

## Response-to-Comment (RtC)

**Proposed Temporary Place of Recreation, Sports or Culture (Hobby Farm) with Ancillary Eating Place and Associated Filling of Land for a Period of 5 Years in “Agriculture” (“AGR”) Zone and Area shown as ‘Road’,**

**Various Lots in D.D. 17 and Adjoining Government Land, Ting Kok, Tai Po, New Territories**

**(S.16 Application No. A/NE-TK/843)**

(i) An RtC table:

Departmental Comments		Applicant's Responses
<b>1. Comments of the Director of Leisure and Cultural Services (DLCS)</b>		
(a)	<p>It was noted that roadside trees maintained by LCSD would be affected and were proposed to be removed for maintaining suitable sightline when a run-in/out and a pedestrian crossing have to be implemented in accordance with the Approval Conditions under Section 16 of the Town Planning Ordinance.</p>	<p>In case the shrubs/vegetation under the purview of DLCS be affected, the applicant will reinstate the affected area at his own cost to the satisfaction of DLCS upon completion of the proposed work.</p> <p>The applicant will also follow Development Bureau Technical Circulars (Works) No. 4/2020 and consult relevant tree maintenance department of the Leisure and Cultural Services Department to formulate a Tree Preservation and Removal Proposal at design stage or as soon as practicable, if required.</p>
(b)	<p>From tree preservation point of view, every possible effort should be made to preserve existing trees on site and minimize any adverse impact on them during the works period. As trees maintained by LCSD will be affected by the proposed works, the project proponent is reminded to avoid damaging any trees during the course of works. If any trees maintained by LCSD would be felled or transplanted, the project proponent should follow DEVB TCW No. 4/2020 and duly consider the need of tree removal and consult tree maintenance department to formulate Tree Preservation and Removal Proposal (TPRP) at design stage or as soon as practicable. The formal TPRP should be submitted to the respective Tree Works Vetting Panel for vetting and approval.</p>	

Departmental Comments		Applicant's Responses
<b>2. Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD)</b>		
(a)	Existing water mains inside the proposed site may be affected. The applicant is required to either divert or protect the water mains found on site.	The applicant has noted the existence of water mains at the southwestern edge of the application site (the Site) (within Lot 662 in D.D. 17), and has proposed several protective measures. For details, please refer to Section 4.8 of the Planning Statement.
<b>3. Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&amp;L, PlanD)</b>		
(a)	According to the application form, tree felling is not involved. However, in para. 4.4 of the planning statement, the applicant stated "given that all existing trees will be affected it is not proposed to retain any of the existing trees at the Site." As such, it is difficult to ascertain the landscape impact of proposed development and whether tree felling will be mitigated through compensatory tree planting.	The site inspection conducted on 23.05.2025 identified 10 existing trees, including 1 dead tree within the Site. No old or valuable tree was found thereon. All existing trees, including the dead tree, will be felled as they are in conflict with the proposed development. In order to enhance the landscape quality of the Site and its surroundings, the applicant proposes to plant 17 nos. of trees of different local species, namely <i>Elaeocarpus chinensis</i> and <i>Phyllanthus emblica</i> , to compensate for the trees to be removed. The tree survey report and landscape plan are enclosed at <b>Annex 1</b> .
(b)	Approval of the application does not imply approval of tree works such as pruning, transplanting and felling. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.	Noted.
<b>4. Comments of the Chief Building Surveyor/New Territories West, Building Department (CBS/NTW, BD)</b>		
(a)	It is noted that 12 structures proposed in your application, before any new building works (including site formation works, containers/open sheds as temporary buildings, demolition etc.) are to be carried out on application site, prior approval and consent of the Building Authority should be obtained, otherwise they are unauthorised building works under the Buildings Ordinance (BO). An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO.	Noted.

