

**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. 4

Response-to-Comment Table

Rezoning from “Residential (Group D)” to “Residential (Group C) 1” Zone
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(Planning Application No: Y/YL-MP/10)

Further Information No. 4

Comments	Response
<p><u>Comments from Environmental Protection Department:</u> (Contact Person: Mr Chris WONG Tel: 2835 1145)</p> <p><u>Air Quality</u></p> <ol style="list-style-type: none"> Sections 2.3.2: Please delete “current” in line 1. Please delete “the updated AQOs under” in line 4 and move this sentence to the beginning of this section. Also suggest to delete the last sentence. Table 2.1: Suggest to delete the first row “New AQOs” of the table. Table 2.2 and Figure 2-3: The separation distance from the project site boundary from some ASRs seem incorrect (e.g. A10 and A13, etc.). Please check and update. Sections 2.4.4: Suggest to revise “The proposed development including all proposed buildings, commercials and GIC building along Kam Pok Road will be provided with air conditioning.” in lines 13-15 as “For Kam Pok Road, all buildings of the proposed development along this road including E&M, Commercial, Commercial & Transport Layby, and Commercial & GIC Facilities will be provided with air conditioning.”. Alternatively, since the provision of air conditioning for these buildings does not mean they will not be subject to adverse air quality impact, and the portion of these buildings within the buffer zone has already been addressed in the following sentence, the consultant may consider to delete this sentence as appropriate unless there is any other implication. 	<p>Text in S.2.3.2 has been amended as suggested (<i>Appendix I</i> refers).</p> <p>“New AQOs” in the first row has been deleted.</p> <p>Separation distances between project site boundary and ASRs are reviewed and updated in Table 2.2.</p> <p>The concerned sentence has been removed from S2.4.4 as suggested (<i>Appendix I</i> refers).</p>

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Comments	Response
5. Sections 2.4.6: In addition to the transport layby, the potential air quality impact arising from the carparks should be addressed. Please supplement in a new section with the details of the proposed carparks such as the locations, no. of parking space for PC, LGV and HGV, locations of ventilation exhausts, etc., in order to justify if it will give rise to any air quality impact.	S2.4.7 has now been added regarding carparks (<i>Appendix I</i> refers). Details of the carpark is not yet available and will only be available in later detailed design stage. The potential location of the exhaust of the carpark will be located away from any air-sensitive uses as far as possible such as facing Kam Pok Road. Also, the design and operation of the carpark will follow EPD's ProPECC PN 2/96 on Control of Air Pollution in Car Parks. Thus, no adverse air quality impact is anticipated.
6. Sections 2.4.8: EPD would like to remind the applicant that it should be the responsibility of the applicant and their consultant to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment results as presented in the submission would be invalidated.	Noted.
7. Section 2.4.11: Suggest to move the last two sentences after the 2 nd sentence.	S2.4.11 now reads S2.4.12. Last two sentences have been moved after the 2 nd sentence.
8. Section 2.4.12: Please specify the odour removal efficiency (i.e. no less than 99% for H ₂ S) for the odour removal system in line 4.	S2.4.12 now reads S2.4.13. Odour removal efficiency has now been stated.
9. Section 2.4.13: Please specify the shortest separation distance from the exhaust of the proposed SPS to the nearest ASR (Y/YL-MP/3) is 63m according to Figure 2.2. Please supplement before the 2 nd last sentence in line 22.	S2.4.13 now reads S2.4.14. Separation distance has been added.

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10. Section 6.2.3: 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, rather than being subject to the findings and recommendations in the EIA study at a later stage.	It is understood that implementation of a construction environmental monitoring and audit program and carrying out of continuous dust monitoring during construction phase, will be required as part of the EIAO process and EP condition. Details of which will be subject to the findings of the EIA study to be conducted in future. Text in S6.2.3 has been amended (<i>Appendix I</i> refers).
11. Section 6.3.1: Please revise “adaptation of good practices” in lines 5-6 to “implementation of control measures stipulated under the Air Pollution Control (Construction Dust) Regulation and adoption of goods site practices”.	Text in S6.3.1 has been added accordingly (<i>Appendix I</i> refers).
12. Figures 1-1 and 2-4: For consistency, please rename the channel as “Ngau Tam Mei Channel”.	Labels for Ngau Tam Mei Channel have been amended in Figures 1-1 and 2-4 (<i>Appendix I</i> refers).
<u>Water Quality</u>	
13. S5.5.5 last sentence: Please review if the sentence should be revised to “no adverse water quality impact <u>during construction phase</u> due to construction site runoff or sewage generated by construction workforce will be expected.”.	Text in S5.5.5 has been added accordingly (<i>Appendix I</i> refers).
14. Please add a brief conclusion on whether adverse water quality impacts are anticipated during construction phase and operation phase.	A brief summary has been added in S5.6 (<i>Appendix I</i> refers).

