Annex A

Table A - Responses-to-Comments ("R-to-C") Table dated 13.5.2026

Application No. Y/YL-MP/11 Proposed Rezoning from "Residential (Group D)" to "Residential (Group C)2" Zone for Proposed Residential Development, Lot 4822 in D.D.104 and Adjoining Government Land, Mai Po, Yuen Long

Table A: Responses-to-Comments (13.5.2026)

Departmental Comments		**Applicant's Responses**
D.	**Transport Department ("TD") (received on 12.5.2026)**	
1.	Para 2.4.1: The required queuing of 12.6 sqm is found to be adequate on the assumption that all arriving bus trips have spare capacity or seats. In practice, the site is likely to be among other residential developments (YL/YL-MP/7, 8 & 10) served by the public transport services terminating in the transport lay-by at YL/YL-MP/10. As the proposed site is certainly be an en-route stop of the proposed public transport services, it is very likely that the some franchised bus services will arrive the subject site with high occupancy either limited seats or left with standees during the peakiest half-hour. As such, the actual length of passenger queue may exceed the available area of 12.6 sqm. Please conduct a stress test to ascertain the adequacy of waiting area in case of passengers left-behind. Also, it is assumed the passenger demand for the short and long haul franchised bus route is equally the same. In case the passenger demand is skewed to the short haul route which require longer and more spacious waiting area, what is the passenger queuing and bus boarding/ alighting arrangements?	A 3.5m wide footpath is proposed to be reserved in the PU/DO area as indicated in **Appendix B1 – Traffic Plan** and **Appendix B7 of TIA**, which allows 1.5m for pedestrian bypassing and 2m for queueing area. The reserved queuing area is about 37m long and 2m wide (i.e. 1m effective width by assuming 0.5m lateral clearance on both sides). Based on the average pedestrian space of 0.6 m^2/p under satisfactory LOS C, the queuing area could serve at capacity of 61 persons (i.e. 37m x 1m ÷ 0.6 m^2/p), which should be sufficient to accommodate the anticipated passenger demand of about 21 passengers during peak hours and allow buffers. The detailed layouts and size of drop-off area including passenger queuing and bus boarding/alighting arrangements will be formulated in accordance with the above-mentioned assessment criteria to the satisfaction of TD and other relevant departments at the building plan submission stage, to ensure adequate space will be provided for passenger queueing and bus boarding/alighting.
2.	Appendix B7: Please advise if the lay-by is in double width to enable the bus in the rear part could over-take the first bus. To allow for planning flexibility, please also advise if there is any available area within the site to allocate for public transport operation such that spare stacking area	The size of the drop-off area has been revised to allow 2 buses driving out from the drop-off point independently, as indicated in **Appendix B1 - Traffic Plan of TIA**, and relevant swept paths are indicated in **Appendix B2 & B3 of TIA**. Detailed layouts and size of drop-off area will be further reviewed to ensure smooth and efficient operation of public transport services at the building plan submission stage.

Departmental Comments		Applicant's Responses
	could be made available to facilitate empty despatches/ special trips.	
3.	Para. 4.2.27 and appendix B7: To ensure smooth and efficient operation of public transport services, a designated area should be provided for public transport services, instead of sharing with other non-public transport mode. Or else, the reserved area would be stationed by other non-public transport vehicles and thus obstruct their operation and create congestion within the development.	The proposed drop-off area under the scheme is intended for bus pick-up/drop-off only. No other vehicles will use this drop-off area. Detailed layouts and size of the drop-off area will be reviewed to the satisfaction of TD at the building plan submission stage to ensure smooth and efficient operation of public transport services and to avoid queueing of vehicles and tailing back onto public roads.