Departmental Comments		Applicant's Responses
<b>5. Comments of the District Planning Officer/Sha Tin, Tai Po and North, Planning Department (DPO/STN, PlanD)</b>		
(a)	A temporary structure within the northwestern portion of the Site and some temporary structures straddling the western and southeastern boundaries of the Site were observed. Please advise whether these temporary structures are intended to be covered by the current application. If yes, they should be reflected on the proposed layout plan. If not, please suggest whether they will be removed.	Those structures currently fall within the private lots where the applicant is the sole land owner. Upon obtaining relevant planning permission, the applicant will remove the temporary structures prior to the implementation of the scheme.
(b)	Part of the Site is currently hard-paved, while the hard-paved area does not tally with the proposed scheme. Please confirm (i) whether the future land filling works will strictly follow the proposed scheme as indicated on Plan 5; and (ii) whether the non-conforming hard-paved area will be removed, should the current application be approved.	Upon obtaining relevant planning permission, the applicant will strictly follow the proposed scheme and remove the non-conforming hard-paved area.
(c)	Please confirm if no additional land filling by soil will be carried out in the proposed farming areas.	The applicant confirms that no additional filling of land with soil will be carried out in the proposed farming areas.
(d)	As advised by the Environmental Protection Department, the Site was the subject of eight substantiated environmental complaints in the past three years, including five complaints in 2023 and three complaints in 2024. There were (i) one complaint related to tree cutting; (ii) four complaints related to air pollution involving dust/mud/soil and/or muddy water from loading/unloading, circulation of trucks and construction activities; and (iii) three complaints related to waste, involving fly-tipping of construction and demolition wastes. Please advise any measures to avoid the above-mentioned environmental problems, should the current application be approved.	Various environmental mitigation measures have been proposed by the applicant in Sections 4.9 to 4.13 of the Planning Statement.  During the construction and operation stages of the proposed development, the applicant will adopt the abovementioned measures to ensure the proposed development would not incur adverse environmental impacts to the surrounding area.
(e)	In the view of non-compliance with approval conditions relating to implementation of the drainage, fire service installations, run-in/out and pedestrian crossing proposals under the last	The applicant will actively liaise with the District Lands Officer/Tai Po, Lands Department (DLO /TP, LandsD) and submit applications for Short Term Waiver (STW) and Short Term Tenancy

	<p>previous planning permission No. A/NE-TK/678, please advise if any measures would be taken in order to ensure the implementation of above-mentioned proposals within the specified period, should the current application be approved.</p>	<p>(STT) for the erection of the proposed structures and occupation of Government Land within the Site.</p> <p>Upon obtaining the necessary STW and STT, the applicant will be allowed to constructed the proposed structures, where the fire service installations will be installed therewithin. The construction works should normally take 3 to 4 months, depending on the quotation-seeking progress and the availability of construction materials.</p> <p>In parallel to the construction works of the proposed structures, the applicant will implement the accepted run-in/out and pedestrian crossing proposals before the operation of the proposed development.</p>
(f)	<p><u>Paragraph 4.6 of the Planning Statement</u></p> <p>It is noted that the run-in/out and pedestrian crossing proposals under the approval conditions (h) and (j) of the last previous planning permission No. A/NE-TK/678 (accepted by the Director of Highways and C for T respectively in 2022) will be implemented under the current application. According to the compliance letter dated 9.9.2022 issued by our office regarding the above-mentioned approval conditions, the Director of Leisure and Cultural Services (DLCS) had provided comments regarding the affected roadside trees and shrubs /vegetation maintained by the Leisure and Cultural Services Department (LCSD) under the run-in/out and pedestrian crossing proposals. Please advise how the comments from DLCS would be addressed.</p>	<p>Please refer to applicant's responses to DLCS in Part 1 of this table.</p>
(g)	<p><u>Paragraph 4.11 of the Planning Statement</u></p> <p>Please (i) advise the details of proposed septic tank and soakaway (e.g. whether the provision will be within the Site and dimensions of the proposed septic tank) and (ii) indicate their locations on relevant plan(s).</p>	<p>The exact location of the proposed septic tank and soakaway system is yet to be confirmed. Nonetheless, the applicant confirms that the design and construction of the septic tank and soakaway system will strictly follow relevant <i>Professional Persons Environmental Consultative Committee Practice Notes (ProPECC PNs)</i> as well as relevant guidelines, including but not limited</p>

