

**Rezoning from “Residential (Group D)” to “Residential (Group C) 1” Zone  
For a Proposed Residential Development  
at Various Lots in D.D. 104 and the Adjoining Government Land  
in Yuen Long, N.T.  
- S12A Amendment of Plan Application -  
(Planning Application No: Y/YL-MP/10)**

**Further Information No. 1**

## **Response-to-Comment Table**

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Comments	Response
<p><b><u>Comments from Urban Design &amp; Landscape Unit, Planning Department:</u></b> <b>(Contact Person: Ms Nicole LEE Tel: 3565 3945)</b></p> <p><u>Planning Statement and Architectural Drawings</u></p> <p>i. Indicative Master Layout Plan (Drawing No.: (767)s16-A-02) and sectional drawing (Drawing No.: (767)S16-S-01) – second remark stated that no. of storeys marked on plan excluded basement floor/refuge floor. However, the no. of storeys as marked on drawings are not reflecting the said remark.</p> <p>ii. According to the layout, the indicative scheme involves some standalone blocks for clubhouse, commercial, transport layby and GIC facilities. Please indicate the number of storeys on the Indicative Master Layout Plan for reference.</p> <p>iii. Para. 8.13.3 – As raised in our comments during pre-submission, the applicant is reminded to prepare the VIA in accordance to the TPB PG-No. 41. Please review the visual impact rating in accordance to the TPB PG-No. 41.</p> <p><u>Appendix 5 Visual Impact Assessment</u></p> <p>iv. As raised in our comments during pre-submission, the applicant is reminded to prepare the VIA in accordance to the TPB PG-No. 41. The grading on visual sensitivity, effects of the visual changes and resultant impact should be reviewed to tally with TPB PG-No.</p>	<p>The MLP has been updated to show the no. of storeys and the second remark in the sectional drawing has been revised accordingly (<i>Appendix I</i> refers).</p> <p>The MLP has been updated to show the no. of storeys accordingly (<i>Appendix I</i> refers).</p> <p>Noted. Please refer to our responses below.</p> <p>The grading of visual sensitivity and effects of the visual changes and resultant impact and conclusions have been reviewed and are consistent with TPB PG-NO.41.</p>

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<p>41. Please review relevant paragraphs, such as sections 3.5, 9 and 10 as appropriate.</p> <p>v. Paras. 3.5.3 and 3.5.4 (Table 3.1) – Please clarify what ‘impact significance’ is referring to. The Consultant is reminded again to prepare the VIA in accordance to the TPB PG-No. 41.</p> <p>vi. Para. 3.5.4 (Table 3.1) – it is stated in the table that ‘Receptor Sensitivity (of Landscape Resource, Landscape Character Area)’, please review to focus on visual aspect.</p> <p>vii. Para. 6.2.1 – Please clarify whether the proposed mitigation measures are visible in the photomontages and indicate the applicable visual mitigation measures on photomontages for easy reference.</p> <p>viii. Please advise if any building setback and/or building separation are adopted in the indicative scheme to enhance visual permeability. If any, please supplement in VIA and planning statement.</p>	<p>Impact significance illustrated in Table 1 refers to the significance of the impact experienced by a key visually sensitive receiver. The significance is a function of sensitivity of the viewer and the perceived magnitude of the change by the viewer. To arrive at a significance value for the effect on any particular public viewer, it is necessary to allocate values to both Visual Sensitivity (High / Medium /Low) and Magnitude of Change (Substantial / Moderate / Slight / Negligible / None). The combination of these two assessed values for a particular VSR in Table 3.1 allows a logical allocation of values of visual impact significance on public viewers (categorised as Large / Intermediate / Small / Negligible).</p> <p>Reference to Landscape Resource and Landscape Character Area has been removed from the table.</p> <p>Noted. The mitigation measures annotation (e.g. OM1, OM2, etc.) are added in the revised photomontages for your easy reference.</p> <p>The Applicant has already incorporated some design and mitigation measures to promote visual permeability in the submitted report including building setbacks from Kam Pok Road and Ha Chuk Yuen Road and 15m building separations as indicated in the plan below (refer to revised Figure B.4). Supplementary information has been added in para 4.1.2 in the</p>

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<p>ix. Para. 8.1.3 – please review whether the visual sensitivity for VP5 at Yau Tam Mei Hill and VP6 at Lam Tsuen Country Park Hill should be ‘High’ instead of ‘Low’ as rated by the Consultant.</p>	<p>revised report in <i>Appendix II</i>.</p> <p>With due consideration of your concern and comments on the visual sensitivity, the ‘High’ rate of visual sensitivity has been reviewed and further updated on the report (paras. 9.4.6 &amp; 9.4.7 and Table 3 of the revised Visual Impact Assessment in <i>Appendix II</i> refers).</p>