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<u>Waste Management</u>	
15. Table 6.2 -	
(i) For "Site Formation & filling, etc. ", please remove the extra spacing on the 3 rd column.	Extra spacing has been removed.
(ii) For the 2 nd paragraph of "Building construction", please revise "C&D materials" as "Non-inert C&D materials" for better clarity.	“Non-inert C&D materials” has been stated accordingly.
(iii) For Remarks, please review the sentence regarding the disposal route, as it is not involved in the table.	“Disposal method” has been stated in the remark.
(iv) For Remarks *, please clarify what materials (e.g. soil, vegetation or concrete?) comprise the top 300mm of the ground.	“Top 300mm of the ground comprises soil and vegetation“ has been added.
(v) For Remarks ***, please clarify the discrepancy in the total GFA mentioned between this table (i.e. ~109,919m ²) and Table 1.1 (i.e. 98,535m ²). Please update the estimates as appropriate.	The GFA figure quoted in the remark has been updated.
16. Section 7.3.2 –	
(i) The Monitoring of Solid Waste in Hong Kong 2023 has been published. Please reference to the latest version of the report and update the quantity estimation based on the most recent figures.	The amount of general refuse to be generated during operation phase is estimated based on a per capita waste disposal rate at 0.89 kg/person/day indicated in the Monitoring of Solid Waste in Hong Kong 2023.

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<p>(ii) Please clarify what license is required for the waste collector of general refuse.</p> <p><u>Sewerage Infrastructure</u></p> <p>17. RtC items 42 & 46: Please state the construction responsibility of the section of the proposed communal gravity sewer between the conversion chamber and manhole number no. WKT009 under Case 2 and provide hydraulic assessment under Case 2.</p> <p>18. RtC item 44: Please supplement the response as, for example, Case 3 in the SIA (i.e. the applicant under Y/YL-NSW/7 considered not to proceed to construction of the communal gravity sewer after this application).</p> <p>The applicant should respond to all above comments and provide further details and update the EA and SIA for further review. EPD would also like to reiterate that, if the rezoning application is approved, the proposed residential development is a designated project under Item P.1, Schedule 2 of the EIAO (i.e. a residential development or recreational development, other than New Territories exempted houses within Deep Bay Buffer Zone 1 or 2) and an environmental permit under the EIAO is required before the construction and operation of the proposed residential development.</p>	<p>“contracted waste collector” has been stated.</p> <p>The Proposed Development of Y/YL-MP/10 will be responsible for the section of the proposed communal gravity sewer between the conversion chamber and manhole number no. WKT009 under Case 2 of the SIA. Please refer to the proposed sewer alignment, manhole location and hydraulic assessment presented in <i>Appendix II</i>.</p> <p>Should Y/YL-NSW/7 development considered not to proceed to construction of the communal gravity sewer, Case 1 in the SIA will apply. The Proposed Development of Y/YL-MP/10 will be responsible for the construction of a complete sewage discharge pipeline to convey development sewage to the NSWSPS (see Figure 5 in the revised SIA report).</p> <p>Noted.</p>

