

Attachment I

Responses-to-Comments Table

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

Comments from Related Departments

Page No.

COMMENTS FROM RELATED DEPARTMENTS	2
1. Drainage Services Department, Operations & Maintenance Branch, Mainland North Division, Tai Po Section, dated 22 May 2026	2
2. Environmental Protection Department, Environmental Assessment Division, Territory North Group, Sheung Shui, Fanling, Tai Po, dated 18 May 2026	5
3. Planning Department, District Planning Branch, New Territories District Planning Division, Sha Tin, Tai Po and North District Planning Office, dated 18 May 2026.....	10
4. Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, Project & Tai Po Section, dated 22 May 2026	13

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

COMMENTS FROM RELATED DEPARTMENTS

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1.	<p>Drainage Services Department, Operations & Maintenance Branch, Mainland North Division, Tai Po Section, dated 22 May 2026</p> <p>Please refer to Attachment B for details.</p> <p>2. For the Sewerage Impact Assessment (SIA) Report, the following comments are for the consultants' reference and consideration. They are subject to the views and agreement of EPD as they are the planning authority of sewerage infrastructure. The Study has to meet the full satisfaction of EPD. Please be reminded to seek comments/agreement from EPD. Please see below our sewerage comments:</p> <p>(a) Please consider to upgrade pipe segment between FMH1005826 and FMH1005827.</p> <p>(b) Para. 3.1.1.2, Para. 3.5.1.1 & Para. 5.1.1.3: Please liaise with ST1 of DSD to ascertain the availability of spare capacities at the existing Tai Po STW and Tai Po Kau SPS to accommodate the proposed sewer under the subject site area.</p> <p>(c) Section 3.2: Please seek the latest information from PlanD or LandsD to ascertain whether there are approved planning applications (not yet included in the assessment) for calculating sewage generation.</p>	<p>Upgrade of the pipe segment between FMH1005826 and FMH1005827 is not considered necessary. The segment has sufficient spare capacity, with more than 1 m of freeboard available. The cover depths at the upstream (FMH1005826) and downstream (FMH1005827) manholes are 3.03 m and 1.47 m, respectively. In addition, no surcharge is observed, and the available freeboard is not adversely affected.</p> <p>As advised in the emails from DSD and EPD and EPD dated 30th January 2026 and 5th February 2026, the existing Tai Po STW was confirmed to have sufficient capacity for the proposed development, while Tai Po Kau SPS has limited residual capacity. Para. 3.5.1.3 of the SIA Report (Appendix D) outlines the possibility of on-site treatment to reduce the sewage flows to be discharged to Tai Po Kau SPS.</p> <p>Please note that latest developments and planning applications have been incorporated in the assessment as described in Section 3.2.1.2 of the SIA Report (Appendix D). Sewage from the nearby approved Residential Care Home for Persons with Disabilities (Proposed Minor Relaxation of Building Height Restriction for Proposed Social Welfare Facility (Planning Application A/TP/694 Residential Care Home for Persons with</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

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	<p>(d) Table 3.5: The ground levels should be included in the Table for ease of reference.</p> <p>(e) Please advise the extent of on-site treatment and utilization of existing TPKSPS at this stage.</p> <p>3. For the Drainage Impact Assessment (DIA) Report, I have the following drainage comments:</p> <p>(a) Para. 2.1: The applicant should submit the ICM hydraulic models for our comments.</p> <p>(b) Section 4: Please seek the latest information from PlanD or LandsD to ascertain whether there are approved planning applications in the concerned Catchments (not yet included in the assessment) to update the percentage of paved and unpaved area in the calculation.</p> <p>(c) Table 5.2: The utilisation of existing drains due to the development should be</p>	<p>Disabilities) in “Government, Institution or Community” and “Green Belt” Zones at the “Former Fish Marketing Organization Tai Po Primary School”, Wong Yi Au, Tai Po) has been included.</p> <p>Table 3.5 presents the capacity check of TPSTW and TPKSPS, which focuses on hydraulic performance. All pipes have sufficient capacity and no surcharge condition is identified, ground levels are therefore not directly relevant to the capacity assessment. Please refer to the Appendix A and drawings in the SIA report (Appendix D) for ground level information.</p> <p>The extent of on-site treatment will depend on various factors, including the adopted treatment technology and the available site area. The option of on-site treatment described in Para. 3.5.1.3 in the SIA report (Appendix D) is intended to overcome the limited spare capacity of the existing TPKSPS which was advised by DSD and EPD emails on 30th January 2026 and 5th February 2026.</p> <p>The digital file of ICM hydraulic model in the Appendix A of the DIA report (Appendix B) will be submitted under separate submission .</p> <p>Please note that the latest developments and planning applications have been incorporated in the assessment; particularly the project (Planning Application A/TP/694 - Proposed Minor Relaxation of Building Height Restriction for Proposed Social Welfare Facility (Residential Care Home for Persons with Disabilities) in “Government, Institution or Community” and “Green Belt” Zones at the “Former Fish Marketing Organization Tai Po Primary School”, Wong Yi Au, Tai Po) has been included and the catchment has been considered paved.</p> <p>There is no adverse impact on the downstream drainage network, as shown in Table 5.2 of the DIA report (Appendix X). The peak flow rates are reduced under the proposed</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