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x. Please clarify the source of information on the block layout and building height of 116mPD for ‘Proposed Development Proposal of Ngau Tam Mei’ as shown in the photomontages.	<p>Please be clarified that the source of information is from the LegCo paper on Development Proposal of Ngau Tam Mei (LC Paper No. CB(1) 1487/2024(04)). From the Section 12 Land Use table of this LegCo paper, it is mentioned in the footnote that the domestic plot ratio for the residential site is 6. In addition, based on the renderings provided in the same LegCo paper (Enclosure 6), it could be counted that the buildings around the planned Ngau Tam Mei station will be at least over 40 storeys tall. Therefore, it is reasonable to assume that the building height of planned Ngau Tam Mei area will be at least over 40 storeys tall. This information is illustrated in Figure 3.10 under the Submitted Supplementary Planning Statement (Feb 2025) = Residential @PR &gt;40 storeys (estimation). The photomontages therefore have been updated to be in line with the above information (<i>Appendix II</i> refers).</p> <p>12. The proposed land use budget for NTM is summarised as follows:</p> <table><tr><th>Proposed Land Use</th><th>Area (ha)</th><th>Percentage</th></tr><tr><td>UniTown (including the third medical school)</td><td>46<sup>Note</sup></td><td>36%</td></tr><tr><td>Integrated Hospital</td><td>9</td><td>7%</td></tr><tr><td>Residential (including railway topside development)</td><td>18<sup>Note</sup></td><td>14%</td></tr><tr><td>Open Space</td><td>13</td><td>10%</td></tr><tr><td>Other GIC Facilities</td><td>12</td><td>10%</td></tr><tr><td>Roads and Other Uses (excluding the site for railway topside development)</td><td>29</td><td>23%</td></tr><tr><td><b>Total Development Area</b></td><td><b>127</b></td><td><b>100%</b></td></tr><tr><td>Green Belt (including permitted burial grounds)</td><td>3</td><td>--</td></tr><tr><td><b>Project Area</b></td><td><b>130</b></td><td><b>--</b></td></tr></table> <p><sup>Note</sup> A domestic plot ratio of 6 is assumed for residential sites, while a plot ratio of 3 is assumed for the UniTown.</p>	Proposed Land Use	Area (ha)	Percentage	UniTown (including the third medical school)	46 <sup>Note</sup>	36%	Integrated Hospital	9	7%	Residential (including railway topside development)	18 <sup>Note</sup>	14%	Open Space	13	10%	Other GIC Facilities	12	10%	Roads and Other Uses (excluding the site for railway topside development)	29	23%	<b>Total Development Area</b>	<b>127</b>	<b>100%</b>	Green Belt (including permitted burial grounds)	3	--	<b>Project Area</b>	<b>130</b>	<b>--</b>
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<p>xi. Table 4.1 – Non-domestic blocks of 1-2 storeys excluding basement is stated in the submitted application form, whilst non-domestic blocks of 2-3 storeys over 1 level of basement is stated in Table 4.1. Please rectify the discrepancy.</p> <p><u>Appendix 7 Air Ventilation Assessment – Expert Evaluation</u></p> <p>xii. As raised in our comments during pre-submission, the identified ‘Air Corridors’ as shown in black arrows on the figures for directional wind flow analysis are confusing and their function are unclear. The Consultant is suggested to remove them and update relevant paragraphs to avoid confusion.</p> <p>xiii. NE Wind in Figure 3.3 – Please indicate the degree that the NE wind passing through the application site on the figure for easy reference.</p> <p>xiv. Para. 3.2.7 – Non-domestic blocks of 1-2 storeys excluding basement is stated in the submitted application form, whilst non-domestic blocks of 1-3 storeys is stated in the para. 3.2.7. Please rectify the discrepancy.</p> <p>xv. The layout plan as shown in the figures 3.3 and 3.4 of wind flow analysis is not clear.</p>	<p>Referring to the latest number of storeys of the non-domestic blocks that has been annotated in the MLP, the information has been updated into 1 to 2 storeys non-domestic blocks excluding the basement.</p> <p>The term ‘Air Corridors’ has been removed from relevant figures and main text (<i>Appendix III</i> refers).</p> <p>Figure 3.3 has been revised to indicate the degree of the NE wind passing through the application site (<i>Appendix III</i> refers).</p> <p>Para 3.2.7 has been revised to “1-2 storeys excluding basement” to tally with the planning statement (<i>Appendix III</i> refers).</p> <p>Figure 3.3 and 3.4 have been revised to show a clearer layout (<i>Appendix III</i> refers).</p>
<p><b><u>Comments from Environmental Protection Department:</u></b> <b>(Contact Person: Mr Chris Wong Tel: 2835 1145)</b></p> <p><u>Environmental Assessment</u></p>	

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<i>Background</i>	
1. S.1.1.3: Should A/YL-MP/6 be Y/YL-MP/6? Please check the rest of the report for consistency.	Previous application no. is Y/YL-MP/6. Relevant wordings in the rest of the report have been rectified ( <i>Appendix IV</i> refers).
2. S.1.3: Please provide description of the proposed development and tabulate development parameters covering the number of populations, number of building blocks, site areas, nos. of car parking spaces, installed capacity of onsite SPS, ancillary facilities, etc.	The proposed development parameters have been tabulated in Table 1.1 ( <i>Appendix IV</i> refers).
3. S.1.1.7: Please include the sentence “The Applicant will observe and ensure the proposed development will comply with all statutory requirements under the EIAO.”	The sentence has been added to S.1.1.7 accordingly.
<i>Air Quality</i>	
4. Sections 1.4.2 and 2.1.1: Please add “from and” before “upon” in the 4th bullet of Section 1.4.2. Same comment for the 1st line of Section 2.1.1.	Sections 1.4.2 and 2.1.1 have been revised accordingly.
5. Section 2.2.1: It is noted from the submission that there is a covered transport layby, please refer to the guideline "ProPECC PN 1/22 Control of Air Pollution in Semi-Confined Public Transport Interchanges" and update the last sentence.	Please note that the proposed transport layby is not a Public Transport Interchange. Whether the quoted ProPECC PN 1/22 is applicable will be subject to review at detailed design stage. As per the comment below in relation to Section 2.4, the original sentence in Section 2.2.1 has been combined in Section 2.4.6 ( <i>Appendix IV</i> refers).
6. Section 2.3.2 and Table 2.1 a) Please adopt the new AQOs in the assessment.	Superseded AQOs have removed from Table 2.1. The new AQOs have