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<p>“Glass panes in all windows of all noise sensitive rooms (e.g. living rooms, dining rooms and bedrooms) within the development have a minimum thickness of X mm. All these windows are well-gasketted, providing the future occupants an option for a quieter indoor noise environment.”</p> <p>(b) Appendix 3-2 - Roads No. 10 to 12 are missing from the table. Please review and supplement.</p> <p><u>Year 2046 Traffic Forecast Data During Peak Hours</u></p> <p><u>Two-ways Flows:</u></p> <table><tr><th rowspan="2">Road No.</th><th rowspan="2">Direction</th><th colspan="2">2023 AM</th><th colspan="2">2046 AM (with dev)</th><th colspan="2">2023 PM</th><th colspan="2">2046 PM (with Dev)</th><th rowspan="2">Speed of road (km/hr)</th><th rowspan="2">Road material</th></tr><tr><th>Veh/hr</th><th>HV%</th><th>Veh/hr</th><th>HV%</th><th>Veh/hr</th><th>HV%</th><th>Veh/hr</th><th>HV%</th></tr><tr><td>1</td><td>two-ways</td><td>5940</td><td>36.7%</td><td>8620</td><td>36.2%</td><td>5210</td><td>39.9%</td><td>7840</td><td>39.6%</td><td>100</td><td>Pervious</td></tr><tr><td>2</td><td>two-ways</td><td>1700</td><td>26.4%</td><td>3200</td><td>20.3%</td><td>1360</td><td>25.4%</td><td>2660</td><td>19.6%</td><td>50</td><td>Bitumen</td></tr><tr><td>3</td><td>two-ways</td><td>1140</td><td>31.4%</td><td>2660</td><td>20.4%</td><td>900</td><td>38.4%</td><td>1980</td><td>24.8%</td><td>50</td><td>Bitumen</td></tr><tr><td>4</td><td>two-ways</td><td>830</td><td>27.2%</td><td>1000</td><td>26.7%</td><td>630</td><td>24.7%</td><td>840</td><td>22.8%</td><td>50</td><td>Bitumen</td></tr><tr><td>5</td><td>two-ways</td><td>820</td><td>45.4%</td><td>1700</td><td>30.2%</td><td>930</td><td>35.2%</td><td>1530</td><td>28.0%</td><td>50</td><td>Bitumen</td></tr><tr><td>6</td><td>two-ways</td><td>820</td><td>31.4%</td><td>1340</td><td>27.3%</td><td>540</td><td>40.7%</td><td>900</td><td>33.3%</td><td>50</td><td>Bitumen</td></tr><tr><td>7</td><td>two-ways</td><td>1350</td><td>15.0%</td><td>1420</td><td>15.4%</td><td>1320</td><td>16.7%</td><td>1530</td><td>16.7%</td><td>50</td><td>Bitumen</td></tr><tr><td>8</td><td>two-ways</td><td>570</td><td>41.4%</td><td>1040</td><td>29.8%</td><td>420</td><td>54.6%</td><td>910</td><td>34.0%</td><td>50</td><td>Bitumen</td></tr><tr><td>9</td><td>two-ways</td><td>6550</td><td>36.7%</td><td>8310</td><td>34.4%</td><td>6270</td><td>38.8%</td><td>8560</td><td>34.4%</td><td>100</td><td>Pervious</td></tr><tr><td>13</td><td>two-ways</td><td>90</td><td>35.8%</td><td>190</td><td>24.5%</td><td>110</td><td>8.9%</td><td>170</td><td>10.4%</td><td>50</td><td>Bitumen</td></tr><tr><td>14</td><td>two-ways</td><td>100</td><td>23.0%</td><td>210</td><td>18.6%</td><td>90</td><td>9.1%</td><td>170</td><td>9.9%</td><td>50</td><td>Bitumen</td></tr><tr><td>15</td><td>two-ways</td><td>100</td><td>16.6%</td><td>560</td><td>15.2%</td><td>130</td><td>9.8%</td><td>430</td><td>14.7%</td><td>50</td><td>Bitumen</td></tr><tr><td>16</td><td>two-ways</td><td>750</td><td>17.8%</td><td>1240</td><td>16.3%</td><td>550</td><td>17.8%</td><td>960</td><td>17.2%</td><td>50</td><td>Bitumen</td></tr></table>	Road No.	Direction	2023 AM		2046 AM (with dev)		2023 PM		2046 PM (with Dev)		Speed of road (km/hr)	Road material	Veh/hr	HV%	Veh/hr	HV%	Veh/hr	HV%	Veh/hr	HV%	1	two-ways	5940	36.7%	8620	36.2%	5210	39.9%	7840	39.6%	100	Pervious	2	two-ways	1700	26.4%	3200	20.3%	1360	25.4%	2660	19.6%	50	Bitumen	3	two-ways	1140	31.4%	2660	20.4%	900	38.4%	1980	24.8%	50	Bitumen	4	two-ways	830	27.2%	1000	26.7%	630	24.7%	840	22.8%	50	Bitumen	5	two-ways	820	45.4%	1700	30.2%	930	35.2%	1530	28.0%	50	Bitumen	6	two-ways	820	31.4%	1340	27.3%	540	40.7%	900	33.3%	50	Bitumen	7	two-ways	1350	15.0%	1420	15.4%	1320	16.7%	1530	16.7%	50	Bitumen	8	two-ways	570	41.4%	1040	29.8%	420	54.6%	910	34.0%	50	Bitumen	9	two-ways	6550	36.7%	8310	34.4%	6270	38.8%	8560	34.4%	100	Pervious	13	two-ways	90	35.8%	190	24.5%	110	8.9%	170	10.4%	50	Bitumen	14	two-ways	100	23.0%	210	18.6%	90	9.1%	170	9.9%	50	Bitumen	15	two-ways	100	16.6%	560	15.2%	130	9.8%	430	14.7%	50	Bitumen	16	two-ways	750	17.8%	1240	16.3%	550	17.8%	960	17.2%	50	Bitumen	<p>The quoted table summaries traffic flow data for two-way roads. Please be clarified that Road links 10 to 12 are one-way road (Yau Pok Road), which have already been presented on the first page of Appendix 3-2.</p> <p>Remark has been added under the two-ways flow table of Appendix 3-2 for clarity.</p>
Road No.			Direction	2023 AM		2046 AM (with dev)		2023 PM		2046 PM (with Dev)			Speed of road (km/hr)	Road material																																																																																																																																																																			
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<p>EA – Air Quality</p> <p>1. Sections 2.4.6: Please delete “and carpark” in the last 2 lines.</p> <p>2. Sections 2.4.7: Please check the no. of parking space for motorcycles for the consistency with Table 1.1 in Section 1.3.2 and update if necessary.</p> <p>3. Section 6.2.3: Please revise as “It is understood that <u>the project proponent will recommend the</u> implementation of a construction</p>	<p>Noted, relevant text has been deleted.</p> <p>No. of parking space for motorcycles in S2.4.7 has been updated to be consistent with Table 1.1 in S1.3.2, i.e. 24 motorcycles.</p> <p>S6.2.3 has been revised accordingly.</p>																																																																																																																																																																																

