage impacts, both during and after construction. Proposed flooding mitigation measures if necessary shall be provided at the resources of the applicant to her satisfaction;	<p>Noted with thanks.</p> <p>The nearest existing streamcourse is more than 11 metres away from the boundary of application site, which there is sufficient buffer between the subject site and the top of the bank of the streamcourse.</p> <p>Please refer to the supplementary <b>Figure 1</b> for reference.</p>
2.	Should the application be approved, conditions should be included to request the applicant to submit and implement a drainage proposal for the Site to ensure it will not cause adverse drainage impact to the adjacent area, and the implemented drainage facilities at the Site shall be maintained at all times during the planning approval period; and	<p>Noted with thanks.</p>
3.	The applicant should be reminded to minimise the possible adverse environmental impacts on the existing streamcourse in the design and during construction; and	<p>Noted with thanks.</p> <p>Referring to the Planning statement Section 4.7, the latest “Code of Practice on Handling the Environment Aspects of Temporary uses and Open Storage Sites” will be observed and followed. It is anticipated that the construction and operation of the proposed temporary shop and services will not have adverse environment impacts.</p>



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4.	The Site is in an area where no public sewerage connection is available; and	<p>Noted with thanks.</p> <p>Referring to the Planning statement Section 6.7, by following the latest “Code of Practice on Handling the Environment Aspects of Temporary uses and Open Storage Sites”, the construction and operation of the proposed development will not have adverse environment impacts including noise, air quality, drainage and sewerage impacts.</p>
5.	<p>The applicant should be advised of the following general requirements in the drainage proposal:</p> <ul style="list-style-type: none"><li>(i) surface channel with grating covers should be provided along the site boundary;</li><li>(ii) a drainage plan should be provided clearly showing the size, levels and routes of the proposed drainage. The details (invert level, gradient, general sections, etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided;</li><li>(iii) the cover levels of proposed channels should be flush with the existing adjoining ground level;</li><li>(iv) a catchpit with covers should be provided where there is a change of direction of the channel/drain. The details of the catchpit with covers shall be provided;</li><li>(v) catchpits with sand trap shall be provided at the outlets of the proposed drainage system. The details of the catchpit with sand trap should be provided;</li><li>(vi) the applicant should check and ensure that the existing drainage downstream to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional</li></ul>	<p>Noted with thanks.</p> <p>The drainage proposal will be submitted in accordance of the approval condition of this planning application.</p>

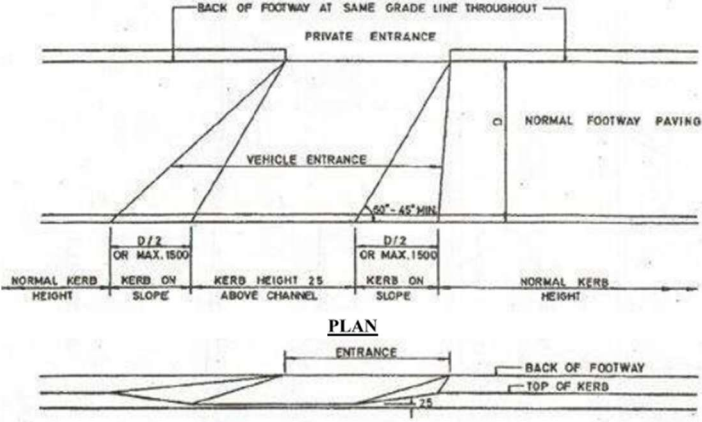


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	<p>discharge from the Site. The applicant should also ensure that the flow from the Site will not overload the existing drainage system;</p> <p>(vii) the applicant is reminded that where walls are erected or kerbs are laid along the boundary of the same, peripheral channels should be provided on both sides of the walls or kerbs, and/or adequate openings should be provided at the walls/kerbs to allow existing overland flow passing through the Site to be intercepted by the drainage system of the Site with details to be agreed by DSD, unless justified not necessary;</p> <p>(viii) the applicant is reminded that all existing flow paths as well as the run-off falling onto and passing through the Site should be intercepted and disposed of via proper discharge points. The applicant shall also ensure that no works, including any site formation works, shall be carried out as may adversely interfere with the free flow condition of the existing drains, channels and watercourses on or in the vicinity of the Site any time during or after the works;</p> <p>(ix) the proposed drainage works, whether within or outside the site boundary, should be constructed and maintained properly by the applicant and rectify the system if it is found to be inadequate or ineffective during operation at the applicant's own expense;</p> <p>(x) for works to be undertaken outside the lot boundary, the applicant should obtain prior consent and agreement from the District Lands Officer/North, Lands Department and/or relevant private lot owners;</p>	