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	<p>included in the Table for ease of reference.</p> <p>(d) Para. 5.2.1.1: The phrase “Error! Reference source not found” was found. Please check and update all relevant paragraphs accordingly.</p> <p>(e) Section 5.3: Please be reminded that the design, operation and maintenance of the proposed Floodwater Storage Tank should comply with the requirements in the Stormwater Drainage Manual. In addition, the details of the proposed drainage system (included the invert levels of the proposed drainage pipes & storage tank) should be provided for comments/reference.</p> <p>(f) Para. 5.4.1.1: Please schedule the work sequences to be conducted in phases over consecutive dry seasons to avoid carrying out the work during wet seasons.</p> <p>(g) Section 5.4: Please be reminded to comply with “DSD Technical Circular No. 1/2017 Temporary Flow Diversions and Temporary Works Affecting Capacity in Stormwater Drainage Systems” if the proposed works under the Agreement involve the construction of permanent or temporary works within, over or adjacent to DSD’s stormwater drainage systems. In addition, all proposed works shall not obstruct any overland flow and all the existing flow paths, along with runoff directed towards the existing drains, are to be intercepted and directed to the proposed drainage system.</p> <p>(h) Section 5.3: Please advise the operation of the proposed stormwater retention tank in details.</p>	<p>development scenario, and hence the existing performance is not worsened by the proposed development.</p> <p>Regarding hydraulic performance, reference should be made to the model results in Appendix C of the DIA report (Appendix B), which show that the water levels remain within the allowable freeboard limits.</p> <p>Noted, all relevant paragraphs have been updated in the DIA report (Appendix B).</p> <p>Noted, please refer to Para. 5.3.1.1 of the DIA report (Appendix B).</p> <p>A new Table 5.4 has been incorporated in the revised DIA report (Appendix B) to present the details of the proposed drainage system, including relevant invert levels.</p> <p>Noted, please refer to Para. 5.4.1.1 of the DIA report (Appendix B).</p> <p>Noted, please refer to Para. 5.4.1.2 of the DIA report (Appendix B).</p> <p>The proposed stormwater retention tank will operate under gravity flow conditions. Stormwater runoff will be conveyed into the tank via the site drainage system, where</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

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	<p>(i) Section 3.3: Please advise the details for the proposed watercourses interception and diversion.</p> <p>(j) The applicant is required to rectify/modify the drainage system if it is found to be inadequate or ineffective during operation. The applicant shall also be liable for and shall indemnify Government against claims and demands arising out of damage or nuisance caused by failure of the system.</p> <p>(k) The applicant should take all precautionary measures to prevent any disturbance, damage and pollution from the development to any parts of the existing drainage facilities in the vicinity of the lot. In the event of any damage to the existing drainage facilities, the applicant would be held responsible for the cost of all necessary repair works, compensation and any other consequences arising therefrom.</p>	<p>temporary storage is provided to attenuate peak flows. The stored water will then be discharged to the downstream drainage system. Further details of the operation, including inlet and outlet arrangement, will be developed during the detailed design stage.</p> <p>Watercourses will be intercepted at the site boundary and diverted within the site drainage system, before being discharged into the proposed 2,100 mm diameter drain. A detailed layout plan will be provided during the detailed design stage.</p> <p>Noted, please refer to Para. 5.3.1.3 of the DIA report (Appendix B). Based on the assessment performance of the drainage network is not worsened by the proposed development. Detail design shall confirm no adverse impact during operation.</p> <p>Noted, please refer to Para 5.3.1.3 of the DIA report (Appendix B).</p>
2.	<p>Environmental Protection Department, Environmental Assessment Division, Territory North Group, Sheung Shui, Fanling, Tai Po, dated 18 May 2026</p> <p>Please refer to Attachment A for details.</p> <p><u>General and EIAO Implications</u></p> <p>1. Section 2.3.1.3: Please include a figure showing the location of the proposed road works.</p>	<p>Figure 2.2 showing the location of the proposed road works has been supplemented in Section 2.2.1.2. in the revised Environmental Assessment (Appendix C).</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