		to the “ <i>Guidelines for Soakaway System</i> ” and “ <i>Guidelines for the Design of Small Sewage Treatment Plants</i> ” published by the Environmental Protection Department (EPD).
(h)	<u>Paragraph 4.14 of the Planning Statement</u>  It is noted that all existing trees at the Site will be affected. Please also advise (i) the number of existing trees; (ii) the number of trees to be retained/felled/transplanted; and (iii) any compensatory trees to mitigate landscape impacts caused by the proposed use within the Site.	Please refer to applicant's responses to CTP /UD&L, PlanD in Part 3 of this table.
(i)	<u>Plan 4</u>  The proposed floor-to-floor height of structure No. B2 for reception, agricultural education room, office, ancillary eating place and storage of farming machinery is about 6 m (1-storey), which is much higher than the other structures (i.e. about 3 m to 4 m (1-storey)). Please (i) provide justifications for such floor-to-floor height of 6 m and (ii) confirm if structure No. B2 is not intended to accommodate more than 1 storey.	Given that sufficient air-conditioning and ventilation facilities will be required for the ancillary eating place, the applicant considers that a relatively higher headroom is required to meet the safety and operational need.  The applicant has clearly indicated on the layout plan that Structure B2 is a single-storey structure with building height of 6 m (about). The applicant has no intention to accommodate more than one storey therewithin.
(j)	Please clarify the proposed land filling areas falling within the “AGR” zone and area shown as ‘Road’ respectively.	The proposed land filling areas within the “AGR” zone and area shown as ‘Road’ are 5,117 m <sup>2</sup> (about) and 159 m <sup>2</sup> (about) respectively.
(k)	The western portion of the Site encroaches onto an existing local track connecting between Ting Kok Road and the area to the south of the Site. Noting that the proposed use will lead to blockage of the local track, please advise (i) whether any re-provision of the local track would be proposed and (ii) whether there are any alternative route(s) for such connection.	The local track has been considered part of an unauthorised development by the Planning Authority, who issued a Reinstatement Notice (RN) to the concerned lot owners in July 2025 requesting the removal of hard-paving. The applicant has been conducting works to remove the existing hard-paving and grass the concerned area in accordance with the requirements stipulated on the RN, with a view to avoid further prosecution action from the Planning Authority.  The area to the south of the Site is currently accessible via a local track located to the west of the Site. Please refer to <b>Annex 2</b> for its location.

Departmental Comments		Applicant's Responses
<b>6. Comments of the Director of Agriculture, Fisheries and Conservation (DAFC)</b>		
(a)	<p>The subject site falls within the “AGR” zone and area shown as ‘Road’ and possesses potential for agricultural rehabilitation. The applicant should provide more details on the agricultural activities (e.g. types of crops to be grown, market channel for the crop produce, etc.) to be conducted at the subject site and justify the need for land filling for TPB's consideration.</p>	<p>As mentioned in Section 4.4 of the Planning Statement, the farming practice is similar to the always permitted agricultural use within the “AGR” zone. Visitors will be allowed to grow a selection of crops, including edible seasonal fruits and vegetables, and be free to carry the produce away for personal consumption.</p> <p>As mentioned in Section 4.3 of the Planning Statement, the filling of land is intended for site formation of structures and vehicle parking, loading/unloading and circulation space, which is considered necessary and has been kept to a minimum to meet the operational need. The applicant has also undertaken to reinstate the Site into an amenity area upon expiry of the planning permission.</p>
<b>7. Comments of the Director of Environmental Protection (DEP)</b>		
(a)	<p>Considering the past environmental complaint records, the applicant is reminded (i) to follow the relevant mitigation measures and requirements in Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites (COP) and to meet the statutory requirements under relevant pollution control ordinances, (ii) to follow the requirements of the ProPECC PN 2/24 and ProPECC PN 1/23 to properly handle the construction runoff and sewage produced from the development, (iii) to implement the noise mitigation measures as proposed to avoid causing nuisance to nearby surroundings, and (iv) to carry out pollution abatement measures in relevant Guidelines, including “Control of Oily Fume and Cooking Odour from Restaurants and Food Business”.</p>	<p>Noted. Please refer to Sections 4.9 to 4.13 of the Planning Statement in relation to the environmental mitigation measures proposed by the applicant.</p>

