

**Proposed Rezoning From “AGR” & “GB” To “G/IC” for  
a Proposed “Social Welfare Facilities” (Residential Care Homes for The Elderly) (RCHE)  
Lot 232 RP, 232 S.A RP, 232 S.A ss. 1 to 14, 232 S.B RP, 232 S.B ss. 1 to 27,  
232 S.C to 232 S.E, 233 RP, 233 S.A to 233 S.M, 237 RP, 237 S.A to 237 S.R,  
239 RP, 239 S.A to 239 S.G in D.D.23, Tung Tsz, Tai Po, N.T.  
S12A Application for Planning Application No. Y/NE-TK/19  
Response-to-Comment – TD  
(Updated 18 June 2025)**

Comments	Response
<p>1. <b>Comments of the Commissioner for Transport Department as follows:</b></p> <p>2. Please indicate the confirmation of management and maintenance parties in the TIA report.</p> <p>3. There is no direct public transportation to the subject site. The nearest bus stop at Ting Kok Road is about 680m from the site. The public could only access to Tung Tsz Road by NT GMB and Resident’s service.</p> <p>Please note that the characteristic of the listed RCHE samples are different to the subject application. Our observations are listed below:</p> <p>(1) Assemblies of God Holy Light Church Aged Home – This RCHE was established around 1990 and the target group user is likely different from the proposed development.</p> <p>(2) Chinese Christian Worker’s Fellowship Wah Hei Elderly Home (Comet Mansion) – this RCHE is located at the Yuen Long urban area with mature PT service, e.g. Yuen Long Bus Terminus, PT at Fung Cheung Road, etc.</p> <p>(3) T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly – There are Tin Yiu Bus Terminus and Light Rail Station nearby.</p> <p>(4) Salvation Army Kam Tin Residence for Senior Citizens – There are PT services at Kam Tin Road.</p>	<p>Please note that the management and maintenance parties of the local access road connecting Tung Tsz Road and the proposed development would be Home Affairs Department (HAD), please refer to <b>Section 2.3</b> and <b>Appendix D</b> of the revised TIA report for details.</p> <p>Noted and please note that the listed RCHE samples with different characteristic to the subject application have been removed.</p>

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<p>(5) Pok Oi Hospital Yeung Chun Pui Care and Attention Home – There are PT service at Ping Ha Road and there is a public car park nearby.</p> <p>The reference examples of existing RCHE shall be reasonably selected with similar characteristic to the proposed development. Please justify the provision of parking spaces and loading/unloading spaces have met the operation need, including the parking need of their staff and visitors.</p> <p>Please also clarify the provision of loading/unloading spaces for M/HGV.</p> <p>Sufficient parking spaces and loading and unloading space provisions are crucial and necessary for an elderly residential care home. The insufficient of such provisions raises serious challenges for the loading and unloading of goods, daily deliveries of essential supplies, medications, equipment, etc.. The lack of such provision poses tremendous inconvenience to the elderly and its visitors. Please review how the parking and loading and unloading need of the development can be accommodated.</p> <p>4. In accordance with PlanD’s advice in her email on 17 March 2025, we note that the planned development “Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities” was not included in the assessment.</p>	<p>Please note that the shuttle bus service will be provided by the Applicant and booking in advance is required for parking provision for staff, visitors or persons with disabilities, therefore the provision of parking spaces and loading/unloading spaces have met the operation need, please refer to <b>Section 2.6</b> of the revised TIA report for details.</p> <p>Please be clarified that 1 no. of MGW is proposed, please refer to <b>Section 2.3</b> and <b>Section 2.4</b> of the revised TIA report for details.</p> <p>Please note that the parking and loading and unloading provision has been reviewed and revised, please refer to <b>Section 2.4</b> of the revised TIA report for details.</p> <p>As per DSD verbal comment, information on “Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities (Agreement No. CE 58/2022 (DS))” will not be disclosed to private planning application. Assumption has been made for this planned development, please refer to <b>Table 4.3</b> and <b>Table 4.4</b> of the revised TIA report for details.</p>

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<p>In addition; Villa Lucca was not fully intake at the time of survey. Please review.</p> <p>5. The extent/height of greenery area shall not obstruct the sightline at the run-in/out. Please review.</p> <p>6. The increase of traffic flow along the route between reference scenario and design scenario are inconsistent, For instance, the trip attraction (pcu/hr) at AM Peak (PM Peak) are listed below: Junctions: A: 20 B: 30 C: 0 D: 30 E: 20 F: 20 G: 20 H: 30 I: 20</p>	<p>Noted and please note that Villa Lucca has been added to <b>Table 4.3</b> and <b>Table 4.4</b>, please refer to the revised TIA report for details.</p> <p>Noted and please refer to <b>Figure 2.3 (Rev A)</b> for the without greenery area obstruction of sightline at the run-in/out. <b>[Layout plan and sightline assessment under revision will be provided to R Lee for future greenery area revision.]</b></p> <p>Noted and please note that traffic flow along the route between reference scenario and design scenario have been checked and revised, please refer to <b>Figure 4.9</b> and <b>Figure 4.10</b> of the revised TIA report for details.</p>