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	<p>2. Section 2.3.1.3: Please advise the road type of “existing Yung Yi Road roundabout connecting to the widened Ha Wong Yi Au Road”.</p> <p>3. Section 2.3.1.3: Please seek Transport Department’s confirmation on the road type of the new road and the affected roads after the road works. If confirmation from the Transport Department has been obtained and included in the report, please reference it in relevant section, e.g. Section 2.3.1.3.</p> <p>4. Section 2.3.1.3: Please ensure the proposed road works mentioned in the Environmental Assessment are consistent with the Supporting Planning Statement.</p> <p>5. It is noted from the SIA that on-site sewage treatment facilities may be proposed. Please include such information in the Environmental Assessment. Please also advise the installed capacity of the proposed sewage treatment facilities and whether reuse of reclaimed water will be involved.</p> <p>6. Please highlight changes made in future submissions to facilitate our review.</p>	<p>It is confirmed by TD that the existing Yung Yi Road roundabout is local distributor. The correspondences with TD were attached to Appendix 4.1 in the revised Environmental Assessment (Appendix C).</p> <p>It is confirmed by TD that the proposed Yung Yi Road / Ha Wong Yi Au Road roundabout in the indicative scheme is local distributor. The correspondences with TD were attached in Appendix 4.1 in the revised Environmental Assessment (Appendix C).</p> <p>Please note that the proposed road works mentioned in the Environmental Assessment are consistent with the vehicular and pedestrian access arrangements outlined in Section 4.6.1 of the Supporting Planning Statement.</p> <p>According to Section 3.5.1.3 of SIA (Appendix D), the detailed design of the proposed on-site sewage treatment facilities will be determined at the detailed design stage. The above has also been supplemented in Section 9.6.3.1 of EA (Appendix D).</p> <p>Noted. All changes in the main text are highlighted to facilitate your review.</p>
	<p><u>Air Quality</u></p> <p>1. Table 6.1: Please supplement AQOs for 24-hour Nitrogen Dioxide and 24-hours Carbon Monoxide.</p> <p>2. Table 6.3 and Table 6.6: It is mentioned in Table 6.3 that the distance between Ling Liang Church M. H. Lau Secondary School and the road is <5m but Table 6.6 shows that the distance is 5.1m. Please clarify.</p> <p>3. Table 6.4:</p>	<p>Supplemented in Table 6.1 of the revised EA (Appendix C) accordingly.</p> <p>Please note the “<5m” in Table 6.3 presents the distance between Ling Liang Church M. H. Lau Secondary School and the closest site boundary, while “5.1m” in Table 6.6 presents the distance between Ling Liang Church M. H. Lau Secondary School and the proposed road kerb. Therefore, no change is applied.</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

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	<p>(a) Please supplement the data for 24-hour CO.</p> <p>(b) Please rearrange the rows to group AQOs for Ozone in adjacent rows.</p> <p>(c) For peak season Ozone, please check the value of percentage for the 5-year mean relative to AQO.</p> <p>(d) Please revise note [1] to read “Number of exceedances allowed <u>per calendar year</u> under the AQO is shown...”.</p> <p>(e) Please remove note [4] and bold the values that exceed AQOs before rounding, particularly the annual FSP for years 2020 and 2023.</p> <p>4. Table 6.5:</p> <p>(a) Please supplement background for 24-hour CO.</p> <p>(b) Please revise note [1] to read “... numbers of exceedances allowed <u>per calendar year</u> under the AQOs.”</p> <p>(c) Please review if note [3] means the values are bolded (not underlined).</p> <p>5. Section 6.4.2.5: Please clarify whether the current project involves public works, and whether DEVB’s Technical Circulars are relevant guidelines to this project.</p> <p>6. Figure 6.3a and 6.3b:</p> <p>(a) Please provide justification for not using the closest point as the indicative location of ASR of Ling Liang Church M H Lau Secondary School.</p>	<p>Supplemented in Table 6.4 in the revised EA (Appendix C) accordingly.</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Supplemented in Table 6.5 in the revised EA (Appendix C) accordingly.</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>There are no public works involved under the current project and DEVB’s Technical Circulars have been deleted accordingly.</p> <p>The closest fresh air intake at Ling Liang Church M H Lau Secondary School from the proposed access road is the openable window of the hall as shown the photo below which has already been indicated in Figure 6.3a.</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p>(b) For the western side of the proposed access road, please present the buffer from the proposed road kerb, not the site boundary.</p> <p>(c) Please check carefully whether the buffer distance requirements stipulated in HKPSG could be fulfilled. If the requirements could not be fulfilled, quantitative cumulative impact assessment would be required to evaluate the potential air quality impact to confirm the compliance of the prevailing AQOs criteria.</p> <p>(d) Please remove unnecessary lines to present a clean site boundary.</p> <p>7. Section 6.7: Please state whether any potential odour sources were observed during the site inspection</p> <p>8. Executive Summary and Section 10.1.1.5: Please supplement the conclusions for odour sources and the proposed access road.</p> <p>9. We are aware that many of the previous submission comments have not been addressed. Please ensure that all outstanding comments are addressed in the next submission. Also, please provide the response to comments and highlight the changes in the next submission to facilitate our review.</p> <p><u>Noise</u></p>	 <p>Noted and Figures 6.2-6.3 have been updated in the revised EA (Appendix C) accordingly.</p> <p>As summarised in Table 6.6, the buffer distance requirements stipulated in HKPSG could be fulfilled.</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Based on site observation, there is no odour impact identified to the proposed development. The above has been supplemented in Section 6.7 in the revised EA (Appendix C) accordingly.</p> <p>The conclusions have been supplemented in the relevant sections in the revised EA (Appendix C) accordingly.</p> <p>Noted. All changes in the main text are highlighted in the revised EA (Appendix C) to facilitate your review.</p>

