

**Response-to-Comment (RtC)**

**Proposed Temporary Open Storage of Construction Materials and Machinery  
with Ancillary Facilities and Associated Filling of Land for a Period of 3 Years in “Agriculture” Zone,  
Lots 505 RP (Part), 506 (Part), 507 (Part), 508, 509 (Part) and 510 (Part) in D.D. 128,  
Pak Nai, Yuen Long, New Territories**

**(S.16 Application No. A/YL-HTF/1193)**

- (i) In response to the comments from the District Planning Officer/Tuen Mun and Yuen Long West, Planning Department (DPO/TMYLW, PlanD), the applicant writes to provide the following clarifications in relation to the filling of land at the application site (the Site):
- as mentioned in the supplementary information dated 10.07.2025, the Site is currently partly covered with asphalt (i.e. about 6,939 m<sup>2</sup>; 70% of the Site) and partly covered with soil (i.e. about 2,999 m<sup>2</sup>; 30% of the Site) of not more than 0.2 m in depth. The applicant intends to regularise the existing filling of land at the entire site, at which existing site levels range from +4.2 m to +4.7 m;
  - further to the intended regularisation, the applicant proposes to increase the site level by not more than 0.5 m in depth. The Site will be partly filled with asphalt (i.e. about 6,939 m<sup>2</sup>; 70% of the Site) and partly filled with soil (i.e. about 2,999 m<sup>2</sup>; 30% of the Site). The paving ratio of asphalt and soil will remain unchanged. Upon completion of the proposed filling of land, the raised site levels will range from +4.7 m to +5.2 m;
  - the applicant considers that the current state of the filling of land (intermixed with asphalt and soil) is suitable for his operational arrangement, as certain types of materials (such as bricks and scaffold) could be stored on soiled surface. The current scheme would preserve the existing soiled surface as far as practicable;
  - with reference to the Drainage Impact Assessment report submitted in the further information dated 28.07.2025, no additional flow is anticipated to flow to the surrounding area as the paving ratio of the Site remains unchanged. The preservation of the existing soiled surface could help alleviate the potential drainage impacts to the surrounding area; and
  - the applicant will strictly follow the approved scheme and no further filling of land will be carried out at the Site.

(ii) A RtC table:

Departmental Comments		Applicant's Responses
<b>1. Comments of the Chief Town Planner/Urban Design and Landscape (CTP/UD&amp;L), PlanD</b>		
(a)	No information on the mitigation measures or landscape proposal is provided in the application to demonstrate that the proposed use would not have adverse landscape impact on the Site and surrounding areas.	<p>Recent site investigation has revealed that no tree was identified thereon. With a view to enhancing the landscape quality of the application site and its vicinity, the applicant proposes to plant <b>23</b> nos. of new tree of local species, namely <i>Elaeocarpus chinensis</i>.</p> <p>Under the existing paving ratio of the filling of land, the applicant has already maximised the existing soiled ground to provide more trees to enhance the landscape quality of the Site. The applicant will carry out regular horticultural practice to maintain the proposed trees in good conditions.</p> <p>Please refer to the landscape plan at <b>Annex 1</b>.</p>
<b>2. Comments of the Commissioner for Transport (C for T)</b>		
(a)	Please provide a plan showing the land status of the proposed passing bays to identify whether these passing bays are located within Government Land.	<p>Section 6.6 has been added to the revised Traffic Impact Assessment (TIA) report to review the land status of the proposed passing bays at Road Section 1 of Deep Bay Road. It reveals that all proposed passing bays are located within Government Land.</p> <p>Please refer to the revised TIA report enclosed at <b>Annex 2</b>.</p>