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<p>b) Please delete “upcoming” in line 4 of Section 2.3.2. Also please revise “Upcoming” in the 1st row of Table 2.1 to “Proposed”, and update the remark ** accordingly.</p> <p>7. Section 2.4.1 and Table 2.2</p> <p>a) Please add “and the particulate matters (PM) and gaseous emissions from the use of powered mechanical equipment and construction vehicles on site” at the end of the 1st sentence of Section 2.4.1. Same comment is applied for Section 6.2.1.</p> <p>b) Please add a column in Table 2.2 to specify if the ASRs are the existing or planned ASRs.</p> <p>c) Please consider to remove the Remark in Table 2.2 since the air quality impact on ASRs A16 and A17 should be assessed even if their uses are temporary and they will be removed later, unless it is confirmed that these ASRs will be removed before the commencement of the construction of this project.</p> <p>8. Section 2.4.3: Please delete “, for open space according to Chapter 9, Environment of the HKPSG” in the 2nd and 3rd last lines.</p> <p>9. Section 2.4.4</p> <p>a) Please revise “proposed” in line 1 to “air sensitive”.</p>	<p>been adopted in the assessment.</p> <p>Relevant text has been revised accordingly.</p> <p>The relevant sentence has been added to both Section 2.4.1 and Section 6.2.1 (<i>Appendix IV</i> refers).</p> <p>Table 2.2 has been updated to specify existing and planned ASRs.</p> <p>Noted. Table 2.2 has been amended accordingly.</p> <p>Relevant text has been deleted from Section 2.4.3.</p> <p>Relevant text has been revised accordingly.</p>



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b) Please add “air” before “sensitive” in line 9.	Relevant text has been revised accordingly.
c) Since Kam Pok Road, Ha Chuk Yuen Road and Fung Chuk Road are now considered as DD in the assessment as a conservative approach, the justifications in lines 10-22 (“According to Chapter 3..... nos. 20 and 21 as shown in Appendix 3-2) become not necessary, please delete the contents. Instead, please clearly specify that Kam Pok Road, Ha Chuk Yuen Road and Fung Chuk Road are considered as DD in the assessment as a conservative approach.	Section 2.4.4 has been revised. Accordingly, text has been added to clearly state that Kam Pok Road, Ha Chuk Yuen Road and Fung Chuk Road are considered as DD in the assessment as a conservative approach.
d) Please revise the sentence in lines 26-28 (“It is recommended that these buildings..... the said air buffer zone.”) as “For the buildings in which part of them fall within the buffer zone for Kam Pok Road (i.e. E&M, Commercial, Commercial & Transport Layby, Commercial & GIC Facilities), it is confirmed that these buildings will be designed in such a way that there shall be no air-sensitive use including openable window, fresh air intake and recreational use in open space located within the buffer zone.” Also please revise lines 2-6 of Section 7.1.7 accordingly.	Section 2.4.4 and Section 7.1.7 have been revised ( <i>Appendix IV</i> refers).
10. Section 2.4.5: Please delete the last sentence.	The last sentence in Section 2.4.5 has been deleted ( <i>Appendix IV</i> refers).
11. Section 2.4: There are transport layby and carpark proposed in the proposed development, please add additional paragraphs under “Vehicular Emissions” to assess their air quality impacts. The	The assessment on transport layby in Section 2.2.1 has been moved and combined under Section 2.4.6 ( <i>Appendix IV</i> refers).

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assessment on transport layby in Section 2.2.1 can be moved under this section.	
12. Section 2.4.8: Please revise the 1st word “sewage” in line 5 to “adverse”.	Section 2.4.8 now reads 2.4.9 ( <i>Appendix IV</i> refers). Text has been amended accordingly.
13. Section 2.4.9: Please delete the last sentence.	Section 2.4.9 now reads 2.4.10 ( <i>Appendix IV</i> refers). The last sentence has been deleted accordingly.
14. Section 2.4.11	
a) Please supplement the 2nd sentence about the provision of odour removal system for the proposed SPS, in addition to being placed underground and enclosed.	Noted and the relevant text has been revised.
b) Please check if separation distance of not less than 15m as mentioned in line 6 is correct and update as appropriate. Also please update line 20 of Section 2.4.12 accordingly.	According to the reference SPSs, there should be no adverse odour impact with a minimum separation distance of >15m in design. Thus, >15m separation distance is being referenced in current assessment as a recommendation. Text in Sections 2.4.12 and 2.4.13 have been revised accordingly for clarity.
15. Section 2.5.1	
a) Suggest to delete the first sentence.	Relevant text has been deleted accordingly.
b) Please revise “proposed” in line 4 to “air sensitive”.	Relevant text has been revised accordingly.
c) Please add “air” before “sensitive” in line 13.	Relevant text has been revised accordingly.
16. Section 6.2.3	
a) Please revise “minimize concurrent noisy activities” in lines 32-	Relevant text has been revised accordingly.

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<p>33 to “avoid overlapping of heavy or dusty works”.</p> <p>b) Please revise “alleviate” in line 35 to “control”.</p> <p>c) Since the subject site is relatively large and some ASRs are close to the site, it is suggested to carry out the continuous dust monitoring during the construction phase to monitor the impact and ensure the mitigation measures are properly implemented.</p>	<p>Relevant text has been revised accordingly.</p> <p>As explained in Section 6.2.3, the Application Site will be subject to a separate EIA study and the need of relevant dust monitoring during construction phase will be subject to recommendations in the EIA study and that relevant statutory requirement will be followed. The Applicant will observe and ensure that relevant mitigation measures are properly implemented during construction stage and that the proposed development will comply with all statutory requirements.</p>
<p>17. Section 6.2.4</p> <p>a) Suggest to delete the first sentence.</p> <p>b) Please note that the Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 commenced on 1 April 2025. The sulphur content of liquid fuel tightened to 0.001% by weight.</p> <p>c) Please consider if electrified NRMM will be used as far as practicable and exempted NRMM will be avoided, and update the 2<sup>nd</sup> last sentence as appropriate.</p> <p>d) Please revise “are unlikely to be significant” at the end to “adverse construction air quality impact is not anticipated”.</p>	<p>Relevant text has been deleted accordingly.</p> <p>Noted, liquid fuel with a sulphur content of not exceeding 0.001% by weight has been stated in Section 6.2.4.</p> <p>Relevant text has been revised accordingly.</p> <p>Relevant text has been revised accordingly.</p>

