

Temporary Bus Maintenance Centre for a Period Of 7 Years in Government Land at the Junction of Dai Fuk Street and Dai Wah Street, Area 33, Tai Po, New Territories (TPB Ref: A/TP/706)

Responses to Comments Table

Comments/ Suggestions		Applicant's Responses
A.	Comments from Transport Department received from Planning Department on 10.09.2025: (Contact person: Ms. LI Oi Yin, Yanny, Tel no.: 2399 6939)	
1.	Table 3.2 - The ATC traffic data from 2019 to 2021 are affected by COVID-19. Those traffic data shall be used carefully and any adjustment shall be considered to estimate growth rate for assessment.	Please note that additional sources were examined to determine the annual growth factor. Please refer to the Section 3.2 of the Revised Traffic Impact Assessment ("TIA") in Attachment 1 .
2.	Table 3.2 - Please also consider other common factor for determining growth factor, including the use of TPEDM from PlanD.	Noted. PlanD's TPEDM and Projected Population by District Council District have also been reviewed. Please refer to the Section 3.2 of the Revised TIA in Attachment 1 .
3.	Para. 3.2.4 - Please justify the +7% adjustment on the total growth.	Please be clarified that this Application is to extend the Tai Po Bus Maintenance Centre ("TPBMC") operating hours to 24 hours daily (i.e. Monday to Sunday) to enable additional bus maintenance services and enhance operational efficiency for a further 7 years from 2025. In this context, the design horizon year of 2032 has been adopted for assessment of traffic impact. A conservative growth factor of 1% per annum (+7% total growth) was applied to the observed 2025 traffic demands to yield the 2032 design year traffic forecasts. Please refer to the Section 3.2 of the Revised TIA in Attachment 1 .
4.	With comparison to other traffic survey conducted in 2025, the traffic flows at Junctions A and B during AM Peak are about 8% to 12% lower: Please review and justify the low traffic flow.	Please be clarified that the AM Peak observed flows have been factored up by 12% for both Junctions A and B for a conservative impact assessment. Please refer to the Revised TIA in Attachment 1 .
5.	Calculation of Junction B - Please revisit the critical phase at Stage 2 for loss time calculation.	Please note that Capacity assessments for Junction B have been revised and is provided in Annex A of the Revised TIA (Attachment 1 refers).
	<u>Further comment from Transport Operation (NT) Division received on 16.09.2025</u>	
6.	Please be advised that there is no plan for development of PTI at the captioned site (L/TP 33/2) in the near future.	Noted.

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B.	Comments from Transport and Logistic Bureau received from Planning Department on 16.09.2025: (Contact person: CHEUNG Tsz Pui, Chelsea, Tel no.: 3509 7181)	
1.	The concerned bus maintenance centre operated by MTRCL is necessary to ensure smooth and reliable day-to-day operations of MTR feeder buses by providing efficient repairs and maintenance support. In this regard, our policy support is given to the captioned application on the basis that the piece of land is used for maintenance of the buses of the MTR feeder routes.	Noted.
C.	Comments from District Lands Officer/ Tai Po of Lands Department received from Planning Department on 16.09.2025: (Contact person: Ms. LI Hoi Man, Christine, Tel no.: 2654 1336)	
1.	The Tenancy Agreement of STT 1615 was modified by way of a Supplementary Agreement dated 24.7.2023 to permit Citybus Limited to use the tenant's refuelling and bus washing facilities within the premises to serve the franchised buses (as defined in the Road Traffic Ordinance (Cap.374), any regulations made thereunder and any amending legislation) which are currently licensed and are owned and operated by Citybus Limited.	Noted.
2.	The subject site has been let to the MTR Corporation Limited for the purpose of a bus maintenance centre including refuelling, servicing, repairing and maintenance of franchised buses (as defined in the Road Traffic Ordinance (Cap.374), any regulations made thereunder and any amending legislation) which are currently licensed and are owned and operated by the Tenant only and such other ancillary uses as may be approved by the District Lands Officer for a term of 3 years from 1.2.2013 and thereafter quarterly under a Short Term Tenancy (STT) No. 1615 dated 30.8.2013. The tenancy may be terminated by either party giving to the other at least 3 months notice. The tenant may erect on the site structure(s) having a height not exceeding 2 storeys and 10 meters measuring from the formation level with a total gross floor area not exceeding 1,583 m ² .	Noted.
3.	As the existing STT is still valid, I have no comment on the application.	Noted.