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<p>environmental monitoring and audit program and carrying out of continuous dust monitoring during construction phase <u>as <i>Environmental Monitoring and Audit requirements in the future EIA study</i></u>, will be required as part of the EIAO process and EP condition. Details of which will be subject to the findings of the EIA study to be conducted in future.”</p> <p><i>EA – Water Quality</i></p> <p>4. Section 5.5.5: "Error! Reference source not found" is repeatedly found. Please rectify.</p> <p><i>SIA</i></p> <p>5. S.5.1.4: Please revise as “If the proposed development is to proceed before the Approved Planning Application No. Y/YL-NSW/7...”</p> <p>6. S.5.1.7 – “Figure 6” should read “Figure 10”.</p> <p>7. S.5.1.8 & RtC item 17– Please revise as “If the Approved Planning Application No. Y/YL-NSW/7 is to proceed before this application, the applicant of Planning Application No. Y/YL-NSW/7 will construct the section of the proposed communal gravity sewer between manhole no. WKT009 and WKT015.” Please insert the responses under RtC item 17 to S.5.1.8 as the second sentence.</p> <p>For the Environmental Assessment, please supplement in the Table 1.1 on the installed capacity of proposed private SPS (i.e. less than 2,500 m³/day), and clarified that the 1,973 m³/day in the Table is the estimated sewage flow from the proposed development.</p>	<p>The error message have been rectified.</p> <p>Noted. The S.5.1.4. has been revised (<i>Appendix II</i> refers).</p> <p>Noted, Figure 10 has been renamed as Figure 6.</p> <p>Noted. The S.5.1.8. has been revised (<i>Appendix II</i> refers).</p> <p>Table 1.1 of the Environmental Assessment has been updated accordingly (<i>Appendix I</i> refers).</p>