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18. Section 6.3.1 a) Please revise “suppressed” in line 2 to “controlled”.  b) Please revise “can be kept at an acceptable level” in the last two lines to “will be controlled”.	Relevant text has been revised accordingly.  Relevant text has been revised accordingly.
19. Section 7.1.5: Please revise “unacceptable” in line 4 to “adverse”, and add “or odour” after “air quality”.	Relevant text has been revised accordingly.
20. Figures 2-1 and 2-1-1: Please revise the 2nd paragraph of Remark (2) as “For the buildings in which part of them fall within the buffer zone for Kam Pok Road (i.e. E&M, Commercial, Commercial & Transport Layby, Commercial & GIC Facilities), it is confirmed that these buildings will be designed in such a way that there shall be no air-sensitive use including openable window, fresh air intake and recreational use in open space located within the buffer zone”. Also please replace “No openable window and fresh air intake point of ventilation system at commercial and GIC bldg. shall be located within the 10m buffer zone, which will be incorporated in detailed design stage.” on the map with the above sentence.	Remarks and labels in Figure 2-1 and 2-1-1 have been revised accordingly.
<u>Water Quality</u>	
21. S5.2.1: Suggest to revise “TM-Effluent” to “TM-DSS”. Please update relevant sections in the report.	Sections 5.2.1, 5.2.2, 5.4.2 have been revised ( <i>Appendix IV</i> refers).
22. S5.2.1: Please note that ProPECC PN 2/23 has been superseded by ProPECC PN 2/24. Please update relevant sections in the report.	Sections 5.2.1, 5.4.7, 5.4.8, 6.5.4 have been revised ( <i>Appendix IV</i> refers).

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23. S5.3: Please include EPD’s water quality monitoring data of the nearest river(s) as the reference of baseline condition.	River water quality monitoring data at Fairview Park Nullah monitoring station has been extracted from EPD’s River Water Quality in Hong Kong Report in order to represent background water quality in the area. Please refer to Section 5.3.4 of the revised Environmental Assessment in <i>Appendix IV</i> .
24. S5.3.2: It is mentioned that “It is expected that any spare water during construction will be absorbed by soakaway mechanism so that the change of draining is minimized”. However, as mentioned in Section 5.4.7, “effluent collected from construction site should be properly collected by construction site drainage system and treated before discharge”. Please clarify which one is correct.	Text in Section 5.3.2 has been revised for consistency.
25. S5.4.3: Please consult relevant authority on the capacity of SPS/STW on receiving the sewage generated from the proposed development.	Relevant authority has been consulted and the capacity issue has been addressed in the SIA.
26. S5.4: “Operational Phase” – i. Please provide sub-heading for each potential source of water quality impacts.  ii. Suggest to separate the water quality impacts assessment and recommended mitigation measures in different sections.	Noted, sub-heading has been added accordingly.  Water quality assessment and mitigation measures have been provided in different sections.
27. S5.4.3: Please provide a brief summary of the SIA of the proposed development. e.g. ADWF etc.	A brief summary of the SIA and ADWF design capacity of proposed SPS, has been provided in Section 5.4.3 ( <i>Appendix IV</i> refers).

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28. S5.4.1, 5.4.2 and 5.4.4: Some of the contents about the assessment of non-point source surface runoff are duplicated. Please consolidate these three paragraphs to enhance readability.	Sections 5.4.1 to 5.4.4 now read 5.4.4 to 5.4.7. The content in Section 5.4.4 to 5.4.7 have been consolidated for clarity.
29. S5.4.5: It is only mentioned that no adverse water quality impact due to <u>stormwater discharge</u> is anticipated. How about the water quality impacts of other pollution sources, e.g. domestic sewage generated from the development?	Section 5.4.5 now reads 5.4.7. The text has been amended to read as follows, “...no adverse water quality impact due to stormwater discharge or domestic and commercial sewage generated from the development is anticipated.”
30. S5.4: “Construction Phase”: i. Please describe the type(s) of construction activities to be involved in this project and identify the potential pollution source associated with the construction activities.  ii. Please review if accidental spillage of chemicals would be a potential source of water quality impact during construction phase.  iii. Please provide sub-heading for each potential source of water quality impacts.	Type of construction activities to be involved and potential pollution source associated have been added in Sections 5.5.1 to 5.5.4 of the revised Environmental Assessment in <i>Appendix IV</i> .  Accidental spillage of chemicals is a potential source of water quality impact. A paragraph has been added to S5.5.4 and in S6.5.2 of the revised Environmental Assessment in <i>Appendix IV</i> .  Noted, sub-heading has been added accordingly.
31. S5.4.6: No details related to “sewage generated by construction workforce” are found in Section 6.5.	Sewage generated by construction workforce has been added to S6.5.2 and 5.5.2.

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32. S5.4.7 and S5.4.8: some of the contents about construction site runoff are duplicated. Please consolidate these two paragraphs to enhance readability.	S5.4.7 now reads S5.5.3. Content of original S5.4.8 and S5.4.7 have been merged to enhance readability. Please refer to S5.5.3 in the revised Environmental Assessment in <i>Appendix IV</i> .
33. S5.4.9: t is only mentioned that no adverse water quality impact <u>due to construction site runoff</u> will be expected. How about the water quality impacts of other pollution sources?	S5.4.9 now reads S.5.4.8. No adverse water quality impact due to construction site runoff or sewage generated by construction workforce would be expected.
34. P.5-8: Error page. Please check.	The error page has been deleted.
35. S6.5: Suggest to revise the heading as “Water Quality Impacts and Recommended Mitigation Measures During Construction Phase”.	Heading in Section 6.5 has been revised accordingly.
36. S6.5.1: This paragraph is not related to “Construction Wastewater Impacts”. Please review.	The original S6.5.1 has been removed for clarity.
37. S6.5.4 (iii): Please be reminded that the Contractor should register as a chemical waste producer if chemical wastes would be produced from the construction activities and the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied.	Revised. A bullet point has been added.  For the disposal of chemical wastes, the Contractor would be required to register with the EPD as a Chemical Waste Producer and to follow the requirements stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes and Cap.354 C Waste Disposal (Chemical Waste) (General) Regulation. Chemical waste should be collected by a licensed collector and to be disposed of at a licensed chemical waste treatment and disposal facility.