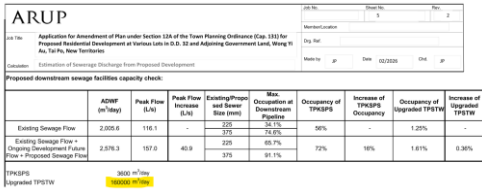
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	<p>1. Table 4.5: For LLC02, the overall noise level exceeded the criteria and the contribution from project road larger than 1.0dB(A), noise mitigation measures should be required unless there is other special consideration (e.g. central air conditioning). Please revise Table 4.5 accordingly.</p> <p>2. Figure 4.1: There are two identical remarks in the figure, please consider remove one of them.</p> <p><u>Waste Management Implications</u></p> <p>1. Section 8: please provide a list of environmental legislation and guidelines relating to waste that are relevant to the construction and operation phases of the development.</p> <p>2. Section 8: please provide a summary table to show the estimated quantities of each identified waste type arising from the project during construction phase and operation as well as the estimated quantities for reuse on-site and removal off-site.</p> <p>3. Please revise the subheading of section “8.2.2” to “8.2.1” and move it to under Section 8.2 for clarity. Please also revise the numbering for the following paragraphs.</p> <p>4. Section 8.2.5.1:</p> <p>(a) please review if public filling areas should be written as public fill reception facilities.</p> <p>(b) 4th bullet point, please amend the sentence as “... to ensure that the delivery of C&D materials is properly documented and verified;”.</p> <p>(c) 5th bullet point, please specify that waste collection trucks shall be equipped with GPS or an equivalent</p>	<p>Typo. Updated Table 4.5 and Appendices 4.2&4.3 in the revised EA (Appendix C) accordingly.</p> <p>Figure 4.1 is updated accordingly in the revised EA (Appendix C).</p> <p>Relevant information is supplemented in the revised EA (Appendix C) accordingly.</p> <p>Please note that the estimated quantities of the identified waste, including inert and non-inert C&D materials, chemical wastes and general refuse have been provided under respective sections in the last submission. The estimated quantities for reuse on-site and removal off-site are yet to be determined at this stage. Nevertheless, as mentioned in Section 8, any generated waste should be reused or recycled as far as practicable.</p> <p>Rearranged the numbering for clarity in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p> <p>Revised accordingly in the revised EA (Appendix C).</p>

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Responses to Comments – Departmental Comments