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<p>J:30</p> <p>While the trip attraction in Table 4.8 is 25pcu/hr.</p> <p>Please be reminded to check the correctness and consistency before submission.</p> <p>In addition, the AM eastbound traffic at Junction C for both scenarios are the same, please check.</p> <p>7. Please ensure sufficient clear width of the footpath for wheelchair users, taking into account of any obstructions on the footpath, e.g. lamp post, etc..</p> <p>Figure 2.5 indicates that the proposed shuttle services run through additional roads and junctions to Tai Po Market Station. Please provide the assessment for the expanded AOI.</p> <p>The road and loading/unloading facilities near Tai Po Market Station is busy, please provide the assessment for the proposed boarding/alighting point at Tai Po Market Station.</p> <p>8. Please refer to our above response to RtoC (v).</p>	<p>Noted and please note that street furniture will be relocated so ensure sufficient clear width of the footpath for wheelchair users, please refer to <b>Figure 2.1 (Rev A)</b> of the revised TIA report for details.</p> <p>Since the proposed shuttle service will only be provided during the non-peak hours for both staff (4 nos. of 19-seater light buses to arrive/leave before 6:45am and after 6:45pm) and visitors (1 no. of 19-seater light buses to arrive/leave between 10am and 4pm), therefore shuttle services will not be included for assessment purpose during peak hours, please refer to <b>Section 2.6</b> of the revised TIA report for details.</p> <p>Please refer to <b>Section 6</b> of the revised TIA report for the assessment of the proposed boarding/alighting point at the bus layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) near Tai Po Market Station.</p> <p>Please note that the parking and loading and unloading provision has been reviewed and revised, please refer to <b>Section 2.4</b> of the revised TIA report for details.</p>

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<p>9. You are reminded to seek LandsD’s confirmation on the proposed M&amp;M agent.</p> <p>10. Please refer to our response to RtoC (ix).</p> <p>11. Please refer to our response to RtoC (v). The TIA shall take into account the parameters affecting the trips generation and attraction due to the proposed development, including the numbers of beds for suites, rooms, staff quarters, estimated number of visitors and employees.</p> <p>12. The proposed development contributes additional traffic flow to the roads and junctions within the AOI. It reduces the Reserved Capacity (RC) of the critical junction of 1% to 2%. The applicant shall design and implement appropriate traffic mitigation measures to mitigate the traffic impact due to the development.</p>	<p>Please note that the management and maintenance parties of the local access road connecting Tung Tsz Road and the proposed development would be Home Affairs Department (HAD), please refer to <b>Section 2.3</b> and <b>Appendix D</b> of the revised TIA report for details.</p> <p>As per DSD verbal comment, information on “Upgrading of Tai Po Sewage Treatment Works and Organic Waste and Sewage Sludge Co-digestion Facilities (Agreement No. CE 58/2022 (DS))” will not be disclosed to private planning application. Assumption has been made for this planned development, please refer to <b>Table 4.3</b> and <b>Table 4.4</b> of the revised TIA report for details.</p> <p>Please note that Villa Lucca has been added to <b>Table 4.3</b> and <b>Table 4.4</b>, please refer to the revised TIA report for details.</p> <p>Noted and please refer to <b>Section 2.6</b> and <b>Table 4.8</b> of the revised TIA report for trips generation and attraction due to the proposed development.</p> <p>Please note that the junction assessment has been reviewed and revised, please refer to <b>Table 5.1</b> of the revised TIA report for details.</p>

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<p>13. Other specific comments:</p> <p>Please review the Para. 5.1.5 since the proposed development contributes additional traffic flow to the roads and junctions within the AOI. It reduces the Reserved Capacity (RC) of the critical junction of 1% to 2%. The applicant shall design and implement appropriate traffic mitigation measures to mitigate the traffic impact due to the development.</p> <p>14. <u>Comments from Transport Operation (NT) Division, TD</u></p> <p>Subject to satisfaction of the assessments mentioned in our further comment on RtC (xvi) (b) for the proposed shuttle services to be provided to the captioned site between Tung Tsz and Tai Po Market Station, the stopping point of the shuttle service at bus layby at Nam Wan Road (eastbound) (closed to Uptown Plaza) for Tai Po Market Station bound and at bus layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) for the bound to the captioned site may be considered.</p>	<p>Please note that the junction assessment has been reviewed and revised, please refer to <b>Table 5.1</b> of the revised TIA report for details.</p> <p>Noted and please note that the proposed shuttle service of the stopping point has been revised to bus layby at Nam Wan Road (westbound) (close to Wan Tau Tong Estate) near Tai Po Market Station, please refer to <b>Section 2.6</b> and <b>Figure 2.5 (Rev A)</b> of the revised TIA report for details.</p>

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Response-to-Comment – TD  
(Updated 29 July 2025)**

Comments	Response
<p><b>1. Comments of the Commissioner for Transport Department as follows:</b></p> <p>(a) The concerned village access is not a public road managed by the Transport Department (TD). TD will not take up the management responsibility after the road works for the proposed development; and</p> <p>(b) Due to the limited information provided in the Figure 4, we are not able to advise whether the proposed access road/footpaths comply with the relevant standards. Considering the nature of the proposed access road, the applicant shall demonstrate the relevant requirements for a single track access road as stipulated in TPDM Vol. 2 Ch. 3. Section 3.11 are complied with.</p>	<p>Noted.</p> <p>Please note that the carriageway width of the proposed access road is 3.5m with suitable widening on bends with passing bays and sufficient footpath width provided as far as possible. Therefore the proposed access road complied with single track access road as stipulated in TPDM Vol. 2 Ch. 3. Section 3.11.</p>