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<p><u>Waste management</u></p> <p>38. Section 6.6:</p> <p>i. Please also include the assessment for operational phase.</p> <p>ii. Please provide the early estimates, based on the current available information, of the identified waste types to be generated during the <b><u>construction and operation</u></b> of the project.</p> <p>39. Section 6.6.6: Please clarify if a WMP, which becomes part of the Environmental Management Plan (EMP) in accordance with ADV-19, should be submitted to the Engineer/Architect for approval prior to the commencement of construction works.</p> <p>40. Section 6.6.7: Please supplement CWP registration and the Code of Practice on the Packaging, Labelling, and Storage of Chemical Wastes in the section.</p> <p><u>Sewerage Impact Assessment</u></p> <p>41. Table 3.2 - Please check the calculation of Sub-Total of No. of Person.</p> <p>42. Sections 4.4.3&amp;5.1.7: It is noted that, under case 2, the applicant of Y/YL-NSW/7 proposed to construct the section of the proposed communal gravity sewer between manhole no. WKT009 and WKT015 if to be proceeded prior to this application. Please clarify the construction, operation and maintenance responsibility of the</p>	<p>Operational phase waste management has been provided in Section 7.</p> <p>Estimation of waste for operation and construction phases, have been provided in Sections 7 and 6.6, respectively (<i>Appendix IV</i> refers).</p> <p>Section 6.6.6 has been revised.</p> <p>A Waste Management Plan (WMP) will be submitted in accordance with ADV-19 to the Engineer/Architect for approval prior to the commencement of construction works.</p> <p>Section 6.6.7 has been supplemented.</p> <p>Noted. Please refer to the revised <b>Table 3.2</b> in <i>Appendix V</i>.</p> <p>The construction, operation and maintenance responsibility of the section of the proposed communal gravity sewer between the conversion chamber and manhole no. WKT009 shall be reassessed at a later stage once the communal gravity sewer, or part of it, has been constructed.</p>



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<p>section of the proposed communal gravity sewer between the conversion chamber and manhole no. WKT009. Please provide hydraulic assessment under such case.</p> <p>43. Sections 5.1.sub-heading: suggest revising as “proceeds to construct the proposed communal gravity sewer...”</p> <p>44. Section 5.1.8: Please cover the arrangement and scenario in which the applicant under Y/YL-NSW/7 considered not to proceed to construction of the communal gravity sewer <u>after</u> this application, and whether the proposed development would construct the said communal gravity sewer.</p> <p>45. Appendix 5: Please supplement with pipe material for each section of pipe and review corresponding roughness value.</p> <p>46. Figure 3 &amp; Appendix 6: The sewer details of the proposed communal gravity sewer are inconsistent. Please clarify.</p>	<p>Noted. The sub-heading has been revised (<i>Appendix V</i> refers).</p> <p>If the applicant under Y/YL-NSW/7 decides not to proceed with the construction of the communal gravity sewer after this application, then <b>Case 1</b> in the SIA shall apply. In that context, the proposed development will proceed to construct the proposed communal gravity sewer first. Hence, the proposed development would construct the proposed communal gravity sewer as mentioned in <b>Section 5.1.4 to 5.1.6</b> in <i>Appendix V</i>.</p> <p>Please refer to Note 4 of <b>Appendix 5</b> in the Sewerage Impact Assessment in the original submission.</p> <p>Please be advised that <b>Figure 3</b> shows the communal sewer proposed by the proposed development, while <b>Appendix 6</b> depicts the communal sewer proposed by another applicant under Y/YL-NSW/7.</p>
<p><b><u>Comments from Drainage Services Department:</u></b> <b>(Contact Person: N/A Tel: N/A)</b></p> <p><u>Drainage Impact Assessment</u></p>	

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1. Table 2-1, Section 6.1.1 and Appendix 3 - Please note that Rational method is NOT based on rainfall accumulation. The design rainfall duration is taken as the time of concentration. Please review and refer to SDM 7.5.2.	We understand that to estimate the peak flow through a pipe, time of concentration shall be adopted using rational method. While estimating the volume of a detention tank, a full-day rainfall shall be collected for controlled discharge at off-peak.
2. Section 5.1.1 - Please advise on the design tide level.	The design tide level is based on the DSD Stormwater Drainage Manual and its latest corrigendum.
3. Appendix 1 - Please advise the invert levels for the proposed drains and advise whether back water effect would be potentially found at the proposed drains.	The outfall will be controlled by a flap valve to prevent reverse flow. No backwater effect would be envisaged.
4. Section 7.1.3 - Please revise as "...and all upstream <u>and downstream</u> stormwater...".	Noted. Please refer to the revised <b>Section 7.1.3</b> in <i>Appendix VI</i> .
5. Figure 3 - The existing u-channel size does not tally with our record. Please revise.	Noted. Please refer to the revised <b>Figure 3</b> in <i>Appendix VI</i> .
6. Figure 4 - All proposed catchpits/ terminal manholes should be numbered properly such as CP1, CP2...and TM1, TM2...etc for ease of reference.	Noted. Please refer to the revised <b>Figure 4</b> in <i>Appendix VI</i> .
7. Figure 4 - In the northeast side, there is existing 450UC along the slope toe. Please advise and indicate the proposed diversion/ modification works for the u-channel to be affected by the development.	<p>The segments of the existing U-channel at the slope toe that fall within the site boundary will be demolished.</p> <p>A new 450UC will be proposed along the eastern boundary of the Application Site to divert the stormwater collected from <b>Area A</b></p>