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	<p>system for real-tracking the off-site delivery of inert and non-inert C&D materials.</p> <p>5. Section 8.2.6.2, please clarify which the Regulations are referred to.</p> <p><u>Land Contamination</u></p> <p>1. Section 7: please provide a list of environmental legislation and guidelines relating to land contamination that are relevant to the project.</p> <p><u>Sewerage</u></p> <p>1. In Appendix A, Table "Proposed downstream sewage facilities capacity check": The capacity of upgraded TPSTW is not 76,000 m³/day but it should be 160,000 m³/day instead. Please also revise the occupancy percentage in the table.</p>	<p>Relevant information is supplemented in the revised EA (Appendix C) accordingly.</p> <p>Relevant information is supplemented in the revised EA (Appendix C) accordingly.</p> <p>Noted and revised accordingly in Appendix A of SIA (Appendix D).</p>  <p>The table 'Proposed downstream sewage facilities capacity check' has the following data:</p> <table border="1"> <thead> <tr> <th></th> <th>ADMP (m³/day)</th> <th>Peak Flow (L/s)</th> <th>Peak Flow Increase (L/s)</th> <th>Existing/Proposed and Sewer Size (mm)</th> <th>Max. Occupancy of Downstream Pipeline</th> <th>Occupancy of TPSTW</th> <th>Increase of TPSTW Occupancy</th> <th>Occupancy of Upgraded TPSTW</th> <th>Increase of Upgraded TPSTW</th> </tr> </thead> <tbody> <tr> <td>Existing Sewerage Flow</td> <td>2,056.6</td> <td>116.1</td> <td>-</td> <td>225</td> <td>32.1%</td> <td>56%</td> <td>-</td> <td>1.25%</td> <td>-</td> </tr> <tr> <td>Existing Sewerage Flow + Upgrading Development Future Flow + Proposed Sewerage Flow</td> <td>2,676.3</td> <td>157.0</td> <td>40.9</td> <td>225</td> <td>65.7%</td> <td>72%</td> <td>16%</td> <td>1.61%</td> <td>0.36%</td> </tr> </tbody> </table> <p>TPSTW Capacity: 160,000 m³/day</p>		ADMP (m ³ /day)	Peak Flow (L/s)	Peak Flow Increase (L/s)	Existing/Proposed and Sewer Size (mm)	Max. Occupancy of Downstream Pipeline	Occupancy of TPSTW	Increase of TPSTW Occupancy	Occupancy of Upgraded TPSTW	Increase of Upgraded TPSTW	Existing Sewerage Flow	2,056.6	116.1	-	225	32.1%	56%	-	1.25%	-	Existing Sewerage Flow + Upgrading Development Future Flow + Proposed Sewerage Flow	2,676.3	157.0	40.9	225	65.7%	72%	16%	1.61%	0.36%
	ADMP (m ³ /day)	Peak Flow (L/s)	Peak Flow Increase (L/s)	Existing/Proposed and Sewer Size (mm)	Max. Occupancy of Downstream Pipeline	Occupancy of TPSTW	Increase of TPSTW Occupancy	Occupancy of Upgraded TPSTW	Increase of Upgraded TPSTW																							
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3.	<p>Planning Department, District Planning Branch, New Territories District Planning Division, Sha Tin, Tai Po and North District Planning Office, dated 18 May 2026</p> <p><u>General Comments / Planning Statement</u></p> <p>1. Unlike other technical aspects, it is noted that the planning statement did not cover the assessment result and/or proposed mitigation measures on ecological and environmental aspects. Please update the planning statement to incorporate the findings of the relevant impact assessments for easy reference.</p> <p>2. Please specify the length of the proposed access road.</p> <p>3. Please provide information on the no. of graves/urns which will be affected</p>	<p>Please be advised that the assessment result and/or proposed mitigation measures on ecological and environmental aspects have been supplemented in Section 4.8 of the Revised Supporting Planning Statement (Appendix A).</p> <p>Please be advised that the proposed access road within the Application Site, comprising the modified Ha Wong Yi Au Road section (about 90m in length) and a new road section (about 220m in length), has a total length of about 310m.</p> <p>Please be advised that the design of the Proposed Access Road has minimised impacts</p>																														

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Responses to Comments – Departmental Comments

No.	Comments	Responses								
	<p>by the proposed development and the feasible arrangement to the affected graves/urns.</p> <p>4. Please specify a breakdown of area of each permitted burial ground that will be affected by the development.</p> <p>5. Please provide a breakdown in terms of area of the lots owned by the applicants and Government land for the Development Site and the proposed access road separately.</p> <p>6. Section 4.6.1 – please clarify whether the maintenance and management of the proposed access road and modified Ha Wong Yi Au Road will be rested on</p>	<p>on the existing graves as far as practicable, while fulfilling the relevant Transport Planning and Design Manual (TPDM) requirements. According to the latest digital topographic map (iB1000), the proposed access road has minor encroachment to two burial features. The Applicants are committed for continuous liaison with local stakeholders and villagers in Wong Yi Au for the relocation / compensation of the affected items.</p> <p>The Proposed Access Road connecting the Development Site to Ha Wong Yi Au Road has been designed with consideration for the nearby land status, terrains, natural landscape, permitted burial ground, and existing building structures, in order to minimise the overall impact of the access road. In addition to providing vehicular and pedestrian access to the Development Site, the Proposed Access Road will also serve a public function by connecting existing accesses at Yung Yi Road to adjacent private lots, quarters, graves, and permitted burial grounds.</p> <p>Please find the breakdown of area for each affected permitted burial ground on the table below:</p> <table border="1" data-bbox="879 1346 1414 1675"> <thead> <tr> <th data-bbox="879 1346 1155 1442">Adjoining Permitted Burial Ground</th> <th data-bbox="1155 1346 1414 1442">Affected Area</th> </tr> </thead> <tbody> <tr> <td data-bbox="879 1442 1155 1503">TP/S11</td> <td data-bbox="1155 1442 1414 1503">About 2,373.9 m²</td> </tr> <tr> <td data-bbox="879 1503 1155 1621">TP/S12</td> <td data-bbox="1155 1503 1414 1621">0 m² (to be reconfigured)</td> </tr> <tr> <td data-bbox="879 1621 1155 1675">TP/S13</td> <td data-bbox="1155 1621 1414 1675">About 83.8 m²</td> </tr> </tbody> </table> <p>Please find the breakdown of areas of the lots owned by the applicants and Government land for the Development Site and proposed access road respectively in Attachment II.</p> <p>The Applicants will undertake the maintenance and management of the Proposed Access Road</p>	Adjoining Permitted Burial Ground	Affected Area	TP/S11	About 2,373.9 m ²	TP/S12	0 m ² (to be reconfigured)	TP/S13	About 83.8 m ²
Adjoining Permitted Burial Ground	Affected Area									
TP/S11	About 2,373.9 m ²									
TP/S12	0 m ² (to be reconfigured)									
TP/S13	About 83.8 m ²									