Departmental Comments		Applicant's Responses
<b>8. Comments of DLO/TP, LandsD</b>		
(a)	The application site comprises 60 Old Schedule Agricultural Lots and a parcel of Government land. All the private lots are 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. As regards the Government land, neither occupation nor works of any kind thereon is allowed without the prior approval from LandsD.	Noted.
(b)	Desktop checking revealed that an existing structure was erected on Lot No. 668 RP in D.D. 17 which was not included in the planning application. If it is ascertained that the structure is not covered by a valid squatter control number, this office reserves the rights to take necessary lease enforcement action against the breaches without further notice.	Being the owner of Lot No. 668 RP in D.D. 17, the applicant will remove the concerned structure to give way for the scheme of the proposed development applied for under the current planning application. Should the planning application be approved, the applicant will submit applications for STW and STT for the erection of the proposed structures and occupation of Government Land within the Site.
(c)	There is no guarantee to the grant of a right of way to the Site or approval of the EVA thereto.	Noted.
(d)	Should the TPB approve the application, the lot owner is required to submit an application for Short Term Waiver and Short Term Tenancy if they wish to erect structures on the Site. LandsD will consider the STW and STT application in accordance with the established procedures and guidelines. However, there is no guarantee at this stage that the STW and STT application would be approved. If the applications are approved by LandsD acting in the capacity as landlord at its sole discretion, such approval will be subject to such terms and conditions as may be imposed by LandsD including the payment of waiver fee, rent and administrative fee as considered appropriate. Besides, given the proposed use is temporary in nature, only erection of temporary structures will be considered.	Noted. Upon obtaining relevant planning permission, the applicant will submit STW and STT applications for the erection of the proposed structures and occupation of Government Land within the Site.
(e)	The applicant will likely make use of the adjoining Government land for access to the Site.	Noted.

	The maintenance and management responsibility of the said Government land and any other Government land leading to the Site should be sorted out with the relevant Government departments, prior to the use of access purpose. Moreover, access to the Site may also fall on adjoining private lots all in D.D. 17. The applicant should sort out the relevant issues with the lot owners concerned.	
(f)	The applicant shall employ an Authorised Land Surveyor or Registered Professional Surveyor to ensure structures falling within the lot boundaries.	Noted.
(g)	It is the responsibility of the applicant to obtain prior approval from relevant departments in operating the hobby farm with ancillary eating place.	Noted.

**9. Comments of the Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD)**

(a)	If the proposed roadwork design is approved by TD, the applicant shall ensure the roadworks are constructed to the satisfactions of TD and HyD in accordance with the prevailing TPDM and HyD standards at the applicant's own expenses. In particular, the gradient and construction details for the proposed run-in/out should be provided for comment.	As mentioned in Sections 3.9 and 4.6 of the Planning Statement, the applicant will implement the accepted run-in/out proposal and pedestrian crossing proposal under the previous application. The proposal will be implemented in accordance with the prevailing Transport Planning and Design Manual and HyD standards at the applicant's own expenses.
(b)	Adequate drainage measures shall be provided to prevent surface water running from the application site to the nearby public roads and drains. A cut off drain should be provided at the run-in/out to collect the runoff from the subject site.	As mentioned in Sections 3.7 and 4.16 of the Planning Statement, the applicant has implemented the accepted drainage proposal under the previous application. Upon obtaining relevant planning permission, photographic records showing the existing conditions of drainage facilities will be submitted for the consideration of the Drainage Authority.