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<p>8. Figure 6 - Please clearly highlight (with legend) the maintenance responsibility for the proposed/ existing drainage facilities. Please be reminded that all drainage facilities within site boundary should be maintained by the applicant.</p> <p><u>Sewerage Impact Assessment</u></p> <p>1. Section 4.4.2, Figure 3 and Appendix 6 - The proposed pipe sizes, alignment and extent are not tallied with. Please further liaise with Y/YL-NSW/7 project team (i.e. similar comment will be issued if there is further updated submission from Y/YL-NSW/7 in future).</p> <p>2. Section 5.1.7 - Please liaise with Y/YL-NSW/7 project team to ensure there will not be disagreement on the proposed arrangement.</p> <p>3. The SIA report needs to meet the satisfaction of SIG/EPD, the planning authority of sewerage infrastructure.</p> <p>4. SK4001 - Please indicate the separation of the proposed rising mains with existing box culvert.</p>	<p>catchment to a catchpit through a segment of the existing U-channel, which is proposed to be modified to reverse the flow direction. The runoff will eventually be conveyed to an existing 450mm outflow to NTMDC.</p> <p>Noted. Please refer to the revised <b>Figure 6</b> in <i>Appendix VI</i>.</p> <p>Please be advised that <b>Figure 3</b> shows the communal sewer proposed by the proposed development, while <b>Appendix 6</b> depicts the communal sewer proposed by another applicant under Y/YL-NSW/7.</p> <p>Noted. Liaison will be carried out at a later stage.</p> <p>Noted.</p> <p>Noted. A separation of at least 1m between the proposed rising main and the existing box culvert has been proposed. Please refer to the revised <b>SK4001</b> in <i>Appendix V</i>.</p>

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<p><b><u>Comments from Transport Department:</u></b> <b>(Contact Person: Mr Donald LEUNG Tel: 2399 2778)</b></p> <p><u>Traffic engineering comment:</u></p> <p>1) Please advise whether TTIA has been taken into account of the trips arising from the development of Ngau Tam Mei Area.</p> <p>2) As per the previous comment in the pre-submission, the traffic survey in the current TTIA was conducted more than 3 years ago and during the COVID-19 epidemic situation, the applicant should justify the survey data reflects the prevailing traffic condition.</p> <p>3) Table 2.4:</p> <p>a. Please review and considering providing a minimum motorcycle parking spaces up to a ratio of 1 per 10 private car parking spaces.</p> <p>b. To promote green transport modes, please review and consider providing bicycle parking space up to a ratio of 1 per 7.5 flats.</p>	<p>Noted, Ngau Tam Mei Area has been considered into the traffic forecast. Please refer to the Ref. No. 15 in Table 4.3 of the revised Traffic Impact Assessment in <i>Appendix VI</i>.</p> <p>According to the survey conducted in Year 2025 April (normal weekday), the traffic flow in Year 2025 is comparatively smaller, especially in J1 Fairview Park Roundabout and J2 Kam Pok Road / Castle Peak Road – Tam Mi. Please refer to Figure 3.14 and Para. 3.1.4 the revised TIA report in <i>Appendix VII</i> for Year 2025 survey.</p> <p>For a conservative assessment, the original survey results have been adopted as the base for the design year traffic forecast.</p> <p>Based on the TIA report, the higher end of provision requirement according to HKPSG has already been adopted for the proposed provision of motorcycle parking spaces. The Applicant will consider providing more motorcycle parking spaces within the site, and the exact no. of the respective parking space will be agreed with TD at detailed design / land exchange stage.</p> <p>Based on the TIA report, the higher end of provision requirement according to HKPSG has already been adopted for the proposed provision</p>

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<p>4) Para. 2.5.5: In view of the nearby residential development (i.e. MP/7 and MP/8), please review the pedestrian connectivity between the nearby residential development (i.e. MP/7 and MP/8) and the subject site and to review the LOS of existing footpath.</p> <p>5) Table 3.2: Noted J7 to J11 has been included in the current TTIA submission. Please advise whether the traffic data in J7 to J11 is from Year 2021 or not.</p> <p>6) Table 3.2: Please explain why the junction performance in Year 2021 existing case is different from that in the pre-submission.</p> <p>7) Table 3.3: Please provide the assumed frontage in deriving the road link capacity for ease of reference and review the road link capacity of L2: Castle Peak Road – Tam Mi.</p> <p>8) For consistency, please standardise the naming of all junctions in the TTIA report, i.e. (J1), Fairview Park Interchange vs Fairview Park Roundabout.</p> <p>9) Table 4.3: Noted there is a great change in the planned developments in Table 4.3 as well as the development parameters, i.e. the trip</p>	<p>of bicycle parking spaces. The Applicant will consider providing more bicycle parking spaces within the site, and the exact no. of the respective parking space will be agreed with TD at detailed design / land exchange stage.</p> <p>Noted, Section 2.5 has been updated to include the pedestrian assessment of the MP/7 and MP/8 to and from the subject site (<i>Appendix VII</i> refers).</p> <p>The traffic data in J7 to J11 is also from Year 2021.</p> <p>Please be clarified that the roundabout parameters have been revised.</p> <p>To consider the impact induced by the roadside activities, it is suggested to consider a site factor of 0.85 for the capacity of L2: Castle Peak Road – Tam Mi. Road link assessment in Table 3.3, 4.7 and 4.11 have been revised accordingly (<i>Appendix VII</i> refers).</p> <p>Noted, relevant text has been revised.</p> <p>Please be clarified that the reduction of trips generated by Kam Tin South Priority Sites is due to the uncertain programme of Pat Heung Depot</p>

