

Responses-to-Comments

**Proposed Temporary Warehouse and Open Storage of Construction Materials, Construction Machinery and Vehicles and Associated Filling of Land for a Period of 3 Years in "Agriculture" Zone,
Various Lots in D.D. 112 and Adjoining Government Land, Shek Kong, Yuen Long, New Territories**

(Application No. A/YL-SK/414)

(i) Revised application form, planning statement and plans are provided (**Annexes I, II and Plans 1 to 4**).

(ii) A RtoC Table:

Departmental Comments		Applicant's Responses
1. Comments of the District Planning Officer/Fanling, Sheung Shui and Yuen Long East, Planning Department (DPO/FSYLE, PlanD) (Contact Person: Ms. Jane LAU; Tel: 3168 4051)		
Comments received on 29.04.2025		
(a)	It is noted in the application that Tenant B was affected by land resumption in Long Bin. Please advise whether the tenant has discontinued the operation or moved to another site.	Please note that Tenant B has discontinued the ' <i>motor-vehicle showroom</i> ' operation due to the land resumption for the Government's development projects.
(b)	Further to (a), whether planning application for site relocation had been submitted by the same tenant before. Please provide the details if the answer is affirmative.	Tenant B has spent effort to relocate their affected business premises to a number of alternative sites in various districts and applied an application (No. A/NE-TKL/731) for 'open storage' use in 2023. The application has been withdrawn by Tenant B in 2024 due to various shortcomings. Therefore, Tenant B desperately needs to identify another suitable site for the relocation of the affected business premises in order to continue the business operation.

(c)	It is noted that there are two different uses of the premises by Tenant B, namely ' <i>motor vehicle showroom and the adjoining existing use occupied by temporary structure for storage and open storage of construction materials and vehicles</i> ' mentioned in p.3 in the Supplementary Information (SI), and ' <i>warehouse</i> ' mentioned in p.8 of the SI. Please advise which is the use of the original premises; and	Please be clarified that ' <i>motor vehicle showroom</i> ' is the original business premises operated by Tenant B. Please refer to the revised details of the affected business premises (Annex III).
(d)	Further to (c), please confirm the future use of the application site by Tenant B.	The applicant and Tenant B co-signed a Memorandum of Understanding (MoU) to commit that the Site will be used for the proposed development, i.e., warehouse and open storage of construction materials, machineries and vehicles, after planning permission has been granted from the Town Planning Board (the Board).
Comments received on 06.05.2025		
(a)	According to LandsD's record, neither Victor Well Limited nor Keen Harvest Far East Development Limited are on-site operators. There is no record of a registered BU named Keen Harvest Far East Development Limited. Please clarify.	The applicant is currently liaising with Lands Department regarding the operation details of the affected business premises of Tenant A, i.e. Keen Harvest Far East Development Limited. Details will be provided in the later stage.
2. Comments of the Commissioner for Transport (C for T) (Contact Person: Mr. Louis HON; Tel: 2399 2427)		
Comments received on 23.04.2025		
(a)	The applicant should provide reference for the estimated trip generation and attraction of the development.	A total of 17 parking and L/UL spaces will be provided at the application site. It is estimated that not more than <u>30</u> trips will be generated and attracted by the application site (the Site) per day, while only <u>8</u> trips will be generated during the AM and PM Peak hour respectively, details are as follows:

		<table><tr><th rowspan="3">Time Period</th><th colspan="7">Estimated Trip Generation/Attraction</th></tr><tr><th colspan="2">PC</th><th colspan="2">LGV</th><th colspan="2">CV</th><th rowspan="2">2-Way Total</th></tr><tr><th>In</th><th>Out</th><th>In</th><th>Out</th><th>In</th><th>Out</th></tr><tr><td>Trips at <u>AM Peak</u> (09:00 – 10:00)</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>8</td></tr><tr><td>(10:00 – 12:00)</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>4</td></tr><tr><td>(12:00 – 14:00)</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>(14:00 – 16:00)</td><td>0</td><td>0</td><td>1</td><td>1</td><td>1</td><td>1</td><td>4</td></tr><tr><td>(16:00 – 18:00)</td><td>0</td><td>0</td><td>1</td><td>1</td><td>2</td><td>2</td><td>6</td></tr><tr><td>Trips at <u>PM Peak</u> (18:00 – 19:00)</td><td>0</td><td>8</td><td>0</td><td>0</td><td>0</td><td>0</td><td>8</td></tr></table>	Time Period	Estimated Trip Generation/Attraction							PC		LGV		CV		2-Way Total	In	Out	In	Out	In	Out	Trips at <u>AM Peak</u> (09:00 – 10:00)	8	0	0	0	0	0	8	(10:00 – 12:00)	0	0	1	1	1	1	4	(12:00 – 14:00)	0	0	0	0	0	0	0	(14:00 – 16:00)	0	0	1	1	1	1	4	(16:00 – 18:00)	0	0	1	1	2	2	6	Trips at <u>PM Peak</u> (18:00 – 19:00)	0	8	0	0	0	0	8
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		As number of vehicular trips generated and attracted by the proposed development is minimal, adverse traffic impact to nearby road network should not be anticipated.																																																																					
(b)	The applicant should provide information of the proposed vehicular access. The size of the access should accommodate the manoeuvring of the proposed type of vehicle, e.g. container vehicle.	The existing Kam Sheung Road that serves the Site is a two-lane carriageway serving as a rural road. A proposed 11m width (about) ingress/egress will be provided at the south of the Site for container 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 the public road. A swept path analysis is provided to demonstrate the smooth manoeuvring of container vehicle enter/exit the Site (Plans 3 & 4).																																																																					
(c)	The applicant should note the local access between Kam Sheung Road and the Site is not managed by this Department.	Noted.																																																																					
Comments received on 09.07.2025																																																																							
(a)	In addition to the Plan 2 showing overall arrangement, please provide a zoom-in plan at vehicular access point which should	A zoom-in plan showing the proposed vehicular access point is provided for your consideration (Plan 3).																																																																					

	indicate swept path, the proposed vehicular run-in/out and the modification of existing road furniture (if any).	
(b)	Please provide photos of existing run-in/out for info.	A photographic record showing the existing run-in/out is provided (Annex IV).
(c)	Please advise the maximum length of vehicles which would enter/leave the site.	The maximum length of vehicle enter/leave the Site is 16 m.
3. Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD)		
Comments received on 30.04.2025		
(a)	According to site photos, the site is partly vacant and partly covered by wild grass. Some mature existing trees are observed in the north of the Site. According to para. 5.14 of Planning Statement, all existing trees will be affected and it is not proposed to retain any of the existing trees. No tree information, proposed tree treatment and mitigation measures(s) are provided in the application.	<p>A tree survey has been conducted in June 2025 to assess the existing landscape condition of the Site (Annex V). A total of 48 nos. of trees were recorded within the Site, within which no Old and Valuable Trees (OVT) or protected species have been identified. Due to the proposed hard-paving works for site formation of structures, open storage activities and circulation purposes, all the existing trees will be affected, and it is not proposed to retain any of the existing trees within the Site.</p> <p>Due to the proposed tree felling at the Site, a total of 48 new trees, with compensation ratio of 1:1, are proposed to be planted along the periphery boundary of the Site to mitigate the landscape impact of the proposed development (Annex VI). All the new trees will be well-maintained by the applicant during the planning approval period.</p>
Comments received on 22.07.2025		
(a)	According to the Tree Survey Schedule, the health condition and tree form of T28 with 1200mm DBH are poor with defects on the tree trunk. The applicant should ensure the safety of	Due to the proposed hard-paving works for site formation of structures, open storage activities and circulation purposes, it is not proposed to retain any of the existing trees within the Site. A total of 48 new trees, with compensation ratio of