Departmental Comments		Applicant's Responses
<b>10. Comments of the Commissioner for Transport (C for T)</b>		
(a)	<p>We note that the site is the subject of the previous planning application No. A/NE-TK/678 which was submitted by the same applicant of this subject planning application. The site layout of the subject application No. A/NE-TK/678 proposed to provide 38 private car parking spaces and 2 LGV loading and unloading spaces with 140 visitors on weekends. However, this application proposes to provide 32 private car parking spaces, 1 light bus parking space and 1 LGV loading and unloading space serving maximum number of 150 visitors on Saturdays, Sunday and public holidays. The application shall justify the sufficiency on the provision of parking spaces and loading and unloading spaces.</p>	<p>Upon further review, 38 private car (PC) parking spaces, and 1 loading and unloading (L/UL) space shared by light goods vehicle (LGV) and light bus (LB) are proposed, which are consistent with the previous approved planning application No. A/NE-TK/678. The revised layout plan is enclosed at Appendix A of <b>Annex 3</b>.</p> <p>LGV will be deployed for the transportation of goods during non-peak hours on weekdays, and the provision of L/UL space is based on user requirement, which is considered to be sufficient.</p> <p>Moreover, visitors accessing by PCs will be strictly required to make prior appointment, which would serve to regulate the number of vehicles accessing the Site. No walk-in visitor will be accepted. The maximum occupancy of the car park would not exceed 38 PCs and 1 LGV/LB. By adopting an average occupancy rate of 3.5 persons/PC and 24 persons/LB, the parking provision can meet the demand for about 157 visitors. Given the maximum nos. of visitors on Saturdays, Sunday and public holidays is expected to be 150 persons, the provision of parking spaces is therefore considered to be sufficient.</p>
(b)	<p>It is noted that the maximum number of visitors will be 40 on Monday to Friday and 150 on Saturdays, Sunday and public holidays. However, the estimated trip attraction to the site on weekdays for AM section (09:00 to 14:00) and PM section (14:00 to 21:00) are 24 and 22 respectively, while the trips on weekends or public holidays for AM and PM sections are 30 and 24 respectively. The applicant shall justify the disproportionate difference between the trips on weekdays and weekends and public holidays.</p>	<p>To establish a worst-case scenario, it is assumed that all AM session visitors will leave the Site at the end of the AM section, whilst all PM session visitors will come at the beginning of the PM section.</p> <p>Under such circumstances, it is anticipated that a maximum of 150 visitors would leave the Site whilst a maximum 150 visitors would approach the Site within the same hour. The highest nos. of trip generation would happen if all visitors travel via PCs and LB. The estimated trip generations under such a worst-case scenario are shown in the following table:</p>