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Comments	Response
(i) Since the application site consists of 2 separate parts (Part 1: Lot 4805 in D.D. 104 and Part 2: Lot 3152, 3153RP, and 3156 s.B in D.D. 104), the development intensity of each part shall be self-contained and considered individually;	Details will be submitted for approval during building plan submission stage.
(ii) Each part shall be provided with means of obtaining access thereto from a street and emergency vehicular access under regulation 5 and 41D of Building (Planning) Regulations (B(P)R) respectively;	Noted.
(iii) Presumably Part 1 will abut on specified street(s) of not less than 4.5m wide, the development intensity shall not exceed the permissible under the First Schedule of B(P)R;	Noted.
(iv) Part 2 does not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under regulation 19(3) of B(P)R;	Noted.
(v) In view of the size of the sites, area of any internal streets/ roads required under section 16(1)(p) of the BO should be deducted from the site area for the purpose of PR and SC calculations under the BO;	Details will be submitted for approval during building plan submission stage.
(vi) If the proposed PR is based on the assumption that GFA exemption will be granted for greenery/amenity features and non-mandatory/non-essential plant room, etc., the pre-requisites under Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 and APP-152 should be complied with.	Noted.

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(vii) Recreation facilities may be exempted from GFA calculation under BO if they comply with the requirements under PNAP APP-42 and APP-104;	Noted.
(viii) The proposed kindergarten and social welfare facilities may be subject to the issuance of a license. Please be reminded that any proposed building works on the application site intended to be used for such purpose is required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;	Noted.
(ix) Covered areas of transport layby as indicated in Drawing No. (767)S16-A03 and any government accommodation should generally be subject to GFA calculation under BO unless exemption is granted.	Details will be submitted for approval during building plan submission stage.
(x) Disregarding of the covered areas for any carparking spaces, loading and unloading lay-by and associated driveway from GFA calculation under BO will be considered on the basis of the criteria set out in PNAP APP-2 and APP-111 during building plans submission stage.	Noted.
(xi) The discharge of foul water and surface water shall comply with regulations 40 & 41 under Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations. We reserve our comment for the discharge of storm water to flooding relief pond under BO; and	Noted.

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Comments	Response
<p>(xii) Before any new building works are to be carried out on the application site, the prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works, designated exempted works or minor works commenced under the simplified requirements under the BO. Otherwise they are Unauthorised Building Works (UBWs). An Authorised Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;</p> <p>(xiii) For UBW erected on the leased land, enforcement action may be taken by the BA to effect their removal in accordance with Buildings Department’s enforcement policy against UBWs as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBWs on the application site under the BO.</p> <p>(xiv) Detailed checking under the BO will be carried out at building plan submission stage.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
<p><u>Comments from Agriculture, Fisheries and Conservation Department:</u> (Contact Person: N/A Tel: N/A)</p> <p><u>From Sam Po Shue Wetland Conservation Park’s perspective:</u> <u>General Comment:</u></p>	

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Comments	Response
<p>1. Please adopt the latest “Approved Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/8” throughout the submission, S/YL-MP/6 and S/YL-MP/7 are noted at different parts of the submission.</p> <p><u>Appendix IV Environmental Assessment:</u></p> <p><u>Table 5.2:</u></p> <p>2. Please revise the description of C03 to read: “Planned Sam Po Shue Wetland Conservation Park by others which covers...”.</p> <p>3. Please revise the status of C03 to read: “Planned zoning uUnder planning”.</p> <p><u>Figure 5-1:</u></p> <p>4. Please revise the description of the purple area in the legend to read: “Planned “Other Specified Uses” annotated “Wetland Conservation Park” (Indicative)”. The “OU(WCP)” under S/YL-MP/8 has been approved and hence the wording “planned” and “indicative” are inaccurate.</p> <p>5. Please also revise the colour for better legibility (a lot of similar shades of blue/purple in the same figure).</p>	<p>Noted, relevant text has been updated accordingly (<i>Appendix III</i> refers).</p> <p>Description of C03 in Table 5.2 has been revised (<i>Appendix I</i> refers).</p> <p>Status of C03 has been revised.</p> <p>The description of the purple area in the legend has been revised.</p> <p>Legend colours in Figure 5.1 have been revised for better legibility.</p>