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generation in AM peak for Kam Tin South Priority Sites Development has been reduced from 3575 pcu/hr in MP/6 TTIA to 1160 pcu/hr in the current TTIA submission, please explain and seek PlanD’s endorsement on the list of planned development in Table 4.3.	topside development and Kam Sheung Road Station Topside Package 2.  All planned developments available in the public domain have been included in Table 4.3 and the current TIA. No comments have been received from PlanD regarding the above.
10) Para. 4.4.2 to 4.4.5 and Figure 3.9 to 3.12: The existing junction layouts for J8, J9, J10 and J11 as shown on Figure 3.9 to 3.12 are outdated and the junction improvement works as shown in Figures 4.6 to 4.8 were already implemented on site. Please update the figures and the relevant section of the report accordingly.	Noted, Figures 3.9 to 3.12 have been revised accordingly ( <i>Appendix VII</i> refers).
11) Figure 4.3: When compare with the previous planning application MP/6, noted there is a substantial change on the directional split for the development trips, i.e. J2. Please provide justification on these changes and review whether the proposed split is reasonable.	The directional split of the development trips has been revised accordingly.
12) For arm C of J1, please explain why the reference flow in Year 2034 would be lower than that in the existing flow in Year 2021.	A typo was found. The traffic flow in arm C in Year 2034 reference case is revised accordingly.
13) Para. 4.5.4:	
a. Please explicitly mention in the Report that the additional junction improvement works proposed in J1 as described in Figure 4.10, would be undertaken by the applicant prior to the commissioning.	Noted and supplemented accordingly ( <i>Appendix VII</i> refers).
b. Please explicitly mention in the Report that in case of programme mismatch between the subject site and Sha Po	Noted and supplemented accordingly ( <i>Appendix VII</i> refers).

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Public Housing Development, the applicant would undertake all the junction improvement works in J1 as described in Figure 4.11 prior to the commissioning.	
14) Para. 4.7.6: Under the sensitivity test (II), please explicitly mention in the Report that the proposed improvement works in Figure 4.16 would be undertaken by the applicant.	Noted and supplemented accordingly ( <i>Appendix VII</i> refers).
15) As per the previous comment in the pre-submission, the location of kindergarten, NEC, retail/eating place should be clearly shown in figures. Please also advise the locations of the associated loading/unloading spaces in the figures.	Noted and Figure 2.1 has been revised ( <i>Appendix VII</i> refers).
<u>Transport operation comment:</u>	
16) Para. 2.4.3 and para. 3.3: please note there are existing public transport services (i.e. 2 bus routes and 1 GMB route) for Yau Pok Road Light Public Housing, which commenced operation on 28 March 2025.	Noted and supplemented accordingly ( <i>Appendix VII</i> refers).
17) The assessment of the exact mode of transport services and details are subject to TD’s further assessment/consideration, with due consideration to the development and planning of transport system/services near the time.	Noted.
18) The proposed (PTI/lay-bys, regardless of the name) should be provided with appropriate terminating facilities to support the proposed PT services. Nothing two new bus routes were recommended to terminate at the site, a minimum of 2	2 nos. of bus stacking spaces have been reserved in the transport lay-by. Please refer to Appendix A for the location of stacking spaces.

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<p>boarding/alighting bus bays (for 12.8m double decker buses) and relevant bus staking spaces should be provided (according to TPDM, the no. of bus stacking spaces should be twice of that of the boarding/alighting bays (i.e. 4 in the above example). It is also noted another 1 bus bays will be reserved for by-passing route with flexibility for converting to GMB bay (if required).</p> <p>19) Please indicate the ancillary facilities for the franchised bus operators (e.g. Bus regulatory office, rest room with toilets) on the layout plan (please refer to the latest TPDM and HKPSG for details of the requirements).</p> <p>20) The proposed PTI/PTT/transport lay-by is in private land and should be managed by the private developer/their management office (Not TD). The management office of the private PTI should allow the allocation of public transport services within the PTI by TD.</p> <p>21) Please ensure the public transport facilities provided in each of the subject development site its associated sites would be self-sufficient in case other development sites mentioned in the TTIA report (e.g. R(D) sites, Southern Site/Northern Site) could not commence in line with the population intake of other sites.</p>	<p>Meanwhile, the Applicant will further review the necessity of providing other ancillary facilities that would normally be required in a PTI at detailed design stage.</p> <p>The ancillary facilities will be further considered at the detailed design stage.</p> <p>Noted.</p> <p>Noted.</p>
<p><b><u>Comments from Agriculture, Fisheries and Conservation Department:</u></b> <b>(Contact Person: Dr Azaria WONG Tel: 2150 6932)</b></p>	



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<p><b><u>Supporting Planning Statement</u></b></p> <p><b><u>Section 3.9.11</u></b> Please revise the Section to read: “...the funding application for <del>establishing the detailed design for the first phase of the SPS WCP...</del>”</p> <p><b><u>Section 3.9.12</u></b> The purpose and meaning of the first sentence is unclear, please remove accordingly.</p> <p><b><u>Appendix 4 EcoIA</u></b></p> <p><b><u>Section 2.1.1</u></b> Please revise the first bullet point and throughout the report to read: “Approved Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/6 8;”</p> <p><b><u>Figure 1</u></b> Please revise the description of the teal area in the legend to read: ““Other Specified Uses” <del>annotates</del> <b>annotated</b> “Wetland Conservation Park””, and clarify the item “Mai Po Nature”.</p> <p><b><u>Appendix 6 Environmental Assessment</u></b></p> <p><b><u>Section 5.3.3</u></b> Please revise the Section to read: “...the further north, where <del>a</del> the planned <del>wetland—conservation—park</del> Sam Po Shue Wetland Conservation Park largely overlaps with the WCA.”</p> <p><b><u>Table 5.1</u></b></p>	<p>Relevant text has been revised accordingly (<i>Appendix VIII</i> refers).</p> <p>Relevant section has been revised accordingly (<i>Appendix VIII</i> refers).</p> <p>Relevant section has been revised accordingly (<i>Appendix IX</i> refers).</p> <p>Relevant section has been revised accordingly (<i>Appendix IX</i> refers).</p> <p>The relevant text has been amended accordingly (<i>Appendix IV</i> refers).</p>