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Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p>the applicants or future owners of the residential development.</p> <p>7. Section 4.6.3 – please clarify whether the operation and management responsibility of the proposed new shuttle service running between the Site and MTR Tai Po Market Station will be rested on the applicants or future owners of the residential development.</p> <p>8. Section 4.7.3 – it is noted that the proposed saltwater pumping station falls outside the application site. Please clarify on how it could be implemented.</p> <p><u>Traffic Impact Assessment</u></p> <p>9. Table 4.2.2 Major Planned / Committed Developments – please update the information and the assessments if necessary:</p> <p>(a) please be advised that some of the developments have been completed including public housing development at Tai Po Area 9/Chung Nga Road East (i.e. Fu Tip Estate), private housing development at 36 Lo Fai Road (i.e. Villa Lucca) and transitional housing at Wong 3 Yue Tan and Shuen Wan;</p> <p>(b) in early 2026, the Government has announced the latest housing type, no. of units and completion year for Chung Nga Road West site; and</p> <p>(c) some planned developments in the vicinity of the site are not included such as the social welfare facilities at Wong Yi Au (A/TP/694) and Tai Po Kau (A/TP/702).</p>	<p>and modified Ha Wong Yi Au Road within the Application Site.</p> <p>The Applicants will undertake the operation and management responsibility of the proposed new shuttle service.</p> <p>While the necessity, detailed design and maintenance and management responsibility of the proposed saltwater pumping station are subject to further discussion with relevant Government Departments. The implementation of the pumping station will be determined in the later stages.</p> <p>Please be advised that the development parameters and completion years of major planned/committed developments presented in Table 4.2.2 in the replacement pages of the TIA (Attachment III) have been updated accordingly.</p> <p>Noted with thanks.</p> <p>Noted with thanks.</p> <p>Noted with thanks.</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p><u>Ecological Impact Assessment</u></p> <p>10. Para. 7.4 - Please advise the mechanism for approval, implementation and maintenance of woodland compensation site in future.</p> <p>11. Please advise whether there is any similar case for off-site woodland compensation implemented by private developer.</p>	<p>During the detailed design phase, a qualified botanist with at least five years of relevant experience will be engaged by the project proponent or future property management of the proposed development to prepare and submit a Woodland Compensation Plan to reconfirm the woodland compensation sites with relevant authorities prior to the establishment of woodland compensation, and detail management and monitoring procedures and milestones. Contractors to be engaged will facilitate establishment and maintenance of in-planted vegetation at the woodland compensation sites. A Woodland Establishment and Maintenance Report will be submitted to relevant authorities upon the end of the of the establishment and maintenance period.</p> <p>The proposed off-site woodland compensation is a common mitigation measure adopted in Environmental Impact Assessment studies, such as Route 11 (Section between Yuen Long and Lantau) (Register No. AEIAR-255/2023) and Smart and Green Mass Transit System in East Kowloon (Register No. AEIAR-270/2025).</p>
4.	<p>Transport Department, NT Regional Office, Traffic Engineering (NTE) Division, Project & Tai Po Section, dated 22 May 2026</p> <p>Please refer to Attachment A for details.</p> <p>2. It is noted that the maximum gradient of the proposed access road is 10%. Please propose additional measures to accommodate coaches when climbing and descending this road, in particular for 12m coach.</p> <p>3. It is noted that the reserved capacities (RC) of the junction J1 (Kwong Fuk Road / Nam Wan Road / Tai Po Road –</p>	<p>Noted. The proposed access road has been designed with a maximum gradient of 10%, which complies with TPDM requirements. To further accommodate vehicle operations during uphill and downhill movements, appropriate warning devices will be provided, including the traffic signs “Steep Hill Upward Ahead 1:10”, “Steep Hill Downward Ahead 1:10”, as well as the road markings “Slow” to alert drivers to the gradient conditions. The detailed traffic arrangement will be further reviewed at the detailed design stage.</p> <p>Noted. The Applicants have revisited the assessment having regard to TD’s comments, including (i) the change in local traffic pattern</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p>Yuen Chau Tsai) are negative for both current reference and design scenarios. However, according to available information in hand, there are surplus capacities at the junction currently. This may be due to the fact that the methodology for traffic forecast appears on the conservative side, for example, the growth factor, adoption of 2019 BDTM instead of 2024BDTM etc. Besides, the survey carried out in 2024 may not reflect the current situation due to a change in traffic pattern after the Wang Fuk Court incident. Please revisit the situation and review whether RC can be further improved by adjusting the existing method-of-control of the signalized junction.