	the tree and take necessary arboricultural maintenance measures in a timely manner.	1:1, are proposed to be planted along the periphery boundary of the Site to mitigate the landscape impact of the proposed development (Annex VI).
(b)	The Tree Risk Assessment (Form 2) is out of Landscape Unit's purview. Please remove from the submission.	It is removed.
(c)	The applicant is advised that approval of the application does not imply approval of tree works, if any, such as pruning, transplanting and felling. The applicant is reminded to seek comments and approval for proposed tree works from the relevant department prior to the commencement of the works.	Noted.
4. Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) (Contact Person: Mr. Kenneth CHAN; Tel: 2300 1259)		
(a)	The DIA should be prepared in accordance with DSD Advice Note No.1.	A revised drainage impact assessment (DIA) has been provided by the applicant in accordance with DSD Advice Note No. 1 (Annex VII).
(b)	The application site is encroached onto/in the vicinity of an existing streamcourse/channel. The applicant shall be required to place all the proposed works 3m away from the top of the bank of the streamcourse/channel. All the proposed drainage impacts, both during and after construction. Proposed flooding mitigation measures if necessary shall be provided at the resources of the applicant to my satisfaction.	Noted. Please note, as mitigation measure, flow from area C1 is proposed to be discharged to the development site to offset the flow increase from area A1 due to the development. As per checking in Appendix A, with the above mitigation measure, the equivalent catchment area to the existing streamcourse after the development is reduced. Therefore, no adverse drainage impact to the existing streamcourse is anticipated.
(c)	All proposed works including foundations should not impose any loadings to the edges/walls of the streamcourse/channel.	Noted.

(d)	Please take into account the existing streamcourse/channel in the DIA. All drainage impacts and changes caused to the existing streamcourse/channel and any mitigation measures proposed should be addressed in the DIA report.	As per item b, no adverse drainage impact to the existing streamcourse is anticipated.
(e)	Please refer to comment (b) and (c) to revise the layout plan.	Noted. Please refer to updated Figures in the revised DIA.
(f)	Right of Way should be reserved for government carrying out day-to-day operation and maintenance works for the aforementioned streamcourse/channel.	Noted.
(g)	Please include the mitigation measures that to be provided for construction stage in the DIA report.	Further to the discussion with DSD, it is proposed to construct the proposed drainage system before the hard paving works such that no drainage impact is anticipated during construction stage.
(h)	Please advise and indicate in the drawing whether the proposed 1,200mm storm discharge pipe between CP3.09 to discharge point and MH1.01 will be laid within government land.	Noted. Additional page is updated in Appendix B to show the updated proposed pipe between CP3.09 to discharge point and MH1.01 within government land.
(i)	All stormwater drainage facilities, including those mentioned in (h) above, to be completed under the proposed development, whether within private lots or Government Lands, shall be solely maintained by the applicants and the successive owners of the proposed development at their own resources.	Noted.

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(j)	The applicant should submit from HBP1 to this Division for application of technical audit for any proposed connection to DSD's drainage facilities.	Noted.
(k)	The applicant shall resolve any conflict/disagreement with relevant lot owner(s) and seek LandsD's permission for laying new drain/channels and/or modifying/upgrading existing ones in other private lots or on Government land outside the application site.	Noted.
5. Comments of the Director of Agriculture, Fisheries and Conservation (DAFC)		
Comments received on 08.05.2025		
(a)	According to site inspection, there is an active streamcourse located within the southern portion of the subject site. The proposed development will pose direct impact on the streamcourse while stream and watercourse should be preserved as far as possible from nature conservation perspective.	The applicant has submitted a DIA report in accordance with requirements from DSD, including the provision of U-channels, pipes and catchpits to mitigate the potential drainage impact generated by the proposed development (Annex VII). According to the submitted DIA report, the existing streamcourse will be preserved and it is concluded that positive drainage impact to the existing streamcourse is anticipated.
Comments received on 11.07.2025		
(a)	It is noted that the existing streamcourse will be preserved according to Figure 3-1 and 5 of the FI. The applicant should update plan 1 and 2 with reference to latest development plan.	Plans are revised accordingly (Plans 1 & 2).