(d)	<p>The applicant shall review the traffic impact during peak hours at weekend and public holidays, which shall be different from the general holidays.</p>	<p>The performance of the junction and link flows in the vicinity are conducted based on the vehicular survey on a Sunday in September 2023. The results are shown in the following table:</p> <p><b>Peak Hour Performances at Key Junctions (without Application Site)</b></p> <table border="1" data-bbox="841 1156 1421 1246"> <thead> <tr> <th>Jn. ID.</th> <th>Location</th> <th>Type</th> <th>Capacity Index<sup>(1)</sup></th> <th>Sunday Peak</th> </tr> </thead> <tbody> <tr> <td>J1</td> <td>Ting Kok Road / Shan Liu Road</td> <td>Priority</td> <td>DFC</td> <td>0.02</td> </tr> </tbody> </table> <p><i>Notes: The Capacity Index for Priority Junction and Roundabout is referred to the Design Flow to Capacity Ratio (DFC)</i></p> <p><b>Peak Hour Performances at Key Road links (without Application Site)</b></p> <table border="1" data-bbox="841 1358 1421 1560"> <thead> <tr> <th>Link ID.</th> <th>Section</th> <th>Direction</th> <th>Design Capacity (Pcu/hr)</th> <th colspan="2">Sunday Peak</th> </tr> <tr> <th></th> <th></th> <th></th> <th></th> <th>Flows (Pcu/hr)</th> <th>P/DR<sup>(1)</sup></th> </tr> </thead> <tbody> <tr> <td rowspan="2">L1</td> <td rowspan="2">Ting Kok Road between the Application Site and Shan Liu Road</td> <td>EB</td> <td>1280</td> <td>343</td> <td>0.27</td> </tr> <tr> <td>WB</td> <td>1280</td> <td>277</td> <td>0.22</td> </tr> <tr> <td rowspan="2">L2</td> <td rowspan="2">Ting Kok Road between the Application Site and Long Mei Beach</td> <td>EB</td> <td>1280</td> <td>343</td> <td>0.27</td> </tr> <tr> <td>WB</td> <td>1280</td> <td>277</td> <td>0.22</td> </tr> </tbody> </table> <p><i>Notes: (1)P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links</i></p> <p>By adding the estimated trip generations on weekends from the Site, the assessment results on the junction and link flows are shown as below:</p> <p><b>Peak Hour Performances at Key Junctions (with Application Site)</b></p> <table border="1" data-bbox="841 1897 1421 1987"> <thead> <tr> <th>Jn. ID.</th> <th>Location</th> <th>Type</th> <th>Capacity Index<sup>(1)</sup></th> <th>Sunday Peak</th> </tr> </thead> <tbody> <tr> <td>J1</td> <td>Ting Kok Road / Shan Liu Road</td> <td>Priority</td> <td>DFC</td> <td>0.02</td> </tr> </tbody> </table> <p><i>Notes: The Capacity Index for Priority Junction and Roundabout is referred to the Design Flow to Capacity Ratio (DFC)</i></p>	Jn. ID.	Location	Type	Capacity Index <sup>(1)</sup>	Sunday Peak	J1	Ting Kok Road / Shan Liu Road	Priority	DFC	0.02	Link ID.	Section	Direction	Design Capacity (Pcu/hr)	Sunday Peak						Flows (Pcu/hr)	P/DR <sup>(1)</sup>	L1	Ting Kok Road between the Application Site and Shan Liu Road	EB	1280	343	0.27	WB	1280	277	0.22	L2	Ting Kok Road between the Application Site and Long Mei Beach	EB	1280	343	0.27	WB	1280	277	0.22	Jn. ID.	Location	Type	Capacity Index <sup>(1)</sup>	Sunday Peak	J1	Ting Kok Road / Shan Liu Road	Priority	DFC	0.02
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						Flows (Pcu/hr)	P/Df <sup>(1)</sup>
L1	Ting Kok Road between the Application Site and Shan Liu Road			EB	1280	383	0.30
				WB	1280	313	0.24
L2	Ting Kok Road between the Application Site and Long Mei Beach			EB	1280	386	0.30
				WB	1280	317	0.25

Notes: (1)P/Df = Peak Hourly Flows/Design Flow Ratios (P/Df) for road links

Therefore, the traffic generated by the proposed development is anticipated not to cause adverse traffic impact to the road network in its vicinity.