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<p><u>Appendix VIII Supporting Planning Statement:</u> <u>Section 3.9.12:</u></p> <p>6. The purpose and meaning of the first sentence are unclear, please revise to read: “One of the functions of the SPS WCP is to compensate for ecological and fisheries impacts arising from development of San Tin Technopole, to achieve no-net-loss in ecological function of the wetland concerned.”</p> <p><u>Appendix IX EcoIA:</u> <u>Figure 1:</u></p> <p>7. Please clarify the item “Mai Po Nature”.</p>	<p>Noted, the corresponding sentence has been updated accordingly (<i>Appendix IV</i> refers).</p> <p>Noted, relevant text has been updated accordingly (<i>Appendix III</i> refers).</p>
<p><u>Comments from Drainage Services Department:</u> (Contact Person: N/A Tel: N/A)</p> <p><u>Sewerage Impact Assessment</u></p> <p>Section 5.1.8 - Please confirm if Y/YL-NSW/7 is committed to construct the proposed sewers between the conversion chamber and WKT009 (i.e. upstream of WKT009) as the concerned communal gravity sewers are started from WKT009 (i.e. downstream of WKT009) under the plan of Y/YL-NSW/7.</p>	<p>The Proposed Development of Y/YL-MP/10 will be responsible to construct the proposed communal gravity sewer between the conversion chamber and WKT009 under Case 2 of the SIA.</p>
<p><u>Comments from Urban Design and Landscape Unit Section of Planning Department:</u></p>	

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Comments	Response
<p>(Contact Person: N/A Tel: N/A)</p> <p>a) Planning Statement – para. 8.13.3 is not yet updated to reflect the revised VIA.</p> <p>b) It is stated in AVA and planning statement that <u>not less than</u> 15m building gaps are provided, while it is stated in para. 4.1.2 of VIA that <u>approximate</u> 15m of building gaps are provided.</p>	<p>Noted, the corresponding paragraph has been updated accordingly (<i>Appendix IV</i> refers).</p> <p>Para. 4.1.2 of the Visual Impact Assessment has been updated accordingly (<i>Appendix V</i> refers).</p>
<p><u>Comments from Transport Department:</u> (Contact Person: Mr. Donald Leung; Tel: 2399 2778)</p> <p><u>Traffic Engineering Comments:</u></p> <p>1) Please advise whether the TTIA has been taken into account of the trips arising from the development of Ngau Tan 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>Noted, the traffic forecast has taken into account the trips arising from the development of Ngau Tam Mei Area. Please refer to the Ref. No. 14 in Table 4.3 (<i>Appendix VI</i> refers).</p> <p>According to the survey conducted in April 2025 (normal weekday), the traffic flow in Year 2025 is comparatively smaller than the previous survey, 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 of the revised TIA report for Year 2025 survey.</p> <p>For a conservative assessment, the original survey results have been adopted as a base for the design year traffic forecast.</p> <p>Based on the TIA report, the higher end of provision requirement</p>

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Comments	Response
a) Please review and considering providing a minimum motorcycle parking spaces up to a ratio of 1 per 10 private car parking spaces.	according to HKPSG has already been adopted for the proposed provision of motorcycle parking spaces. The Applicant may consider providing more motorcycle parking spaces within the Site, the exact no. of the respective parking space will be agreed with TD at detailed design / land exchange stage.
b) To promote green transport modes, please review and consider providing bicycle parking space up to a ratio of 1 per 7,5 flats.	Based on the TIA report, the higher end of provision requirement according to HKPSG has already been adopted for the proposed provision of bicycle parking spaces. The Applicant may consider providing more bicycle parking spaces within the Site, the exact no. of the respective parking space will be agreed with TD at detailed design / land exchange stage.
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	Noted, a Pedestrian LOS Assessment has been included in Section 2.5 of the revised TIA.
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	The traffic data in J7 to J11 is also from Year 2021.
6) Table 3.2: Please explain why the junction performance in Year 2021 existing case is different from that in the pre-submission	Please be clarified that the roundabout parameters has been revised.
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	To consider the impact induced by the roadside activities, it is suggested to consider a site factor of 0.85 for the capacity of Castle Peak Road – Tam Mi. Road link assessment in Table 3.3, 4.7 and 4.11 has been revised