</p>	<p>following the Wang Fuk Court incident; (ii) incorporation of PlanD’s comments on the list of adjacent major planned/committed developments; and (iii) consideration of potential adjustment to the existing method-of-control (“MOC”) at Junction J1.</p> <p>In parallel, justification notes have been prepared to address (i) the continued use of the BDTM – 2020 Update in the traffic assessment; and (ii) the traffic impact on J1 with the proposed junction improvement measures. These are enclosed in Attachments IV and V for TD’s review.</p> <p>As demonstrated in the justification notes, the adopted traffic forecasting basis is considered conservative in nature and may result in prudent estimates of junction performance. Notwithstanding this, the assessment consistently indicates that the traffic contribution from the Proposed Development to J1 would be minimal and would not materially affect the operational performance of the junction.</p> <p>The Applicants have also reviewed the junction performance, taking into account the updated traffic situation following the Wang Fuk Court incident, as well as the revised assumptions of adjacent major planned/committed developments. Based on this review, and with the incorporation of the proposed junction improvement measure and updated traffic assumptions, the RC at J1 under the design scenario is improved from -9% (AM peak) and 2% (PM peak) in the previous submission to -5% (AM peak) and 6% (PM peak) in the revised assessment. This indicates a marginal improvement in junction performance, notwithstanding the constrained nature of the junction. This updated junction calculation for J1 are included in Attachment V.</p> <p>A high-level review has been carried out to examine potential adjustments to the existing MOC at J1. The review indicates that there is limited scope for signal optimisation (e.g. adjusting green times or intergreen periods) to achieve meaningful capacity improvement. As traffic demands on all approaches are both</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p>4. In addition, the management and maintenance responsibilities for the proposed roadworks shall be clarified. In particular, the proposed modification to Ha Wong Yi Au Road is not managed by TD, and the new access connecting the site to Ha Wong Yi Au Road solely serves the development, please note that TD will not take up the management and maintenance responsibility. The applicant shall consult relevant departments accordingly. In addition, it is noted that a portion of the access road is included within the boundary of the rezoning application. As this road serves as a vital link for the nearby secondary school, local villages, and existing residential clusters, please clarify whether alternative access will be provided during the construction stage to ensure uninterrupted connectivity.</p>	<p>significant and broadly similar, further optimisation appears constrained and may potentially affect other traffic movements and/or safety provisions.</p> <p>Based on the assessment results, the Applicant has explored practicable physical improvement measures for the junction, including localised widening of the southbound approach of Nam Wan Road, as presented in the TIA report.</p> <p>In view of the above, based on the revised assessment incorporating updated traffic conditions and adjacent development assumptions, while J1 is anticipated to operate under constrained conditions in the design year, the traffic contribution from the Proposed Development would be minimal and is not expected to give rise to any significant traffic impact on the junction.</p> <p>Noted. The Applicants are willing to undertake the management and maintenance of modified Ha Wong Yi Au Road, and the new access connecting the site to Ha Wong Yi Au Road within the Application Site, subject to the discussion with relevant government departments in the later stage.</p> <p>The construction works will be undertaken along the existing road network via Yung Yi Road and Ha Wong Yi Au Road. The proposed road modification works mainly involve localized carriageway widening. On this basis, it is considered that at least one traffic lane could be maintained, and full road closure is not anticipated during the construction works. It is intended that vehicular and pedestrian access to the nearby secondary school, local villages, and existing residential clusters will be maintained at all times throughout the construction period.</p> <p>In the event that temporary partial road closures are required to facilitate the construction works, appropriate Temporary Traffic Arrangement (“TTA”) will be implemented in accordance with the latest edition of “Code of Practice for the Lighting, Signing and Guarding of Road Works” published by the Highways Department.</p>