(e)	The applicant shall demonstrate the vehicles can be manoeuvred smoothly within the site without queuing on public road.	The swept path analyses are enclosed at Appendix A of **Annex 3**. Sufficient space is provided for vehicles to manoeuvre smoothly within the Site to ensure that no vehicle will be allowed to queue back to or reverse onto/from the Site to public roads. Road markings are also proposed for clearer guidance within the Site.					
(f)	We received complaints regarding traffic congestion at Ting Kok Road eastbound due to vehicles waiting for right-turning to the access road connecting to the adjacent sites. The applicant shall provide a management plan to mitigate the potential queuing problem on the public road due to the proposed development accordingly.	Right-turning from Ting Kok Road eastbound will be prohibited, and traffic signs will be added accordingly. The proposed traffic signs and their locations are enclosed at Figures 1 and 2 of **Annex 3**. Visitors will be informed that right-turning from Ting Kok Road eastbound will not be allowed upon reservation.					
(g)	The applicant shall implement the run-in/out proposal and pedestrian crossing proposal submitted under previous planning application No. A/NE-TK/678 as mentioned in the Planning Statement.	The Applicant will implement the run-in/out proposal and pedestrian proposal submitted under previous planning application No. A/NE-TK/678 enclosed at Appendix III of the original submission.					
(h)	The applicant should confirm the management and maintenance responsibility of the pedestrian crossing and the proposed footpath.	Upon completion of the pedestrian crossing and the proposed footpath, the management and maintenance authority will be handed over to the Transport Department and HyD.					

Departmental Comments		Applicant's Responses
<b>11. Comments of the Director of Fire Services (D of FS)</b>		
(a)	For any structures with total floor area exceeds 230 m <sup>2</sup> , wheeled type dry chemical fire extinguisher, sprinkler system, emergency lighting, directional & exit signs and stand-alone fire detector shall be provided.	Noted. Please refer to the revised proposal at <b>Annex 4</b> .
(b)	Separation distance between each structure shall be clearly indicated on the plan.	
(c)	The automatic sprinkler system shall be provided in accordance with "BS EN 12845:2015 and the FSD Circular Letter No. 5/2020". The sprinkler tank, sprinkler pump room, sprinkler inlet and sprinkler control valve group shall be clearly marked on the plans.	
(d)	A 20-35 kg wheeled type dry chemical fire extinguisher shall be provided in every 500 m <sup>2</sup> on every floor of the premises and shall ensure that every part of the premises can be reached from a distance of not more than 30 m.	
(e)	In relation to item (a) above, if 2 or more stand-alone fire detectors are installed in an enclosed structure, all detectors shall be interconnected (either wired or wirelessly) such that when one of the detectors is triggered, all connected detectors shall sound an alarm simultaneously.	Noted.
(f)	If the applicant self-initiates the provision of a modified hose reel system, the standard and specification shall be provided in accordance with the " <i>Codes of Practice for Minimum Fire Service Installations and Equipment and Inspection, Testing and Maintenance of Installations and Equipment [September 2022 revision]</i> ".	
(g)	For areas designated for storage purpose, the maximum storage area of a single block and the minimum clearance around each single storage block (i.e. 2.4 m) shall be specified in the FS Notes.	Noted. Please refer to the revised proposal at <b>Annex 4</b> .

(h)	<p>The applicant is reminded that if the proposed structures are required to comply with the Buildings Ordinance (Cap. 123), detailed fire safety requirements will be formulated upon receipt of the formal submission of general building plans.</p>	Noted.
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(ii) In response to the comments from the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD), the applicant provides photographic records of the completed drainage facilities at the Site. Please refer to **Annex 5** for details. Notwithstanding that the drainage proposal was accepted by CE/MN, DSD on 07.12.2022 under the previous application No. A/NE-TK/678, the applicant had launched the implementation works of the drainage facilities at the Site. However, the applicant was not able to finish the implementation works before the revocation of the previous application. Therefore, the remaining part of the implementation works has been paused since then. Upon obtaining relevant planning permission from the Town Planning Board (the Board), the applicant will continue to complete the accepted drainage proposal and submit full set of photographic records for the consideration by the Drainage Authority.

(iii) The applicant provides the following revised documents at **Annex 6** to reflect the changes in the provision of parking and L/UL provision as mentioned in Part 10(a) of the above RtC table:

- Pages 9 and 16 of Form No. S-16I;
- Page 12 of the Planning Statement; and
- Layout Plan.