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<p>Please revise the description of C03 to read: “Planned <b>Sam Po Shue</b> Wetland Conservation Park <del>by others</del> which covers the ponds between Fairview Park and Palm Springs, and those near Yau Mei San Tsuen”.</p> <p>Please also revise the status of C03 to read: “<del>Planned zoning</del> <b>Under planning</b>”.</p> <p><b><u>Figure 5-1</u></b> Please revise the description of the purple area in the legend to read: “<del>Planned</del> “<b>Other Specified Uses</b>” annotated “Wetland Conservation Park” (<del>Indicative</del>)”. Please also revise the colour for better legibility.</p>	<p>Planned Sam Po Shue Wetland Conservation Park has been stated in Table 5.1 for C03 of the revised Environmental Assessment in <i>Appendix IV</i>.</p> <p>Relevant text has been amended accordingly (<i>Appendix IV</i> refers).</p> <p>The legend in Figure 5-1 has been revised accordingly (<i>Appendix IV</i> refers).</p>
<p><b><u>Comments from Highways Department:</u></b> <b>(Contact Person: Ms W Y YEUNG Tel: 2762 4928)</b></p> <p>The applicant shall provide an implementation programme and a Construction Traffic Impact Assessment (CTIA) report for consideration.</p>	<p>Please refer to para. 5.1.15 of the revised Traffic Impact Assessment in <i>Appendix VII</i>.</p>
<p><b><u>Comments from Architectural Services Department:</u></b> <b>(Contact Person: Ms Jacqui CHEUNG Tel: 2582 5322)</b></p> <p>The proposed building height (BH) of 16 storeys (59.85mPD) is much higher than the BHs of the existing development immediately adjacent to the application site. The proposed BH appears to be incompatible with</p>	<p>The Applicant is in line with the Hong Kong Housing Policy 2021 to tackle the city’s acute housing crisis by building a “Northern Metropolis” along its border with Mainland China, the development will cover ‘mature</p>

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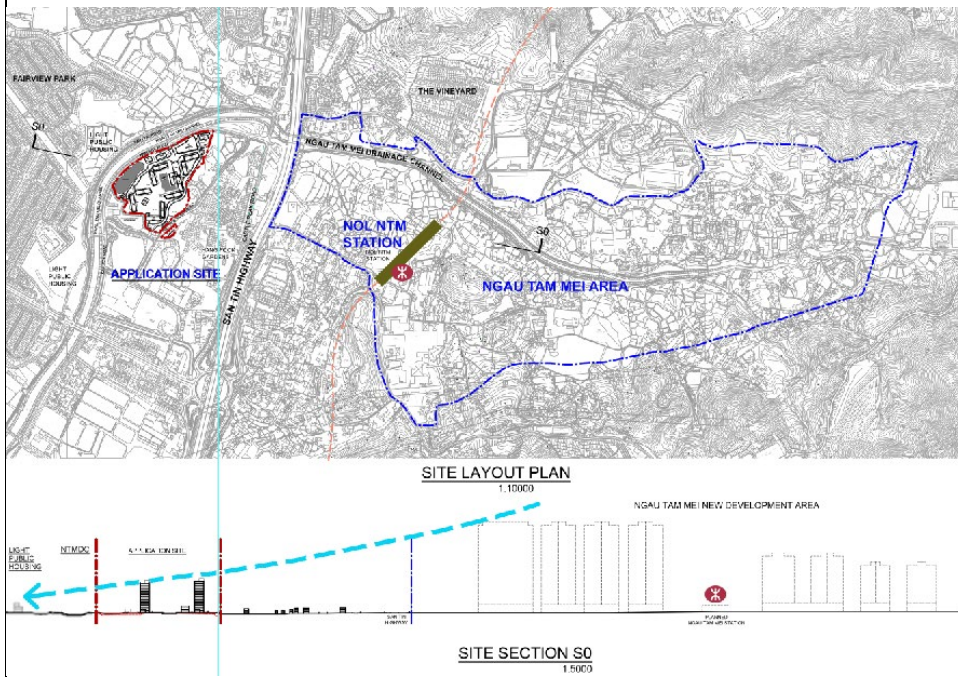
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the BHs of the existing adjacent developments as stipulated in the current Outline Zoning Plan.	<p>new towns’ including Tin Shui Wai, Yuen Long, Fanling and Sheung Shui.</p> <p>The Applicant has already been incorporated some design and mitigation measures to promote visual permeability and interest including stepped building height profile descending from east to the west toward the existing Ngau Tau Mei Channel and yet integrating the character of the surrounding site by proposing the landscape pond at the western side of the proposed development which considered compatible to adjacent area.</p> <p>The illustrations are indicated below showing the mitigation and interest with the stepped height profile descending from east to west.</p>

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	 <p>The figure consists of two parts. The top part is a map titled 'SITE LAYOUT PLAN' at a scale of 1:1000. It shows the 'APPLICATION SITE' in red, the 'NOL NTM STATION' in green, and the 'NGAU TAM MEI AREA' in blue. The map also shows 'THE VINEYARD' and 'FAIRVIEW FARM'. The bottom part is a cross-section drawing titled 'SITE SECTION S0' at a scale of 1:500. It shows the building profile, the 'NGAU TAM MEI NEW DEVELOPMENT AREA', and the 'PUBLIC ROAD'.</p>

Consolidated by: **KTA Planning Limited**

Date: **17 April 2025**

**List of Appendices**

Appendix I Updated Master Layout Plan and Sectional Drawing

Appendix II Revised Visual Impact Assessment

Appendix III Revised Air Ventilation Assessment – Expert Evaluation

Appendix IV Revised Environmental Assessment

Appendix V Revised Pages of the Sewerage Impact Assessment

Appendix VI Revised Pages of the Drainage Impact Assessment

Appendix VII Revised Traffic Impact Assessment

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Appendix VIII Revised Pages of the Supporting Planning Statement

Appendix IX Revised Pages of the Ecological Impact Assessment