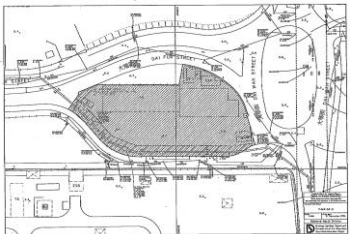
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D.	Comments from Environmental Protection Department received from Planning Department on 16.09.2025: (Contact person: Ms. TANG Wing Yee, Winnie, Tel no.: 2835 1096)	
1.	According to the application, there is no change in the usage, design parameters, operations, and surrounding sensitive uses of the temporary bus maintenance centre. In view of the above, we have no objection to the application. It is reminded that the future operation of the temporary bus maintenance centre shall meet the statutory requirements under relevant pollution control ordinances.	No objection is noted.
E.	Comments from Drainage Services Department received from Planning Department on 16.09.2025: (Contact person: Ms. SY Wing Kei, Vicky, Tel no.: 2300 1347)	
1.	It is noted that the operation hours will be increased under the captioned application. Please advise if there will be additional treated sewage to be discharged to the stormwater drainage system due to the increase of operation hours. If affirmative, please demonstrate that the existing stormwater drainage system of the site as well as the existing public stormwater drainage system will have sufficient capacity to cater for the additional discharge.	Please note that under the previous approved Planning Applications (i.e. A/TP/637 and A/TP/695) all assessments have already assumed the TPBMC would be operating daily (i.e. Monday to Sunday) including the relevant licences (e.g. Discharge License), Approved Drainage Plan and Approved Environmental Assessment despite the facility was approved under specific operating hours. Thus, there will be no additional treated sewage to be discharged to the stormwater drainage system due to the increase of operation hours under the same assumption. Nevertheless, in view that the number of bus maintenance services provided at the TPBMC for Sundays will be equivalent to Saturdays, the amount of treated sewage discharge on Sundays will be similar to Saturdays. Please note that the abovementioned assumption remains valid.
2.	If the application is approved, the following approval conditions shall be included: (i.) maintenance of existing drainage facilities for the whole period of occupation to ensure that it will not cause adverse drainage impact to the adjacent areas (if no additional treated sewage to be discharged to the stormwater drainage system or if the existing stormwater drainage system will have sufficient capacity to cater for the additional discharge); or (ii.) submission and implementation of drainage proposal for the Site is recommended to ensure that it will not cause adverse drainage impact to the adjacent areas (if there will be additional treated sewage to be discharged to the stormwater drainage system and the existing stormwater drainage system will not have sufficient capacity to cater for the additional discharge); and	Please note that the TPBMC is an existing facility and has been implemented under the Drainage Proposal in the previous Planning Applications (i.e. A/TP/637 and A/TP/695). The current S16 Planning Application is to extend the operating hours to Sundays. The implementation of the drainage proposal will be the same as previous submitted. Nonetheless, the Applicant is willing to accept approval conditions if the application is approved the Applicant will continue to maintain the existing drainage facilities to ensure there is no adverse drainage impact to adjacent areas.

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<p>(iii.) no structure or support for any structure shall be erected within the area of drainage reserve at the site for the whole period of occupation.</p> <p>3. While there are DSD's public stormwater drains in this area, the applicant should have its own stormwater collection and discharge system to cater for the runoff generated within the Site and overland flow from surrounding of the Site, e.g. surface channel of sufficient size along the perimeter of the Site; sufficient openings should be provided at the bottom of the boundary wall/fence to allow surface runoff to pass through the Site if any boundary wall/fence are to be erected. Any existing flow path affected should be re-provided. The applicant should neither obstruct overland flow nor adversely affect the existing natural streams, village drains, ditches and the adjacent areas. The applicant is required to maintain the drainage systems properly and rectify/modify the nearby existing/original drainage systems if they are found to be inadequate or ineffective to accommodate the additional runoff arisen from the development of the Site. The applicant shall also be liable for and shall indemnify claims and demands arising out of damage or nuisance caused by failure or ineffectiveness of the modified drainage systems caused by their works. Our drainage record plan is attached for your ease of reference.</p> <p>4. Public sewerage is not available near the Site. EPD should be consulted regarding the sewage treatment/disposal aspects of the proposed development.</p> <p>5. The applicant shall resolve any conflict / disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drains/channels and/or modifying/upgrading existing ones in other private lots or on Government land (where required) outside the application site.</p> 	<p>Noted.</p> <p>Please note that there is no additional sewerage discharge for the proposed development.</p> <p>Noted.</p>

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F.	Comments from Hong Kong Police Force received from Planning Department on 16.09.2025: (Contact person: Mr. CHAN Man Kit, Tel no.: 3661 3522)	
1.	Tai Po Police District has no comment on the captioned proposal. Nevertheless, the applicant is required to obtain approval from relevant authorization of other Government Departments in view of imposing special condition, if any.	No comment is noted.
G.	Comments from Home Affairs Department received from Planning Department on 16.09.2025: (Contact person: Mr. Johnny KWOK, Tel no.: 2654 1235)	
1.	No adverse comment from departmental facility maintenance point of view.	No adverse comment is noted.
H.	Comments from Urban design & Landscape Section received from Planning Department on 16.09.2025: (Contact person: Mr. KO Chun Ki, Jason (Tel: 3565 3941) & Mr. CHUI Wai Lun, Martin (Tel: 3565 3947))	
1.	Non-referral cases	Noted.

It is noted that the following Government Departments have no objections to / no adverse comments to the S16 Planning Application:

- Water Supplies Department (received on 16/9/2025)
- Project Manager (North), Civil Engineering and Development Department (received on 16/9/2025)
- Geotechnical Engineering Office, Civil Engineering and Development Department (received on 16/9/2025)
- Agriculture, Fisheries and Conservation Department (received on 16/9/2025)

Date: September 2025
File Ref: MTRC/TPBMC