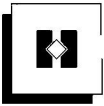
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	<p>(xi) the applicant should make good all the adjacent affected areas upon the completion of the drainage works;</p> <p>(xii) the applicant shall allow all time free access for the Government and its agent to conduct site inspection on the applicant' s completed drainage works;</p> <p>(xiii) the applicant and the successive lot owners shall allow connections from the adjacent lots to the completed drainage works on Government Land when so required; and</p> <p>(xiv) photos should be submitted clearly showing the current conditions of the area around the Site, the existing drainage/flowpaths around the Site, the proposed drainage from the Site to the downstream existing watercourse and the existing watercourse at about 20m intervals. The locations of the camera and the direction of each photo should also be indicated on a plan.</p>	
<b>B. Commissioner for Transport</b> <b>(Contact Person: Mr. Eric TAM, Tel: 2399 2405)</b>		
	<p>Please note our comments on the subject application below from a traffic engineering point of view:</p> <p>(i) The applicant should provide a proposal and advise its adequacy on the vehicular access arrangement including the run-in/out design for the vehicles leaving/entering the proposed use;</p>	<p>Noted with thanks.</p> <p>The run-in/out of application site will not be smaller than 7.3m with reference to the guideline of Transport Planning &amp; Design Manual in 2023. A set of kerb will be also erected to fulfill the requirement for footway crossing for vehicle entrance. The applicant will submit the proposal and seek comment from the Highway Department upon receiving the approval of the application from the Town Planning Board.</p>



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		<p style="text-align: right;">December 2023 Edition</p> <p style="text-align: center;"><b>DIAGRAM 3.6.3.2 : FOOTWAY CROSSING FOR VEHICLE ENTRANCE (FOR SKEW RUN-IN)</b></p>  <p style="text-align: center;">NOTE: ALL DIMENSIONS IN MILLIMETRES (Transport Planning &amp; Design Manual in 2023)</p> <p>Swept path analysis is also conducted in <b>Figure 2a-2d</b> for the vehicular accesses and the proposed access road, indicating sufficient turning spaces for goods vehicles.</p> <p>In addition, signs will be set at the entrance of the Application Site, whenever vehicles are to be accessed to / exit from the Application Site.</p>
	(ii) The applicant should supplement further information such as swept path analysis to demonstrate the proposed 11.5m maneuvering circle is sufficient for goods vehicles entering and	Noted with thanks.



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	exiting the subject site, maneuvering within the subject site and into / out of the parking spaces;	Please refer to the Swept path analysis plan for run-in/out for both private cars and Light Goods Vehicles in the <b>Figure 2a-2d</b> for the vehicular accesses.
	(iii) The applicant shall advise the provision of pedestrian facilities and management measures to ensure pedestrian safety;	Noted with thanks.  "Pedestrian Accidents Ahead" signs will be placed at the ingress/egress of the construction site respectively to warn drivers and pedestrians. With advance notice, drivers can be extra careful and more aware of potential hazards in their surroundings. Road pumps will also be installed at the entrances and exits and in parking lots to help control and reduce vehicle speeds, which will help reduce the risk of car accidents, especially in areas where pedestrians may be present.
	(iv) The applicant shall advise the management/control measures to be implemented to ensure no queuing of vehicles outside the application site; and	Noted with thanks.  It is estimated that there will only be 2 roundtrips of Light Goods Vehicles per peak operation hour for the delivery of materials and 2 roundtrips of private car at peak hours for commuting purpose which will not cause a significant impact on trip generation and trip attraction within and around the site. Thus, it is not anticipated to have any adverse traffic impact to the existing roads. This limited traffic volume is not expected to significantly impact traffic generation or attraction in the surrounding area. As a result, no vehicle queuing and interface issue with the upgrading works of Lin Ma Hang Road are anticipated.
	(v) The applicant shall advise the measures for preventing illegal parking of visitors' vehicles outside the application site.	Noted with thanks.



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		<p>There are two vehicle parking spaces provided in the application site. The incoming vehicles can park on the site which shall not cause any illegal parking in the vicinity.</p> <p>Furthermore, A "No Parking" notice will be posted at the entrance to the application site, and arrange for traffic wardens to stand guard. The incoming vehicles can park on the site which shall not cause any illegal parking in the vicinity. If the vehicle fails to cooperate when parking, the illegal parking incident will be reported to the police station.</p>
<b>C. Comments from DAFC</b> <b>(Contact Person: Mr. Chole NG, Tel: 2150 6931)</b>		
1.	<p>The subject site falls within the “AGR” zone and is generally vacant. Agricultural infrastructures such as road access and water source are available in the area. The subject site can be used for agricultural activities such as open-field cultivation, greenhouses, plant nurseries, etc. As the subject site possesses potential for agricultural rehabilitation, the proposed development is not supported from agricultural perspective.</p>	<p>Noted with thanks.</p> <p>The subject site falls outside of proposed Agricultural Priority Areas, suggesting that no negative impacts to the goal of developing agricultural area. The proposed use is intended for providing complementary support for the community to promote the long-term Intention of “AGR” zone.</p> <p>Please refer to <b>Figure 8</b> of Annex 1, the application site is currently surrounded by several approved cases for temporary warehouse and associated filling of land which supported by Planning Department between 2024 and 2025. It is considered that the planning context of this area has changed significantly in the past few years. The site and its vicinity appear to have no agricultural rehabilitation.</p>