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Comments	Response
	accordingly (<i>Appendix VI</i> refers).
8) For consistency, please standardize the naming of all junctions in the TTIA report, i.e. J1), Fairview Park Interchange vs Fairview Park Roundabout	Noted, naming of all junctions have been revised where appropriate.
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 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	<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 topside development and Kam Sheung Road Station Topside Package 2.</p> <p>Subsequent to the consultation with the Planning Department, additional planned developments have been included as Site 12, 13 & 15 to 17 and tabulated in Table 4.3 of the revised TIA. Considered the newly added developments are located distant from the Application Site and would induce negligible changes in the trip generation. It is envisaged the newly added developments would not create insurmountable changes to the reference traffic forecast.</p> <p>PlanD has given “no comment on the list of planned development” (Annex A of this RtC refers).</p>
10) Para. 4.4.2 to 4.4.5 and Figure 3.9 to 3.12: The existing junction layouts for 18, 19, J10 and 111 as shown on Figures 3.9 to 3.12 are outdated and the junction improvement works as shown on Figures 4.6 to 4.8 were already implemented on site. Please update the figures and the relevant section of the report accordingly	Noted, Figure 3.9 to Figure 3.12 have been updated accordingly.

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Comments	Response
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. 12. 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 JI, please explain why the reference flow in Year 2034 would be lower than that in the existing flow in Year 2021	Typo has been found and the traffic flow in arm C in Year 2034 reference case has been 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.
b. Please explicitly mention in the Report that in case of programme mismatch between the subject site and Sha Po Public Housing Development, the applicant would undertake all the junction improvement works in JI as described in Figure 4.11 prior to the commissioning	Noted and supplemented in para. 4.5.4 accordingly.
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 in para. 4.5.4 accordingly.
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 figures	Figure 2.1 has been revised.

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Comments	Response
<p><u>Traffic Operation Comments:</u></p> <p>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</p> <p>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</p> <p>18) The proposed (PTI / lay-bys, regardless of the name) should be provided with appropriate terminating facilities to support the proposed PT services. Noting two new bus routes were recommended to terminate at the site, a minimum of 2 boarding/alighting bus bays (for 12.8m double decker buses) and relevant bus stacking 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>These existing public transport services have been included in para. 2.4.3 and 3.3 of the revised TIA respectively .</p> <p>Noted.</p> <p>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.</p> <p>Meanwhile, please be clarified that the hardware transport facilities would be provided as Transport-Layby within the site instead of PTI. These ancillary facilities will be further considered at detailed design stage</p> <p>The ancillary facilities will be further considered at detailed design stage.</p>

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Comments	Response
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.	Noted.
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) site, Southern Site/ Northern Site) could not commence in line with the population intake of other sites	Noted.
<u>Comments from Transport Department:</u> (Contact Person: Mr. Mark Wong; Tel: 3855 6516)	
<u>Transport Operation Comments:</u>	
1) Please confirm that the "transport lay-bys" would be managed and maintained by the private developer	The transport lay-bys would be managed and maintained by the Proposed Development.
2) Para 2.4.8: Please confirm if a total of three 42m parallel bays would be reserved for public transport services (i.e. a minimum of 2 X 42m bays for franchised bus with another 1 42m bay with flexibility for by-passing franchised bus / GMB / taxi).	Noted, relevant text has been revised.
3) Given 2 terminating franchised bus routes were proposed, a total of 4 stacking spaces should be provided as per TPDM's requirement	4 stacking spaces have been provided.

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<p>4) Regardless of the name of the public transport facilities (lay-bys / PTI), ancillary facilities for franchised bus operators should be provided as per requirements of latest TPDM</p> <p>5) It is noted that the layout plans of the PTI / lay-bys of other development sites (e.g. REC sites) are outside the scope of the current planning application and are attached for our reference only (hence, TD is not in the position to provide comments at this juncture)</p>	<p>The ancillary facilities will be further considered at detailed design stage.</p> <p>Noted.</p>

Consolidated by: **KTA Planning Limited**

Date: **10 June 2025**

List of Appendices

- Appendix I Revised Environmental Assessment
- Appendix II Revised Sewerage Impact Assessment
- Appendix III Replacement pages of the Ecological Impact Assessment
- Appendix IV Replacement pages of the Supporting Planning Statement
- Appendix V Replacement pages of the Visual Impact Assessment
- Appendix VI Revised Traffic Impact Assessment
- Appendix VII The Proposed “R(C)1” Zone