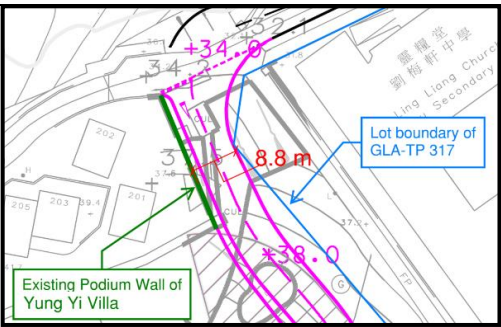
Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p>5. Please consult WSD on the access, the required number and types of parking spaces to suit their operational needs at the proposed saltwater pumping station.</p> <p>6. The applicant shall be responsible for implementing all proposed road and junction improvement works as set out in the TIA report, subject to TD's acceptance.</p> <p>7. Table 4.2.2 of the TIA report: The applicant shall consult PlanD on the latest development projects that may impact traffic in the vicinity of the site.</p> <p>8. The applicant shall clarify the population intake and justify that the programme is reasonable.</p> <p>9. Paragraph 5.3.2 of the TIA report: The applicant shall advise how the contractor will be required to follow the proposed route for construction traffic.</p> <p>10. Figure 3.2 of the TIA report: For pedestrian convenience, the applicant shall investigate the feasibility of relocating the footpath to the southern side. For the three crossings, the widths shall be reviewed and the need for refuge islands assessed.</p>	<p>Noted. WSD will be consulted about the access and required parking provision for the proposed saltwater pumping station.</p> <p>Noted.</p> <p>Noted. The latest comments from PlanD dated 19 May 2025 on the list of adjacent major planned/committed developments have been incorporated, and the revised TIA report will be submitted in due course.</p> <p>Please refer to Table 4.1 of the Supporting Planning Statement (under Application no. Y/TP/42) for the anticipated population intake. The tentative completion year of 2030 has been adopted for the purpose of the technical assessments.</p> <p>Please be advised that the construction traffic for the Proposed Development is expected to originate from areas outside the Tai Po District. The most direct construction traffic routes from both the New Territories region (north of the site) and the urban region (south of the site) will be via Tolo Highway, as illustrated in Attachment VI.</p> <p>Given that these routes provide the most efficient and convenient access to the site, it is anticipated that the contractor would naturally adopt them during construction. Nonetheless, to ensure full compliance, the contractor will be formally instructed to follow the designated construction traffic routing arrangement throughout the construction period.</p> <p>As illustrated in the diagram below, the section of the proposed access road near Ha Wong Yi Au Road is constrained by a limited width of 8.8m between the existing podium wall of Yung Yi Villa and the adjacent school lot (Lot No. GLA-TP 317).</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
		 <p>According to TPDM Vol. 2 Ch. 3.5 Table 3.5.2.1, a minimum horizontal clearance of 500mm shall be maintained from the carriageway to obstructions. Given these spatial limitations, the proposed access road could not accommodate a 7.3m wide carriageway with a 1.5m wide footpath on the eastern side, while maintaining the required horizontal clearance from the podium wall.</p> <p>In view of this constraint, the footpath is proposed on the western side of the carriageway and will transition to the northern side further along the alignment. In addition, a section of the footpath will be provided on the southern side to serve the proposed lay-by facility, with all pedestrian routes linked via designated pedestrian crossing facilities. With these provisions, the proposed arrangement is considered acceptable from a pedestrian convenience and connectivity perspective.</p> <p>Regarding the need for refuge islands at the crossing, the alignment and design of the proposed access road has taken into account existing land status, terrain, natural landscape, permitted burial grounds and nearby building structure with a view to minimizing the overall impact of the road. As a result, the carriageway width has already been reduced to the minimum practicable extent under TPDM requirements.</p> <p>In the proposed road layout, the carriageway at the crossing adjacent to the lay-by facility is approximately 8m wide, while the carriageways at the other two crossings measure approximately 7.3 m, as indicated in the diagram below.</p>

Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131) for Proposed Residential Development and Associated Infrastructure at Various Lots in D.D. 32 and Adjoining Government Land, Wong Yi Au, Tai Po, New Territories (Application No. Y/TP/42)

Responses to Comments – Departmental Comments

No.	Comments	Responses
	<p>11. The TIA results indicate that some junctions will perform unsatisfactorily even after the proposed improvement works. The applicant shall conduct a queuing analysis to determine whether junction gridlock may occur and further expand the scale of improvement works to enhance traffic conditions.</p>	<div data-bbox="880 331 1412 712" data-label="Image"> </div> <p>Although refuge islands are not considered essential for these widths, opportunities to further enhance pedestrian convenience have been explored. It is assessed that only the crossing near the lay-by facility can accommodate a refuge island without adversely affecting vehicular maneuvering as demonstrated in the swept path analyses. The corresponding updated road layout is shown in Figure 3.2 of the TIA report.</p> <p>Please refer to Attachment V for the queue length and queue clearance assessment results of Junction J1 for your review. The results indicate that all queues could be fully cleared within each signal cycle, with no residual queues or junction gridlock expected under the design scenario.</p>

(Last updated 28 May 2026)