(iv) The applicant provides the following information in response to various aspects of the public comments received during the public inspection period:

Land use aspect

- the Site is subject of a previous application No. A/NE-TK/678 for the same applied use submitted by the same applicant, which was approved by the Board in 2020 on a temporary basis for a period of 5 years. Approval of the current application is in line with the previous decisions of the Board and would not set an undesirable precedent in the “AGR” zone;
- the proposed development is of temporary nature for a period of 5 years, which does not involve any permanent change of land use on relevant statutory plans; and
- Lot No. 661 in D.D. 17 (the concerned lot) is a private lot held under the Block Government Lease. There is no guarantee to the grant of a right of way thereto via other private lots. Should the concerned lot owner(s) of Lot No. 661 in D.D. 17 require access to the concerned lot, it is advised that permission from relevant government department(s) should be sought for the use of the Government Land directly adjoining the western boundary of the concerned lot. Besides, the western boundary of the concerned lot abuts an existing local tract connecting Ting Kok Road. For the location of the existing local tract, please refer to **Annex 2**;

Traffic aspect

- the applicant will implement the run-in/out proposal and pedestrian crossing proposal accepted under planning application No. A/NE-TK/678 to ensure pedestrian safety and alleviate the adverse traffic impacts at the site ingress/egress;
- it is anticipated that the proposed development would not induce significant traffic flow along Ting Kok Road. Prior appointment shall always be made by visitors accessing by private cars, so that the number of vehicles accessing the Site could be properly regulated. Walk-in visitors will not be accepted; and
- quotas for visitor admission will be on a first-come-first served basis. The ancillary eating place would serve visitors of the proposed development with prior appointment only. In view of the above, the proposed development is not expected to impose significant burden on the existing public transportation services;

Landscape aspect

- in order to enhance the landscape quality of the Site, the applicant proposes to plant new trees of different local species, namely *Elaeocarpus chinensis* and *Phyllanthus emblica*, at the Site. The wind, drought and/or salt spray tolerance nature of the selected species are considered suitable to provide further landscape quality to the Site. For details of the existing and proposed trees, please refer to the landscape plan at **Annex 1**. Besides, the farming nature of the proposed development is expected not to significantly affect the landscape quality of the Site;

Noise aspect

- the operation hours of the proposed development are from 09:00 to 21:00 daily. Visitors will be required to follow rules to refrain from causing any noise, including the prohibition of musical or other instruments, any record/cassette players or radio/television apparatus; and loud-speakers, megaphones, or other devices/instruments for sound magnification;

Drainage aspect

- the applicant will follow relevant *ProPECC PNs* for the provision of facilities for drainage and sewage treatment at the Site. Noting that the Site is in close proximity to a stream course to its west, the design and construction of the septic tank and soakaway system will strictly follow the requirements as stipulated in relevant *ProPECC PNs*. Licensed collectors will be employed to collect and dispose of sewage regularly, and the location of washrooms will be located away from the stream course and water bodies in the vicinity; and
- the applicant has implemented the accepted drainage proposal under the previous application No. A/NE-TK/678. Upon obtaining relevant planning permission, the applicant will provide photographic records showing the conditions of the existing drainage facilities for the consideration of the Drainage Authority. The implemented drainage facilities will be properly maintained by the applicant at all times. It is envisaged that the operation would not generate adverse drainage impacts to the surrounding environment; and

Environmental aspect

- the applicant will strictly comply with all environmental protection/pollution control ordinances, i.e. *Water Pollution Control Ordinance, Air Pollution Control Ordinance, Noise Control Ordinance* etc. at all times during the planning approval period. The applicant will also follow relevant mitigation measures and requirements stipulated in EPD's latest '*Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*' to alleviate adverse environmental impacts and nuisance to the surrounding area;
- the applicant will follow EPD's '*Control of Oily Fume and Cooking Odour from Restaurants and Food Business*' to control oily fume and cooking odour emissions generated from the ancillary eating place; and
- the applicant will follow the voluntary "*Charter on External Lighting*" implemented by the Environment and Ecology Bureau. Apart from lighting for security, safety and operational purposes, all light installations will be turned off beyond the operation hours to minimise the potential nuisance caused by external light.